

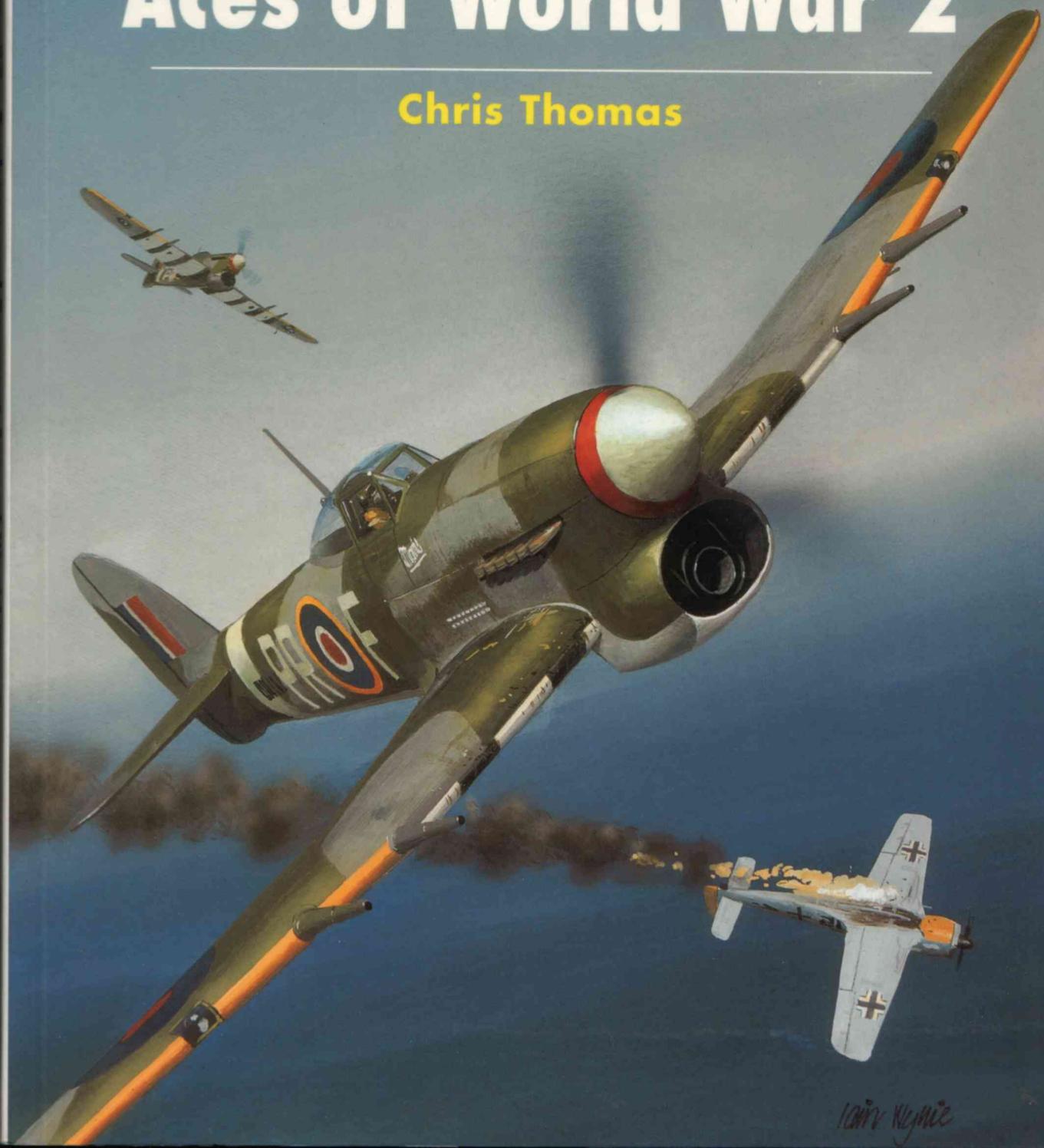


OSPREY AIRCRAFT OF THE ACES • 27



Typhoon and Tempest Aces of World War 2

Chris Thomas



COLOUR PLATES



1
Typhoon Mk IB R7698 of Wg Cdr D E Gillam, OC Duxford Wing, Duxford,
September 1942



2
Typhoon Mk IB R8843 of Wg Cdr D J Scott, OC Tangmere Wing, Tangmere, September 1943



3
Typhoon Mk IB MN570 of Wg Cdr R E P Brooker, OC No 123 Wing, Thorney Island, June 1944



4
Typhoon Mk IB SW470 of Grp Capt J R Baldwin, OC No 123 Wing,
Plantlunne (B.103), May 1945



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Typhoon Mk IB MN518 of Wg Cdr R T P Davidson, OC No 143 Wing, Hurn, May 1944



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Typhoon Mk IB EK195 of Plt Off J A S Allen, No 182 Sqn, Appledram, June 1943



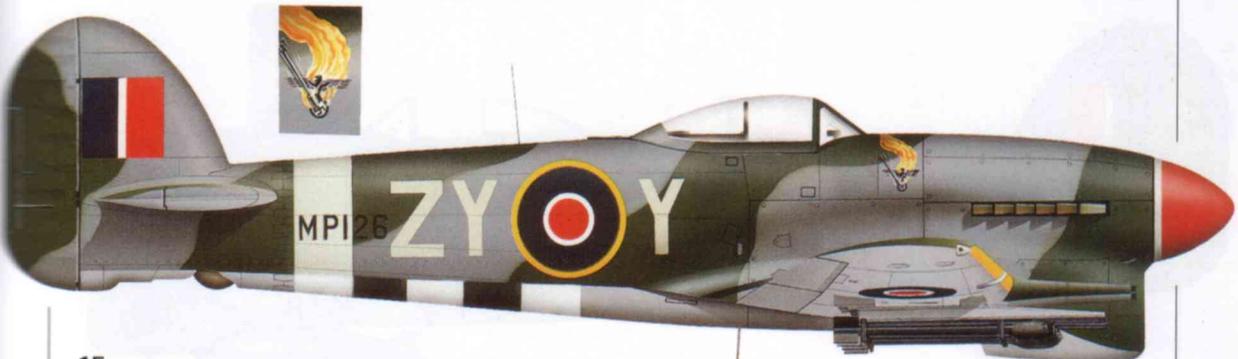
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20

Typhoon Mk IB R8781 of Sgt K G Taylor-Cannon, No 486 Sqn, Tangmere, December 1942



21

Typhoon Mk IB EJ981 of Sqn Ldr D J Scott, OC No 486 Sqn, Tangmere, June 1943



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Typhoon Mk IB R7752 of Sqn Ldr R P Beamont, OC No 609 Sqn, Manston, February 1943



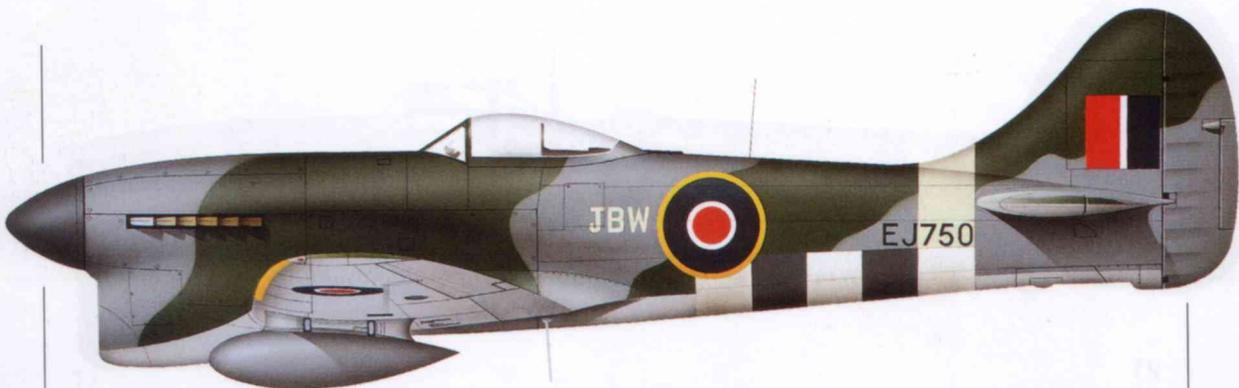
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Typhoon Mk IB R7855 of Flg Off R A Lallemand, No 609 Sqn, Manston, February 1943

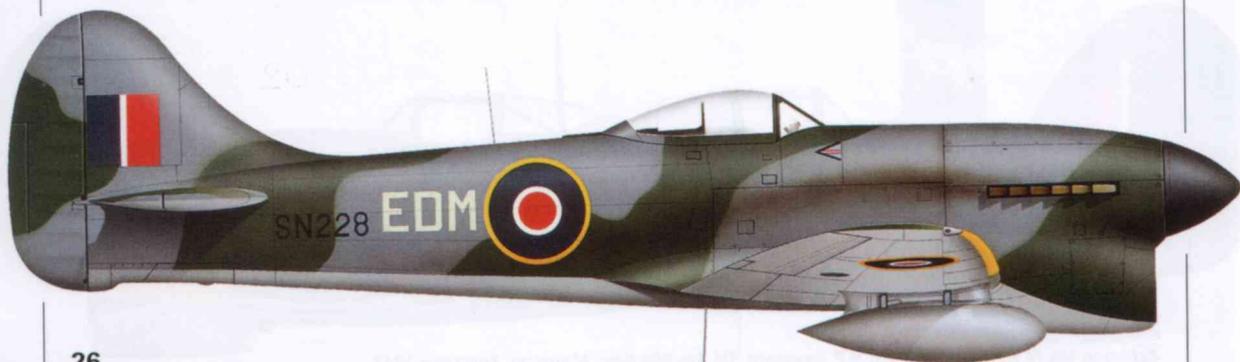


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32

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33

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34

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35

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36

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37

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38

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39

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40

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1

Typhoon Mk IB R7698 of Wg Cdr D E Gillam, OC Duxford Wing, Duxford, September 1942

Delivered to No 609 Sqn in Mk IA form, R7698 was adopted by Gillam for his personal use and converted to Mk IB standard. The reason for the 'Z-Z' code rather than the expected 'DE-G' is not known, but it became a feature of his aircraft, adorning at least three more Typhoons and a Tempest. Note the oversized fuselage roundel with rather odd proportions, caused by the modification of a 42-inch Type A1 roundel to C1 style (which should have been 36-inch diameter). The aircraft was repainted in a non-standard camouflage, and it has not been possible to determine the exact pattern owing to the use of apparently darker than normal grey. The Typhoon was marked with a 12-inch yellow band around each wing, centred on the inner cannon. When the Duxford Wing was disbanded, R7698 was allocated to the newly-formed No 198 Sqn, serving until July 1943 when it was retired to Taylorcraft, at Rearsby, for use in their Typhoon repair programme.

2

Typhoon Mk IB R8843 of Wg Cdr D J Scott, OC Tangmere Wing, Tangmere, September 1943

R8843 was the first Typhoon with a sliding hood to reach an operational unit, and was from a small batch of older Typhoons which had been in store awaiting adequate supplies of Sabre engines. These aircraft were brought up to the latest standard, and this included the fitting of the new canopy. The earliest 'bubble-tops' went to the COs of the Typhoon fighter squadrons, with another example being R8845, which was issued to Sqn Ldr Thornton-Brown of No 609 Sqn. Scott received his new Typhoon on 16 September 1943, and flew the aircraft until November, when he was posted to command RAF Hawkinge. Remaining at Tangmere, R8843 was damaged by flak while flown by Denys Gillam on 12 January 1944. Repaired by Taylorcraft, it was eventually issued to No 184 Sqn around D-Day. Transferred to No 175 Sqn a few days later, it was damaged and repaired again, whereupon it was issued to No 181 Sqn in September 1944. It was finally shot down by flak on 29 September 1944, with its pilot, Flt Lt T F Rosser, becoming a PoW.

3

Typhoon Mk IB MN570 of Wg Cdr R E P Brooker, OC No 123 Wing, Thorney Island, June 1944

Although issued to No 198 Sqn shortly before D-Day, MN570 was adopted by Wg Cdr Brooker for his personal use, carrying his single initial 'B', and flown by him until the end of his tour in July 1944. Spinner markings are based on the interpretation of black and white film, and should be regarded as provisional. Damaged in a landing accident by a No 198 Sqn pilot on the 24th of that month, MN570 was repaired and eventually reissued, first to No 247 Sqn (as 'ZY-F') in November 1944, and then to No 174 Sqn the following month, becoming 'XP-P'. Its fate is obscure, but there is evidence to suggest it was written off in a crash landing at Volkel after being hit by flak on 22 February 1945. Brooker later flew Tempest NV641, which also coded 'B', from January 1945, and was posted missing while flying this aircraft on 16 April 1945.

4

Typhoon Mk IB SW470 of Grp Capt J R Baldwin, OC No 123 Wing, Plantlunne (B.103), May 1945

When Johnny Baldwin returned to operations at the end of February 1945, he again adopted two Typhoons, both marked 'JB' – the bomber was SW496 and the rocket-armed aircraft was SW470, which he retained for four months after VE-Day. The spinner was originally black, but was painted pink(!) circa May 1945. By January 1946 SW470 was at No 51 MU at Lichfield, and was scrapped there the following September.

5

Typhoon Mk IB MN518 of Wg Cdr R T P Davidson, OC No 143 Wing, Hurn, May 1944

Davidson received MN518 late in April 1944 as a replacement for his earlier 'R-D' (see JP496/Profile 10), and flew it on operations during early May. On 8 May, however, while leading No 438 Sqn in an attack on a 'Noball' site near Douai in a borrowed aircraft (MM957 'F3-N'), he was forced to land in France with engine failure. He evaded capture and fought with the *Maquis* until liberated. MN518 was taken over by the new Wing Commander Flying, M T Judd, and was recoded 'MJ'. Damaged on D-Day +1, it was repaired and issued to No 266 Sqn as 'ZH-C' in September. It survived the war to be scrapped at No 5 MU at Kemble in July 1946.

6

Typhoon Mk IB MN587 of Grp Capt D E Gillam, OC No 146 Wing, Antwerp (B.70), October 1944

Although marked 'ZZ II', MN587 was Denys Gillam's third (at least) Typhoon to carry 'ZZ' codes. Allocated to No 266 Sqn, it was flown by Gillam during his time as Commanding Officer of No 146 Wing between July and December 1944. He led many strikes in this aircraft, despite his role, strictly speaking, being non-operational. Following damage to the tailwheel unit on 26 December 1944 while being flown by another pilot, MN587 was withdrawn for repair and subsequently flew with No 84 Group Support Unit as a training machine. It was scrapped at No 5 MU, Kemble, in October 1946.

7

Typhoon Mk IB PD521 of Wg Cdr J R Baldwin, OC No 146 Wing, Antwerp (B.70), November 1944

Johnny Baldwin flew several Typhoons marked with his initials, the first as Wing Commander Flying No 146 Wing on 22 June 1944. When the Wing moved to France in July he flew 'JB I' and 'JB II', equipped for bombs and rockets respectively. The latter was MN934 until 13 August, when it was crash-landed following flak damage – the serial of its next two replacements are not known, but the fourth 'JB II' was PD521, flown between 30 September and 11 October, when Baldwin was posted 'on rest'. PD521 went on to serve with Nos 257 and 266 Sqn, finishing the war with the latter unit as 'ZH-Z'. It was scrapped at No 51 MU in August 1946.

8

Typhoon Mk IA R7648 of Sqn Ldr H S L Dundas, OC No 56 Sqn, Duxford, June 1942

This Typhoon was the fourth of Dundas' personal aircraft to carry the name '*Farquhar*'. It was delivered to No 56 Sqn in early April 1942, replacing the previous 'A', R7593. Dundas

flew this Typhoon on the first defensive patrols whilst commanding a detachment at Westhampnett in June 1942. R7648 was replaced the following month by Typhoon Mk IB R7825. Promoted to lead the Typhoon fighter-bomber Wing forming at Duxford in late 1942, Dundas briefly flew a Typhoon with the personal code 'H-D', which is believed to have been R7684. This aircraft had previously served as the station commander's aircraft (coded 'JG' for John Grandy).

9

Typhoon Mk IB MN134 of Flg Off A N Sames, No 137 Sqn, Manston, June 1944

Originally coded 'SF-N' when it joined No 137 Sqn on 3 March 1944, MN134 was recoded 'SF-S' by May. During June and July it became No 137 Sqn's top V1 hunter, with nine destroyed by its pilots. Flg Off 'Arty' Sames, the only Typhoon V1 ace, used this aircraft to claim three of his five kills, and Wg Cdr Raphael (OC Manston), also claimed one in this aircraft on the night of 6/7 July 1944. MN134 continued in service with No 137 Sqn until the last day of 1944 when it was damaged, and eventually returned to the UK for repair at Taylorcraft of Rearsby. It saw no further active service and was scrapped at No 5 MU at Kemble in October 1946.

10

Typhoon Mk IB JP496 of Sqn Ldr R T P Davidson, OC No 175 Sqn, Lydd, August 1943

Allocated to No 175 Sqn on 12 July 1943, JP496 was coded 'HH-W' and adopted by Sqn Ldr Davidson. It displayed his pennant and five kill markings – two Japanese, two Italian and one German. When promoted to Wing Commander Flying No 121 Wing, he kept this Typhoon, which was repainted with his abbreviated initials 'R-D', and had the appropriate pennant applied. Davidson took this aircraft with him when posted to lead No 143 (RCAF) Wing. When replaced by MN518, JP596 went to Cunliffe Owen for canopy and RP modifications, and was then delivered to No 3 Tactical Exercise Unit on 10 June 1944. It later served with No 56 OTU and was scrapped at No 5 MU at Kemble in September 1946.

11

Typhoon Mk IB EK270 of Sqn Ldr D Crowley-Milling, OC No 181 Sqn, Appledram, June 1943

EK270, marked with the unofficial squadron badge of the period, was flown by Crowley-Milling on dive-bomber sorties over Northern France between May and August 1943. When he was promoted to lead No 121 Wing, it was returned to Hawkers for repairs and emerged with a sliding hood and RP equipment to become 'SF-H' of No 137 Sqn in the following March. After 11 months with the latter unit it was damaged, and after repair was issued to No 247 Sqn as 'ZY-E'. Damaged just ten days after its return to action, the Typhoon was shipped back to the UK for repair by Marshall of Cambridge, but was scrapped there in May 1945.

12

Typhoon Mk IB EK195 of Plt Off J A S Allen, No 182 Sqn, Appledram, June 1943

Delivered to No 182 Sqn on 5 June 1943, EK195 had a short operational career. On the 21st of the same month, Plt Off 'Sandy' Allen was badly hit by flak near Les Hayons, but man-

aged to return safely despite large holes in the fin and rudder. The aircraft was despatched to No 13 MU at Henlow, but there is no further record of its use. It is likely that it was reduced to spares for use in the rebuild programme – the fate of many damaged Typhoons at this time. On 30 June Allen was hit by flak over France again while flying JP381 'XM-C' and badly wounded. He did not return to operational flying.

13

Typhoon Mk IB EK273 of Sqn Ldr Don 'Butch' Taylor, OC No 195 Sqn, Ludham, June 1943

Most unusually for a squadron commander's aircraft, EK273 carries Taylor's initials in place of a squadron letter. 'Butch' Taylor had flown with No 64 Sqn during the Battle of Britain, claiming a share in a Do 217 destroyed and a Bf 110. When No 195 Sqn was disbanded in the reorganisation of the 2nd TAF, he took command of No 197 Sqn, completing his tour in July 1944. Taylor returned to commence a final tour, again on Typhoons, with No 193 Sqn in April 1945. On 6 July 1943 he flew to Ludham's parent station, Coltishall, and lent his EK273 to the Wing Commander Flying, A C Rabagliati, who then led No 56 Sqn on a shipping strike from which he failed to return.

14

Typhoon Mk IB MM987 of Sqn Ldr J R Baldwin, OC No 198 Sqn, Manston, March 1944

When Johnny Baldwin took command of No 198 Sqn at the end of November 1943, he inherited Sqn Ldr Mike Bryan's Typhoon, 'TP-X'. He soon adopted 'TP-Z' as his aircraft, but on 19 December he tested a new 'Z', which he described in his log as 'my new sliding hood job' – this is believed to have been R8894. He flew this aircraft until the end of January 1944, when he went to Milfield to attend the Fighter Leader School. R8894 was lost in action on 10 February 1944 while being flown by Wt Off Stanley (PoW), and its replacement may well have been MM987, which arrived on the squadron the next day. The tentative identification of 'TP-Z', which figured in a series of publicity photos taken at the beginning of March 1944, as MM987 is reinforced by the fact that Baldwin last flew 'TP-Z' on 4 March in a practice for an attack on a radar site, and MM987 was damaged in an accident that same day (while flown by another pilot).

15

Typhoon Mk IB MP126 of Sqn Ldr B G Stapleton, OC No 247 Sqn, Eindhoven (B.78), December 1944

MP126 was allocated to No 247 Sqn on the last day of August 1944 and was adopted by Battle of Britain ace 'Gerrie' Stapleton, who had taken command of the unit earlier in the month. In October No 247 Sqn Typhoons were treated to a spate of adornment, and MP126 gained the artwork shown, executed by squadron Intelligence Officer, Flg Off Kay. Serviceable Typhoons were always in short supply in 2nd TAF, and on 5 December 'ZY-Y' was 'borrowed' by Dutch pilot Plt Off Fricky Wiersum, who was downed by flak near Rhede. He managed to make a forced landing behind the lines, where his captors showed great interest in the artwork!

16

Typhoon Mk IB JP510 of Sqn Ldr R H Fokes, OC No 257 Sqn, Warmwell, August 1943

spinner scheme was applied a few days after VE-Day. The inner surfaces of the undercarriage doors were also yellow with white edging. Stored at No 5 MU at Kemble for a year, SW411 was finally scrapped in October 1946.

25

Tempest Mk V EJ750 of Wg Cdr Wray, OC No 122 Wing, Volkell (B.80), November 1944

Allocated to No 486 Sqn on 19 October 1944, EJ750 was in fact used by the Wing Commander Flying No 122 Wing, and carried his initials 'JBW'. John Wray made two aerial claims while flying this aircraft – both Me 262s – on 3 November and 17 December 1944. When Wray was replaced by Wg Cdr Brooker in January 1945, EJ750 was recoded 'SA-B' and flown by No 486 Sqn pilots, who made claims on 1 January 1945 (Plt Off Hooper, Bf 109 destroyed), and 23 January 1945 (Flt Lt Miller, FW 190 damaged, and Wt Off Bailey, Bf109 shared destroyed). EJ750 was struck by debris during a shipping attack on 8 February 1945 and force-landed in enemy territory, its pilot, Flt Lt Miller, evading capture.

26

Tempest Mk V SN228 of Wg Cdr E D Mackie, OC No 122 Wing, Fassberg (B.152), May 1945

Promoted to command No 122 Wing at the end of April 1945, Mackie picked brand new Tempest SN228 to carry his initials, flying it into action for the first time on 3 May. Shown here in its wartime markings, SN228 later carried a 25-kill tally immediately in front of the pennant, No 122 Wing's official badge on the fin tip, and its spinner repainted in a lighter (unknown) colour. Last flown by Mackie on 12 October 1945, the aircraft was allocated to No 41 Sqn the following week. The unit was soon renumbered No 26 Sqn, and wearing codes 'XC-D', SN228 became the mount of Sqn Ldr H Ambrose. After transfer to No 33 Sqn in September 1946, it was put into store at No 5 MU at Kemble in October 1946, before being sold for scrap to J Dale in November 1950.

27

Tempest Mk V JN751 of Wg Cdr R P Beamont, OC No 150 Wing, Newchurch, June 1944

One of the first Tempests in operational service, JN751 was allocated to No 3 Sqn on 16 March 1944, but was adopted by the Wing Commander Flying, No 150 Wing, R P Beamont, as his personal mount. It carried his initials, and rank pennant (facing the wrong direction for a flag!), and sported a yellow spinner similar to that on his No 609 Sqn Typhoon. Shortly before D-Day it was marked with smarter than usual 'invasion stripes', as they were factory-applied by Hawker at Langley. Beamont made the first Tempest air-to-air claim while flying this aircraft over Rouen on D+2, and scored the majority of his 31 'Diver' claims in this aircraft. JN751 was replaced early in September 1944 by a new Series 2 Tempest Mk V, coded 'RPB' (serial not known). Refurbished at Langley, JN751 was returned to service in December 1944 with anti-aircraft co-operation unit, No 287 Sqn. It crashed on the Isle of Sheppey in bad visibility, killing its pilot, on 18 May 1945.

28

Tempest Mk V JN862 of Flt Lt R Van Lierde, No 3 Sqn, Newchurch, June 1944

'Mony' Van Lierde followed a very successful tour on Typhoons with a posting to No 3 Sqn as a flight commander, flying Tempests. In the summer of 1944 he became the most successful pilot, by day, against V1 flying bombs, claiming 44 destroyed. Most of his claims were made while flying his personal aircraft, JN862. A close study of the well known photo of this aircraft reveals three narrow bands at the tip of the spinner – these are believed to have been the Belgian national colours. The fighter was replaced in August 1944 by EJ557 when JN862's undercarriage collapsed on landing. After repair it became 'JF-Q', but was damaged again on 17 September 1944 when a long-range tank fell off while landing. Repaired again, it was stored at No 20 MU and eventually sold to Hawkers in November 1950 (presumably for spares retrieval).

29

Tempest Mk V NV994 of Flt Lt P H Clostermann, No 3 Sqn, Hopsten (B.112), April 1945

Delivered to No 3 Sqn on 15 April 1945, NV994 was coded 'JF-E' and frequently flown by 'A' Flight commander, Flt Lt Pierre Clostermann. On 20 April he destroyed two Fw 190s in one sortie in this aircraft – later claims were made in SN222, code letter not known. NV994 was declared 'Cat B' on 1 July 1945 (cause not known) and repaired by Hawker Aircraft at Langley. It was then stored at No 20 MU at Aston Down until April 1950, when it was returned to Hawker Aircraft for conversion to TT 5 (target-tug) standard. Issued in April 1952 to Sylt Armament Practice Station (APS) it served as 'D' until October 1954, when it went into store at No 20 MU again, before finally being sold back to the manufacturers in July 1955.

30

Tempest Mk V EJ880 of Flt Lt L C Luckhoff, No 33 Sqn, Gilze-Rijen (B.77), February 1945

Delivered to No 33 Sqn in December 1944, EJ880 was flown by Flt Lt Luckhoff in a combat with Bf 109s of I./JG 27 on 25 February 1945, during which Luckhoff was credited with the destruction of two of the enemy aircraft. He was also hit by flak on the same sortie, but returned safely to base. EJ880 was returned to Hawker Aircraft for repair; and on completion in December 1946, it was stored at No 5 MU at Kemble until returned again to Hawkers for conversion to target towing. It served with APS Sylt from April 1952 until October 1954, when it went into store at No 20 MU at Aston Down, before finally being sold back to the manufacturers in July 1955.

31

Tempest Mk V EJ578 of Flg Off J J Payton, No 56 Sqn, Grimbergen (B.60), September 1944

Jim Payton, one of the most successful Tempest pilots in air combat, usually flew 'US-I'. The first so marked was EJ546, which was soon damaged by a V1 explosion – its replacement was EJ578, in which Payton made his first claim, a Fw 190 'probable' on 29 September 1944. Wg Cdr Beamont borrowed the aircraft on 2 October 1944, when he made his last air combat claim before becoming a PoW ten days later. EJ578 was transferred to No 419 Repair and Salvage Unit on 31 October, and was issued to No 274 Sqn on 11 November. Damaged on 14 January 1945, when its undercarriage collapsed on landing, it spent the rest of its life either under repair or in storage, before being repurchased by Hawkers in November 1950.

32**Tempest Mk V EJ667 of Flg Off J W Garland, No 80 Sqn, Volkel (B.80), December 1944**

EJ667 was normally flown by Flg Off John 'Judy' Garland, who claimed a Me 262 destroyed on 2 December 1944, a Fw 190 on 27 December 1944 (in EJ667) and two Fw 190s on 1 January 1945. It later flew with No 3 Sqn, and was eventually converted to TT 5 standard in 1950. Given a second of life in this role, EJ667 target towed with the Central Gunnery School at Leconfield (as 'FJU-M') and at APS Sylt (as 'K'). It was re-purchased by Hawkers in July 1955.

33**Tempest Mk V NV700 of Sqn Ldr E D Mackie, OC No 80 Sqn, Volkel (B.80), March 1945**

On taking command of No 80 Sqn in January 1945, 'Rosie' Mackie flew NV657, but when this was damaged on 2 February 1945, he replaced it with NV700, which had previously seen service with No 56 OTU. He added the last three of his solo claims to his impressive score in this aircraft on 7 March (Fw 190D) and 9 April 1945 (two Ar 96s). Damaged later in the month, it was replaced by SN189. After repair and storage, NV700 was sold to Hawkers in November 1950.

34**Tempest Mk V NV774 of Flt Lt L McAuliffe, No 222 Sqn, Gilze-Rijen (B.77), March 1945**

Responsible for one of only three Ar 234s shot down by Tempests, NV774 had been delivered to No 222 Sqn on 8 February 1945, and served with that unit until the Tempests were left at Weston Zoyland on 23 October 1945 while the pilots proceeded to Molesworth for re-equipment with Meteors. On 14 March 1945, No 222 Sqn was credited with the destruction of an Ar 234 from KG 76 which had attacked Remagen Bridge – it was shared by Flt Lt McAuliffe in NV774 and Flg Off McClelland in NV670 'ZD-X'. From Weston Zoyland, NV774 was allocated to No 16 School of Technical Training, and was eventually scrapped there in May 1947.

35**Tempest Mk V EJ762 of Flt Lt D C Fairbanks, No 274 Sqn, Volkel (B.80), November 1945**

Allocated to No 274 Sqn on 28 September 1944, EJ762 was first flown on operations by Fairbanks on 17 October, and it remained his favoured mount until 19 November when it was badly damaged by flak. Once repaired, EJ762 was flown by Fairbanks just once more, on 17 December, and he claimed two Bf 109s destroyed and a third damaged during the sortie. He was then posted to No 3 Sqn as a flight commander. EJ762 force-landed in enemy territory in 1 February 1945, its pilot, Flt Lt G J Bruce, becoming a PoW.

36**Tempest Mk V NV722 of Sqn Ldr W J Hibbert, OC No 274 Sqn, Volkel (B.80), March 1945**

Although 'Jesse' Hibbert made no air combat claims while flying this aircraft, it was his favoured mount while commanding No 274 Sqn in March 1945. Flt Lt Pierre Clostermann also flew it on at least two occasions during his spell with No 274 Sqn. After damage in April, it was repaired by No 151 Repair Unit and issued to No 486 Sqn on 1 May 1945 as 'SA-Q'. The

very next day it fell to flak near Lubeck, its pilot, Flg Off Owen Eagleson (No 486 Sqn's top V1 'killer'), evading capture.

37**Tempest Mk V JN803 of Wt Off J H Stafford, No 486 Sqn, Grimbergen (B.60), September 1944**

Arriving on No 486 Sqn on 17 May 1944, JN803 became one of the top V1 'killing' Tempests. Its scoreboard indicates 26 kills, which it is believed were applicable to the aircraft rather than any one pilot – no less than 13 made claims flying this aircraft, with both Plt Off Stafford and Wt Off Kalka getting four V1s apiece in JN803. Following repairs in November, it was issued to No 3 Sqn on 7 December 1944 and lost, with its pilot, 23 days later when downed by a Bf 109 from JG 27.

38**Tempest Mk V SN129 of Sqn Ldr C J Sheddán, OC No 486 Sqn, Fassberg (B.152), May 1945**

SN129 carries the pennant and scoreboard of Jimmy Sheddán, No 486 Sqn's last wartime CO. The aircraft was allocated to the unit on 13 March 1945, and its first combat success came on 10 April when 'Smokey' Schrader claimed a Fw 190. Jack Stafford got another Fw 190 on 12 April and Sheddán a third on the 14th. The next day SN129 was again successful against Fw 190s, Brian O'Connor claiming one destroyed and another damaged – the latter was assessed as destroyed and shared with Sqn Ldr Mackie and another No 80 Sqn pilot. Sheddán shared in the destruction of yet another on 16 April, and celebrated his promotion to command the unit on 2 May with a final (shared) claim for an unidentified four-engined flying boat. When No 486 Sqn disbanded in September 1945, its Tempests were handed over to No 41 Sqn which, on 1 April 1946, was re-numbered No 26 Sqn. By 26 April 1946 SN129 was in store at No 20 MU at Aston Down, and was sold to Hawkers in November 1950.

39**Tempest Mk V NV969 of Sqn Ldr W E Schrader, OC No 486 Sqn, Hopsten (B.112), April 1945**

Flown by 'Smokey' Schrader during most of his run of successes, NV969 had arrived on No 486 Sqn at the end of March 1945. First claim for the partnership came on 15 April (two Fw 190s), with further victories coming thick and fast – Fw 190s on 16 and 29 April, Bf 109s on 21 and (two and a shared) 29 April. No postwar fate of storage and scrapping awaited NV969, for on 19 June 1945 it shed wing panels during a formation flight and plunged into the sea off Copenhagen – pilot Owen Eagleson escaped by parachute.

40**Tempest Mk V EJ558 of Flg Off B F Miller (USAAF), No 501 Sqn, Bradwell Bay, October 1944**

Replacing EJ538, EJ558 arrived on No 501 Sqn on 31 August 1944. Often flown by Flg Off 'Bud' Miller (a USAAF exchange pilot), it carried his 'Diver' scoreboard in front of the cockpit. Miller claimed his last V1, in this aircraft, on the night of 24/25 September 1944. Subsequently, Flg Off J A L Johnson claimed two in EJ558 on the night of 21/22 October 1944. On 20 February 1945 it was damaged by debris from a ground target while testing the cannons, and after repair, it was stored at No 20 MU until sold to Hawkers in November 1950.