

Westland Whirlwind F Mk.I 'Cannon Fighter'

EN

Project Westland P.9 was designed upon F.37/35 Specifications that called for escort fighter with heavy armament. P.9 project was a twin engined aircraft with four 20 mm cannons. In February 1937 RAF and Westland signed a contract for manufacture of two prototypes. The first prototype L6844 took off for the first time on October 11, 1938. Following two years were both prototypes, the second was L6845, thoroughly tested and it subsequently led to the tail planes changes and deleting of slats. The production of the series machines began in 1940 and they were assigned to the RAF 263. Squadron. Another squadron, this time RAF 137. was equipped with Whirlwinds in 1941. Due to the R&R Peregrine engines no other units were equipped with Whirlwinds. These engines were unreliable and moreover their production was stopped on behalf of more needed Merlins. This also led to the production being stopped. Even though the Whirlwinds were fast, highly maneuverable and reputedly they were even capable to outmaneuver single engined fighter. Further, the heavy armament consisting of four cannons made the Whirlwind deadly opponent. The heavy armament was later intensified by addition of two wing mounted bomb racks. These modified Whirlwinds were designated FB Mk.I or Mk.IA and were used for ground attack missions. Their successful attacks on German ships in La Manche Channel and in occupied France earned them a nickname Whirlbomber. Whirlwinds fought in first line combat until the end of 1943 and then were withdrawn. The L6844 prototype was used as test bed for various armament layouts, such as 12 machine guns or 37 mm cannon.

Wingspan: 13.73 m, length: 9.84 m, max. speed: 579 km/h, range: 1,000 km, service ceiling: 9,150 m.

CZ

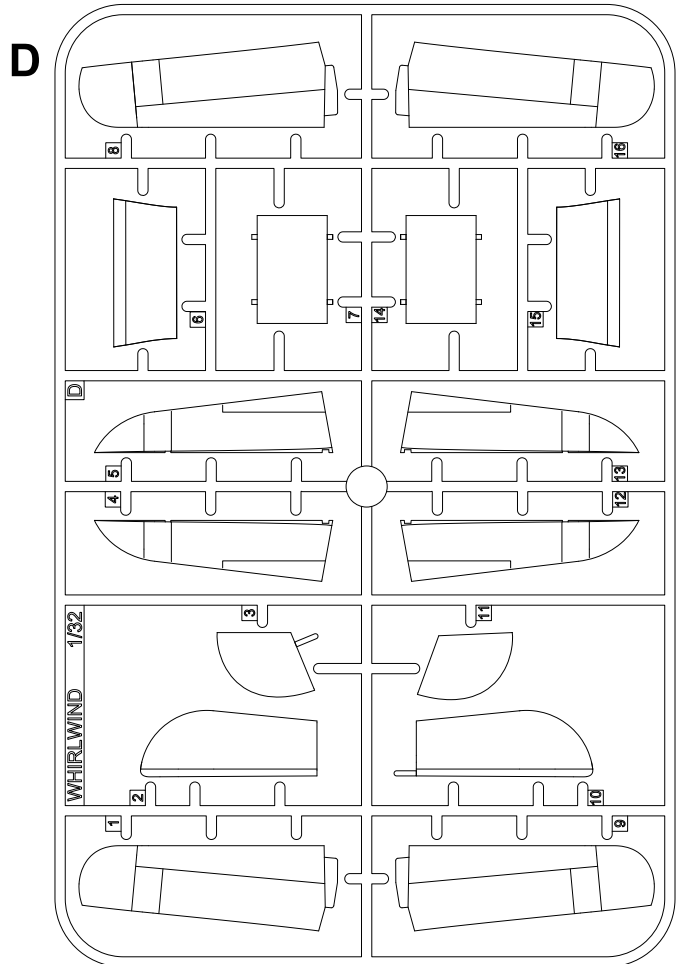
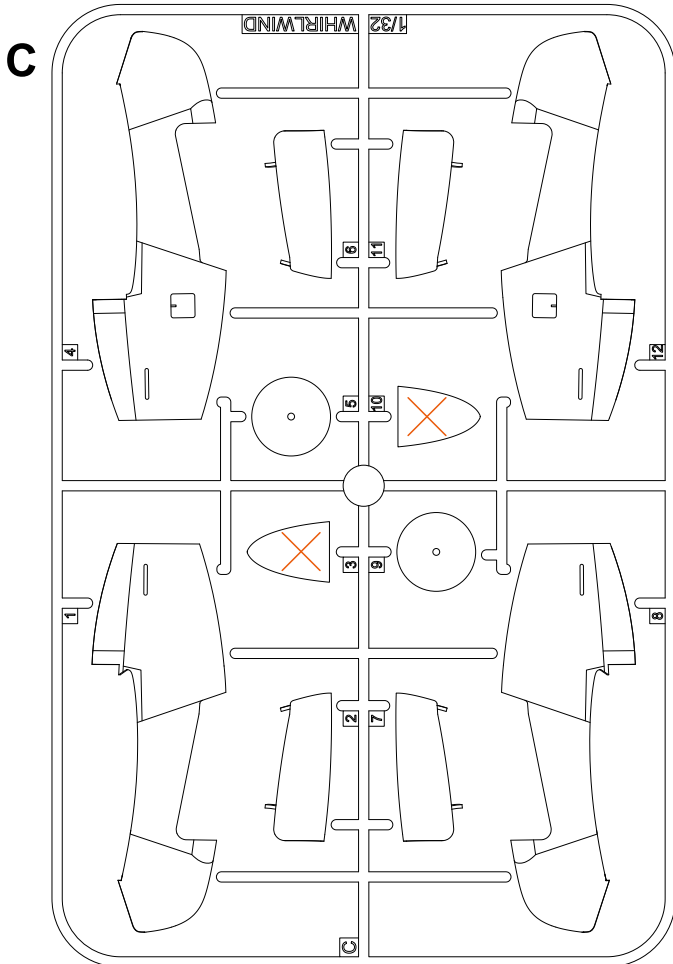
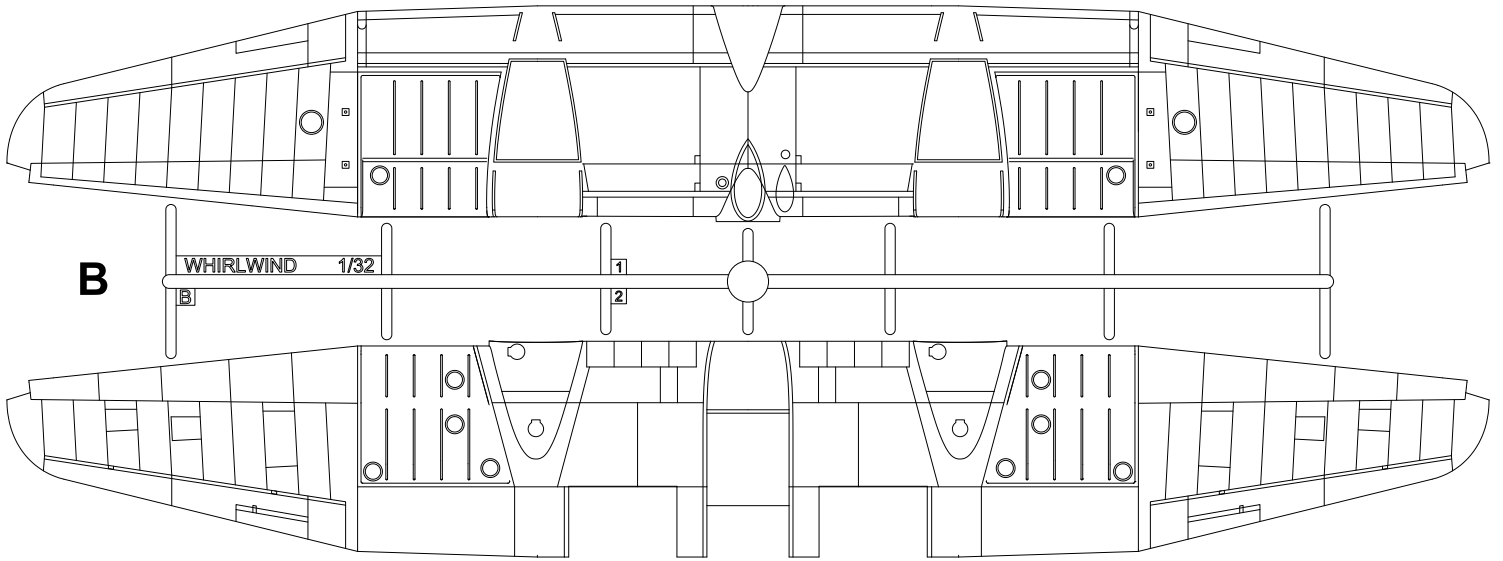
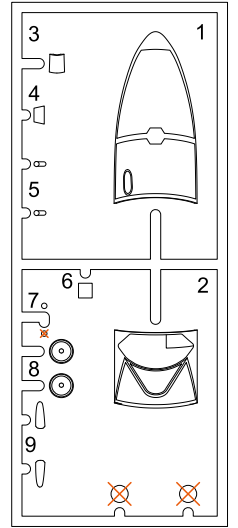
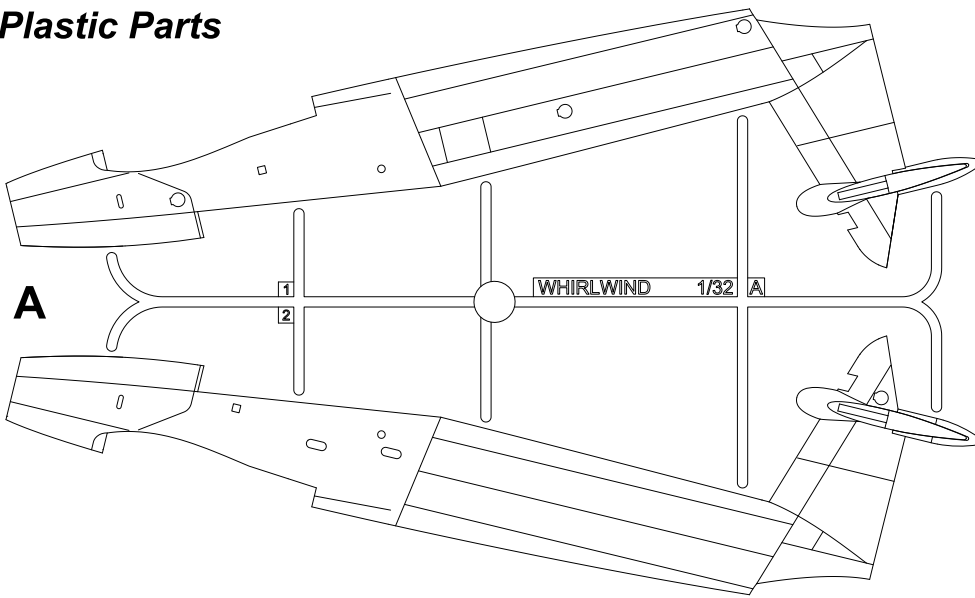
Na základě specifikací F.37/35, které požadovaly těžce vyzbrojenou stíhačku pro boj s bombardéry, vznikl u firmy Westland projekt P.9, dvomotorový stroj s výzbrojí čtyř kanonů ráže 20 mm. V únoru 1937 RAF uzavřelo s firmou Westland smlouvu na postavení dvou prototypů. První z nich, L6844 vzlétl poprvé 11. října 1938. Následovaly dva roky zkoušek, do kterých se zapojil i druhý prototyp L6845. Během těchto zkoušek se měnily hlavně ocasní plochy a byly zrušeny sloty. Sériové stroje se začaly vyrábět v roce 1940. Do výzbroje je dostala 263. squadrona RAF. V roce 1941 je dostala další jednotka 137. squadrona RAF. Další jednotky už tímto strojem vyzbrojeny nebyly. Na vině byly hlavně motory R&R Peregrine. Byly nespolehlivé a navíc jejich produkce byla zastavena ve prospěch potřebnějších Merlinů. To vedlo i k zastavení výroby Whirlwindů. Ty přitom byly rychlé a obratné, údajně byly schopné vymanévrovat i jednomotorovou stíhačku. A při své silné výzbroji čtyř kanonů představovaly nebezpečného protivníka. Jejich silná výzbroj byla později posílena i montáží závěsníků bomb pod křídlo. Takto upravené Whirlwindy byly označeny FB Mk.I nebo Mk.IA a nasazeny do bitevních akcí. Jejich úspěchy při útocích na německou loďní dopravu v Kanálu La Manche a v okupované Francii jim vynesly přezdívku Whirlbomber. Whirlwindy bojovaly v první linii do konce roku 1943, pak byly vyřazeny. Na prototypu L6844 byly testovány různé varianty výzbroje, např. dvanáct kulometů nebo kanon ráže 37 mm.

Rozpětí: 13,73 m, délka: 9,84 m, max. rychlost: 579 km/h, dolet: 1 000 km, dostup: 9 150 m.

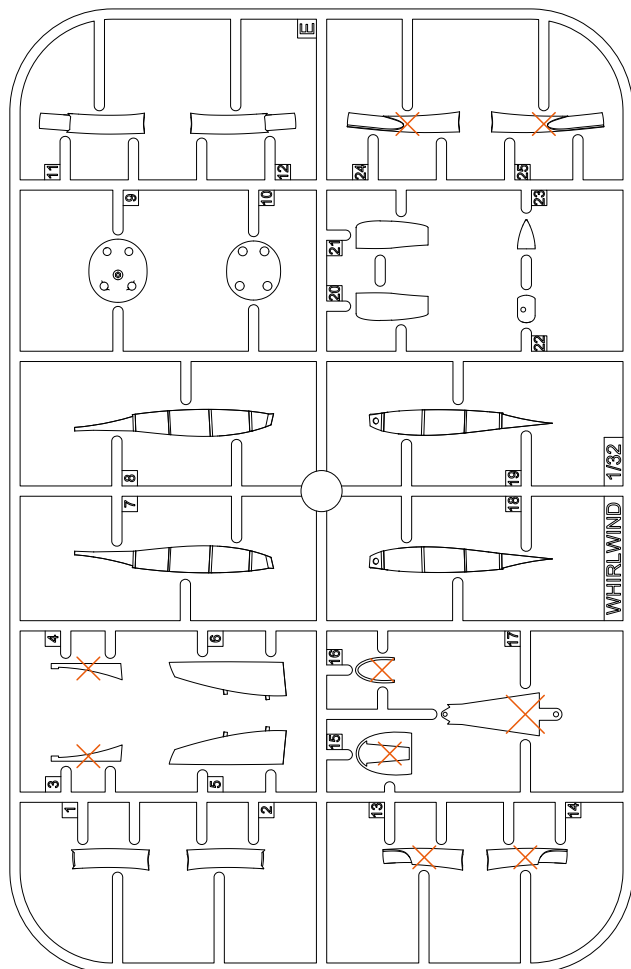
Plastic Parts

Clear Parts

CP

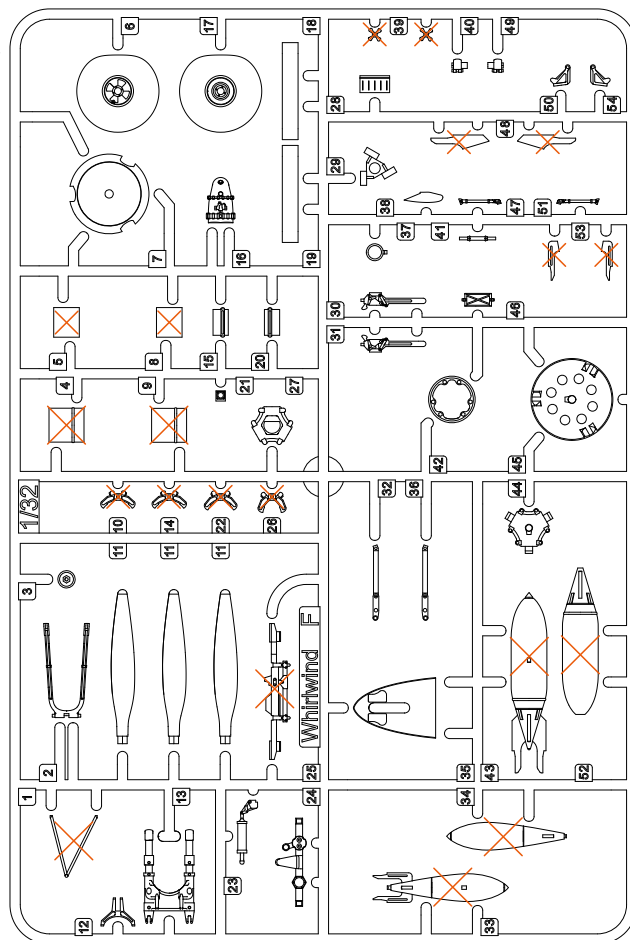


E

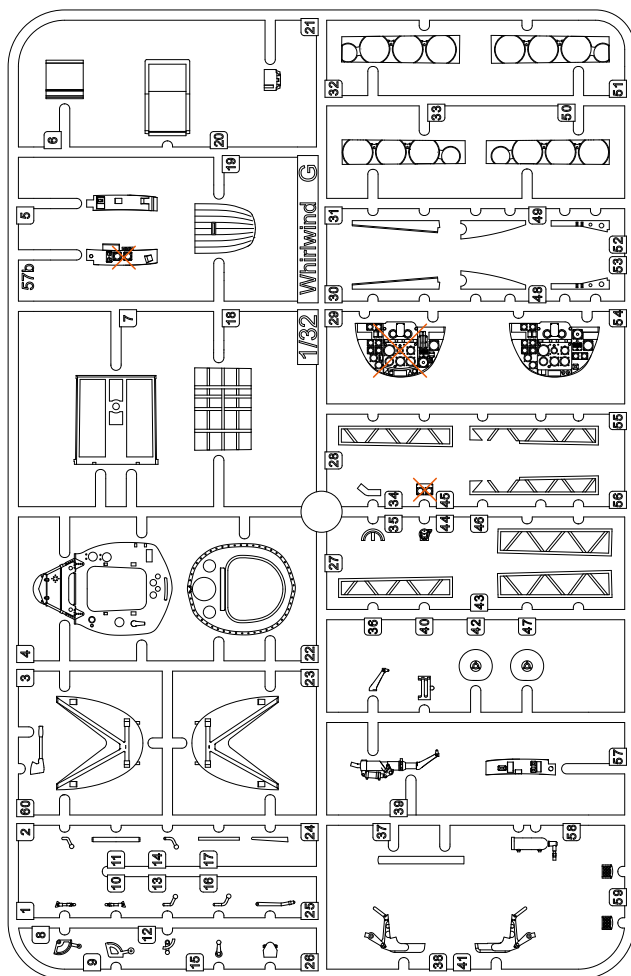


2x

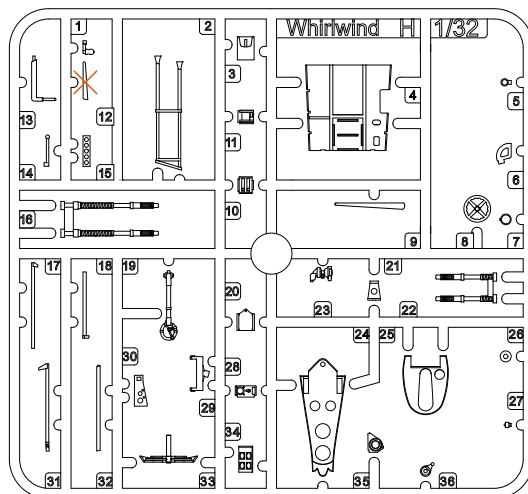
F



G



H



Barvy GUNZE/ GUNZE Colour No.

A	Černá / Black	H12 / C33
B	Barva pneu / Tyre Black	H77 / C137
C	Tmavý kov / Dark Iron	MC214
D	Hliník / Aluminium	MC218
E	Hnědočervená / Red Brown	H47 / C41
F	Opálený kov / Burnt Iron	H76 / C61
G	Interiér. šedozelená / Interior Grey Green	H364 / C364
H	Červená / Red	H3 / C3
I	Žlutá / Yellow	H4 / C4

✗ Tento díl nepoužít
Do Not Use This Part

SYMBOLS



MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION



POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLATKLEBER
COLLE CYANOACRYLAT



OHNOUT
BEND
BIEGEN
COURBER



ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER



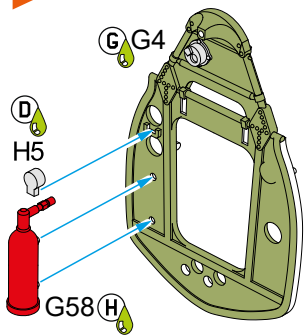
ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER



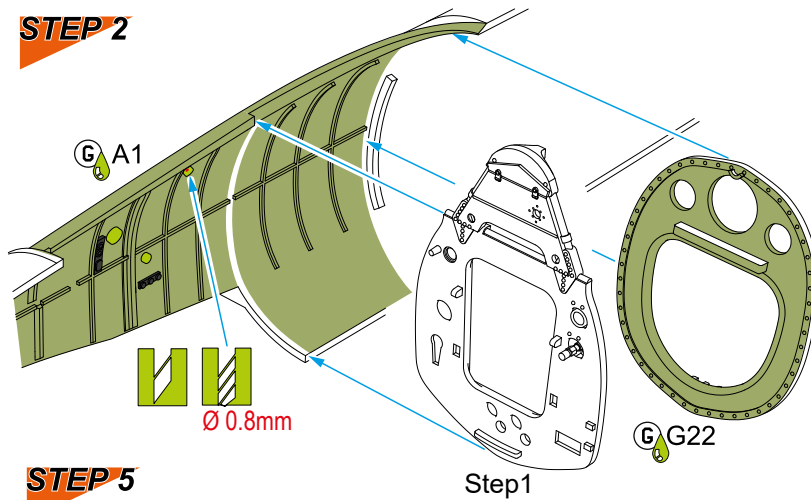
GSI
colour code

NATRÍT
COLOUR
FARBEN
PEINDRE

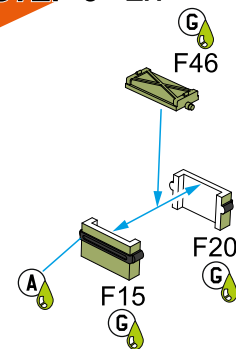
STEP 1



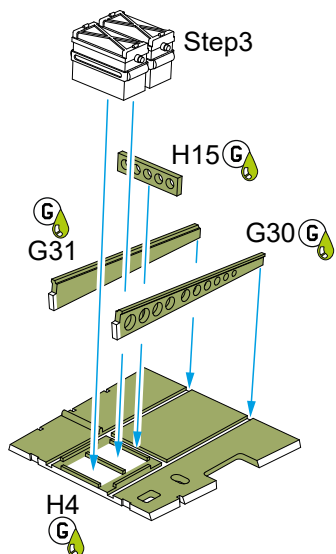
STEP 2



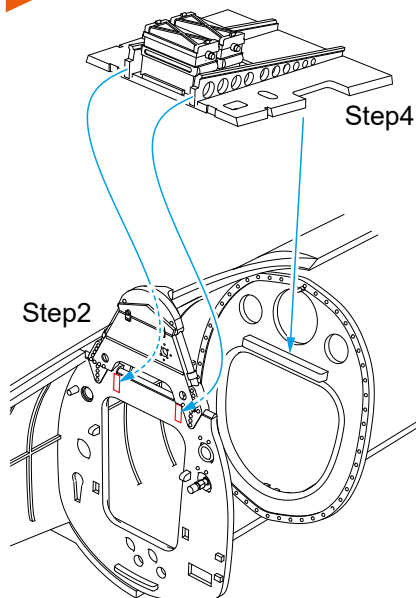
STEP 3 2x



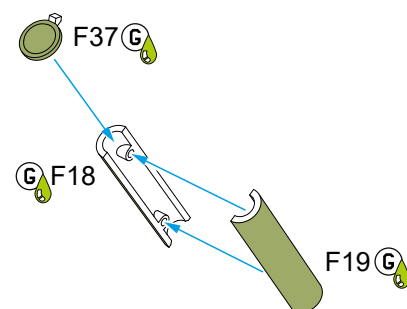
STEP 4



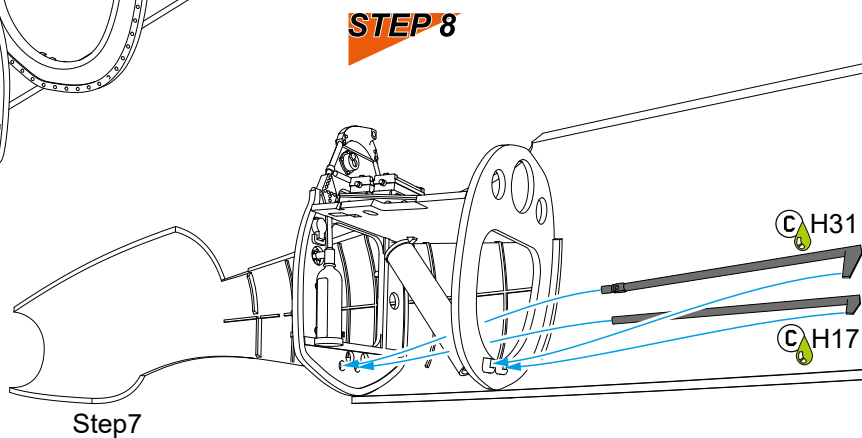
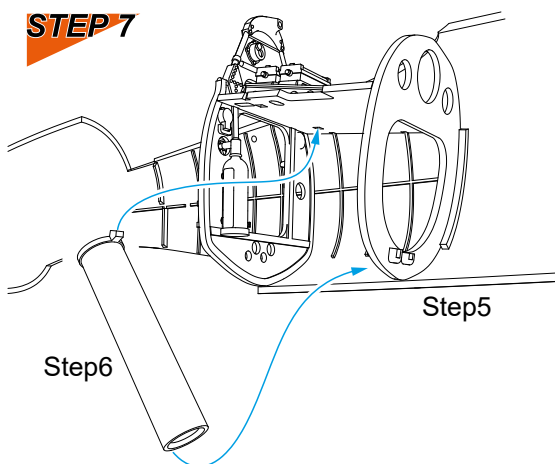
STEP 5



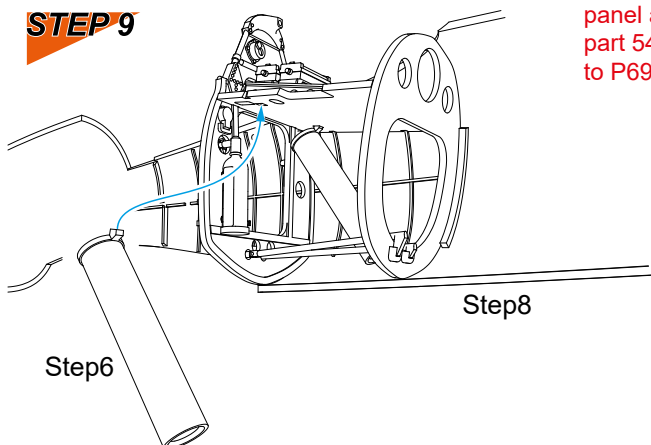
STEP 6 2x



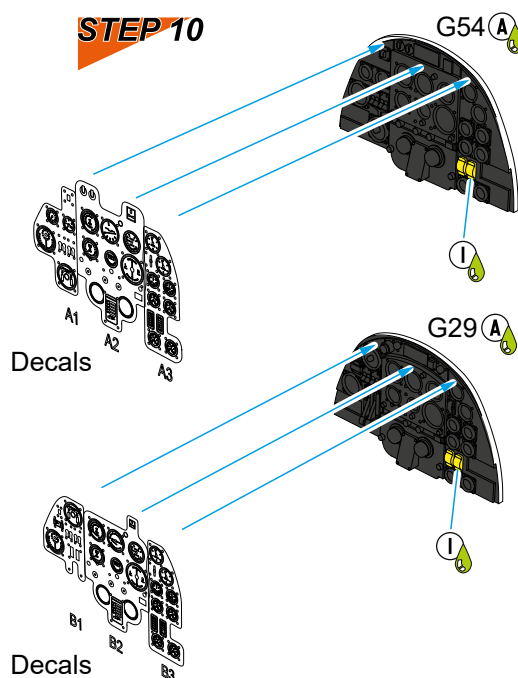
STEP 7



STEP 9



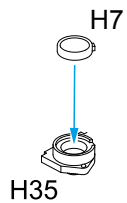
STEP 10



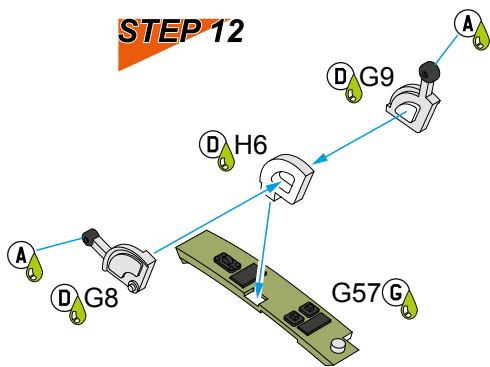
Kroky 10, 14 ukazují sestavu rané palubní desky, díl 54 (do stroje P6983).

Steps 10, 14 show early instrument panel assembly, part 54 (machines up to P6983 inclusive).

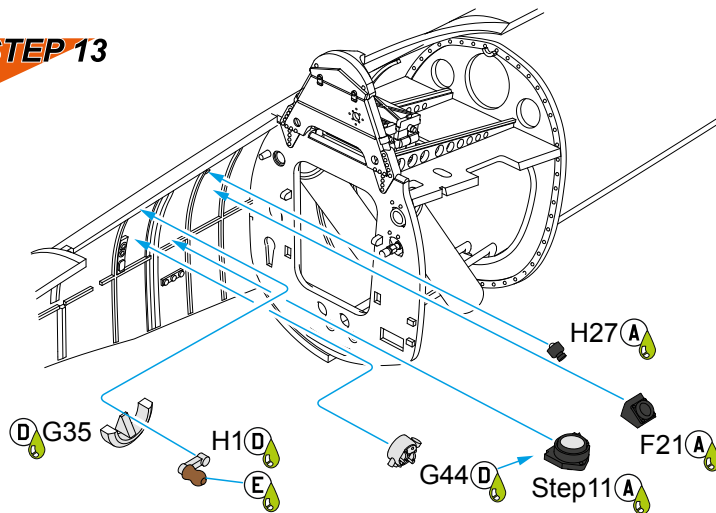
STEP 11



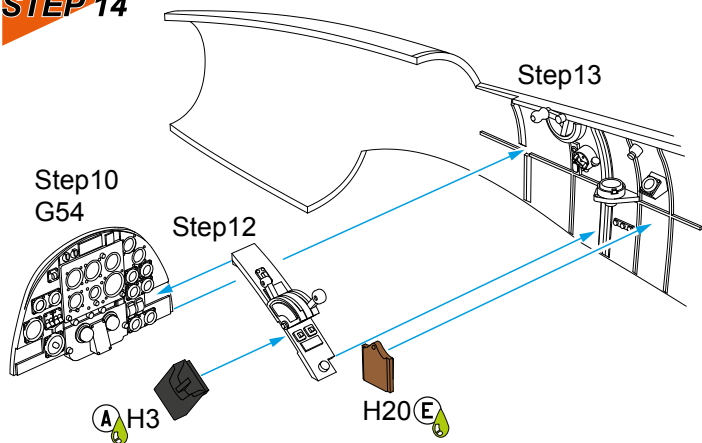
STEP 12



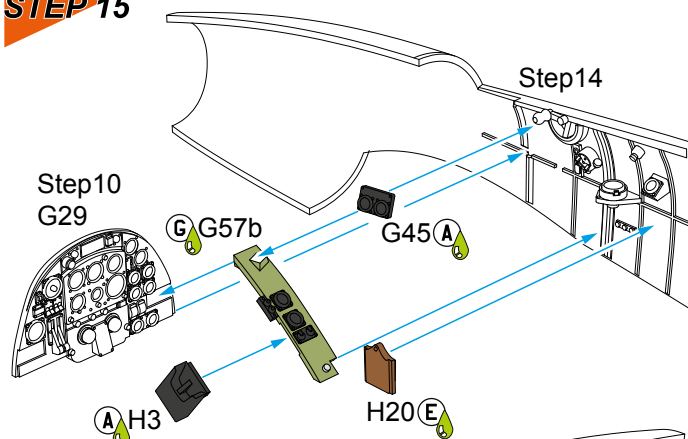
STEP 13



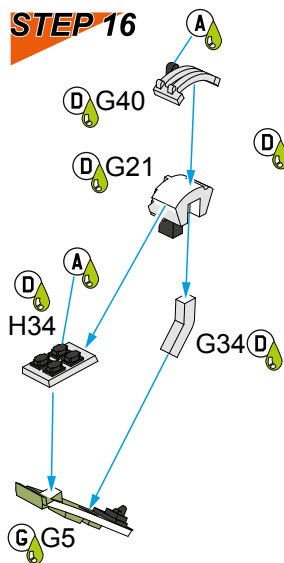
STEP 14



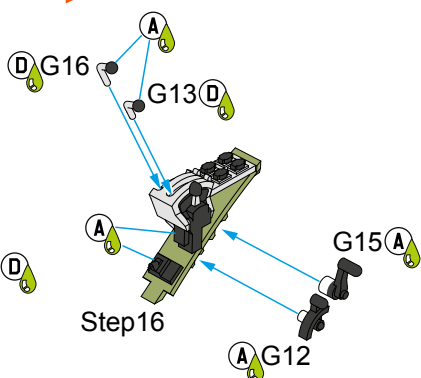
STEP 15



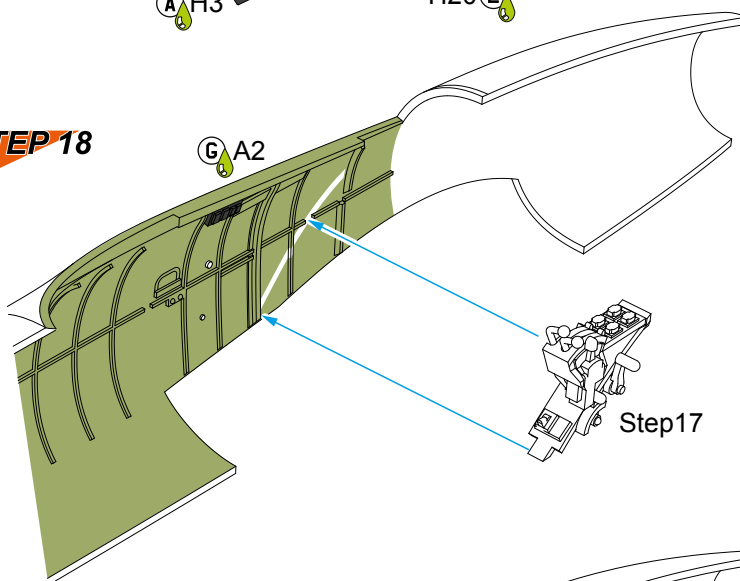
STEP 16



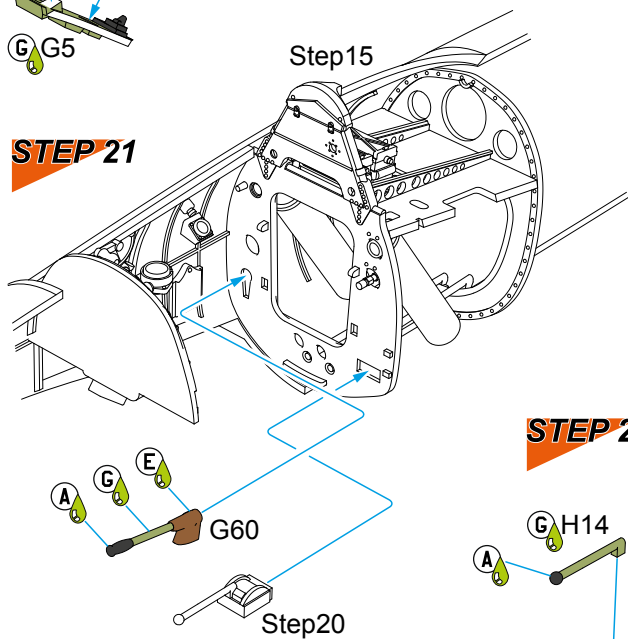
STEP 17



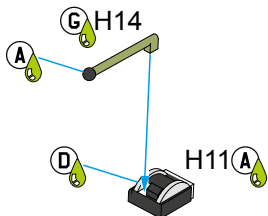
STEP 18



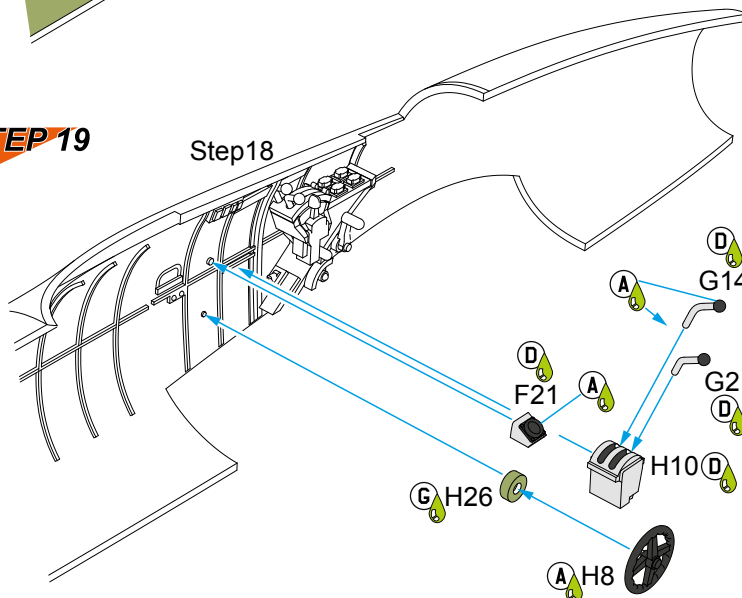
STEP 21



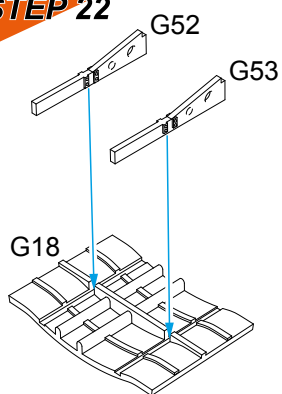
STEP 20



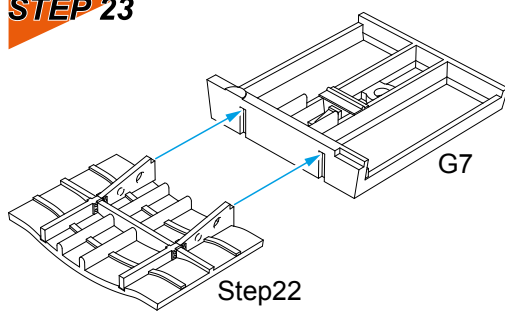
STEP 19



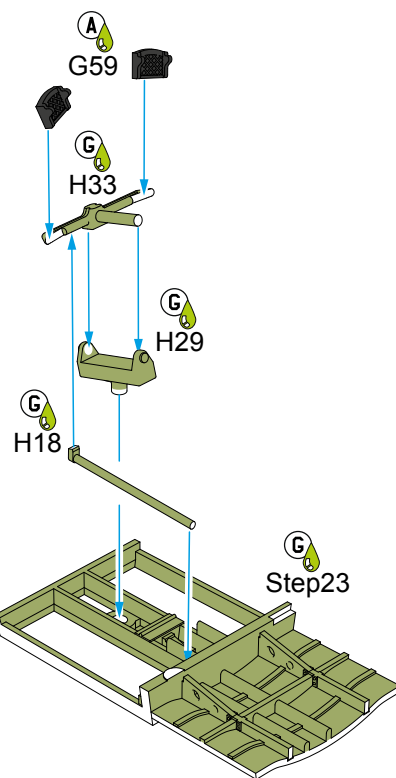
STEP 22



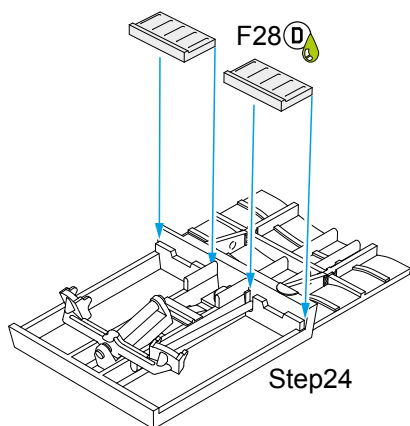
STEP 23



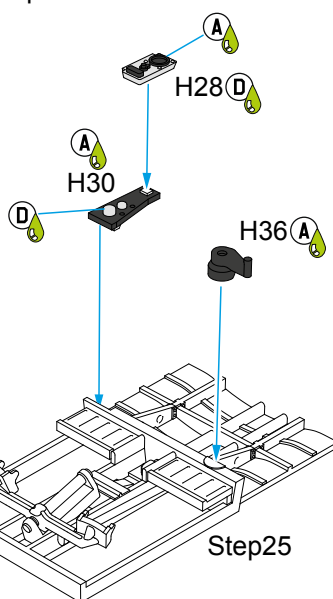
STEP 24



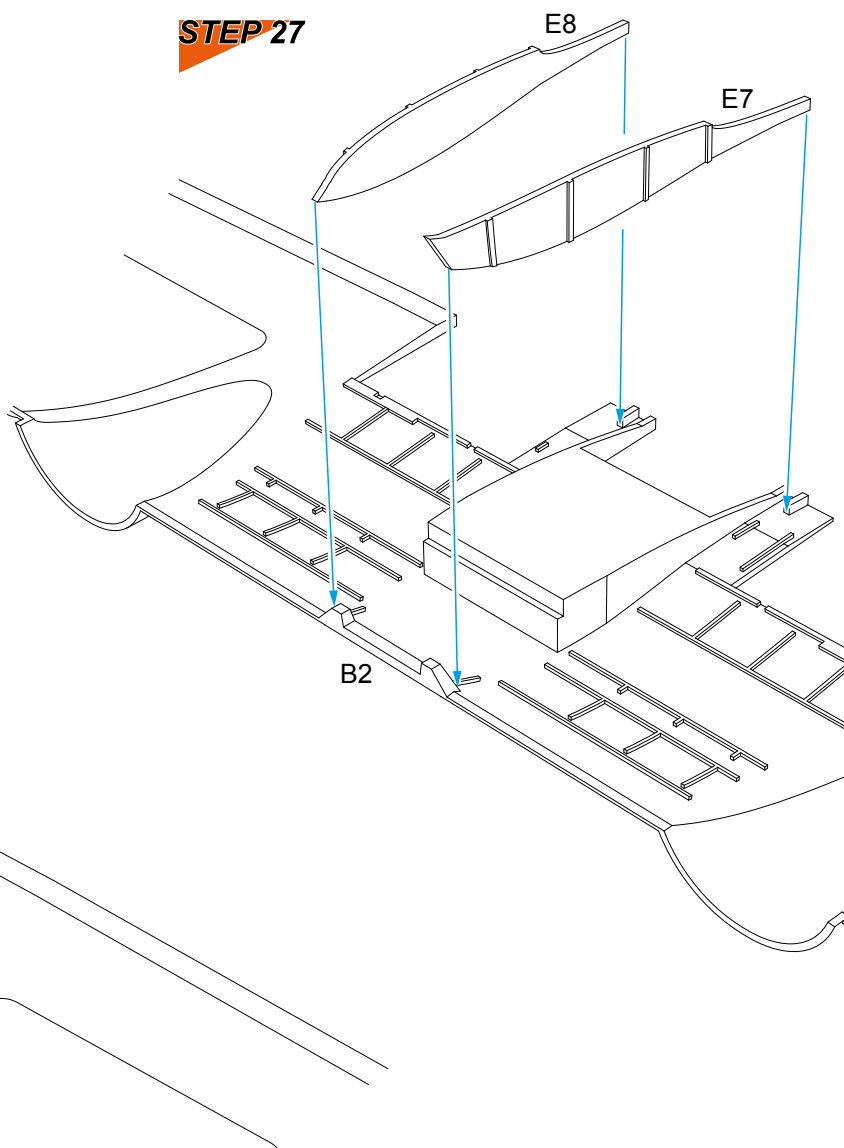
STEP 25



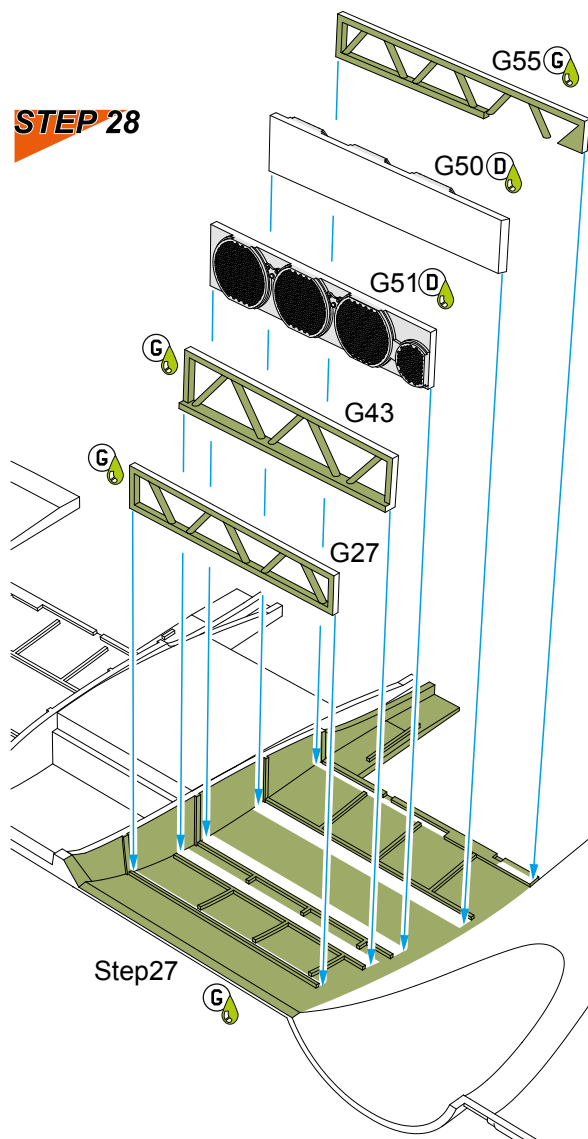
STEP 26



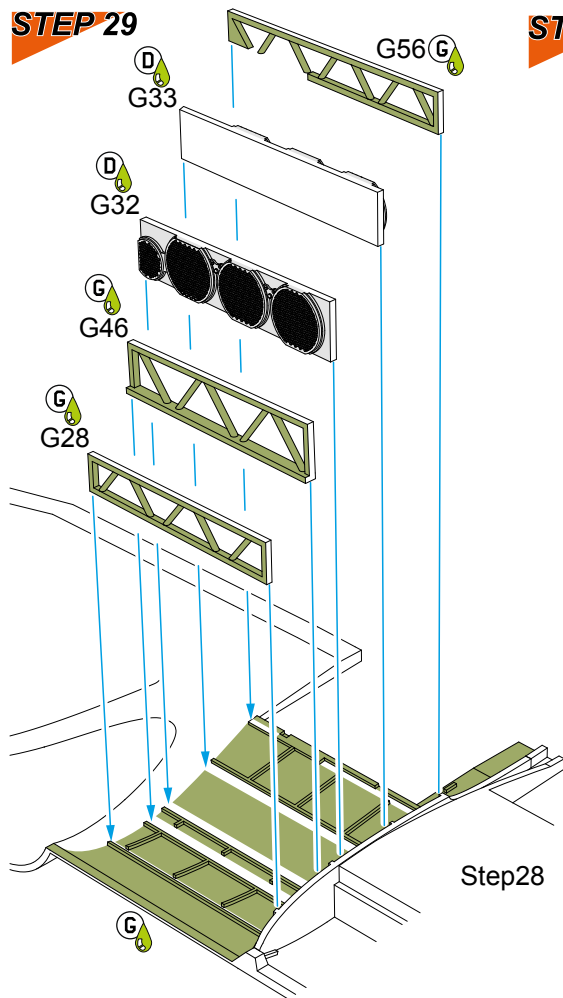
STEP 27



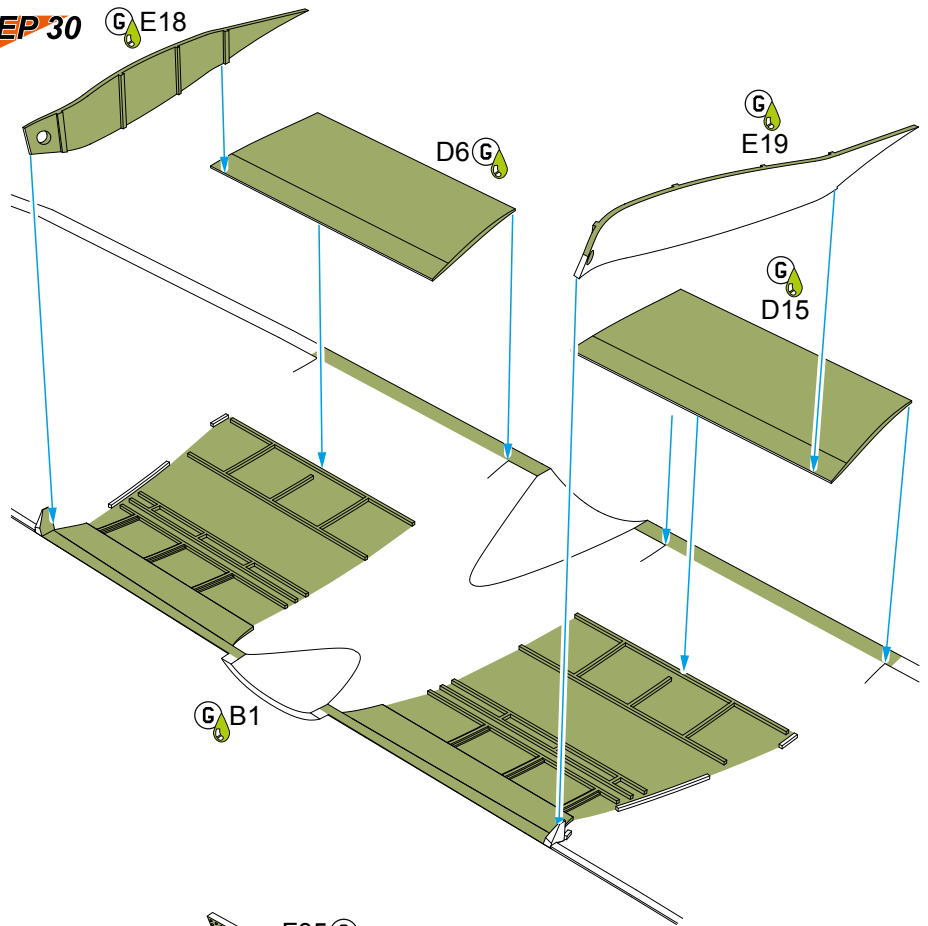
STEP 28



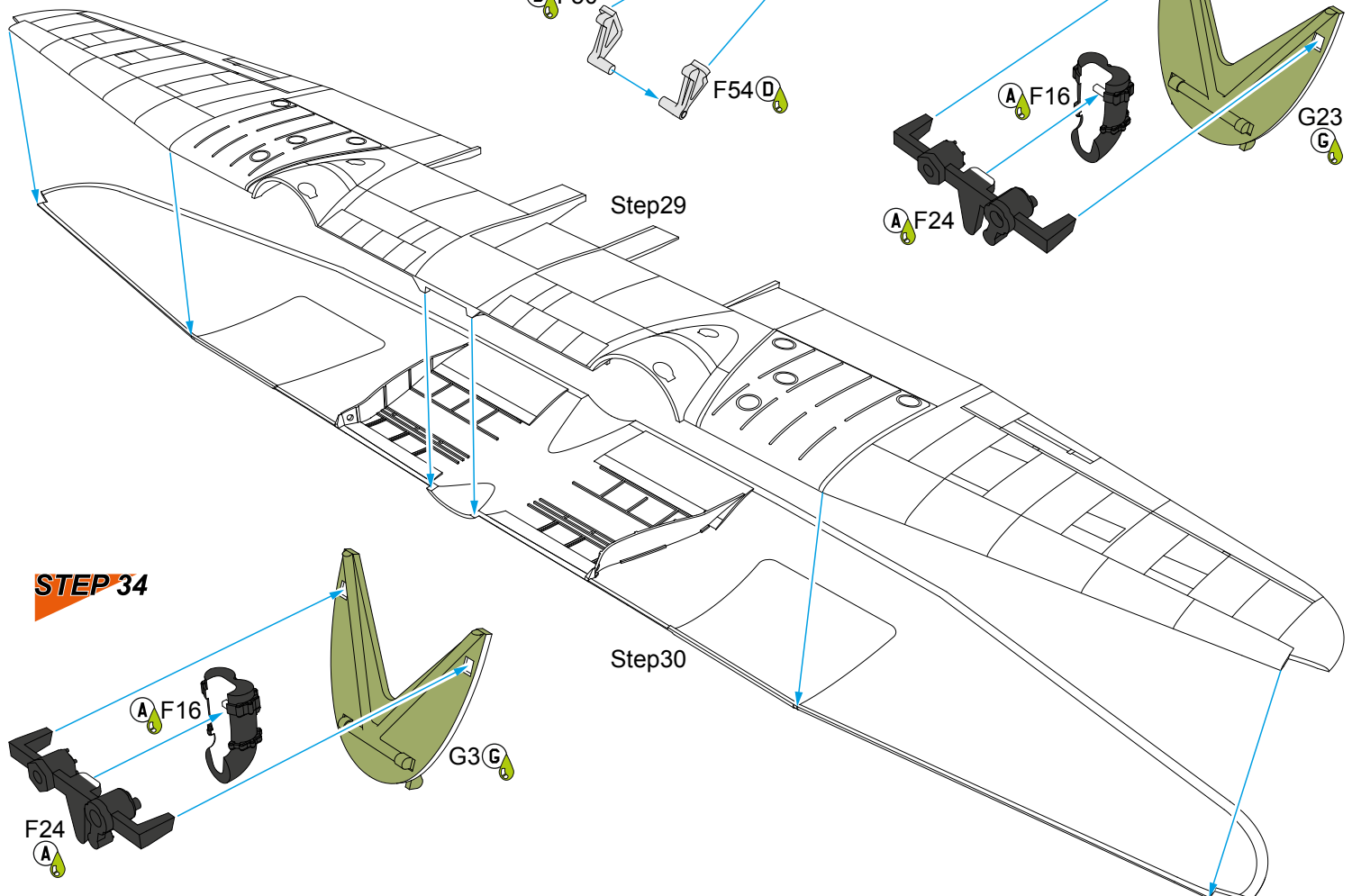
STEP 29



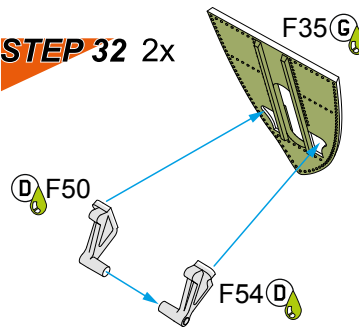
STEP 30



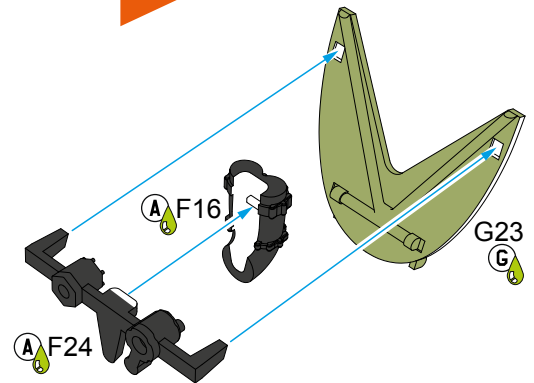
STEP 31



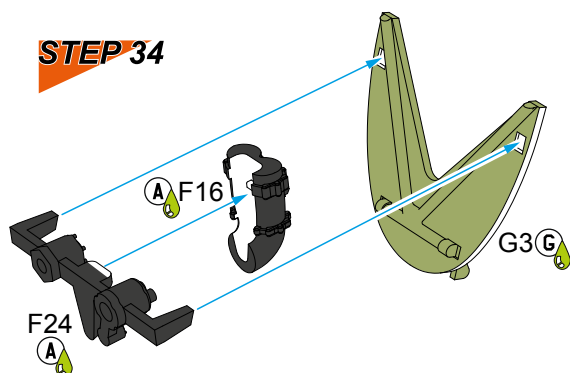
STEP 32 2x



STEP 33



STEP 34



STEP 35 4x

C1/ 4/ 8/ 12



STEP 36

G1 (left engine)
G12 (right engine)

Step32

Step33
(G1-G4)

Step34
(G12-G8)

G4 (left engine)
G8 (right engine)

STEP 37

Step31

Step36
(G12-G8)

Step36
(G1-G4)

STEP 38

H24

H25

Step21

Step19

Step38

STEP 40

Step26

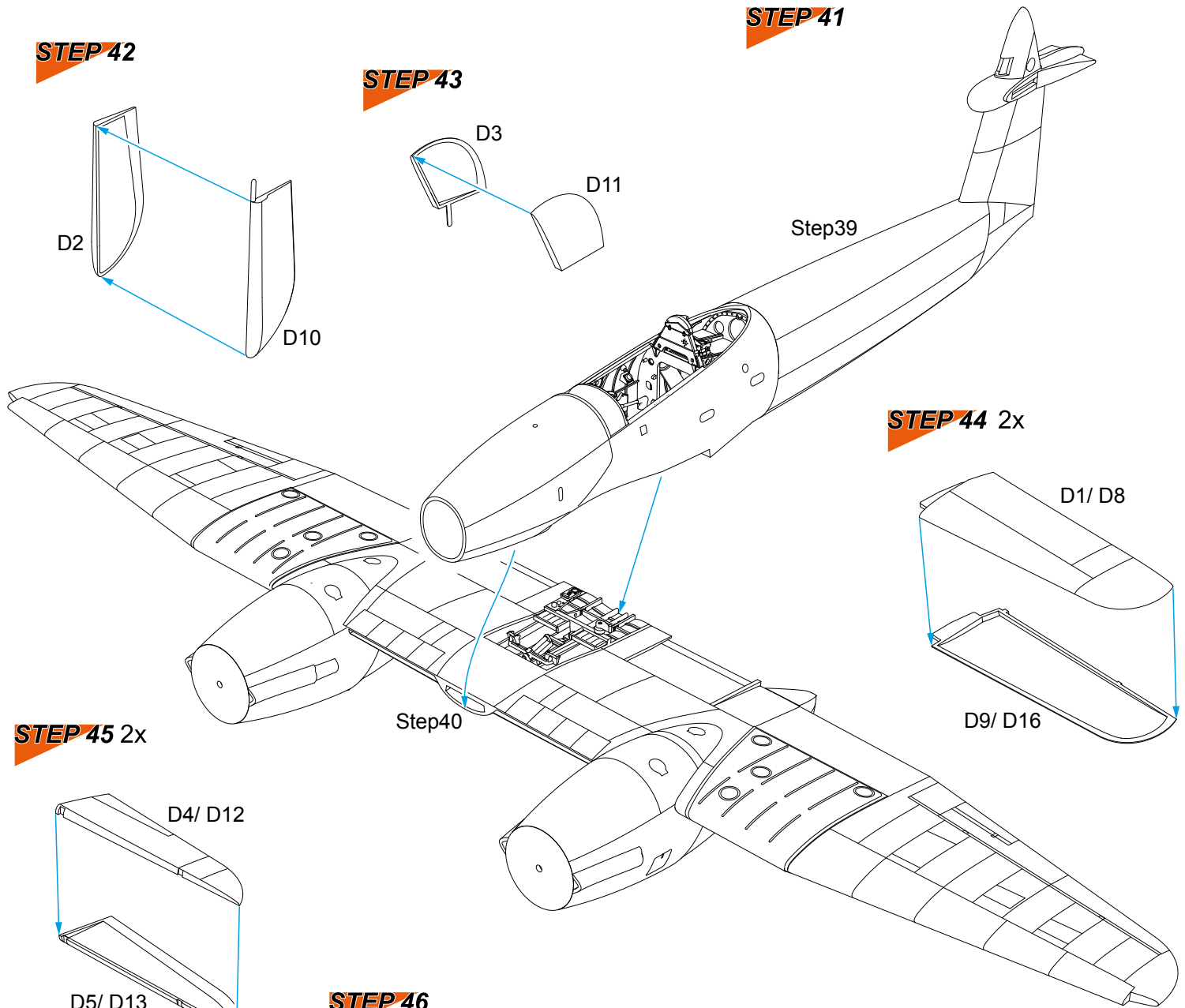
STEP 39

Step37

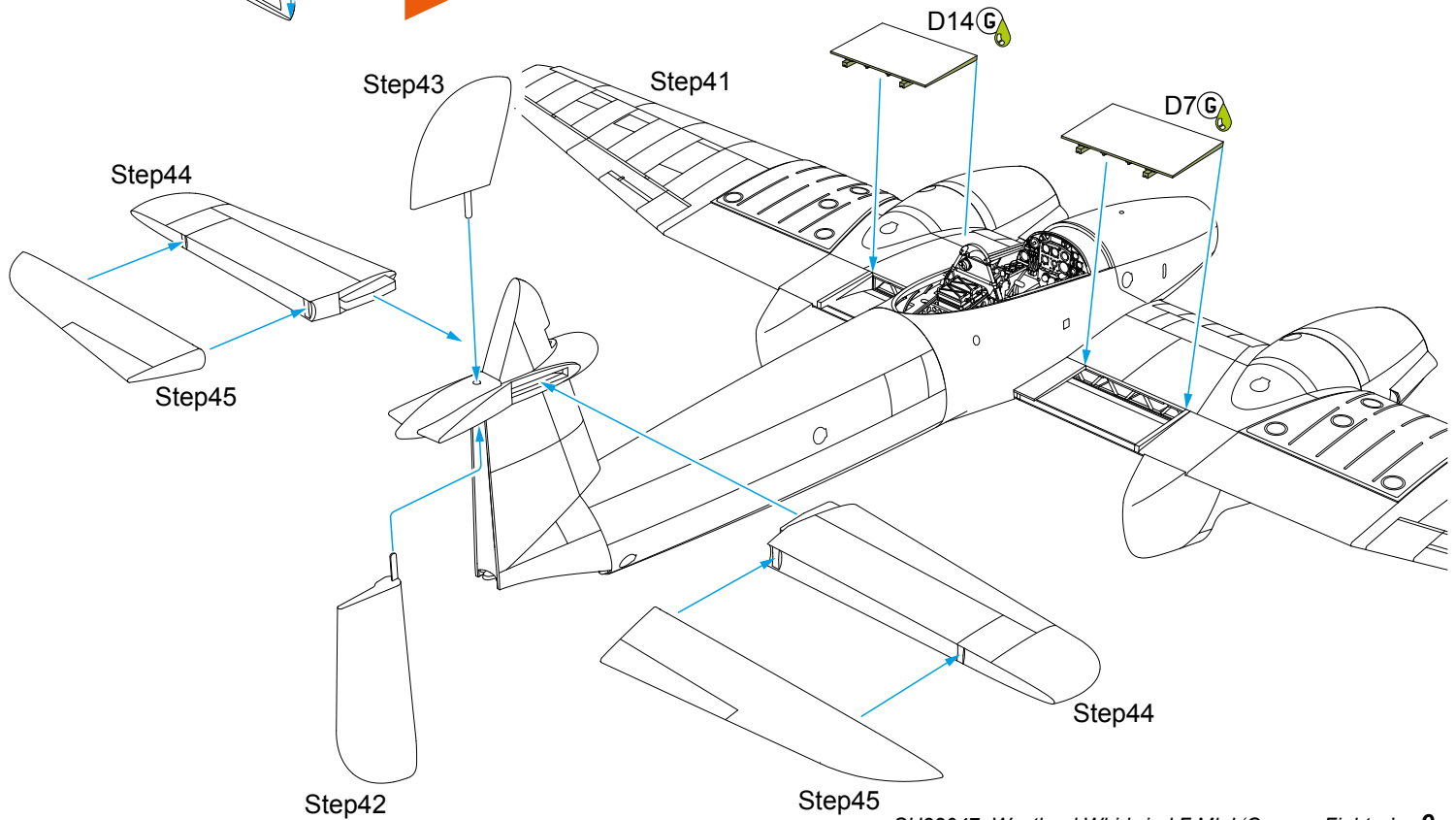
STEP 42

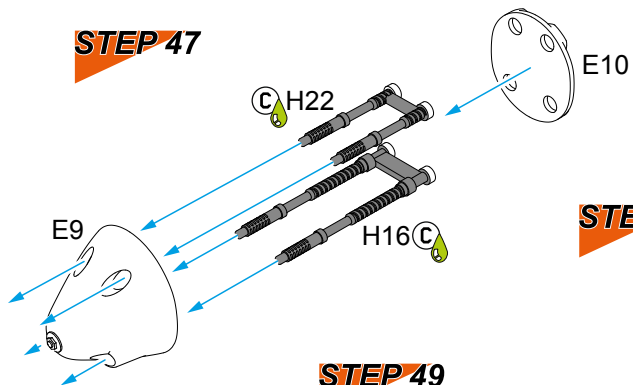
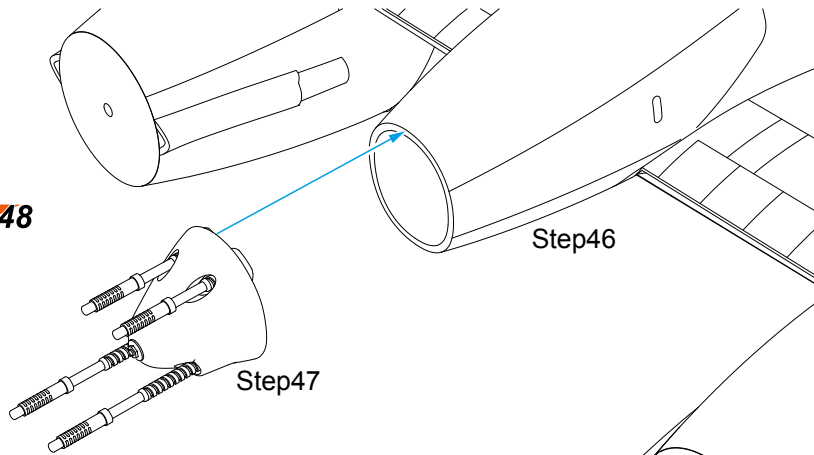
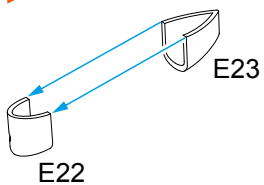
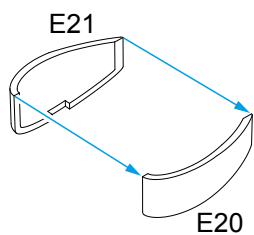
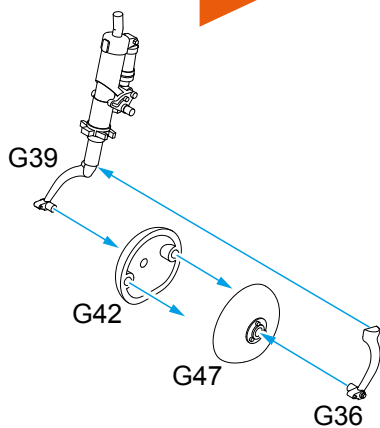
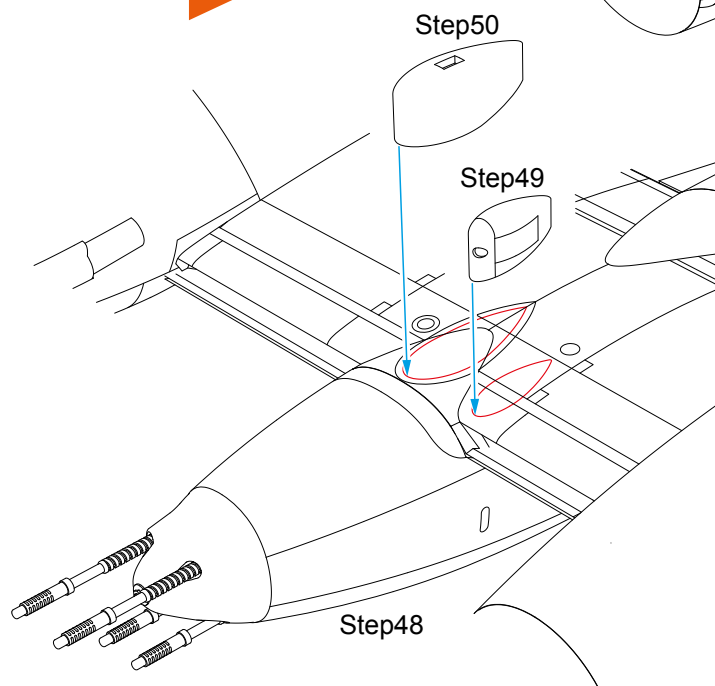
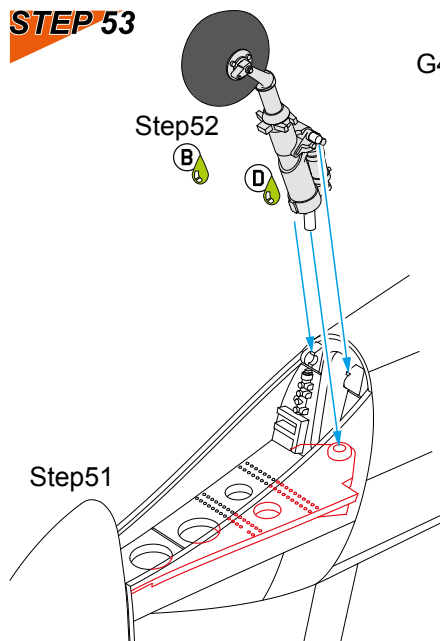
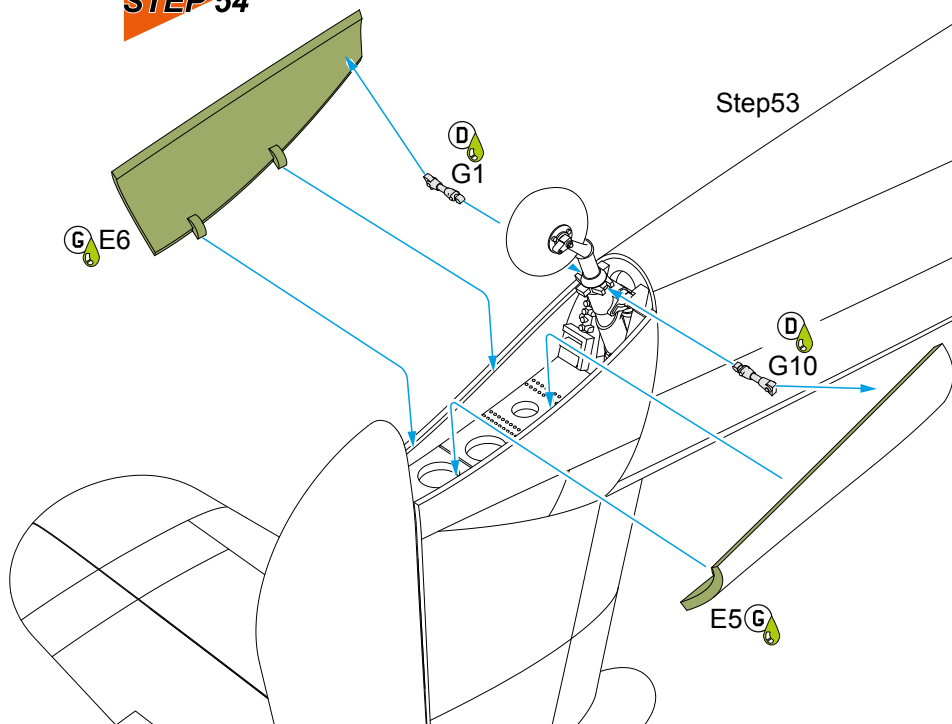
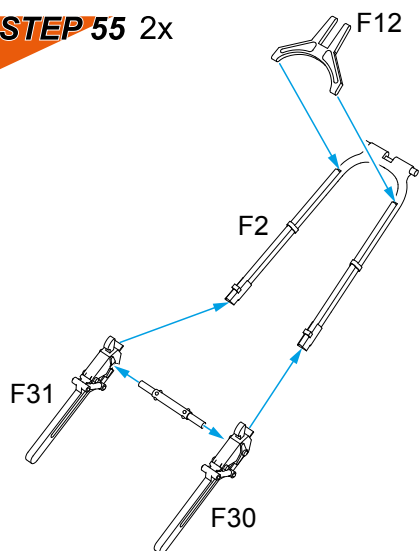
STEP 41

STEP 43



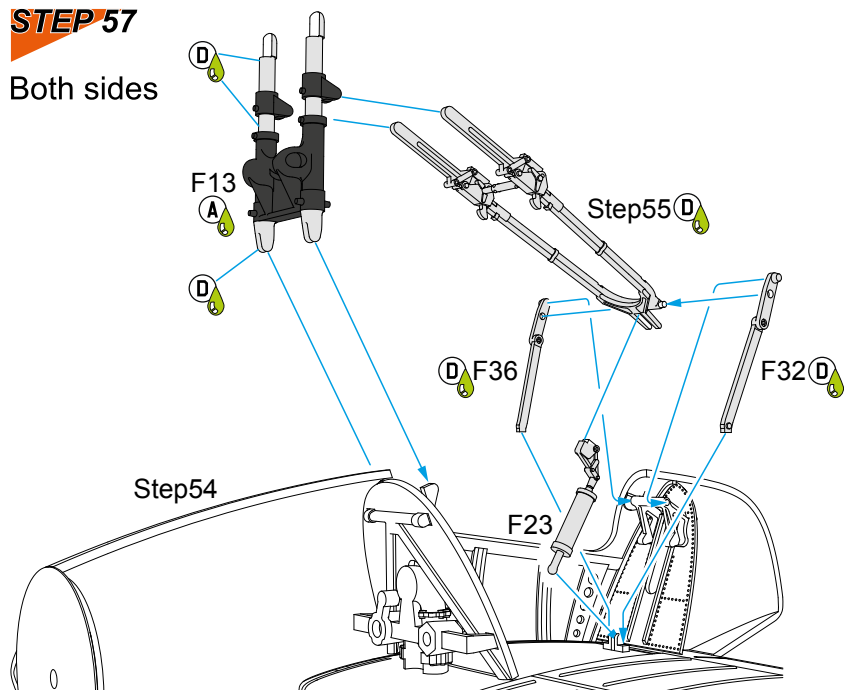
STEP 46



STEP 47**STEP 48****STEP 49****STEP 50****STEP 52****STEP 51****STEP 53****STEP 54****STEP 55 2x**

STEP 57

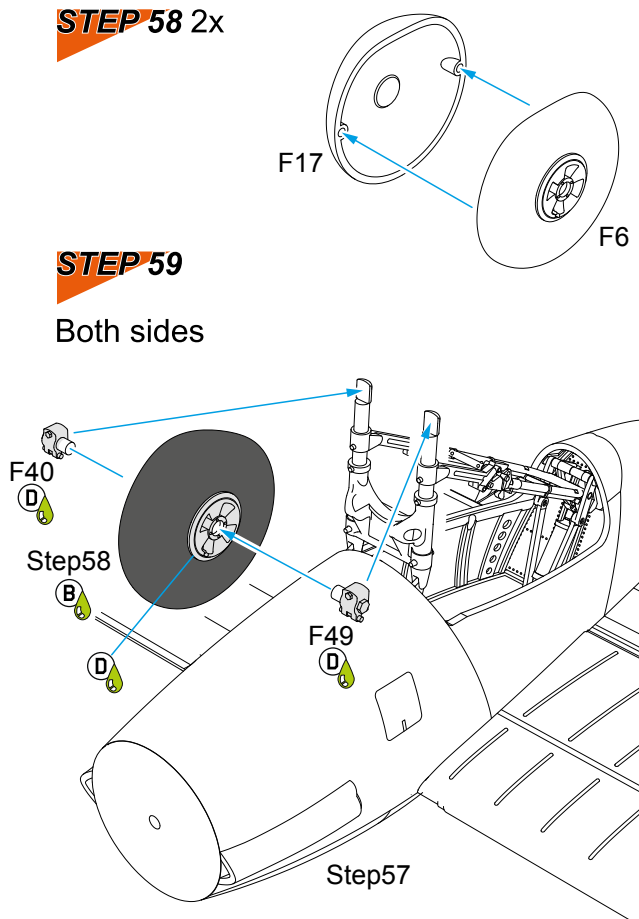
Both sides



STEP 58 2x

STEP 59

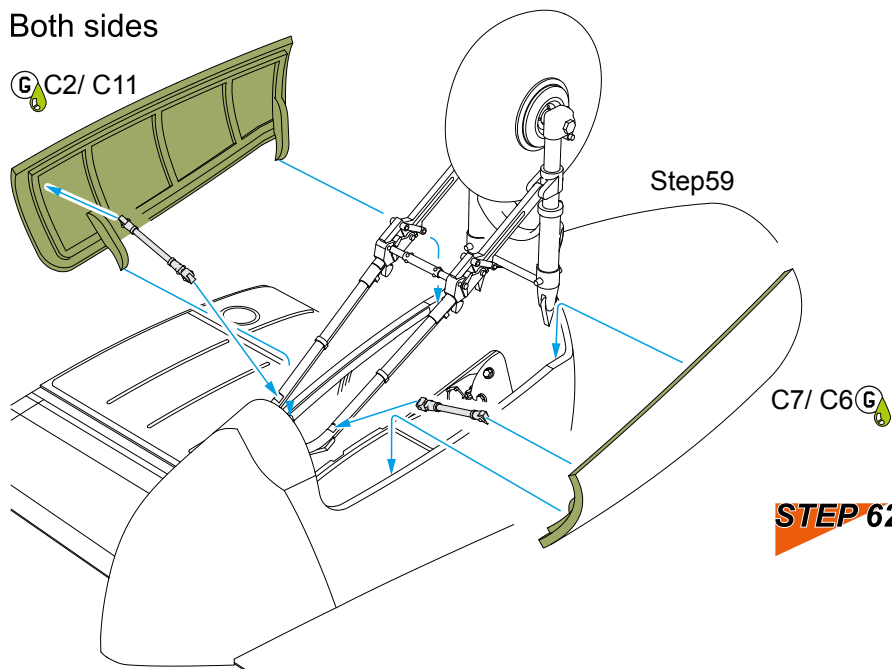
Both sides



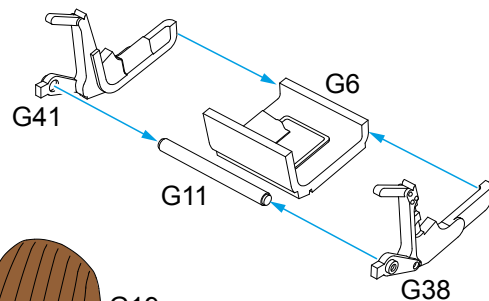
STEP 60

Both sides

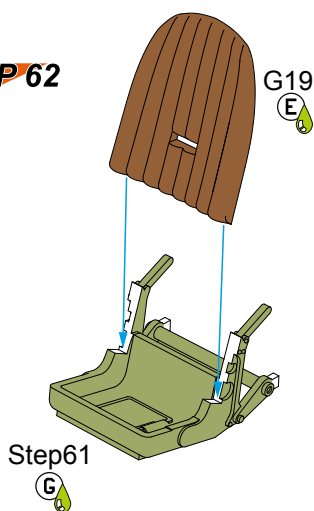
G C2/ C11



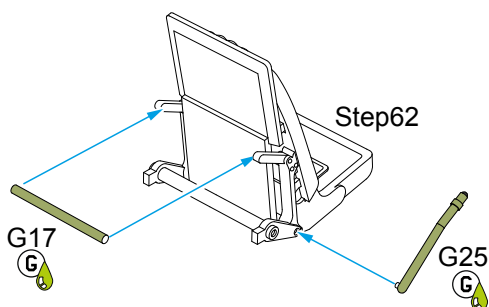
STEP 61



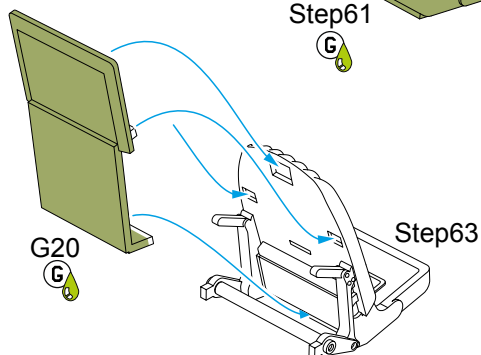
STEP 62



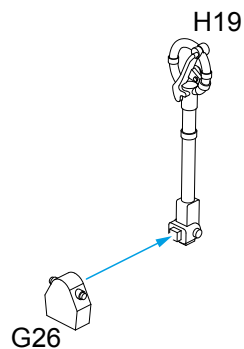
STEP 63

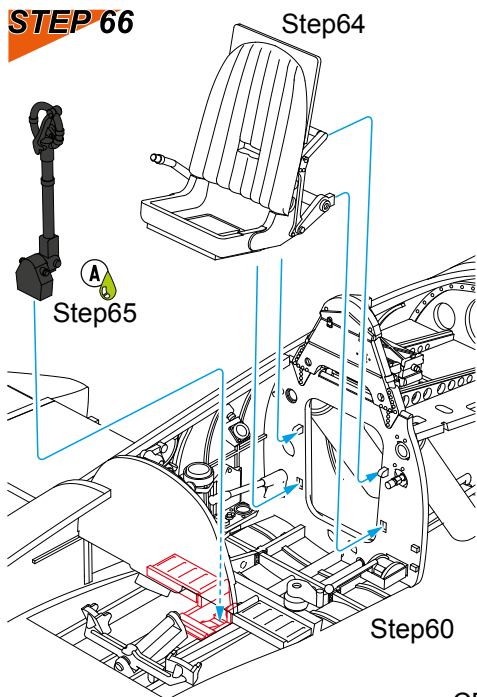
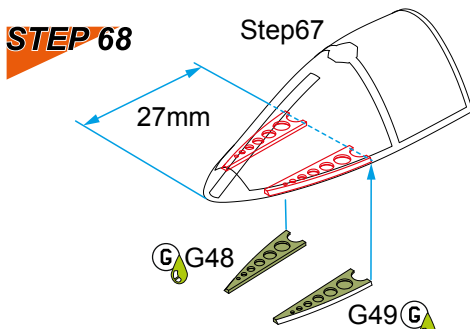
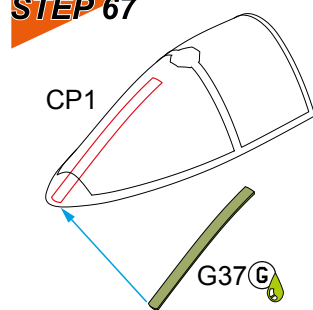
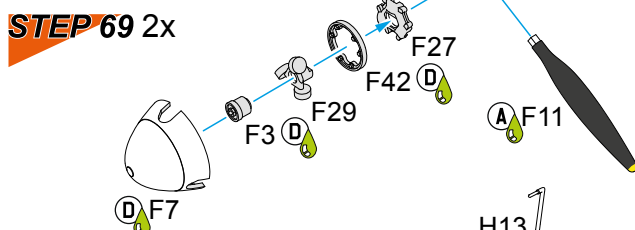
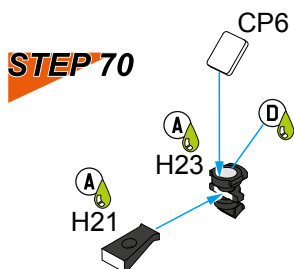
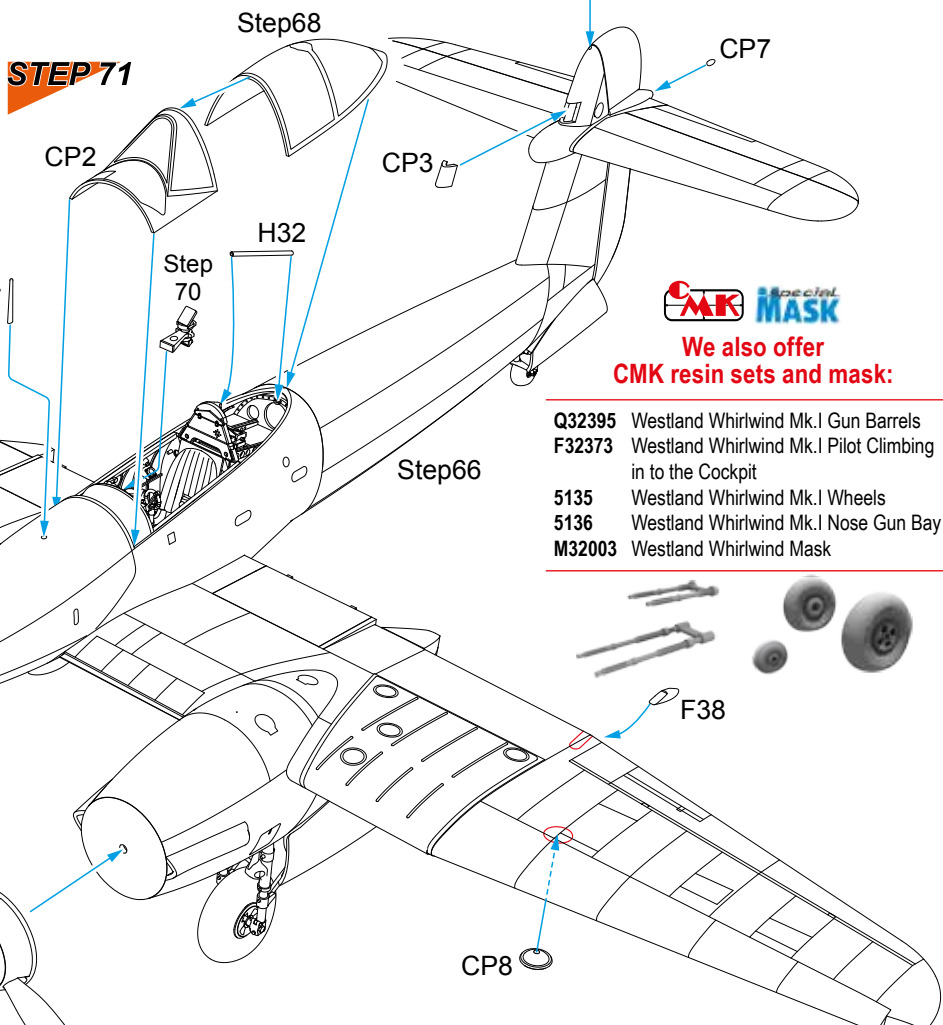


STEP 64



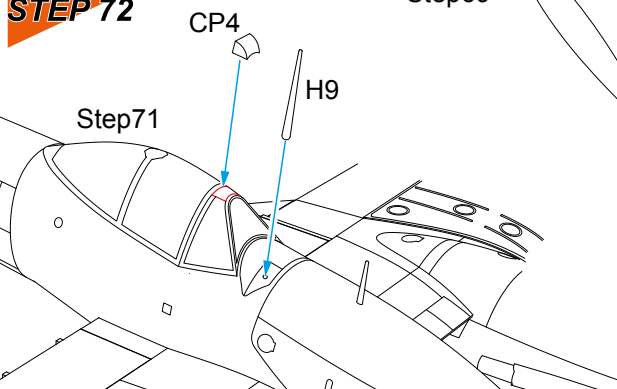
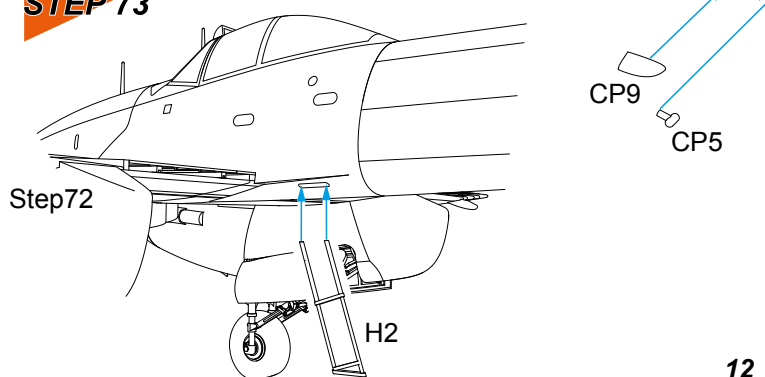
STEP 65



STEP 66**STEP 68****STEP 67****STEP 69 2x****STEP 70****STEP 71**

We also offer
CMK resin sets and mask:

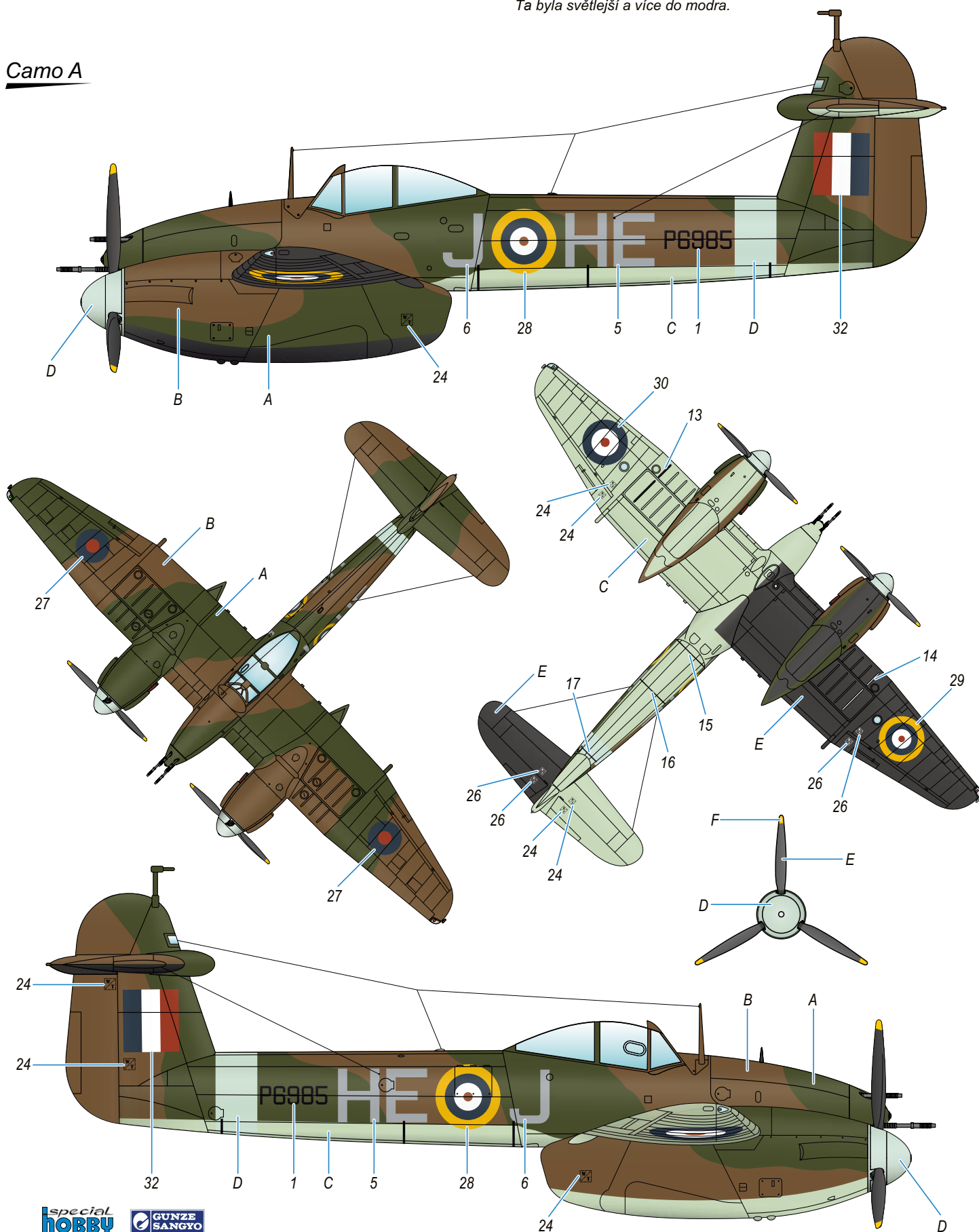
- Q32395 Westland Whirlwind Mk.I Gun Barrels
- F32373 Westland Whirlwind Mk.I Pilot Climbing in to the Cockpit
- 5135 Westland Whirlwind Mk.I Wheels
- 5136 Westland Whirlwind Mk.I Nose Gun Bay
- M32003 Westland Whirlwind Mask

**STEP 72****STEP 73**

Westland Whirlwind Mk.I, P6985, HE-J, No.263 Squadron RAF, Exeter air base, March 1941. The aircraft wore standard camouflage with lower side of the port wing in black color. The rest of the lower surfaces were in BS 381 No. 1 Sky. The spinners and ID band were sprayed later with RAE Sky Blue that was lighter and bluish.

Westland Whirlwind Mk.I, P6985, HE-J, No.263 Squadron RAF, základna Exeter, březen 1941. Letoun ve standardní kamufláži měl levou část křídla zespoda nastříkanou černou barvou. Zbytek spodních ploch byl v barvě BS 381 No.1 Sky. Vrtulové kužely a pruh před ocasními plochami byl nastříkán dodatečně, barvou RAE Sky Blue. Ta byla světlejší a více do modra.

Camo A



special
HOBBY

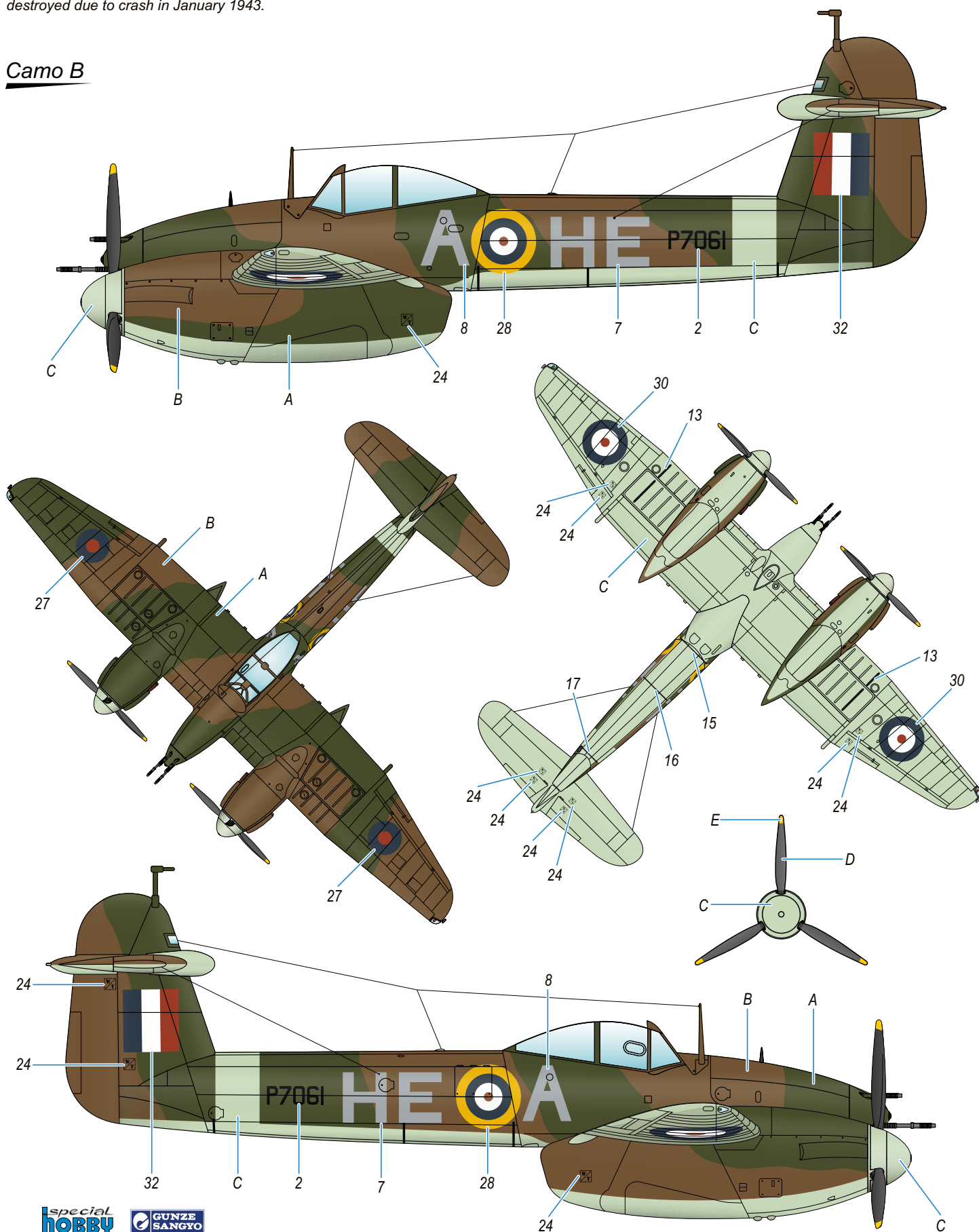
GUNZE
SANGYO

A Dark Green Tmavě zelená H330/C361	B Dark Earth Tmavě hnědá H72/C369	C Sky BS 381 No.1 Nebeská H74/C368	D RAE Sky Blue Nebeský modrá H74+314/C368+314 90% 10% 90% 10%	E Night (Smooth Black) Noční hladká černá H12/C33	F Yellow Žlutá H/C329
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Westland Whirlwind Mk.I, P7061, HE-A, No.263 Squadron RAF, Charmy Down airfield, September 1941. The aircraft wore same colors as P6985/HE-J but lacked the black color on the lower side of the port wing. The code letters sport non standard shapes. In 1942 was the aircraft re-assigned to No.137 Squadron RAF and eventually destroyed due to crash in January 1943.

Westland Whirlwind Mk.I, P7061, HE-A, No.263 Squadron RAF, letiště Charmy Down, září 1941. Stroj nesl stejné barvy kamufláže jako P6985/HE-J, ale bez černé poloviny křídla. Kódová písmena mají nestandardní tvar. Letoun byl v roce 1942 převelen k No.137 Squadron RAF a zničen při havárii v lednu 1943.

Camo B



special
hobby

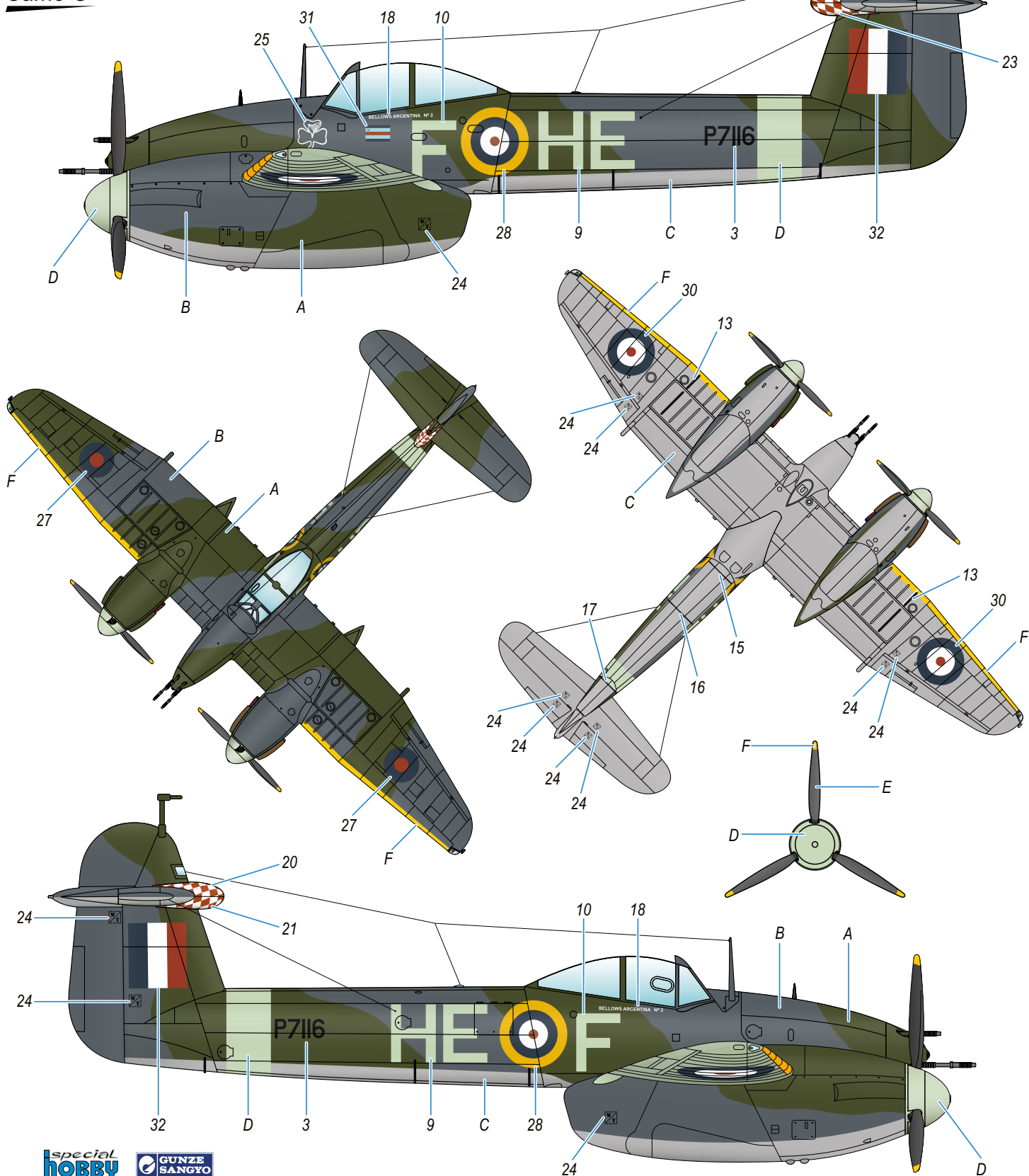
GUNZE
SANGYO

A	Dark Green Tmavě zelená H330/C361	B	Dark Earth Tmavě hnědá H72/C369	C	Sky Nebeská H74/C368	D	Flat Black Matná Černá H12/C33	E	Yellow Žlutá H/C329
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Westland Whirlwind Mk.I, P7118, HE-F, „Bellows Argentina No.2“, pilot S/L Eelse, No.263 Squadron RAF, Colerne airfield, Wiltshire, Winter 1941/42. The aircraft received new Day Fighter Camouflage consisting of green and grey on upper surfaces and Medium Sea Grey on lower ones. There's a Squadron leader's flag below the canopy together with presentation writing. It was one of the seven Whirlwinds purchased by Argentinean sponsors. Also, it sports Irish four-leaf clover and checkerboard on the tail finning. Later, it received new code letters HE-J. It was destroyed in the beginning of 1943.

Camo C

Westland Whirlwind Mk.I, P7118, HE-F, „Bellows Argentina No.2“, pilot S/L Eelse, No.263 Squadron RAF, letiště Colerne, Wiltshire, zima 1941/42. Letoun dostal novou denní stíhací kamufláž skládající se na horních plochách ze zelené a šedé, spodní plochy byly nastříkány střední mořskou šedou. Pod kabinou nese vlajku velitele squadrony a jméno upozorňující na to, že jde o jeden ze sedmi Whirlwindů zakoupených za peníze sponzorů z Argentiny. Kromě toho je ozdoben irským trojlístkem a šachovnicí na křížení ocasních ploch. Později nesl kódy HE-J. Zničen byl začátkem roku 1943.



special
hobby

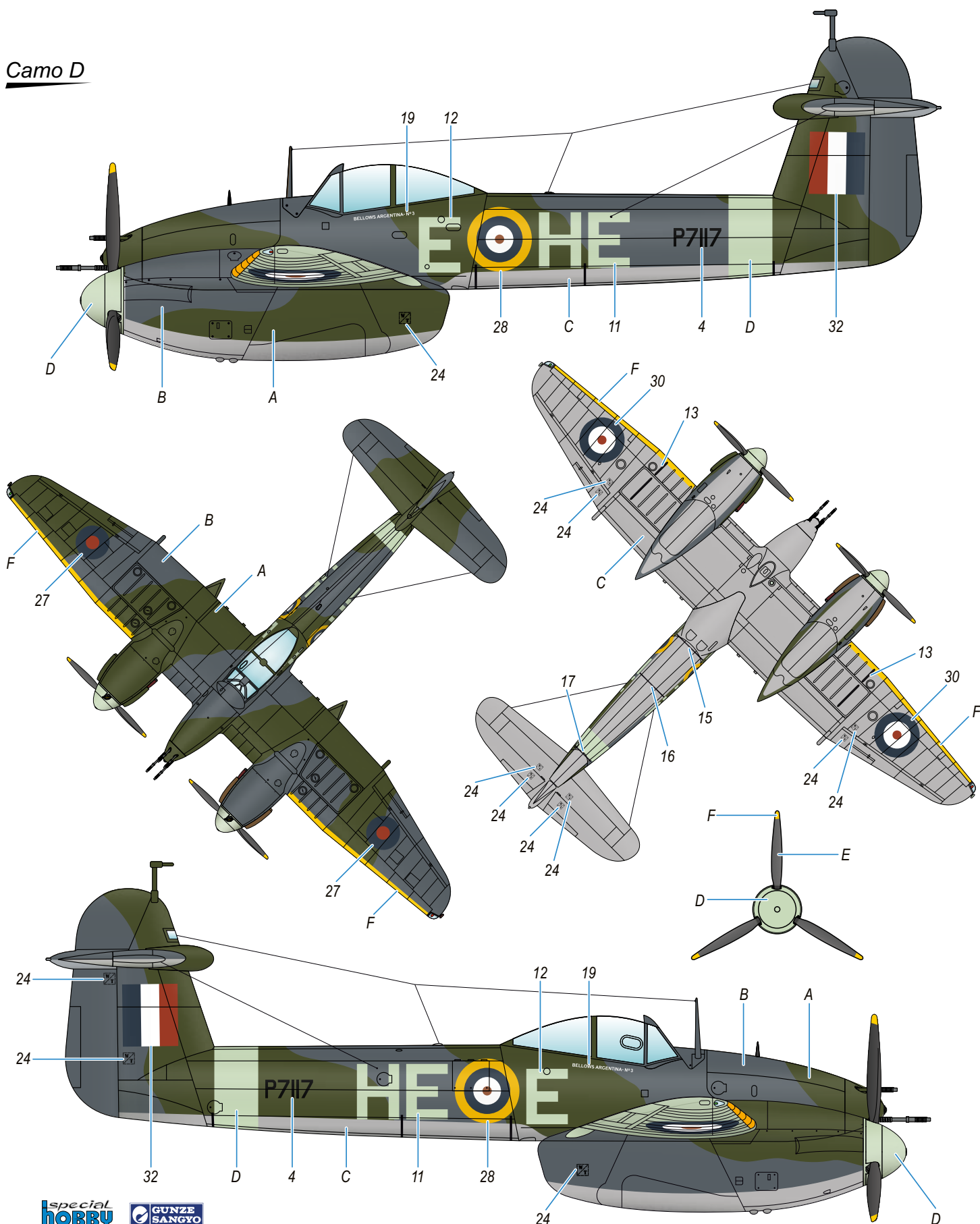
GUNZE
SANGYO

A	Dark Green Tmavě zelená H330/C361	B	Ocean Grey Oceánská šedá C362	C	Medium Sea Grey Střední mořská šedá H335/C363	D	Sky Nebeská H74/C368	E	Flat Black Matná Černá H12/C33	F	Yellow Žlutá H/C329
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Westland Whirlwind Mk.I, P7081, HE-E, "Bellows Argentina No.3", No.263 Squadron RAF, Charmy Down airfield, October 1941. The presentation writing below the canopy signifies one of the seven Whirlwinds purchased by Argentinean patriots. It went MIA (missing in action) on April 18, 1943.

Westland Whirlwind Mk.I, P7081, HE-E, „Bellows Argentina No.3“, No.263 Squadron RAF, letiště Charmy Down, říjen 1941. Nápis pod kabinou je dokladem toho, že jde o jeden ze sedmi Whirlwindů pořízených patrioty z Argentiny. Je veden jako ztracený v akci 18. 4. 1943.

Camo D



A Dark Green Tmavě zelená H330/C361	B Ocean Grey Oceánská šedá C362	C Medium Sea Grey Střední mořská šedá H335/C363	D Sky Nebeská H74/C368	E Flat Black Matná Černá H12/C33	F Yellow Žlutá H/C329
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