

Gloster Meteor T. Mk 7.5

History

GB

The Gloster Meteor T Mk.7 was a two seat trainer, based on the Meteor F Mk.4. The first one was rebuilt from an aircraft which was damaged during a sales tour of Europe which crash landed in Belgium. It carried the civil registration G-AKPK and first flew on March 19 1948 with Bill Waterton at the controls.

The inspiration was provided by Argentina who had ordered 100 Meteor F MK 4s with pilot training included in the contract. Gloster found that it would be much safer if the instructor was in the aircraft with the trainee pilot and so the T Mk 7 was born.

The RAF soon took an interest in the two seat trainer version and issued technical specification T 1/47 on 16 May 1947. This called for an unarmed dual control trainer. The Royal Navy also took an interest in the proposal and issued a modified specification T 1/47 issue 2 in January 1952.

The first production T Mk.7 made its maiden flight on 26 October 1948, with deliveries taking place between December 1947 and 1954.

The original T Mk.7 was based on the F Mk.IV, but with a longer nose to make room for the two man cockpit. It was discovered that this longer nose actually improved the directional stability of the aircraft. Early Mk.7s were powered by the Derwent V, while later aircraft got the Derwent 8, capable of providing 3,600lb of thrust. Some of the machines that were originally built in Britain and few of those rebuilt by Avions Fairey in Belgium were equipped with a larger and squared off tail taken from the Mk.8 fighter version. These machines were known as the T. Mk 7.5 or T. Mk 7 ½. In Britain, they were used only for various trials or public demonstrations. In the Belgian Air Force and later also in the Israeli Air Force, these planes served as a standard training machines.

WL419 was a T Mk 7 ½ operated by Martin Baker and is credited with over 200 ejection seat tests.

Span: 11.32 m, Length: 13.2 m, Height 3.9 m, Max. Speed 949 km/h at 3,048 m, Range: 933 km, Weight 4,846 kg (empty) 6,454 kg (loaded), Service Ceiling 13,106m, Armament none.

Historie

CZ

Gloster Meteor T Mk.7 byl dvojmístný cvičný letoun vyvinutý z Meteoru F Mk.4. První kus byl přestavěn z poškozeného předváděcího letounu. Tento letoun byl předváděn evropským zákazníkům v rámci propagace Meteoru Mk.4 a havaroval v Belgii. Nesl civilní registraci G-AKPK a poprvé vzletl 19. března 1948 s Billem Watertonem v kokpitu. Prvotní podnět k výrobě cvičného letounu dala Argentina, která měla v kupní smlouvě na 100 Meteorů F Mk.4 zakotvenou klauzuli o dodání jednomístné cvičné verze. Glosteru došlo, že bude mnohem bezpečnější, když bude sedět žák a školitel v jednom letounu a tak se zrodila verze T Mk.7.

Brzy poté se začalo o tento cvičný letoun zajímat RAF a 16. května 1947 vydalo specifikace T 1/47 na neozbrojený cvičný letoun se zdvojeným řízením. Royal Navy se o tento návrh také zajímalo a v lednu 1952 vydalo upravené specifikace T 1/47 issue 2.

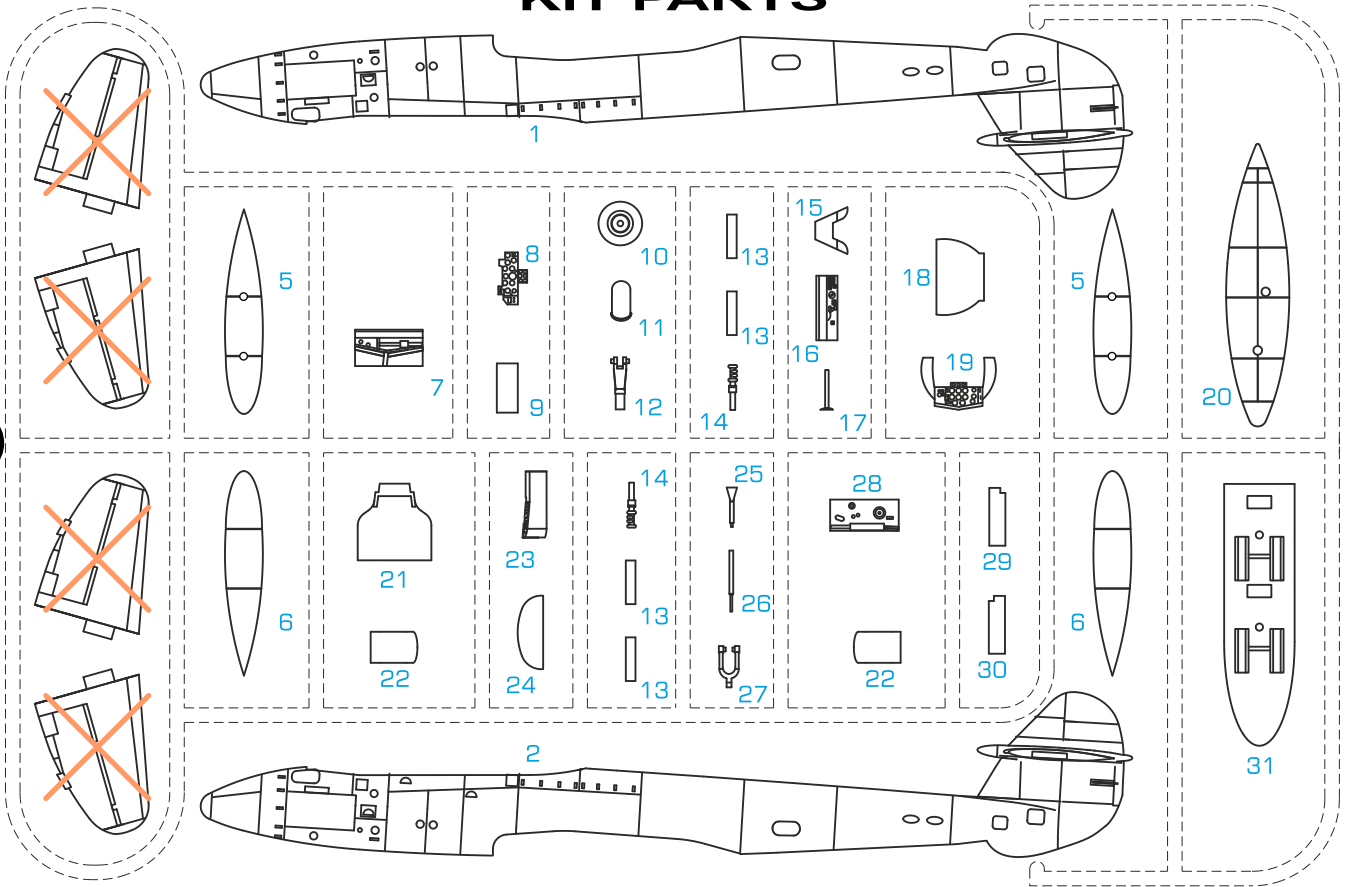
První sériový Meteor T Mk.7 vzletl poprvé 26. října 1948 a sériové stroje byly vyráběny v rozmezí prosince 1947 až 1954.

Meteor T Mk.7 vycházel z verze F Mk.4, ale měl delší před, aby vznikl prostor pro dvojmístnou kabinu. Prodloužením přídě, jak bylo později zjištěno, se zlepšila směrová stabilita letounu. První stroje verze Mk.7 byly poháněny motory Derwent V, zatímco později vyrobené stroje dostaly motory Derwent 8 o vyšším výkonu. Na malé části v Británii vyrobených strojů a na několika strojích přestavovaných v Belgii ve firmě Avions Fairey byly použity hranaté ocasní plochy z Meteoru Mk.8. Tyto stroje byly známé pod označením T. Mk 7.5 nebo T. Mk 7 ½. V británii tyto stroje létaly jako předváděcí nebo testovací. V belgickém a izraelském letectvu byly tyto stroje používány k standardnímu výcviku. Firma Martin Baker se svým Meteorem T Mk.7 ½ se sériálem WL419 provedla více jak 200 testů vystřelovacích sedaček.

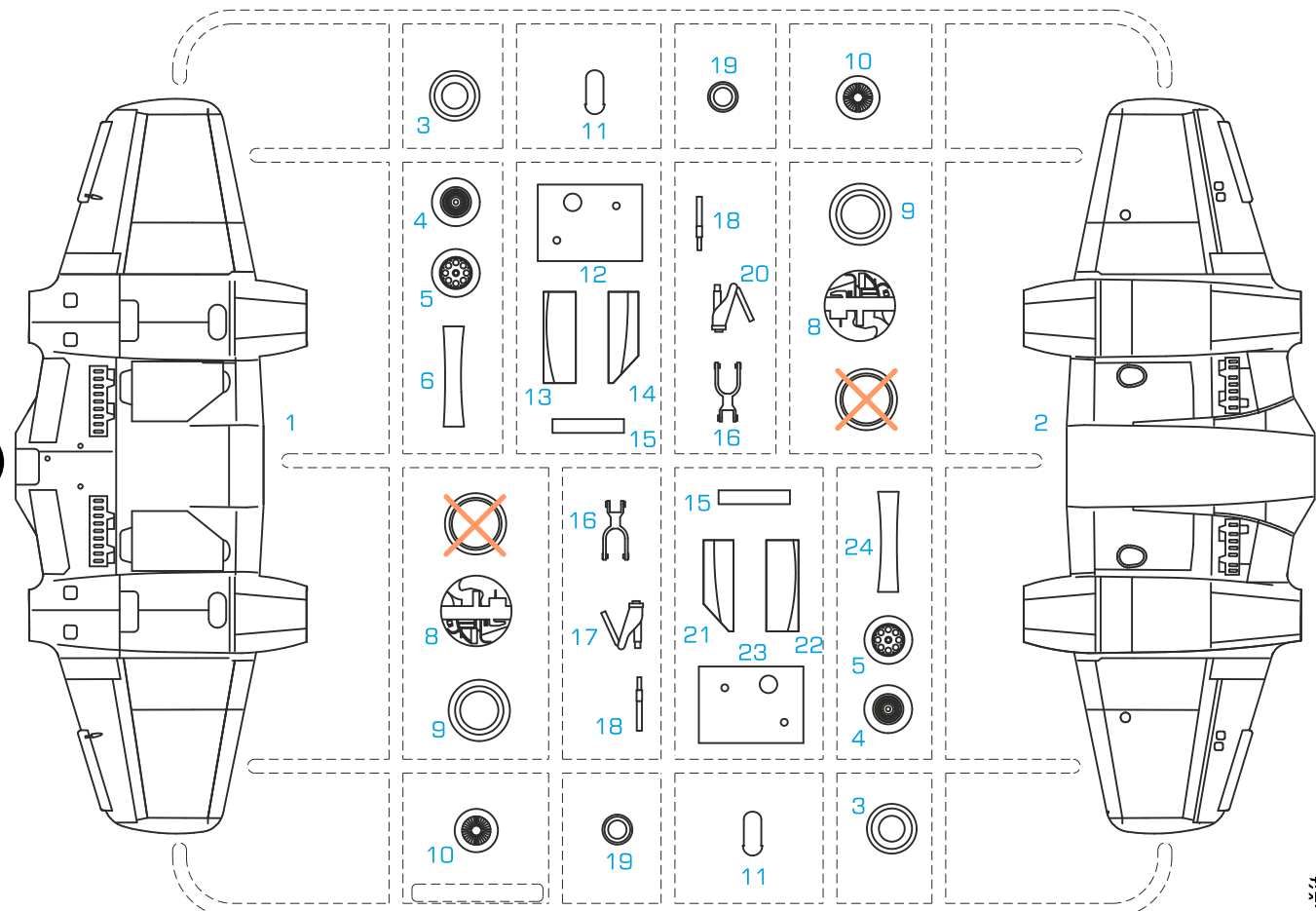
Rozpětí: 11,32 m, délka: 13,2 m, výška 3,9 m, max. rychlost 949 km/h ve výšce 3048 m, dolet: 933 km, hmotnost 4846 kg (prázdná) 6454 kg (vzletová), dostup: 13106 m.

KIT PARTS

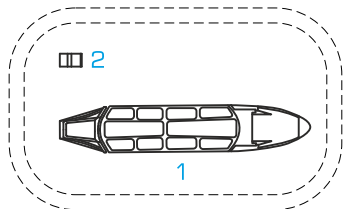
A



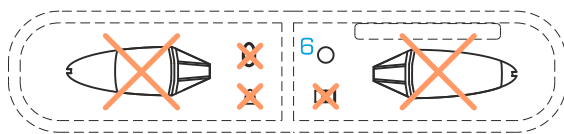
B

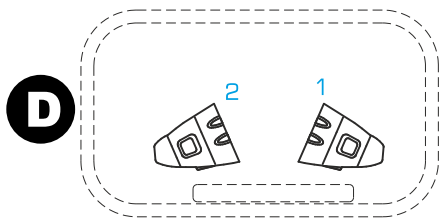


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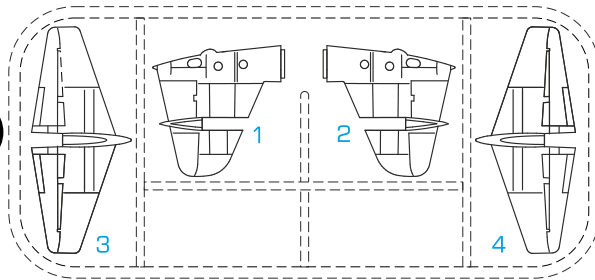


C

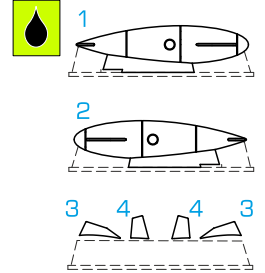




Z



PUR Parts



SYMBOLS

? MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION

🔴 POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLÁTKLEBER
ADHÉSIF CYANOACRYLAT

↪ OHNOUT
BEND
BIEGEN
COURBER

👉 ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER

✂ ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER

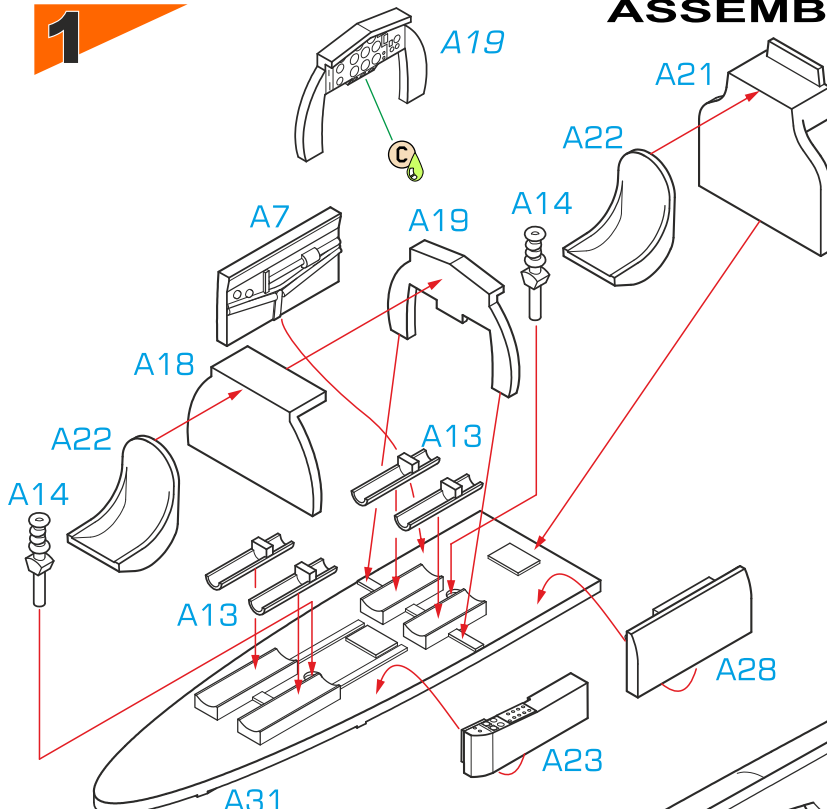
🎨 NATŘÍT
COLOUR
FARBEN
PEINDRE
GSI colours code

1

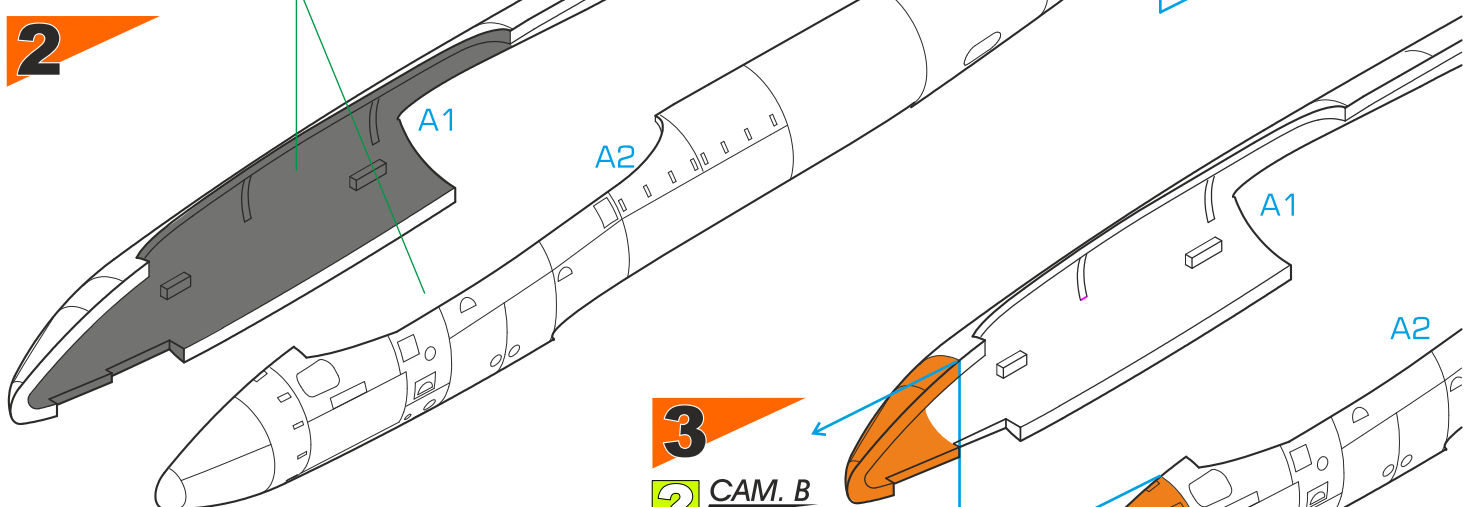
ASSEMBLY

Barvy GUNZE/ GUNZE Colour No.

- A** Hliník/ ALUMINIUM H8/C8
- B** Černá pneu./ TIRE BLACK H77/C137
- C** Černá/ BLACK H12/C33
- D** Opálený Kov/ BURNT METAL H76/C61

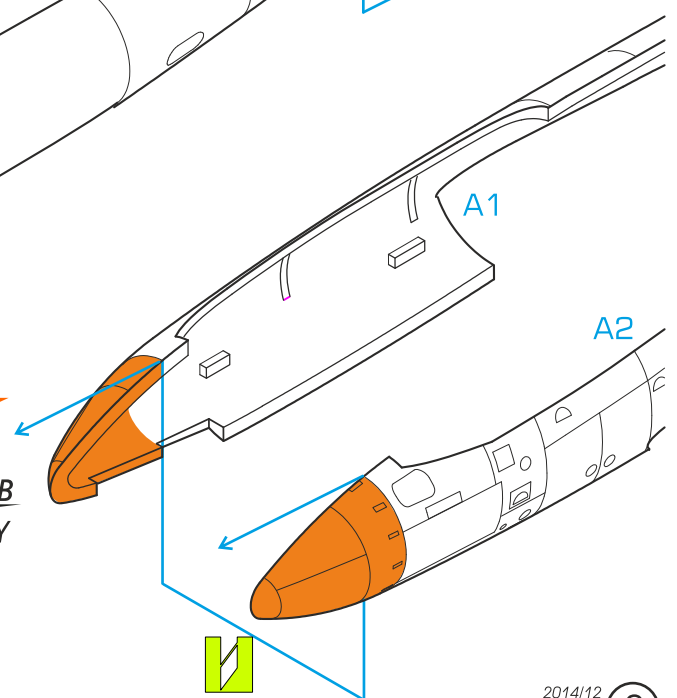


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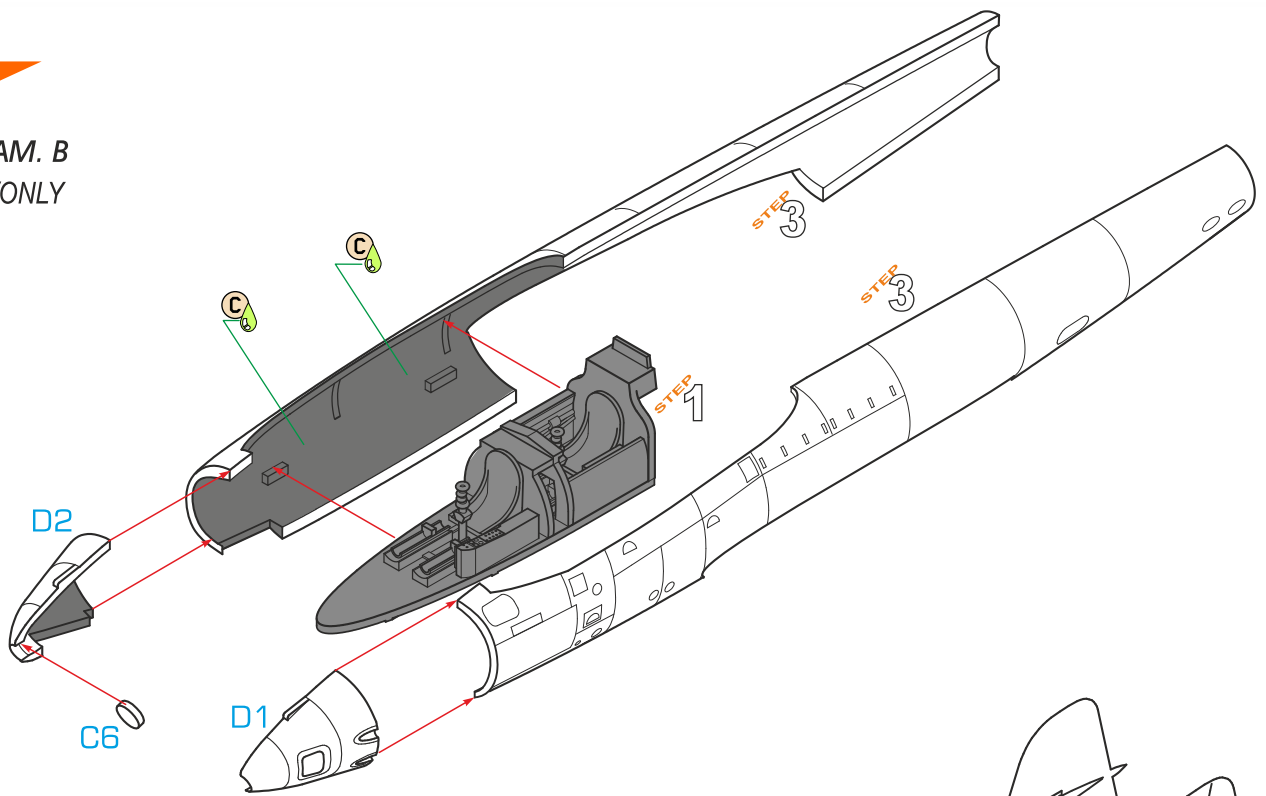
3

? CAM. B
jen/ONLY

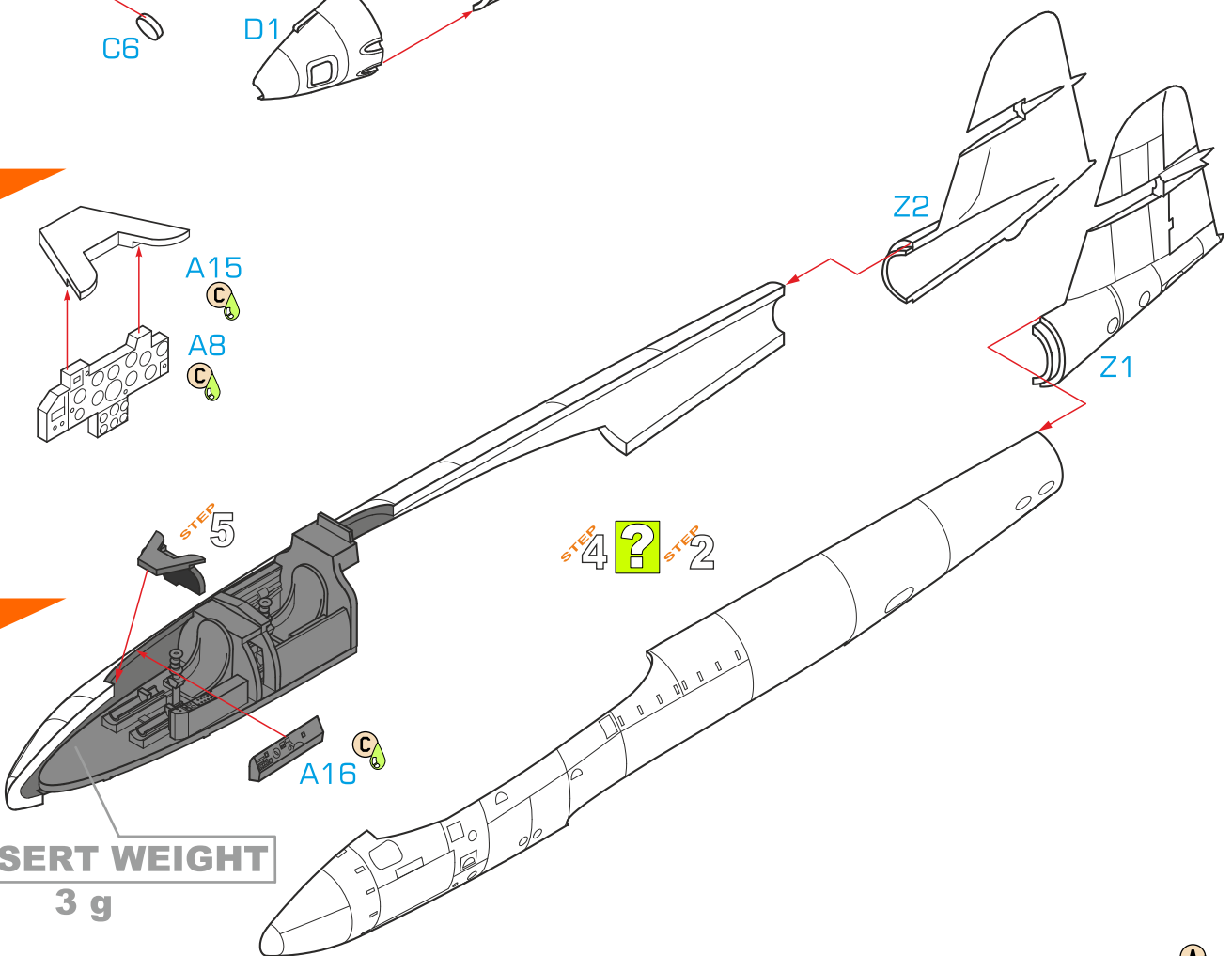
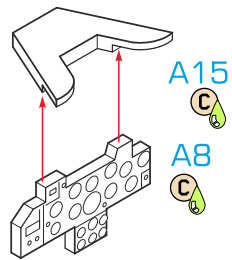


4

? CAM. B
jen/ONLY



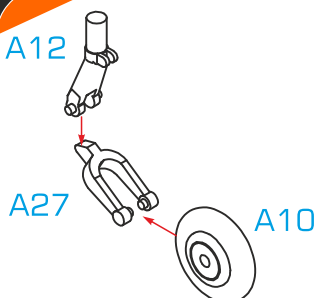
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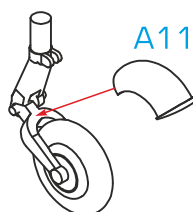
6

INSERT WEIGHT
3 g

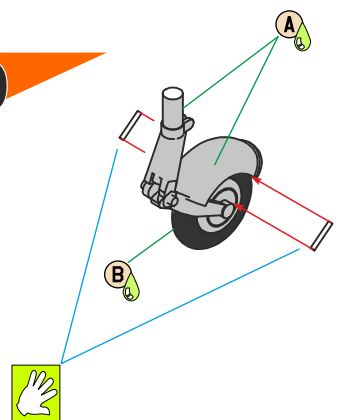
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8



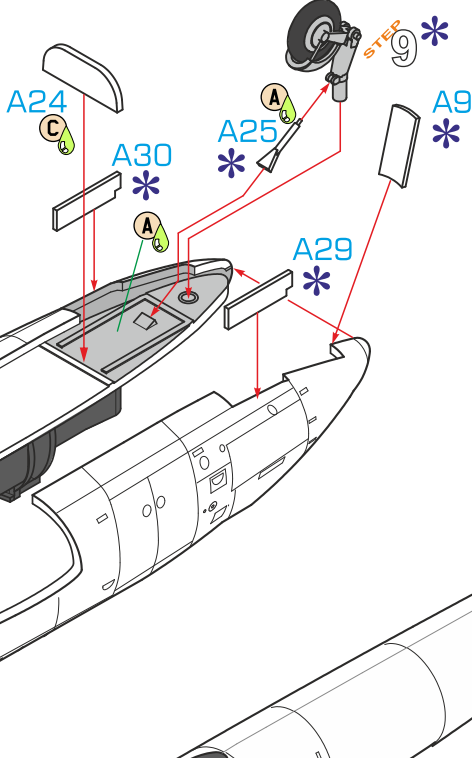
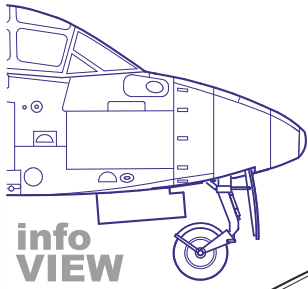
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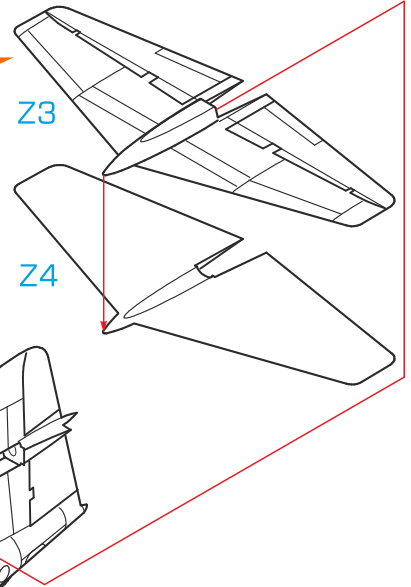
10

NOTE.

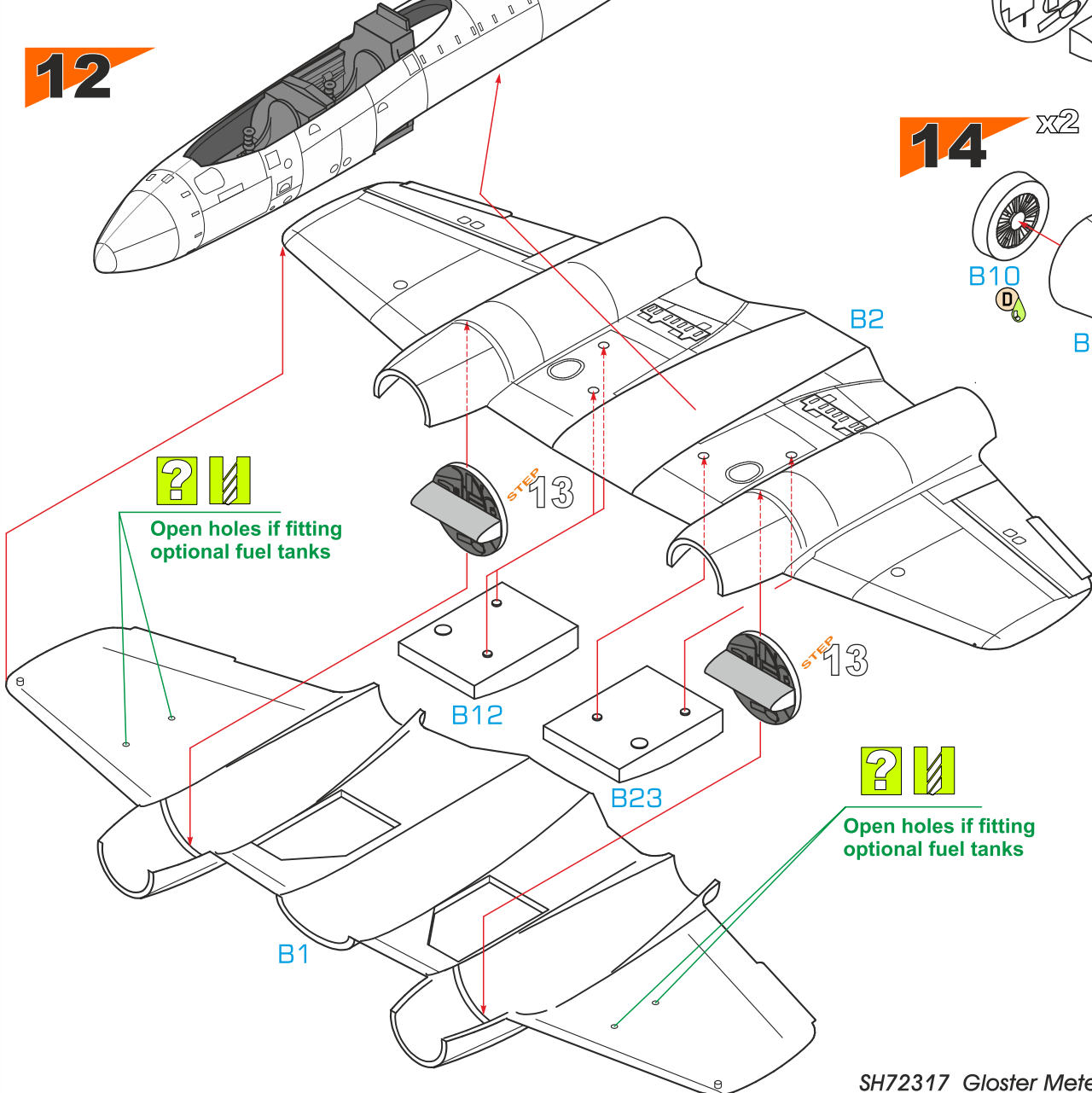
* Attach parts marked * at Step 19



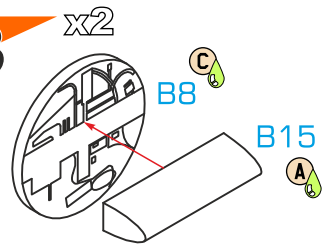
11



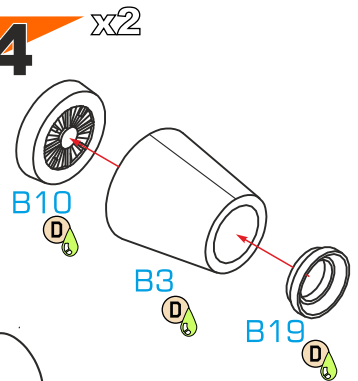
12



13

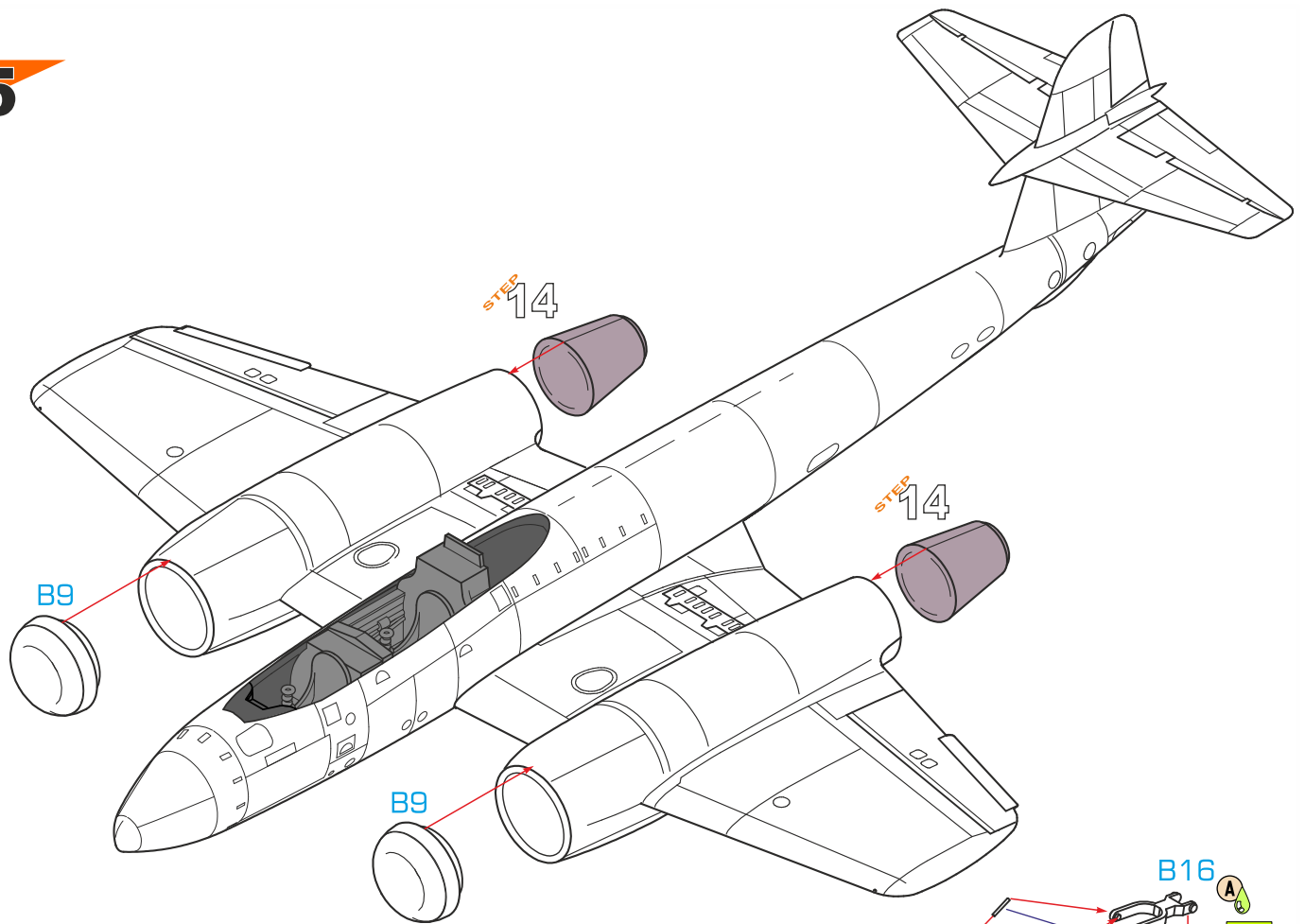


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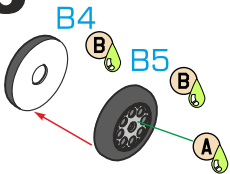
Open holes if fitting optional fuel tanks

15

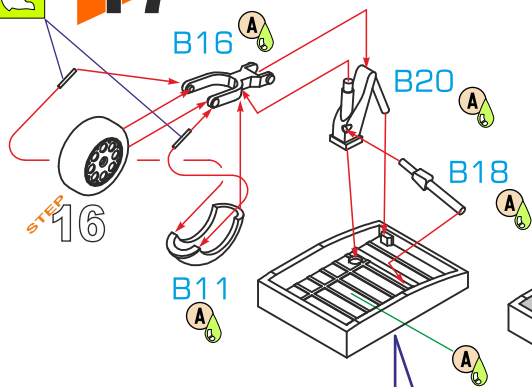


16

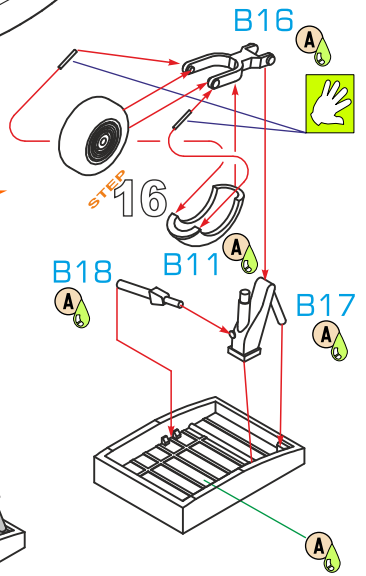
x2



17



18



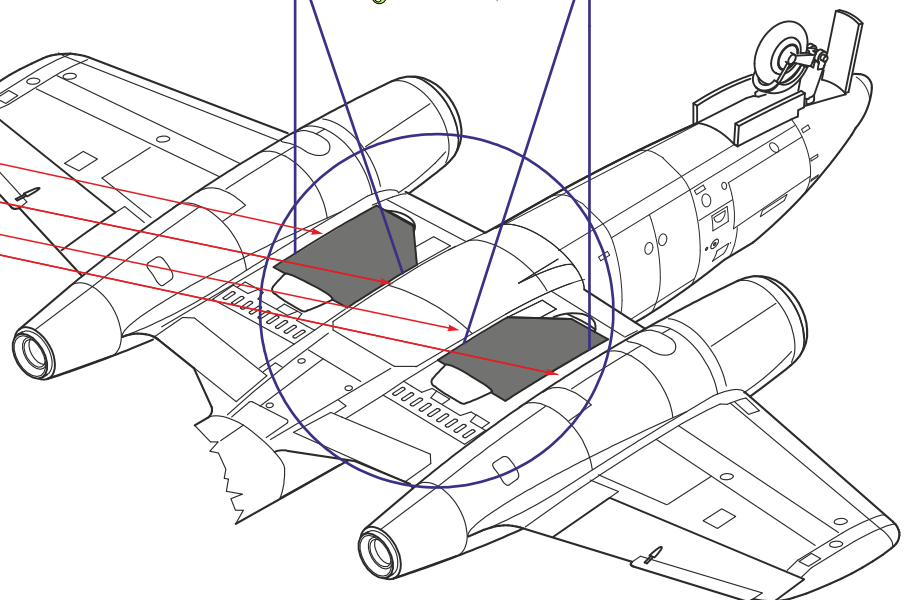
19

B22

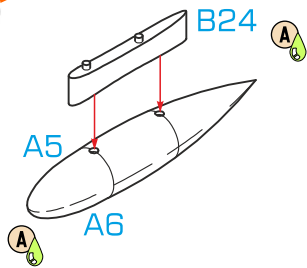
B21

B14

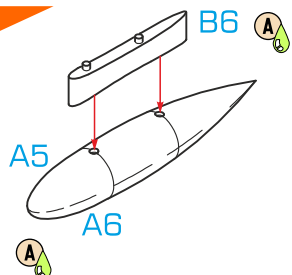
B13



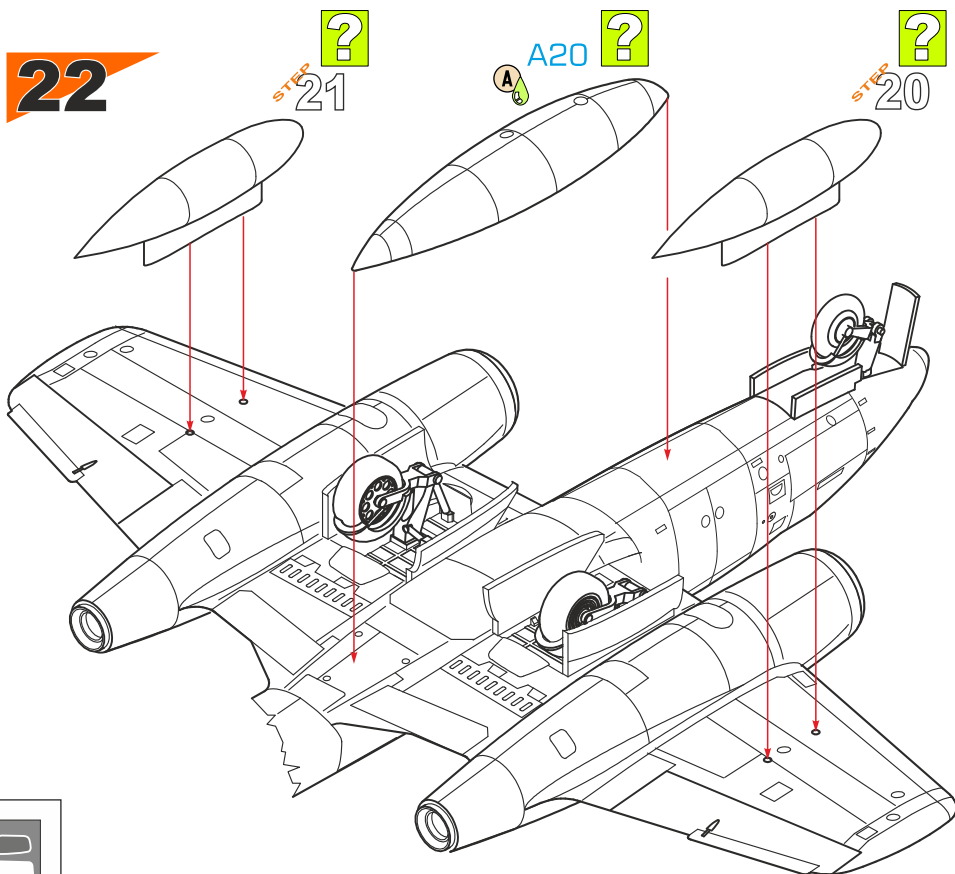
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21

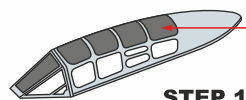


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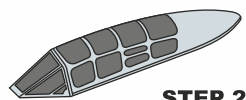
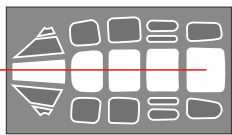


Canopy Mask

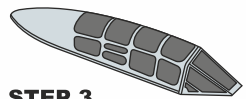
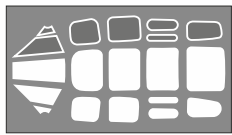
METEOR MK 7



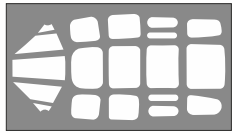
STEP 1



STEP 2



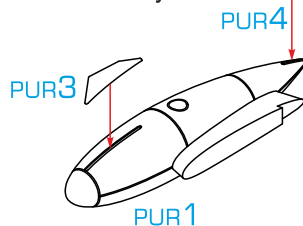
STEP 3



23



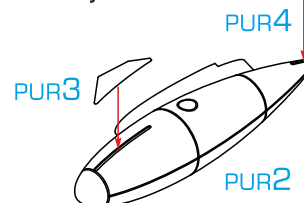
CAM. A
jen/ONLY



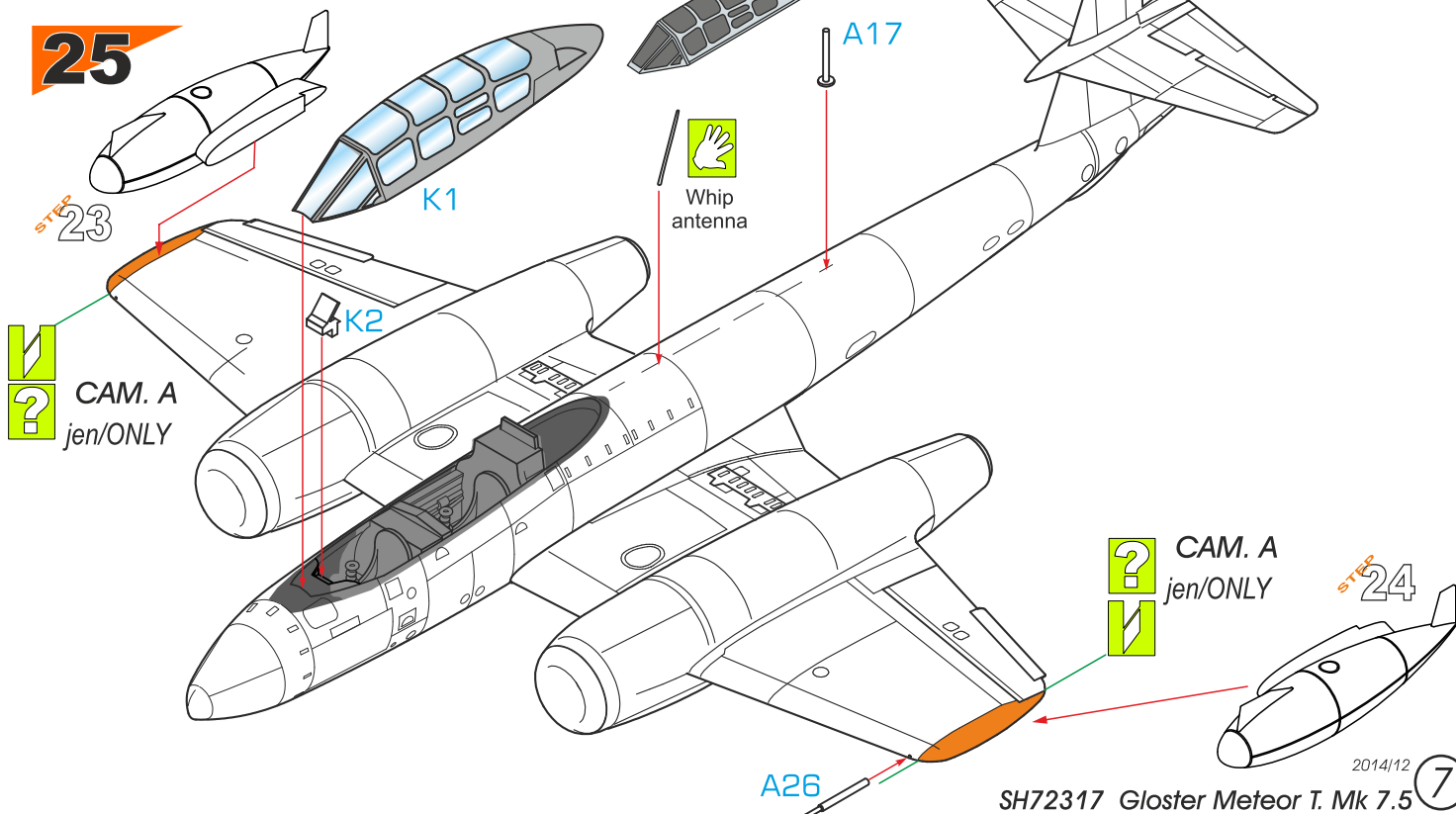
24



CAM. A
jen/ONLY



25



CAM. A
jen/ONLY



CAM. A
jen/ONLY

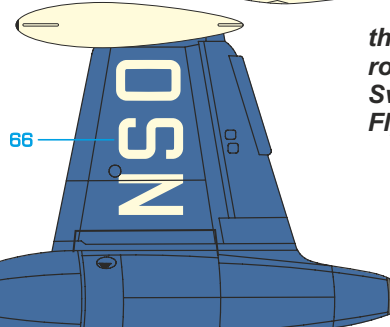
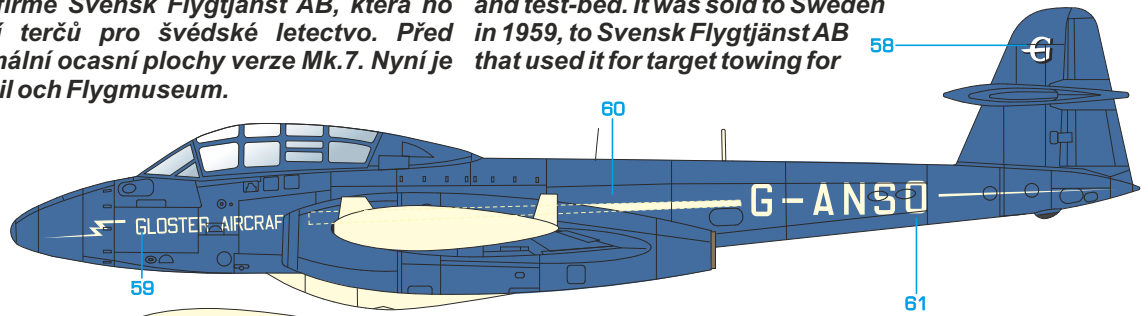
STEP 24

A26

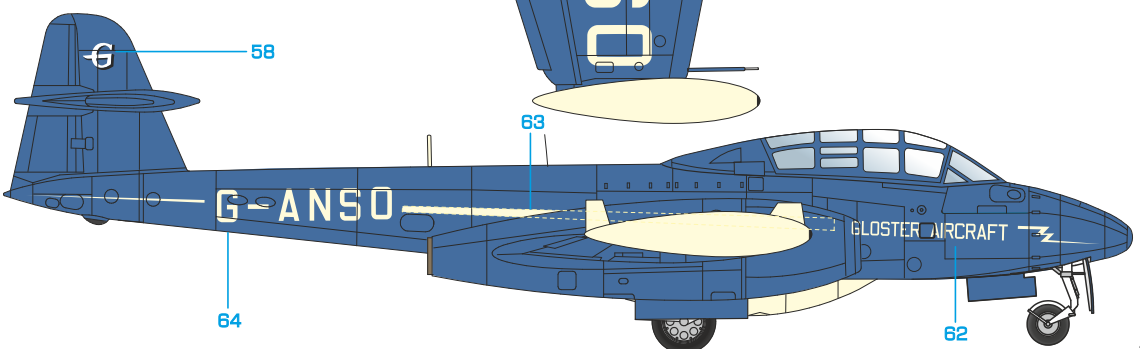
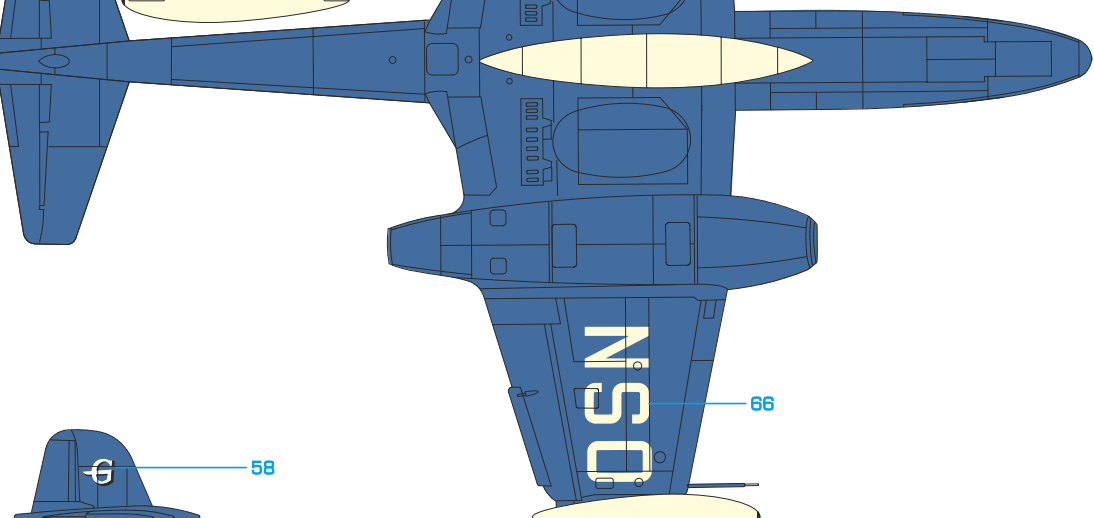
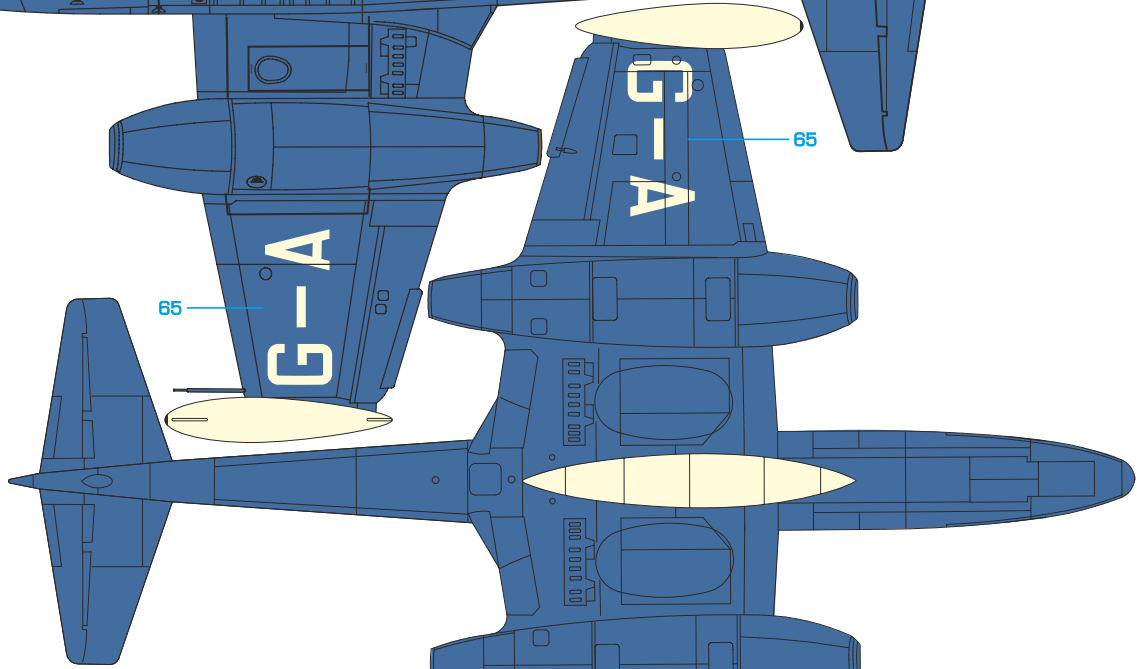
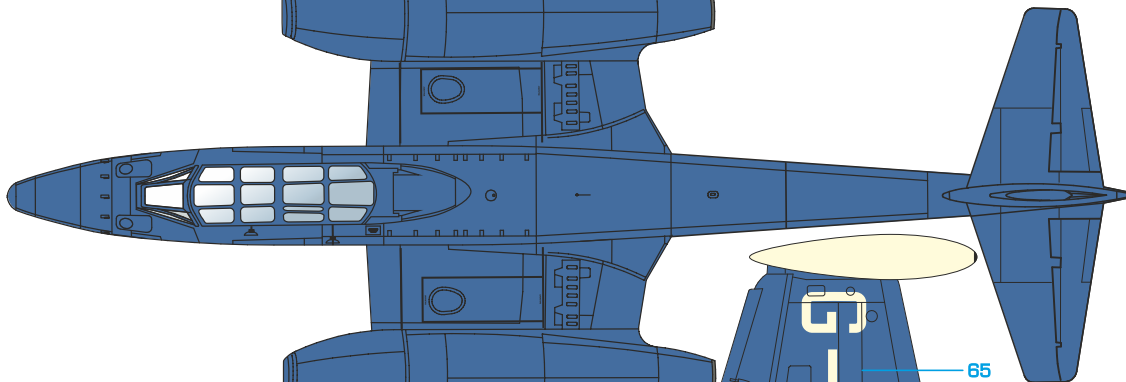
Meteor T Mk.7,5, G-ANSO. S touto civilní registrací létal Meteor výrobního čísla G5/1525 ve vlastnictví firmy Gloster. Byl používán jako předváděcí a testovací. V roce 1959 byl prodán do Švédska firmě Svensk Flygtjänst AB, která ho používala k vlečení terčů pro švédské letectvo. Před prodejem dostal normální ocasní plochy verze Mk.7. Nyní je umístěn v Svedinos Bil och Flygmuseum.

Meteor T. Mk 7.5, G-ANSO. Owned by Gloster Company, this Meteor of construction number (c/n) G5/1525 flew with a civil registration G-ANSO and was a company's demonstrator and test-bed. It was sold to Sweden in 1959, to Svensk Flygtjänst AB that used it for target towing for

CAM. A



the Swedish Air Force. It had been re-equipped with the early rounded tail typical for the Mk.7 version before it went to Sweden. Now it is exhibited in Svedinos Bil och Flygmuseum.



Modrá
Blue
H15 / C65

Smetanově bílá
Cream White
H1 / C1 95%
H44 / C51 5%

Meteor T Mk.7,5 VW411, Experimental Flying Department, RAE Bedford, 1962-64. Stroj vybavený příďí z Meteoru PR Mk.10 (boční kamery byly vymontovány a jejich okna zaplechována) prošel několika variantami zbarvení. Toto je jedno z nich.

Meteor T. Mk 7.5, VW411, Experimental Flying Department, RAE Bedford, 1962-64. This machine was fitted with a PR-type camera nose taken from a Meteor PR Mk 10 (the cameras were removed and their side ports were blanked out) and wore several different colour finishes. This is one of them.

CAM. B

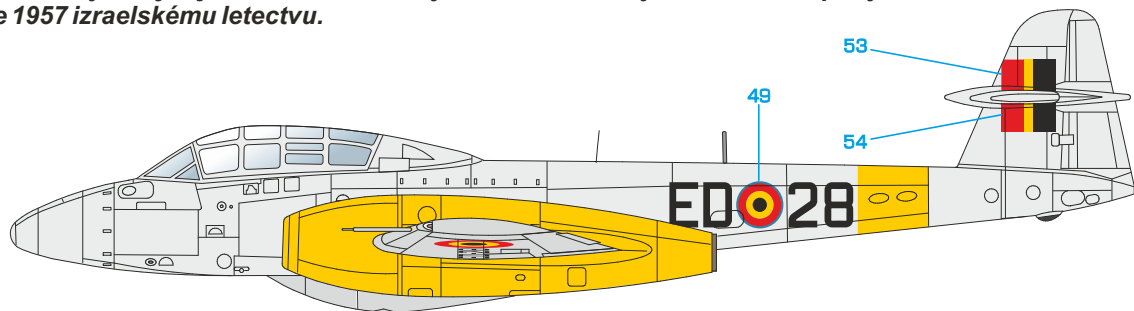


Modrá
Blue
H 35 / C80

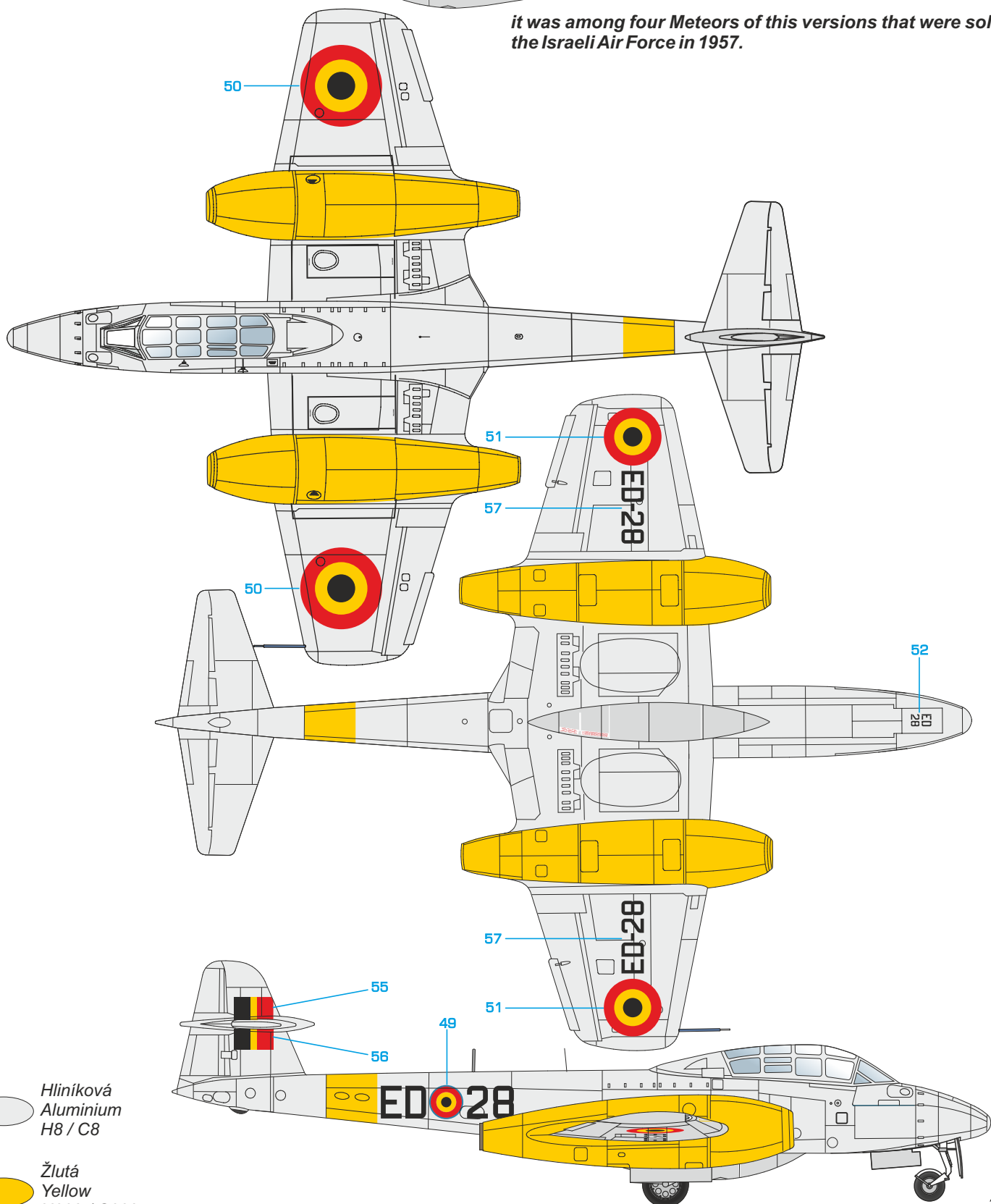
Gloster Meteor T Mk.7,5, ED-28, Belgické letectvo. Stroj výrobního čísla G5/275 (RAF VW345) byl vyroben jako Mk.4 a létal v belgickém letectvu jako EF-30. Firmou Avions Fairey byl přestavěn na verzi T Mk.7 a znovu zařazen do služby s označením ED-28. Posléze byl, stejně jako další tři Meteory T Mk.7,5 prodán v roce 1957 izraelskému letectvu.

Gloster Meteor T. Mk 7.5, ED-28, Belgian Air Force. Built as a Mk.4 (c/n G5/275, RAF VW345) and flew in the Belgian Air force serialled EF-30. Later rebuilt by Avions Fairey to a T. Mk 7 standard and flew again reserialled ED-28. After further modification by the same company to a T. Mk 7.5 version,

CAM. C



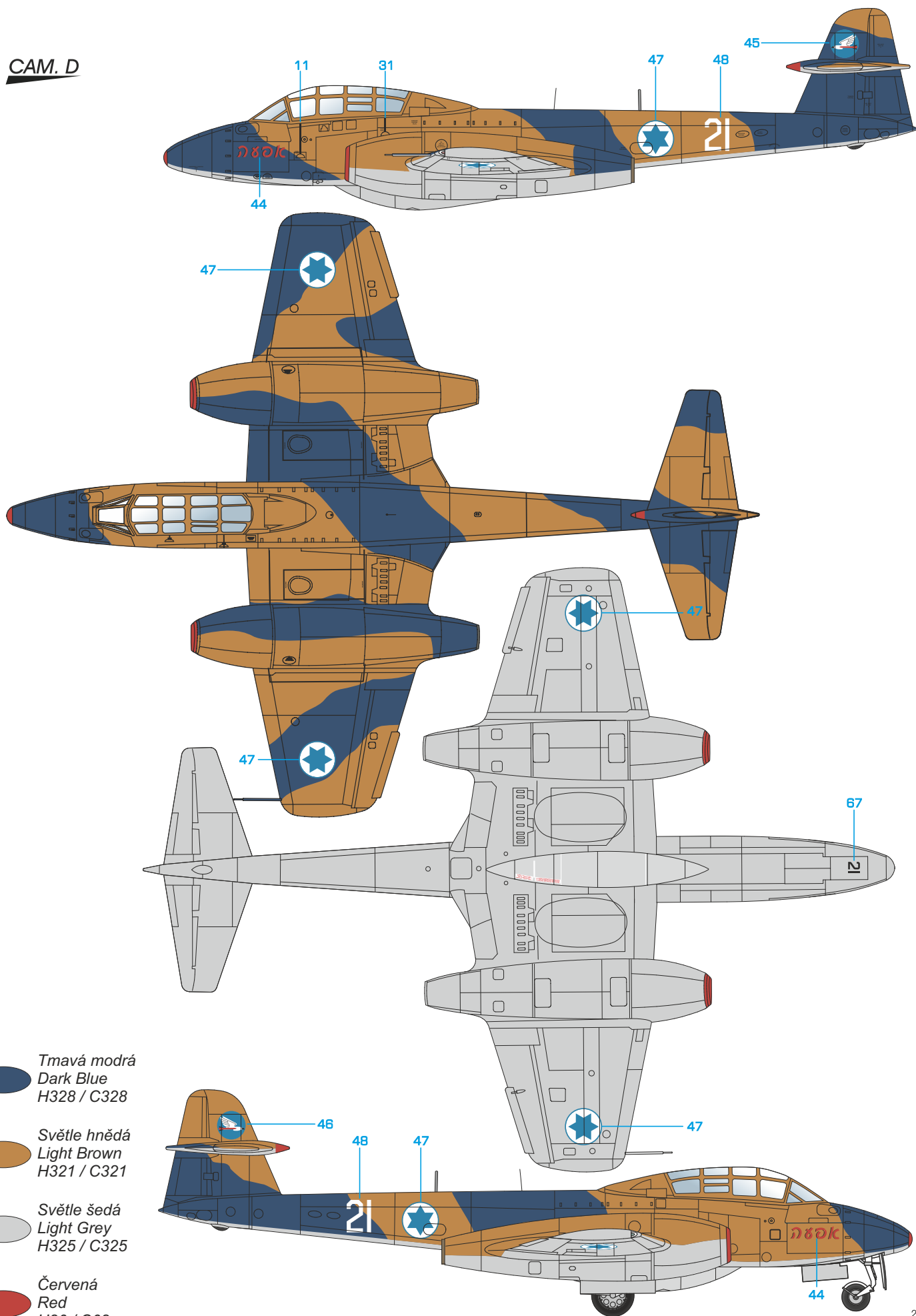
it was among four Meteors of this versions that were sold to the Israeli Air Force in 1957.



○ Hliníková
Aluminium
H8 / C8

● Žlutá
Yellow
H329 / C329

CAM. D



STENCILS

