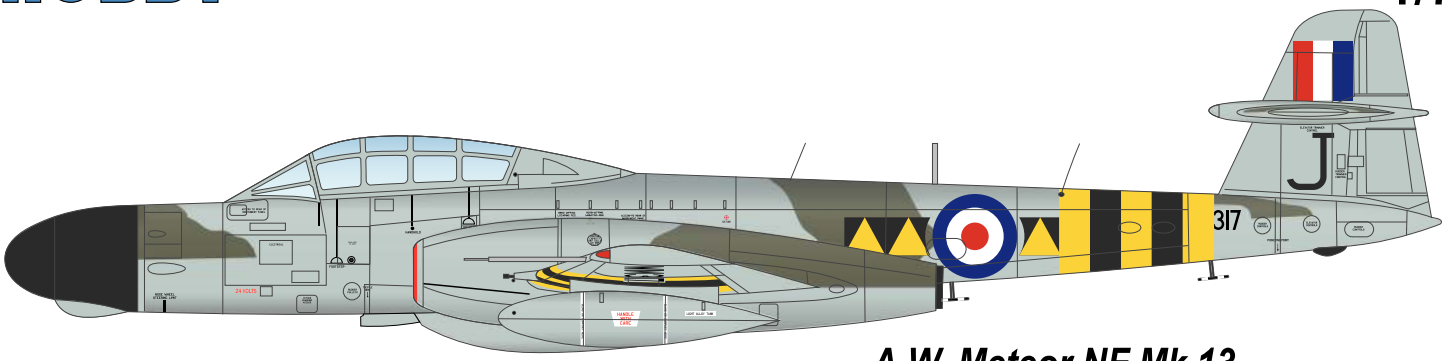
SH72363
1/72



A.W. Meteor NF Mk.13
'Middle East All-Weather Fighter'

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 became 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 41 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: 13,11 m, lenght: 15,11 m, max speed: 950 km/h in altitude 3000 m, operation ceiling: 13400 m, range: 1530 km, climbing: 24 m/s, armament: 4x 20 mm gun,

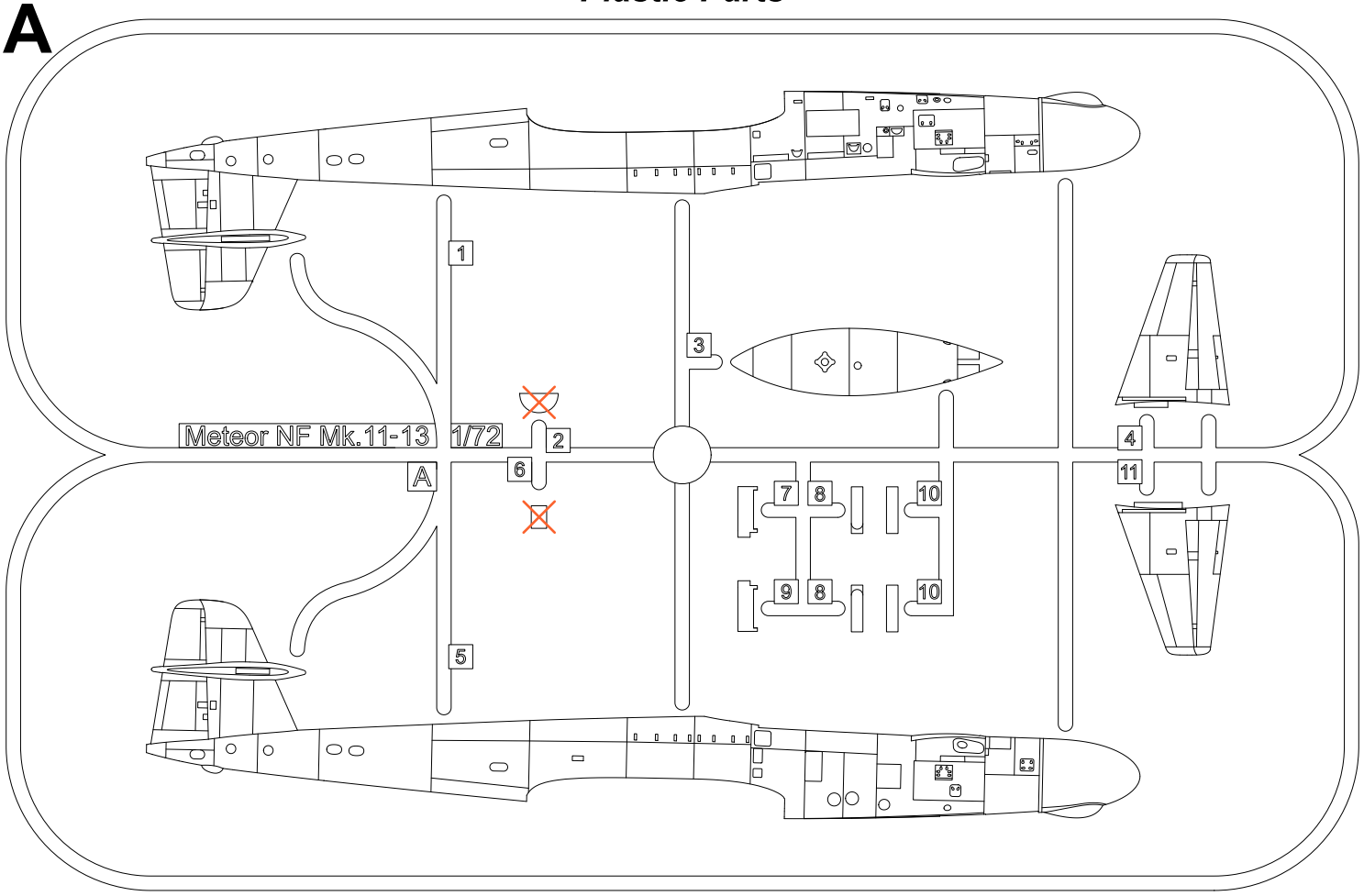
CZ

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 vytížení 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 41 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 přídě 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.

rozpětí: 13,11 m, délka: 15,11 m, max. rychlost: 950 km/h ve výšce 3000 m, operační dostup 13400 m, dolet 1530 km, stoupavost 24 m/s, výzbroj: 4x kanón ráže 20 mm,

Plastic Parts

A



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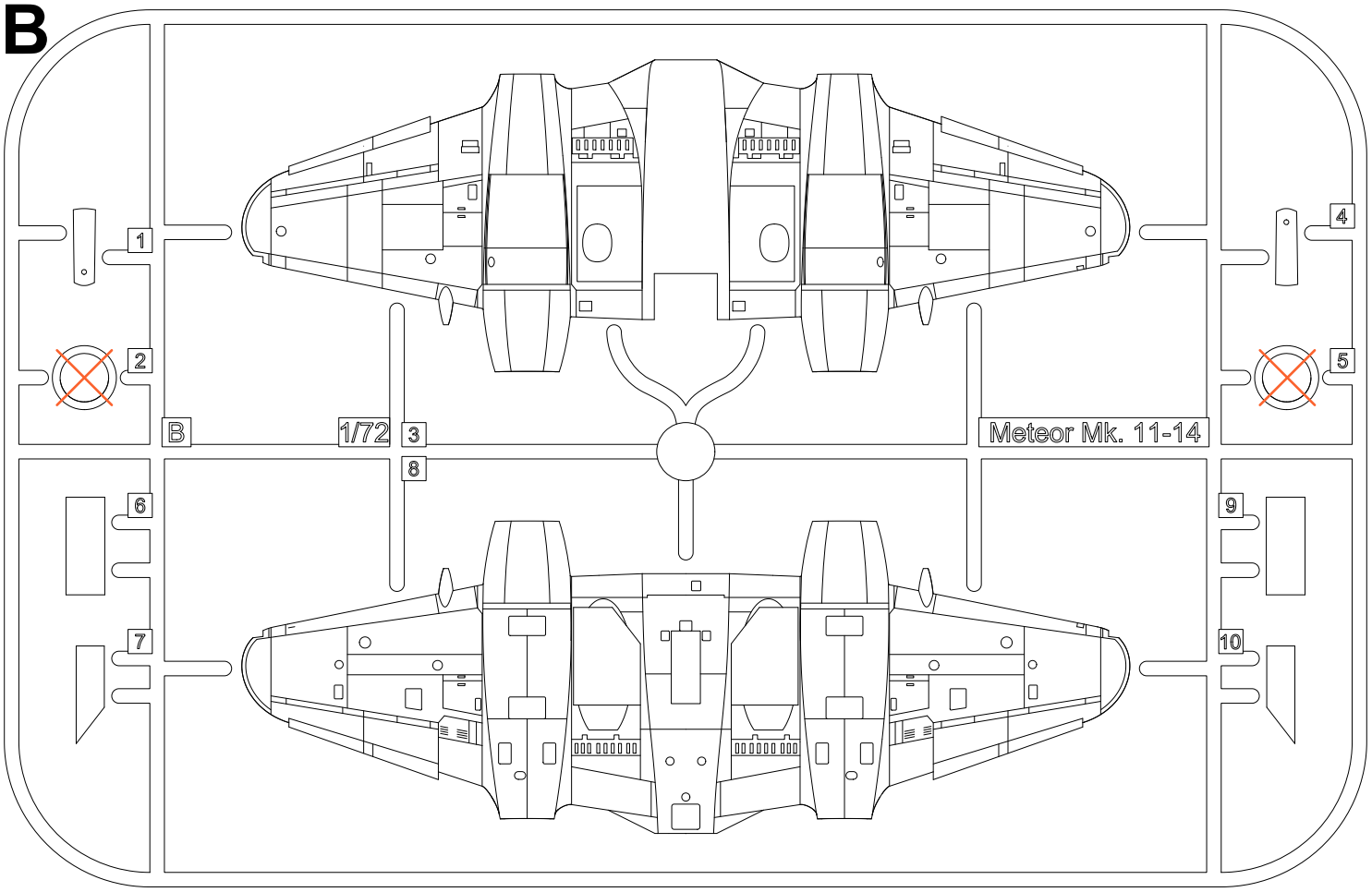
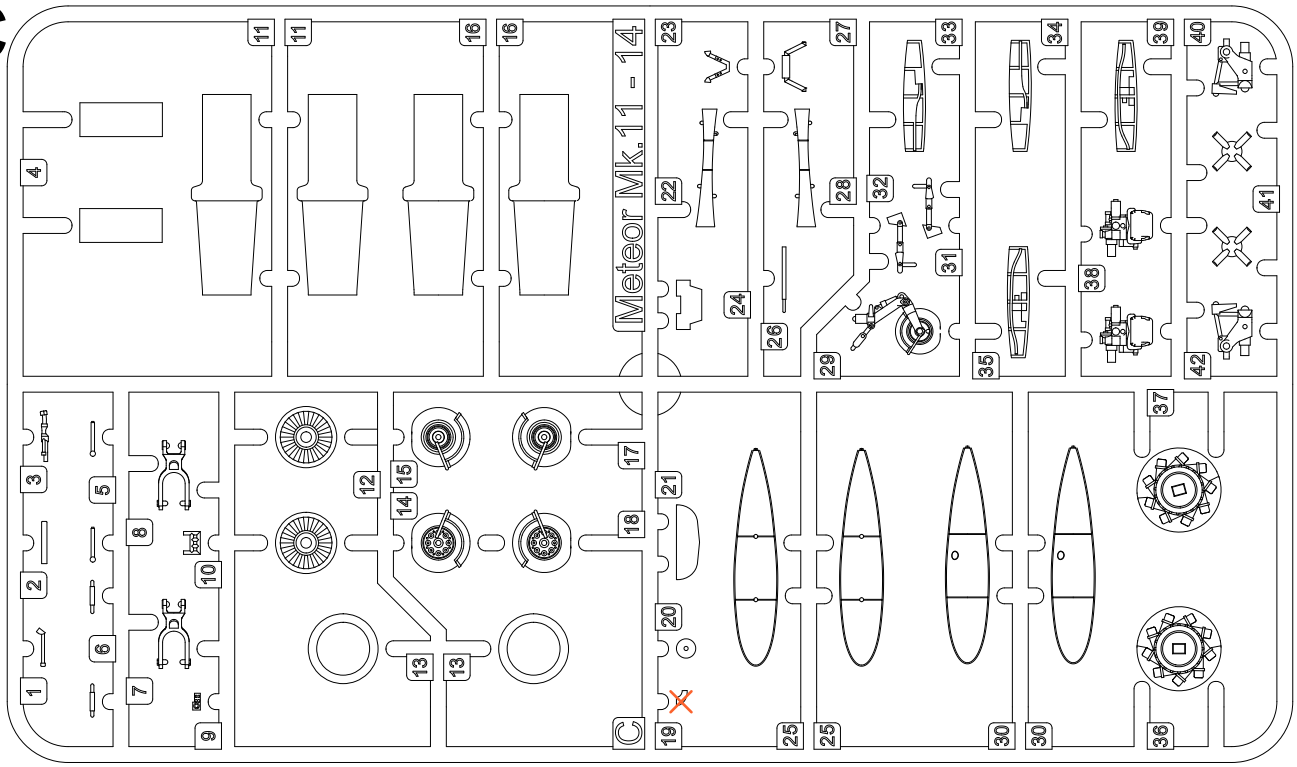


SYMBOLS

MOŽNOST VOLBY OPTIONAL NACH BELIEBEN OPTION	POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO INSTANT CYANOACRYLATE GLUE ZYANOAKRYLATKLEBER COLLE CYANOACRYLAT	OHNOUT BEND BIEGEN COURBER	ZHOTOVIT NOVĚ SCRATCH BUILD FERTIGSTELLEN ACHEVER	ŘEZAT/VRTAT CUT OFF/DRILL ENTFERNEN DETACHER	GSI colour code NATŘÍT COLOUR FARBEN PEINDRE

C



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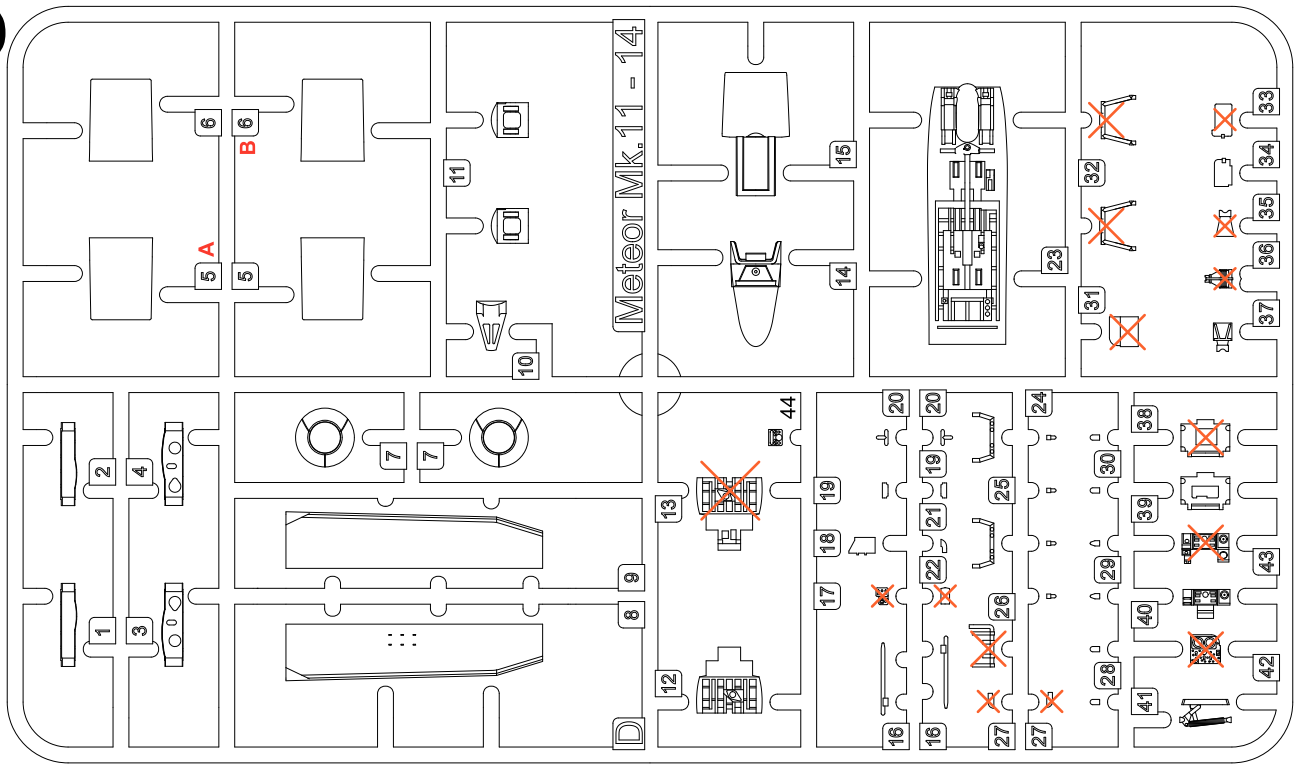

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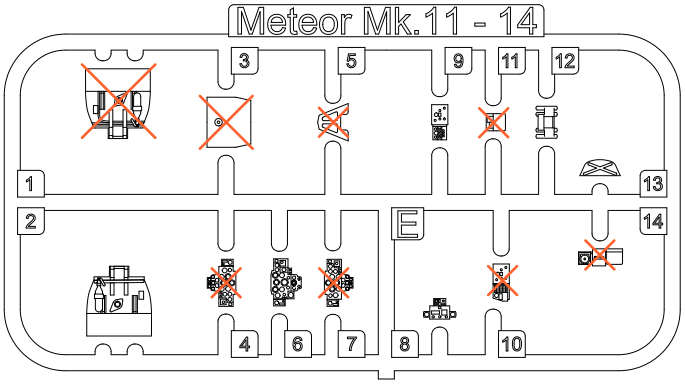
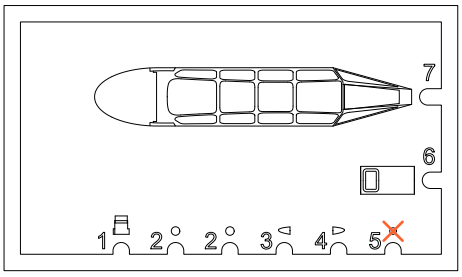


Clear Parts (CP)



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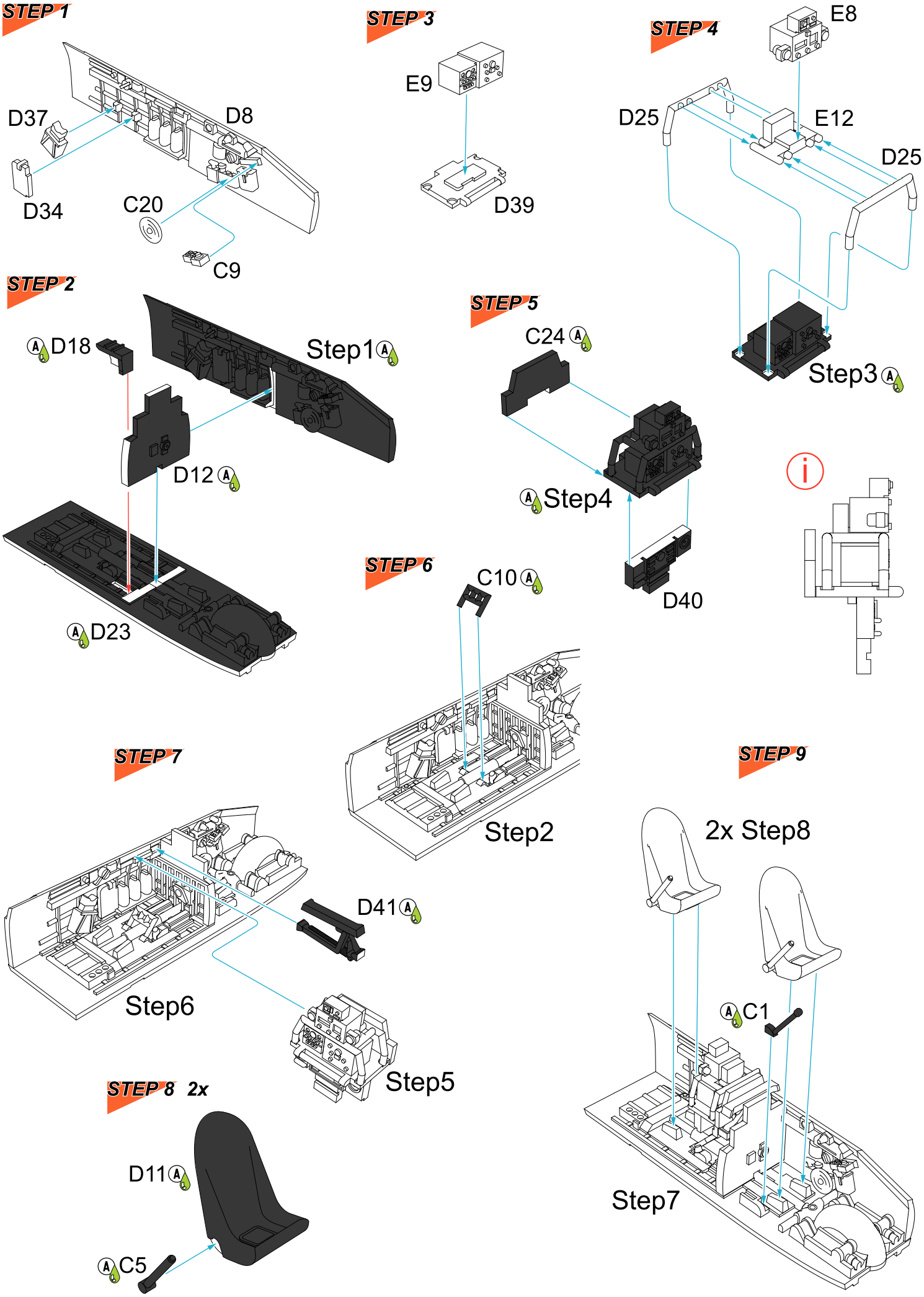
Do not use this part

Barvy GUNZE/ GUNZE Colour No.

(A) Černá/ Black	H12/ C33	(D) Opálený kov/ Burnt Iron	H76/ C61	Tmavě zelená/ Dark Green	C361
(B) Barva pneu/ Tire Black	H77/ C137	(E) Hliníková/ Aluminium	H8/ C8	Oceánská šedá/ Ocean Grey	C362
(C) Tmavý kov/ Gun Metal	H28/ C78			Stř. mořská šedá/ Med. Sea Grey	C363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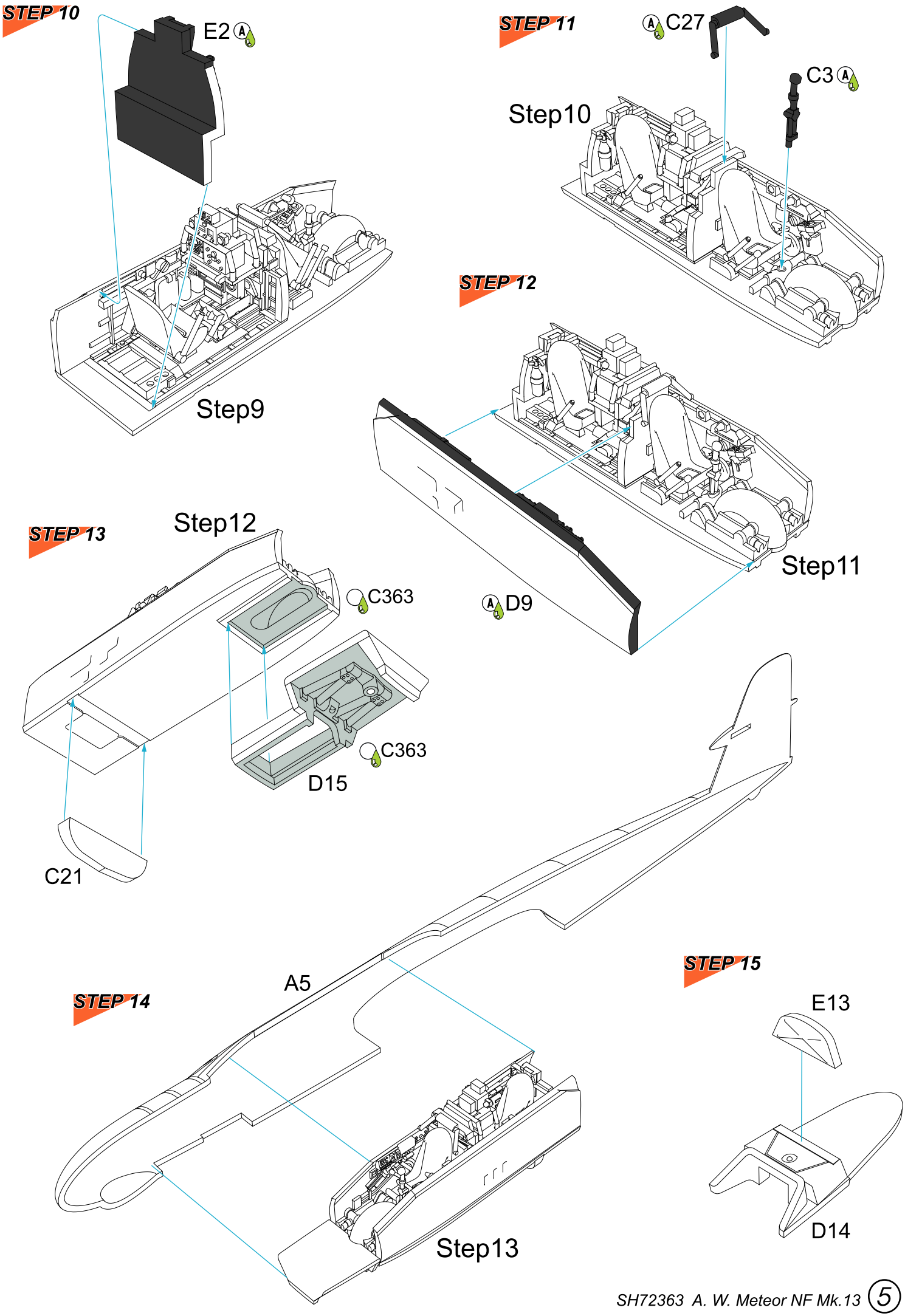
D37
D8
D34
C20
C9
STEP 3
E9
D39
STEP 4
E8
D25
E12
D25
Step3
STEP 2
D18
Step1
D12
D23
STEP 5
C24
Step4
D40
STEP 6
C10
Step2
STEP 7
D41
Step6
Step5
STEP 9
2x Step8
C1
Step7
STEP 8 2x
D11
C5


STEP 10
E2
Step9
STEP 11
C27
C3
Step10
STEP 12
D9
Step11
STEP 13
Step12
C363
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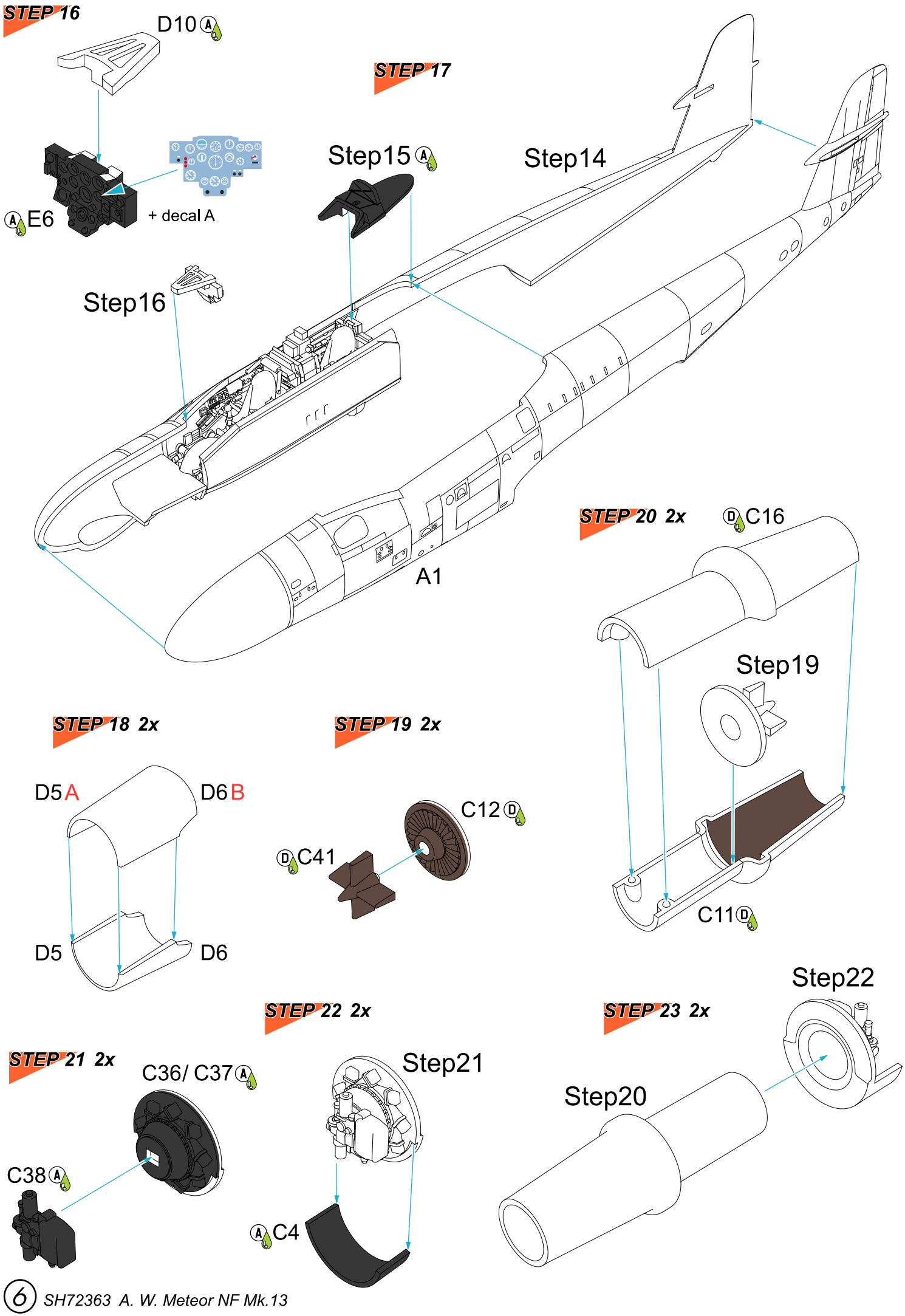
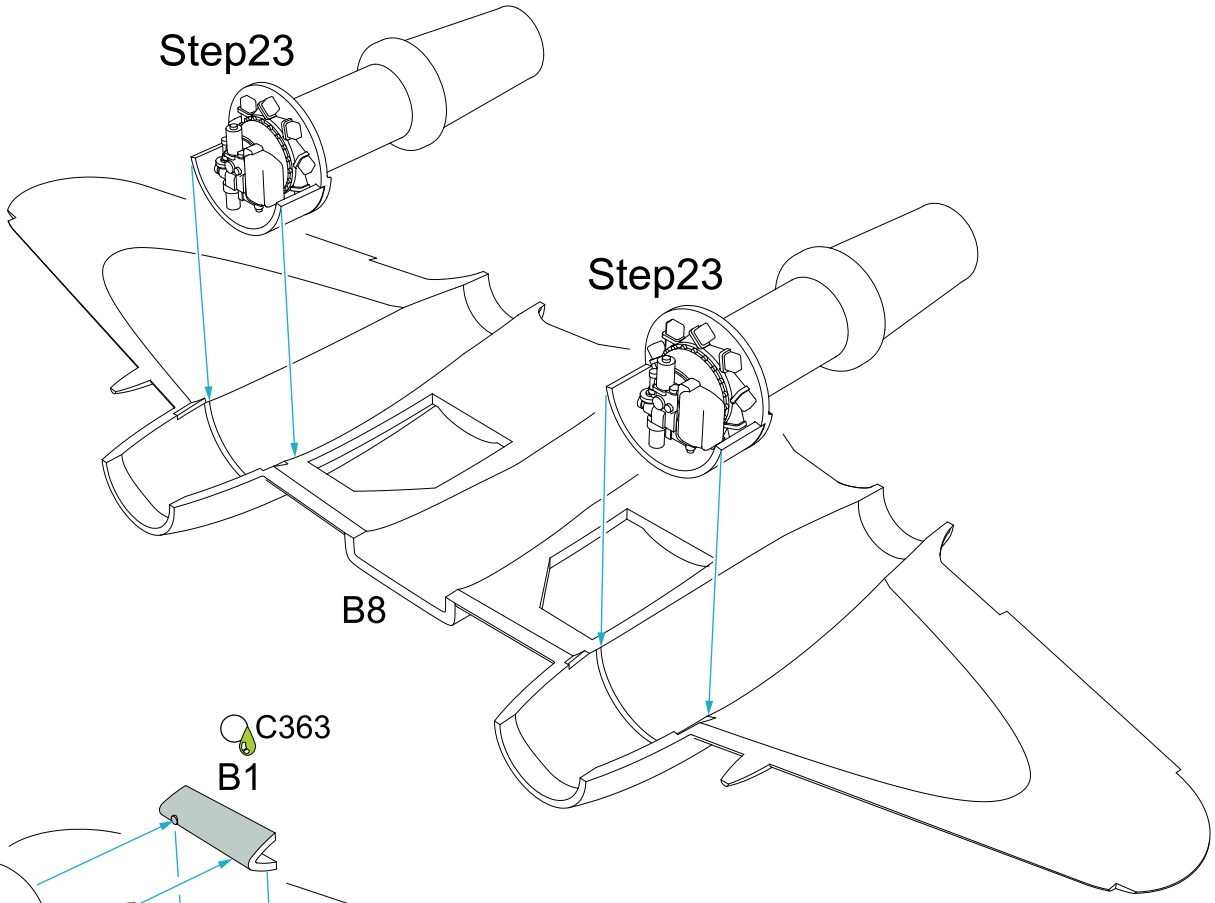
D15
C21
A5
STEP 14
Step13
STEP 15
E13
D14


STEP 16
D10 A
A E6
+ decal A
STEP 17
Step15 A
Step14
Step16
A1
STEP 20 2x
D C16
Step19
C11 D
STEP 18 2x
D5 A
D6 B
D5
D6
STEP 19 2x
C12 D
D C41
STEP 22 2x
Step21
A C4
STEP 23 2x
Step22
Step20
STEP 21 2x
C36/ C37 A
C38 A

STEP 24



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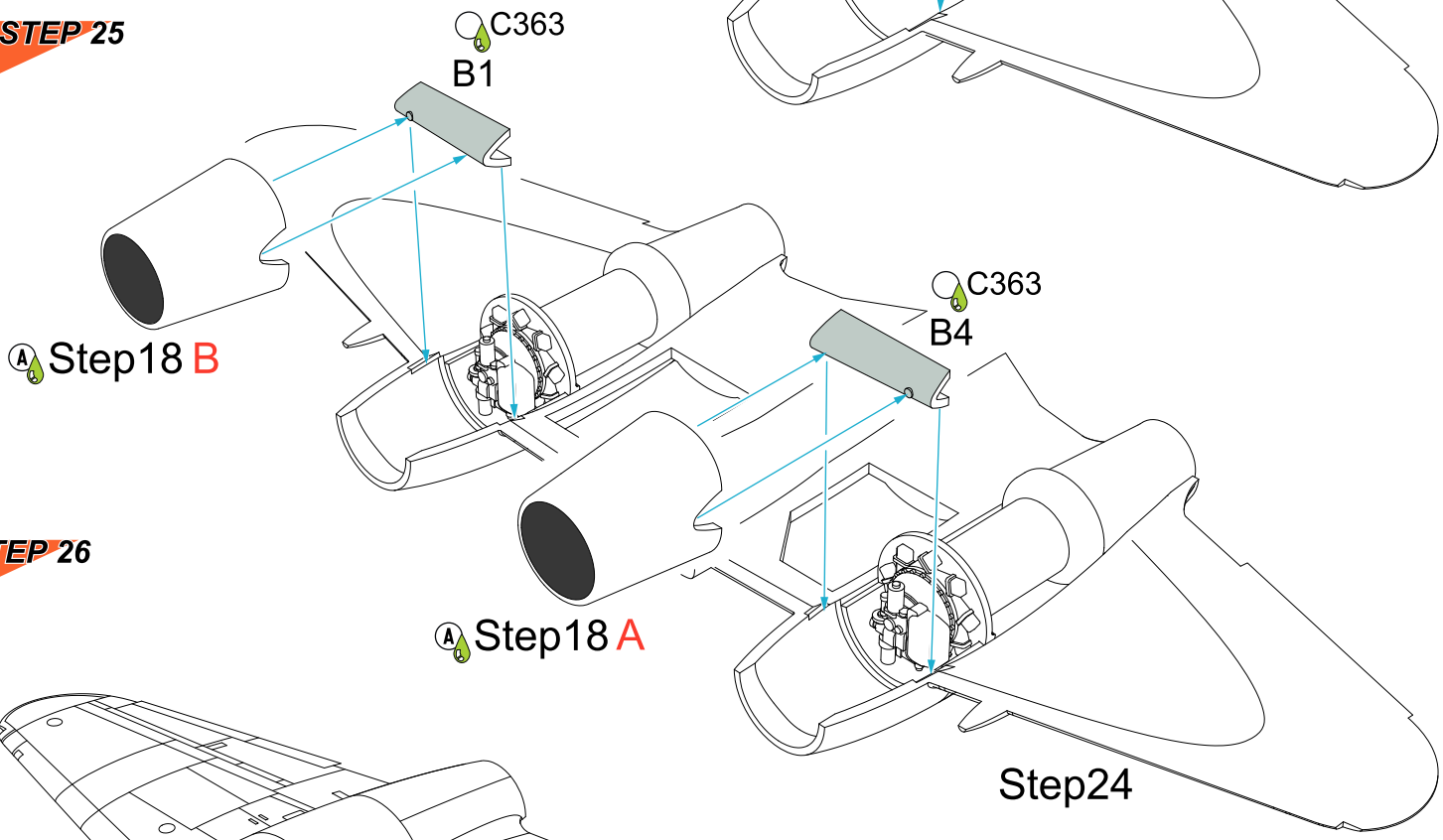

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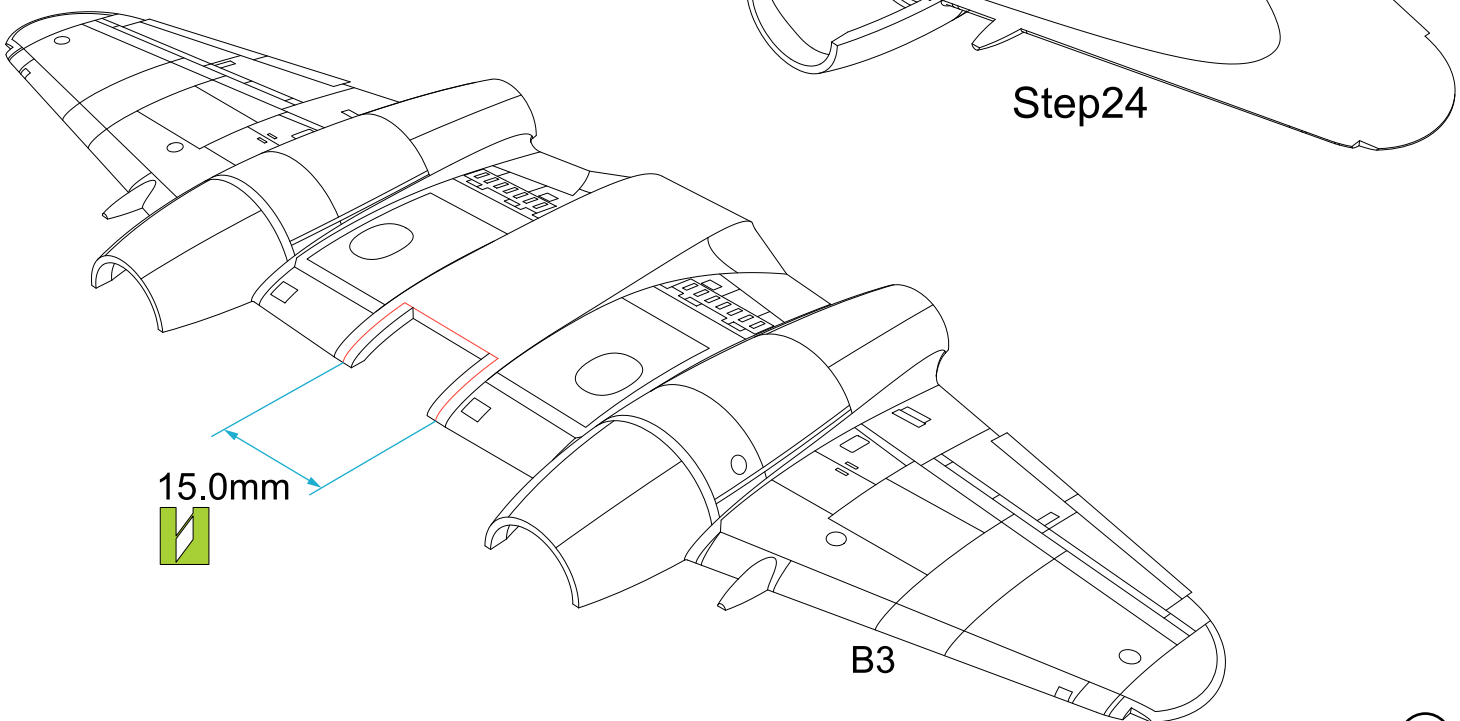

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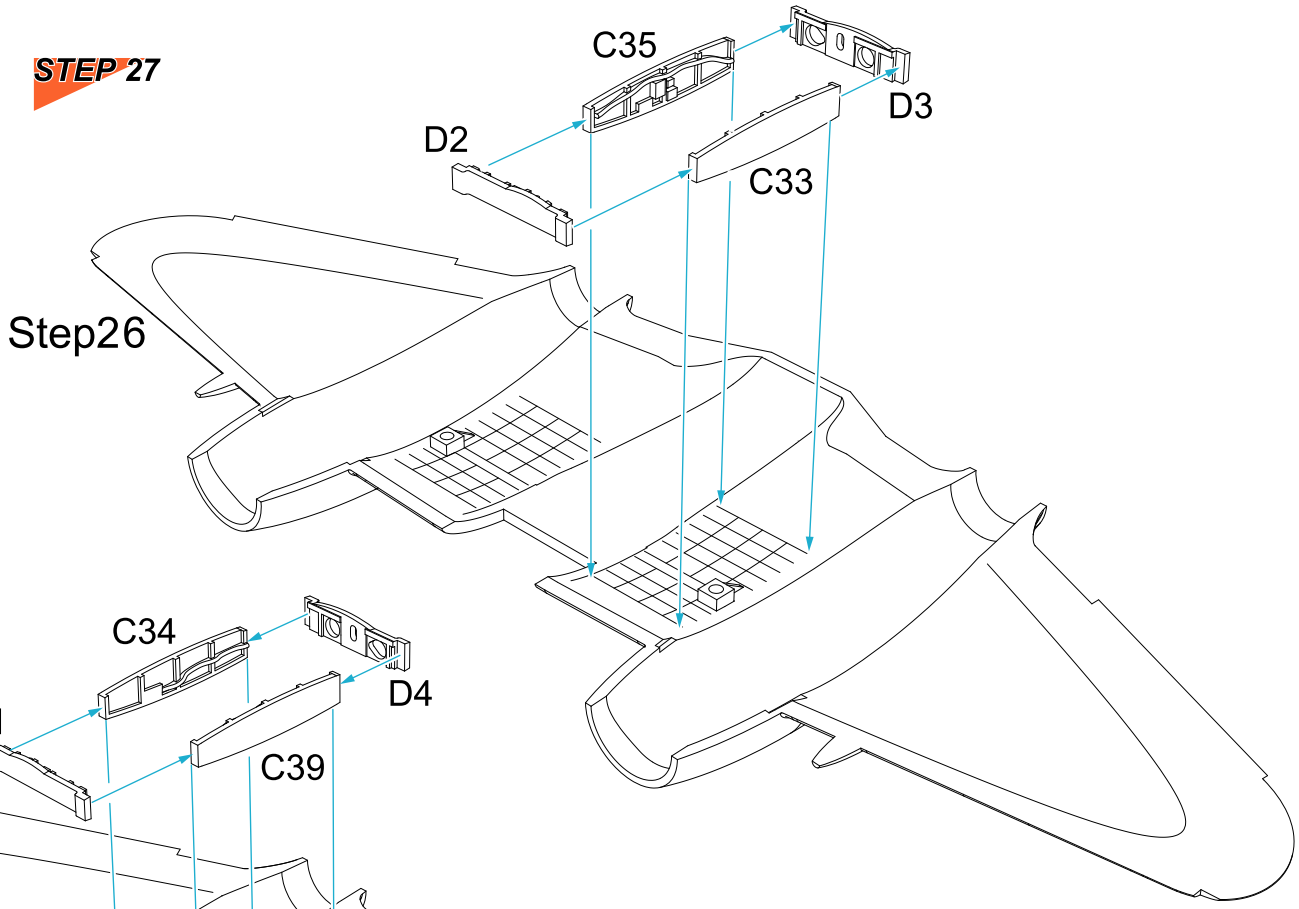

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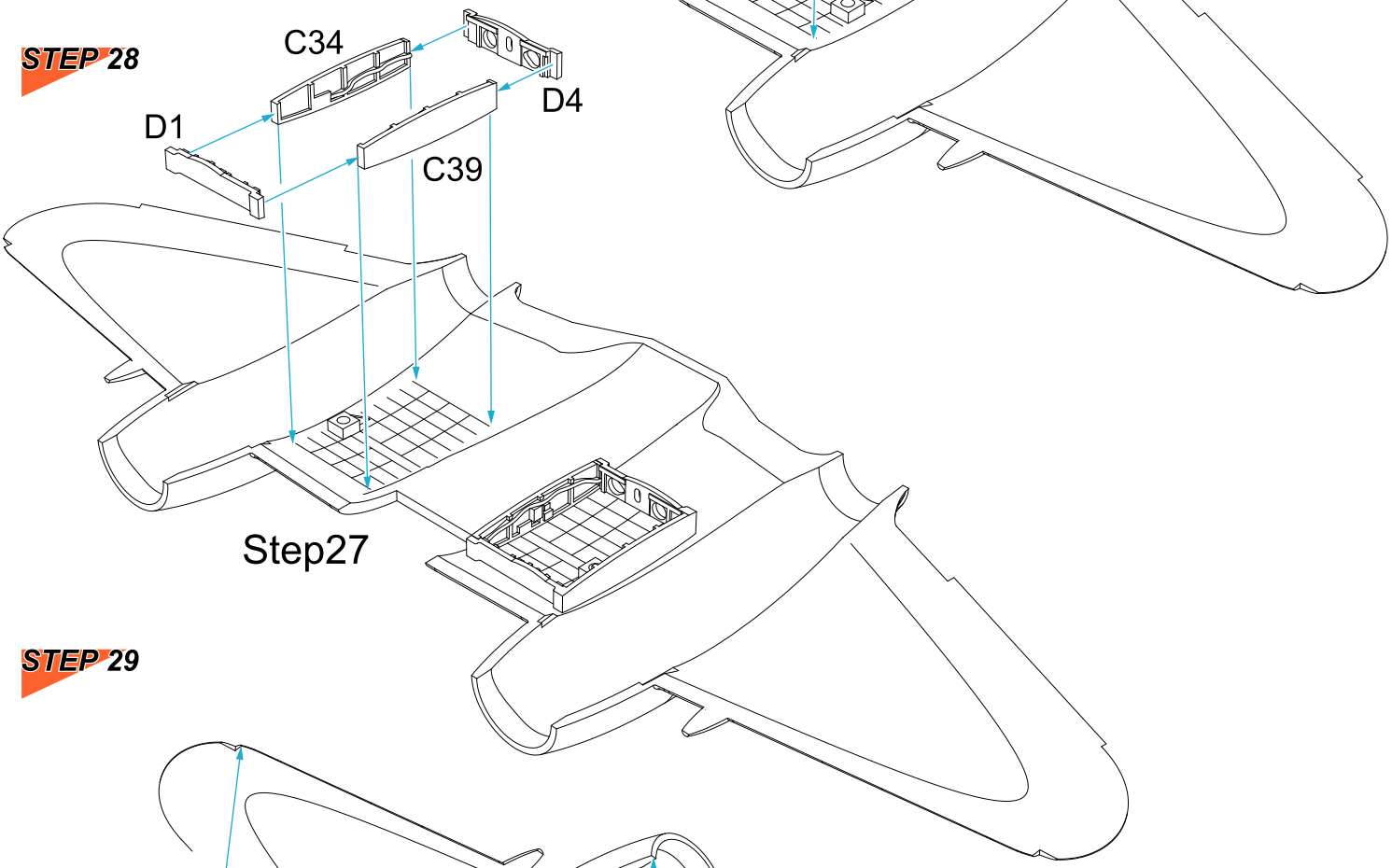

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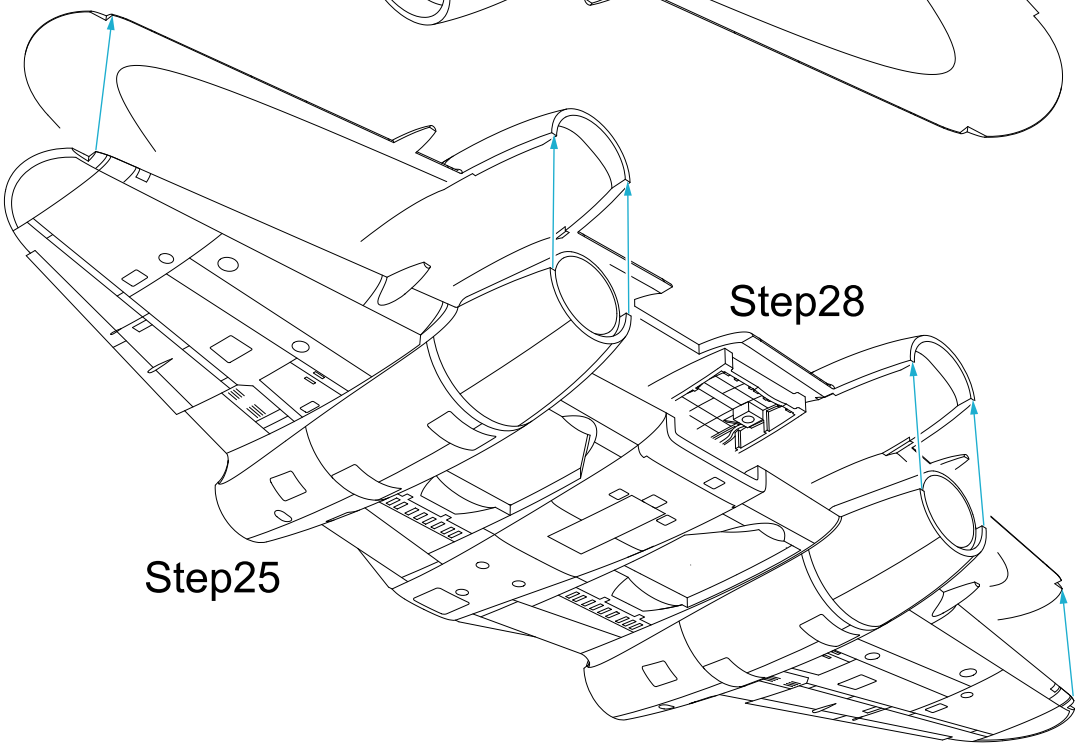

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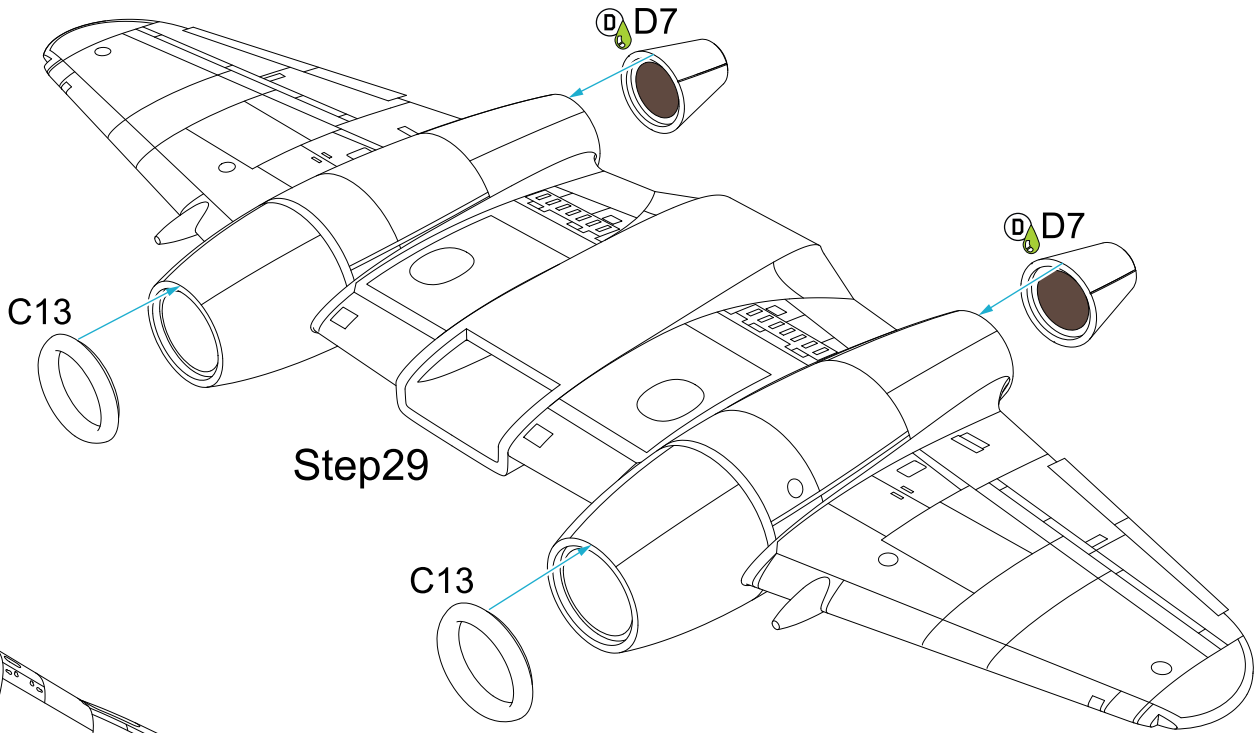

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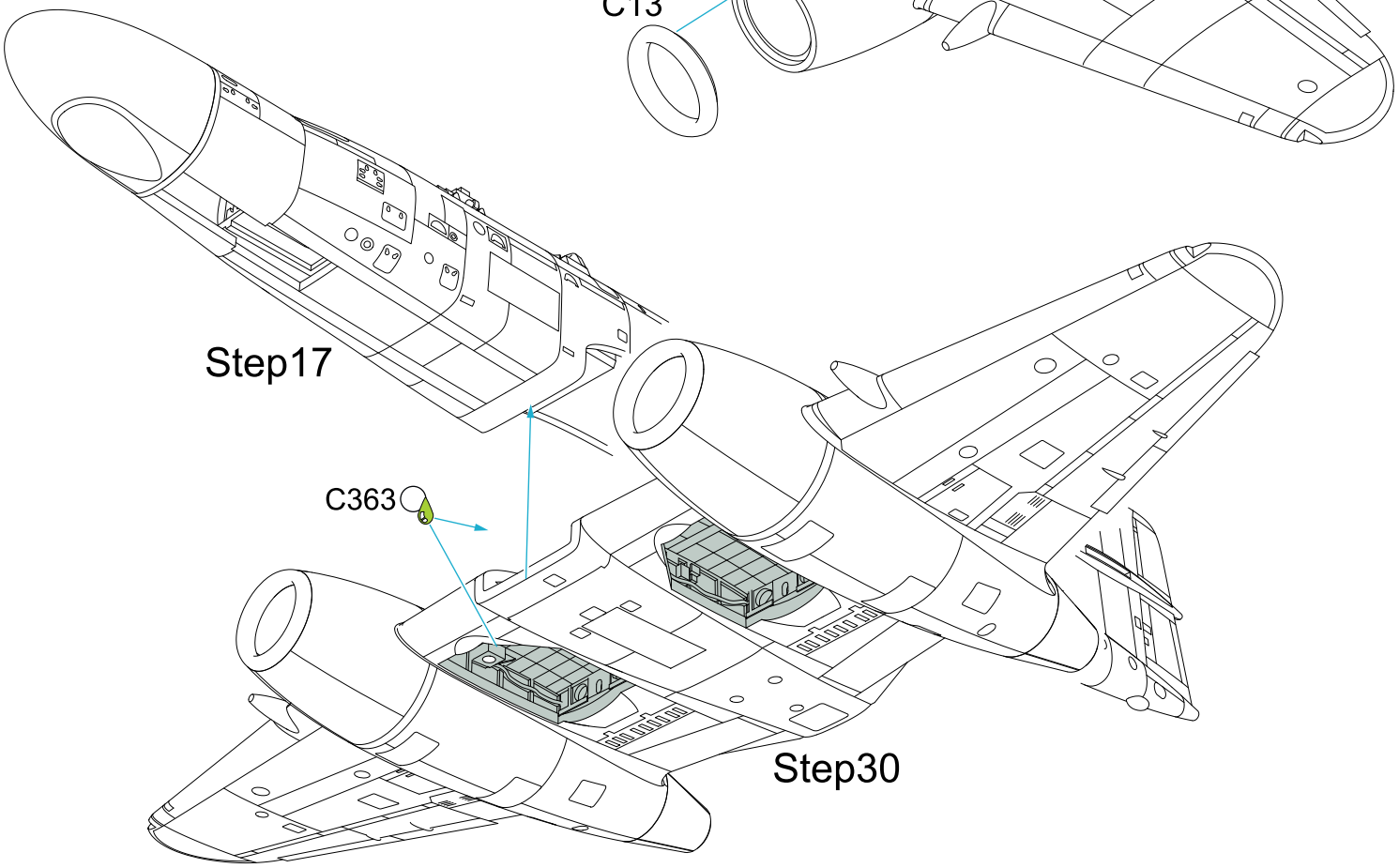

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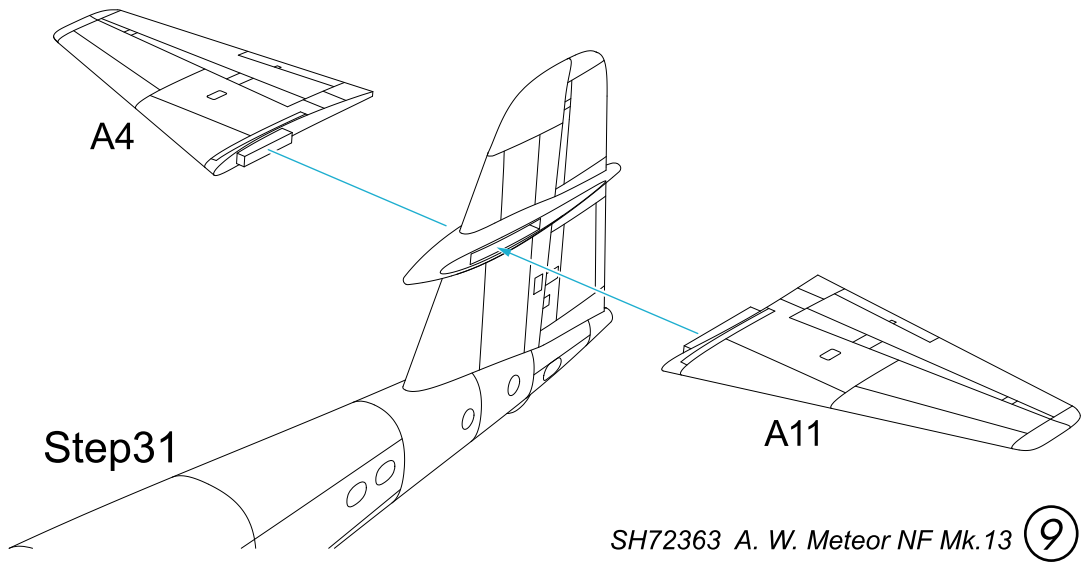

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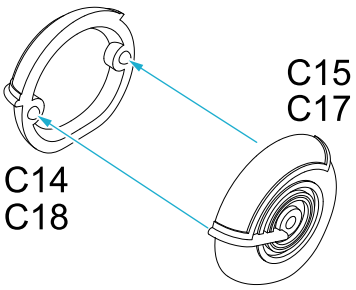

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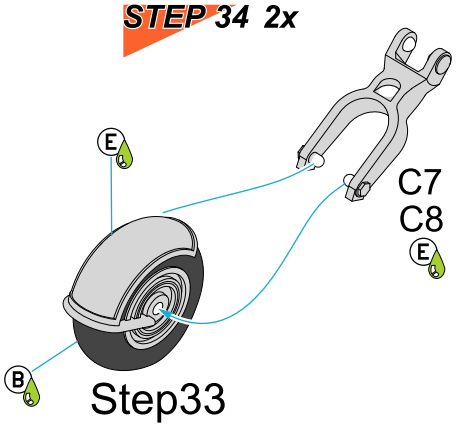

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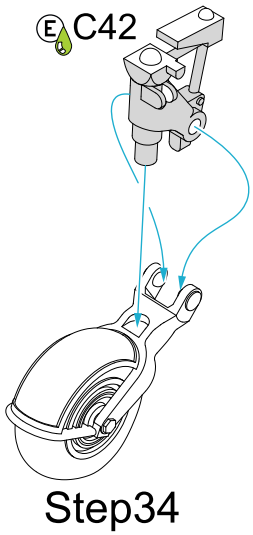

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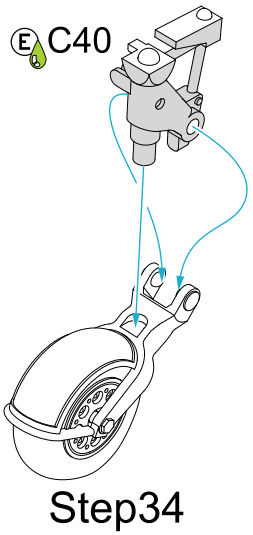

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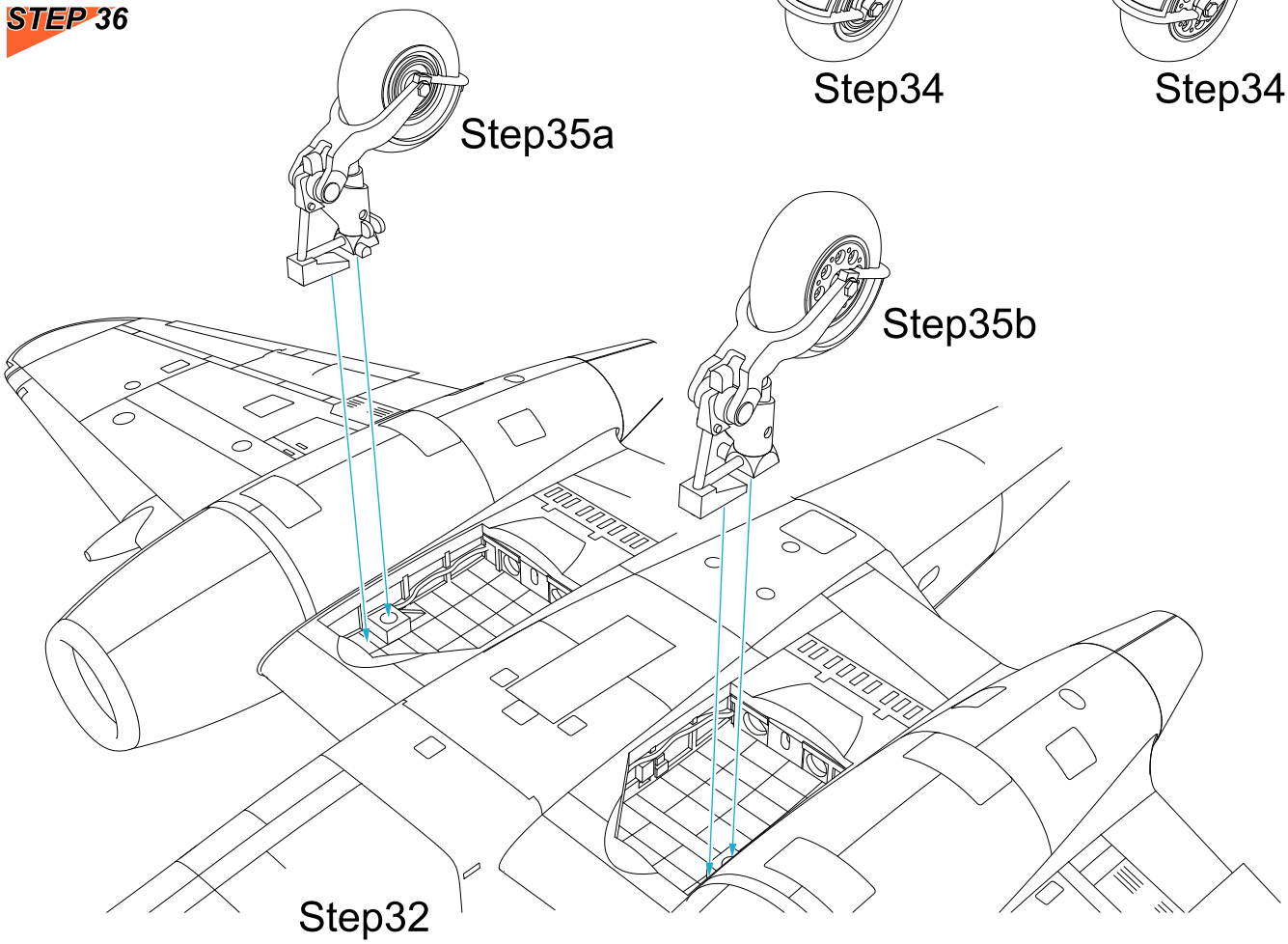

STEP 37

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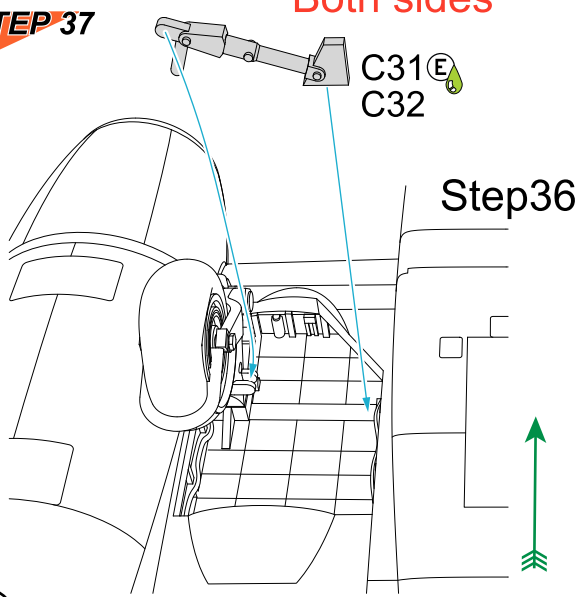
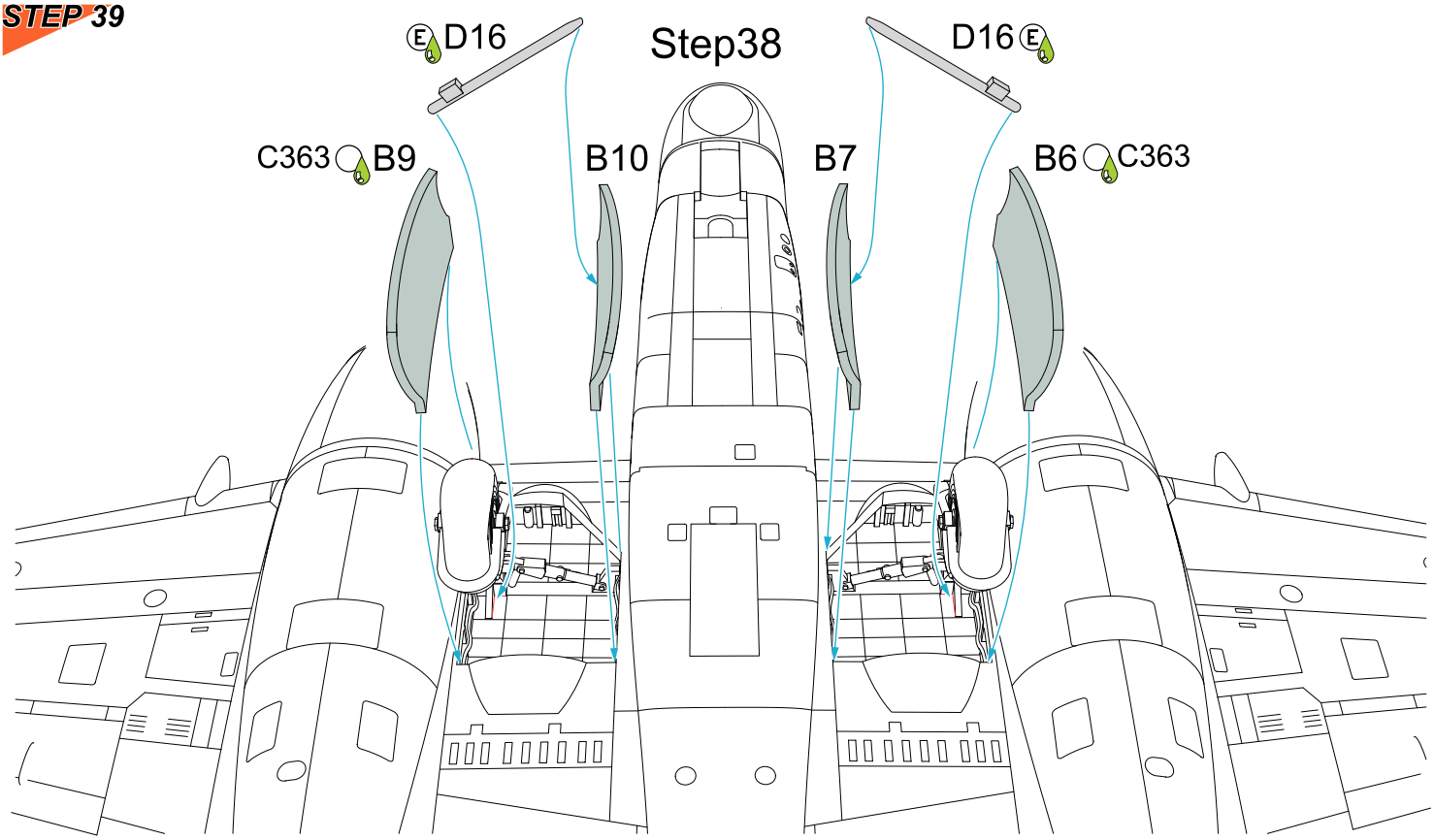


STEP 38

Both sides



STEP 39



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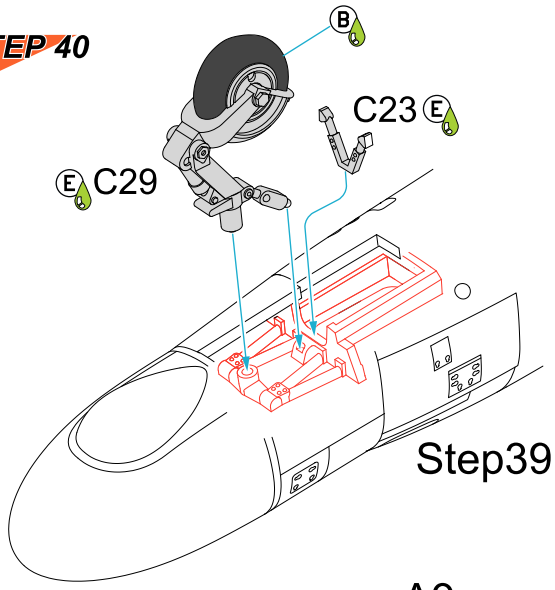

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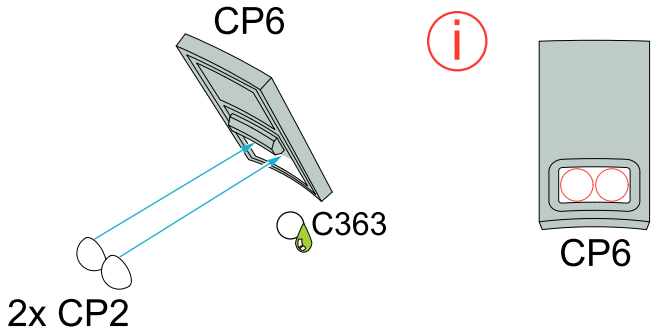

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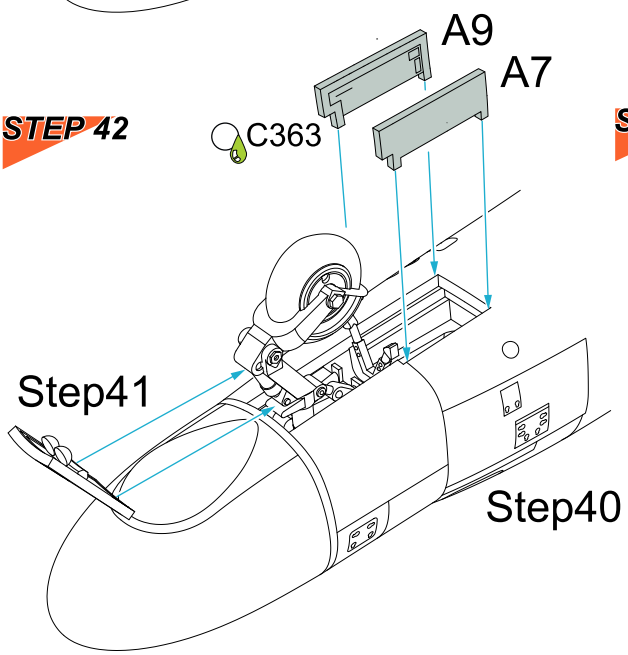

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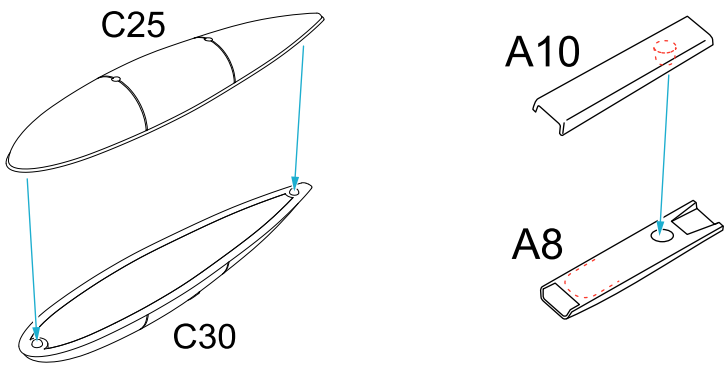

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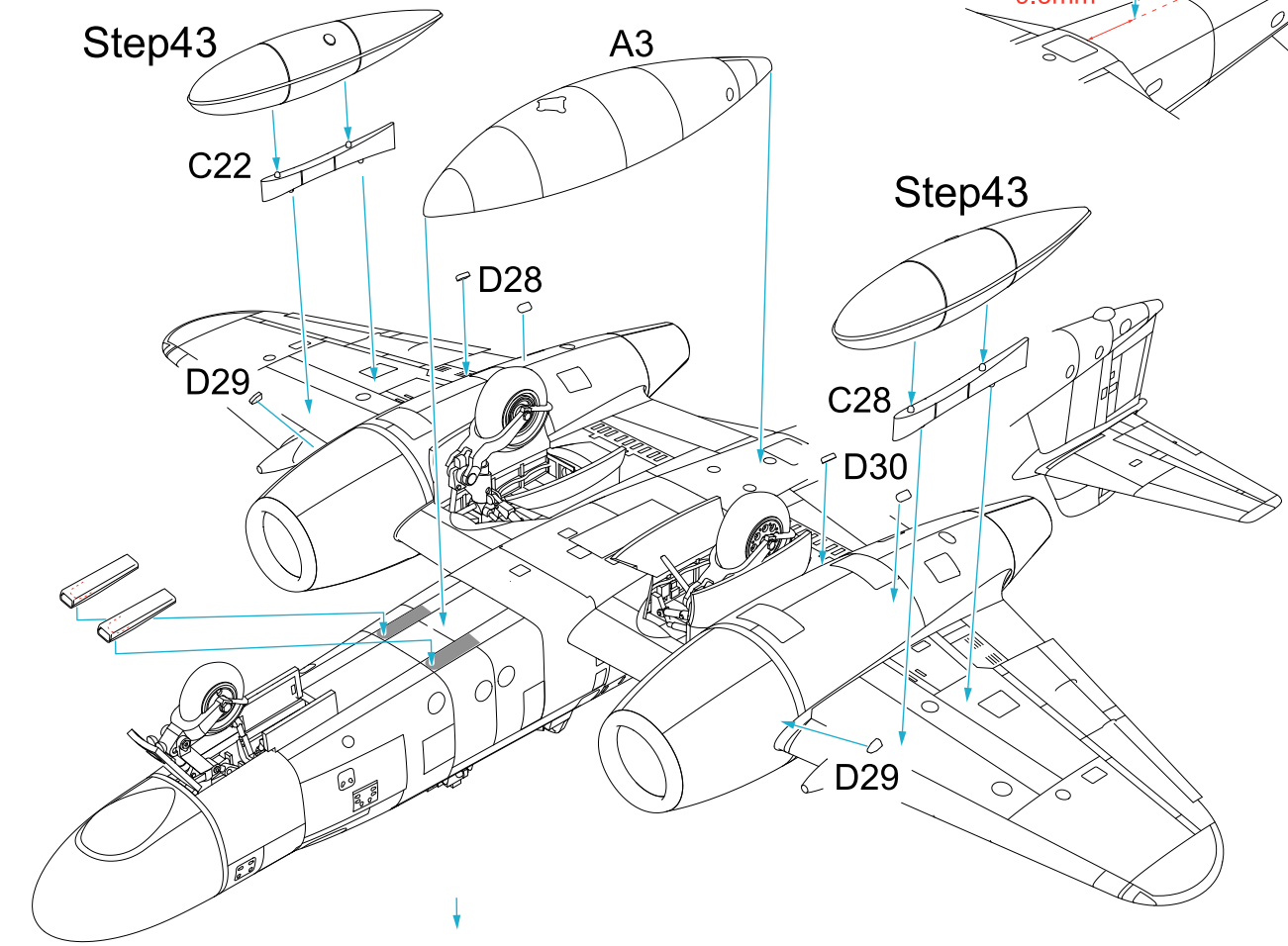

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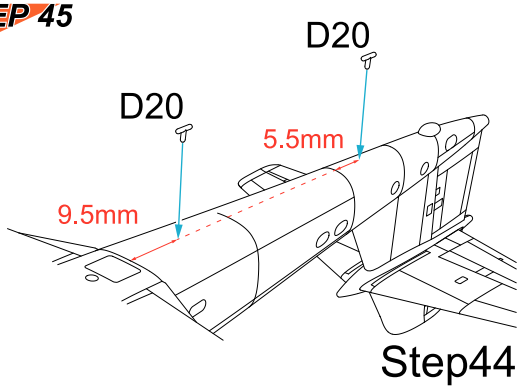

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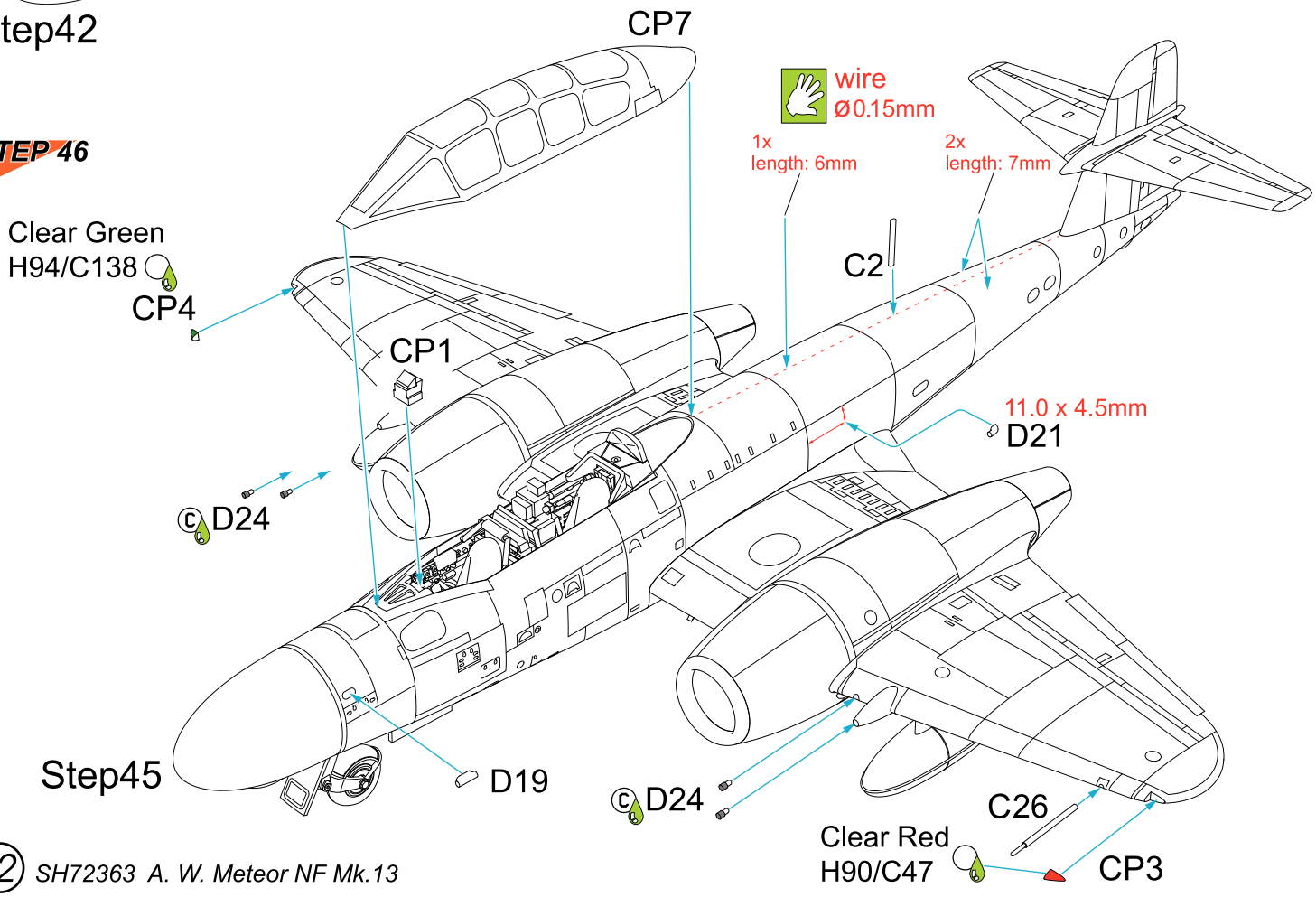
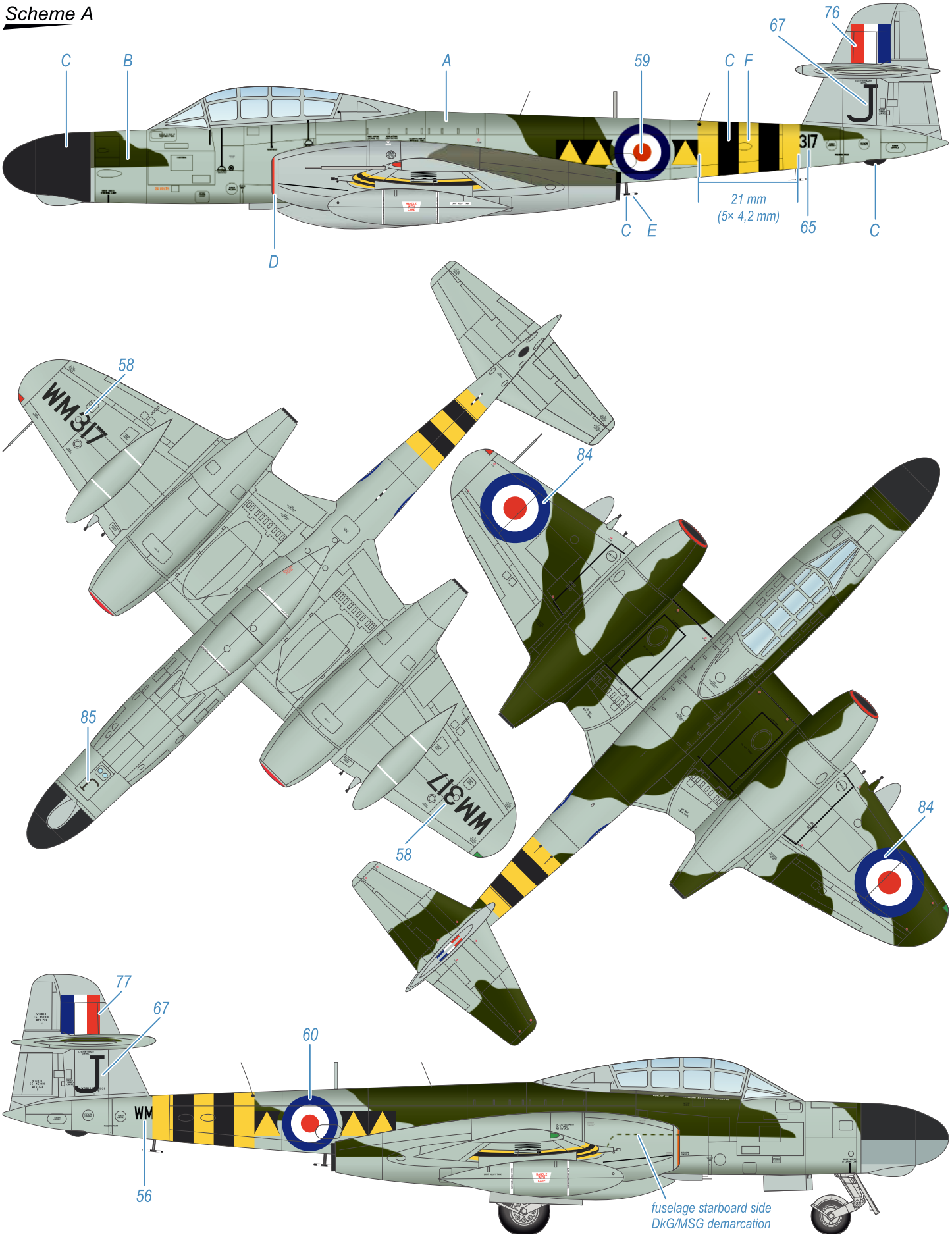


A. W. Meteor NF Mk.13, WM317/J, No. 39 Sqn. RAF, RAF Station Akrotiri, Cyprus, October 1956. Operation Musketeer—the joint British, French, and Israeli intervention in the Suez Canal. Prior to the operation, No. 39 Squadron Meteors were redeployed from Malta to Cyprus to protect RAF bases from retaliatory strikes by the Egyptian Air Force. The yellow-and-black stripes served to distinguish aircraft participating in the operation from those of the Egyptian Air Force.

A. W. Meteor NF Mk.13, WM317/J, No.39 Sqn. RAF, základna RAF Akrotiri, Kypr, říjen 1956, operace Musketeer, obsazení Suezského kanálu spojenými silami Velké Británie, Francie a Izraele. Meteory No.39 Sqn. RAF byly před začátkem operace přesunuty z Malty na Kypr, aby chránily základny RAF před odvetným útokem egyptského letectva. Černožluté pruhy sloužily k rozlišení letounů, zapojených do operace, od letounů egyptského letectva.

Scheme A



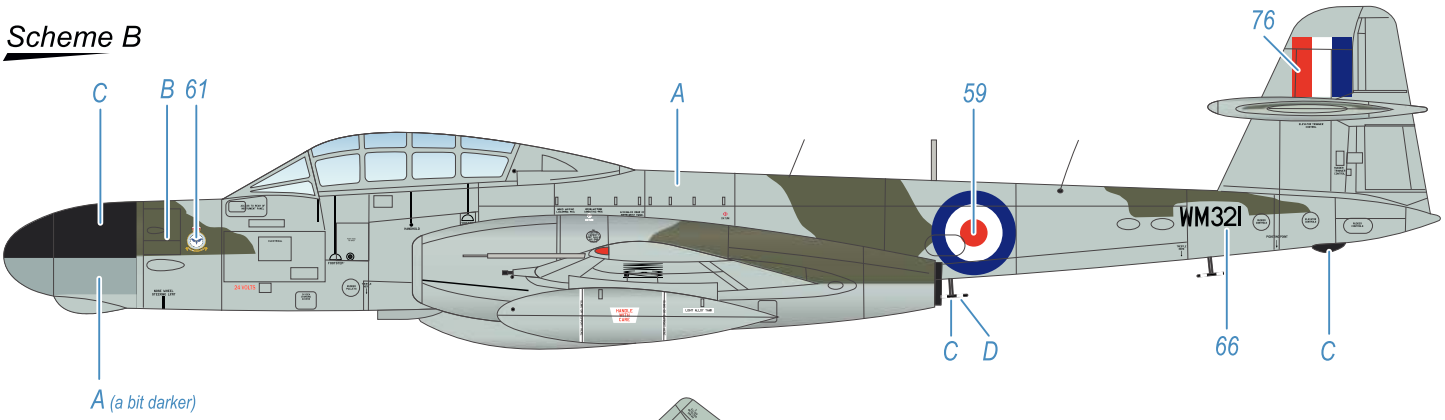
A	Medium Sea Grey stř. mořská šedá H/C335	B	Dark Green tm. zelená H/C330	C	Black černá H12/C33	D	Red červená H/C3	E	White bílá H11/C62	F	Yellow žlutá H/C329

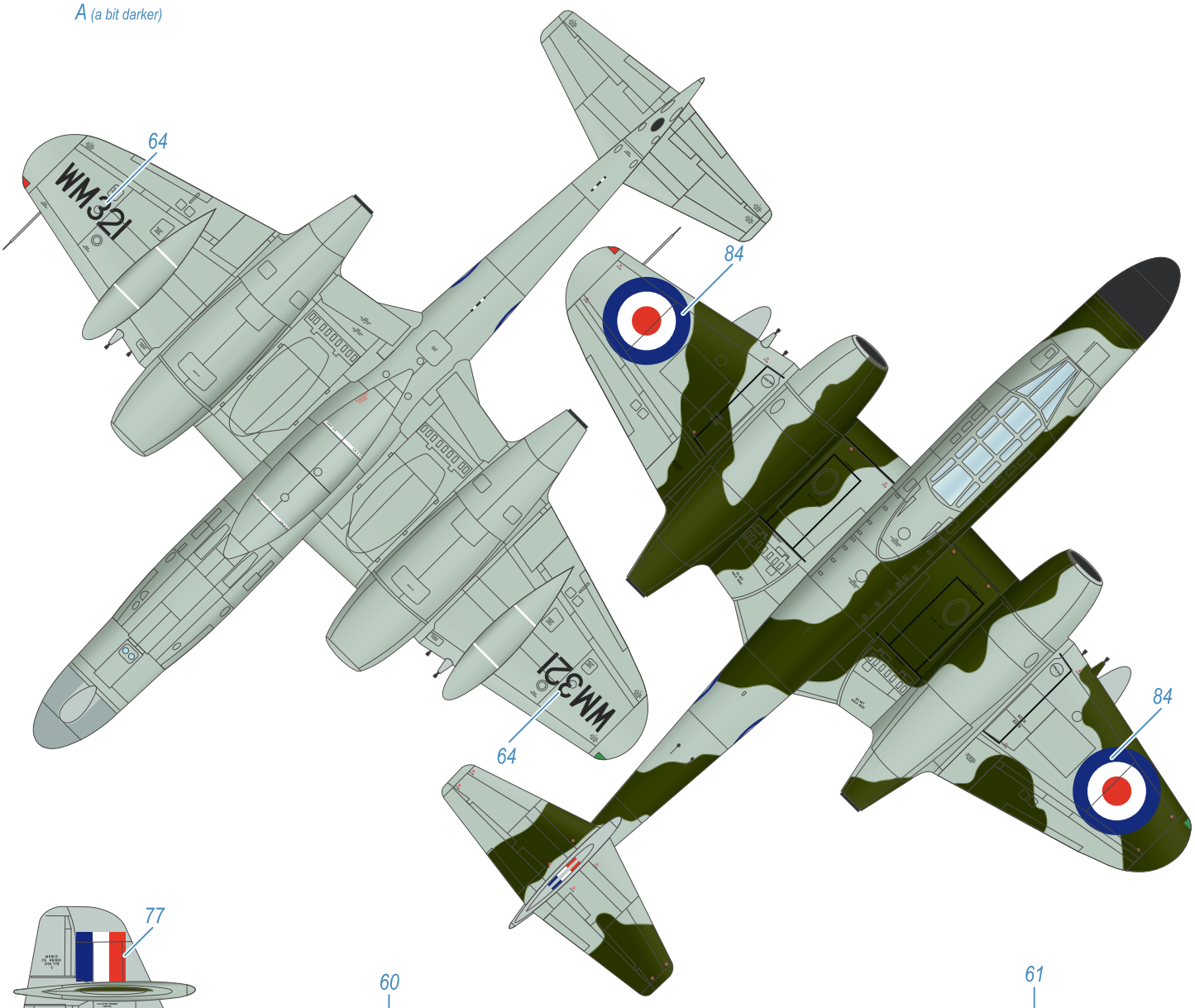
SH72363 A. W. Meteor NF Mk.13

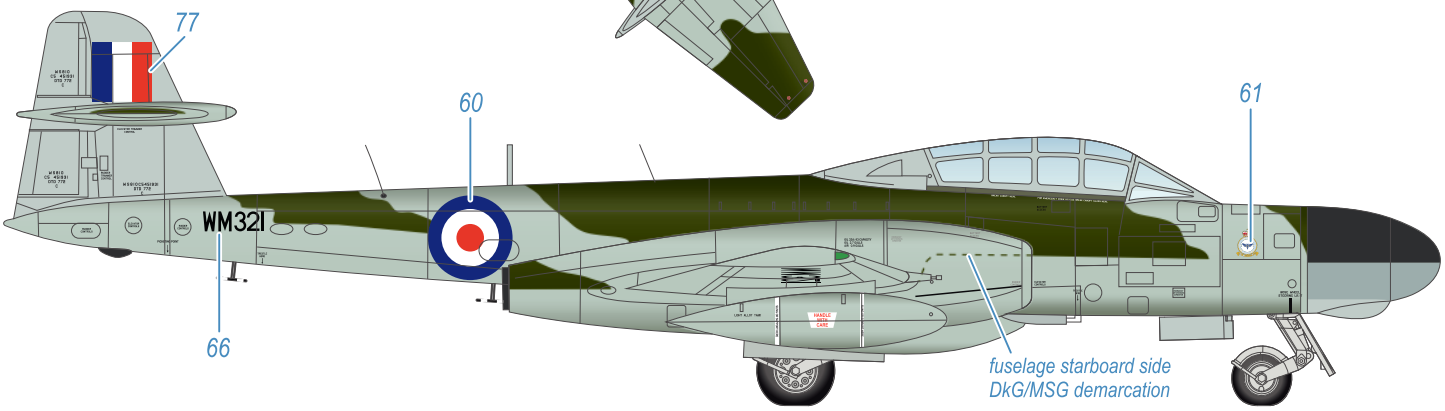
A. W. Meteor NF Mk.13, WM321, No. 219 Sqn. RAF, RAF Station Kabrit (now Kibrit AB), Egypt, 1954. No. 219 Squadron RAF was reactivated in 1951, operating Mosquitos in the Suez Canal Zone from RAF Kabrit. In 1952, it began re-equipping with Meteor NF Mk.13s, operating them from the base until 1954. WM321 was written off after sustaining fire damage in flight in September 1954.

A. W. Meteor NF Mk.13, WM321, No.219 Sqn. RAF, základna RAF Kabrit, (nyní Kibrit AB) Egypt, 1954. No. 219 Sqn. RAF byla reaktivována v roce 1951, kdy začala operovat s Mosquity v oblasti Suez Canal Zona ze základny Kabrit. V roce 1952 se začala přezbrojovat na Meteory NF Mk.13, se kterými zde operovala až do roku 1954. WM321 byl odepsán po poškození požárem za letu v září 1954.

Scheme B







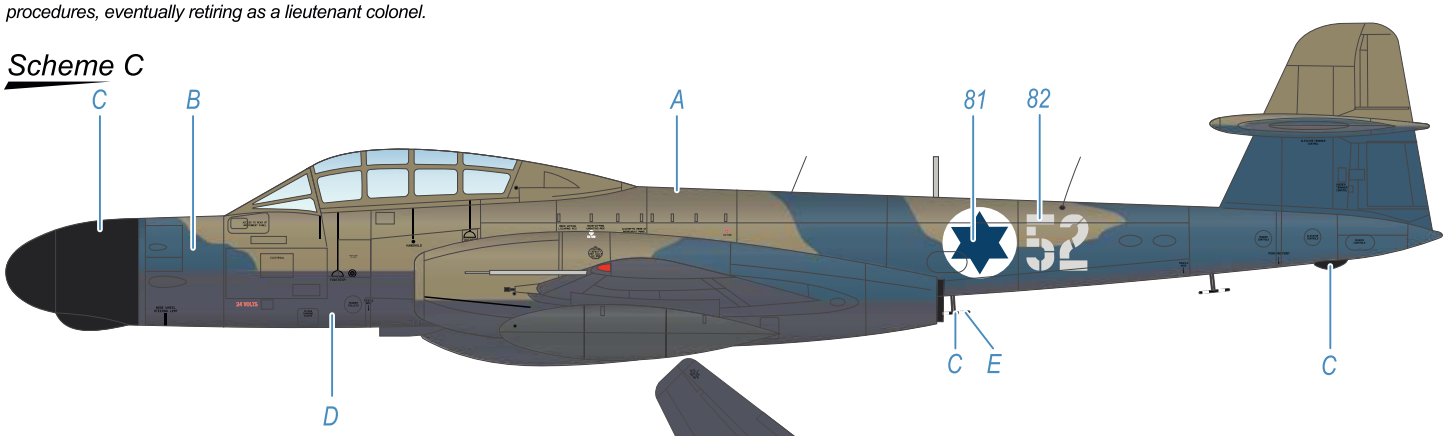
A	*Medium Sea Grey* *stř. mořská šedá* *H/C335*	B	*Dark Green* *tm. zelená* *H/C330*	C	*Black* *černá* *H12/C33*	D	*White* *bílá* *H11/C62*

SH72363 A. W. Meteor NF Mk.13

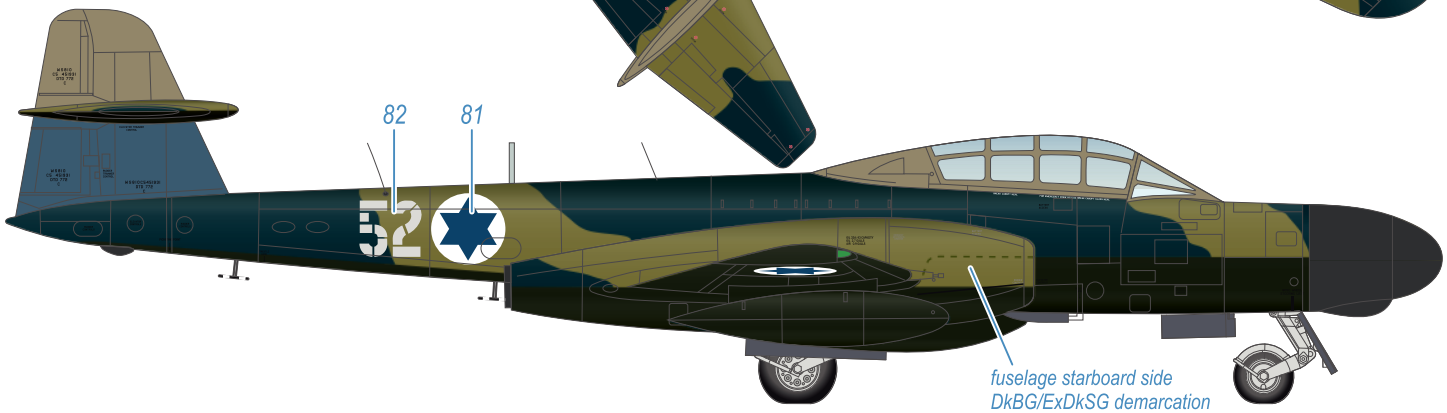
A. W. Meteor NF Mk.13, 52 / ex-RAF 383, No. 119 Sqn. Israel Air Force, Ramat David Air Base, Israel, October 1956. The crew of pilot Yoash "Chato" Cidon and navigator Elyashiv Brosh achieved the IAF's first-ever night victory in this Meteor. On the night of October 28, during the covert Operation Tarnegol, they shot down an Egyptian military transport Ilyushin Il-14 carrying senior Egyptian officers returning from Syria. The operation was part of the preparations for the seizure of the Suez Canal, Operation Musketeer. Y. Cidon was born in Focşani, Romania, and immigrated to Israel in 1941; he served as a military and test pilot and later became a member of the Knesset. Navigator E. Brosh was born in Rishon LeZion, Israel, and became one of the pioneers of IAF night-fighter operational procedures, eventually retiring as a lieutenant colonel.

A. W. Meteor NF Mk.13, 52 / ex RAF 383, No.119 Sqn. Israel Air Force, základna Ramat David, Israel, říjen 1956. Osádka pilot Yoash Cidon (Chato) a navigátor Elyashiv Brosh v kabině tohoto Meteoru dosáhla prvního nočního sestřelu IAF. V noci 28.října sestřelila během tajné operace Tarnegol egyptský vojenský transportní letoun Il-14 s vysokými egyptskými důstojníky, vracejícími se ze Sýrie. Operace byla součástí přípravy na obsazení Suezského průplavu, operace Musketter. Y. Cidon se narodil v rumunském Focsani a v roce 1941 emigroval do Izraele, byl vojenským a testovacím pilotem, posléze se stal poslancem Knesetu. Operátor E. Brosh se narodil v izraelském Rishon le-Cion, stal se jedním z tvůrců operačních postupů nočního stíhání v IAF. Do výslužby odešel jako podplukovník.

Scheme C







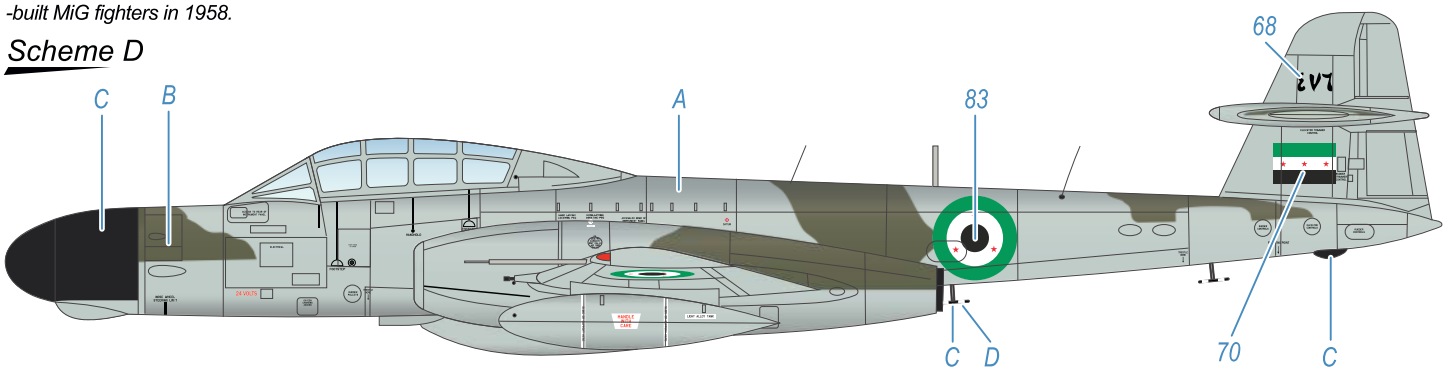
A	Brown hnědá RAL 8008 H/C321	B	Dark Blue Grey tmavá modrošedá RAL 5008 H/C326	C	Black černá H12/C33	D	Extra Dark Sea Grey velmi tm. mořská šedá RAL 7011 H/C333	E	White bílá H11/C62

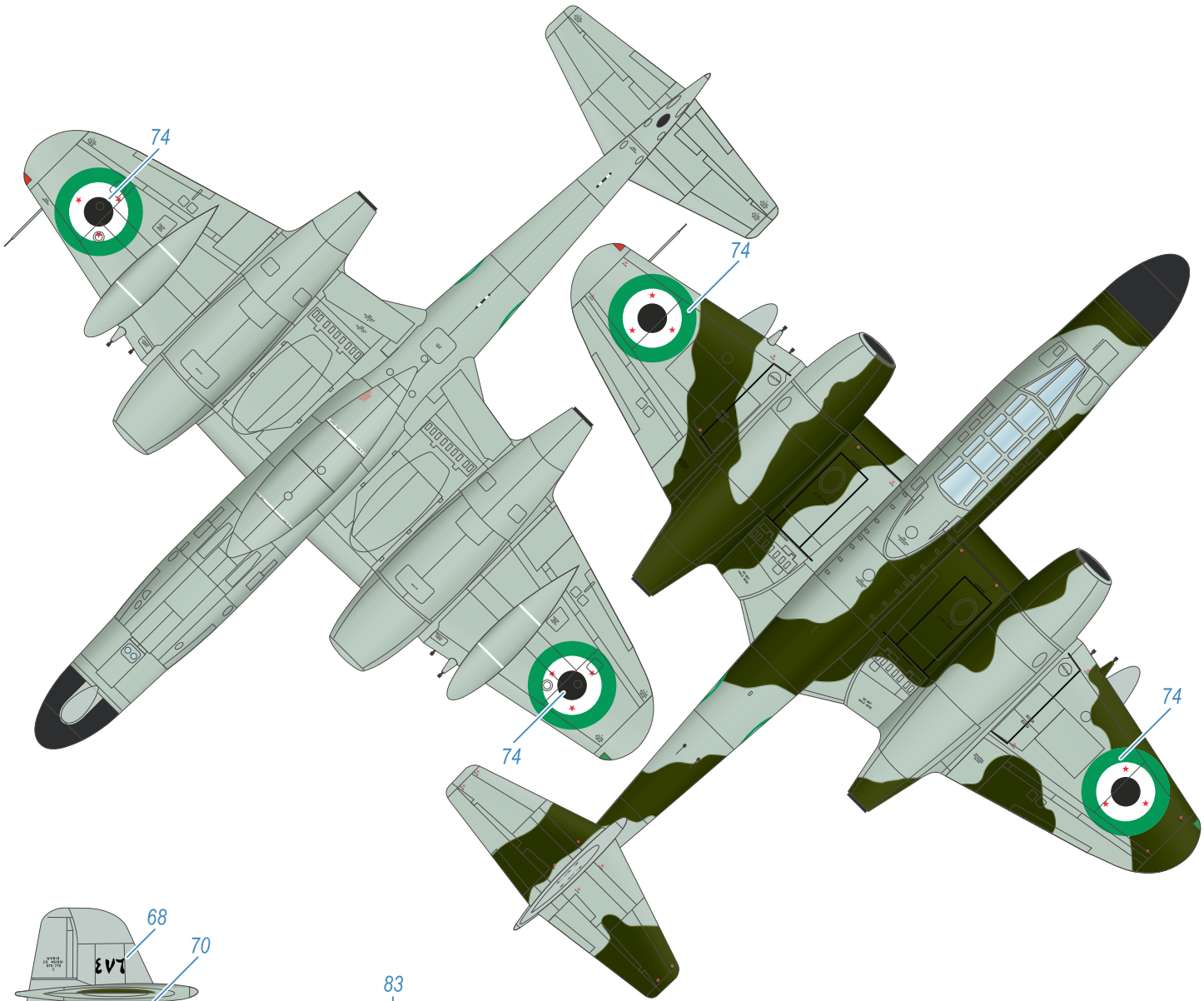
SH72363 A. W. Meteor NF Mk.13

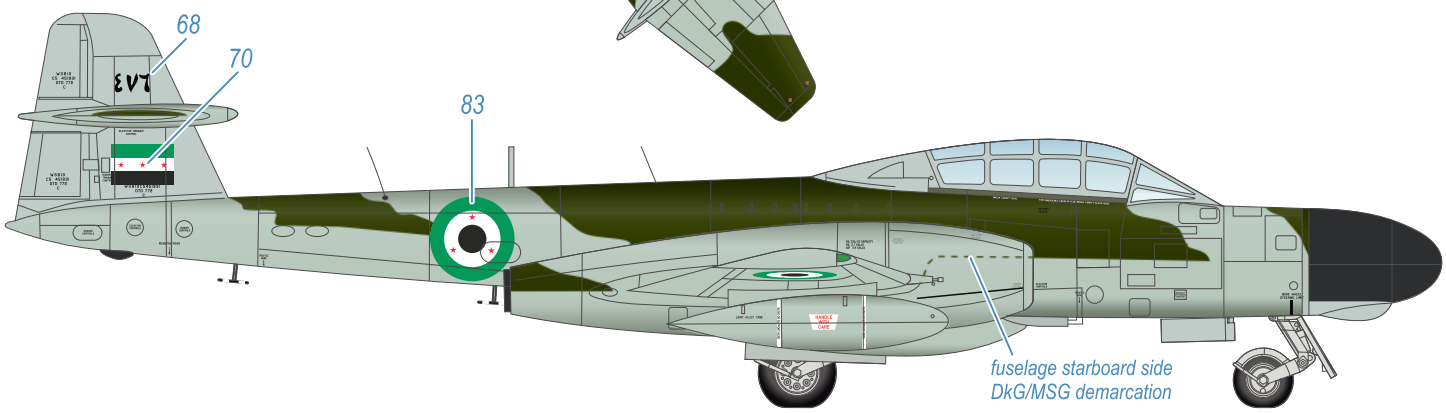
A. W. Meteor NF Mk.13, 476 / ex-RAF aircraft, Syrian Air Force, Al-Mazza Air Base, Damascus, Syria, 1954. Syria purchased six surplus RAF Meteor NF Mk.13s in 1954. Delivered without radars, the aircraft were used for training purposes. Great Britain subsequently imposed an arms embargo on Syria. The Meteors were retired following the delivery of Soviet-designed, Czechoslovak--built MiG fighters in 1958.

A. W. Meteor NF Mk.13, 476 / ex stroj RAF, Syrian Air Force, základna Al-Mazza, Damašek, Sýrie, 1954. Sýrie zakoupila šest strojů Meteor NF Mk.13 z přebytků RAF v roce 1954. Stroje byly dodány bez radarů a sloužily k výcviku. Velká Británie uplatnila na Sýrii zbrojní embargo. Meteory byly vyřazeny pro dodání sovětských stíhaček Mig československé výroby v roce 1958.

Scheme D







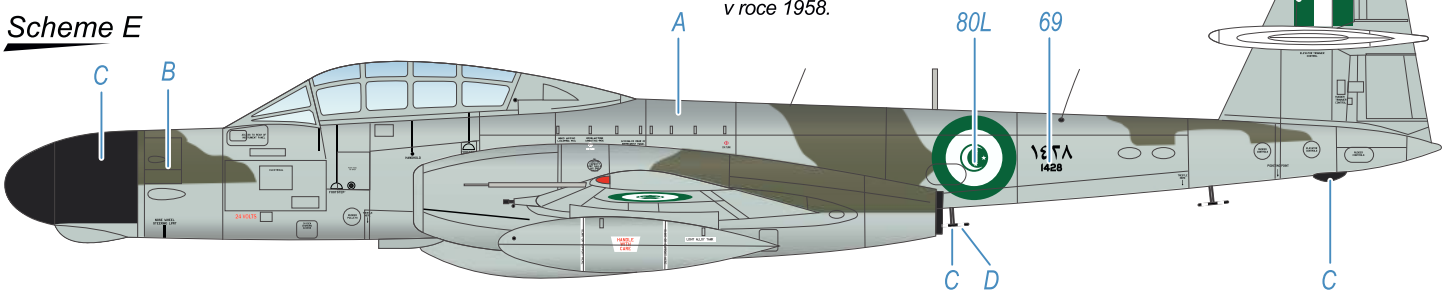
A	*Medium Sea Grey* *stř. mořská šedá* *H/C335*	B	*Dark Green* *tm. zelená* *H/C330*	C	*Black* *černá* *H12/C33*	D	*White* *bílá* *H11/C62*

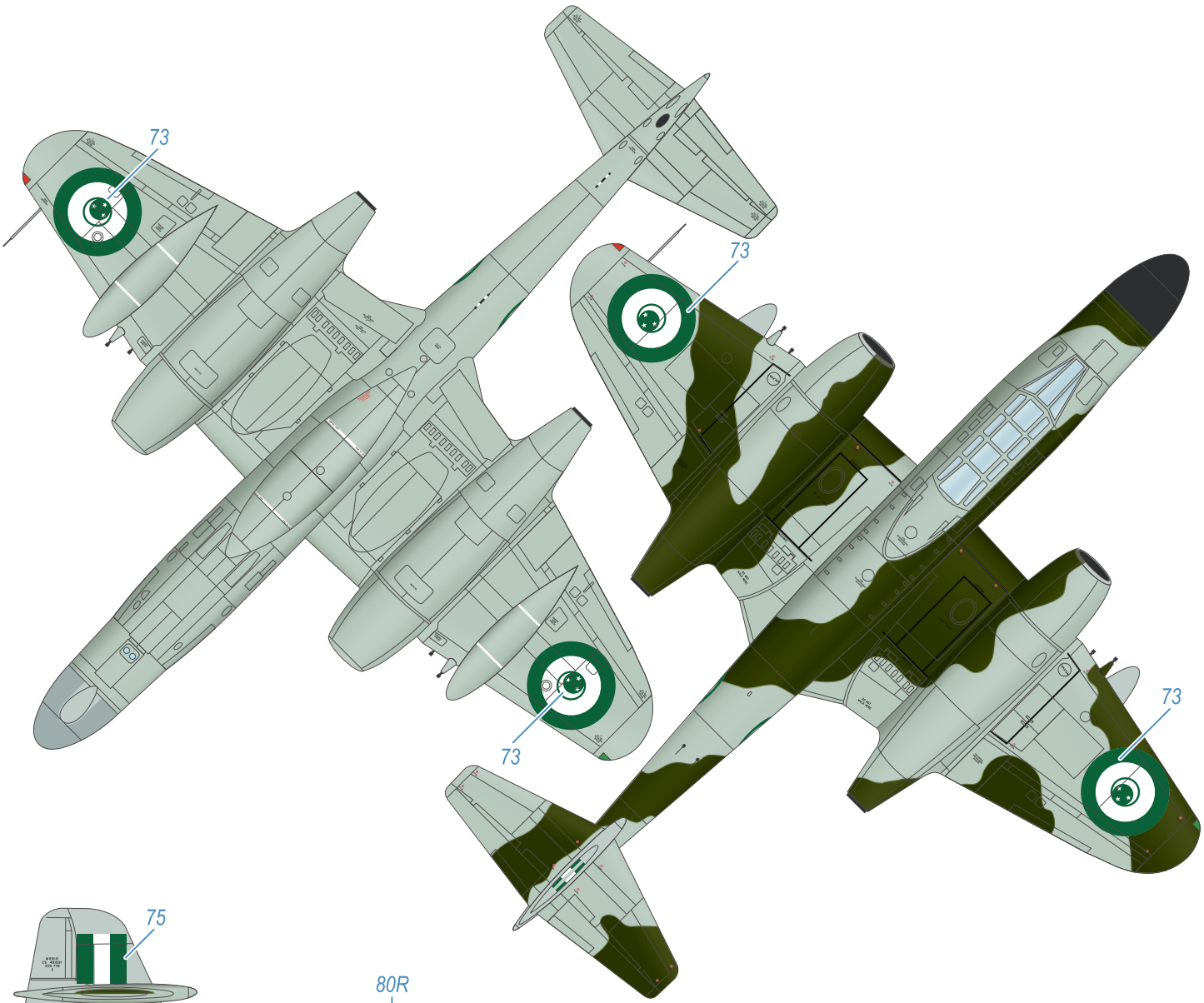
SH72363 A. W. Meteor NF Mk.13

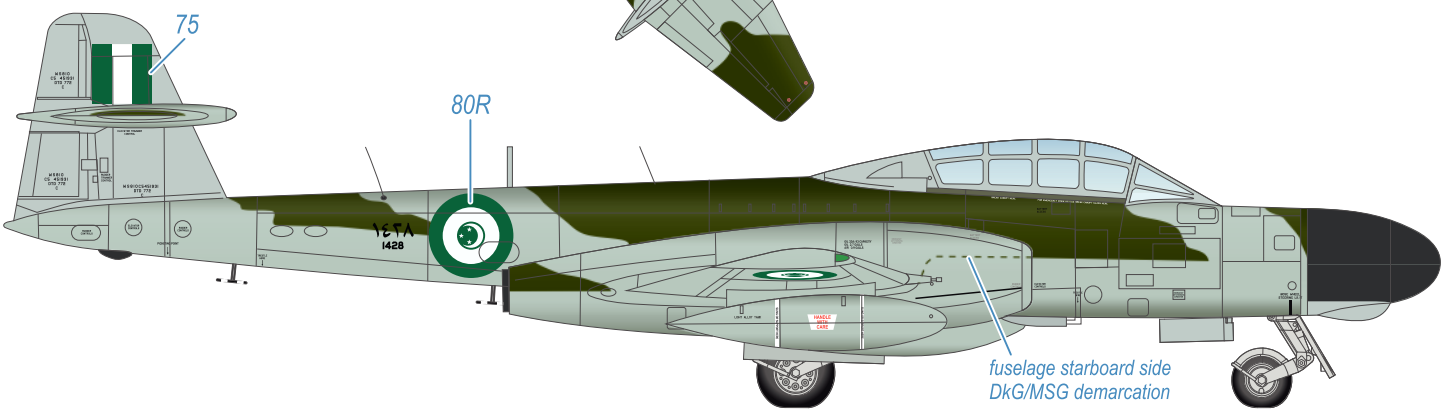
A. W. Meteor NF Mk.13, 1428 / ex-RAF WM328, No. 10 Sqn. Egyptian Air Force, Almaza Air Base, Cairo, Egypt, Autumn 1956. Egypt operated six Meteor NF Mk.13s, serialed 1427–1432. By the start of Operation Musketeer, only five of the aircraft were operational. On the night of October 31, one of the Meteors attacked an RAF Valiant bomber and claimed it damaged. The Valiant was not hit, avoiding the attack through evasive maneuvers. Three Meteors were destroyed on the ground at Almaza Air Base by allied air strikes; aircraft 1428 likely survived the conflict and was retired by 1958 at the latest.

A. W. Meteor NF Mk.13, 1428 / ex RAF WM328, No.10 Sqn. Egyptian Air Force, základna Almaza, Káhira, Egypt, podzim 1956. Egypt používal šest Meteorů NF Mk.13, označených 1427-1432. V době začátku operace Musketeer bylo operačního nasazení schopno jen pět letadel. V noci 31. října jeden z Meteorů zaútočil na bombardér Valiant, patřící RAF a nárokoval jeho poškození. Valiant zasažen nebyl, vyhnul se útoku prudkými manévry. Tři Meteory byly zničeny na základně Almaza na zemi útokem spojeneckých sil, stroj 1428 pravděpodobně boje přežil. Vyřazen byl nejpozději v roce 1958.

Scheme E



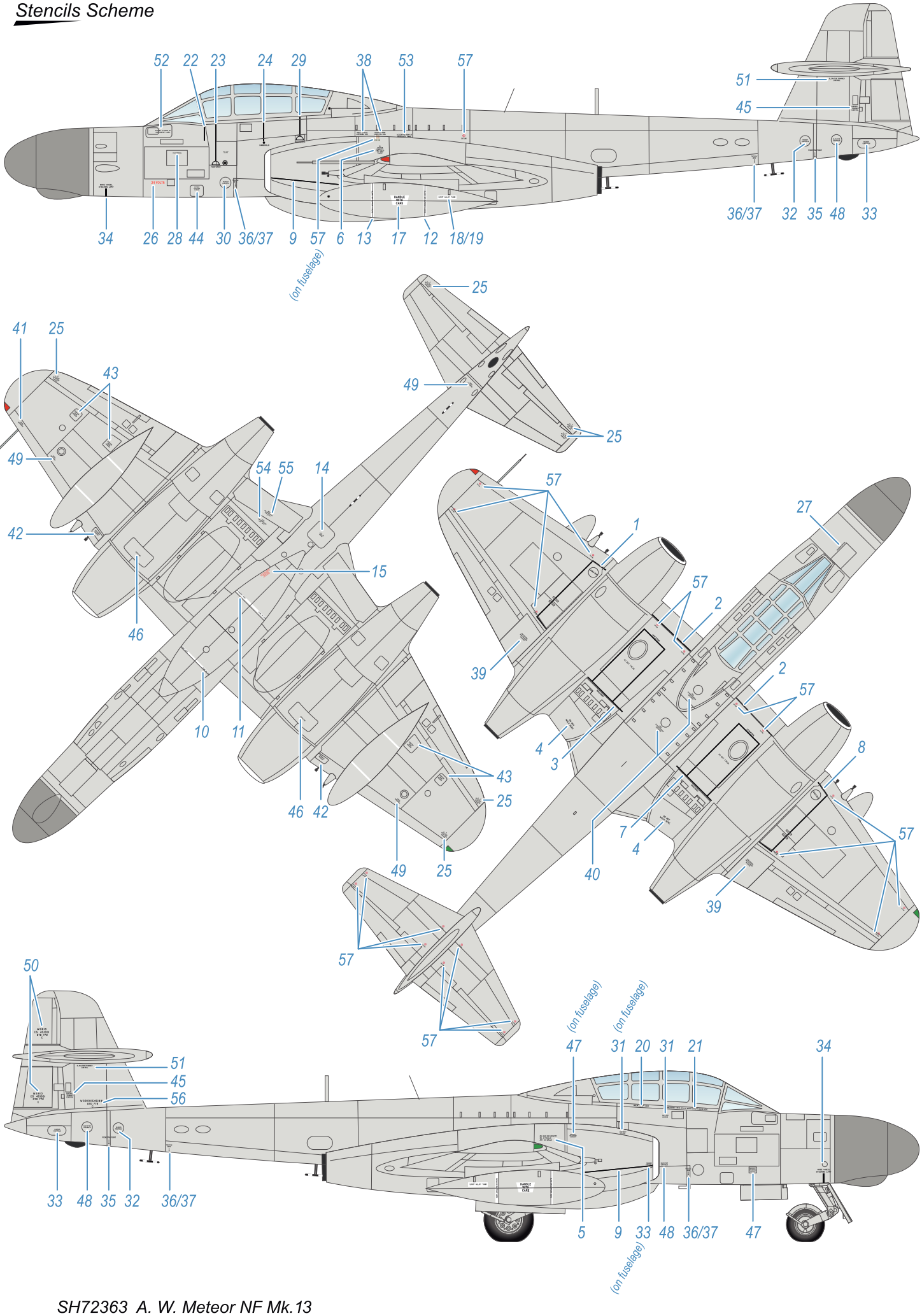




A	Medium Sea Grey stř. mořská šedá H/C335	B	Dark Green tm. zelená H/C330	C	Black černá H12/C33	D	White bílá H11/C62

SH72363 A. W. Meteor NF Mk.13

Stencils Scheme



SH72363 A. W. Meteor NF Mk.13

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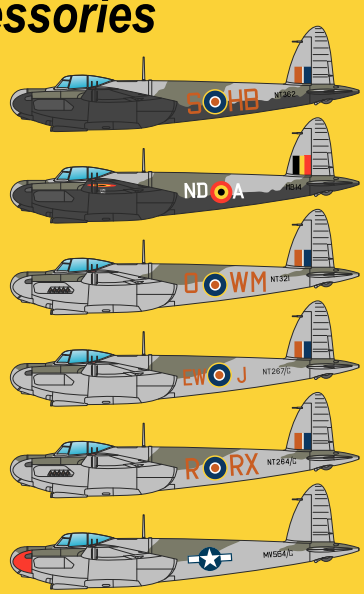

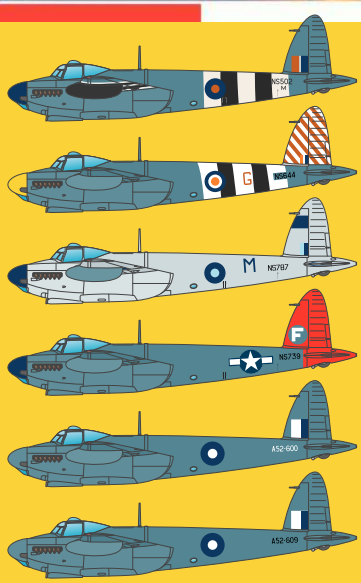



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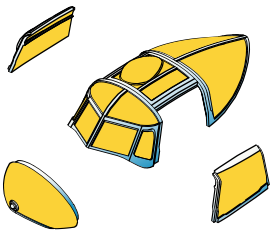

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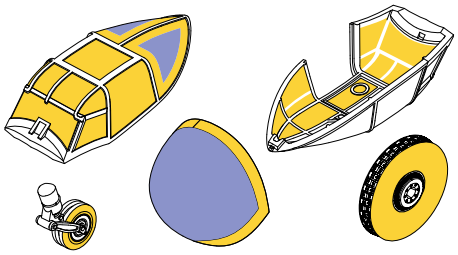

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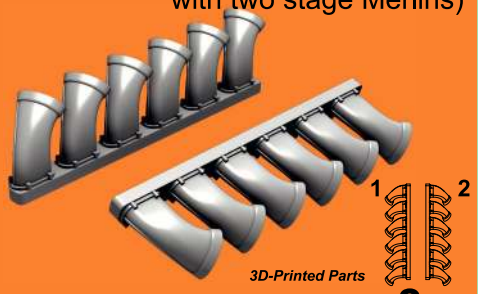

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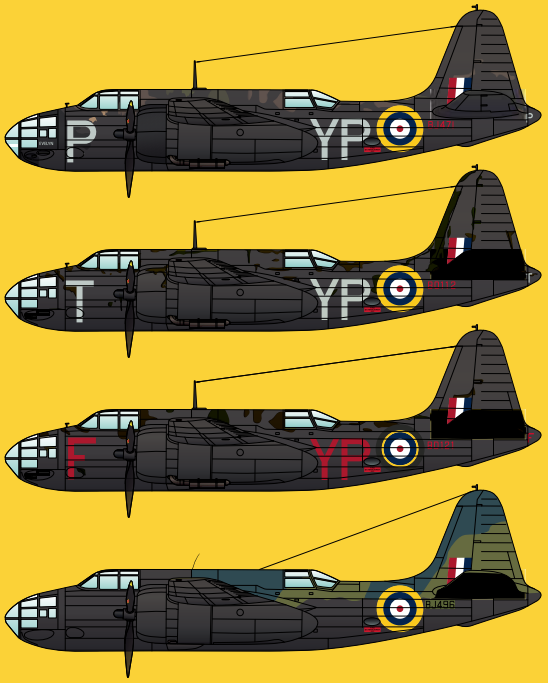





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