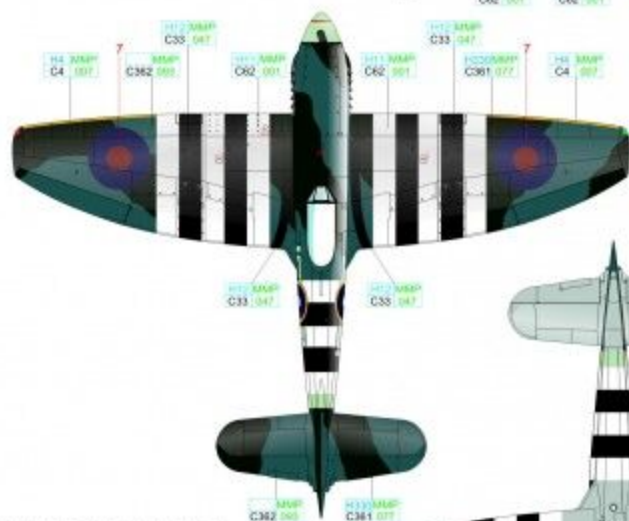
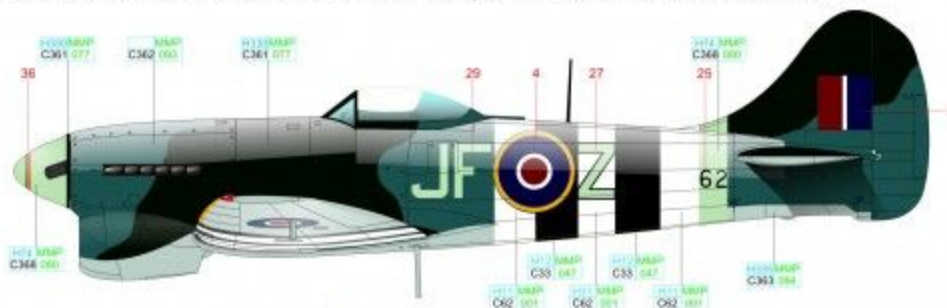
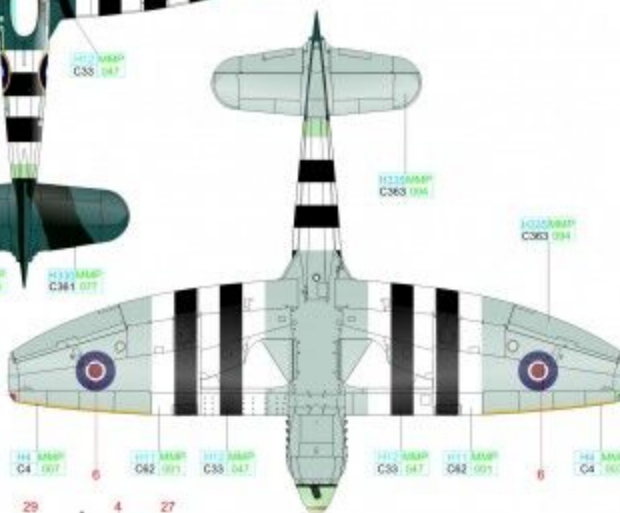


Following a very successful tour with No. 609 Squadron, flying Typhoons in which he was credited with 6 enemy aircraft destroyed in the air, and a short spell as a gunnery instructor, F/Lt Remi 'Mony' Van Lierde, a Belgian national, joined No. 3 Squadron as 'B' Flight commander. His first allocated Tempest was JN736 JF-Z, a Mk.V Series 1 but when this was lost on operations on 27 May 1944 (when flown by another pilot) Van Lierde was able to acquire a new 'Z', a Mk.V Series 2 Tempest, JN862, which was his chosen mount through most of the campaign against the V-1. Van Lierde became the highest scoring pilot against the V-1 by day and was credited with 35 destroyed plus a further 9 shared with other pilots; 30 of these claims were made while flying JN862. Unfortunately, on August 4th, 1944, Van Lierde had to make a landing with only one wheel down, and although he managed to achieve this with minimal damage, the aircraft was unavailable for some time due the resulting repair work. Van Lierde took a new 'Z', EJ557, and when JN862 was returned to the squadron it became JF-Q. On June 5th, 1944, the aircraft which were to participate in the operation Overlord (Normandy landing), received gaudy markings in the form of eighteen inches wide black and white stripes applied to the wing and fuselage. Ground personnel also painted the lower part of the landing gear covers in white. The unusual stripes on the spinner are believed to be the Belgian national colours – black (foremost), yellow and red.



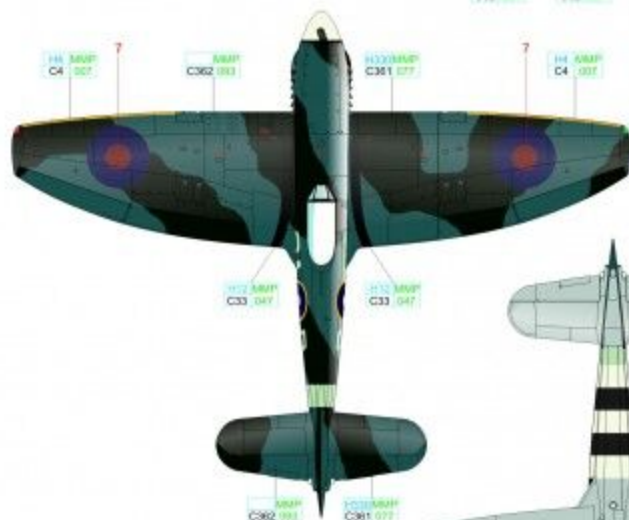
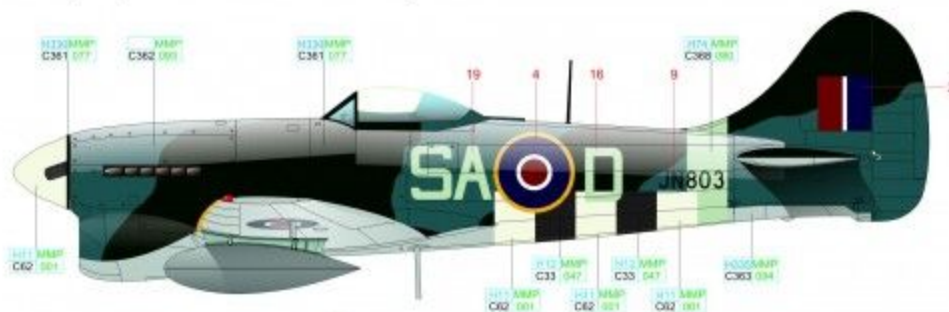
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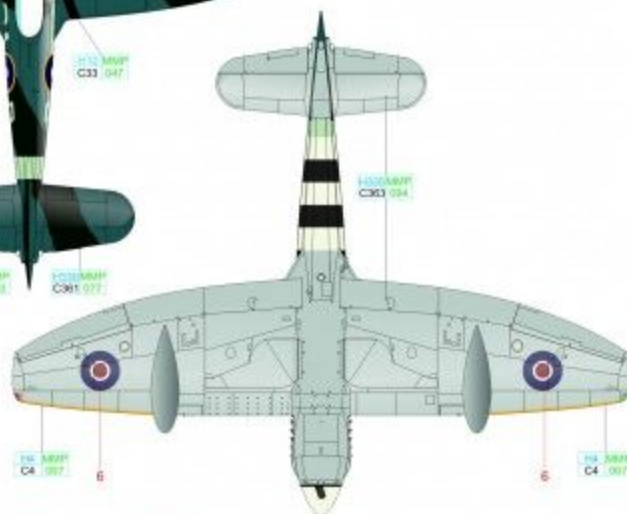


WHITE	H12 SMP C02 001	BLACK	H12 SMP C33 047	YELLOW	H12 SMP C4 007
MEDIUM SEA GRAY	H12 SMP C363 066	DARK GREEN	H12 SMP C361 077	OCEAN GRAY	H12 SMP C362 066
				SKY	H12 SMP C368 066

One of the earliest Tempest Mk.V Series 2 aircraft was delivered to No. 486 (RNZAF) Squadron at RAF Newchurch on May 17th, 1944. It was flown throughout the campaign against the V-1 flying bombs, by many different pilots. It is believed that the 26 kill markings relate to claims made by pilots flying the aircraft rather than claims by any one pilot. This total makes JN803 one of the most successful Tempests against the V-1. At the end of September 1944 the Newchurch Tempests left No. 150 Wing and flew to join No. 122 Wing at B.60 Grimbergen in Belgium and month later to the newly captured B.80 Volkel in the Netherlands. JN803 was often flown by F/O 'Jack' Stafford, who had shot down 4 of the V-1s on its scoreboard. In December 1944 it was issued to No. 3 Squadron. However, the aircraft was lost in combat on December 30th, 1944, when shot down by Bf 109s of IV./JG 27, its pilot captured and murdered by a security officer at Rheine airfield. Tempest in the standard camouflage, so called Day Fighter Scheme, sports only partial recognition markings in the form of black and white "invasion" stripes. Their application on the wing and fuselage upper surfaces was discontinued by the order dated September 10th, 1944. The V-1 kill markings are painted under the windshield on the fuselage starboard.

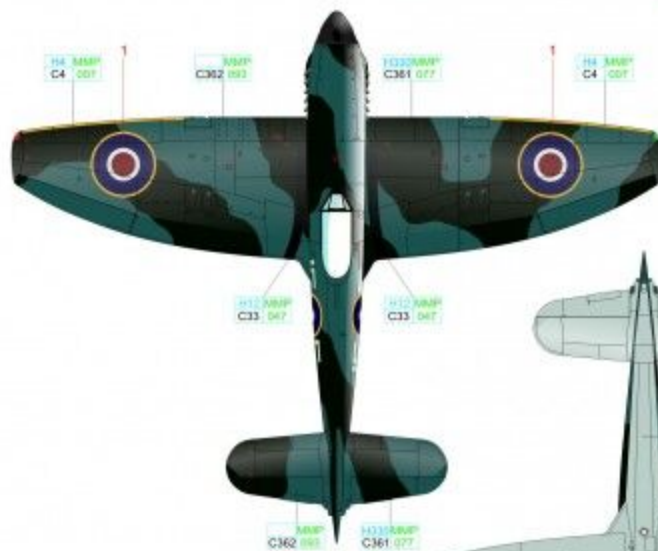
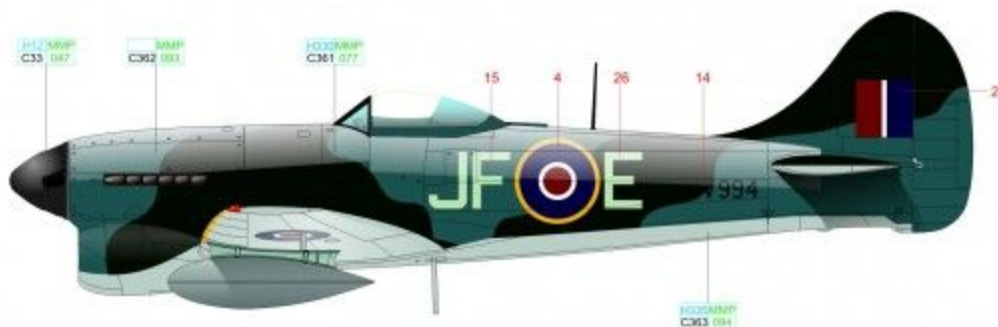


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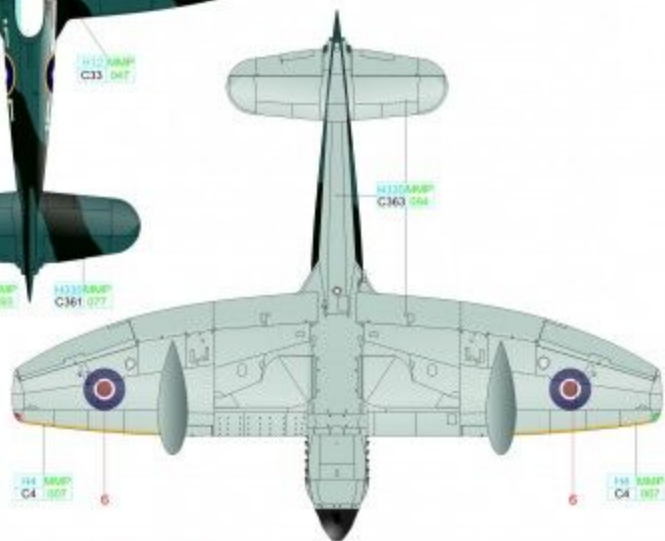


WHITE	111 MSMP C02 001	BLACK	1933MSMP C361 077	YELLOW	144 MSMP C4 007
MEDIUM SEA GRAY	1933MSMP C363 083	DARK GREEN	1933MSMP C361 077	OCEAN GRAY	1933MSMP C362 083
				SKY	1174 MSMP C368 080

The first of Flt Lt Pierre Clostermann's famous No. 3 Squadron Tempest, 'JF-E' was NV994, collected from 83 Group Support Unit, RAF Dunsfold while 3 Sqn were at the Armament Practice Camp, RAF Warmwell. After a ten-day break from operations to practice their gunnery technique and practice bombing, the squadron flew to a new base in Germany, B. 112 Hopsten, on April 18th, 1945. No 3. Squadron would not get chance to try its bombing skills on operations before the end of the war – less than three weeks away. Photos taken on April 18th, 1945 show that NV994 was not marked with Clostermann's 'scoreboard' nor the name 'Le Grand Charles' at that time.

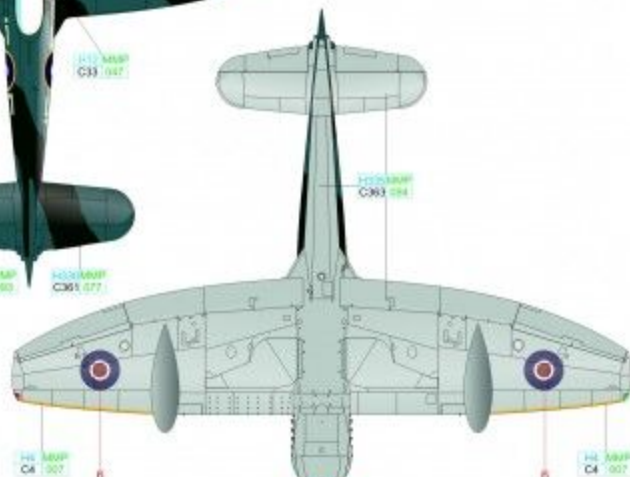
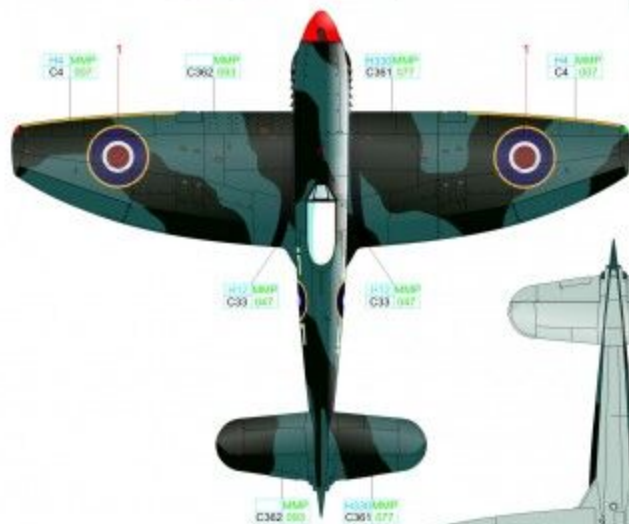
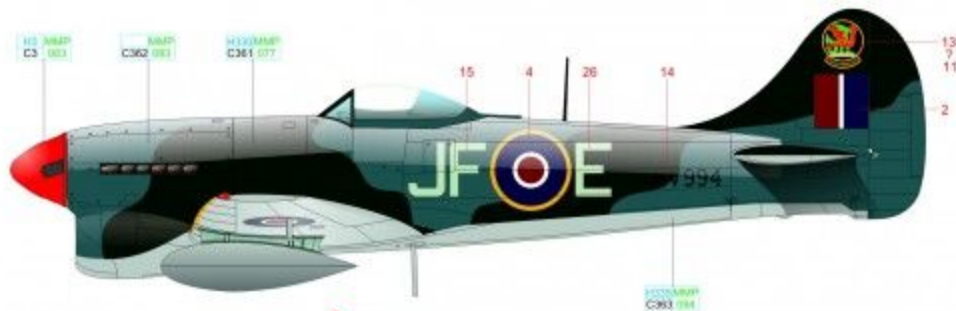


WET TRANSFER
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BLACK C33 047
MEDIUM SEA GRAY C363 064
YELLOW C4 001
DARK GREEN C361 077
OCEAN GRAY C362 063

Another photo, at No. 3 Squadron's next station, B.152 Fassberg, probably very soon after VE-Day, shows the only change at that time may have been the addition of the famous red spinner. This was unlikely to have been added during hostilities as, following many misidentification incidents and attacks by Allied aircraft, 2nd TAF had very strict rules on markings; spinners were invariably painted black. Later in May, 3 Sqn added their unit badge (a cockatrice on a monolith, representing an early flying creature and Stonehenge, which was near their first base) to all their Tempests and Clostermann decorated NV994 with his scoreboard (including some kills which he had been able to confirm after the war finished) and the name 'Le Grand Charles' in honour of General Charles de Gaulle. He flew this aircraft through June 1945 and took it to B.160 Kastrup, near Copenhagen. A big air display for the Danish people was planned for the 1st July 1945 and went ahead despite bad weather. Clostermann flew JF-E NV994 in a formation flypast but was unable to land at Kastrup due the bad weather. He managed to land at nearby Værløse, a smaller grass airfield but NV994 was damaged in an accident (nature unknown).

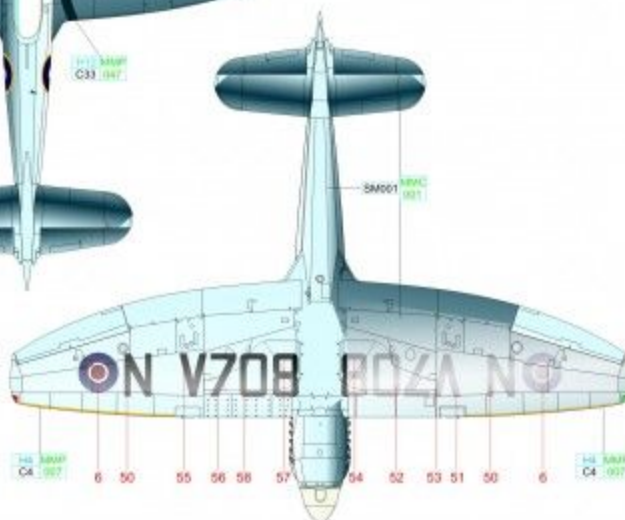
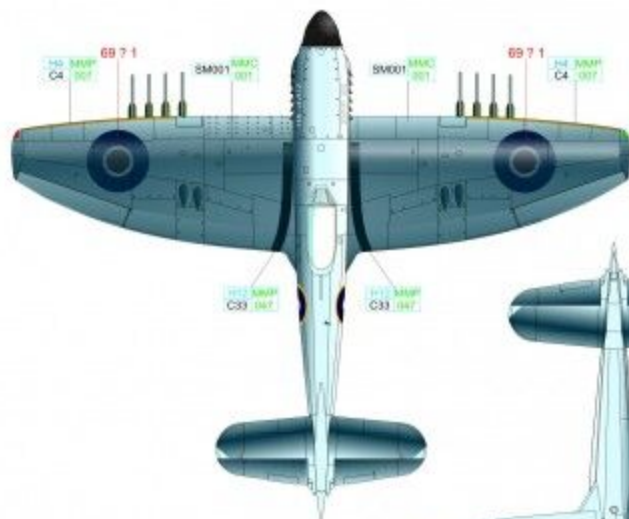


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YELLOW	H4 SMP C4 307	RED	H3 SMP C3 034
MEDIUM SEA GRAY C363 094	DARK GREEN H33 SMP C361 077	OCEAN GRAY	SMP C362 094

Having seen wartime service with No. 33 Squadron as 'SR-T', NV708 was chosen by W/Cdr J. C. Button, as his personal aircraft, when No. 123 Wing was reorganised as a Tempest wing early in 1946. NV708 was sprayed in all-over Aluminium finish and had a half black/ half white spinner as previously seen on his wartime Typhoon 'ZIPP XI'. His initials, 'JCB' and the name 'ZIPP XII' were in white, thinly outlined in black. Button is known to have flown a Typhoon marked 'ZIPP XII' (see Eduard kit No. 11117) and is thought to have marked his Tempest as 'XII' so as to avoid unlucky 'XIII'. Button's successor, W/Cdr P. P. Hanks DSO, DFC, also used NV708, wearing his initials 'PPH' and Type C roundels replaced by Type D. In April 1948, as the last operational Tempest Mk.V squadron (No. 3) began re-equipment with Vampire jets, NV708 was flown back to the UK and stored at No. 6 Maintenance Unit, Brize Norton, where it was stored until sold for scrap in February 1950.

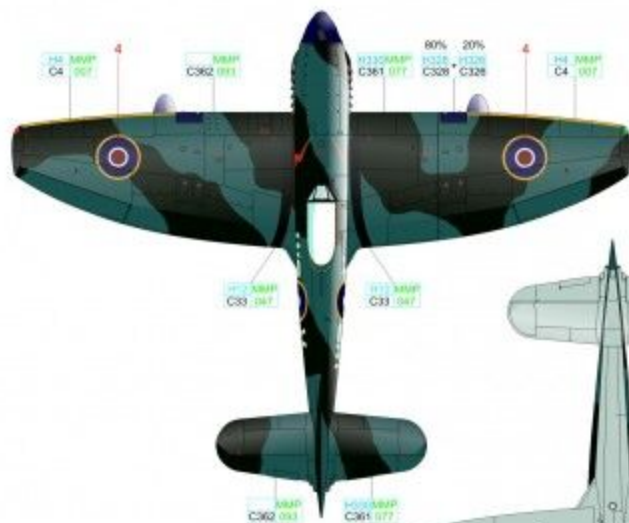


ALUMINIUM SM001
 WHITE C92, 001
 BLACK C33, 047
 YELLOW C4, 097

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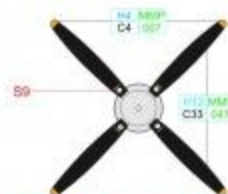
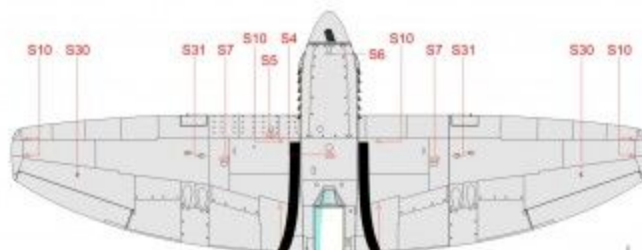
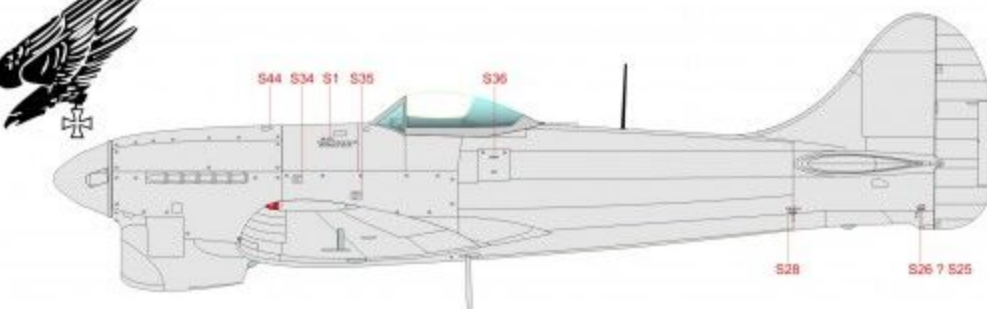
EJ865 was allocated to No. 485 Squadron, which was attempting to convert from Spitfires to Tempests. The conversion had to be abandoned due insufficient Tempests available and by early April 1945 EJ865 was with No. 274 Squadron as 'JJ-B'. It remained with this squadron until the unit was renumbered as No. 174 Squadron in October 1945, retaining the unit codes and yellow lightning flash which all No. 274 Squadron aircraft now carried. With the steady reduction of squadrons in BAFO, No. 174 Squadron was disbanded in March 1946 and EJ865 was transferred to No. 80 Squadron. No. 80 Squadron used traditional Flight colours on its Tempests, red for A flight and blue for B flight, the latter colour appearing on EJ865's spinner, long-range tanks, background of the fin badge and the small 'Y' on the intake dust-filter. The lightning flash was also retained but now in red outlined in yellow, as was the personal marking - '?' on the side of the intake. In January 1948 No. 80 Squadron's ageing Tempests were replaced by new Spitfire F.24s and EJ865 was flown back to the UK and stored at No 6 Maintenance Unit, Brize Norton, where it was stored for two years before being sold for scrap.



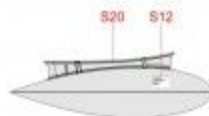
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BLACK	12 SMP C33 047	YELLOW	14 SMP C4 047
MEDIUM SEA GRAY	112 SMP C363 044	DARK GREEN	103 SMP C361 077
		OCEAN GRAY	104 SMP C362 083
		BLUE	80% 20% H128 H129 C328 C326



DECALS S9 - MARKING 'E' ONLY



S47 - ALL 'AMAL'
FASTENERS
ON THE WINGS AND
FUSELAGE

