



1:48 Gloster Meteor F.8 Korea

A09184 SCALE MODEL CONSTRUCTION KIT | Wingspan: 236mm Fuselage Length: 287mm | Three Decal Schemes Included

GB The Gloster Meteor was Britain's first jet fighter and the only Allied jet aircraft to see operational service during the Second World War. The post-war F.8 variant of the Meteor was fitted with new more powerful Derwent turbojet engines and was perhaps the definitive incarnation of this famous aircraft and was the main RAF fighter throughout the 1950s, until superseded by the Hawker Hunter. A stable and reliable aircraft, the Meteor F.8 soon became outclassed as an air superiority fighter, but the effectiveness of the basic design allowed the aircraft to be used in a variety of other roles. In combat with MIG 15 fighters over Korea, Royal Australian Air Force Meteors were found to be severely lacking as dogfighters and were to the hands of the diminutive Soviet fighter. It was quickly relegated to ground attack duties, where it proved to be extremely effective. It was also successfully exported to a number of other countries, notably being used by all belligerents (Syria, Egypt and Israel) during the Suez Crisis in 1956. The F.8 was also developed into the FR.9; a photo-reconnaissance variant which incorporated a

single remote-control camera in the nose. This would replace the Spitfire and Mosquito as the RAF's foremost fighter-reconnaissance (FR) aircraft.

Specification

Maximum Speed: 600 mph (965km/h)
Range: 600 miles (965 km)
Wingspan: 37 ft 2 in (11.32m)
Length: 44 ft 7 in (13.59 m)
Armament: 4 x 20 mm British Hispano Mk.5 cannons. 8 X 5 inch (12.7cm) H.V.A.R.s (High Velocity Aircraft Rockets)

FR Le Gloster Meteor fut le premier chasseur à réaction de la Grande-Bretagne et le seul avion de ce type mis en service opérationnel par les Alliés pendant la Deuxième Guerre mondiale. La variante F.8 d'après-guerre, équipée de nouveaux turbojets Derwent plus puissants, fut peut-être la version définitive de cet avion célèbre. Elle s'établit comme le principal chasseur de la RAF au cours des années 1950 jusqu'à son remplacement par le Hawker Hunter. Même si stable et fiable, le Meteor F.8 se révéla bientôt surpassé en tant qu'avion de chasse assurant la supériorité aérienne, mais l'efficacité de la conception de base permit à l'appareil d'être utilisé pour remplir diverses autres fonctions. En combat avec des chasseurs MIG 15 au-dessus de la Corée, les Meteor de l'Armée de l'air royale australienne s'avèrent très inférieurs ou combat aérien avec les petits avions de chasse soviétiques. Le Meteor F.8 fut rapidement relégué aux missions d'attaque au sol où il démontra son efficacité impressionnante. Il fut également exporté avec succès vers plusieurs pays, et notamment à tous les belligérants (la Syrie, l'Égypte et Israël) lors de la crise de Suez en 1956. Le FR.9, un développement du F.8, fut une variante de photo-reconnaissance

incorporant dans le nez une seule caméra contrôlée à distance. Il alla remplacer le Spitfire et le Mosquito comme le principal avion de chasse et de reconnaissance de la RAF.

Spécification:

Vitesse maximale: 965 km/h
Autonomie: 965 km
Envergure: 11,32 m
Longueur: 13,59 m
Armement: quatre canons Hispano Mk.5 version britannique de 20 mm. 8 X Roquettes d'avion à grande vitesse (H.V.A.R.) 12,7 cm

DE Die Gloster Meteor war das erste britische strahlgetriebene Jagdflugzeug und das einzige alliierte Düsenflugzeug, das im Zweiten Weltkrieg die Einsätze erlangte. Die Nachkriegsversion F.8 war mit neuen, leistungstärkeren Derwent Turbostrahlmotoren ausgerüstet. Sie wird weitgehend als definitive Ausführung dieses renommierten Flugzeugs angesehen und wurde von der RAF im gesamten Verlauf der 1950er Jahre als hauptsächlich verwendeter Düsenjäger eingesetzt, bis sie dann durch die Hawker Hunter ersetzt wurde. Zwar wurde die Meteor F.8 schon bald als Luftüberlegenheitsjäger übertrifft, doch als stabile, zuverlässige Maschine von effektiver Konstruktion konnte sie zu mehreren anderen Aufgaben verwendet werden. In Luftkämpfen mit MIG 15 Jägern über Korea traten die Schwächen der Meteors der Royal Australian Air Force in engen Kurvenmanövern klar zutage. Ihre so kleinen sowjetischen Gegner fügten ihnen mehrheitlich großen Schaden zu. Die F.8 wurde daher schnell in eine neue Rolle als Bodenangriffsflyer verwiesen, in der sie sich ganz außerordentlich bewährte. Sie wurde auch nach mehreren anderen Ländern erfolgreich exportiert und namentlich in der Suez-Krise 1956 von allen daran beteiligten Kriegsteilnehmern, nämlich Syrien, Ägypten und Israel, eingesetzt. Die F.8 wurde auch als

Luftüberlegenheitsjäger in der Version FR.9 umgerüstet, wobei eine ferngesteuerte Kamera im Bug eingebaut war. Sie ersetzte in dieser Ausführung die Spitfire wie auch die Mosquito als vorrangiger Jagdflugzeug der RAF.

Spezifikation:

Höchstgeschwindigkeit: 965 km/h
Reichweite: 965 km
Spannweite: 11,32 m
Länge: 13,59 m
Bewaffnung: vier 20 mm British Hispano Mk.5 Maschinenkanonen. 8 X 12,7 cm H.V.A.R.s (Hochgeschwindigkeits-Flugzeugraketen)

ES El Gloster Meteor fue el primer caza británico a reacción y el único reactor aliado que entró en servicio durante la Segunda Guerra Mundial. La variante F.8 del Meteor, posterior a la guerra, estaba equipada con turboreactores Derwent de mayor potencia y fue, posiblemente, la encarnación definitiva de este famoso aparato y el principal caza de la RAF durante la década de 1950, hasta ser sustituido por el Hawker Hunter. El Meteor F.8, un aparato de gran estabilidad y fiabilidad, no tardó en ser desbancado como caza de superioridad, pero la eficacia de su diseño básico hizo posible su utilización en muy diversas funciones. Durante la guerra de Corea, los Meteor de las Fuerzas Aéreas Australianas demostraron sus importantes carencias en combate directo contra los MIG 15 y sufrieron fuertes pérdidas por parte del diminuto caza soviético. No tardó en ser relegado a tareas de ataque sobre tierra, en las que resultó extremadamente eficaz. También fue exportado con éxito a distintos países extranjeros, destacando su uso por parte de todas las partes en conflicto (Siria, Egipto e Israel) durante la Crisis de Suez en 1956. El F.8 dio lugar también al FR.9, una variante para reconocimiento fotográfico que incorporaba una única cámara con

control remoto en el morro, que sustituyó al Spitfire y al Mosquito como principal caza de reconocimiento (FR) de la RAF.

Especificación:

Velocidad máxima: 965 km/h
Autonomía: 965 km
Envergadura: 11,32 m
Longitud: 13,59 m
Armamento: 4 cañones British Hispano Mk.5 de 20 mm. 8 X Cohetes HVAR (Cohetes aéreos de alta velocidad) de 12,7 cm

SE Gloster Meteor var Storbritanniens första flygplan med jetmotor och det enda av de allierades flygplan som användes i aktiv tjänst under andra världskriget. F.8-versionen av Meteor som kom efter kriget hade kraftigare Derwent-turbojetmotorer och utgjorde möjligen den mest definitiva varianten av detta berömda flygplan. Det var RAF:s huvudsakliga jaktplan på 1950-talet till det ersattes av Hawker Hunter. Meteor F.8 var ett robust och pålitligt flygplan, men blev snart utesluttat som stridsplan. Den effektiva grundläggande designen gjorde dock att planet kunde användas i ett antal andra roller. Under strider mot MIG 15-jaktplan över Korea visade sig Meteor-plan från Royal Australian Air Force vara klart underlägsna de flinka sovjetiska jaktplanen och relegerades snabbt till markattakplan, en roll för vilket planet visade sig vara mycket effektivt. Det exporterades även med framgång till ett antal andra länder, inte minst samtliga stridande parter (Syrien, Egypten och Israel) under Suezkrisen 1956. F.8 utvecklades även till FR.9, en variant för fotouppdrag som hade en fjärrstyrd kamera i nos. Detta plan skulle komma att ersätta Spitfire

och Mosquito som RAF:s främsta attack-/spaningsflygplan.

Specifikation:

Maximal hastighet: 965 km/h
Räckvidd: 965 km
Spännvidd: 11,32 m
Längd: 13,59 m
Bestyckning: 4 st. 20 mm British Hispano Mk.5 automatkanoner 8 X 12,7 cm flygburen höghastighetsraket (H.V.A.R.)

Airfix would like to thank: Edward Russell of Red Roo Decals, Steve Long of Camden Museum of Aviation (<http://www.camdenmuseumofaviation.com.au/>), John Adams, Roy Sutherland of Barracuda Decals and in particular Tim Kershaw and the Jet Age Museum for their assistance in the development of this model.

FOR BEST RESULTS:

Surfaces to be painted should be clean — before parts are removed from the sprue, wash in warm, soapy water, rinse and dry thoroughly. Stir points thoroughly before use.

PLEASE NOTE:

Some parts in the kit may not be required to build the model specified.

HORNBY HOBBIES



ASSEMBLY INSTRUCTIONS

GB Study drawings and practice assembly before cementing parts together. Carefully scrape plating and paint from cementing surfaces. All parts are numbered. Paint small parts before assembly. To apply decals cut sheet as required, dip in warm water for a few seconds, slide off backing into position shown. Use in conjunction with box artwork. Not appropriate for children under 36 months of age, due to the presence of small detachable parts.

FR Étudier attentivement les dessins et simuler l'assemblage avant de coller les pièces. Gratter soigneusement tout revêtement ou peinture sur les surfaces à coller avant collage. Toutes les pièces sont numérotées. Peindre les petites pièces avant l'assemblage. Pour coller les décalques, découper le motif, le plonger quelques secondes dans de l'eau chaude puis le poser à l'endroit indiqué en décollant le support papier. Utiliser en même temps les illustrations sur la boîte. Ne convient pas à un enfant de moins de 36 mois – présence de petits éléments détachables.

DE Vor Verwendung des Klebers Zeichnungen studieren und Zusammenbau üben. Farbe und Plattierung vorsichtig von den Klebeflächen abkratzen. Alle Teile sind nummeriert. Vor Zusammenbau kleine Teile anmalen. Um die Abziehbilder aufzukleben, diese ausschneiden, kurz in warmes Wasser tauchen, dann abziehen und wie abgebildet aufkleben. In Verbindung mit Abbildungen auf Schachtel verwenden. Ungeeignet für Kinder unter 36 Monaten. Kleine Teichen vorhanden die sich lösen können.

ES Estudiar los dibujos y practicar el montaje antes de pegar las piezas. Raspas cuidadosamente el plateado y la pintura en las superficies de contacto antes de pegar las piezas. Todas las piezas están numeradas. Es conveniente pintar las piezas pequeñas antes de su montaje. Para aplicar las calcomanías, cortar la hoja, sumergir en agua tibia durante unos segundos y deslizarlas en la posición debida. Ver ilustraciones en la caja. No conviene a un niño menor de 36 meses, contiene pequeñas piezas que pueden soltarse.

SE Studera bilderna noggrant och sätt ihop delarna innan du limmar ihop dem. Skrapa noggrant bort förtorkning och färg från limmade delar. Alla delarna är nummerade. Mala smadelarna före ihopsättning. Fästsättning av dekaler, klipp ark. Doppa i varmt vatten några sekunder, låt baksidan glida på plats som bilden visar. Används i samband med kartongens handlotografi. Rekommenderas ej för barn under 3 år. Innehåller löstagbara smadelar.

IT Studiare i disegni e praticare il montaggio prima di unire insieme i pezzi con l'adesivo. Raschiare attentamente le tracce di smalto ecoloratura dalle superfici da unire con adesivo. Tutti i pezzi sono numerati. Colorare i pezzi di piccole dimensioni prima di montarli. Per applicare le decalcomanie, tagliare il foglio secondo il caso, immergere in acqua calda per alcuni secondi, quindi sfilare la decalcomania dalla carta di supporto e piazzarla nella posizione indicata. Usare in congiunzione con l'illustrazione sulla scatola. Non adatto ad un bambino di età inferiore ai 36 mesi dovuto alla presenza di piccoli elementi staccabili.

NL Tekeningen bestuderen en delen in elkaar zetten alvorens deze te lijmen. Metaalcoating en lak voorzichtig van lijmvlakken af schrapen. Alle delen zijn genummerd. Kleine delen vóór montage verven. Voor aanbrengen van stickers, gewenste stickers uit vel knippen, een paar seconden in warm water dompelen en dan van schutblad af op gebeelde plaats schuiven. Hierbij afbeding op doos raadplegen. Niet geschikt voor kinderen onder 3 jaar, omdat kleine deeltjes gemakkelijk kunnen losraken.

DK Tegningerne bør studeres, og man bør øve sig i monteringen, før delene limes sammen. Pladestykker og mailing skal omhyggeligt fjernes fra klobeoeverfladerne. Alle dele er nummererede. Små dele skal males før monteringen. Overfaringsbillederne anvendes ved at tilklippe arket efter behov. Og dyppe det i varmt vand i nogle få sekunder. Underlaget glides af og anbringes i den viste position. Påføres ifølge brugsanvisningerne på øsken. Ikke til børn under 3 år, forekomst af små løse elementer.

PT Estudiar atentamente os desenhos e experimentar a montagem. Raspas cuidadosamente as superfícies de modo a eliminar pintura e revestimento antes de colar. Todas as peças estão numeradas. Pintar as pequenas peças antes de colar. Para aplicar as decalcomanias, cortar as folhas e mergulhar em água morna por alguns segundos, depois deslizar e aplicar no respectivo lugar, como indicado nas ilustrações na caixa. Não convém a uma criança de menos de 36 meses devido à presença de pequenos elementos destacáveis.

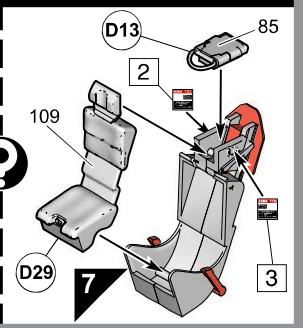
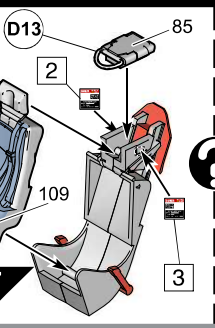
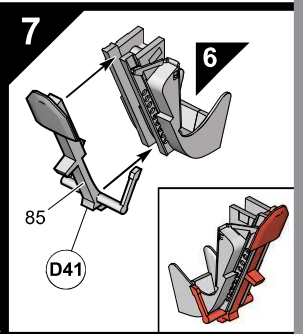
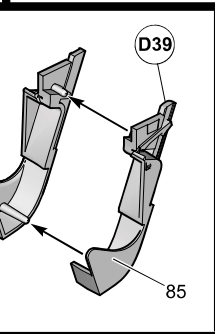
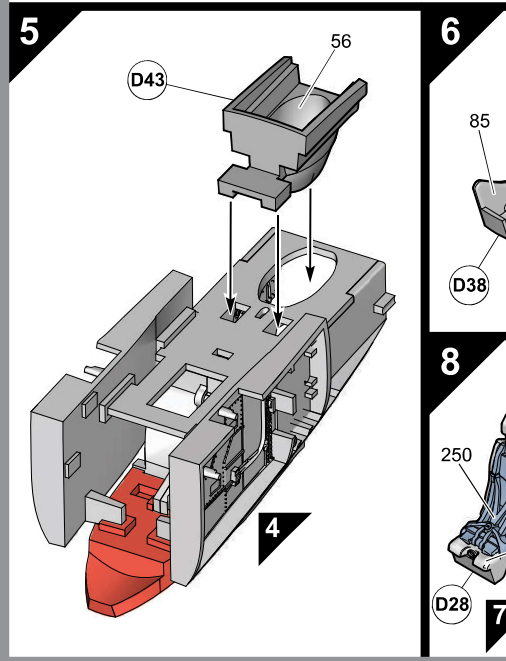
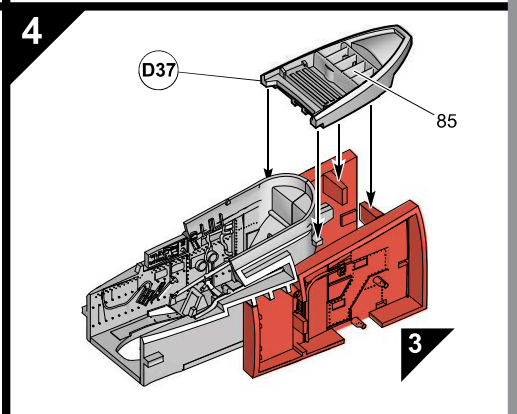
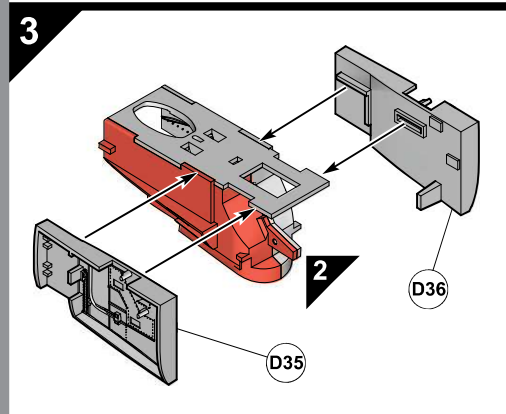
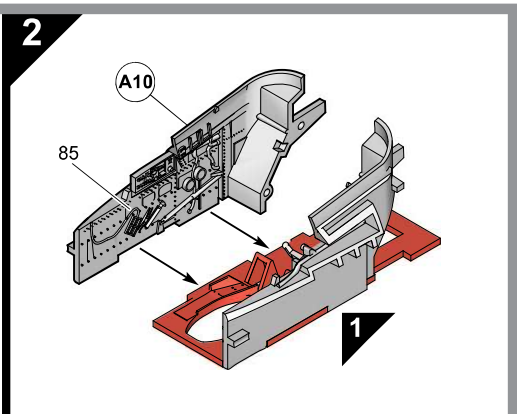
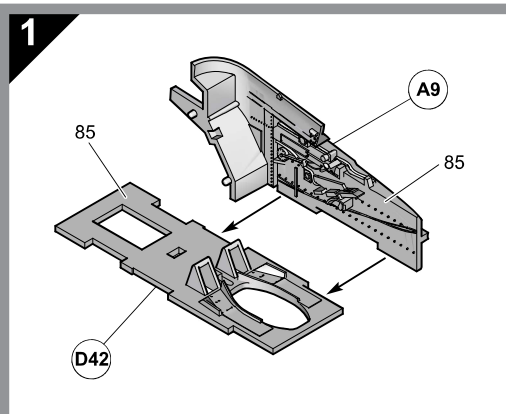
FI Tutustu piirroksiin ja harjoittele kokoamista ennen kuin liimaat osat yhteen. Raaputa metallipäällyste ja maali varovasti pois liimattavilta pinnolta. Kaikki osat on numeroitu. Maalaa pienet osat ennen kokoamista. Siirtokuvien kiinnittämissä leikkaa ne arkista tarpeen mukaan. Kasta kuva lämpimään veteen muutaman sekunnin ajaksi, anna takapuolen liukua kivalle osalleitten kohtaan. Käytetään yhdessä laitton kuvituksen kanssa. Ei suositella alle kolmivuotiaille lapsille. Pajon irrotettavia pikkuosia.

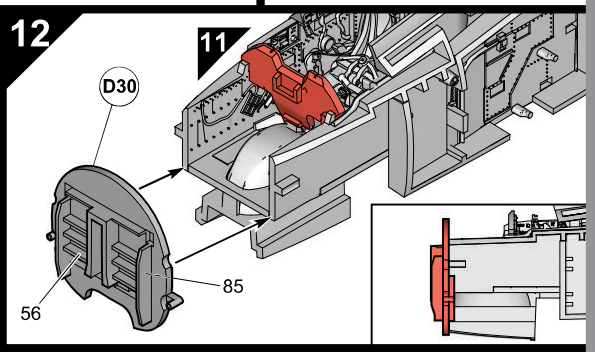
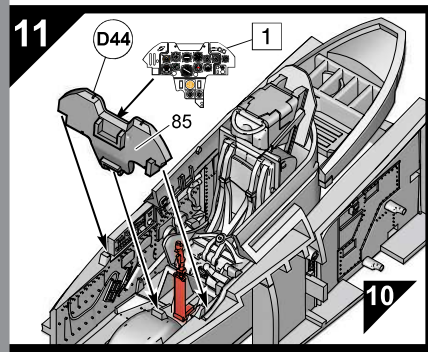
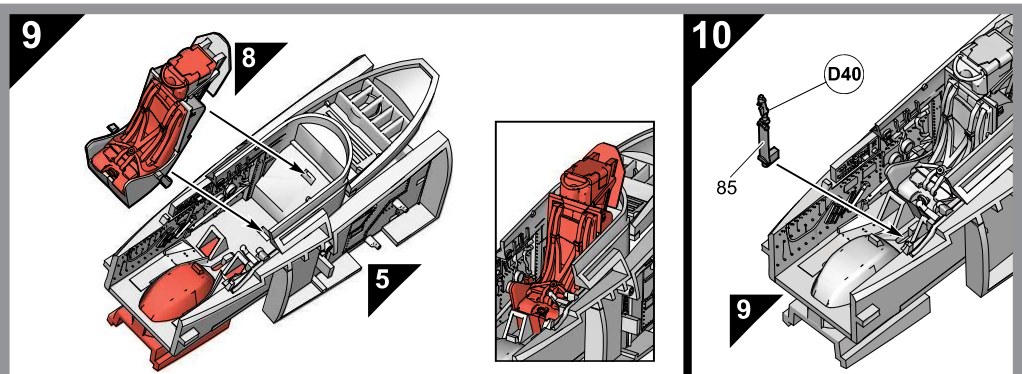
PL Przed przystąpieniem do sklejania przestuduj uważnie rysunki i przećwicz składanie części. Osrodznie zeskrób ze sklejanych powierzchni powłokę i farbę. Wszystkie części są ponumerowane. Drobne części pomaluj przed ich złożeniem. Celem przeniesienia odbitki wytnij ją z arkusza, zanurz na kilka sekund w letniej wodzie i zsuń z podłoża na wymagane miejsce. Używaj w polaczeniu ze wzorami na pudełku. W związku z obecnością wielu drobnych, rozbielanych części, niestosowne dla dzieci poniżej 3 lat.

GR Μελετήστε προσεκτικά τα σχέδια και συναρμολογήστε για πρώτη φορά τα κομμάτια χωρίς να τα συγκολλήσετε. Αφαιρέστε επιμελώς τη μεταλλική μοττοία και την πλαστική βαφή από τις επιφάνειες τις οποίες θα συγκολλήσετε ζωνόντες τες προσεκτικά. Όλα τα κομμάτια είναι αριθμημένα. Χρωματίστε τα μικρά κομμάτια πριν από τη συναρμολόγηση. Για να κολλήσετε τις χαλκονομίες, κόψτε γύρω από το σχέδιο όπως απαιτείται, βυθίστε το μερικά δευτερόλεπτα σε χλιαρό νερό και μετά τοποθετήστε το στη θέση που υποδεικνύεται, αφαιρώντας τη μεμβράνη που το καλύπτει. Λάβετε υπόψη σας ταυτόχρονα την εικονογράφηση του κουτιού. Ακατάλληλο για παιδιά ηλικίας κάτω των 36 μηνών λόγω ύπαρξης μικρών κομματιών που αποσπώνται.

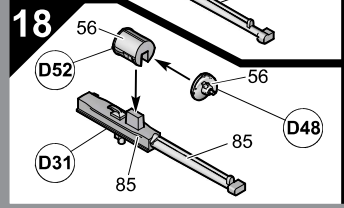
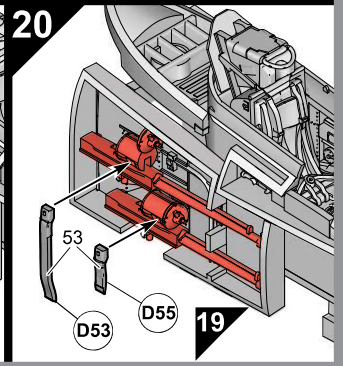
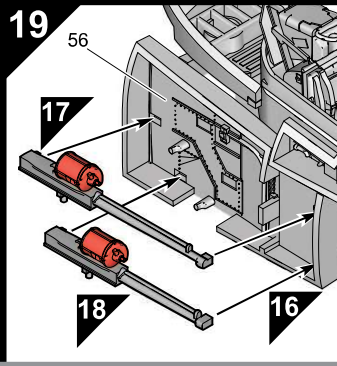
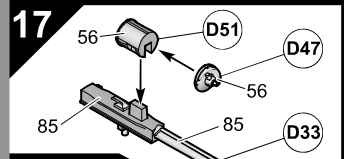
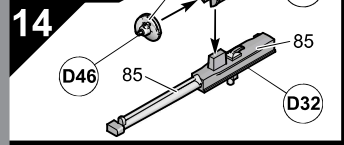
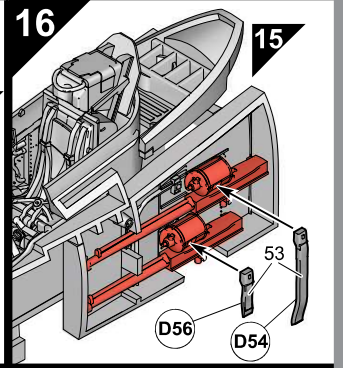
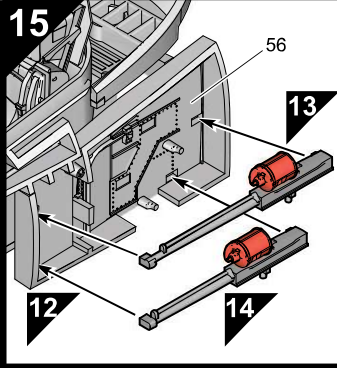
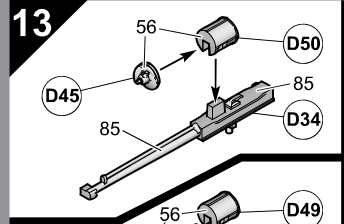
ASSEMBLY ICON INSTRUCTIONS

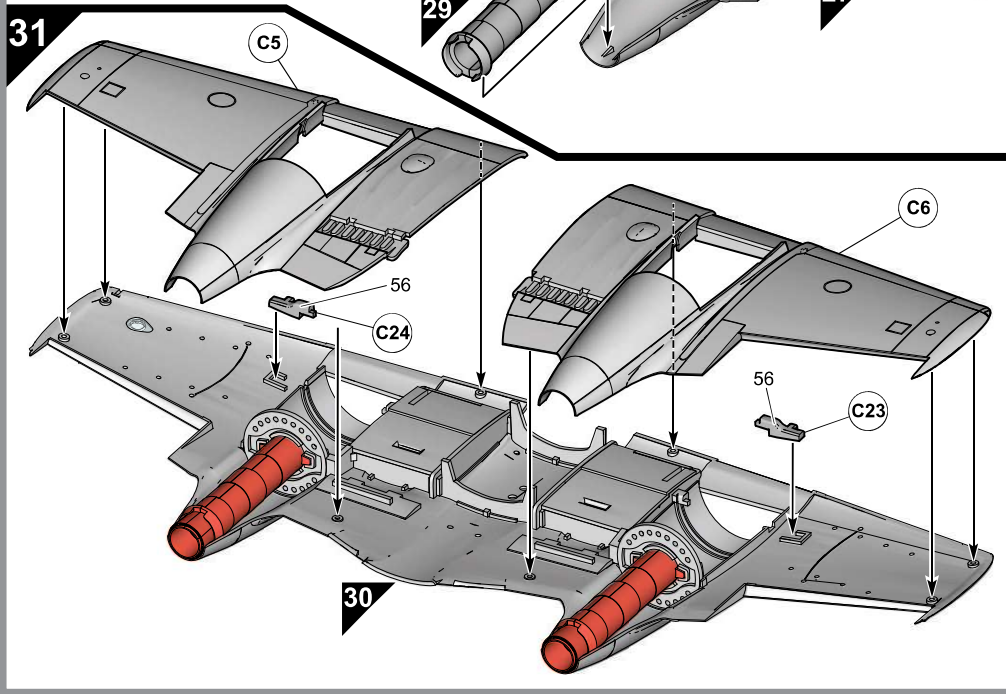
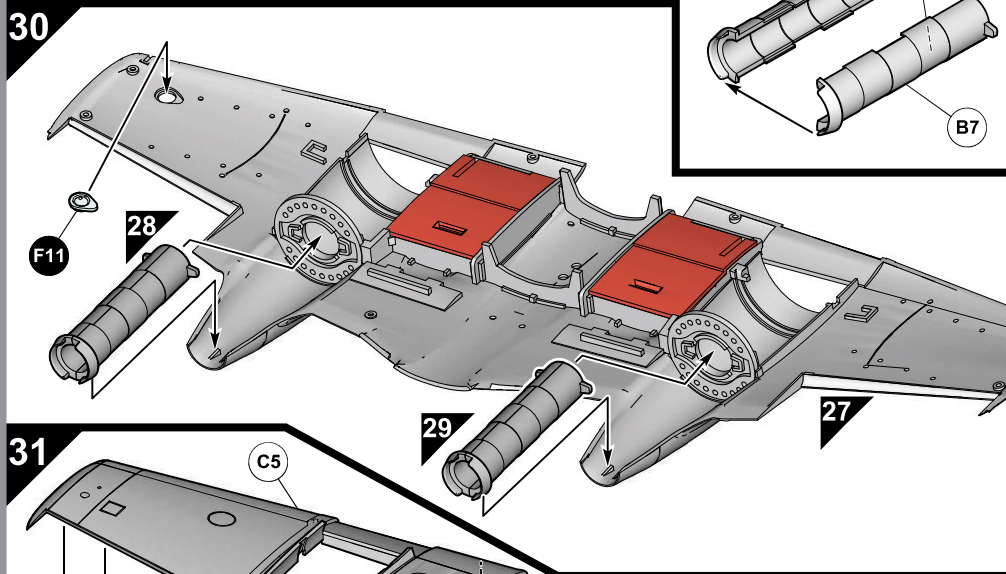
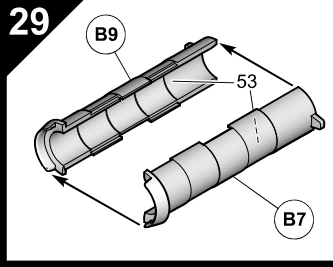
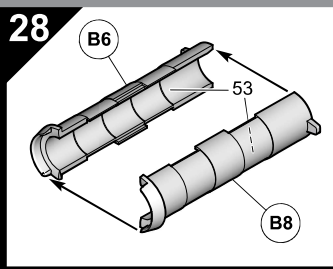
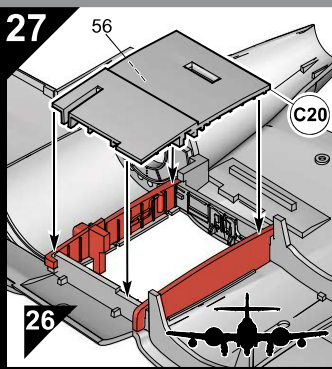
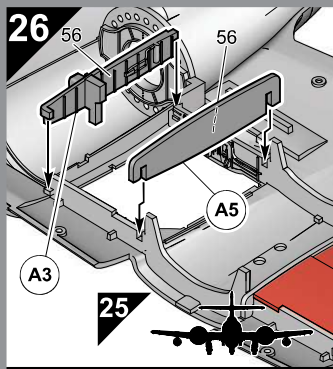
<p>Assembly phase Phase de montage Montagephase Fase de montaje Montieringsfasen Fase di montaggio Montagephase Fase de montagem Montieringsfase Kokoomavaihe Faza etichetării Φάση συναρμολόγησης</p>	<p>Cement Kleben Coller Pegar Limma Incollare Lijmen Color Klebes Limaa Kleje Συγκολλήστε</p>	<p>Do not cement together No pas coller Nicht kleben No pegar Limma inte Non incollare Niet lijmen Nao color Skall ikke kjebes Älä limaa Nie klej Μη συγκολλήστε</p>	<p>Indicates final location Indique l'emplacement final Zeigt Endposition Indica la ubicación definitiva Anger slutmonteringsplats Sede di montaggio finale Geeft uiteindelijke locatie aan Indica localização final Viser endelig placering Osoittaja kirjallisen sijainnin Oznacza miejsce docelowe Υποδεικνύει τελική τοποθεσία</p>	<p>Alternative part(s) provided Autres (e) pièce(s) fournie(s) Ersatzteil(e) geliefert Se (indica) (e) pieza(s) alternativa(s) Alternativa (e) del(ar) ingår Uno o più componenti alternativi forniti Alternatieve onderdelen meegeleverd Peças (s) alternativa(s) fornecidas Alternativo (e) del(e) medfølger Valitavoitteiset osat pakkauskassa Dostupne części zamienne Παρέχονται εναλλακτικά κομμάτια</p>	<p>Repeat this operation Répéter l'opération Vorgang wiederholen Repeter la operación Upprepa åtgärden Ripetare l'operazione De werchting herhalen Repeta o operacjo Manevras pentagos Toista toimintapöytä Powtórz operację Επανάληψη της διαδικασίας</p>	
<p>Decals Decalcomanías Abziehbild Calcomanías Dekaler Decalcomanie Stickers Decalcomania Bilddruckvorlage Siirtokuva Kalkomanias Χαλκονομίες</p>	<p>Crystal part Pièce cristal Kristalle Piza de cristal Kristall Pezzo cristallo Kristallen onderdeel Peça de cristal Kryształki Kristallosa Czyski kryształowa Κομμάτι κρυστάλλου</p>	<p>Weight Lester Bescheren Lastar Belasta Aplicar un peso Verzwaren Feller vaegt Aeita vastapaino Obciążaj balastem Επιβάρετε βάρος</p>	<p>Remove by filing Enlever avec une lime Abfeilen Eliminar con lima Ta bort genom att fila Rimuovere con la lima Verwijderen door aflijven Remova limando Fjern ved at file væk Pozsta vřasavalla Usunaj przy użyciu pilnika Αφαιρέστε λιθορρυπαίνε με λίμα</p>	<p>Drill or pierce Perforer Durchbohren Perforar Bora Tapanare o forare Boren of doortoren Furar Gemborbor Pozra tai puhkaista Wywierć lub przedziurawć</p>	<p>Cut Découper Schneiden Cortar Skur Tagliare Snijden Cortar Skær Leikkaa Przećwicz Kóate</p>	<p>Humbrd paint number No peinture Humbrd Humbrd-Farbrnummer No de pintura Humbrd Humbrd färg nummer No venetice Humbrd Humbrd verftnummer No de pintura Humbrd Humbrd målfärgnummer Humbrdohjältn numero No farty Humbrd Nämauro chromatis Humbrd</p>



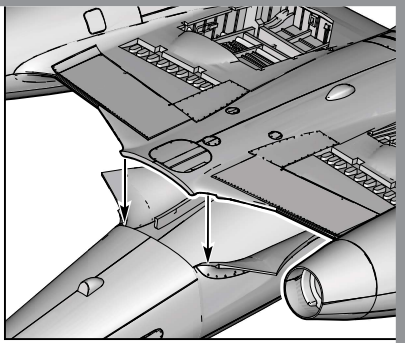
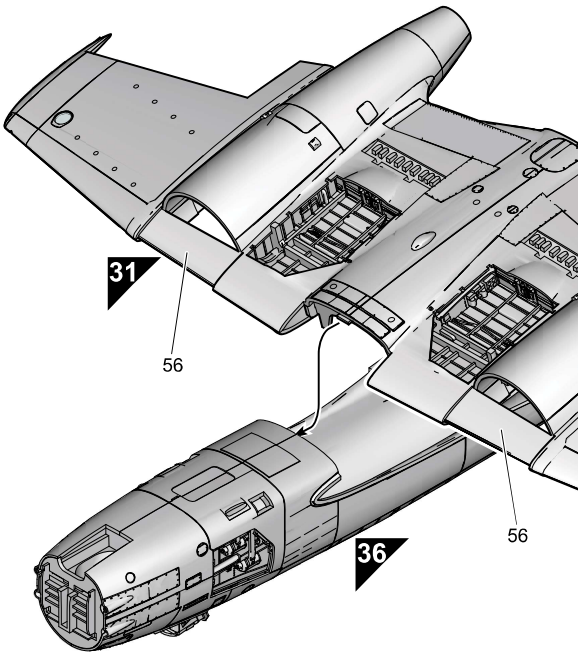


Note: Do not build Steps 13 to 20 if fitting Covers E29 and E30 in Step 90

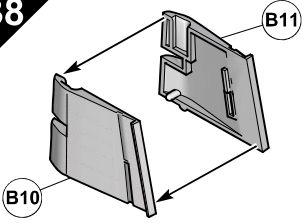




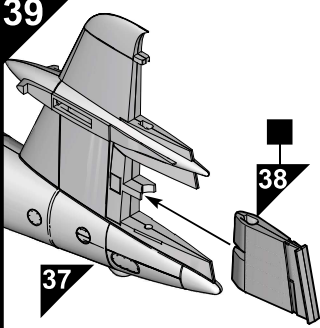
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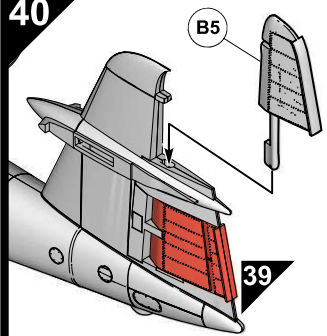
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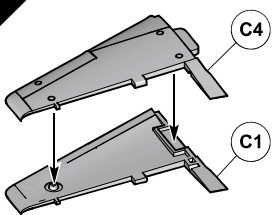
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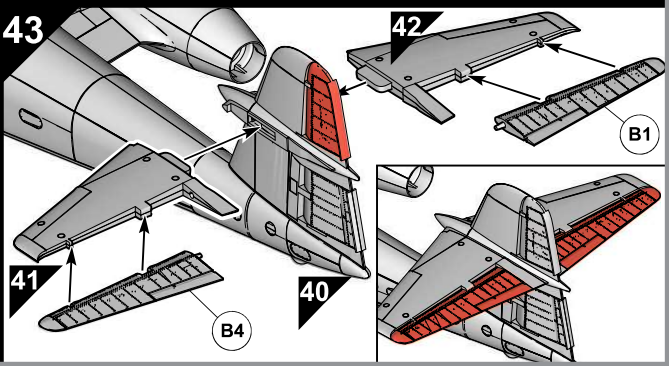
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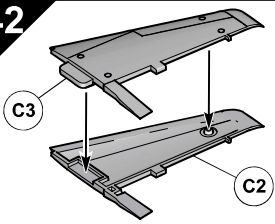
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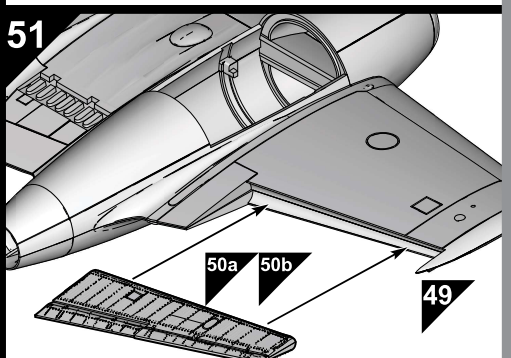
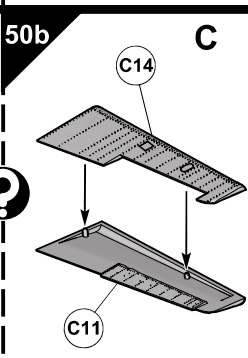
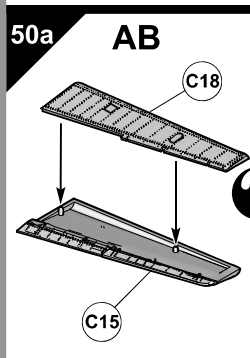
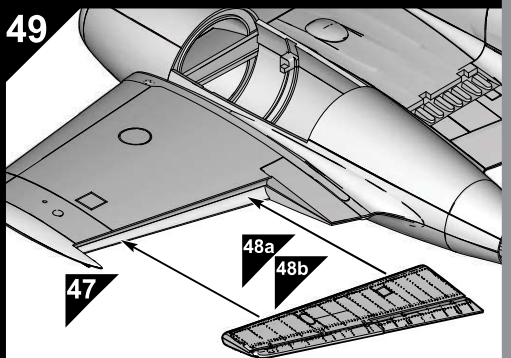
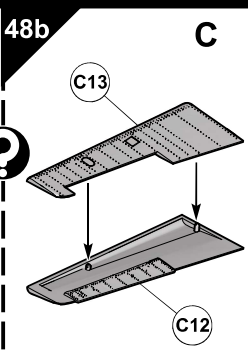
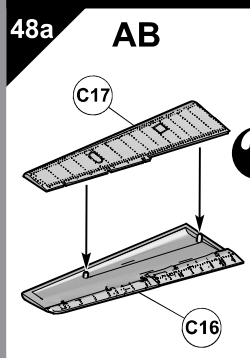
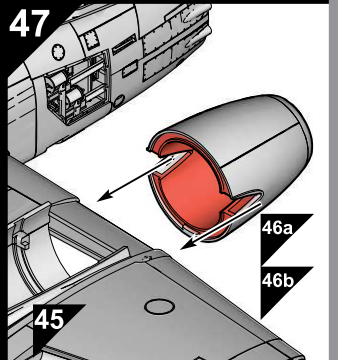
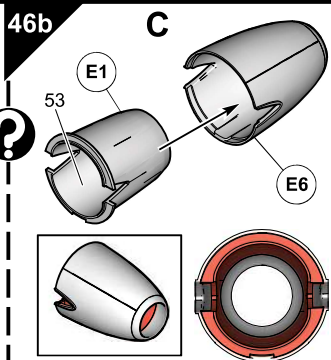
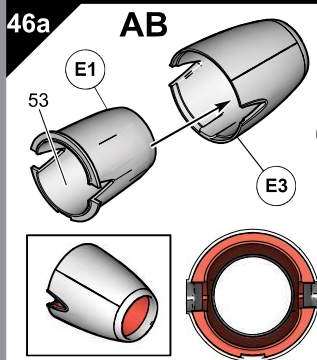
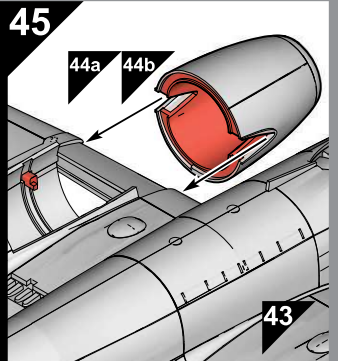
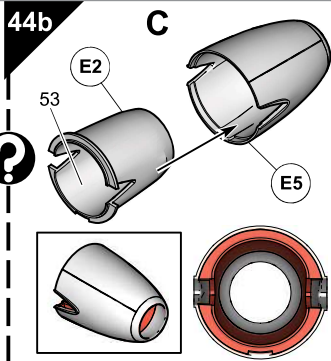
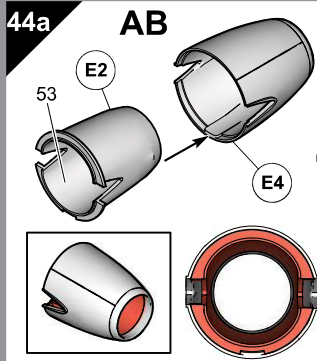


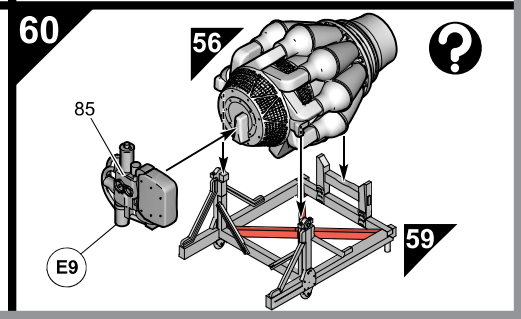
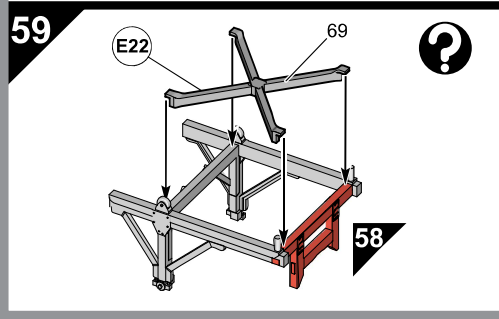
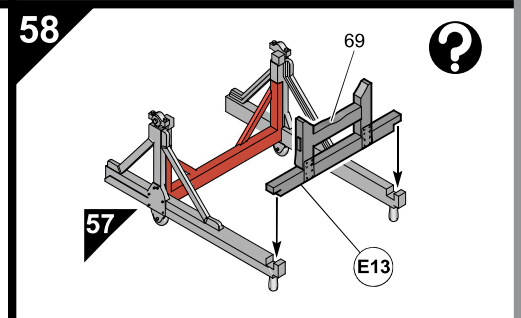
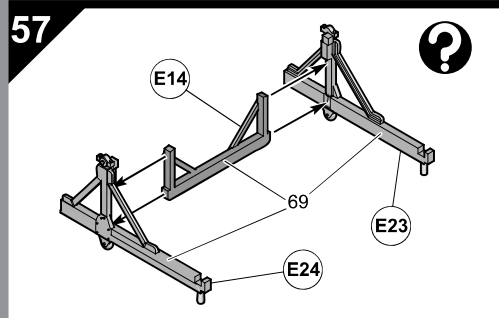
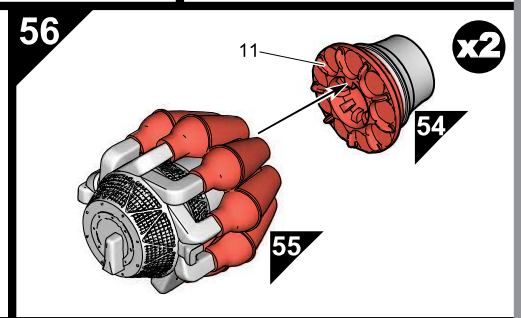
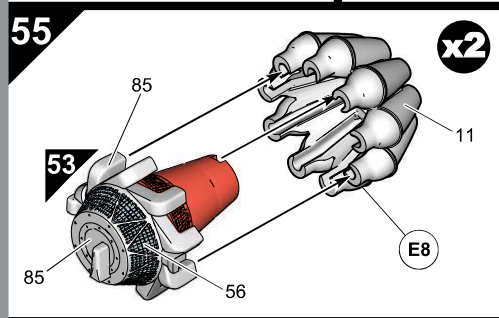
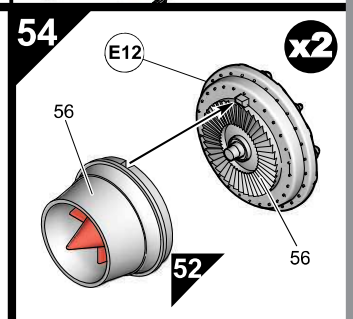
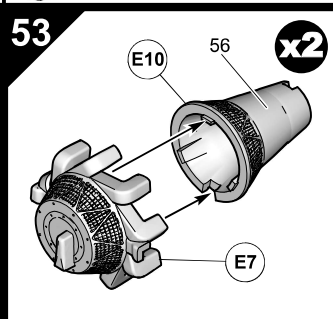
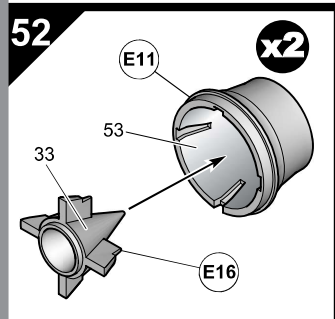
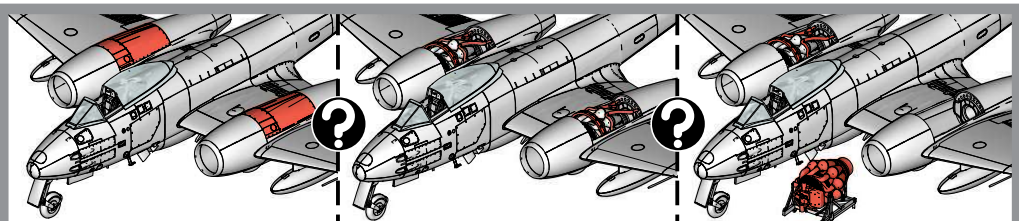
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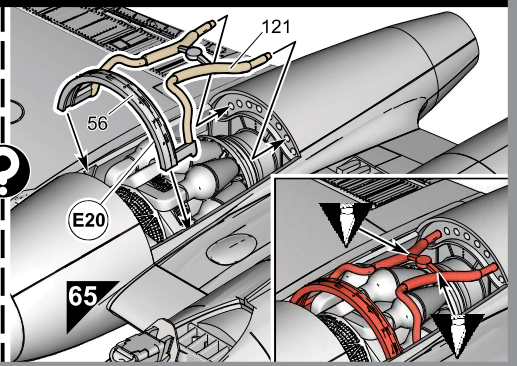
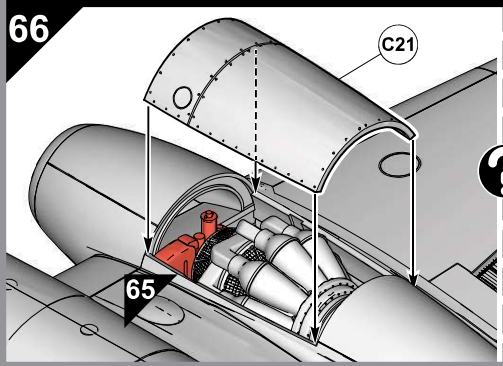
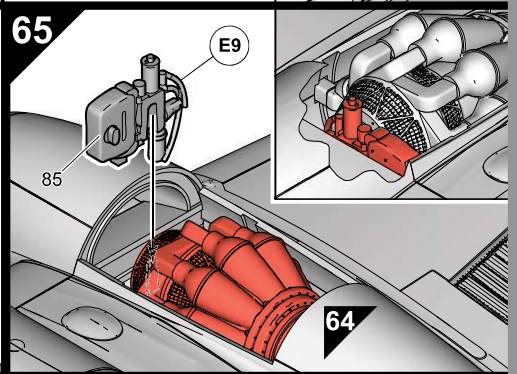
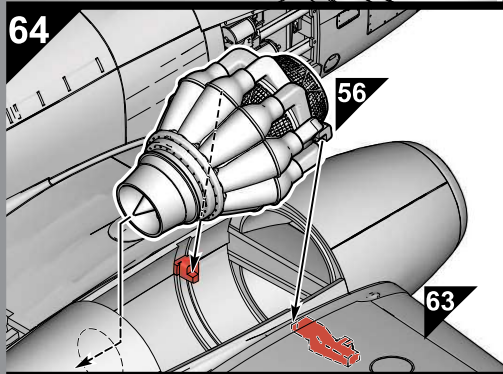
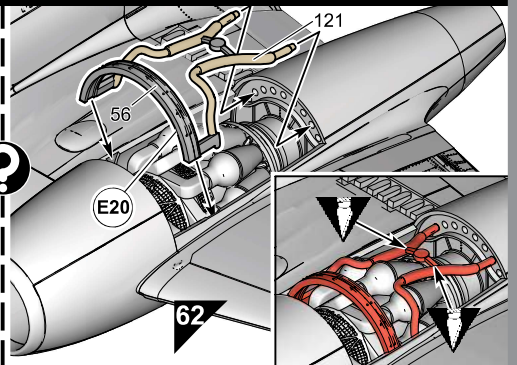
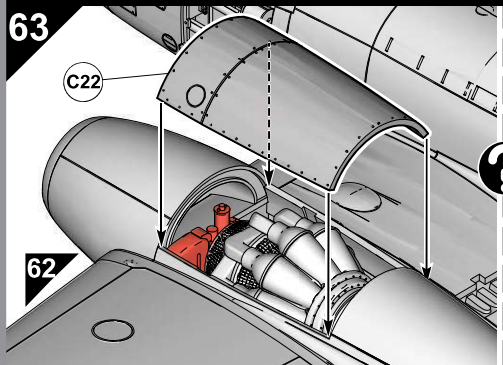
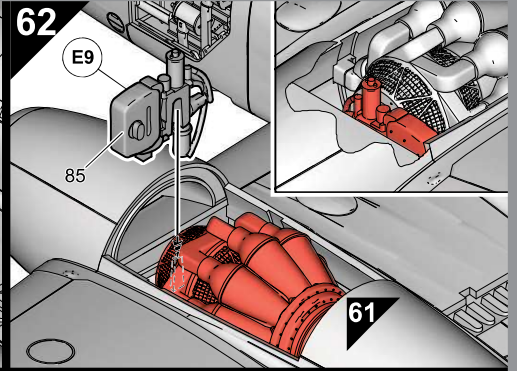
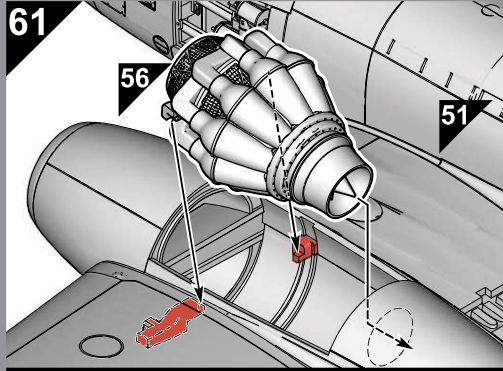


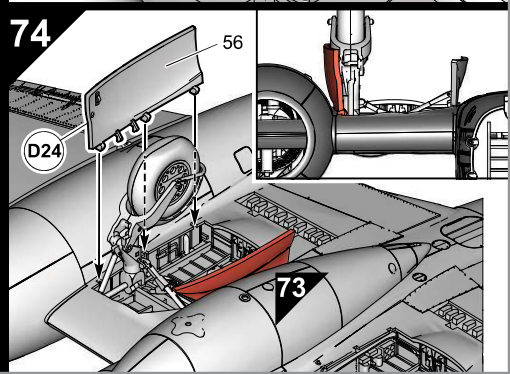
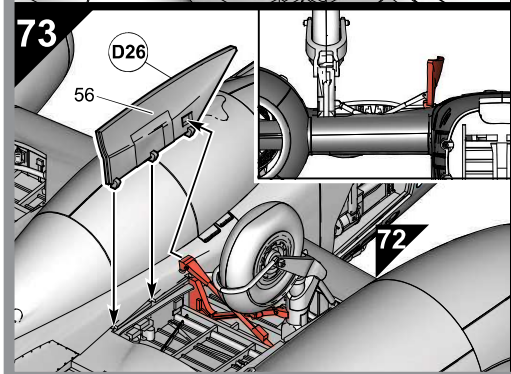
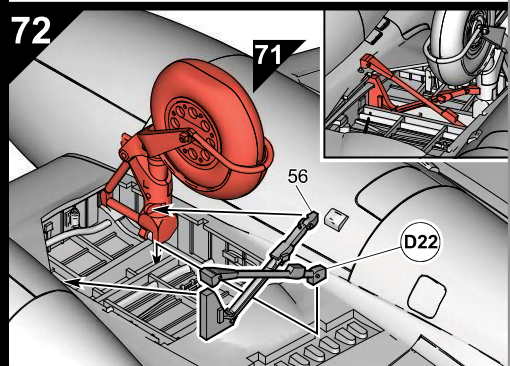
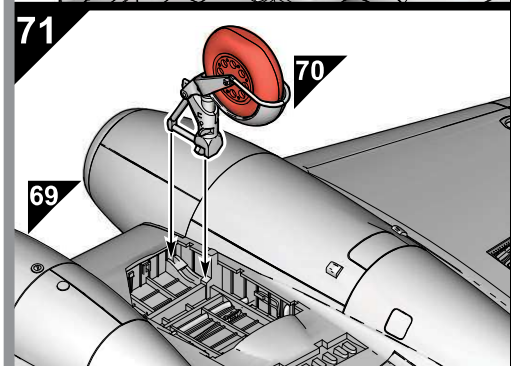
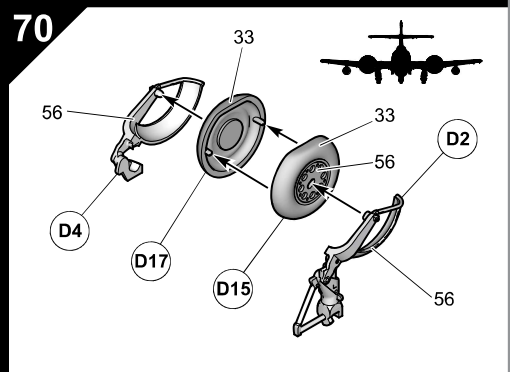
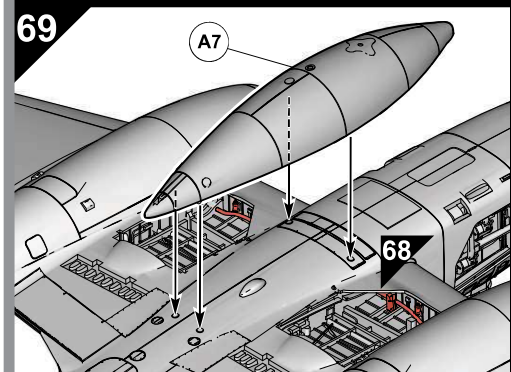
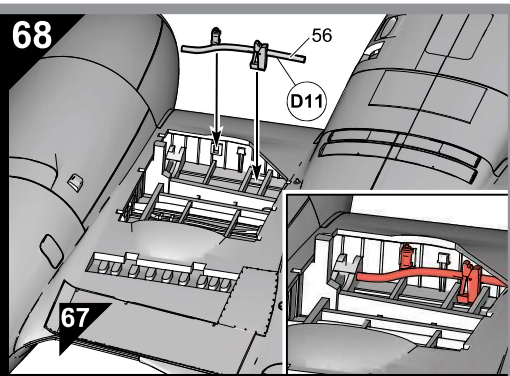
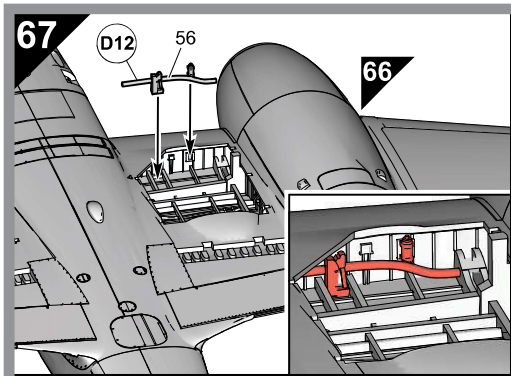
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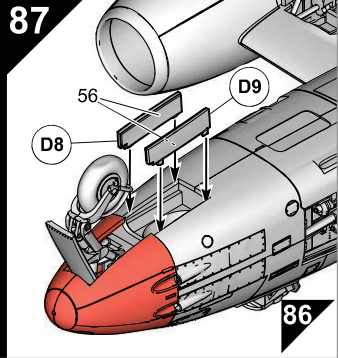
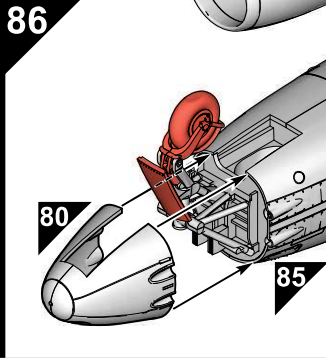
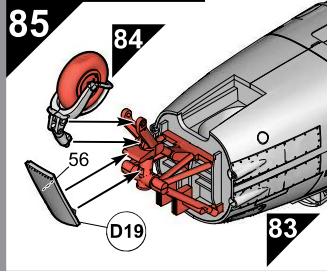
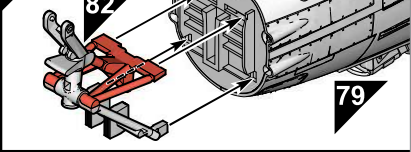
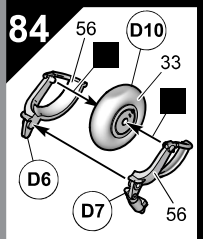
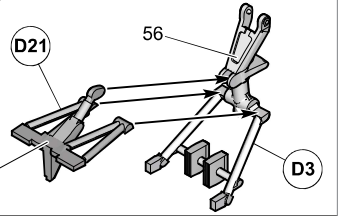
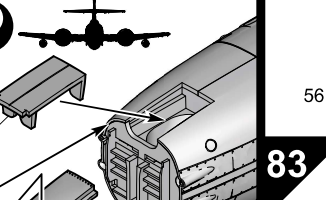
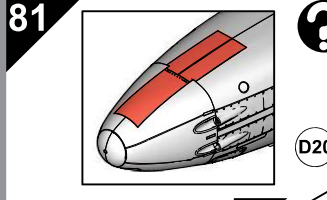
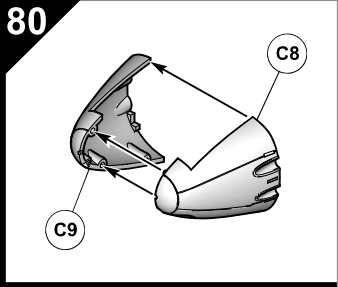
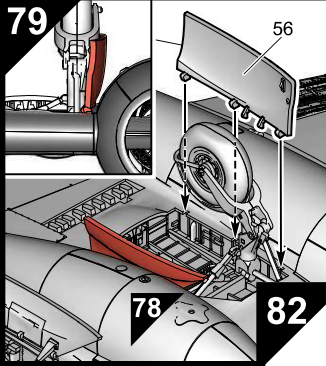
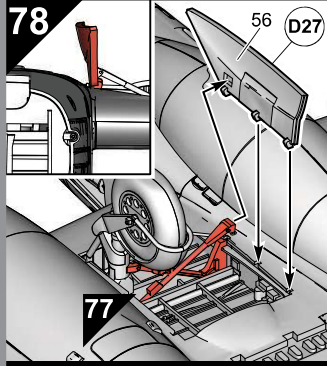
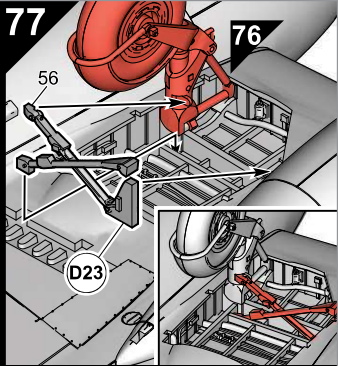
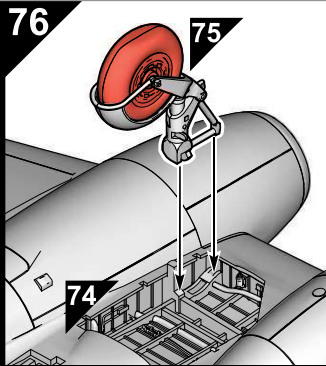
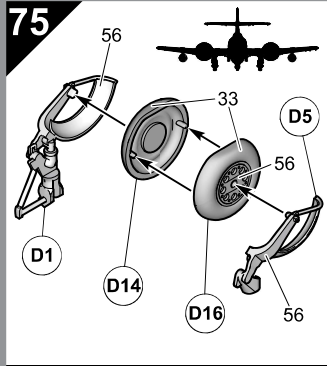


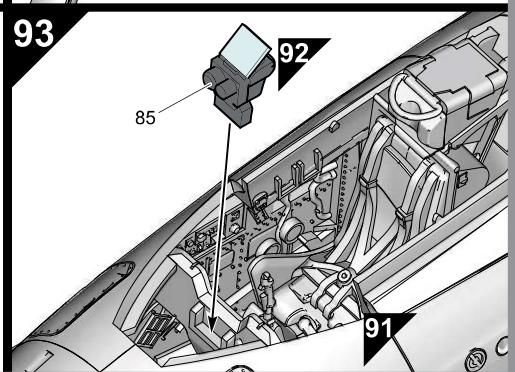
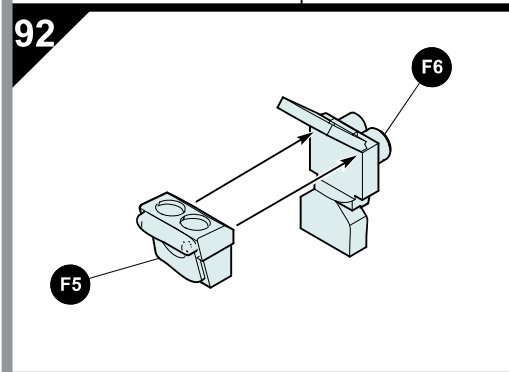
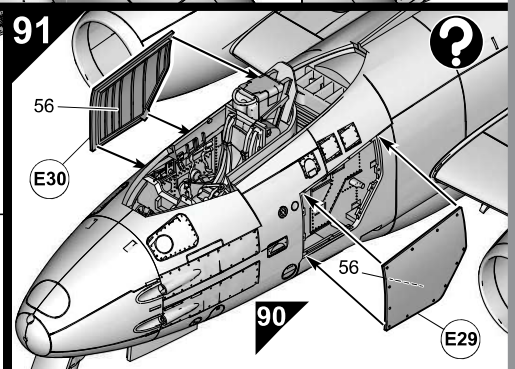
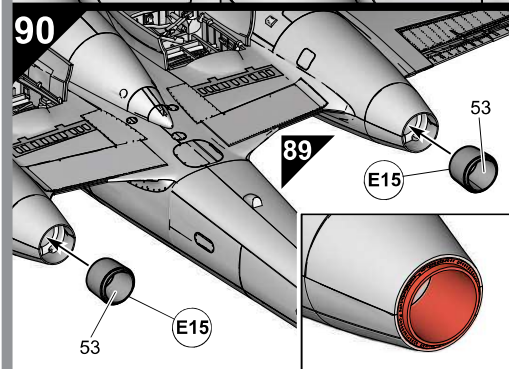
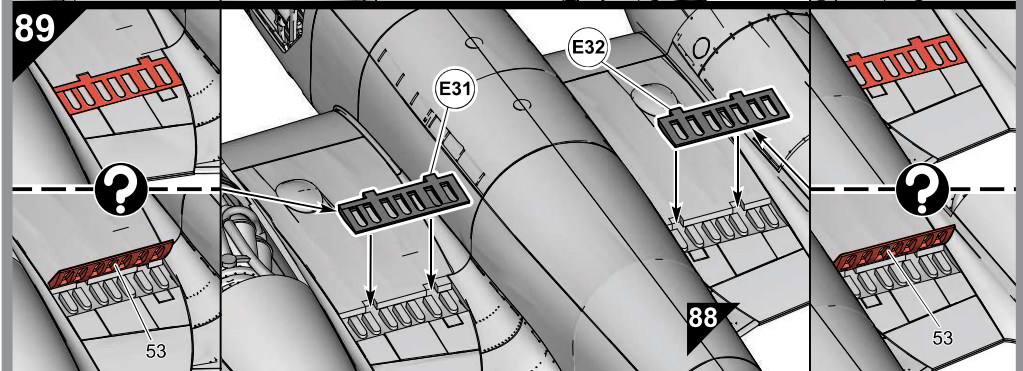
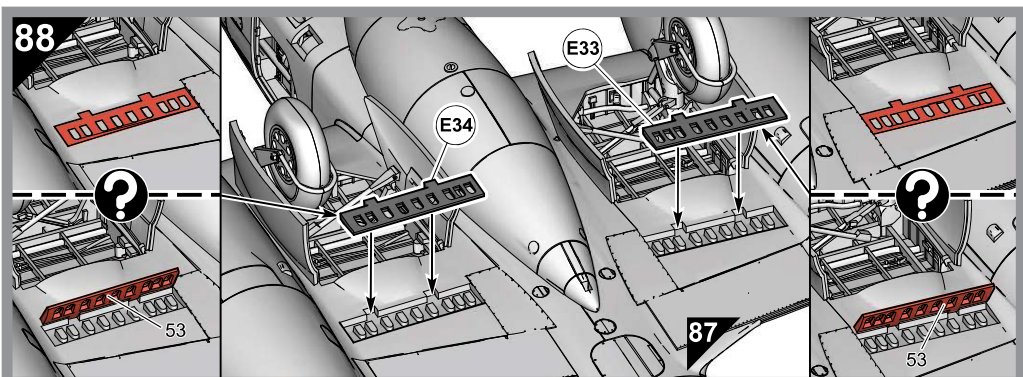


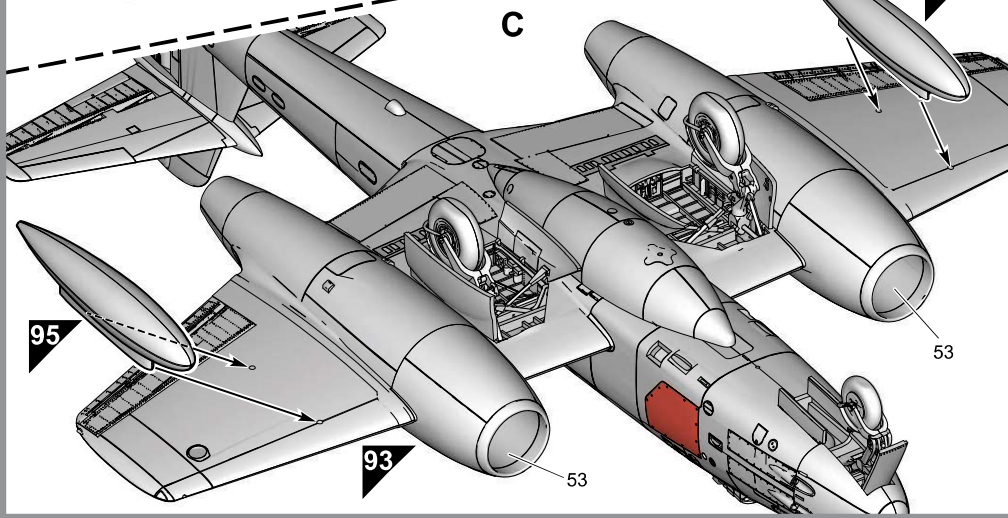
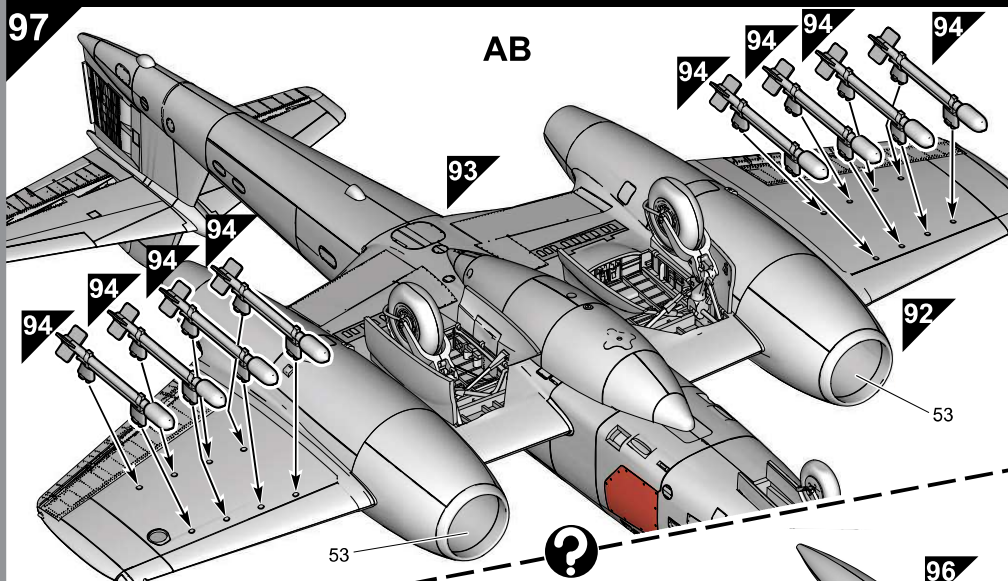
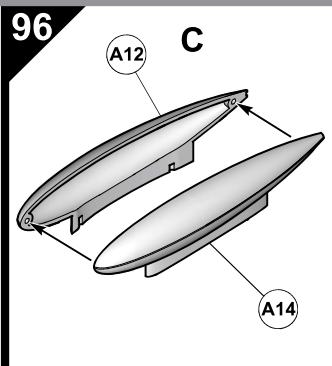
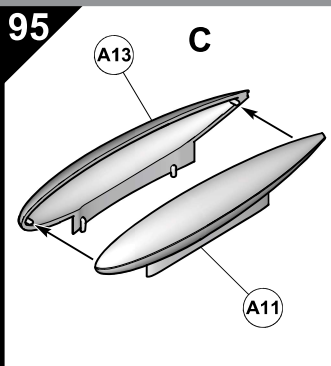
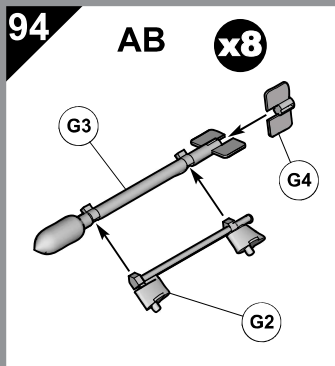




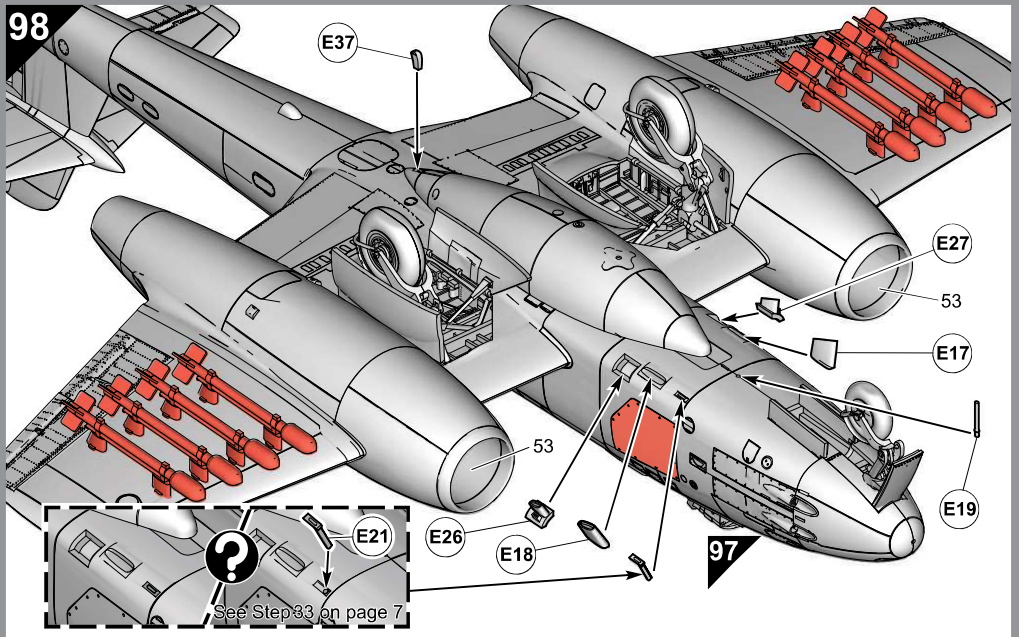




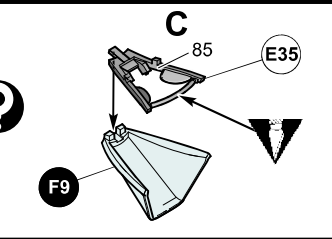
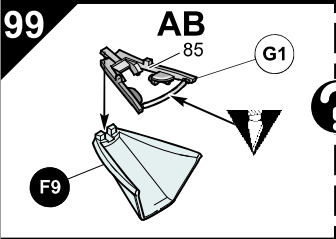




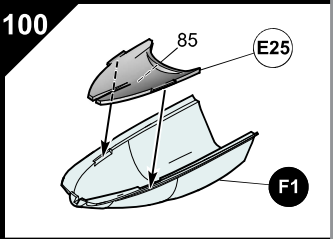
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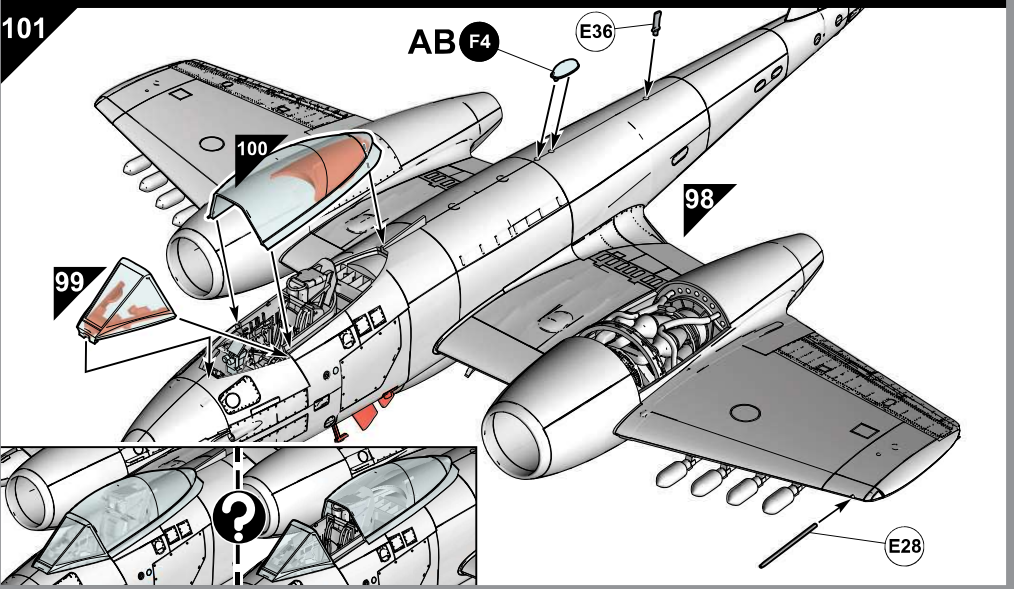
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100

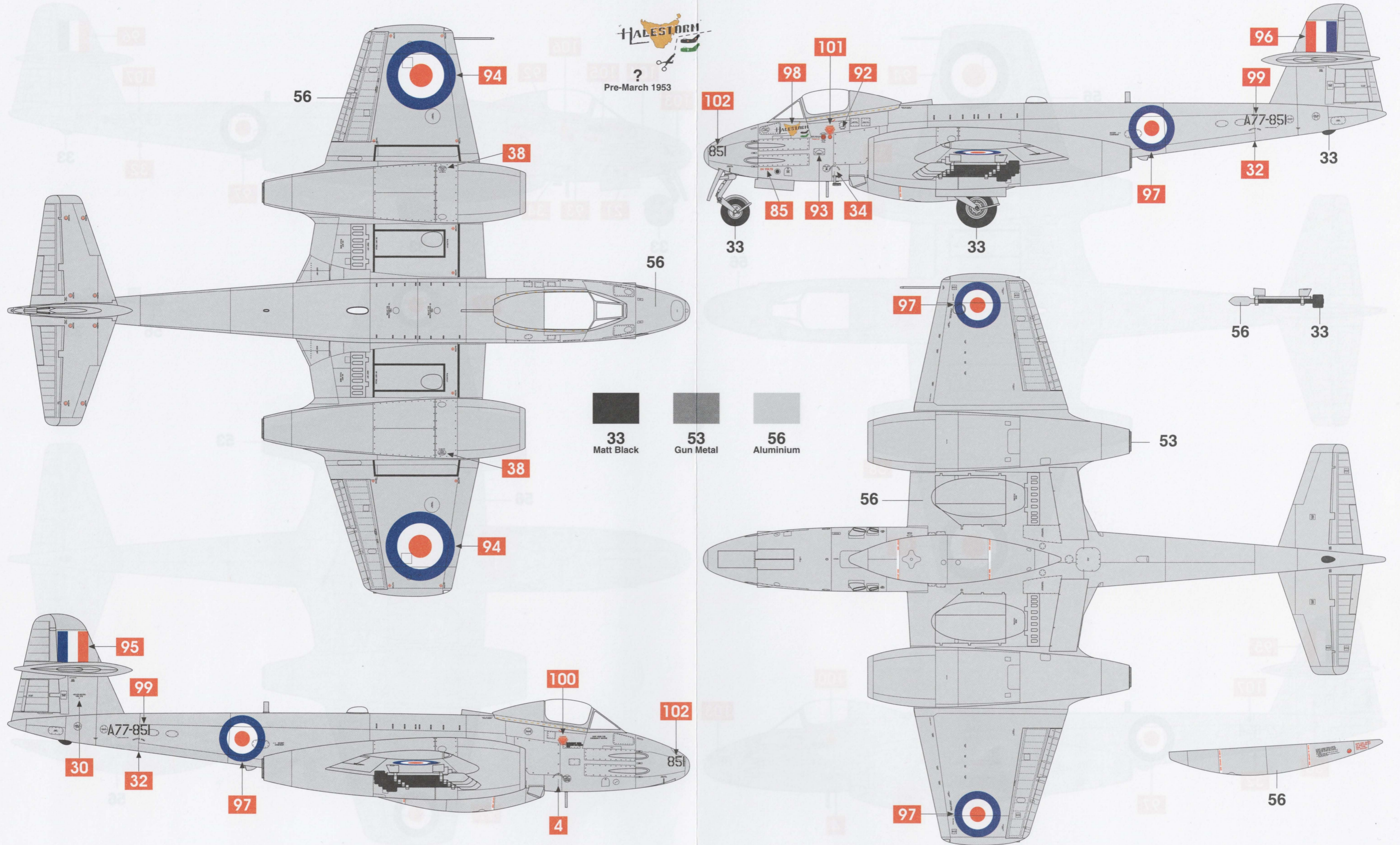


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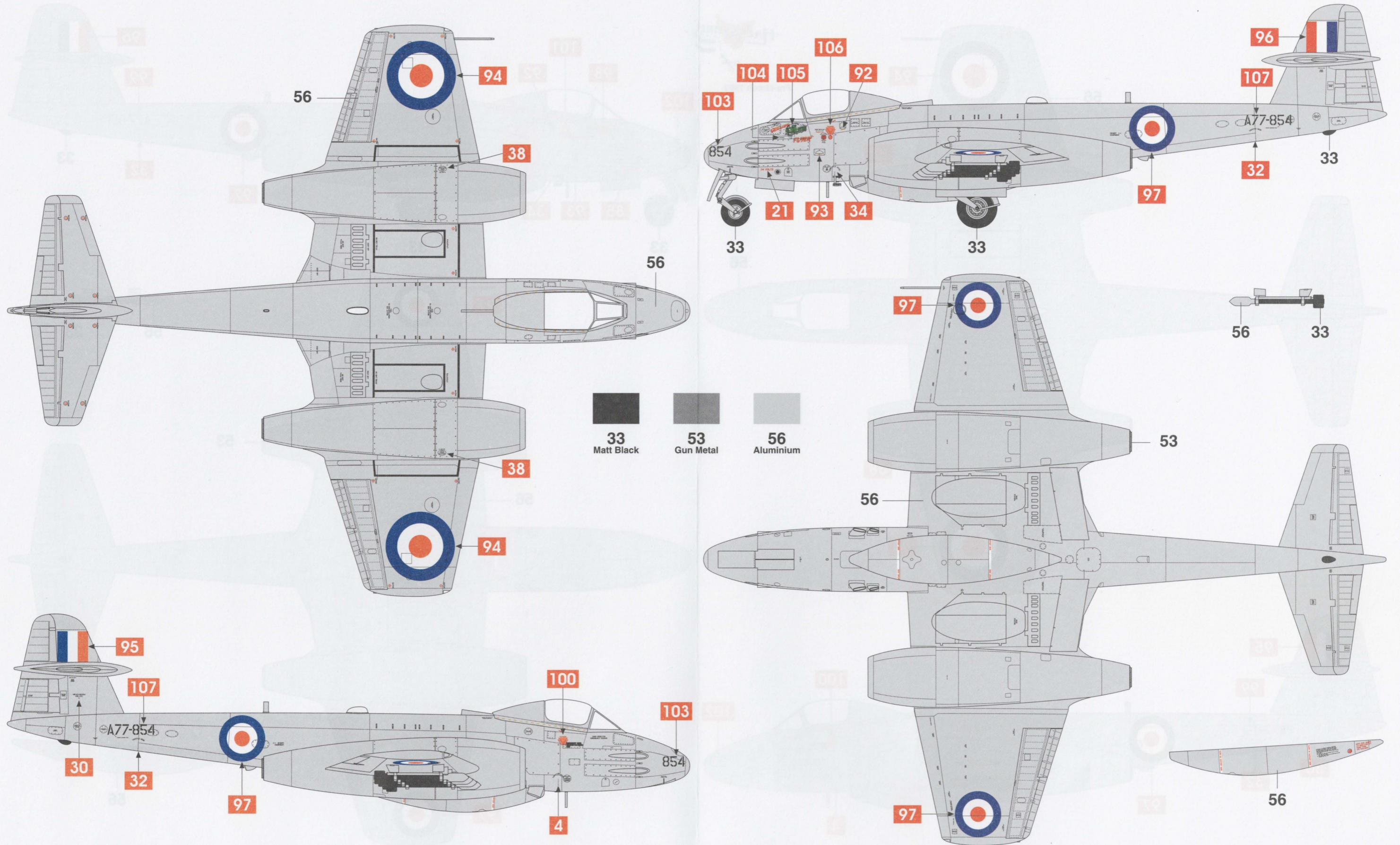
A Gloster Meteor F.8

Aircraft A77-851 flown by Sergeant George Spaulding Hale, No.77 Squadron, Royal Australian Air Force, Kimpo, Korea, March 1953.



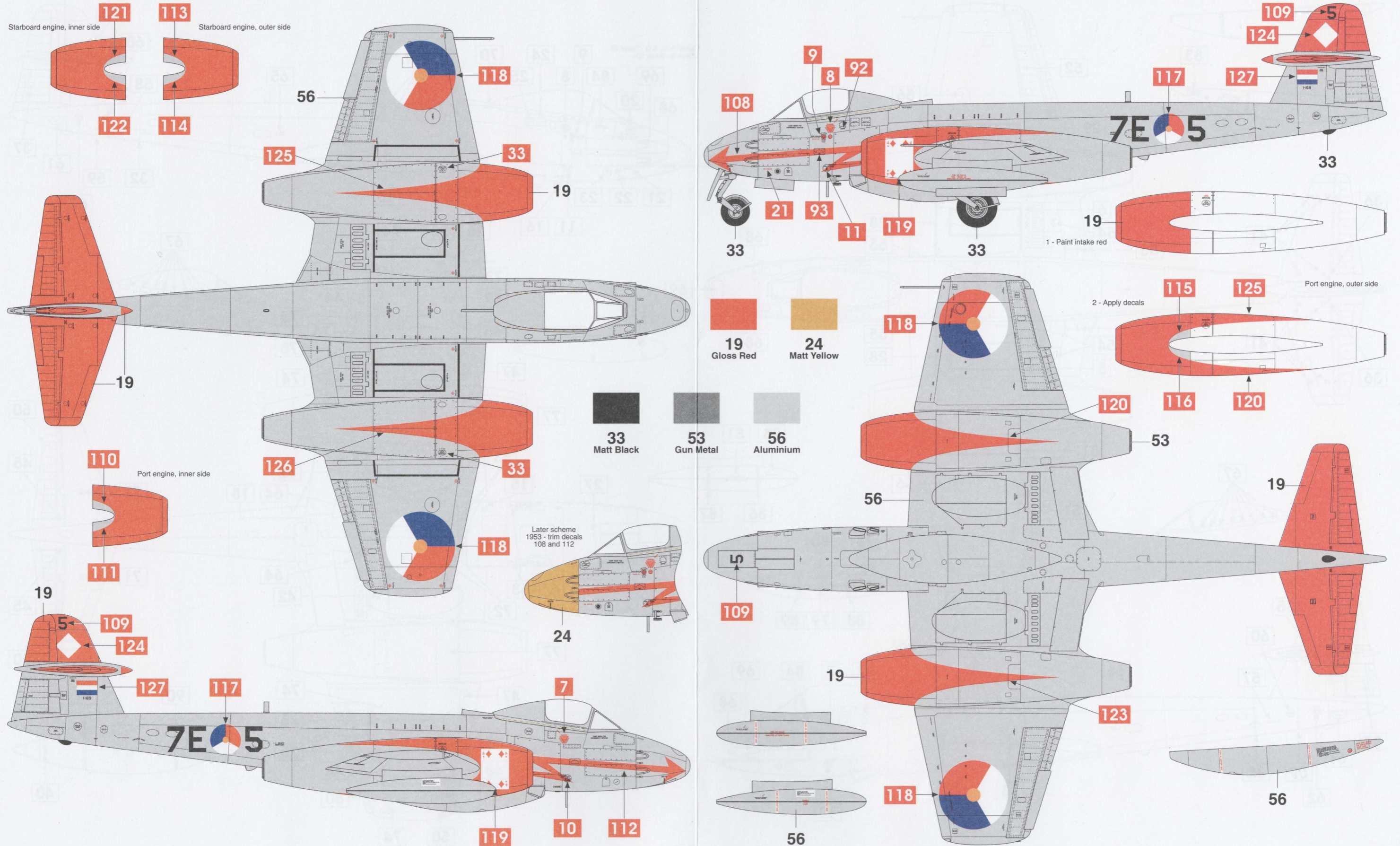
B Gloster Meteor F.8

Aircraft A77-854, No.77 Squadron, Royal Australian Air Force, Kimpo, Korea, 1953.



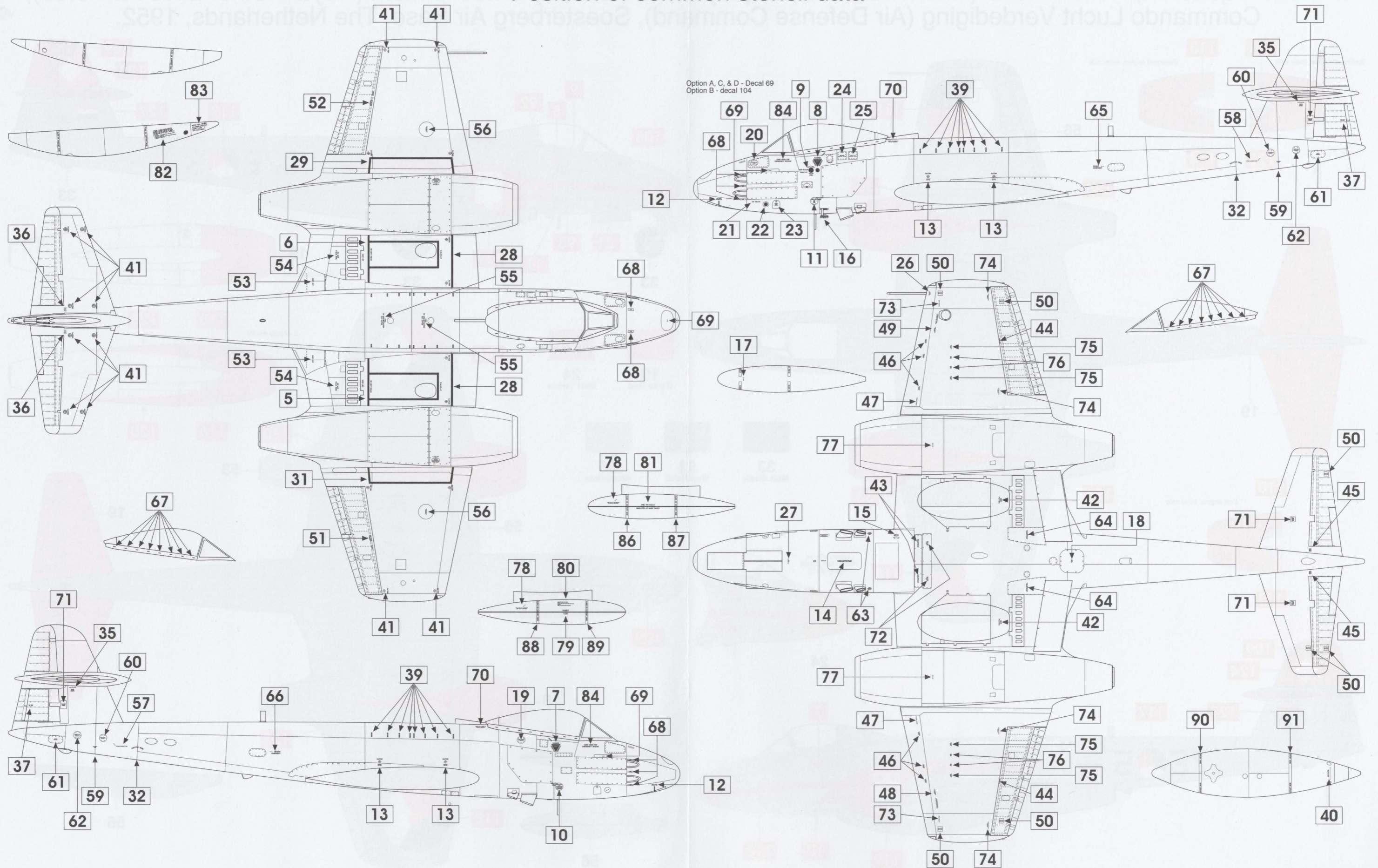
©Gloster (Fokker-built) Meteor F.8

No.327 Squadron, Ruiten VierÓ (Diamonds Four) display team, Koninklijke Luchtmacht (Royal Netherlands Air Force), Commando Lucht Verdediging (Air Defense Command), Soesterberg Air Base, The Netherlands, 1952.

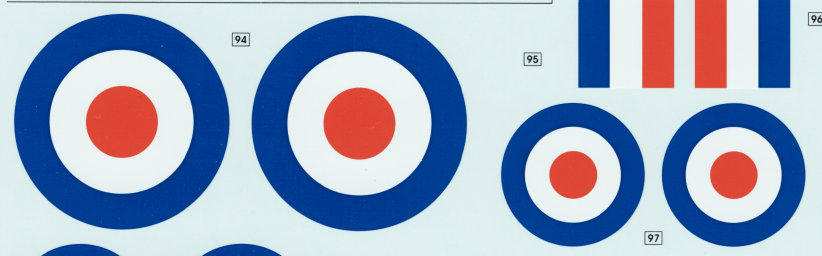
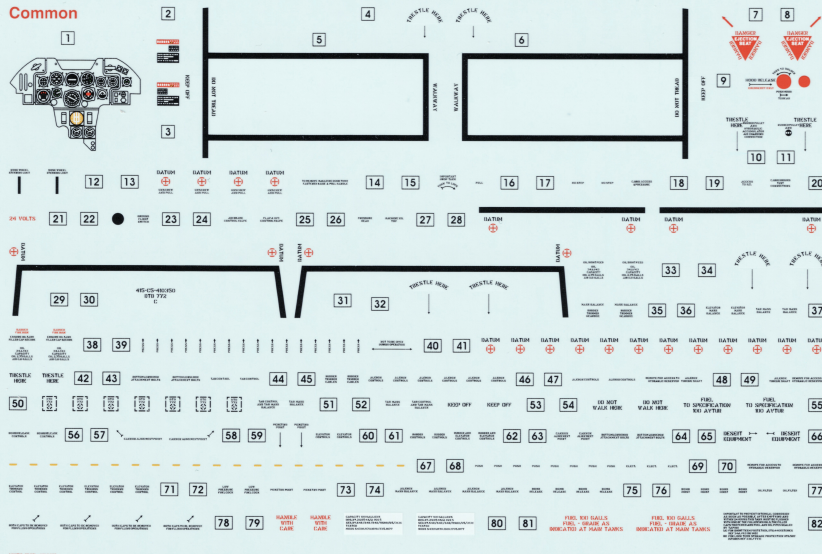


Gloster Meteor F.8

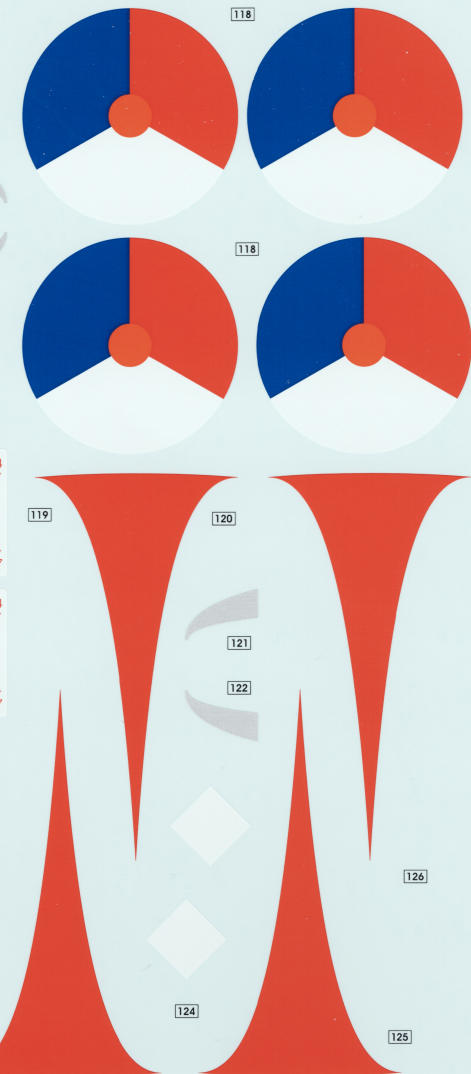
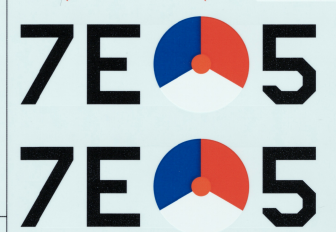
Position of common stencil data



Common



KLU



A "Halestorm" RAAF

A77-851 A77-851

854 854

B "Geelong Flyer" RAAF

A77-854 A77-854