

A.W. Meteor NF. Mk.11

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 NF14 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 vyčerpání 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 tropikalizované 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.

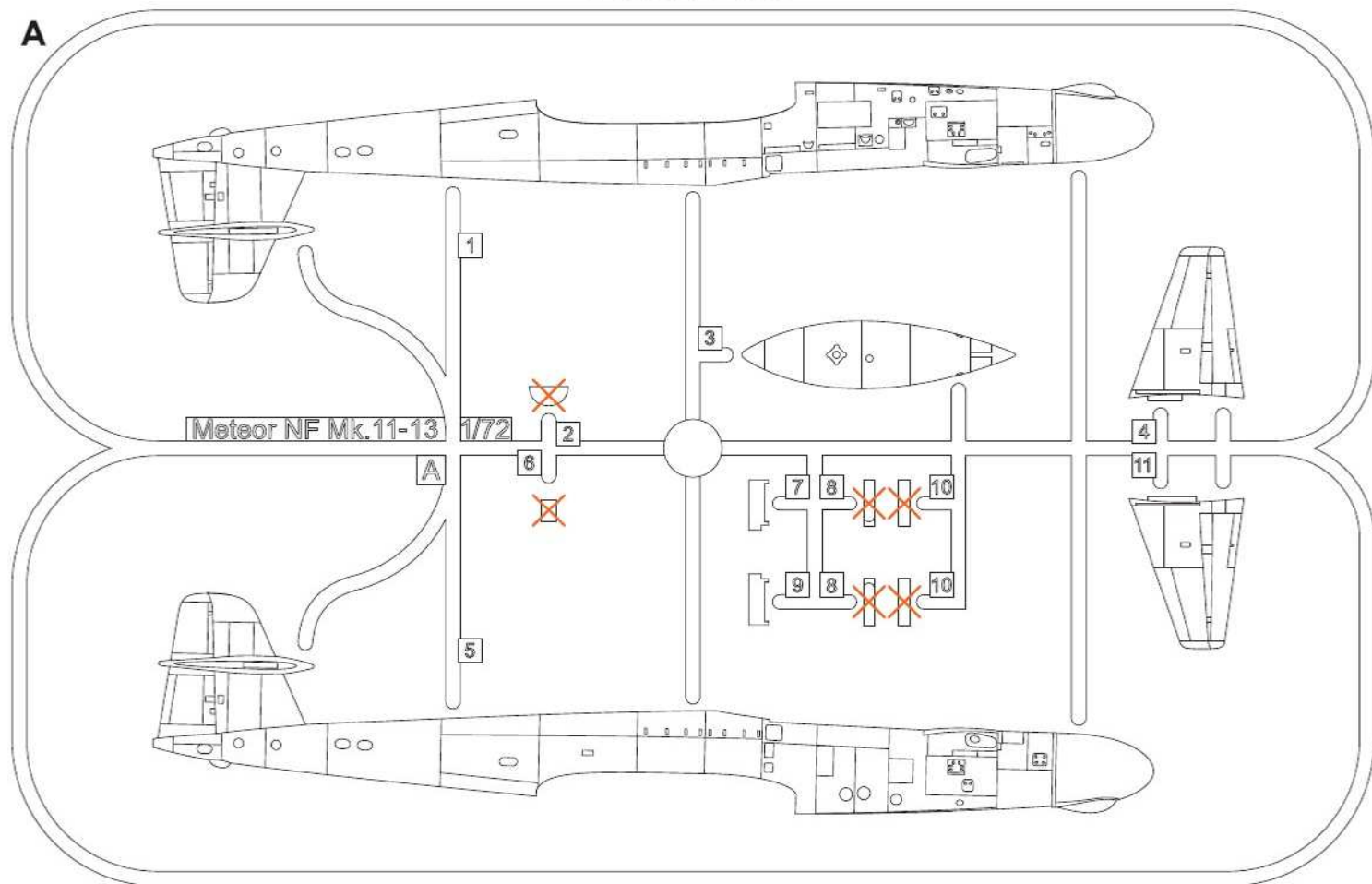
Meteory pro stíhání za každého počasí zůstaly ve výzbroji do šedesátých let, kdy byly nahrazeny modernějšími typy Javelin, Hunter či Vautour. Malá část Meteorů NF Mk.11 byla přestavěna na verzi pro tahání terčů TT Mk.20. Čtrnáct kusů verze NF Mk.14 bylo přestavěno na cvičné letouny pro výcvik navigátorů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

TTD NF Mk.12

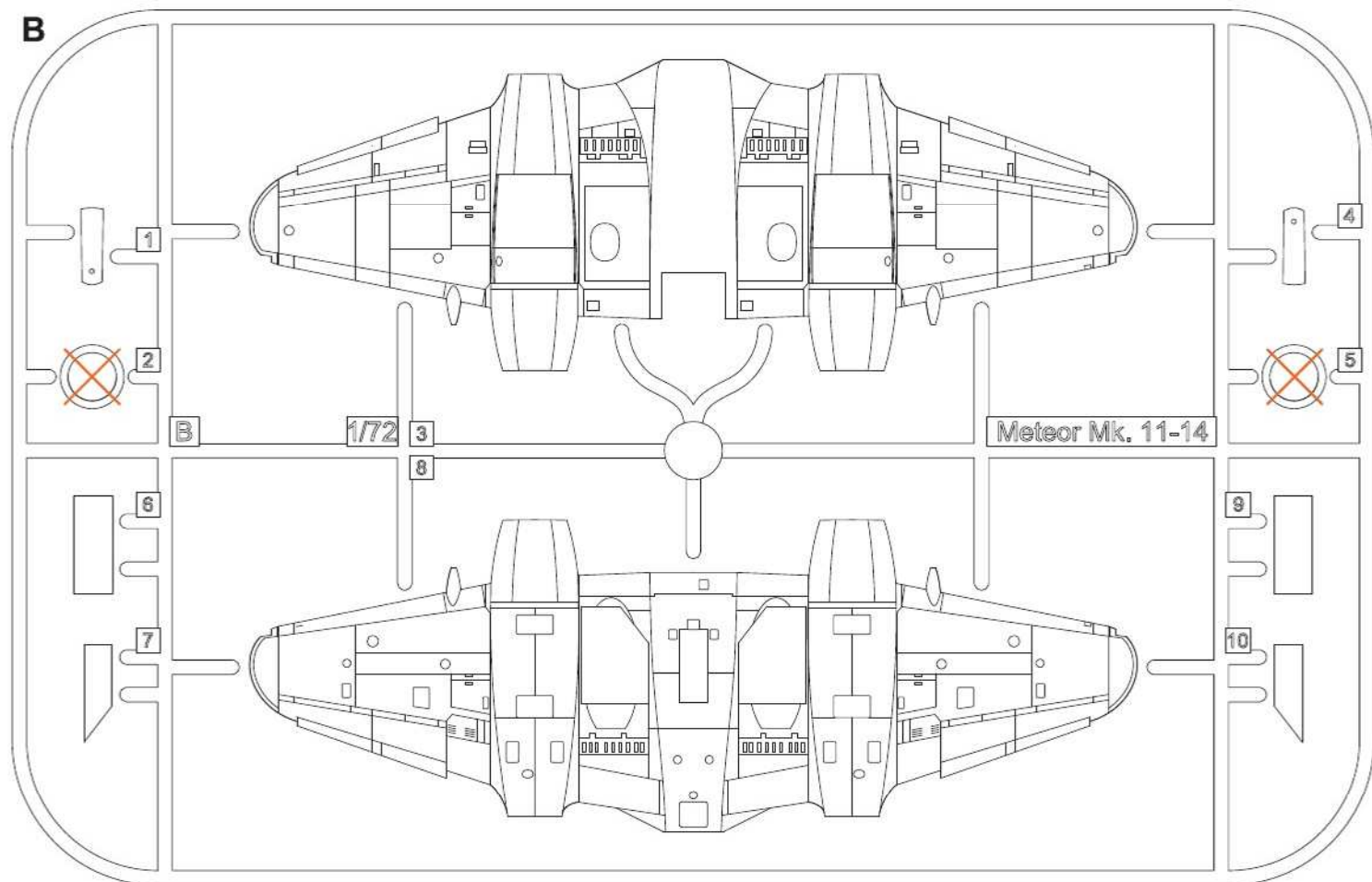
Rozpětí: 13,10 m, délka: 15,22 m, max. rychlost: 880 km/h, dolet 1 529 km, dostup: 13 100 m, výzbroj: 4× kanón ráže 20 mm.

Plastic Parts

A



B



SYMBOLS



MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION



POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLÁTKLEBER
COLLE CYANOACRYLAT



OHNOUT
BEND
BIEGEN
COURBER



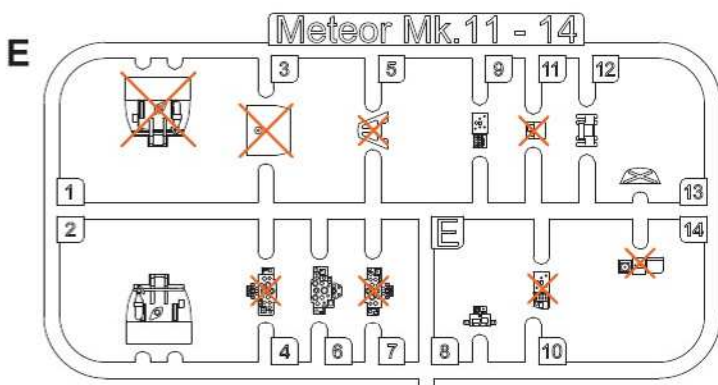
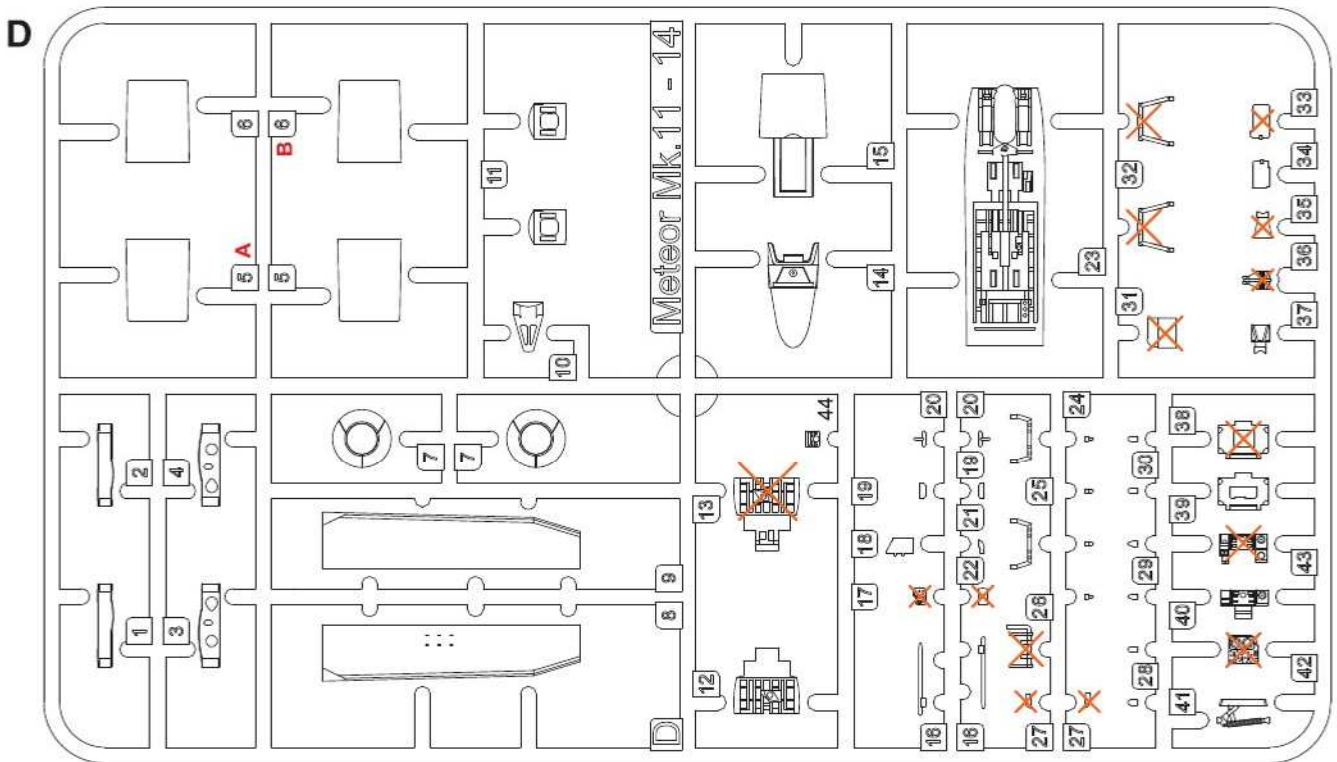
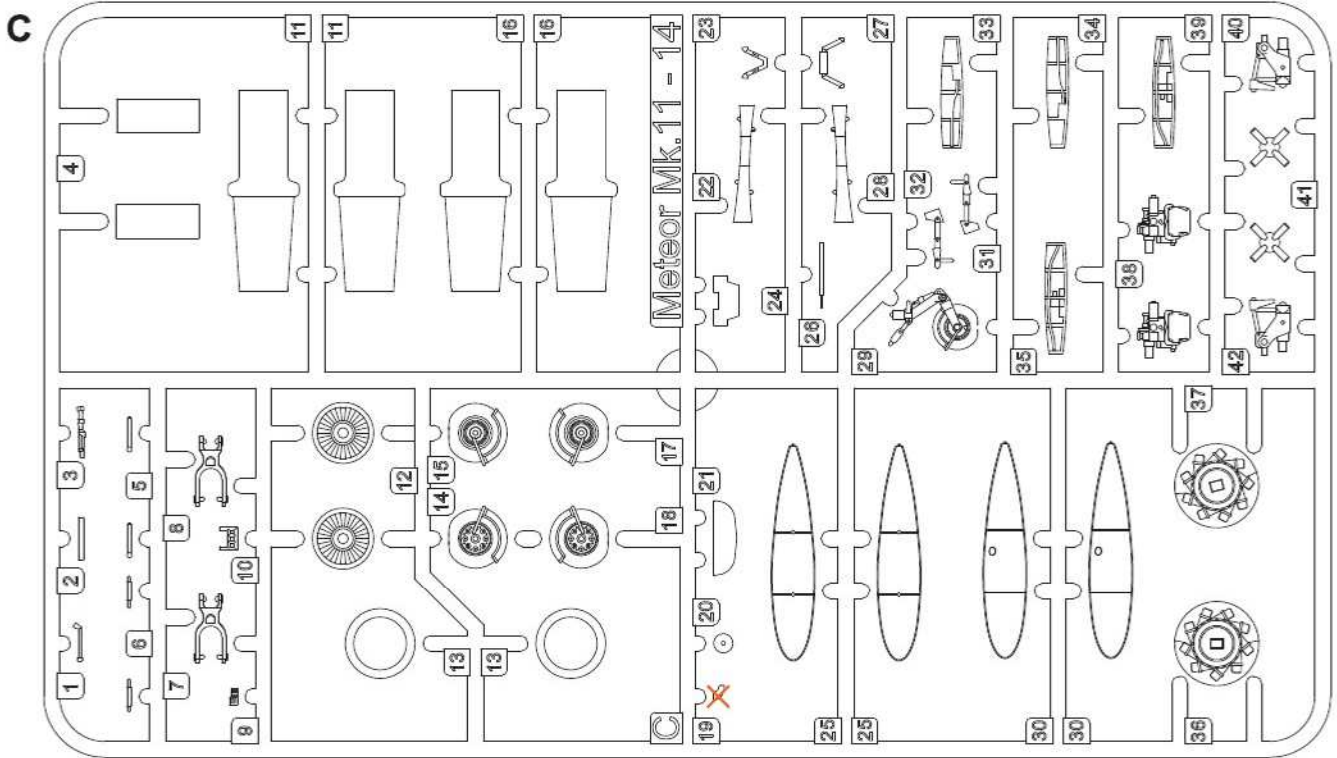
ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER



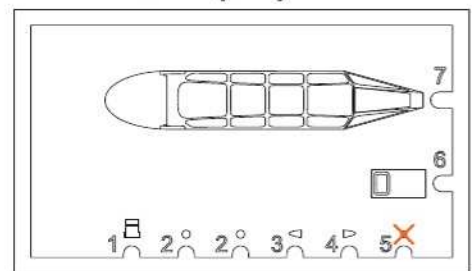
ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER

GSI ^A
colour code

NATRÍT
COLOUR
FARBEN
PEINDRE



Clear Parts (CP)

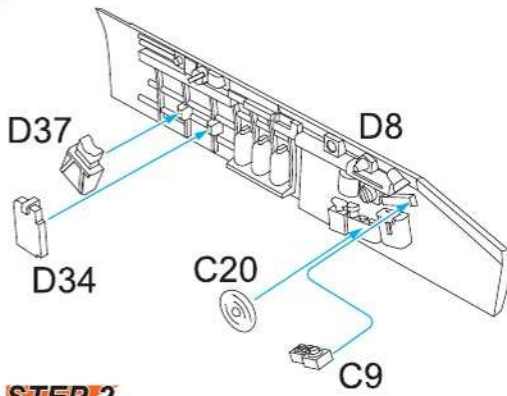


Tento díl nepoužít
Do not use this part

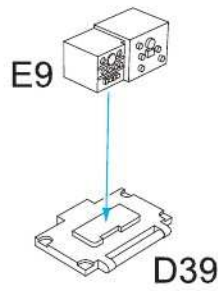
Barvy GUNZE/ GUNZE Colour No.

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

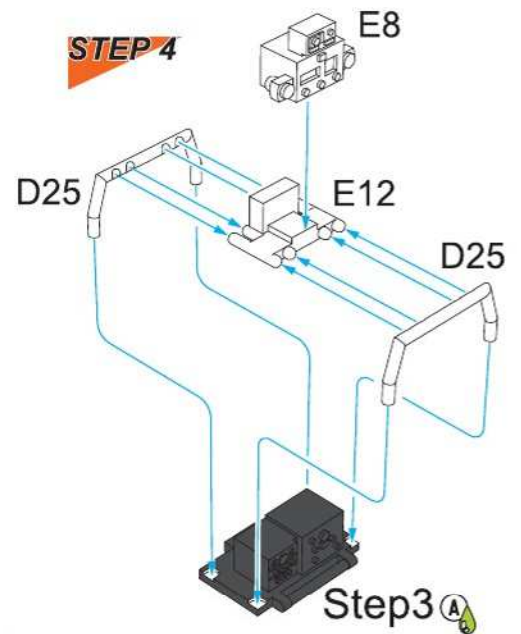
STEP 1



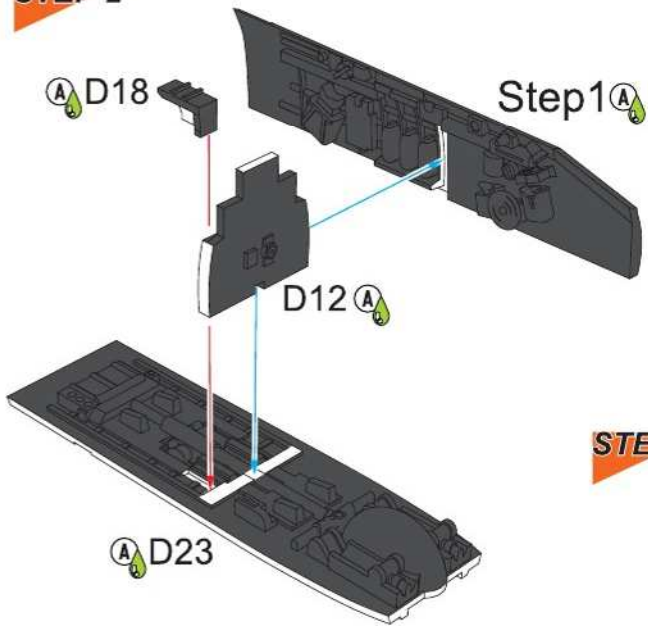
STEP 3



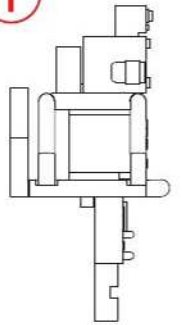
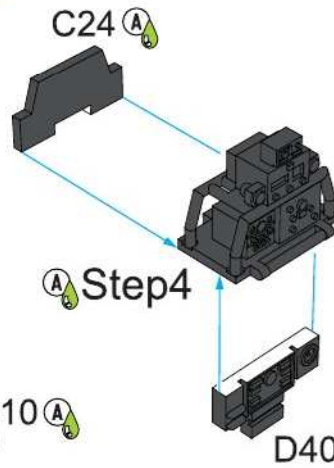
STEP 4



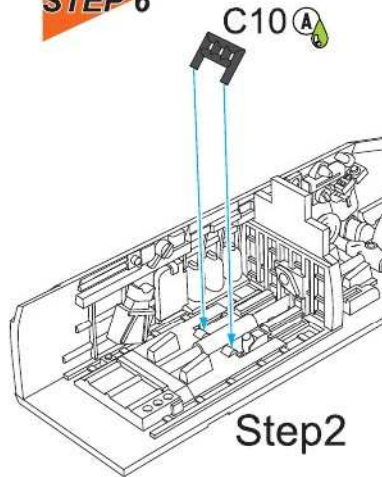
STEP 2



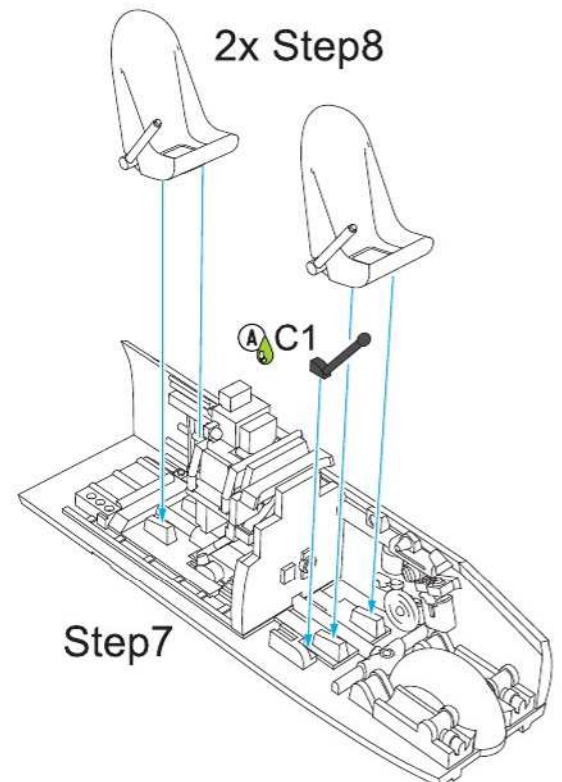
STEP 5



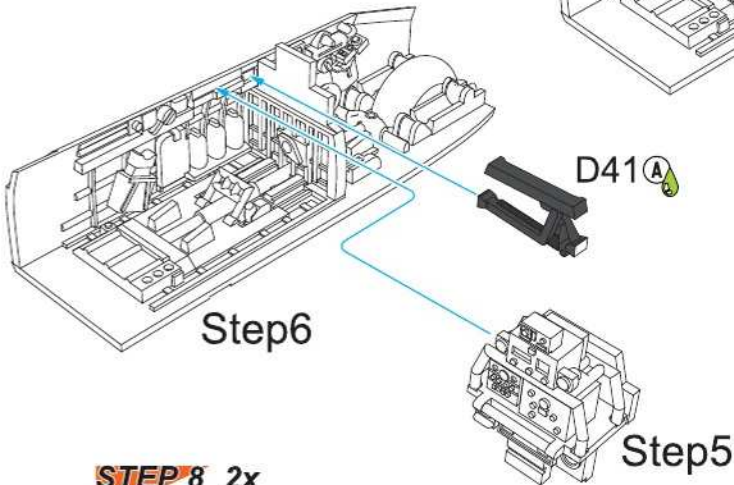
STEP 6



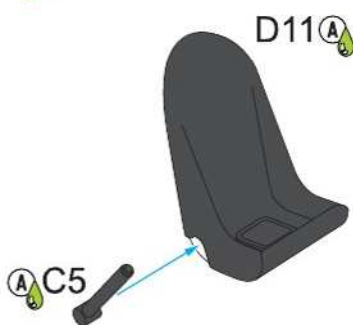
STEP 9



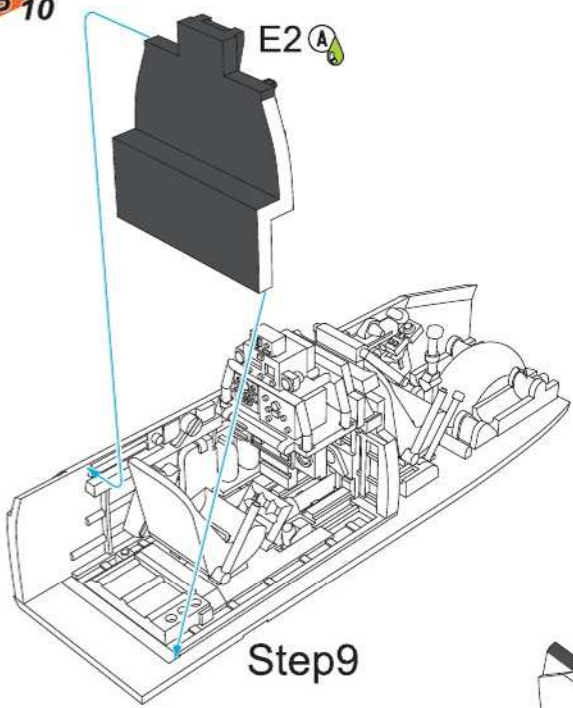
STEP 7



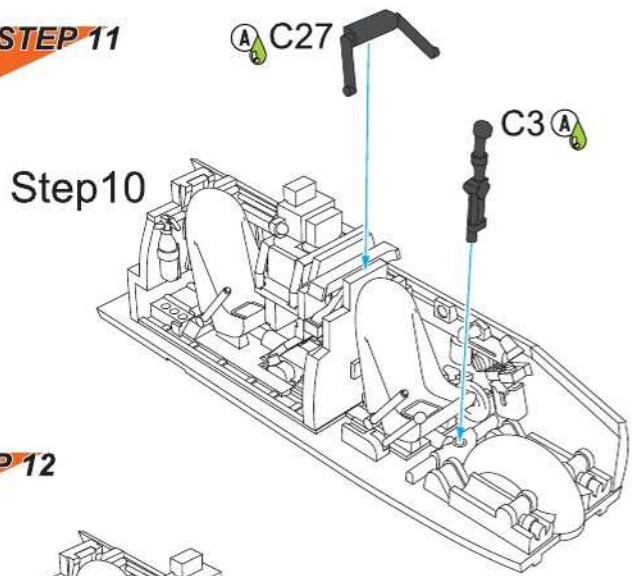
STEP 8 2x



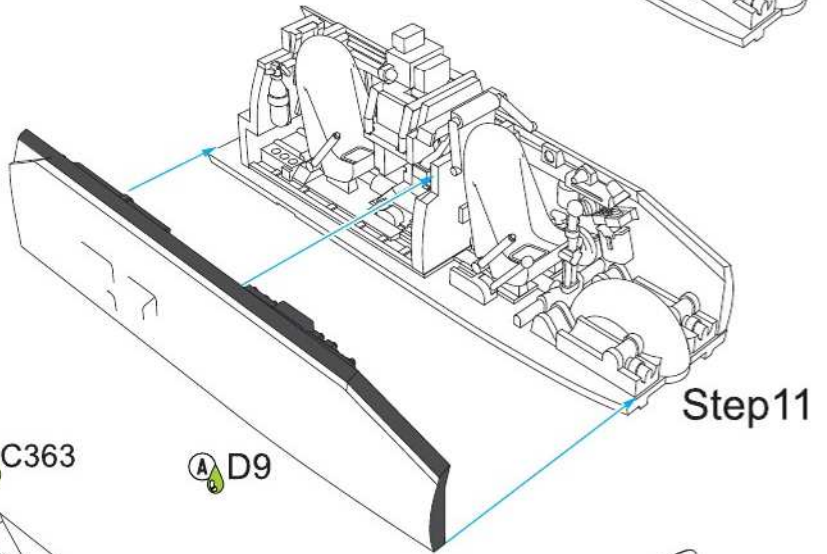
STEP 10



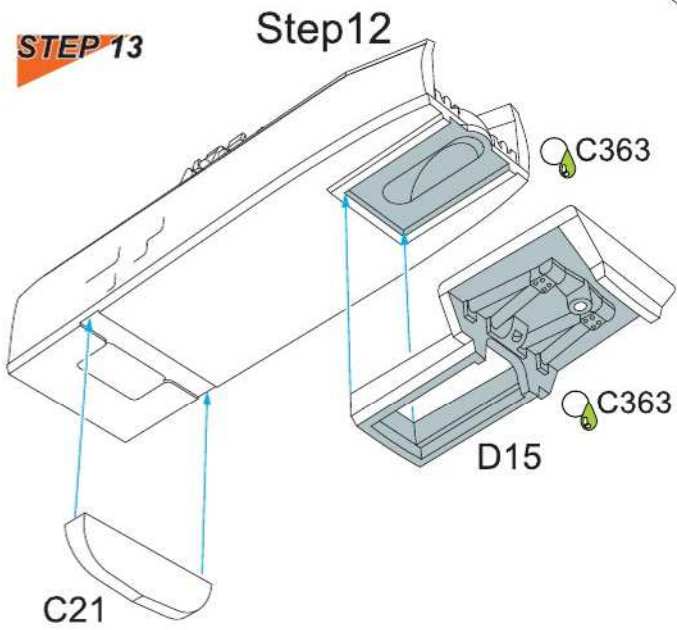
STEP 11



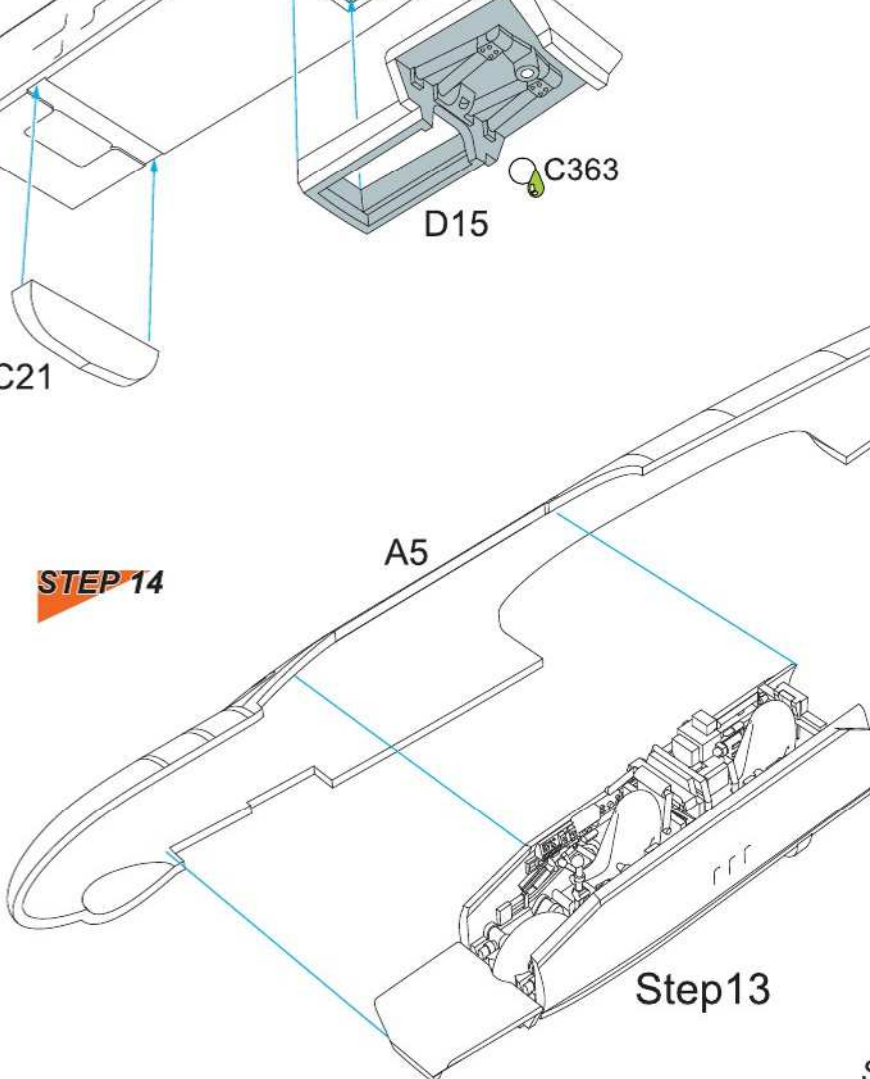
STEP 12



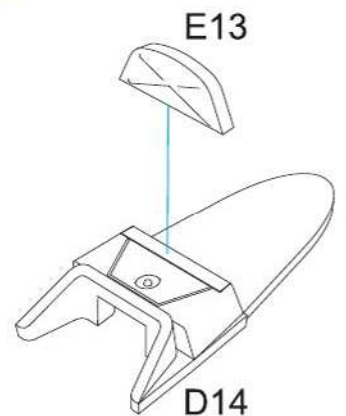
STEP 13



STEP 14



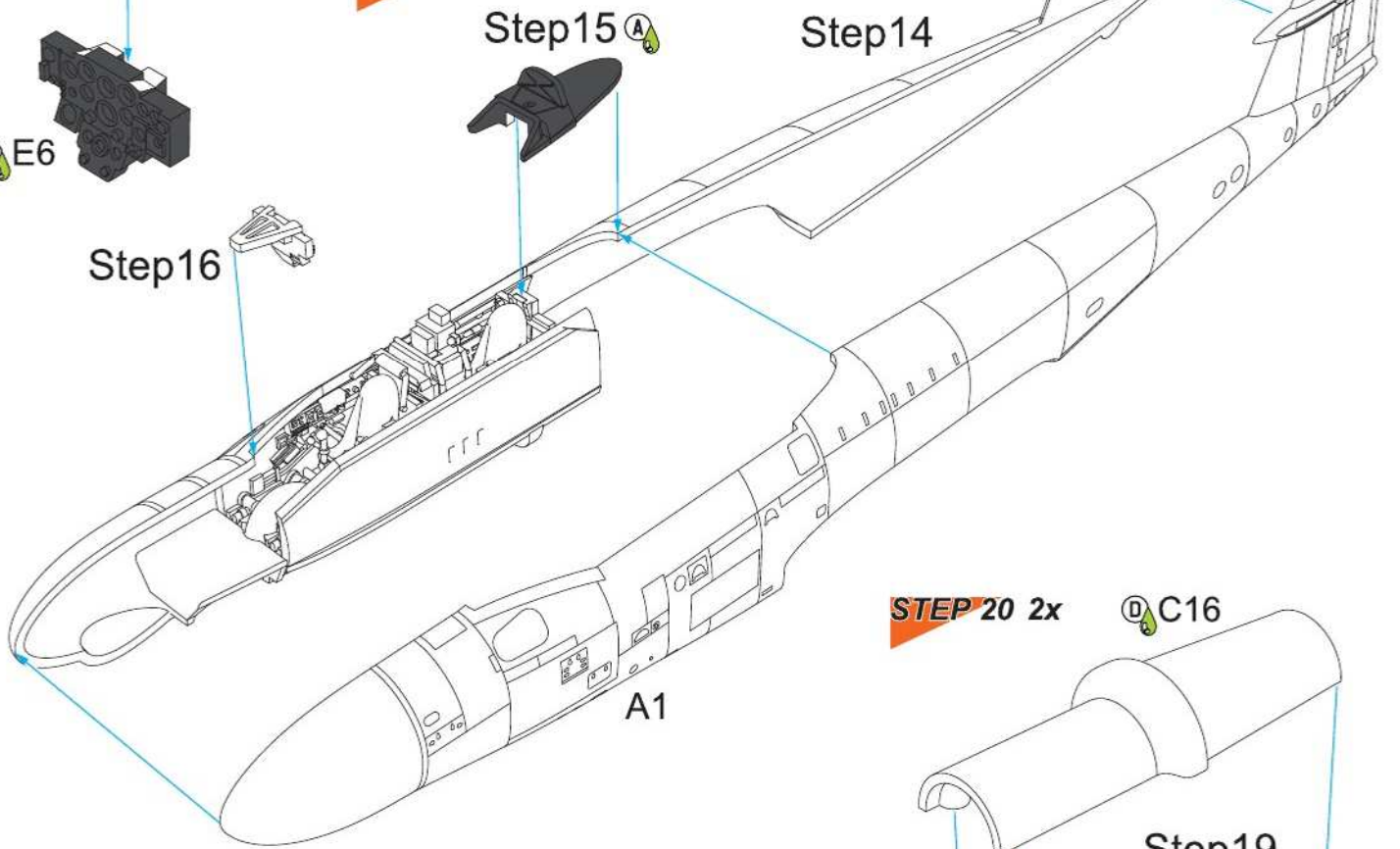
STEP 15



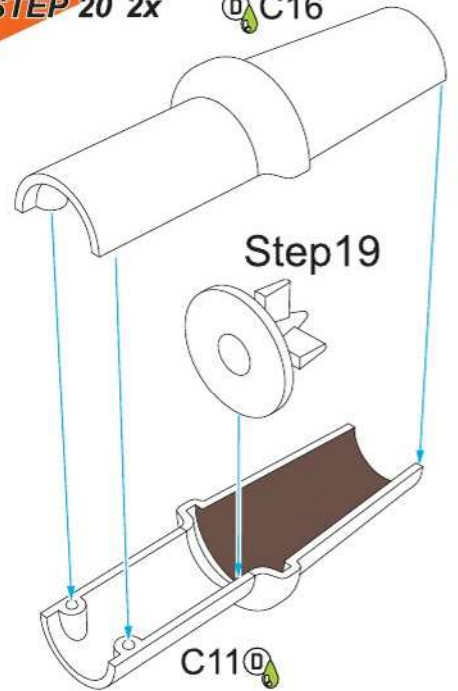
STEP 16



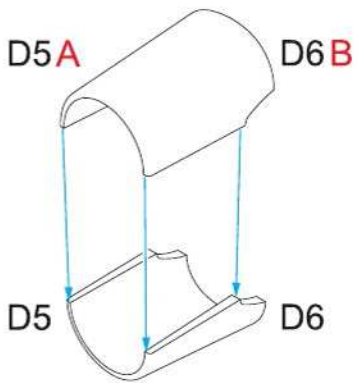
STEP 17



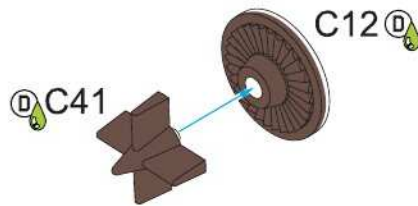
STEP 20 2x C16



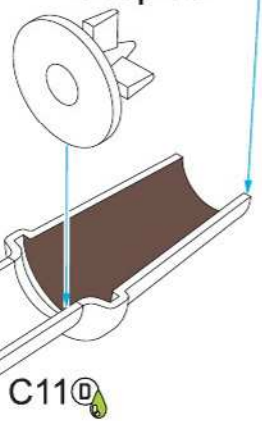
STEP 18 2x



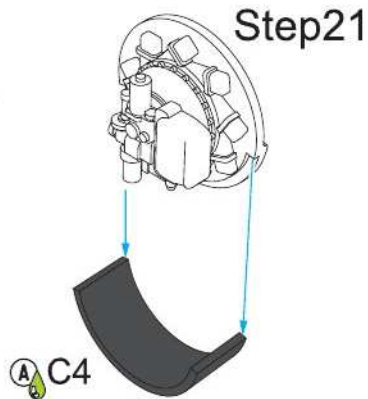
STEP 19 2x



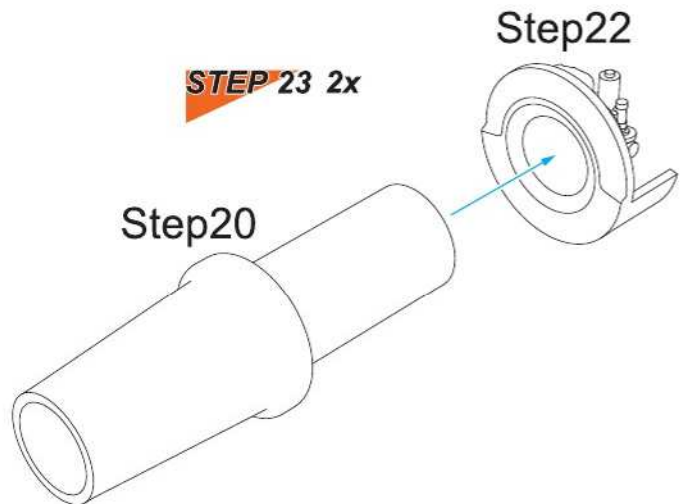
Step 19



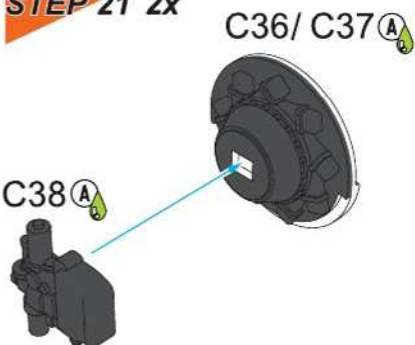
STEP 22 2x



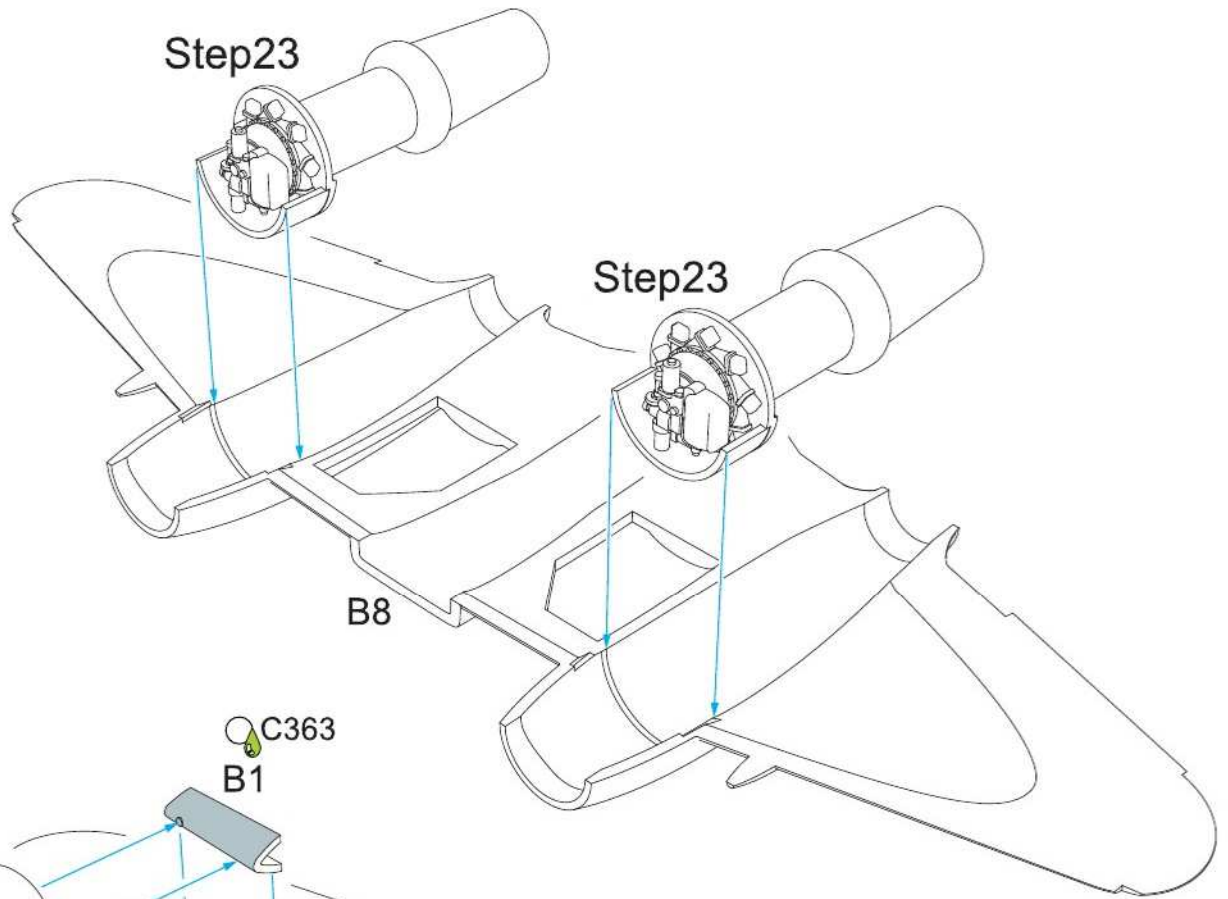
STEP 23 2x



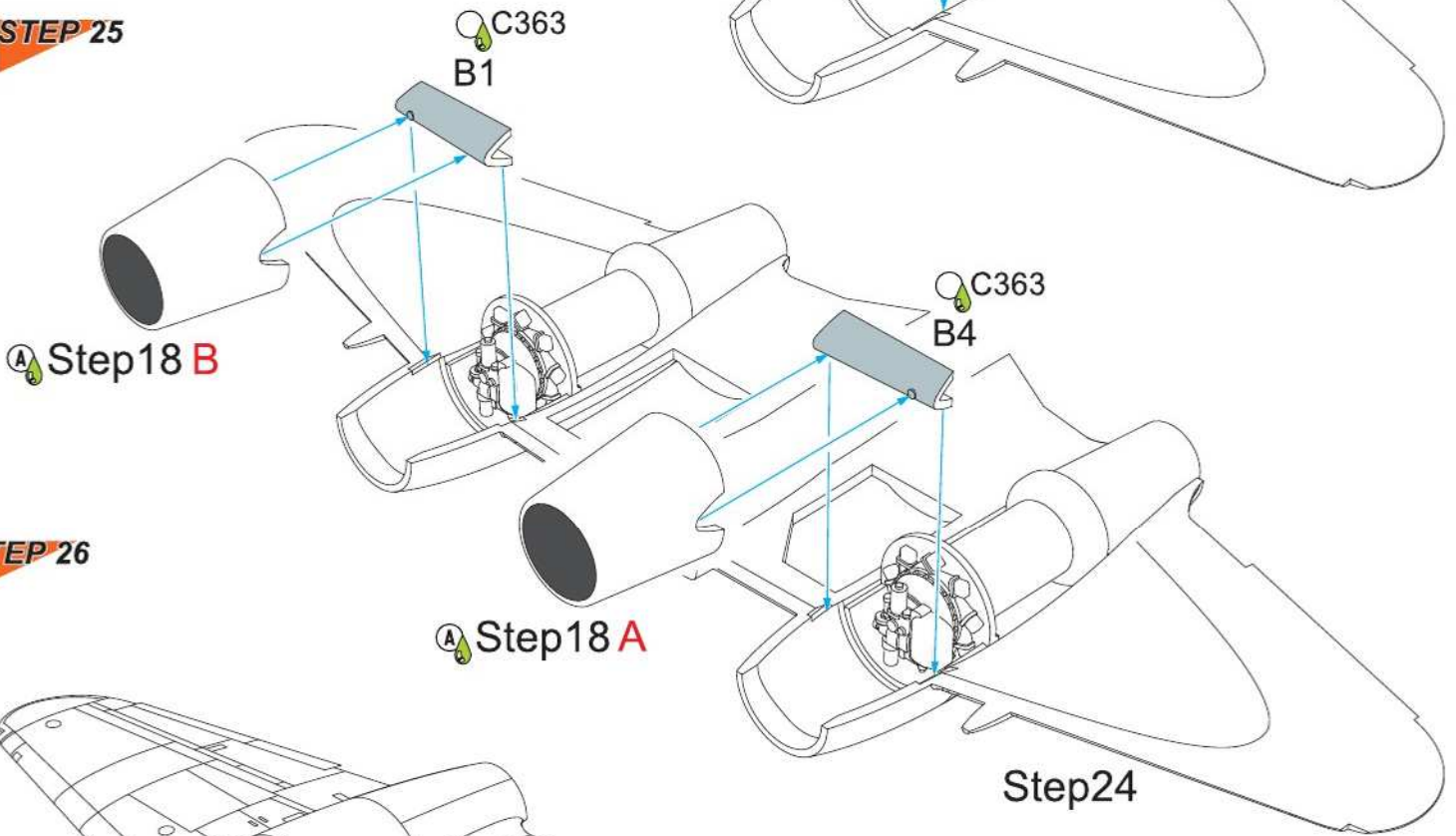
STEP 21 2x



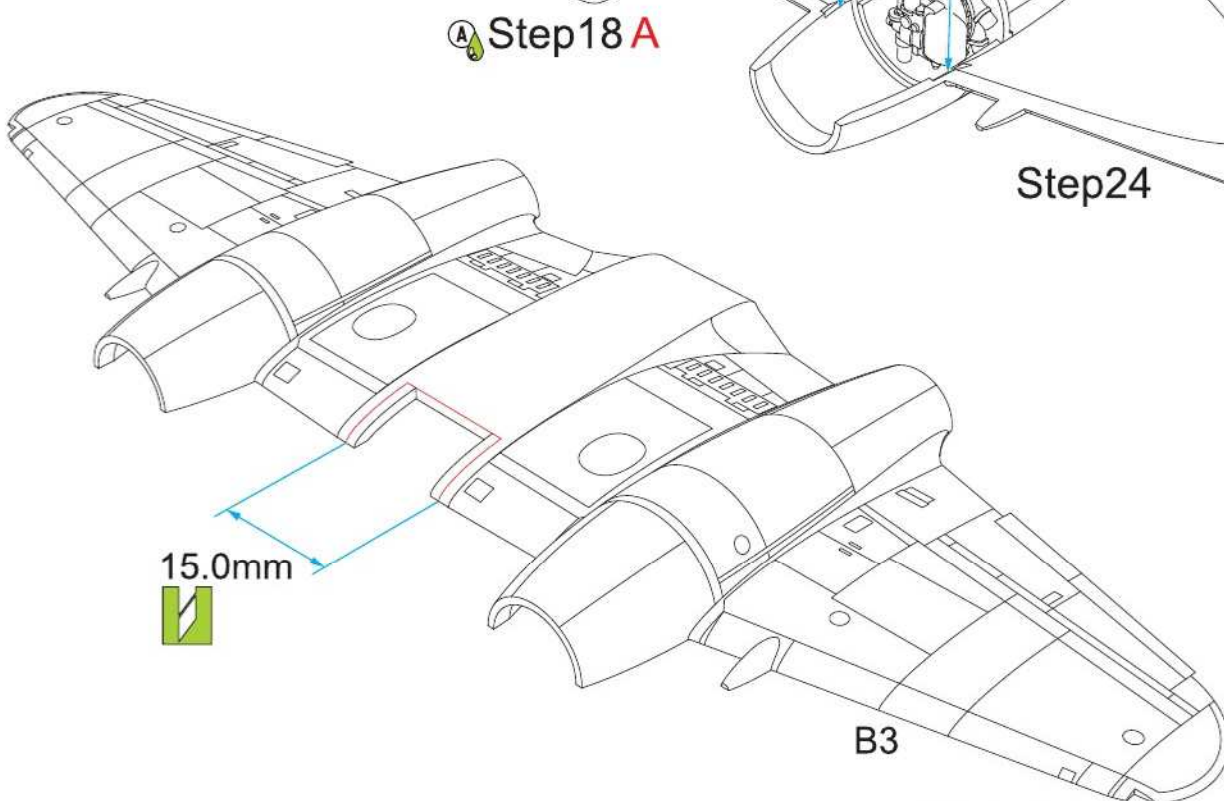
STEP 24



STEP 25

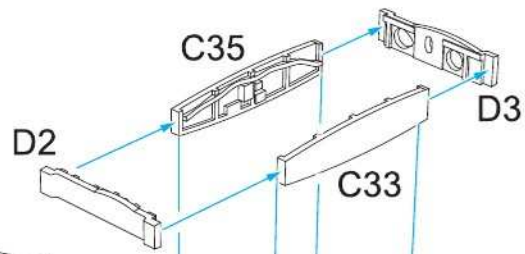


STEP 26

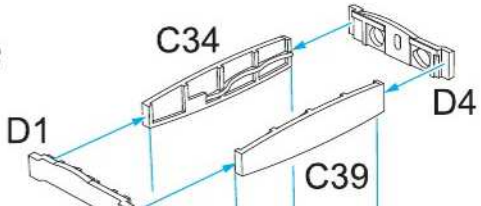


STEP 27

Step26

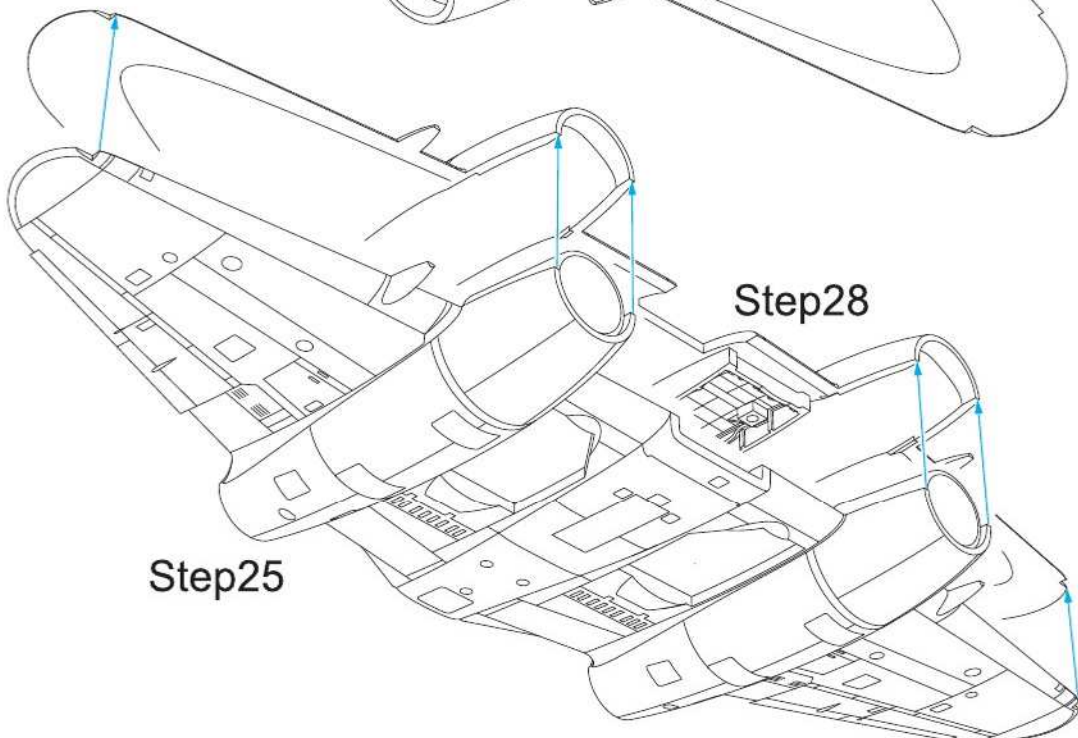


STEP 28

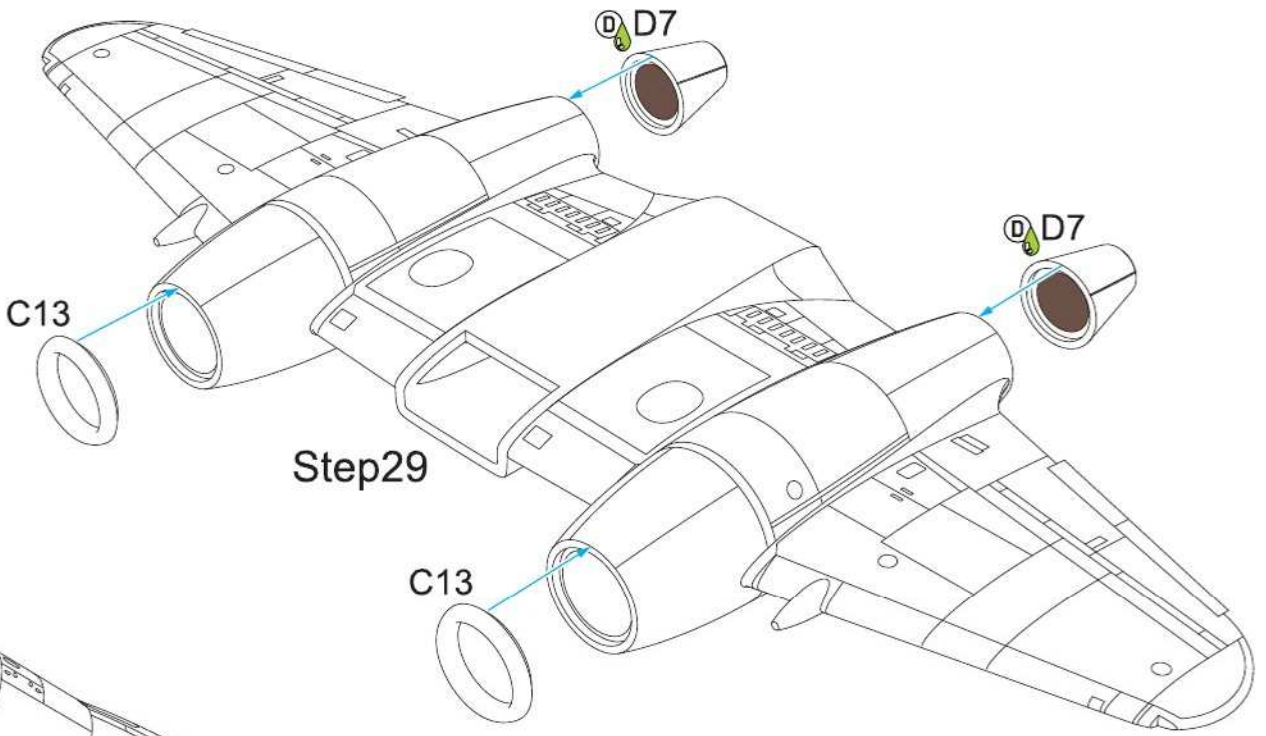


Step27

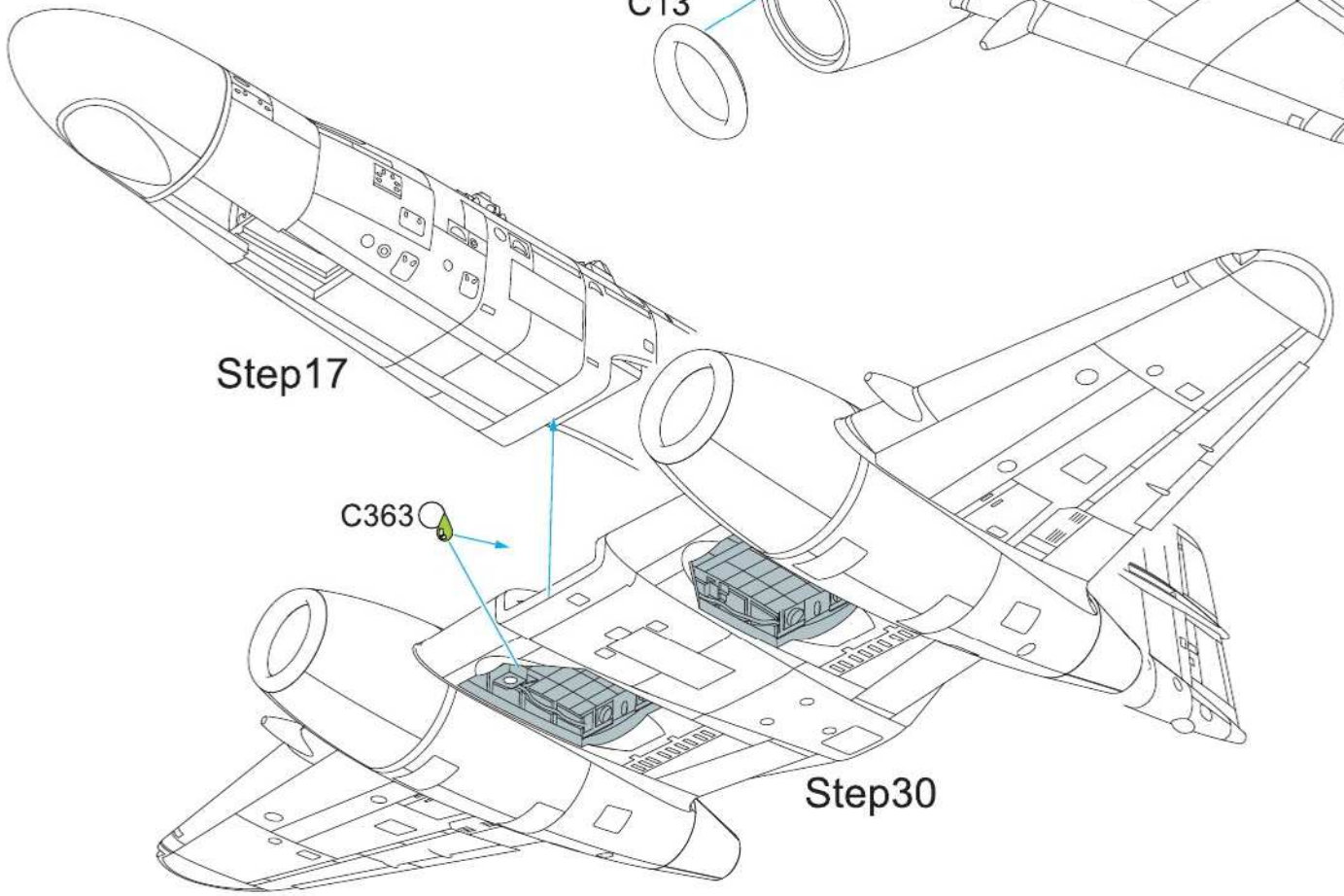
STEP 29



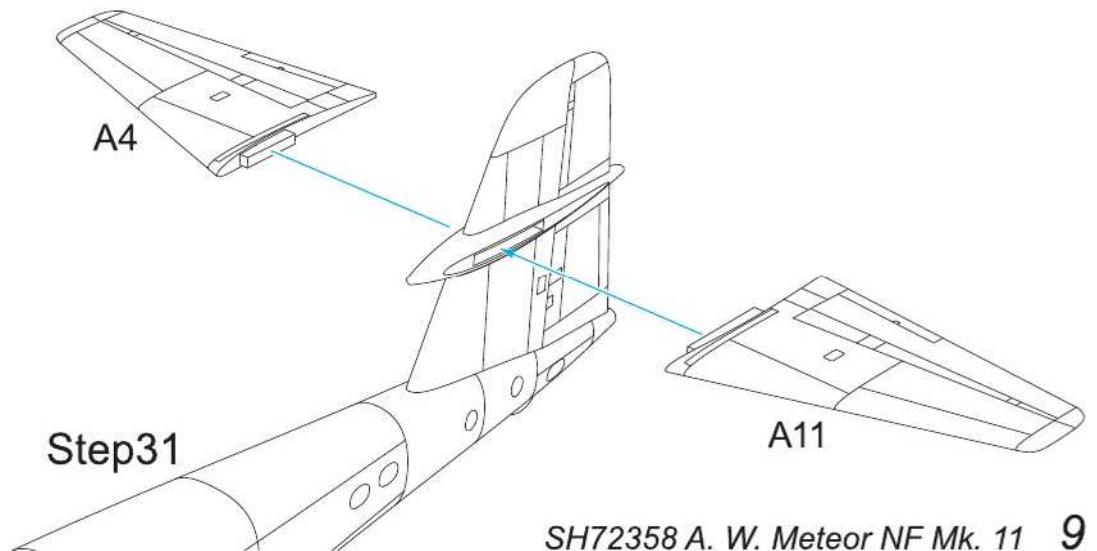
STEP 30



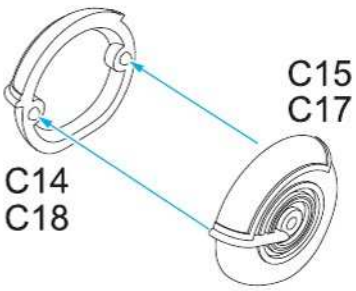
STEP 31



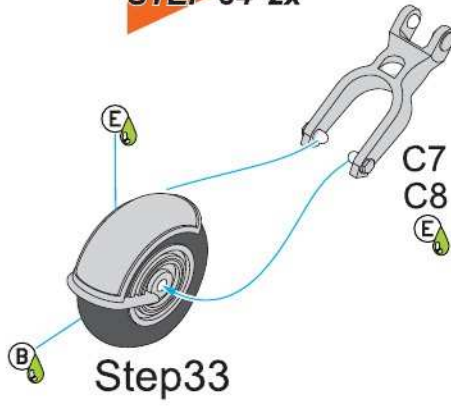
STEP 32



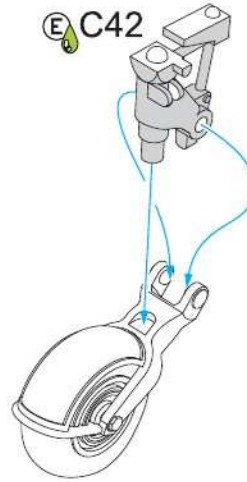
STEP 33 2x



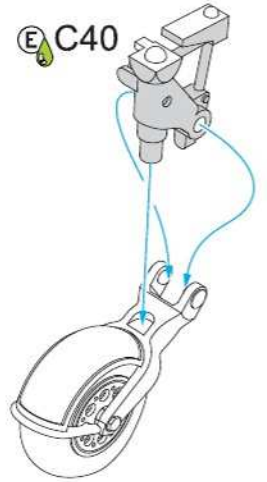
STEP 34 2x



STEP 35a



STEP 35b



STEP 36

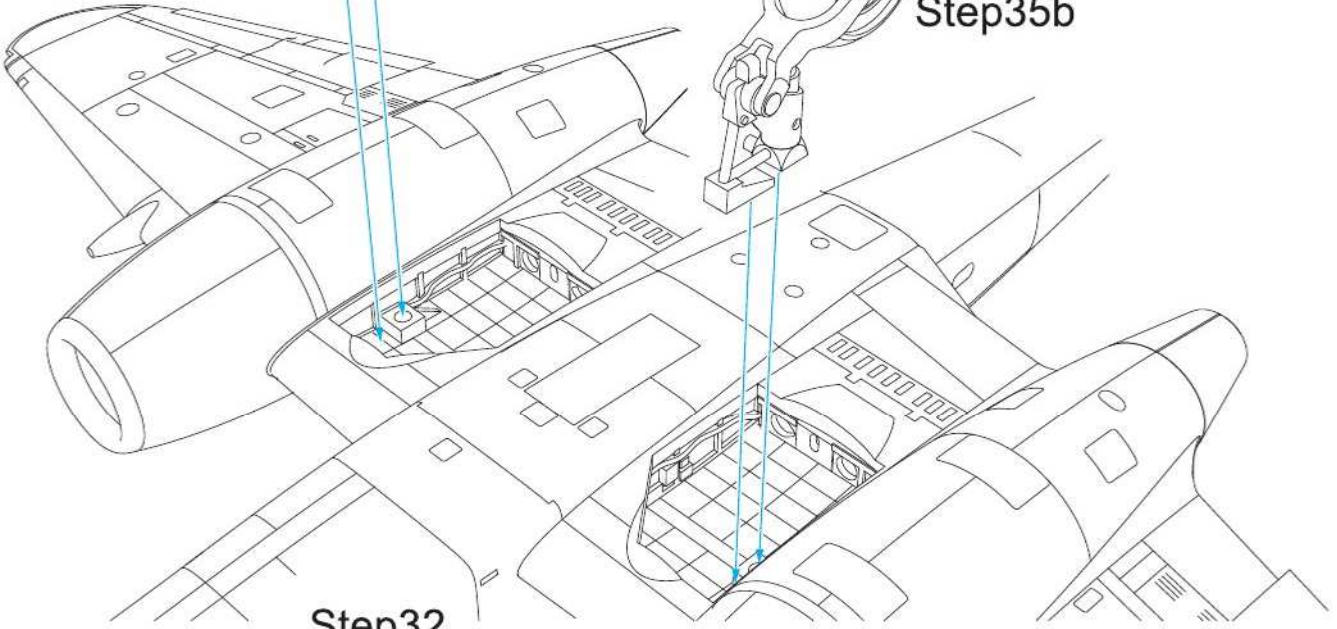


Step34

Step34

Step35a

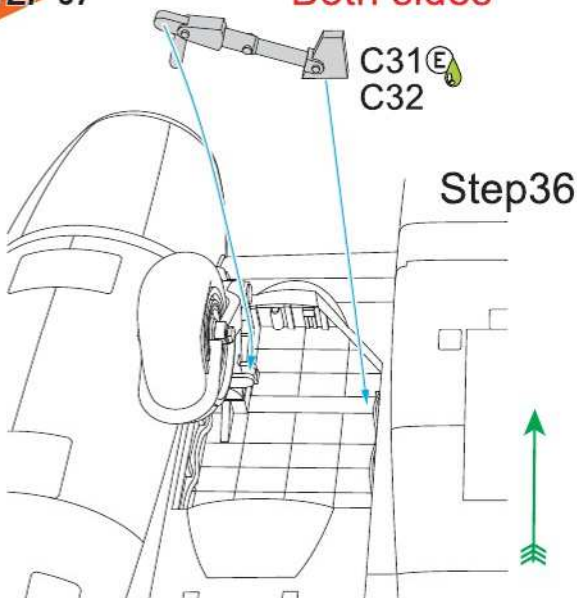
Step35b



Step32

STEP 37

Both sides



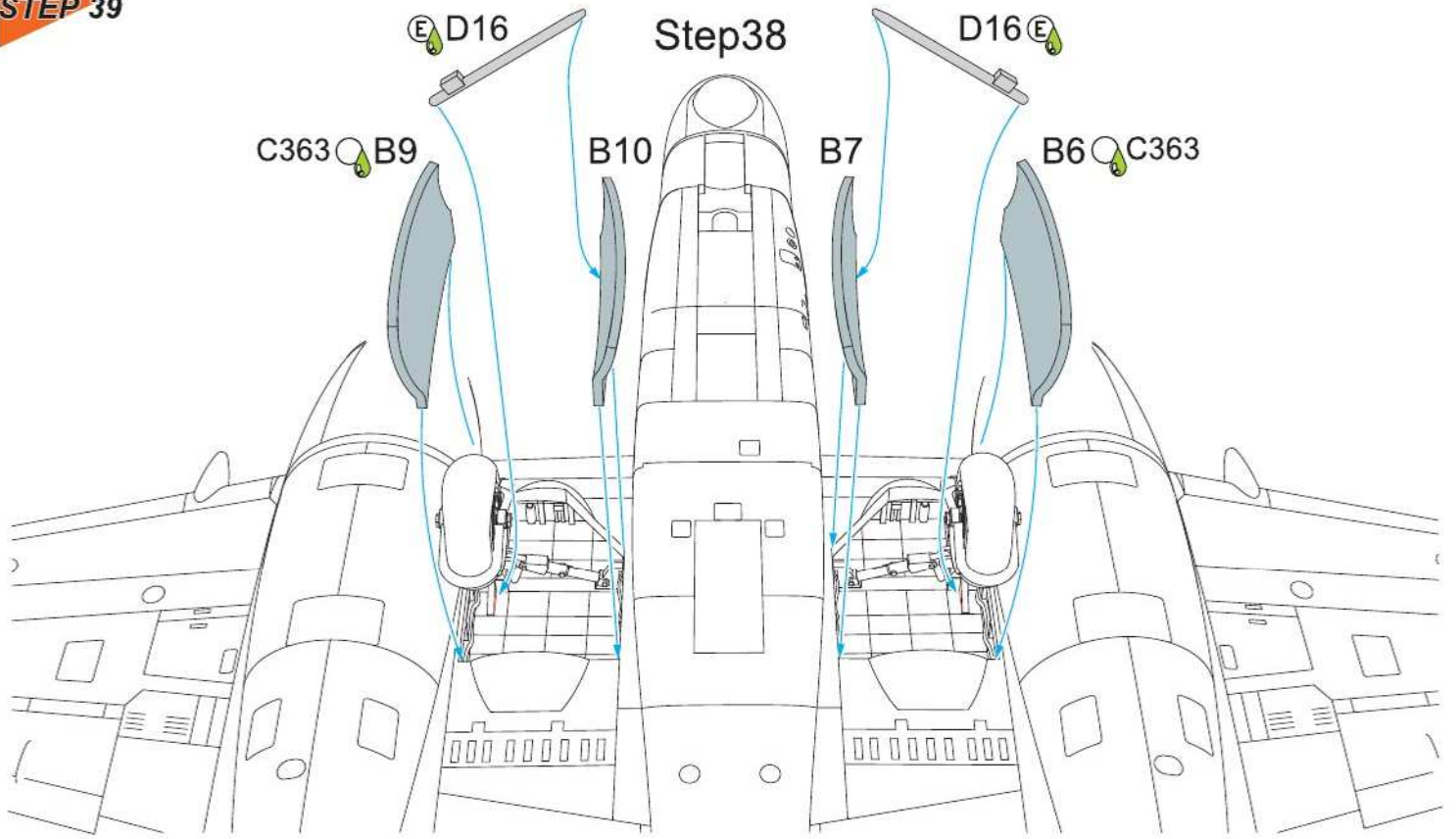
STEP 38

Both sides

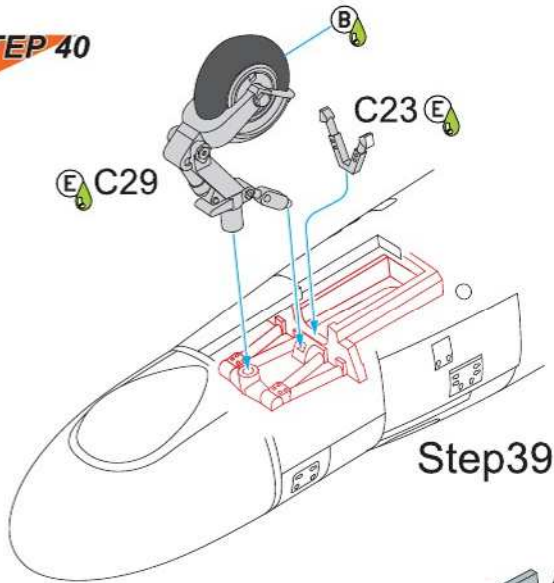


Step37

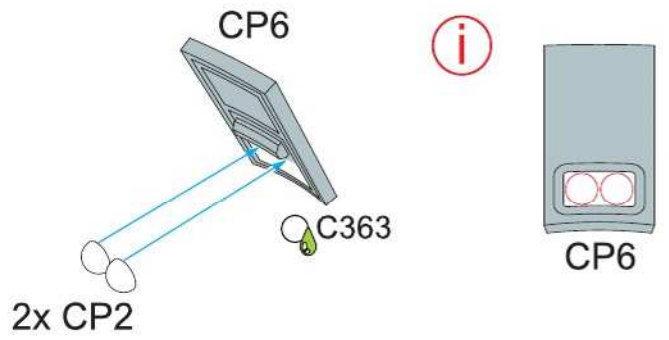
STEP 39



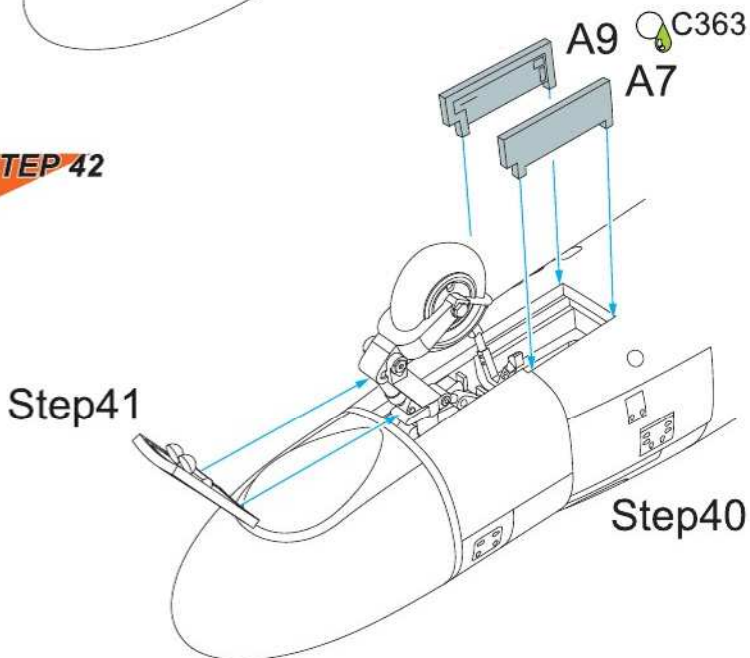
STEP 40



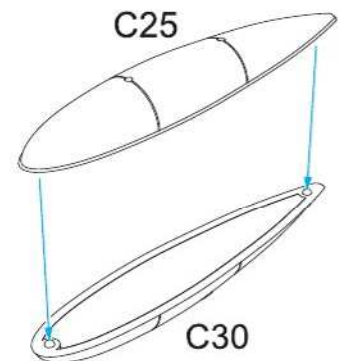
STEP 41



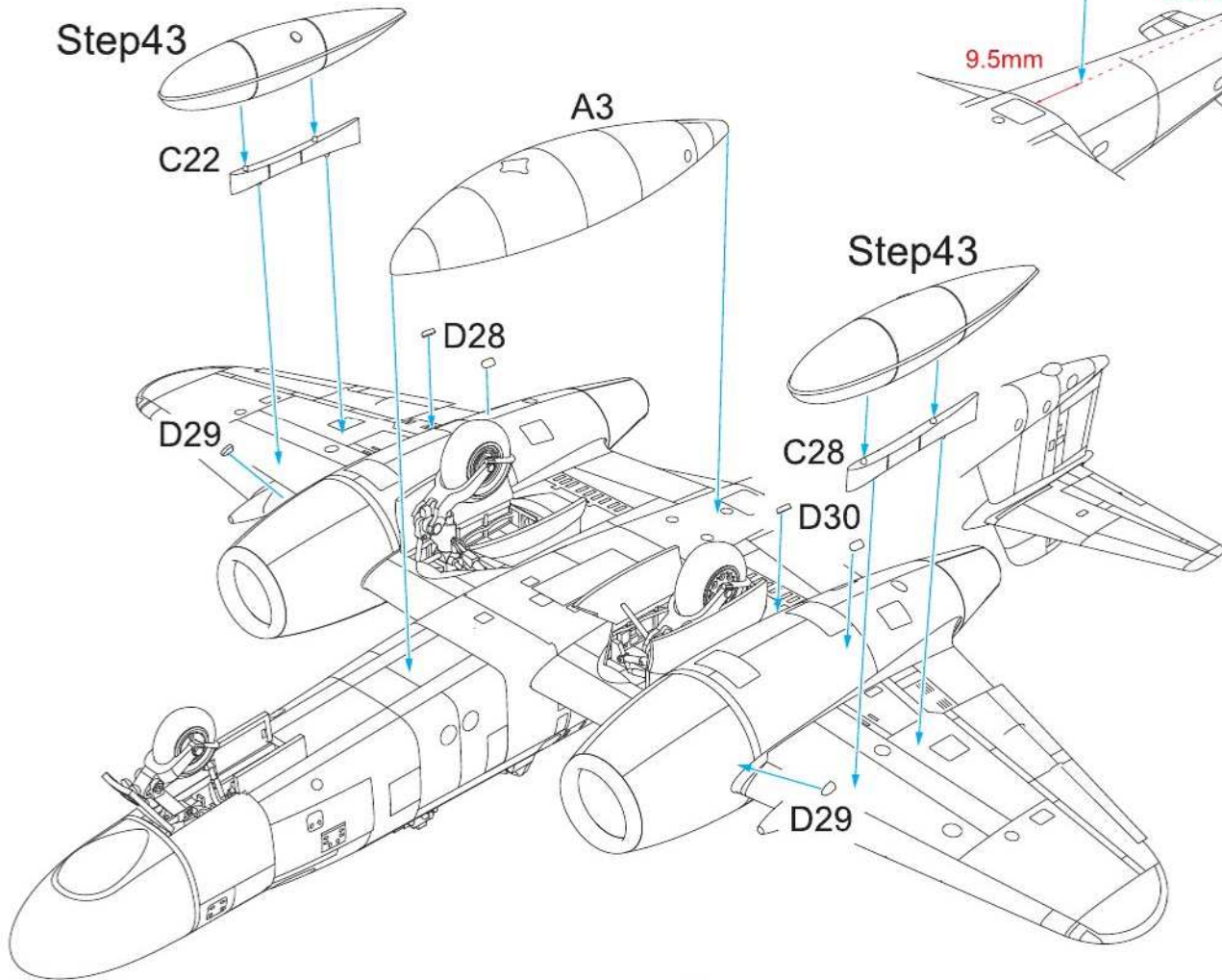
STEP 42



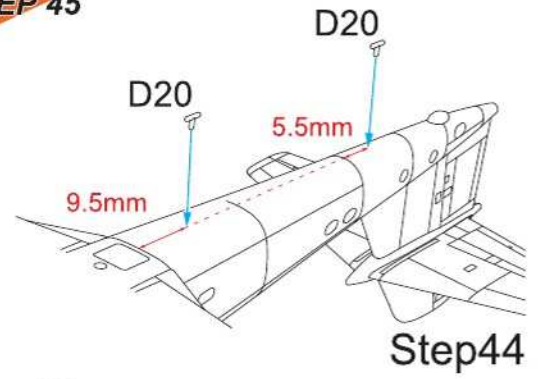
STEP 43 2x



STEP 44



STEP 45

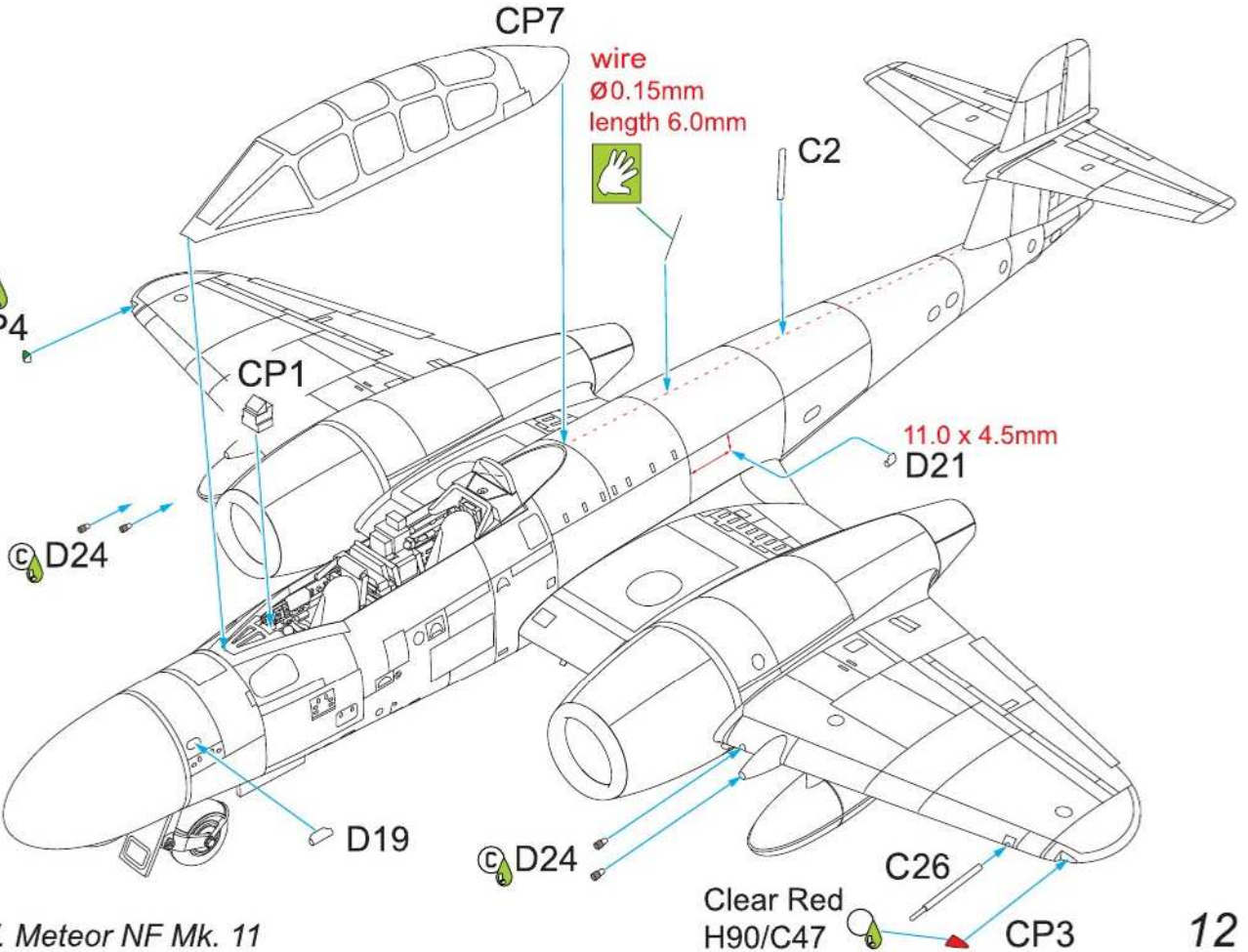


Step 42

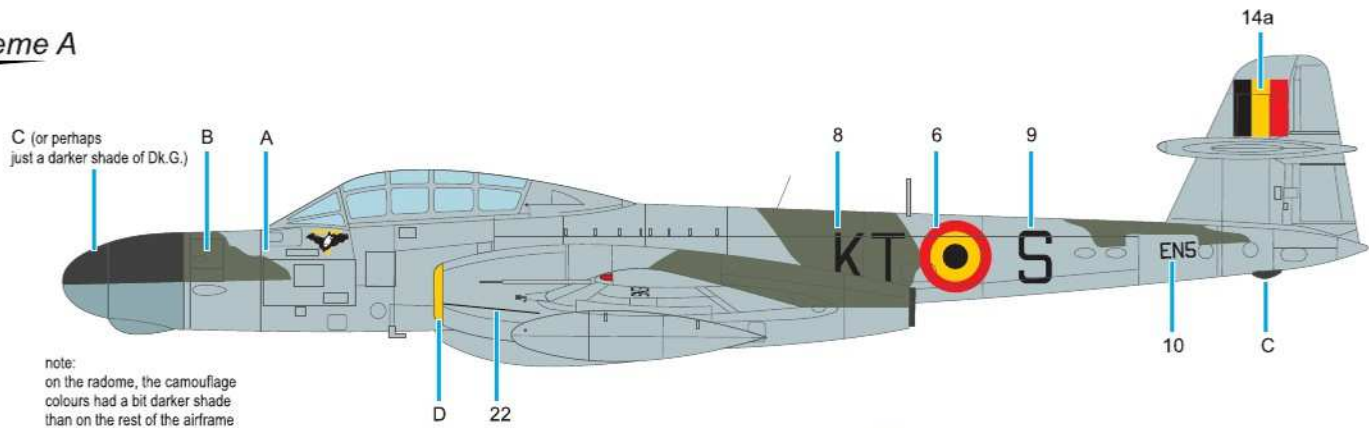
STEP 46

Clear Green
H94/C138

CP4

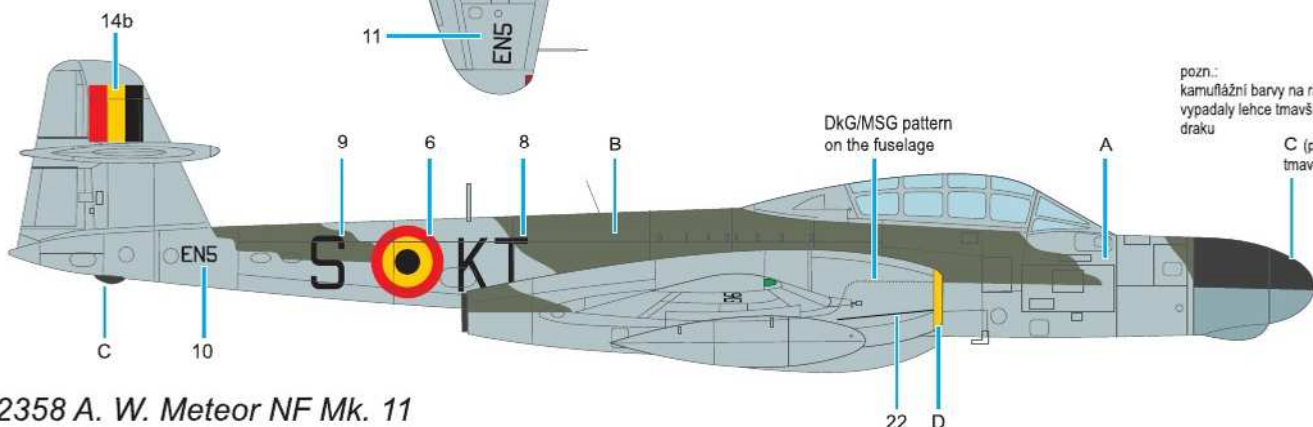
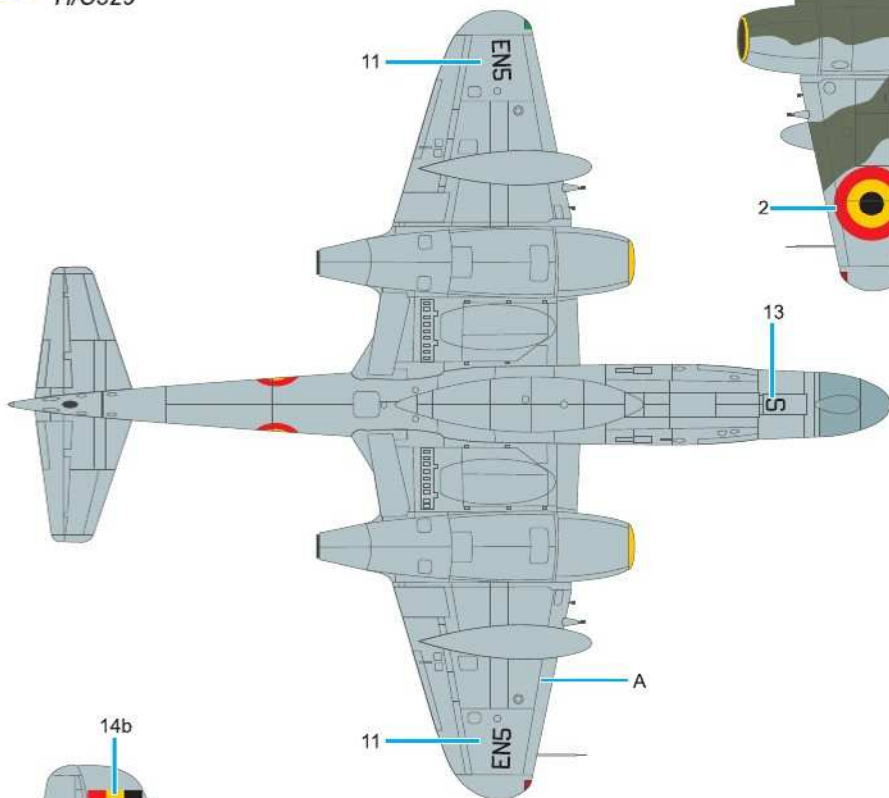
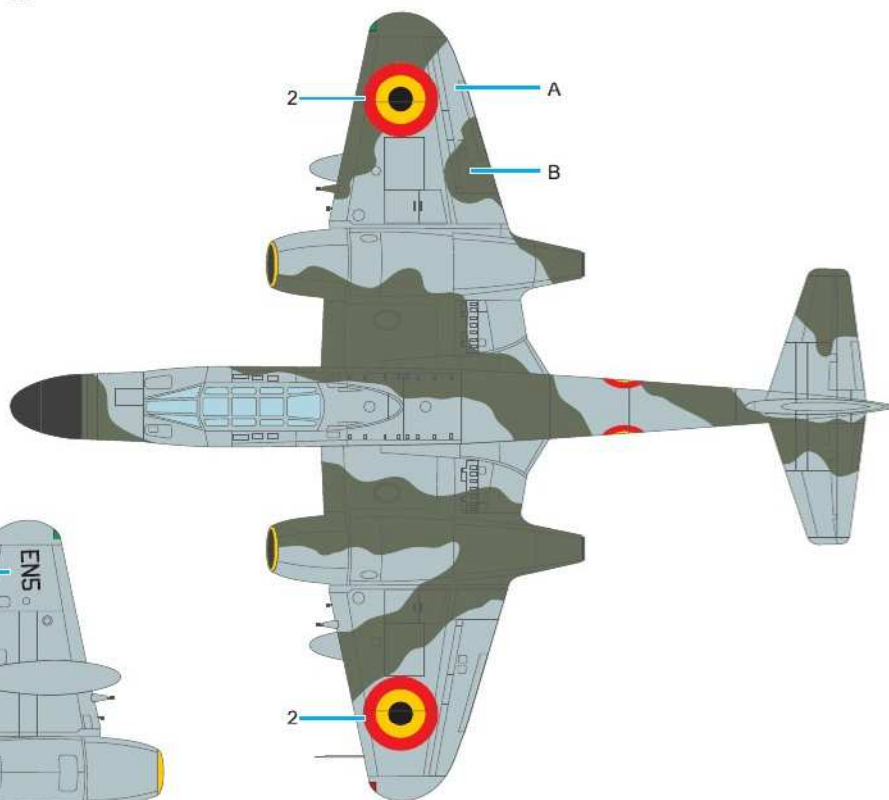


Scheme A



note:
on the radome, the camouflage colours had a bit darker shade than on the rest of the airframe

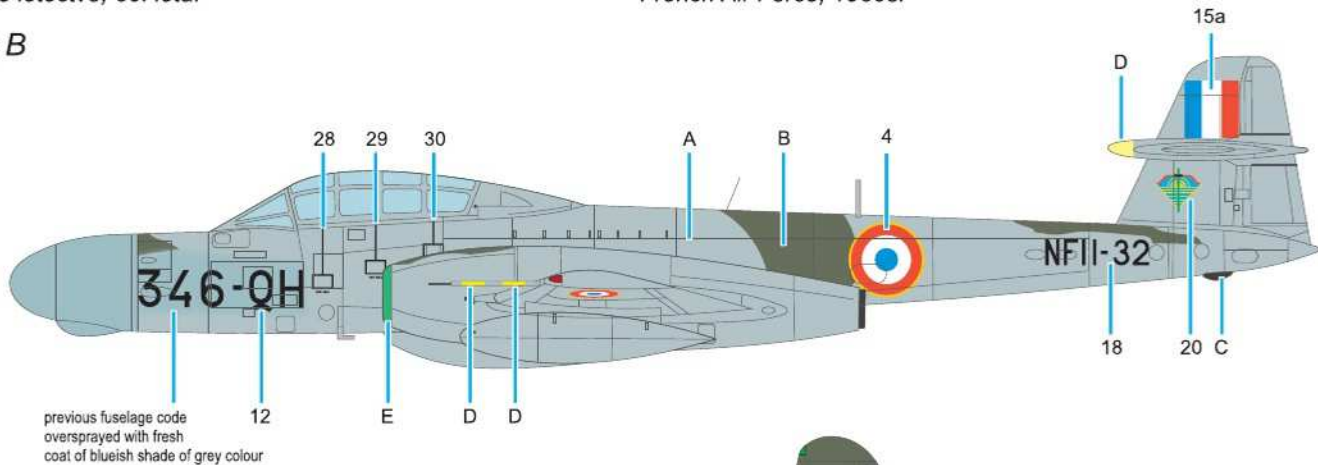
- A** Medium Sea Grey
Střední mořská šedá
C363
- B** Dark Green
Tmavě zelená
C361
- C** Black
Černá
H12/C33
- D** Yellow
Žlutá
H/C329



pozn.:
kamuflážní barvy na radomu
vypadaly lehce tmavší než na zbytku
draku

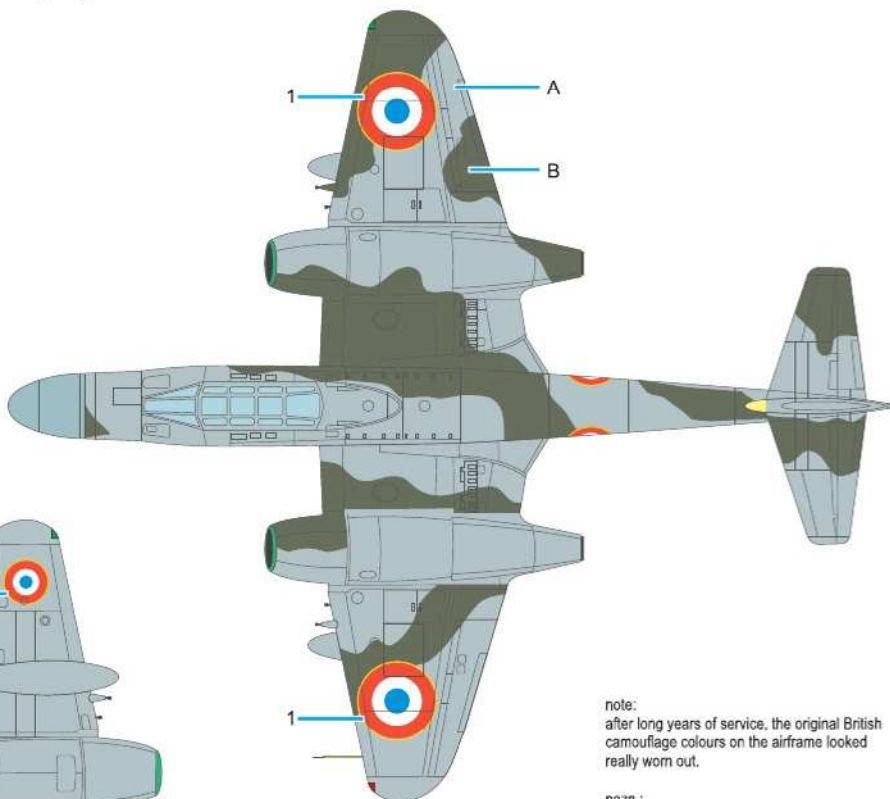
C (případně
tmavší odstín Dk.G.)

Scheme B



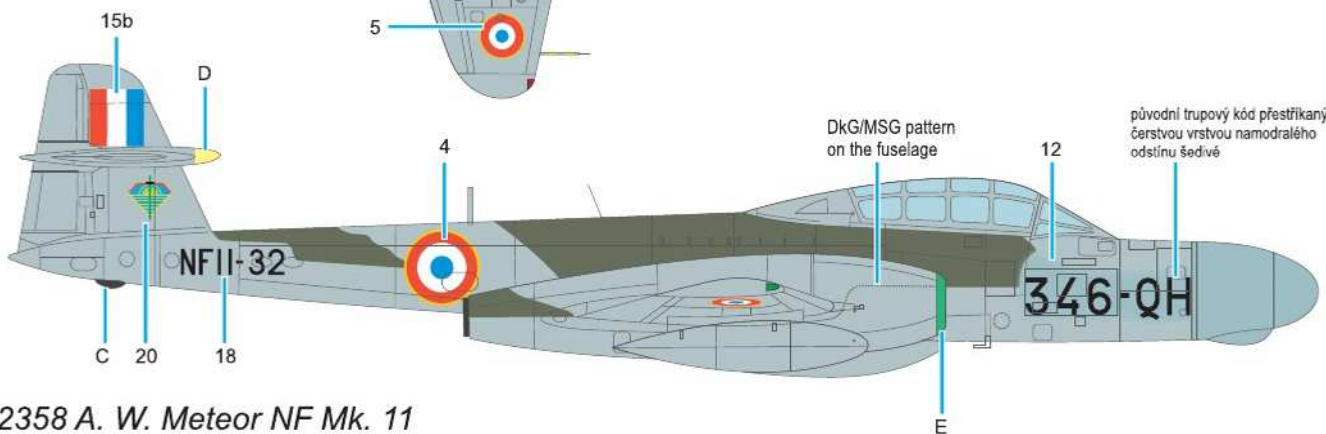
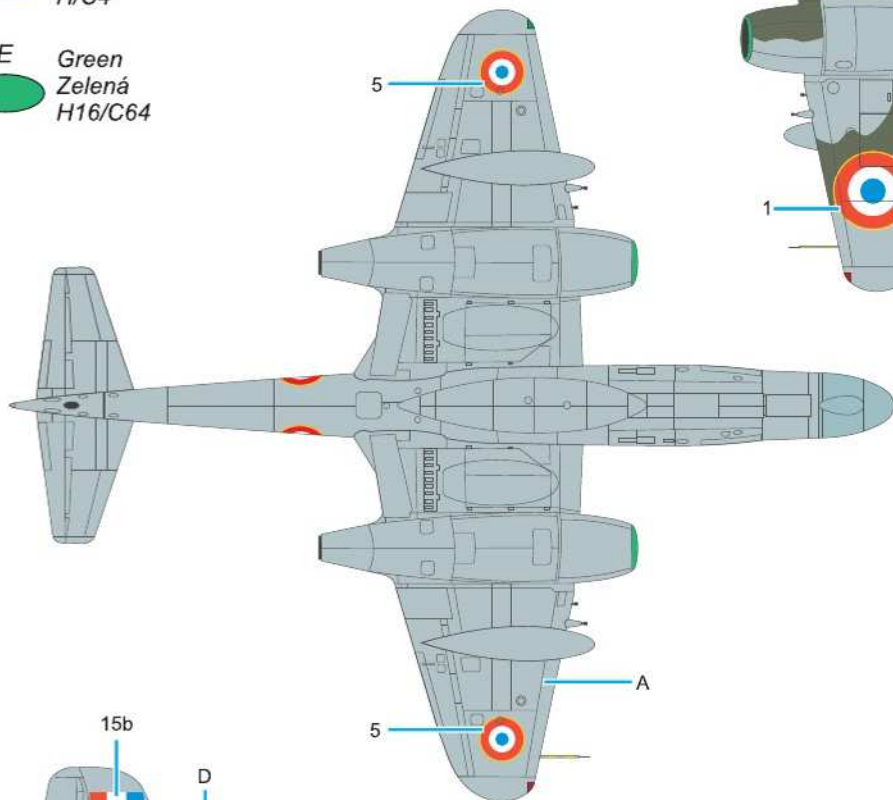
previous fuselage code
oversprayed with fresh
coat of blueish shade of grey colour

- A** Medium Sea Grey
Střední mořská šedá
C363
- B** Dark Green
Tmavě zelená
C361
- C** Black
Černá
H12/C33
- D** Yellow
Žlutá
H/C4
- E** Green
Zelená
H16/C64

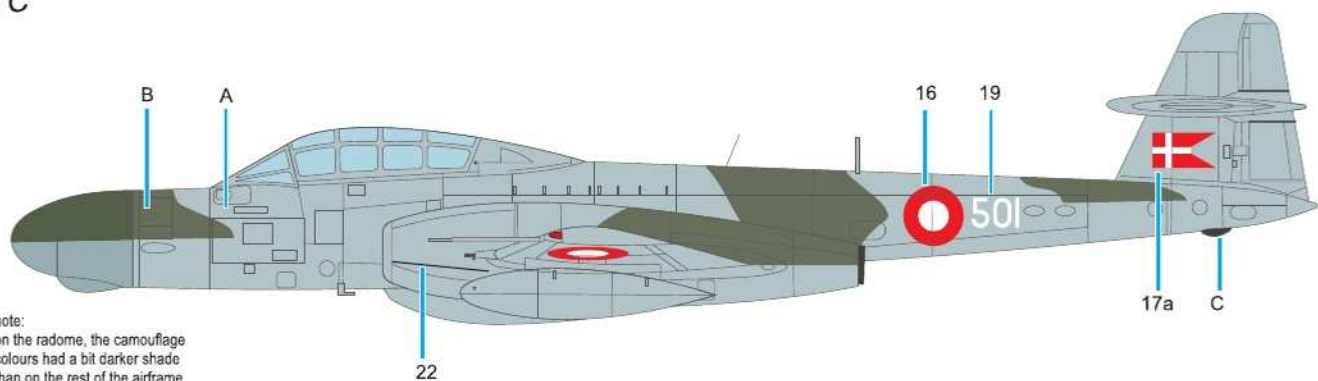


note:
after long years of service, the original British
camouflage colours on the airframe looked
really worn out.

pozn.:
po letech služby, původní britské kamuflážní
barvy na draku byly již značně opotřebené.

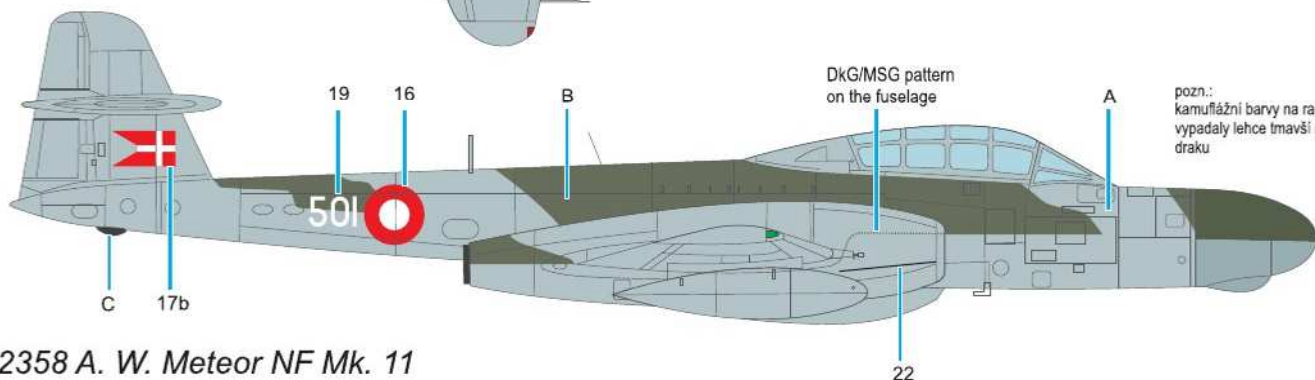
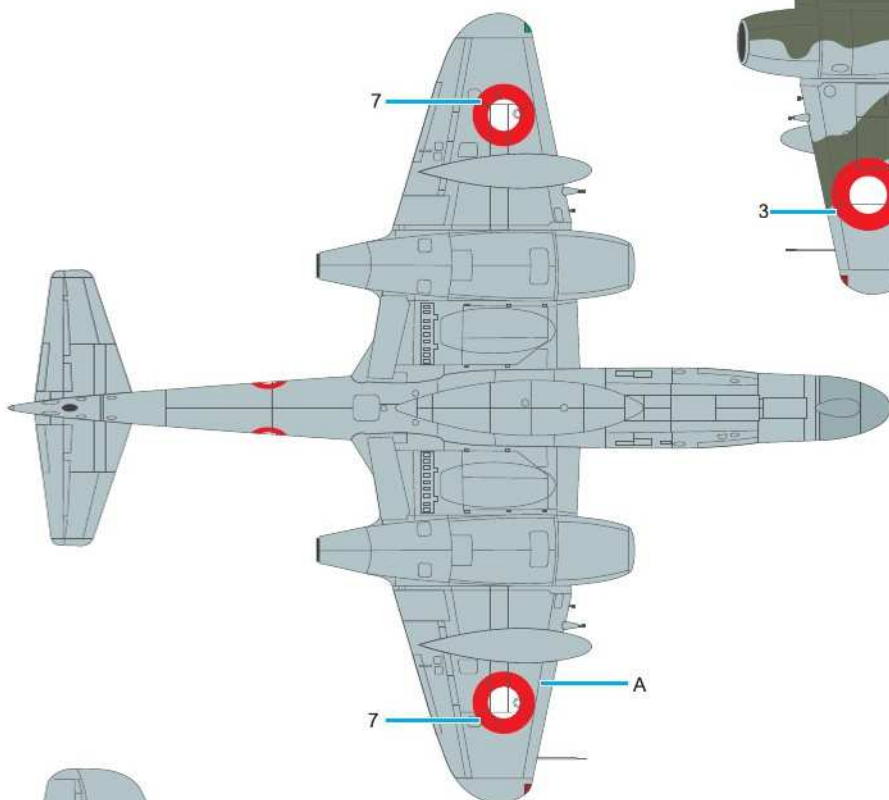
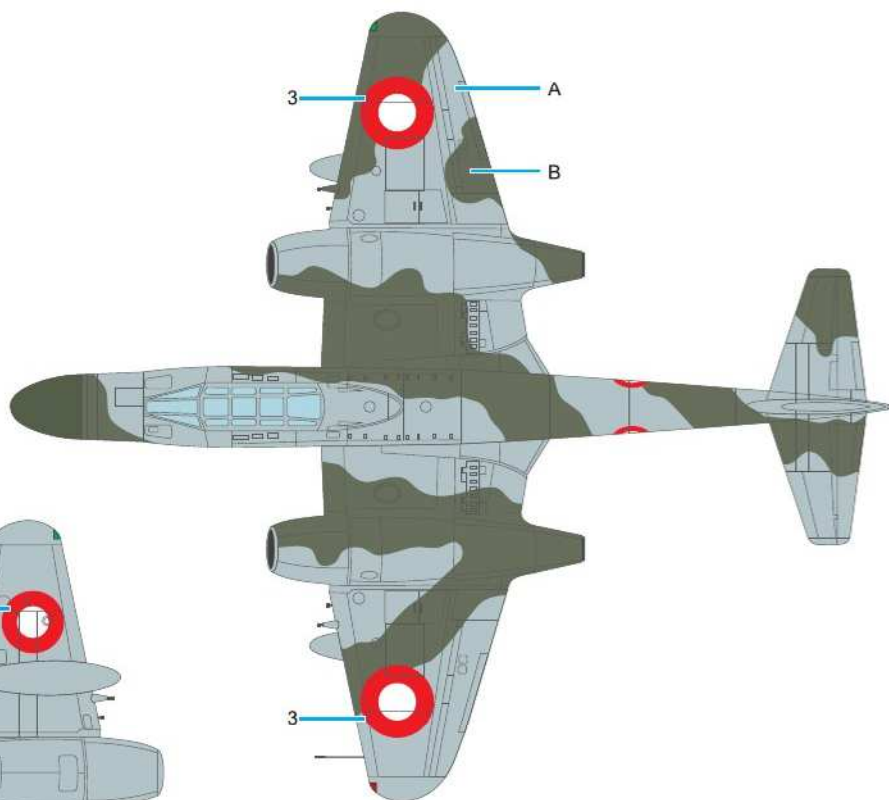


Scheme C



note:
on the radome, the camouflage colours had a bit darker shade than on the rest of the airframe

- A** Medium Sea Grey
Střední mořská šedá
C363
- B** Dark Green
Tmavě zelená
C361
- C** Black
Černá
H12/C33



pozn.:
kamuflážní barvy na radomu vypadaly lehce tmavší než na zbytku draku

Universal Stencil Placement Scheme

