

Kit No. 72543

1/72

Gloster Meteor F. Mk.8 "No.77. sq. RAAF"

CZ

Gloster Meteor se stal společně s De Havilland Vampírem 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 překrytím 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. Do bojů v Koreji byla nasazena v červenci 1950 77. sq. RAAF jako první neamerická jednotka kontingentu UN. Původní výzbrojí byly pístové Mustangy. V dubnu 1951 byla jednotka stažena do Japonska a přeškolená na tryskové Meteory. Do bojů byla zpět nasazena v červenci 1951 z korejské základny Kimpo. Brzy se ukázalo, že Meteor Mk.8 výkonově nestačí na Mig-15, nejlepší stíhačku protivníka. Proto přešly od doprovodného stíhání k útokům na pozemní cíle. Jako bitevní stíhačky se Meteory velmi osvědčily, k útokům na pozemní cíle byly používány bomby a neřízené rakety. Odlétaly 4 836 bojových misí, sestřelily 4 (podle jiných podkladů 6) Migů-15, dále zničily přes 3 500 pevných cílů a více než 1 500 vozidel. Okolo třiceti Meteorů bylo v Koreji sestřeleno, většina z nich protiletadlovou palbou.

Australané na Meteorech bojovali až do konce Korejské války. Do Austrálie se 77. sq. RAAF vrátila v listopadu 1954 a Meteory používala až do srpna roku 1956. Austrálie celkem odebrala 113 Meteorů, z toho 94 kusů verze Mk.8

Tech. data: rozpětí: 11,32 m, délka: 13,59 m, max. rychlost 962 km/h ve výšce 3050 m, dolet: 965 km, stoupavost: 35,6 m/s, výzbroj: 4x kanón 20 mm

EN

Gloster Meteor together with De Havilland Vampire were both RAF fighters just after WW 2. 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 tailplanes 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.

RAAF is connected with the biggest combat assignment of Meteor Mk.8s. In July 1950 was RAAF No. 77 squadron deployed to Korea as the first non-US unit within the UN forces. It was originally equipped with piston engined Mustangs. In April 1951 the unit was withdrawn to Japan for re-equipping to jet engined Meteors. It got back to combat area in July 1951 from its base at Kimpo. Soon it was revealed that Meteor Mk.8 is no match for the enemy's best fighter MIG-15. Therefore Meteors were re-assigned from escort fighter task to ground attacks. Meteors as attack planes were successful and they used both rockets and bombs for ground targets. They flew 4836 missions, shot down 4 (according to some sources 6) MIG-15s, destroyed over 3500 ground targets and 1500 vehicles. Probably 30 Meteors were shot down over Korea, most of them due to the anti-aircraft artillery.

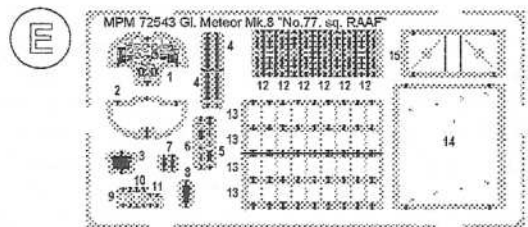
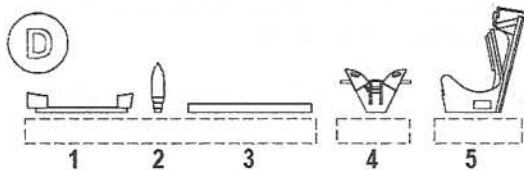
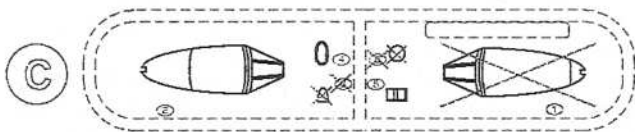
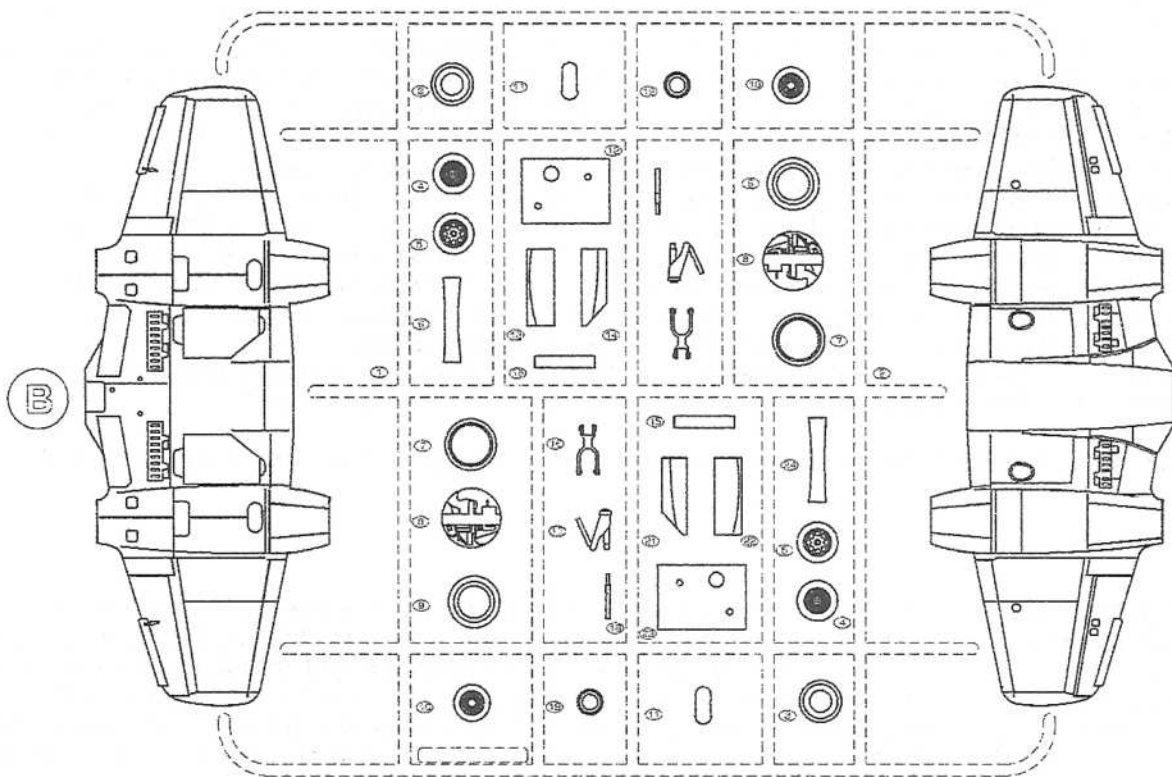
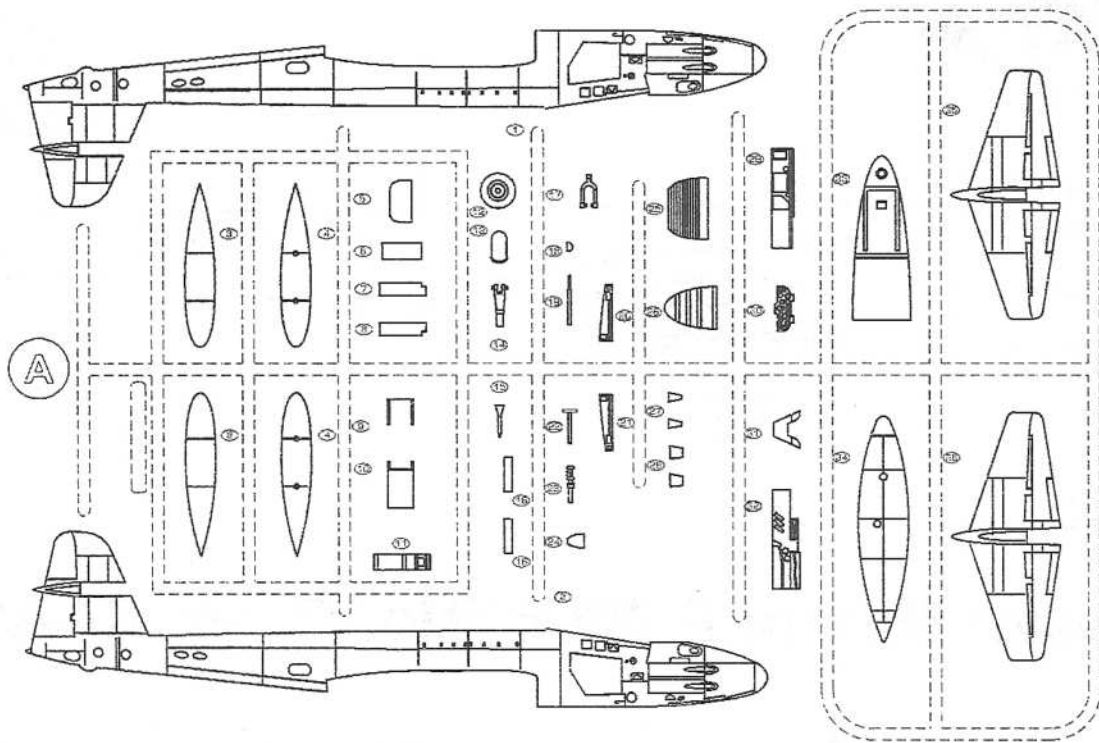
Australians flew Meteors up to the end of the Korean War. RAAF No. 77 Squadron got back in Australia in November 1954 and used Meteors till August 1956. In sum Australia purchased 113 Meteors, from that 94 were of Mk.8 version.

Technical Data: Span: 11.32m, Length: 13.59m, Max. Speed 962 kmh at 3050m, Range: 965 km, Climbing capability: 35.6 ms, Armament: 4 x 20 mm cannons

We would like to thank to Mr. Edward Russell and Brett Green for their invaluable help during the preparation of this kit.

Děkujeme Edwardu Russellovi a Brettu Greenovi za jejich neocenitelnou pomoc při přípravě tohoto modelu.

KIT PARTS



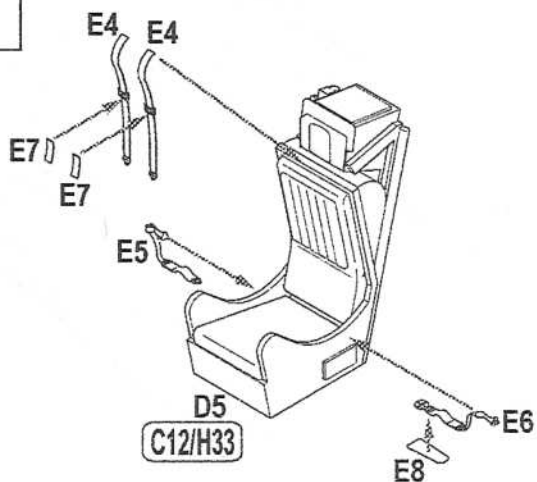
SYMBOLS

- OPTIONAL
- DRILL
- CUT OFF
- SCRATCH BUILD

ASSEMBLY

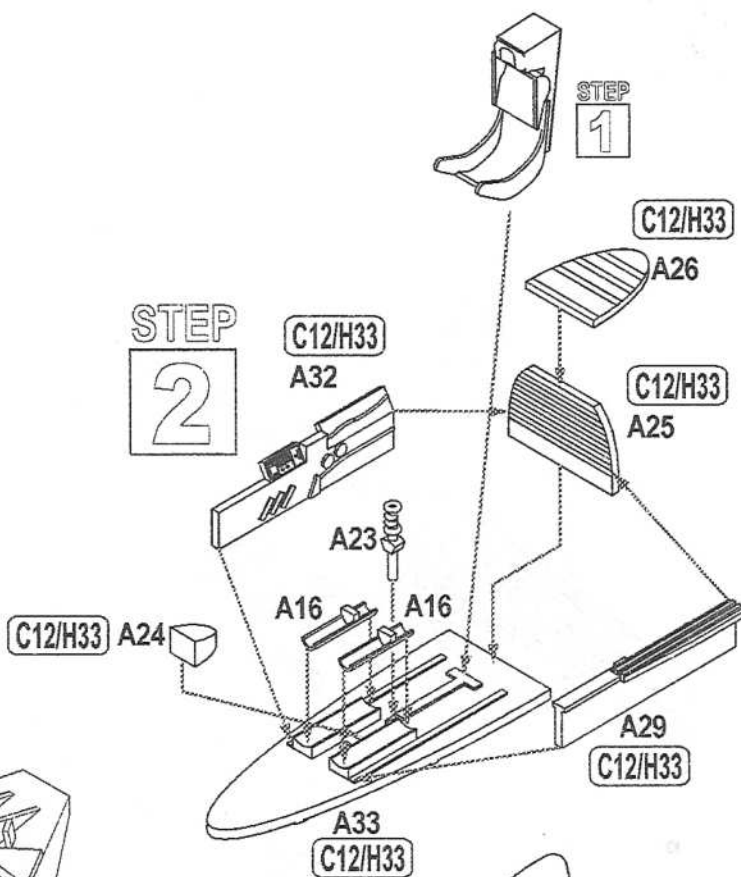
STEP

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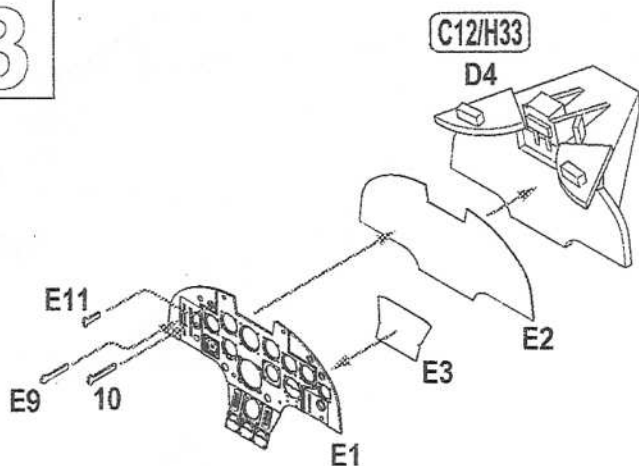
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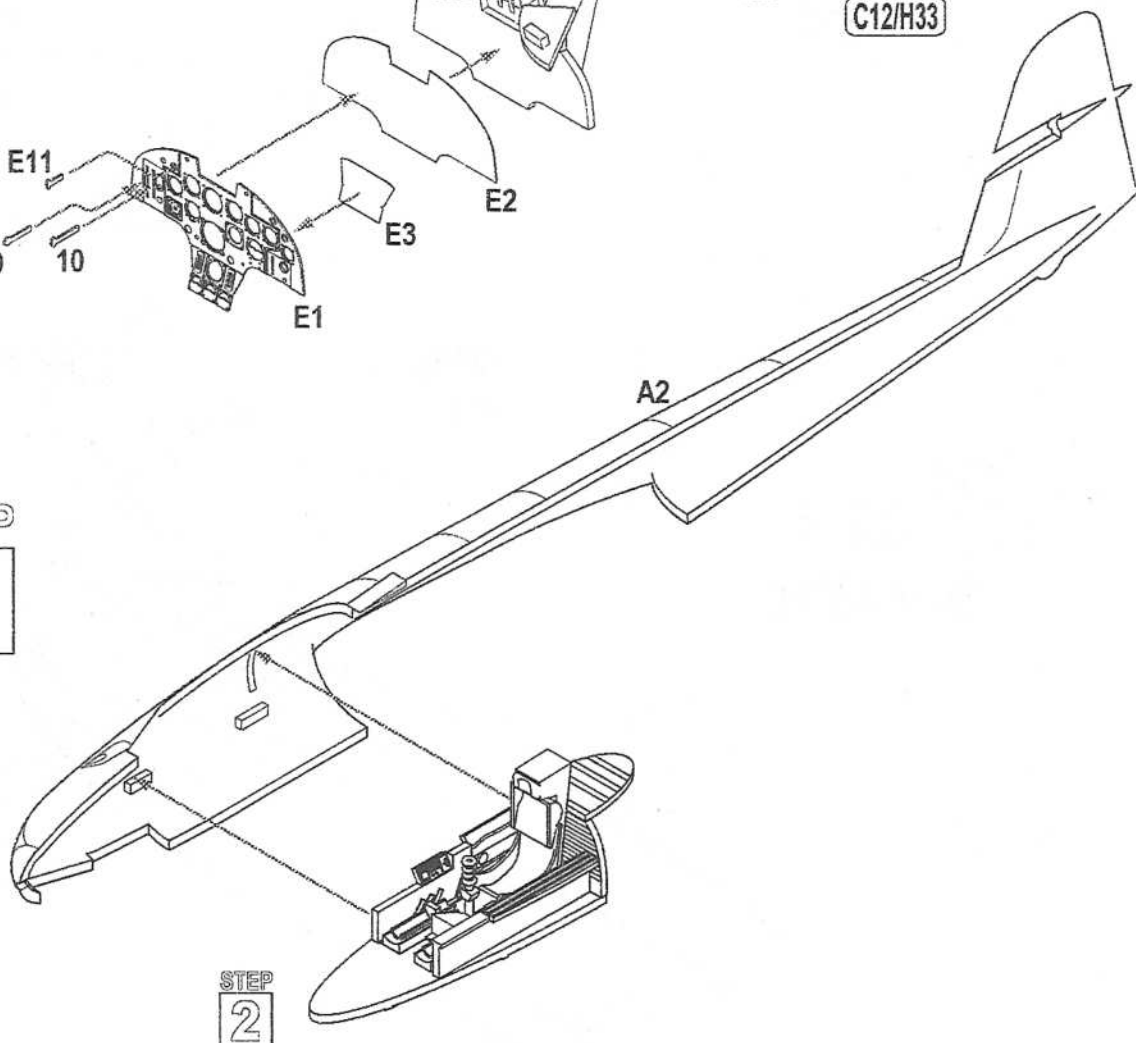
STEP

3



STEP

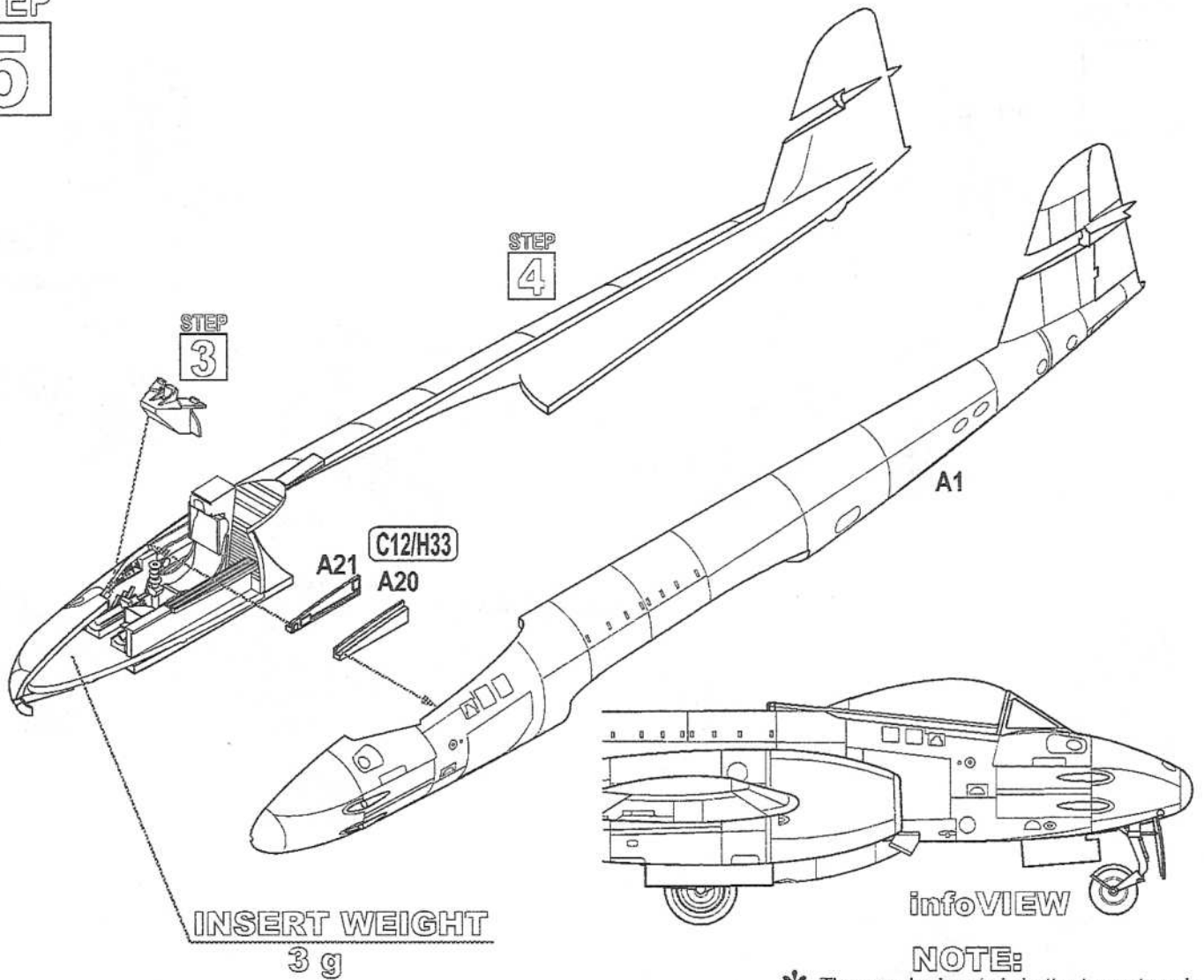
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ASSEMBLY

STEP

5

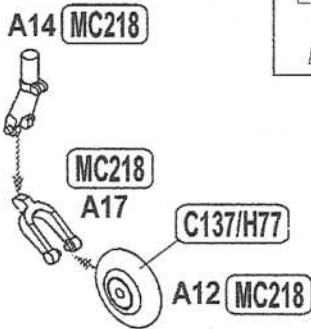


NOTE:

* Thus marked parts is better to paste only in the step No.17

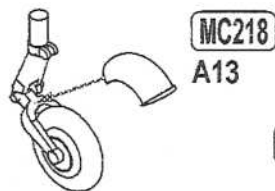
STEP

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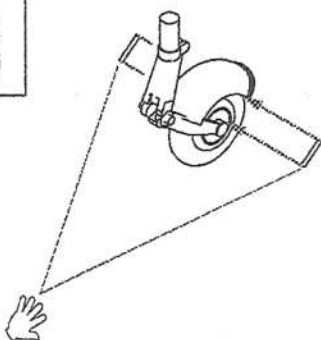
STEP

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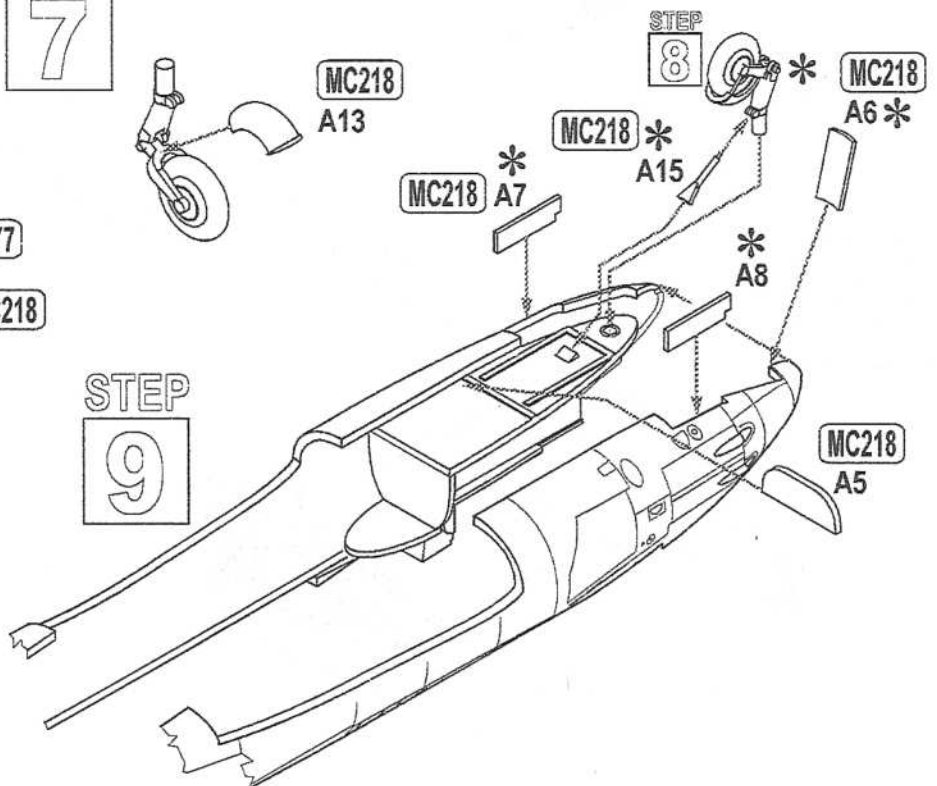
STEP

8



STEP

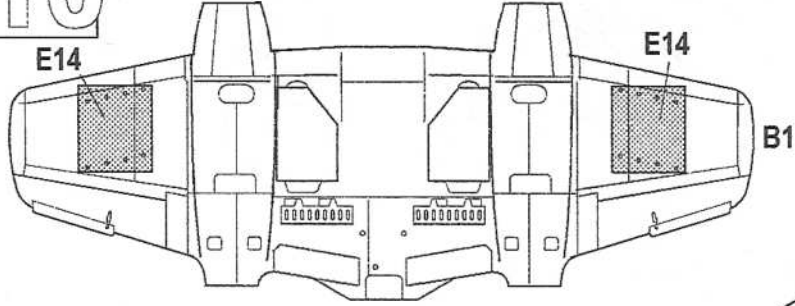
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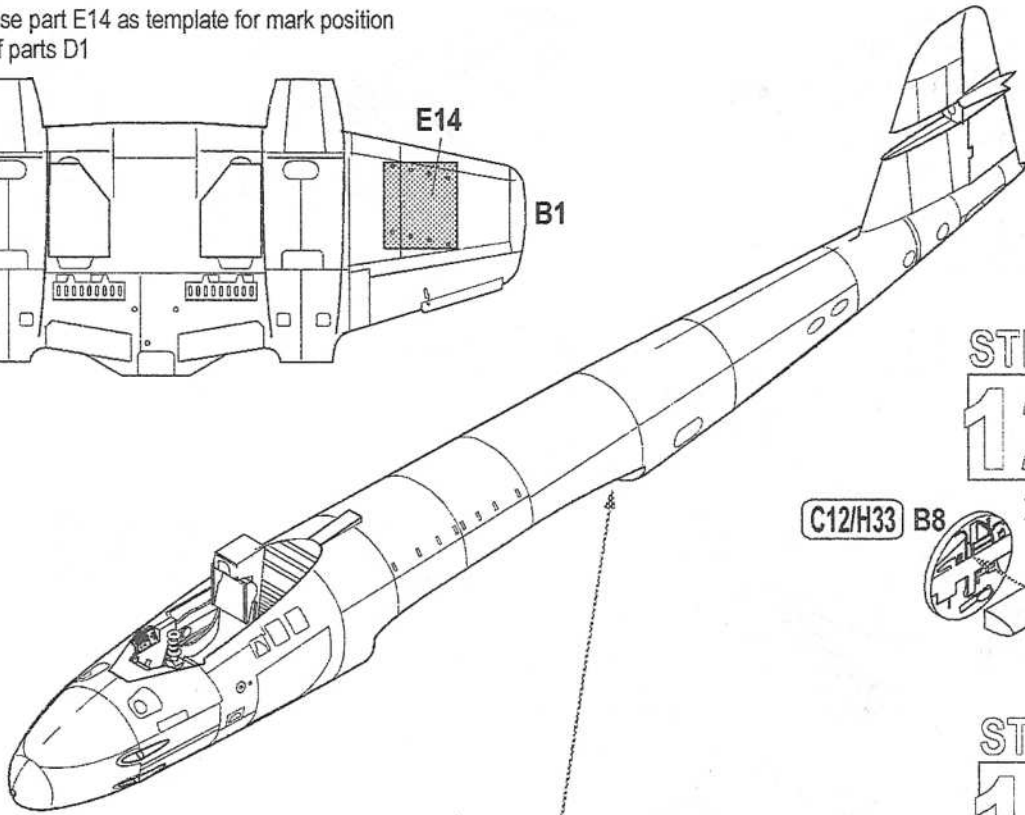
ASSEMBLY

STEP
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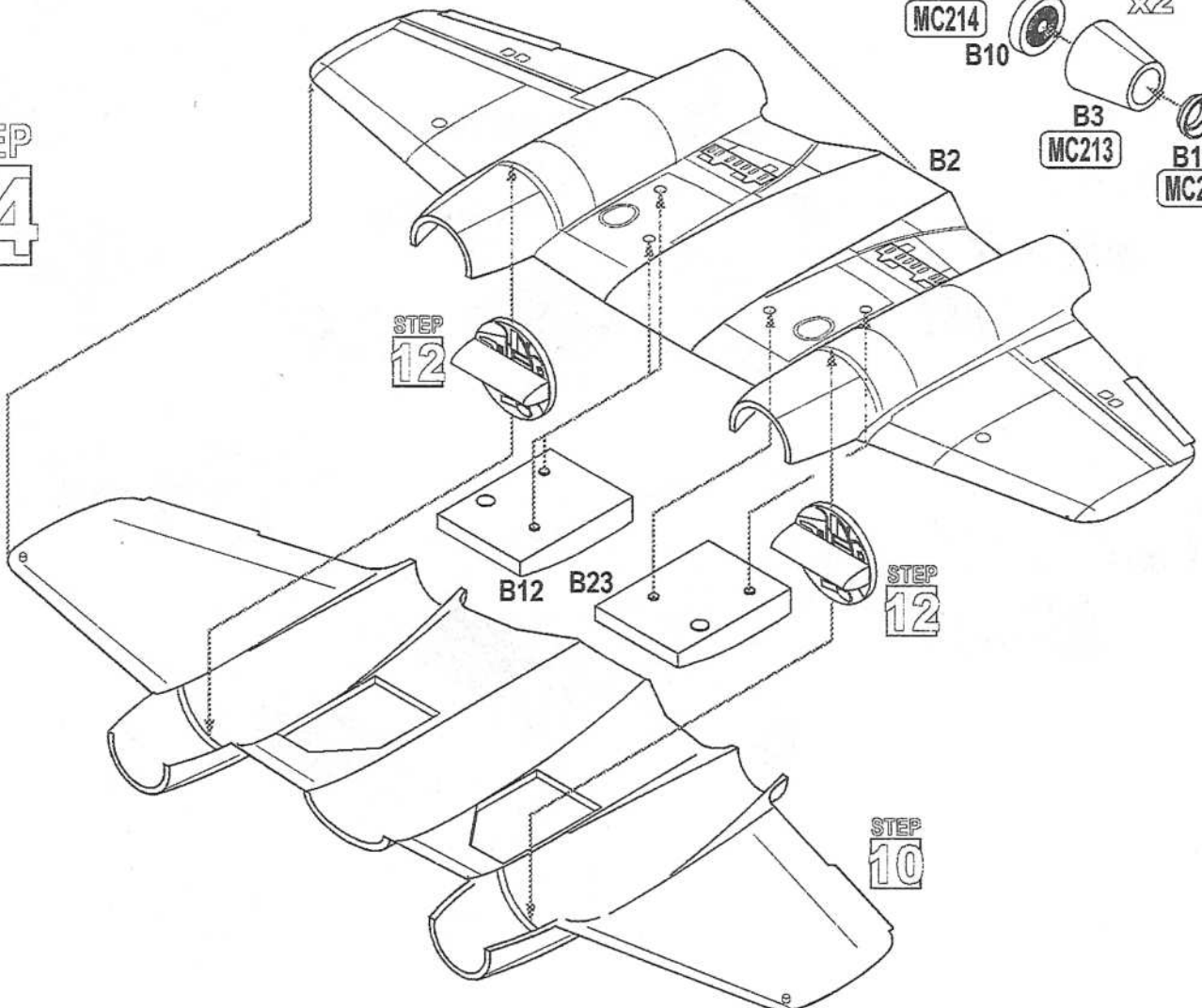
Use part E14 as template for mark position
of parts D1



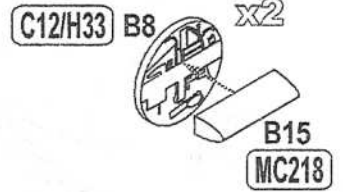
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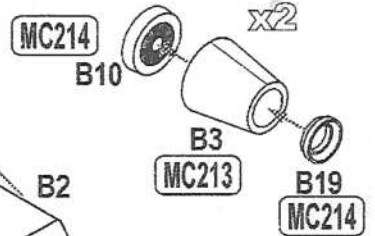
STEP
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STEP
12



STEP
13



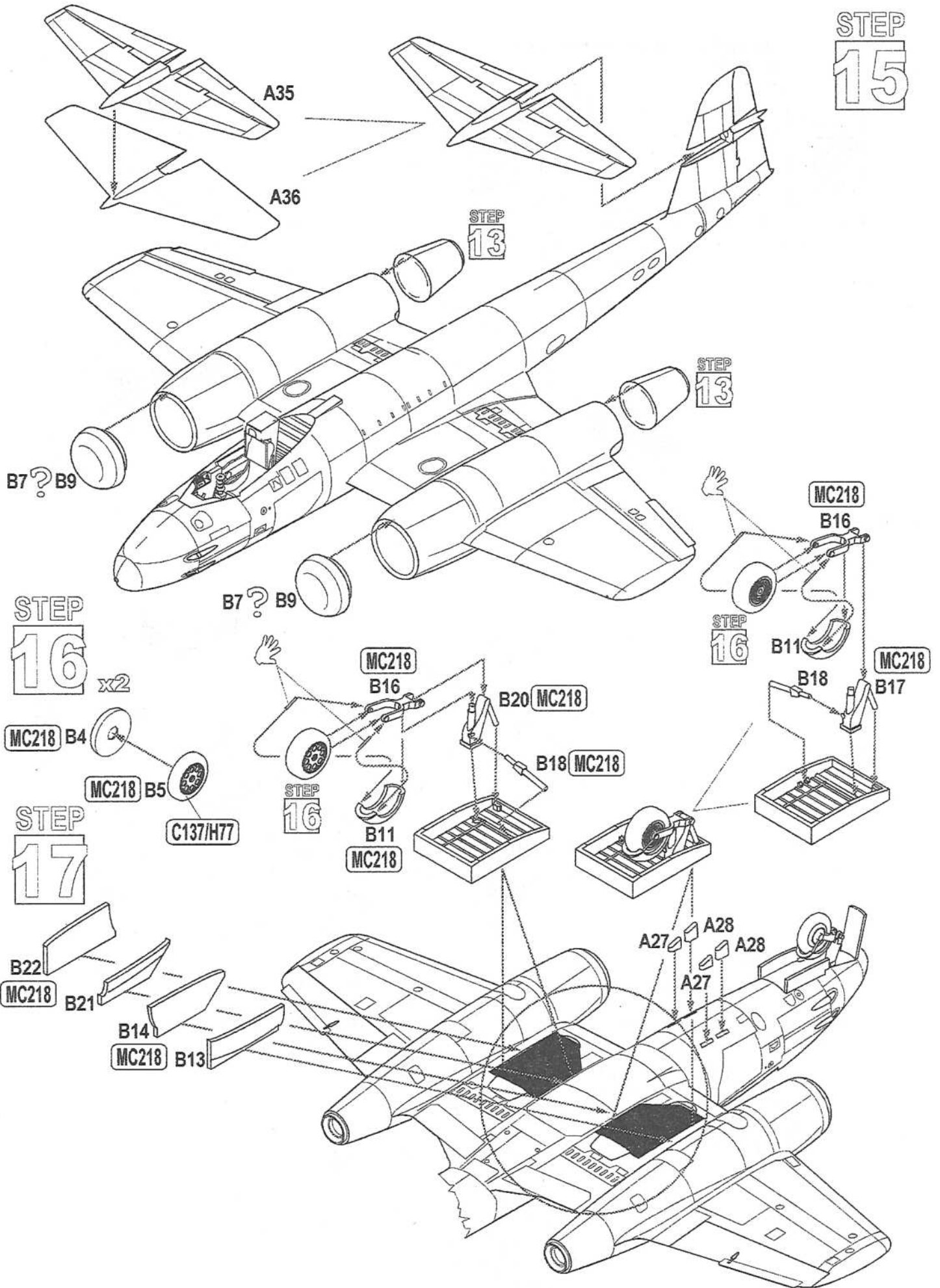
STEP
12

STEP
12

STEP
10

ASSEMBLY

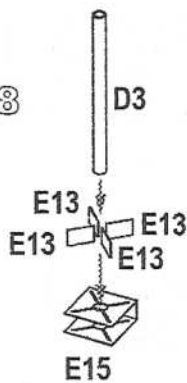
STEP 15



ASSEMBLY

STEP
18

x8

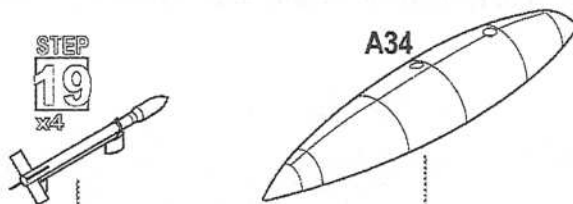


Use part E15 as template
for proper installation of
rocket stabilizers

STEP
20

STEP
19

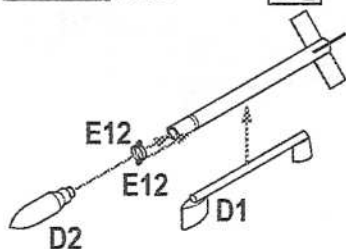
x4



STEP
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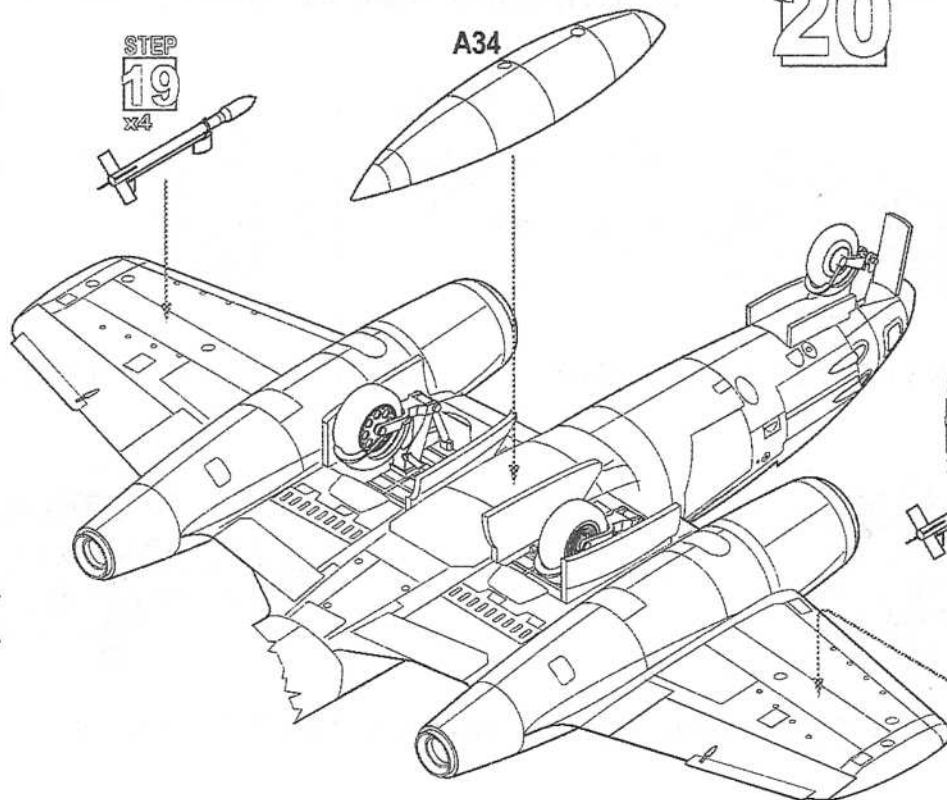
x8

STEP
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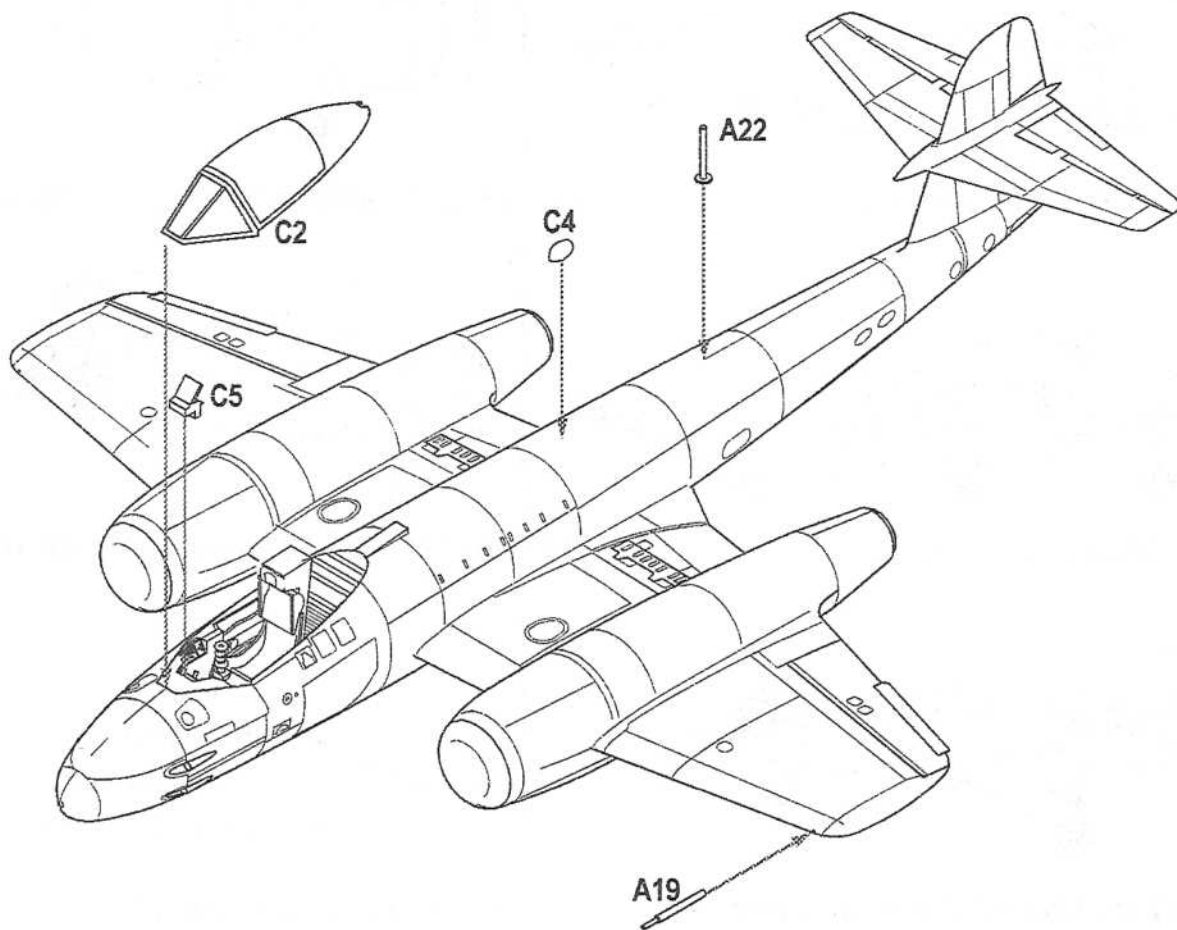


STEP
19

x4



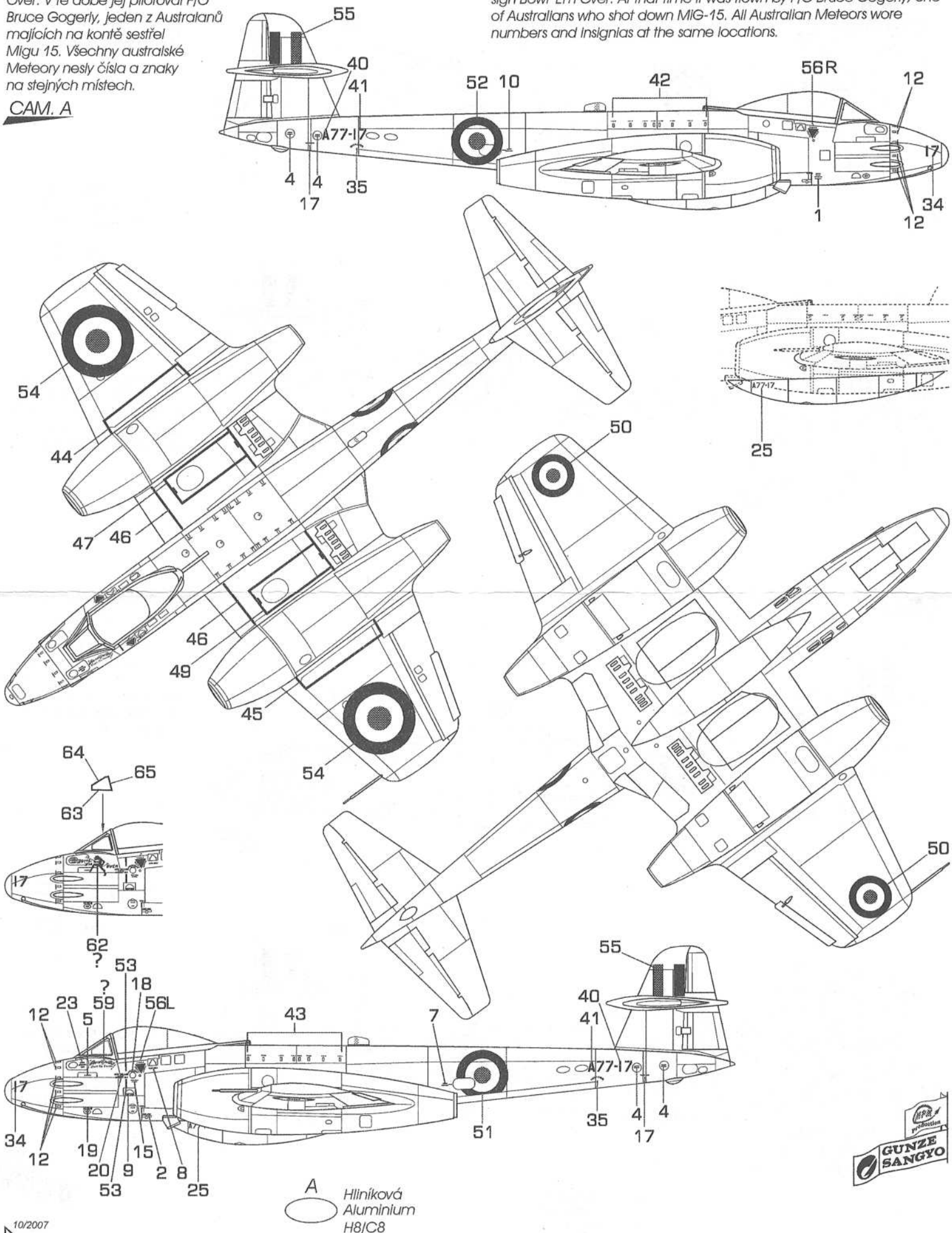
STEP
21



Gl. Meteor F. Mk.8 A77-17 pojmenovaný „Constipated“ neznámý pilot 77. sq. RAAF, Korea červenec 1951 až červen 1953. Levý trupový znak tohoto letounu byl neúplný po opravě poškození trupu. Tento letoun původně v Koreji létal s kresbou ďábla s vidlemi a nápisem Bowl 'Em Over. V té době jej pilotoval F/O Bruce Gogerly, jeden z Australanů majících na kontě sestřel Migu 15. Všechny australské Meteory nesly čísla a znaky na stejných místech.

CAM. A

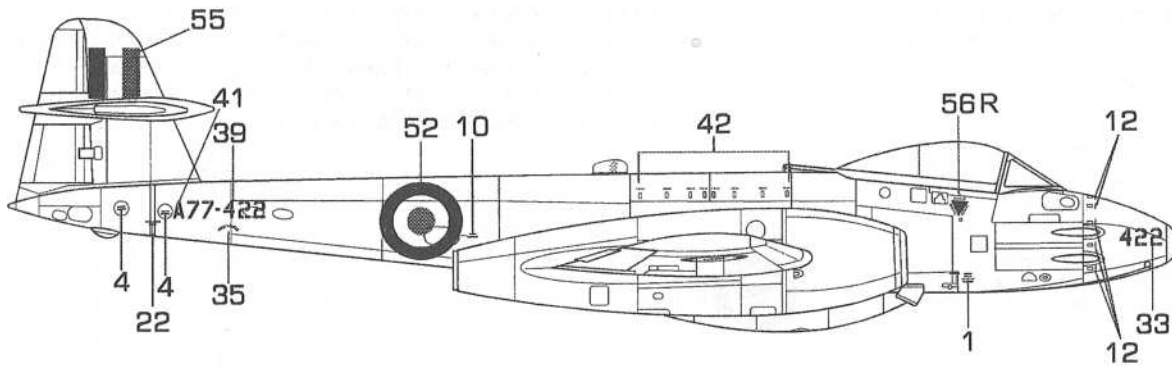
Gl. Meteor F. Mk.8 A77-17 named „Constipated“, pilot unknown, No.77 Squadron RAAF, Korea, from July 1951 till June 1953. The port fuselage national insignia is incomplete due to the damaged fuselage section repair. This aircraft originally sported nose art of Devil with pitchfork and sign Bowl 'Em Over. At that time it was flown by F/O Bruce Gogerly, one of Australians who shot down MIG-15. All Australian Meteors wore numbers and insignias at the same locations.



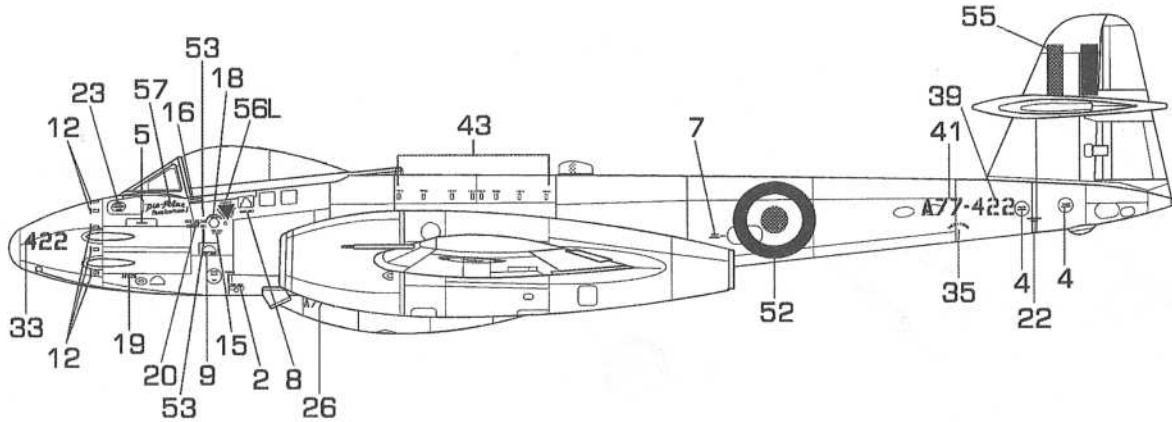
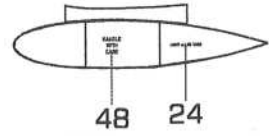
A Hliníková
Aluminium
H8/C8



CAM. B

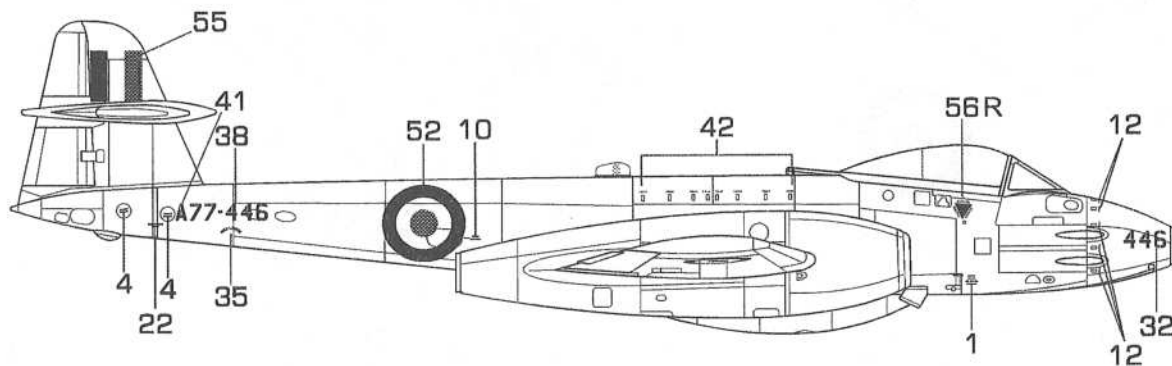


Gl. Meteor F. Mk.8 A77-422
pojmenovaný Die-r-ear Pass
anything, neznámý pilot, 77.
sq. RAAF, Korea, duben
1952-červenec 1954.

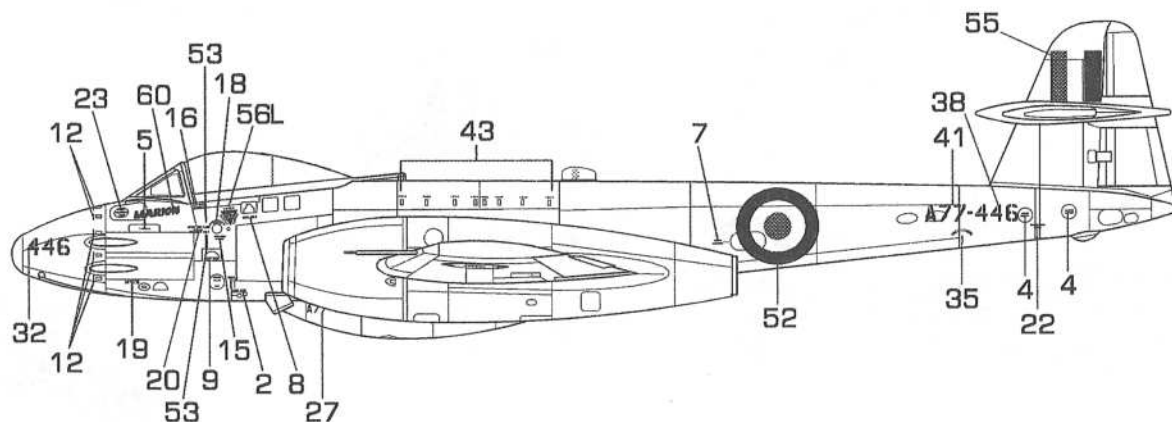
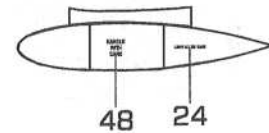


Gl. Meteor F. Mk.8 A77-422
named Die-r-ear Pass any-
thing, pilot unknown, No.77
Squadron RAAF, Korea,
April 1952 - July 1954.

CAM. C



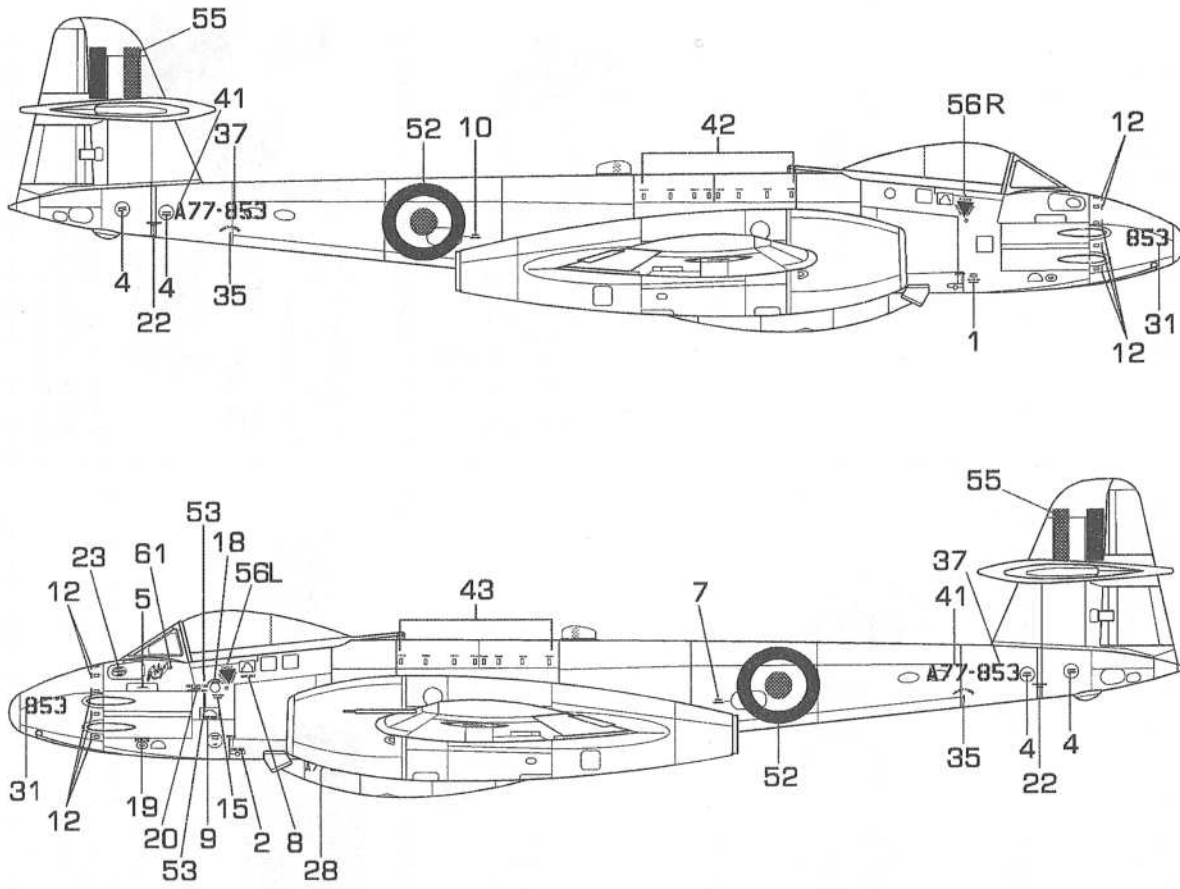
Gl. Meteor F. Mk.8 A77-446,
77. sq. RAAF, pojmenovaný
Marlon létal v Koreji pilotován
F/O Johnem Morrisem v
období květen 1954 až
červenec 1954.



Gl. Meteor F. Mk.8 A77-446,
No.77 Squadron RAAF,
named Marlon flew over
Korea with F/O John Morris
in cockpit from May 1954
till July 1954.

○ Hliníková
Aluminium
H8/C8

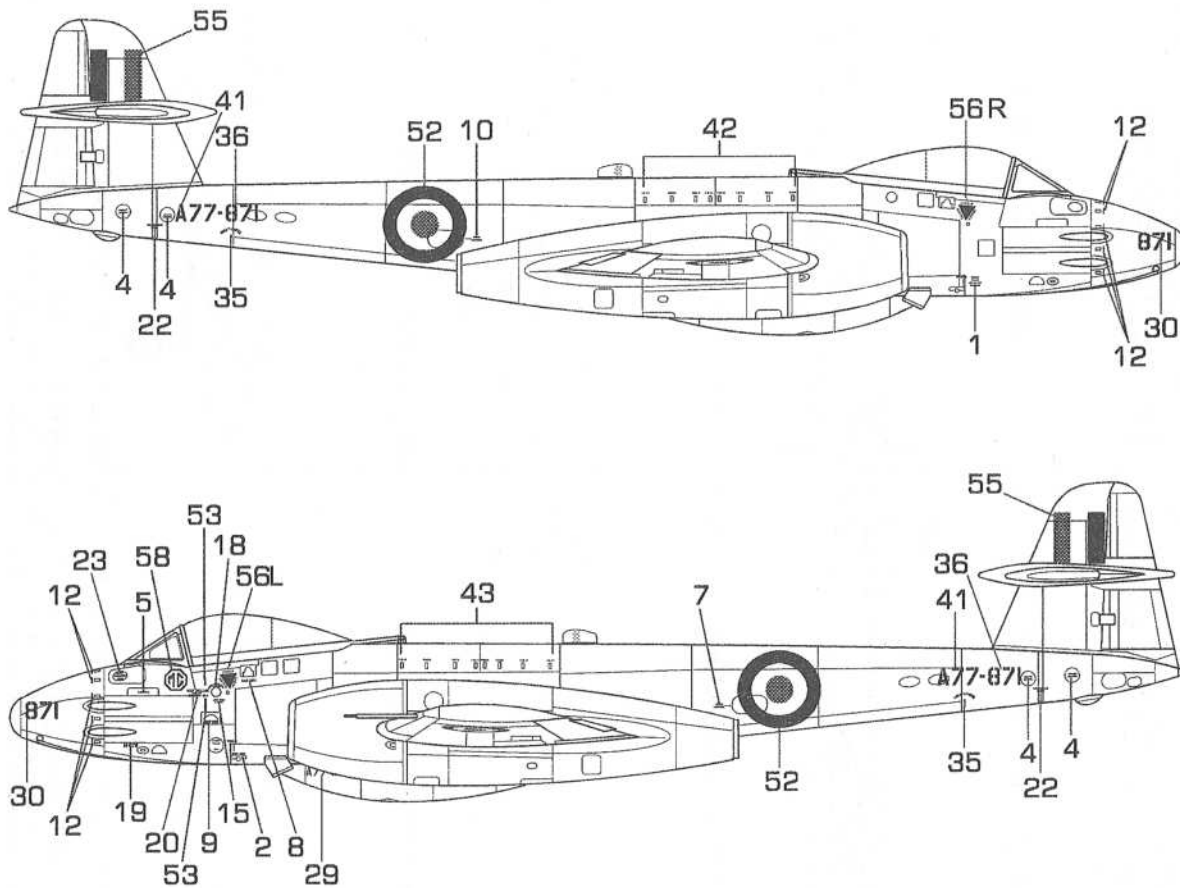
CAM. D



Gl. Meteor F. Mk.8 A77-853 pojmenovaný Robin létal F/O Randall Green. 77. sq. RAAF, Korea, červen 1952 až prosinec 1952. Stroj měl širší vstupy vzduchu do motorů.

Gl. Meteor F. Mk.8 A77-853 named Robin was flown by F/O Randall Green. No.77 Squadron RAAF, Korea, July - December 1952. The aircraft was equipped with wider engines' air intakes.

CAM. E



Gl. Meteor F. Mk.8 A77-871 nesoucí iniciály MG v šestiúhelníku neznámého pilota 77. sq. RAAF, Korea březen 1953 až červenec 1953. Stroj měl širší vstupy vzduchu do motorů.

Gl. Meteor F. Mk.8 A77-871 sported MG signatures in hexagon of an unknown pilot, No.77 Squadron RAAF, Korea, March - July 1953. The aircraft was equipped with wider engines' air intakes.

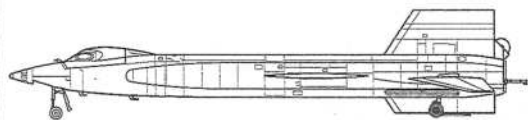
○ Hliníková
Aluminium
H8/C8



MPM
Production

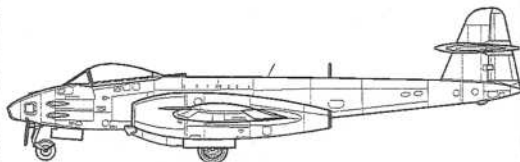
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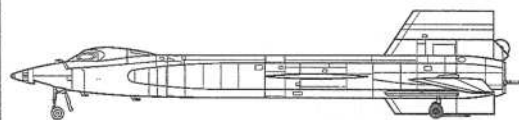
72532 North American X-15A-2

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72534 Gloster Meteor FR. Mk. 9

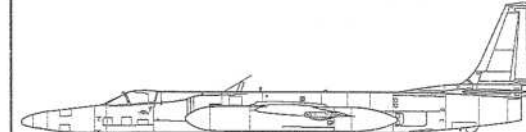
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72537 North American X-15A-2

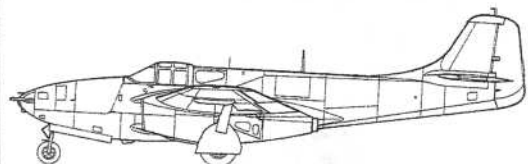
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Hi-tech version



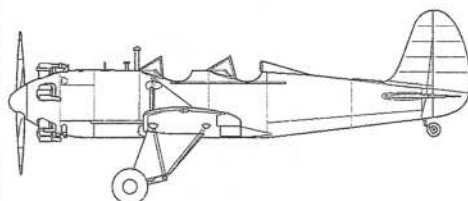
SH72024 TR - 1 A

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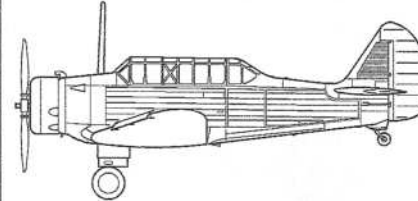
SH72058 Bell P-59A/B AIRACOMET

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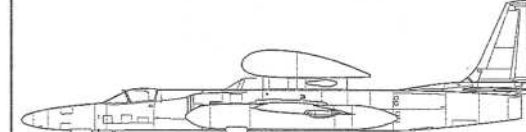
SH72064 RYAN PT-22

1/72



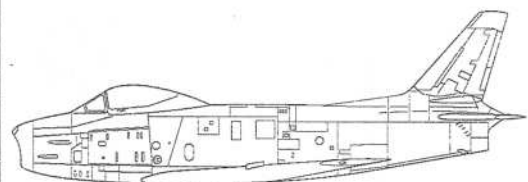
SH72069 BT-9/ NJ-1/ SK 14

1/72



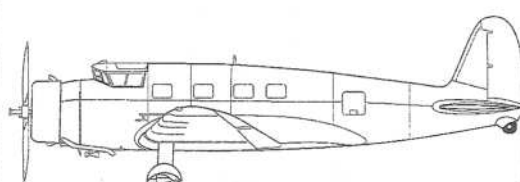
SH72070 Lockheed U-2S/ER-2

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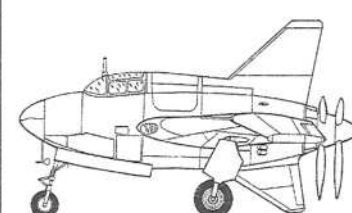
SH72120 F-86H Sabre Hog

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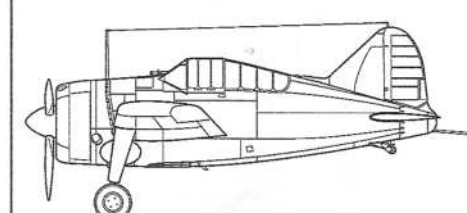
SH72130 Vultee V-1a "Civilian Version"

1/72



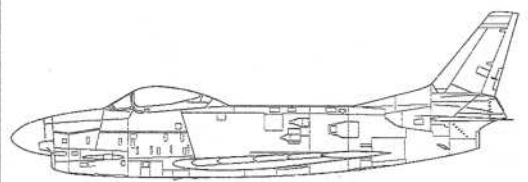
SH72132 Northrop XP-56 II

1/72



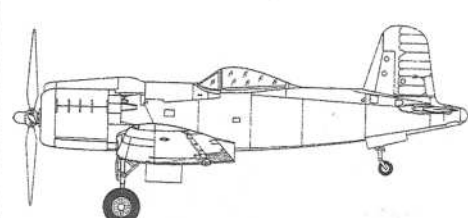
SH72133 F2A-2 Buffalo "Yellow Wing"

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SH72164 F-86K "NATO All Weather Fighter"

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SH72166 F2G-1/2 Super Corsair

1/72



- H1000 Ultra smooth and extra smooth saw 1p
- H1001 Ultra smooth saw (both sides) 1p
- H1002 Very smooth saw (both sides) 1p
- H1003 Smooth saw (both sides) 1p
- H1004 Ultra smooth and extra smooth saw (2 sides) 5p
- H1005 Ultra smooth saw (both sides) 5p
- H1006 Very smooth saw (both sides) 5p
- H1007 Smooth saw (both sides) 5p

Pro patinování svých modelů můžete použít pigment Star Dust firmy CMK.

Star Dust

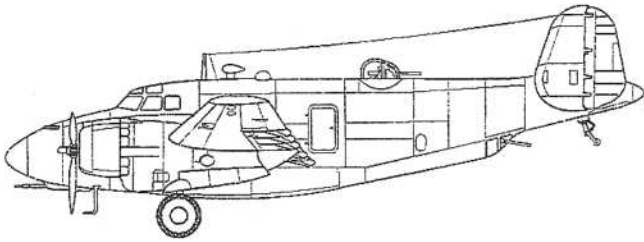


To patinate your models you can use Star Dust weathering pigment from CMK.



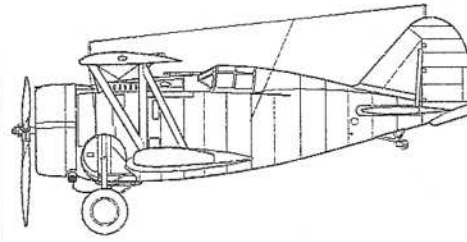
Navštivte naše stránky a e-shop www.cmkkits.com
Visit an official website and e-shop at www.cmkkits.com





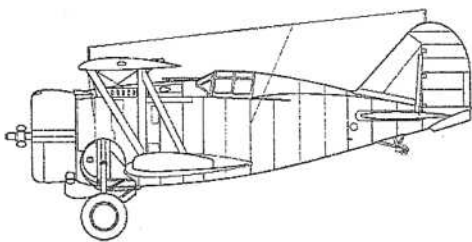
SH72093 PV-2 Harpoon U. S. NAVY

1/72

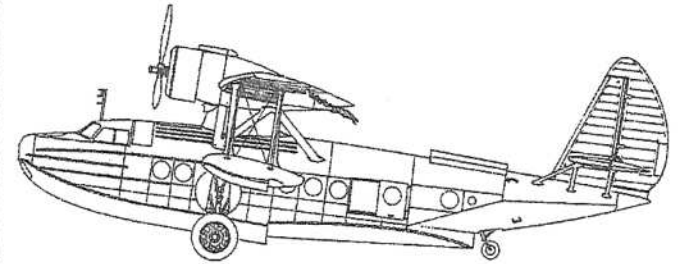


SH72106 F3F-2 "Flying Barrel"

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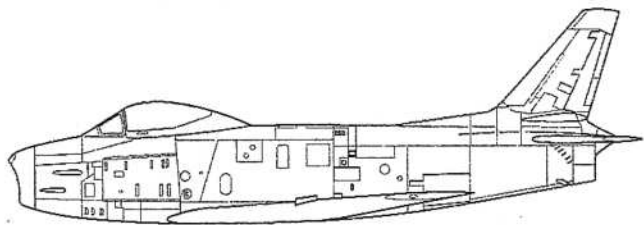


SH72109 F3F-2 "Last U.S.NAVY Biplane Fighter" 1/72



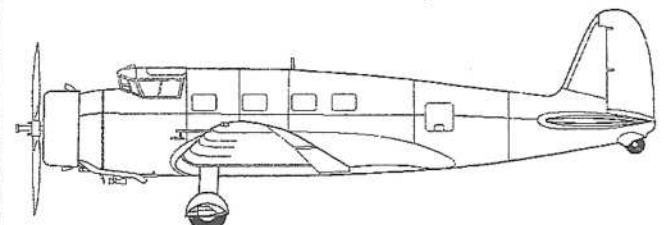
SH72111 S-43/JRS-1

1/72



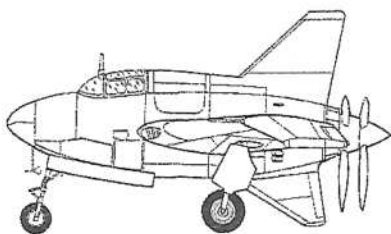
SH72120 F-86H Sabre Hog

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SH72130 Vultee V-1a "Civilian Version"

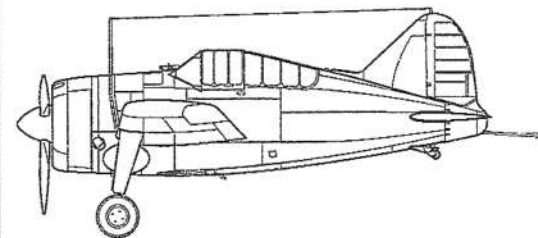
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SH72132 Northrop XP-56 II

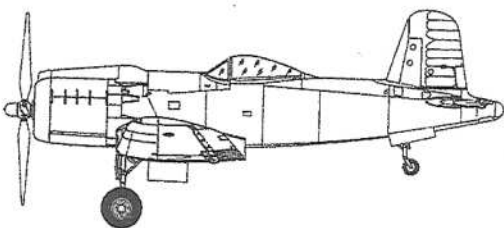
1/72

Hi-tech version



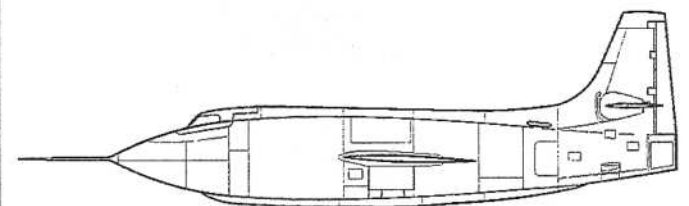
SH72133 F2A-2 Buffalo "Yellow Wing"

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SH72166 F2G-1/2 Super Corsair Racer

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SH72158 X-1E "Last Model"

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