

## 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 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 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 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.

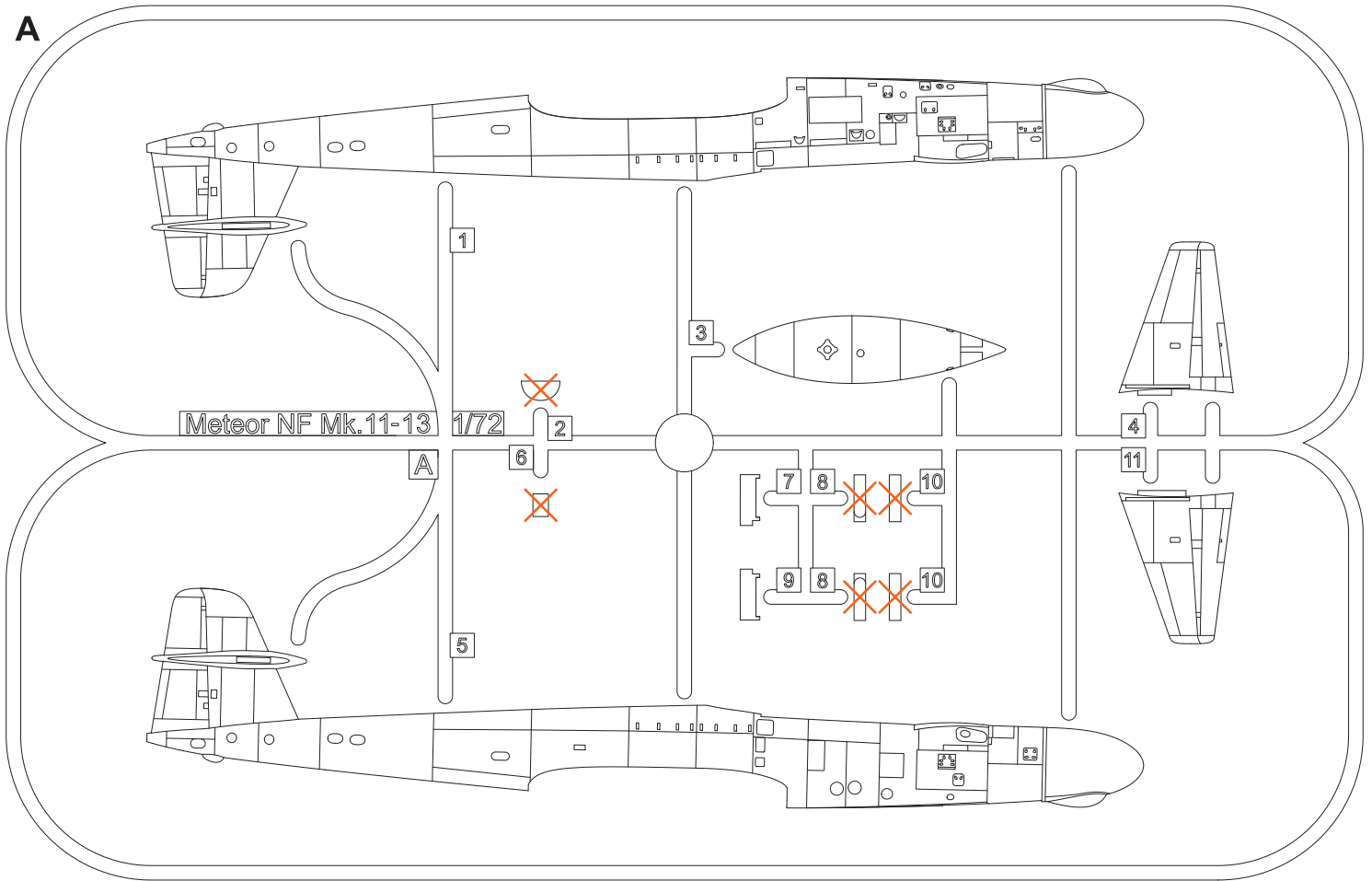
Meteory pro stíhání za každého počasí zůstaly ve výzbroji do šedesátých let, kdy byly nahrazeny modernějšími typy Javelin, Hunter či Vautour. Malá část Meteorů NF Mk.11 byla přestavěna na verzi pro tahání terčů TT Mk.20. Čtrnáct kusů verze NF Mk.14 bylo přestavěno na cvičné letouny pro výcvik navigátorů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

### TTD NF Mk.12

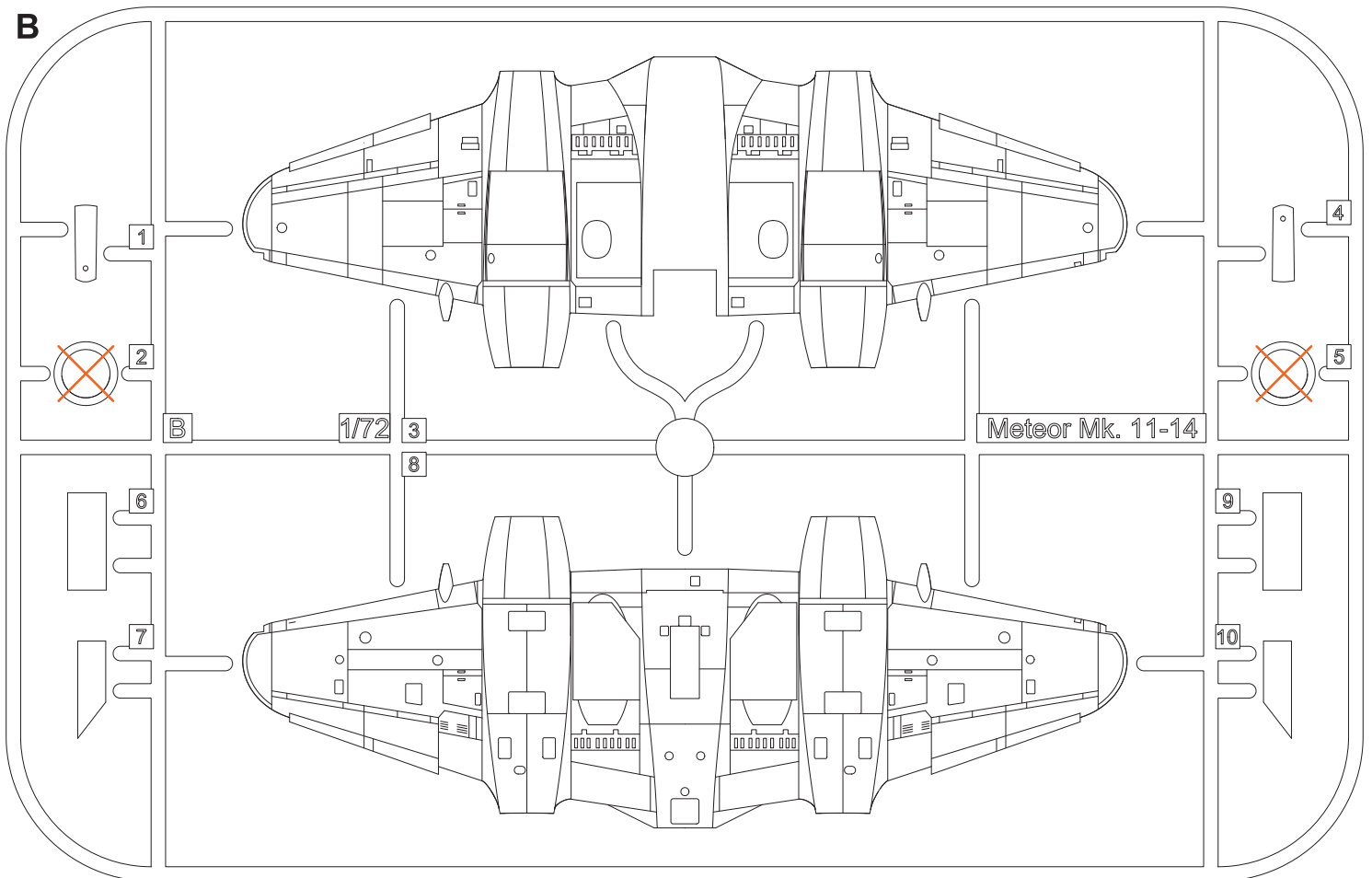
Rozpětí: 13,10 m, délka: 15,22 m, max. rychlost: 880 km/h, dolet 1 529 km, dostup: 13 100 m, výzbroj: 4× kanón ráže 20 mm.

# 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

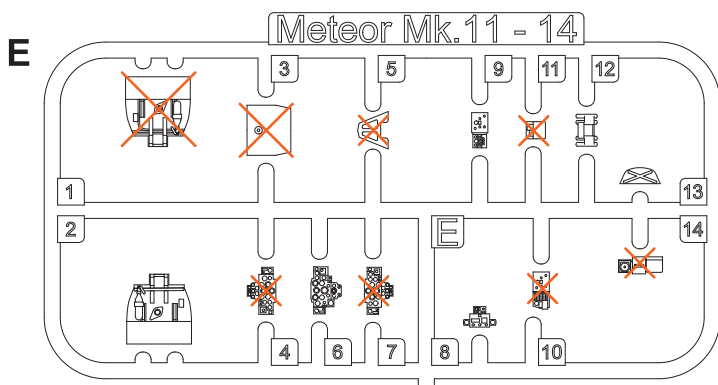
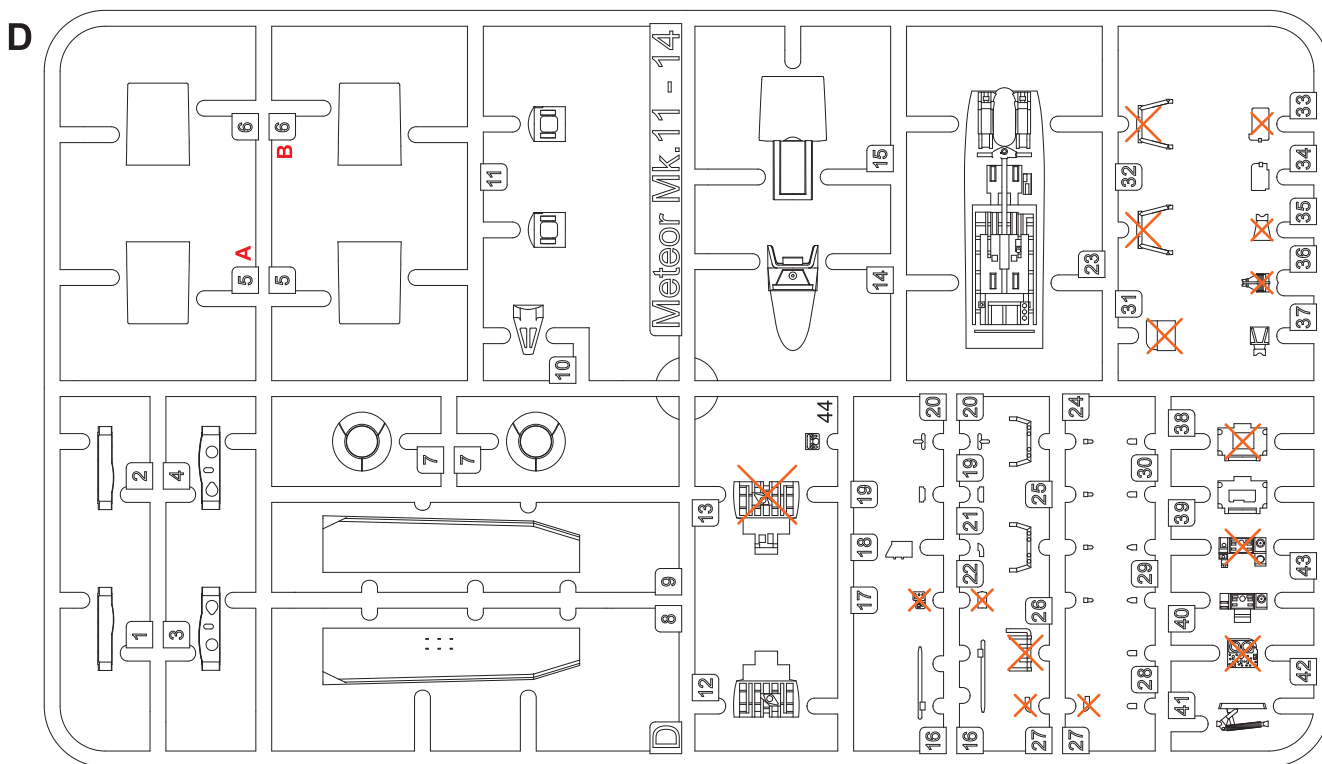
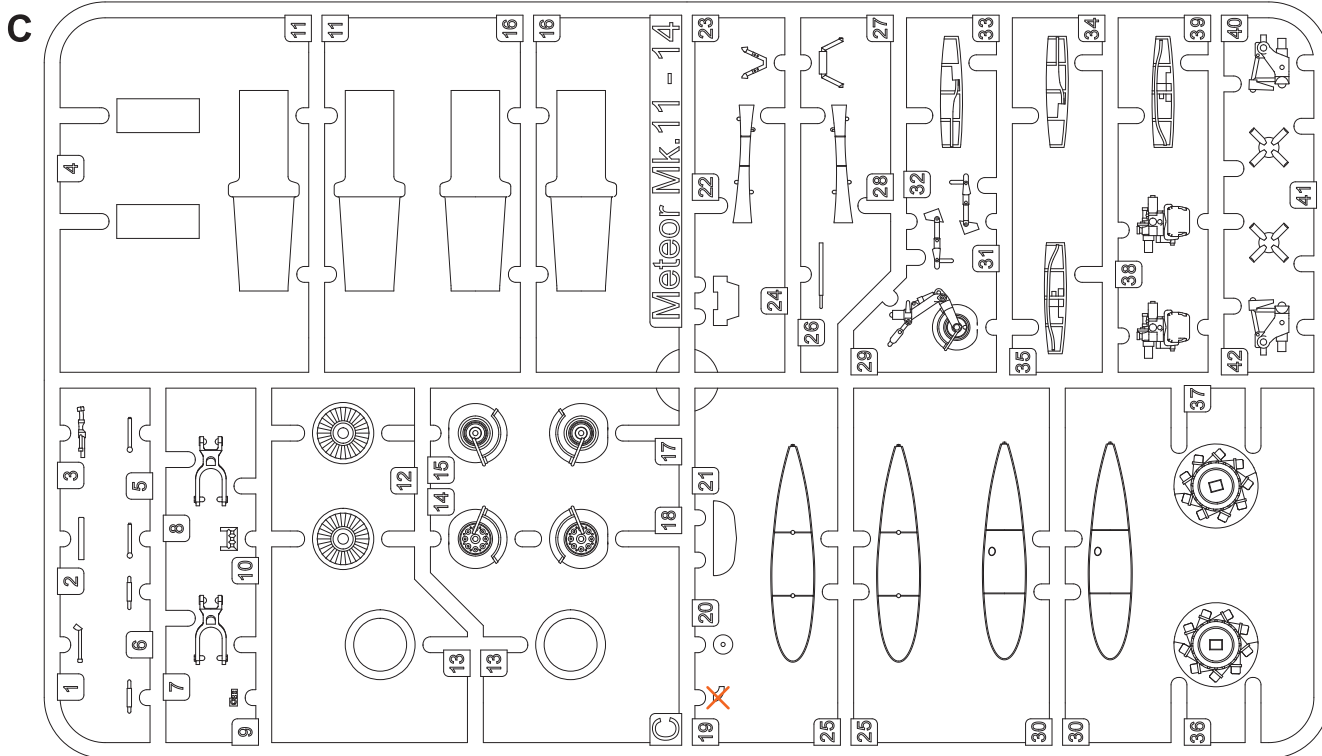


ŘEZAT/VRTAT  
CUT OFF/DRILL  
ENTFERNEN  
DETACHER

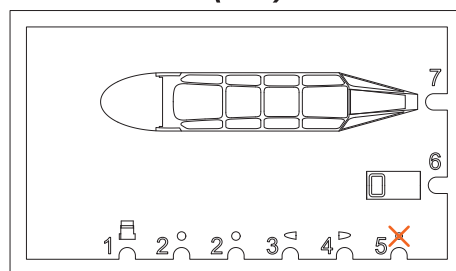
GSI  
colour code

A  
colour code

NATRÍT  
COLOUR  
FARBEN  
PEINDRE



**Clear Parts (CP)**

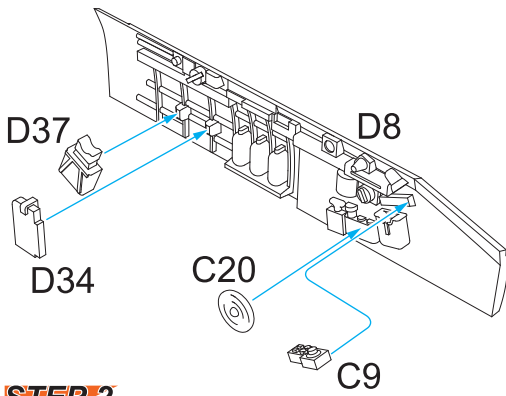


**Tento díl nepoužít**  
**Do not use this part**

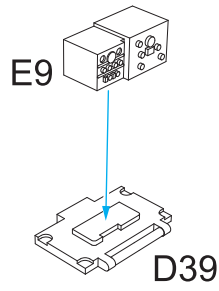
**Barvy GUNZE/ GUNZE Colour No.**

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

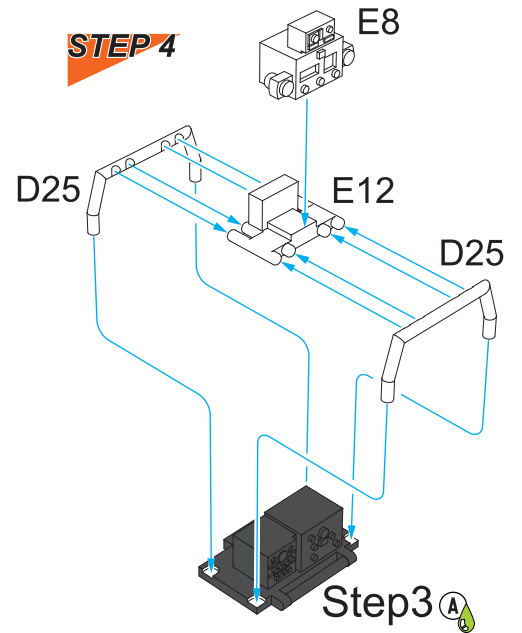
**STEP 1**



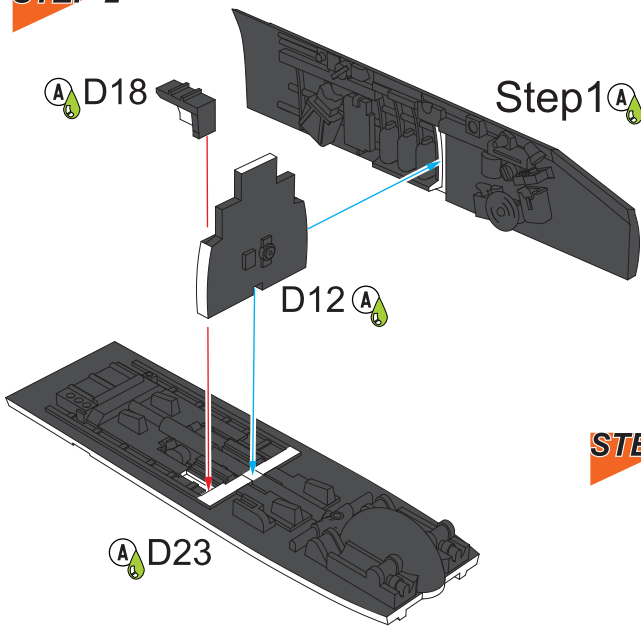
**STEP 3**



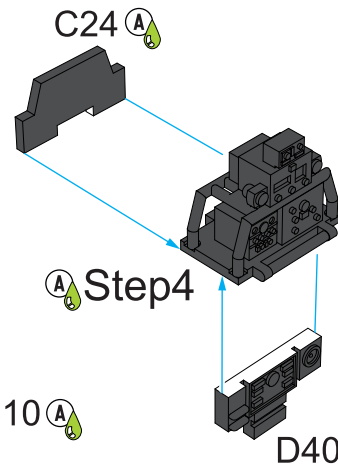
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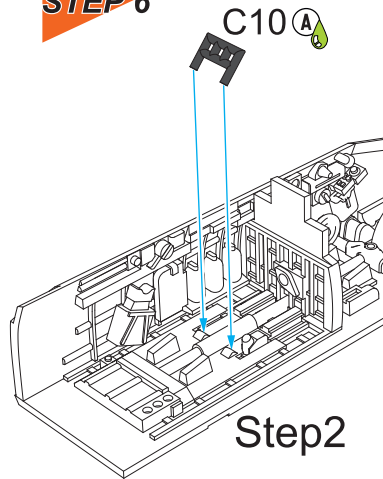
**STEP 2**



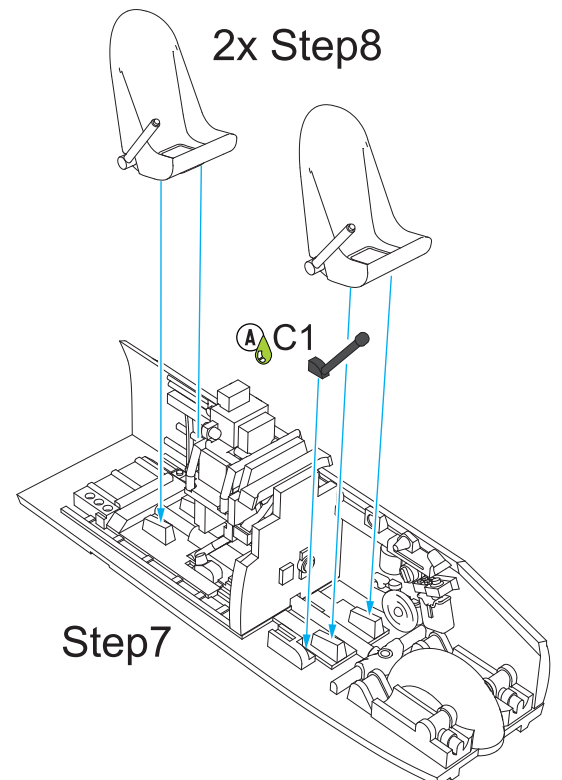
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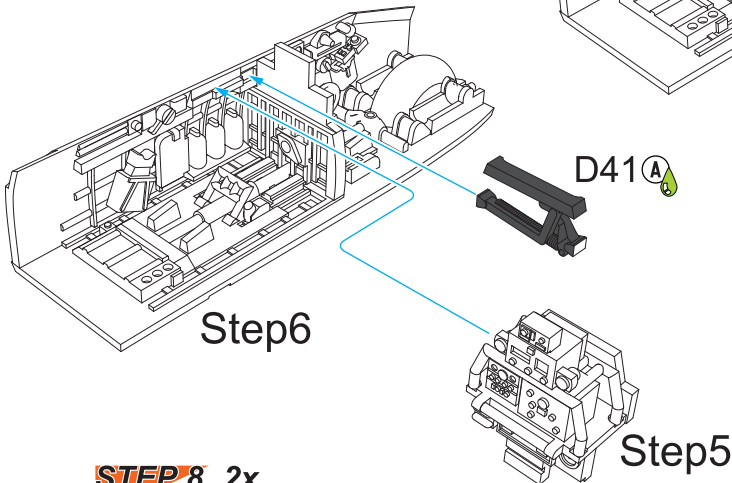
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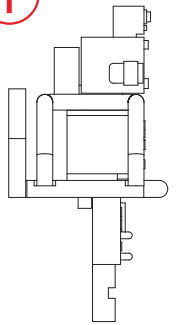
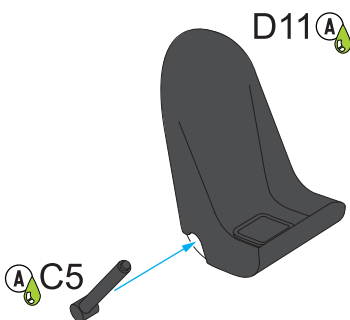
**STEP 9**



**STEP 7**

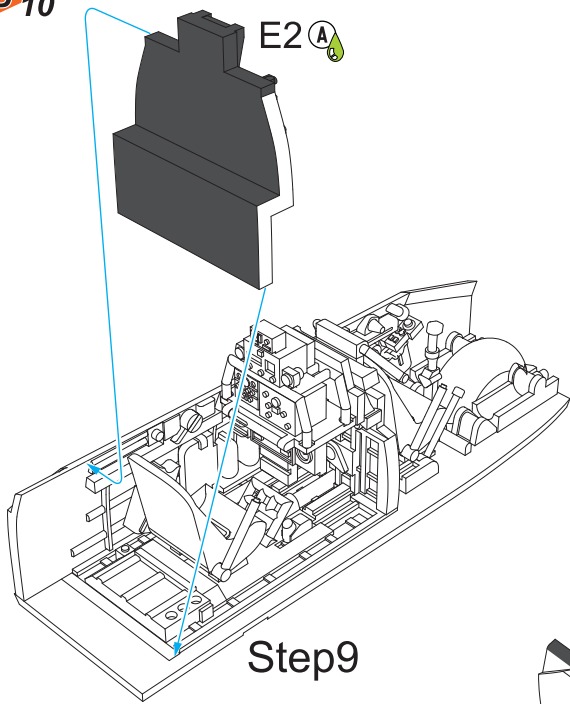


**STEP 8 2x**

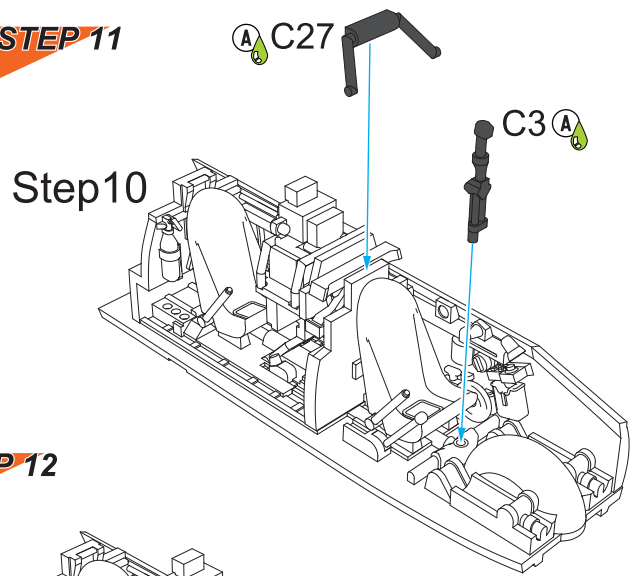




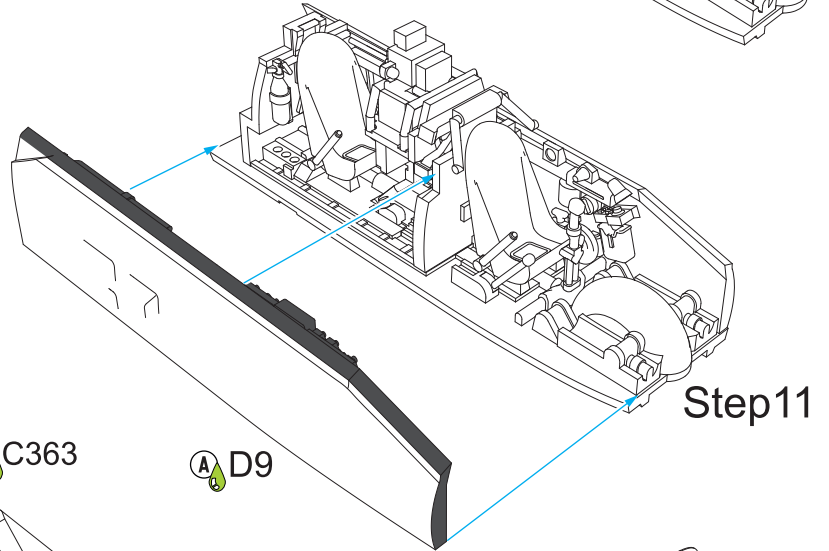
**STEP 10**



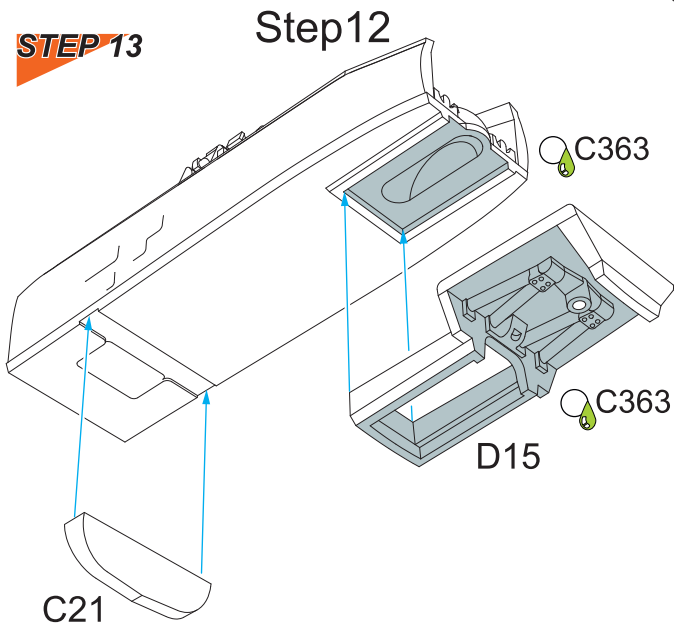
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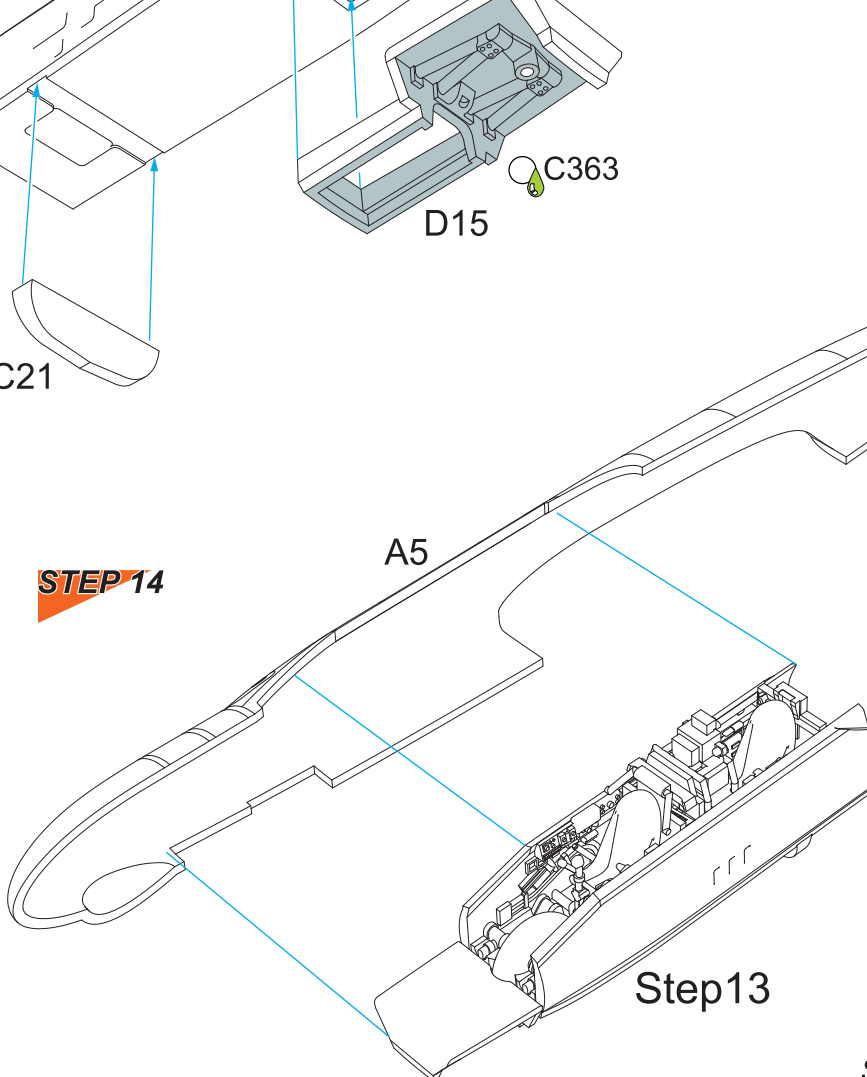
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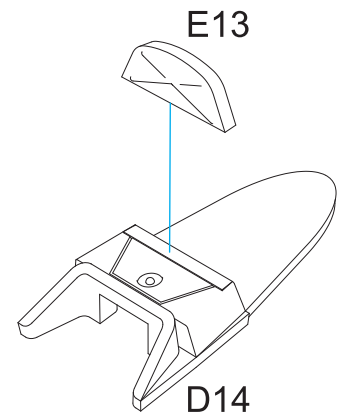
**STEP 13**



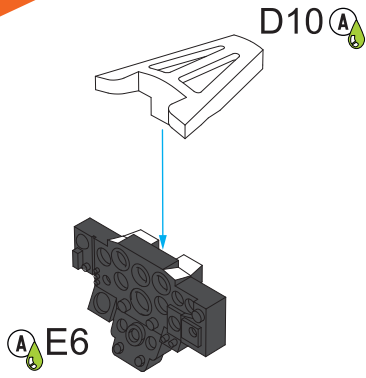
**STEP 14**



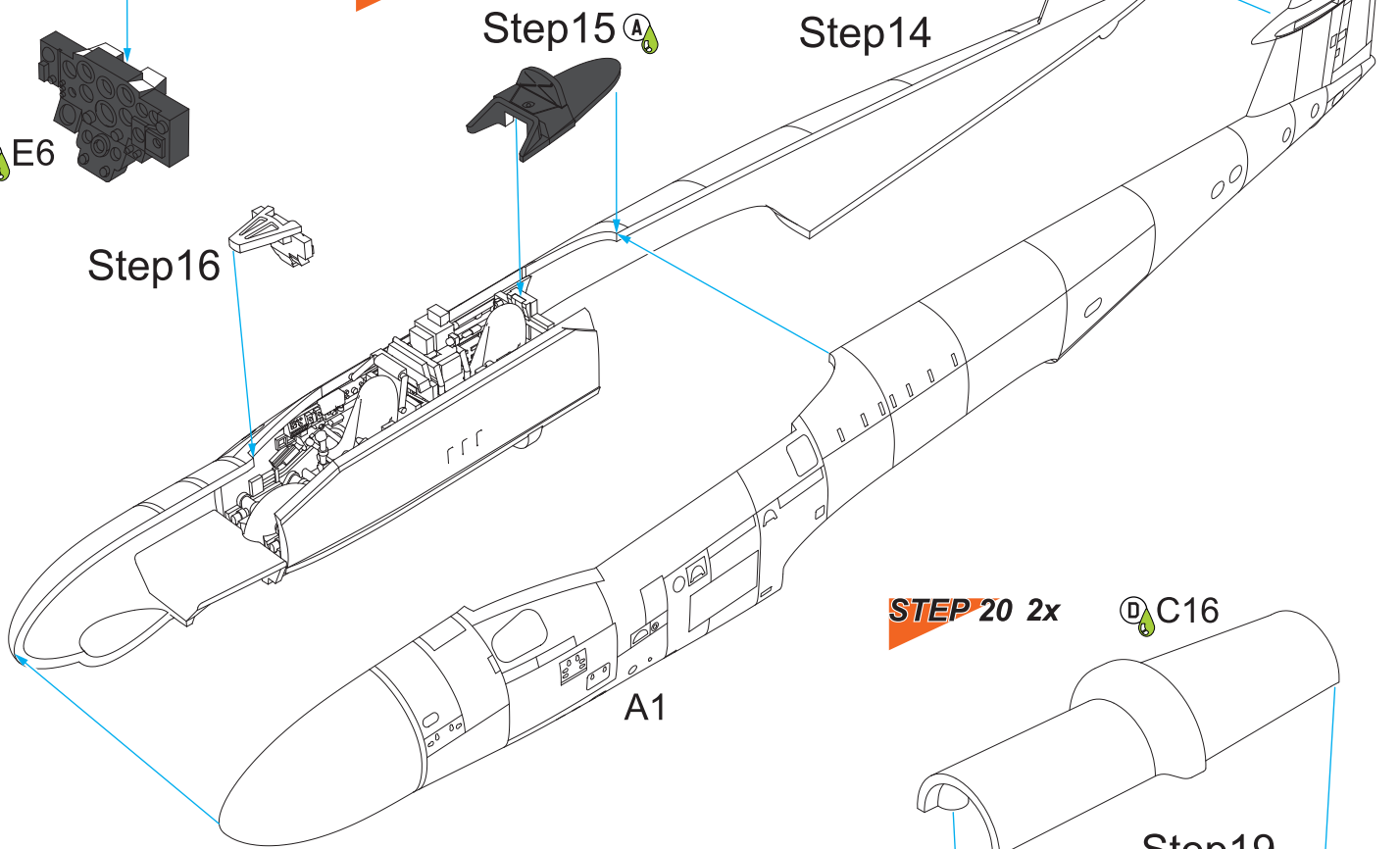
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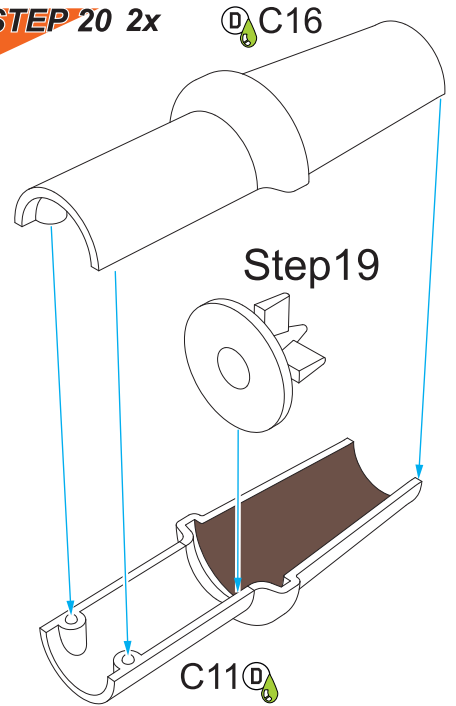
**STEP 16**



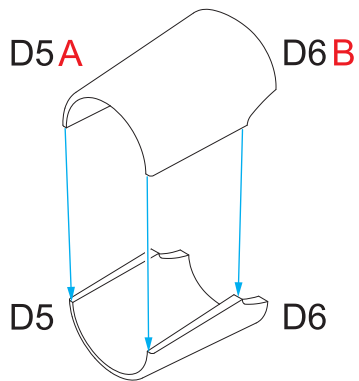
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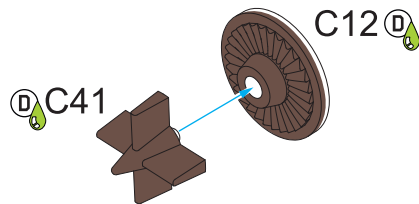
**STEP 20 2x**



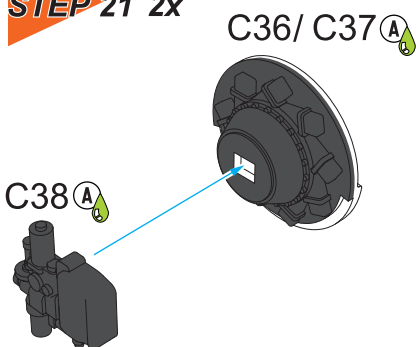
**STEP 18 2x**



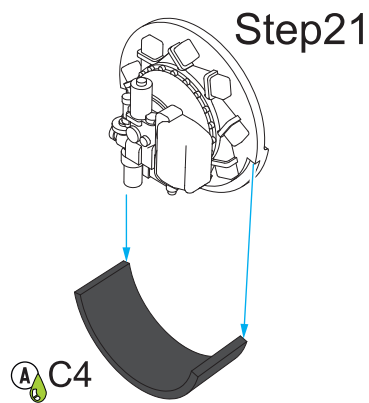
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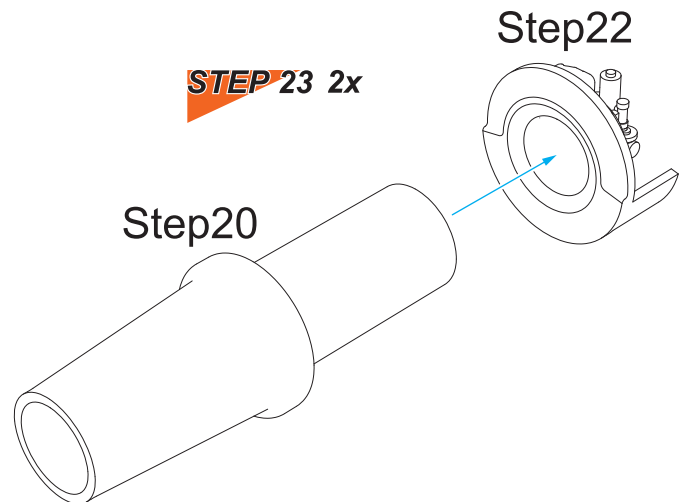
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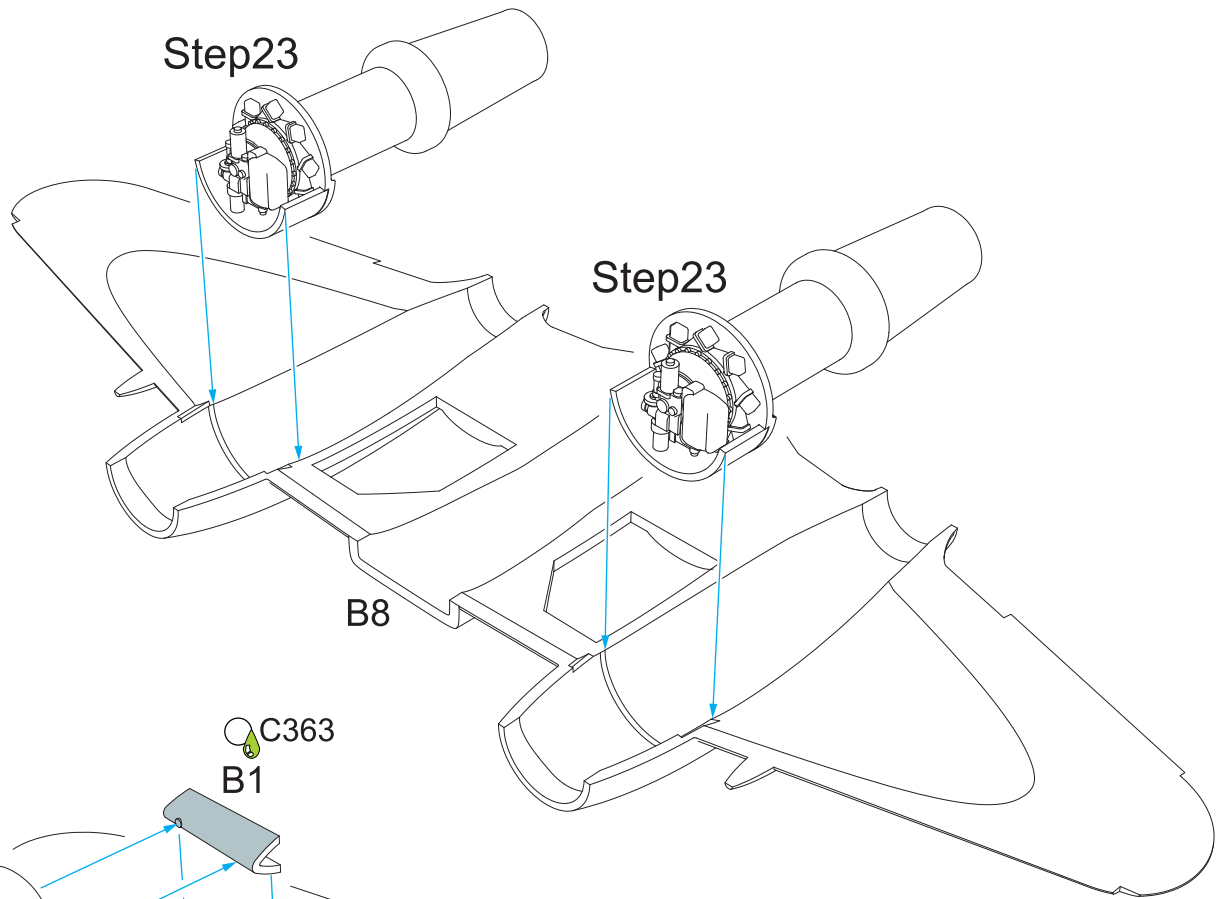
**STEP 22 2x**



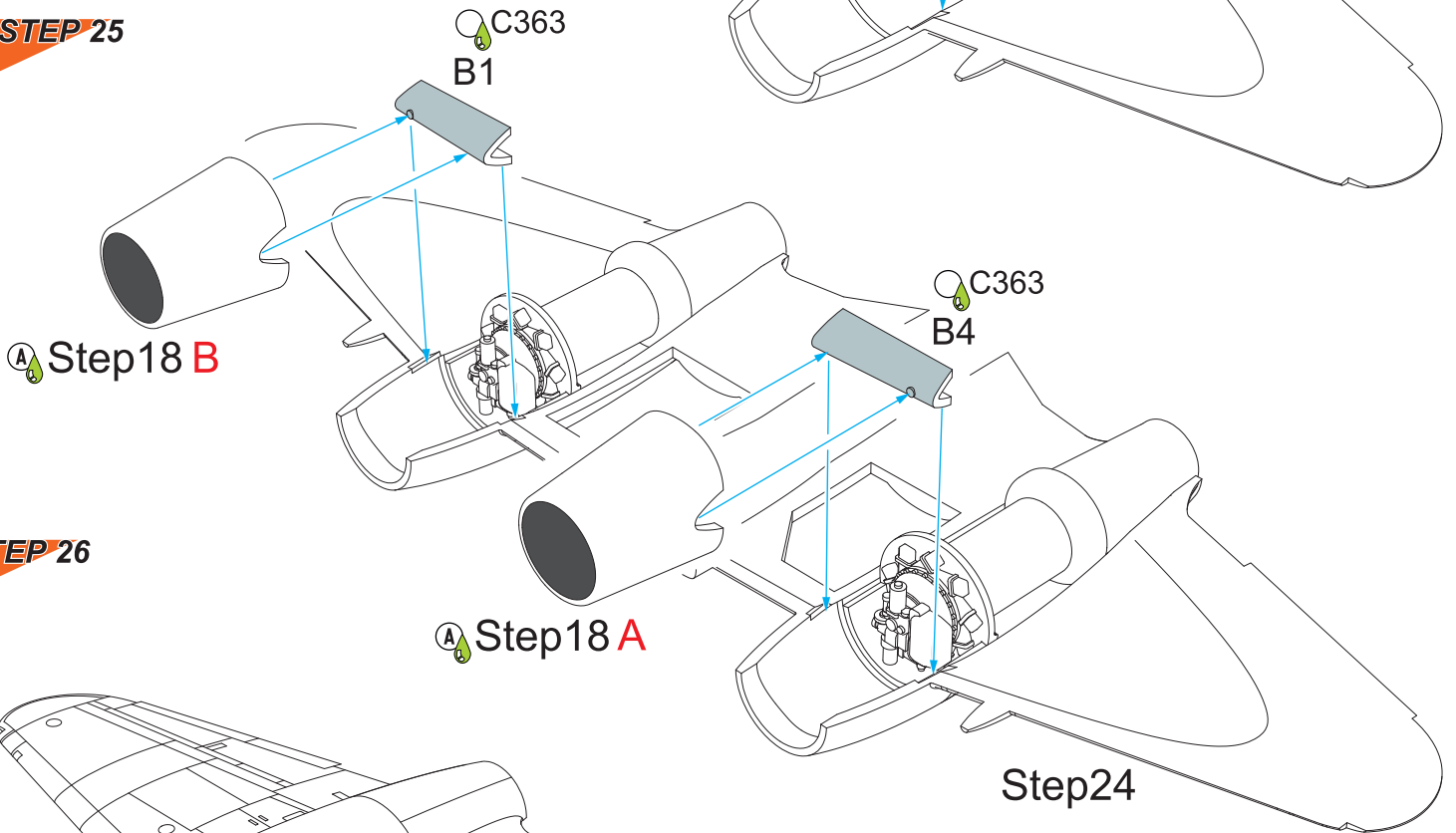
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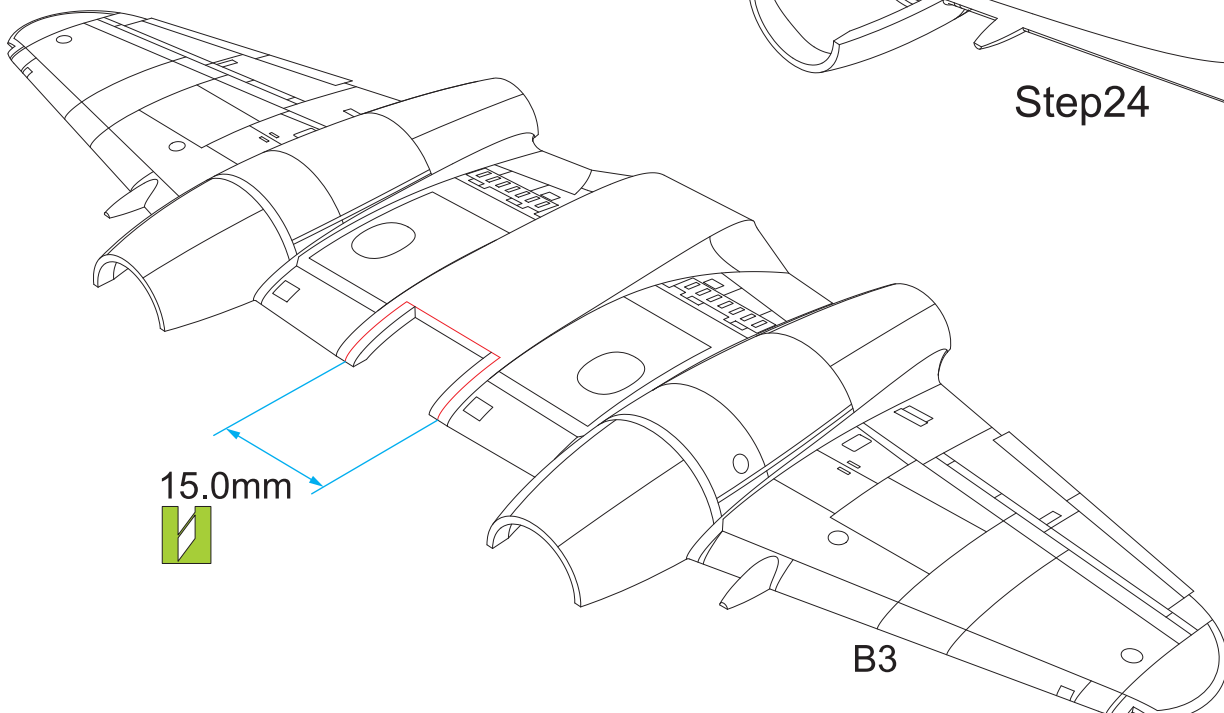
**STEP 24**



**STEP 25**

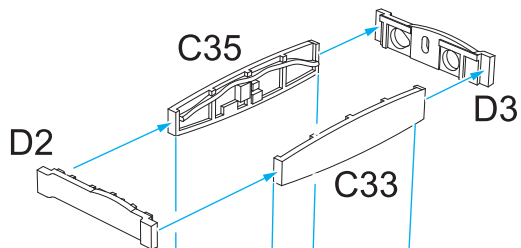


**STEP 26**

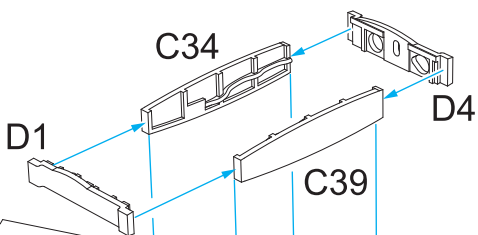


**STEP 27**

Step26

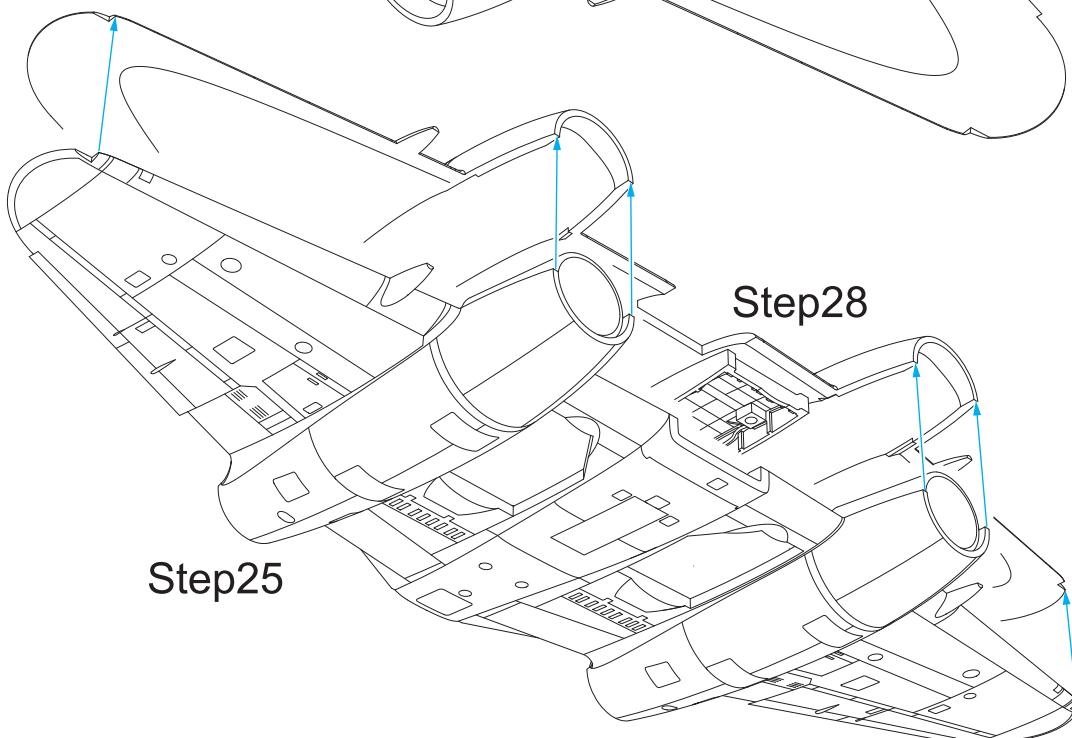


**STEP 28**



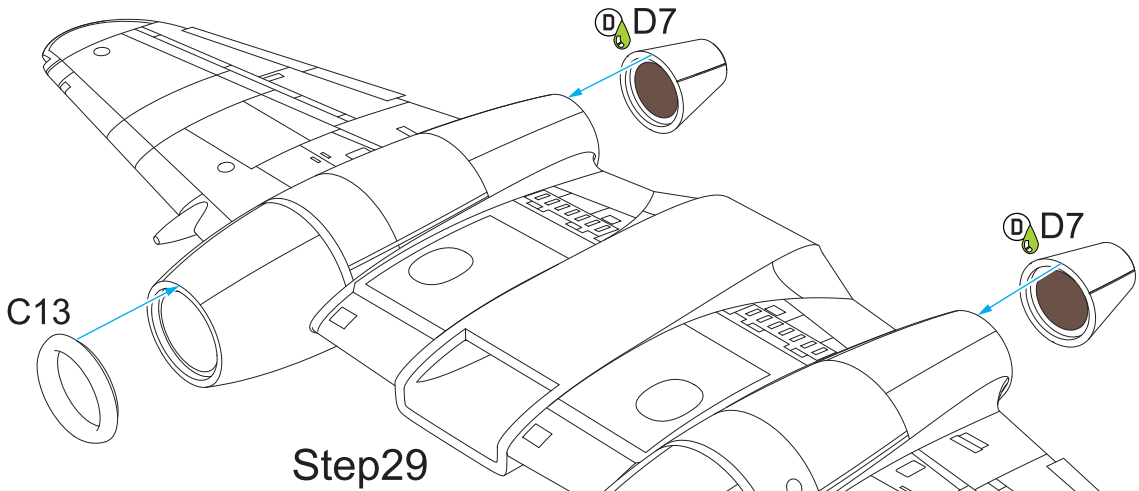
Step27

**STEP 29**

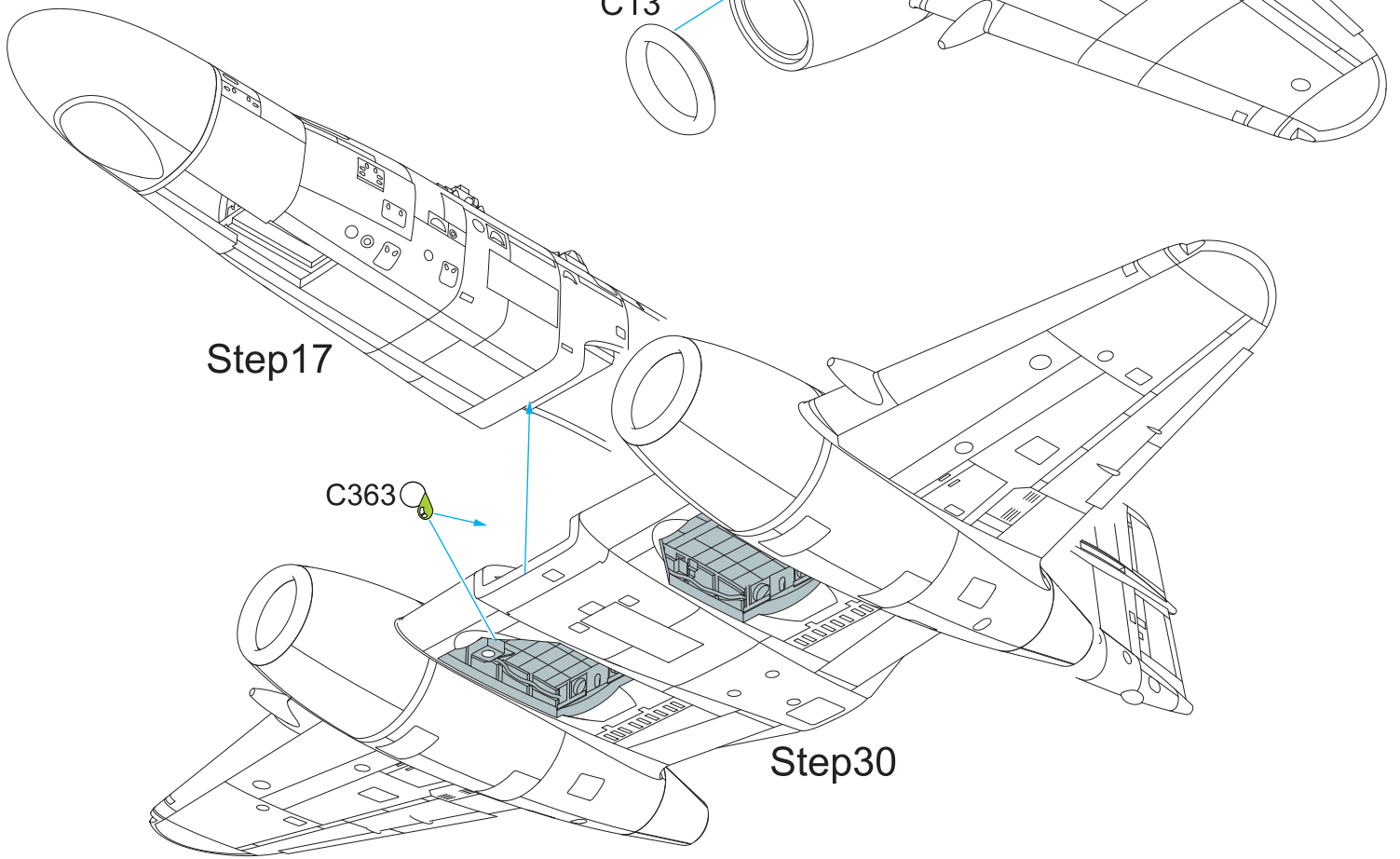




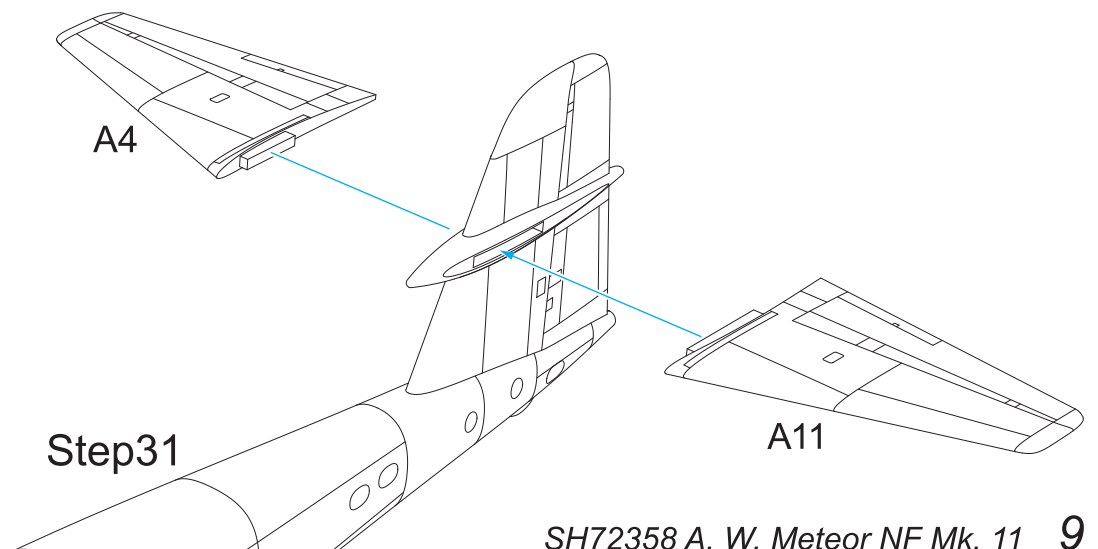
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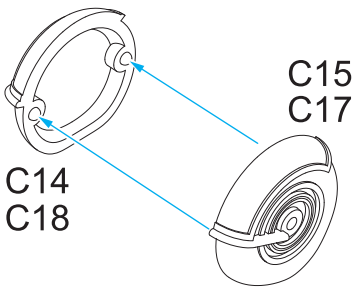
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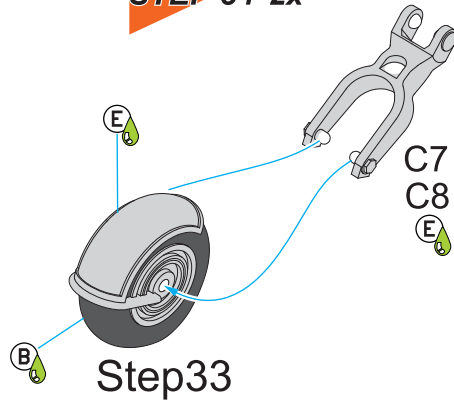
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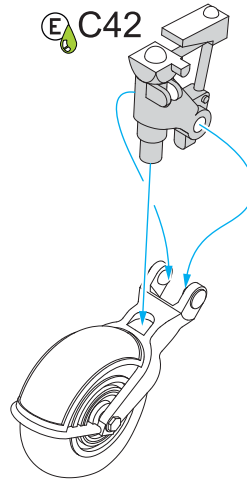
**STEP 33 2x**



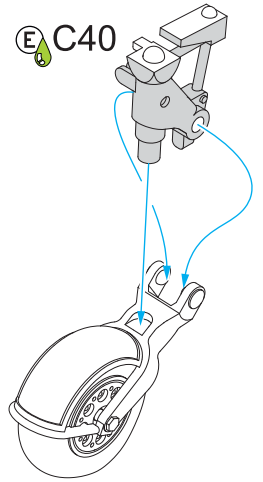
**STEP 34 2x**



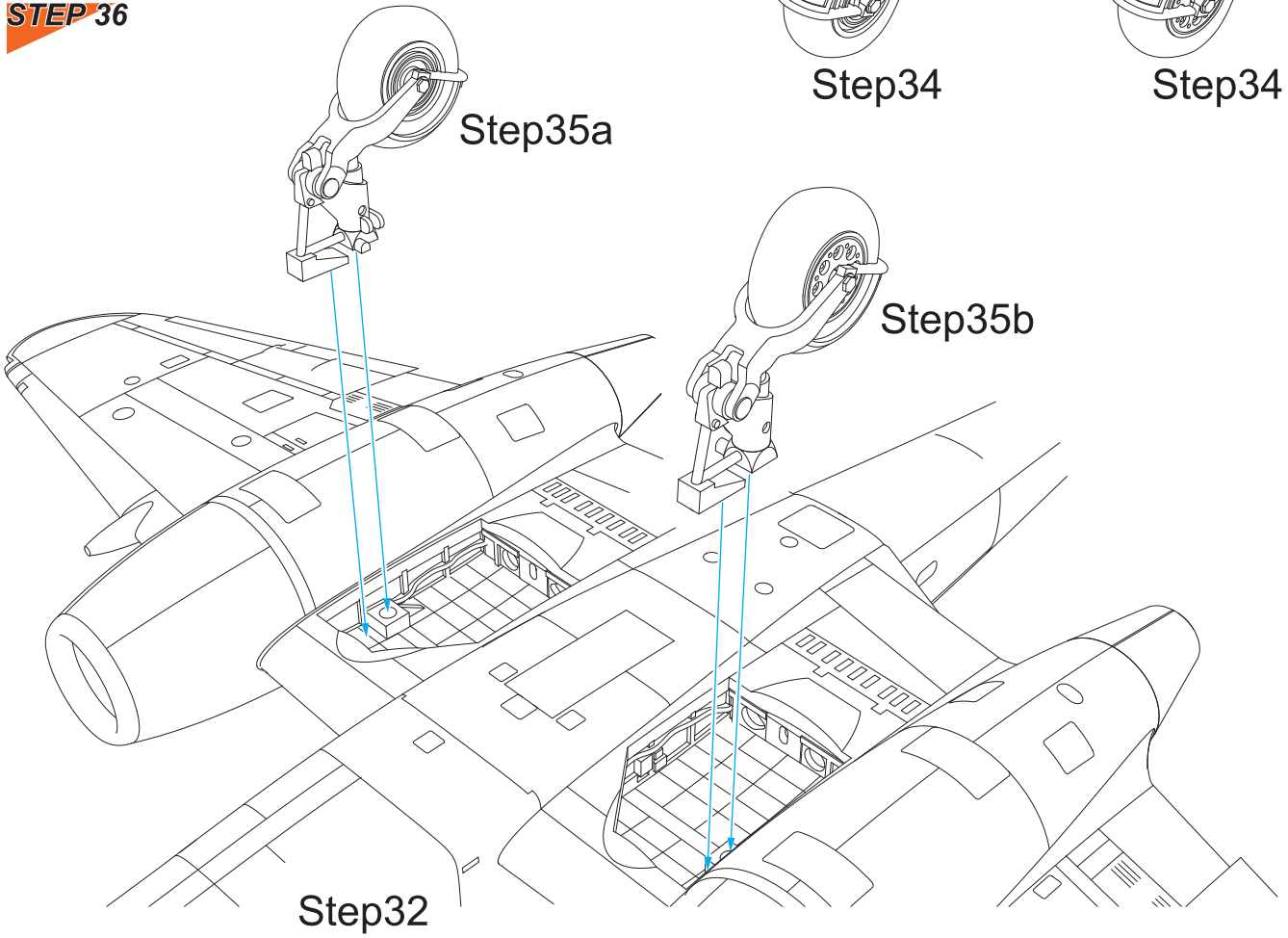
**STEP 35a**



**STEP 35b**

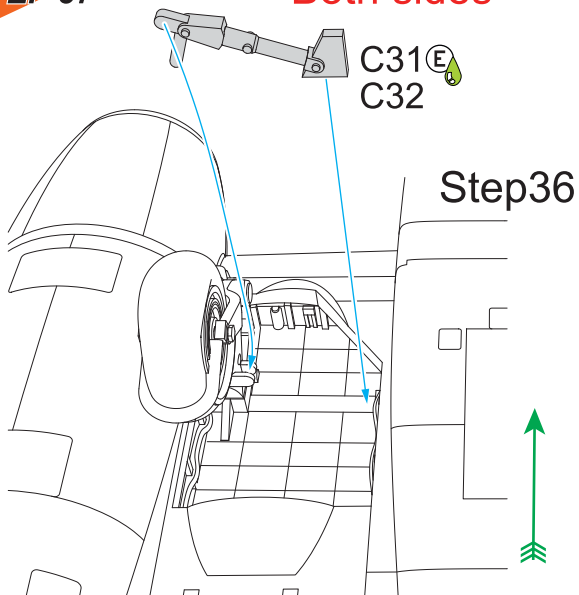


**STEP 36**



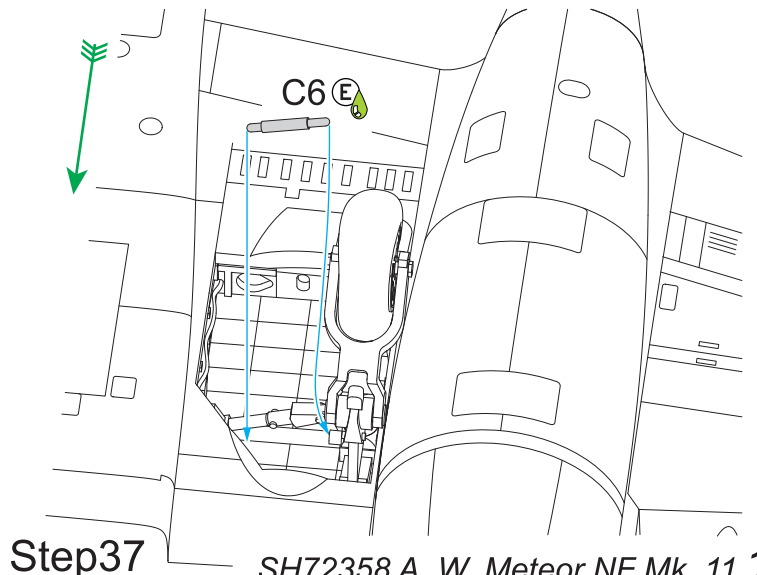
**STEP 37**

**Both sides**

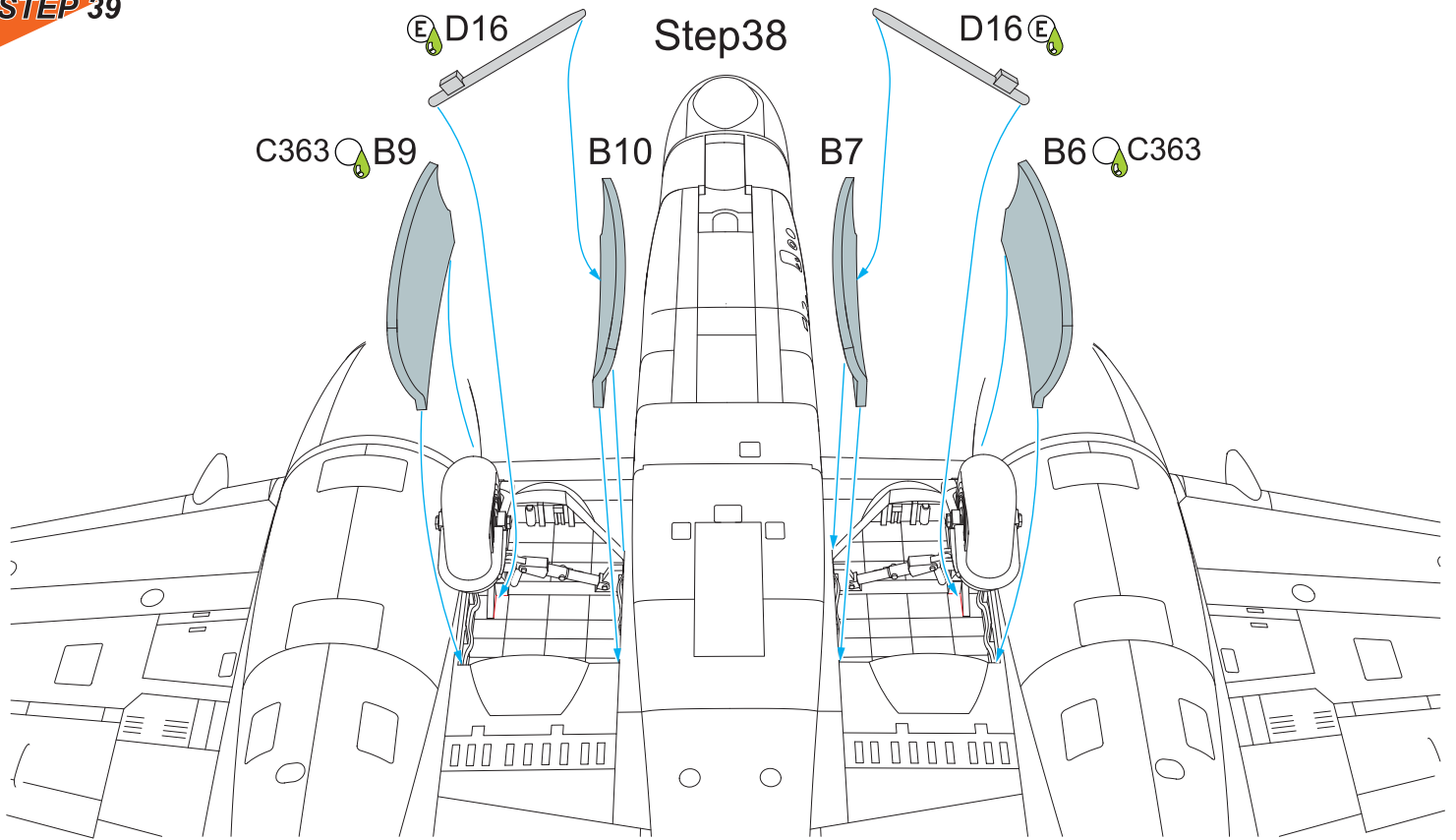


**STEP 38**

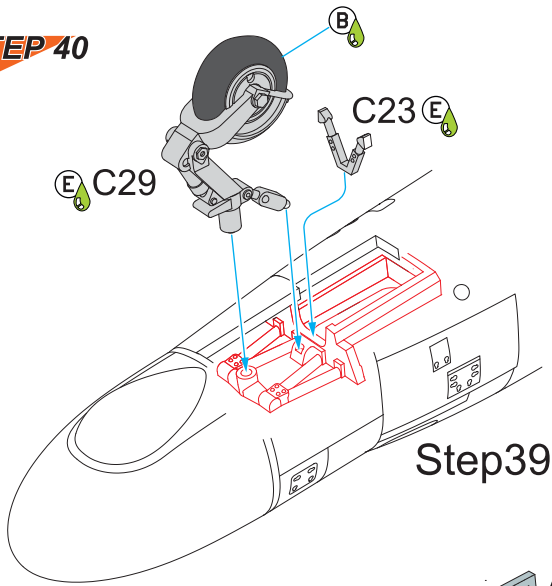
**Both sides**



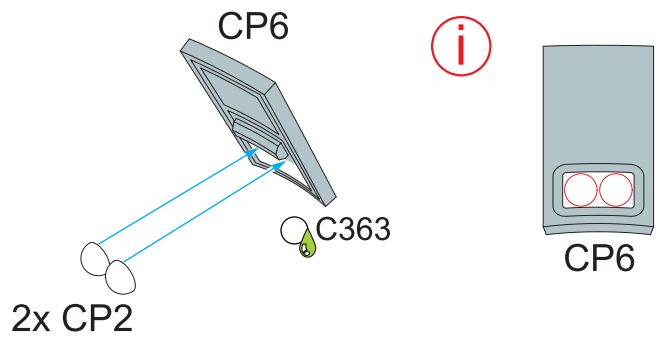
**STEP 39**



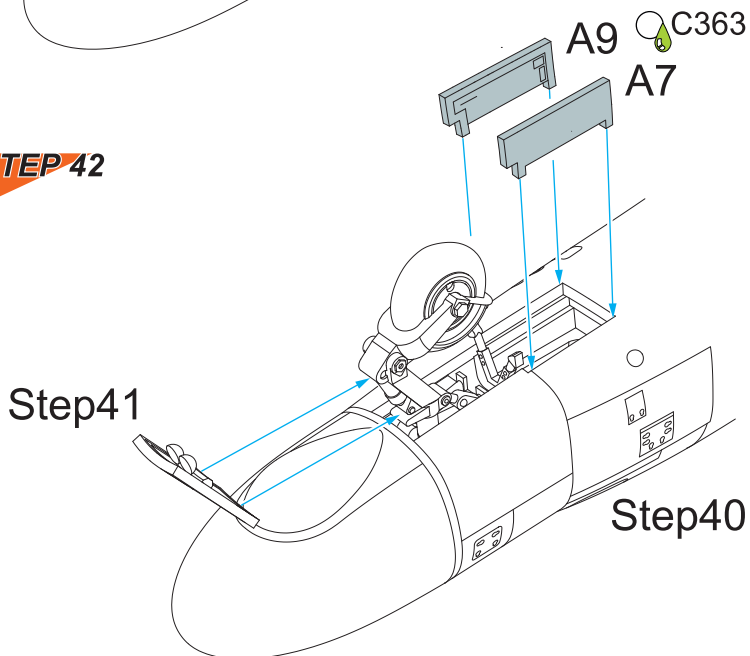
**STEP 40**



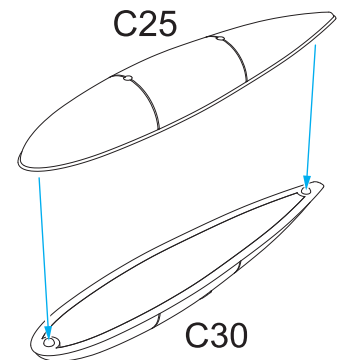
**STEP 41**



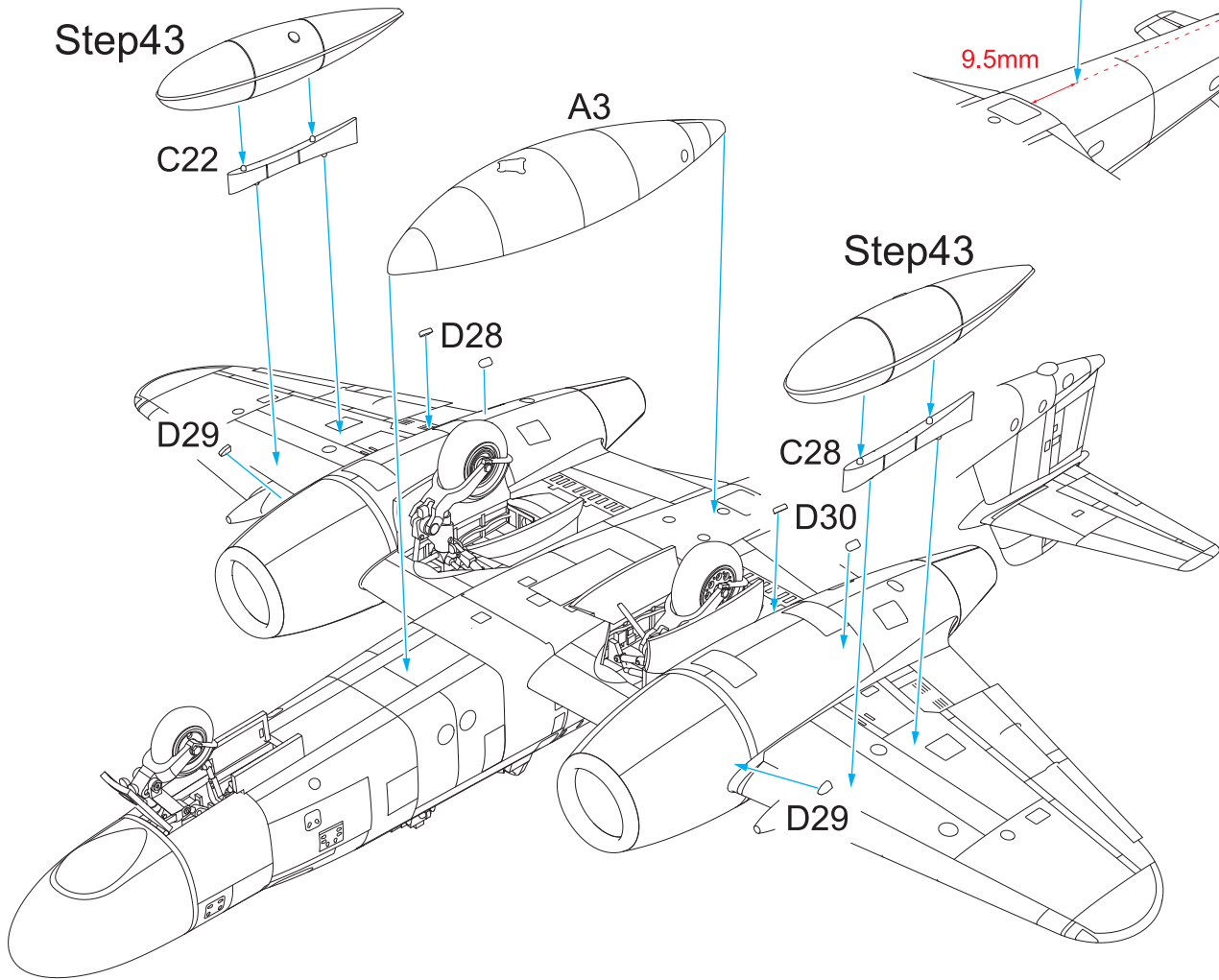
**STEP 42**



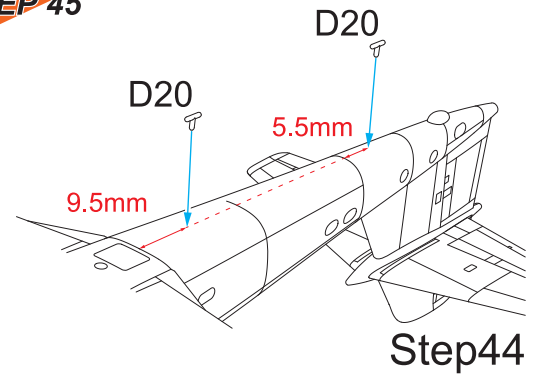
**STEP 43 2x**



**STEP 44**



**STEP 45**

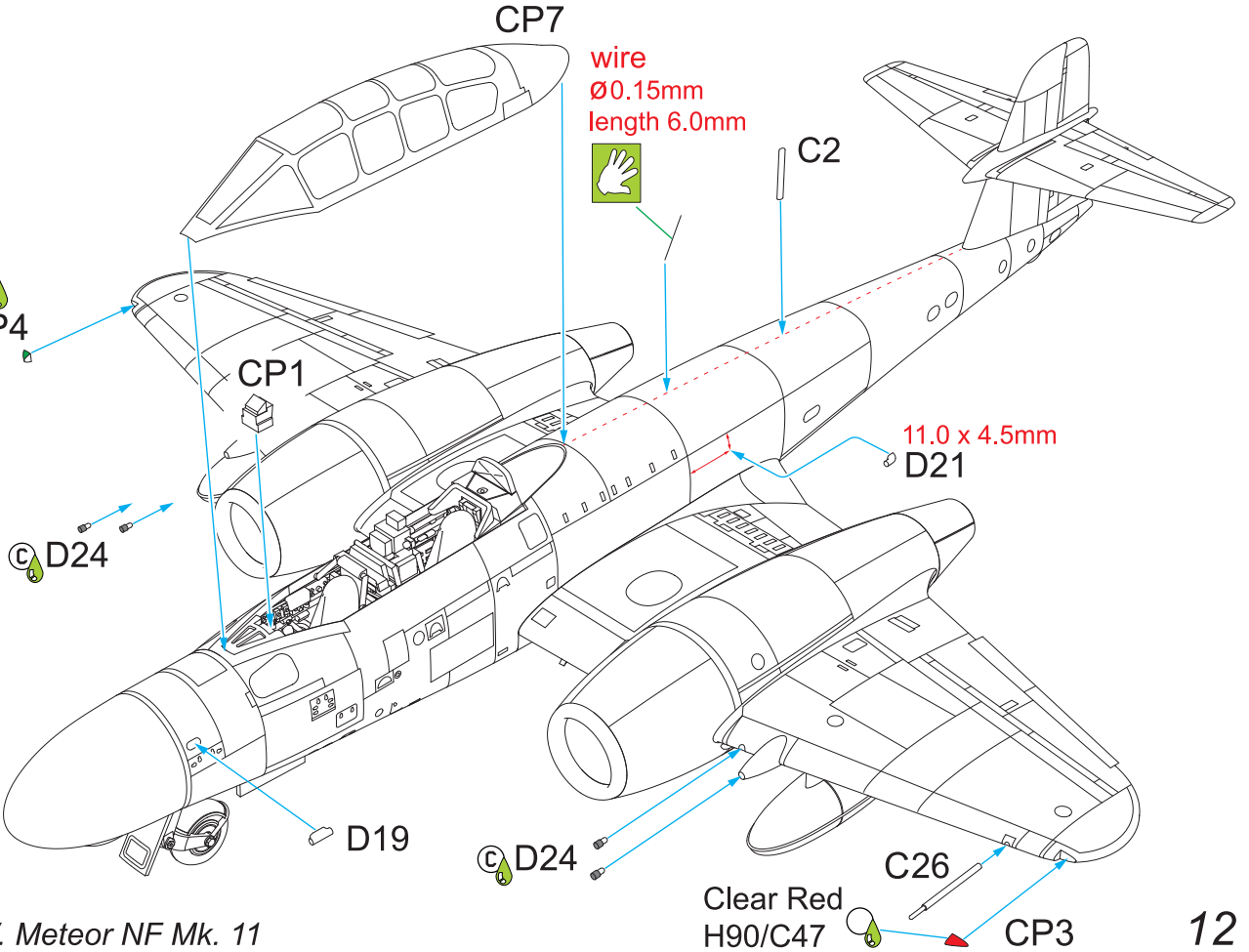


**Step 42**

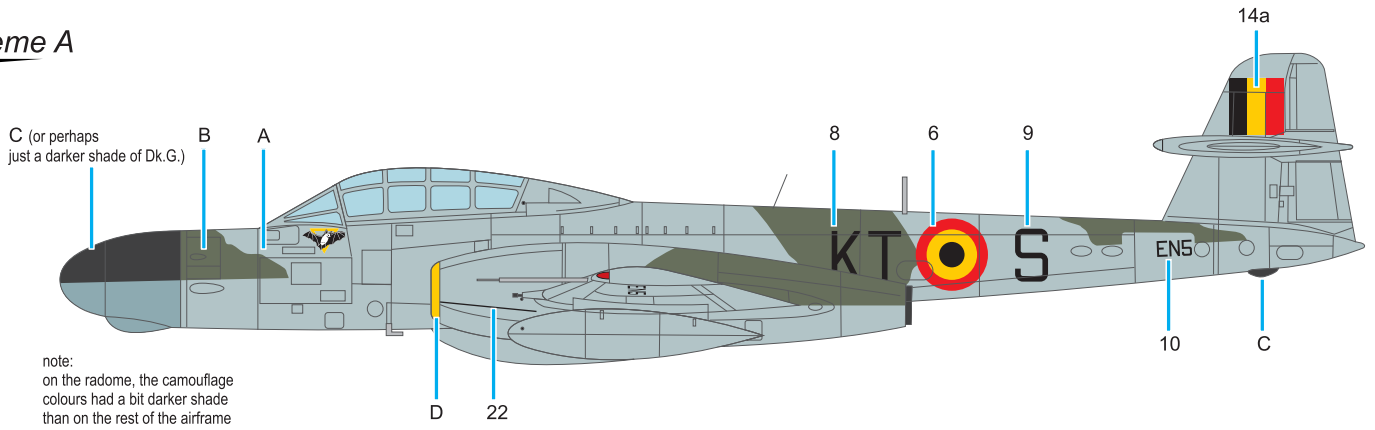
**STEP 46**

Clear Green  
H94/C138

CP4

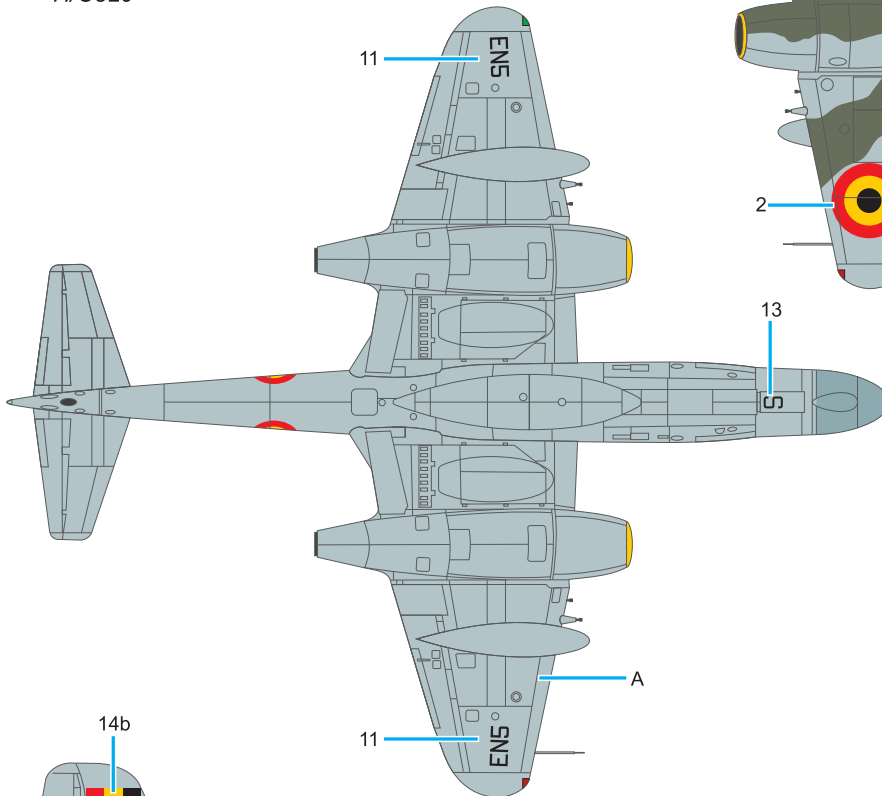
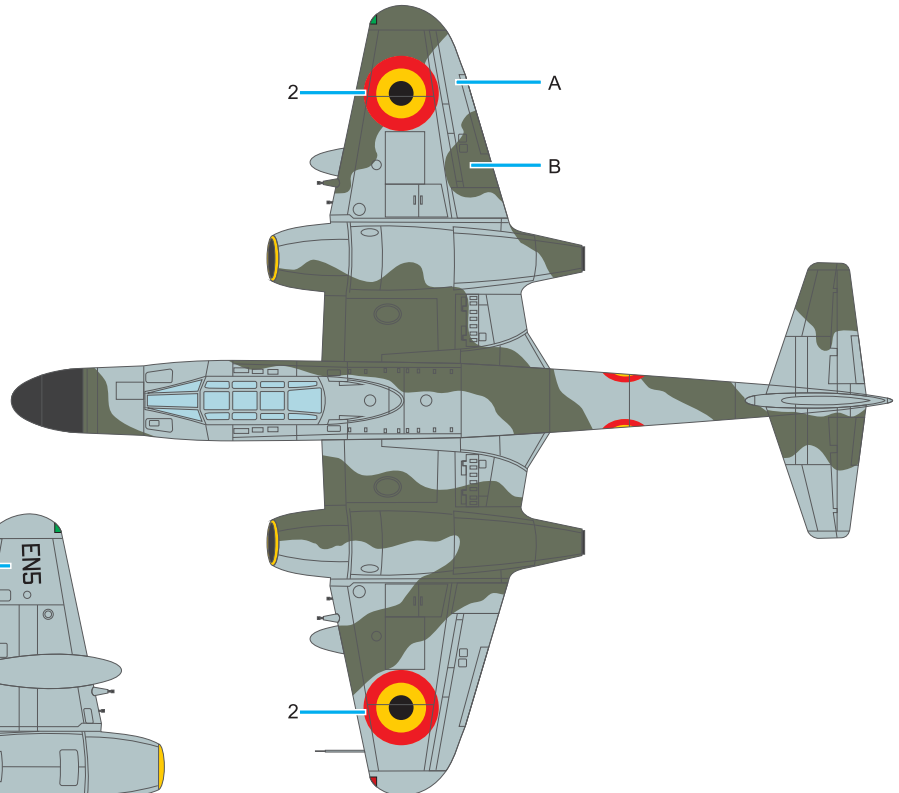


**Scheme A**

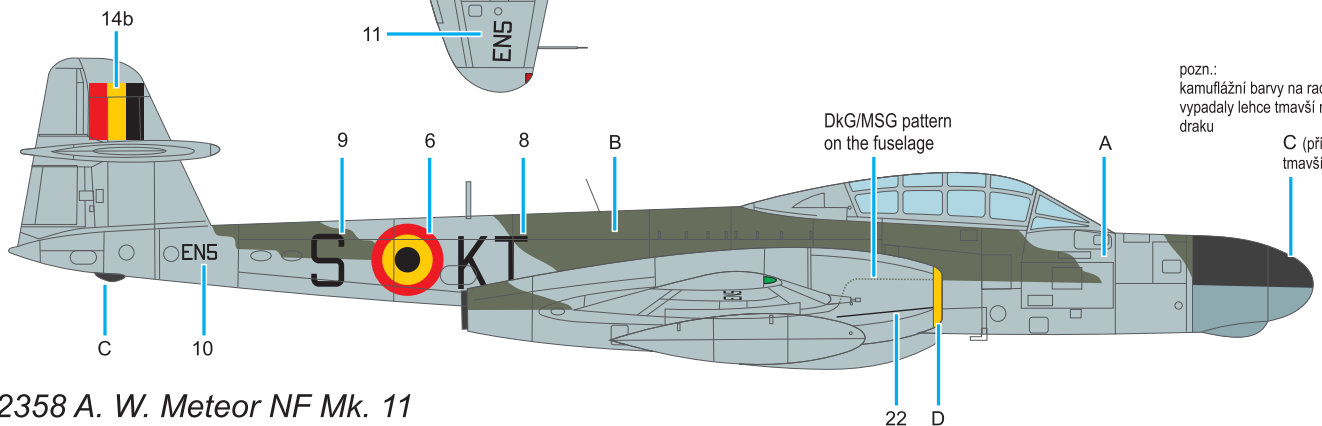


note:  
on the radome, the camouflage colours had a bit darker shade than on the rest of the airframe

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

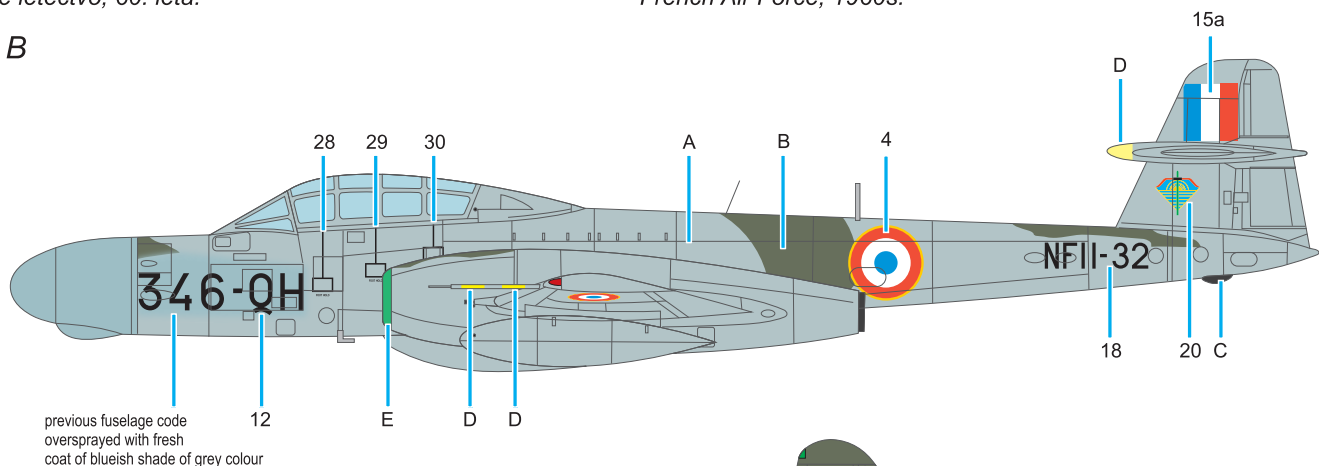


pozn.:  
kamuflážní barvy na radomu  
vypadaly lehce tmavší než na zbytku  
draku



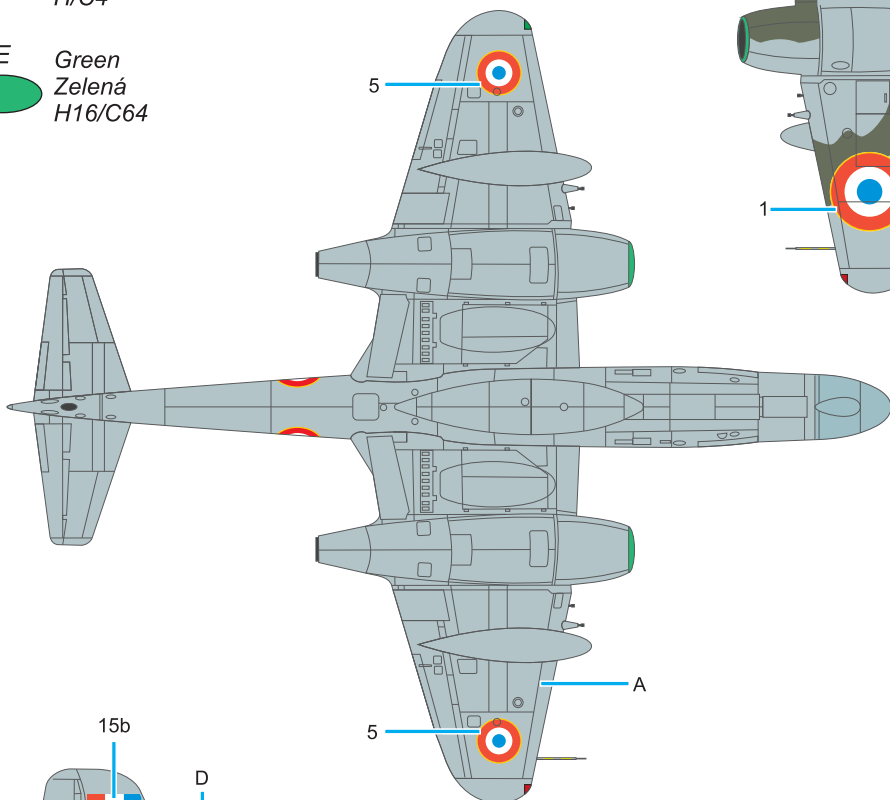
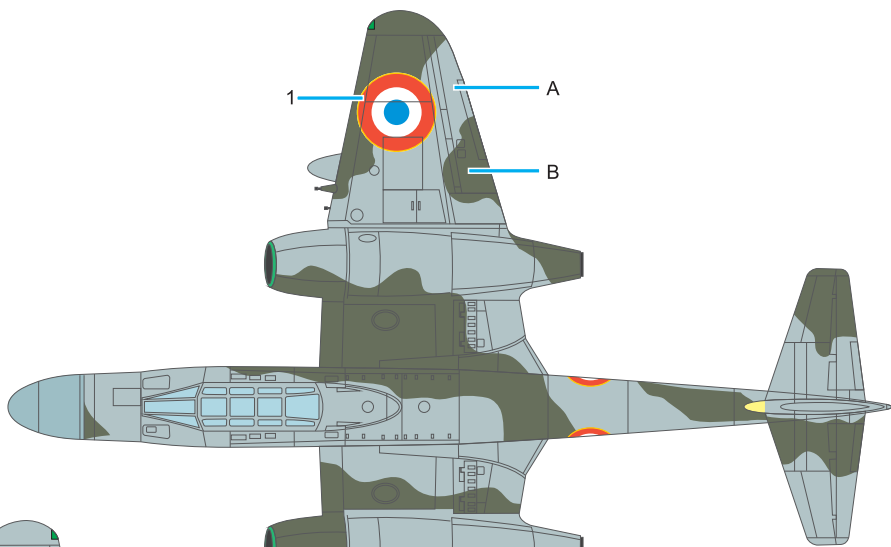


**Scheme B**



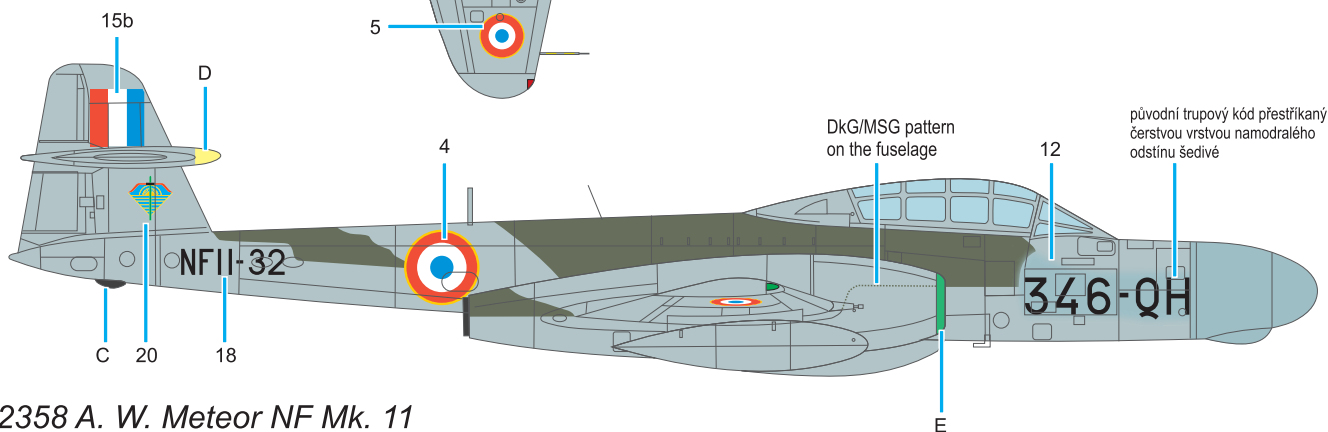
previous fuselage code  
oversprayed with fresh  
coat of blueish shade of grey colour

- 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

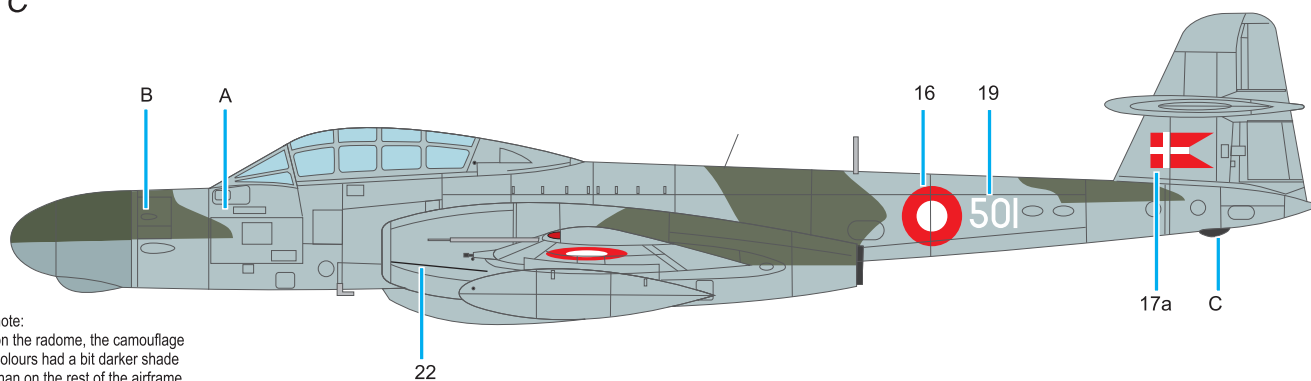


note:  
after long years of service, the original British  
camouflage colours on the airframe looked  
really worn out.

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

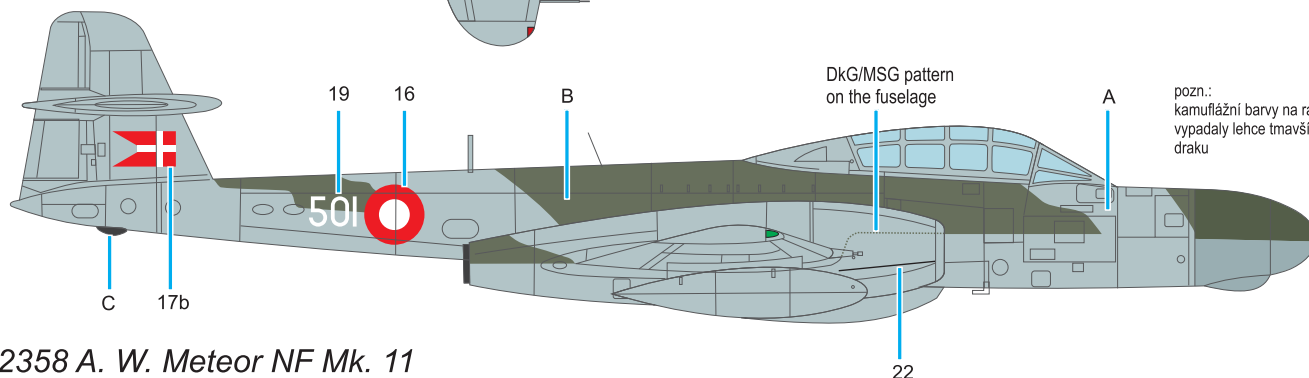
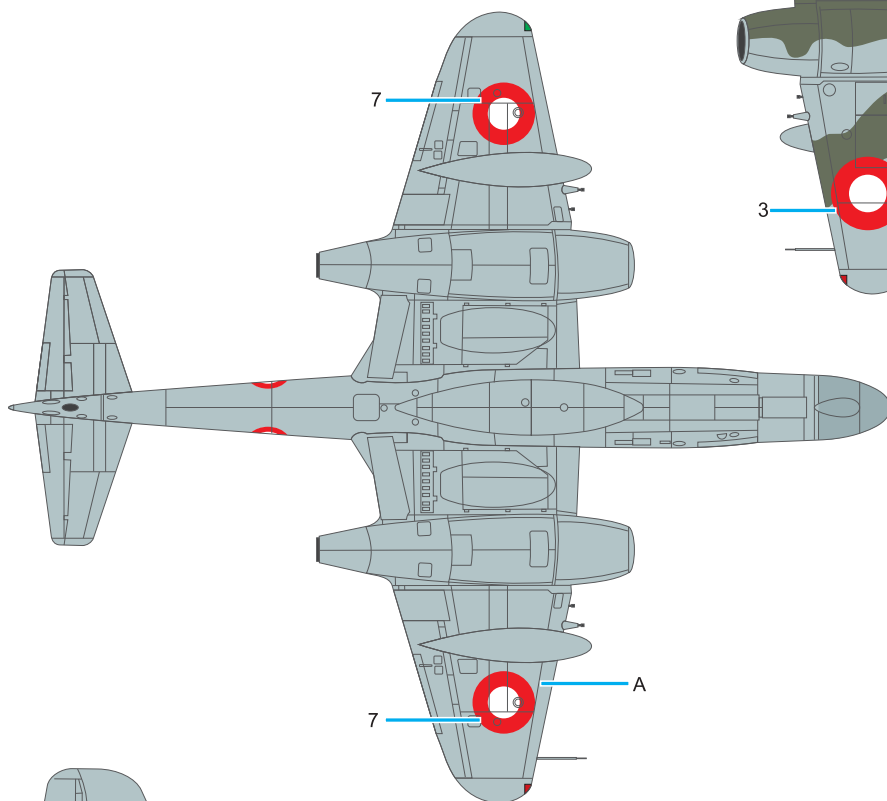
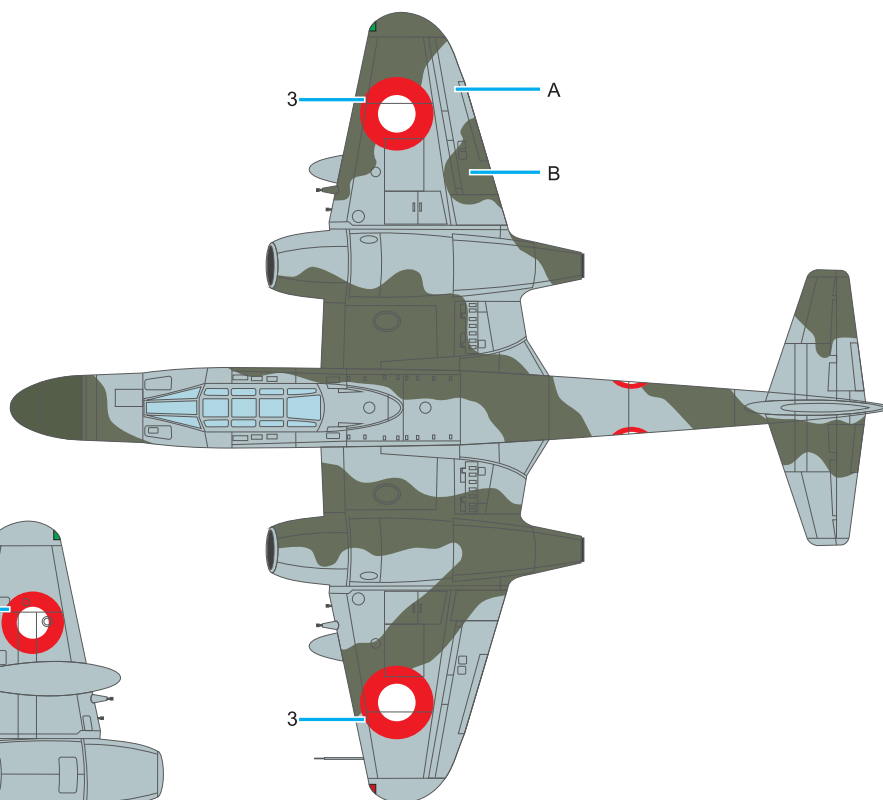


### Scheme C



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.:  
kamufážní barvy na radomu  
vypadaly lehce tmavší než na zbytku  
draku

# Universal Stencil Placement Scheme

