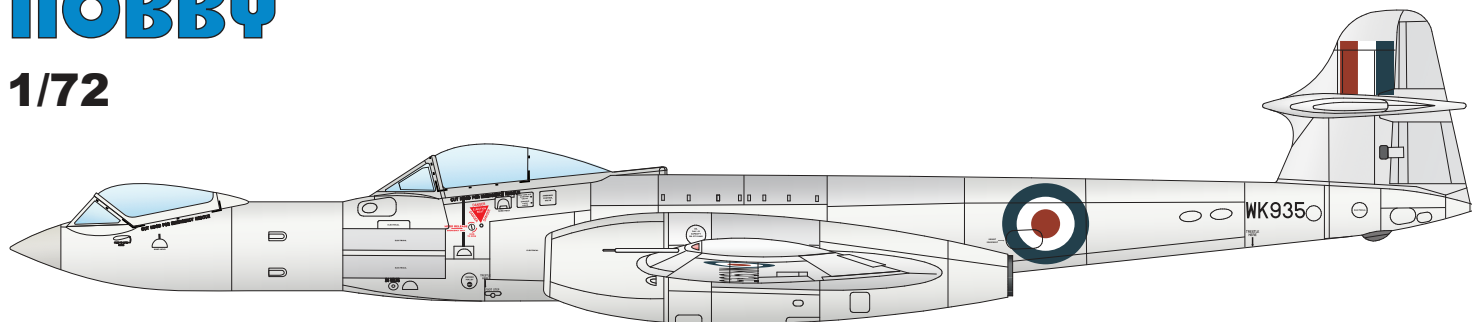




Gloster Meteor Mk.8 'Prone Pilot'

EN

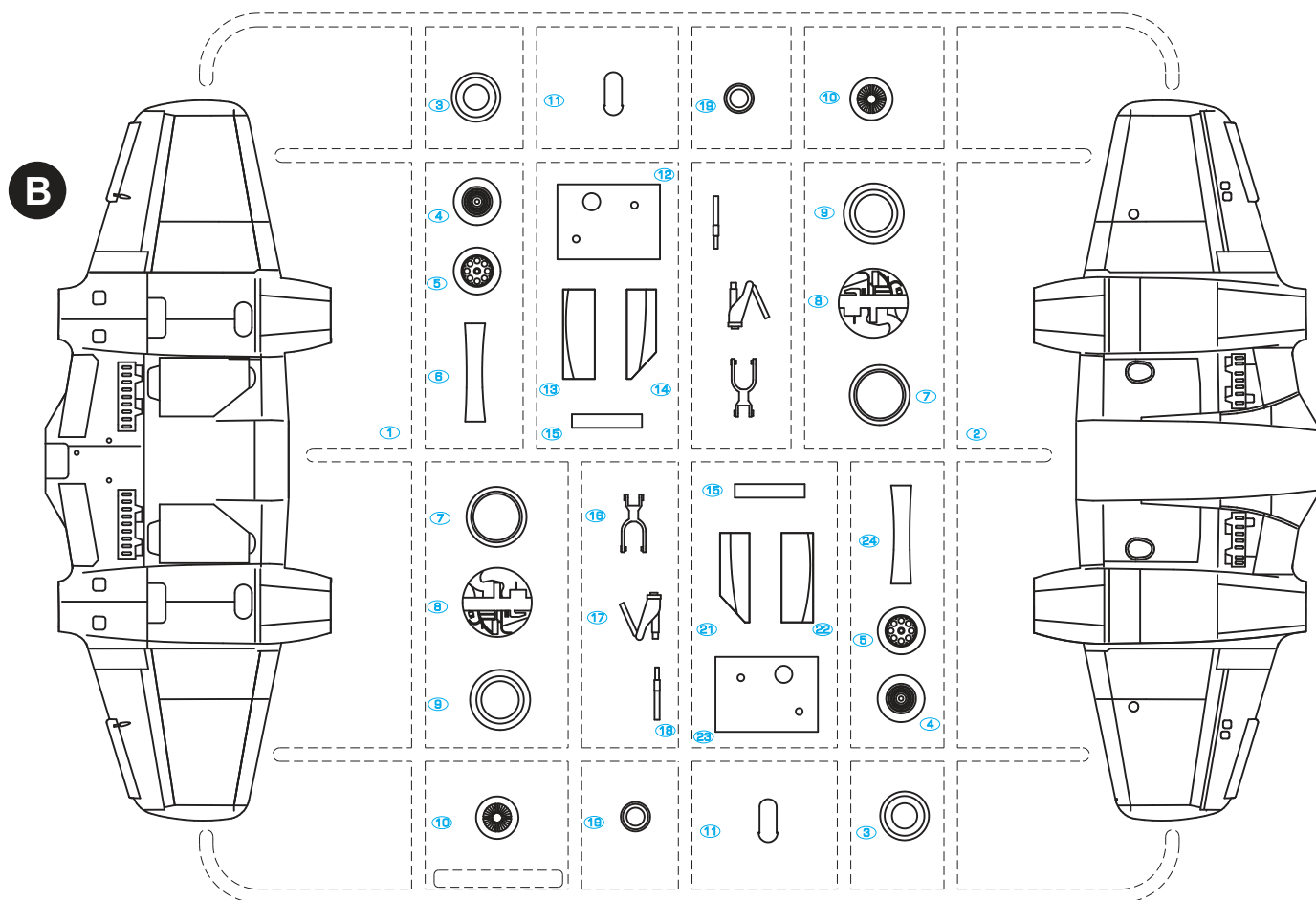
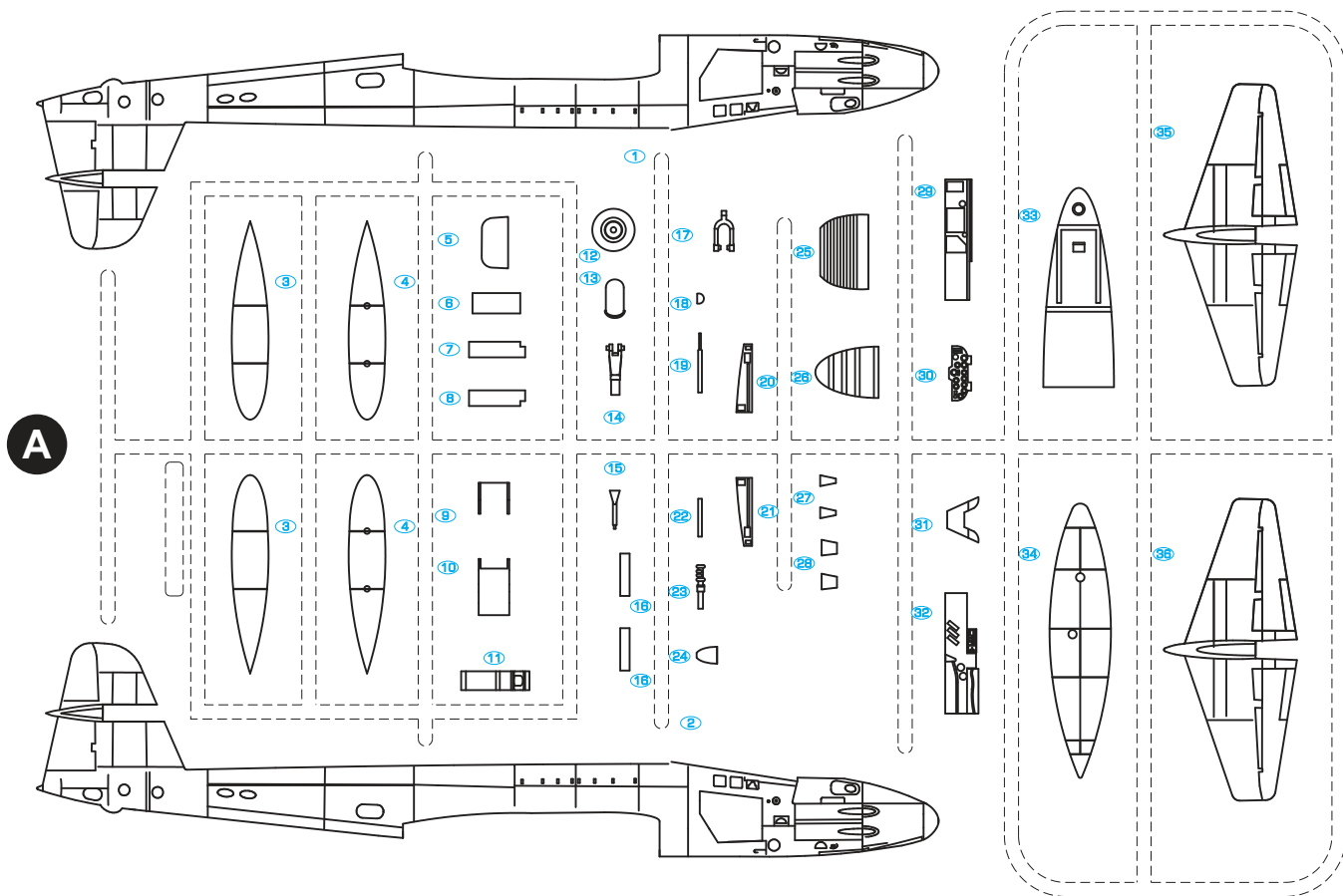
In the early 1950s began to appear high-speed fighter designs that adopted prone position of their pilot that seemed to promise decrease in the frontal area and therefore also reduction in the aerodynamical drag of the airframe, and also aircrew could withstand greater g-force. In the UK, within a research conducted by the RAF Institute of Aviation Medicine, the Reid and Sigrist R.S.4 Bobsleigh experimental low-speed aircraft was developed, but higher speed tests were required because of the rocket-powered Bristol Type 185 fighter project. Therefore, the last production Gloster Meteor F.8 WK935 was modified for the RAF Institution of Aviation Medicine. A standard cockpit was retained and a new one was installed in the longer nose section. This new cockpit incorporated a offset tiny control column, custom-built couch and suspended rear pedals. Pilot was able to look out through classical teardrop-shaped canopy and downward vision was achieved through a window in the lower part of the fuselage. In case of emergency the pilot should jettison the rudder pedals and crawl backward to an escape hatch. Because of the longer nose, the WK935 got larger-area tail section taken from Meteor Mk.12 to achieve a better longitudinal stability. Some 55 flight hours and over 99 test-flights carried out by the Armstrong-Whitworth Chief Test Pilot Eric George Franklin proved that the prone position was feasible but drawback rather prevailed. Pilot had limited rear-view which presented a problem in mock combat with conventional aircraft and development of special g-suit offered a cheaper solution. Meteor WK935 was retired after a year of storage at No.12 MU, then sent to RAF Colerne and is displayed until today at the RAF Museum Cosford.

Technical Data: wingspan 11.32 m, lenght: 15,9 m, speed 965 kph at 3,050 m, range: 965 km, service ceiling: 13,100 m.

CZ

Na začátku padesátých let minulého století se v návrzích konstruktérů objevily projekty vysokorychlostních stíhaček u kterých bylo počítáno s pozicí pilota vleže. Od této pozice si konstruktéři slibovali nejen zmenšení čelního průřezu trupu a tím i aerodynamického odporu, tak i mnohem větší odolnost pilota při vysokých „G“ násobcích. Ve Velké Británii se výzkum zabýval RAF Institute of Aviation Medicine (RAF Ústav leteckého lékařství). V rámci výzkumu možností pilotovat letoun vleže byl přestavěn nejprve letoun Reid and Sigrist R.S.4 „Bobsleigh“. Ten sloužil k výzkumu při malých rychlostech. Zejména kvůli projektu raketového stroje Bristol 185 bylo nutné otestovat možnosti pilota ve vysokých rychlostech. Pro RAF Institute of Aviation Medicine byl proto pro testování upraven poslední vyrobený Meteor F.8 sériového čísla WK935. Kabina pilota byla zachována, před ní ale přibyla nová. Ta obsahovala krátkou páku řízení a speciální sedadlo-lehátko, za kterým byly uloženy pedály. Ležící pilot sledoval okolí jednak z normální kapkovité kabiny na hřbetě přídě, jednak oknem ve spodní části přídě. V případě nutnosti měl ležící pilot opustit letoun šachtou předního podvozku za svou kabinou. To vše po odklopení pedálů a prosoukání se dozadu. Pro kompenzaci prodloužené přídě dostal WK935 ocasní plochy z Meteoru Mk.12. Testování zahájil šéfpilot firmy Armstrong-Whitworth Eric George Franklin. Bylo nalétáno 55 letových hodin při 99 letech. Při nich bylo prokázáno, že pozice pilota vleže je možná, ale nevýhody spíše převažují. Ukázalo se, že pilot prakticky nevidí vzad a to jej omezuje v případném souboji s klasicky konstruovanými stroji. Hlavním důvodem, proč se letouny s kabinou pilota vleže neuplatnily bylo to, že problémy s přetížením řešily anti-g obleky s mnohem menšími náklady. Letoun WK935 byl po roce testování vyřazen a předán No. 12 Maintenance Unit a přes RAF Colerne byl předán do Royal Air Force Museum Cosford, kde je vystavován dosud.

TTD: rozpětí: 11,32 m , délka: 15,9 m , rychlost: 965 km/h ve výšce 3 050 m , dolet: 965 km , dostup: 13 100 m.



OPTIONAL
MOŽNOST VOLBY
NACH BELIEBEN
OPTION



INSTANT CYANOACRYLATE GLUE
POUŽÍŤ KYANOAKRYLÁTOVÉ LEPIDLO
ZYANOAKRYLATKLEBER
ADHÉSIF CYANOACRYLAT

SYMBOLS



BEND
OHNOUT
BIEGEN
COURBER



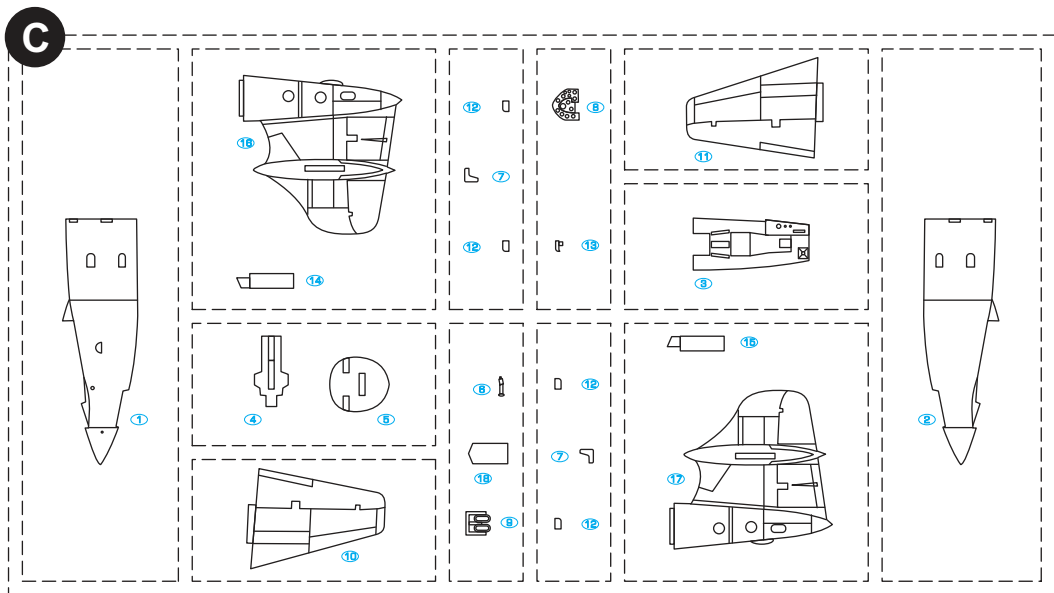
SCRATCH BUILD
ZHOTOVIT NOVĚ
FERTIGSTELLEN
ACHEVER



CUT OFF/DRILL
ŘEZAT/VRTAT
ENTFERNEN
DETACHER

GSI  colours code

COLOUR
NÁTRIT
FARBEN
PEINDRE

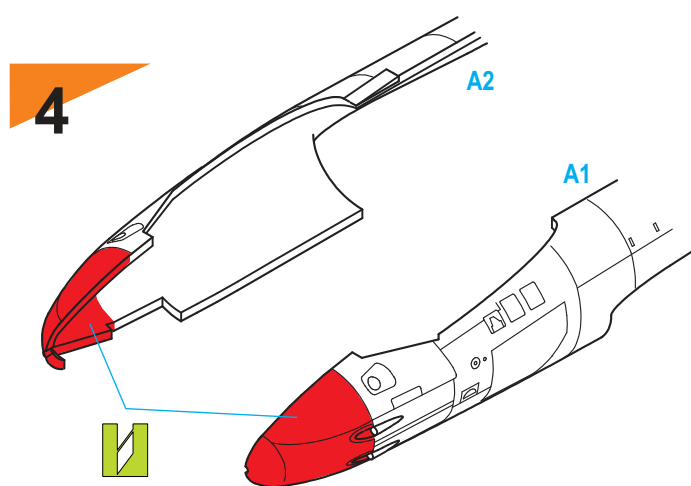
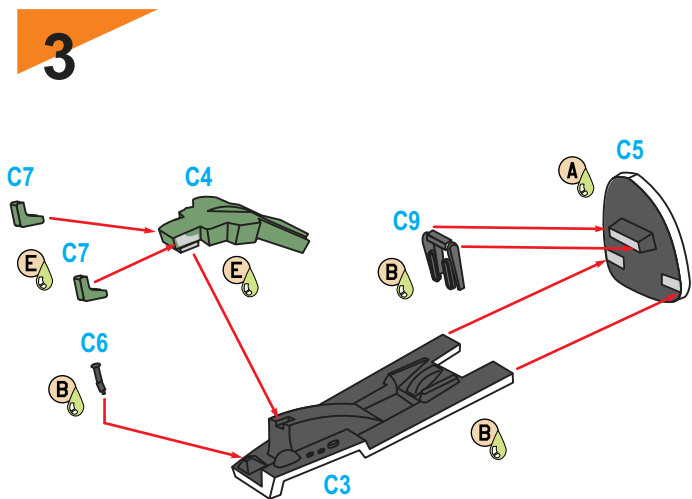
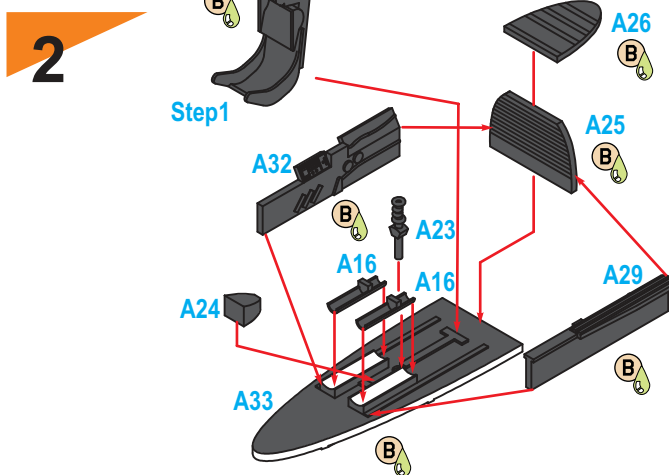
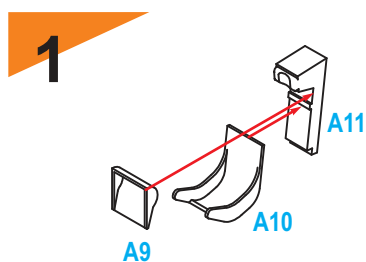


Do not use this part
Tento díl nepoužít

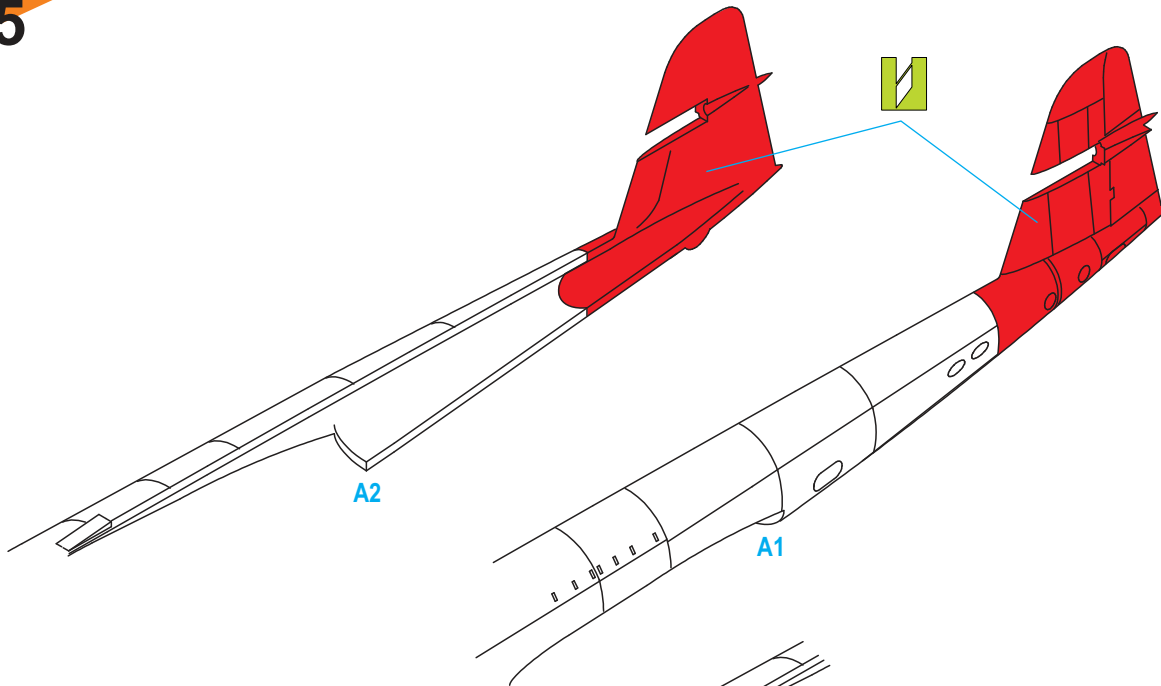
Barvy GUNZE/ GUNZE Colour No.

A	Aluminium / hliník	H/C8
B	Flat Black / černá matná	H12/C33
C	Tire Black / barva pneu	H77/C137
D	Burnt Iron / opálený kov	H76/C61
E	Light Green / sv. zelená	H/C336

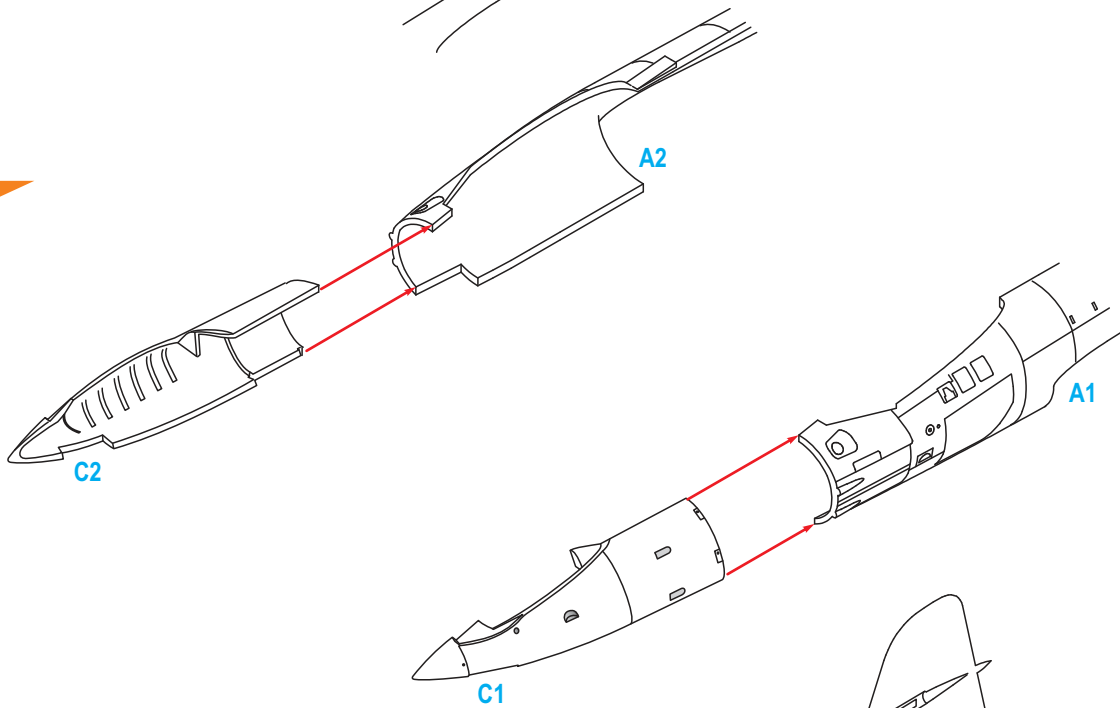
Clear Parts



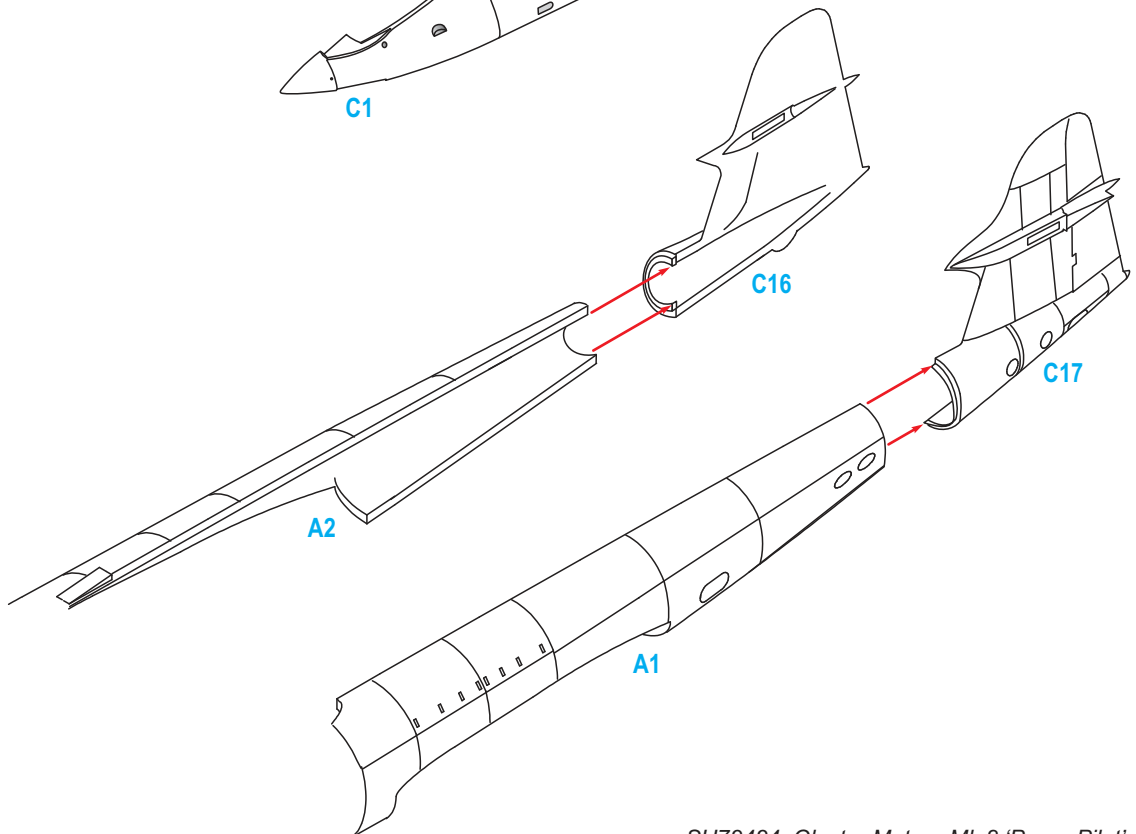
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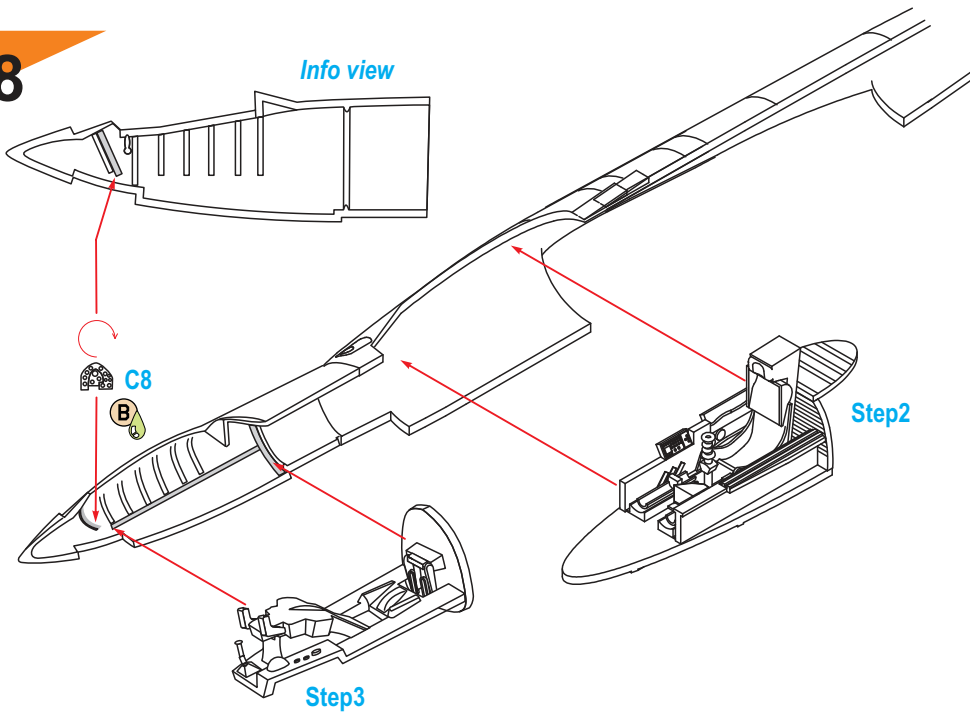


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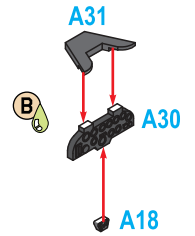


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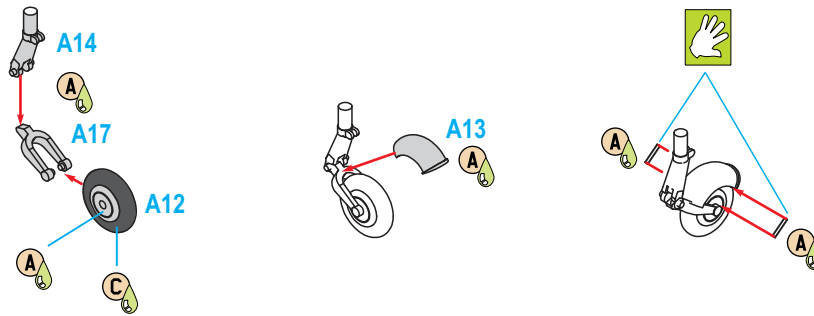
Info view



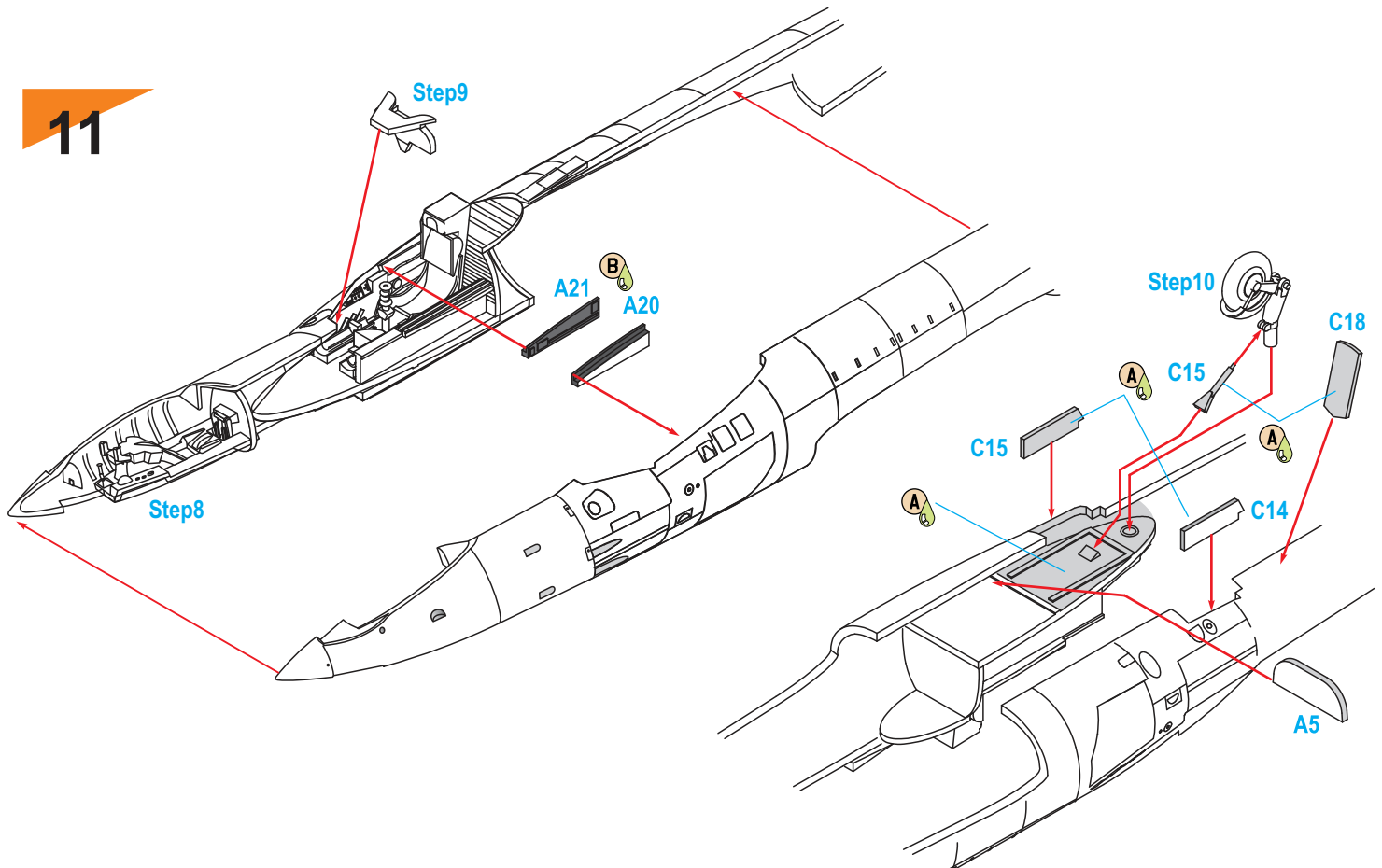
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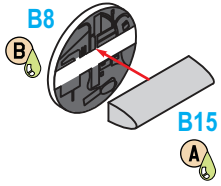
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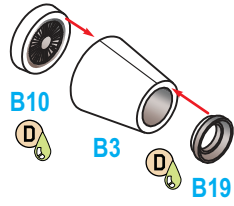
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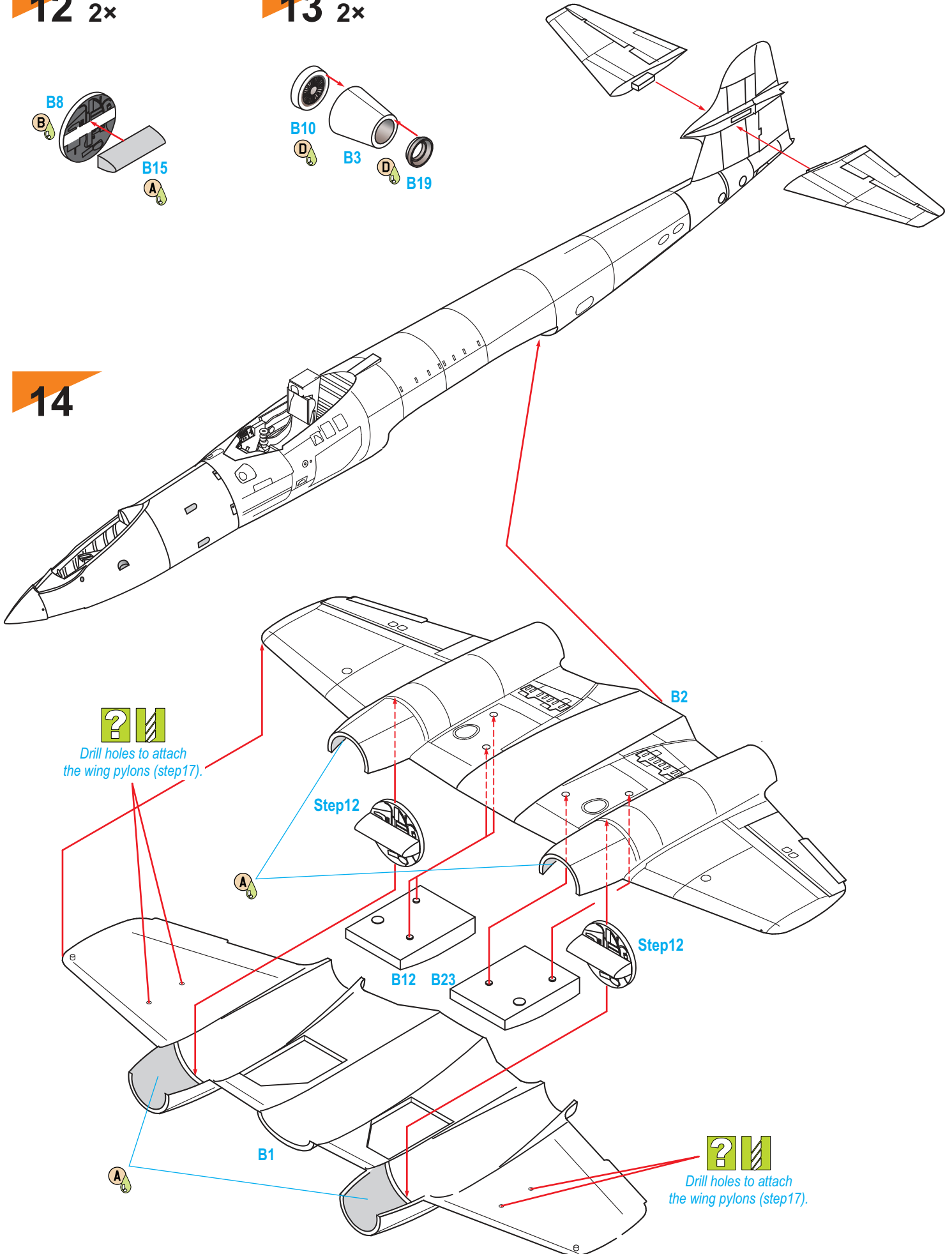
12 2x

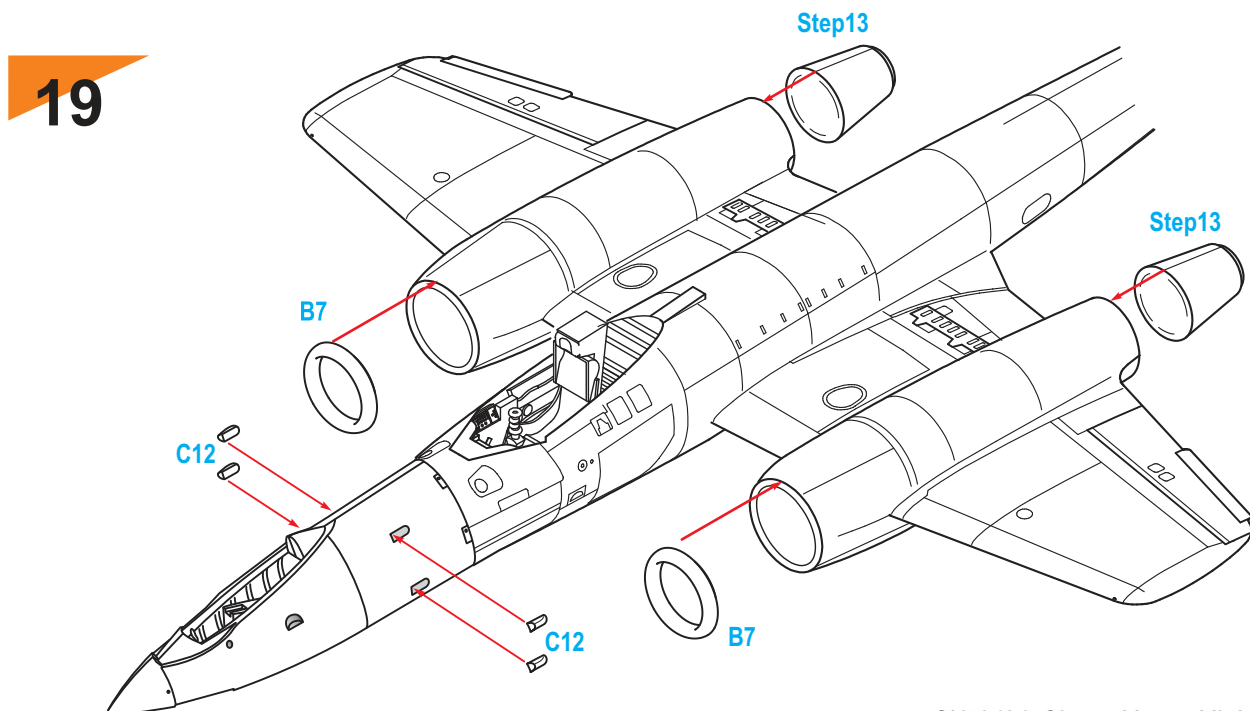
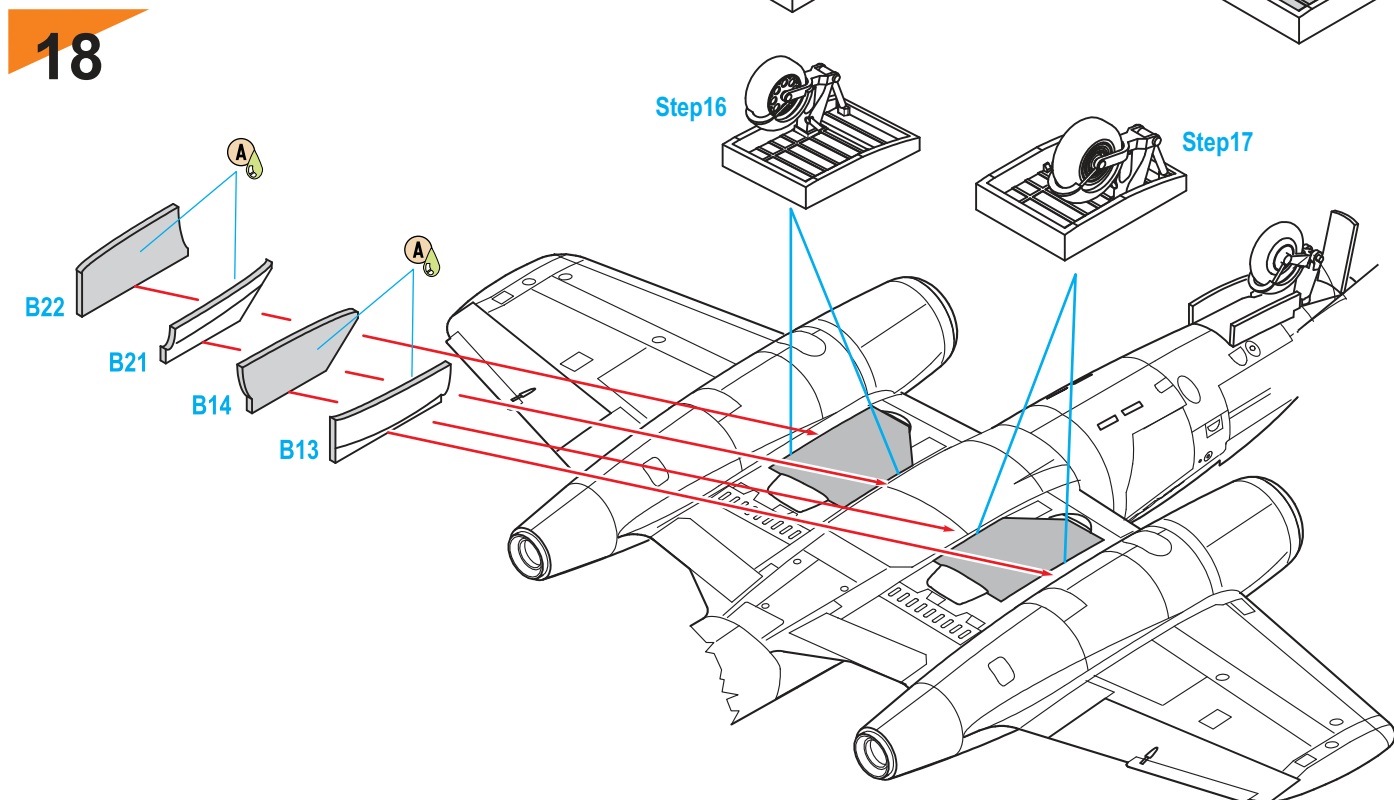
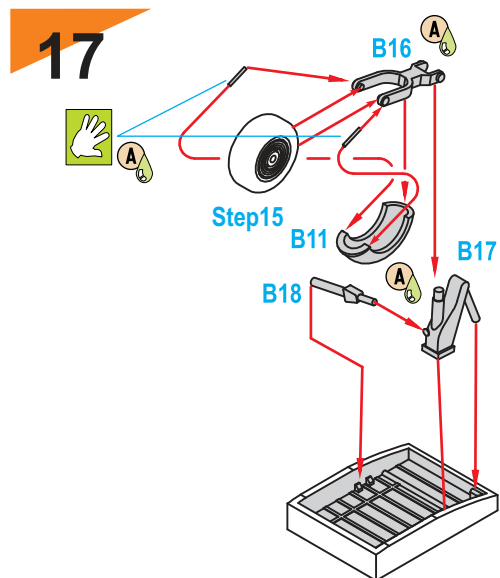
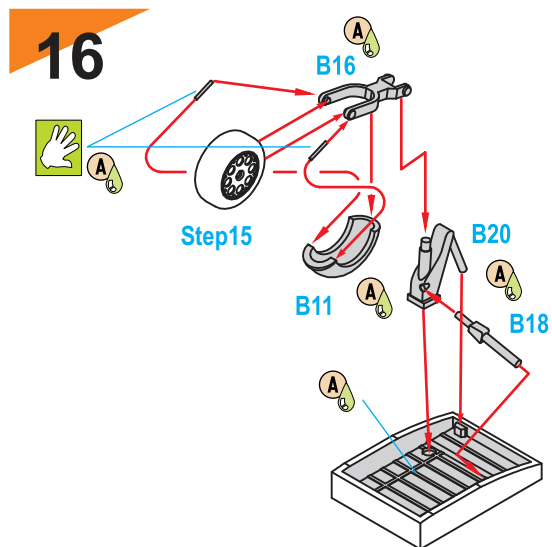
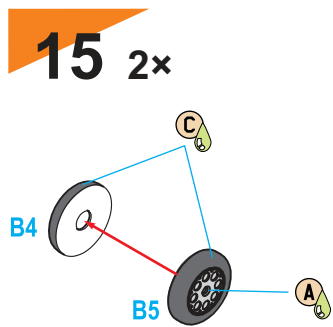


13 2x

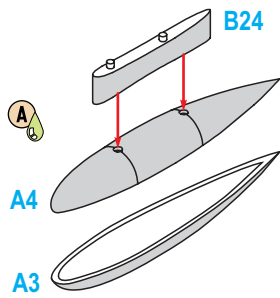


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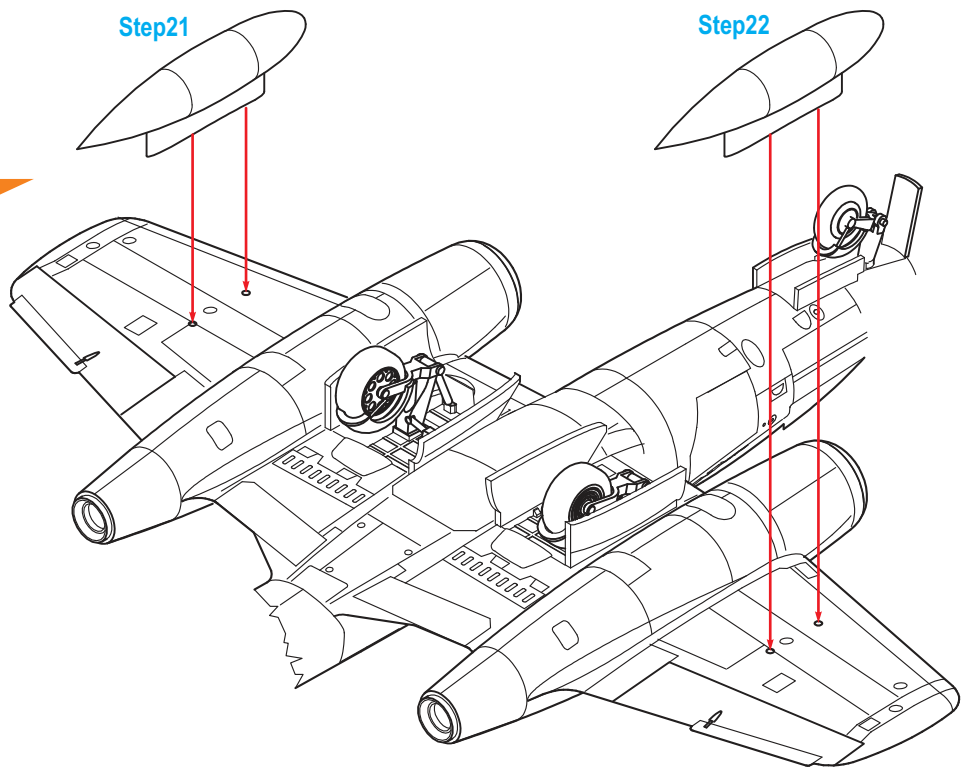
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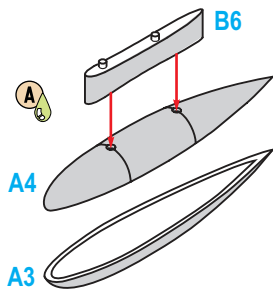
Step21

Step22

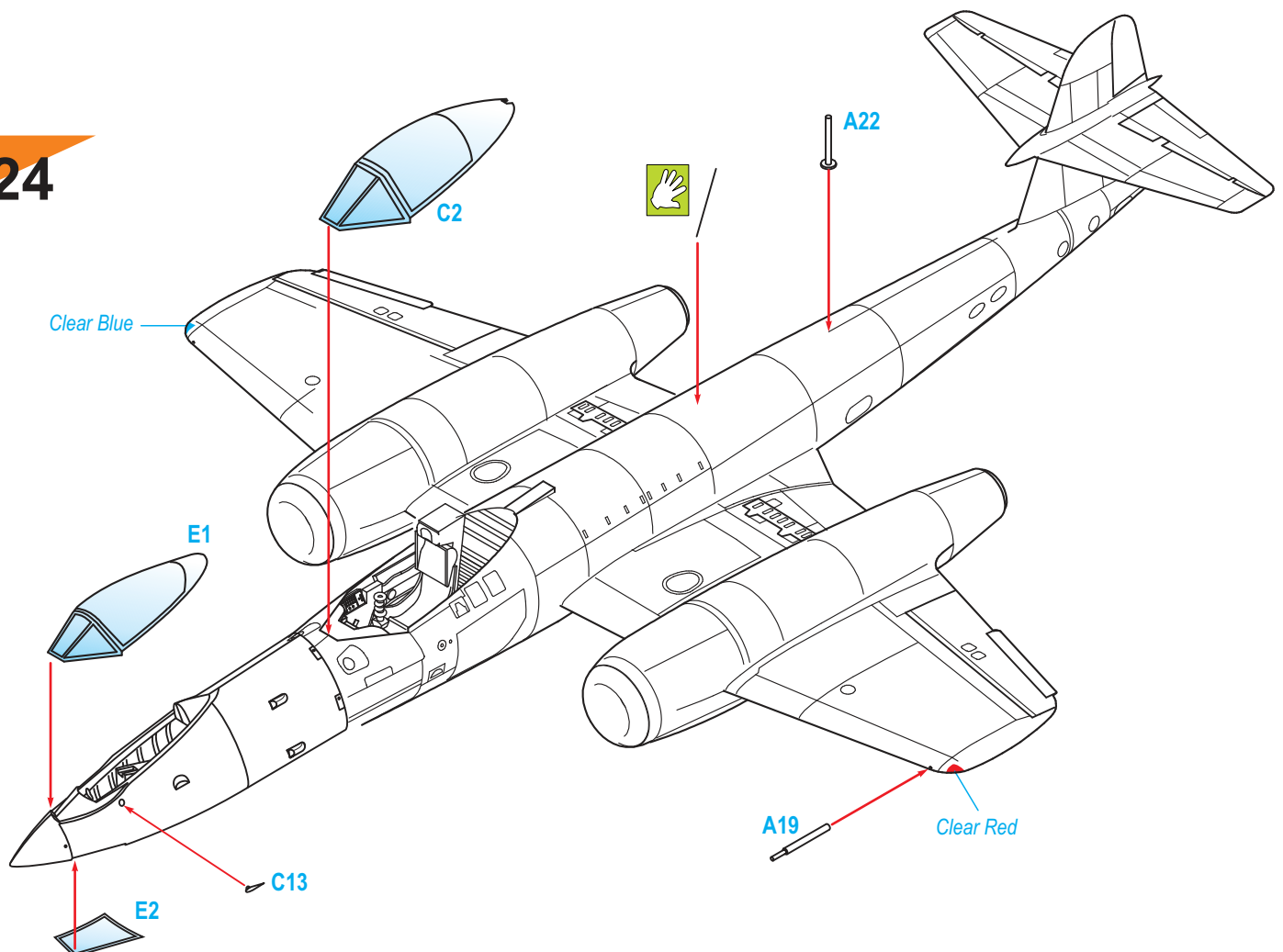
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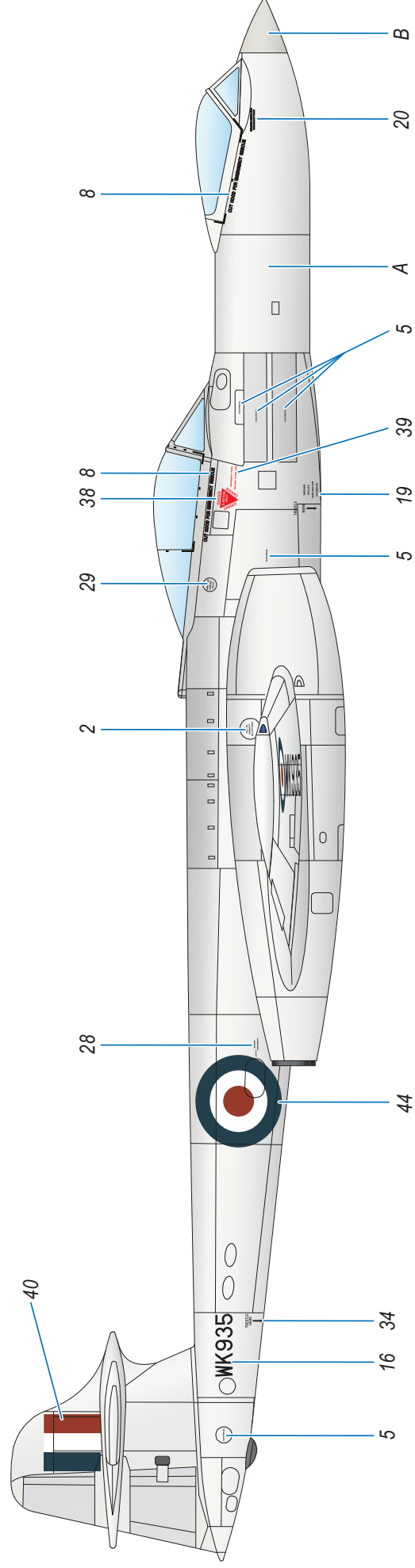
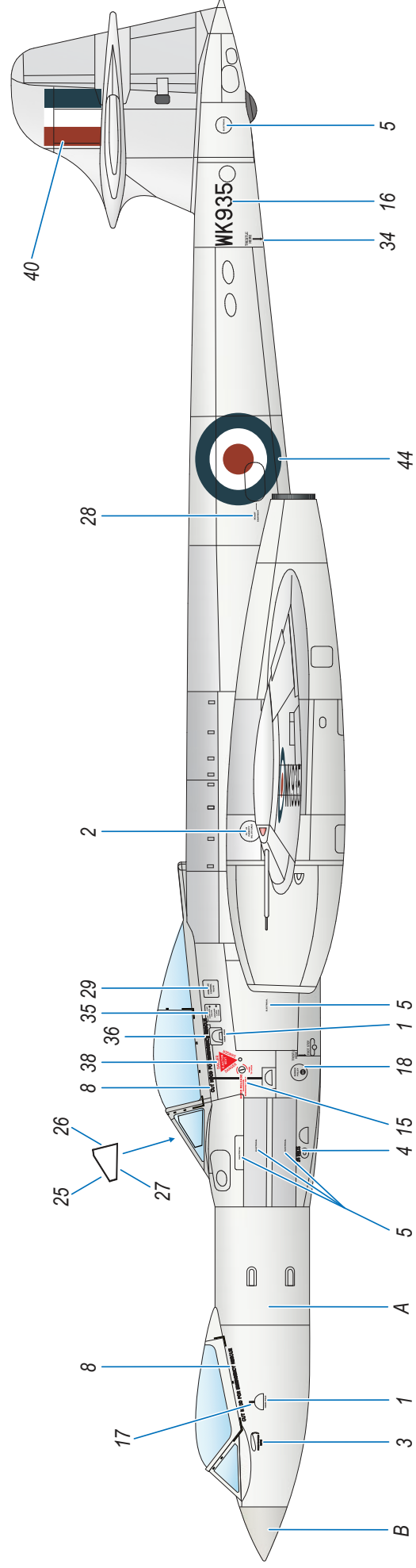
22 ?



24



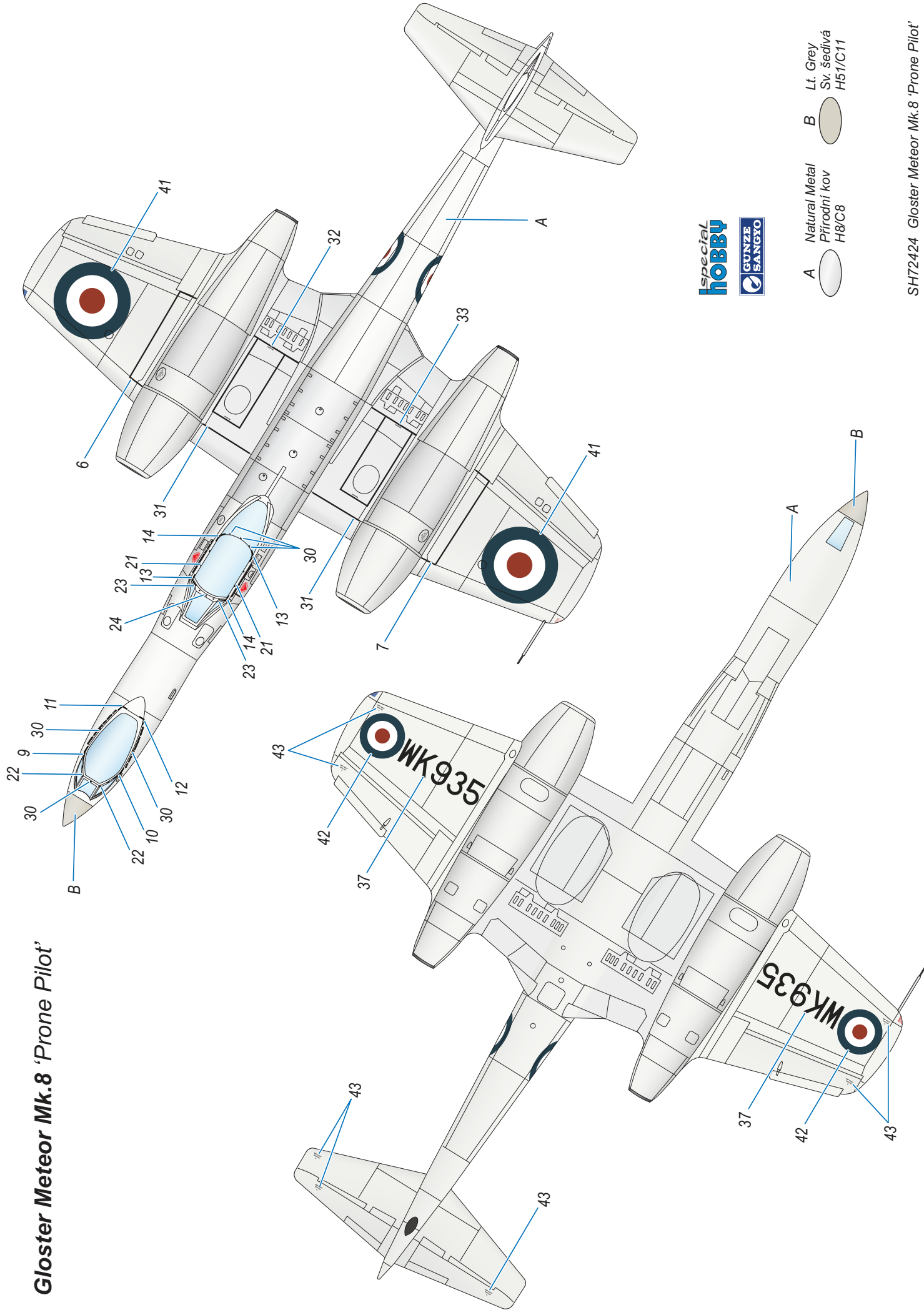
Gloster Meteor Mk.8 'Prone Pilot'



- A Natural Metal
- B Lt. Grey
- Přirodní kov
- Sv. šedivá
- H8/C8
- H51/C11



Gloster Meteor Mk.8 'Prone Pilot'



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GUNZE
SANGYO

A Natural Metal
Přirodní kov
H8/C8

B Lt. Grey
Sv. šedivá
H51/C11

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'P-40 K Long Fuselage'



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Q72293
P-40E/F/K/L/M
and N-1 Seat



Q72294
P-40N-5 through
N-40 Seat



Q72299
P-40E, F, K, L, M
and N-1 Seat with Belts



Q72301
P-40 Cockpit Sidewalls
and Control Column



Q72295
P-40 Wheels Diamond Tread



Q72296
P-40 Wheels Block Tread



Q72300
P-40N-5 through
N-40 Seat with
Belts



Q72302
Kittyhawk I, Ia, II,
IIa and III Seat with
Sutton Harness



Q72303
Kittyhawk IV Seat
with Sutton
Harness



Q72309
P-40E-N
Control Column (3 pcs)



Q72297
P-40 Wheels Cross Tread



Q72298
P-40 Wheels Diamond
and Hole Tread

7386
P-40 Control
Surfaces



7389
P-40E/K/M/N Armament Set



7387
P-40 Undercarriage Set



7388
P-40 Engine Set



7390
P-40N Engine Set

F72344

RAF Pilot Sitting in Cockpit with Monkey +
2 Mechanics, Western Desert

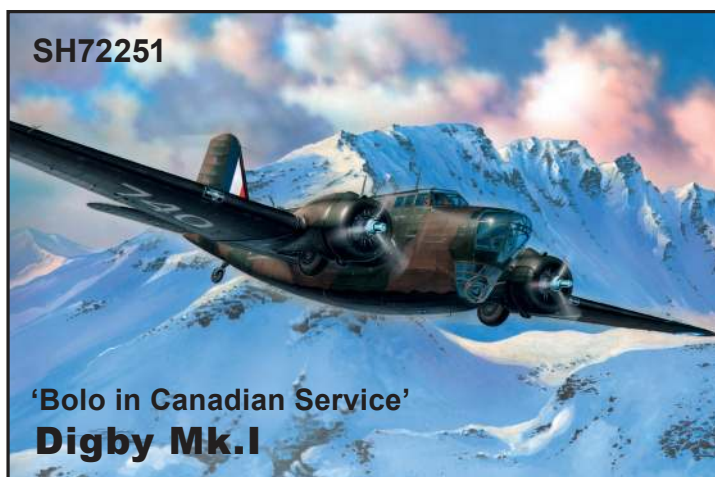


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H1000 Ultra smooth and extra smooth saw (2 sides – 70 teeth / 42 teeth) 1 pc

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H1004 Ultra smooth and extra smooth saw (2 sides – 70 teeth / 42 teeth) 5 pcs

H1005 Ultra smooth saw (both sides – 70 teeth / 70 teeth) 5 pcs

H1006 Very smooth saw (both sides – 42 teeth / 42 teeth) 5 pcs

H1007 Smooth saw (both sides – 31 teeth / 31 teeth) 5 pcs

H1010 Razor Saw with Handle

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