

## A.W. Meteor NF Mk.14

### 'The Last of Night Fighters'

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.

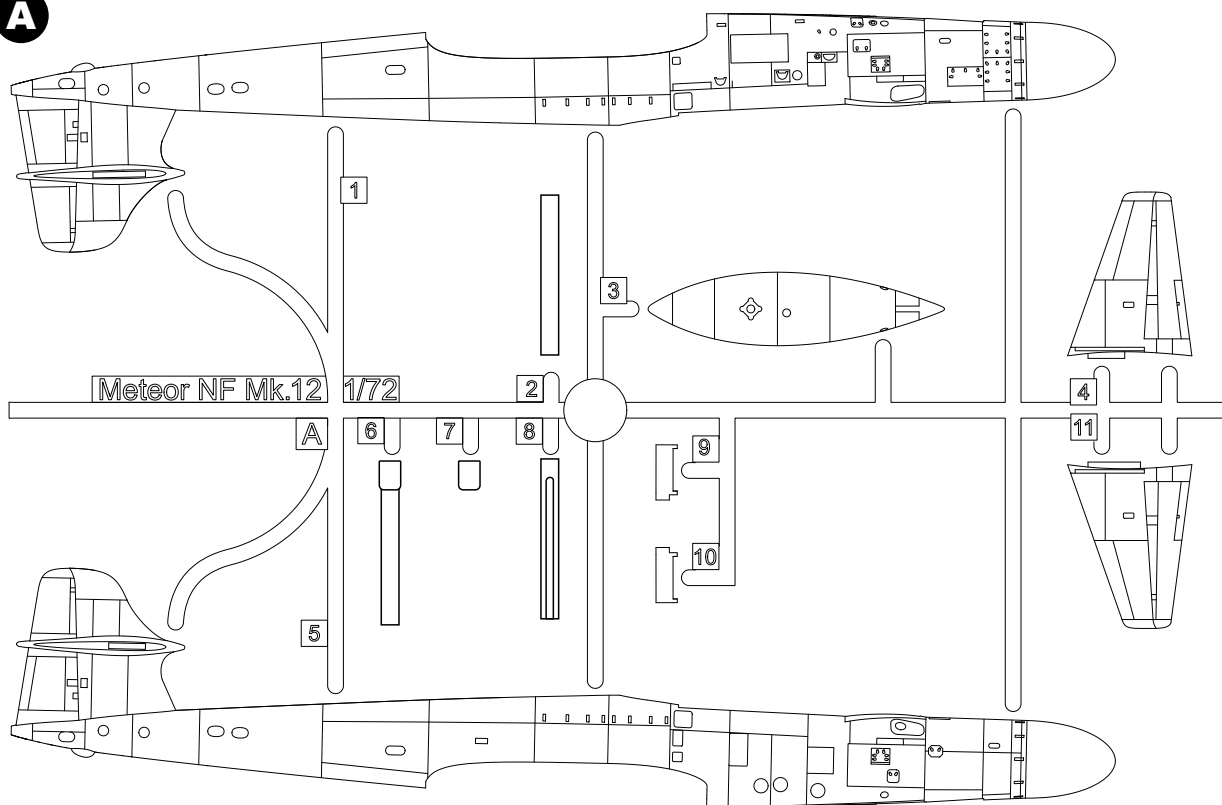
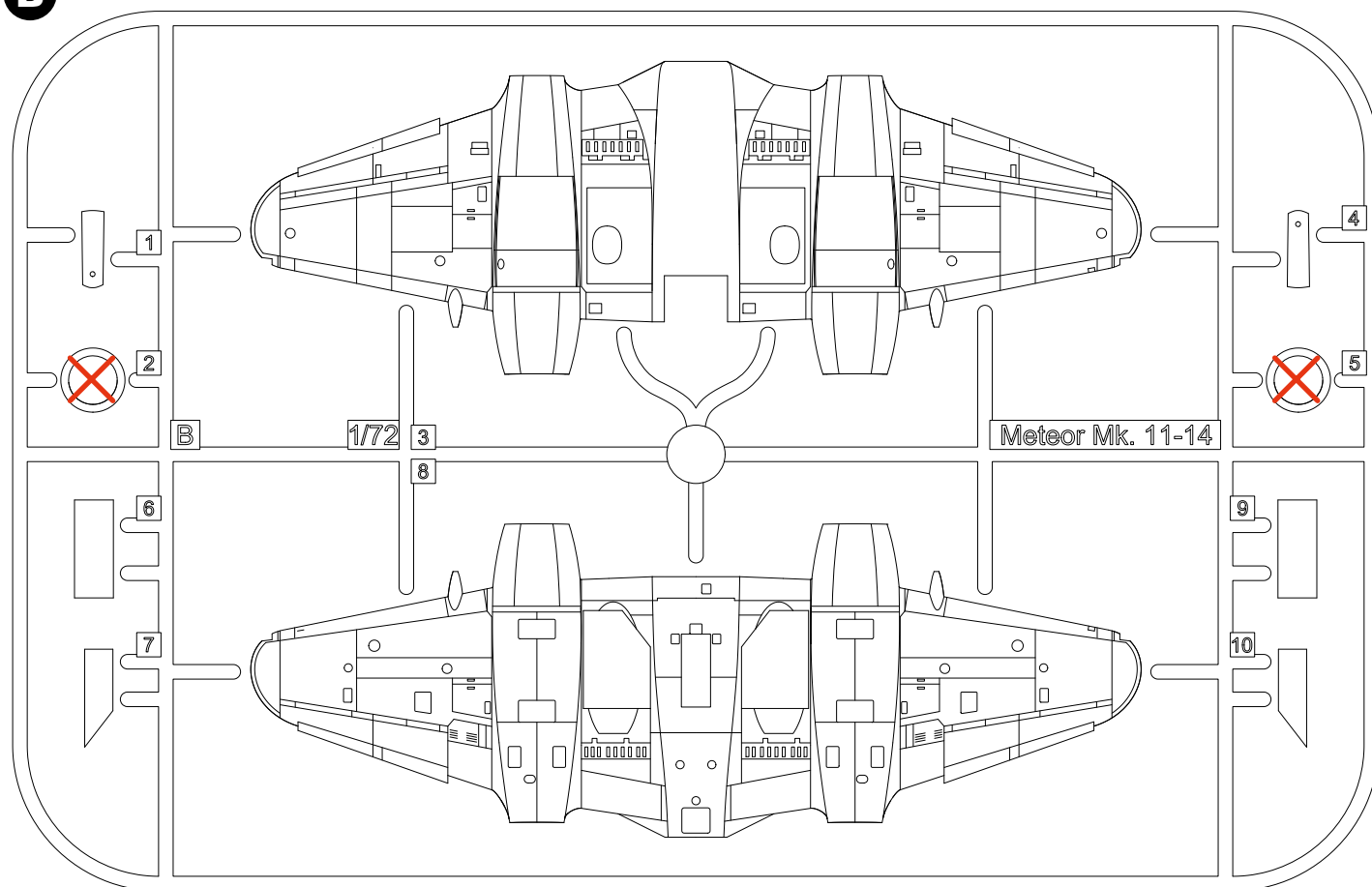
CZ

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 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 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.

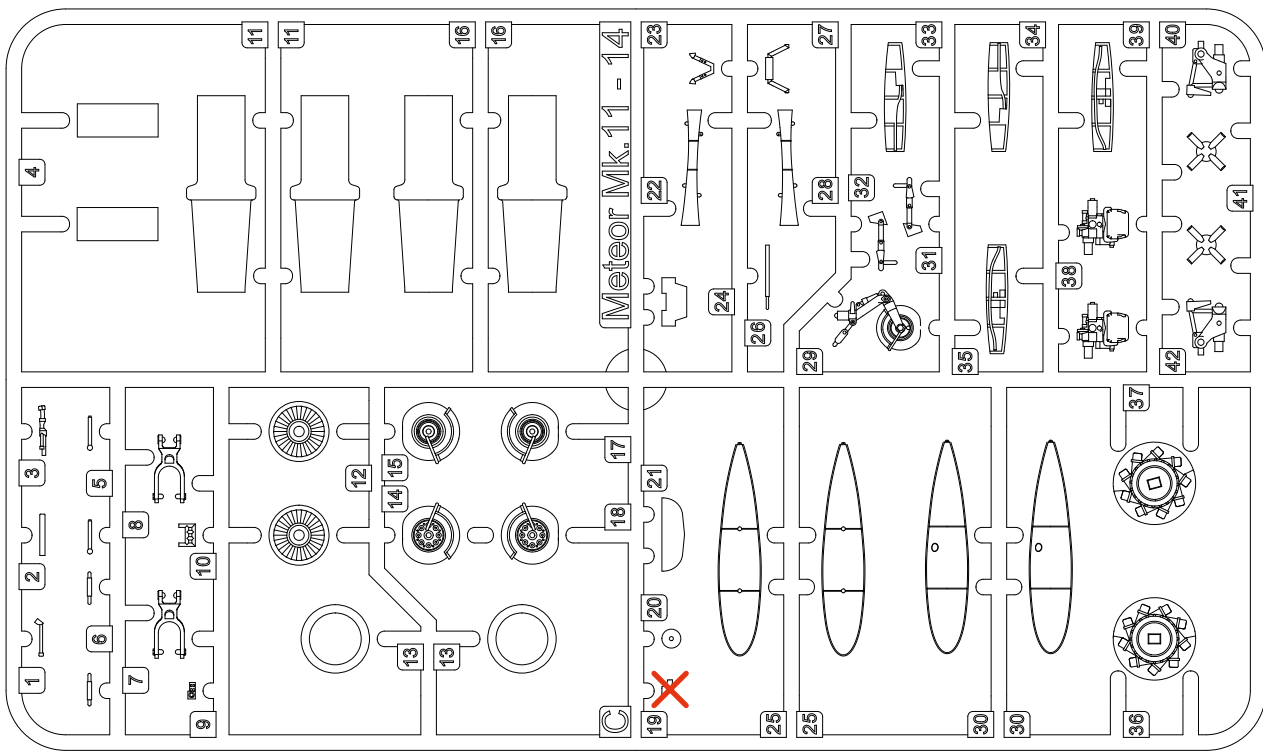
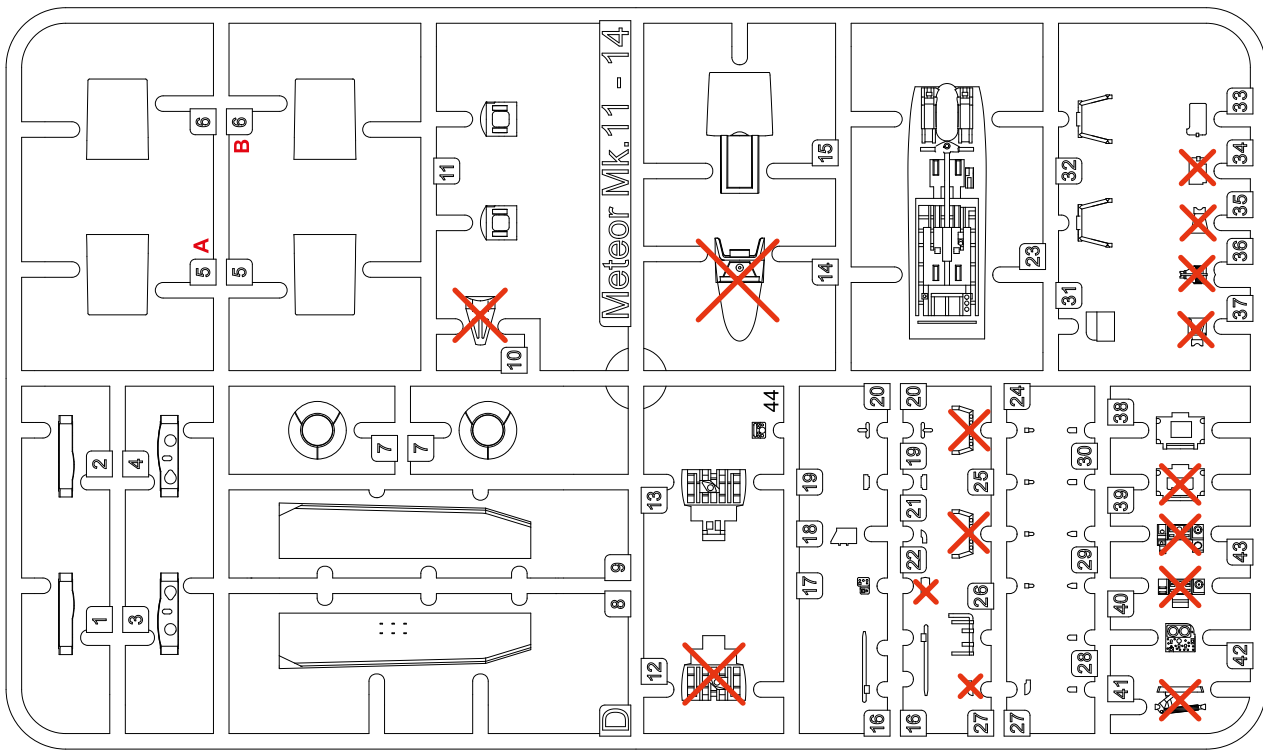
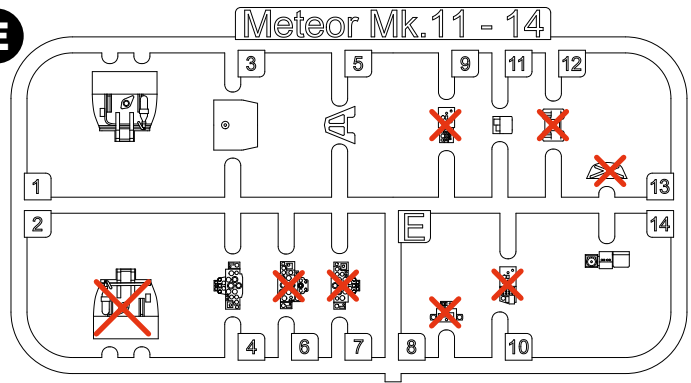
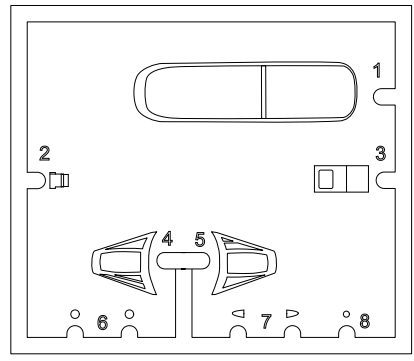
Meteory pro stíhání za každého počasí zůstaly ve výzbroji do šedesátých let, kdy byly nahrazeny modernějšími typy Javelin, Hunter či Vautour. Malá část Meteorů NF Mk.11 byla přestavěna na verzi pro tahání terčů TT Mk.20. Čtrnáct kusů verze NF Mk.14 bylo přestavěno na cvičné letouny pro výcvik navigátorů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

**A****B**

### Barvy GUNZE/ GUNZE Colour No.

<b>A</b>	Black / černá matná	H12/C33	<b>E</b>	Aluminium / hliník	H/C8
<b>B</b>	Tire Black / barva pneu	H77/C137	<b>F</b>	White / lesklá	H1/C1
<b>C</b>	Gun Metal / tmavý kov	H28/C78	<b>G</b>	Clear Red / čirá červená	H90/C47
<b>D</b>	Burnt Iron / opálený kov	H76/C61	<b>H</b>	Clear Green / čirá zelená	H94/C138

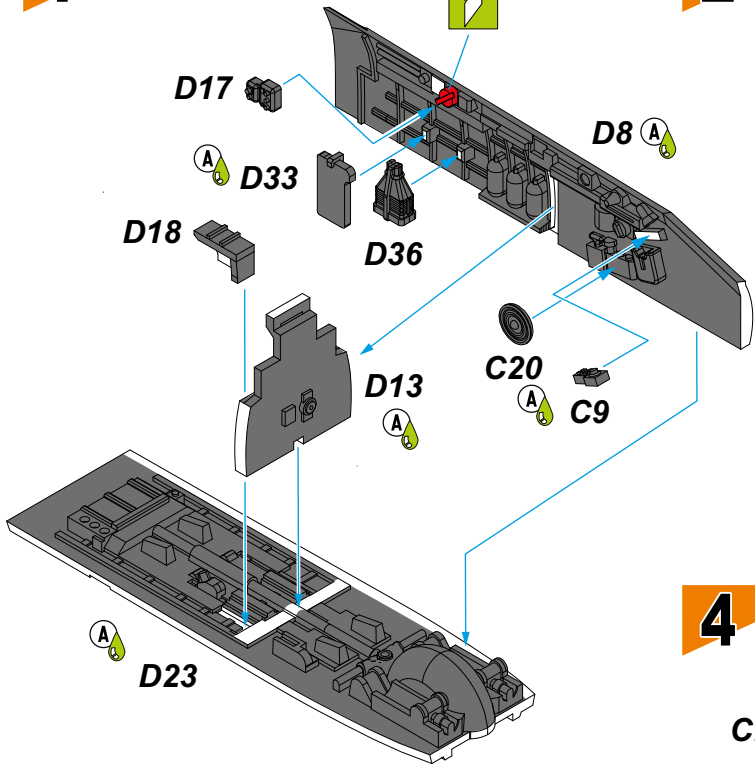
**C****D****E****Clear Parts (CP)**

Do not use this part  
Tento díl nepoužít

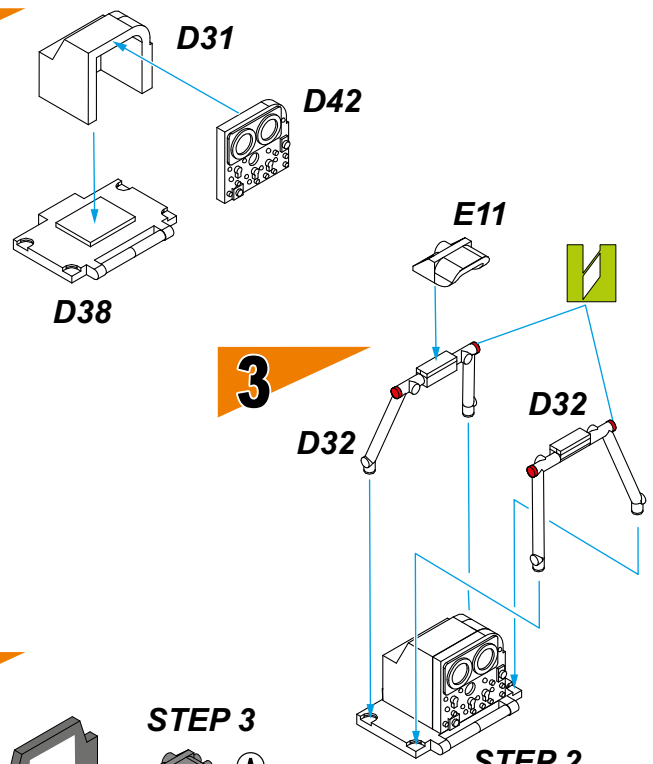
**SYMBOLS**

- |  |  |                                     |  |  |                     |                                       |
|--|--|-------------------------------------|--|--|---------------------|---------------------------------------|
| OPTIONAL<br>MOŽNOST VOLBY<br>NACH BELIEBEN<br>OPTION | INSTANT CYANOACRYLATE GLUE<br>POUŽIT KYANOAKRYLÁTOVÉ LEPIDLO<br>ZYANOAKRYLATKLEBER<br>ADHESIF CYANOACRYLAT | BEND<br>OHNOUT<br>BIEGEN<br>COURBER | SCRATCH BUILD<br>ZHOTOVIT NOVÉ<br>FERTIGSTELLEN<br>ACHEVER | CUT OFF/DRILL<br>ŘEZAT/VRÁT<br>ENTFERNEN<br>DETACHER | GSI<br>colours code | COLOUR<br>NATRÍT<br>FARBEN<br>PEINDRE |
|--|--|-------------------------------------|--|--|---------------------|---------------------------------------|

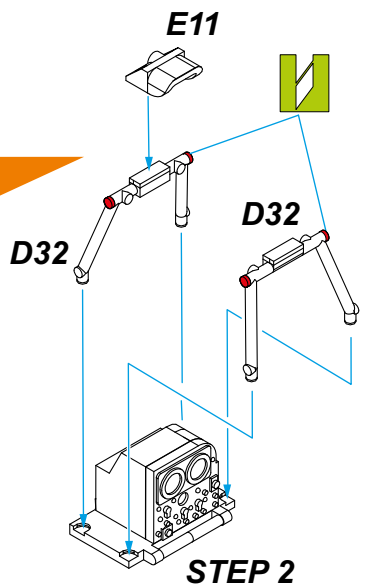
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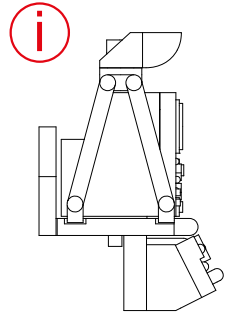
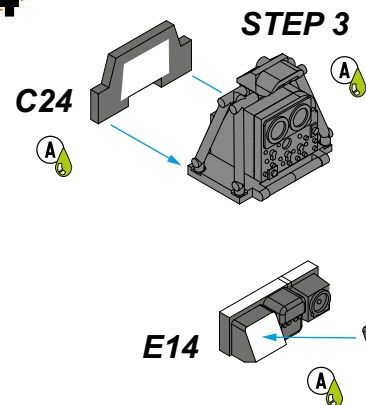
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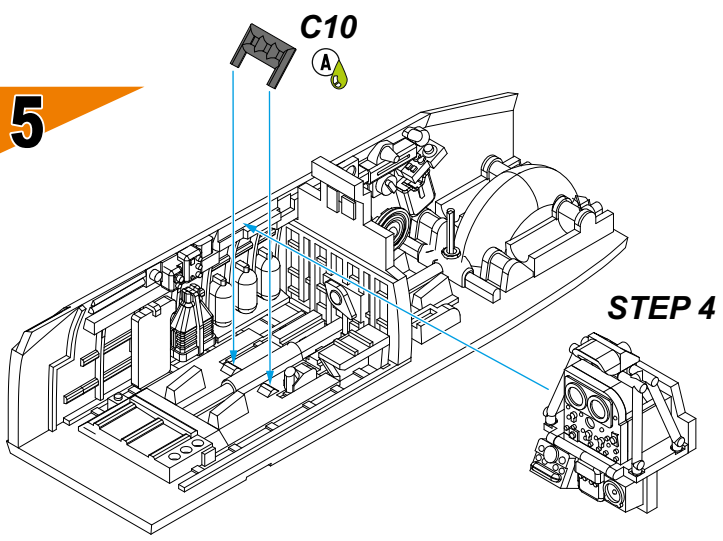
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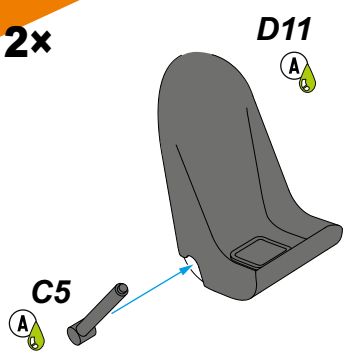
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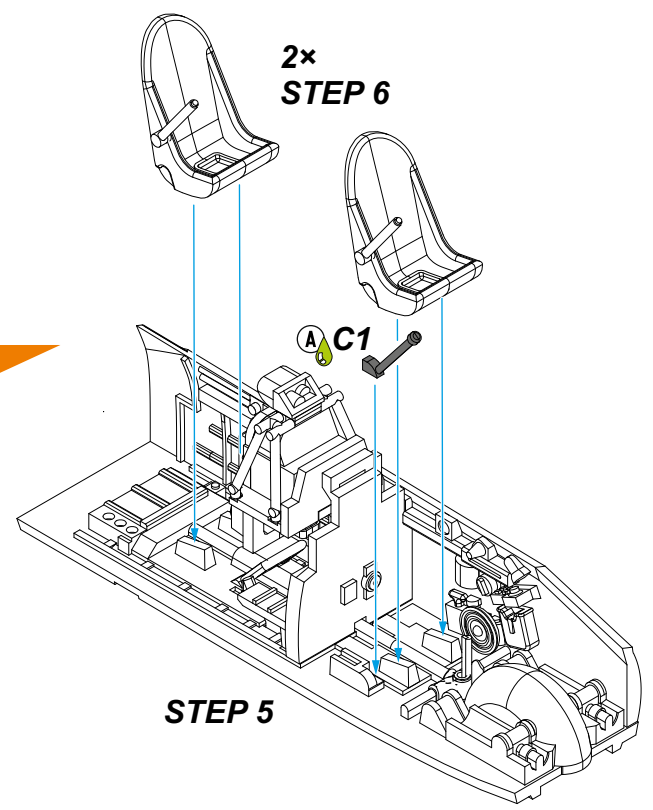
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**6 2x**

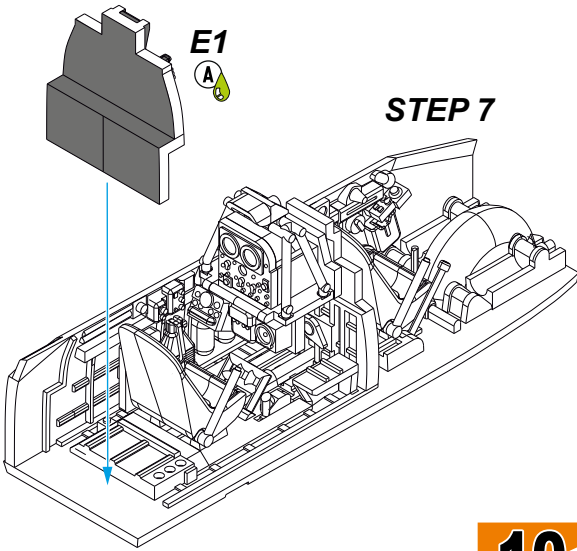


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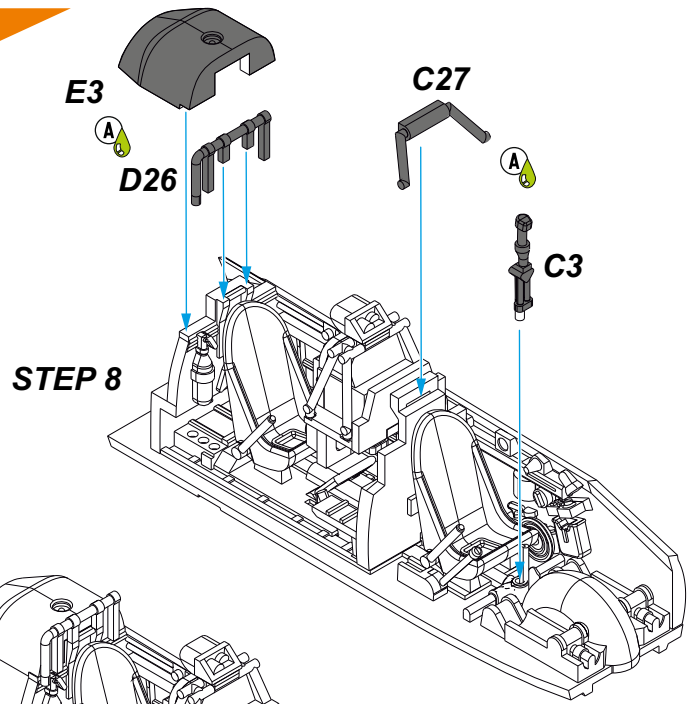




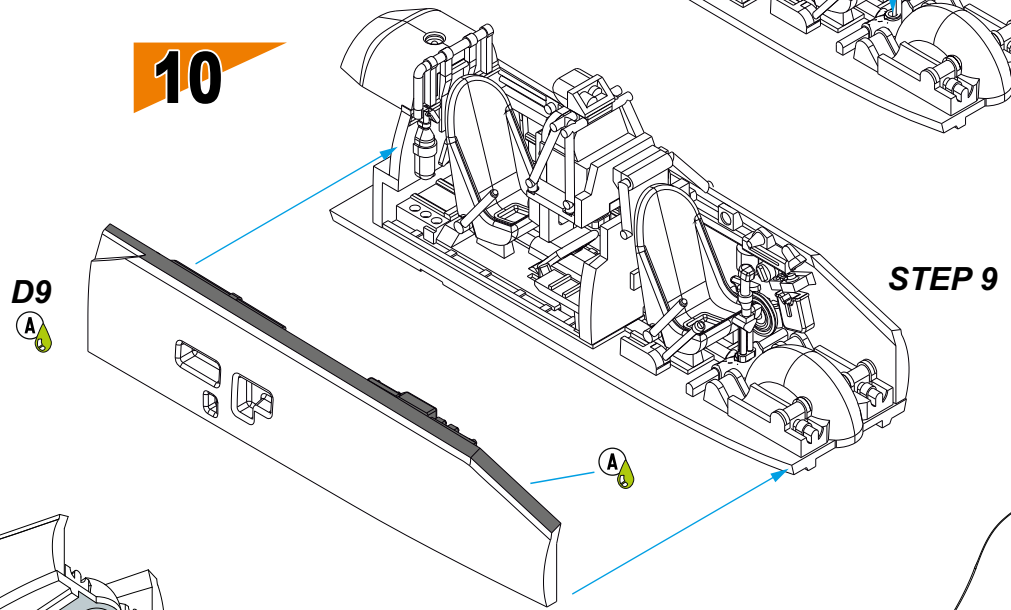
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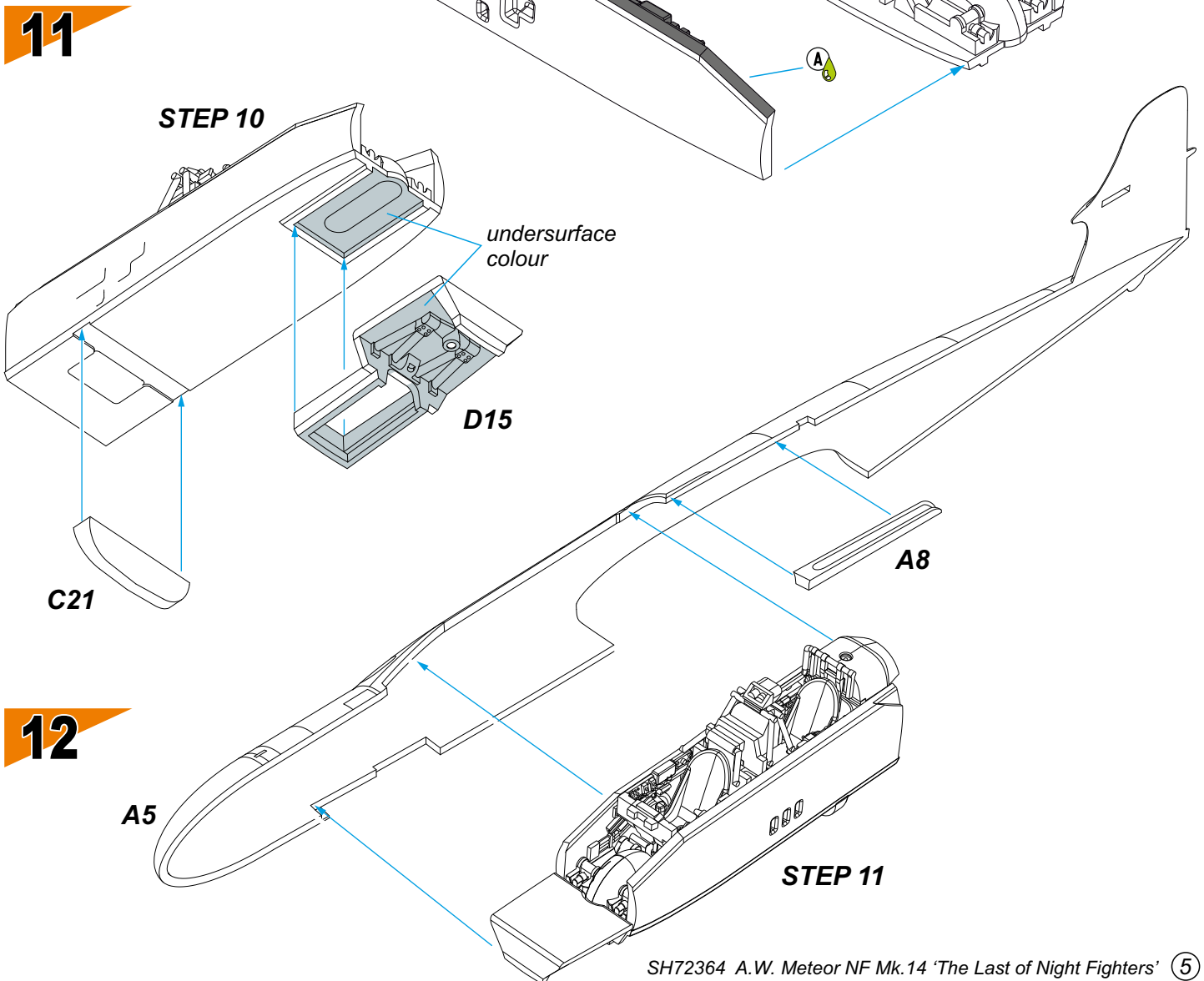
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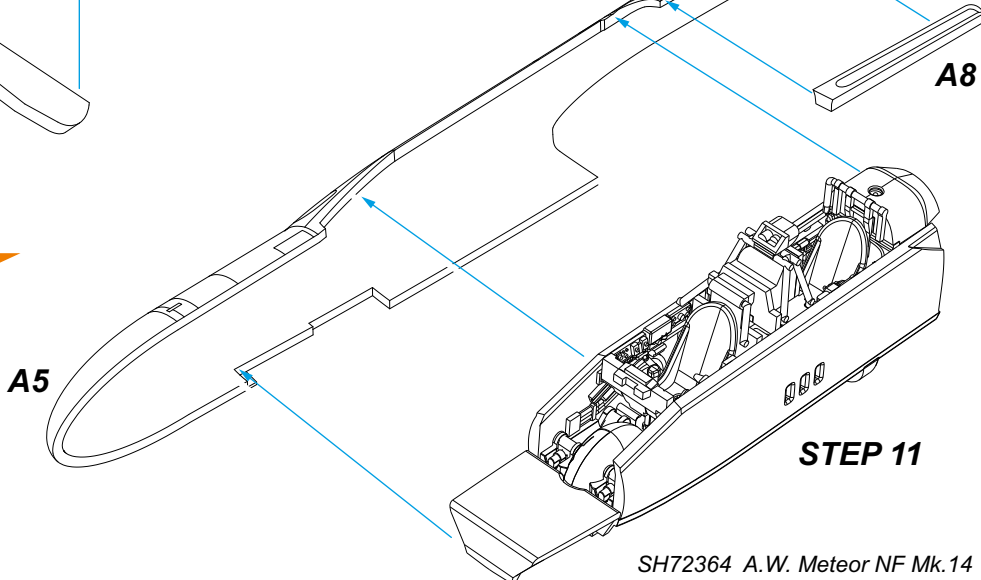
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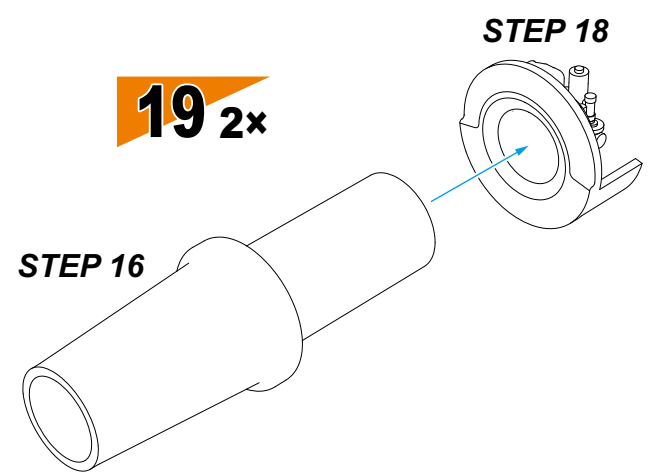
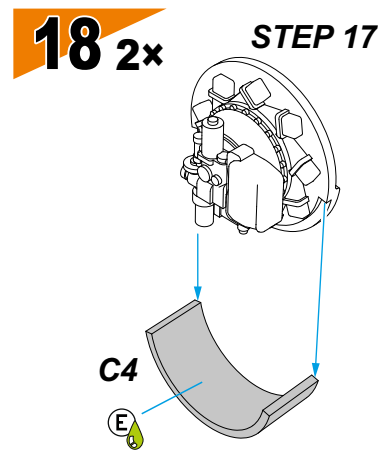
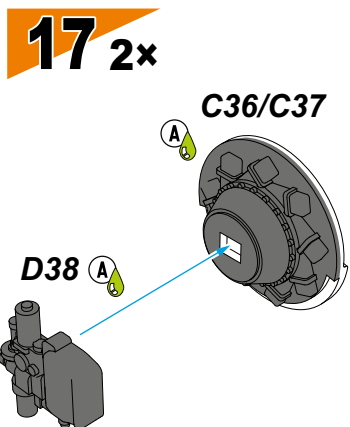
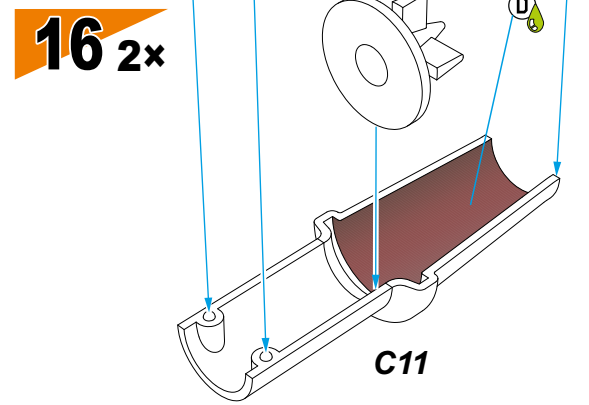
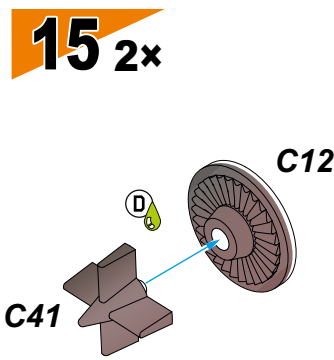
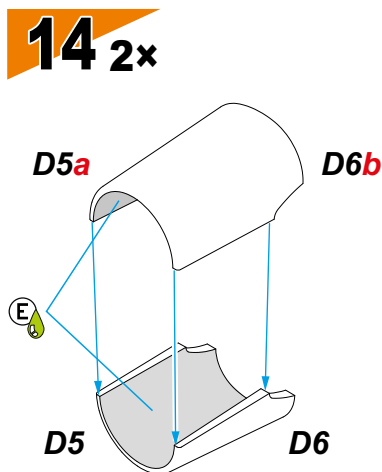
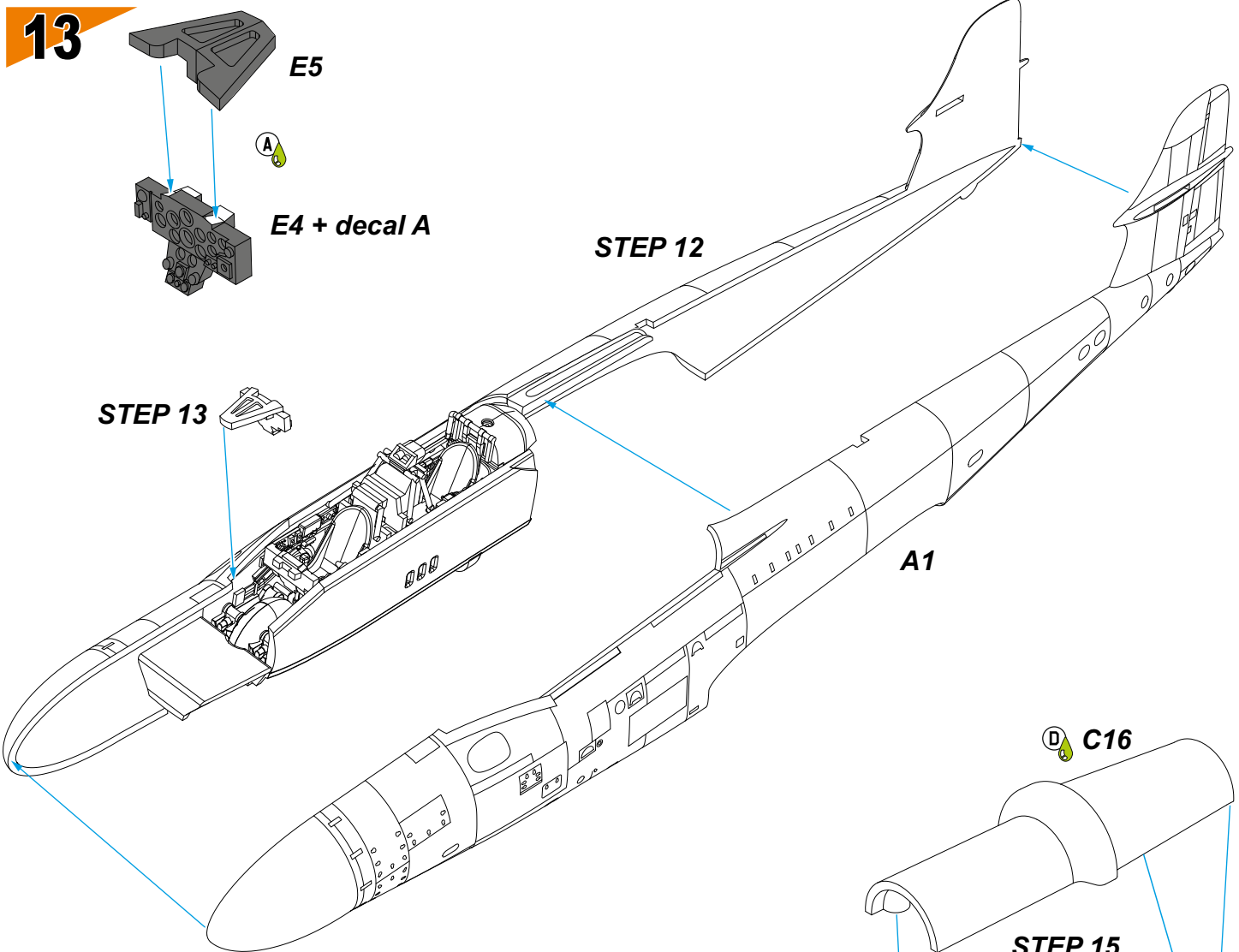


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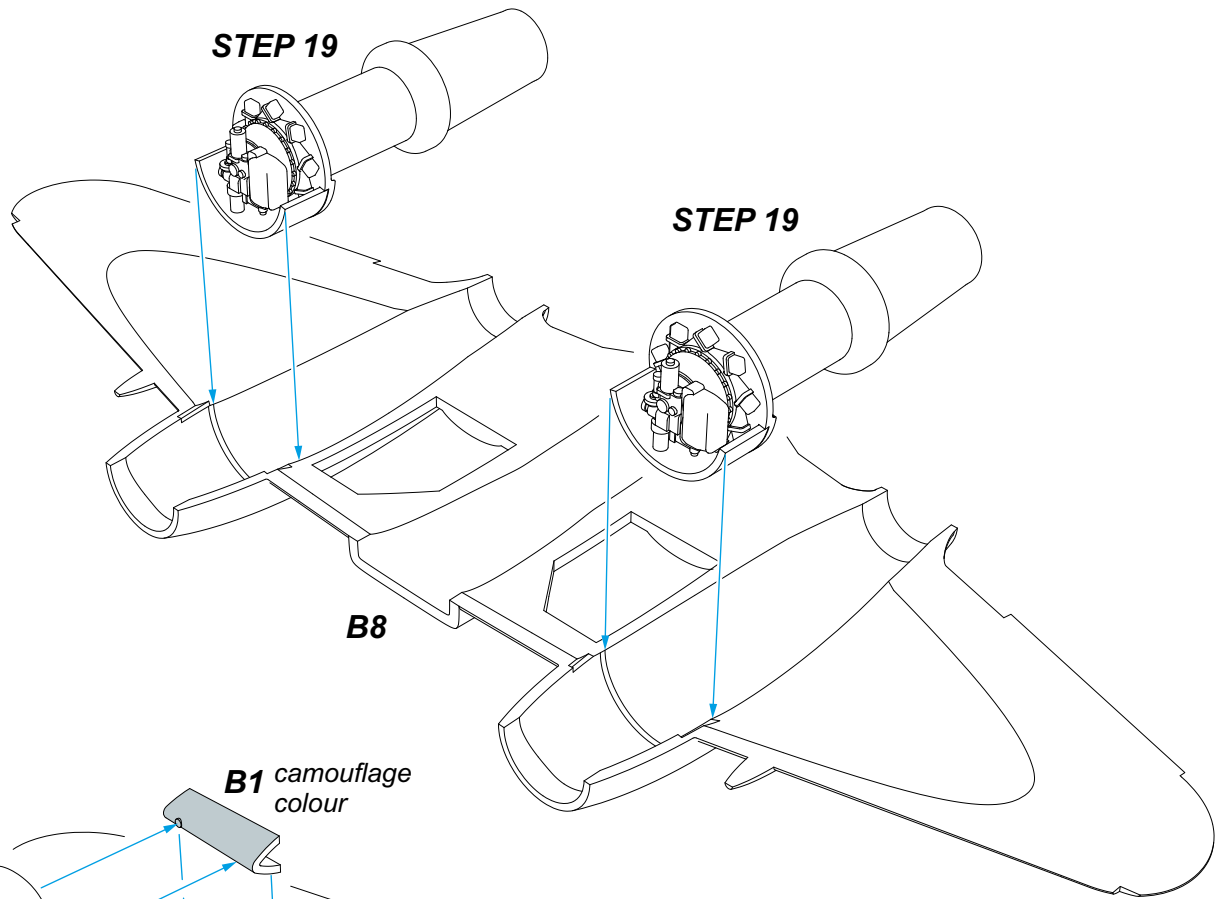


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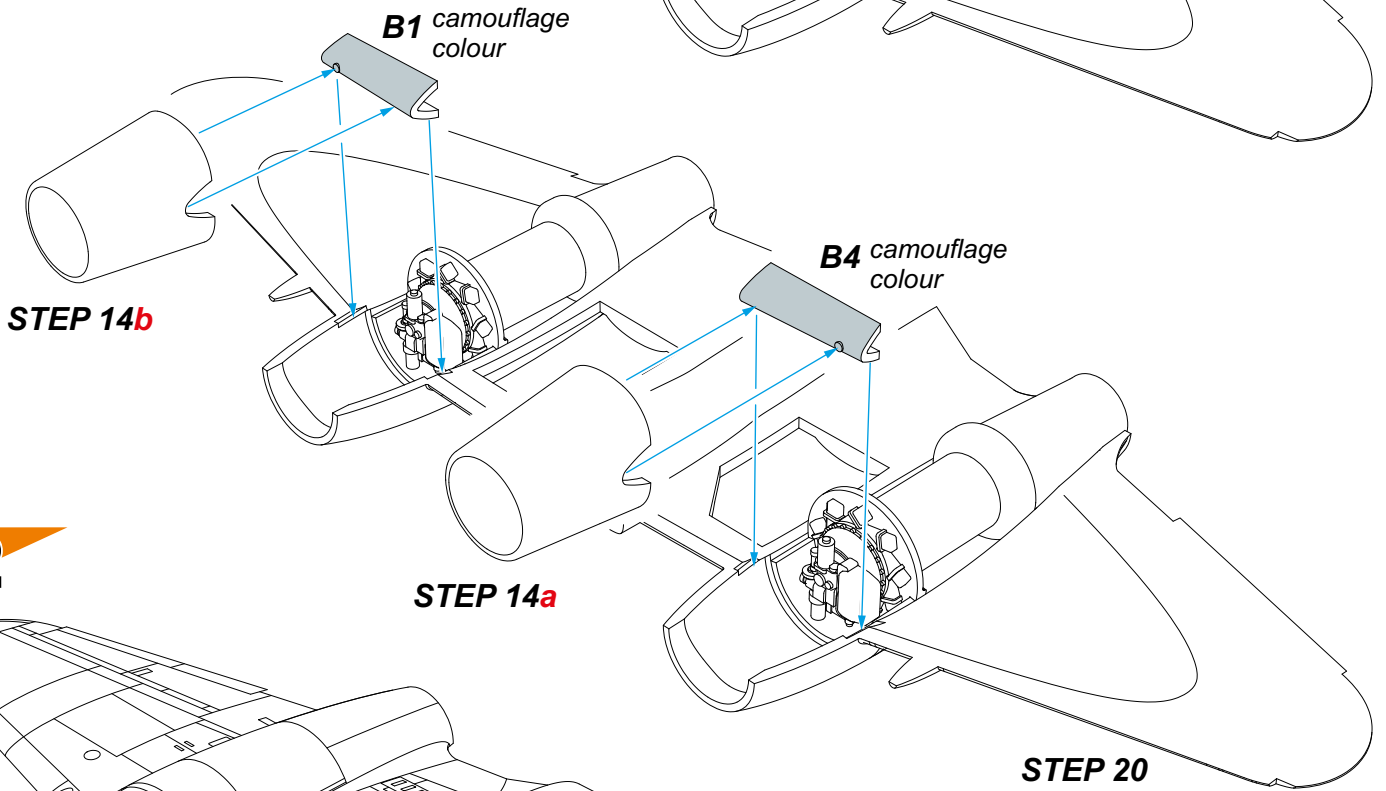




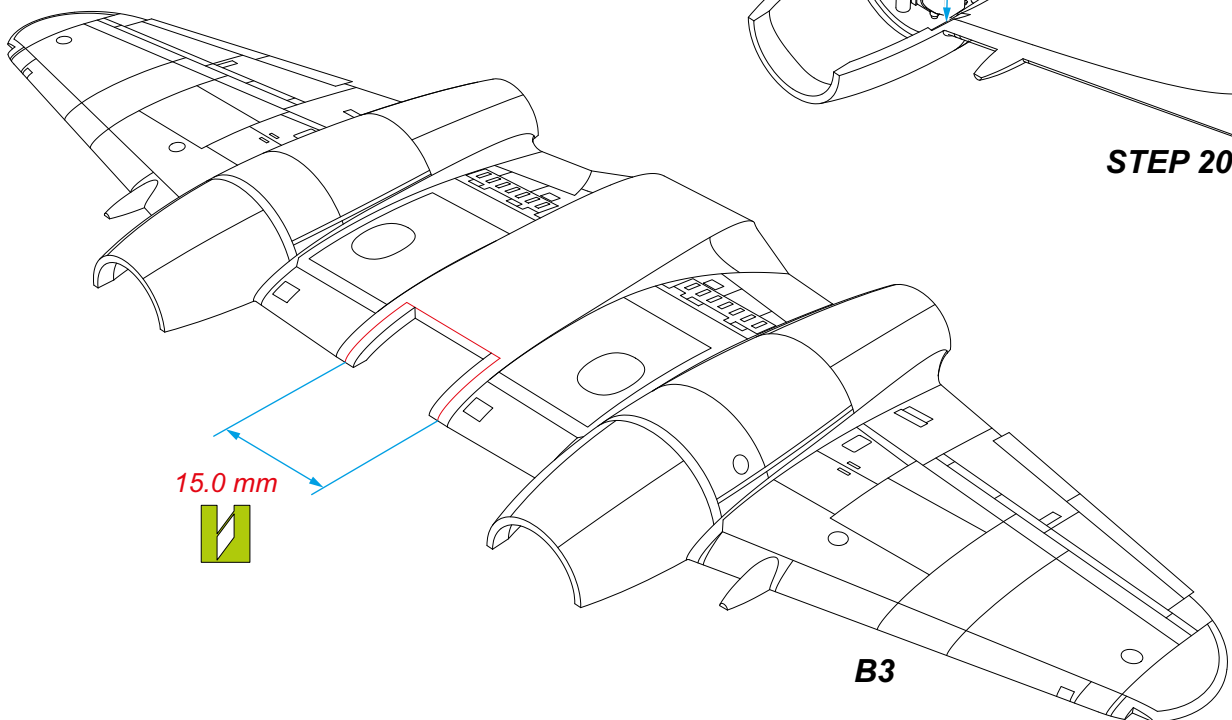
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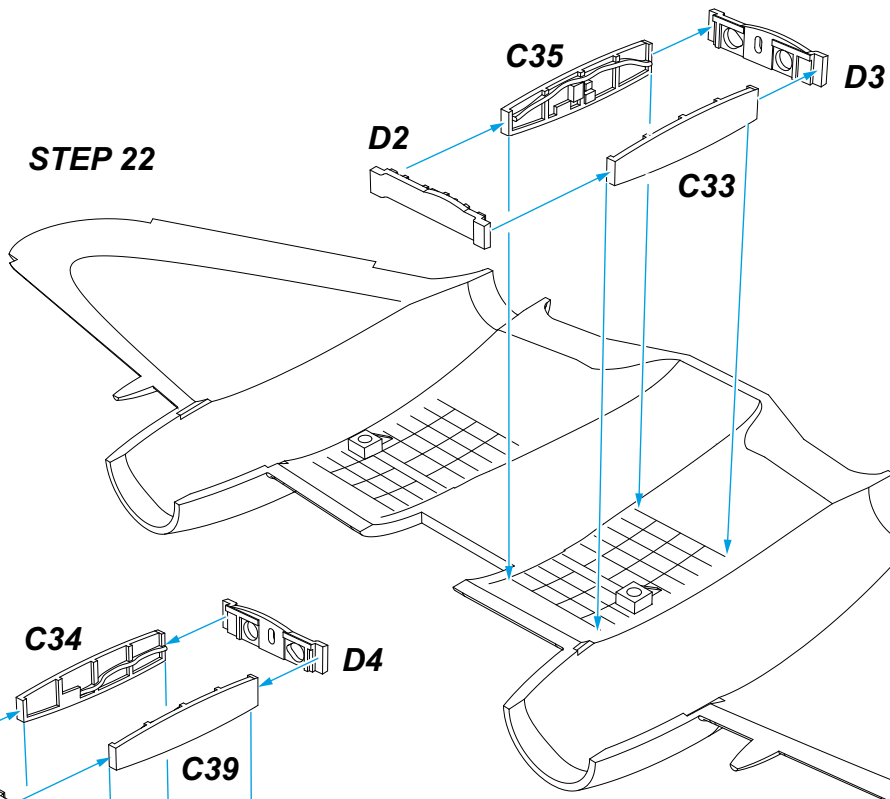


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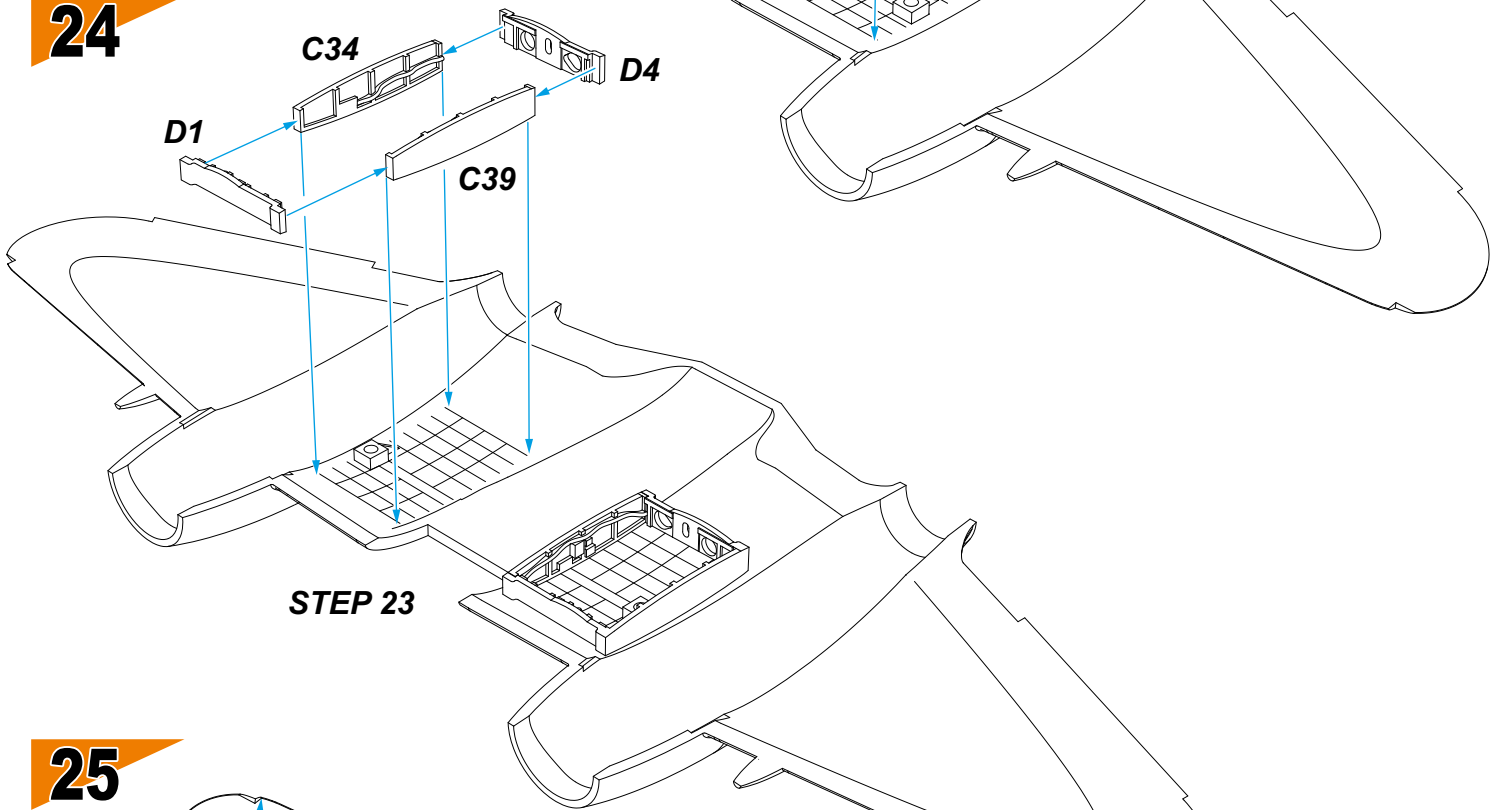
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**STEP 22**



**24**

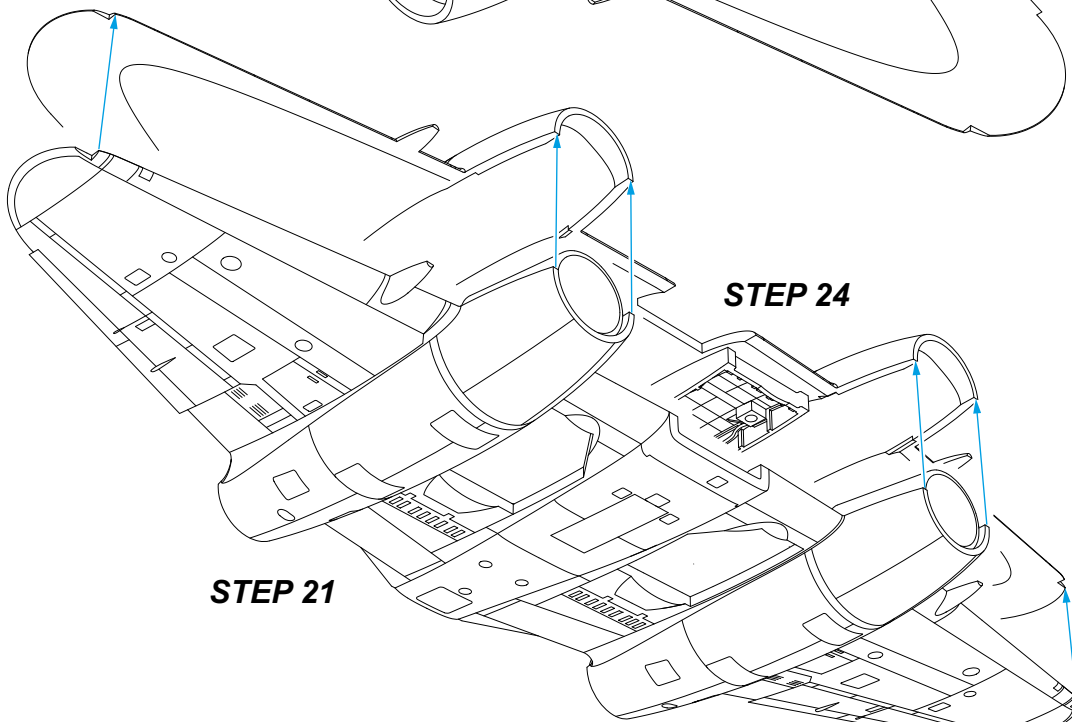
**STEP 23**



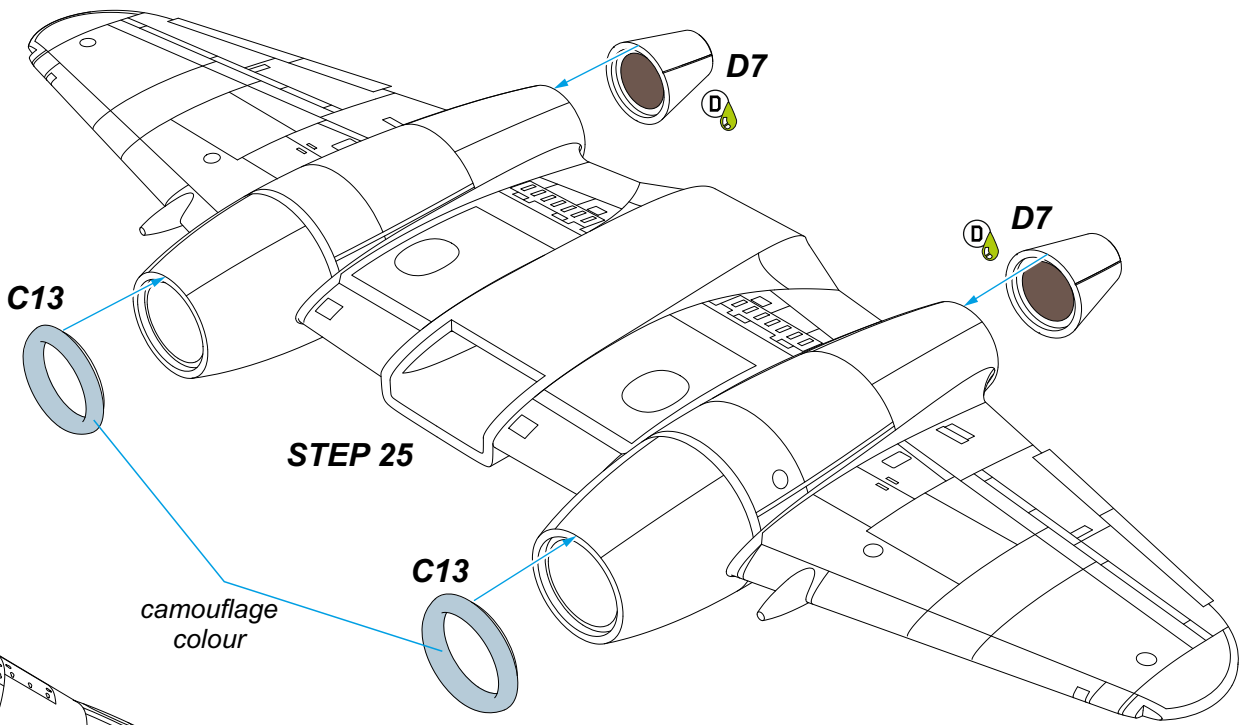
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**STEP 21**

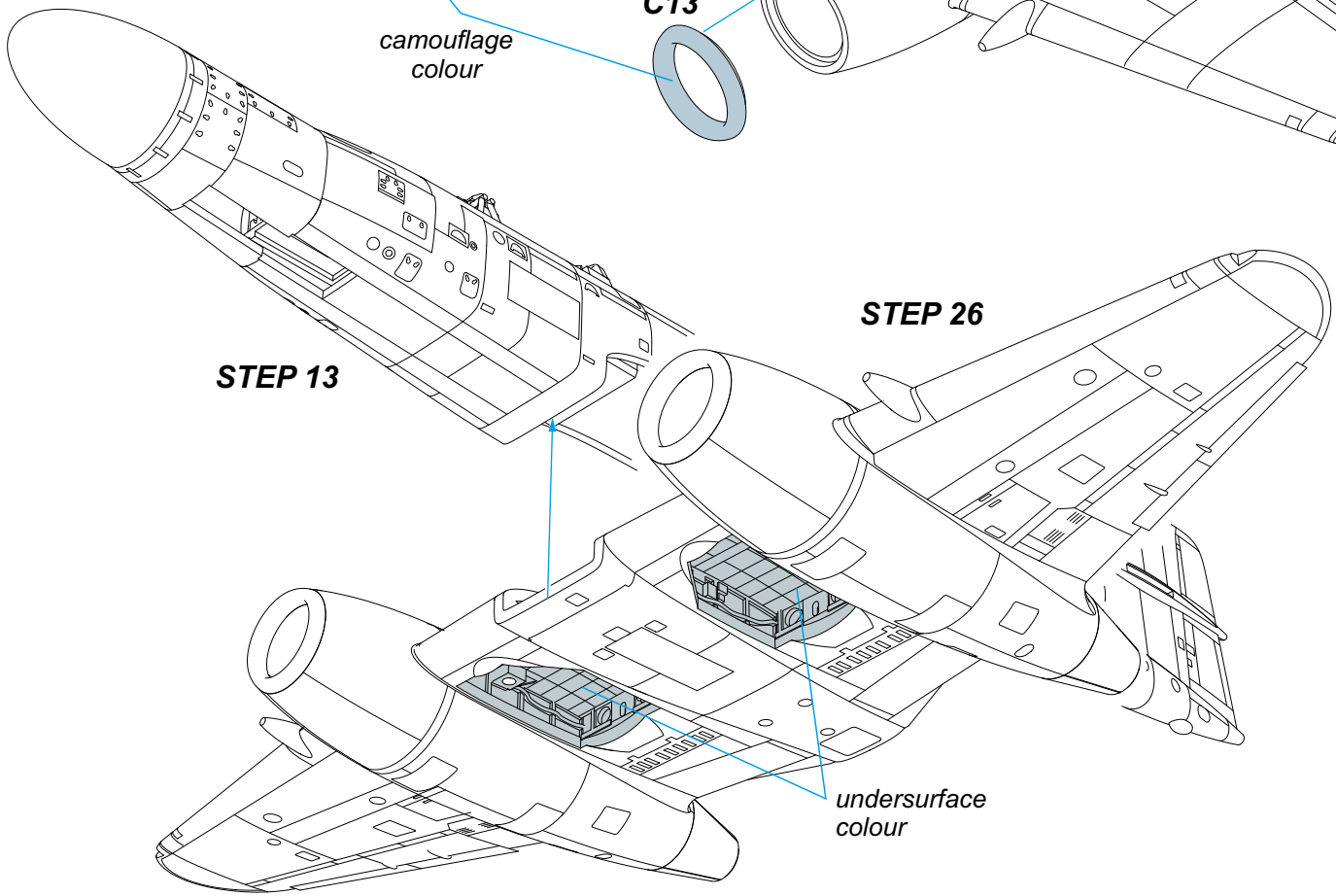
**STEP 24**



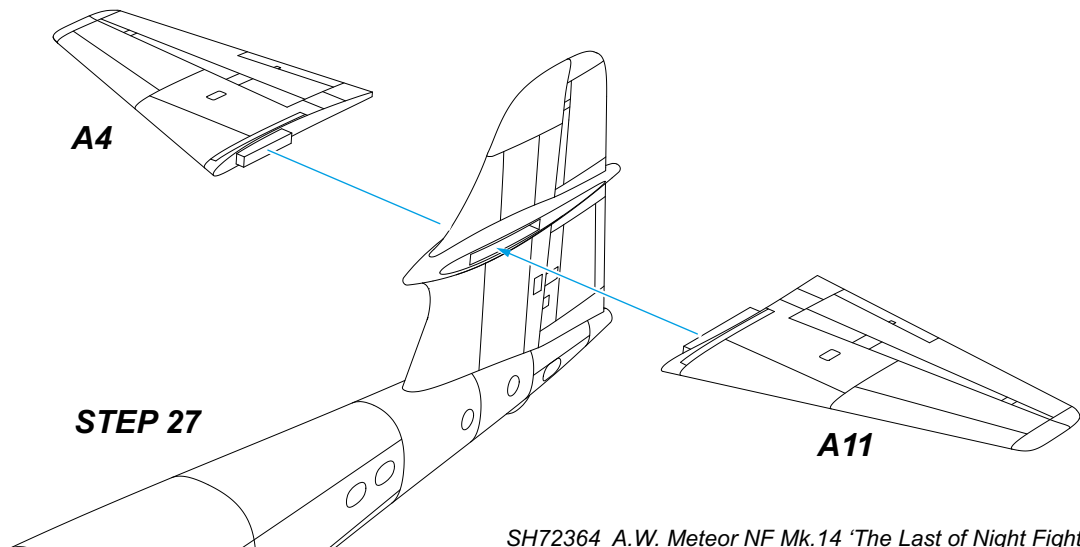
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**27**

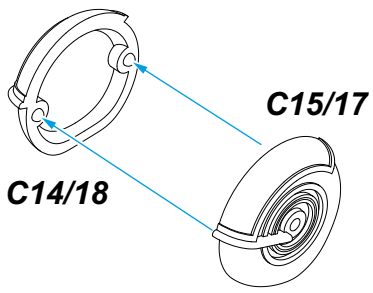


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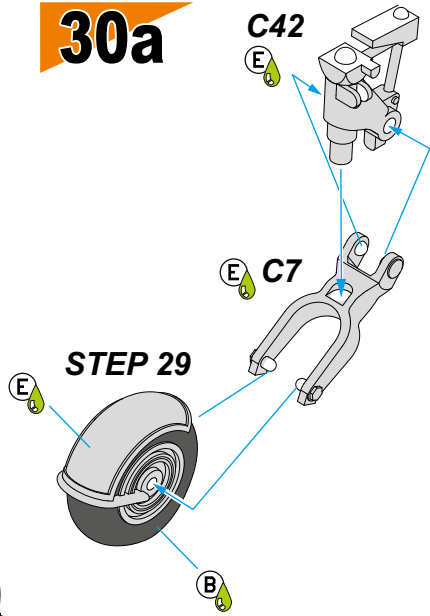




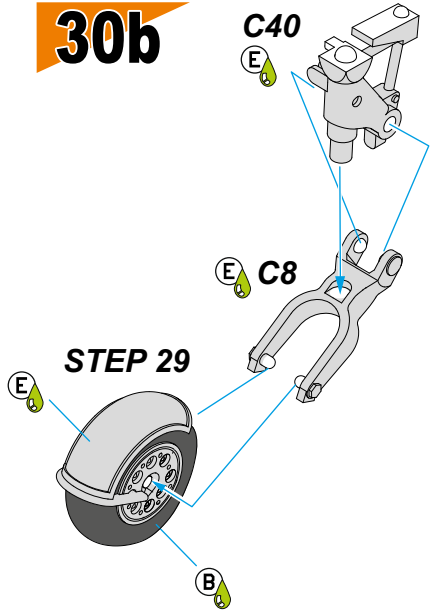
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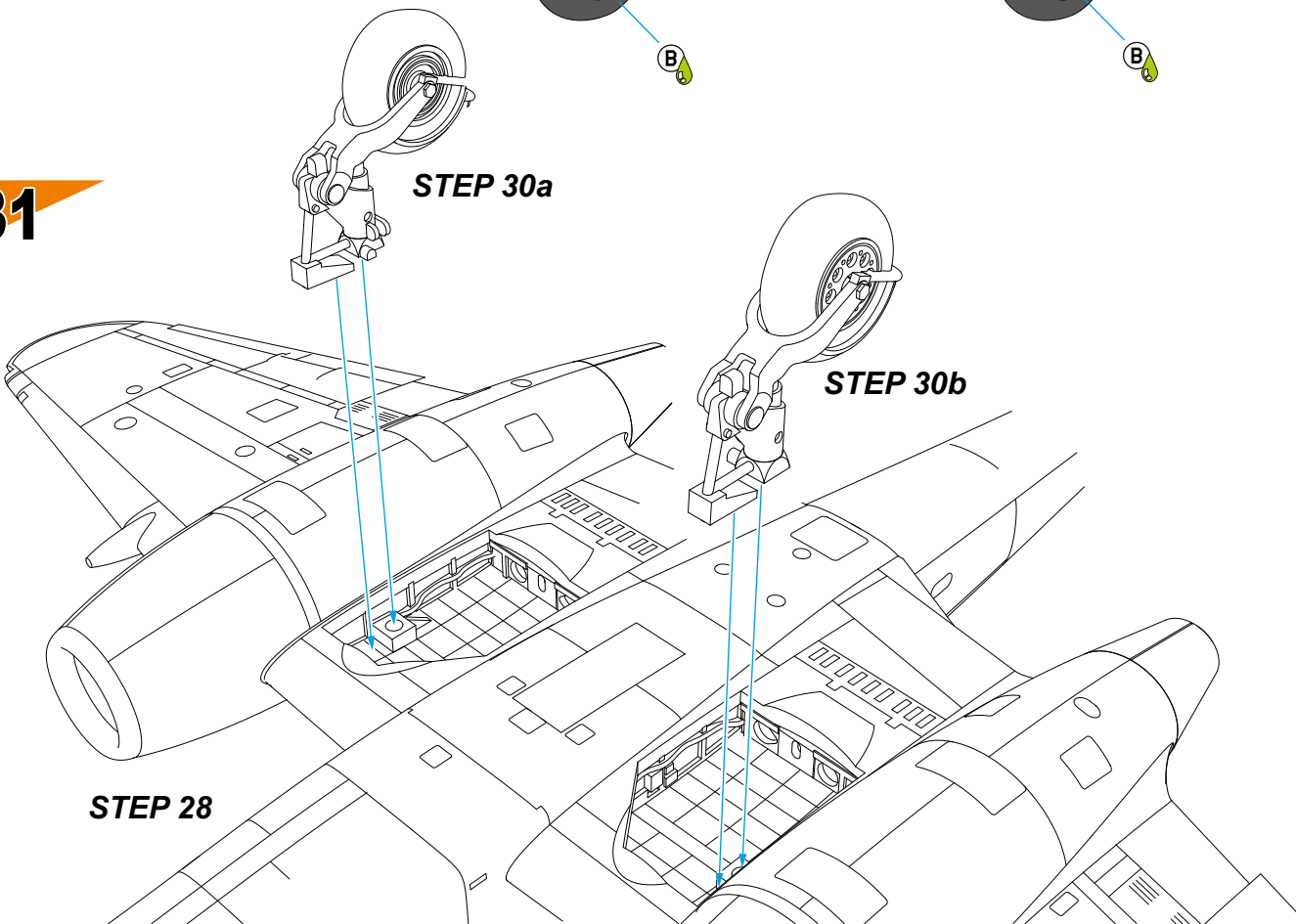
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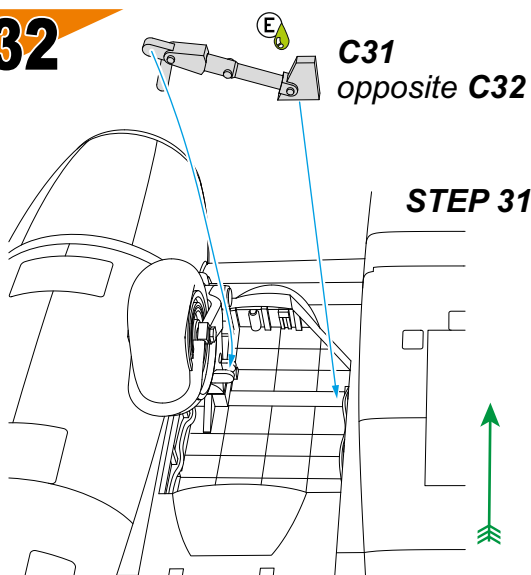
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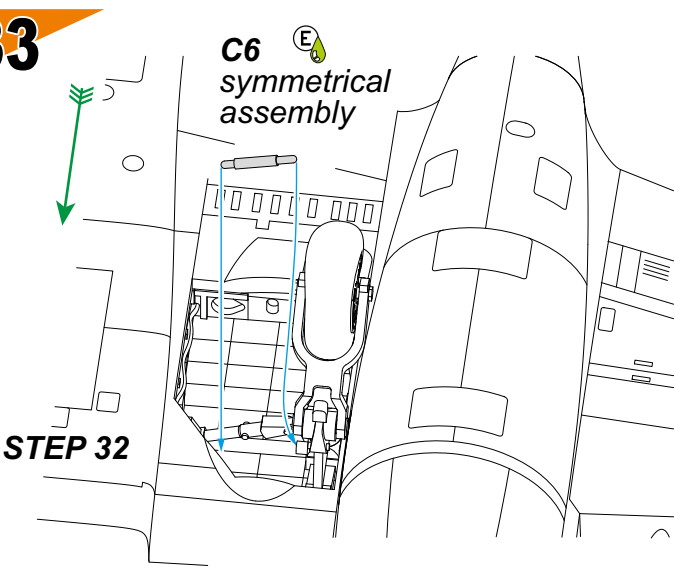
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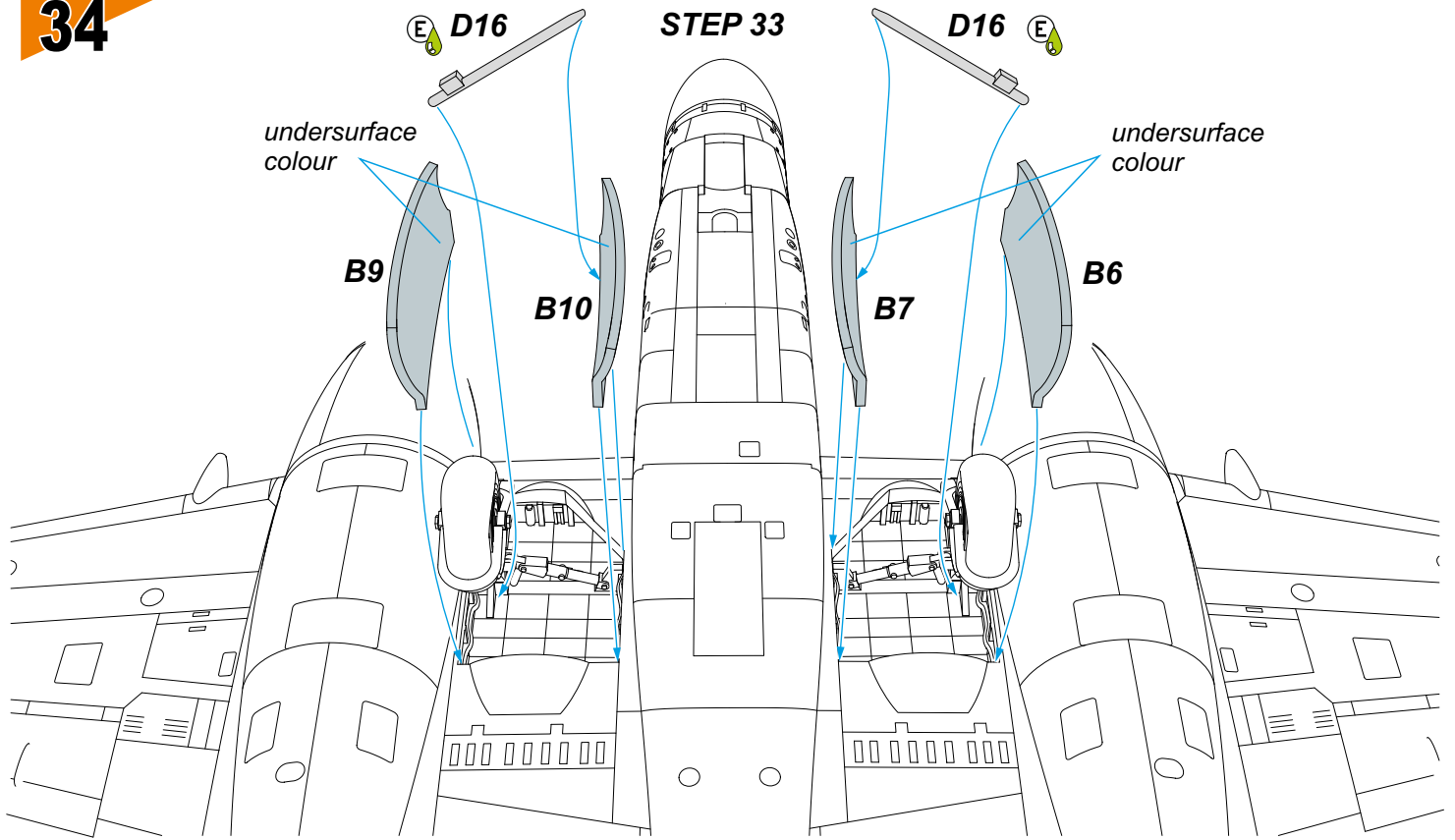
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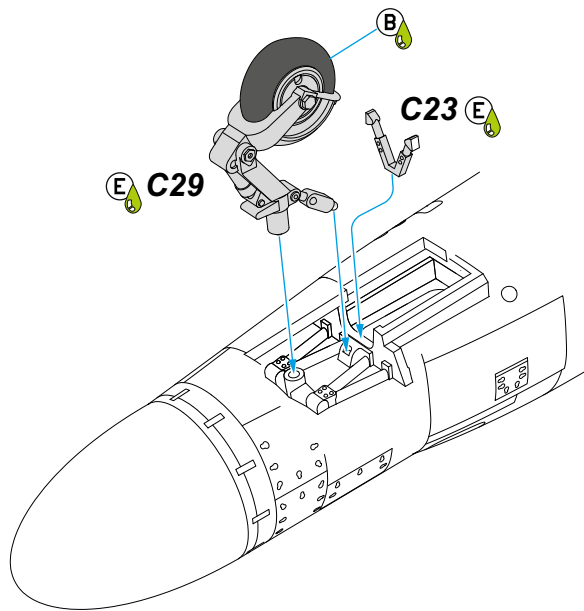
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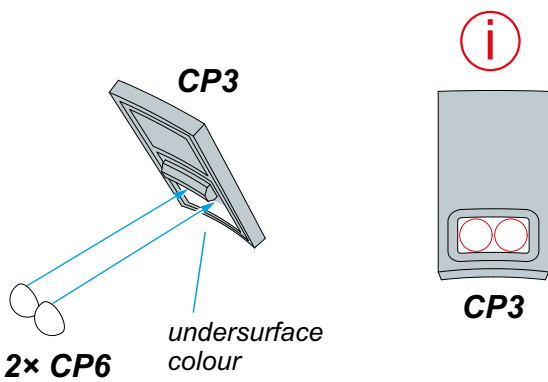
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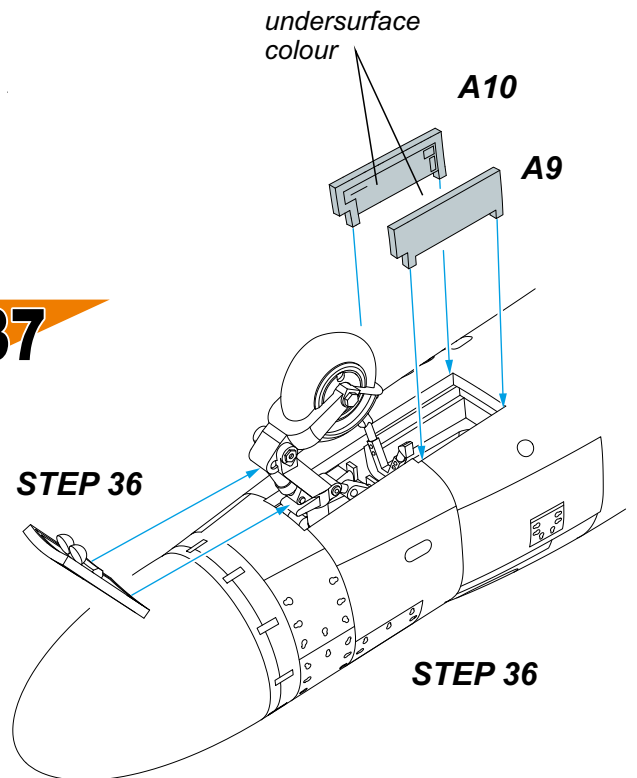
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**36**

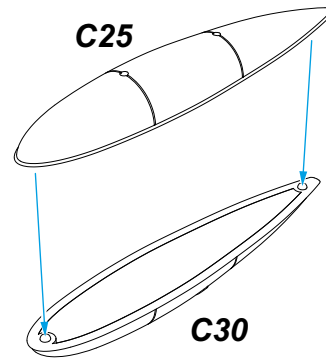


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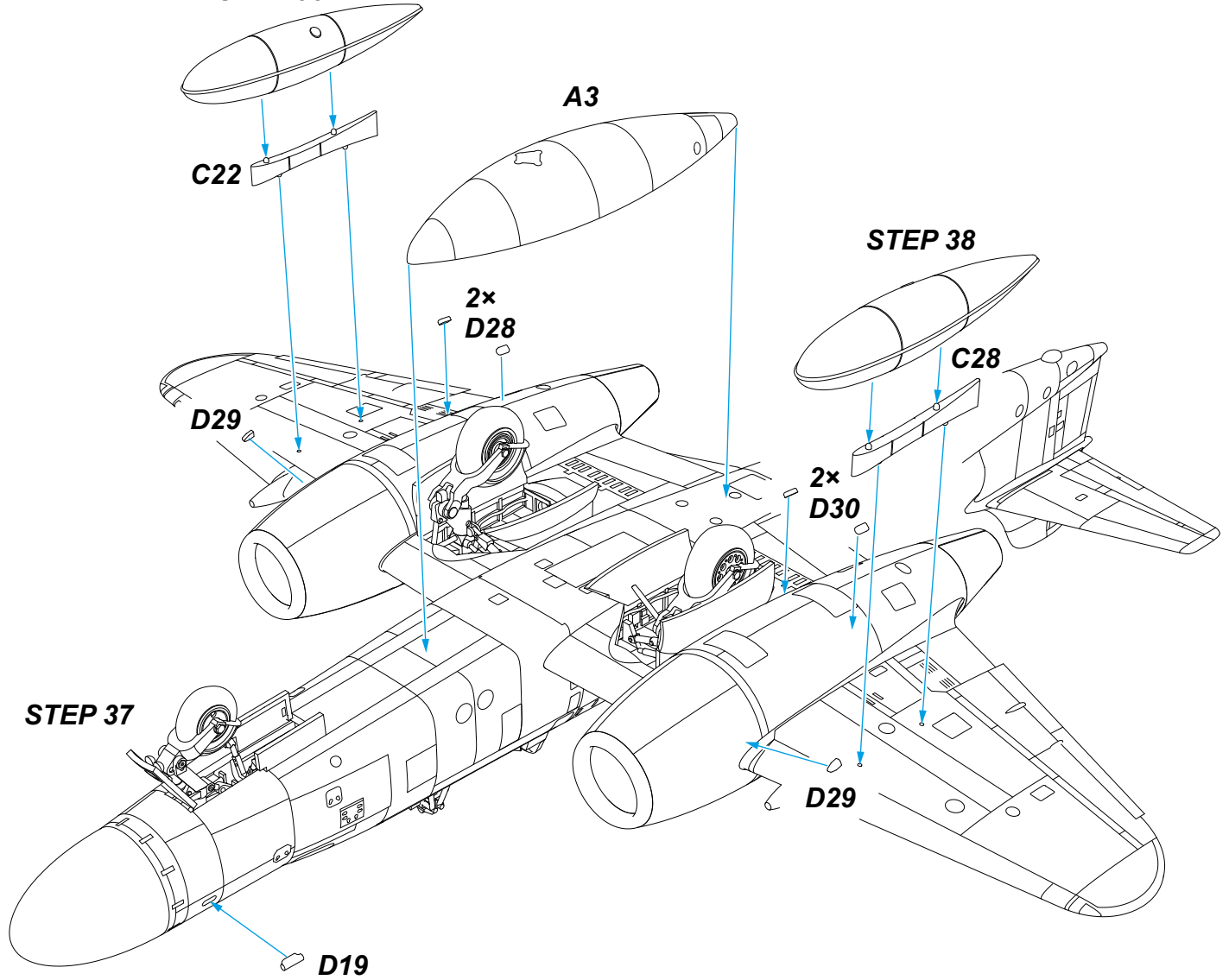


**38** 2x

**39**

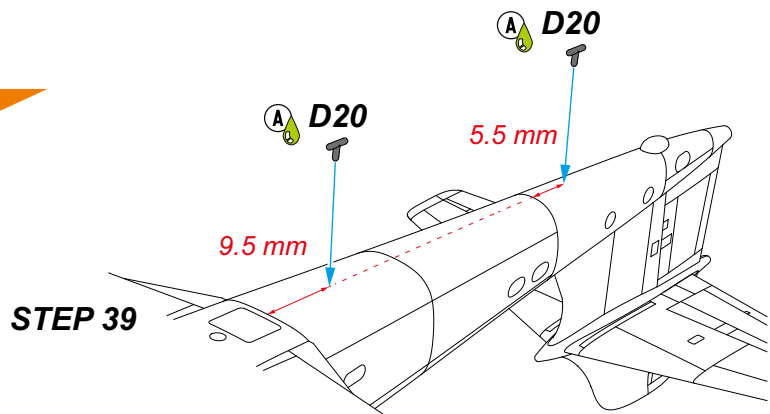


**STEP 38**

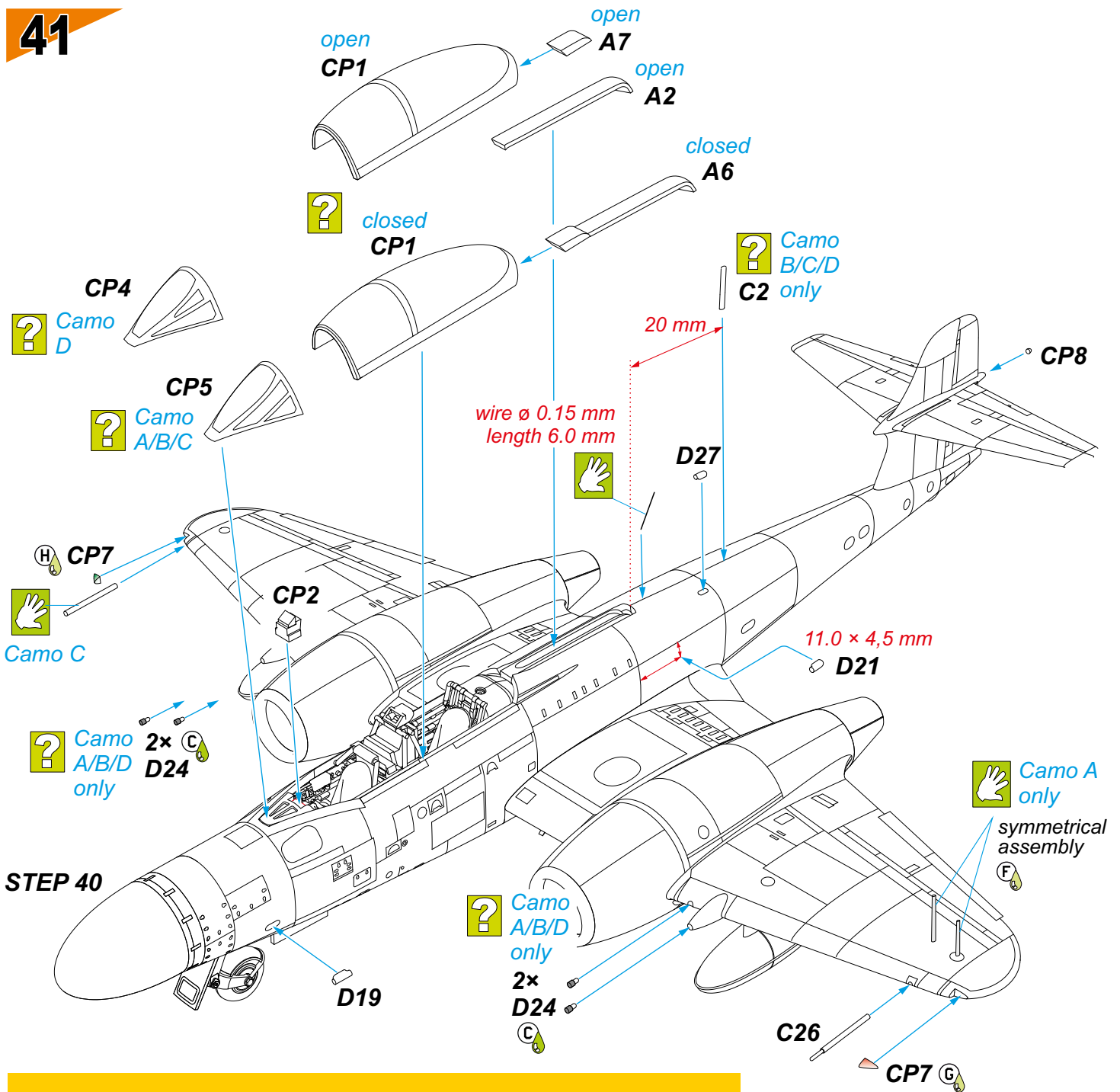


**STEP 38**

**40**

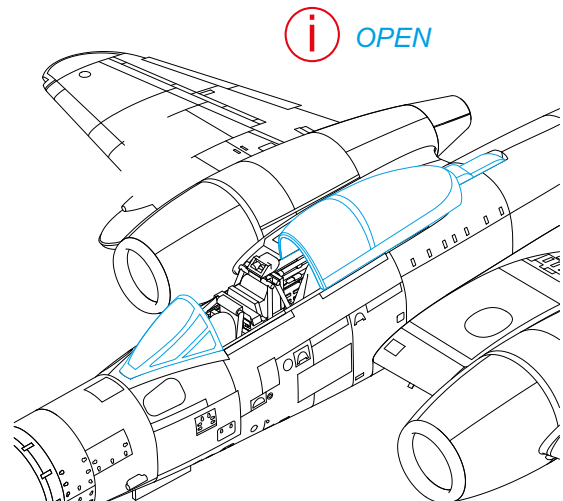
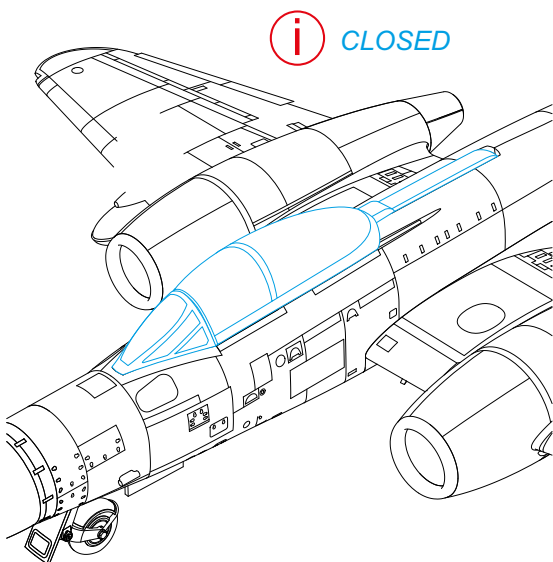


**STEP 39**



For easy masking off the canopy and wheels, buy Special Hobby Mask M72027

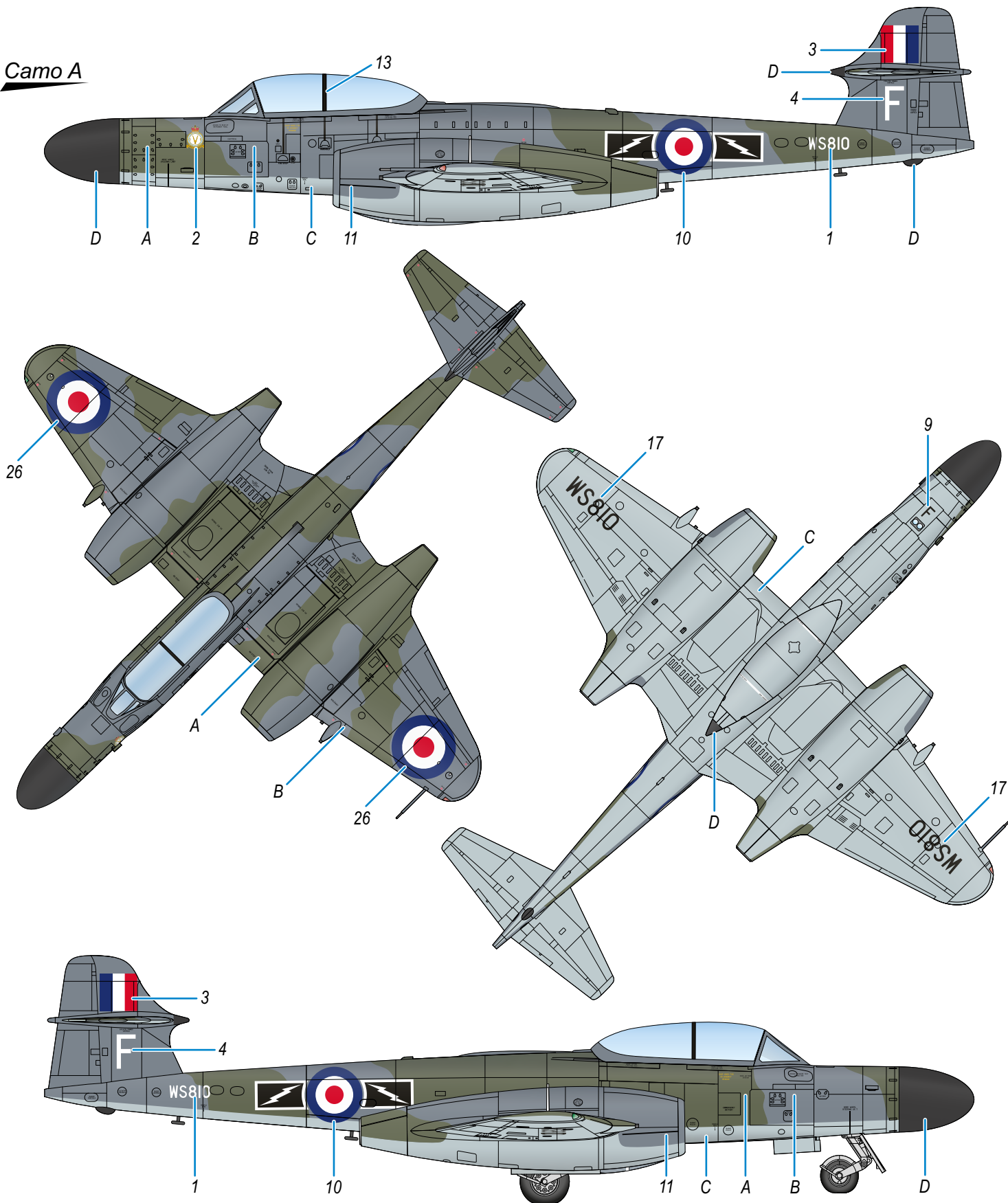
**special MASK**



A.W. Meteor NF Mk.14, WS810/F, No.60 Sqn, based at RAF Tengah, Singapore, 1960. No.60 Sqn had been deployed in Malaya and Singapore already during WW2. In the late 1940s, it operated Spitfire Mk.18 propeller fighters using them against Malayan communist guerillas. In 1950 the squadron converted to jet aircraft, first the DH Vampire and from 1959 the Meteor Mk.14 which remained on the strength of the unit until 1961 when the Gloster Javelin FAW.9 fighters came.

A.W. Meteor NF Mk.14, WS810/F, No.60. Sqn. RAF, základna Tengah, Singapur, 1960. No.60 Sqn. byla nasazena v Malajsku a Singapuru už za druhé světové války. V padesátých letech se zúčastnila na vrtulových Spitfirech Mk.18 bojů s malajskými komunistickými povstanci. V roce 1950 byla přezbrojena na proudovou techniku. Meteory Mk.14 používala od roku 1959 do roku 1961, kdy byla přezbrojena na Glostery Javelin FAW.9.

**Camo A**



- |  |  |  |                                    |
|--|--|--|------------------------------------|
| <b>A</b> Dark Green<br>Tmavě zelená<br>H330/C361 | <b>B</b> Ocean Grey<br>Oceánská šedá<br>C362 | <b>C</b> Medium Sea Grey<br>Střední mořská šedá<br>H335/C363 | <b>D</b> Black<br>Černá<br>H12/C33 |
|--|--|--|------------------------------------|

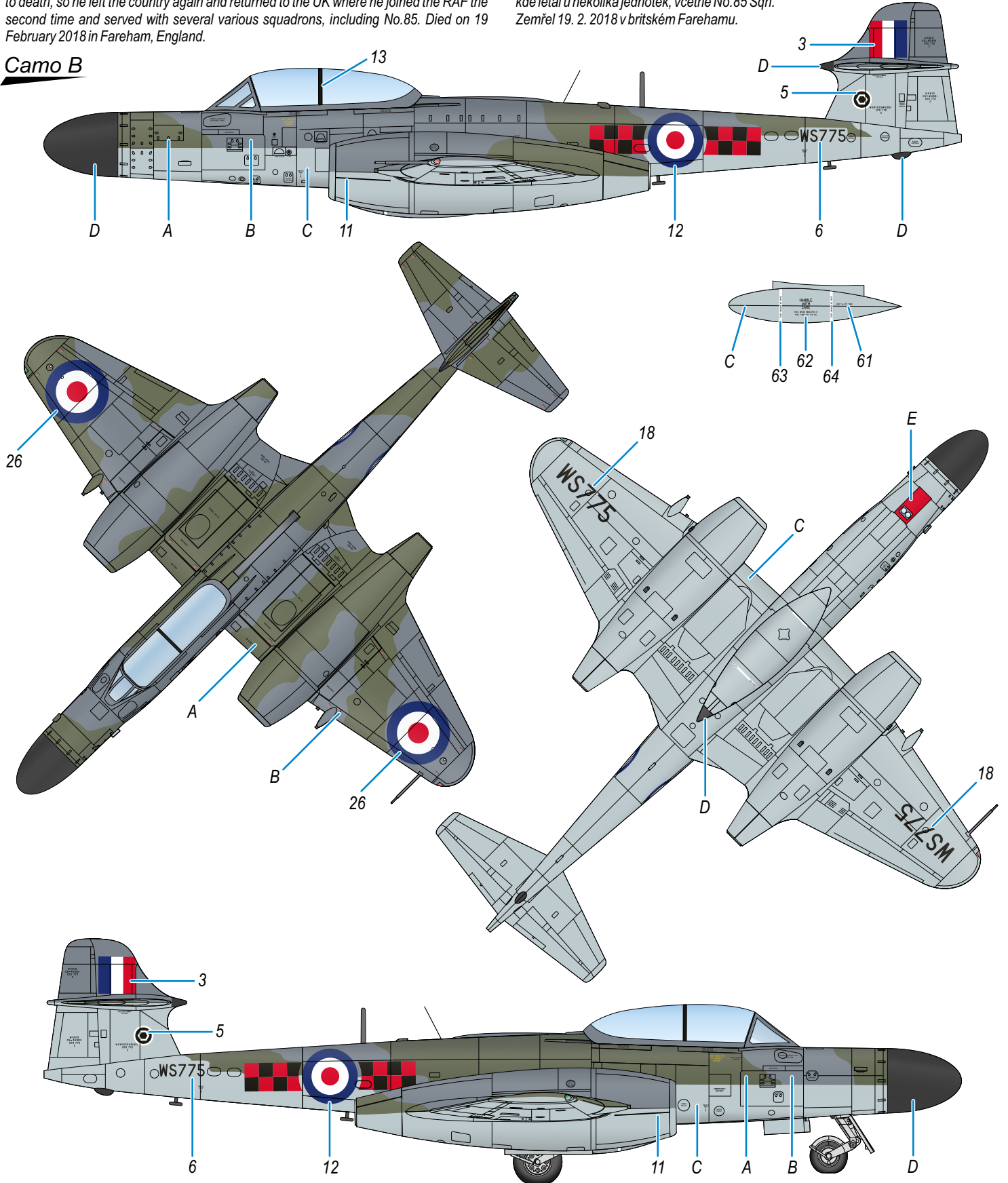




A.W. Meteor NF Mk.14, WS775, No.85 Sqn, RAF Church Fenton, 1958. One of the pilots who flew this Meteor was also S/Ldr. Miroslav 'Mira' Liškutin, DFC, AFC, Czechoslovak War Cross, a Czech who had had to flee Czechoslovakia after the 1939 nazi occupation and fought both in France and in the UK. During the war, he served two tours of duty, shot down three enemy aircraft and one V-1 buzz bomb. Following the communist coup in Czechoslovakia in 1948 he faced the threat of being either imprisoned or even sentenced to death, so he left the country again and returned to the UK where he joined the RAF the second time and served with several various squadrons, including No.85 Sqn. Died on 19 February 2018 in Fareham, England.

A.W. Meteor NF Mk.14, WS775, No.85. Sqn. RAF, základna Church Fenton, 1958. Do kabiny tohoto letounu usedal i velitel letky, Čech S/Ldr. Miroslav „Mira“ Liškutin, DFC, AFC, ČS. válečný kříž. Po okupaci Československa nacisty odešel bojovat za vlast do Francie a Velké Británie. Během druhé světové války absolvoval dva bojové turnusy a sestřelil tři letouny a jednu střelu V-1. Po komunistickém převratu v Československu v roce 1948 mu hrozilo vězení nebo smrt. Uprchl zpět do Británie. Vstoupil znovu do RAF, kde létal u několika jednotek, včetně No.85 Sqn. Zemřel 19. 2. 2018 v britském Farehamu.

### Camo B



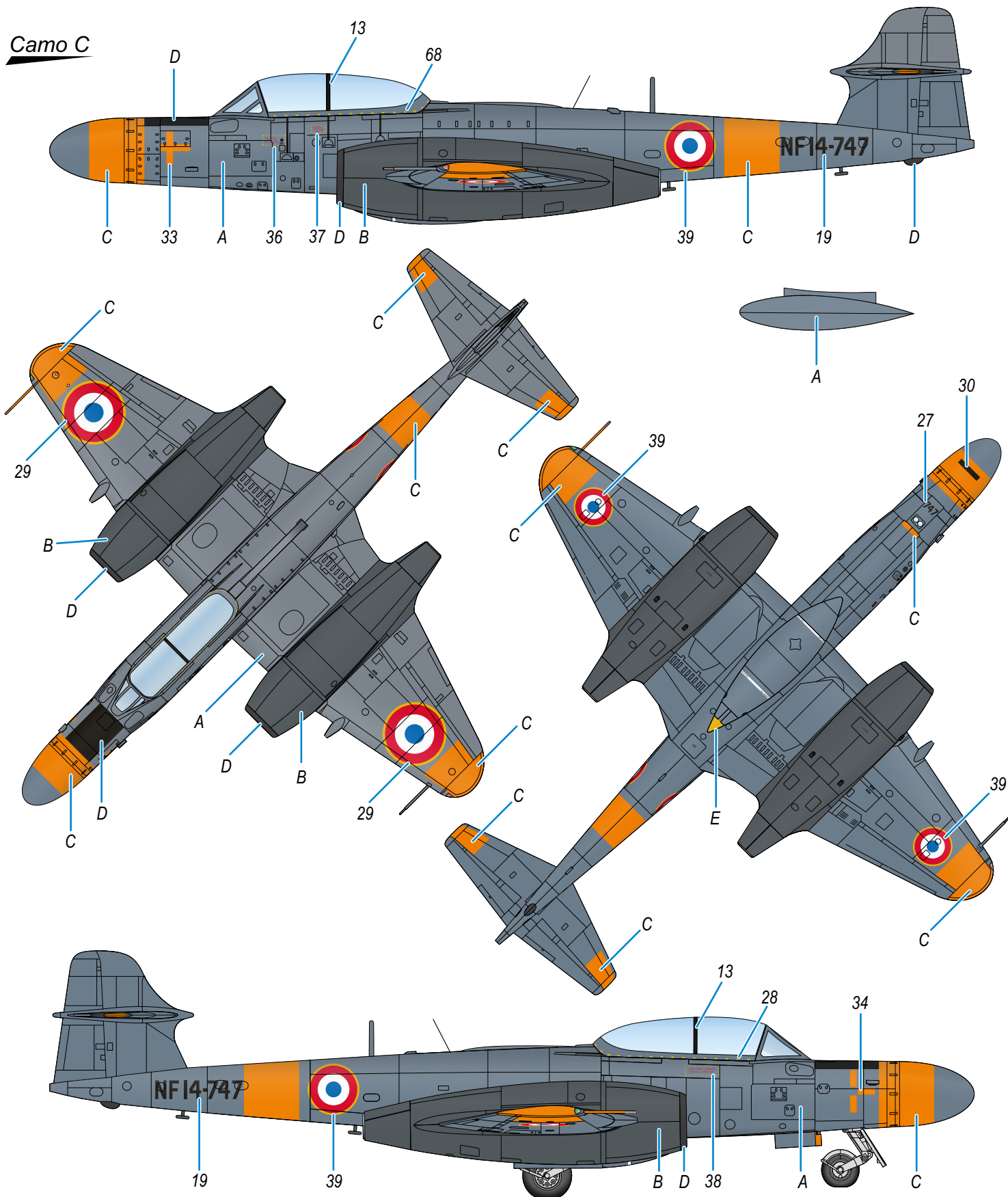
- |  |  |  |                                    |                                 |
|--|--|--|------------------------------------|---------------------------------|
| <b>A</b> Dark Green<br>Tmavě zelená<br>H330/C361 | <b>B</b> Ocean Grey<br>Oceánská šedá<br>C362 | <b>C</b> Medium Sea Grey<br>Střední mořská šedá<br>H335/C363 | <b>D</b> Black<br>Černá<br>H12/C33 | <b>E</b> Red<br>červená<br>H/C3 |
|--|--|--|------------------------------------|---------------------------------|



A.W. Meteor NF Mk.14 , F-ZABM/WS747, CEV (Centre d'Essais en Vol – Flight Test Centre), France 1955–1989. Various radar equipment and electronic counter measures were tested on this machine during its long service life, and its colour schemes also varied. Here it is shown as it looked like when on display at La Ferté Alais in June 1979.

A.W. Meteor NF Mk.14 , F-ZABM/WS747, CEV (Centre d'Essais en Vol – Testovací letecké centrum), Francie 1955–1989. Stroj sloužil k testování radarových přístrojů a zařízení k jejich rušení. Během dlouhé služby prošel změnami zbarvení a vybavení. Zobrazenou podobu měl při předvádění v La Ferté Alais v červnu 1979.

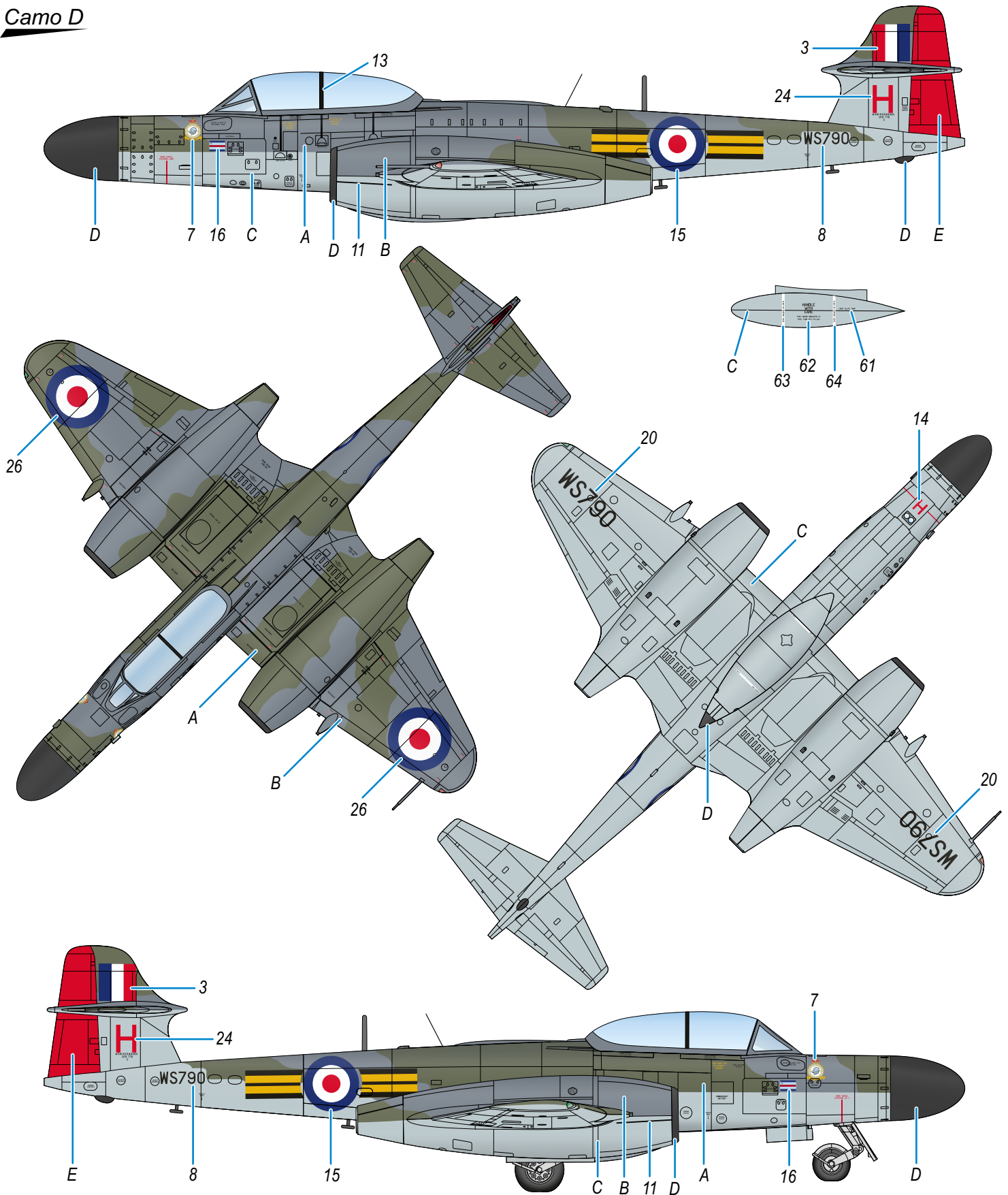
**Camo C**



- |  |   |   |                                    |                                  |
|--|---|---|------------------------------------|----------------------------------|
| <b>A</b> Bleu Gris<br>Grayish Blue<br>H/C337 | <b>B</b> Black-Grey<br>Černo-šedá<br>H77/C137 | <b>C</b> Dayglo Orange<br>Oranžová<br>H98/C98 | <b>D</b> Black<br>Černá<br>H12/C33 | <b>E</b> Yellow<br>Žlutá<br>H/C4 |
|--|---|---|------------------------------------|----------------------------------|



### Camo D



**A** Dark Green  
Tmavě zelená  
H330/C361

**B** Ocean Grey  
Oceánská šedá  
C362

**C** Medium Sea Grey  
Střední mořská šedá  
H335/C363

**D** Black  
Černá  
H12/C33

**E** Red  
červená  
H/C3

# Universal Stencil Placement Scheme

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

