



FlyPast Spotlight

Hawker Typhoon

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Main Picture

Typhoon Ibs of 247 Squadron depicted exiting the target area near Falaise at full throttle in Robert Taylor's 'Closing the Gap'. ©THE MILITARY GALLERY, ENGLAND



Spotlight shines on Hawker's high-speed, hard-hitting, ground attack masterpiece of World War Two – the Typhoon.





Spotlight

Hawker Typhoon

FlyPast

Scrutinizes the history of...

SPOT FACT The prototype suffered mid-air structural failure on May 9, 1940

The Hawker Typhoon

Doug Hall explains how the Hurricane replacement became a unique weapon of war

With Hurricanes rolling down the production line in 1937, the RAF had already turned its thoughts to replacing both it and the Spitfire. Yet the first production example of the Supermarine fighter was not to appear until May 1938. But the RAF was not the only body looking ahead, Sydney Camm's design team at Kingston-on-Thames was also on the case.

Specification F18/37 sought all-out speed and a formidable armament, a dozen Browning machine-guns or six 20mm cannon. Power was to come

from two of the three 'super-engines' under consideration, both 24-cylinder: the Rolls-Royce Vulture X-format or the Napier Sabre H-format. Sydney stuck to his characteristic pragmatism and opted to go for *both* powerplants, coupled to a common airframe.

Such was the pace that the Hawker Tornado (Vulture) and the Typhoon (Sabre) received off-the-drawing-board orders for 500 and 250, respectively. Other members of the Hawker Siddeley Group would carry out production: Avro and

Gloster, respectively.

The prototype Tornado, P5219, flew on October 6, 1939 but the type began to falter quickly. Rolls-Royce had to devote itself to the war-winning Merlin and the Vulture took a back seat. Besides, try asking Avro Manchester aircrew what they thought of the Vulture!

As early as January 1940, Sydney was proposing the other 'super-engine' for this new airframe. That was the 18-cylinder, two-row Bristol Centaurus and an early example was harnessed to in October 1941. This thinking led directly to the magnificent Tempest II and Sea Fury.

Tornado HG641 directly to the



Flutter and splutter

So the way was left clear for the Typhoon. The prototype, P5212, first flew at Langley on February 24, 1940, piloted by Philip Lucas. Production did not start until Gloster got its first one flying on May 27, 1941. Development was traumatic; structural failure and continual engine problems threatened termination. The entire rear fuselage would detach in flight and at first it was thought that fish-plates around the rear joint would do the job. Two test pilots, K G Seth-Smith of Hawker and Gloster's P E G Sayer (famed as the pilot of the first jet, the E28/39, 70 years ago this May), lost their lives to the Typhoon's structural problem. It turned out to be a failure of a small bracket on the elevators, leading to catastrophic flutter.

The Sabre proved stubborn to 'bed in' and force-landings became a common way

of ending a sortie. Napier worked hard to make it reliable and the tribulations were overcome.

At first the car-type access door seemed an advantage, but it did not help cockpit structural integrity or layout. The initial 'solid' fairing behind the canopy gave appalling visibility and its Plexiglas replacement was not much better. The fully sliding 'bubble' hood was a tremendous advance.

Perfecting a warhorse

First deliveries were made to 56 Squadron at Duxford in September 1941, and it fell to this unit to iron out many of the type's quirks. Next came 266 and 609 (West Riding) Squadrons in January and May 1942.

The requirement to carry a mighty arsenal of guns meant that the big, thick, wing was never going to be a high-flyer. But it was ideal for ground-attack. Following from F18/37, there were two basic variants of Typhoon: the 12-gun Mk.Ia and the four-cannon (six really was overkill) Mk.Ib. The former was phased out quickly, in favour of 20mm clout.

By the end of 1942 that wing was toting a pair of 250lb (113kg) bombs on hard points. By late 1944, 'Bomphoons' could carry a 1,000-pounder on either side. In June 1943 the 2nd Tactical Air Force was formed and the Typhoon was ideal for the execution of its aims.



Above
A 56 Squadron Typhoon Ib after a tip-over at Matlask, Norfolk, in February 1943. Those are not 'Invasion stripes' but identification markings introduced in December 1942 - see 'Roundels File' in the September 2009 issue. KEC

No.181 Squadron - more of them elsewhere in *Spotlight* - introduced eight 60lb warhead rocket projectiles on rails under wing. Working a 'cab rank' system, Typhoon squadrons supplied intensive, crippling, fire power on demand to the advancing Allied armies.

The last example, SW772, came off the Gloster production line at Hucclecote in November 1945. A total of 3,330 had been built, Hawker creating only a handful. Close air support triumph that it was, the type was withdrawn from service with almost unseemly haste. Only one complete airframe, the RAF Museum's MN235, survives as testament to a magnificent and potent weapon of war. ●

Left
P5224, the second Tornado prototype, which first flew on December 5, 1940. KEY COLLECTION

Deadly in the air

Once it was reliable, the Sabre turned from threatening the Typhoon to saving it. With a top speed of 412mph (663km/h) it was a Focke-Wulf Fw 190 slayer. It had great success against the 'tip-and-run' raiders from the summer of 1942. The Typhoon's superficial resemblance to the '190 caused identification problems well into 1943. It's performance meant the Typhoon also became an able V-1 killer as well - though excelled at destroying 'Doodlebugs' before they took to the air.

Spotlight

Hawker Typhoon

Ground attack champion

How did the Typhoon shape up against other fighter-bomber aircraft in use at the time?

A shape in the sky that retreating German troops came to dread in 1944, the Hawker Typhoon made its mark as a lethal fighter-bomber, its pilots carrying out high speed, diving attacks on the enemy during and after D-Day. Grim though its business was – pinning down and destroying German troops and armour at the infamous Falaise Gap, for example – there can be no doubting the Typhoon's utter efficiency. In the bitter fighting after D-Day, Typhoon squadrons played a crucial role.

That said, the machine did not have the easiest start in life. Originally intended as a replacement for the Hawker Hurricane, the Typhoon only had limited success – although its ultimate development, the Tempest, was a much better

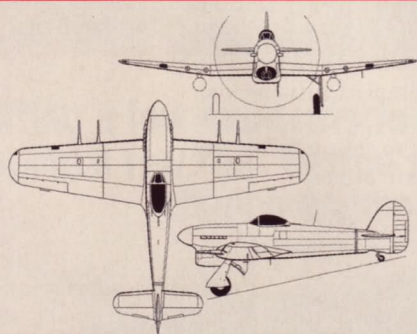
fighter. The 'Tiffy' came of age later on, and in a role it had not initially been devised for.

In a sense its development mirrored that of the Republic P-47 Thunderbolt. Although more successful as a fighter, particularly in the escort role – the 'Jug' found its true forte as a ground-attack machine, delivering accurate bomb and rocket strikes at low level. It was a tactic the Luftwaffe had long since known the value of, the Junkers Ju 87 being a key component of their 'Blitzkrieg' campaign in Europe and beyond (see February issue). By 1944 however, the Stuka was virtually obsolete and Germany was – where possible – employing faster and more manoeuvrable aircraft in its place. Among these was the Focke-Wulf Fw 190F-8, perhaps the finest development of the successful

Fw 190 fighter in the fighter-bomber role. It had a new canopy to allow better visibility, among other upgrades.

At the same time, Russia was using its Ilyushin Il-2 Shturmovik to dramatic effect on the Eastern front (see April issue), though unlike the Typhoon it had never been envisaged as a fighter. Japan's Aichi D3A *Val* was introduced at a similar time, a carrier-borne machine that was capable in the dive-bombing role, sinking more Allied military ships than any other. Many other single-engined aircraft, including Supermarine Spitfires, Messerschmitt Bf 109s and NA P-51 Mustangs, were occasionally adapted to carry small bombs, but only as a secondary measure. None were as fit for purpose as Hawker's superlative Typhoon.

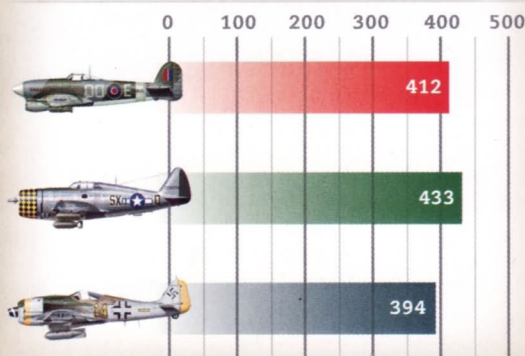
Hawker Typhoon Mk.1B



Above right
A Hawker Typhoon Mk.1B from No 3 Squadron. PETE WEST 2011



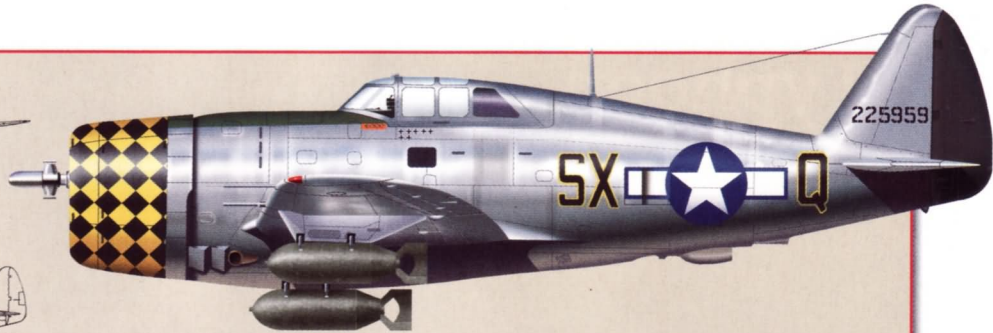
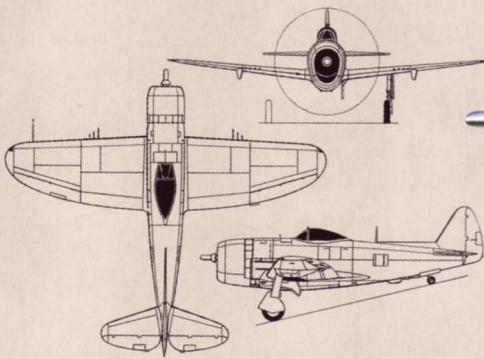
AT A GLANCE: SPEED (mph)



- Construction:** Production totalled 3,317 machines, almost all built by Gloster based at Hucclecote, Glos.
- First Flight:** Typhoon prototype P5212 was first flown on February 24, 1940 by Hawker chief test pilot Philip Lucas.
- Powerplant:** One 2,200hp (1,640kW) Napier Sabre IIB.
- Dimension:** Span 41ft 7in (12.67m). Length 31ft 11in. Height 15ft 4in. Wing area 279ft² (29.6m²).
- Weight:** Empty 8,840lb (4,010kg). Loaded 13,980lb.
- Performance:** Max speed 412mph (663km/h) at 18,000ft (5,486m), 374mph at 5,500ft. Initial climb 3,000ft/min. Service ceiling 31,800ft. Range 980 miles with drop tanks or 610 miles without.
- Armament:** Four 20mm cannon in wings. Provision for two 500lb (227kg) or two 1,000lb bombs, or eight 3in rockets under wings.
- Crew:** One.

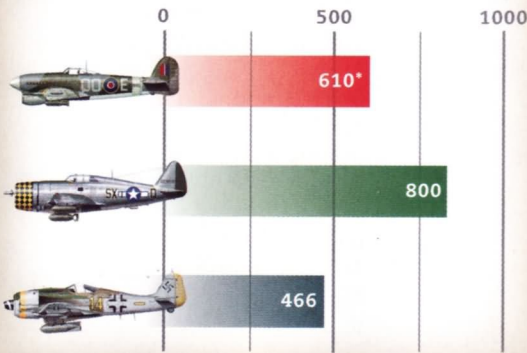
Note: performance and weights varied according to role and configuration.

Republic P-47D Thunderbolt



Above right
Republic P-47D Thunderbolt. PETE WEST 2011

AT A GLANCE: RANGE (miles)

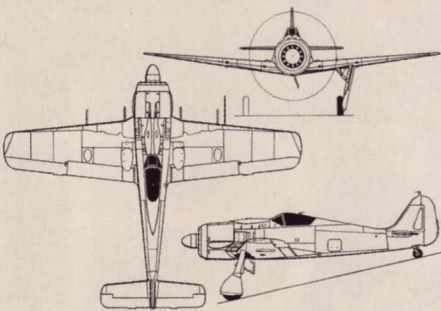


*980 miles with drop tanks

- Construction:** Most were produced at Farmingdale, Long Island, New York, and by Curtiss-Wright in Buffalo and at Evansville, Indiana. A total of 15,683 were built, around 13,000 of which were -D variants.
- First flight:** The XP-47B prototype was first flown on May 6, 1941, by L L Brabham.
- Powerplant:** One Pratt & Whitney R-2800 2,535hp (1,890kW) twin row radial.
- Dimension:** Span 40ft 9in (12.42m), length 36ft 1in, height 14ft 8in, wing area 300ft² (27.87m²)
- Weight:** Empty 10,000lb (4,536kg). Loaded 17,500lb.
- Performance:** Max speed 433mph (697km/h) at 30,000ft (9,145m). Initial climb 3,120ft/min, combat range 800miles (1,290km). Service ceiling 43,000ft.
- Armament:** Eight 0.5in Browning machine guns, up to 2,500lb (1,134kg) bomb load. Could also carry ten 5in unguided rockets.
- Crew:** One.

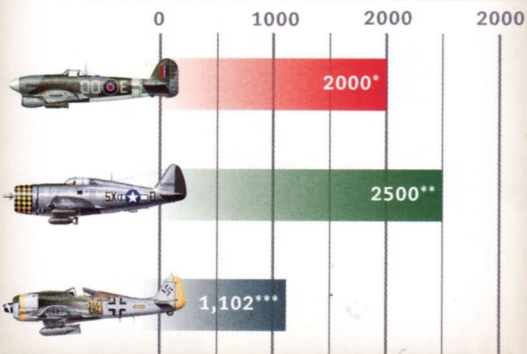
Note: performance and weights varied according to role and configuration.

Focke-Wulf Fw 190F-8



Above right
Focke-Wulf Fw 190F-8. PETE WEST 2011

AT A GLANCE: BOMB LOAD (lbs)



*Or eight 3in rockets **Or ten 5in rockets ***Plus rockets under wings

- Construction:** At least 3,400 F-8 versions were built, including many by Arado and Dornier. Total Fw 190 production topped 20,000, of which 6,634 were fighter-bomber or close support variants.
- First Flight:** Prototype first flew on June 1, 1939.
- Powerplant:** One 1,700hp (1,268kW) BMW 801D-2 14-cylinder radial driving a three-bladed propeller.
- Dimension:** Span 34ft 6in (10.5m). Length 29ft 4in. Height 12ft 11in. Wing area 197ft² (18.3m²).
- Weight:** Empty 7,330lb (3,325kg). Loaded 10,846lb.
- Performance:** Max speed 394mph (634km/h) at 18,045ft (5,500m). Normal range 466 miles. Service ceiling 34,780ft. Initial climb 2,110ft/min.
- Armament:** Two 13mm machine guns in nose and two 20mm cannon in wings. Up to 1,102lb of bombs and/or rockets under wings and fuselage.
- Crew:** One.

Note: performance and weights varied according to role and configuration.



Spotlight

**Hawker
Typhoon**



Rocket men

Air Cdre Graham Pitchfork describes a trio of pilots who became masters of the air support fighter

After training in the USA, Jack Frost was commissioned and retained as a basic flying instructor at Gunter Field, Montgomery in Alabama. He had volunteered for the RAF in March 1941 and in the spring of 1943 he returned to the UK, ready for 'ops'.

He joined 175 Squadron at the beginning of February 1944, just as it was converting to the rocket-firing role at Eastchurch, Kent. In April the unit moved to Holmsley South in the New Forest and started operations over Northern France. During the build-up to D-Day, and beyond, the majority of the Typhoon squadrons provided close support under the command of 2 Tactical Air Force; then prior to the Normandy landings he flew 12 sorties, attacking vital radar stations that had to be put out of action before the invasion. On June 6, he carried out an armed-reconnaissance flight to attack enemy transports in the Caen-Falaise area taking reinforcements to the beachhead.

Within ten days, many of the 18 Typhoon units,

including 175 Squadron, were operating from the hastily-prepared landing strip at St Croix sur Mere (designated B3) in Normandy. Flying in support of the British and Canadian Armies, the Typhoons became the scourge of the German 7th Army's armoured columns.

On August 7, a major German counter-attack, spearheaded by five Panzer divisions, was identified moving against just two US infantry divisions. The tanks were threatening to cut off the US Third Army near the town of Mortain. Over 300 sorties were mounted on what became known as the 'Day of the Typhoon'. Frost flew two and claimed a Tiger tank and a troop-carrier, together with two further unidentified 'flamers'. His aircraft was hit by 20mm flak but he managed to return to his airstrip. The intense effort of the Typhoon squadrons defeated the German assault which the Chief of Staff of the 7th German Army

Left
Rocket-firing Typhoons hunted down any transport that moved. ALL AUTHOR'S COLLECTION UNLESS NOTED

Below
Jack Frost, OC 175 Squadron.



SPOT FACT Typhoon units targeted radar stations in the build-up to D-Day

Remembering Typhoon pilots



Typhoon pilots who were lost in battle are remembered at Noyers-Bocage. GRAHAM PITCHFORK

Jack Frost, Mike Judd and Ken Brain are typical of the many hundreds of men that flew the Typhoon. Providing close support for the ground forces was their main role and their contribution to the

Allied advance in north-west Europe was immense. Although Luftwaffe fighters had almost disappeared from the skies, the murderous light anti-aircraft fire was intense and many brave young men perished.

The 151 Typhoon pilots lost during the ten-week campaign in Normandy are still remembered. An impressive memorial at Noyers-Bocage near Caen was unveiled on the 60th anniversary of the landings in Normandy in the presence of Typhoon veterans and French and British military and civilian dignitaries.

The final word should be left to the Typhoon's adversary: "The intervention of the tactical air forces, especially the rocket-firing Typhoons was decisive. They came down in hundreds firing their rockets at the concentrated tanks and vehicles, we could do nothing against them." General von Luttwitz Commander 2nd Panzer Division.

reported had come to a standstill due to "employment of fighter-bombers by the enemy and the absence of our own air support".

Cab ranks

The ground campaign in Normandy had gone well, but the German Army put up stubborn resistance, and by mid-August the Allied momentum had been lost. To help break the defenders, Frost and his fellow pilots were constantly in the air and available to be immediately called down over the radio by ground controllers, as the Allied armies encircled the enemy at Falaise. He carried out many attacks against gun positions, tank and transport concentrations, all in the face of intense anti-aircraft fire when the Typhoons suffered heavy casualties.

After the rout of the 7th Army at Falaise, and the breakout from Normandy that followed, 175 Squadron leap-frogged across France. As well as attacking the retreating Germans, targets included V-1 flying-bomb sites in the Pas de Calais.

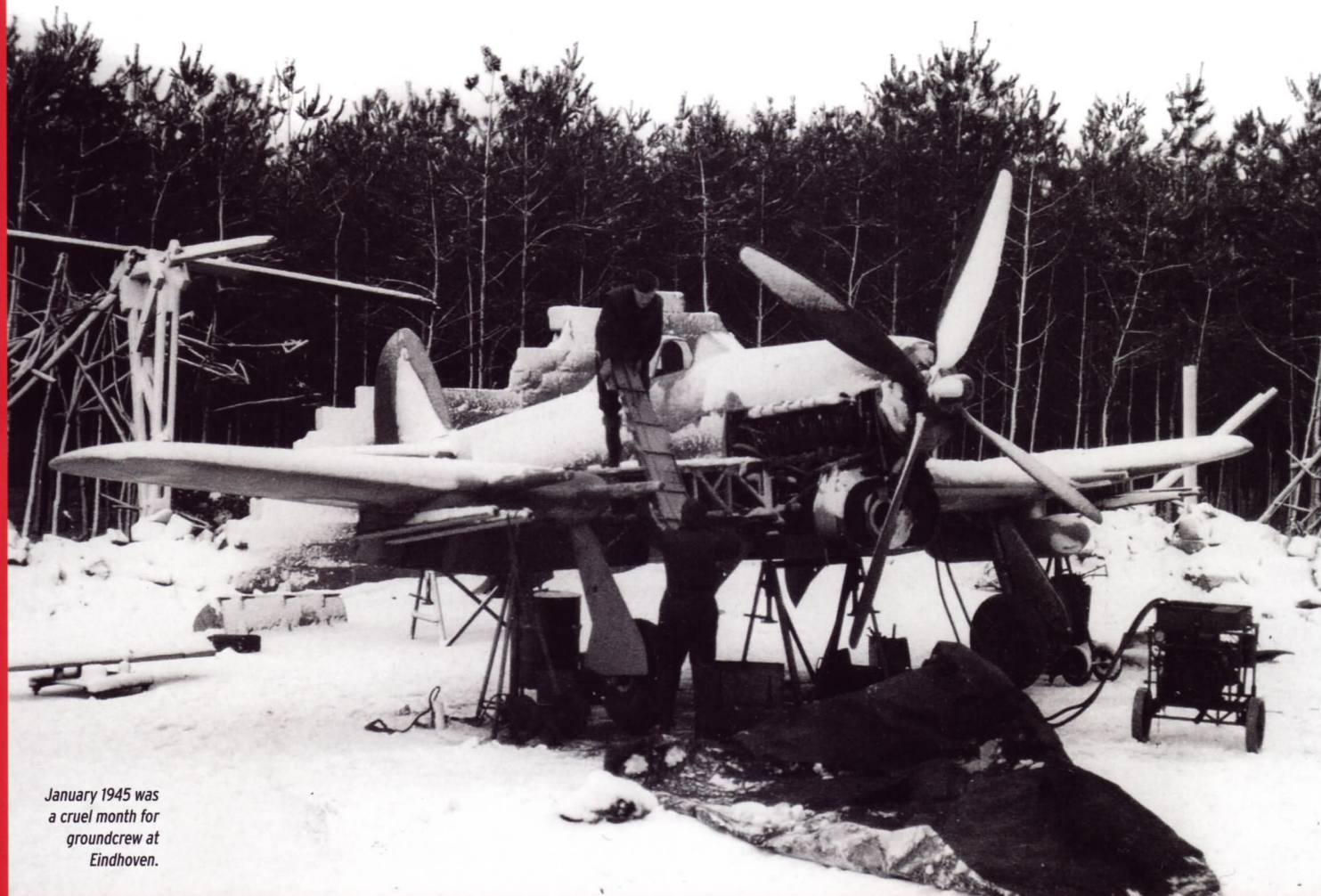
With the Allied armies making rapid progress through Belgium and

into Holland, the Typhoon Wings were tasked with armed recce sorties into the West Schelte area and Dutch Islands. Any military target or road, rail or river traffic was hit and the Typhoons rarely returned without firing their rockets and cannons. It was dangerous work and, although the Luftwaffe rarely appeared, the light flak batteries took a heavy toll.

Frost took part in a number of notable attacks, several in support of the thrust towards Eindhoven and Arnhem. Soon after, 175 Squadron moved into Volkel airfield in the Netherlands, the home of 13 Typhoon units. Here, operations consisted of armed recces engaging trains and river traffic, and giving close support to the army attacks on German defences in the Reichswald Forest and along the Rhine.

From Typhoon to Tempest

In mid-December, Frost flew his 100th and final operational sortie. He had suffered two engine failures and crash landings, been hit by anti-aircraft fire on a number of



January 1945 was a cruel month for groundcrew at Eindhoven.



“On June 1, Judd attended a meeting at 21st Army Group and was briefed on the operational plan for the Normandy invasion and the role his wing would play.”

occasions but had always escaped injury. Eleven of his squadron colleagues had been killed, six had become PoWs and a further seven had been wounded or injured. He was awarded the DFC and later was invested by the Belgians with the Order of Leopold II and the Croix de Guerre.

Immediately after the war, Frost joined 184 Squadron as a flight commander and flew Typhoons and its successor, the Tempest F.5, based in Schleswig-Holstein before moving to Kastrup in Denmark. He later commanded 26 Squadron at Gütersloh in Germany in the fighter ground attack role.

In September 1948 he was appointed RAF Liaison Officer responsible for air advice and control of air support for the British Army Brigade, based in the Free Territory of Trieste, on the borders of Yugoslavia and Italy. During this sensitive period, Marshal Tito of Yugoslavia was causing some difficulties and Frost led his Tempests in a four-aircraft dummy attack on his headquarters as a reminder of the RAF's continued, and potent, presence in the area.

Frost remained in the RAF and commanded fighter squadrons and the RAF airfield at El Adem

in Libya. He later served in senior appointments at NATO and retired from the RAF as an Air Commodore in 1976.

Fighter-bomber expert

Mike Judd was a member of Oxford University Air Squadron when war broke out and he was called up. He completed his pilot training in December 1939 and was assessed as above average, which, to his great disappointment, led to his selection as a flying instructor rather than heading for Fighter Command. His skill was soon apparent and he rose to become a flight commander and after 18 months as an instructor, he was awarded the AFC.

A veteran of the fighting in the North African desert campaign, he commanded a Curtiss Kittyhawk unit and shot down at least four enemy aircraft resulting in the award of the DFC. After a brief spell in East Africa, he was sent to the USA to discuss air tactics in support of ground forces and to fly and assess the latest US ground-attack fighters.

A year later, in January 1944, he returned to the UK. He was recognised as one of the RAF's outstanding fighter-bomber pilots and in May 1944 was appointed as

a Wing Commander in charge of 143 Wing comprising three RCAF Typhoon squadrons based at Hurn, near Bournemouth. In the build-up to D-Day Judd and his units attacked the V-1 launching sites in the Pas de Calais and coastal radar sites. They were equipped with 'Bomphoons', carrying two 500 or 1,000lb (226 or 453kg) bombs slung under the wings.

On June 1, Judd attended a meeting at 21st Army Group and was briefed on the operational plan for the Normandy invasion and the role his wing would play. As he was now in possession of this secret information, he was not allowed to fly for the next few days for fear of being shot down and captured. This was a period he found particularly frustrating as he watched his pilots taking off to attack enemy gun positions.

Just after dawn on June 6, 1944, Judd took off from an airfield in Hampshire leading two of his squadrons. He had been tasked to destroy two German 88mm gun batteries that overlooked the Normandy beaches posing a serious threat to the Allied forces as they went ashore. Each aircraft carried two armour-piercing 1,000-pounders. A low cloud base hindered the attack ➔

Above left
Armourer at work with his 'tools'. 609 SQUADRON ARCHIVE

Above
Mike Judd meeting Churchill in Normandy in July 1944.



Brain saw the leader's salvo hit the coaster and "lift the ship out of the water." The pair re-attacked with cannon, and the ship blew up.

Above
Ken Brain and
Typhoon in
Normandy.

but the Typhoons dived onto their targets. As he pulled away he saw the scale of the invasion fleet and later commented: "I knew this was an historic moment I would never forget".

The following day, Judd's Typhoon was badly damaged by anti-aircraft fire as he struck enemy positions. The hood disappeared and a large hole was blown in one of the wings. Judd managed to keep control, though with difficulty, as he was escorted back across the Channel to make an emergency landing. For the next three weeks, he led his wing against rail and road targets, and on June 27 his wing started operating from temporary airstrips in Normandy. Moments after landing, an airman rushed up to him with a coded message from his wife – his first daughter had arrived that morning.

Rockets and railways

Operating daily in support of Montgomery's army, the Typhoon wings attacked any transports they could find and Judd and his pilots bombed the bridges over the rivers Orns and Odon as the Germans started their retreat eastwards. When a decision was taken that Judd's Canadian Wing should be commanded by an RCAF officer, he

took over 121 Wing, equipped with rocket-firing Typhoons. Based at airfields in Holland, they hit trains and the railway system in an attempt to interrupt the movement of V-2 rockets to their dispersed sites.

The strikes during November followed a similar pattern, but by the end of the month, the Typhoons were heading deeper into Germany to wreak havoc on the railway system. December brought poor weather, and those who had to live in the Spartan conditions at Eindhoven, and at the other advanced airfields in early 1945, will long remember the winter of 1944. As one unit diarist commented: "Pilots are warm and comfortable in the crew-room so long as they sit between the leaks."

Despite the awful weather, there were some successful days; December 5 gives a clear impression of the activities of a rocket-firing Typhoon squadron. During the course of the day, three armed recces, each of six aircraft, were mounted. The first was tasked to the Wesel-Münster area and the formation soon found a locomotive and ten boxcars heading north, which were attacked and damaged. A second train with 20 wagons was hit a short time later causing more damage, before five 88mm anti-

aircraft guns were silenced with a rocket and cannon strike.

Later in the day, the second flight of six returned to the area, damaging a locomotive and ten trucks before attacking a factory north of Dinslaken. The flak was intense, and one of the pilots was shot down and taken prisoner. The third flight got airborne in the late afternoon. A locomotive and five wagons were damaged, two factories were set on fire, and 50 troops were attacked and "were seen to scatter". The Typhoon pilots of 2 TAF were some of the busiest in the war.

At the end of January 1945, Judd was finally rested and two weeks



later it was announced that he had been awarded the DSO for "his brilliant work as an outstanding pilot with a fine fighting spirit." He left the RAF at the end of the war to set up home in Texas where he became an executive in the oil industry. He died in August 2010.

Fighting the terror weapon

After training as a pilot in the UK, Ken Brain flew Curtiss Tomahawks and Hawker Hurricanes with 1685 Bomber (Defence) Training Flight, the unit that provided targets for trainee Vickers Wellington crews. In the 12 months that he served at



Ossington, Notts, he accumulated over 400 hours on fighters, experience that stood him in great stead when he was posted to his first operational squadron, equipped with the Typhoon Ib.

He joined 137 Squadron at Manston just before D-Day. No.137 had remained part of the Air Defence of Great Britain (ADGB) command but was equipped with the rocket-firing Typhoons.

The Germans launched the first V-1 flying-bombs against England on June 12, and ADGB was soon tasked with anti-'Diver' patrols to intercept the new terror weapon. The Typhoon had the speed to engage the V-1s and Brain flew on 137's first patrol on June 22. Two aircraft took off and were vectored to intercept a 'Diver' 12 miles south of Dungeness at 3,000ft on a north-westerly course.

Brain swept down firing short bursts of his 20mm cannon from 400 yards aiming just behind the nose. He saw no strikes and, as the 'Diver' disappeared under his nose, he pulled away. He then saw the V-1 going down, and his leader witnessed it hit the sea and explode. Twenty minutes later the pair landed to celebrate Brain's, and the squadron's, first success on the very first patrol carried out by 137.

There was more action later in the day. A 'Diver' was sighted near Eastbourne at 5,000ft and Brain dived in to attack, firing short bursts from 600 yards and, as he closed, observed strikes on both wings. The V-1 spiralled down hitting the sea in a great explosion.

The following week brought more encounters and 137's score mounted, but Brain's attacks brought no further success until June 30. On patrol off Boulogne at 5,000ft he saw a 'Diver' 1,500ft below on a north-westerly course. After a long burst from 600 yards, it caught fire and crashed into the Channel.

He was informed by Swingate Control of another crossing the French coast at 4,000ft. The leader attacked first and, having exhausted his ammunition, was contemplating tipping it over with his wing when Brain called him to "move over". He fired a short burst from 400 yards causing a fire in the fuselage, and the flying-bomb crashed, exploding as it hit the water.

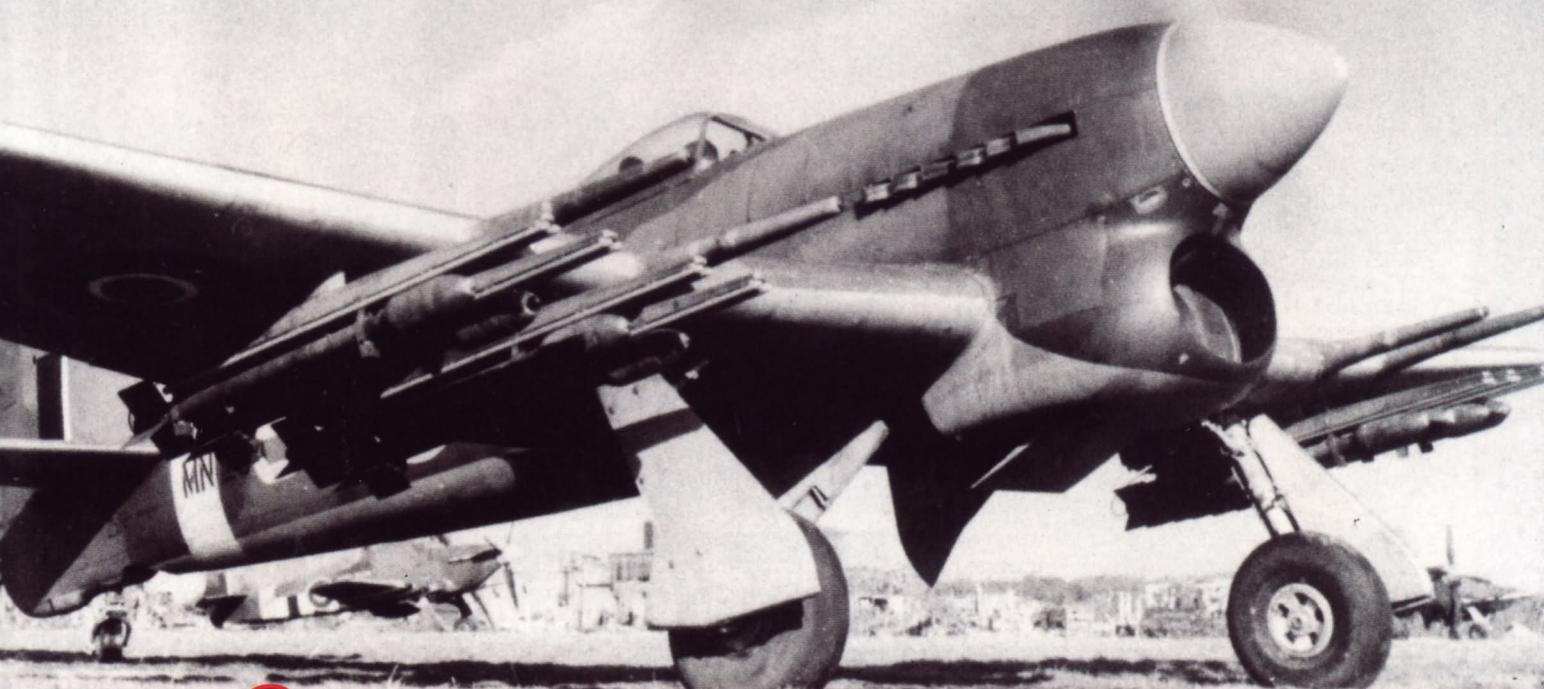
Maximum effort

In addition to the anti-'Diver' patrols, the Manston-based rocket-firing Typhoons were tasked with shipping reces, searching for E-boats in the English Channel. On August 4, he made a rocket attack against a 2,000-ton coaster grounded in the East Scheldt. Brain saw the leader's salvo hit the coaster and "lift the ship out of the water." The pair re-attacked with cannon, and the ship blew up. They went on to attack an E-boat when Brain's Typhoon was damaged, but he landed safely at Bradwell Bay.

With air supremacy achieved in Normandy, the Allies poured in more ground attack aircraft and, on August 13, the squadron deployed to B6 airfield at Coulomb near Caen having transferred to 24 Wing ➔

Left
JR379 of 609 Squadron being loaded up with rockets. KEY COLLECTION

Below
A rocket-armed Typhoon of 137 Squadron.



SPOT FACT By mid-1943, all new Typhoons were capable of carrying bombs



Above
R8830 'EL-U', a
'Bombphoon' of 181
Squadron.

Below
Devastation at 439
Squadron's dispersal
area at Eindhoven,
January 1, 1945.
VIA ANDY THOMAS

of 83 Group in 2 TAF No.137 was operational in a few days, and a maximum effort was called for on the 17th when the Typhoon Wings completed over 1,200 close support sorties in the Vimoutiers region. Brain flew his first ground-attack foray on the following day when his formation hit a convoy of transports, leaving 16 'flamers', six 'smokers' and ten damaged.

By mid-September the Allied armies had pressed into Holland.

New Year awakening

Within days, 137 Squadron had moved to B78 at Eindhoven where it remained for the next few months. Once the Nijmegen bridgehead had been secured, a comprehensive programme of railway interdiction was fulfilled. This involved the cutting of tracks, the destruction of rolling stock and marshalling yards, and the general harrying of all movement on railways.

home to 137, plus seven other Typhoon and three Spitfire squadrons. At 08:50, six Typhoons of 137 had taken off to attack trains. Thirty minutes later the Messerschmitt Bf 109s and Focke-Wulf Fw 190s of Jagdgeschwader 3 began a sustained assault that lasted almost 25 minutes.

Brain was driving to the airfield from the pilots' accommodation area to prepare for a sortie when he saw the attack start, so he kept well away until the enemy had departed. On arrival, he and his colleagues could hardly believe their eyes, as burning aircraft littered the area. In the event, over 20 were destroyed on the ground with many more damaged.

Brain was ordered to lead the four available aircraft and to fly around to let the Luftwaffe know that the Typhoons were still in business. He and his colleagues were tasked to make radio calls using all the Wing



"On arrival, he and his colleagues could hardly believe their eyes, as burning aircraft littered the area."

Right
An airman tries
out dinghy drill
during flooding at
Eindhoven, February
1945. Typhoon
1b RB207 of 438
Squadron behind.
VIA ANDY THOMAS

To maintain the momentum of the advance, the ill-fated Operation MARKET GARDEN – the airborne assault on Nijmegen and Arnhem – was launched.

The weather was poor, and very low cloud seriously curtailed the support that the Typhoon Wings could give to the operation. It is now no more than a matter of conjecture what the outcome of this tragic failure might have been if the Hawker Typhoons had been able to engage the enemy.

Brain struck the marshalling yards at Goch on October 5, followed by a repeat performance at Emmerich and at Wesel. He attacked trains near Utrecht and Barneveld, barges were sunk near Venlo, and gun and observation positions were hit with rockets and cannon near Geldern.

January 1, 1945, saw the final major Luftwaffe attack when the Germans launched their audacious Operation BODENPLATTE – the strike against Allied airfields. The most severely hit was Eindhoven,



call-signs for the benefit of the German radio monitoring posts. He remarked later that it was the least exciting war operation he flew, but probably one of the most important. The Luftwaffe didn't return.

To increase the range, expendable long-range drop tanks were fitted, and these almost doubled the endurance of the fighter-bombers allowing them to extend their operations further into Germany. Leading 'Blue Section' on January 5, Brain attacked and destroyed a locomotive and coaches in the Bremen area, and this brought 137's tally for the day to five. A move to B86, a newly-built airfield at Helmond in the Netherlands, allowed the squadron to operate beyond Münster.

Lethal Combination

The start of February saw some improvement in the weather and on the 8th, the British and Canadian armies launched Operation VERITABLE to move up to the Rhine prior to the crossing of this final major obstacle. The role for the Tactical Air Forces was to isolate the battlefield, rather than provide close air support, and thus prevent the Germans from bringing up reinforcements.

On February 13 Brain led six aircraft on an armed-recce to the Münster area, and four trains were hit in the space of a few minutes. One locomotive was destroyed, three were damaged, and numerous wagons were smashed. A few days later, he led the squadron on

a similar sortie when two locos were obliterated, with two more damaged.

The combination of rockets and cannons proved lethal against these relatively 'soft' targets – de-railed and destroyed trains littered the north German countryside. The price was high however, as many of the trains had flak carts embedded among the freight wagons, creating an intense barrage of anti-aircraft fire. Attacks were carried out across the direction of the train and, after releasing their rockets, pilots would pull up and turn sharply to increase the deflection angle for the German gunners. Not surprisingly, Typhoon squadrons attracted few volunteers.

Daily strikes against the railways continued, but February 25 proved to be the last day of Brain's operational career. During the morning, his formation had hit and destroyed two locomotives near Xanten. Just after lunch he took off on his 112th and final 'op' – attacking guns on the edge of a wood at Arcen near Geldern. Six salvoes of eight rockets were seen to burst in the target area, and the guns were silenced.

Within days, 137 Squadron was withdrawn from the front line to go to Warmwell in Dorset for an Armament Practice Camp. On returning to Helmond, Ken Brain was informed that he was to be rested and posted to 62 Operational Conversion Unit at Ouston as an instructor. A few days later he read in the local newspaper that he had been awarded the DFC. ●

Initialed Typhoons - 'Personal Codes'

Code	Name	Role/Unit	Serial(s)
All6	Wg Cdr A Ingle	WCF 16 Wing	JP436
BFR	not known	121 Wing	MN753
BOG	Wg Cdr E Haabjoern	OC 124 Wing	?
CFC	Wg Cdr C F Curren	WL 122 Wing	R7262
CG	Wg Cdr C L Green	WCF 121 Wing	MN666
CG	Gp Capt C L Green	OC 124 Wing	MP156
DJS	Gp Capt D J Scott	OC 123 Wing	R8843
DT	Sqn Ldr D M Taylor	OC 195 Sqn	JP438, EK273
EH	Wg Cdr E Haabjoern	WCF 124 Wing	MN358
ERB	Wg Cdr E R Baker	OC 146 Wing	MN291
FGG	Wg Cdr F G Grant	WCF 143 Wing	RB205
GJ	Gp Capt E G Jones	OC 121 Wing	RB375
HK	unknown	268 Sqn (?)	EK991
JAK	Wg Cdr J A Kent	WCF 123 Wing	RN431
JB	Wg Cdr J R Baldwin	WCF 146 Wing	MN935
JB	Gp Capt J R Baldwin	OC 123 Wing	SW470, SW496
JBII	Wg Cdr J R Baldwin	WCF 146 Wing	PD521
JCB	Wg Cdr J C Button	WCF 123 Wing	RN431
JCW	Wg Cdr J C Wells	WCF 146 Wing	?
JG	Wg Cdr J Grandy	SC Duxford	R7684
JHD	Wg Cdr J H Deall	WCF 146 Wing	SW449 (?)
JK	Wg Cdr J G Keep	WCF 121 Wing	?
KNL	Wg Cdr C D North-Lewis	WCF 124 Wing	MN922, MP189, RB208, MN518
MJ	Wg Cdr M T Judd	WCF 143 Wing	?
MRIF	Wg Cdr M R Ingle-Finch	WCF 124 Wing	?
OO	Wg Cdr D R Walter	WCF 124 Wing	JP730
PP	Gp Capt R P R Powell	OC 121 Wing	RB380
PW	Wg Cdr H de C A Woodhouse	OC 16 Wing	JP671, JR219, MN141
RD	Wg Cdr R T P Davidson	WCF 121 Wing	JP496
RR	Wg Cdr D E Gillam	WCF Duxford	?
SB	unknown	DFLS	?
WD	Wg Cdr W Dring	WCF 123 Wing	PD466
WPB	Wg Cdr W Pitt-Brown	WCF 121 Wing	MN255 (?)
ZZ	Wg Cdr D E Gillam	WL Duxford	R7655, R7698
ZZII	Wg Cdr D E Gillam	OC 146 Wing	MN587

Notes:

DFLS - Day Fighter Leaders' School, OC - Officer Commanding, SC - Station Commander, WC - Wing Commander, WCF - Wing Commander, Flying. Table compiled by ANDY THOMAS



Wg Cdr D E Gillam's first 'Double Z', R7698, when he was Duxford Wing Leader. VIA ANDY THOMAS





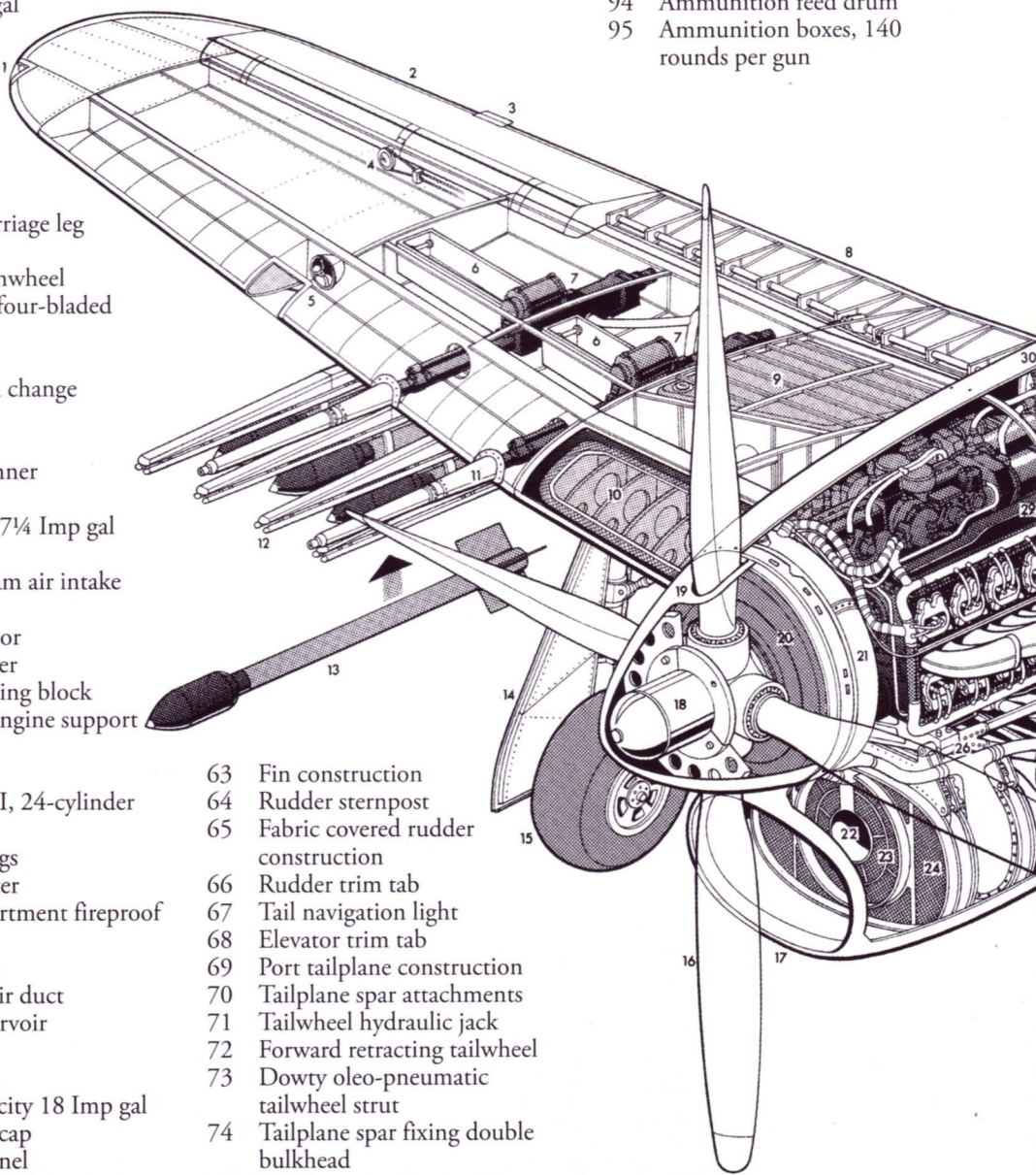
Spotlight

Hawker Typhoon

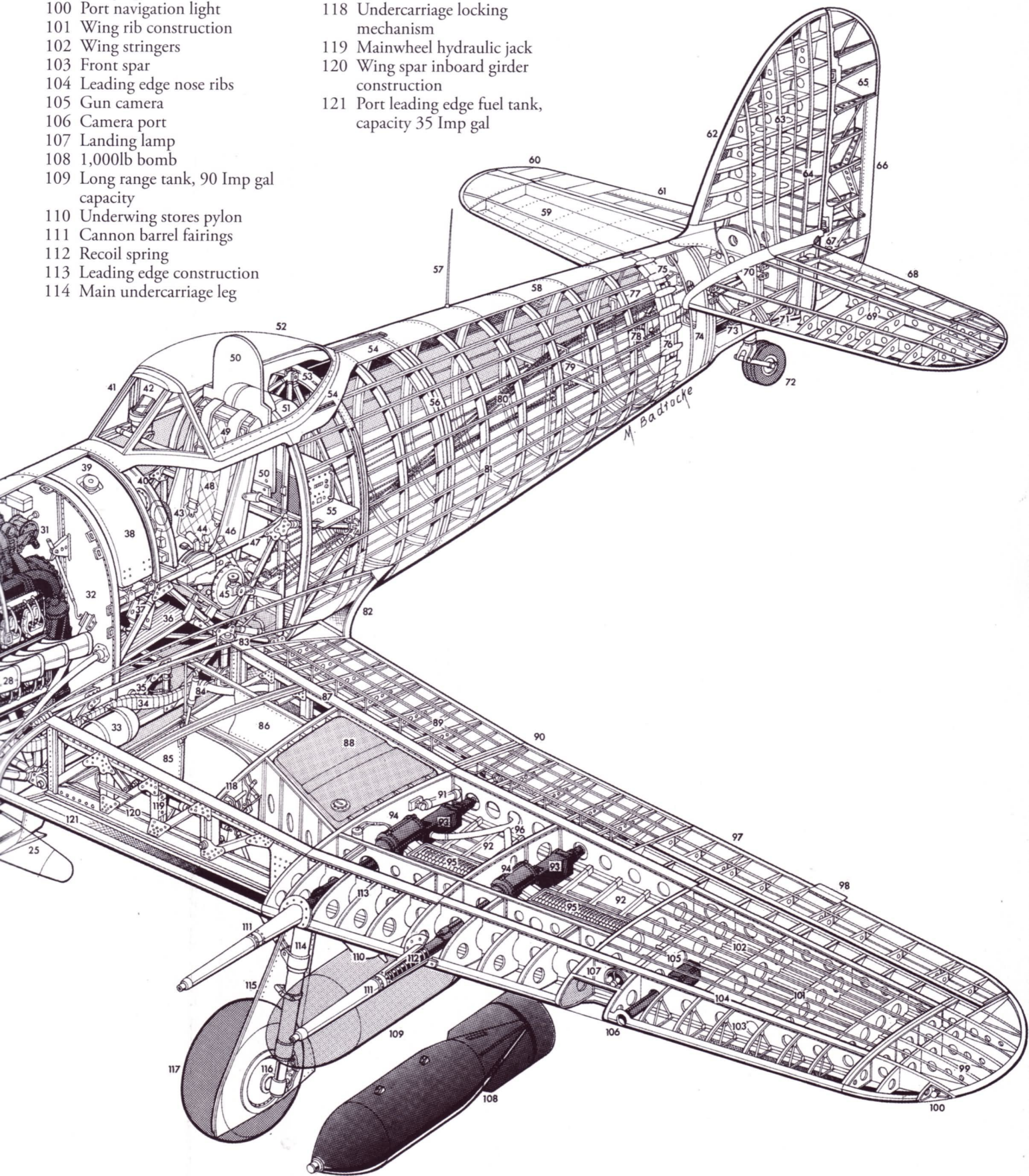
Hawker Typhoon IB Cutaway

- 1 Starboard navigation light
- 2 Starboard aileron
- 3 Fixed trim tab
- 4 Aileron hinge control
- 5 Landing lamp
- 6 Ammunition boxes
- 7 Starboard 20mm Hispano Mk.II
- 8 Split trailing edge flaps
- 9 Starboard main fuel tank, capacity 40 Imp gal (182 litres)
- 10 Self-sealing leading edge fuel tank, 35 Imp gal capacity
- 11 Cannon barrel fairings
- 12 Rocket launcher rails
- 13 60lb ground attack rockets
- 14 Main undercarriage leg fairing
- 15 Starboard mainwheel
- 16 De Havilland four-bladed propeller
- 17 Air intake
- 18 Propeller pitch change mechanism
- 19 Spinner
- 20 Armoured spinner backplate
- 21 Coolant tank, 7¼ Imp gal capacity
- 22 Supercharge ram air intake
- 23 Oil radiator
- 24 Coolant radiator
- 25 Radiator shutter
- 26 Engine mounting block
- 27 Tubular steel engine support framework
- 28 Exhaust stubs
- 29 Napier Sabre II, 24-cylinder flat H engine
- 30 Engine cowlings
- 31 Cartridge starter
- 32 Engine compartment fireproof bulkhead
- 33 Oxygen bottle
- 34 Gun heating air duct
- 35 Hydraulic reservoir
- 36 Footguards
- 37 Rudder pedals
- 38 Oil tank, capacity 18 Imp gal
- 39 Oil tank filler cap
- 40 Instrument panel
- 41 Bullet-proof windscreen
- 42 Reflector sight
- 43 Control column handgrip
- 44 Engine throttle controls
- 45 Trim handwheels
- 46 Emergency hydraulic handpump

- 47 Forward fuselage steel tube construction
- 48 Pilot's seat
- 49 Safety harness
- 50 Back and head armour plate
- 51 Pneumatic system air bottle
- 52 Rearward sliding canopy cover
- 53 Aft fuselage joint
- 54 Canopy rails
- 55 Radio transmitter/receiver
- 56 Fuselage double frame
- 57 Whip aerial
- 58 Fuselage skinning
- 59 Starboard tailplane
- 60 Starboard elevator
- 61 Elevator trim tab
- 62 Fin leading edge
- 63 Fin construction
- 64 Rudder sternpost
- 65 Fabric covered rudder construction
- 66 Rudder trim tab
- 67 Tail navigation light
- 68 Elevator trim tab
- 69 Port tailplane construction
- 70 Tailplane spar attachments
- 71 Tailwheel hydraulic jack
- 72 Forward retracting tailwheel
- 73 Dowty oleo-pneumatic tailwheel strut
- 74 Tailplane spar fixing double bulkhead
- 75 Tailplane attachment joint strap
- 76 External strengthening fishplates
- 77 Elevator mass balance
- 78 Elevator cross shaft
- 79 Cable guides
- 80 Tailplane control cables
- 81 Rear fuselage frame and stringer construction
- 82 Wing root fillet
- 83 Spar root pin joints
- 84 Undercarriage door hydraulic jack
- 85 Mainwheel door
- 86 Main undercarriage bay
- 87 Rear spar
- 88 Port main fuel tank, 40 Imp gal capacity
- 89 Flap shroud construction
- 90 Port split trailing edge flaps
- 91 Flap hydraulic jack
- 92 Port gun bays
- 93 20mm Hispano Mk.II cannon
- 94 Ammunition feed drum
- 95 Ammunition boxes, 140 rounds per gun



- 96 Gun heater air ducts
- 97 Port aileron
- 98 Fixed aileron tab
- 99 Wing tip construction
- 100 Port navigation light
- 101 Wing rib construction
- 102 Wing stringers
- 103 Front spar
- 104 Leading edge nose ribs
- 105 Gun camera
- 106 Camera port
- 107 Landing lamp
- 108 1,000lb bomb
- 109 Long range tank, 90 Imp gal capacity
- 110 Underwing stores pylon
- 111 Cannon barrel fairings
- 112 Recoil spring
- 113 Leading edge construction
- 114 Main undercarriage leg
- 115 Undercarriage leg fairing door
- 116 Oleo-pneumatic shock absorber strut
- 117 Port mainwheel
- 118 Undercarriage locking mechanism
- 119 Mainwheel hydraulic jack
- 120 Wing spar inboard girder construction
- 121 Port leading edge fuel tank, capacity 35 Imp gal





Spotlight

Hawker Typhoon

SPOT FACT Typhoons were occasionally mistaken for Fw 190s



OC's warhorse

Pete West profiles the personal aircraft of 56 Squadron's commander, Sqn Ldr 'Cocky' Dundas

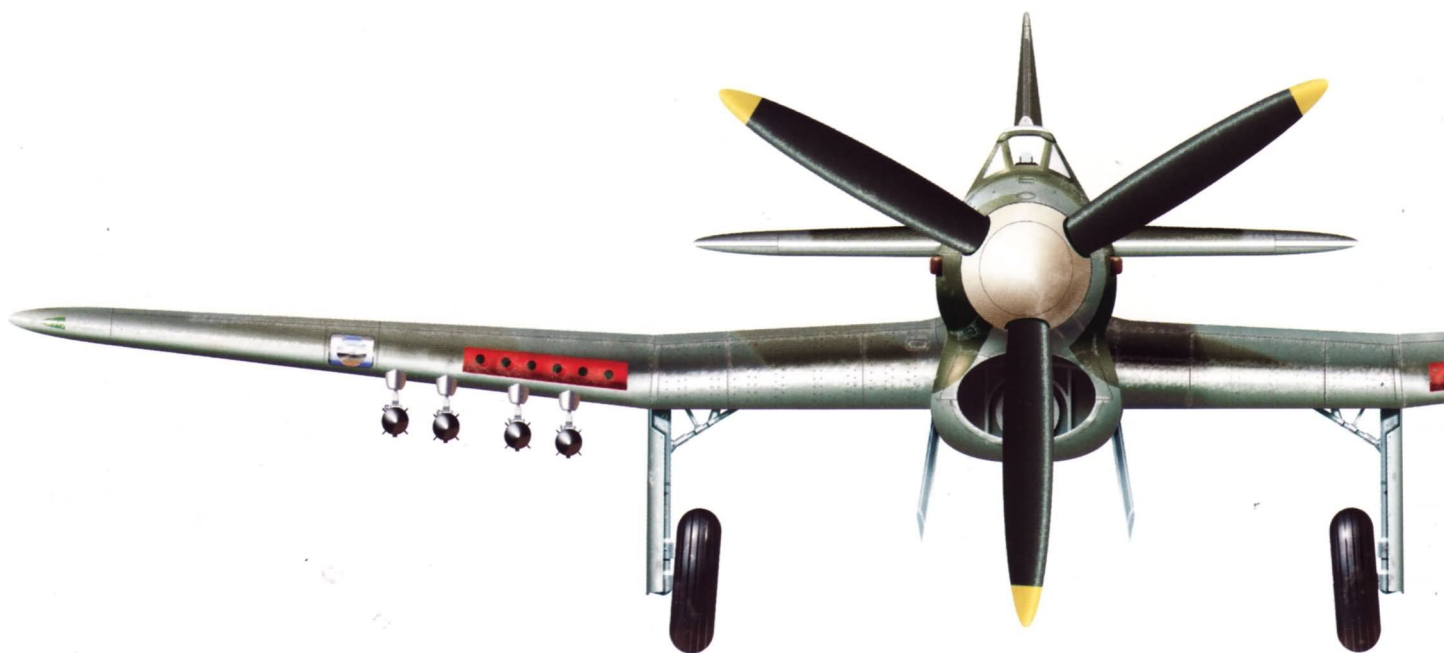
After serving valiantly in the Battle of Britain, Sqn Ldr Hugh 'Cocky' Dundas had the distinction of commanding the first operational Typhoon unit – 56 Squadron – soon after it re-equipped with the type. He joined at Duxford on December 22, 1941 and made his first flight in the Typhoon on January 2 the following year. (The delay was due to him having broken

his leg in a rowdy mess game a few weeks before!)

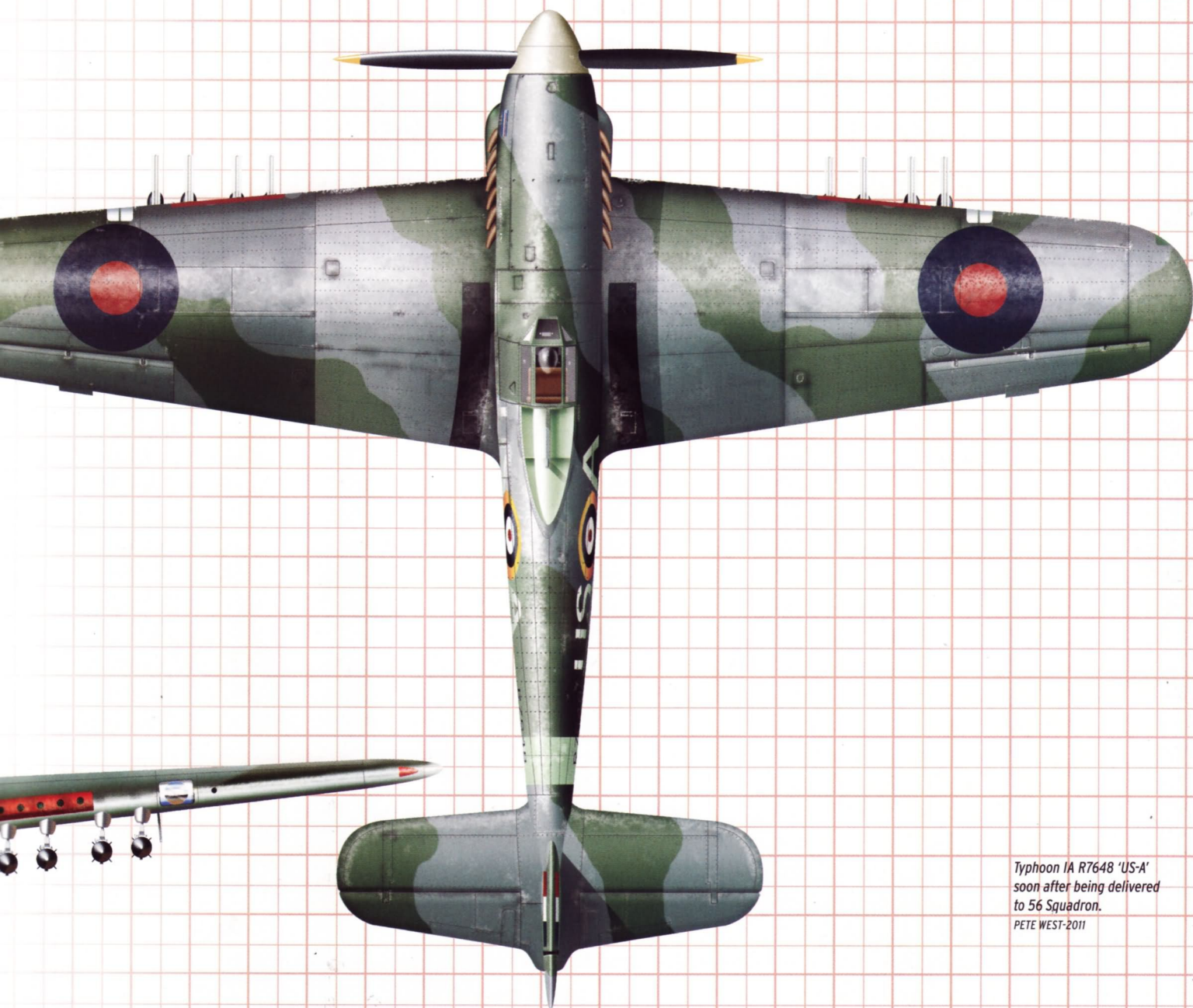
'Cocky' carried out many combat sorties with No.56 and the new Duxford Typhoon wing. He was promoted to Wing Commander in late 1942 and was assigned to lead the Spitfire-equipped 324 Wing in the Mediterranean/North Africa theatre.

Typhoon IA R7648 'US-A' was part of a batch of 250 built by Gloster to contract 12148/39, with

deliveries starting in December 1, 1941 and ending in July the following year. It was allocated from new to 56 Squadron, arriving at the unit in April 1942. R7648 was used as Dundas' personal aircraft and carried a Squadron Leader's pennant on the port engine cowling. It served with the unit for most its time in the RAF, being struck off charge on May 8, 1943.



Typhoon in profile



*Typhoon IA R7648 'US-A'
soon after being delivered
to 56 Squadron.
PETE WEST-2011*

3,317 Typhoons were built



Spotlight

Hawker Typhoon

Finishing the Job

Typhoon units were crucial in rolling back German forces. **Jonathan Garraway** describes the final week of their exploits

Right
Rocket-armed and 'Invasion' striped Typhoons of 183 Squadron in 1944. By the last week of the war, the unit was at Plantlunne, near Munster.
VIA C H THOMAS



Among the many skills required by Typhoon pilots, personnel ruggedness and adaptability must have rated very highly. These had their applications in the air, but were much more vital to the migratory, and frequently frugal, life they faced as the units played leap-frog across Europe. Changing bases often within days, they camped next to their aircraft and endured life at and above the frontline.

This feature examines the Typhoon's role in the last week of the war in Europe and focuses primarily on 181 Squadron. The seven momentous days covered starts with Hitler's suicide in the Führerbunker on April 30, 1945 and the Nazi total surrender signed at Reims in France at 02:40 hours on May 7.

The panel on page 81 shows the disposition of 2nd Tactical Air Force Typhoon units during that time; spread out along north western Germany, keeping pace with the final spearheads of the Allied armies. The life and times of 181 Squadron, within 124 Wing, are typical, but



any of those shown, or the others that served before them, disbanding or converting to other types, could have done just as well.

Rushing in

Formed at Duxford on August 25, 1942, the motto of 181 Squadron could not have been more appropriate for Typhoons: *Irruimus Vastatum – We Rush in and Destroy*. Even during its early days, the unit had a nomadic existence and moved to Snailwell, near Newmarket before it carried out its first coastal shipping strikes in February 1943. Some 12 months later, by which time 181 was at Eastchurch, Kent, the V-1 'Doodlebug' sites in mainland Europe were the order of the day. The hallmark of Typhoon ground-attack operations – rockets – were first introduced on the type by 181 Squadron in October 1943.

The 'launch-pad' airfield for D-Day turned out to be Hurn in Dorset - the present-day Bournemouth Airport - which 181 occupied on April 1, 1944. With the establishment of the beach-head in Normandy, the squadron's Typhoons touched down

on a strip prepared between the villages of Coulombs and Cully to the west of Caen. This was the first of eleven bases used up to the end of the war, with the shortest stay being just 48 hours, but another involved only four days and three deployments were for just six.

On September 6, Belgium had been reached and the unit had the comparative luxury of the air base at Melsbroek, now the northern element of Brussels Airport. Then on to the Netherlands: Eindhoven from September 22, Helmond on February 3, 1945, ending up at Twente on April 11.

No.181 Squadron landed on German soil two days later at Hopsten, just across the Dutch border, north of Münster. From there the Typhoons moved to Langenhagen and on to our data panel!

Hitting boats of all sorts

April 30th found the Typhoons of the 2nd TAF ranging on to targets around Hamburg and its estuary, Lübeck and its outflow to the Baltic and Kiel, Schleswig and Husum towards the Danish border. No.124

Wing – 137, 181, 182 and 247 Squadrons – were engaged in targets of opportunity.

The ground echelon was getting ready for what turned out to be the last wartime base 'leap-frog' by a Typhoon unit. These moves had become carefully choreographed. The aircraft would be despatched to targets, ending the sortie at the new base. The ground crews and support staff would pack-up all their equipment in road transports and a massive caravan of vehicles would make its way to the new base as soon as operations permitted.

On the 1st, 124 Wing settled in at Lüneburg, south-east of Hamburg and close to the River Elbe. As news filtered through of the death of the Führer, the pace of the German collapse increased, as did the number of opportunities for Allied aircrew.

Early in the morning of the 2nd, 181 Squadron got off to a fine start with two pilots sharing in the shooting down of a Junkers Ju 188. From Hustedt, north of Hanover, 184 Squadron damaged a three-engined, twin-boom Blohm und Voss Bv 138 flying-boat on the

Below
Typhoon RB483 of 247 Squadron tucking up the gear rapidly at Helmond in March 1945.
VIA ANDY THOMAS



SPOT FACT A few reconnaissance FR.IB versions were in service from July 1944



Above
Informal grouping of 181 Squadron personnel in March 1945. C W JARROLD

Right
Rare colour photograph of Typhoon Ib JR371 of 182 Squadron at Manston. G SEAGER VIA N FRANKLIN

water at Travemünde on the Baltic coast. Further south on the River Trave, at the huge inland port of Lübeck, a pair of 175 Squadron Typhoons, also flying from Hustedt, destroyed a six-engined Bv 222 transport flying-boat. A little later another duo from 175 took out a Bv 139 four-engined floatplane and damaged two more Bv 138s at the same spot.

Back to 'Blighty'

In *Men Behind the Typhoons* (see page 66) Graham Pitchfork hints at Flg Off Ken Brain's bewilderment that 137 Squadron at Helmond (B86), near Eindhoven, had been pulled out of the frontline in January 1945. The pilots were ordered to attend an Armament Practice Camp at Warmwell in Dorset. This was so that the unit could hone its rocket-firing prowess – something it had been doing successfully in the field since April 1944.

No.181 Squadron also interrupted its romp across western Europe with an APC at Warmwell. While based at Eindhoven, the Typhoons moved out on January 12, 1945, returning on February 3 to a new forward position at Helmond.

At Hustedt the Canadian units of 143 Wing – led until October 1944 by Wg Cdr Mike Judd and also featured in Graham's article – had been reduced to 438 and 439 Squadrons. On April 23 it was the turn of 440 (City of Ottawa)



Squadron to deploy to Dorset and to learn how to 'kill' locos, tanks and buildings at APC. Refreshed, and perhaps frustrated, 440 touched down at Hustedt again on May 8. This at least allowed its pilots to have celebrated VE-Day in two different countries.

Final sorties

May 3 found the Baltic and North Sea ports in chaos as a frenetic mass exodus tried to get away from the Allies - and more especially from the Soviets. The city of Hamburg was taken and ground forces raced towards Kiel. Tragically, Typhoons took part in the shooting up of three of the many vessels in the bays west of Schleswig. Part of the 'fog of war', these were carrying prisoners of the conflict.

No.181 Squadron hit Neustadt airfield mid-morning and in the afternoon, destroying a pair each of Ju 88s and Heinkel He 111s

and a Messerschmitt Me 410 and damaging more. Flg Off C W 'Jerry' Jarrold, previously on Spitfires with 80 Squadron, had also flown north to Kiel in Typhoon Ib RB233 *W-for-Whiskey* as part of a shipping strike by 124 Wing.

On the ground on May 4, half-a-million German military personnel were taken prisoner, mostly voluntarily, but the fighting continued to rage. The men of 124 Wing were too busy to appreciate, but close to their base, General Montgomery took the surrender of German forces in Western Europe at Lüneburg Heath.

The pace of operations remained intense: Jerry Jarrold was piloting JR265 *A-for-Alpha* on another Wing-strength shipping strike on the Baltic. A 3,000 tonne vessel was

put out of action. That evening, 181's colleagues in 182 Squadron had flown north to Flensburg on the Danish border where they caught He 177 Grief bombers on the airfield to the west of the city, destroying three and damaging another seven.

On the 5th, the German surrender came into effect and 124 Wing began to separate the following day, when 247 Squadron departed to Lübeck. The pilots knew the area well as it was a frequent target. On the 7th, the total German surrender – including to the Soviets in the East – was accepted in France. That day, 181 and 182 flew to Lübeck, Jerry again in JR265. The other element of 124 Wing, 137 Squadron deployed to Celle and two days later was in another country, Kastrup in Denmark. No.181 disbanded at Schleswig on September 30, 1945 bringing to a close 38 crowded and valiant months.

Typhoon Units - The Last Week

Forward base	Unit	Codes	Arrived
Plantlunne, N of Munster	164 Sqn	'FJ'-	Apr 17
	183 Sqn	'HF'-	Apr 17
	198 Sqn	'TP'-	Apr 17
	609 Sqn	'PR'-	Apr 17
	438 Sqn RCAF	'F3'-	Apr 21
	439 Sqn RCAF	'5V'-	Apr 22
	440 Sqn RCAF	'I8'-	see text
Hustedt, NE of Hanover	175 Sqn	'HH'-	Apr 19
	184 Sqn	'BR'-	Apr 18
	245 Sqn	'MR'-	Apr 16
Ahlhorn, SW of Bremen	193 Sqn	DP'-	Apr 30
	197 Sqn	'OV'-	Apr 30
	263 Sqn	'HE'-	Apr 30
Langenhagen, N of Hanover	137 Sqn	'SF'-	Apr 17
	181 Sqn	'EL'-	Apr 18
	182 Sqn	'XM'-	Apr 17
	247 Sqn	ZY'-	Apr 17
Lüneburg, SE of Hamburg	137 Sqn	'SF'-	May 1
	181 Sqn	'EL'-	May 1
	182 Sqn	'XM'-	May 1
	247 Sqn	'ZY'-	May 1

Note: If you have an interest in Typhoons and the 2nd TAF, there is no finer reference source than the four-volume *2nd Tactical Air Force*, by Christopher Shores and Chris Thomas, published by Classic Publications, 2004 to 2008. www.ianallanpublishing.com

Counting the cost

Victory in Europe Day was celebrated on May 8. Amid the euphoria, there was much thought for those who had not lived to see the day. The targets destroyed and objectives met chronicled above were not achieved without sacrifice by Typhoon pilots.

In April 1945, the Wing Commander Flying of 124 Wing, Wg Cdr C D 'Kit' North-Lewis DSO DSC* passed the baton on to Wg Cdr G F H Webb DFC*. It was a brief command, as he was shot down and killed by flak while

airborne in SW530 on May 2.

The following day, F/Sgt J A Brown of 181 Squadron failed to return from a sweep in JP838. He is thought to have been another victim of anti-aircraft fire, as was Fg Off G F Burden of 439 Squadron, who perished in SW443.

The last Typhoon fatality of World War Two was Sgt A W Brooks of 247 Squadron, who had been taking part in the 124 Wing shipping sweep previously mentioned. Engaging a destroyer off Kiel, he fell to the intensive flak it put up. The final Typhoon loss of the war

Year 1945	Month	Day	AIRCRAFT		Pilot, or 1st Pilot	2nd Pilot, Pupils or Passenger	DUTY (Including Results and Remarks)
			Type	No.			
							Totals Brought Forward
					181 SQUADRON, LUNEBURG.		
					8.15h GERMANY.		
MAY	3		TYphoon	10	RS 235 SELF		23 SHIPPING STRIKE. KIEL BAY
MAY	4		TYphoon	10	RS 246 SELF		24 SHIPPING STRIKE. KIEL BAY
MAY	7		TYphoon	10	RS 265 SELF		ANNULING TO LUBCK.
					WAR IN EUROPE OFFICIALLY OVER. MAY 7th 1945		
					181 SQUADRON, LUBCK.		
					8.15h GERMANY.		
MAY	11		TYphoon	10	RS 311 SELF		TRAINING BOMB.
MAY	19		TYphoon	10	RS 330 SELF		SQUAD. FORMATION.
MAY	15		TYphoon	10	RS 309 SELF		WING FORMATION.
MAY	21		TYphoon	10	RS 299 SELF		FORMATION.
MAY	28		TYphoon	10	RS 309 SELF		FORMATION.
MAY	25		TYphoon	10	RS 272G SELF		DOG FIGHTING. ACCIDENTS.
MAY	29		TYphoon	10	RS 413 SELF		FORMATION.
MAY	30		TYphoon	10	RS 236 SELF		LOW LEVEL CROSS COUNTRY
<i>Lin J. Jarrold</i>							
SUBSTRY FOR MAY 1945							
UNIT 181 SQDN.							
DATE 30.5.45							
SIGNATURE: L.J. Jarrold							
GRAND TOTAL: (Col. (1) to (10))							
738							
Totals Carried Forward							

“Victory in Europe Day was celebrated on May 8. Amid the euphoria, there was much thought for those who had not lived to see the day.”

Above
'Jerry' Jarrold's logbook page for the last days of war, including the shipping strikes of May 3 and 4. C W JARROLD

Below
No.181 Squadron at Twente, Netherlands, April 11, 1945. The unit had arrived that day and pushed on to Hopsten in Germany 72 hours later. AUSTRALIAN WAR MUSEUM



Spotlight

Hawker Typhoon

Typhoon picture file



PD521, which was flown by Gp Capt Johnny Baldwin.
VIA N FRANKLIN



Then and now

Presenting a photographic portfolio of Hawker's mighty Typhoon



Above
It's a sad fact that only one complete Typhoon survives today, although several cockpits and large sections of fuselage and wing parts are also preserved around the world. The sole example left is Typhoon Ib MN235, which has pride of place at the RAF Museum in Hendon, London. MN235 was built by Gloster and first flew on February 8, 1944, but was signed over to the USA for evaluation the following month. It was transported across the Atlantic by ship and arrived at Wright Field, Ohio, on May 6 that same year. It flew for just nine hours before being placed in store. In early 1949 it was transferred to the Smithsonian Institute for preservation, but remained very much in the shadows. In 1967 the airframe joined the embryonic RAF Museum, with Hurricane IIc LF686 moving in the opposite direction in exchange. MN235 arrived back in the UK on January 4, 1968 and was restored in time for the museum's opening on November 15, 1972 and has remained in the Fighter Hall ever since. www.rafmuseum.org.uk RAF MUSEUM

Above
A fine study of Typhoon Ib EK183 of 56 Squadron. This was one of the very first official photographs of the type to be released and the location of the aircraft at the time was listed as 'somewhere in England'. Recognition stripes have been painted on the wings to assist anti-aircraft crews in identifying the new type from the German Focke-Wulf Fw 190. EK183 also served with 609 'West Riding' Squadron and survived the war, but was scrapped soon after. KEY COLLECTION

Below
Typhoon Ib RB202 of 182 Squadron at Eindhoven after a hydraulic failure. VIA ANDY THOMAS

Spotlight Next Month

Hawker Hunter

Spotlight next month shines on a jet thoroughbred, the record-breaking Hawker Hunter. The June issue will be in the UK shops on **April 29**, or see **page 90** for our latest money-saving subscription offers.

