

Gloster Meteor F.8 / FR.9 'Middle East Meteors'

EN

Instructions / Návod

Gloster Meteor together with De Havilland Vampire were both RAF fighters just after WW2. Subsequently to the war versions Mk.I and Mk.III the first post war version Mk.IV was developed. The development of the improved version Mk.8 started in 1947. It differed from the earlier Mk.IV by strengthened structure, longer fuselage with new canopy and ejection seat. The tailpanes were completely redesigned. More powerful Derwent 8 engines were installed in the wings' nacelles. First aircraft were delivered to RAF in 1949.

Meteor Mk.8 didn't served only within RAF but was also exported. Meteors served with Egyptian, Belgian, Dutch, Brazilian, Danish, Syrian, Israeli and Australian air forces. It was also license produced by Fokker in Holland and Avions Fairey in Belgium where it was assembled from delivered subassemblies.

The biggest combat assignment of Meteor Mk.8 is interconnected with RAAF, which operated Meteors during Korean War in 1951-53. This combat experience proved that Meteor could not match MiG-15, which was the best enemy fighter of that era. Other Meteors participated in Close East combats. Both Israeli and Arabian Meteors scored shot downs. Based on the fighter version the fighter-reconnaissance version FR. Mk.9 was developed. Except of the standard armament for tactical reconnaissance it carried a set of photo-cameras in modified nose. 126 aircraft of this version were delivered to RAF, later some of them were sold to Ecuador, Israel and Syria.

CZ

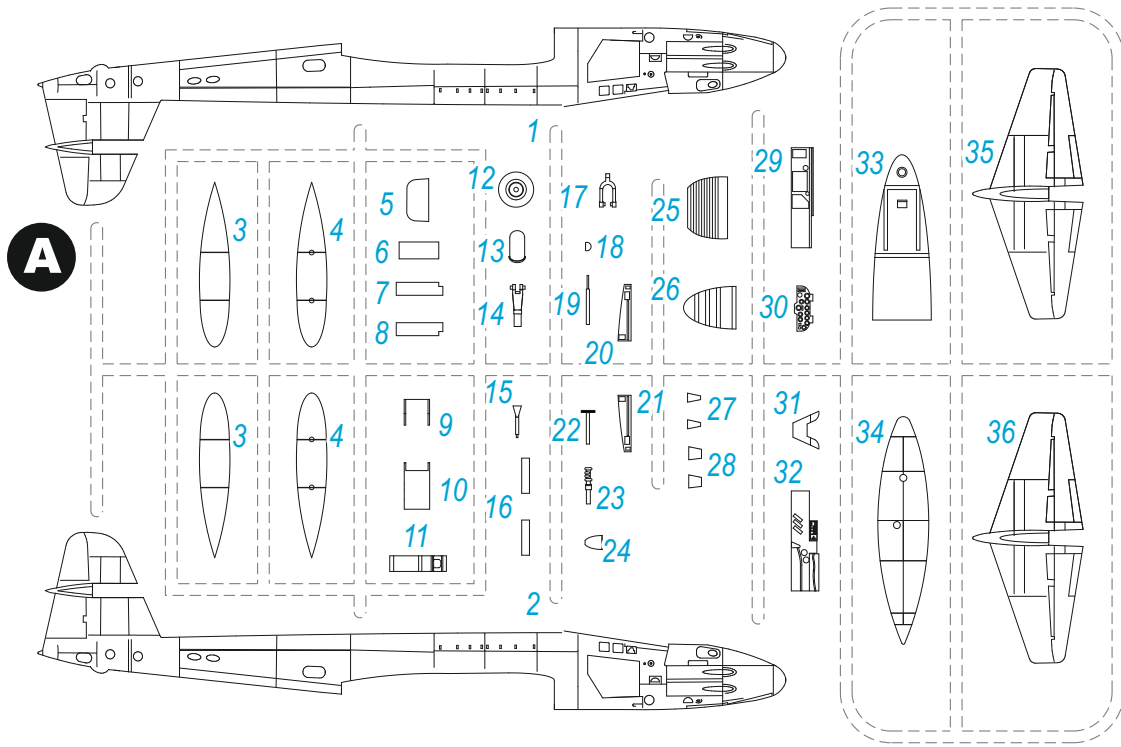
Gloster Meteor se stal společně s De Havilland Vampirem standardní stíhačkou RAF těsně poválečného období. Po válečných verzích Mk.I a Mk.III byla vyvinuta první poválečná verze Mk.IV. V roce 1947 byl zahájen vývoj zdokonalené verze Mk.8. Od starší verze Mk.IV se lišila celkově zesílenou konstrukcí, delším trupem s novým překrytem kabiny a vystřelovacím sedadlem. Ocasní plochy byly zcela přepracovány. V křídelních gondolách byly instalovány výkonnější motory Derwent 8. RAF dostalo první kusy nové verze v roce 1949.

Meteor Mk.8 sloužil nejen v řadách RAF, byl hojně exportován. Sloužil v letectvech Egypta, Belgie, Nizozemska, Brazílie, Dánska, Sýrie, Izraele, a Austrálie. Licenčně byl vyráběn v Nizozemí u Fokkera a v Belgii u Avions Fairey montovali Meteory z dodaných sestav.

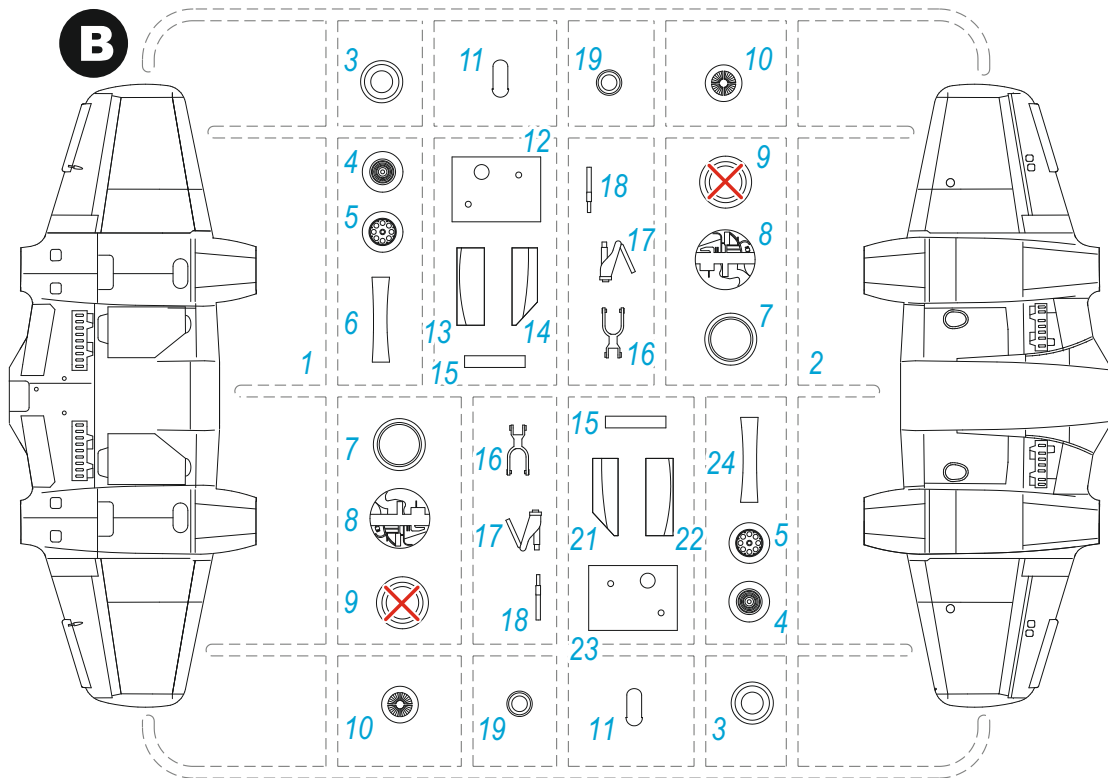
S letectvem RAAF je spojeno největší bojové vystoupení Meteoru Mk.8. V letech 1951-53 je RAAF nasadilo v Korejském konfliktu. Zde se ukázalo, že výkonově nestačí na Mig-15, nejlepší stíhačku protivníka. Další Meteory se dostaly do bojů na Blízkém východě. Sestřely se mohou pochlubit jak izraelské, tak arabské Meteory.

Na základě stíhací verze byly postavena stíhací-průzkumná verze FR. Mk.9. Kromě standardní výzbroje měla v upravené přídi sadu fotografických přístrojů pro taktický průzkum. RAF dostala 126 kusů této verze, později byla malá část z nich prodána do Ekvádoru, Izraele a Sýrie.

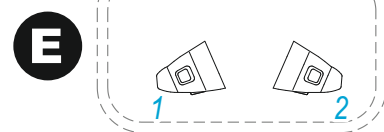
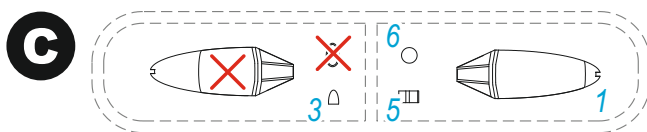
Parts List



✗ = Not used



Clear Parts



? MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION

👉 POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLÁTKLEBER
ADHÉSIF CYANOACRYLAT

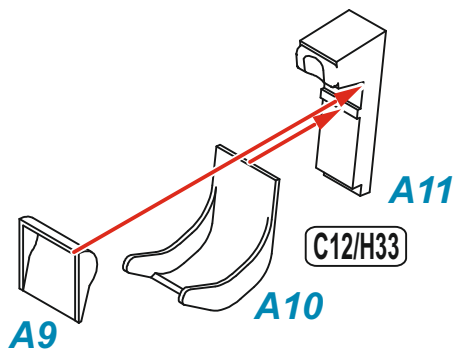
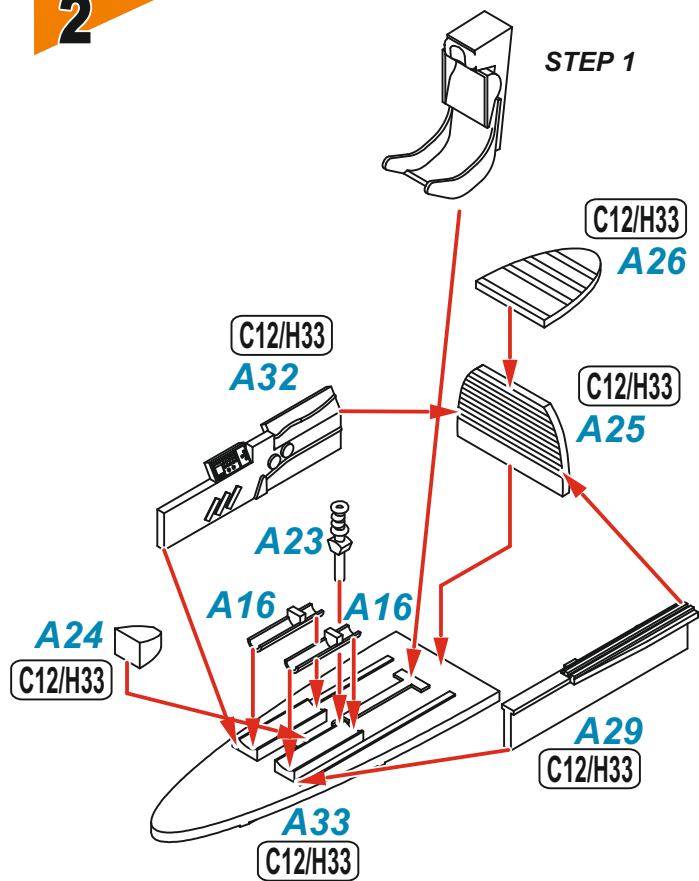
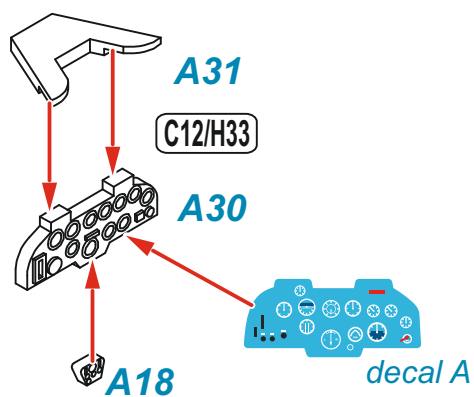
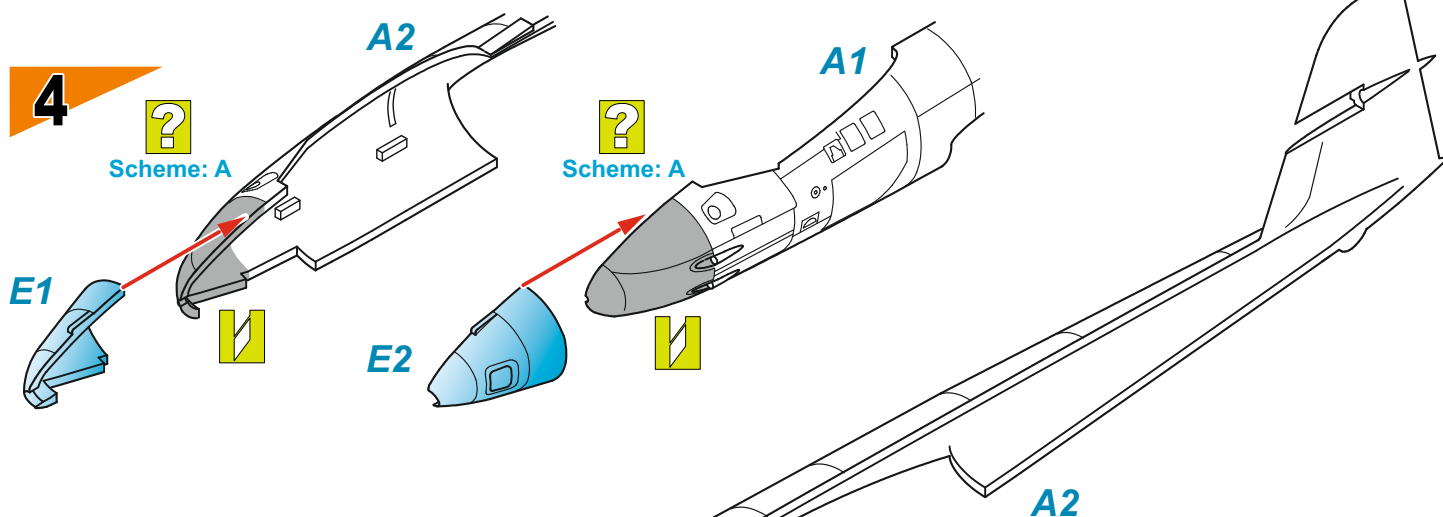
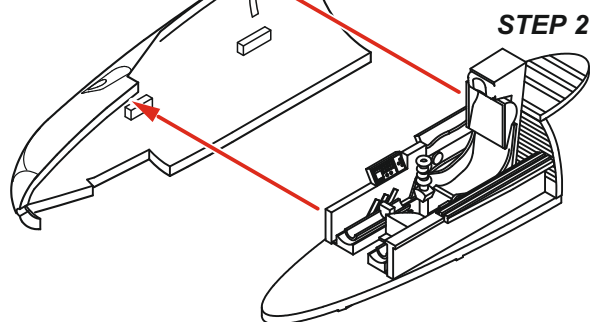
SYMBOLS

🔄 OHNOUT
BEND
BIEGEN
COURBER

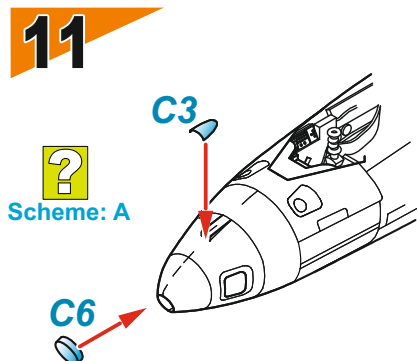
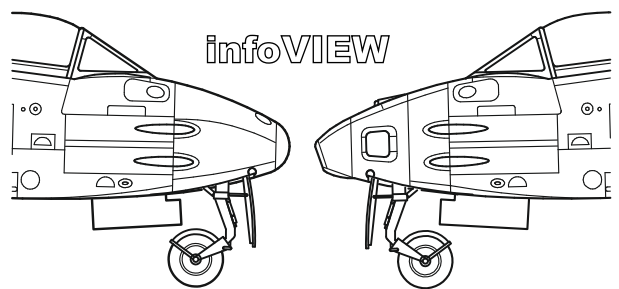
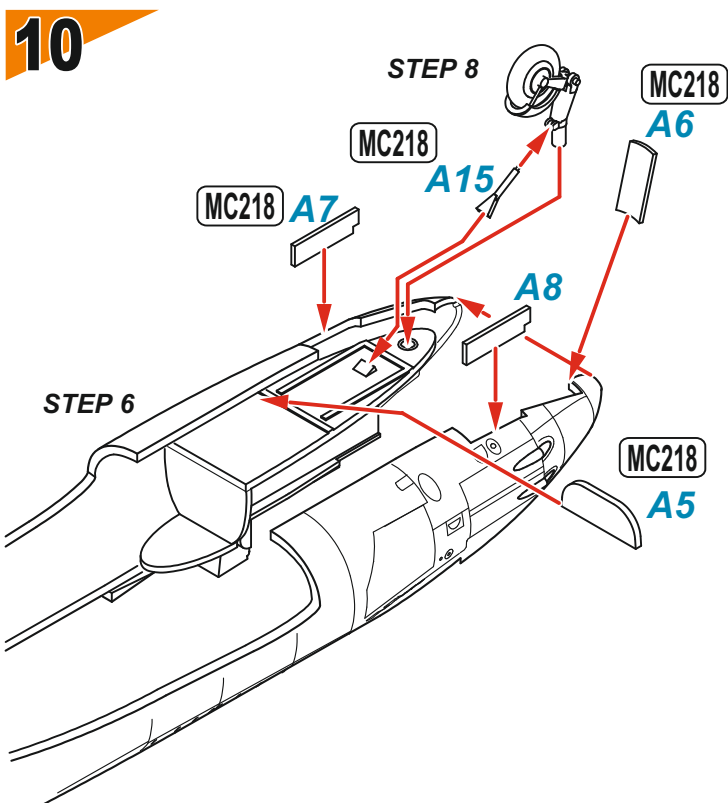
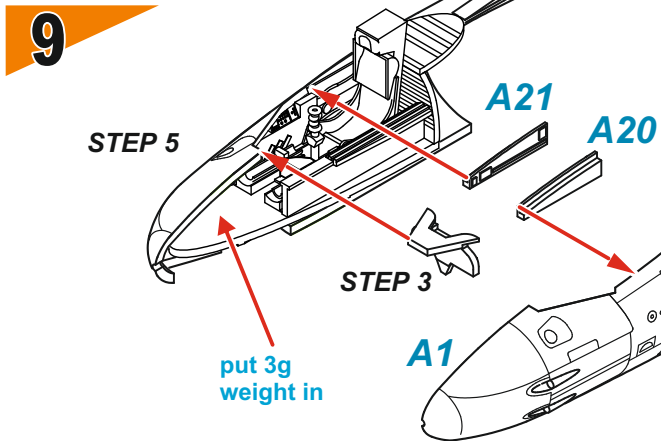
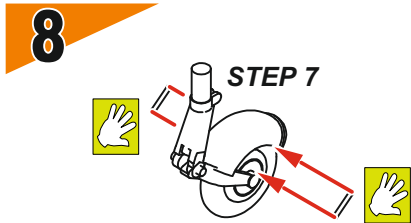
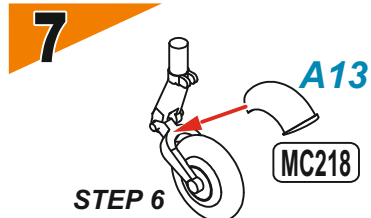
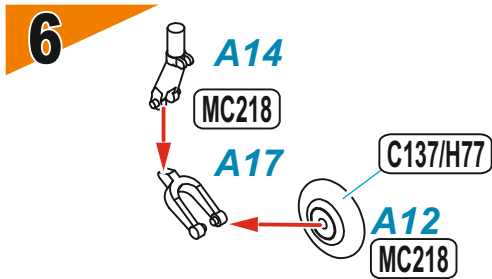
👉 ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER

🔪 ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER

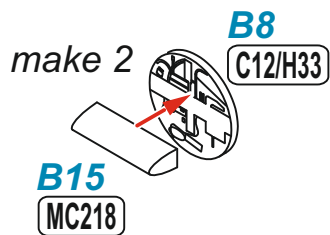
🎨 NATRÍT
COLOUR
FARBEN
PEINDRE
GSI colours code

1**2****3****4****5****Barvy GUNZE/ GUNZE Colour No.**

Hliníková / Aluminium	MC218
Černá / Black	H12/C33
Černá pneu / Tire Black	H77/C137
Opálený kov / Burnt Metal	MC214

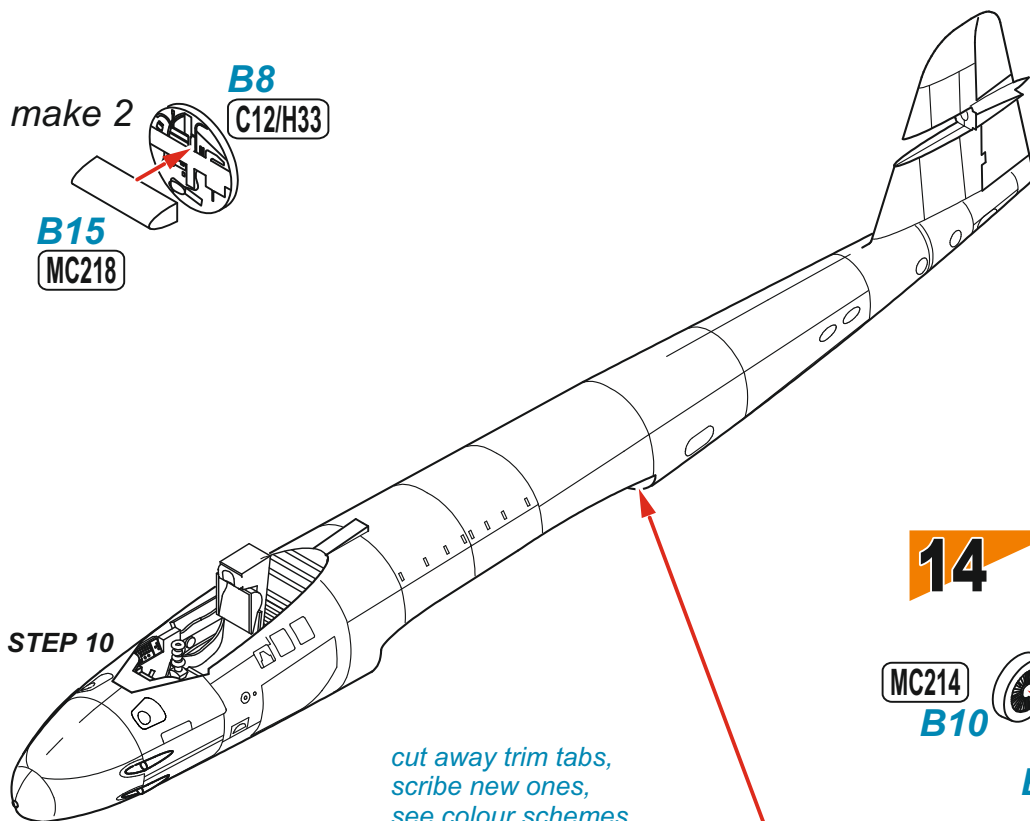


12



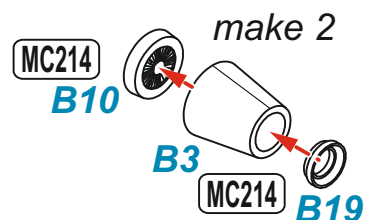
13

STEP 10



cut away trim tabs,
scribe new ones,
see colour schemes

14



cut away trim tabs,
scribe new ones,
see colour schemes

cut away trim tabs,
scribe new ones,
see colour schemes

STEP 12

B12

B23

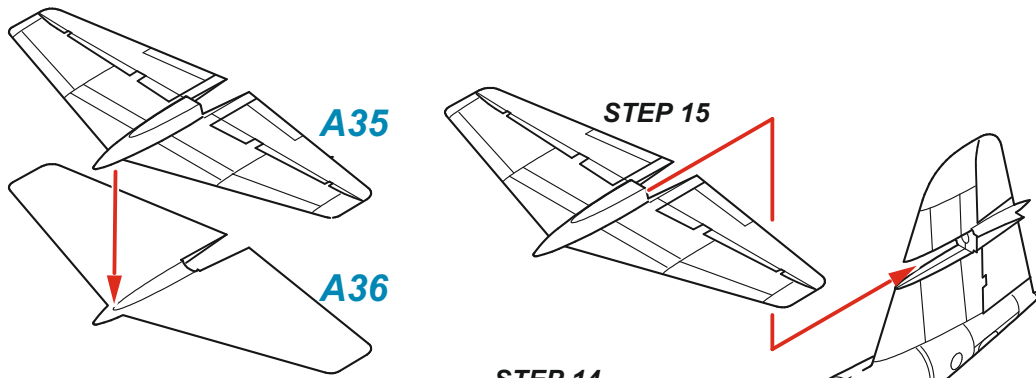
STEP 12

B2

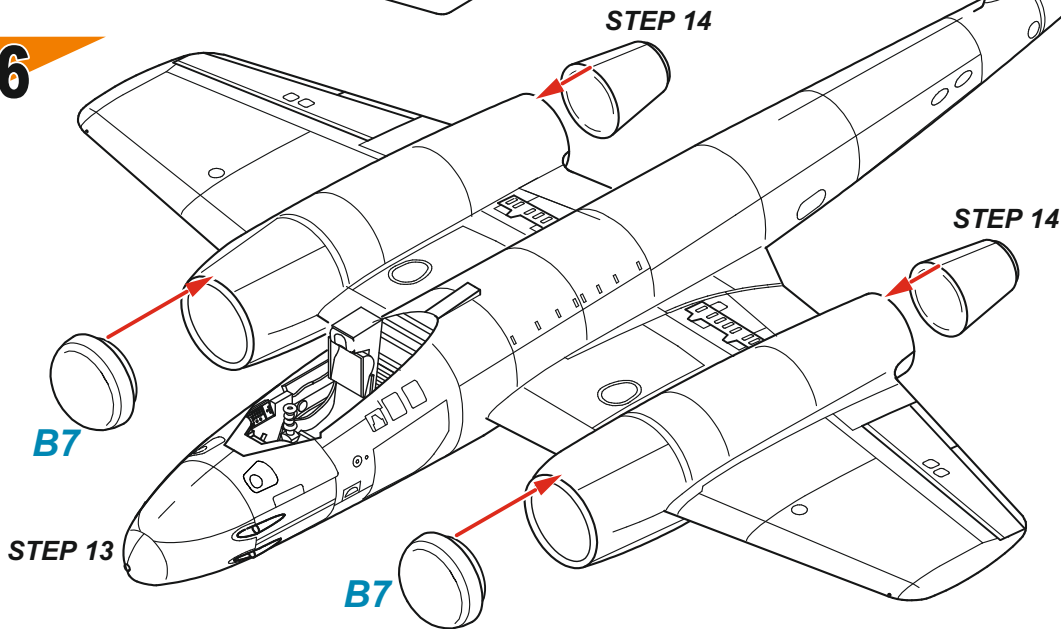
B1

cut away trim tabs,
scribe new ones,
see colour schemes

15

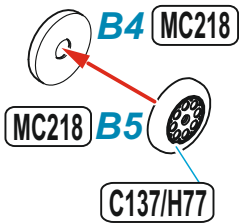


16

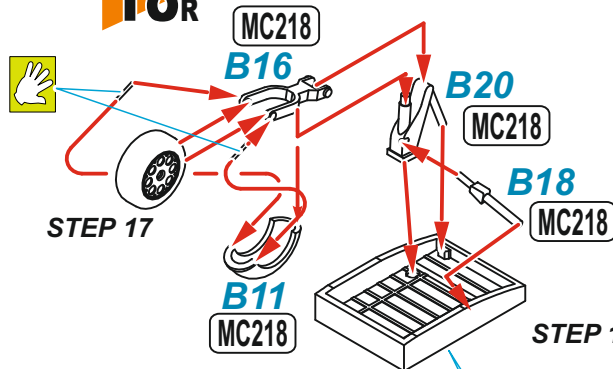


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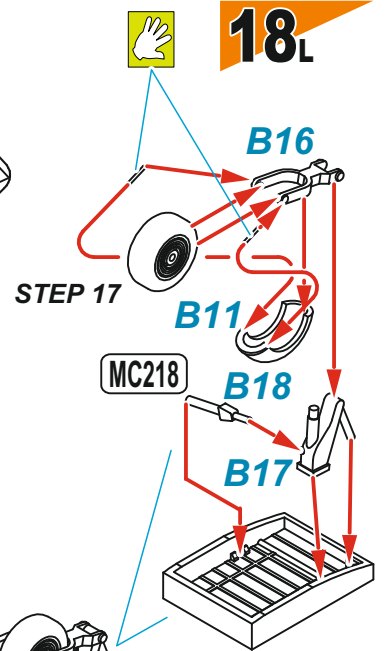
make 2



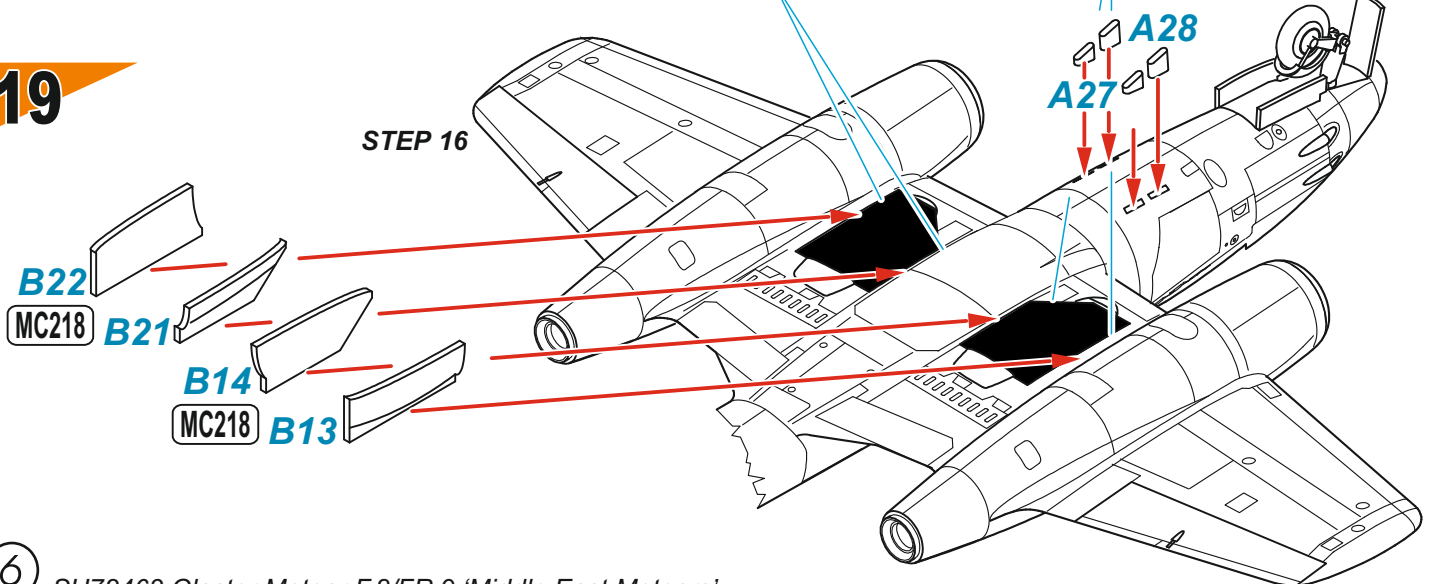
18R



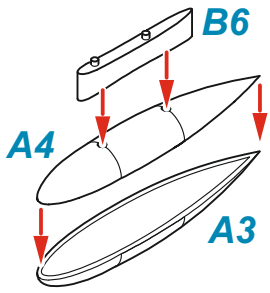
18L



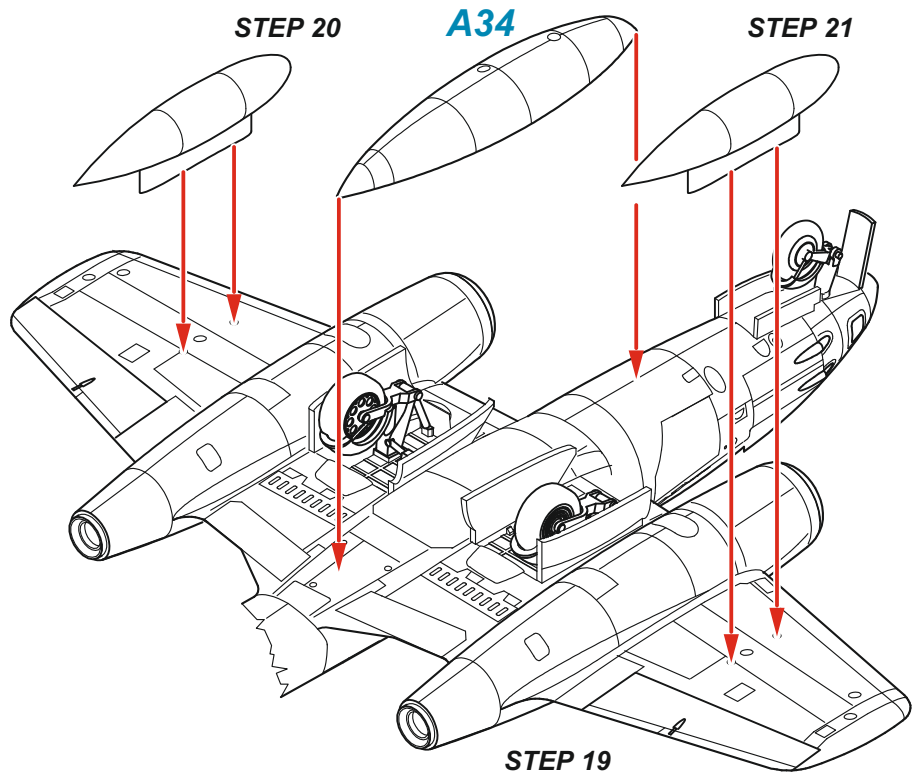
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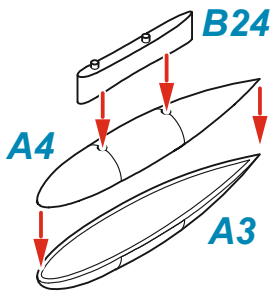
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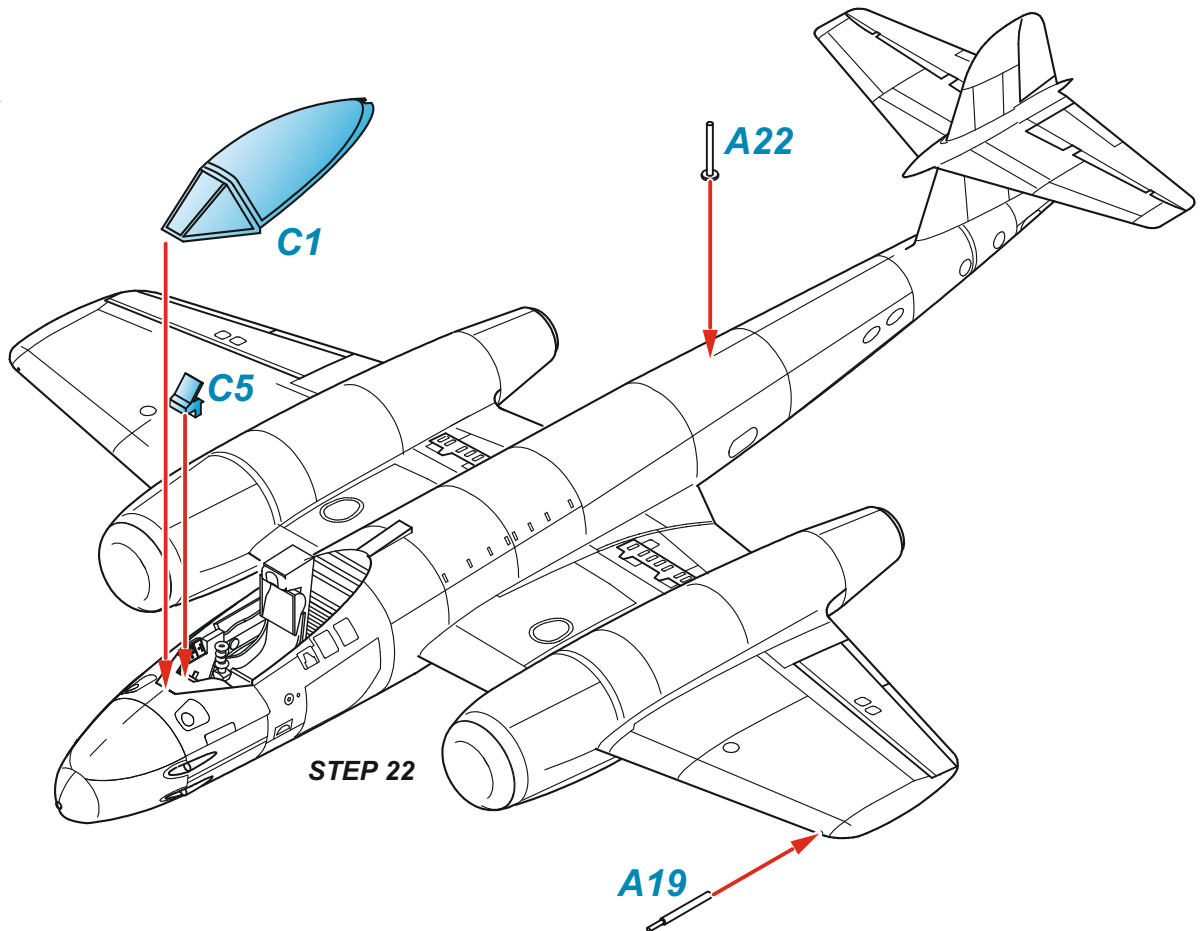
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21



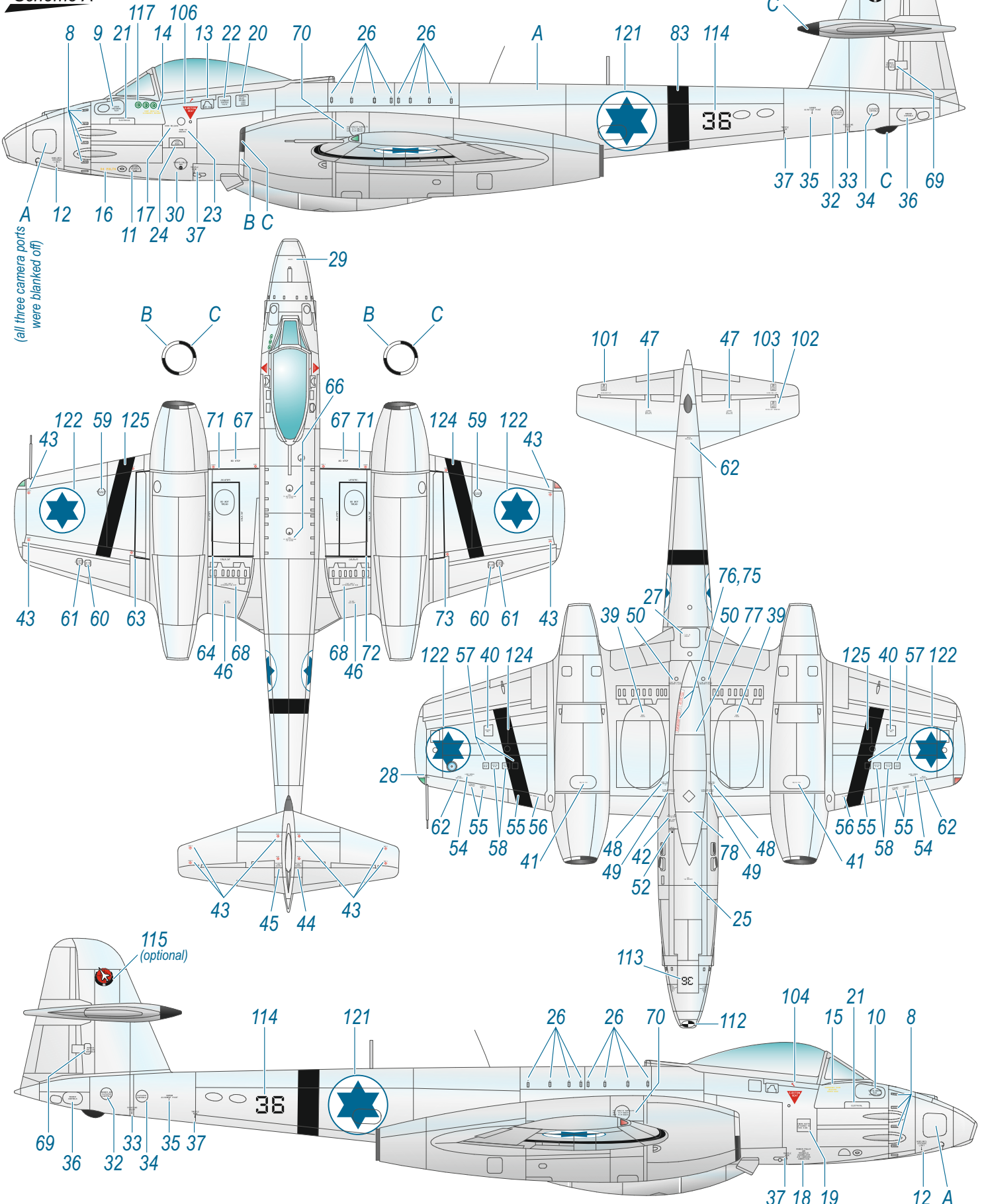
23



Gloster Meteor FR.9, no.36, 117 Sqn (also known as HaSilon HaRishona / First Jet), Israeli Defence Force / Air Force, Ramat David, Israel, 1955. On 1 September, Capt. Aharon Yoeli intercepted and brought down two Egyptian DH Vampire jets that violated Israeli air space. Black wing and fuselage bands, previously thought to be the 1956 Operation Kadesh ID markings, had already been introduced in 1955.

Gloster Meteor FR.9, č.36, 117 Sqn (HaSilon HaRishona / First Jet), IDF/AF - izraelské letectvo, základna Ramat David, Izrael, 1955. Prvního září 1955 narušily dva egyptské DH Vampiry izraelský vzdušný prostor, kapitán Aharon Joeli je na tomto Meteoru promptně sestřelil. Černé pruhy na trupu a křídlech označovaly Meteory IDF/AF již od roku 55, tj. nebyly aplikované až pro Operaci Kadeš (sinajská kampaň) o rok později.

Scheme A

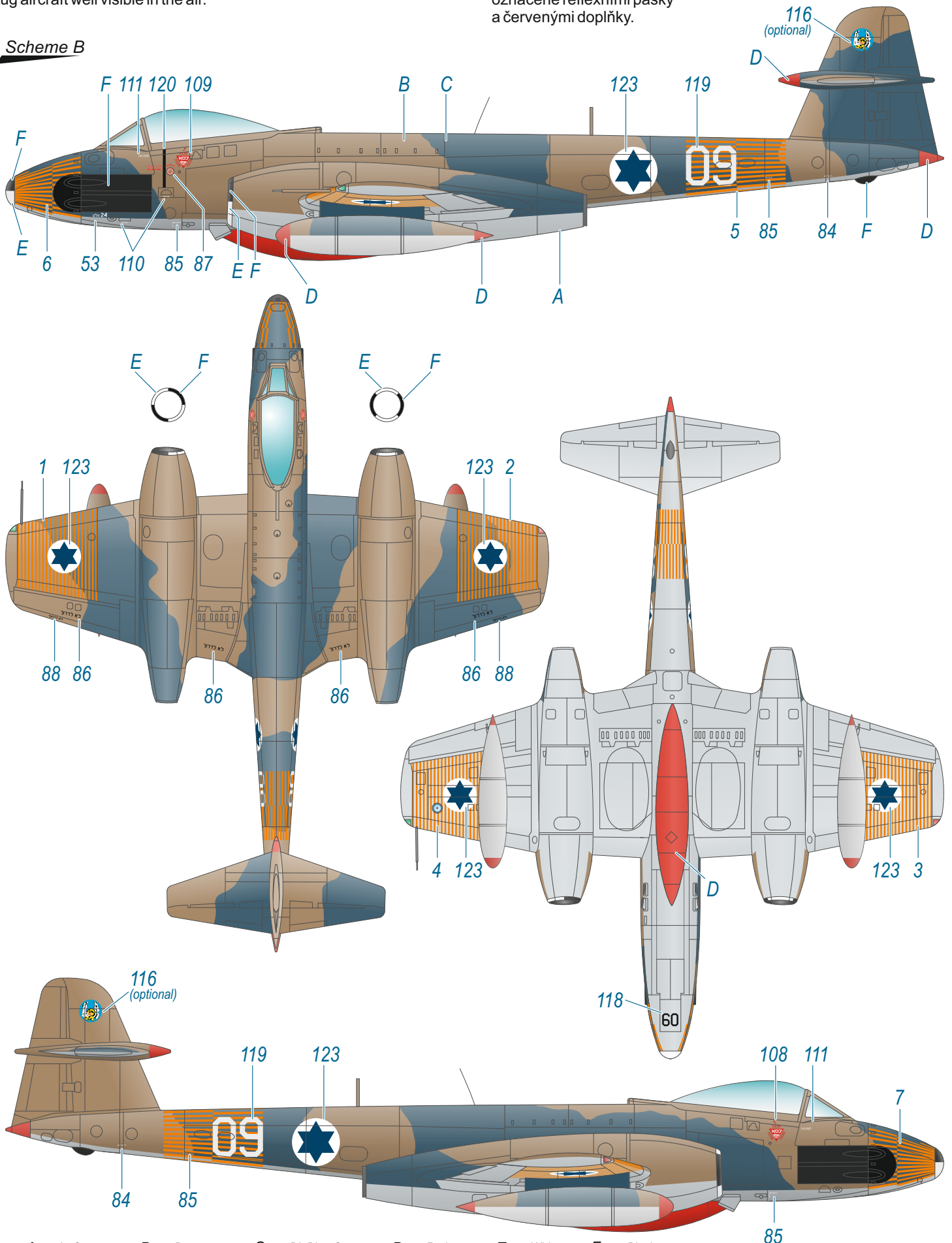


- A** Aluminium
hliníková
H/C08
- B** White
bílá
H/C01
- C** Black
černá
H12/C33

Gloster Meteor F.8, no.09, 107 Sqn (Abirei HaZanav HaKatom / Knights of the Orange Tail), Ramat David, Israel, 1962-64. The Dayglo Orange tapes and red trim on the airframe made this target tug aircraft well visible in the air.

Gloster Meteor F.8, č.09, 107.sqn (Abirei HaZanav HaKatom / Knights of the Orange Tail), základna Ramat David, Izrael, 1962-64. Meteory sloužící pro vlečení střílečských terčů byly výrazně označené reflexními pásy a červenými doplňky.

Scheme B

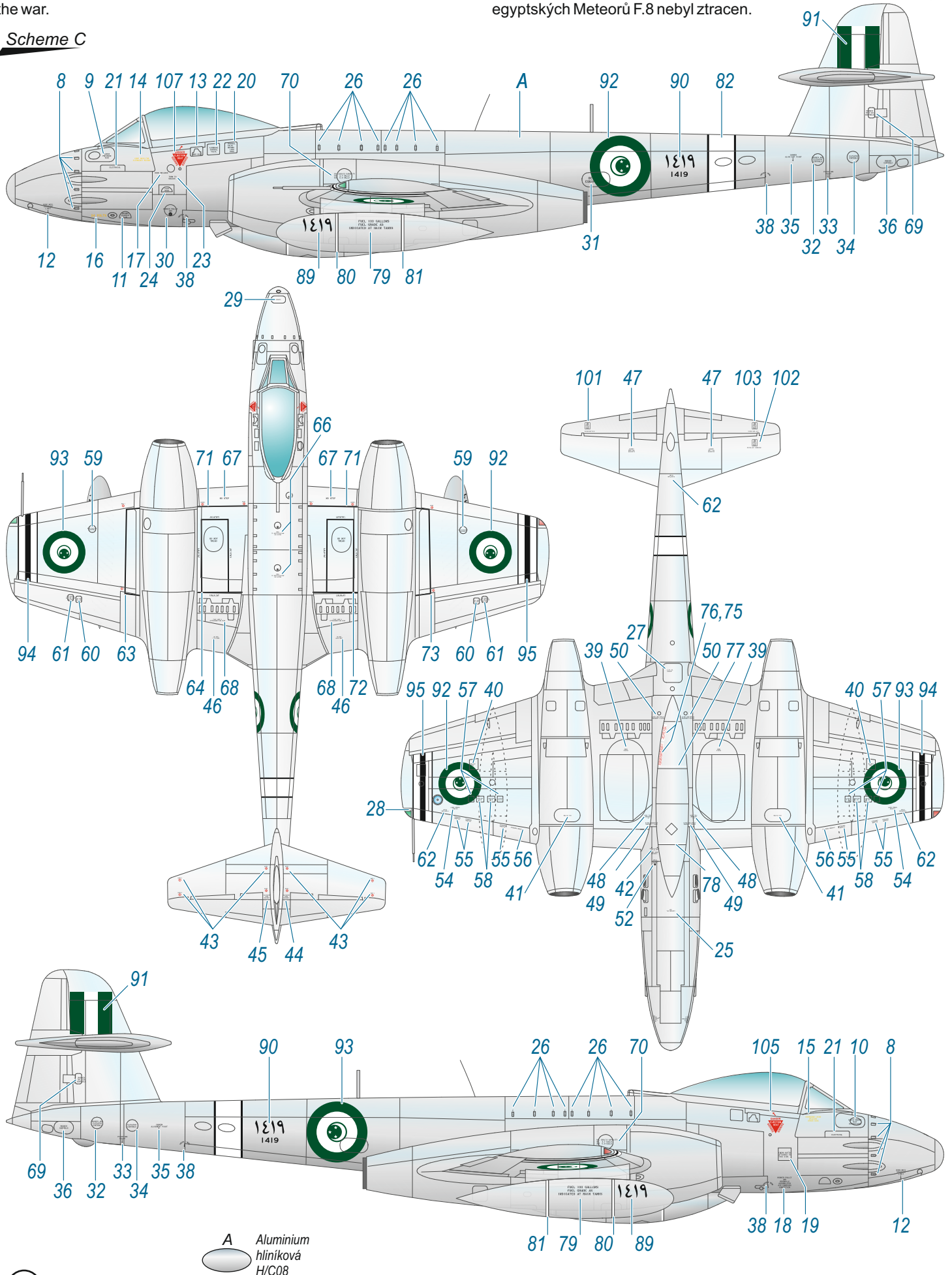


- | | | | | | | | | | | | |
|----------|--|----------|--------------------------------------|----------|--|----------|-------------------------|----------|------------------------|----------|---------------------------|
| A | Lt.Grey
sv.šedá
RAL 7044
H/C325 | B | Brown
hnědá
RAL 8008
H/C321 | C | Dk.Blue Grey
tm.modrošedá
RAL 5008
H/C326 | D | Red
červená
H/C03 | E | White
bílá
H/C01 | F | Black
černá
H12/C33 |
|----------|--|----------|--------------------------------------|----------|--|----------|-------------------------|----------|------------------------|----------|---------------------------|

Gloster Meteor F.8, no.1419, Royal Egyptian Air Force, 1955. Egyptian reports say that during the 1956 crisis, British jets were dispersed on secondary airfields in the canal zone to avoid their destruction. And none of the F.8 Meteors were lost in the course of the war.

Gloster Meteor F.8, č.1419, egyptské královské voj.letectvo, 1955. Podle egyptských zdrojů byly britské proudové stroje roptýleny po sekundárních základnách v oblasti suezského kanálu, aby unikly zničení. A skutečně, v průběhu konfliktu v roce 1956, žádný z egyptských Meteorů F.8 nebyl ztracen.

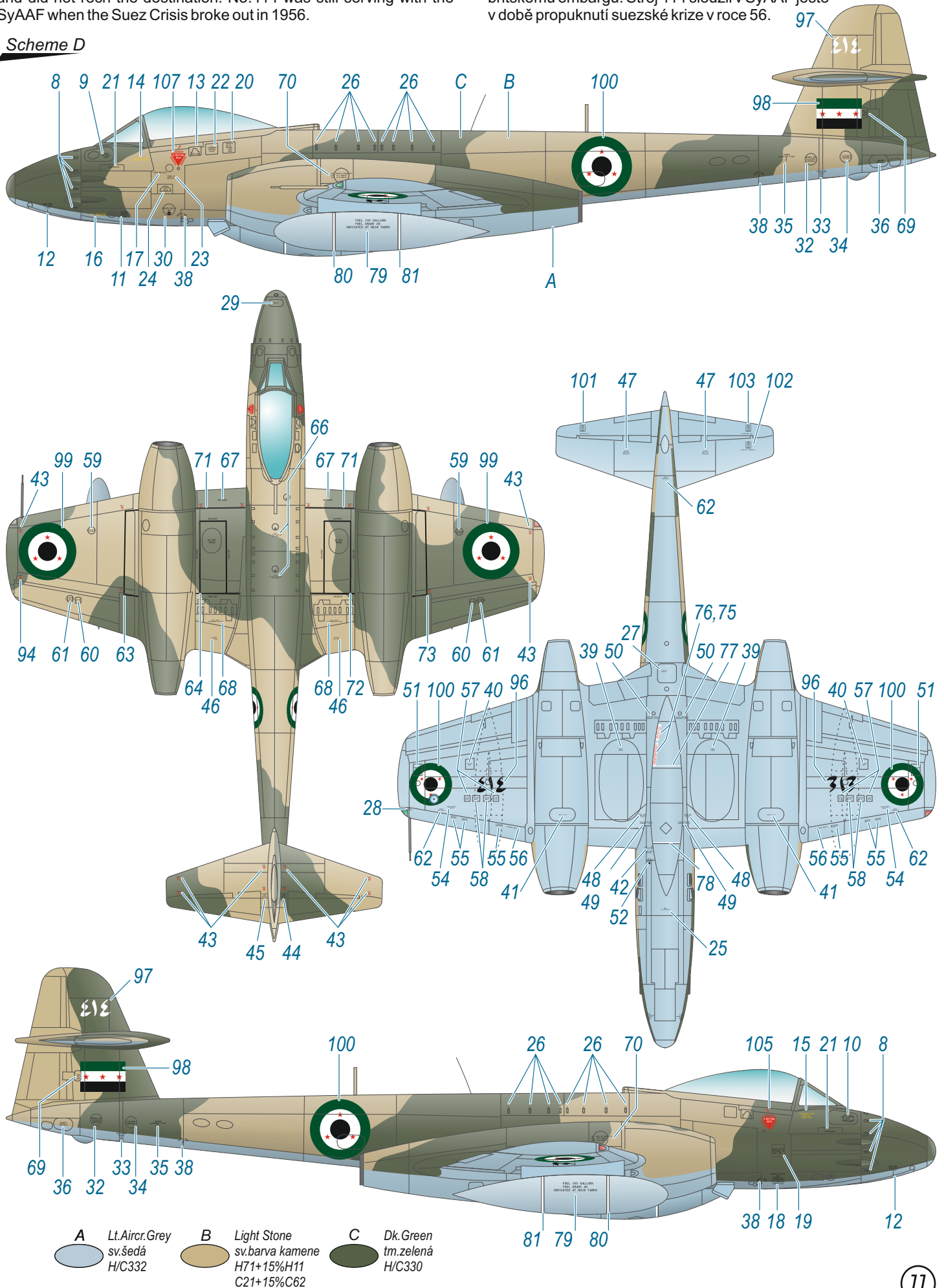
Scheme C



Gloster Meteor F.8, no.414, no.9 Sqn, Syrian Arab Air Force, 1956. The Meteor jets were ordered by Syria in 1950 with deliveries taking place in 1952-53. Some of the machines were embargoed by the UK and did not reach the destination. No.414 was still serving with the SyAAF when the Suez Crisis broke out in 1956.

Gloster Meteor F.8, č.414, 9.sqn, syrské vojenské letectvo, 1956. Sýřané objednali svoje Meteory v roce 1950, stroje byly dodávány mezi lety 1952 a 53, některé se do Sýřie ovšem nedostaly kvůli britskému embargu. Stroj 414 sloužil v SyAAF ještě v době propuknutí suezské krize v roce 56.

Scheme D



- | | | |
|--------------------------------------|--|----------------------------------|
| A | B | C |
| Lt. Aircr. Grey
sv.šedá
H/C332 | Light Stone
sv.barva kamene
H71+15%H11
C21+15%C62 | Dk. Green
tm.zelená
H/C330 |

1/72
SH72364



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

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

1/72
SH72453



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

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

1/72
SH72322



M72004 **Special MASK**
Folland Gnat/Ajeet MASK

Folland Gnat F Mk.I British Single Seaters