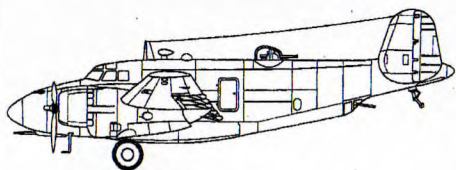


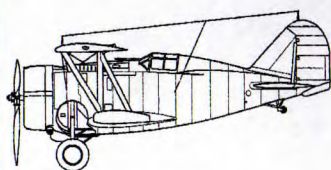
Special HOBBY limited run plastic kits

High quality injected plastic kits - short run/ Vstříkované modely - limitovaná série



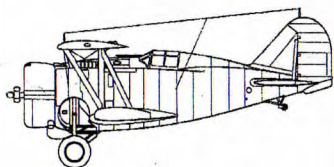
SH72093 PV-2 Harpoon U. S. NAVY

1/72

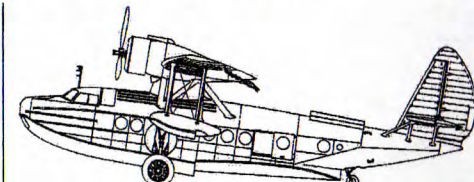


SH72106 F3F-2 "Flying Barrel"

1/72

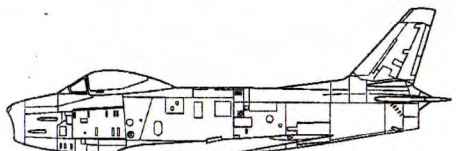


SH72109 F3F-2 "Last U.S. NAVY Biplane Fighter" 1/72



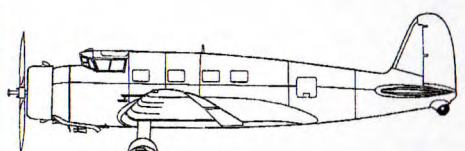
SH72111 S-43/JRS-1

1/72



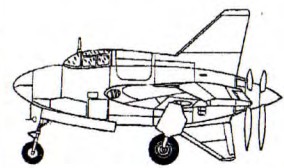
SH72120 F-86H Sabre Hog

1/72



SH72130 Vultee V-1a "Civilian Version"

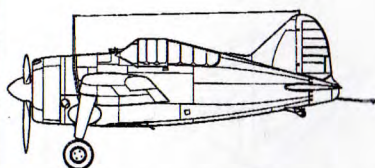
1/72



SH72132 Northrop XP-56 II

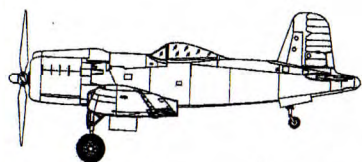
1/72

Hi-tech version



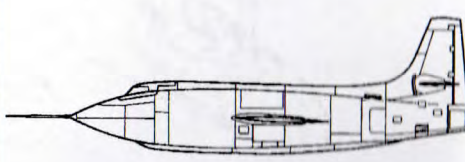
SH72133 F2A-2 Buffalo "Yellow Wing"

1/72



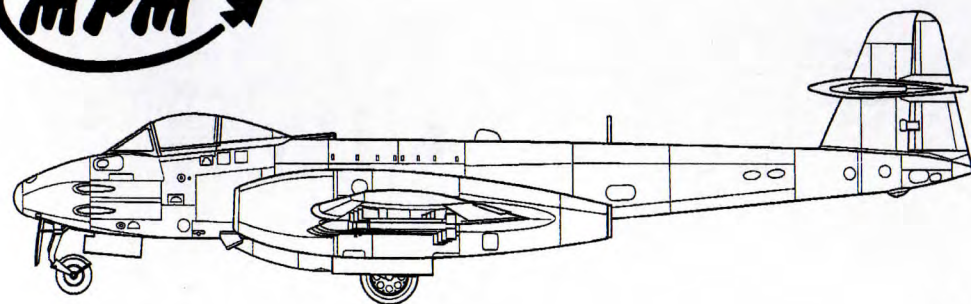
SH72166 F2G-1/2 Super Corsair Racer

1/72



SH72158 X-1E "Last Model"

1/72



Kit No. 72543

1/72

Gloster Meteor F. Mk.8 "No.77. sq. RAAF"

CZ

Gloster Meteor se stal společně s De Havilland Vampirem standardní stíhačkou RAF těsně poválečného období. Po válečných verzích Mk.I a Mk.III byla vyvinuta první poválečná verze Mk.IV. V roce 1947 byl zahájen vývoj zdokonalené verze Mk.8. Od starší verze Mk.IV se lišila celkově zesílenou konstrukcí, delším trupem s novým překrytím kabiny a vyšifrovaným sedadlem. Ocasní plochy byly zcela přepracovány. V křídelních gondalách byly instalovány výkonnější motory Derwent 8. RAF dostalo první kusy nové verze v roce 1949. Meteor Mk.8 sloužil nejen v řadách RAF, byl hojně exportován. Sloužil v letectvech Egypta, Belgie, Nizozemska, Brazílie, Dánska, Sýrie, Izraele, a Austrálie. Licenčně byl vyráběn v Nizozemí u Fokkera a v Belgii u Avions Fairey montovali Meteory z dodaných sestav.

S letectvem RAAF je spojeno největší bojové vystoupení Meteoru Mk.8. Do bojů v Koreji byla nasazena v červenci 1950 77. sq. RAAF jako první neamerická jednotka kontingentu UN. Původní výzbrojí byly pístové Mustangy. V dubnu 1951 byla jednotka stažena do Japonska a přeškolená na tryskové Meteory. Do bojů byla opět nasazena v červenci 1951 z korejské základny Kimpo. Brzy se ukázalo, že Meteor Mk.8 výkonově nestačí na Mig-15, nejlepší stíhačku protivníka. Proto přešly od doprovodného stíhání k útokům na pozemní cíle. Jako bitevní stíhačky se Meteory velmi osvědčily, k útokům na pozemní cíle byly používány bomby a neřízené rakety. Odletaly 4 836 bojových misí, sestřelily 4 (podle jiných podkladů 6) Migů-15, dále zničily přes 3 500 pevných cílů a více než 1 500 vozidel. Okolo třicet Meteorů bylo v Koreji sestřeleno, většina z nich protiletadlovou palbou.

Australané na Meteorech bojovali až do konce Korejské války. Do Austrálie se 77. sq. RAAF vrátila v listopadu 1954 a Meteory používala až do srpna roku 1956. Austrálie celkem odebrala 113 Meteorů, z toho 94 kusů verze Mk.8

Tech. data: rozpětí: 11,32 m, délka: 13,59 m, max. rychlost 962 km/h ve výšce 3050 m, dolet: 965 km, stoupavost: 35,6 m/s, výzbroj: 4x kanón 20 mm

EN

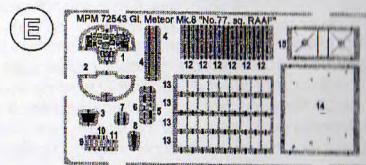
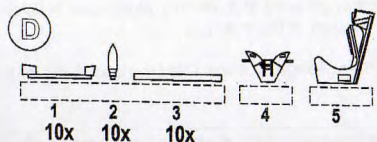
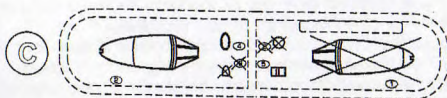
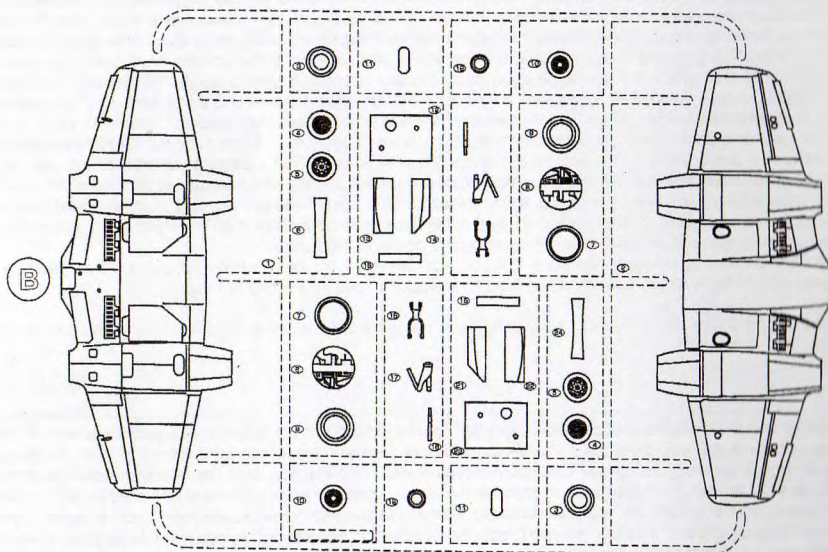
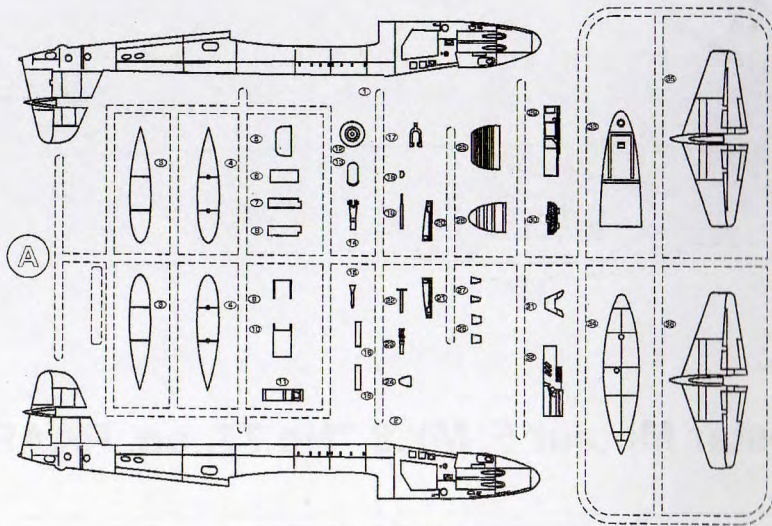
Gloster Meteor together with De Havilland Vampire were both RAF fighters just after WW 2. Subsequently to the war versions Mk.I and Mk.III the first post war version Mk.IV was developed. The development of the Improved version Mk.8 started in 1947. It differed from the earlier Mk.IV by strengthened structure, longer fuselage with new canopy and ejection seat. The tailplanes were completely redesigned. More powerful Derwent 8 engines were installed in the wings nacelles. First aircraft were delivered to RAF in 1949. Meteor Mk.8 didn't served only within RAF but was also exported. Meteors served with Egyptian, Belgian, Dutch, Brazilian, Danish, Syrian, Israeli and Australian air forces. It was also license produced by Fokker in Holland and Avions Fairey in Belgium where it was assembled from delivered subassemblies.

RAAF is connected with the biggest combat assignment of Meteor Mk.8s. In July 1950 was RAAF No. 77 squadron deployed to Korea as the first non-US unit within the UN forces. It was originally equipped with piston engined Mustangs. In April 1951 the unit was withdrawn to Japan for re-equipping to jet engined Meteors. It got back to combat area in July 1951 from its base at Kimpo. Soon it was revealed that Meteor Mk.8 is no match for the enemy's best fighter MIG-15. Therefore Meteors were re-assigned from escort fighter task to ground attacks. Meteors as attack planes were successful and they used both rockets and bombs for ground targets. They flew 4836 missions, shot down 4 (according to some sources 6) MIG-15s, destroyed over 3500 ground targets and 1500 vehicles. Probably 30 Meteors were shot down over Korea, most of them due to the anti-aircraft artillery. Australians flew Meteors up to the end of the Korean War. RAAF No. 77 Squadron got back in Australia in November 1954 and used Meteors till August 1956. In sum Australia purchased 113 Meteors, from that 94 were of Mk.8 version.

Technical Data: Span: 11.32m, Length: 13.59m, Max. Speed 962 km/h at 3050m, Range: 965 km, Climbing capability: 35.6 ms, Armament: 4 x 20 mm cannons

We would like to thank to Mr. Edward Russell and Brett Green for their invaluable help during the preparation of this kit.

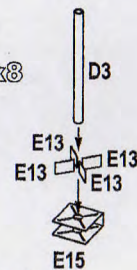
Děkujeme Edwardu Russellovi a Brettovi Greenovi za jejich neocenitelnou pomoc při přípravě tohoto modelu.



SYMBOLS

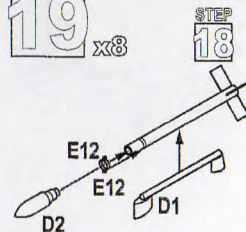


STEP 18 x8

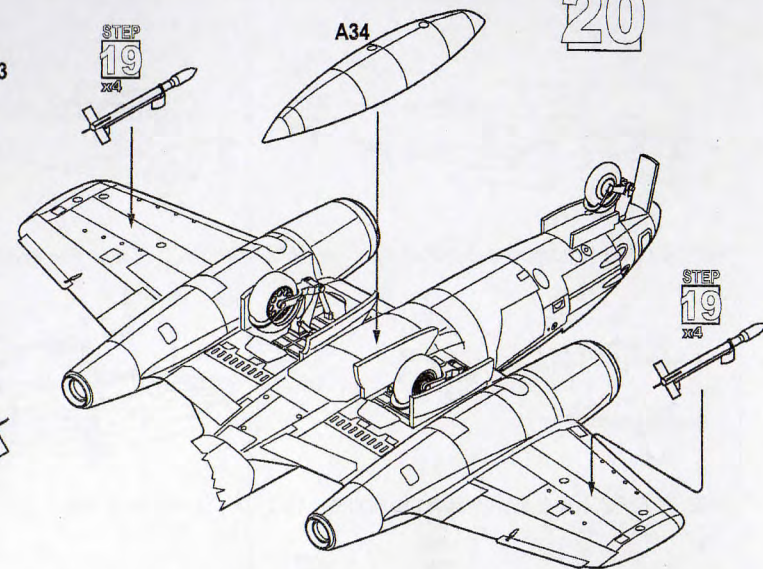


Use part E15 as template for proper installation of rocket stabilizers

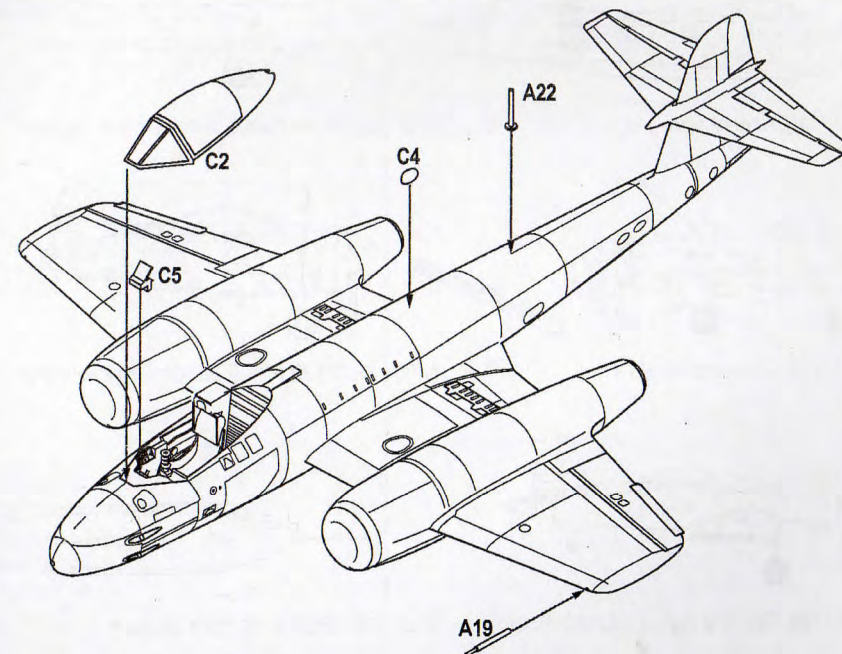
STEP 19 x8



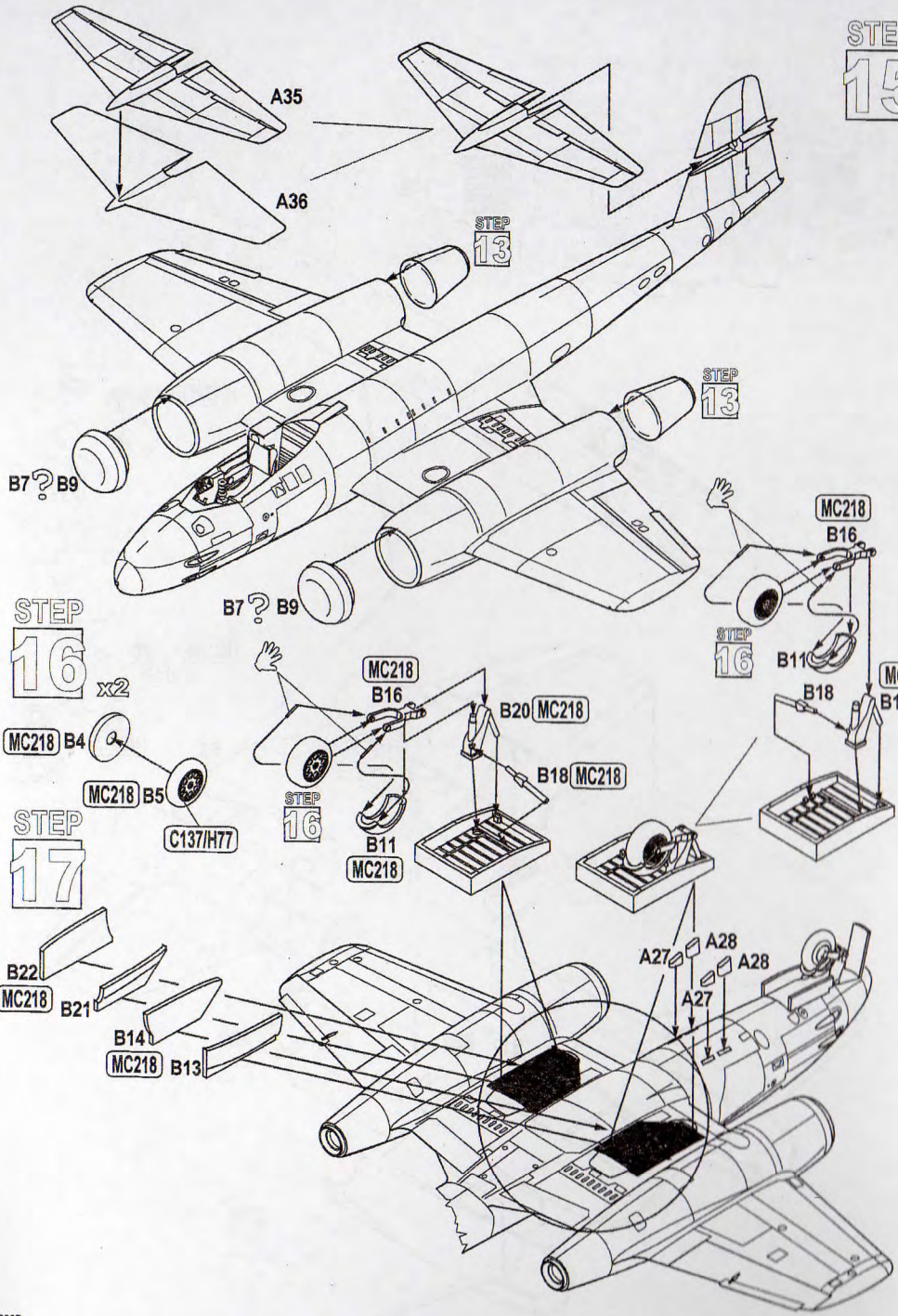
STEP 20



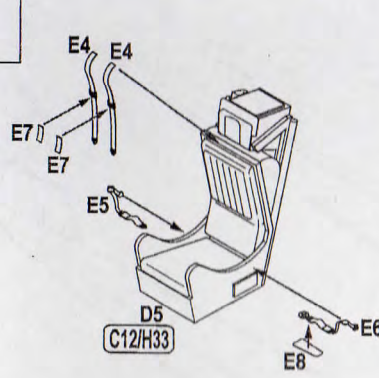
STEP 21



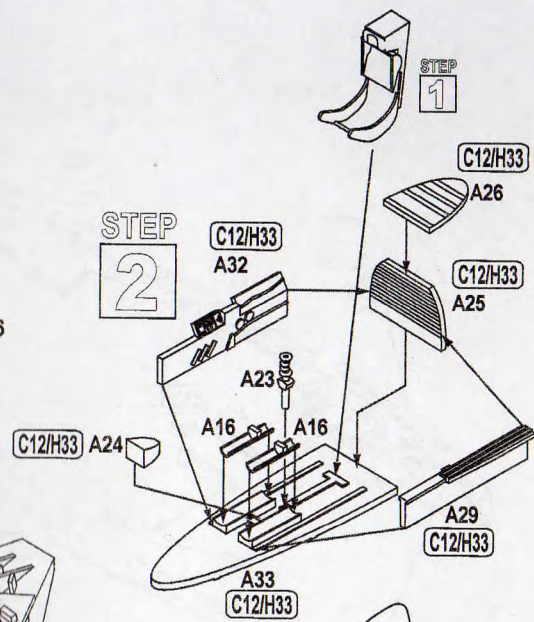
STEP 15



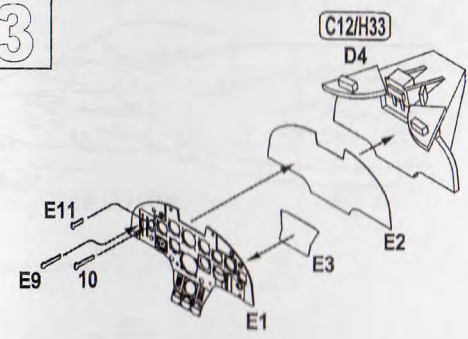
STEP 1



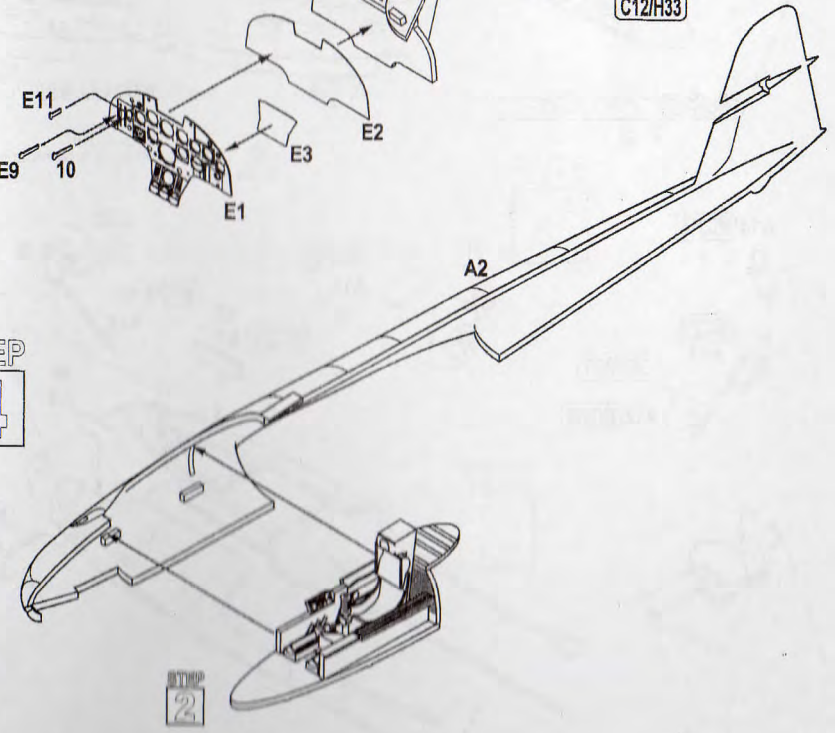
STEP 2



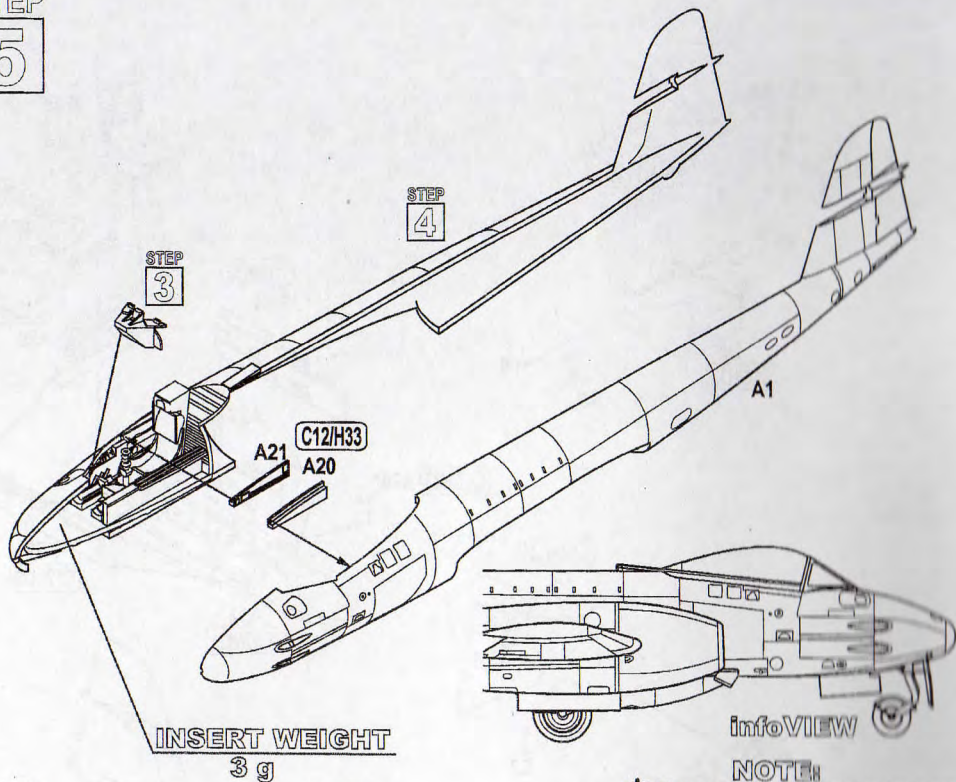
STEP 3



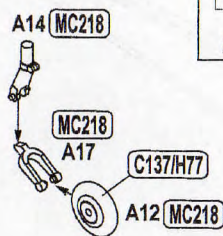
STEP 4



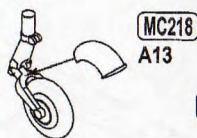
STEP 5



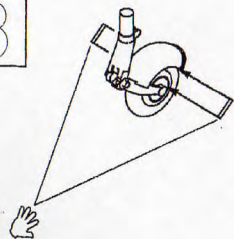
STEP 6



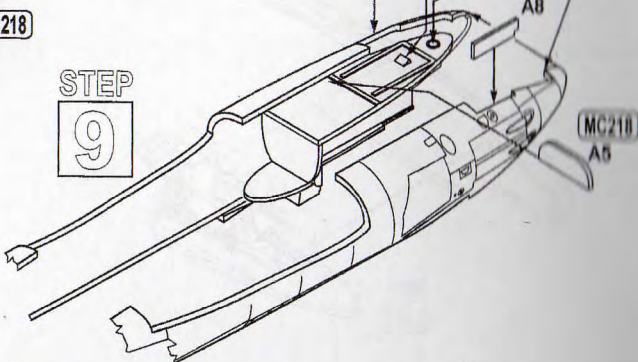
STEP 7



STEP 8

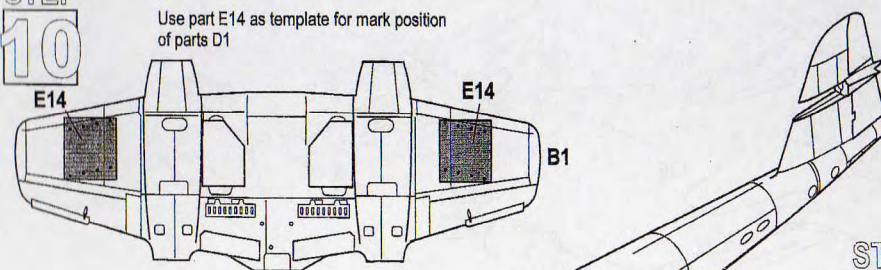


STEP 9

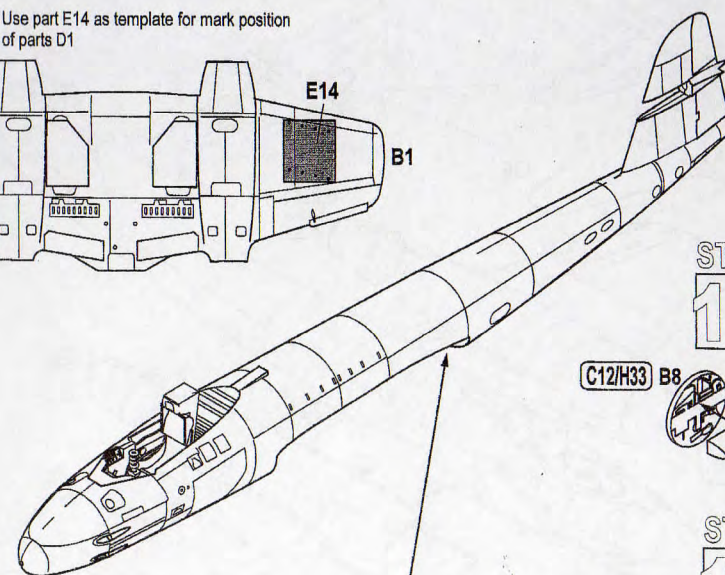


NOTE:
* Thus marked parts is better to paste only in the step No.17

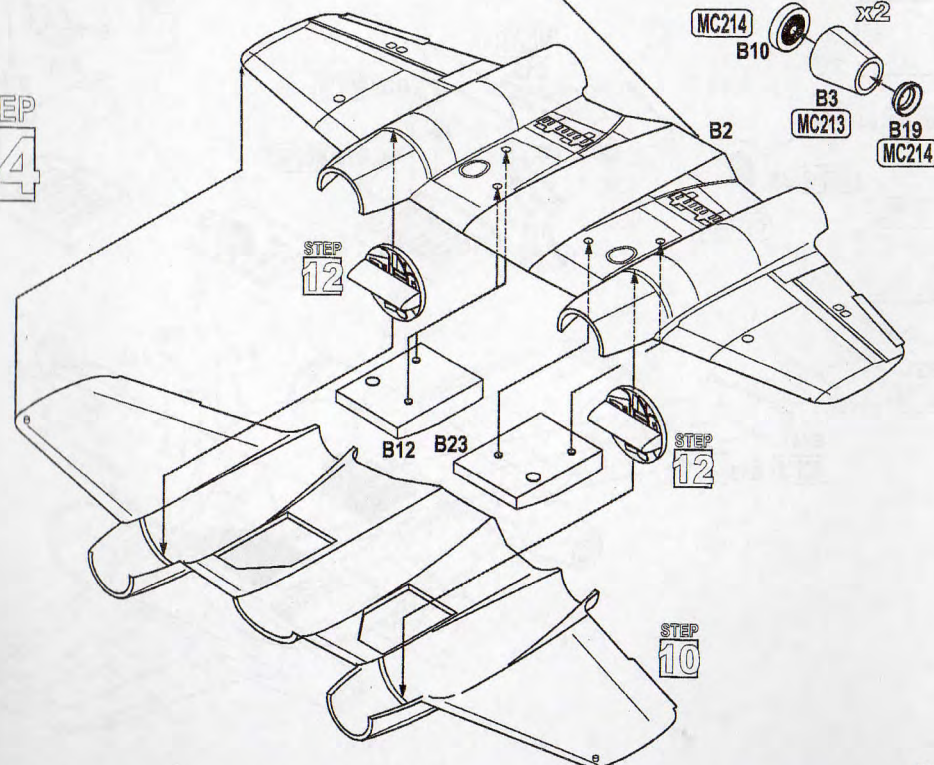
STEP 10

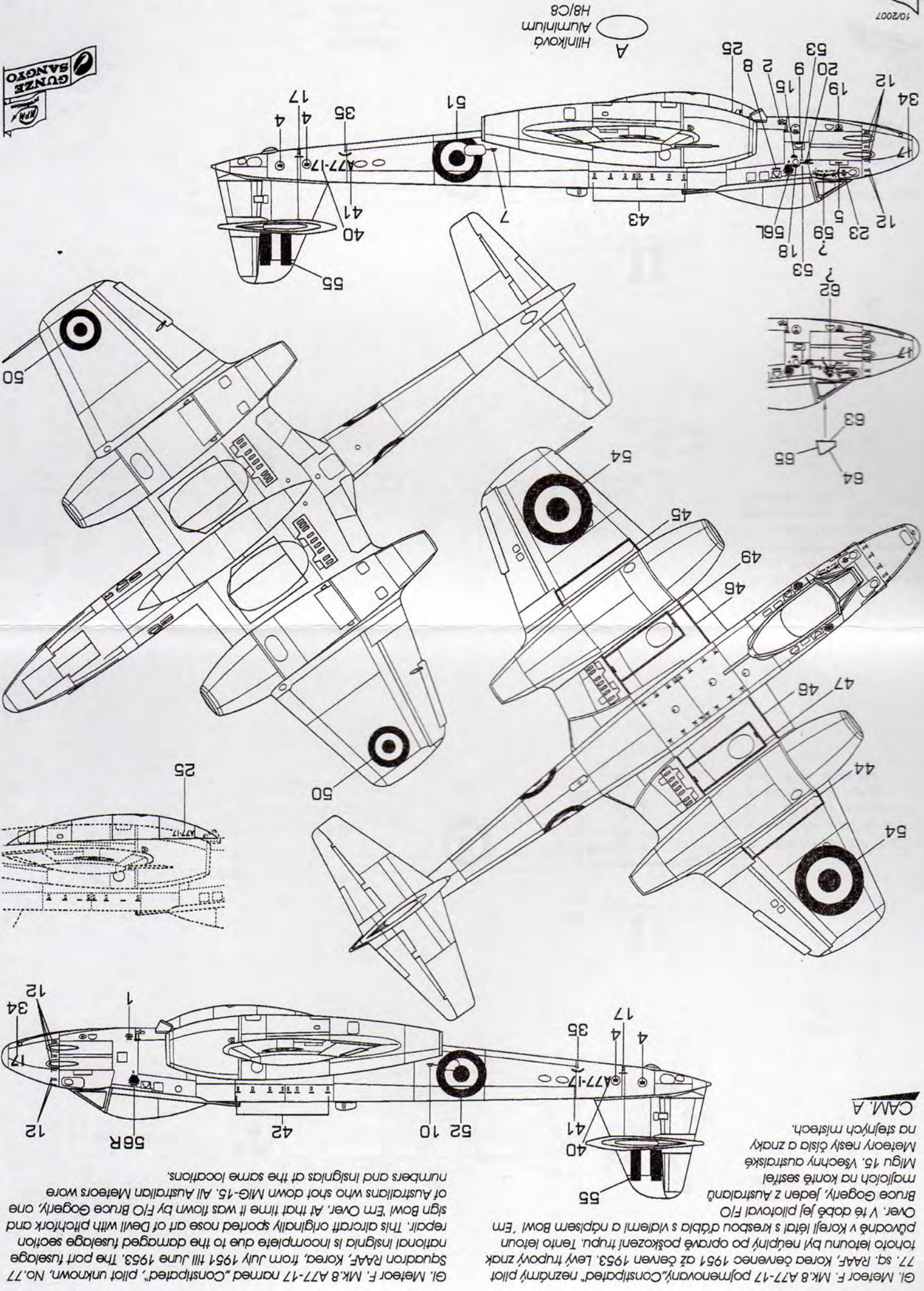


STEP 11



STEP 14



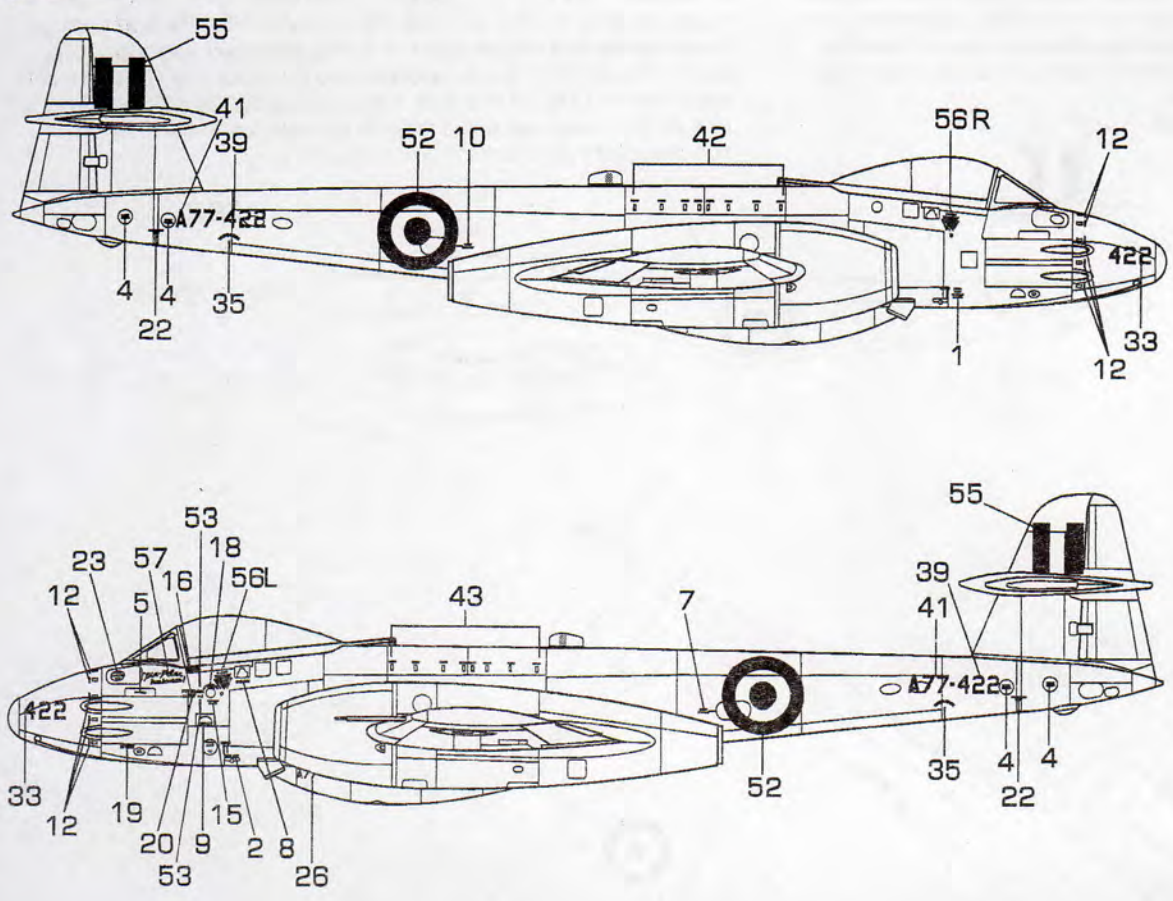


GI. Meteor F. Mk. 8 A77-17 named "Constipated", pilot unknown, No. 77 Squadron RAAF, Korea, from July 1951 till June 1953. The port fuselage national insignia is incomplete due to the damaged fuselage section repair. This aircraft originally sported nose art of Devil with pitchfork and sign Bowl 'Em Over. At that time it was flown by F/O Bruce Gogery, one of Australians who shot down MiG-15. All Australian Meteors wore numbers and insignias at the same locations.

GI. Meteor F. Mk. 8 A77-17 pojmenovaný "Constipated" neznámý pilot 77. sq. RAAF, Korea červenec 1951 až červen 1953. Levý trupový znak tohoto letounu byl neúplný po opravě poškození trupu. Tento letoun původně v Koreji létal s kresbou drábla s vidlemi a nápisem Bowl 'Em Over. V té době jej pilotoval F/O Bruce Gogery, jeden z Australanů možich na kontě sestřel Migu 15. Všechny australské Meteory nesly čísla a znaky na stejných místech.

CAM. A

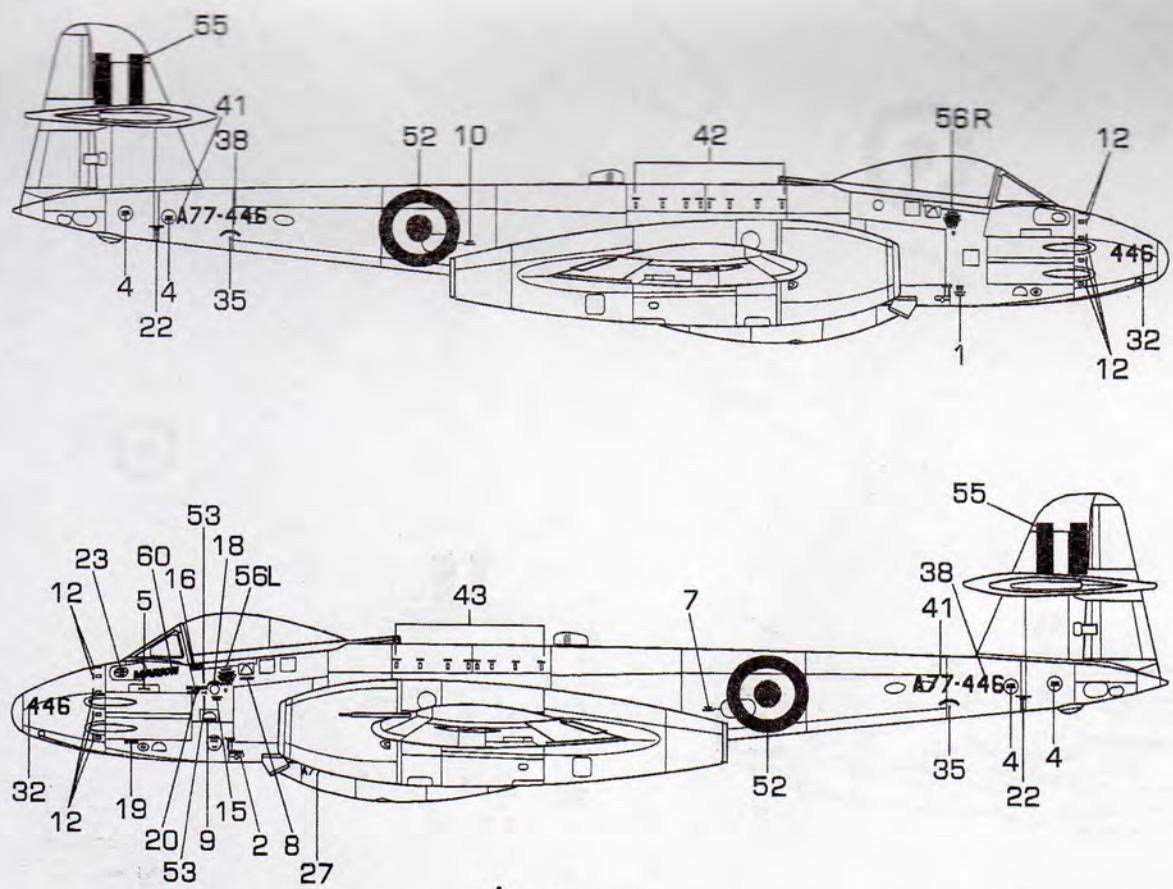
CAM. B



Gl. Meteor F. Mk.8 A77-422
pojmenovaný Die-r-ear Pass
anything, neznámý pilot, 77.
sq. RAAF, Korea, duben
1952-červenec 1954.

Gl. Meteor F. Mk.8 A77-422
named Die-r-ear Pass any-
thing, pilot unknown, No.77
Squadron RAAF, Korea,
April 1952 - July 1954.

CAM. C

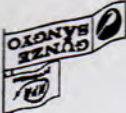


Gl. Meteor F. Mk.8 A77-446,
77. sq. RAAF, pojmenovaný
Marion létal v Koreji pilotován
FIO Johnem Morrisem v
období květen 1954 až
červenec 1954.

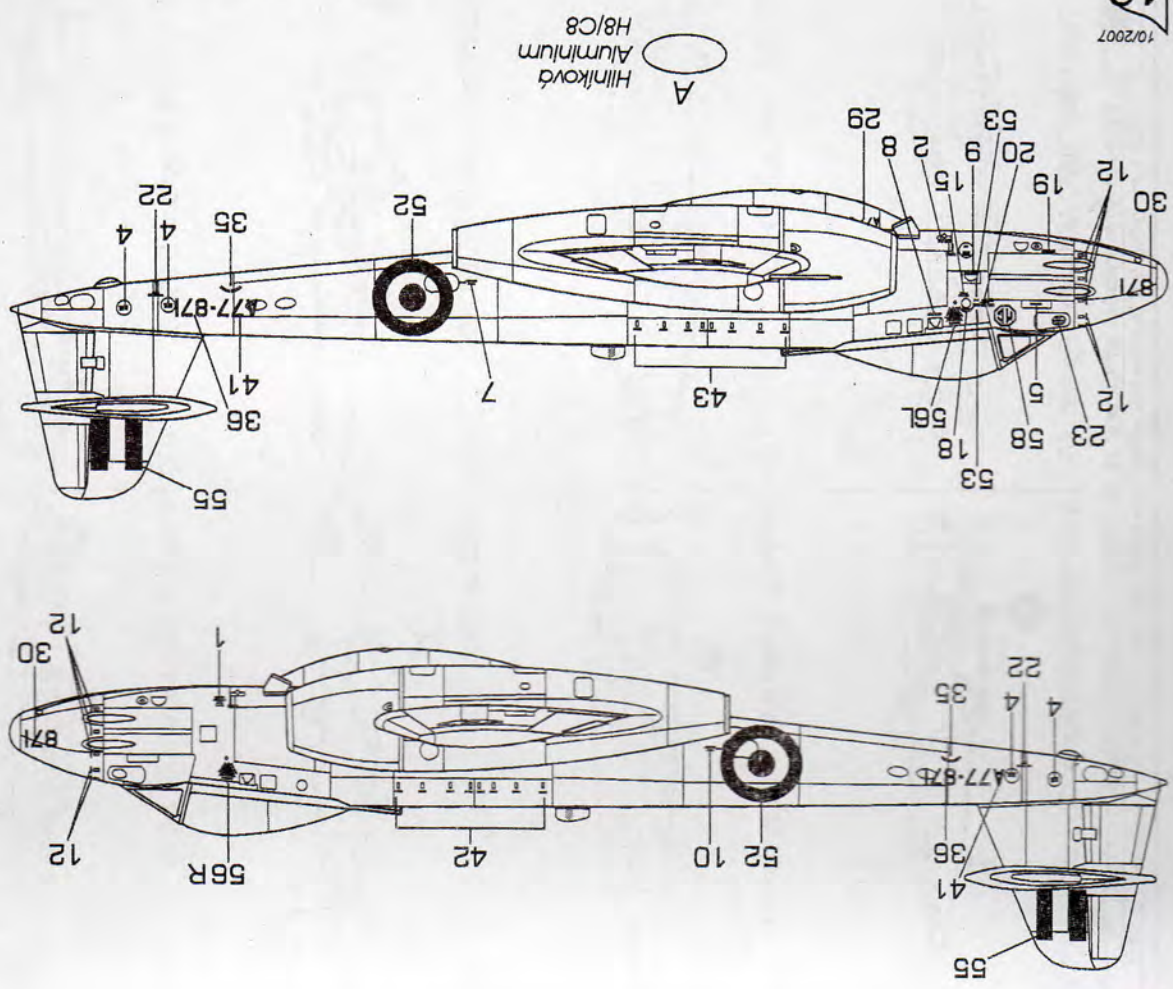
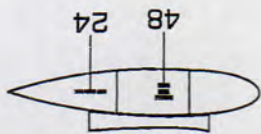
Gl. Meteor F. Mk.8 A77-446,
No.77 Squadron RAAF,
named Marion flew over
Korea with FIO John Morris
In cockpit from May 1954
till July 1954.

A Hliníková
Aluminium
H8/C8





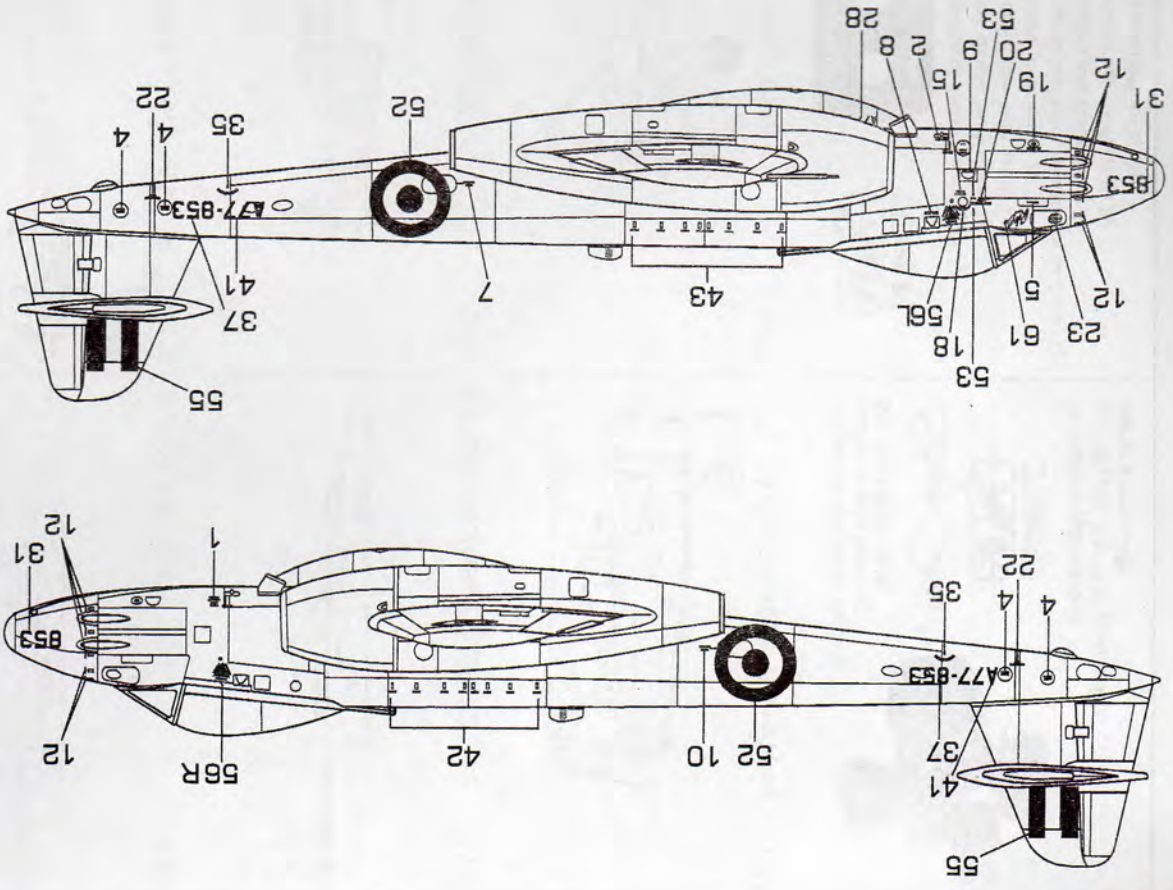
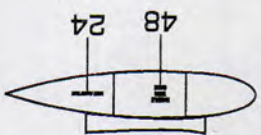
GI. Meteor F. Mk. 8 A77-871
 sported MG signatures in
 hexagon of an unknown pilot.
 No. 77 Squadron RAAF, Korea,
 March - July 1953. The air-
 craft was equipped with
 wider engines' air intakes.



GI. Meteor F. Mk. 8 A77-871
 nesoucí iniciály MG v šest-
 úhelníku neznámého pilota
 No. 77. sq. RAAF, Korea březem
 1953 až červenec 1953.
 Stroj měl širší vstupy vzduchu
 do motorů.

CAM E

GI. Meteor F. Mk. 8 A77-853
 named Robin was flown by
 F/O Randall Green, No. 77
 Squadron RAAF, Korea,
 July - December 1952. The
 aircraft was equipped with
 wider engines' air intakes.



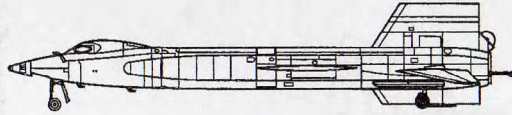
GI. Meteor F. Mk. 8 A77-853
 pojmenovaný Robin létal F/O
 Randall Green, 77. sq. RAAF,
 Korea, červen 1952 až
 prosinec 1952. Stroj měl širší
 vstupy vzduchu do motorů.

CAM D

MPM
Production

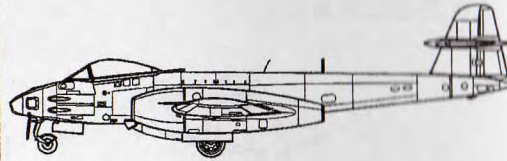
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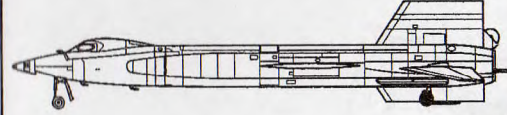
72532 North American X-15A-2

1/72

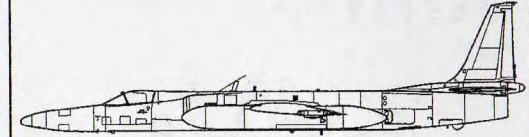


72534 Gloster Meteor FR. Mk. 9

1/72

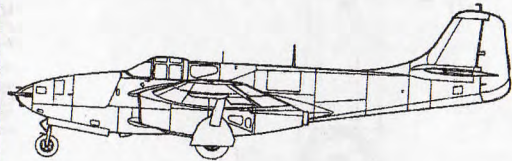
72537 North American X-15A-2 *Hi-tech version*

1/72



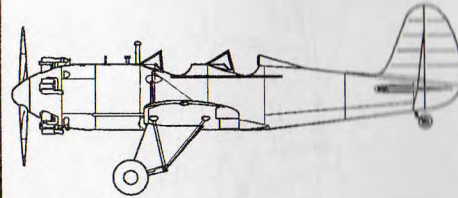
SH72024 TR - 1 A

1/72



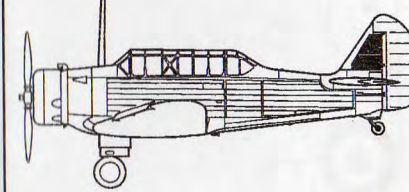
SH72058 Bell P-59A/B AIRACOMET

1/72



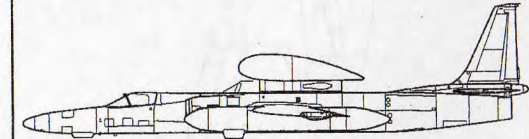
SH72064 RYAN PT-22

1/72



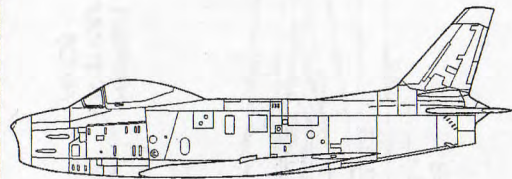
SH72069 BT-9/ NJ-1/ SK 14

1/72



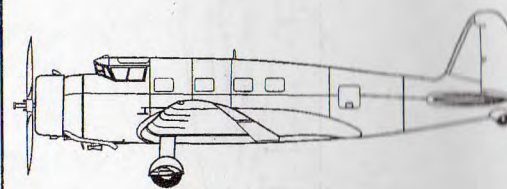
SH72070 Lockheed U-2S/ER-2

1/72



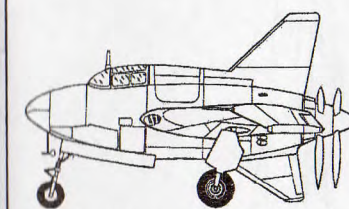
SH72120 F-86H Sabre Hog

1/72



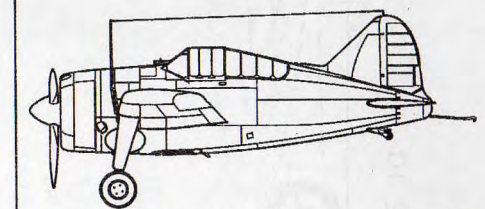
SH72130 Vultee V-1a "Cillian Version" 1/72

1/72



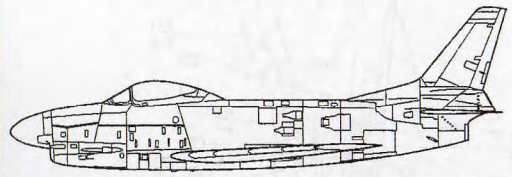
SH72132 Northrop XP-56 II

1/72

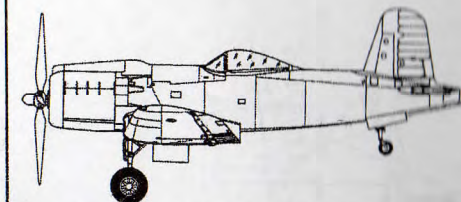


SH72133 F2A-2 Buffalo "Yellow Wing"

1/72



SH72164 F-86K "NATO All Weather Fighter" 1/72



SH72166 F2G-1/2 Super Corsair

1/72



- H1000 Ultra smooth and extra smooth saw 1p
- H1001 Ultra smooth saw (both sides) 1p
- H1002 Very smooth saw (both sides) 1p
- H1003 Smooth saw (both sides) 1p
- H1004 Ultra smooth and extra smooth saw (2 sides) 5p
- H1005 Ultra smooth saw (both sides) 5p
- H1006 Very smooth saw (both sides) 5p
- H1007 Smooth saw (both sides) 5p

Pro patinování svých modelů můžete použít pigment Star Dust firmy CMK.

Star Dust



To patinate your models you can use Star Dust weathering pigment from CMK.



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