

A.W. Meteor NF. Mk.11 'RAF Squadrons'

EN

In the immediate post-war era, the RAF night fighter squadrons were mostly equipped with late marks of the propeller-driven Mosquito fighter aeroplanes. As the international situation deteriorated, the Cold War broke up and the Eastern Bloc of communist countries led by the Soviet Union was formed, it became suddenly clear that the obsolescent Mossies would have to be replaced by some new, jet powered type. Gloster's designers had already been working on such a type capable of all-weather operations which was later to become the Javelin. The Soviet Union, however, brought the development of its own nuclear weapon to a successful end and the necessity of a replacement of the Wooden Wonders thus became even more urgent, leading to the development and production of the all-weather, two seat version of the Meteor jet fighters. As Gloster's designers were fully occupied, the development of the new version was transferred to Armstrong Whitworth and the first NF Meteor was in fact created by merging components of several already existing versions. The first prototype of the NF Mk.11 version first took to the air on 31 May 1950, carrying an AI Mk.10 radar in its nose, a crew of two and with its cannon armament moved from the front fuselage into its wings. The machine was powered by a pair of Derwent 8 engines. Further NF 11 machines began to leave the production line in November of the same year, and a total of 307 was finally built, followed by 14 airframes of tropicalised NF Mk.13 Meteor version, which differed, obviously, by having an air conditioning system installed in the cockpit. The next version was the NF 12 which was basically identical to the previous one except for its radar equipment and more powerful Derwent 9 turbojets. The nose section of this version carried a US-built APS-21 radar and the production gave a total of 100 NF12 airframes. The final version to reach the production status was the NF 14 which differed from the NF 12 just by having a more modern, frame-less, rear-sliding cockpit hood. A total of 100 NF 14s was also built.

The RAF operated all NF version of the Meteor and put them into the service with UK-based units as well as in occupied Germany and in the Middle East (mainly the NF Mk.13s in the latter location)

The NF Mk.14 machines also saw service within the Far East Air Force. The NF 11 airframes became very successful export commodity too, being introduced to air forces of Denmark, France and Belgium. Some of the ex-RAF NF13 Meteors were sold to the State of Israel while newly-built machines of the same mark were exported to Israel's enemies, Egypt and Syria. Two NF13s were bought by France as well as two NF14s. The NF12 version was introduced just to the RAF where it saw service along with the NF14s. The all-weather Meteor fighters remained in service until the 60s when they were replaced by more advanced types as was the Javelin, Hunter or even the Vautour. A couple of the NF 11s were converted to TT Mk.20 target tugs and 14 NF 14 airframes were turned into a specialised navigator training NF (T) Mk.14 version.

Specifications NF Mk.12

Wingspan: 13.10 m, length: 15.22 m, max speed: 880 km/h, range 1,529 km, ceiling: 13,100 m, armament: 4× 20 mm cannon.

CZ

Po druhé světové válce byly noční stíhací squadrony RAF vybaveny posledními verzemi vrtulových stíhaček Mosquito. Vzhledem ke zhoršení mezinárodní situace se začátkem Studené války, po vzniku bloku socialistických zemí v čele se Sovětským svazem se ukázalo, že bude nutné nahradit zastarávající Mosquita novým proudovým typem. Gloster pracoval na nové stíhačce pro každé počasí, budoucím Javelinu. Když ale Sovětský svaz zavedl do výzbroje atomové zbraně, nutnost náhrady Mosquit se stala akutní. To vedlo k vývoji a výrobě dvoumístných stíhacích Meteorů pro každé počasí. Vzhledem k vytižení konstrukční kanceláře Glosteru byl vývoj v rámci koncernu Hawker přesunut do firmy Armstrong-Whitworth. Zde byly vlastně zkombinovány díly z jednotlivých variant Meteoru a nová varianta Meteoru byla na světě. První prototyp verze Meteor NF Mk.11 vzletl 31. května 1950. Dvoumístný stroj nesl v přídi radar AI Mk.10, kanónová výzbroj byla přesunuta do křídla. Stroj poháněly motory Derwent 8. Sériová výroba se rozeběhla v listopadu téhož roku a dala 307 kusů. Na ni navázalo 14 kusů tropicalizované verze Meteor NF Mk.13, lišící se instalací klimatizace do pilotních prostorů. Další verzi ve výrobě byla verze Meteor NF Mk.12, shodná s verzí NF Mk.11 až na radar v přídi a silnější motory Derwent 9. Do příde této verze byl montován americký radar APS-21. Vyrobeno bylo 100 ks. Poslední sériovou variantou byl Meteor NF Mk.14. Odpovídal verzi NF Mk.12, ale dostal moderní odsuvný překryt kabiny bez rámování. Také této verze bylo vyrobeno 100 ks.

Všechny varianty stíhacích Meteorů pro každé počasí se dostaly do výzbroje RAF. Ta je nasadila na domácích základnách, v okupovaném Německu a na blízkém východě (tam hlavně verzi NF Mk.13). Verze NF Mk.14 byla operačně nasazena i v rámci Far East Air Force. Hlavně verze Meteor NF Mk.11 se stala úspěšných exportním artiklem. Do výzbroje ji zavedly letectva Dánska, Francie a Belgie. Verze NF Mk.13 byla prodána po vyřazení z RAF státu Izrael. Nově vyrobené NF Mk.13 byly prodány protivníkům Izraele, Egyptu a Sýrii. Dva kusy koupila Francie, stejně jako dva kusy NF Mk.14. Verze NF Mk.12 zůstala pouze ve výzbroji RAF, kde sloužila společně s verzí NF Mk.14.

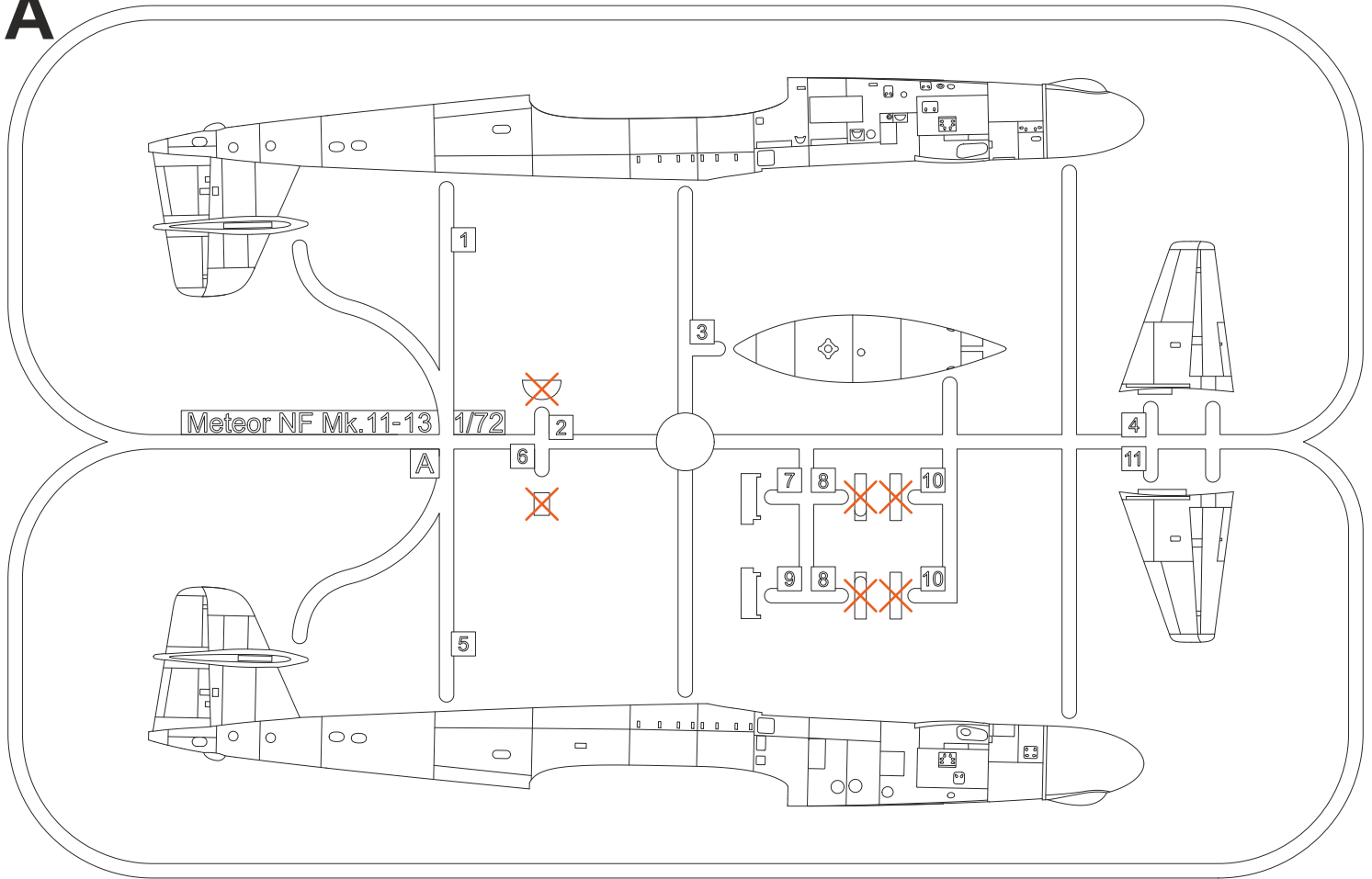
Meteory pro stíhání za každého počasí zůstaly ve výzbroji do šedesátých let, kdy byly nahrazeny modernějšími typy Javelin, Hunter či Vautour. Malá část Meteorů NF Mk.11 byla přestavěna na verzi pro tahání terčů TT Mk.20. Čtrnáct kusů verze NF Mk.14 bylo přestavěno na cvičné letouny pro výcvik navigátorů NF (T) Mk.14.

TTD NF Mk.12

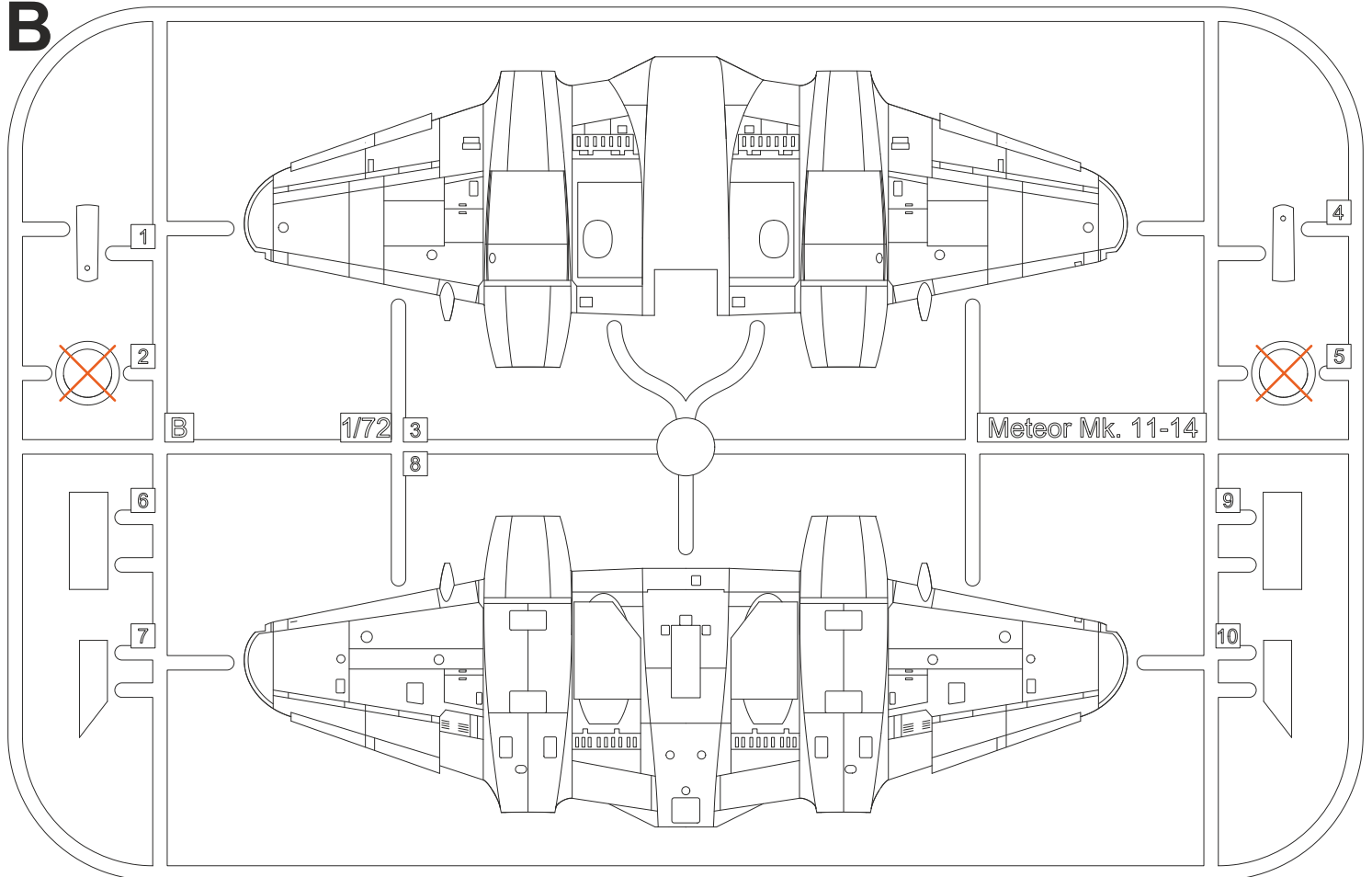
Rozpětí: 13,10 m, délka: 15,22 m, max. rychlost: 880 km/h, dolet 1 529 km, dostup: 13 100 m, výzbroj: 4× kanón ráže 20 mm.

Plastic Parts

A



B



SYMBOLS



MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION



POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLÁTKLEBER
COLLE CYANOACRYLAT



OHNOUT
BEND
BIEGEN
COURBER



ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER

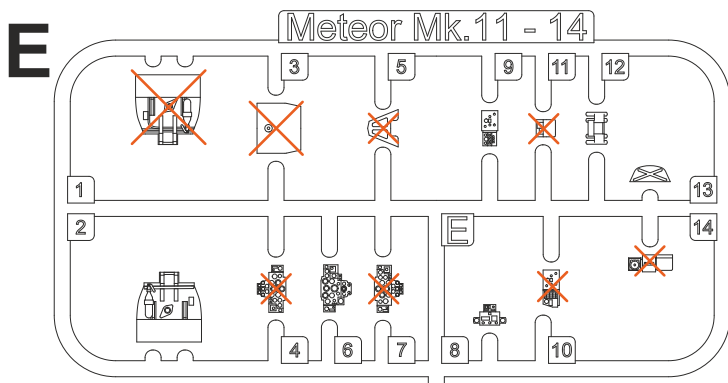
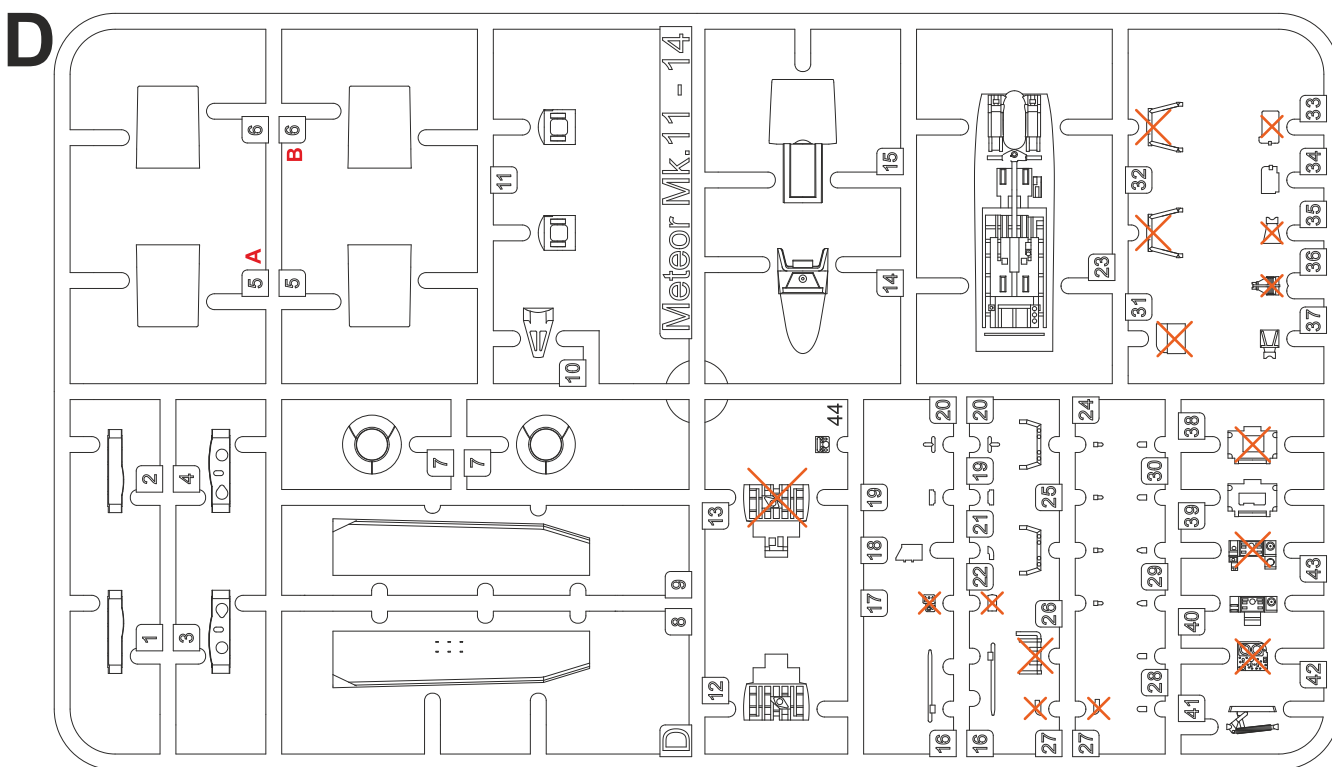
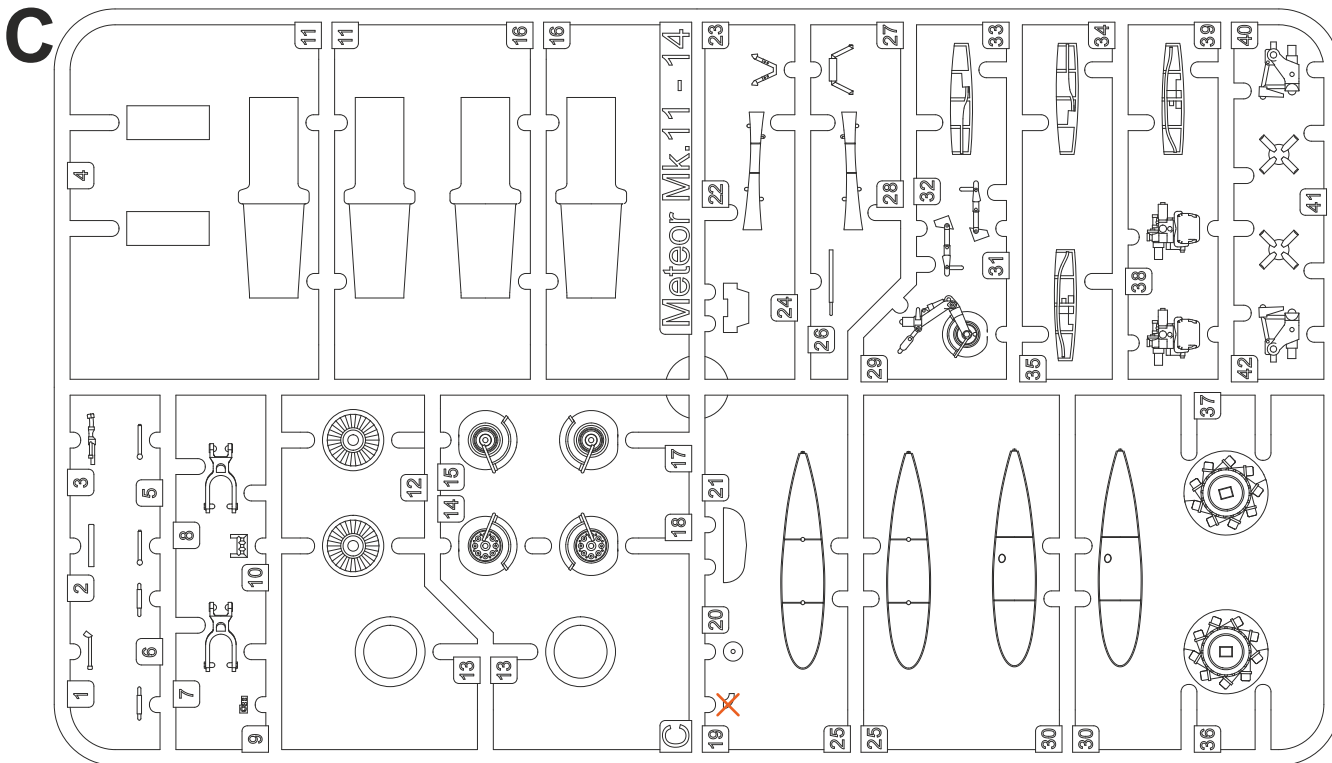


ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER

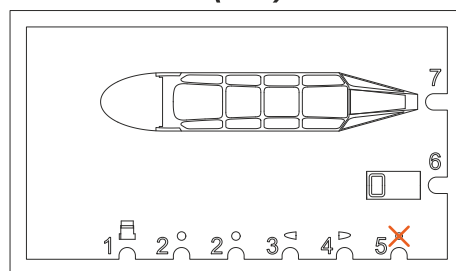


GSI
colour code

NATRÍT
COLOUR
FARBEN
PEINDRE



Clear Parts (CP)

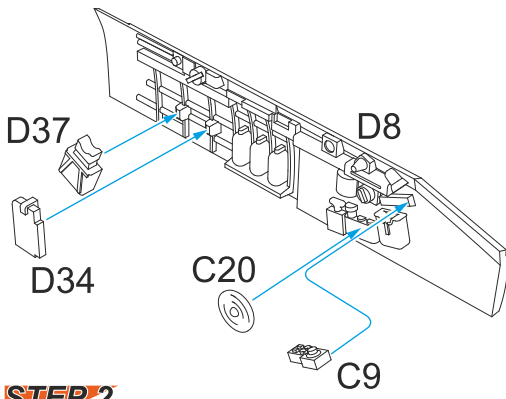


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Do not use this part

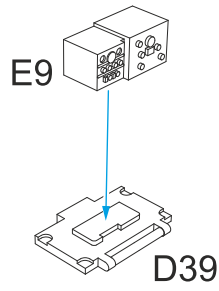
Barvy GUNZE/ GUNZE Colour No.

- | | | | | | |
|---------------------------------|-----------|----------------------------------|----------|---------------------------------|------|
| A Černá/ Black | H12/ C33 | D Opálený kov/ Burnt Iron | H76/ C61 | Tmavě zelená/ Dark Green | C361 |
| B Barva pneu/ Tire Black | H77/ C137 | E Hliníková/ Aluminium | H8/ C8 | Oceánská šedá/ Ocean Grey | C362 |
| C Tmavý kov/ Gun Metal | H28/ C78 | | | Stř. mořská šedá/ Med. Sea Grey | C363 |

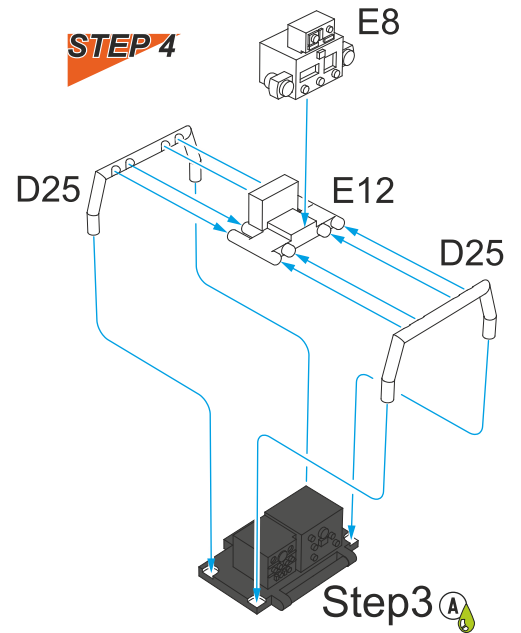
STEP 1



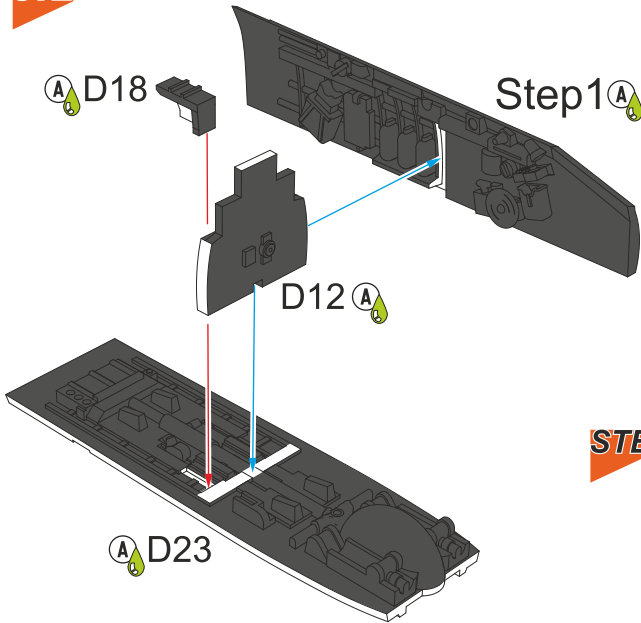
STEP 3



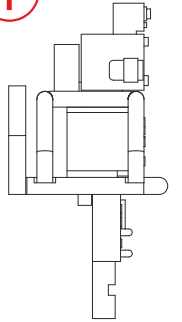
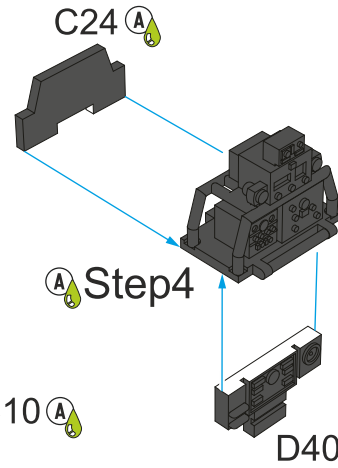
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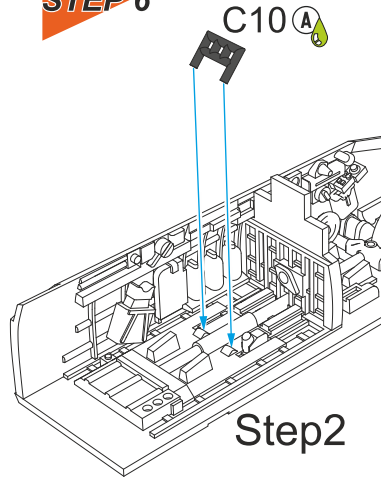
STEP 2



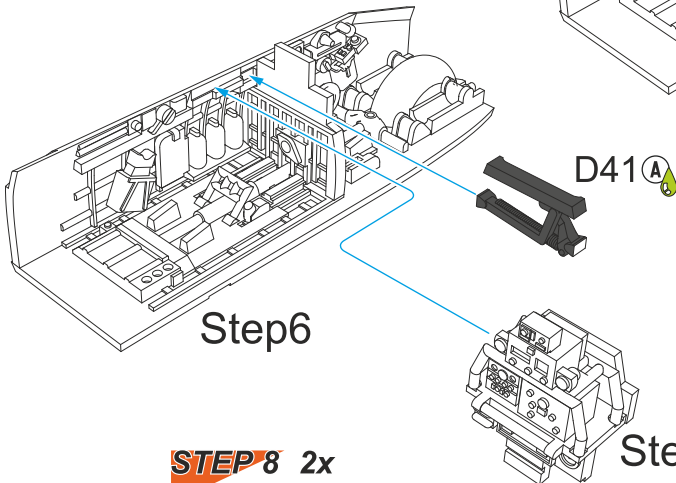
STEP 5



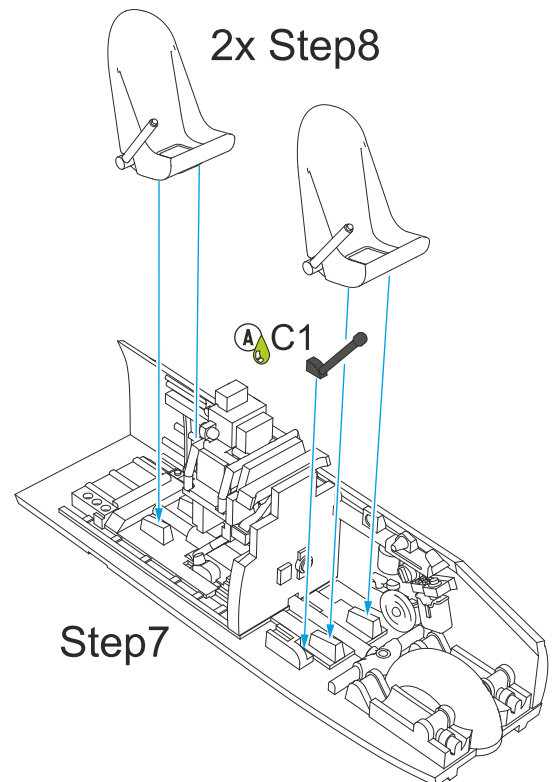
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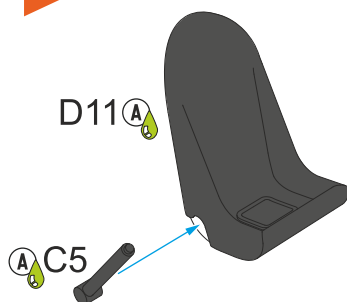
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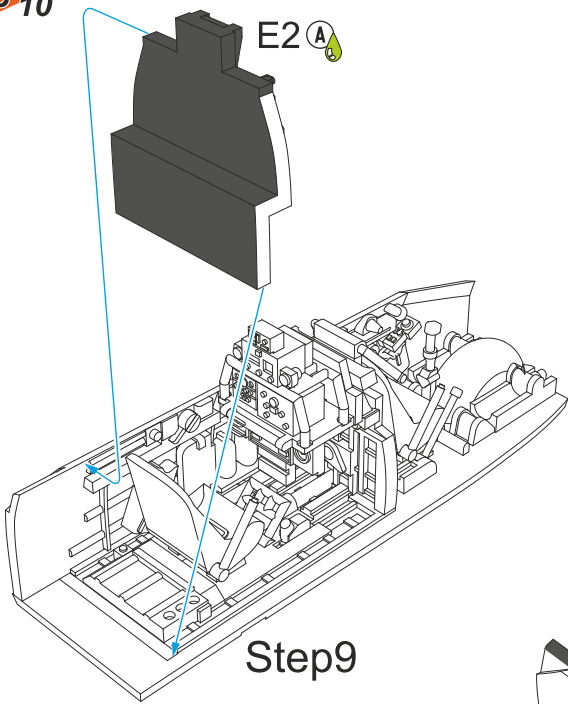
STEP 9



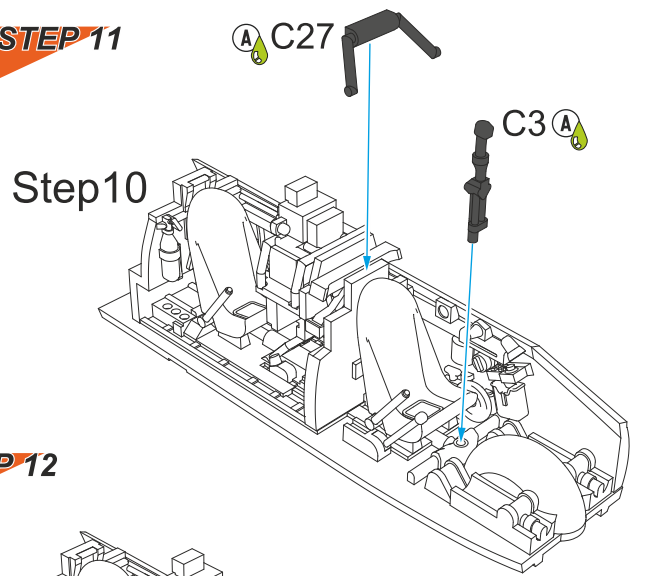
STEP 8 2x



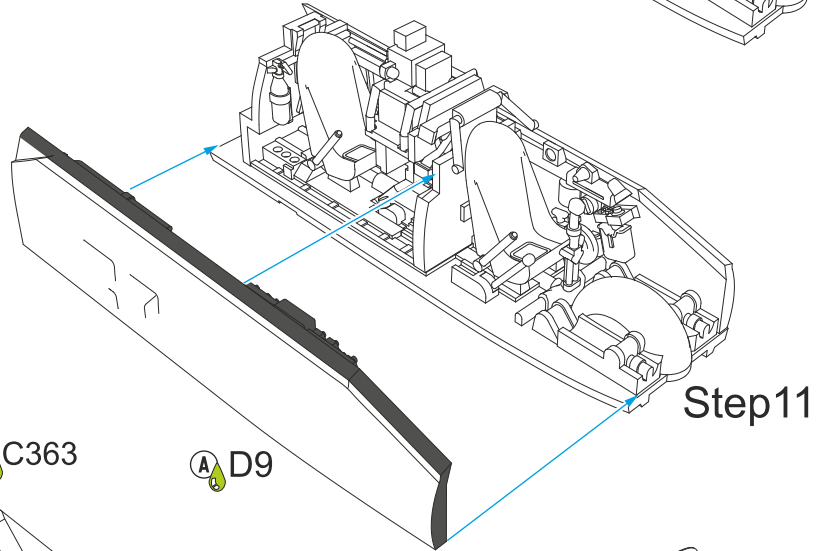
STEP 10



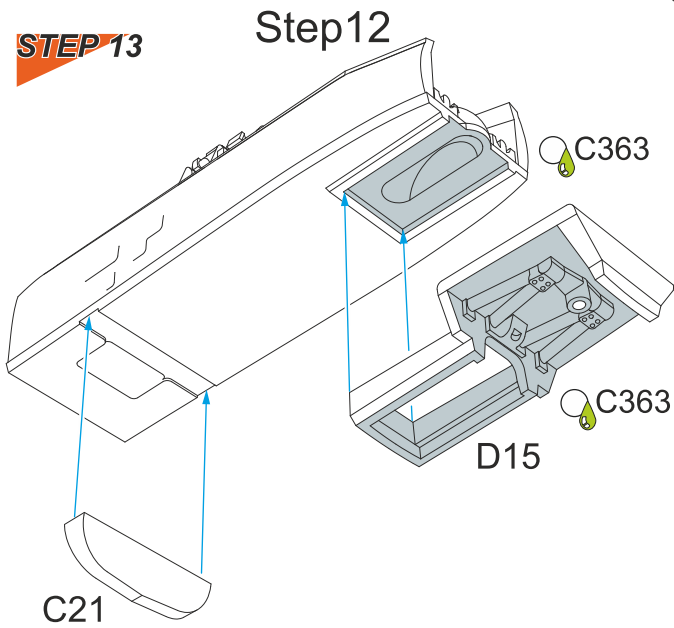
STEP 11



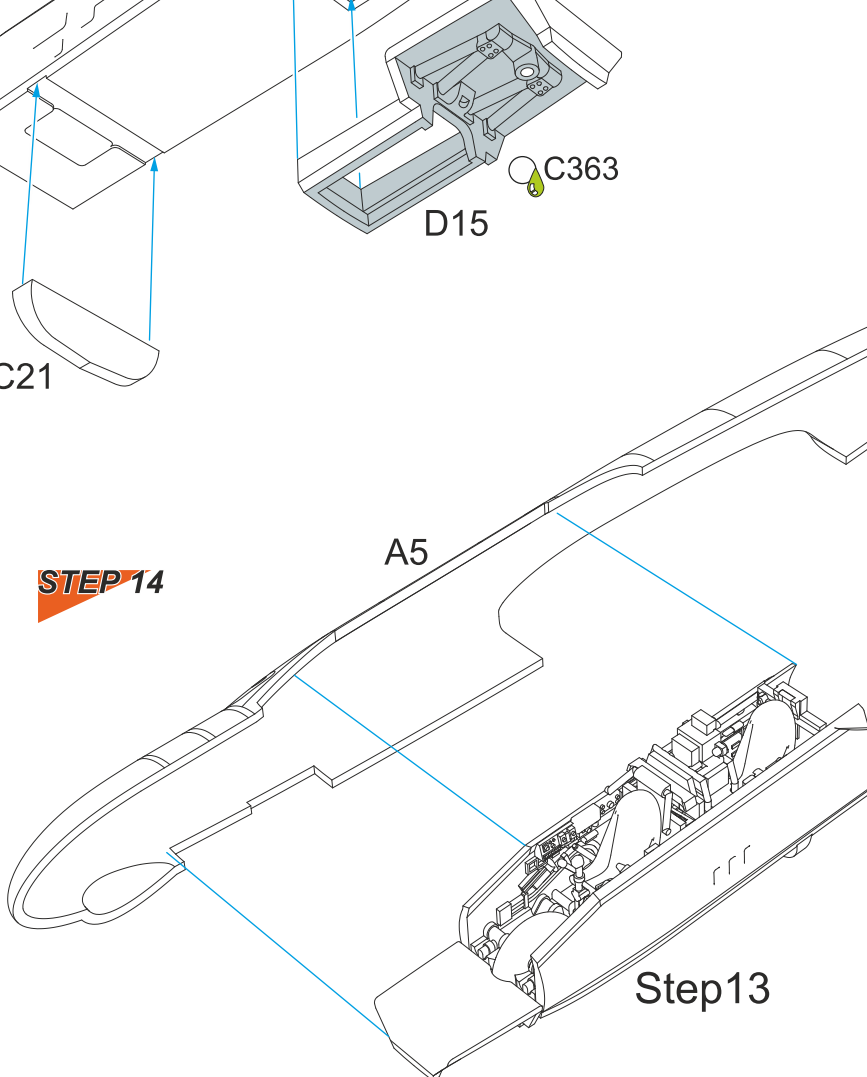
STEP 12



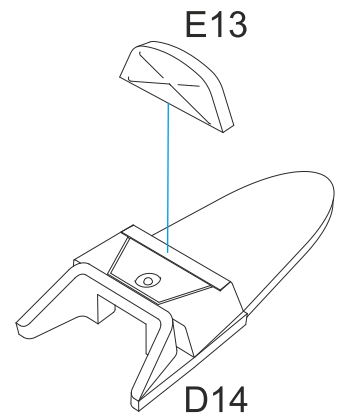
STEP 13



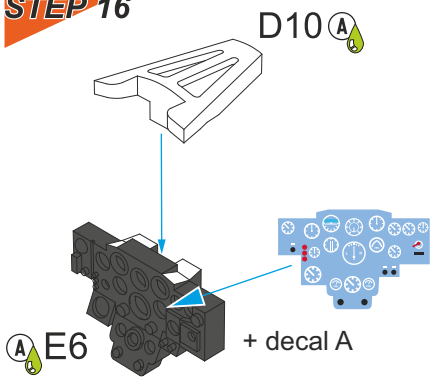
STEP 14



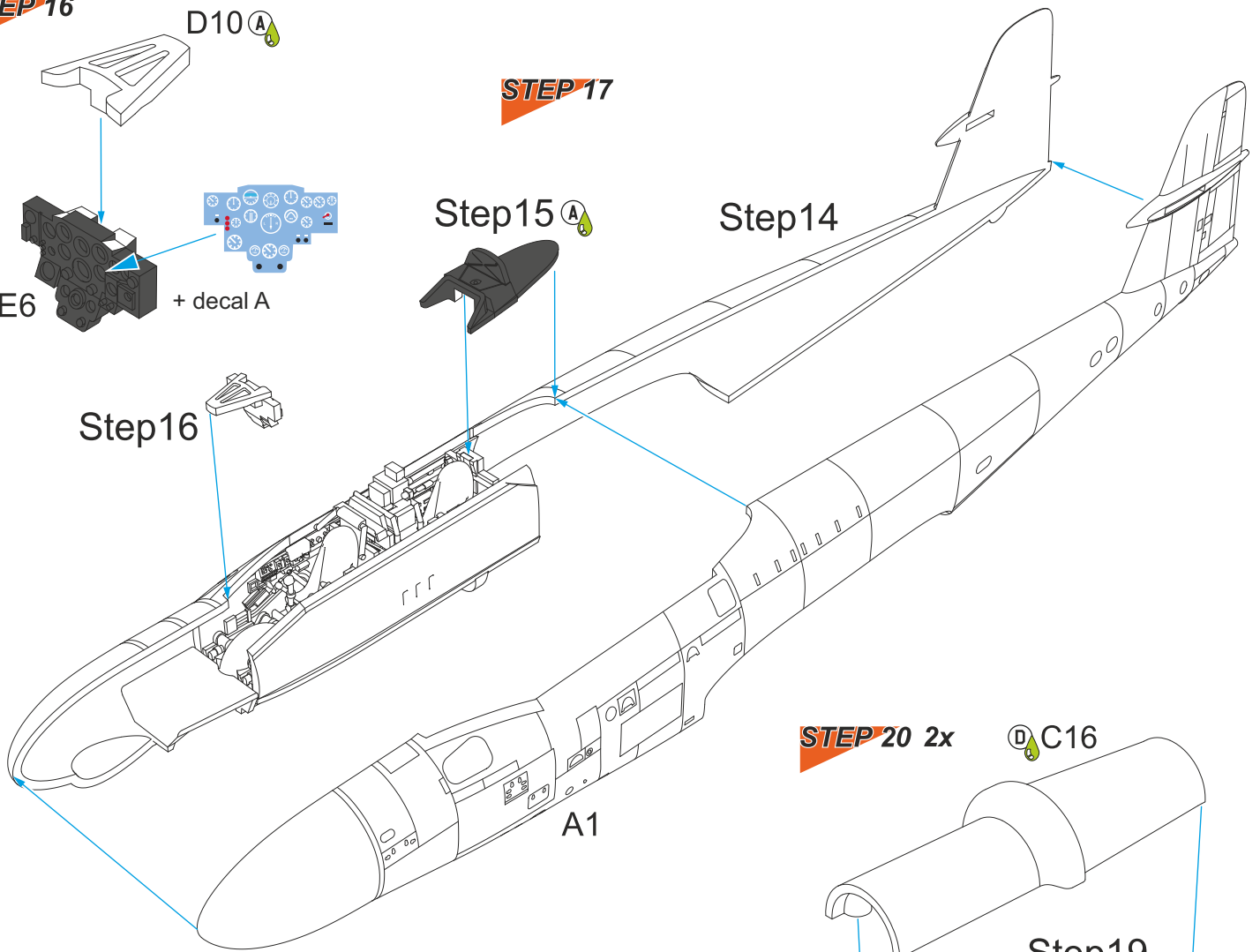
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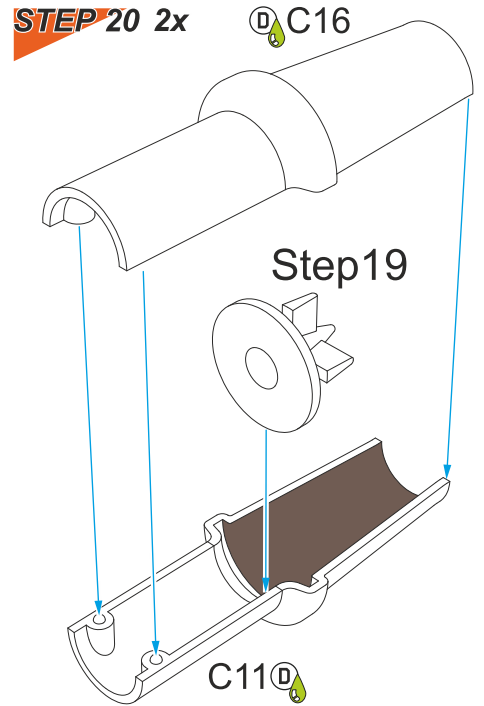
STEP 16



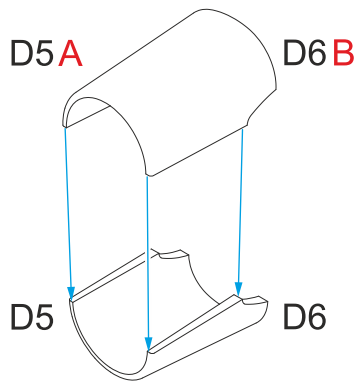
STEP 17



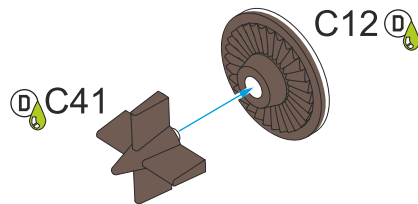
STEP 20 2x



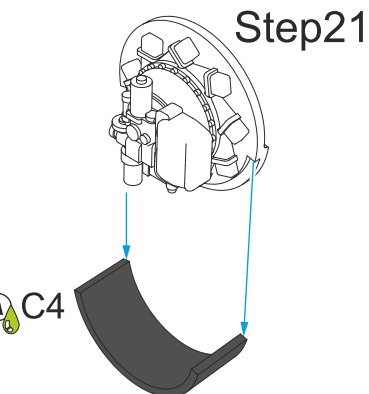
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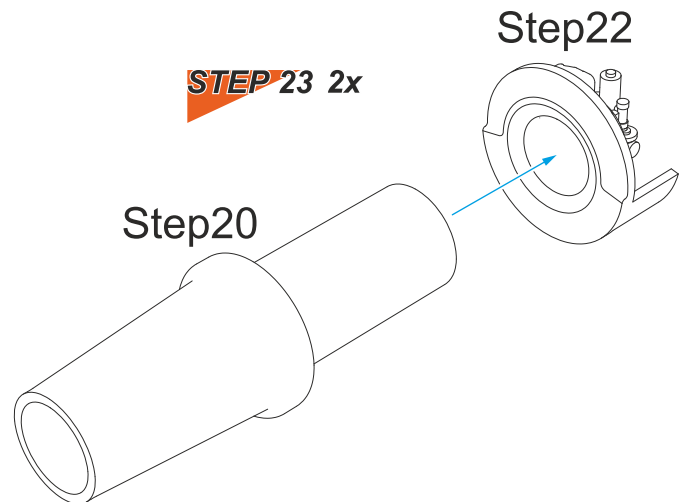
STEP 19 2x



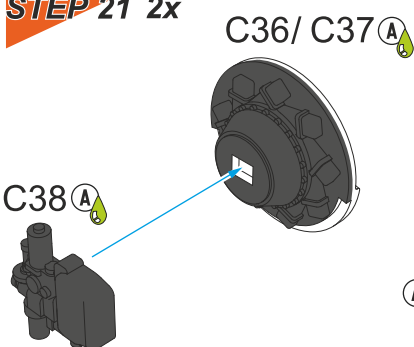
STEP 22 2x



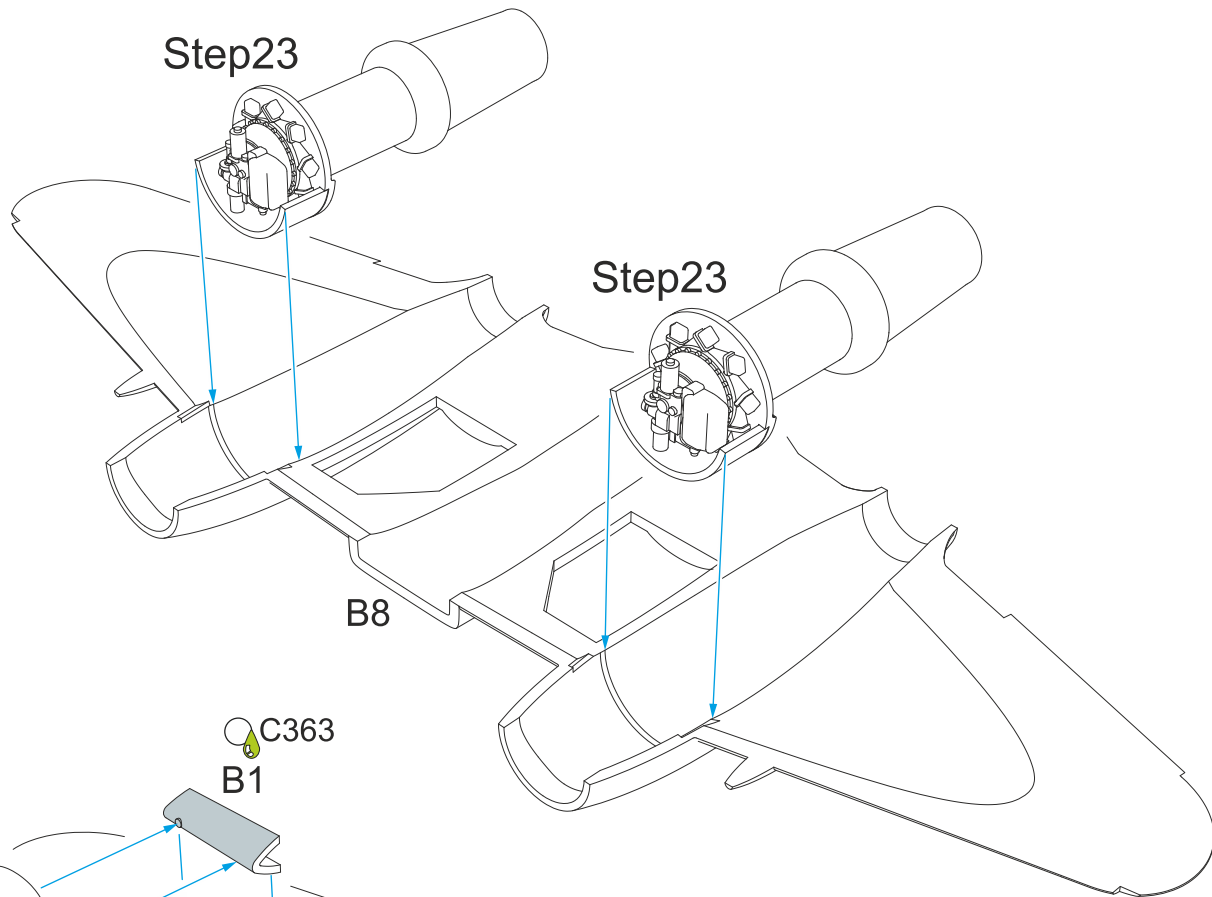
STEP 23 2x



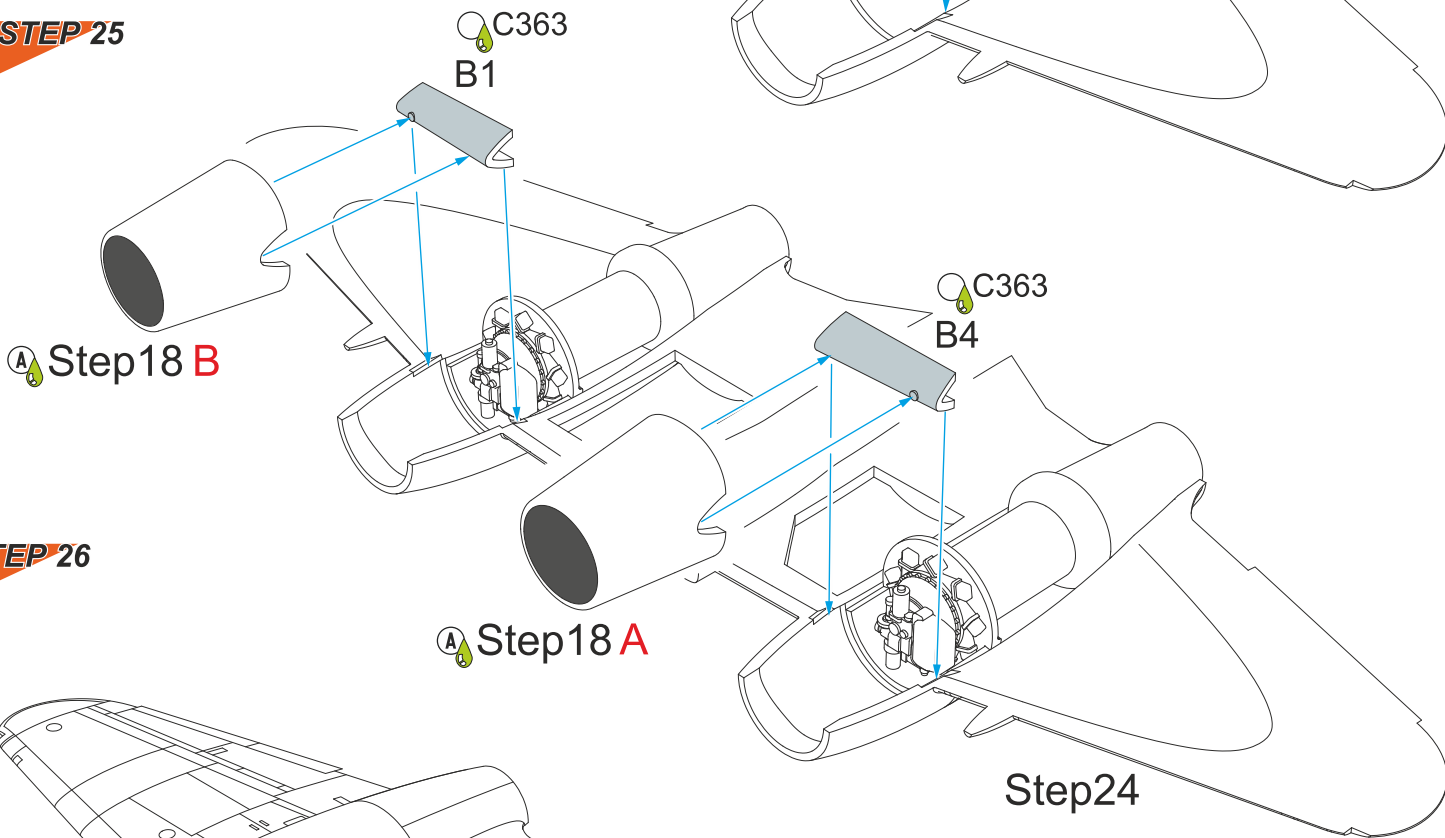
STEP 21 2x



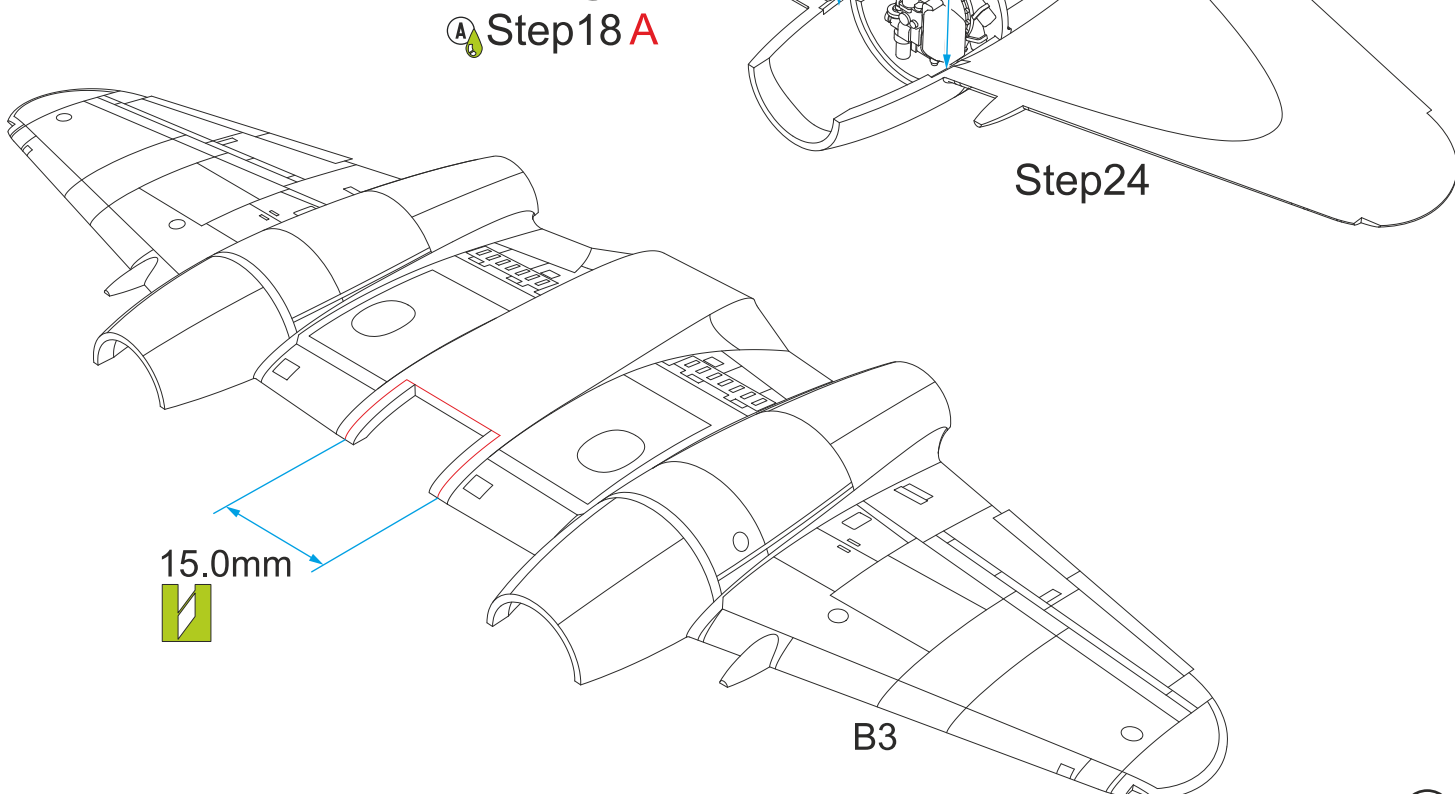
STEP 24



STEP 25

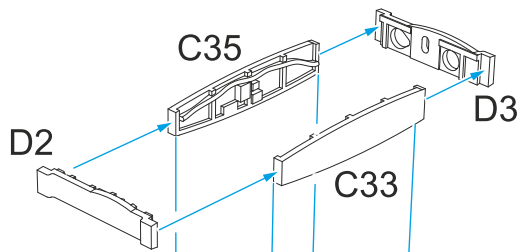


STEP 26

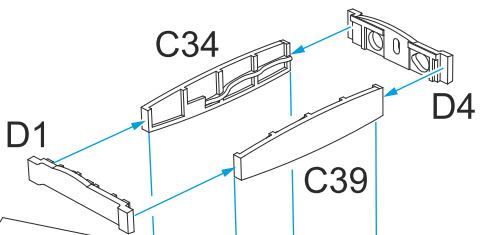


STEP 27

Step26

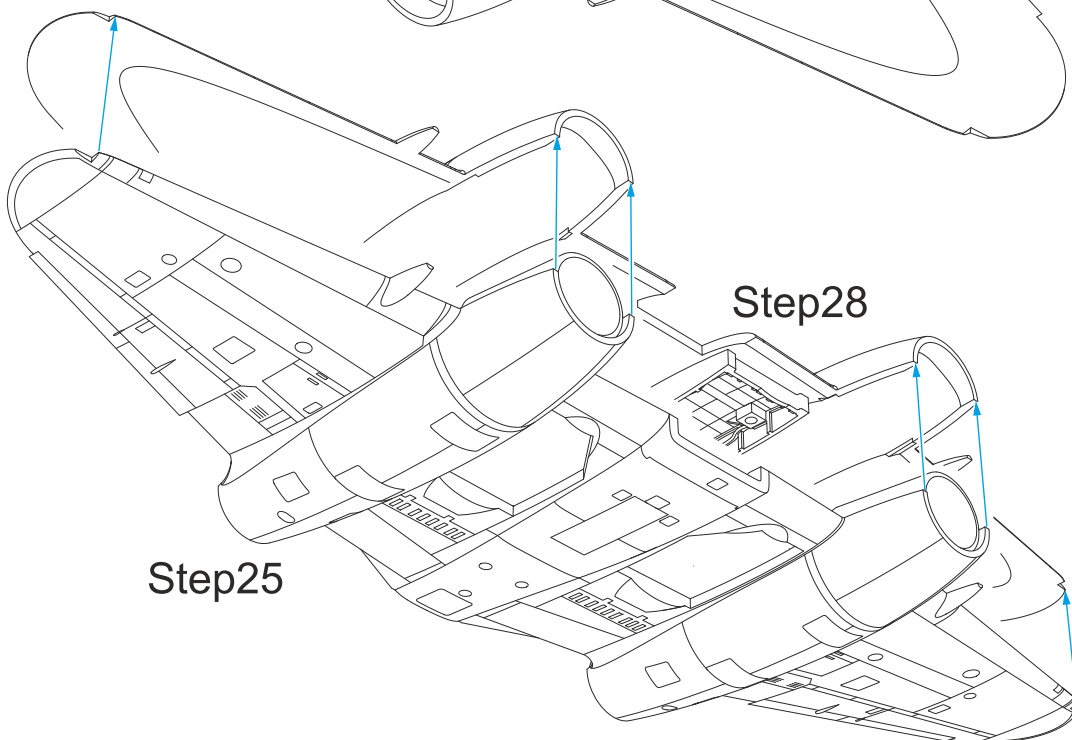


STEP 28



Step27

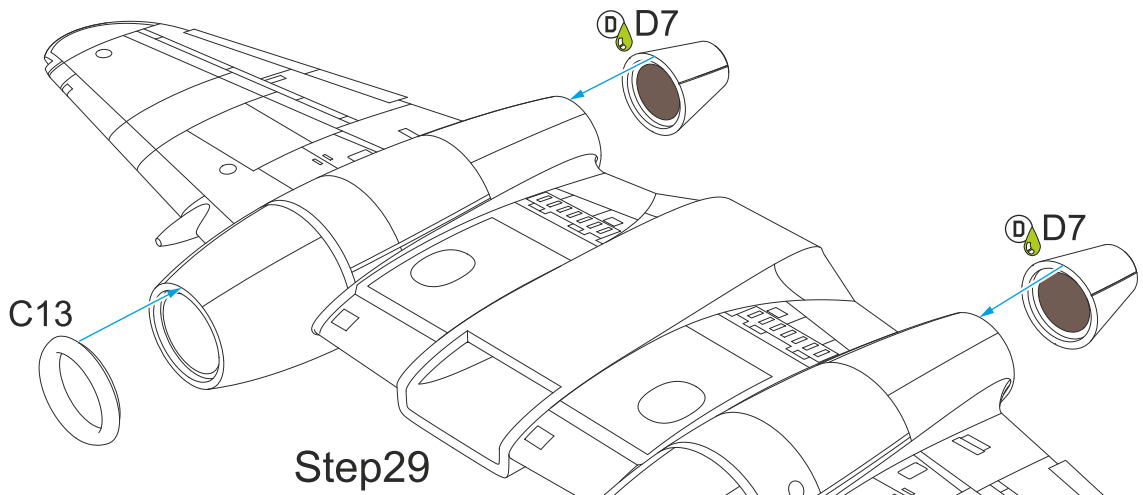
STEP 29



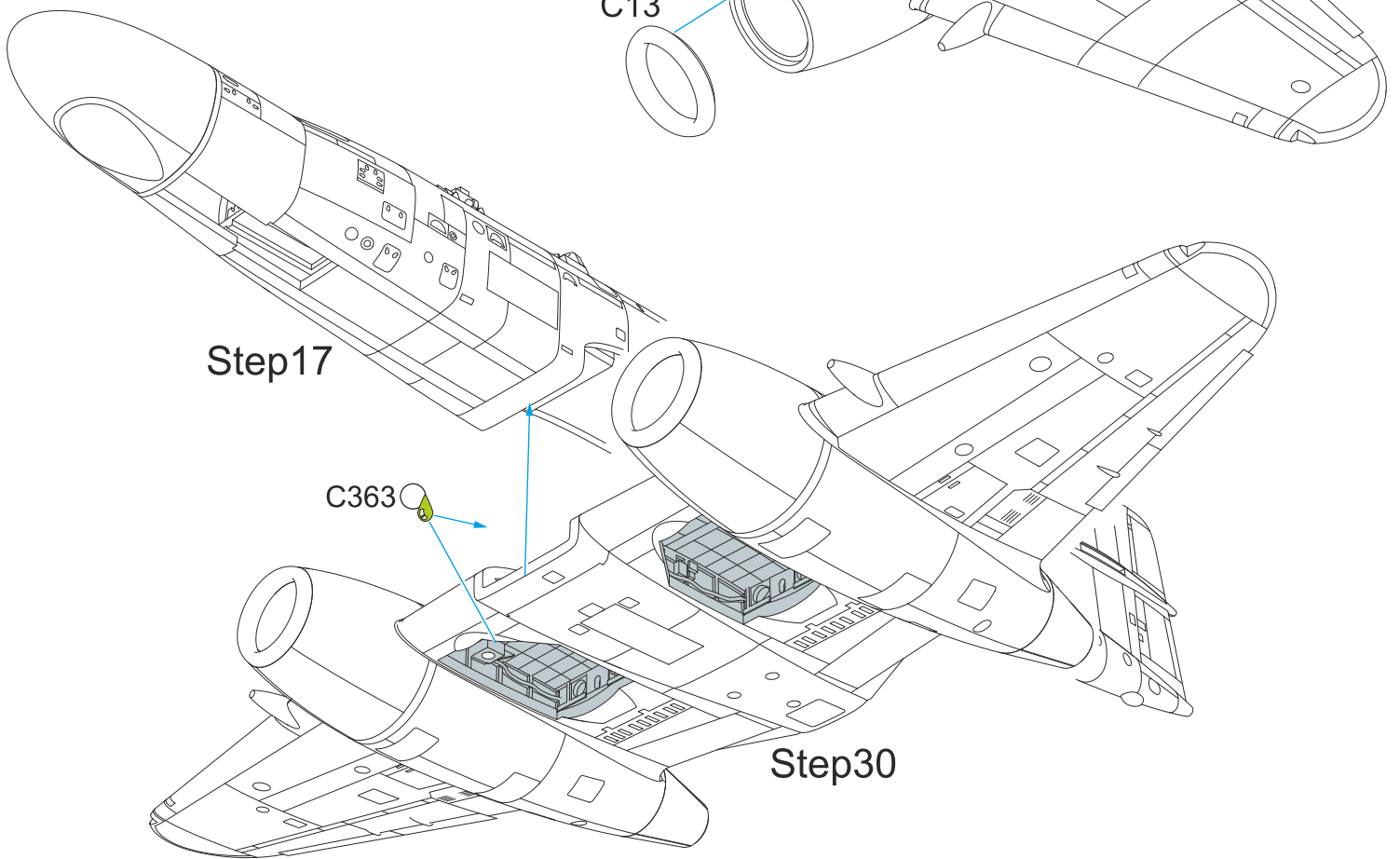
Step28

Step25

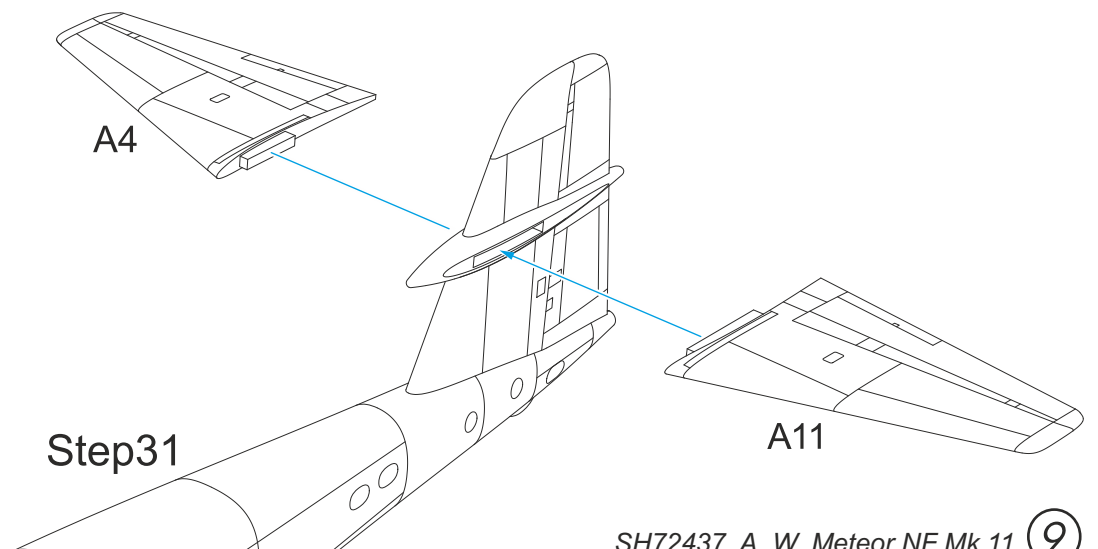
STEP 30



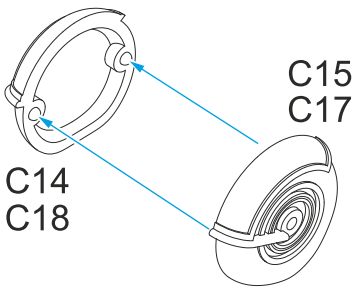
STEP 31



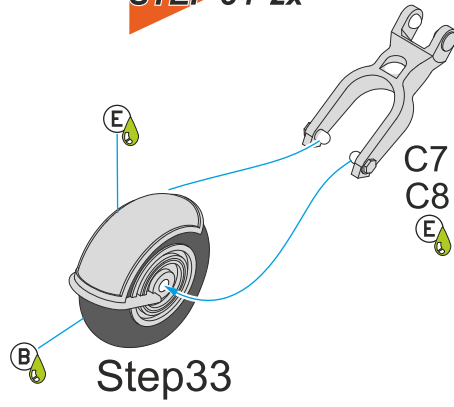
STEP 32



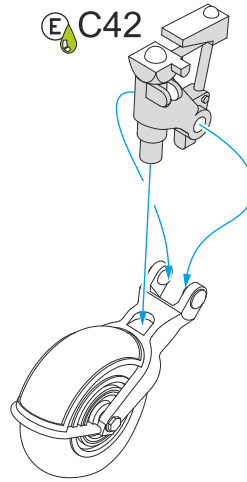
STEP 33 2x



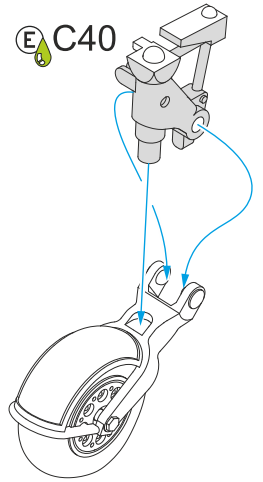
STEP 34 2x



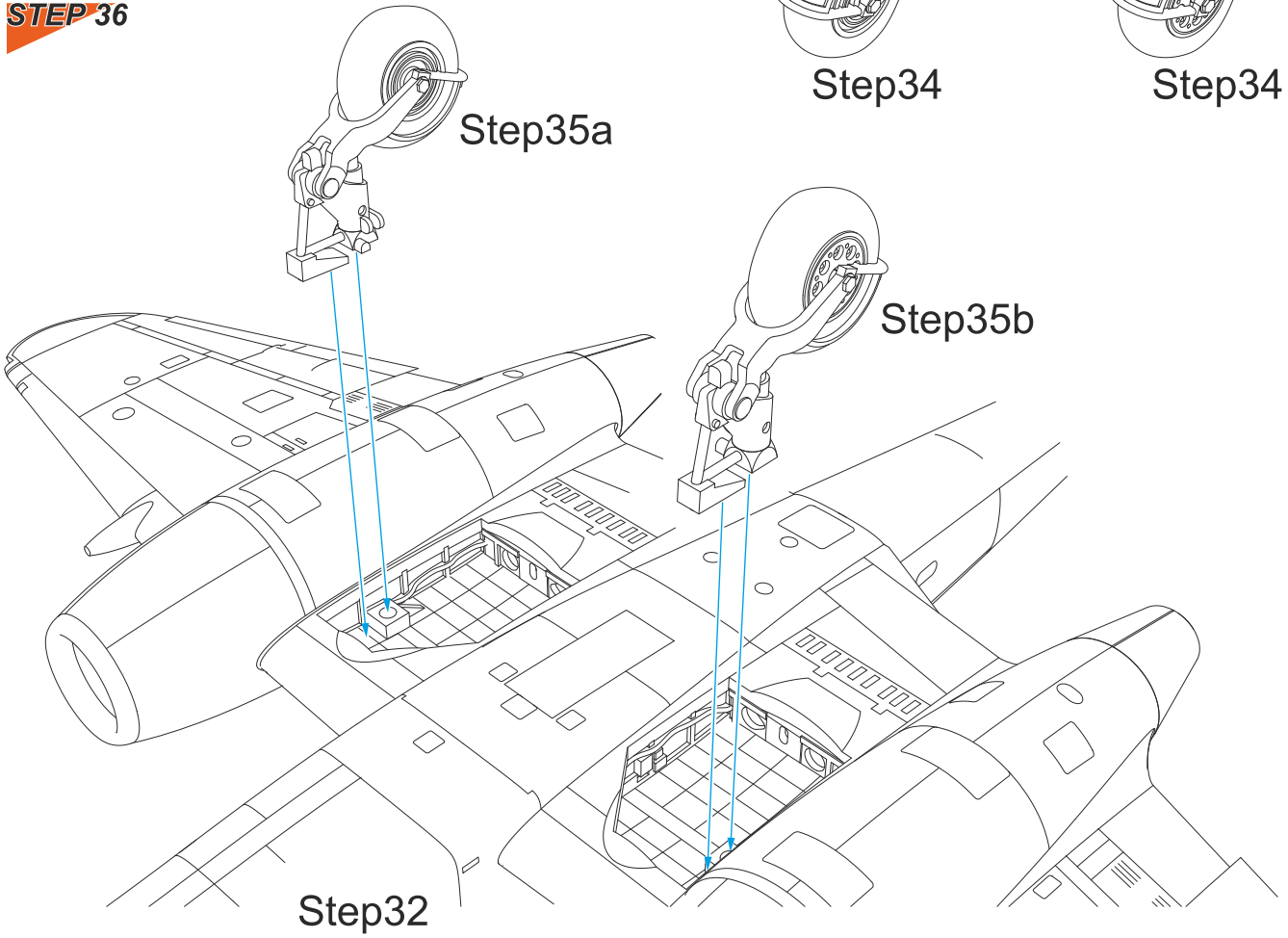
STEP 35a



STEP 35b

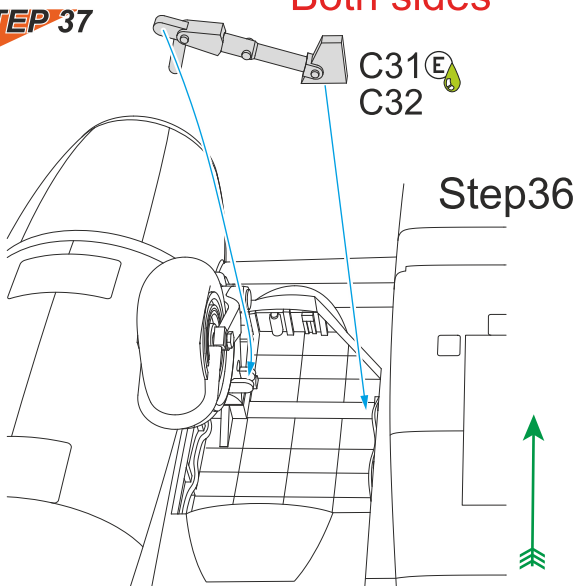


STEP 36



STEP 37

Both sides

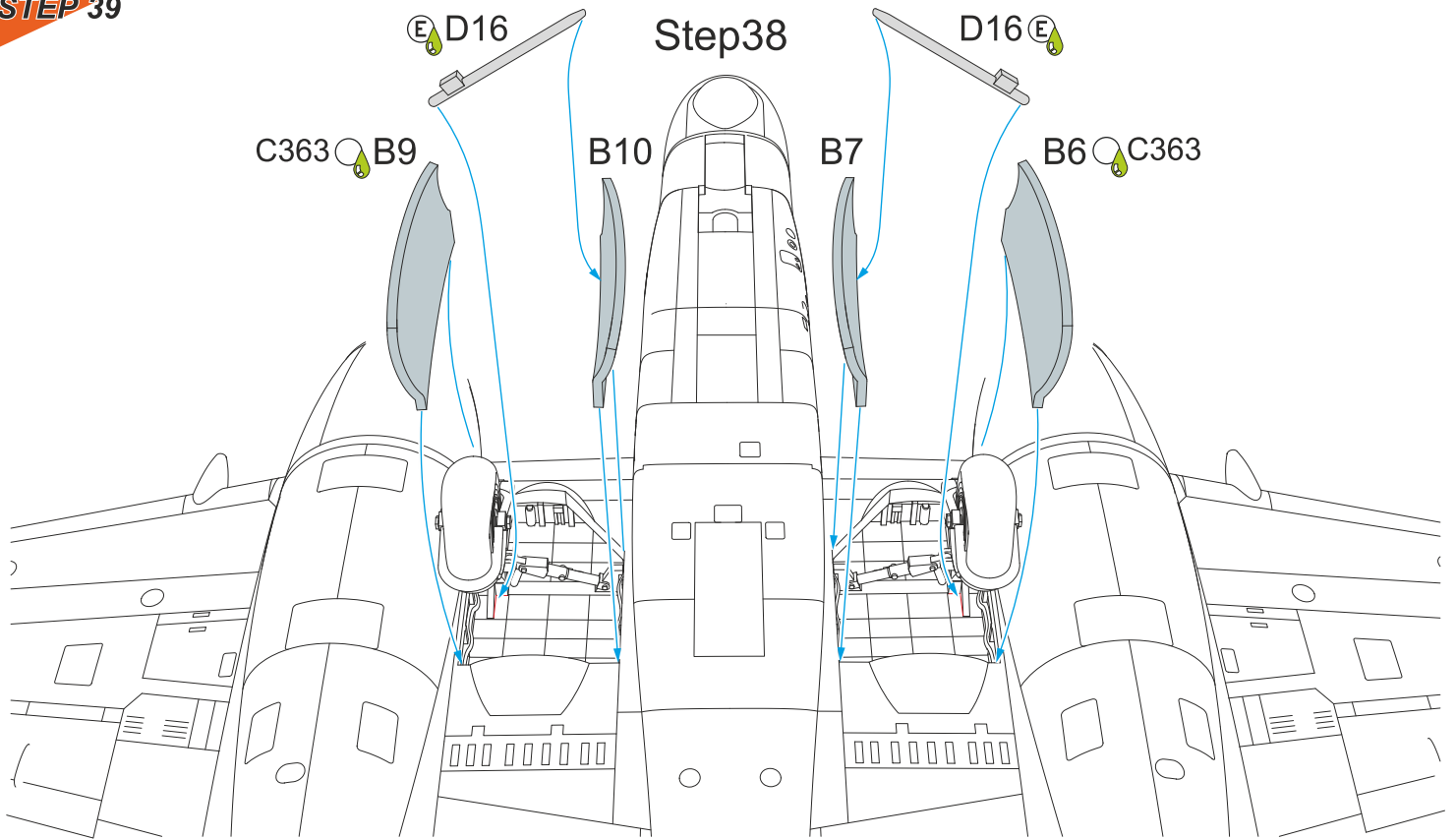


STEP 38

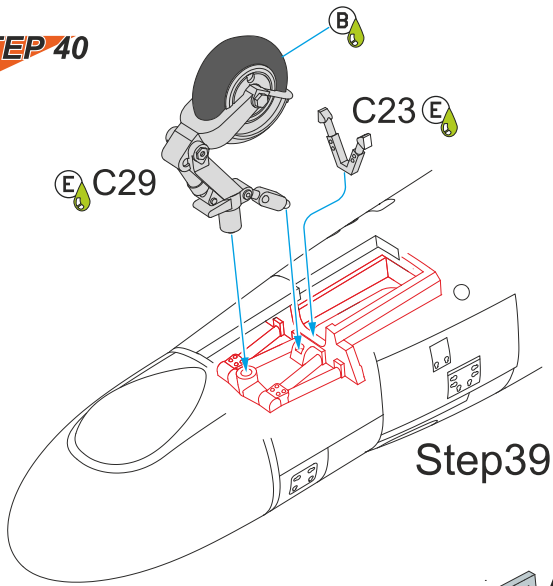
Both sides



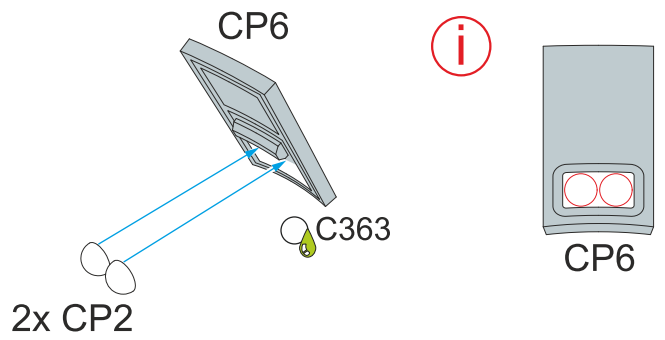
STEP 39



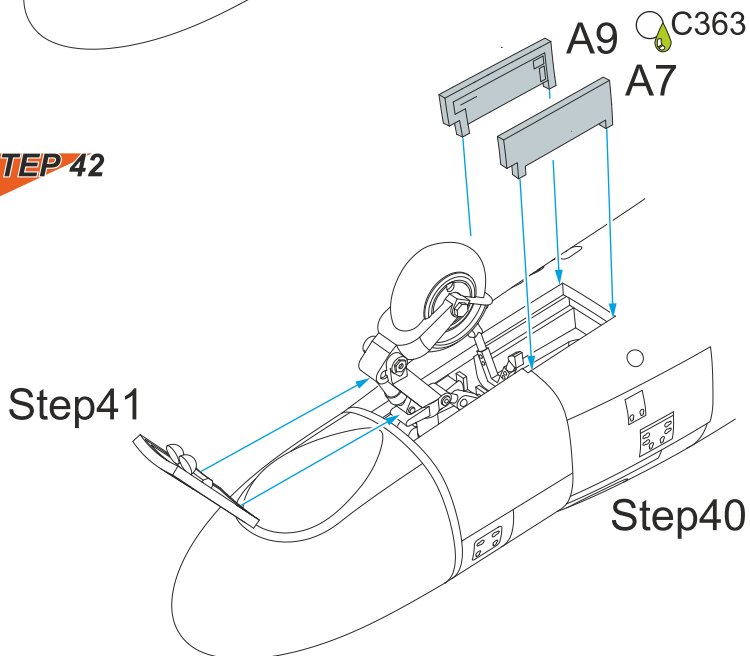
STEP 40



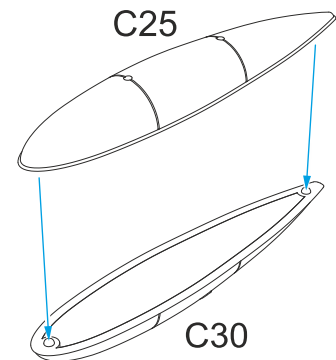
STEP 41



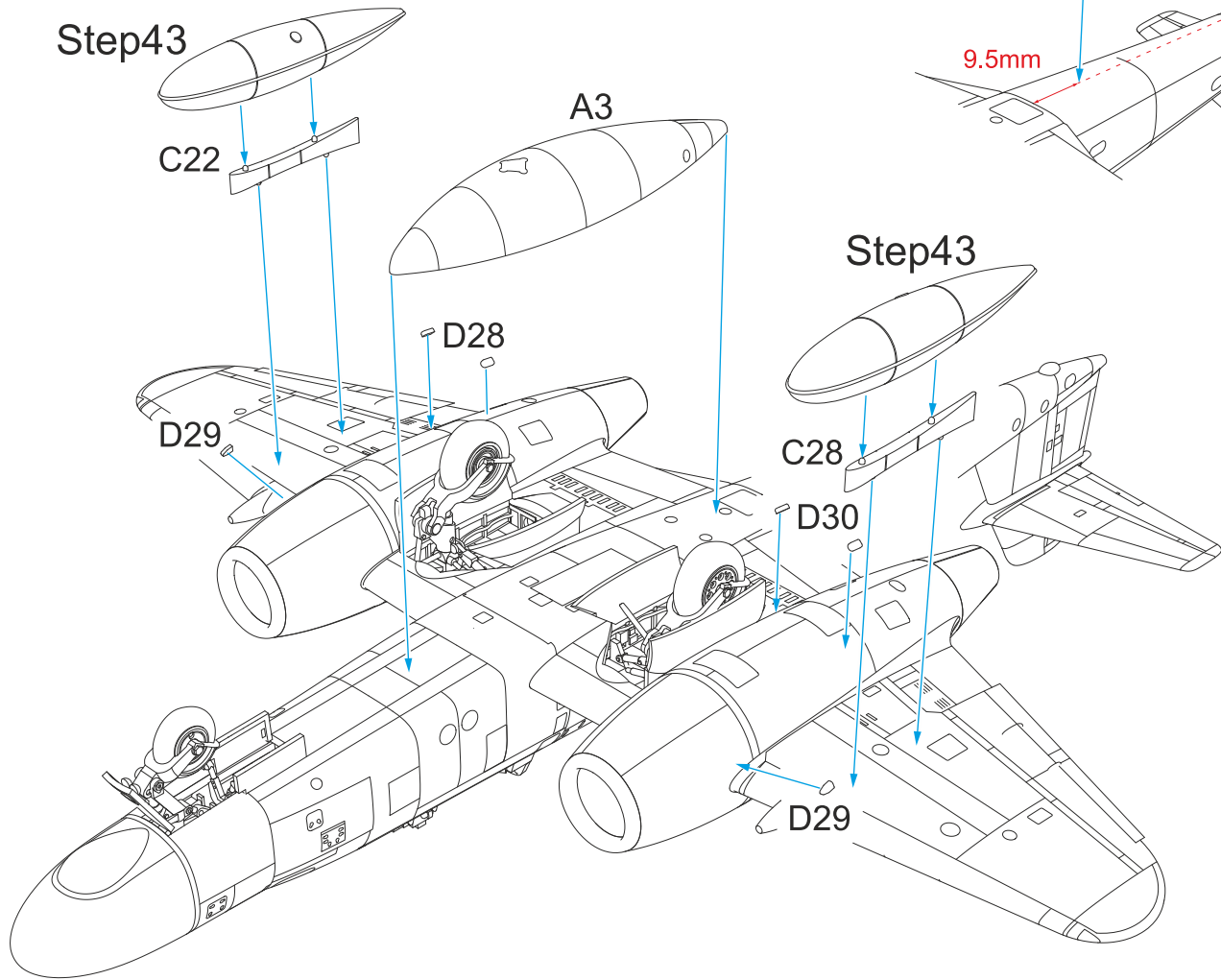
STEP 42



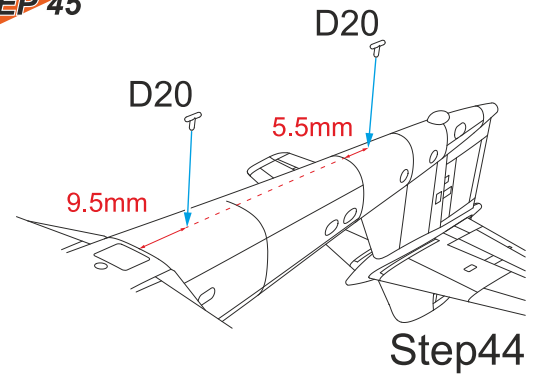
STEP 43 2x



STEP 44



STEP 45

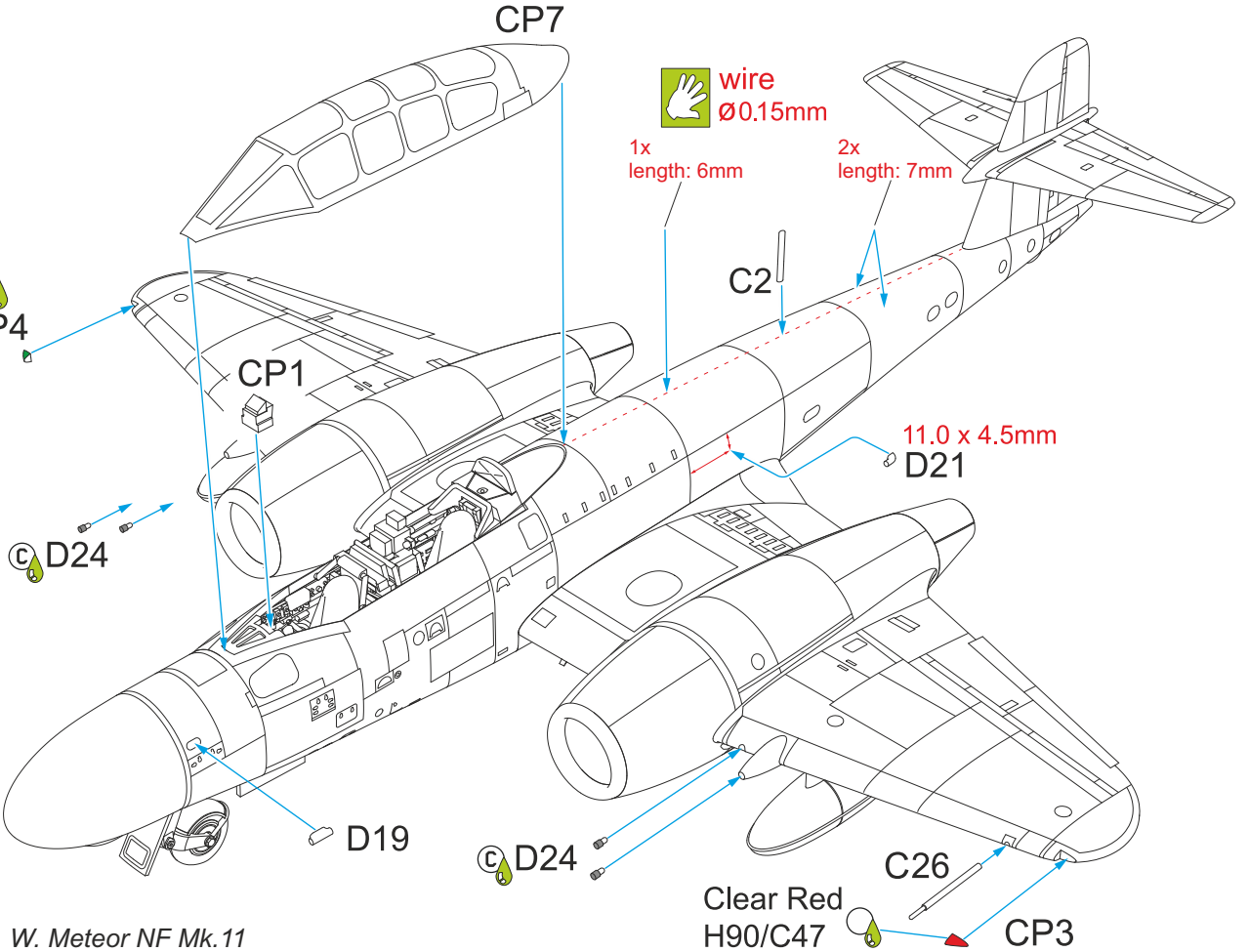


Step42

STEP 46

Clear Green
H94/C138

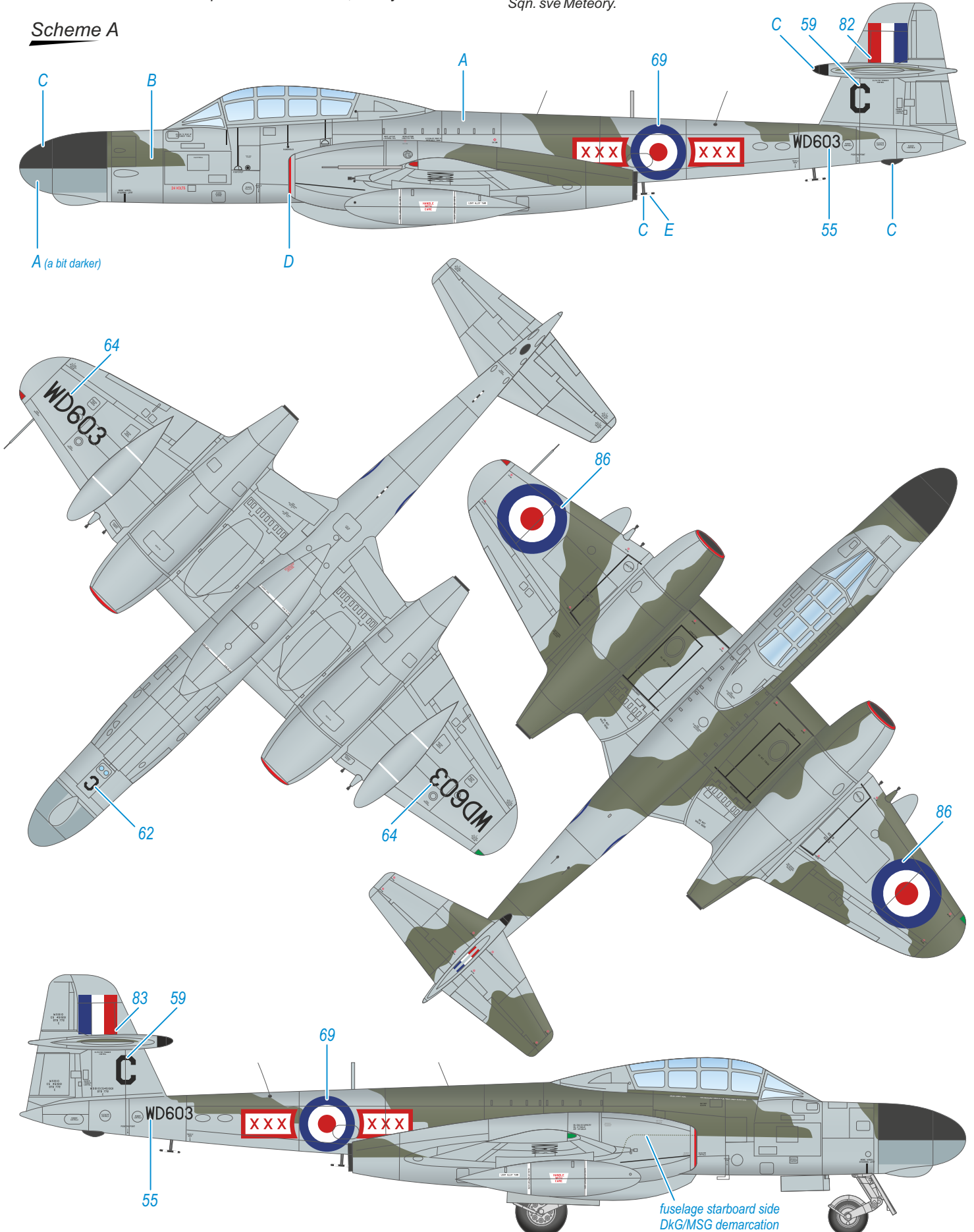
CP4



A.W. Meteor NF Mk.11, WD603/C, No.29 Sqn, RAF Tangmere, West Sussex, Great Britain, July 1953. No. 29 Squadron became the first RAF squadron to operate Meteor night fighters and the second 'jet' night fighter squadron after No.25 Sqn which had received its NF Mk.10 Vampires a month earlier, in July 1951.

A.W. Meteor NF Mk.11, WD603/C, No.29 Sqn, RAF, základna Tangmere, West Sussex, Velká Británie, červen 1953. No.29 Sqn. RAF byla první squadronou RAF, která obdržela noční stíhací Meteory a druhou 'jet' noční stíhací squadronou RAF po No.25 Sqn., která dostala noční stíhací Vampire NF Mk.10 o měsíc dříve (v červenci 1951) než No.29 Sqn. své Meteory.

Scheme A

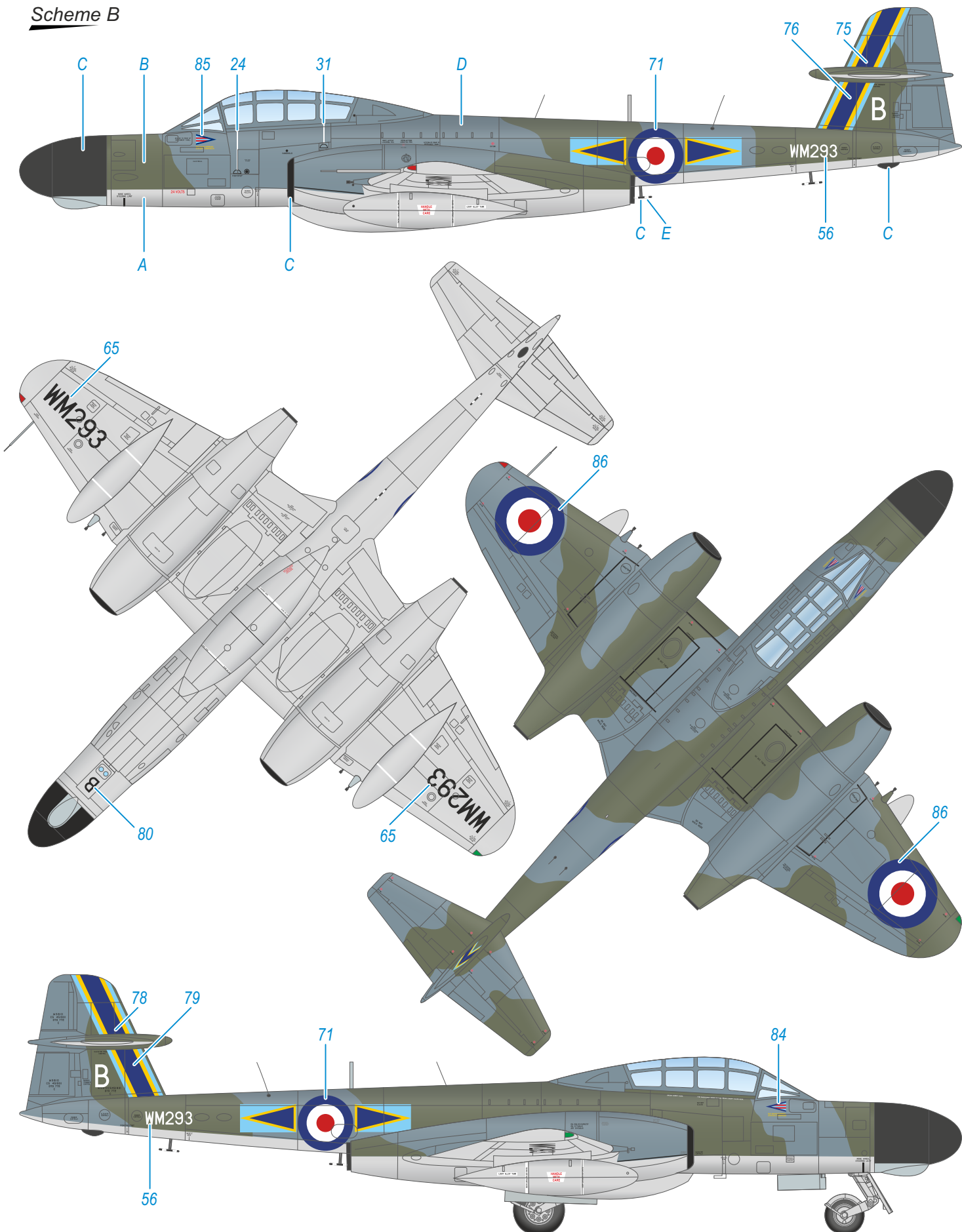


- | | | | | |
|--|---|------------------------------------|----------------------------------|-----------------------------------|
| A Medium Sea Grey stř. mořská šedá H/C335 | B Dark Green tm. zelená H/C330 | C Black černá H12/C33 | D Red červená H/C03 | E White bílá H11/C62 |
|--|---|------------------------------------|----------------------------------|-----------------------------------|

A.W. Meteor NF Mk.11, WM293/B, No.68 Sqn, RAF Wahn (Cologne-Bonn Airport), Federal Republic of Germany, 1956. WM293 was later converted to a TT Mk.20 and in 1974 sold to France and broken up for spares.

A.W. Meteor NF Mk.11, WM293/B, No.68 Sqn. RAF, základna RAF Wahn (letišť Koln-Bonn), Německá spolková republika, 1956. Stroj WM293 byl později přestavěn na verzi TT Mk.20 a v roce 1974 prodán do Francie a rozebrán na náhradní díly.

Scheme B

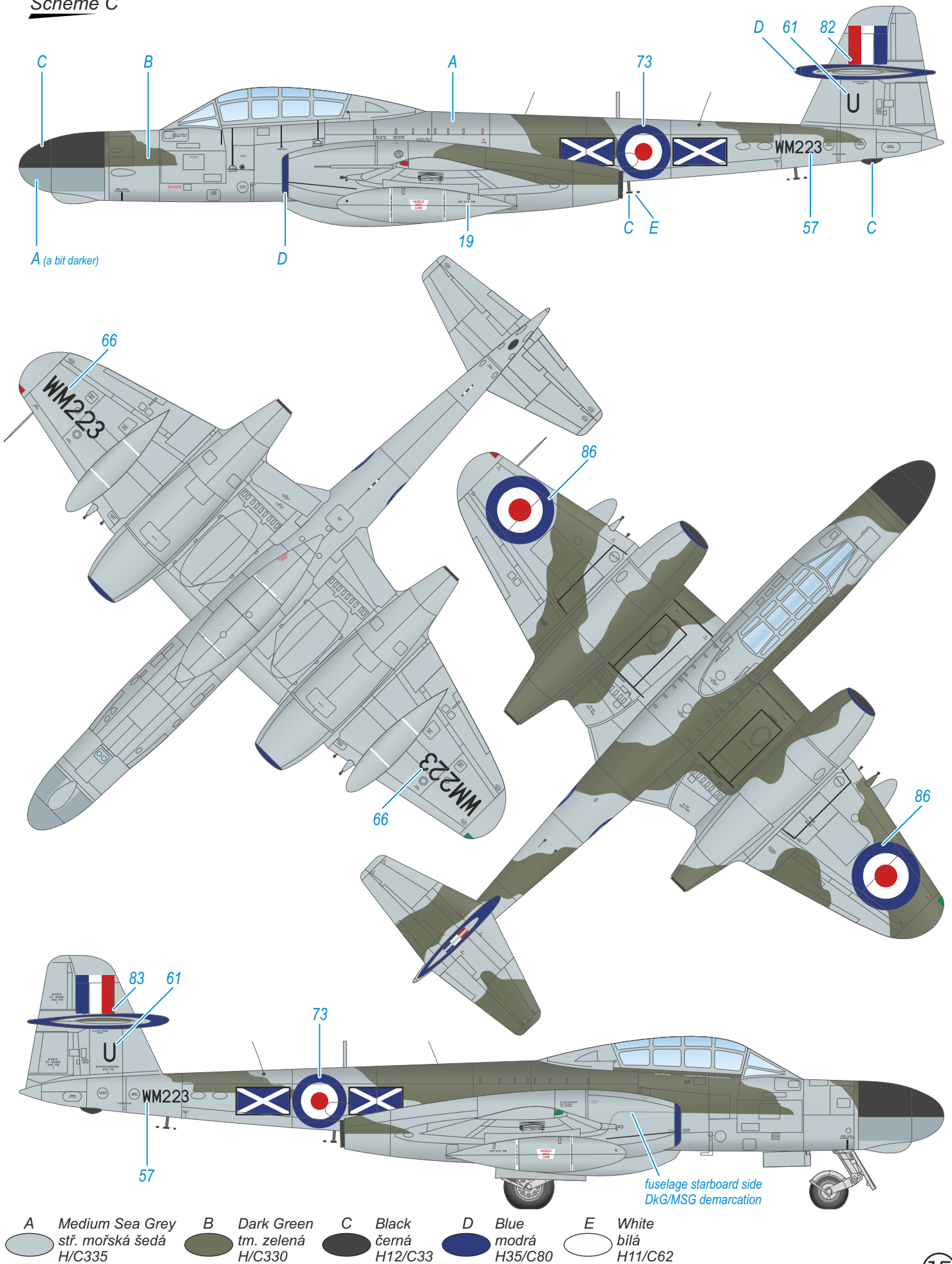


- | | | | | |
|--|---|------------------------------------|---|-----------------------------------|
| A Light Aircraft Grey sv. letecká šedá H/C332 | B Dark Green tm. zelená H/C330 | C Black černá H12/C33 | D Dark Sea Grey tm. mořská šedá H/C331 | E White bílá H11/C62 |
|--|---|------------------------------------|---|-----------------------------------|

A.W. Meteor NF Mk.11, WM223/U, No.151 Sqn, RAF Leuchars, Fife, Scotland, Great Britain, 1954. Later rebuilt to TT.20 standard and eventually struck of charge in 1975.

A.W. Meteor NF Mk.11, WM223/U, No.151 Sqn. RAF, základna RAF Leuchars, Fife, Skotsko, Veľká Británie, 1954. WM223 byl později přestavěn na verzi TT.20 a vyřazen v roce 1975."

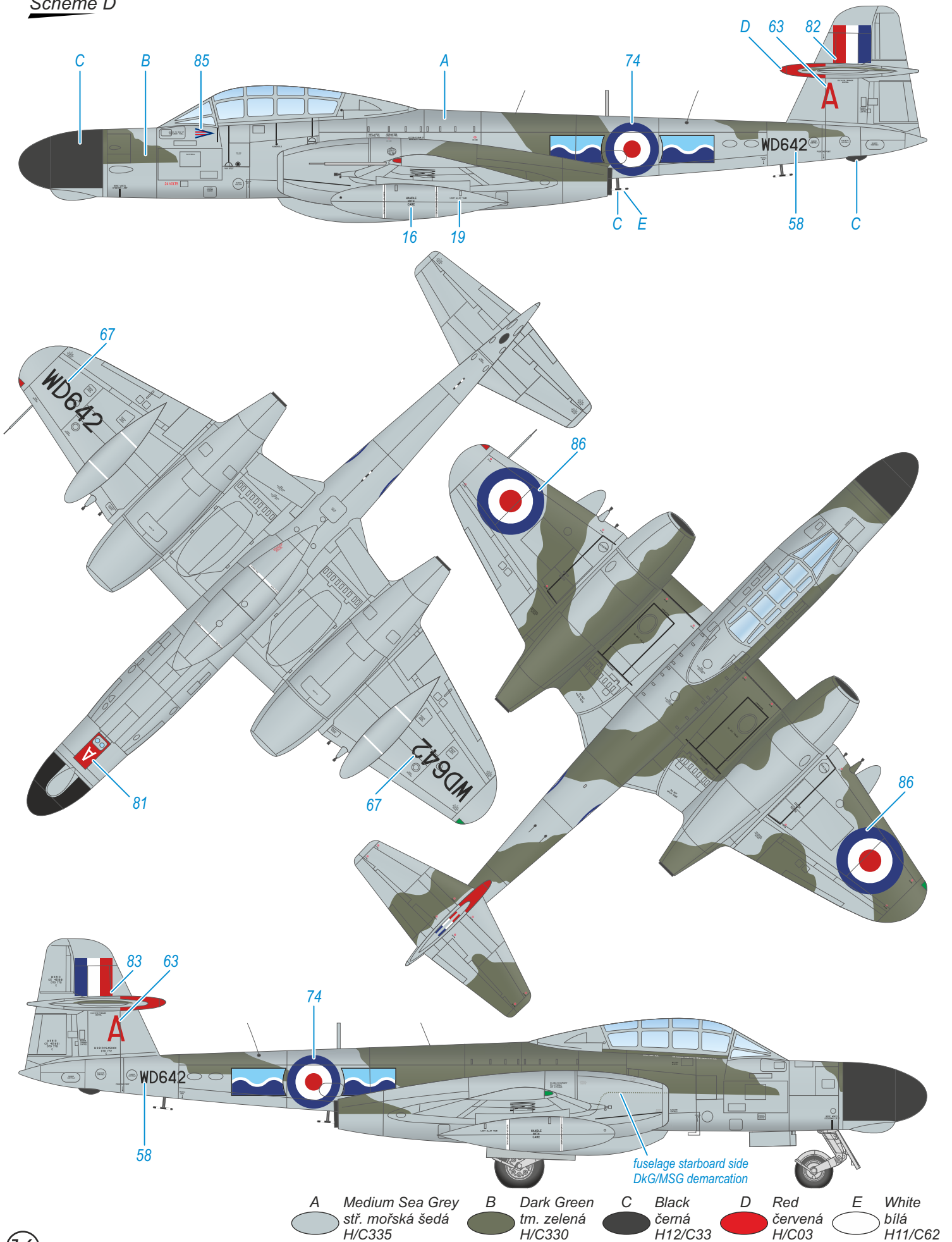
Scheme C



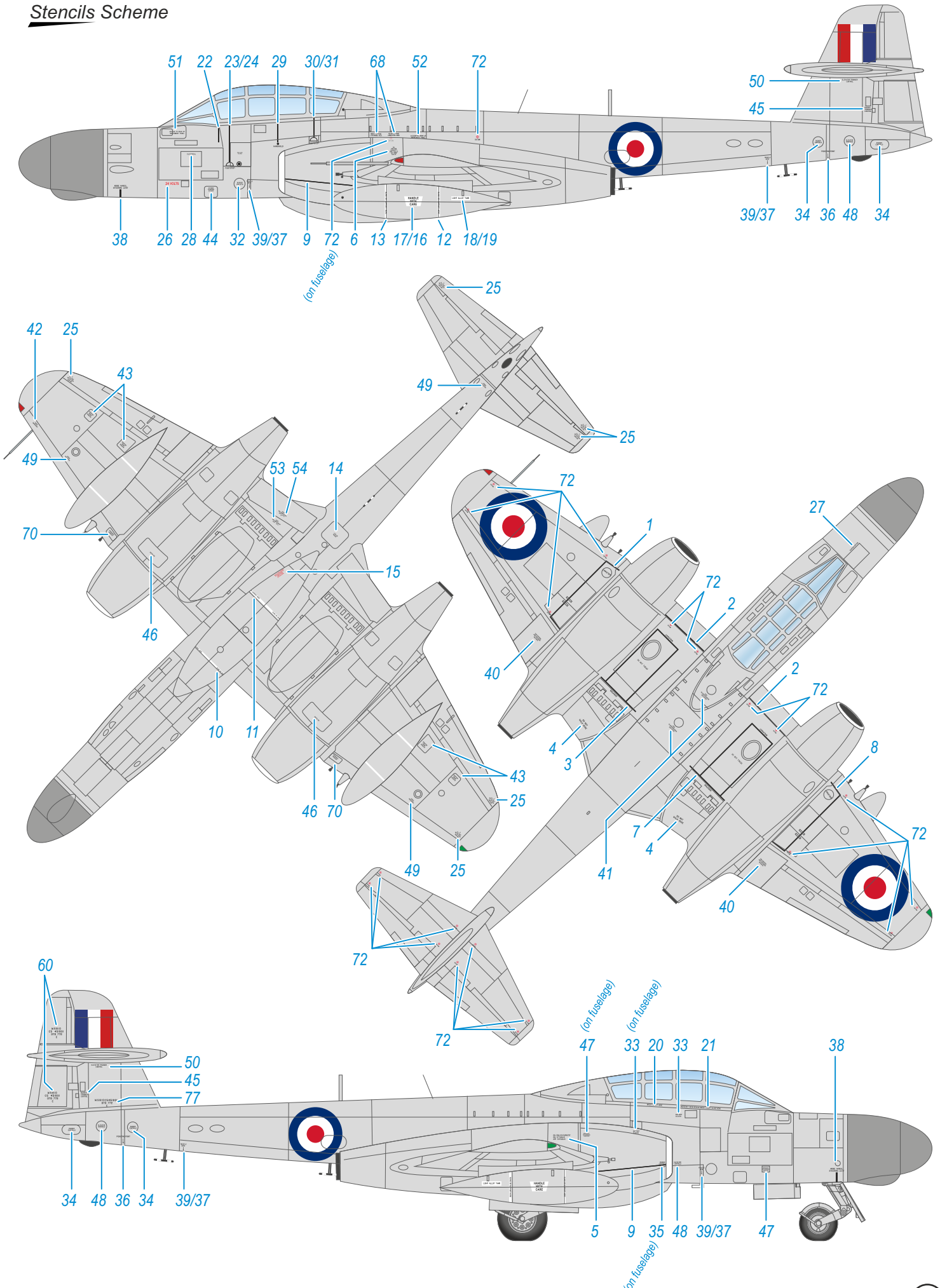
- A** Medium Sea Grey
stř. mořská šedá
H/C335
- B** Dark Green
tm. zelená
H/C330
- C** Black
černá
H12/C33
- D** Blue
modrá
H35/C80
- E** White
bílá
H11/C62

fuselage starboard side
DkG/MSG demarcation

Scheme D



Stencils Scheme



ATTRACTIVE 1/72 SCALE MODELS



SH72408

Fairey Barracuda Mk.III ,ASV Mk.XI Radar'



SH72356

Boulton Paul Balliol 'Civilian and Foreign Users'



SH72361

Gloster Meteor Mk.4 'World Speed Record'

M72034

Special
MASK

Gloster Meteor Mk.3/4 MASK

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1/72 SH72364



M72027 **Special MASK**
A.W. Meteor NF Mk.14 Mask

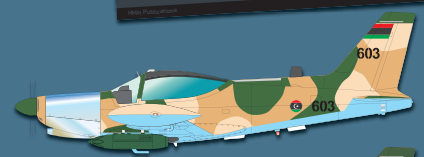
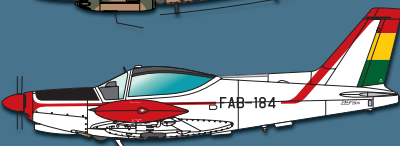
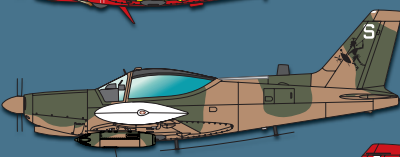
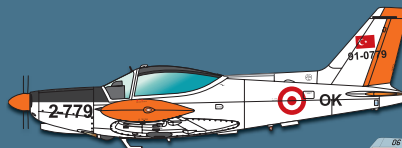
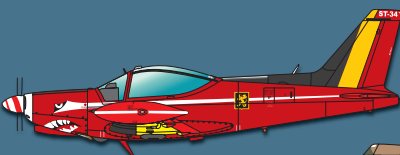
A.W. Meteor NF Mk.14 'The Last of Night Fighters'

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SH72431



Supermarine Sea Otter Mk.I/ASR Mk.II 'Foreign Service'

1/72 SH72451 **SF-260 Duo Pack & Book**



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DH.100 Vampire FB.Mk.9 'Tropicalised Fighter-Bomber'



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SH72453

**DH.100 Vampire Mk.3
'European and American Operators'**



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SH72383

**DH.100 Vampire Mk.1
'RAF, RAAF and Armée de l'Air'**

M72032 DH.100 Vampire Mk.1 Early & Late MASK

M72033 DH.100 Vampire Mk.3/5/9 and export variants MASK

**Special
MASK**

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