

Meteor T.7

Instructions / Návod

(EN) The Gloster Meteor T Mk.7 was a two seat trainer, based on the Meteor F Mk.4. The first one was rebuilt from an aircraft which was damaged during a sales tour of Europe which crash landed in Belgium. It carried the civil registration G-AKPK and first flew on March 19 1948 with Bill Waterton at the controls.

The inspiration was provided by Argentina who had ordered 100 Meteor F MK 4s with pilot training included in the contract. Gloster found that it would be much safer if the instructor was in the aircraft with the trainee pilot and so the T Mk 7 was born.

The RAF soon took an interest in the two seat trainer version and issued technical specification T 1/47 on 16 May 1947. This called for an unarmed dual control trainer. The Royal Navy also took an interest in the proposal and issued a modified specification T 1/47 issue 2 in January 1952.

The first production T Mk.7 made its maiden flight on 26 October 1948, with deliveries taking place between December 1947 and 1954.

The original T Mk.7 was based on the F Mk.IV, but with a longer nose to make room for the two man cockpit. It was discovered that this longer nose actually improved the directional stability of the aircraft. Early Mk.7s were powered by the Derwent V, while later aircraft got the Derwent 8, capable of providing 3,600lb of thrust. Later in the production run the tail was changed to match the one introduced on the F Mk.8, and these aircraft were often known as the T Mk.7 ½.

WL419 was a T Mk 7 ½ operated by Martin Baker and is credited with over 200 ejection seat tests.

A total of 654 T Mk.7s were built, of which 147 went to overseas operators of the Meteor which included Australia, Belgium, Brazil, Egypt, France, Israel, the Netherlands and Syria.

Technical data:

Span: 11.32 m, Length: 13.2 m, Height 3.9 m, Max. Speed 949 km/h at 3,048 m, Range: 933 km, Weight 4,846 kg (empty) 6,454 kg (loaded), Service Ceiling 13,106m, Armament none.

(CZ) Gloster Meteor T Mk.7 byl dvojmístný cvičný letoun vyvinutý z Meteoru F Mk.4. První kus byl přestavěn z poškozeného předváděcího letounu. Tento letoun byl předváděn evropským zákazníkům v rámci propagace Meteoru Mk.4 a havaroval v Belgii. Nesl civilní registraci G-AKPK a poprvé vzletl 19. března 1948 s Billem Watertonem v kokpitu. Prvotní podnět k výrobě cvičného letounu dala Argentina, která měla v kupní smlouvě na 100 Meteorů F Mk.4 zakotvenou klauzuli o dodání jednomístné cvičné verze. Glosteru došlo, že bude mnohem bezpečnější, když bude sedět žák a školitel v jednom letounu a tak se zrodila verze T Mk.7.

Brzy poté se začalo o tento cvičný letoun zajímat RAF a 16. května 1947 vydalo specifikace T 1/47 na neozbrojený cvičný letoun se zdvojeným řízením. Royal Navy se o tento návrh také zajímalo a v lednu 1952 vydalo upravené specifikace T 1/47 issue 2.

První sériový Meteor T Mk.7 vzletl poprvé 26. října 1948 a sériové stroje byly vyráběny v rozmezí prosince 1947 až 1954.

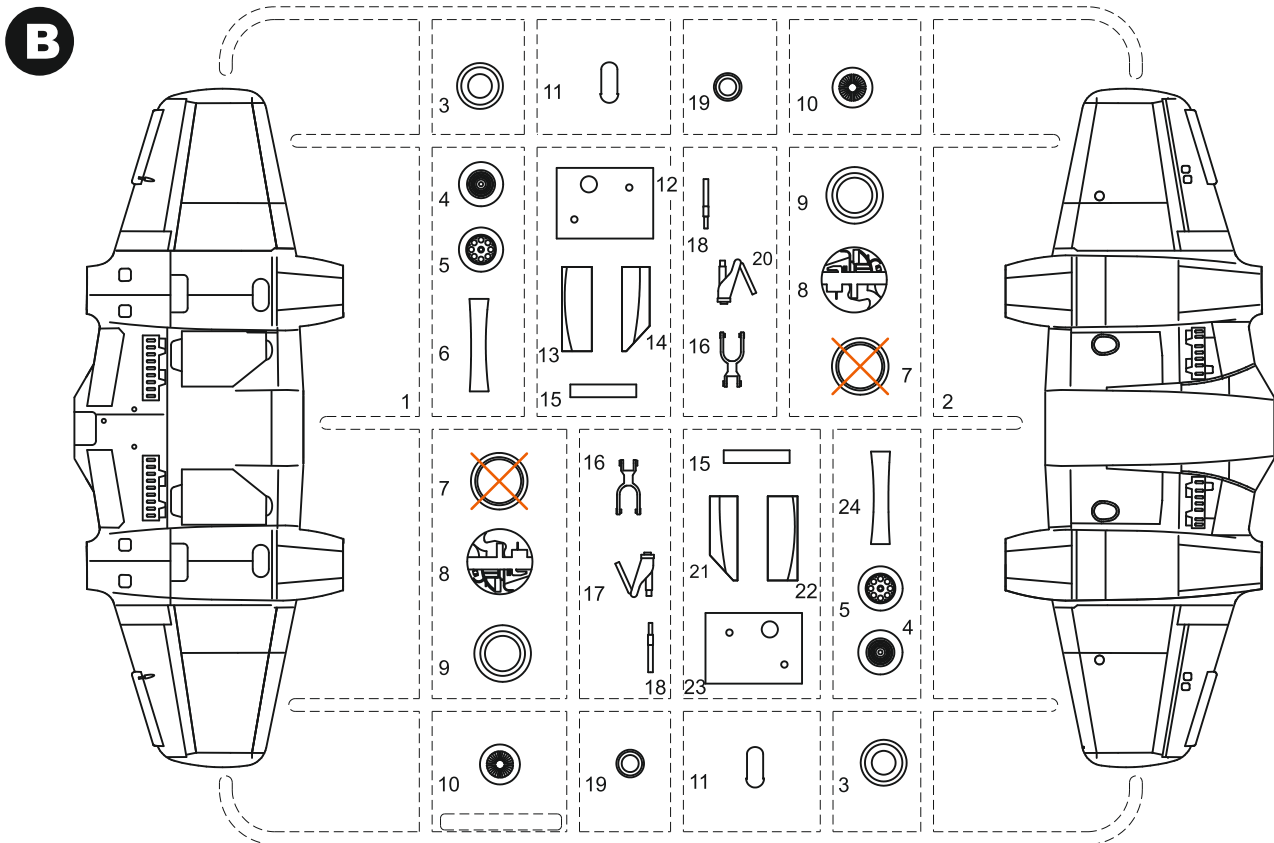
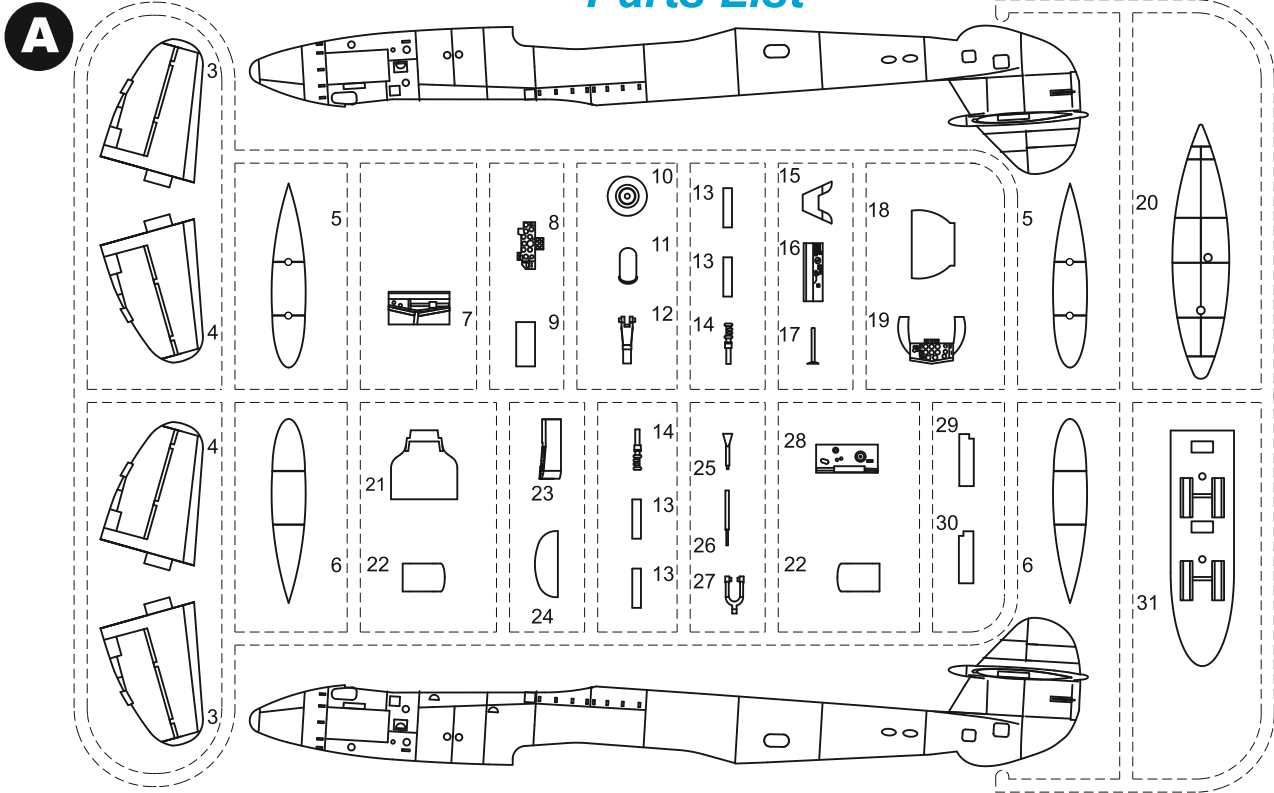
Meteor T Mk.7 vycházel z verze F Mk.4, ale měl delší předě, aby vznikl prostor pro dvojmístnou kabinu. Prodloužením předě, jak bylo později zjištěno, se zlepšila směrová stabilita letounu. První stroje verze Mk.7 byly poháněny motory Derwent V, zatímco později vyrobené stroje dostaly motory Derwent 8 o vyšším výkonu. Dále, během sériové výroby, byla také změněna ocasní část na standard verze F Mk.8. Tyto stroje byly známé pod označením T Mk.7 ½.

Firma Martin Baker se svým Meteorem T Mk.7 ½ se sériálem WL419 provedla více jak 200 testů vystřelovacích sedaček. Celkem bylo vyrobeno 654 kusů verze T Mk.7, z nichž bylo 147 prodáno zahraničním uživatelům Meteorů, jakými byly například Austrálie, Belgie, Brazílie, Egypt, Francie, Izrael, Holandsko a Sýrie.

Technická data:

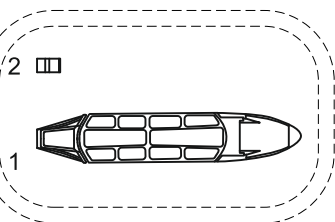
Rozpětí: 11,32 m, délka: 13,2 m, výška 3,9 m, max. rychlost 949 km/h ve výšce 3048 m, dolet: 933 km, hmotnost 4846 kg (prázdná) 6454 kg (vzletová), dostup: 13106 m.

Parts List



X = Not used

Clear Parts (CP)



Barvy GUNZE/ GUNZE Colour No.

A	Aluminium / Hliníková	H8/C8	D	Black / Černá	H12/C33
B	Clear Red / Červená číra	H90/C47	E	Tire Black / Barva pneu	H77/C137
C	Clear Blue / Modrá číra	H93/C50	F	Burnt Iron / Opálený kov	H76/C61

SYMBOLS

? MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION

💧 POUŽIT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLATKLEBER
COLLE CYANOACRYLAT

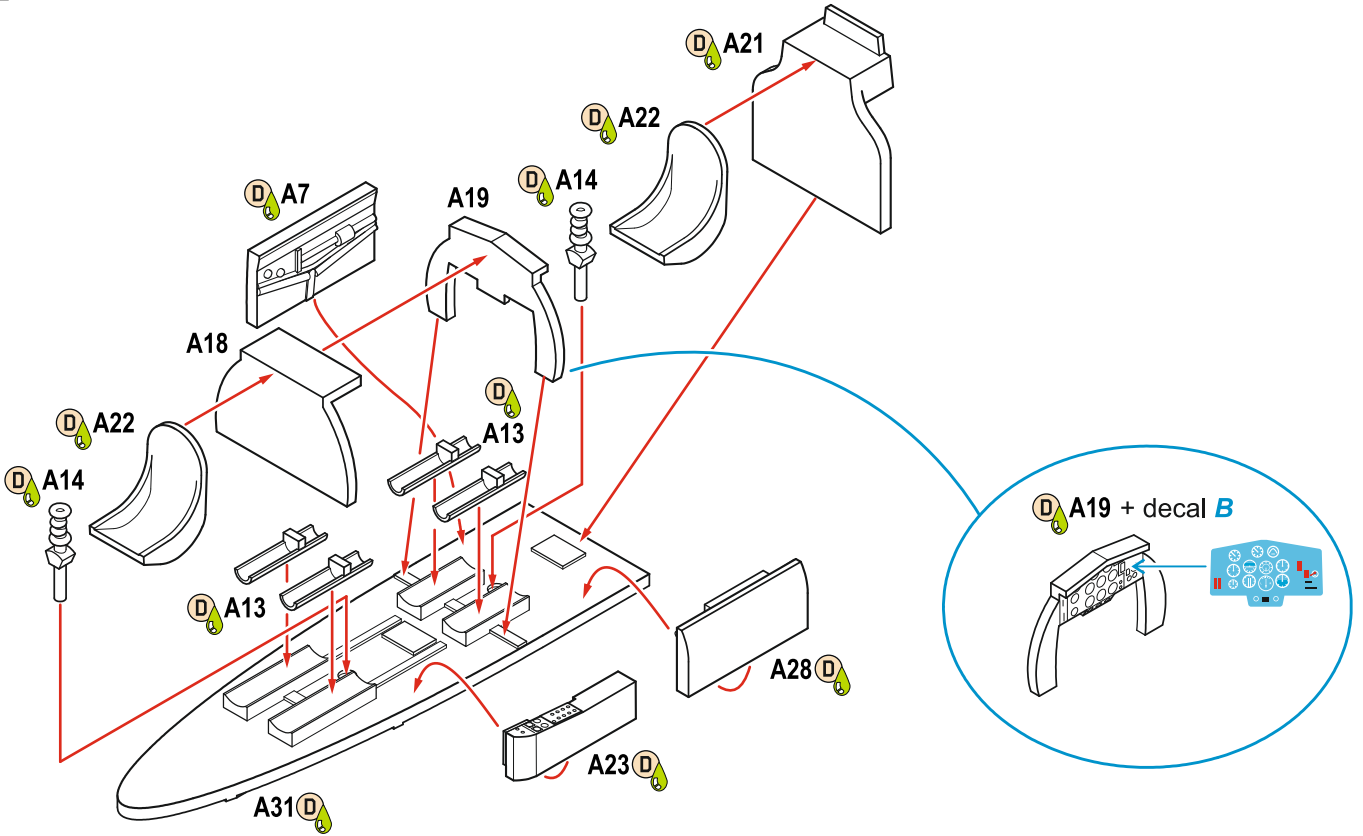
↶ OHNOUT
BEND
BIEGEN
COURBER

✋ ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER

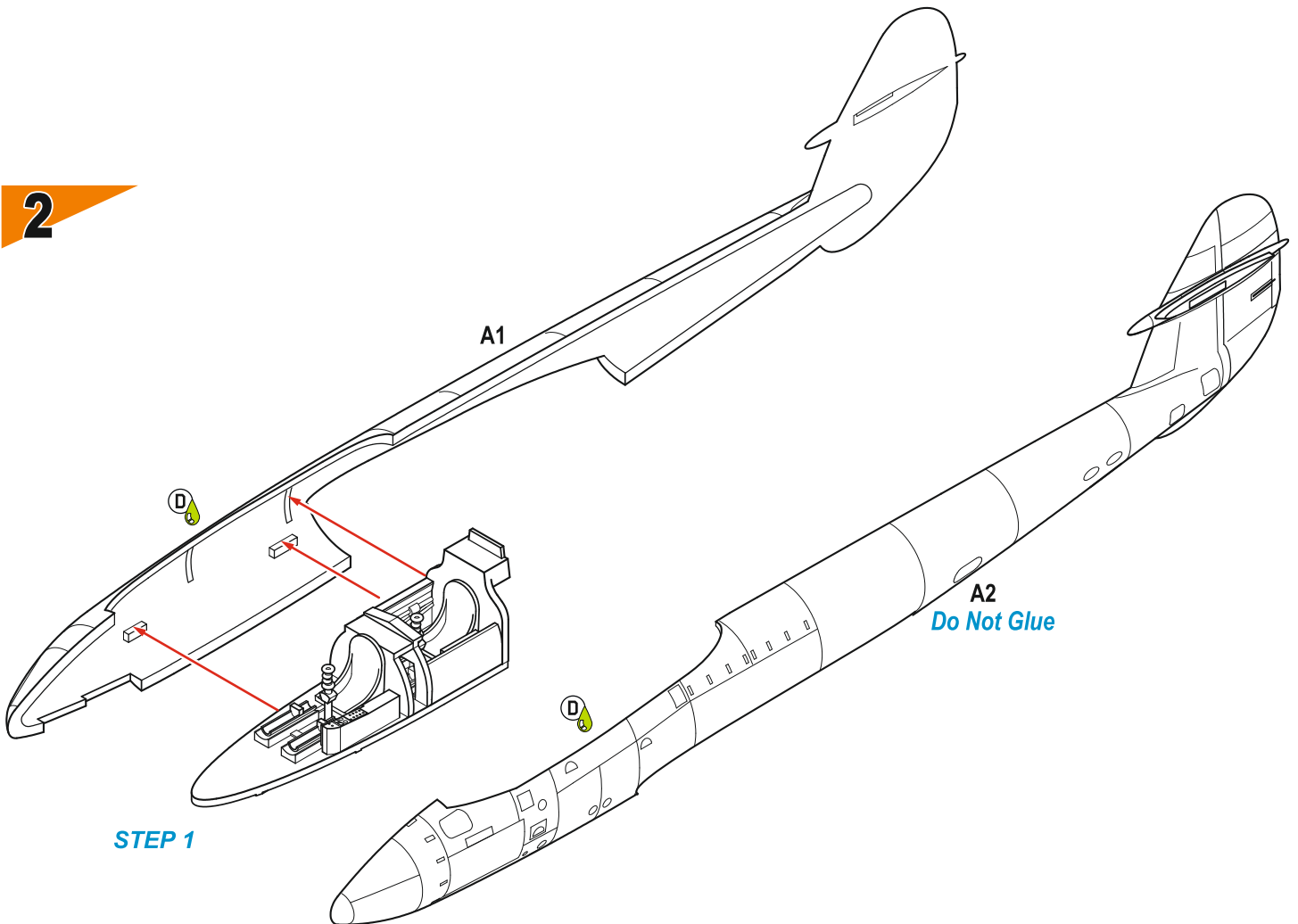
🔪 ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER

GSI **A**
colour code
NATRÍT
COLOUR
FARBEN
PEINDRE

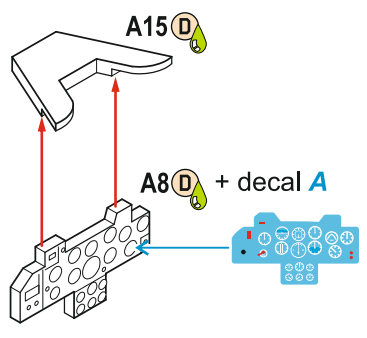
1



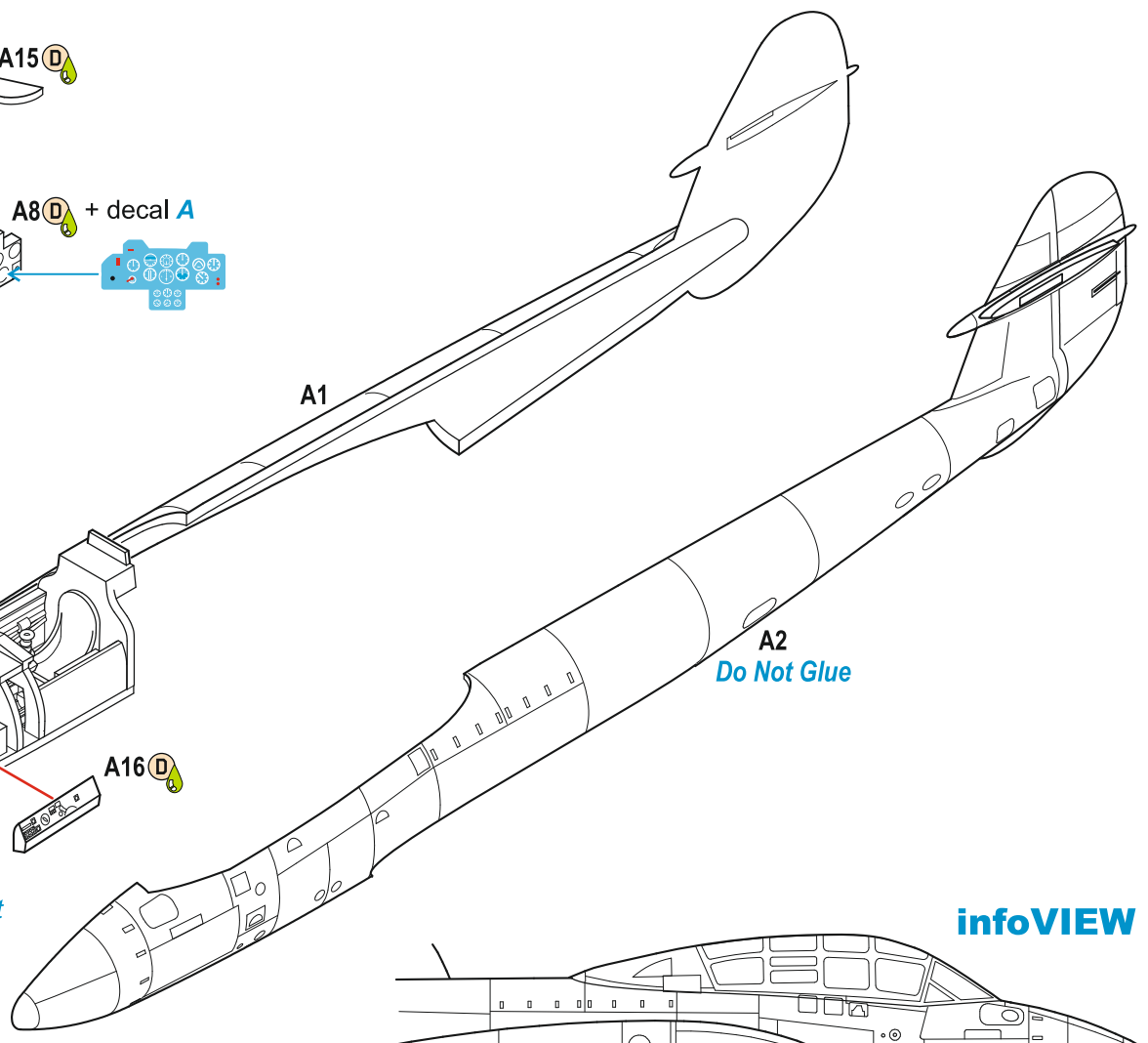
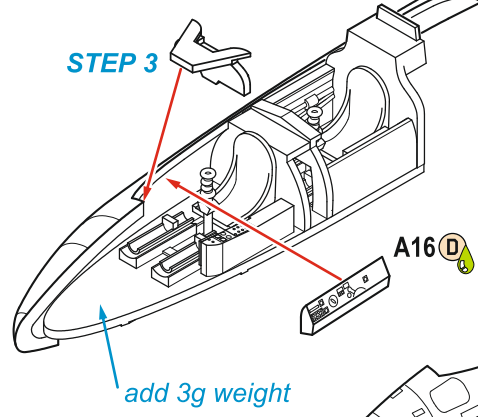
2



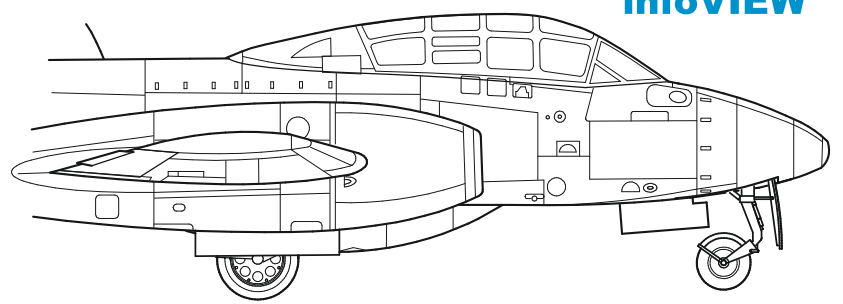
3



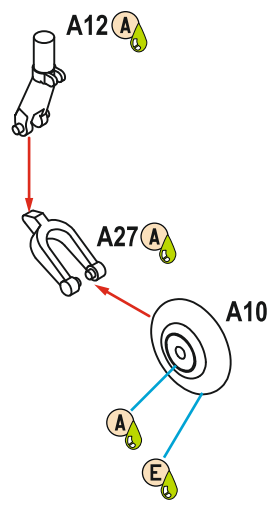
4



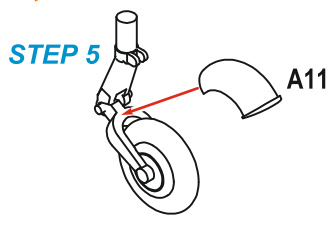
infoVIEW



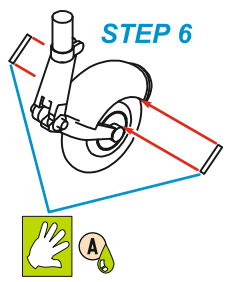
5



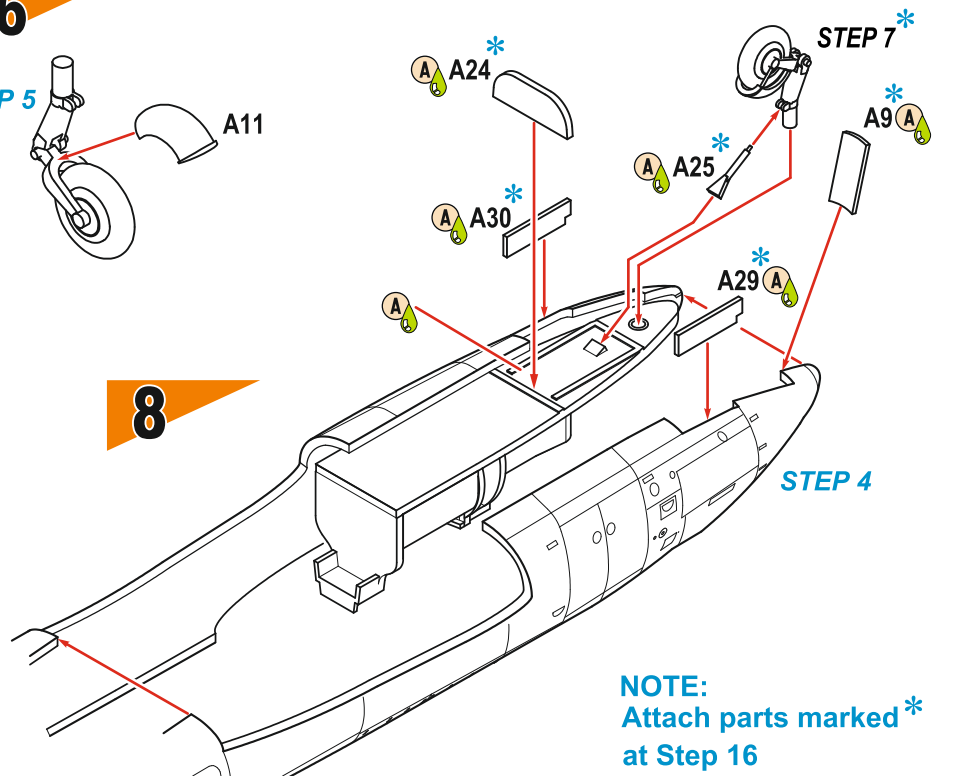
6



7

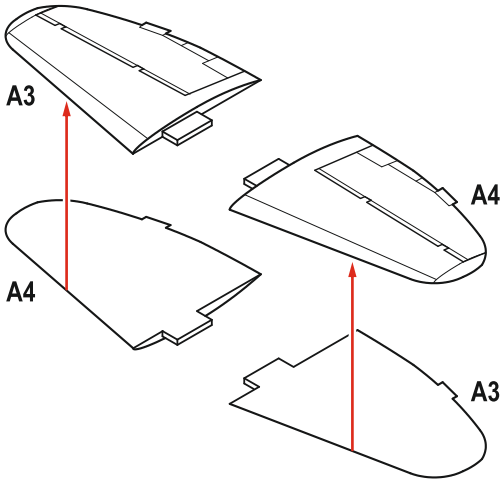


8



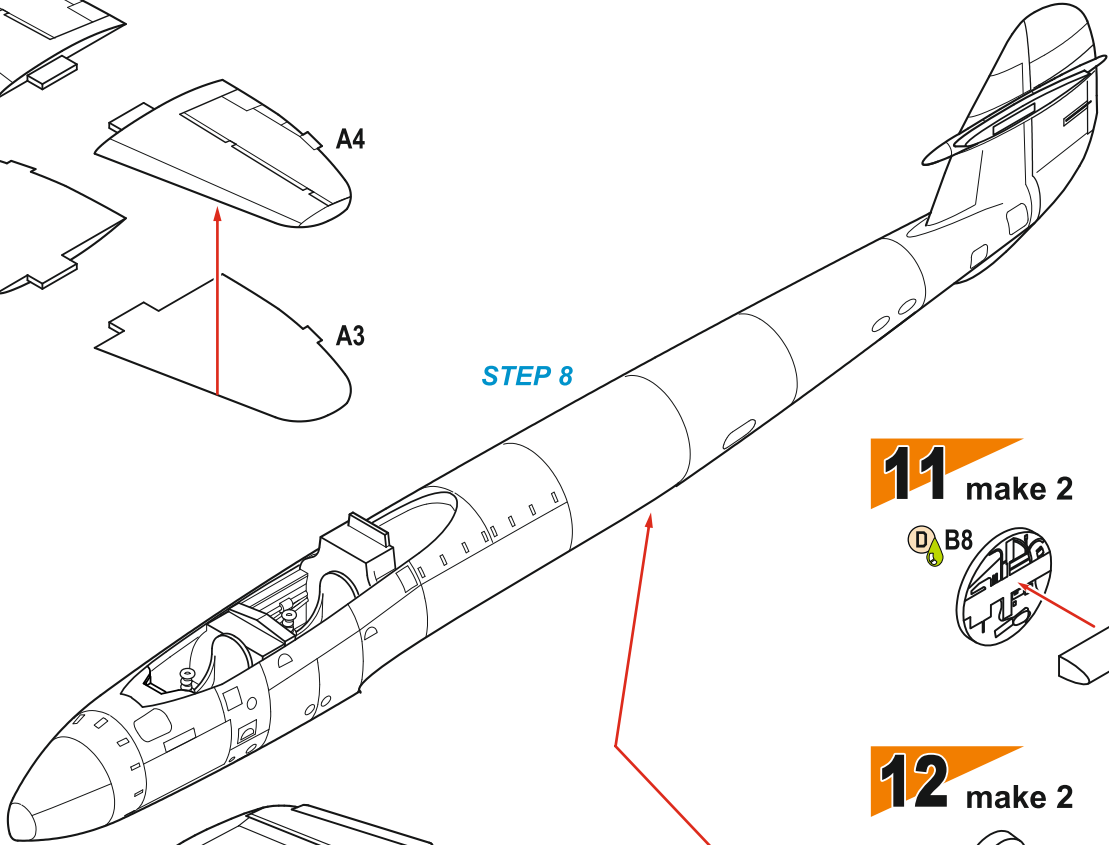
NOTE:
Attach parts marked*
at Step 16

9

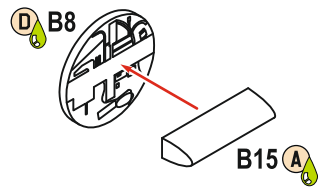


STEP 8

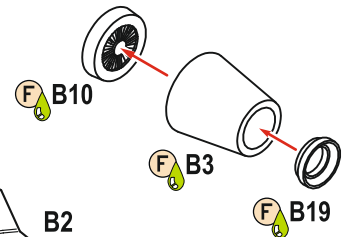
10



11 make 2



12 make 2



13



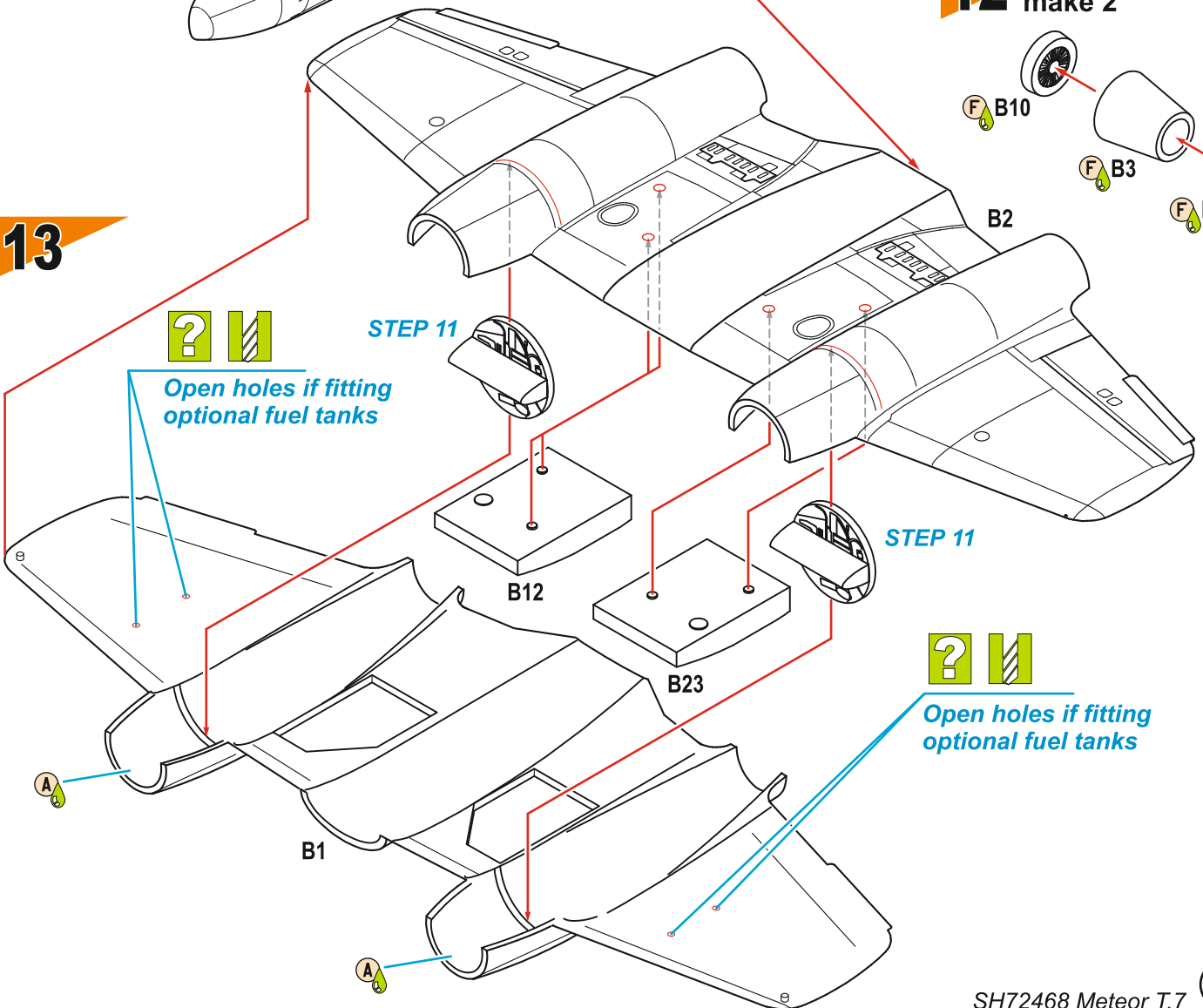
Open holes if fitting optional fuel tanks

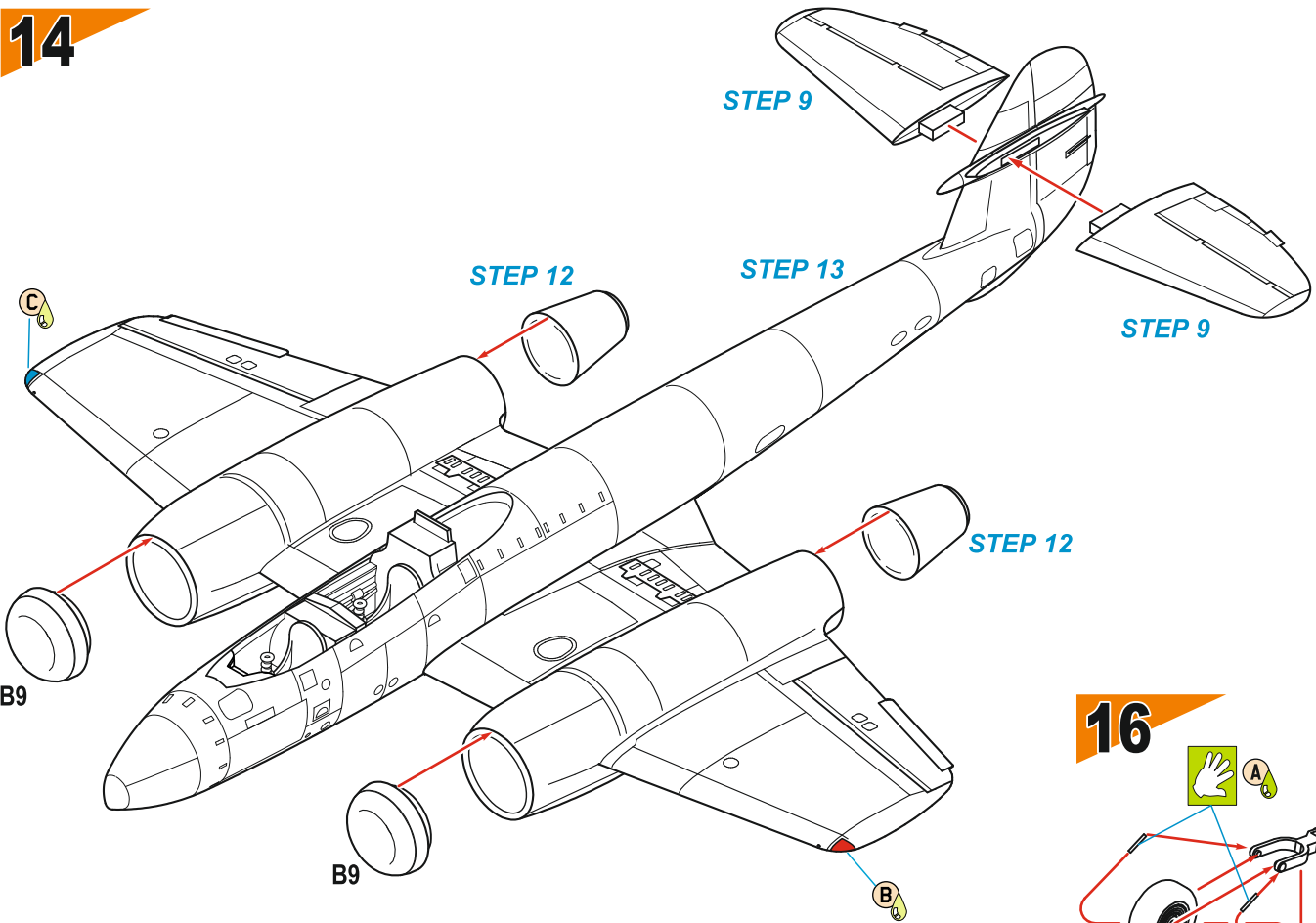
STEP 11

STEP 11

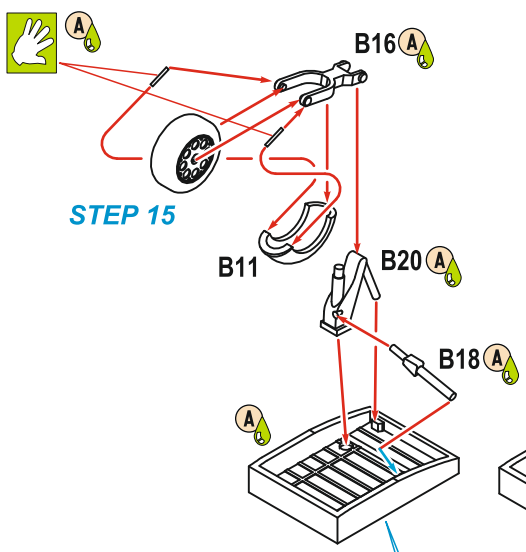
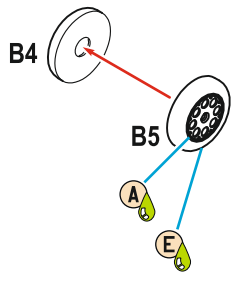


Open holes if fitting optional fuel tanks

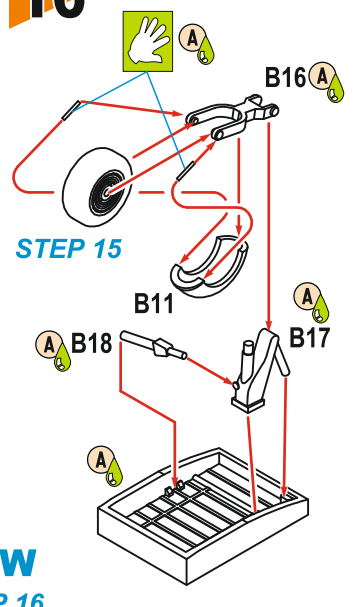




15 make 2

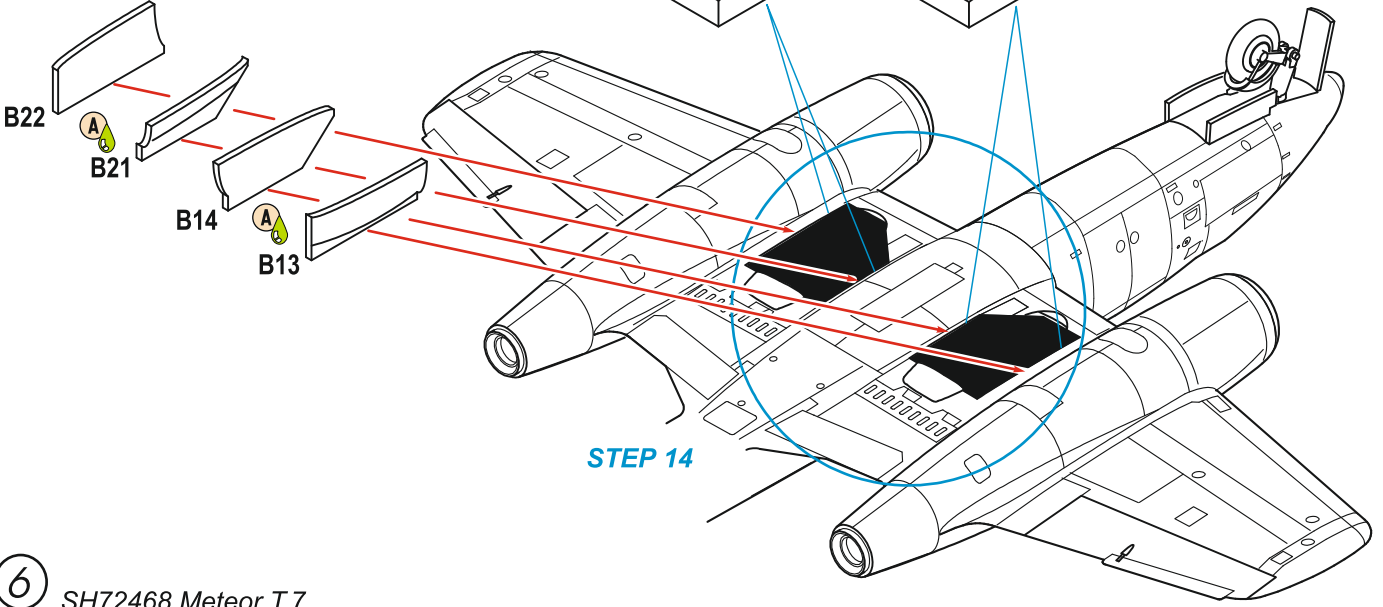


16



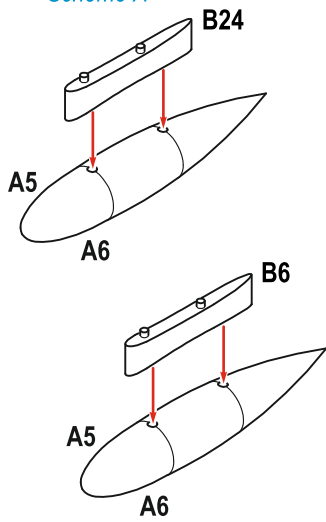
infoVIEW STEP 16

17



18 ?

Scheme A



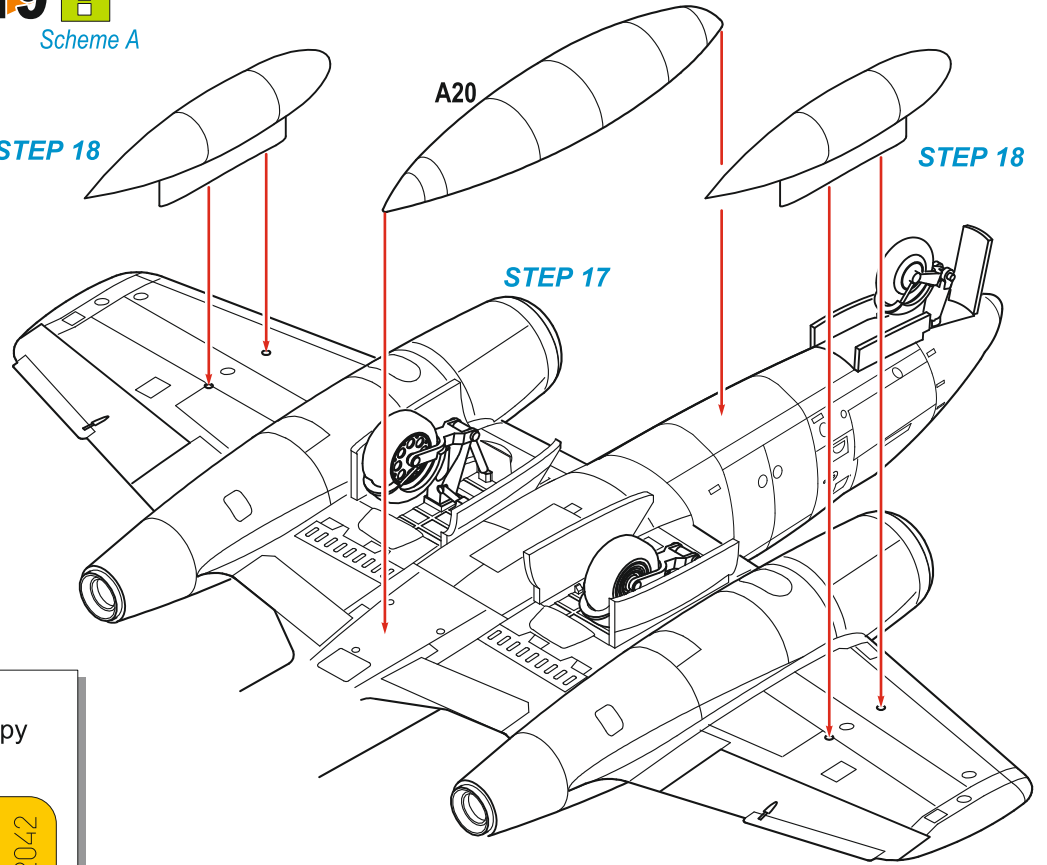
19 ?

Scheme A

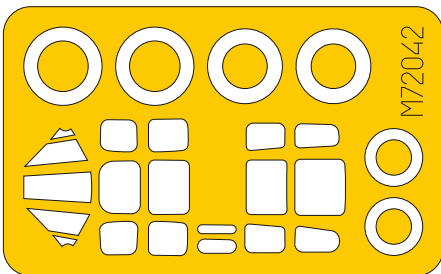
STEP 18

STEP 18

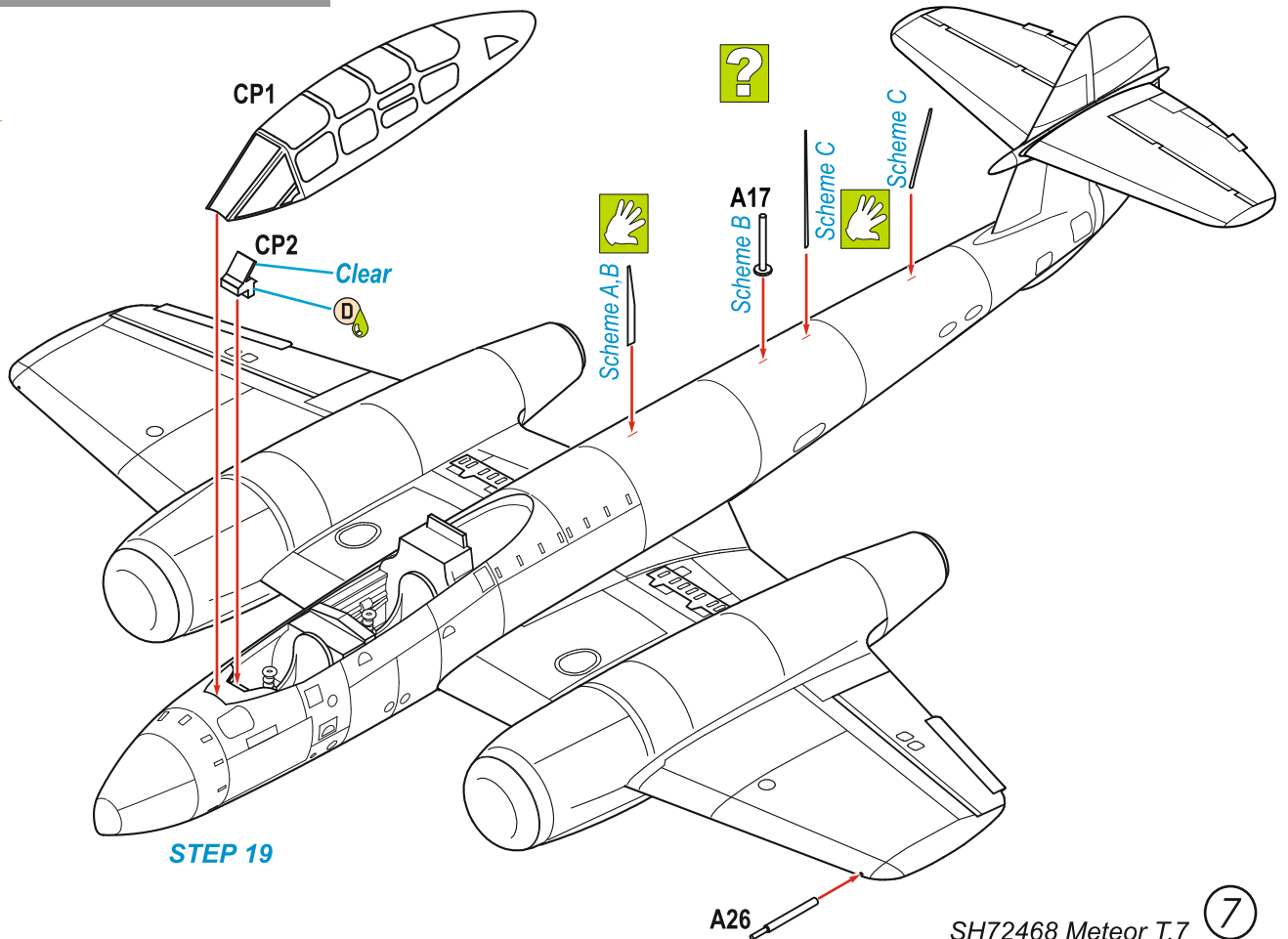
STEP 17



! Pre-cut masks **M72042** will help you paint the canopy and undercarriage wheels



20



Gloster Meteor T Mk.7, G-AKPK, a factory demonstrator airframe, flying in bright red overall. The colour was reportedly of a sort of Carmine shade, period colour photo shows the plane in a bright, slightly yellowish shade of red. The registration and fuselage lettering in Ivory. At some time, a row of flags was painted either side of the cockpit.

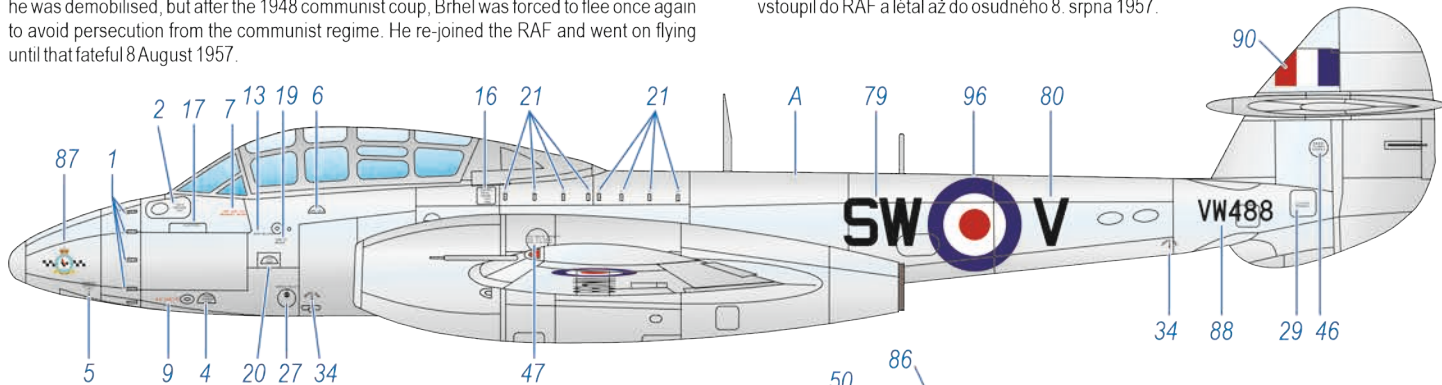
Gloster Meteor T Mk.7, G-AKPK, demonstrátor, předváděcí letoun továrny Gloster. Letoun byl údajně nastříkán lesklou karmínově červenou barvou, dobová fotografie ukazuje stroj ve jasnějším odstínu červené. Nápis na trupu a registrace v barvě slonové kosti, jednu dobu byly navíc doplněny řadou vlaječek na obou stranách trupu pod kokpitem.

Scheme A

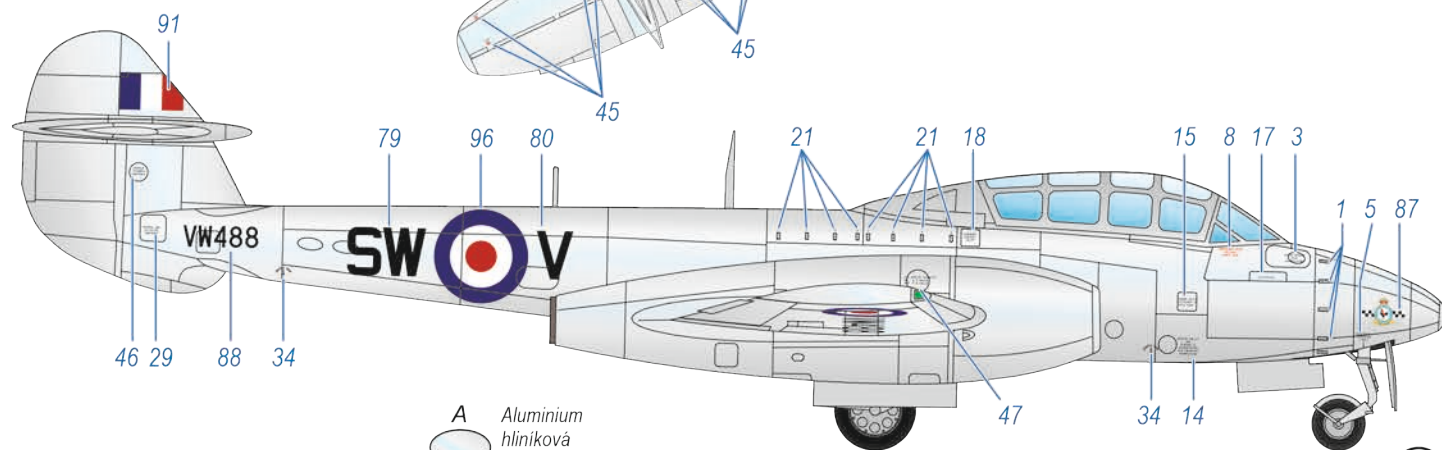
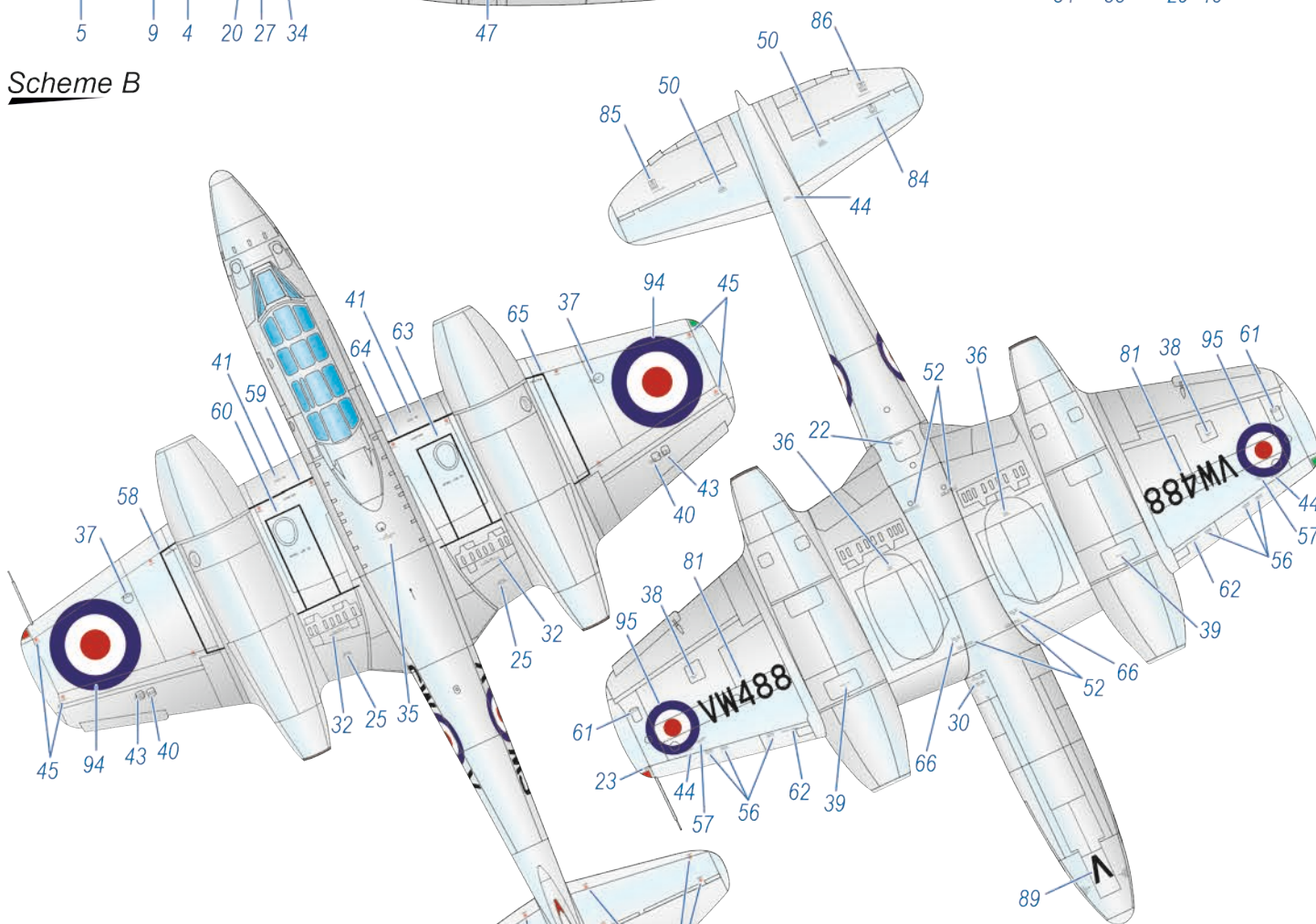


Gloster Meteor T Mk.7, VW488/SW-V, No.43 Sqn, RAF Tangmere, 1949. Some time later, VW488 was transferred to No.13 Communications Flight at RAF Ouston. On 8 August 1957, F.Sgt. Ross Beaumont and passenger Sgt. J.J.Cox were killed flying this machine. Ross Beaumont had been born in Czechoslovakia and his name had been Rostislav Brhel. After the German occupation of Czechoslovakia, he left to fight for the liberation of his homeland - at first as a member of the CS Infantry Battalion - East, where he took part in defending Tobruk. Later he joined flying training course and in 1945 he flew combat missions with No.313 (Czechoslovak) Sqn RAF. When he returned home in 1945, he was demobilised, but after the 1948 communist coup, Brhel was forced to flee once again to avoid persecution from the communist regime. He re-joined the RAF and went on flying until that fateful 8 August 1957.

Gloster Meteor T Mk.7, VW488/SW-V, No.43 Sqn, RAF, základna RAF Tangmere, 1949. Letoun byl později předán No.13 Communications Flight, RAF Ouston. V kabině tohoto stroje zahynul 8. srpna 1957 F. Sgt. Ross Beaumont a pasažér Sgt. J.J. Cox. Ross Beaumont se narodil v Československu jako Rostislav Brhel. Po okupaci Československa Německem odešel bojovat za osobození vlasti. Nejprve jako příslušník ČS pěšího praporu – východního bránil obležený Tobruk. Později prošel leteckým výcvikem a v roce 1945 létal bojově u No.313. (Czechoslovak) Sqn. Po návratu do Československa demobilizoval, ale po komunistickém převratu musel uprchnout před perzekucí. Znovu vstoupil do RAF a létal až do osudného 8. srpna 1957.



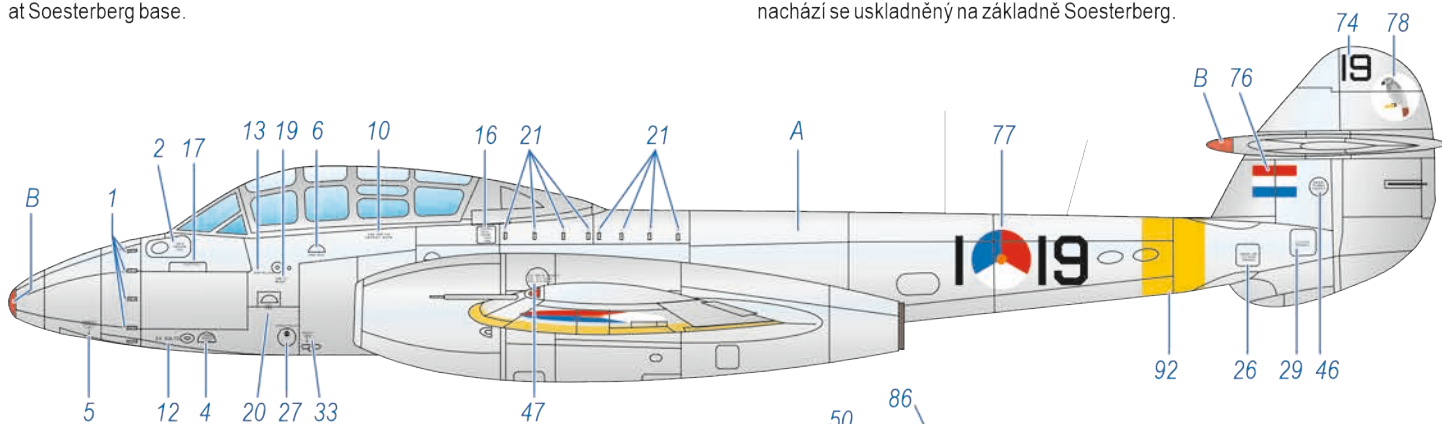
Scheme B



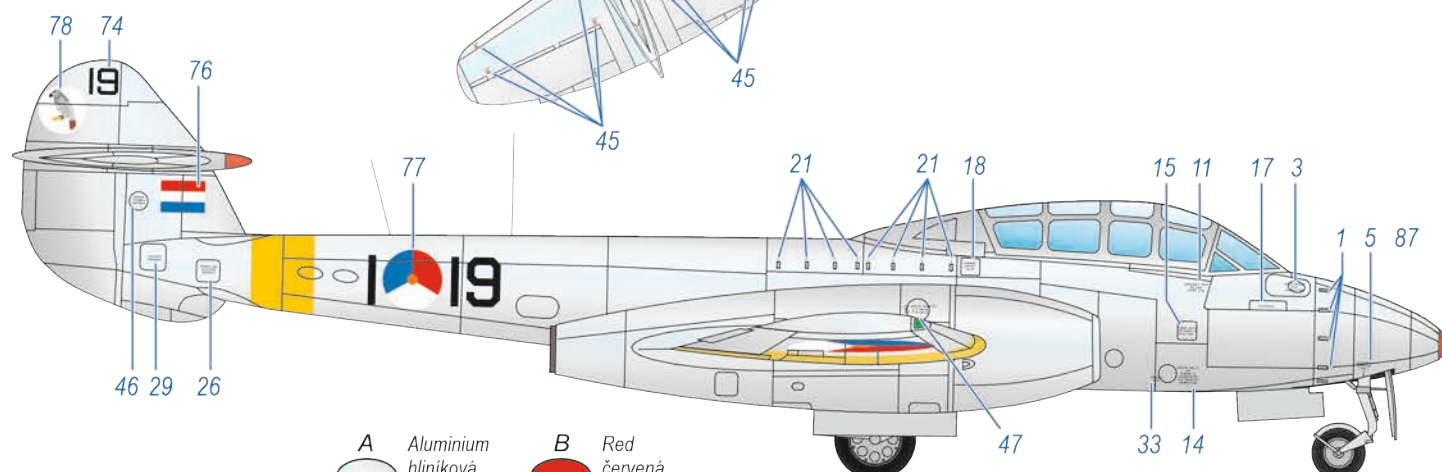
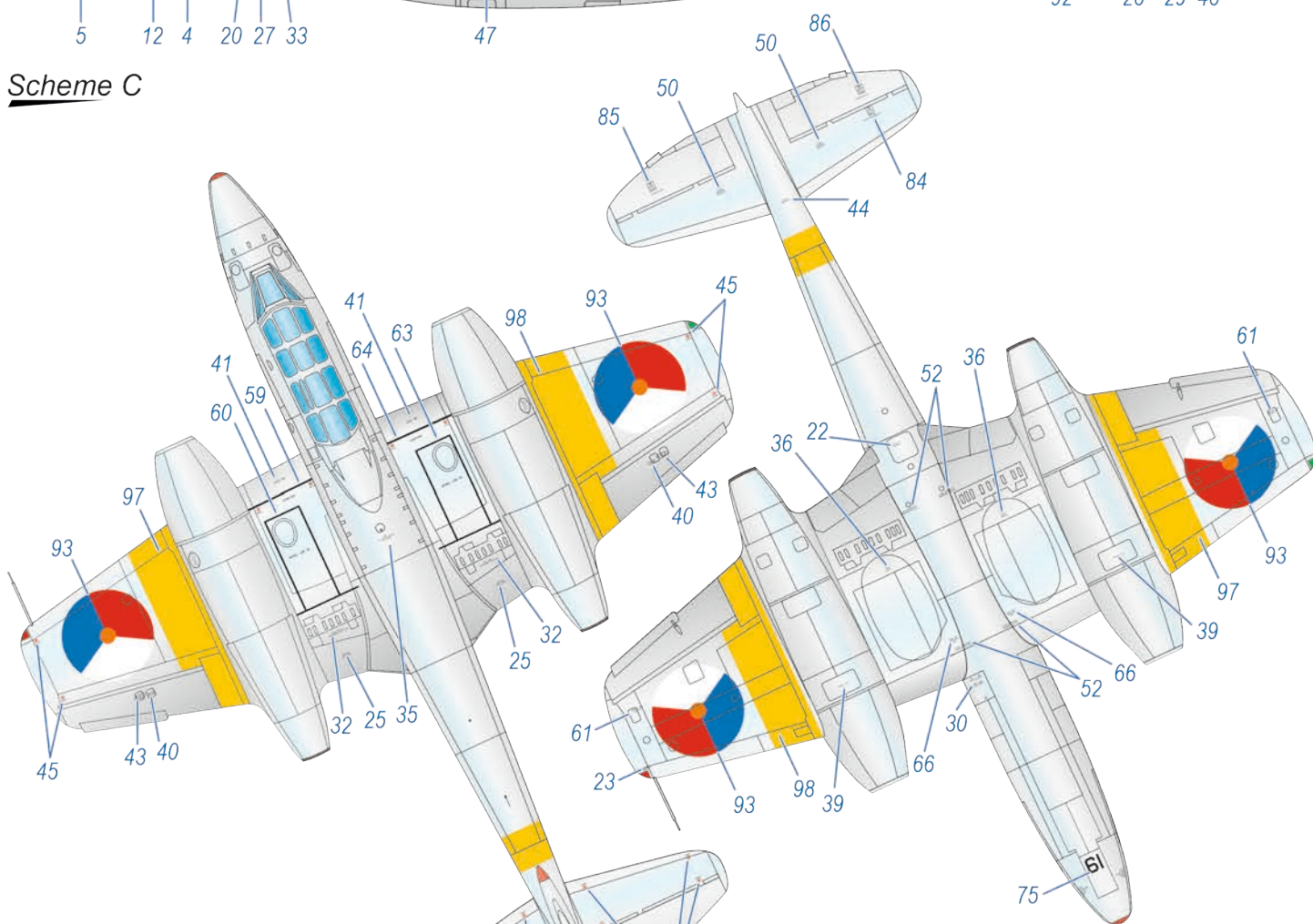
A Aluminium
hliníková
H8+11/C8+62

Gloster Meteor T Mk.7, I-19, Royal Netherlands Air Force / Koninklijke Luchtmacht, 1950s. Originally built as WH233, in February 1953 sold to the Netherlands and saw service with the Fighter Flying School based at Twente. In 1953, I-19 was allocated to No.328 Sqn at Soesterberg and took part in Meteor F.8 rocket missile tests, being fitted with a Fastax camera and an oscillator. I-19 has been preserved until the present and is now kept in storage at Soesterberg base.

Gloster Meteor T Mk.7, I-19, Royal Netherlands Air Force / Koninklijke Luchtmacht, 50.léta. I-19 původně v Británii obdržel seriál WH233, v únoru 1953 byl prodán nizozemskému letectvu a zpočátku sloužil u Fighter Flying School na základně Twente. V roce 1953 byl přidělen k 328.sqn v Soesterbergu a účastnil se zkušebních odpalů střel z Meteorů F.8. Pro ten účel byl vybaven kamerou Fastax a oscilografem. I-19 se dochoval do dnešních dnů a nachází se uskladněný na základně Soesterberg.



Scheme C



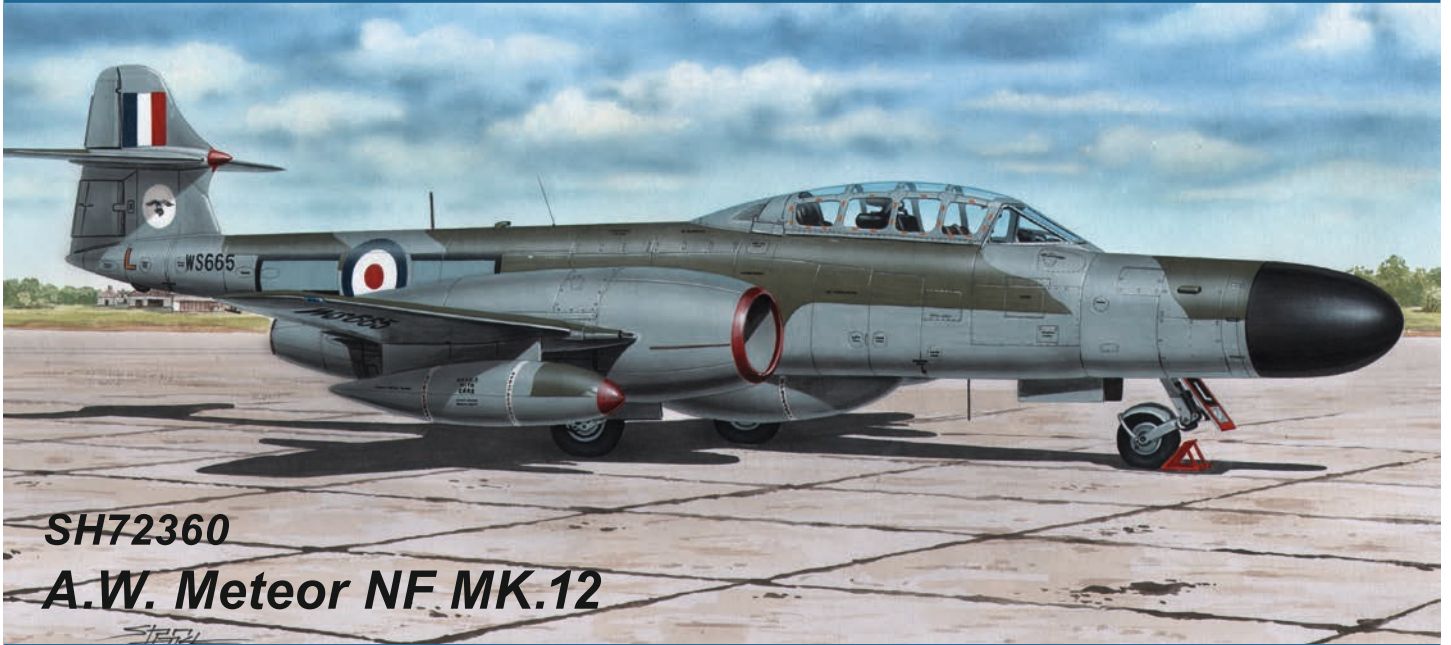
A Aluminium
hliníková
H8+11/C8+62

B Red
červená
H3/C3

ATTRACTIVE 1/72 SCALE MODELS



SH72358
A.W. Meteor NF MK.11



SH72360
A.W. Meteor NF MK.12



SH72424
Gloster Meteor F.8 Prone Pilot

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 DH.100 Vampire **Special MASK**
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