

Gloster Meteor TT Mk.20

(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.

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 squadrons 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 vzlétl 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 verzí 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.

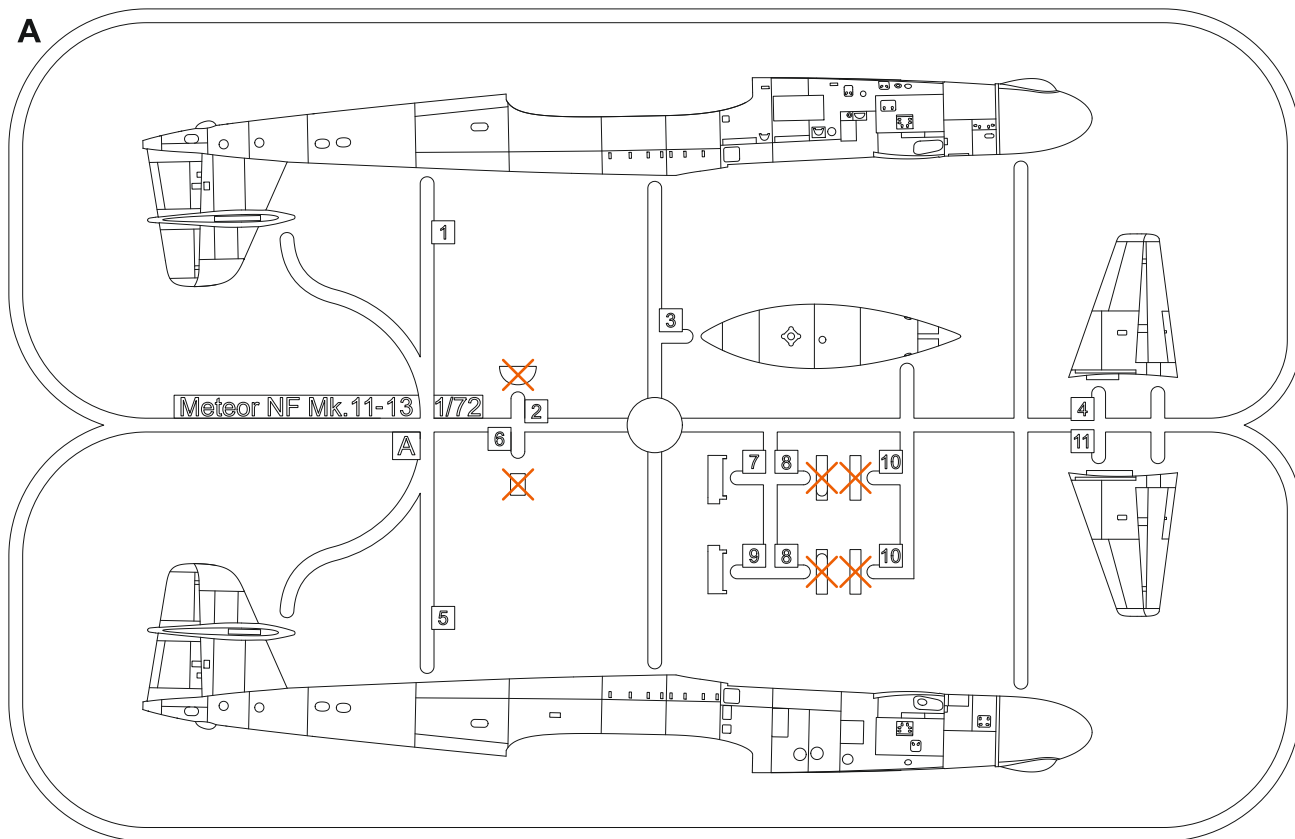
Všechny varianty stíhacích Meteorů pro každé počasí se dostaly do výzbroje RAF. Ta je nasadila na domácích základnách, v okupovaném Německu a na blízkém východě (tam hlavně verzi NF Mk.13). Verze NF Mk.14 byla operačně nasazena i v rámci Far East Air Force. Hlavně verze Meteor NF Mk.11 se stala úspěšným 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.

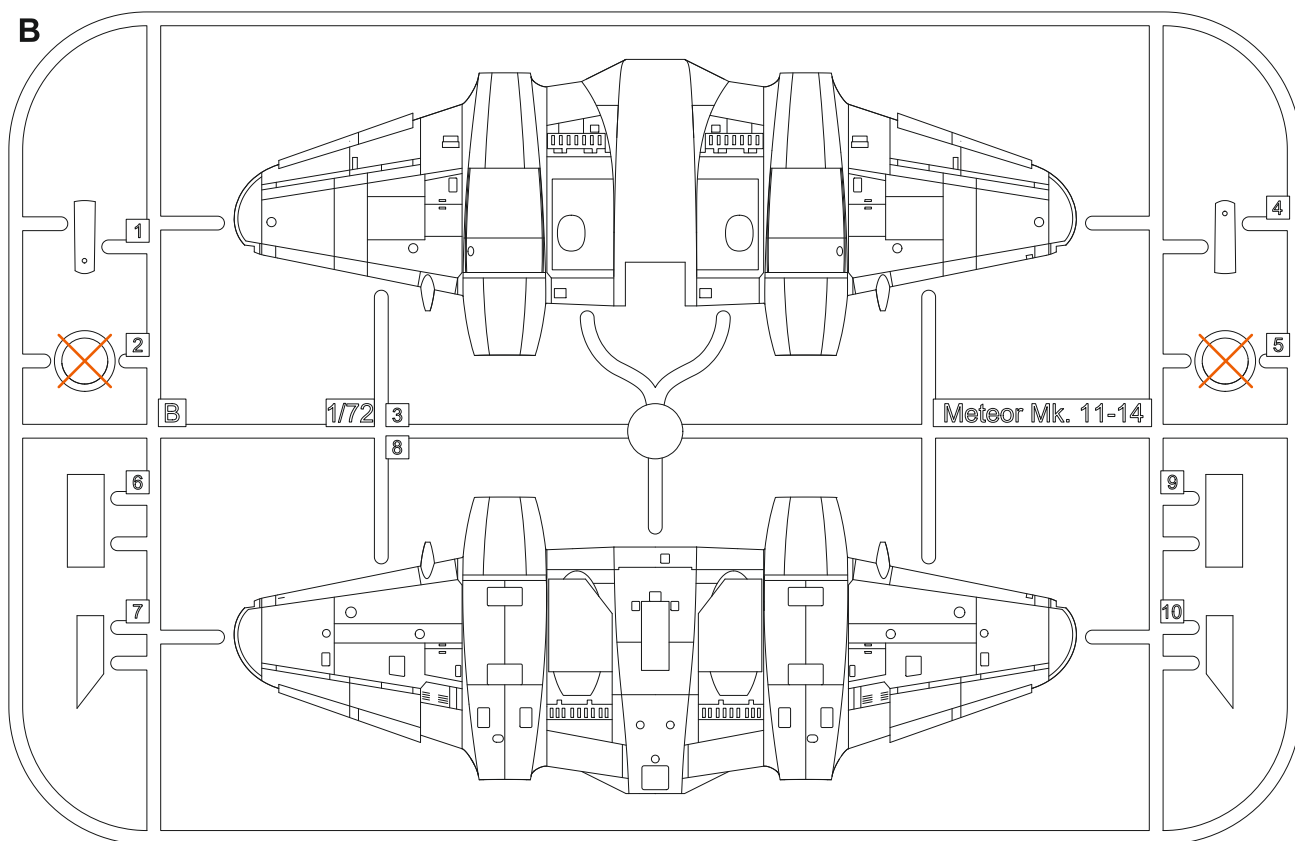
Rozpětí: 13,10 m, délka: 15,22 m, max. rychlost: 880 km/h, dolet 1 529 km, dostup: 13 100 m, výzbroj: 4× kanón ráže 20 mm.

Plastic Parts

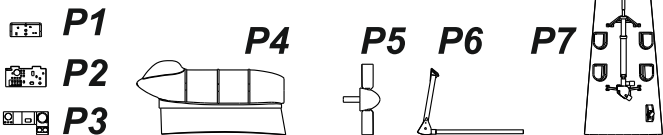
A



B



3D printed parts



Ohnuté 3D tisky narovnejte ponořením do horké vody, srovnejte je a zchladte studenou vodou. K lepení použít kyanoakrylátové lepidlo! Kontaktní plochy doporučujeme před lepením odmastit. Různé drátky a tyčinky nejsou přiloženy.

Bent 3D printed parts: put them into hot water, straighten them and cool them in cold water. For best result use cyanoacrylate glue! Ungreasing contact areas is recommended before gluing. Wires and rods not included.

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



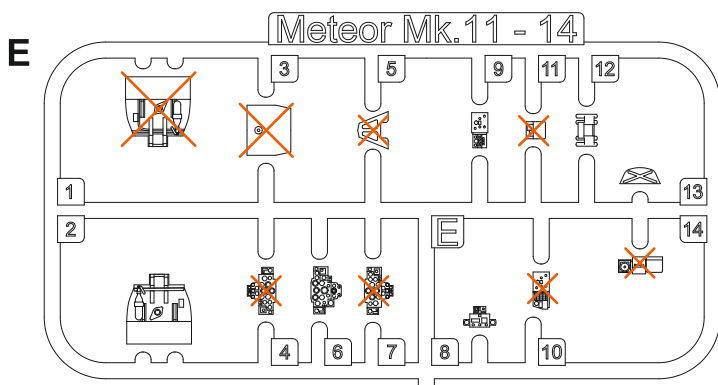
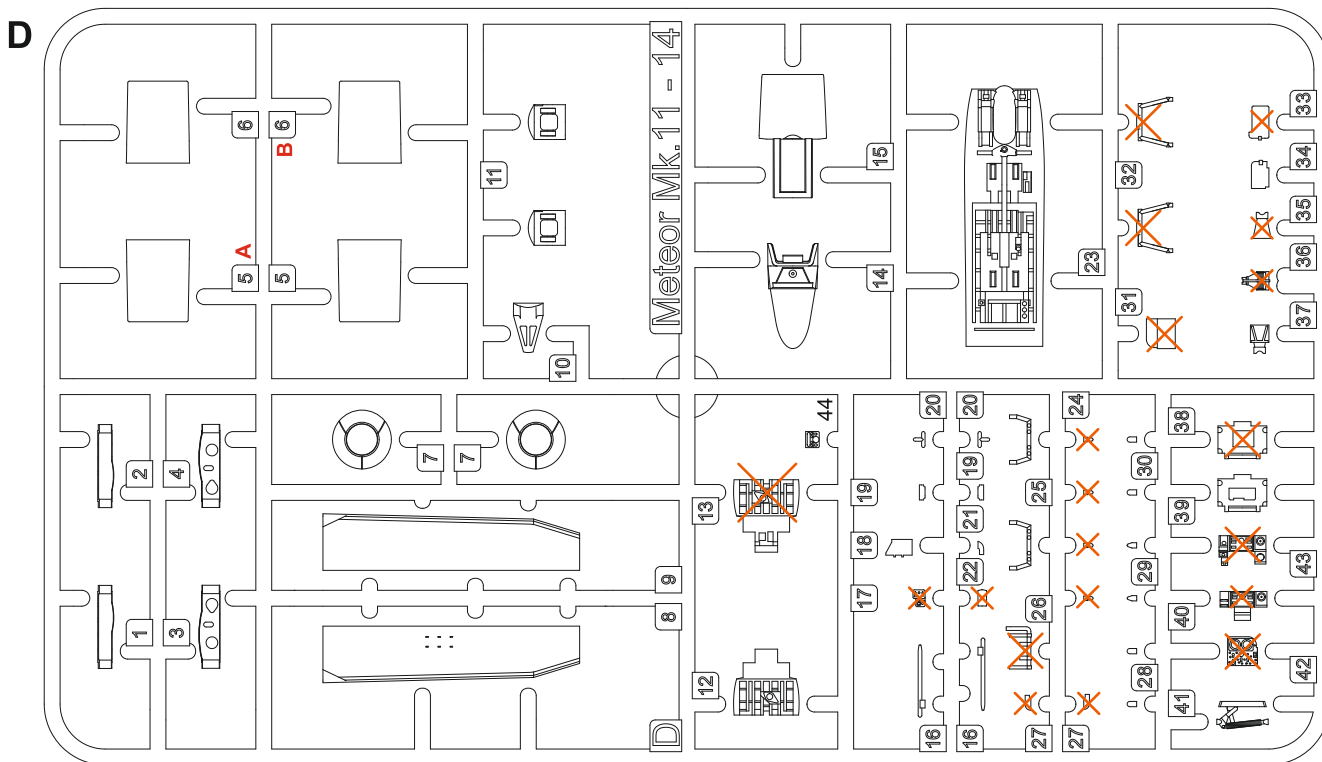
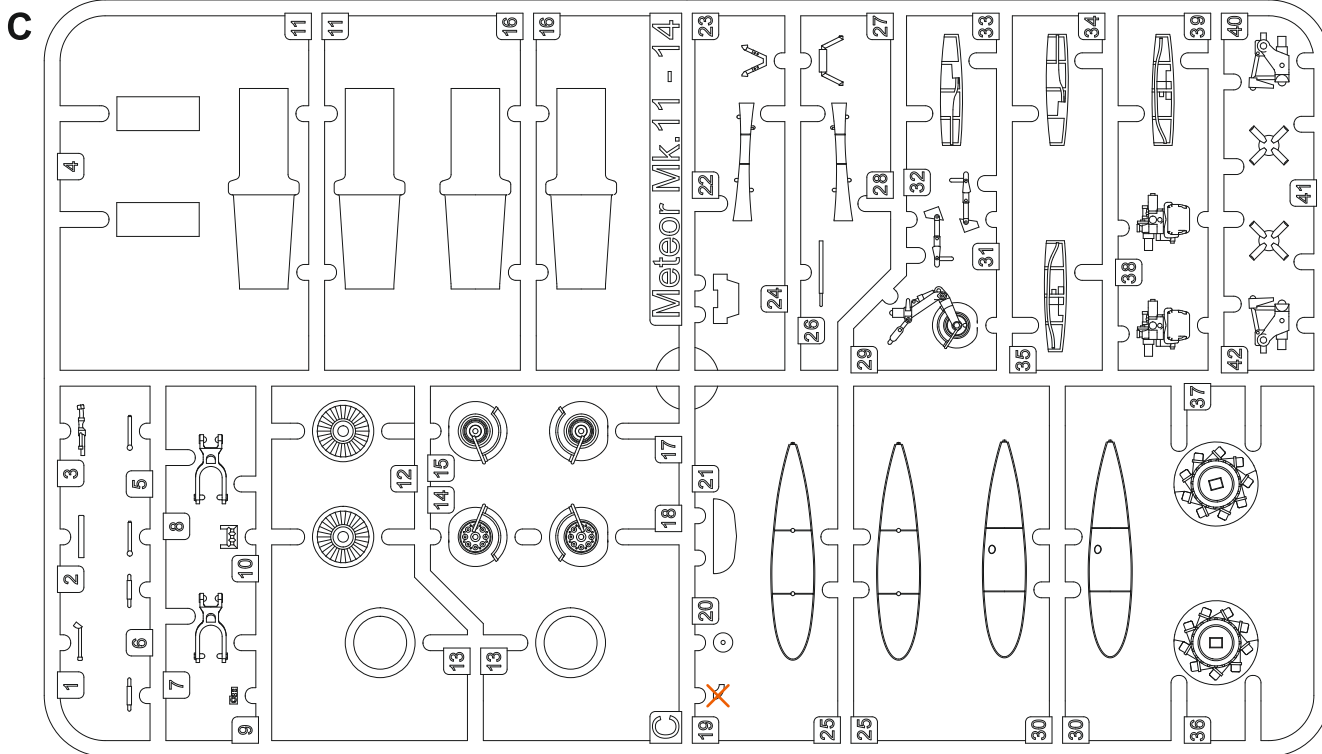
ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER



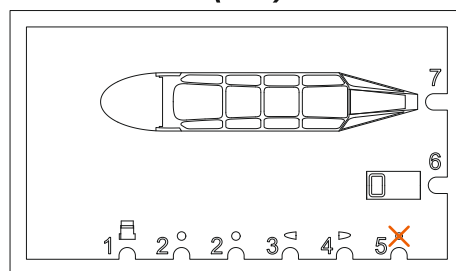
GSI
colour code



NATŘÍT
COLOUR
FARBEN
PEINDRE



Clear Parts (CP)

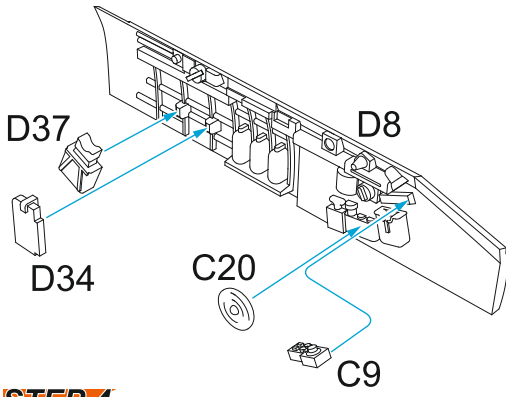


Tento díl nepoužít
Do not use this part

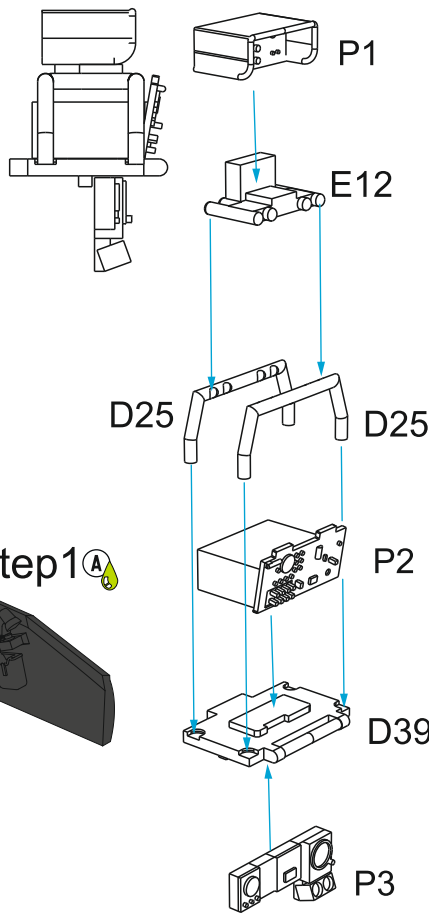
Barvy GUNZE/ GUNZE Colour No.

- | | | | | | |
|---------------------------------|-----------|----------------------------------|----------|---------------------------------|------|
| 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 |

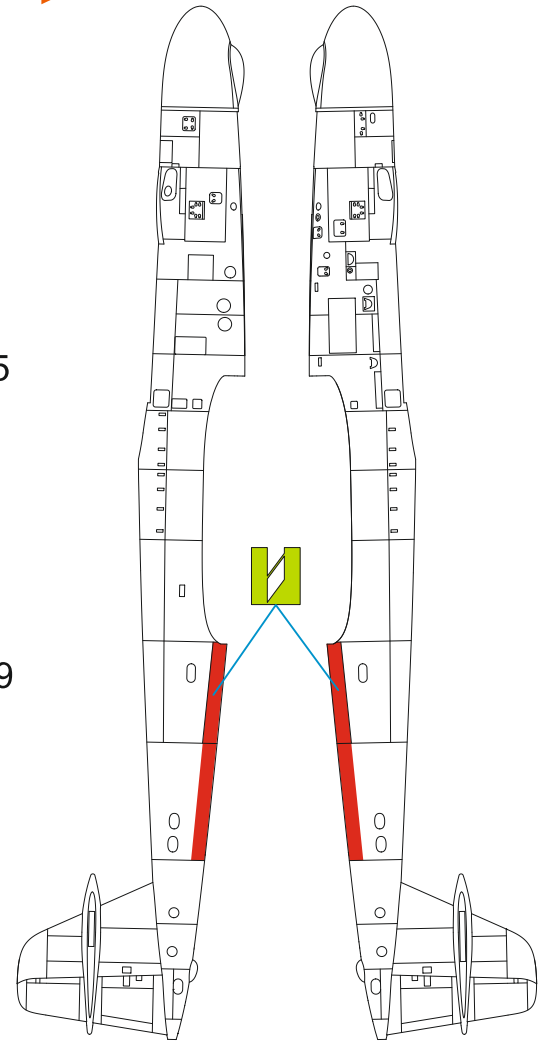
STEP 1



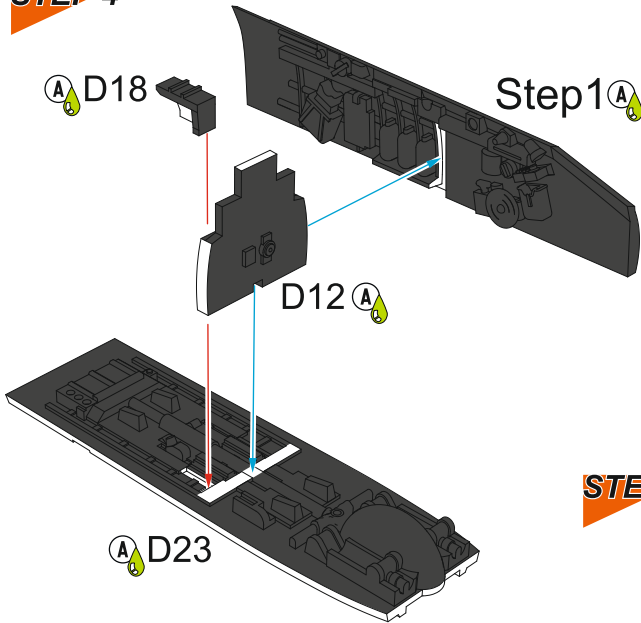
STEP 2



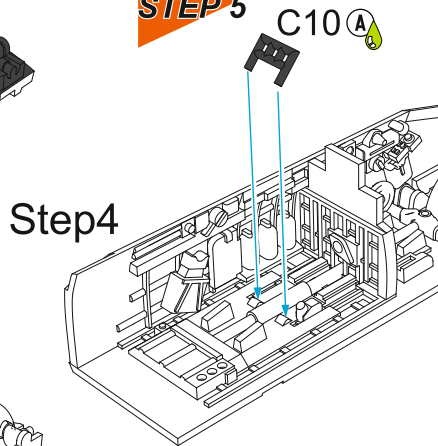
STEP 3



STEP 4

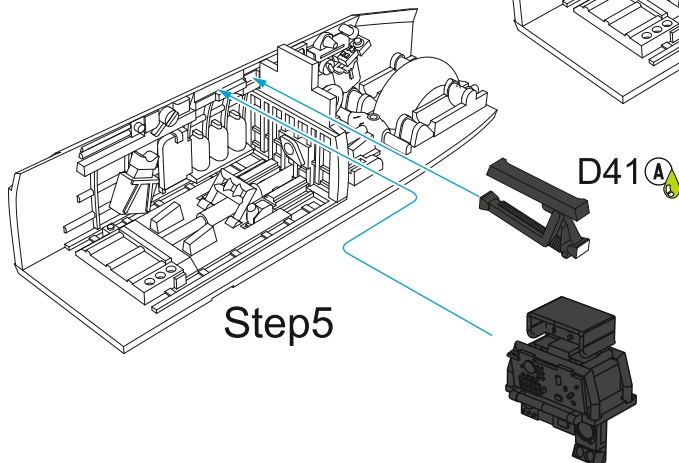


STEP 5

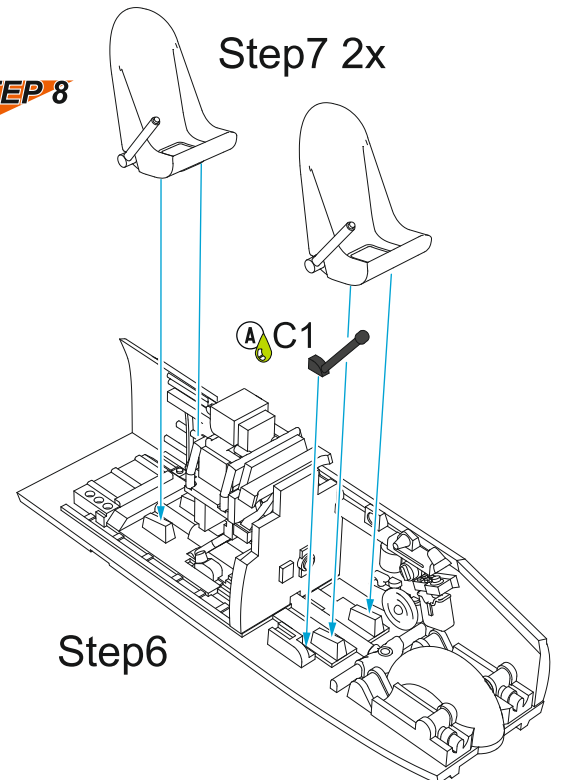


Cut out the parts of fuselage marked in red
Odřízněte červeně označené části trupu

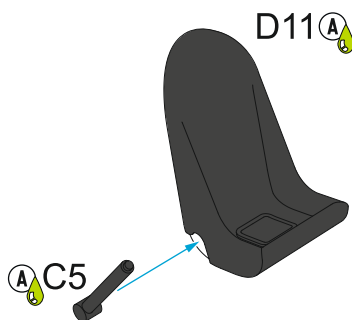
STEP 6



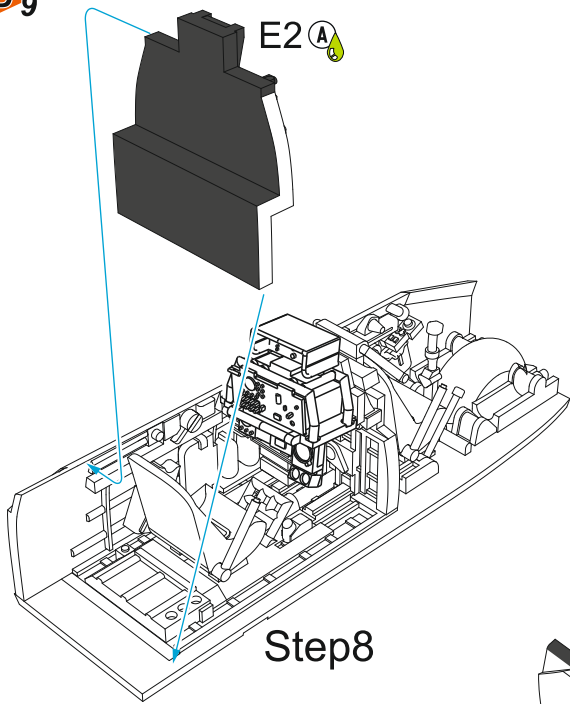
STEP 8



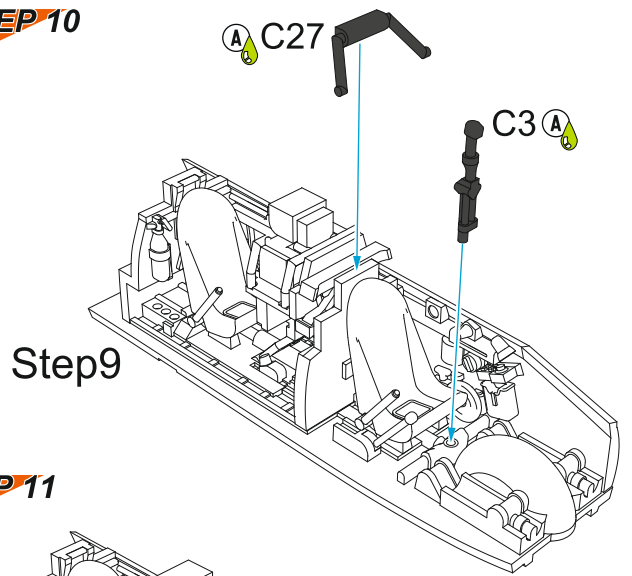
STEP 7 2x



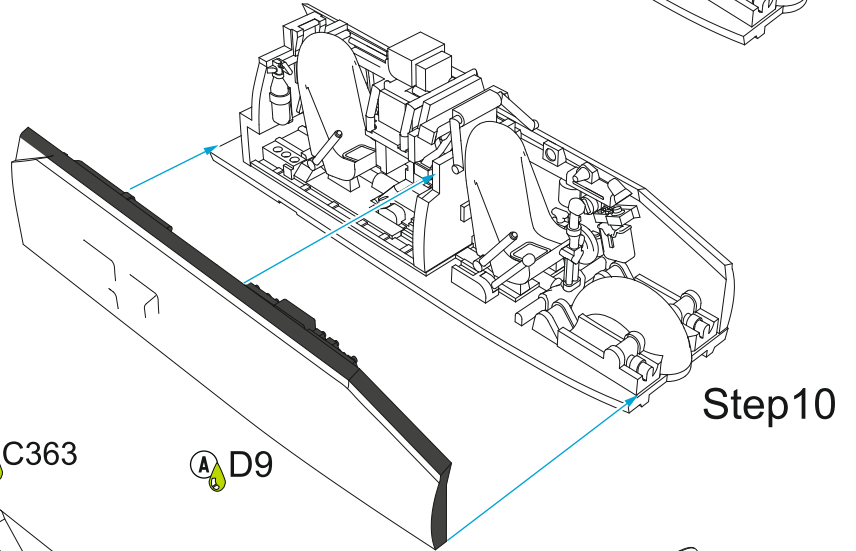
STEP 9



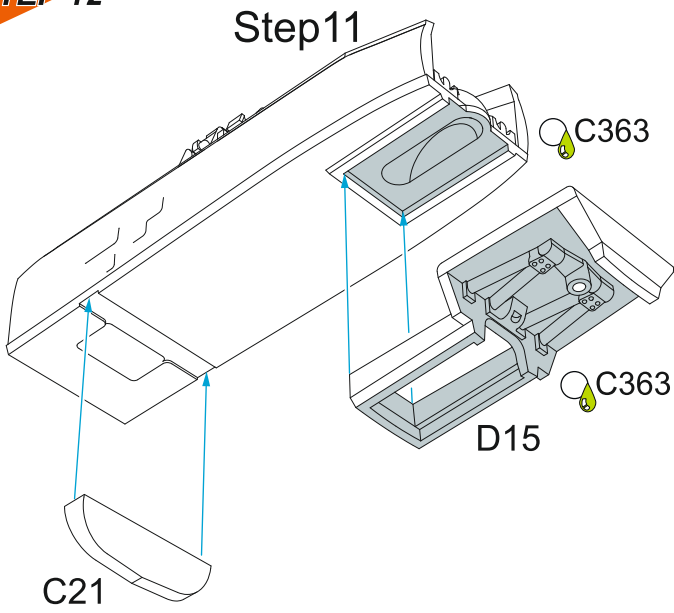
STEP 10



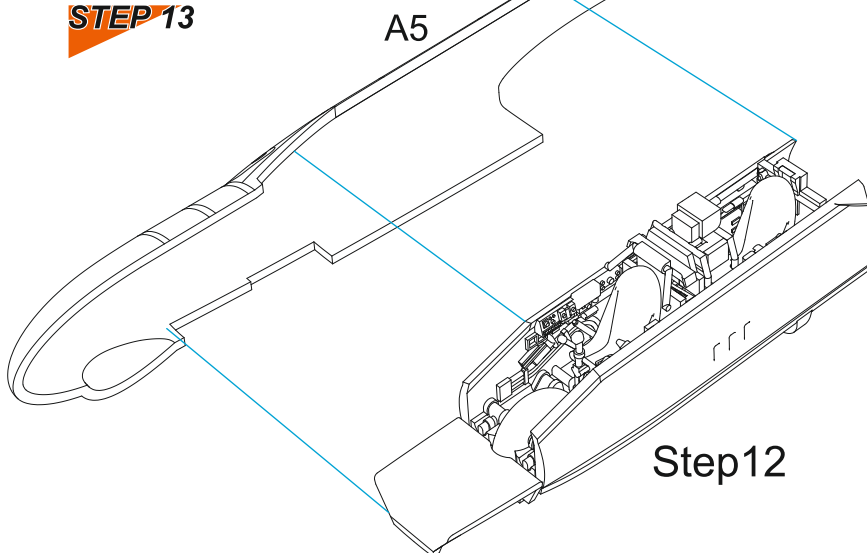
STEP 11



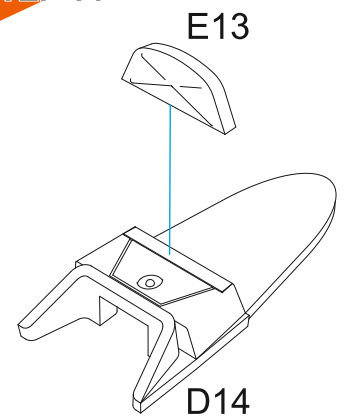
STEP 12



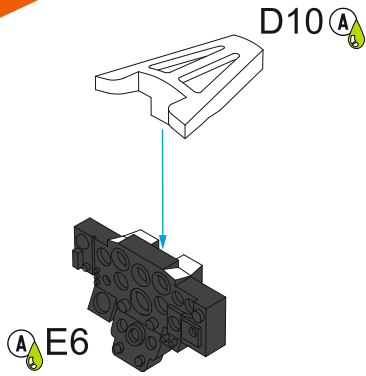
STEP 13



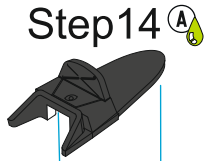
STEP 14



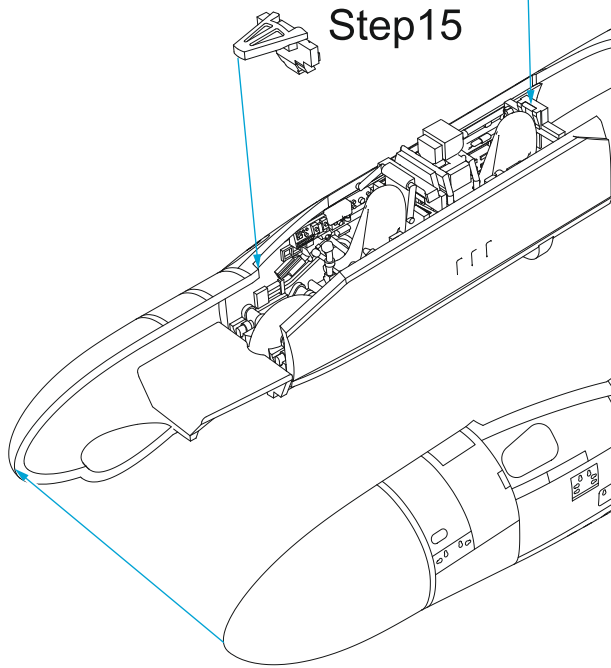
STEP 15



STEP 16

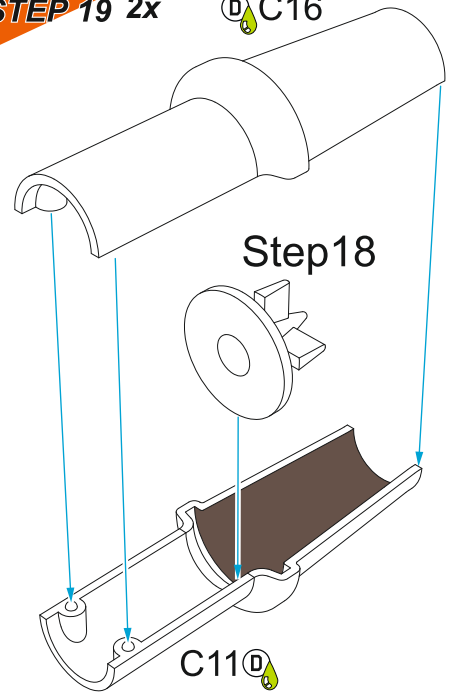


Step13

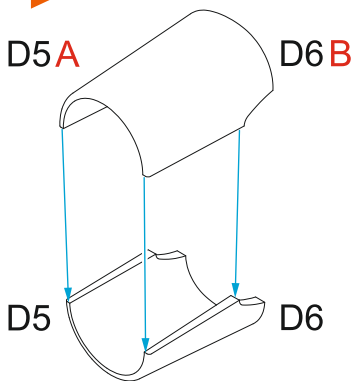


STEP 19 2x

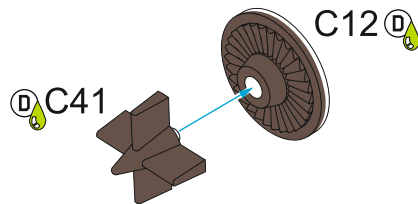
(D) C16



STEP 17 2x



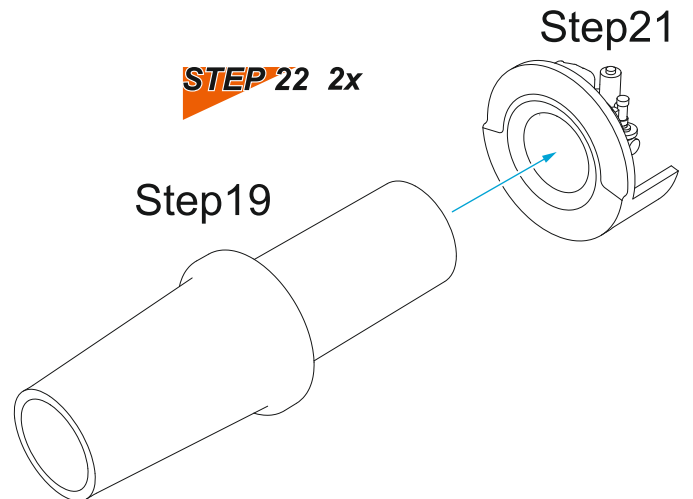
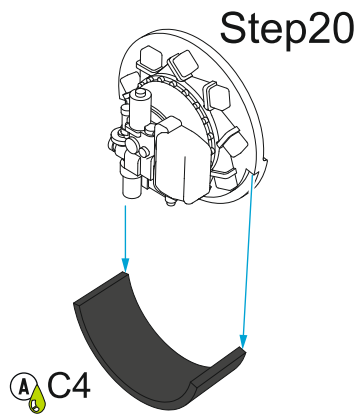
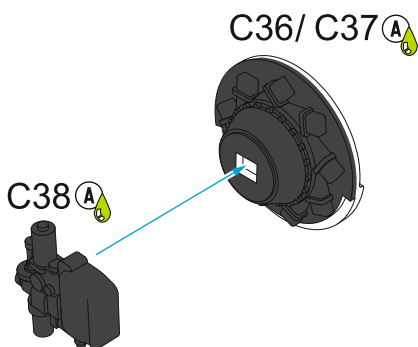
STEP 18 2x



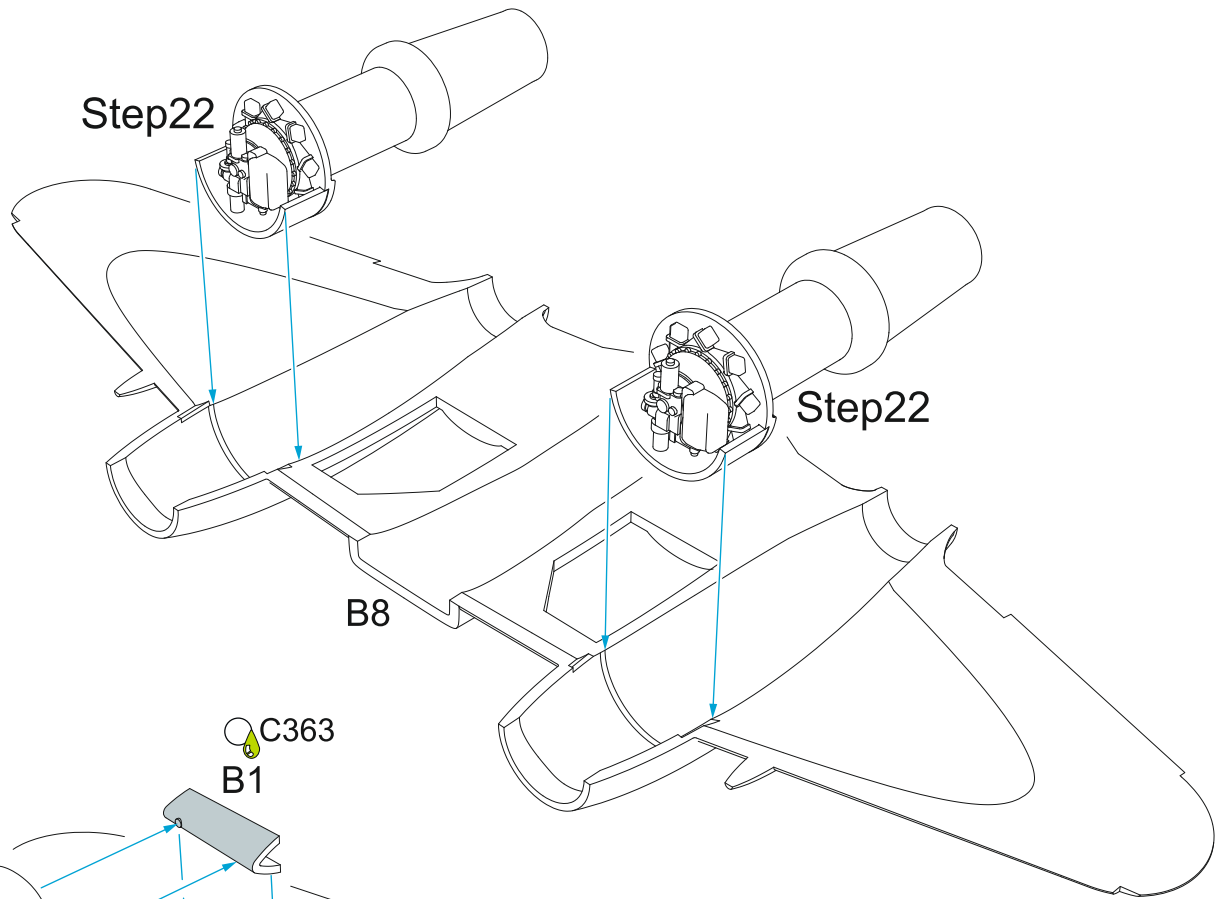
STEP 20 2x

STEP 21 2x

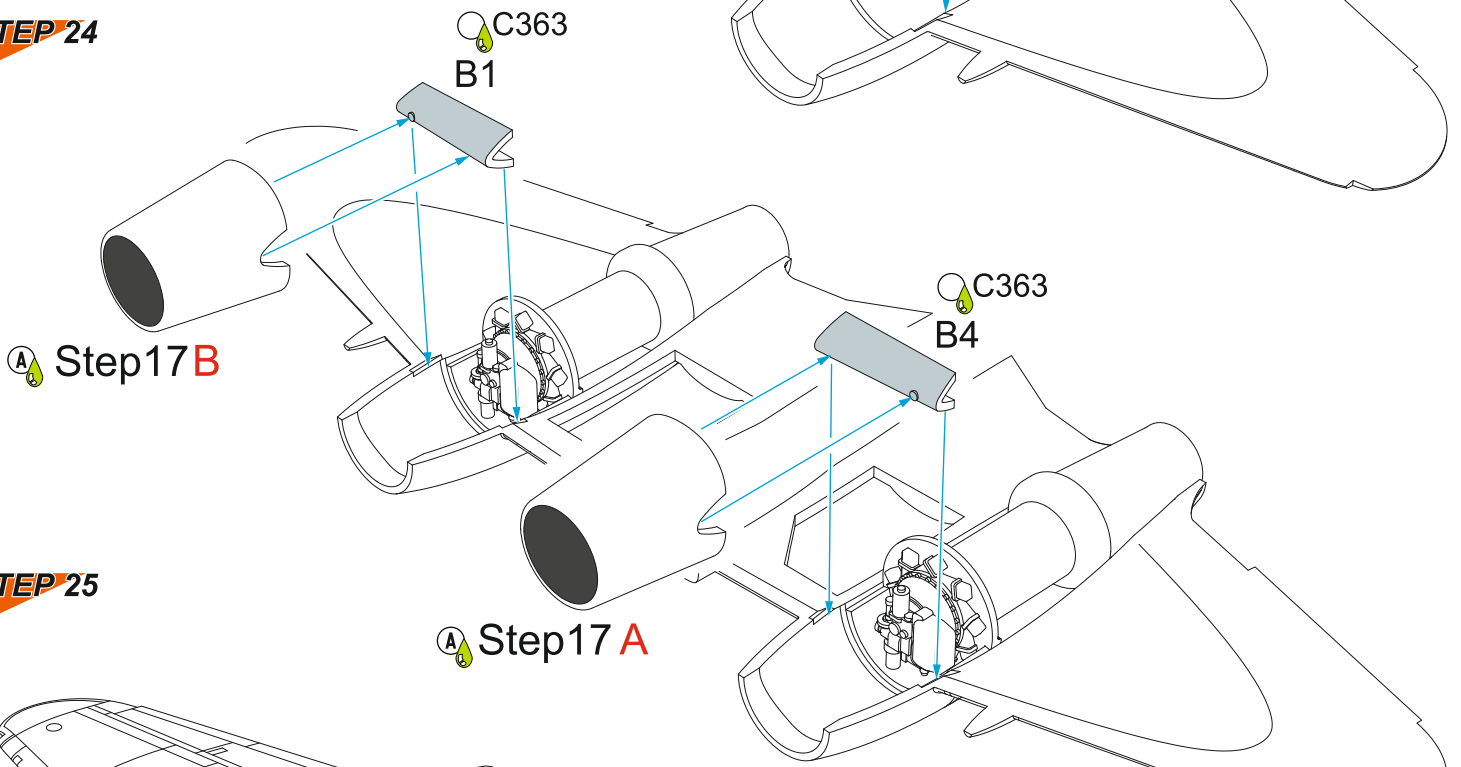
STEP 22 2x



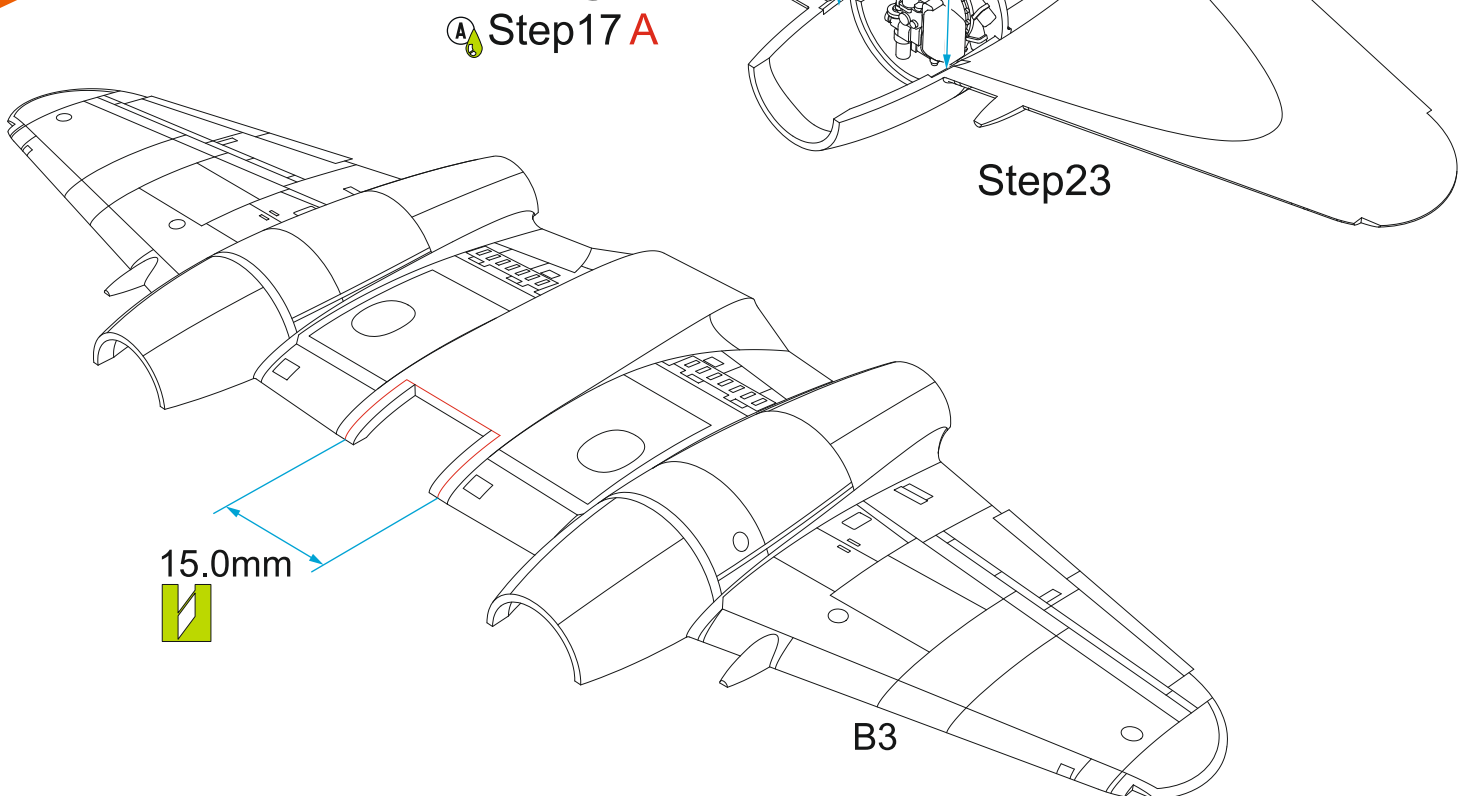
STEP 23



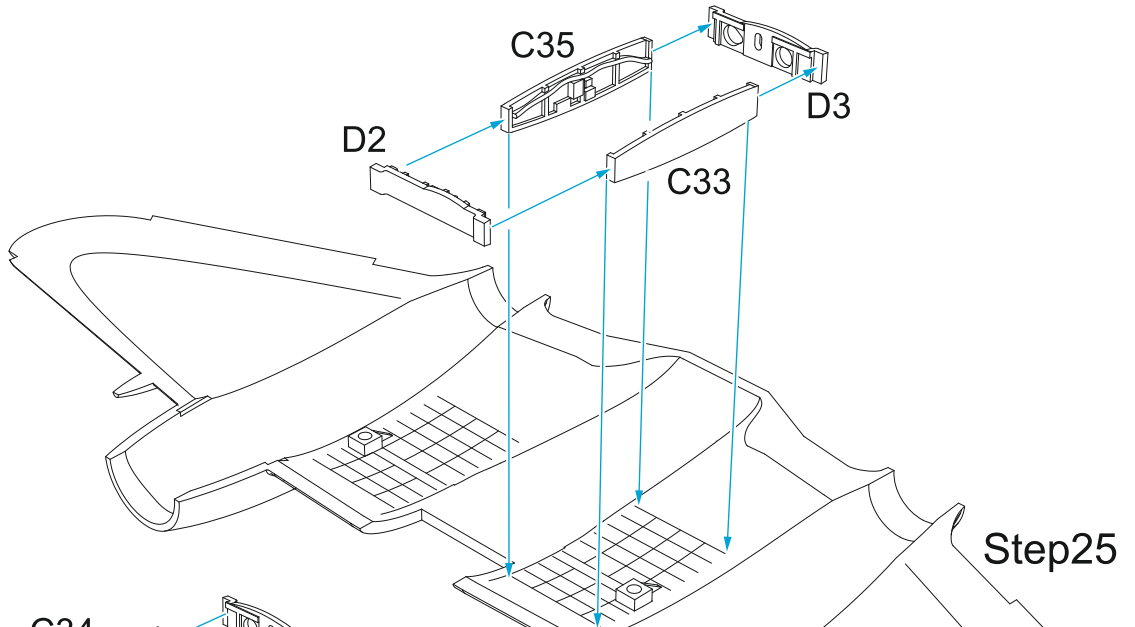
STEP 24



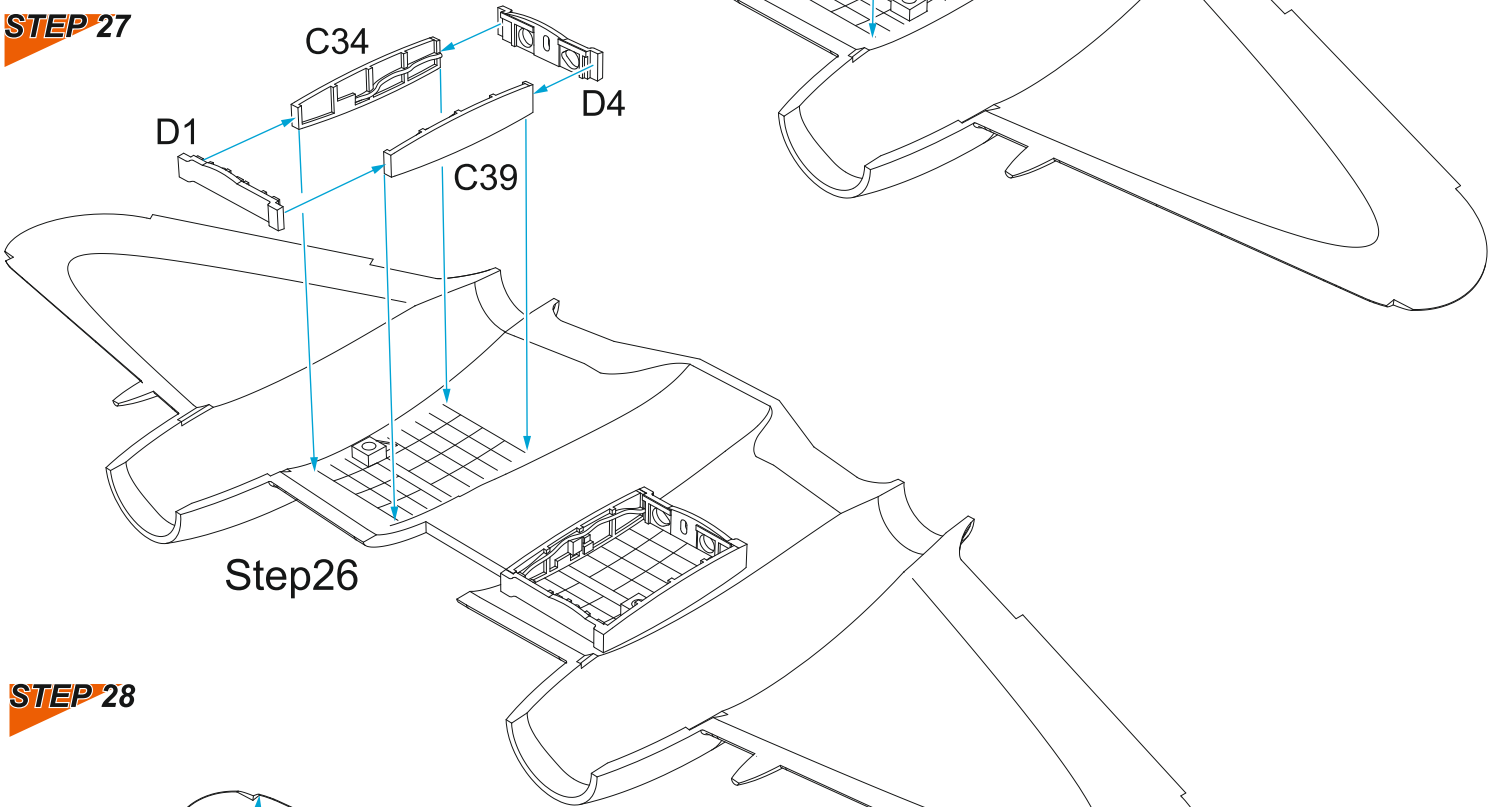
STEP 25



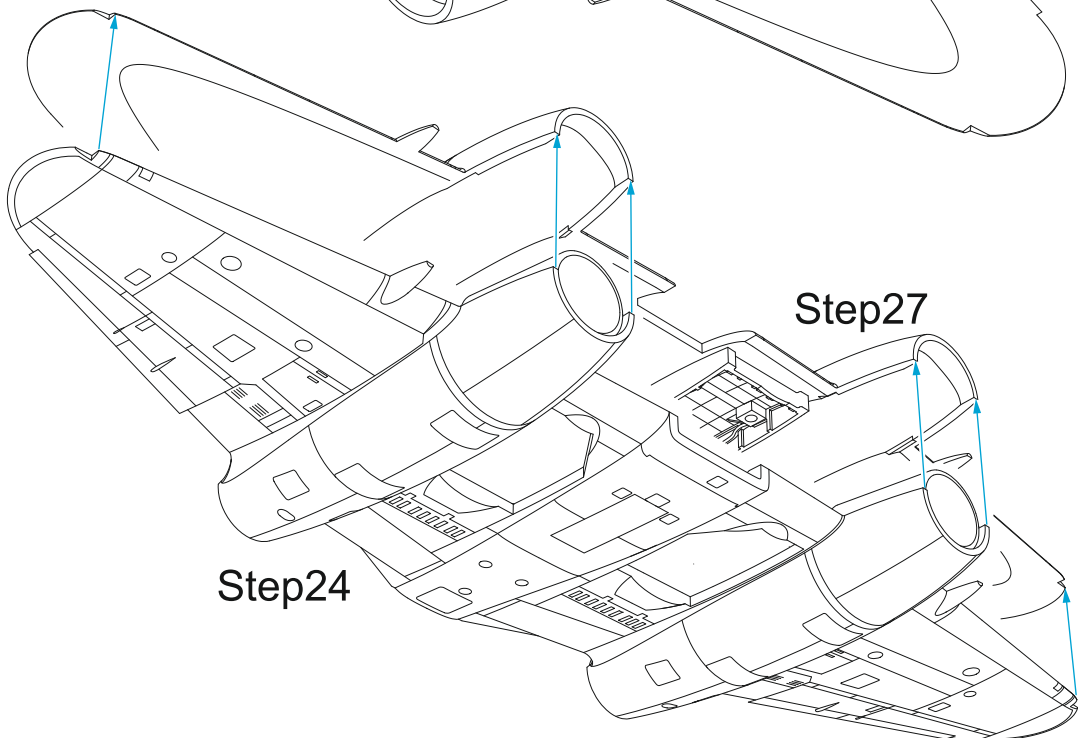
STEP 26



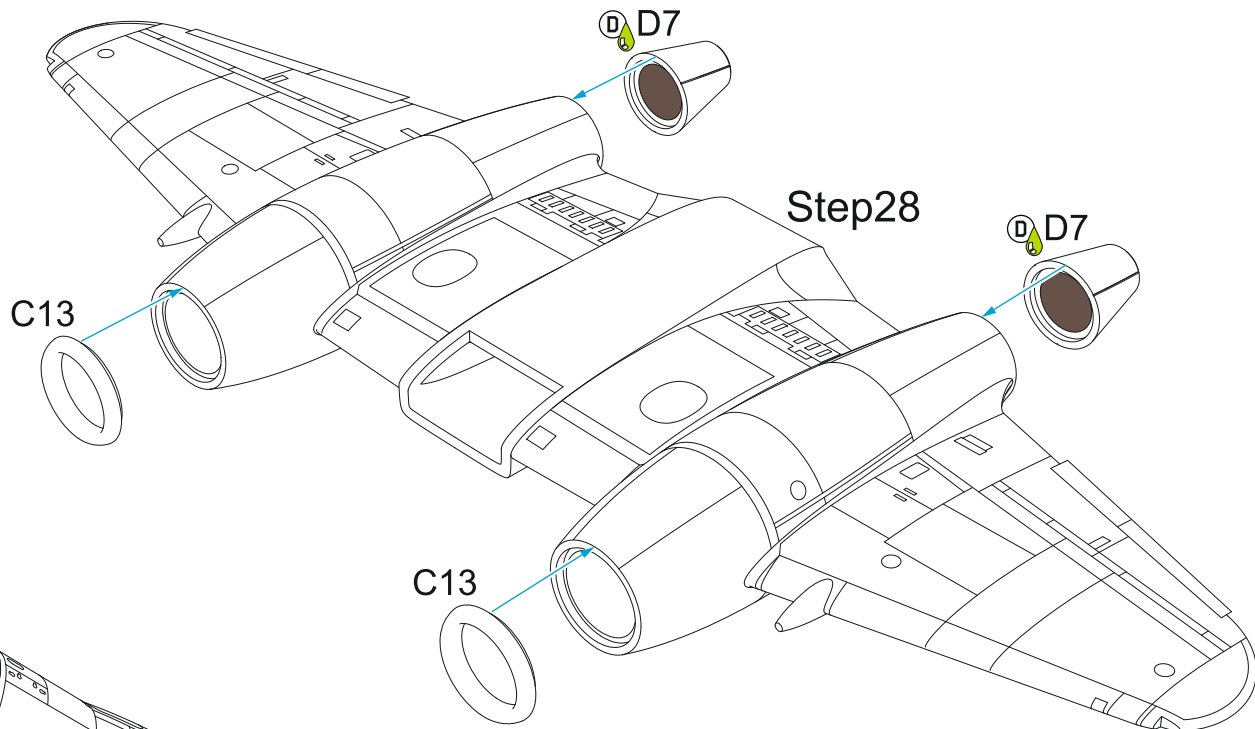
STEP 27



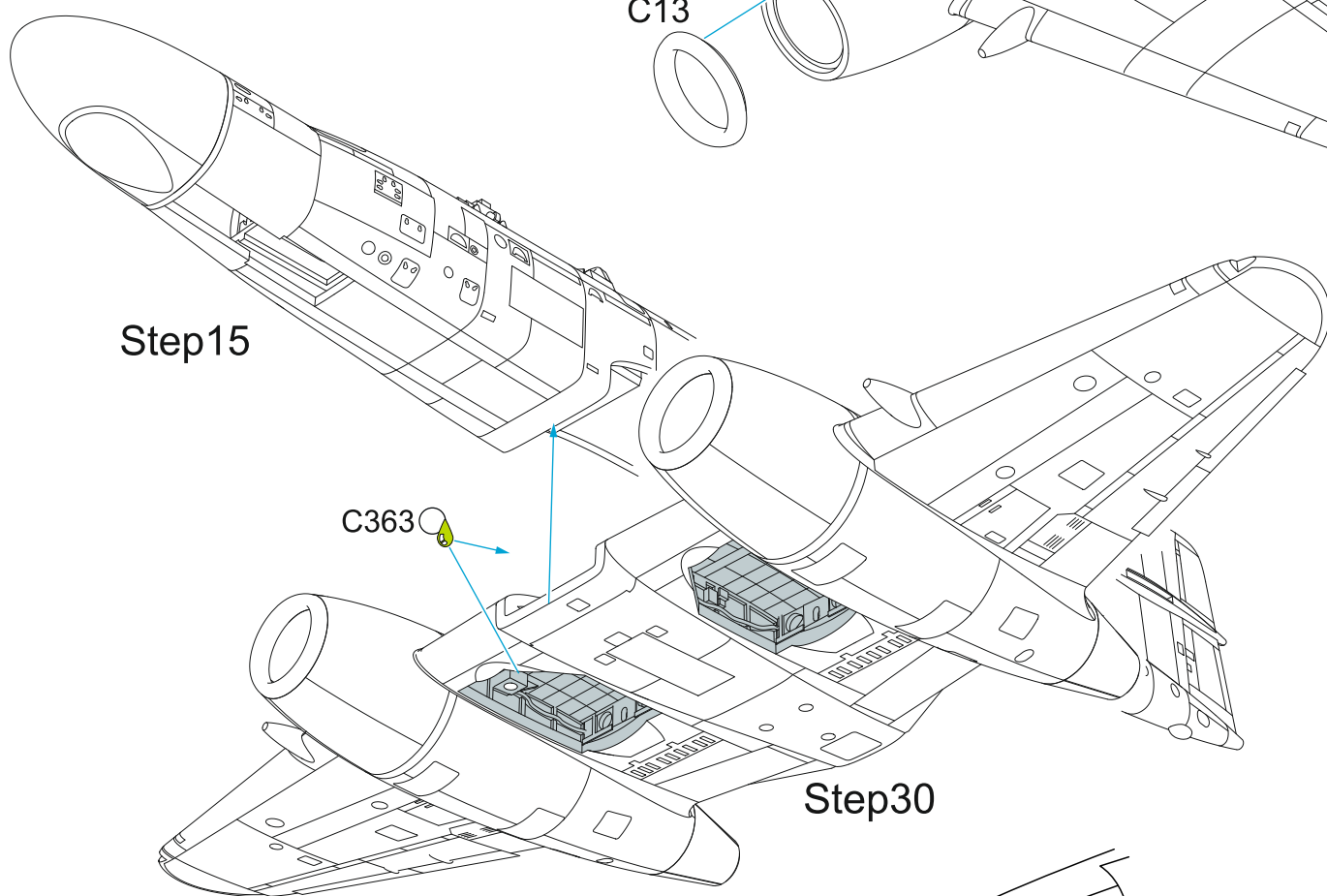
STEP 28



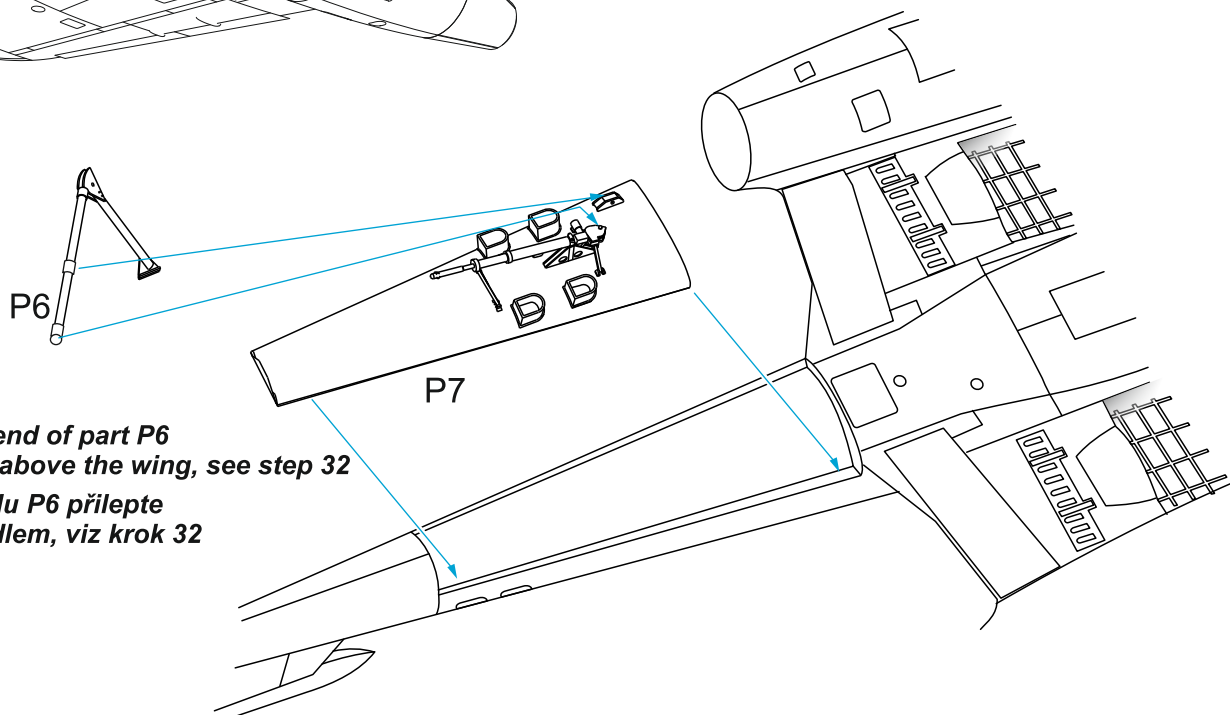
STEP 29



STEP 30



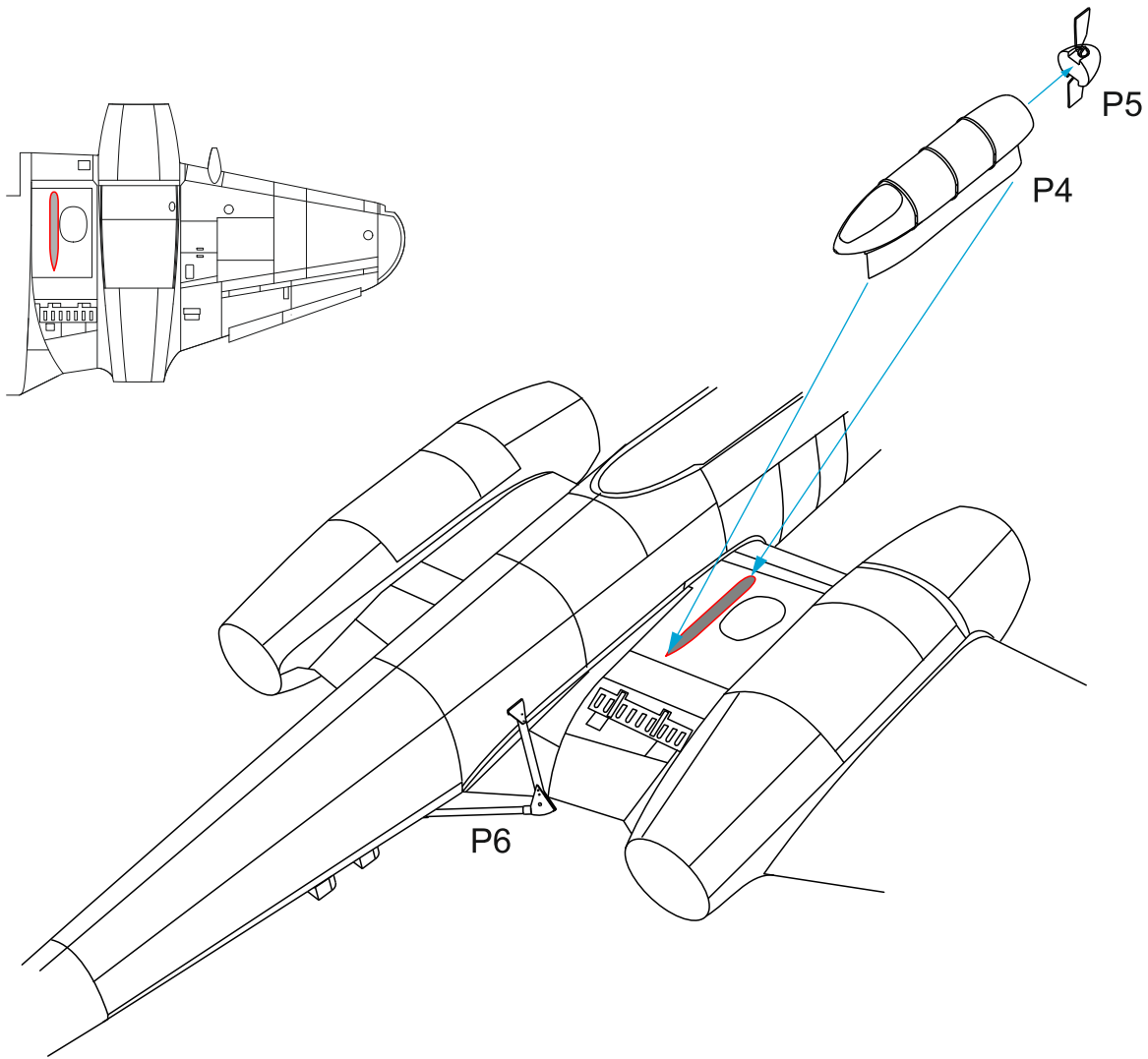
STEP 31



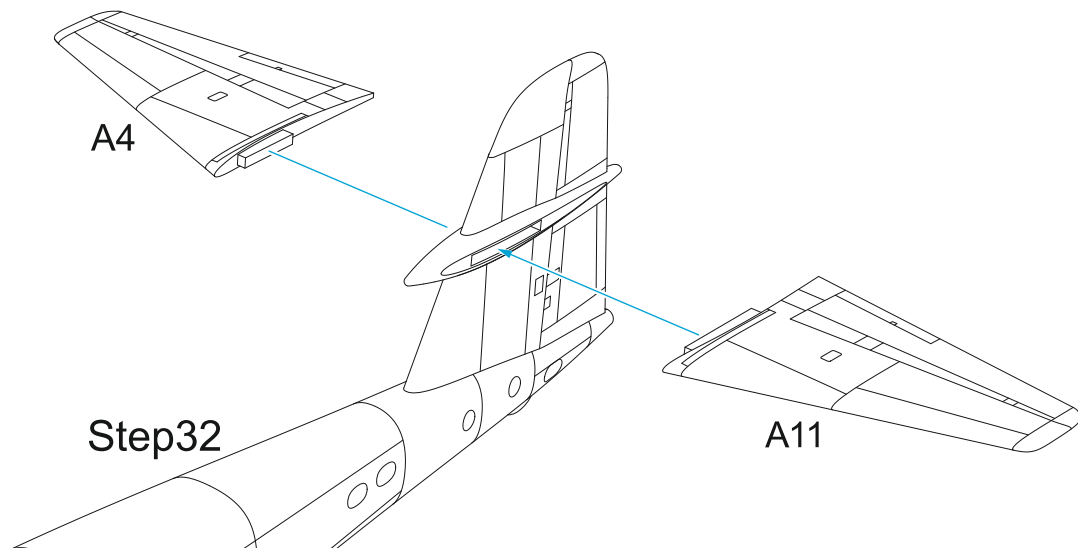
Glue the other end of part P6 to the fuselage above the wing, see step 32

Druhý konec dílu P6 přilepte k trupu nad křídlem, viz krok 32

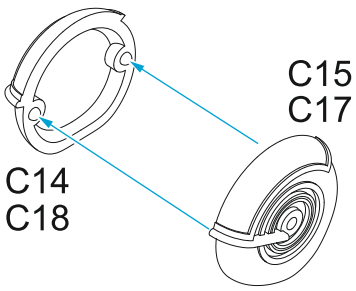
STEP 32



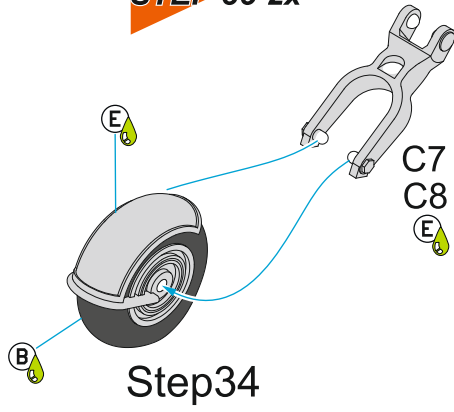
STEP 33



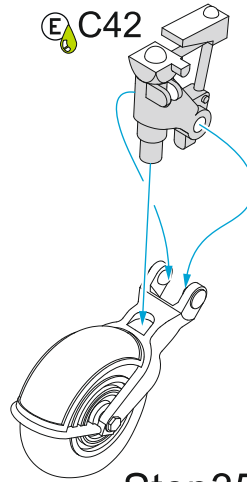
STEP 34 2x



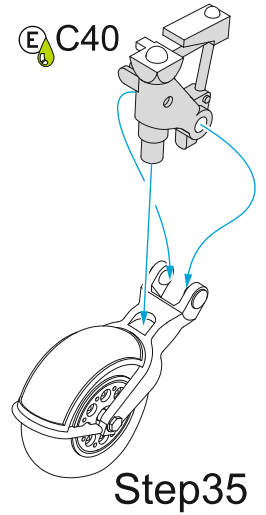
STEP 35 2x



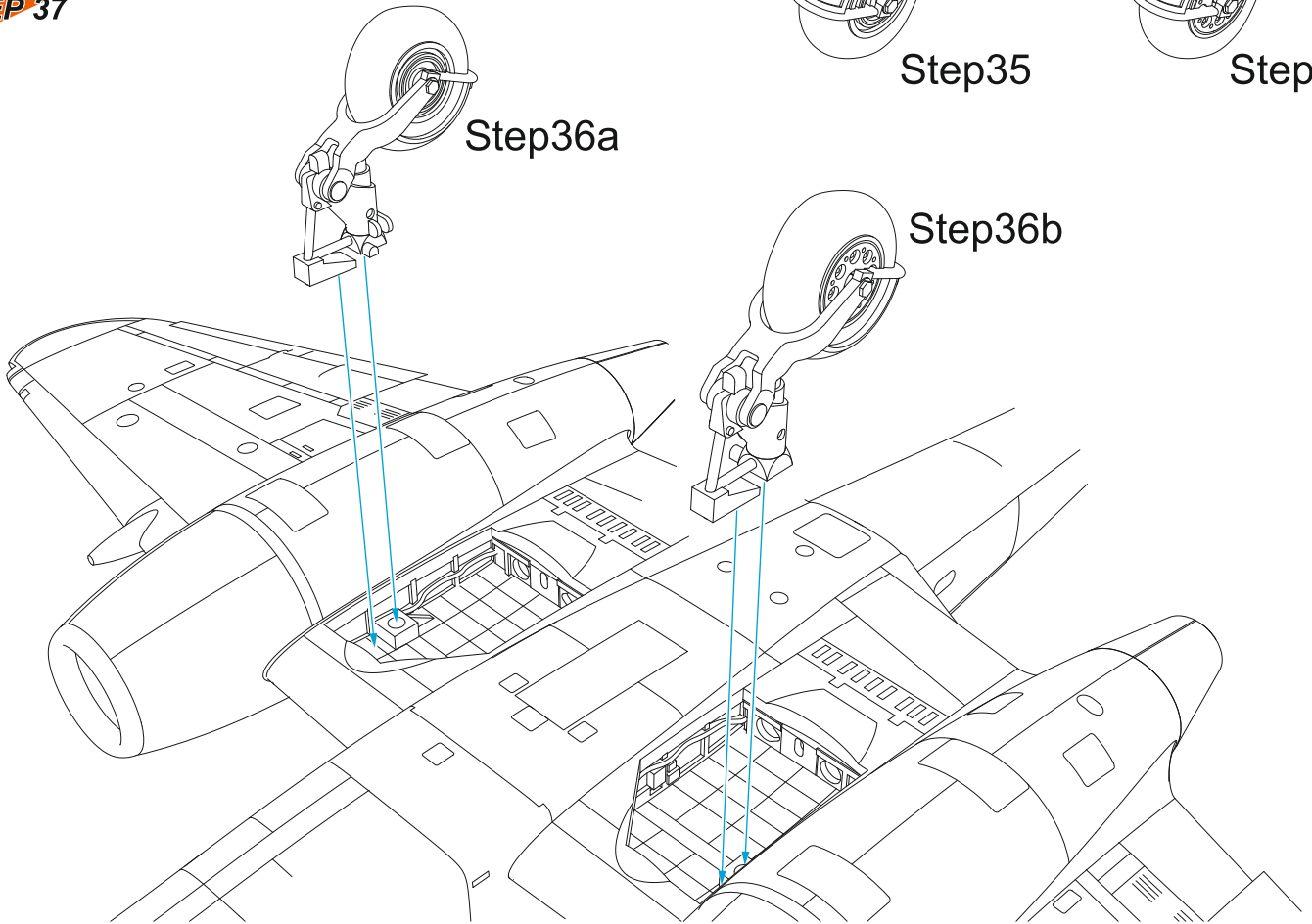
STEP 36 a



STEP 36b

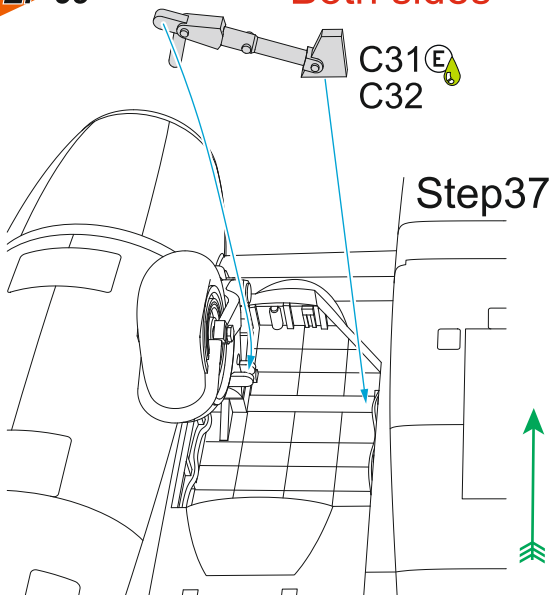


STEP 37



STEP 38

Both sides

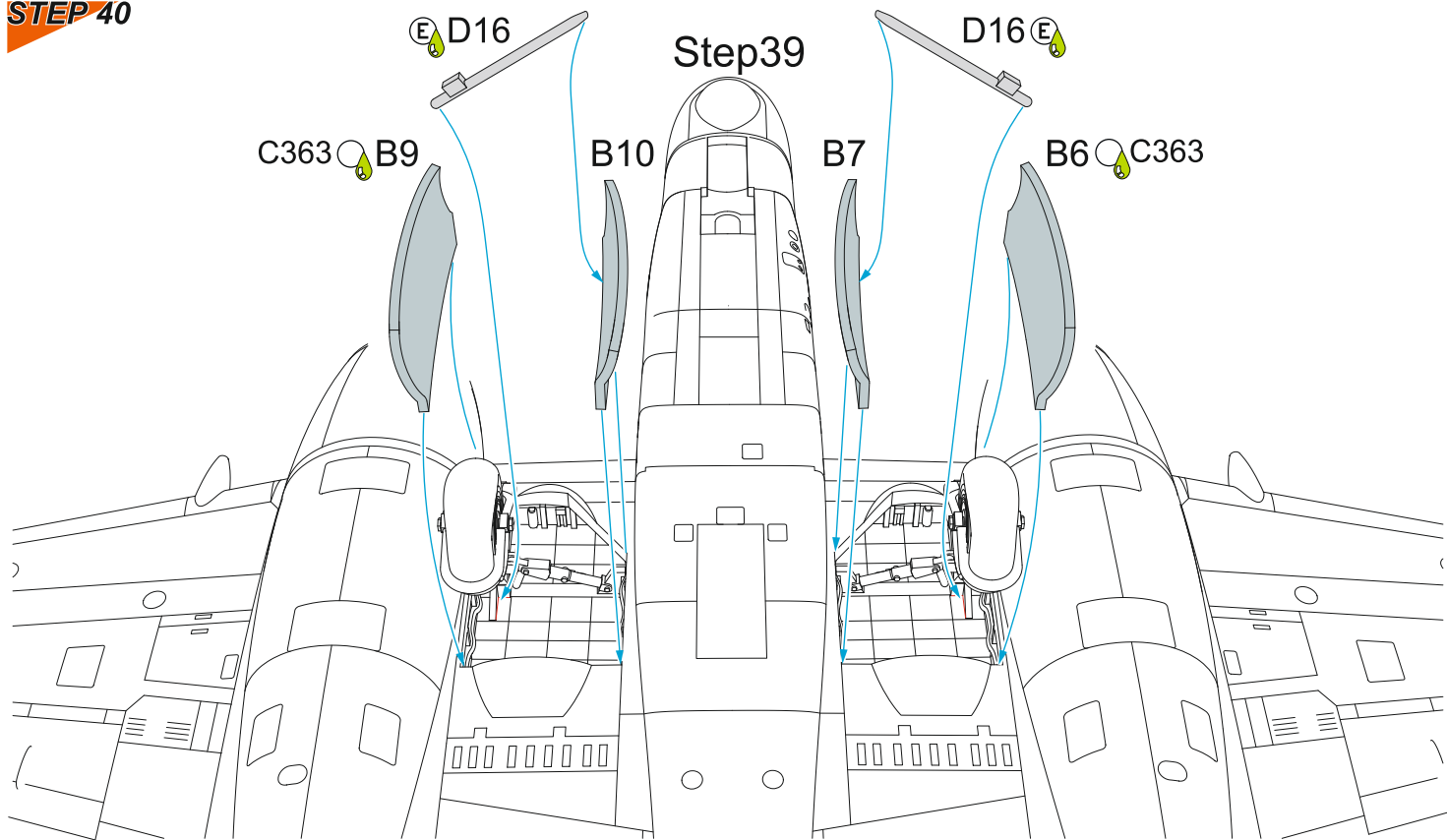


STEP 39

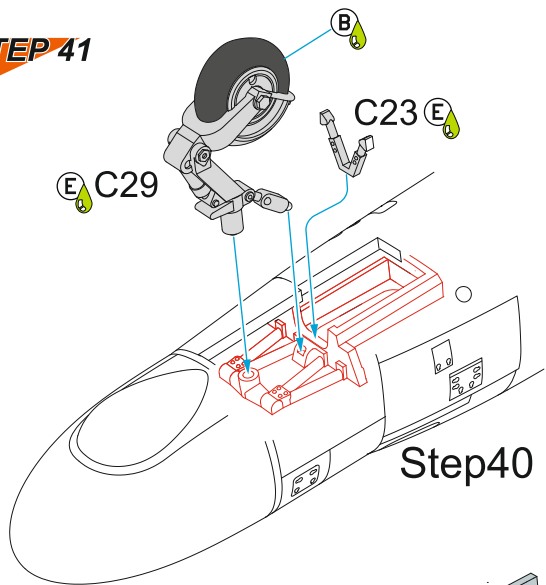
Both sides



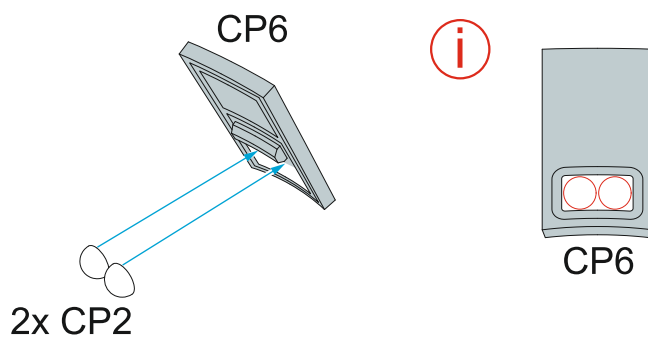
STEP 40



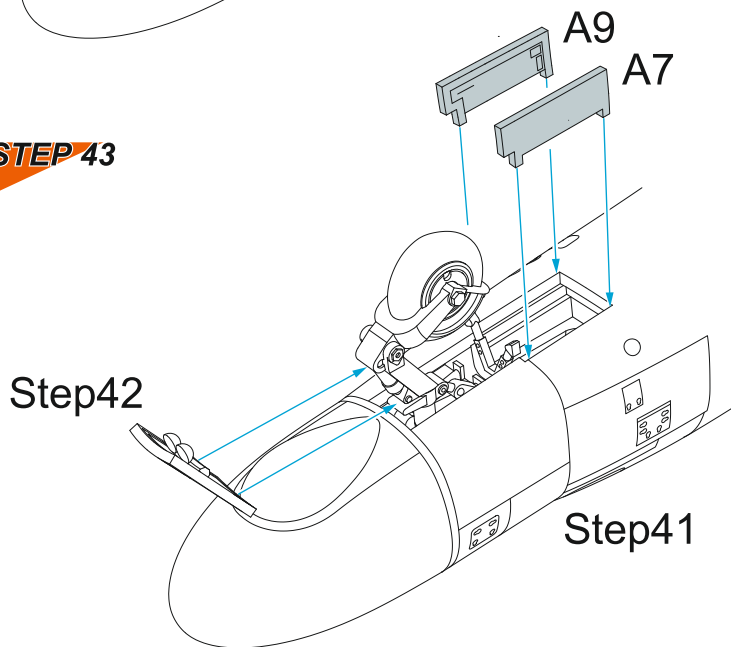
STEP 41



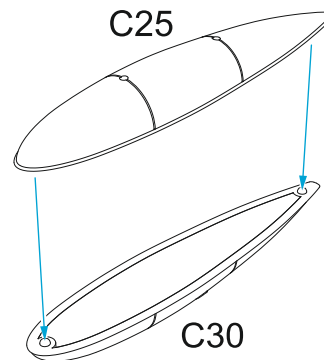
STEP 42

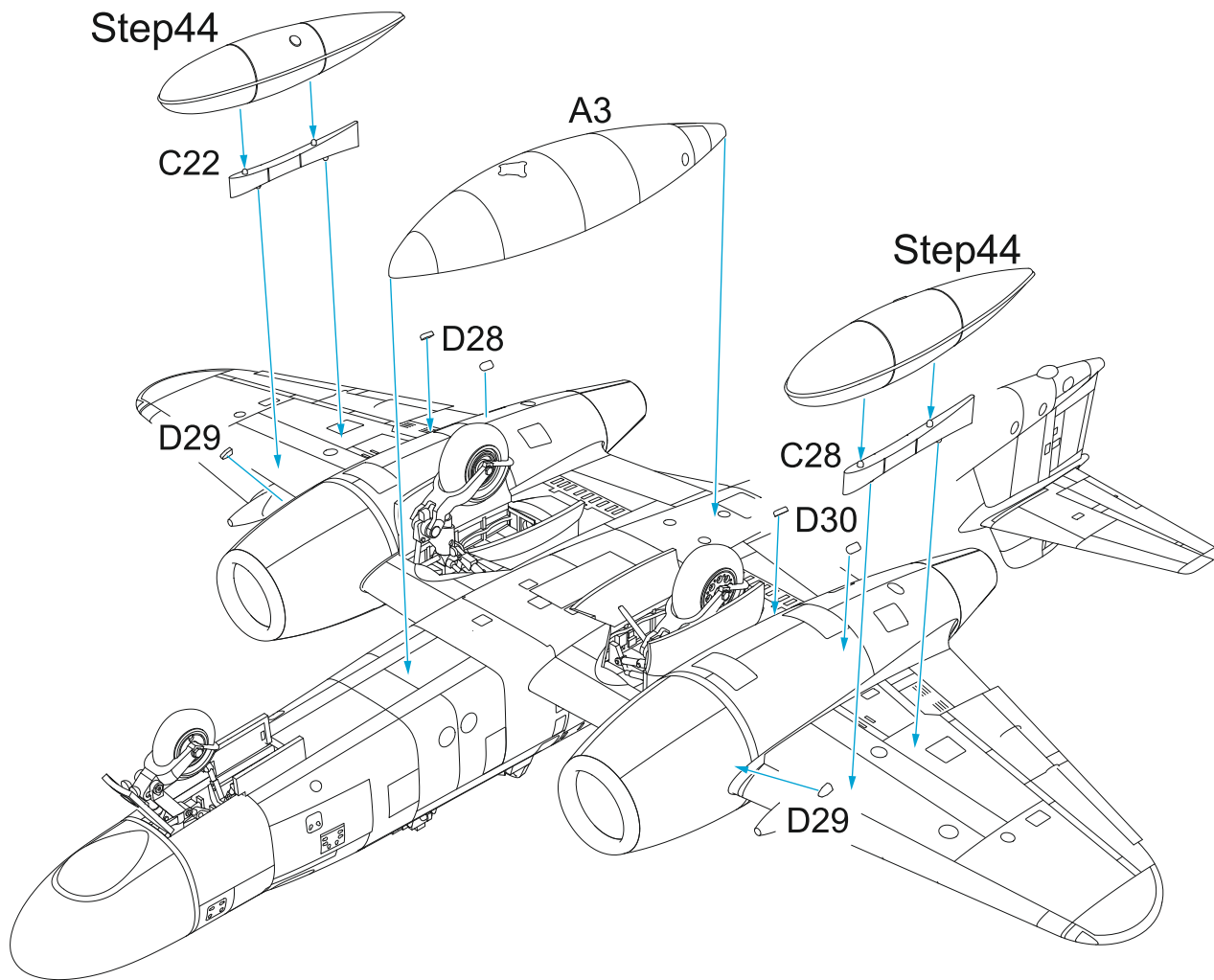


STEP 43



STEP 44 2x





STEP 46

Clear Green
H94/C138

CP4

© D24

CP1

D19

© D24

CP7

wire
Ø0.15mm
length 6.0mm



C2

11.0 x 4.5mm
D21

Clear Red
H90/C47

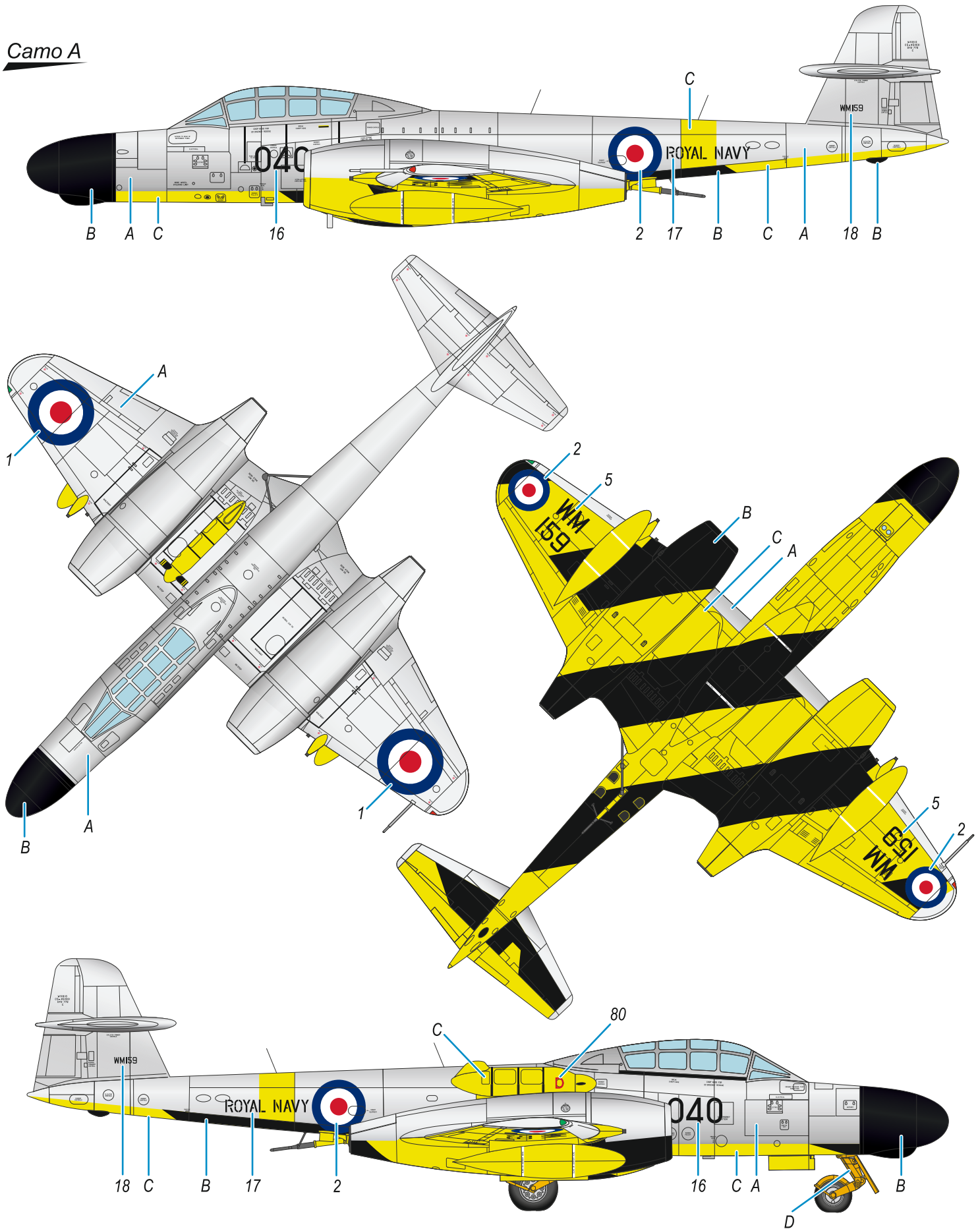
C26





CP3

Gloster (A.W.) Meteor TT.20, WM159 /0 40, Royal Navy. This Meteor, equipped with the ML G Type tugging device was used for target towing operations by No. 776 FRU (Airwork Services Fleet Requirements Unit) in Hum, UK in 1966-1968.

Gloster (A.W.) Meteor TT.20, WM159 /0 40, Royal Navy. Tento Meteor, vybavený vlekačím zařízením ML G type, vlekal terče u 776. FRU (Airwork Services Fleet Requirements Unit) v Hurnu mezi lety 1966-68.

Camo A



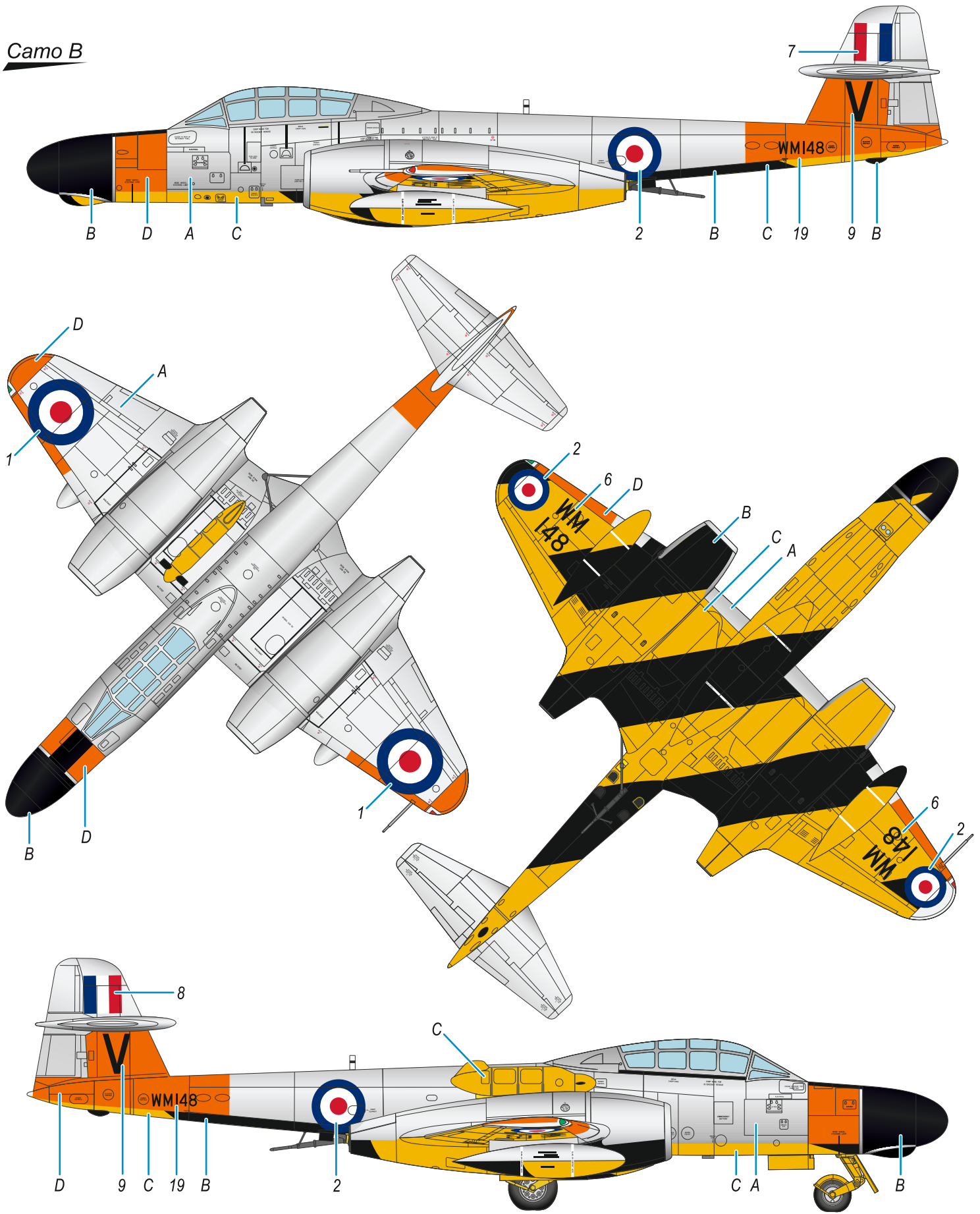
- | | | | | | | | |
|--|--|---|------------------------------------|---|--|---|---|
|  | A High Speed Silver
Sříbrný nátěr
H/C08 |  | B Black
Černá
H12/C33 |  | C Saturn Yellow
(Royal Navy Fluorescent Yellow)
Saturnova žlutá
C329 |  | D Golden Yellow
Zlatavá žlutá
H/C329 |
|--|--|---|------------------------------------|---|--|---|---|







Gloster (A.W.) Meteor TT.20, WM148 / V, No. 3 CAACU RAF, RAF Exeter, 1969. The machine had the ML G Type winch on its starboard wing section.

Gloster (A.W.) Meteor TT.20, WM148 / V, No. 3 CAACU RAF, RAF Exeter, 1969. Letoun byl vybaven vlekačím zařízením ML G type.

Camo B



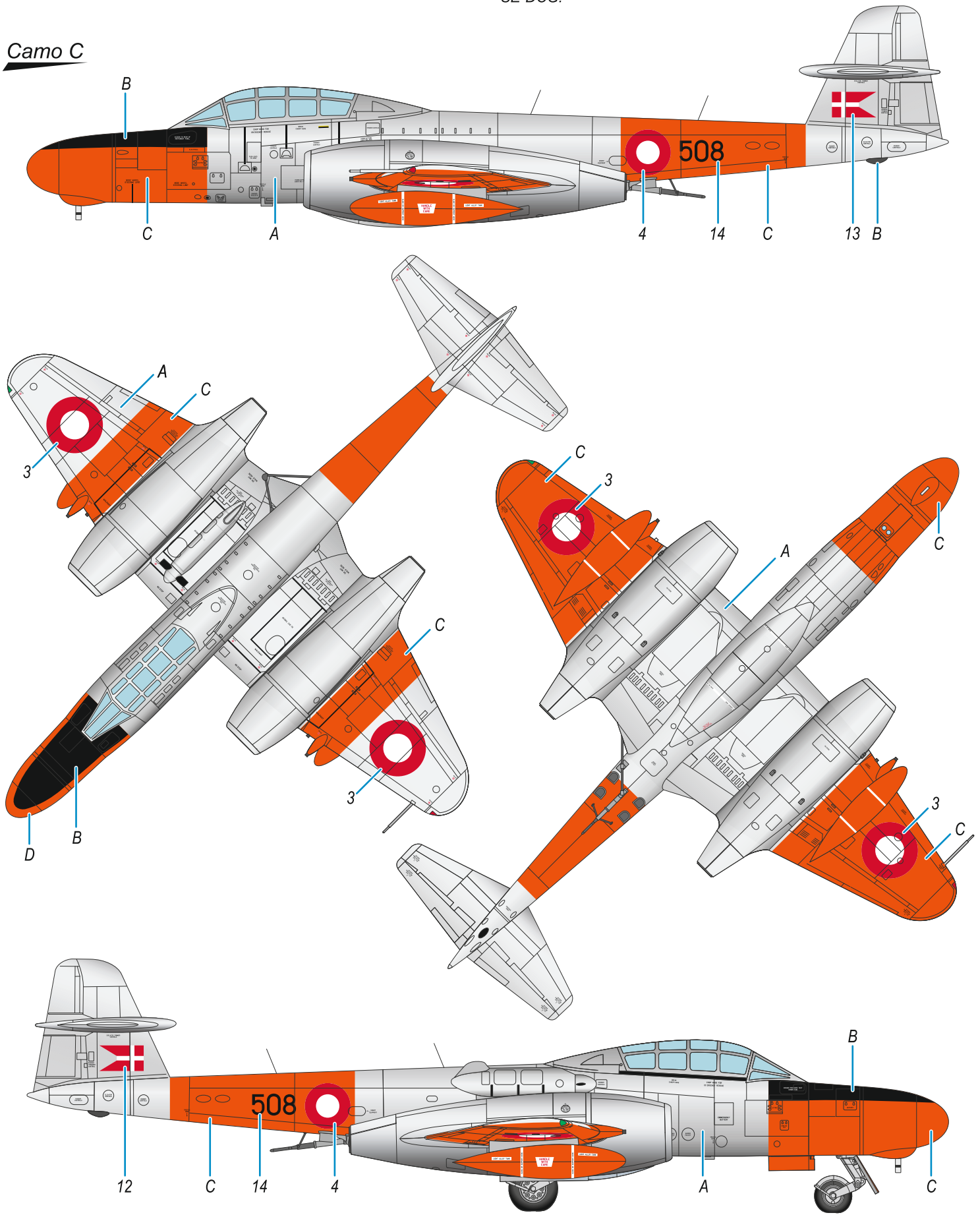
- | | | | |
|---|--|---|---|
|  A High Speed Silver
Sříbrný nátěr
H/C08 |  B Black
Černá
H12/C33 |  C Golden Yellow
Zlatavá žlutá
H/C329 |  D Fire Orange
Ohnivě oranžová
C173 |
|---|--|---|---|



Gloster (A.W.) Meteor TT.20, 508 (ex WM391), Royal Danish Air Force, Karap base, 1959. With the ML G Type winch, Meteor no.508 was one of a half dozen Danish Mk. 11 Meteors converted to the TT.20 version. Later transferred to Sweden where it was operated with registration SE-DCG.

Gloster (A.W.) Meteor TT.20, 508 (ex WM391), Dánské letectvo, základna Karap, 1959. Letoun byl vybaven vlečacím zařízením ML G type a byl jedním ze šesti dánských Meteorů Mk.11 přestavených na verzi TT.20. Později byl prodán do Švédska, kde byl provozován jako SE-DCG.

Camo C



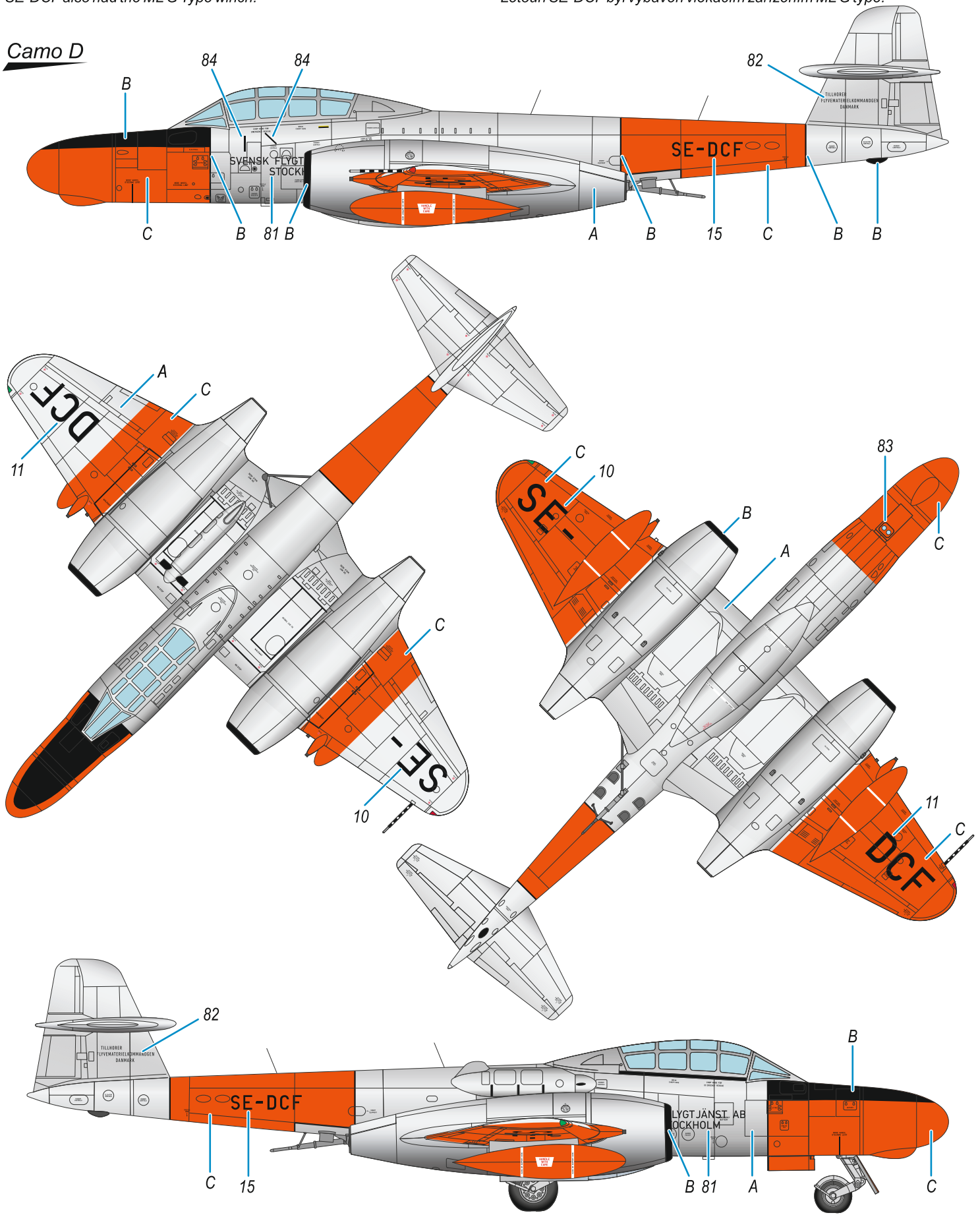
- A High Speed Silver
Sříbný nátěr
H/C08
- B Black
Černá
H12/C33
- C Fire Orange
Ohnivě oranžová
C173



Gloster (A.W.) Meteor TT.20, SE-DCF (ex WM395 / 512 of the RDAF), Svensk Flygtjänst AB, Malmö-Bulltofta airfield. Svensk Flygtjänst AB was a Swedish company providing target towing operations for the military. In 1962, it employed four of the six ex-Danish TT.20 airframes. SE-DCF also had the ML G Type winch.

Gloster (A.W.) Meteor TT.20, SE-DCF (ex WM395 / 512 dánského letectva), Svensk Flygtjänst AB, letiště Malmö-Bulltofta. Švédská firma Svensk Flygtjänst AB, zajišťovala mimo jiné vlečení terčů pro švédské letectvo. V roce 1962 koupila čtyři ze šesti dánských Meteorů TT.20. Letoun SE-DCF byl vybaven vlekačím zařízením ML G type.

Camo D

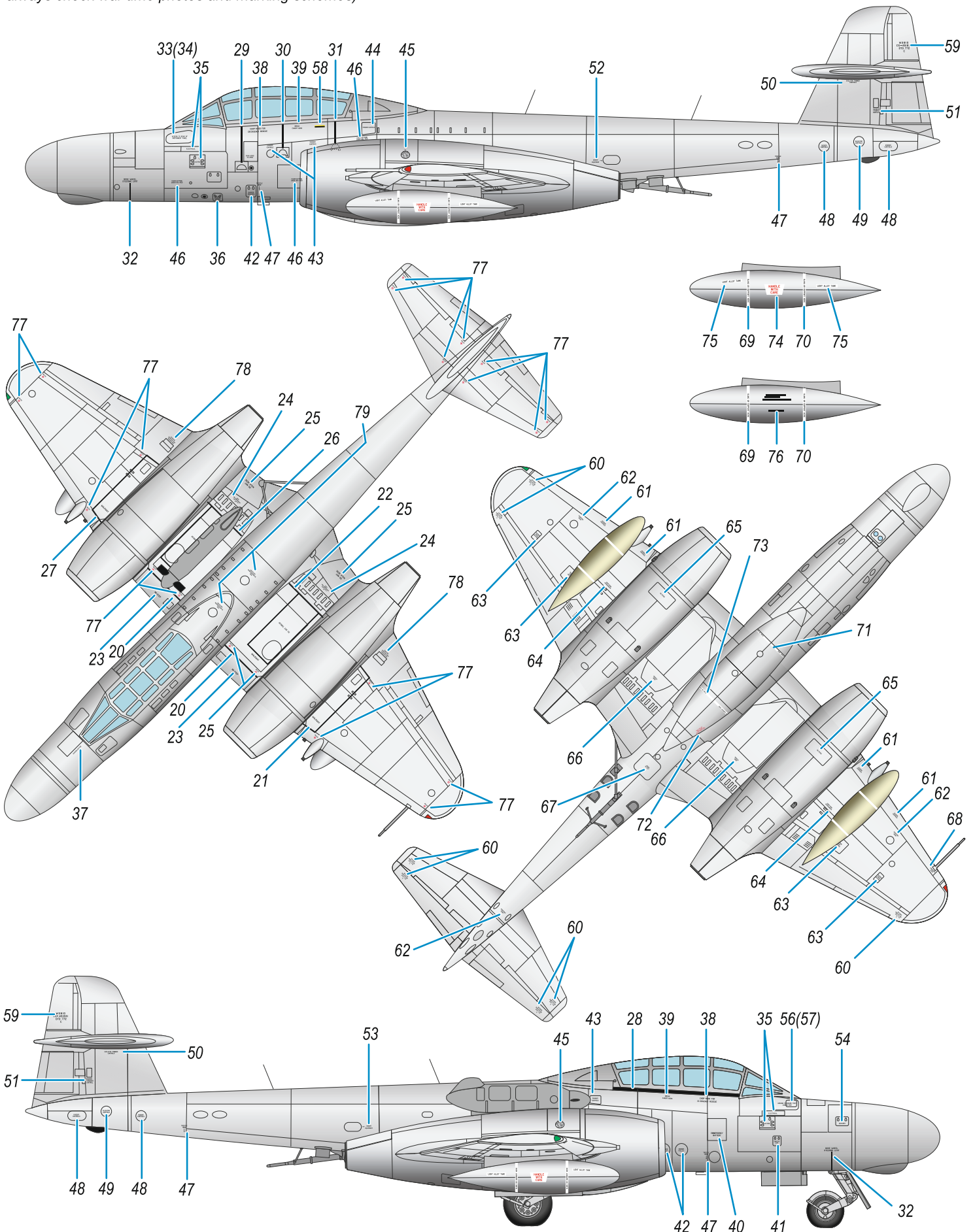


- | | | |
|--|---|--|
| <p>A High Speed Silver
Sříbný nátěr
H/C08</p> | <p>B Black
Černá
H12/C33</p> | <p>C Fire Orange
Ohnivě oranžová
C173</p> |
|--|---|--|



Universal Stencil Placement Scheme

(note: some stencils may have not been used on your chosen machine, always check war time photos and marking schemes)



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Fairey Fulmar Mk.II/NF Mk.II

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

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Short Sunderland Mk.I/II 'The Flying Porcupine'



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CASA C-212-300/400 'Long Nosed Caspas'

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Mirage IIIC 'Armée de l'Air'

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F-84F Thunderstreak 'US Swept-wing Thunder'

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