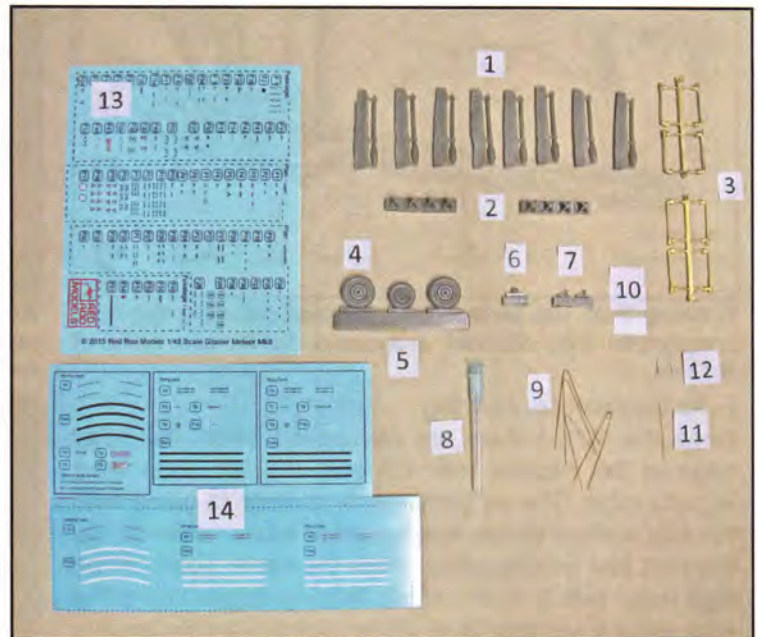


RAAF GLOSTER METEOR MK.8 DETAIL SET FOR THE AIRFIX MK.8 METEOR KIT 1/48 SCALE

Parts List

1. Rockets x 8
2. Rocket Tails x 8
3. Rocket rails x 8
4. Main wheels x 2
5. Nose wheel x 1
6. Air compressor cowling x 1
7. Nacelle vents x 2
8. No. 23 G hypodermic needle x 1
9. V wire 0.016in x 2
10. Plastic strip 0.015in (7 x 14mm) x 1
11. 20mm length 0.020in brass wire x 1
12. 4mm 0.040in (1mm) brass tube x 1
13. Stencil decal airframe x 1
14. Stencil decal External Tanks x 1



USING THE RED ROO RAAF METEOR MK.8 DETAIL SET WITH THE AIRFIX KIT

There are a number of omissions and errors in this kit which when modified will improve this excellent kit to a higher standard. None of the improvements described in these instructions are difficult to achieve. These instructions are divided into three sections:

1. Corrections using the supplied parts.
2. Essential notes for greater accuracy.
3. Suggested improvements.

Study these instructions carefully before commencing the build. Prior to commencement choose the desired aircraft serial number and note the following items (these are charted in the Red Roo decal instructions):

1. Short or long engine air intakes.
2. The type of canopy fitted to the aircraft, ie full or half hard.
3. Whether or not the aircraft was fitted with rocket rails.
4. Radio antenna fit out.
5. Whether or not the aircraft had the ventral fuel tank fitted.

These early choices are necessary so as to incorporate them during construction. Careful fitment of all parts is essential as their close tolerances will affect assembly. Even a coat of paint applied to the wrong place will affect the fit of parts.

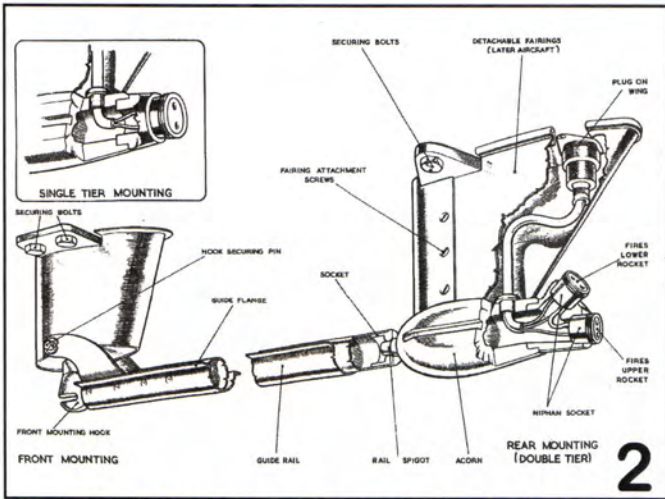
Corrections using the supplied parts:

1. Rocket Rails

Open up the eight pairs of holes in the lower wing with a 1mm drill, but not those for the wing tanks (Airfix Step 21). The rocket rails should be cleaned, primed and painted before installation after the model has been painted. When cutting the rails from their sprue leave 2mm of the pouring path under the mount for location of the holes. Note the forked end of the rail faces aft. Attach rockets to the rails with the tail fins set a 45° to the vertical. Paint the rockets Dark Green with Matt Black warheads. Refer to Figs 1, 2, and 3.



Rockets could be fitted beneath each wing in either four or eight rocket configurations. The brass rocket rails supplied with this conversion feature the dual connector for the larger configuration



Drawing from the Meteor Mk.8 manual showing the dual connection that allowed armourers to fit two tiers of rockets.

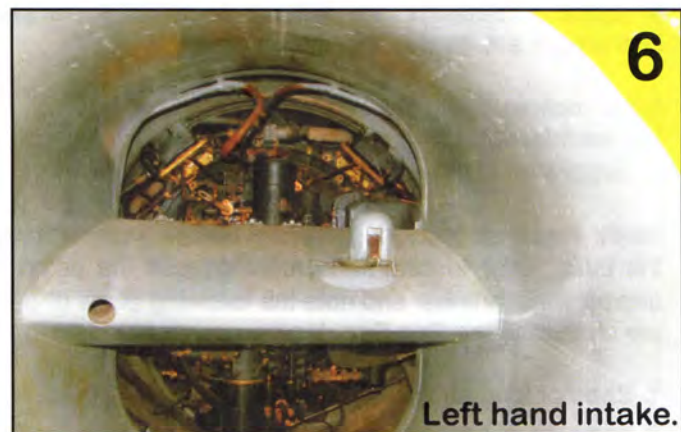
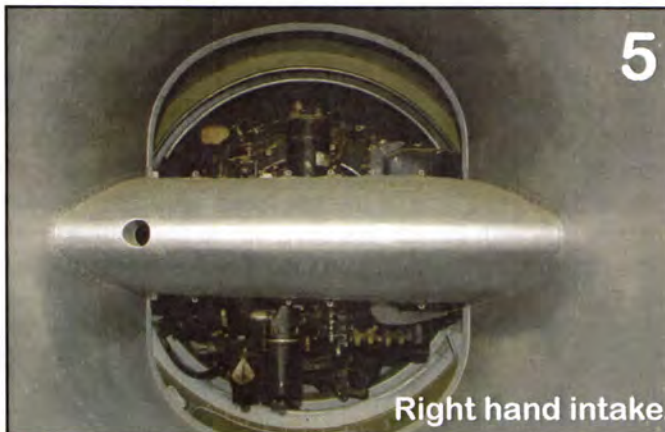
2. Air Compressor Cowling

Once the wing halves are assembled, mark the inner edge of the nacelle liner E2 onto the left hand wing leading edge. The air compressor cowling is glued onto the top surface of the leading edge spar – refer to the drawing and photographs. Mark the same point on the right hand side of both nacelle leading edges and drill a hole using a Number 66 (0.033in) drill bit into the leading edge for the generator cooling air outlet – again, refer to Figs 4,5 6 and 7.

Note: check the fit of both the liners and the nacelle on the wing as the Airfix instructions Step 43b and 45b for the long chord intakes have the liner part members reversed. Test fit! Paint the inside of the nacelle and leading edges 'High Speed Silver', not Gunmetal.



Armourers fitting a rocket to the launch rail. Note the clamps holding the rocket which allowed a second tier to be fitted.



3. Engine Air Intake Nacelle Vents

One of each is to be fitted to the outer side of each intake. Drill a hole using a Number 74 (0.023in) drill bit at the point identified on the drawing. Note that these are on the outer side of each nacelle. Drill a hole using a Number 74 (0.023in) drill bit in a small piece of 0.005in plastic card and glue the vent onto it and trim the edge to 0.5mm to create a flange and glue the vent on, with the pointed end facing forward. Refer to Figs 8 and 9.

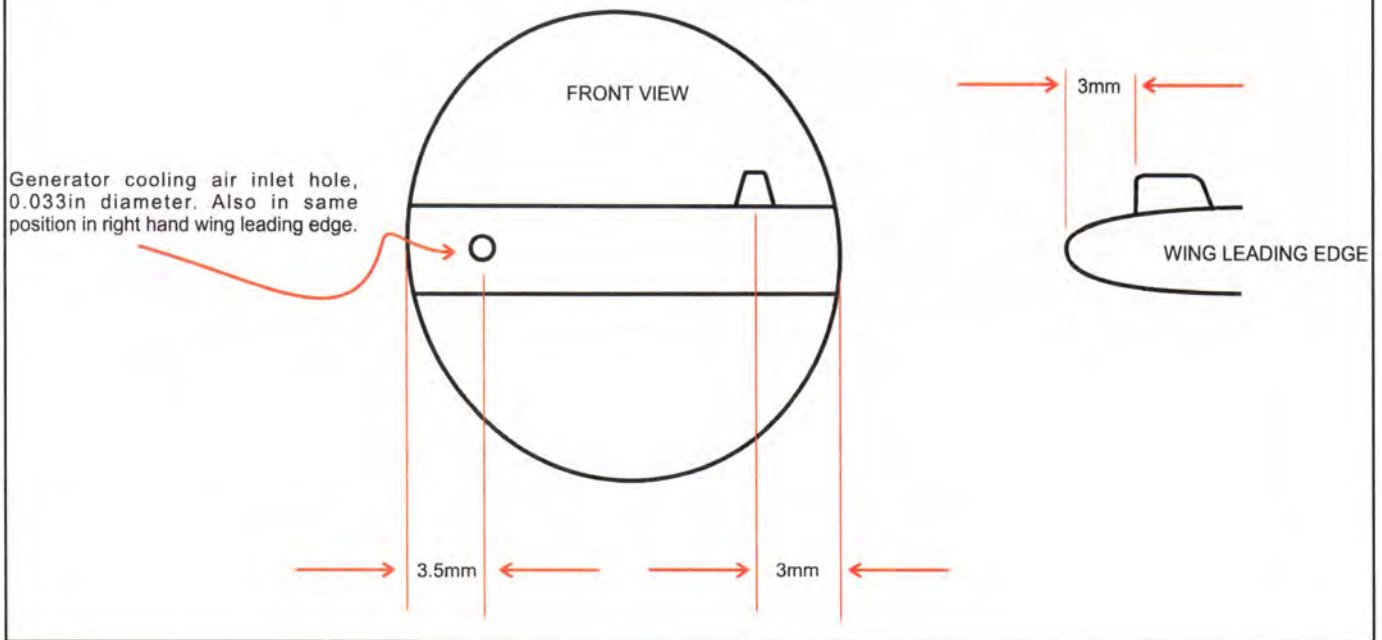
4. Pitot Head

A steel hypodermic needle and wire are supplied to replace the fragile part E28 provided in the kit. Use superglue to attach the needle into the wing with 9/16in



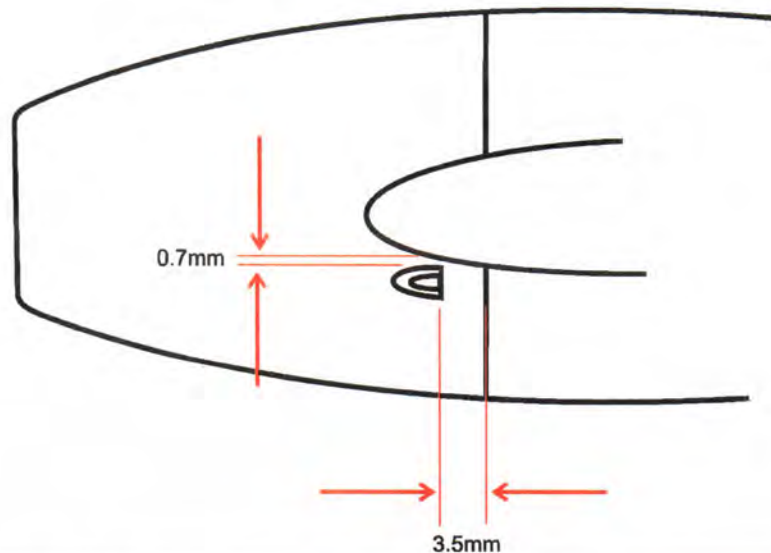
7

Air Compressor Cowling - left hand wing leading edge (only) - looking aft.



9

Nacelle vent installation, on outer side of both nacelles.



(14.2mm) protruding, plus 3/16in (4.8mm) of the steel wire outside the outer end for a total length of 3/4in (19mm).

5. Treaded Wheels

These replace the plain kit wheels. Trim the locating legs on parts D1 and D5, D6 and D7, as well as D2 and D4 until these assemblies can be spread enough for the resin wheel to be pushed into place. You may elect to paint the wheels and delay fitting until after the assembled model has been painted (remember it may be necessary to touch up the painted wheels after fitting).

6. Square Hole on Fuselage Underside

This represents two missing access panels on the museum aircraft that Airfix studied for the kit. After assembling the fuselage halves trim the piece of 0.015in plastic card to fit this hole and glue in place. Sand the edges to match the adjacent contours. Scribe lightly

around the edges and across the panel at the mid-point. Note that the raised panel just aft of this needs to be sanded flush so the ventral tank will be a flush fit.

Essential Fixes:

1. Cockpit Stale Air Vent

Do not fit the fictitious window (F10). This opening is the cockpit stale air vent. Refer to Fig 10 on next page. Paint the rear surface Matt Black (Step 31).

2. Left hand tailplane short moulding

Sandwich a length of 0.015in plastic card between the rear edges when gluing it together. Trim and sand to match the tailplane outline on the fin before fitting the elevator.

3. Ensure bulkhead D30 is in the correct position.

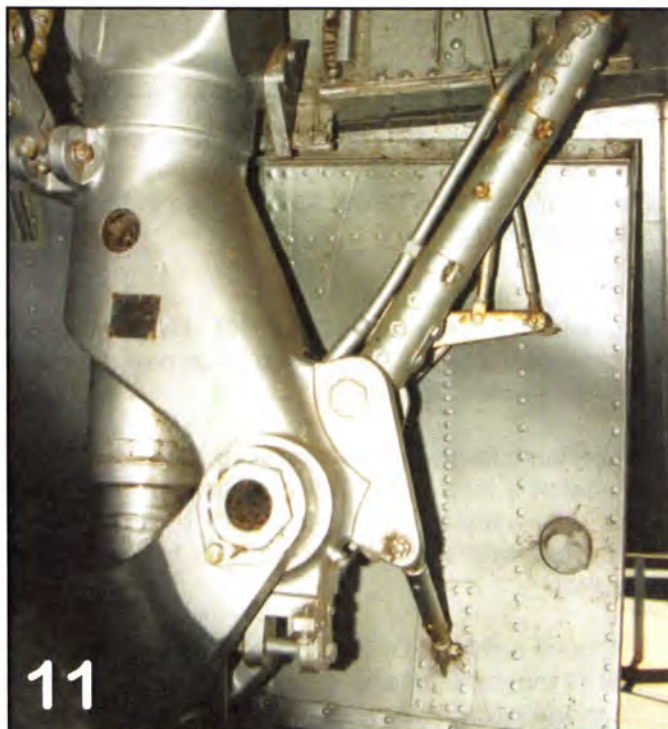
Test fit the nose landing gear to ensure that the nose cone and nose door will fit the fuselage correctly. The



legs of D3 and D21 will need to be trimmed.
4. Balance the model
 Test the balance of the model before fuselage assembly (see Step 33); 100g of weight will be needed at this position.
5. Check the fit of the fuselage to wing
 Spreader bars made from sprue will be needed inside the fuselage for a neat fit.
6. Instrument panel decal D1
 Paint the yellow disc on the lower section black as it is an instrument (the voltmeter), not a blanking plate.

7. Main landing gear
 Install the inner and outer doors before the leg. The inner and outer lower ends of parts D22 and D23 need a lot of trimming before they will fit correctly refer to drawings and kit instructions in Step 73 and 78. Add the door retraction link (using the 0.016in wire) between the lug on the outer door and the leg as shown in Fig 11.

8. Nose landing gear
 The forward end of the aperture in the nose cone will need extending so as to accommodate the nose door and ensure the nose cone fits the fuselage. The side doors D8 and D9 will need longer hinge arms to provide

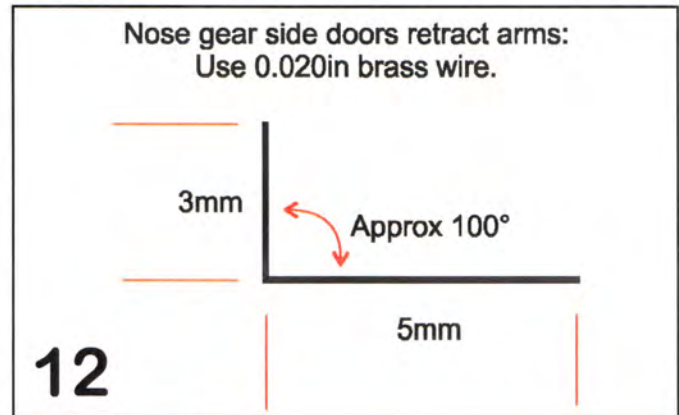


adequate attachment area. Add the retract arms (from wire) as shown in the photographs and drawing. Refer to Figs 12, 13 and 14.

9. Parts not used
 Airfix parts E19, E36, E37 and E38 are not applicable to RAAF Meteors.

Suggested Improvements:

1. Fuselage fuel tank filler caps
 As these will disappear when sanding down the seam, they should be renewed. Either punch out a 1/8in (3.2mm) disc of 0.005in card or engrave a circle. Refer to the Red Roo stencil decal sheet drawings for the location of the missing forward fuel tank cap and add this to your model.
2. Canopy external handle
 Drill holes as per the drawing and form a square handle from fuse wire over a narrow section of plastic card so it is 1mm high. Refer to Fig 15 and 16.
3. Missing wing tip navigation lights
 To create a clear lens, file the front corner of the tip away to the panel line and paint aperture Grey-Green. Cut a



section of clear sprue to fit the wing tip. Drill a shallow small hole in the clear piece aft edge and fill with red or green paint (red – left tip, green – right tip). Glue the new wing tips in place and when glue has thoroughly dried file, sand and polish to shape. Paint externally with translucent colliur. Refer To Figs 17 and 18.

4. Lower identification lights

The three engraved circles on the centre of the lower wing (A8) adjacent to the dive brakes are actually identification lights. These should be countersunk to their edges, partially filled with liquid filler; painted red (left), green (right) and amber (aft) as viewed from underneath and then filled with clear gloss until flush with the wing surface. Refer to Fig 19.

5. Upper engine cowls

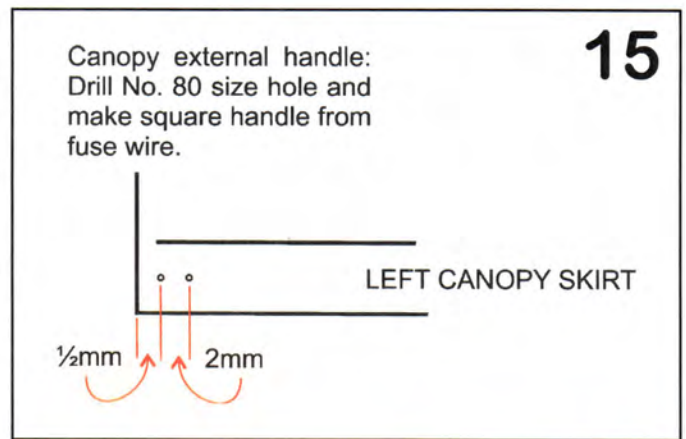
Accurate installation is improved by gluing a 25mm long strip of 0.010in x 0.08in plastic strip along the lower inner edges, so that enough of the strip protrudes down to locate it inside the nacelle.

6. Missing rudder pedals

The heel slides can be made by cutting a 5mm length of 3mm diameter plastic tube in half lengthwise. Glue these open side up, either side of the nose wheel bulge to their rear edge butts against the ejector seat foot rests on part D42. Bend a Number 10 wire staple into a 3mm wide D



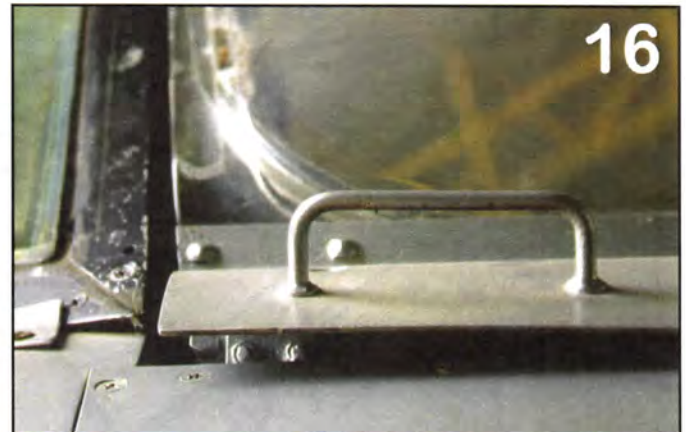
17



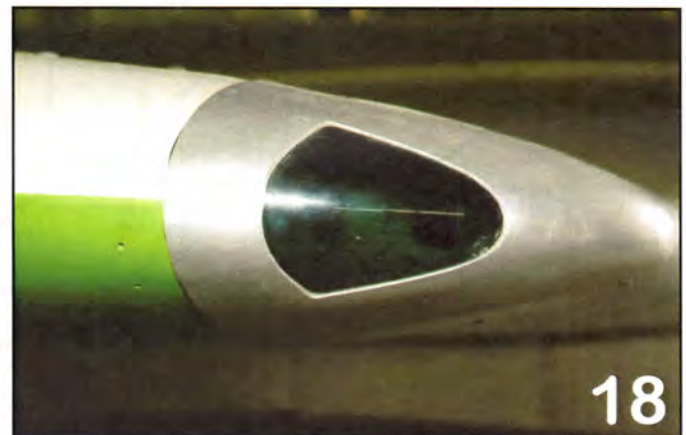
15

Canopy external handle:
Drill No. 80 size hole and
make square handle from
fuse wire.

LEFT CANOPY SKIRT



16



18

shape and glue the straight section across the edges of the half tube towards its rear end. Paint the curved part of the D section a leather colour and leave the straight section unpainted. Refer to Fig 20 on next page.

7. Half hard canopy (Airfix part F1)

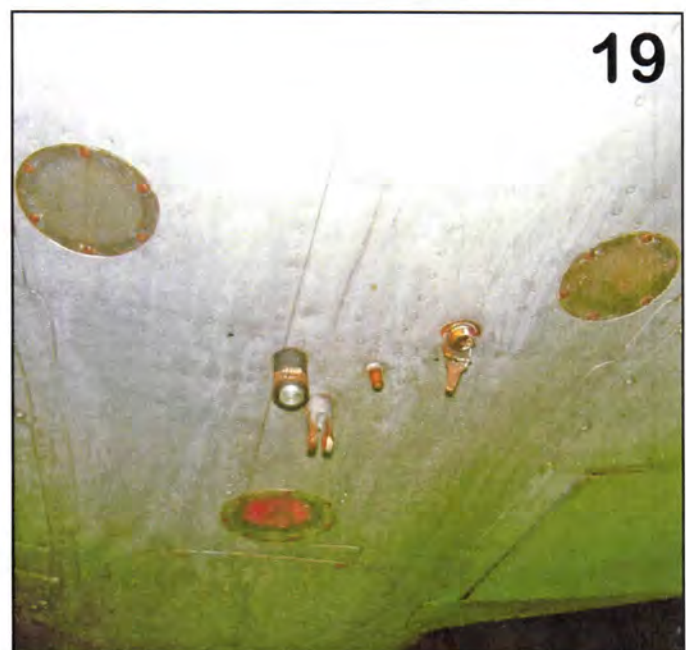
If your decal option requires the half hard hood, it can be improved by adding a vertical internal bulkhead onto the shroud (E25) in line with the front of the canopy's metal section. The small canister and pipe should be removed from the shroud. Scratch build a replacement and fit to the new bulkhead as shown in Fig 21 on next page.

8. Landing light

Paint the inner surface of the upper wing (C5) chrome or silver in line with the hole in the lower wing.

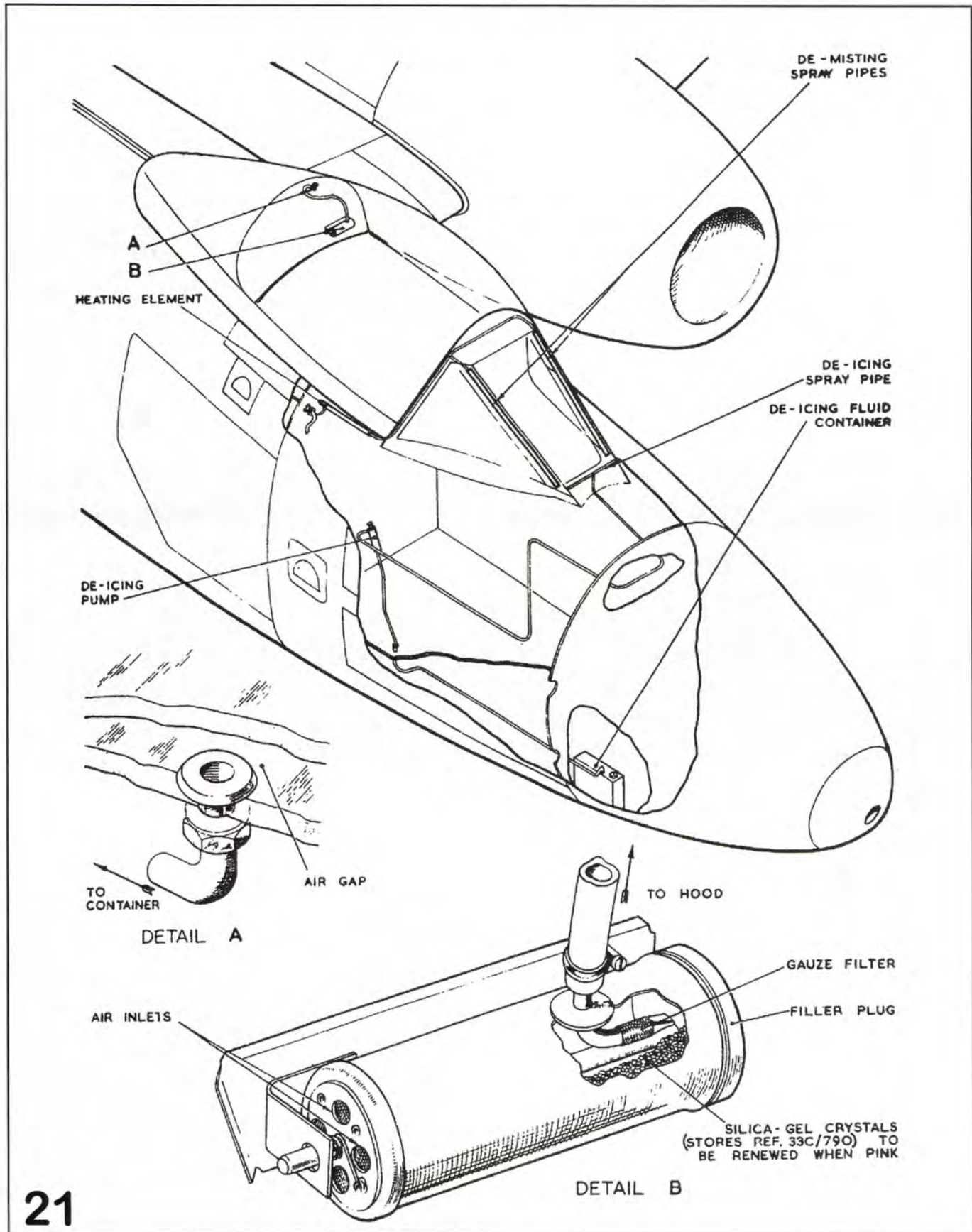
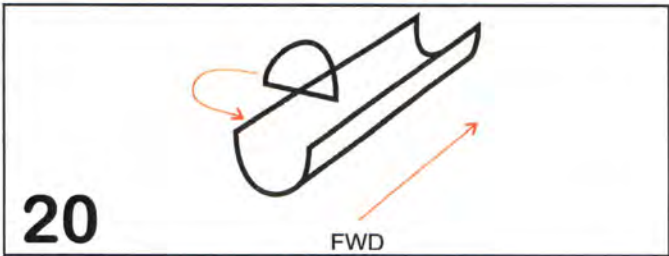
9. Oversize engine intake nacelles

Our measurements of both types of nacelles compared to the kit items are as follows:



19

If you wish to correct this the following proven procedure is easily accomplished. A 50mm length of 0.020in x 0.156in Evergreen plastic strip was wrapped around a 1/2 inch diameter rod and heat formed to a round cross section by applying boiling water. This length was then carefully trimmed until it was a neat fit inside the nacelle lip. This reduces the intake diameter to the scale size (use 0.015in thick plastic strip for the long chord nacelle).



Glue this into the front face and when dry, sand flat the front curve back 1mm, using a caliper to monitor its height to make sure it is parallel. Sand the outer tip to a round contour. Removal of the radial panel line does not matter as it is spurious. On the real aircraft the laminated wooden nose ring was sealed to the metal nacelle with doped aircraft

METEOR ENGINE NACELLE LENGTH		
	Overall Length	Airfix Scale Measurement
Long Chord Nacelle	57 ¹¹ / ₁₆ inches	60 inches
Long Chord Nacelle Inside Diameter at Nose Cone	21 ¹ / ₂ inches	23 inches
Short Chord Nacelle	52 ⁵ / ₈ inches	54 inches
Short Chord Nacelle Inside Diameter at Nose Cone	26 inches	28 inches

fabric so the join was virtually invisible. Refer To Fig 22.

10. VHF and IFF Radio Antennae

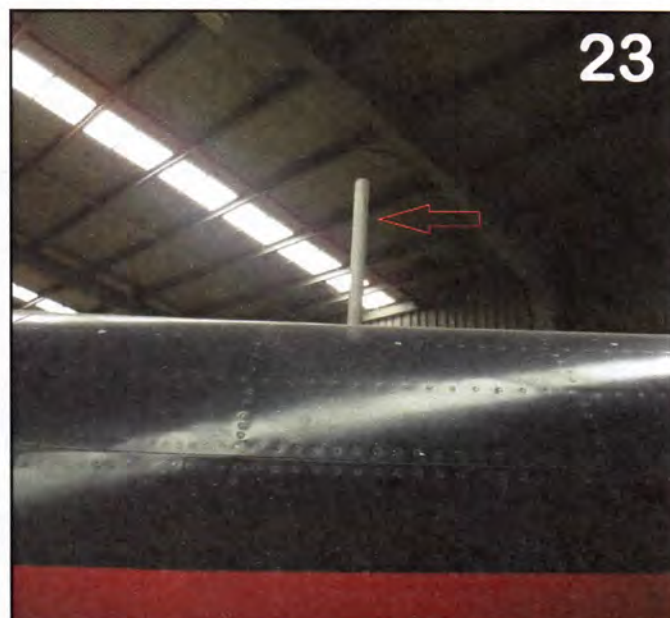
Early RAAF Meteors had a VHF whip aerial, 1/4in x 19in long on top of the fuselage aft of the rear fuel tank cover with the IFF air foil shaped rod further aft. At a later date this IFF rod was replaced with another 19in whip aerial. Make these from 0.016in wire supplied, 10mm (1/4in) long. Refer To Figs 23 and 24 on the next page.

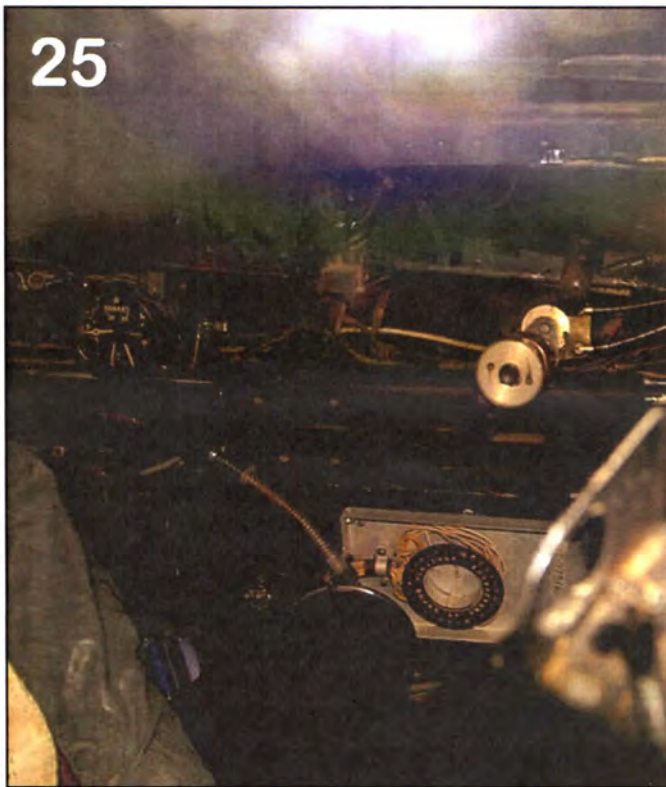
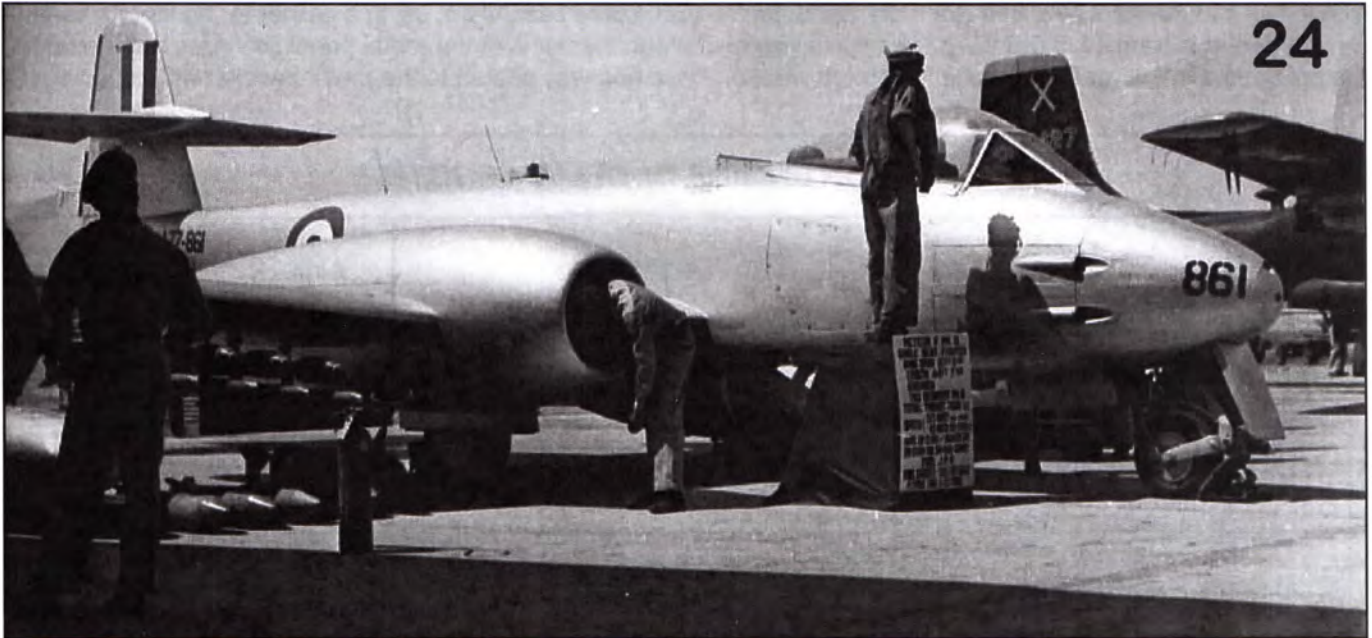
11. Radio Compass ARN-6 System

The antenna fairing is part F5 on the kit clear sprue. Paint the internal opening clear orange and the fairing base Flat



Black. It mounts on the upper centreline 1mm behind the rear fuel tank hatch. The black painted instrument can be made from a 1mm diameter x 1.5mm long piece of plastic rod and mounted on top of the left hand rear edge of part E35 (Fig 24). The system controller can be represented by a 3mm length of 0.040in x 0.080in Evergreen strip, painted flat Medium Grey and mounted on the left hand side cockpit wall, vertically, just forward and above the forward edge of the ejector seat thigh guard (Fig 25). This equipment installation and the relocation of the two





VHF channel selector boxes to the right hand side of the cockpit were the only alterations the RAAF made to the standard cockpit layout. Refer To Figs 26, 27 and 28 on the next page

12. Canopies

As the moulding sprue path enters the canopy at its rear the square aperture there will need slight deepening so that it will sit down correctly on the centre rail.

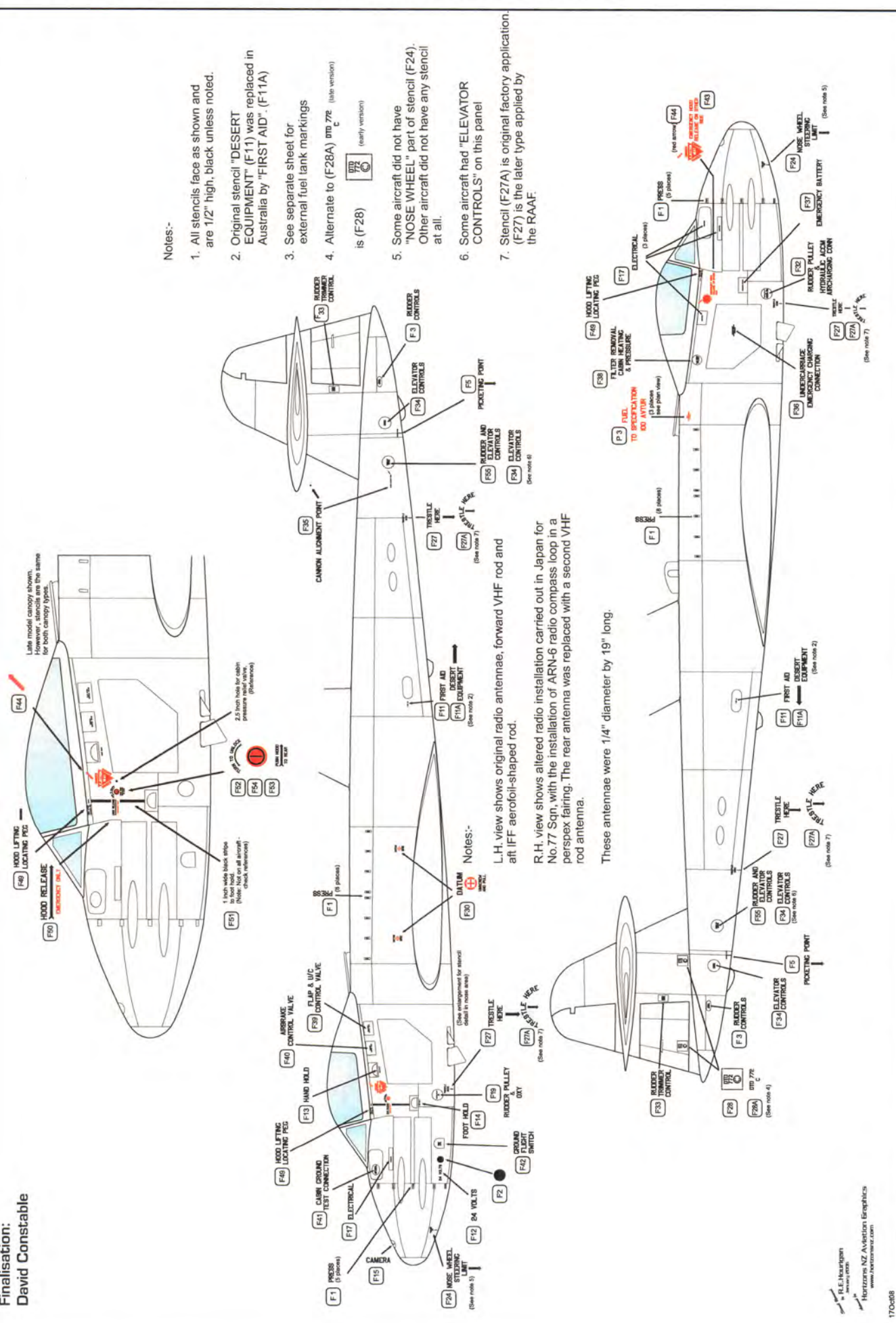
13. Stencils

Replace erroneous kit items with the correct ones from the Red Roo decals for the airframe and external fuel tanks.



Placement guide for Meteor Mk.8 Airframe Stencil Data sheet:

Finalisation:
David Constable



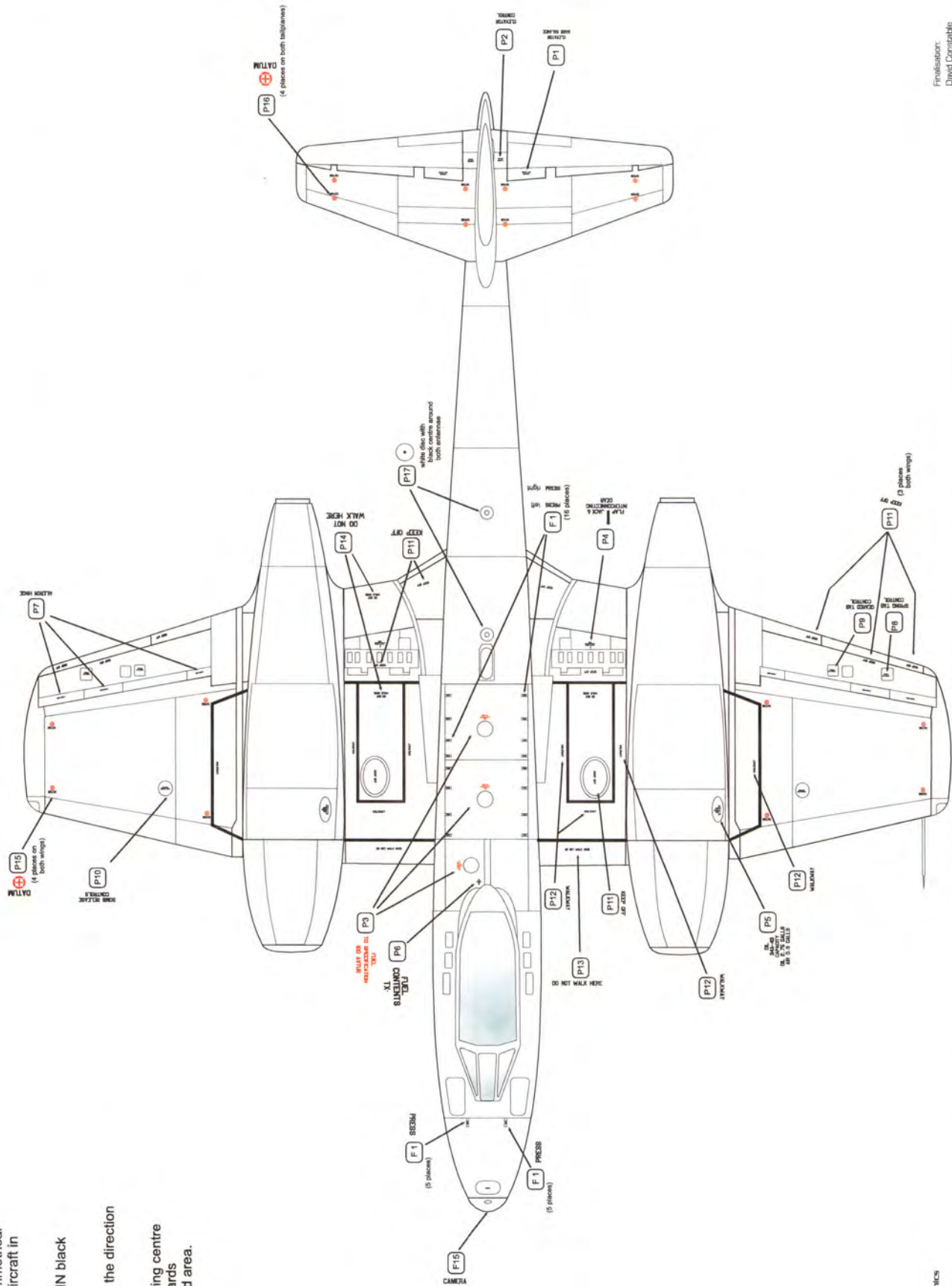
Notes:-

1. All stencils face as shown and are 1/2" high, black unless noted.
2. Original stencil "DESERT EQUIPMENT" (F11) was replaced in Australia by "FIRST AID". (F11A)
3. See separate sheet for external fuel tank markings
4. Alternate to (F28A) dm 77c (late version) is (F28) (early version)
5. Some aircraft did not have "NOSE WHEEL" part of stencil (F24). Other aircraft did not have any stencil at all.
6. Some aircraft had "ELEVATOR CONTROLS" on this panel
7. Stencil (F27A) is original factory application. (F27) is the later type applied by the RAAF.

L.H. view shows original radio antennae, forward VHF rod and aft IFF aerobol-shaped rod.
R.H. view shows altered radio installation carried out in Japan for No. 77 Sqn, with the installation of ARN-6 radio compass loop in a perspex fairing. The rear antenna was replaced with a second VHF rod antenna.
These antennae were 1/4" diameter by 19" long.


Notes:-

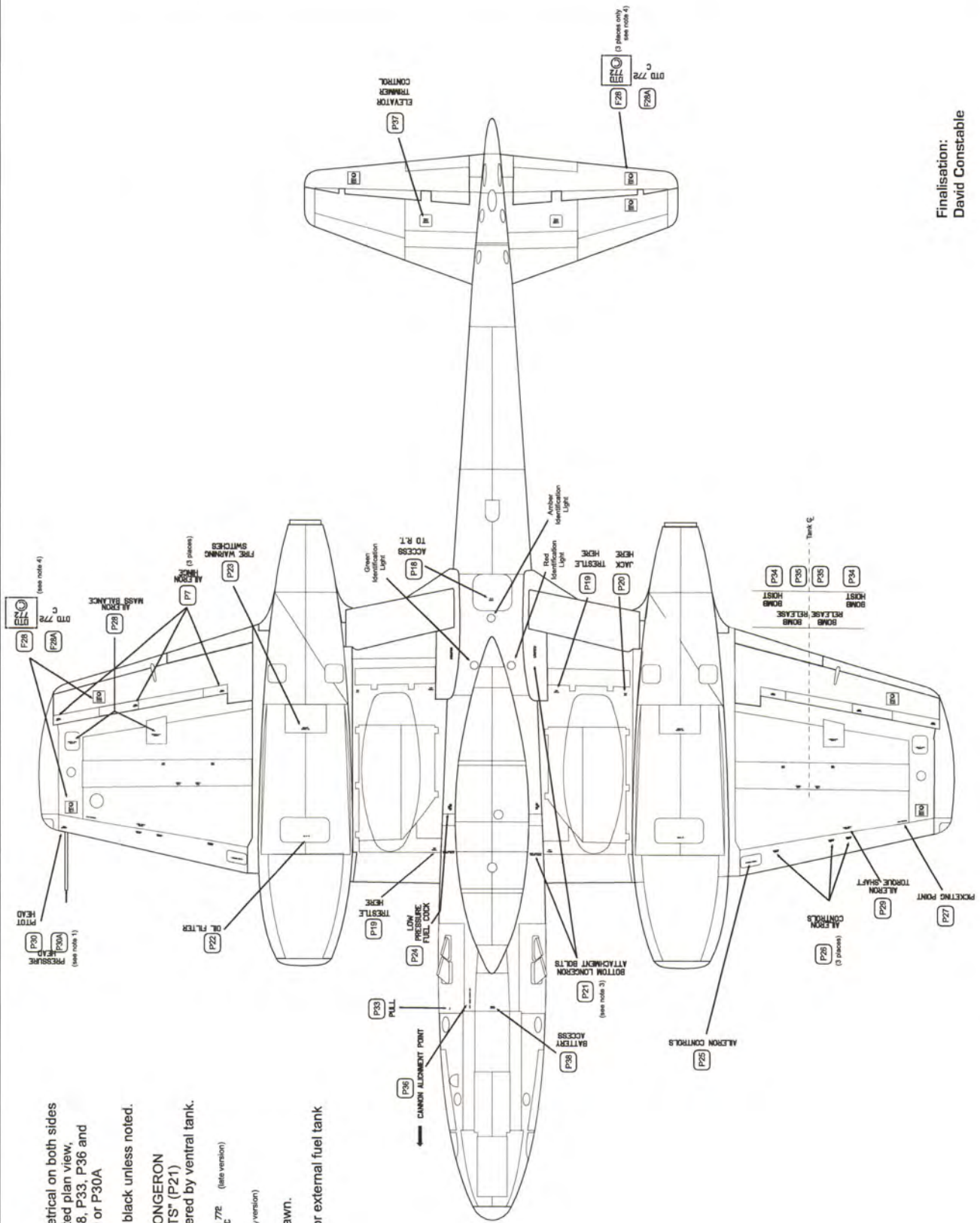
1. All stencils are symmetrical on both sides of aircraft in plan view.
2. All stencils are 1/2 IN black unless noted.
3. All stencils face in the direction as shown.
4. "WALKWAY" on wing centre section face outwards from black outlined area.



Finalisation:
David Constable

Notes:-

1. All stencils are symmetrical on both sides of aircraft in the inverted plan view, except for stencils P18, P33, P36 and alternate stencils P30 or P30A
2. All stencils are 1/2 IN black unless noted.
3. Forward "BOTTOM LONGERON ATTACHMENT BOLTS" (P21) stencil is partially covered by ventral tank.
4. Alternate to (F28A) on 77c (late version) is (F28)  (early version)
5. All stencils face as drawn.
6. See separate sheet for external fuel tank stencil details.



Finalisation:
David Constable

Placement guide for Meteor External Fuel Tanks Stencil Data sheet:

Make sure that you use the white band and place the red lettering over it as shown below.

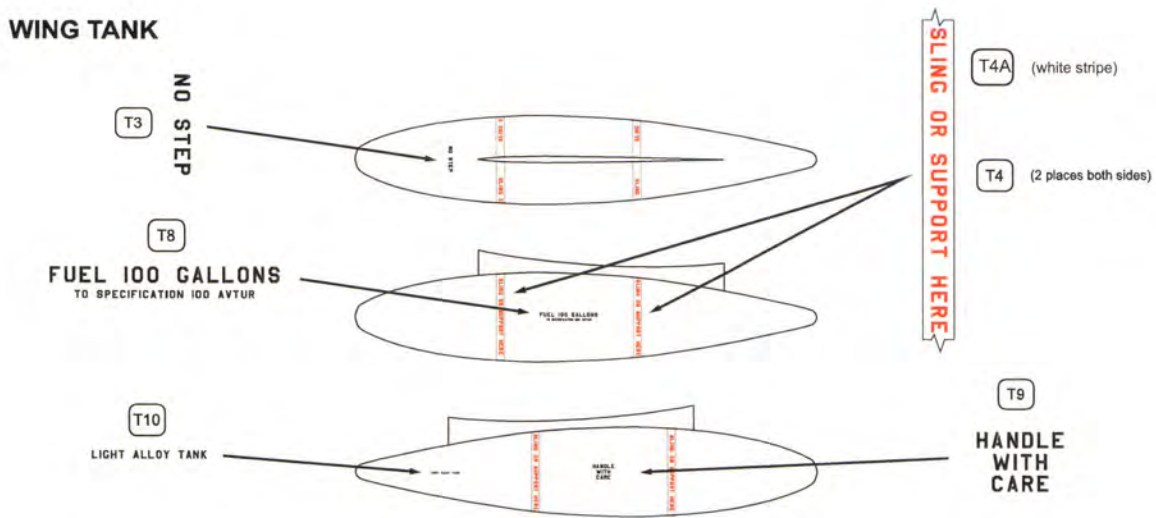
Notes:-

Ventral and wing tanks were painted Aluminium.

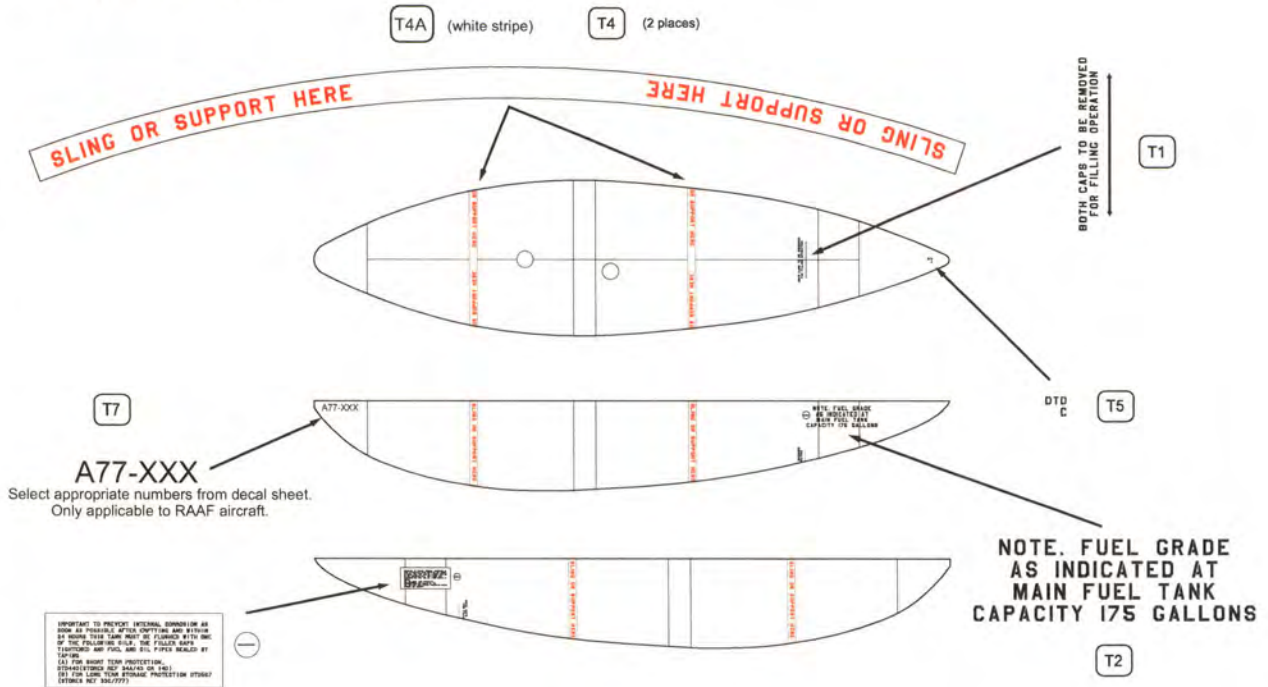
Number 77 Squadron RAAF Meteors did not use wing tanks on combat missions as all four rocket mounts were utilised. Ventral tanks were always carried to enhance the aircraft's range during combat missions in Korea. However, wing tanks were used on ferry flights.

Apply decal T4A first and when dry add decal T4 on top of white stripe.

WING TANK



VENTRAL TANK



IMPORTANT TO PREVENT INTERNAL CORROSION AS FAR AS POSSIBLE AFTER CONTACT AND WITHIN 24 HOURS FROM REMOVAL OF FUEL GRADE PROTECTION. THE FUEL GRADE PROTECTION SHOULD BE REMOVED AND FUEL AND OIL PIPES REPAIRED BY 147470.

(A) FOR SHORT TERM PROTECTION, REAPPLICATION AND REMOVAL OF THE SAME FROM STORAGE PROTECTION SYSTEM/STORAGE NET 100/1000.

Drawn by R.E. Hourigan
Approved by David Constable

14. Tailpiece

The rear navigation light is a clear lens on the extremity of the upper tail cone. To represent this use a drop of bright silver or white paint. See photo adjacent.



Acknowledgements:

Red Roo Models gratefully acknowledges the assistance of the following individuals who assisted in the production of this detail set.

Steve Long who provided the photographs of the cabin stale air vent, IFF antenna, radio compass and cockpit fittings related to the system. Steve also provided technical information on radio compass system fitted to the RAAF Meteors in Korea.

Master modeller Richard Hourigan created the components for this detail set and undertook research for its production.

David Constable wrangled the airframe stencil data drawings used in this detail set.

References:

Gloster Meteor F. Mk. 8 Descriptive Manual AP2210H Part 1.

Gloster Meteor F. Mk. 8 in Detail, Mike Collins, František Kořán, Michal Ovčáčík and Andrew Simpson, Wings and Wheels Publications, Number 42 (recommended for its colour detail photos). ISBN 978-80-86416-64-9

Meteor, Sabre and Mirage in Australian Service, Stewart Wilson, Aerospace Publications, ACT, 1989. ISBN 0 9587978 2 X.

ModelArt Australia Issue Number 89 Model Comment, Special In-box review. ISSN 1445 - 0143.

ModelArt Australia Issue Number 94, Manufacturing a Mightier Meteor, Richard Hourigan. ISSN 1445 - 0143.

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Red Roo Models
PO Box 113, Glen Waverley, Victoria, 3150, Australia

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RRD4856 MiG Killers, No. 77 Squadron RAAF, Korean War

RRD4856 Nose Art Part 1, No. 77 Squadron RAAF, Korean War

RRD4857 Meteor Mk. 7 and M. 8 External Fuel Tank Markings

RRD4858 Nose Art Part 2, No. 77 Squadron RAAF, Korean War

