

NÁVOD / INSTRUCTION

Kit. No.72563 Gloster Meteor F. Mk. III

1/72

CZ - Historie

Po pokusném letounu Gloster E.28/39 Pioneer se Gloster Meteor Mk.I stal druhým proudovým letounem zkonstruovaným ve Velké Británii a zároveň první britskou proudovou stíhačkou. První prototyp vzlétl 5. března 1943. Po osmi prototypech se byly vyrobeny první sériové stroje Meteor Mk.I. Ty byly poháněny motory R&R Welland. V srpnu 1944 jimi byla vyzbrojena první squadrona RAF No 616. Ta použila své stroje v obraně proti střelám V-1. Se zesíleným drakem, upravenou kabinou se začala vyrábět verze Meteor Mk.III. První kusy měly stále motory Welland, ale pozdější série dostaly motor R&R Derwent I. Také tyto stroje se dostaly k 616. squadroně. Ta s nimi zasáhla do závěrečných bojů druhé světové války. Vzhledem k absenci Luftwaffe ve vzduchu nesestřelily Meteory žádného protivníka. Meteory útočily na pozemní cíle a střely V-1. Po ukončení bojů se Meteory Mk.III rozšířily k dalším squadronám RAF. Postupně byly nahrazovány výkonnějšími verzemi Meteor Mk.4 a Mk.8.

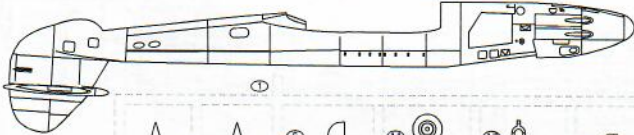
Rozpětí: 13,11 m, Délka: 12,58 m, Max. rychlost: 768 km/h, Dostup: 13 100 m, Dolet: 1610 km, Výzbroj: 4 kanóny ráže 20 mm v přídi.

EN - History

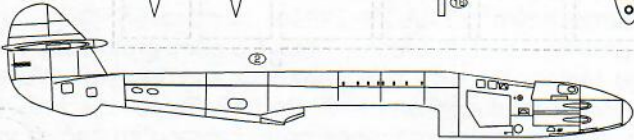
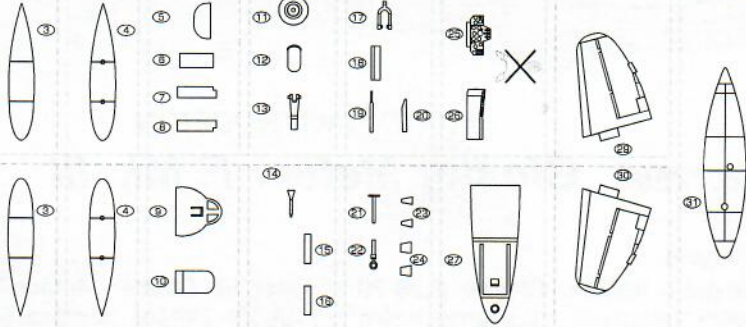
Gloster Meteor Mk.I became the second jet aircraft designed in Great Britain after Gloster E.28/39 Pioneer and also became the first jet fighter. The first prototype took off on March 5, 1943. Following eight prototypes the first production Meteor Mk.I's were produced. These were powered by R&R Welland. The first combat unit to receive them was RAF No 616 squadron in August 1944. The latter unit used them against the V-1 flying bombs. Meteor Mk.III featured strengthened airframe and modified canopy. The first production machines were still powered by R&R Welland jet engines but subsequent machines received new R&R Derwent Mk.I jet engines. These machines too were attached to RAF No 616 squadron and the machines participated in the closing fights of the World War 2. Due to the Luftwaffe air absence Meteors didn't shot down any enemy planes. Meteors attacked ground targets and V-1 flying bombs. Following the end of the war Meteor Mk.III's were deployed to other RAF squadrons. They were subsequently replaced by more efficient Meteor Mk.4 and Mk.8 versions.

Wingspan: 13.11 m, Length: 12.58 m, Max. Speed: 768 kmh, Service Ceiling: 13,100 m, Range: 1,610 km, Armament: four nose mounted 20 mm cannons.

DÍLY - PARTS - TEILE - PIÈCES

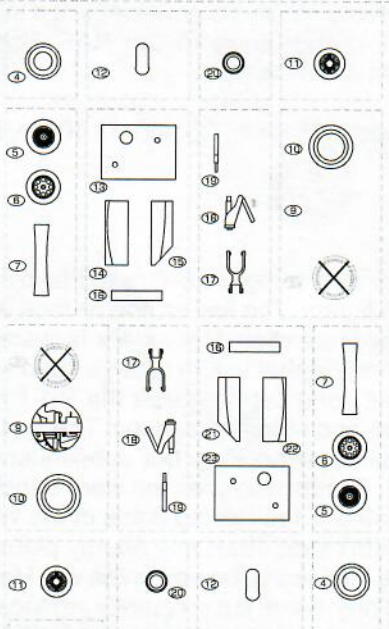


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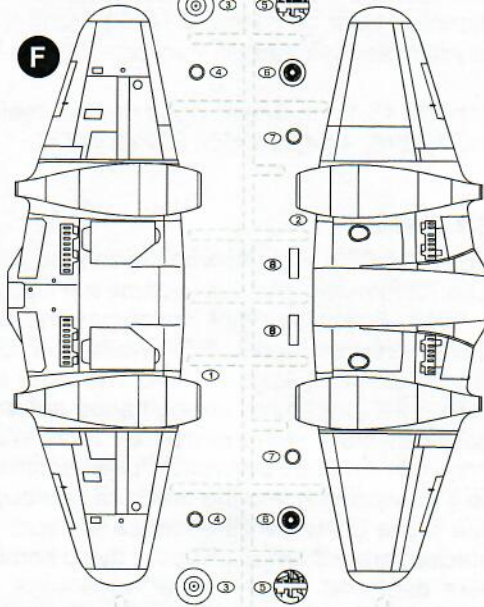


K

B



F



SYMBOLS

- MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION
- POUŽÍŤ LEPIDLO NA KOV
INSTANT GLUE FOR METAL
METALLKLEBER
COLLE A METAL
- ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER
- ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER
- OHNOUT
BEND
BIEGEN
COURBER
- GSI
colours code
- NATŘÍT
COLOUR
FARBEN
PEINDRE

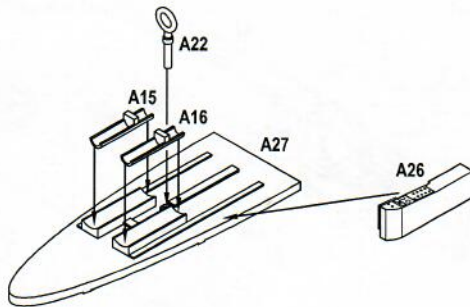
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Gloster Meteor Mk.III ²⁰¹⁰⁰⁵ ②

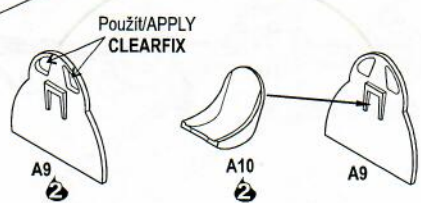
Barvy GUNZE/ GUNZE Colour No.	
1 Hliník/ ALUMINIUM	H008/C008
2 Černá/ BLACK	H012/C033
3 Černá pneum./ TIRE BLACK	H077/C137
4 Opálený Kov/ BURNT METAL	H076/C061



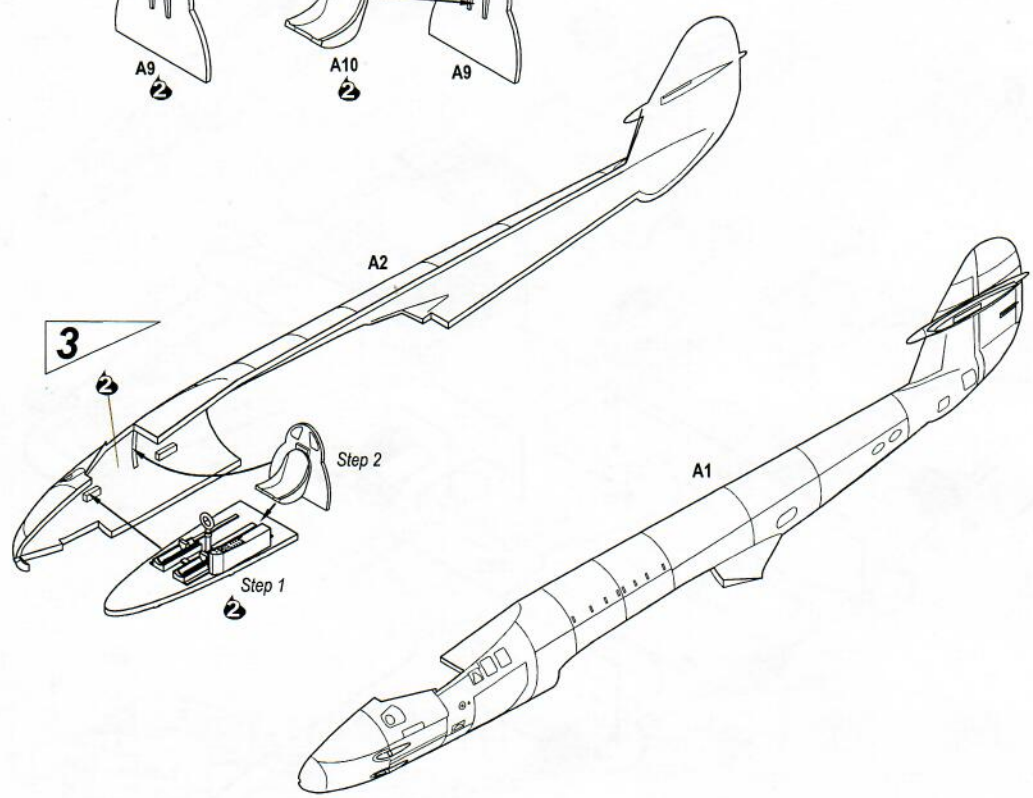
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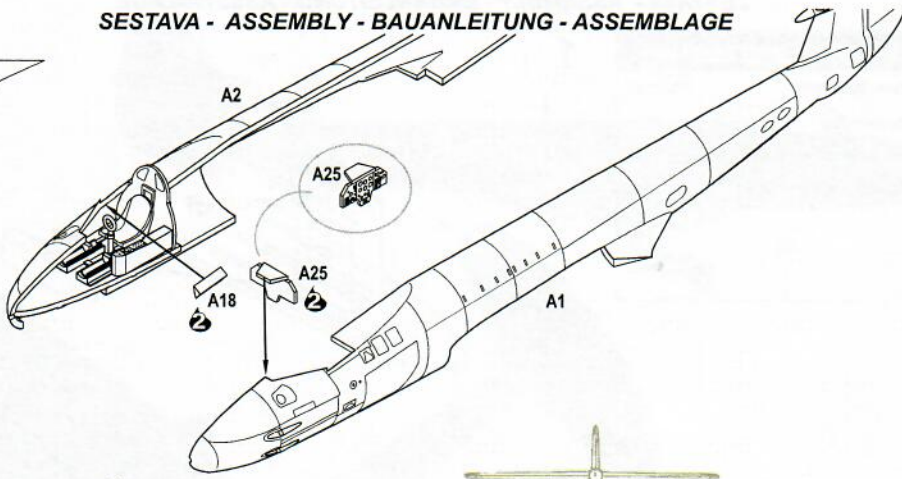


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Gloster Meteor Mk.III ^{2010/06} 3

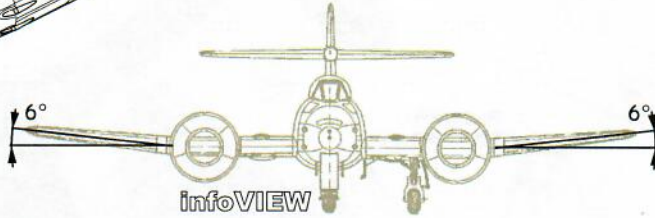
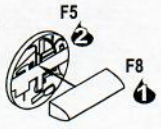
SESTAVA - ASSEMBLY - BAUANLEITUNG - ASSEMBLAGE

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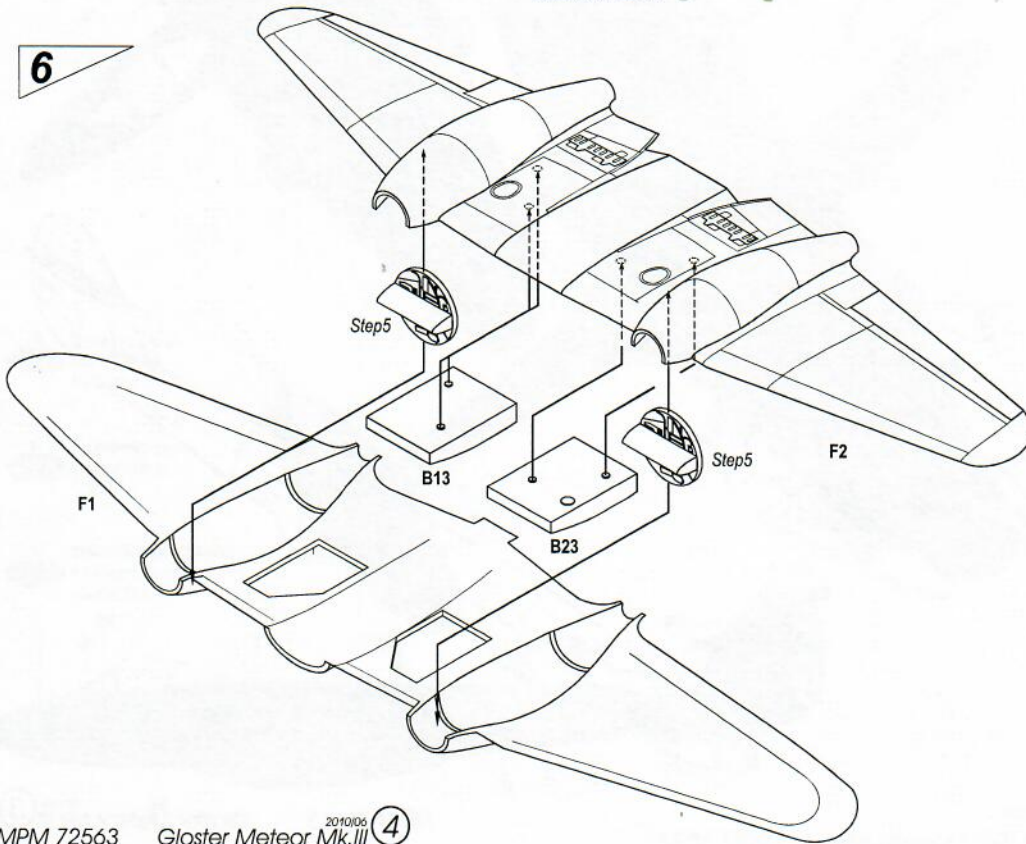


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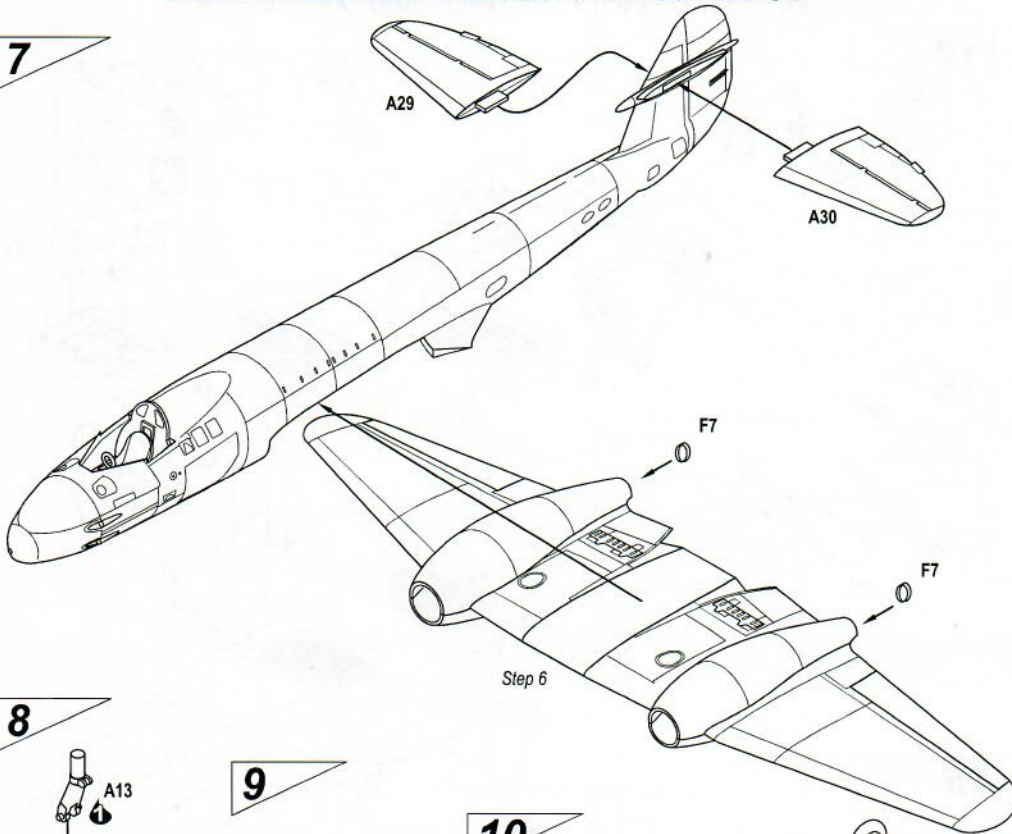
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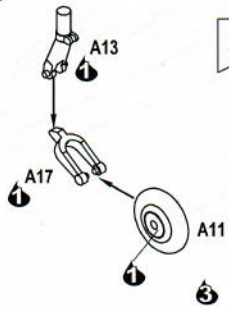
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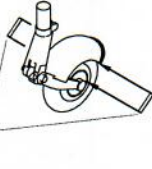
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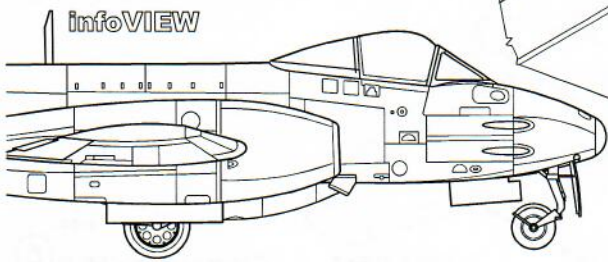
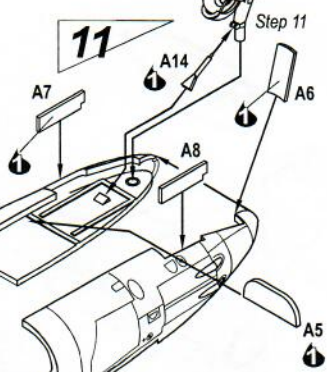
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Gloster Meteor Mk.III

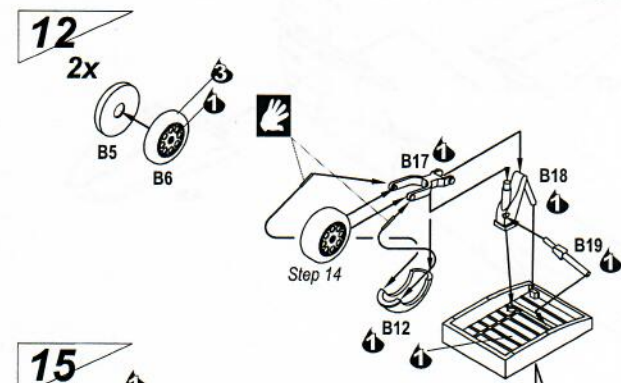
2010/06

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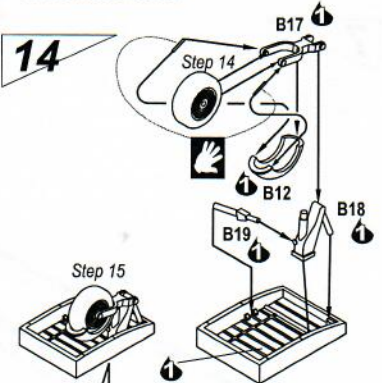
SESTAVA - ASSEMBLY - BAUANLEITUNG - ASSEMBLAGE

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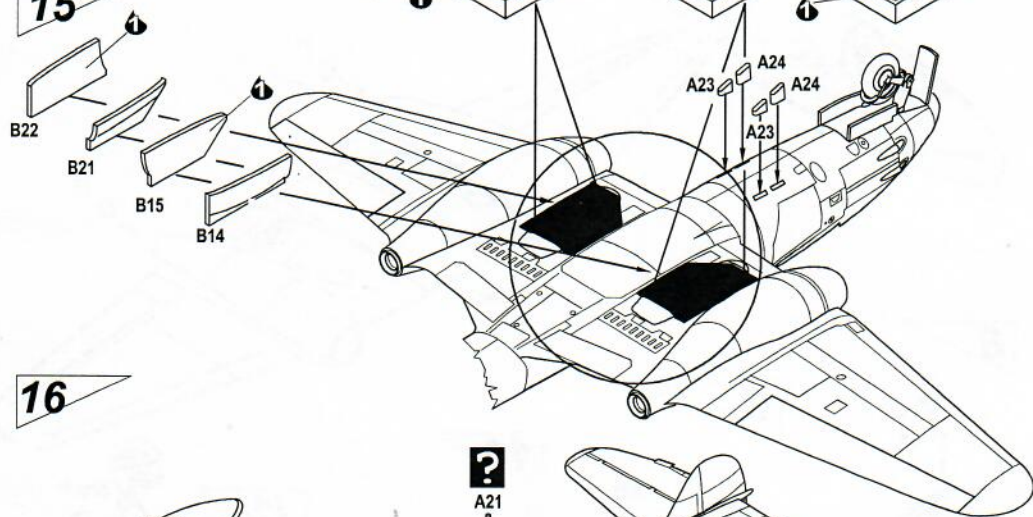
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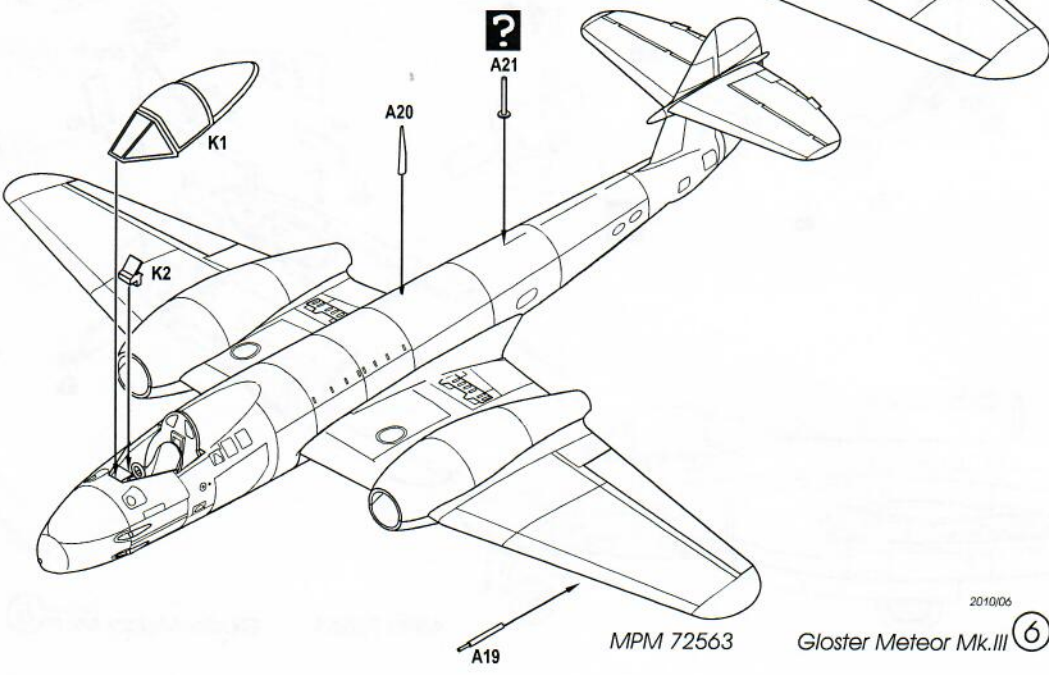
14



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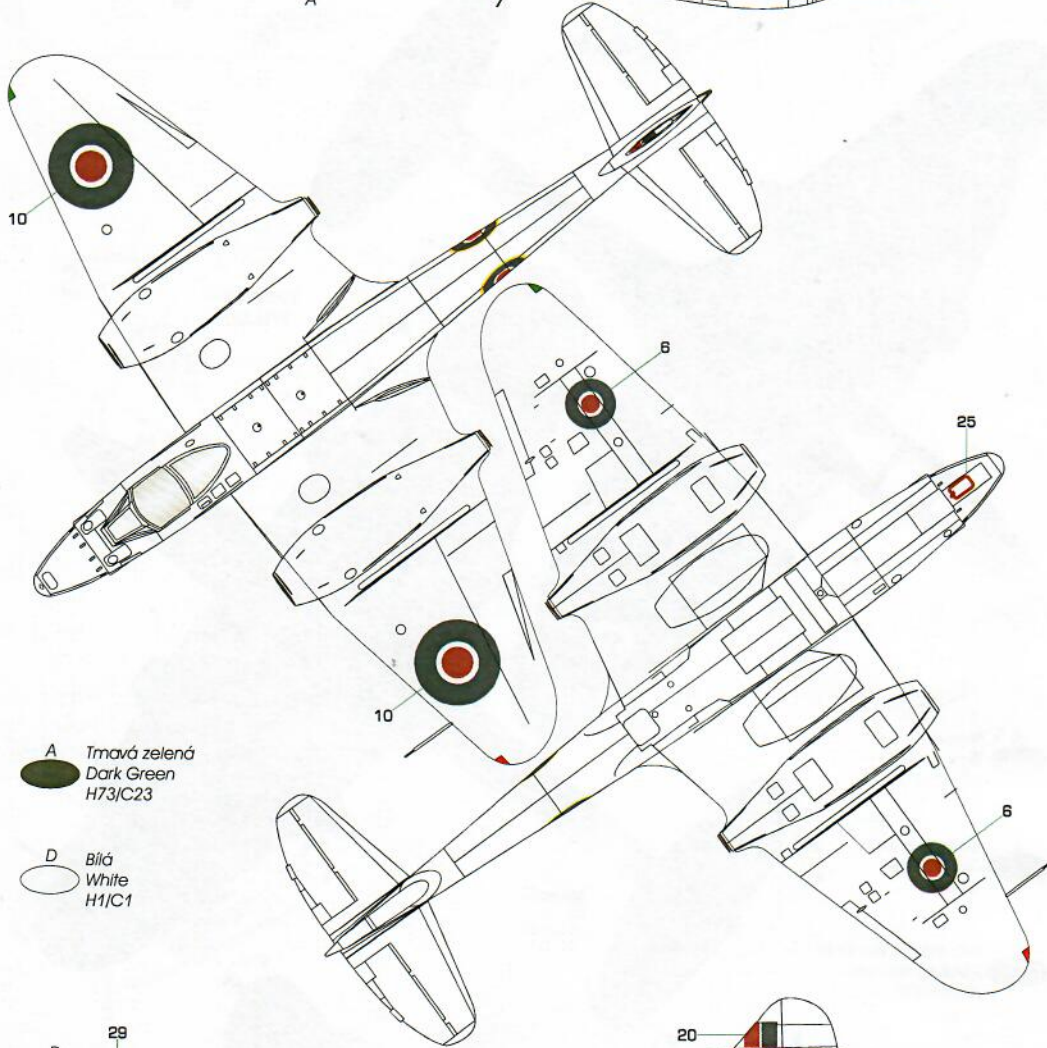
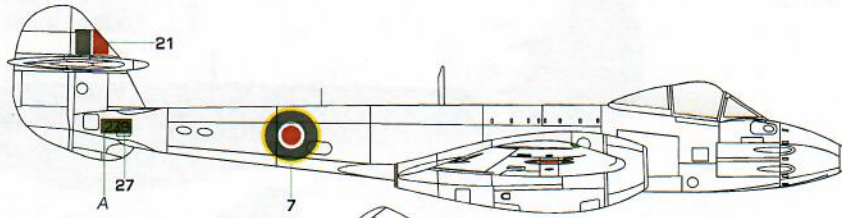


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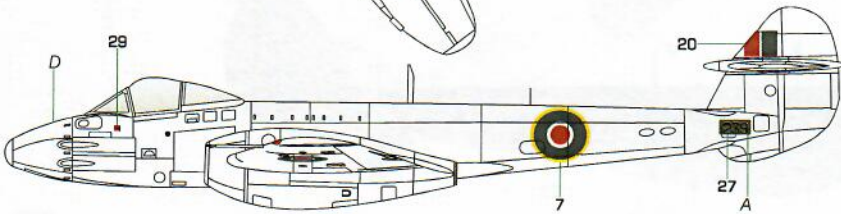
Gloster Meteor Mk.III (6)

CAM. A



A Tmavá zelená
Dark Green
H73/C23

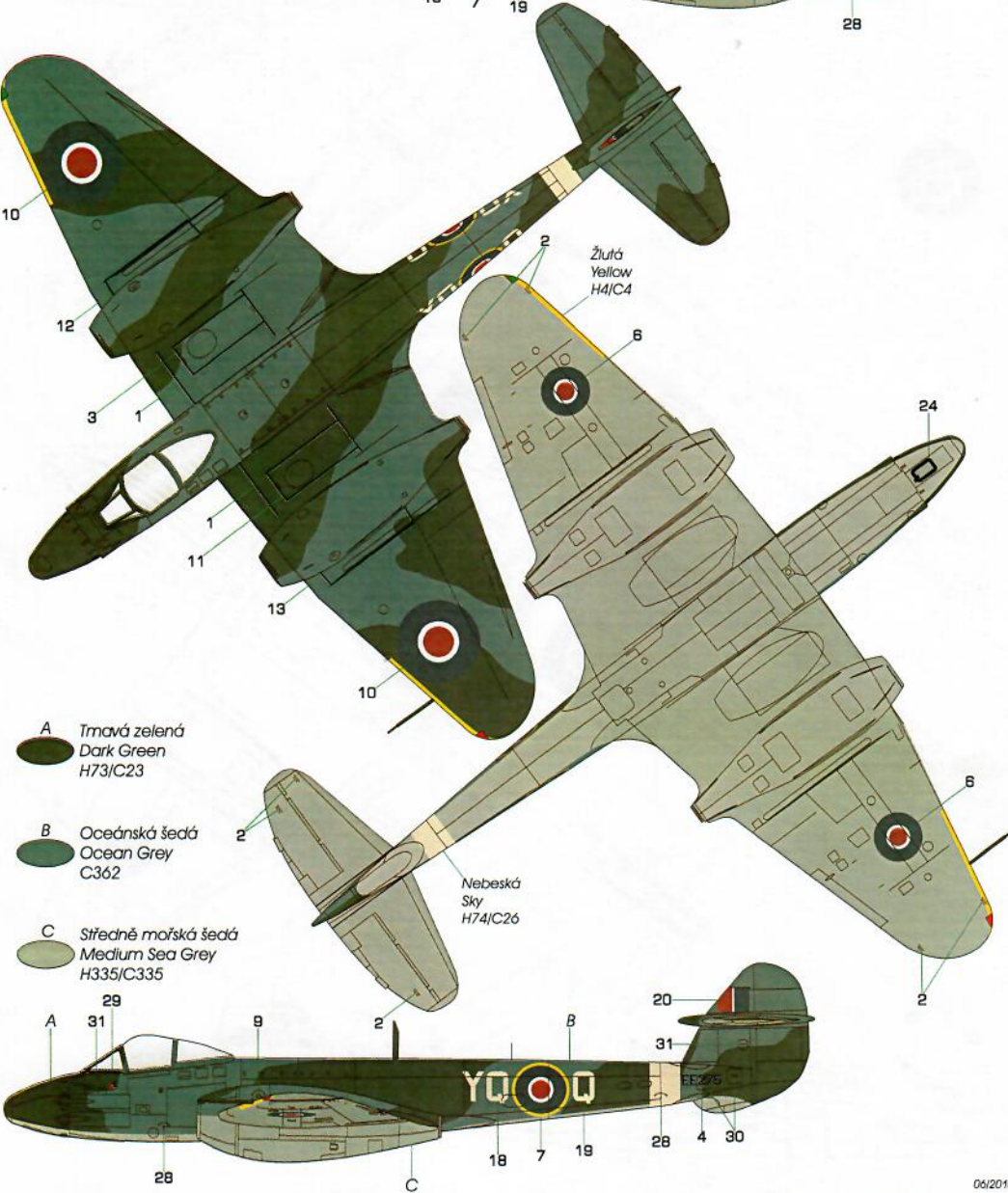
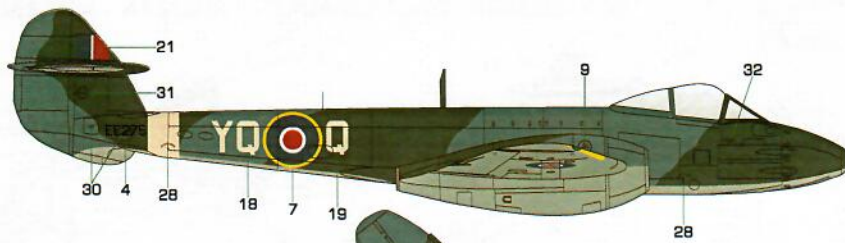
D Bílá
White
H1/C1



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CAM. B



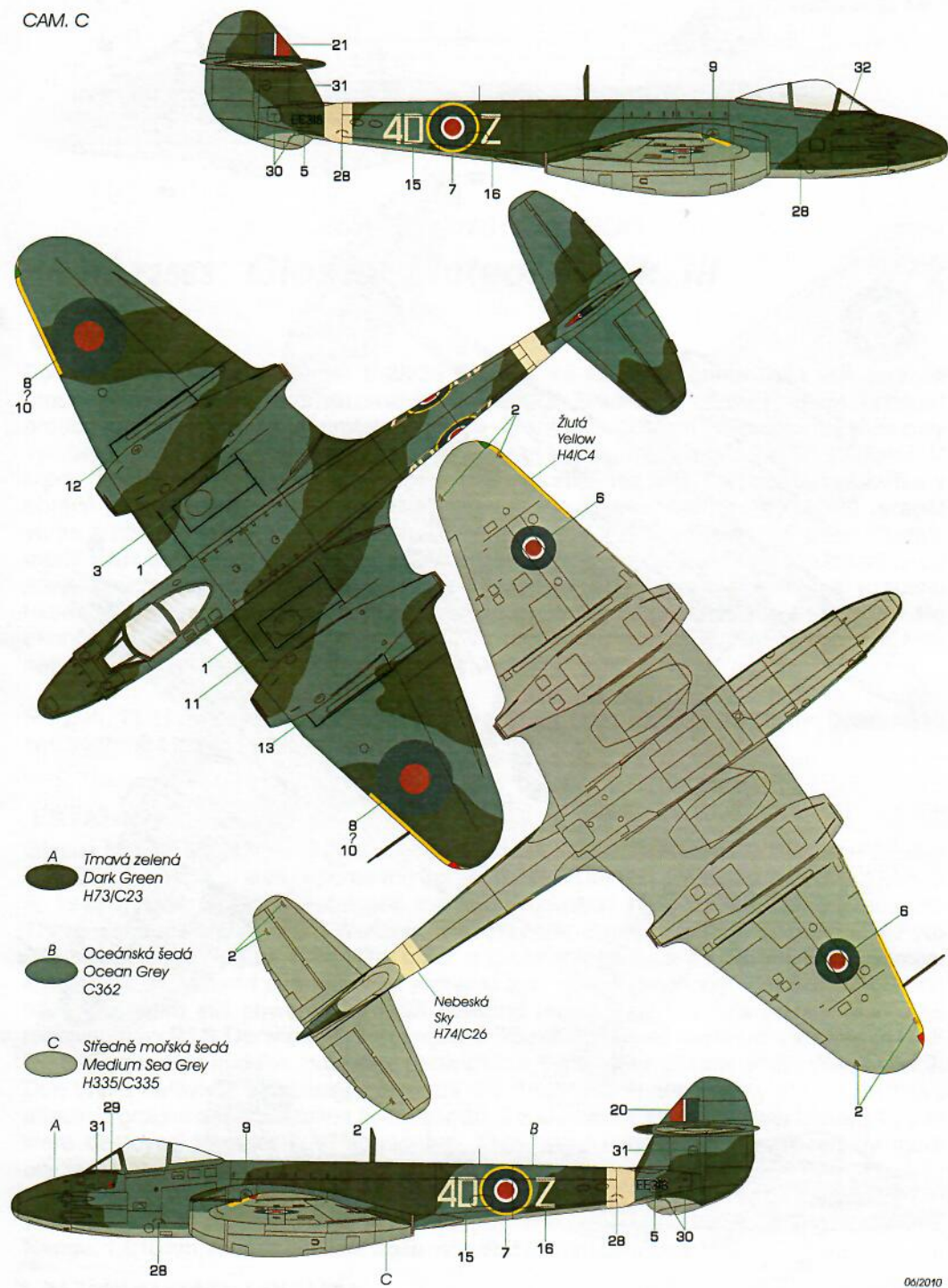
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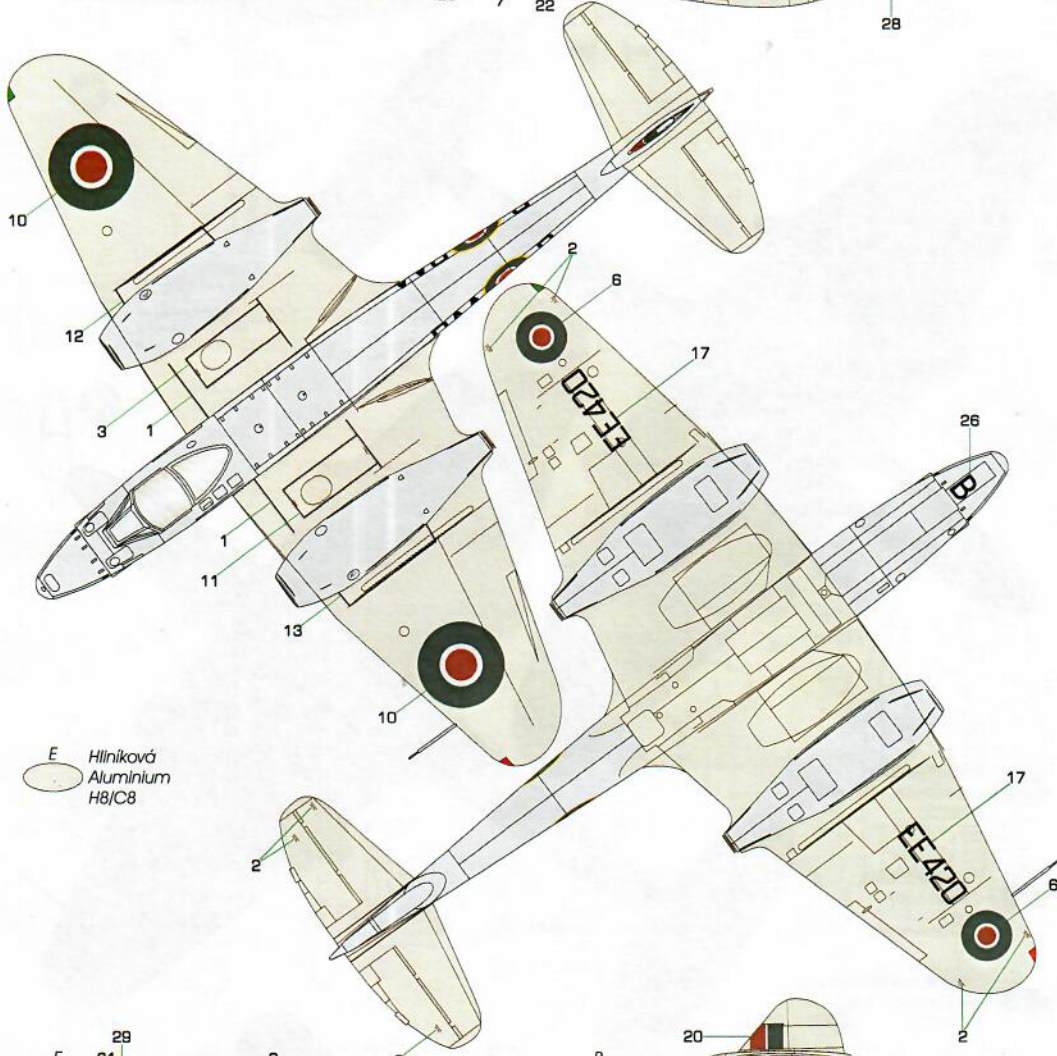
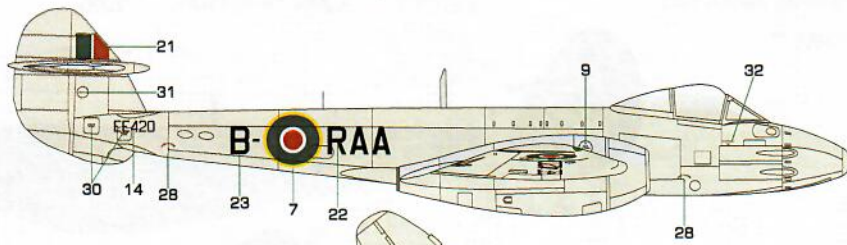
Gloster Meteor F. Mk.III EE318, RAF No. 74 Squadron, Colerne, červen 1945.

Gloster Meteor F. Mk.III EE318, No. 74 Squadron RAF, Colerne, June 1945.

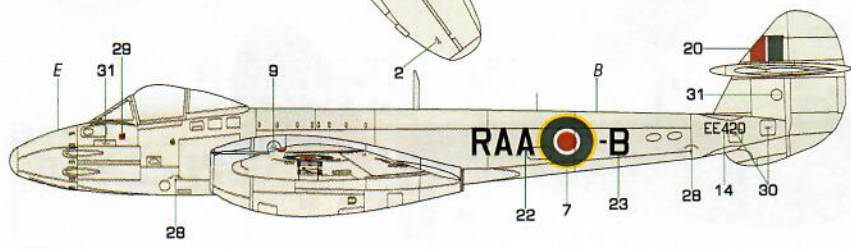
CAM. C



CAM. D



E Hliniková
Aluminium
H8/C8



06/2010

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