

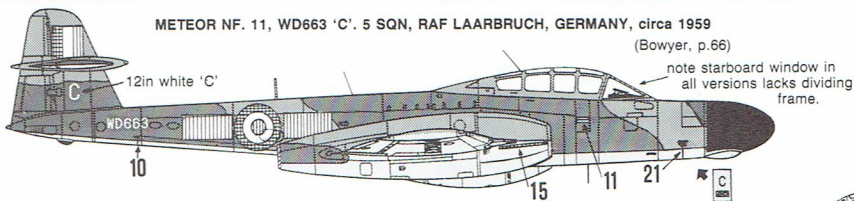
MODELDECAL

set no
92
1:72 scale

ROYAL AIR FORCE METEOR NF.11,12,13 & 14:
Nos.5, 11, 25, 29, 39, 46, 60 + 72 SQNS.
BELGIAN AIR FORCE MIRAGE 5BA, 1 SQN.

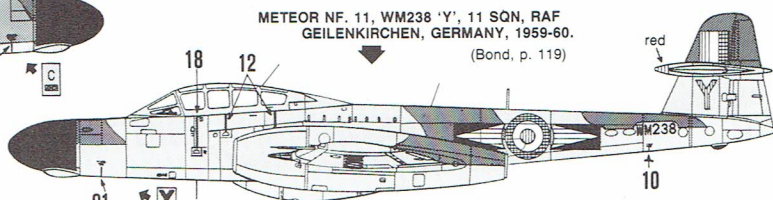
METEOR NF. 11, WD663 'C'. 5 SQN, RAF LAARBRUCH, GERMANY, circa 1959

(Bowyer, p.66)

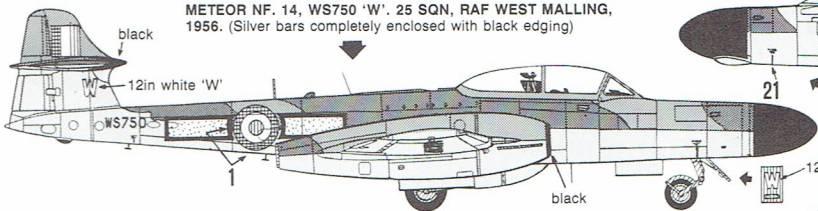


The aircraft depicted below are intended primarily as typical examples of each squadron, with serial and code variations you can model many other examples of your choice. Names and page references following titles below indicate photo or drawing reference

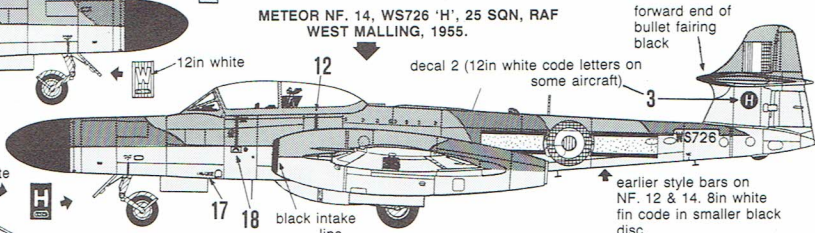
METEOR NF. 11, WM238 'Y'. 11 SQN, RAF GEILENKIRCHEN, GERMANY, 1959-60.
(Bond, p. 119)



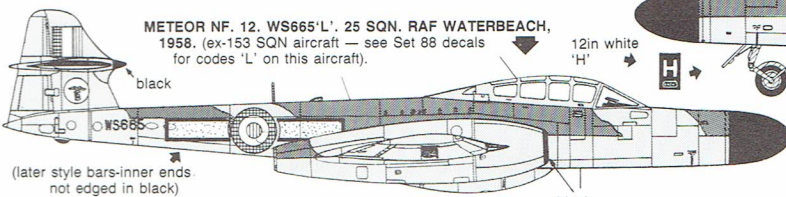
METEOR NF. 14, WS750 'W'. 25 SQN, RAF WEST MALLING, 1956. (Silver bars completely enclosed with black edging)



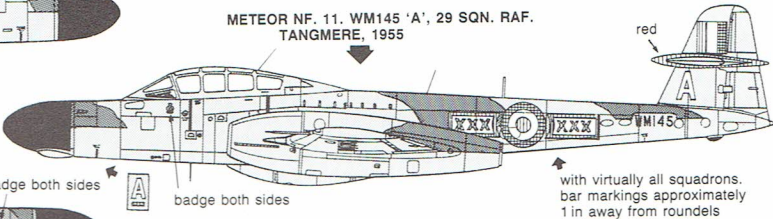
METEOR NF. 14, WS726 'H'. 25 SQN, RAF WEST MALLING, 1955.



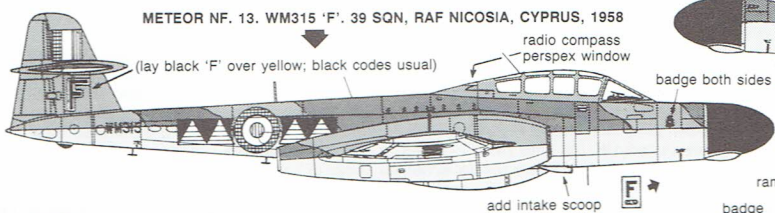
METEOR NF. 12, WS665 'L'. 25 SQN, RAF WATERBEACH, 1958. (ex-153 SQN aircraft — see Set 88 decals for codes 'L' on this aircraft).



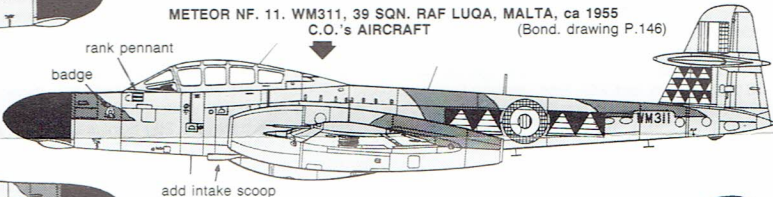
METEOR NF. 11, WM145 'A'. 29 SQN, RAF TANGMERE, 1955



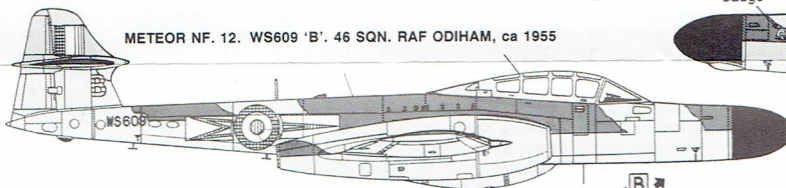
METEOR NF. 13, WM315 'F'. 39 SQN, RAF NICOSIA, CYPRUS, 1958



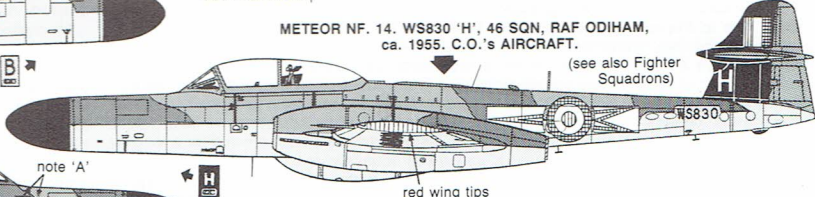
METEOR NF. 11, WM311, 39 SQN, RAF LUQA, MALTA, ca 1955
C.O.'s AIRCRAFT (Bond, drawing P.146)



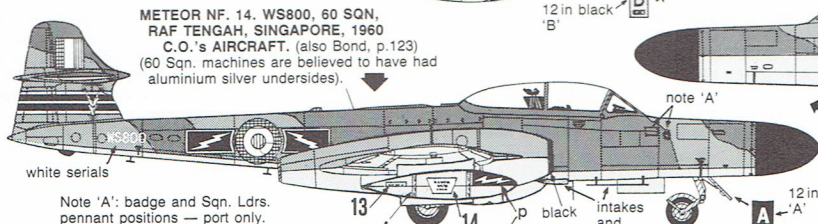
METEOR NF. 12, WS609 'B'. 46 SQN, RAF ODIHAM, ca 1955



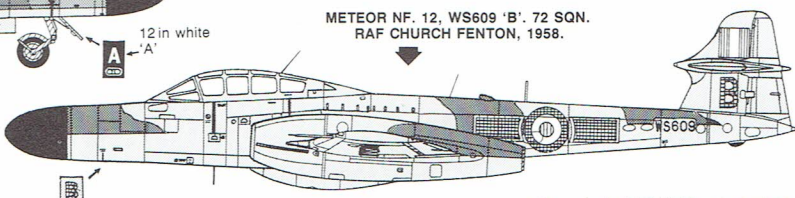
METEOR NF. 14, WS830 'H'. 46 SQN, RAF ODIHAM, ca. 1955. C.O.'s AIRCRAFT.
(see also Fighter Squadrons)



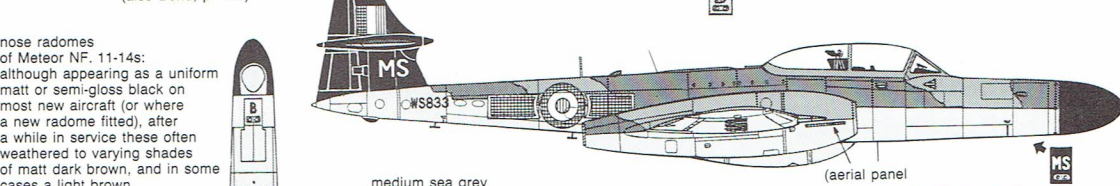
METEOR NF. 14, WS800, 60 SQN, RAF TENGAH, SINGAPORE, 1960
C.O.'s AIRCRAFT, (also Bond, p.123)
(60 Sqn. machines are believed to have had aluminium silver undersides).



METEOR NF. 12, WS609 'B'. 72 SQN, RAF CHURCH FENTON, 1958.

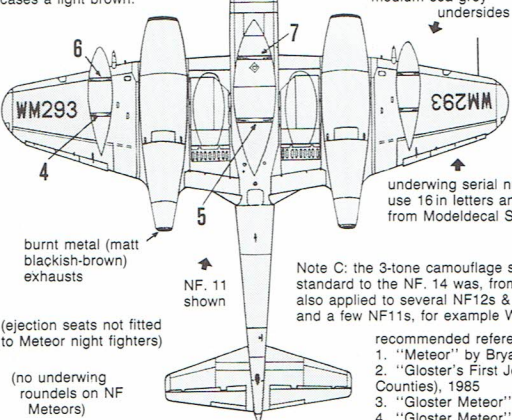


METEOR NF. 14, WS833 'MS'. 72 SQN, RAF CHURCH FENTON, 1958. C.O.'s AIRCRAFT (WG. CDR. MAURICE SHAW)
(also Bond, p. 123).



typical NF. 11-14 uppersurface camouflage pattern

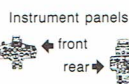
dark sea grey (NF14s) or medium sea grey other marks (see note 'C' below)



Note C: the 3-tone camouflage scheme standard to the NF. 14 was, from 1956, also applied to several NF12s & 13s, and a few NF11s, for example WD663, 5 Sqn.

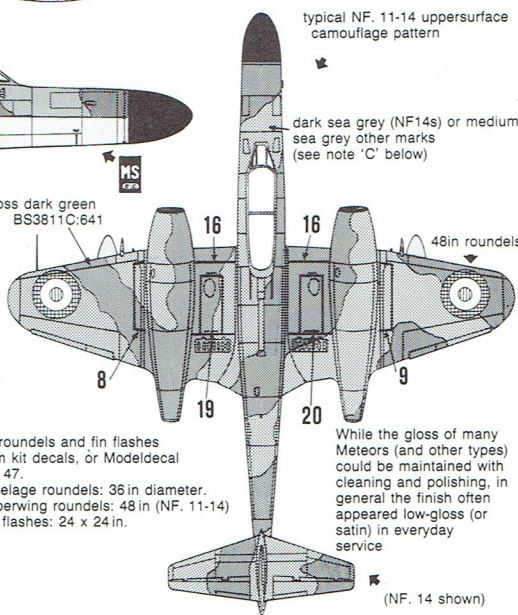
- recommended references for the Meteor:
1. "Meteor" by Bryan Philpott (PSL), 1986
 2. "Gloster's First Jet Fighter" by Steve Bond (Midland Counties), 1985
 3. "Gloster Meteor" by Chaz Bowyer (Ian Allan), 1985
 4. "Gloster Meteor" by Edward Shacklady (MacDonald), 1962

(Markings for the rest of the Meteor night fighter squadrons will be included in a forthcoming set)



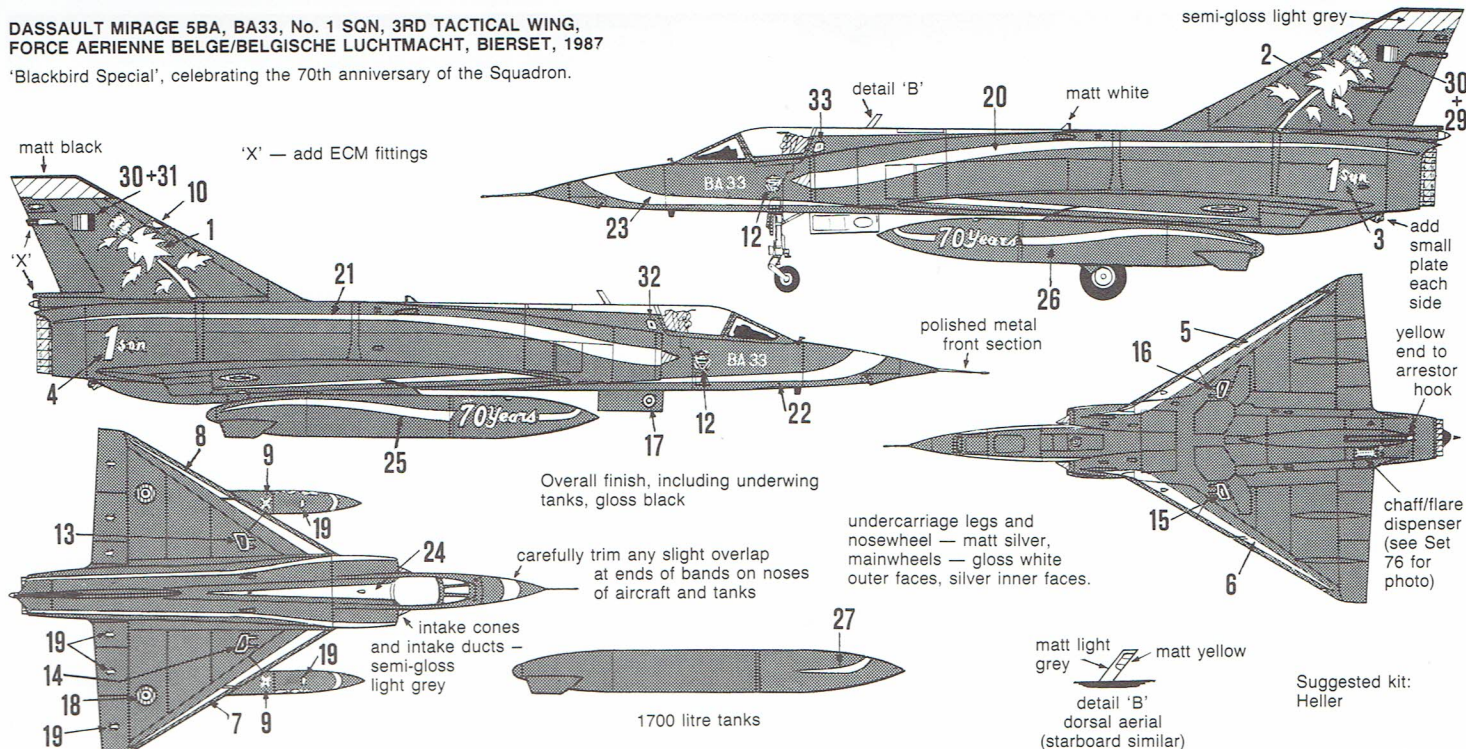
All roundels and fin flashes from kit decals, or Modeldecals Set 47.
Fuselage roundels: 36 in diameter.
Upperwing roundels: 48 in (NF. 11-14)
Fin flashes: 24 x 24 in.

While the gloss of many Meteors (and other types) could be maintained with cleaning and polishing, in general the finish often appeared low-gloss (or satin) in everyday service



(no underwing roundels on NF Meteors)

'Blackbird Special', celebrating the 70th anniversary of the Squadron.



GENERAL NOTES: the following colours are suggested for cockpit interiors: matt black for general surfaces. Seat harnessing, parachute packs etc. in the Meteors generally buff. Martin Baker Type M4 seats in the Mirage are matt black, with black safety harnesses, yellow survival packs, tan back pads, black headrest pads, tan and olive drab parachute packs and harnesses, blue leg restraints and black seat cushions. If you wish to detail these areas further research will be necessary. Instrument panel decals: paint a small area of thin plastic card gloss black (Meteor) or medium grey (Mirage); when dry, apply decal, cut panel to shape and fit to model; some modifications to kit parts may be required to obtain a proper fit.

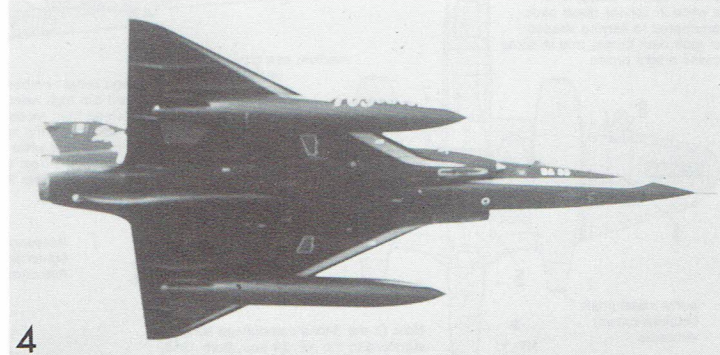
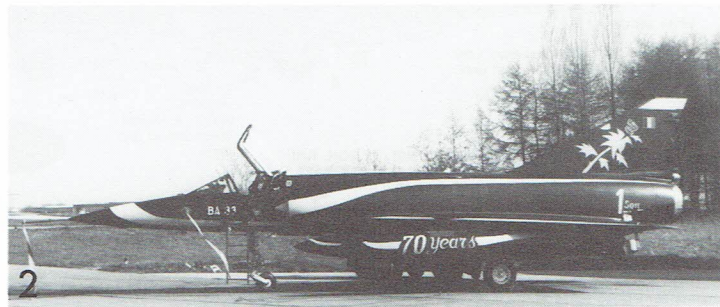
This set features a further selection of Meteor night fighters, examples from Nos. 64, 68 and 153 Squadrons having already been included in Set 88; here we have included a variety of NF. 11, 12, 13 and 14s from the remaining squadrons up to No. 72, and the rest of the units operating the NFs will be included in the next releases. We would add that one unit not included in this set is No. 33 Squadron; the reason for this is that to date we have been unable to locate any photographic evidence of a Meteor NF. 14 which can be positively identified as wearing 33's unit markings. So far, all the photos we have been purporting to be 33 Sqn. are in fact 264 Sqn., whose fuselage band markings were virtually identical in shape to those that one would expect for 33 Sqn., but from black and white prints it is impossible to confirm the actual colours involved. To add to the complication, 264 Sqn. was renumbered 33 Sqn. on 1 October 1957, and even the prints owned by 33 Sqn. are ones they inherited from 264 Sqn! (If anyone can provide the requisite photographic evidence, we will include 33 Sqn. in a future set.) The only NF version not included in the Matchbox kit is the NF. 13; this variant was basically a tropicalised NF. 11, and the external additions to the airframe, due to tropical equipment being fitted and the need for better handling at low speeds in hot climates, comprised a pair of intakes under the forward fuselage ahead of the ventral tank, and an additional pair of wing flaps outboard of the engine nacelles on later machines; a pair of radar dipole aerials were also fitted above each outboard wing (as with the 60 Sqn. and other later NF. 14s.), and a radio compass loop under a perspex fairing was fitted in the rear cockpit hood — this having the appearance of an additional window. These modifications to the kit should be straightforward. As with any aircraft in service for a lengthy period of time, standard airframe markings as well as squadron markings, code letters etc. could change in style and positioning — the variations in the 25 Sqn. aircraft are typical examples of such changes. Similarly the external paintwork on Meteors could vary from the

pristine on one aircraft to heavily weathered on another, the cellulose paints of the 1950s not having the hard wearing qualities of modern polyurethane and acrylic finishes. What started as high gloss finishes on newly painted aircraft soon tended to weather to a semi-gloss or even matt finish after several months of exposure; some indication of the amount of elbow grease needed to keep airframes in presentable condition can be gauged by how fast they deteriorated once a machine was dumped.

The Belgian Air Force has in recent years established a reputation for aeronautical exotica, mostly applied to Mirages and F-16s in celebration of squadron anniversaries, and early 1987 saw two more examples provided by Nos. 1 and 2 Squadrons on their Mirage 5BAs, respectively the 'Black Bird' and the 'Blue Bird'; the former is included here, and will be well known to all who visited the IAT at RAF Fairford in July, although the 2 Sqn. 'Blue Bird' has also visited UK. As with the EF-111As in Set 91, modellers seem to have considerable influence in many of these special schemes, those of 1 and 2 Sqns. BAF having considerable input from IPMS-Belgium's Brussels Branch.

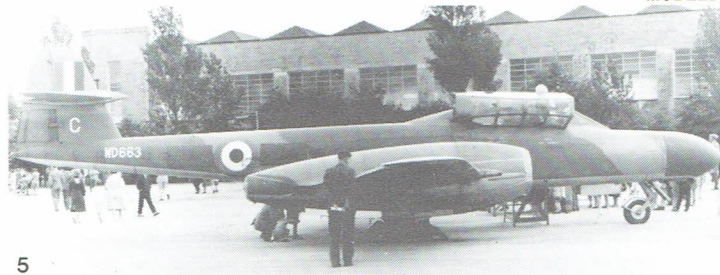
Application of decals: cut out each subject and wet backing in warm water for a few seconds to release decal; prolonged soaking will impair adhesion. Place item close to required position and slide decal into location, gently press on with a damp cloth to remove excess moisture and allow to dry. The thin tough varnish will allow the decal to 'bed down' on raised or sunken detail. We do not guarantee the successful use of special decal application systems involving solvents etc., as these may not be compatible with the varnish coatings we use; apart from standard varnish sealing coats before and after application if desired, no other steps are necessary or recommended.

Modeldecals gratefully acknowledge the kind assistance of the following during the preparation of these decals: R. C. B. Ashworth, S. J. Bond, R. Lindsay, M. McEvoy, C. McKee and R. Montgomery; R. Verheggen of IPMS-Belgium. Decals and instruction sheets designed and produced in Great Britain by Modeldecals, and marketed through their sole distributors, Messrs. Modeltoys, 246 Kingston Road, Portsmouth, Hants. PO2 7LR, England, to whom all individual and overseas trade enquiries should be addressed. Modeltoys, who specialise solely in plastic kits and associated technical references for the scale modeller, operate a retail shop at the above address, and a 'by return' mail order service for both UK and overseas customers. For the latest additions to the Modeldecals range, and sets currently available, please refer to Modeltoys advertisements.



1. Mirage 5BA, BA33 of 1 Sqn., Belgian Air Force in its special 'Black Bird' scheme, seen on the flight line at RAF Fairford for the 1987 International Air Tattoo in July. Next to it is sister machine BA05 in the normal camouflage scheme. Photo: RLW. 2. BA33 at its home base of Bierset soon after it was painted; raised canopy, crew ladder and the long warning tags on various protective covers can all add interest to a model displayed in a diorama setting.

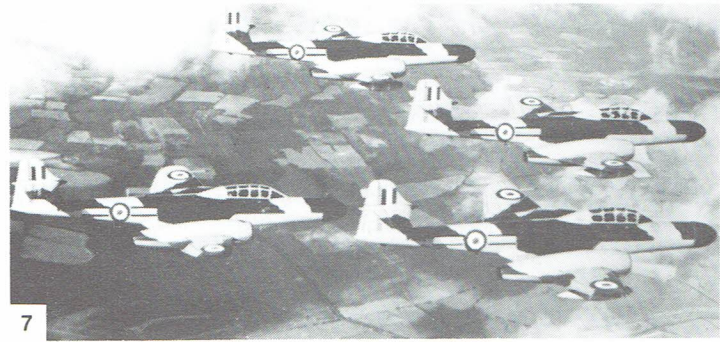
Photo: R. Verheggen. 3. BA33 showing its rear aspect on Fairford's flight line, waiting for its brake parachute cone to be replaced. Note the ECM fairings immediately over the brake 'chute housing and above the rudder. Photo: RLW. 4. Air-to-air of BA33 showing its undersides and the wing leading edge bands. The afterburner exhaust ring was often cleaned, showing a bright silver finish. Photo: Cpt Avi B. Litt via R. Verheggen.



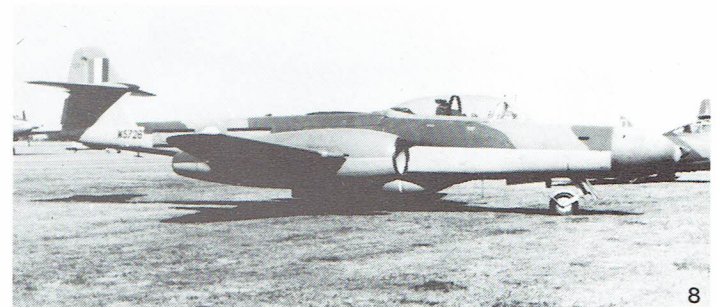
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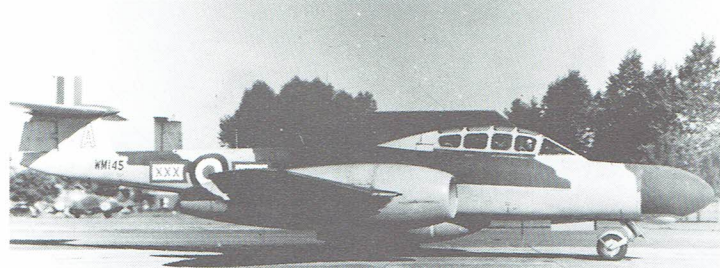
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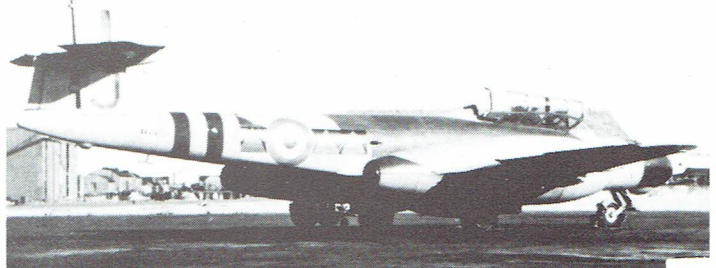
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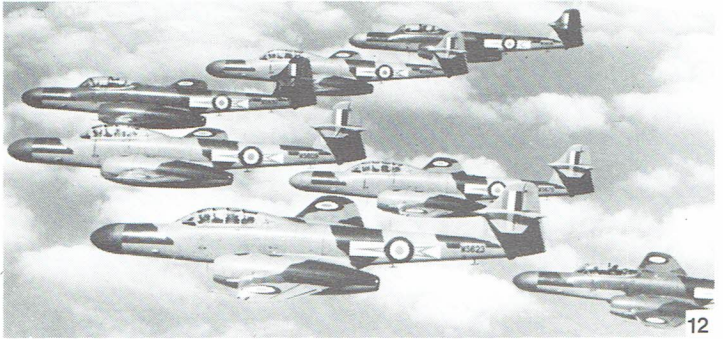
10

5. Meteor NF. 11, WD663 'C' of 5 Sqn. at an open day circa 1959, wearing the traditional red bars, white serials and fin codes. Photo: J. Bartholemew via R. C. B. Ashworth. 6. NF. 11, WM182 'D' of 11 Sqn., also wearing the later style of camouflage with the low demarcation line, and white serials. The fin bullet of this aircraft was black. Photo: R. Montgomery. 7. Meteor NF. 12s of 25 Sqn., circa 1955; at this period, markings were as shown for NF. 14, WS726 'H', serials of these four being (clockwise from lead aircraft) WS697 'N', WS694 'O', WS680 'T' and WS622 'K'. 8. Meteor NF. 14, WS726 'H', as shown in the drawings, in 1955 when 25 Sqn. was based at West Malling.

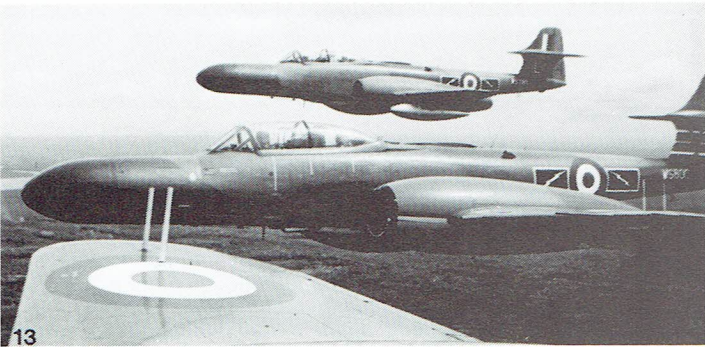
On moving to Waterbeach, 25 inherited ex-153 Sqn. aircraft, and markings were changed again, as on NF. 12 WS665 'L' and NF. 14 WS729 'A' for example. 9. 29 Sqn. NF. 11, WM145 'A' seen at Tangmere in 1955, sporting the traditional triple X markings and red-outlined white fin codes. Photos: via R. Lindsay. 10. November 1956 saw 39 Sqn. involved in Operation Musketeer, and black and yellow invasion bands applied to their Meteor NF. 13s; this example, wearing black fin code 'J', had the numerals of its serial obliterated, but it could have been WM317. Photo: via J. D. R. Rawlings.



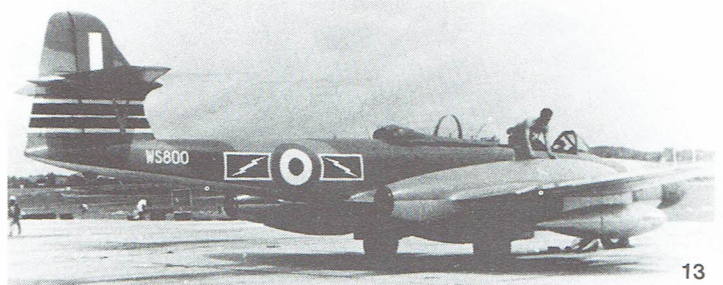
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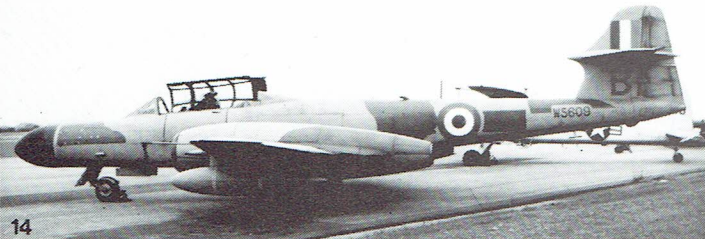
12



13



13



14



15

11. Another of 39's NF. 13's was WM322 'A', seen here landing at Luqa in the mid-1950s; the additional wing flaps outboard of the engines can just be seen, as well as the squadron badge on the nose. Photo: S. Bond. 12. 46 Sqn. operated a mix of NF. 12s and 14s, as seen in this formation shot. The lead aircraft is NF. 14, WS830 'H', as shown in the drawings, and the two variants are easily distinguished in this case by the different camouflage schemes. Photo: via J. D. R. Rawlings. 13. & 14. Two views of NF. 14, WS800, the aircraft 'owned' by the C.O. of 60 Sqn. at Tengah, Singapore, where the unit was based for much of its post WW2 existence. The squadron badge and rank pennant were carried on the port nose only; note also the NF. 13-style ventral intake scoops and

additional upperwing dipole aerials, plus the radio compass antenna fitted under the starboard forward fuselage (see drawing). These amendments, together with the striking unit markings, make this an interesting subject to model. In photo 13, machine in the background is WS785, white fin codes 'L'. Photos: via Lindsay and Bond. 14. NF. 12, WS609 'B' of 72 Sqn., seen at Church Fenton on 13/9/58; this was another unit which operated both NF. 12s and 14s together, as seen in 15. with NF. 14 WS833 'MS', the mount of Wg. Cdr. Maurice Shaw. It is seen here at Church Fenton, 19/8/56. Photos: R. Lindsay.