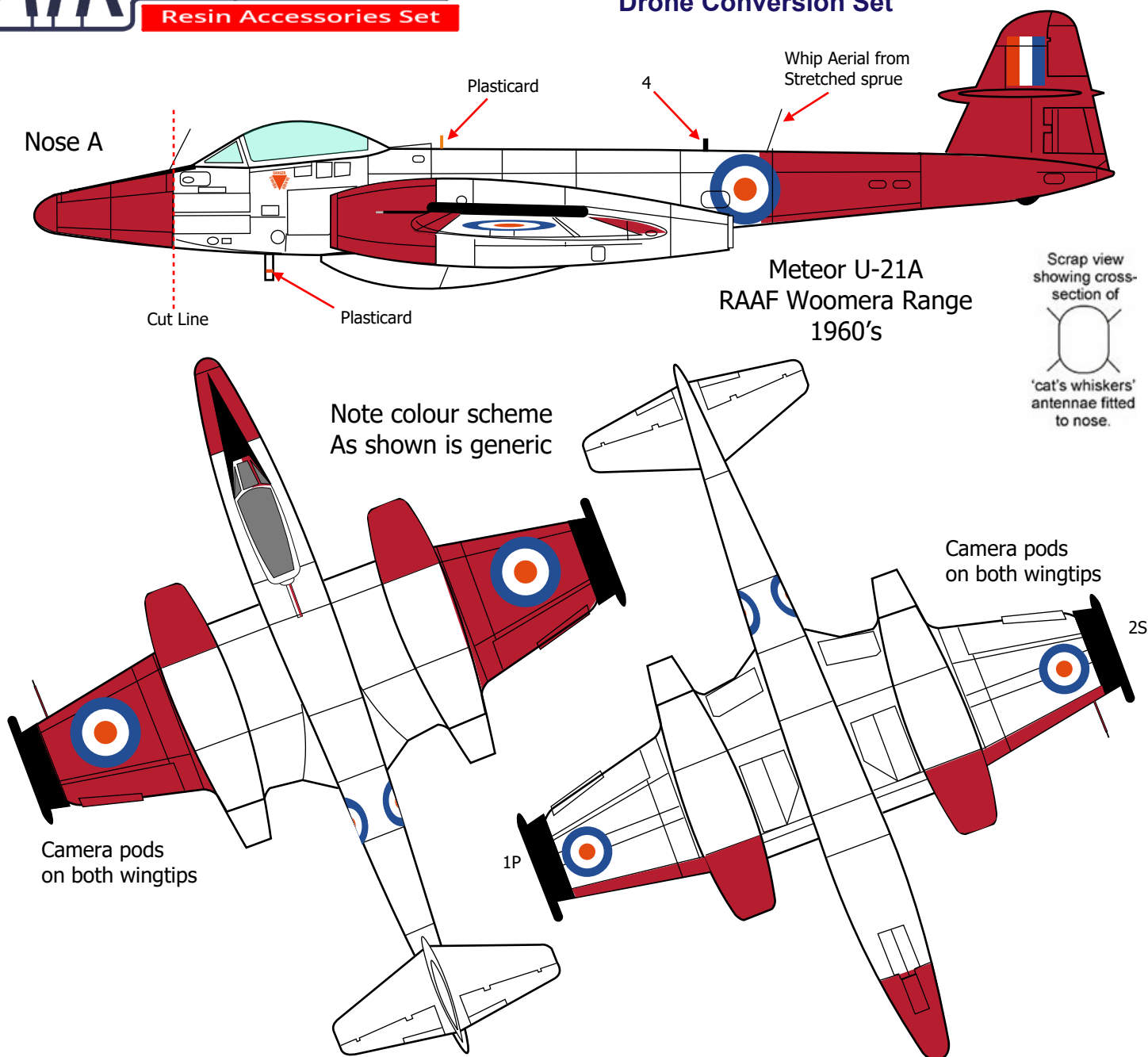




Note decals are not included
But will be covered on a future
Testing Times Sheet.

Notes*

Nose A was used on the U-2½1A,
& some D.16 aircraft.

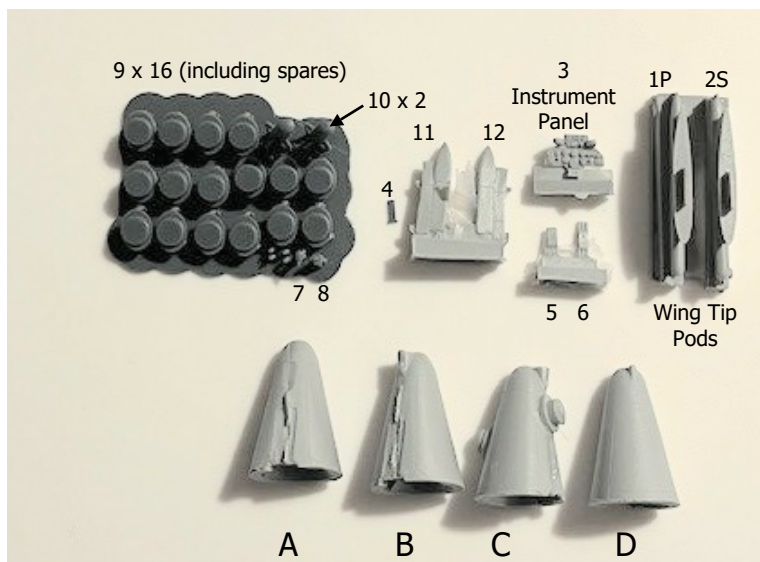
Nose B was the standard RAE
Configuration.

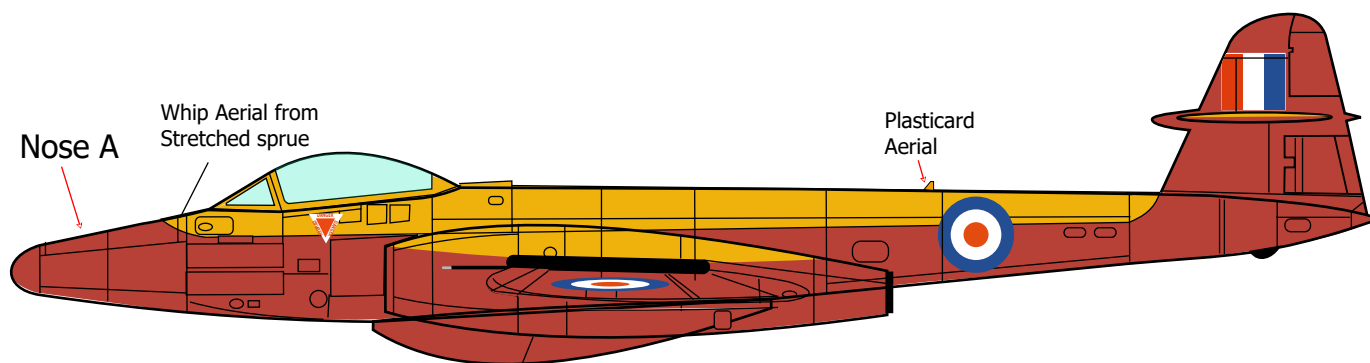
Nose C was used on the RVMDI aircraft

Nose D was used on some D.16 aircraft
But check reference for serial number.
The RVMDI Trials aircraft before and
After testing carried this nose.

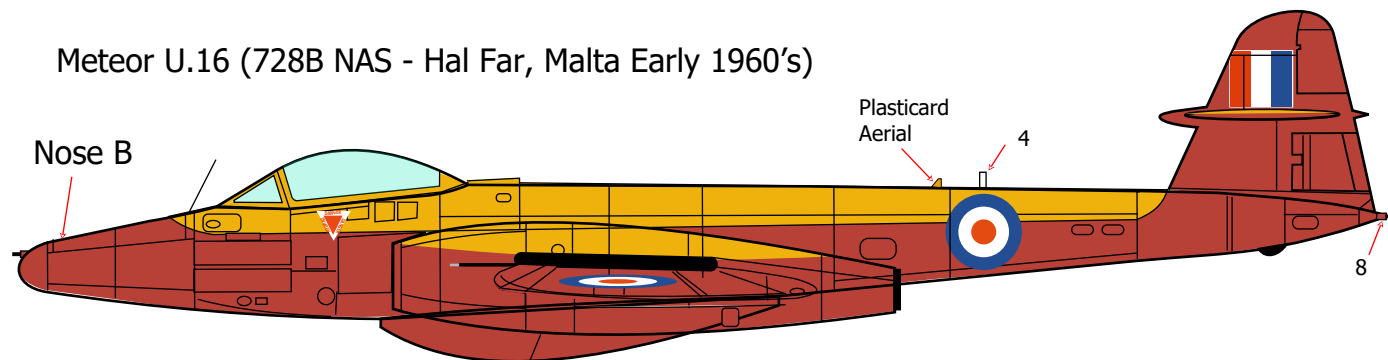
Clean up resin before fitting. Due to the limitations
Of the resin casting, some filler may be needed
To finish especially around the noses.

Some small aerals will need to be made using
thin plasticard (Not included) and stretched sprue.

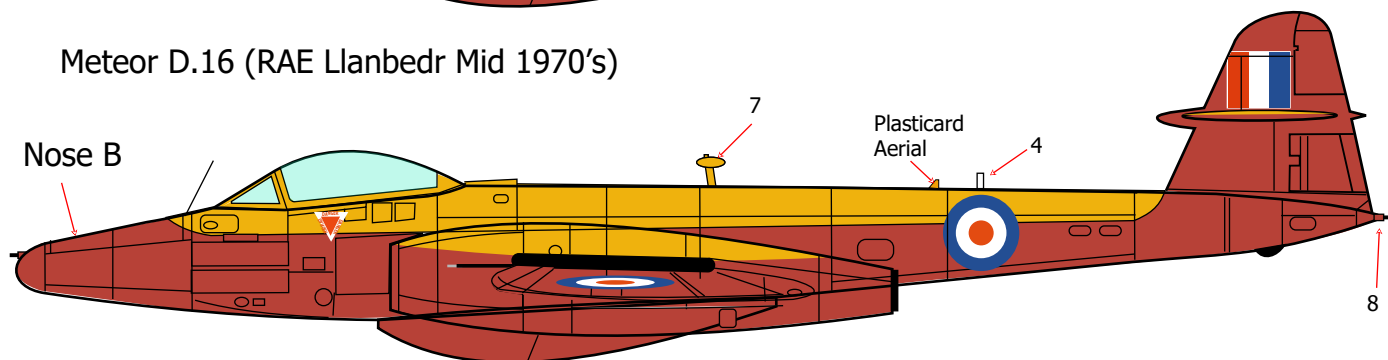




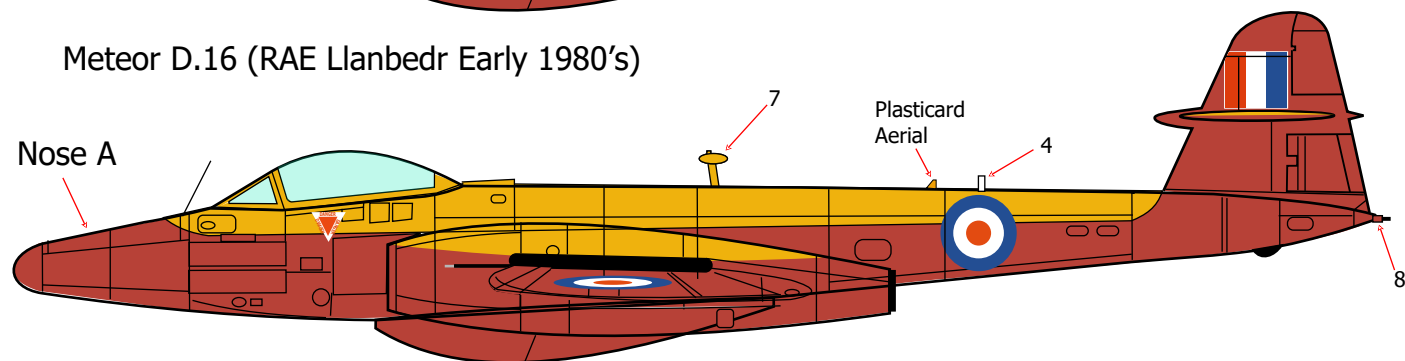
Meteor U.16 (728B NAS - Hal Far, Malta Early 1960's)



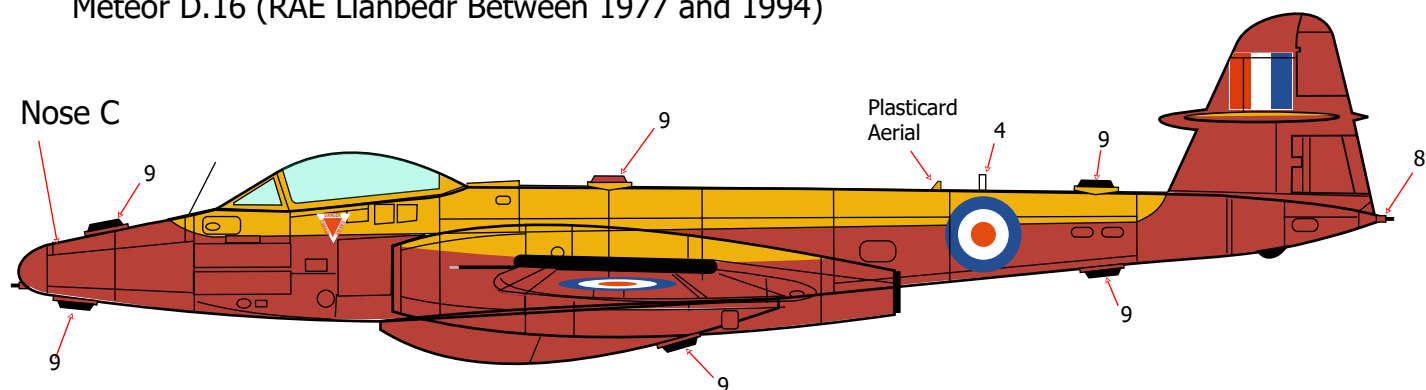
Meteor D.16 (RAE Llanbedr Mid 1970's)



Meteor D.16 (RAE Llanbedr Early 1980's)

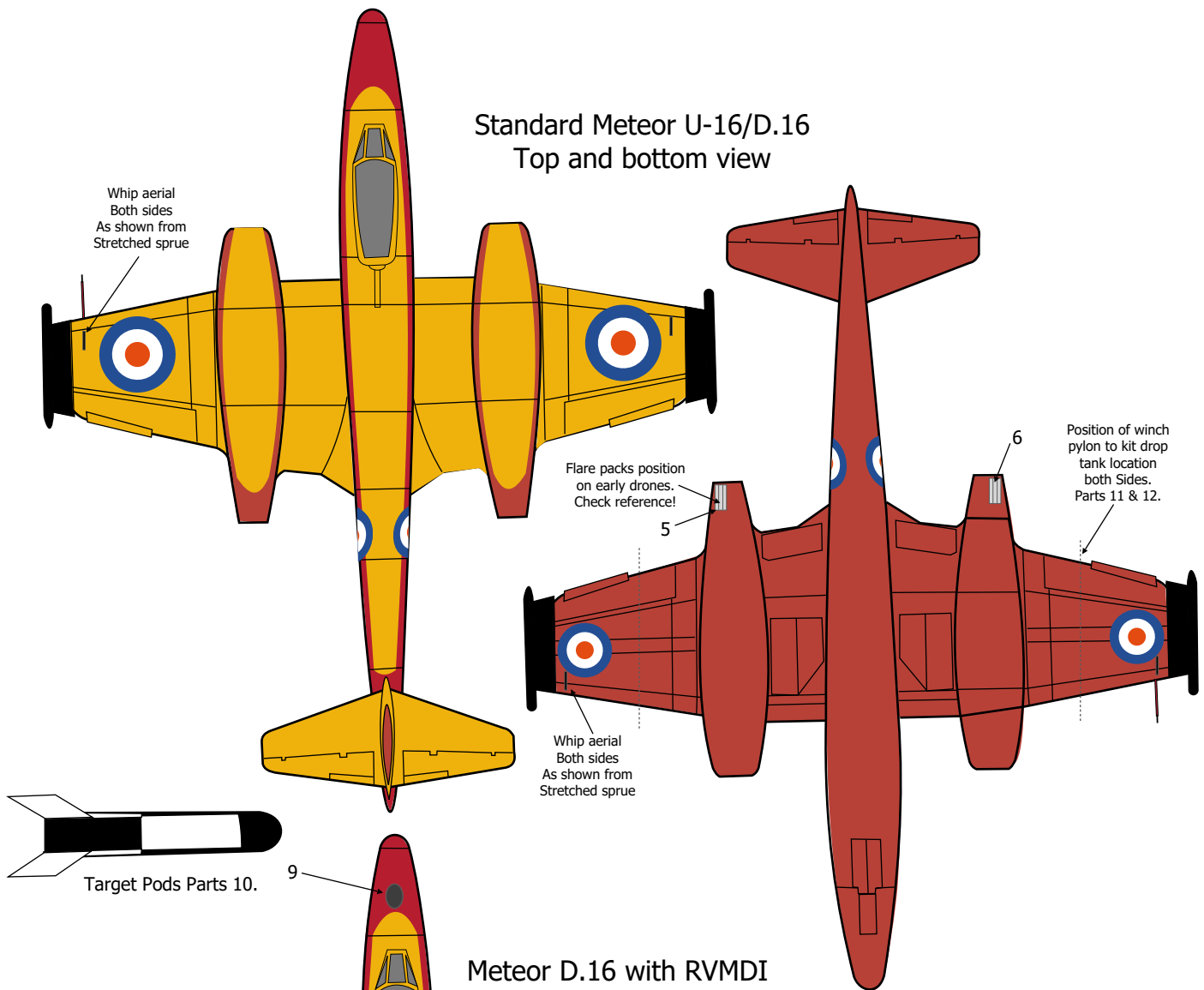


Meteor D.16 (RAE Llanbedr Between 1977 and 1994)

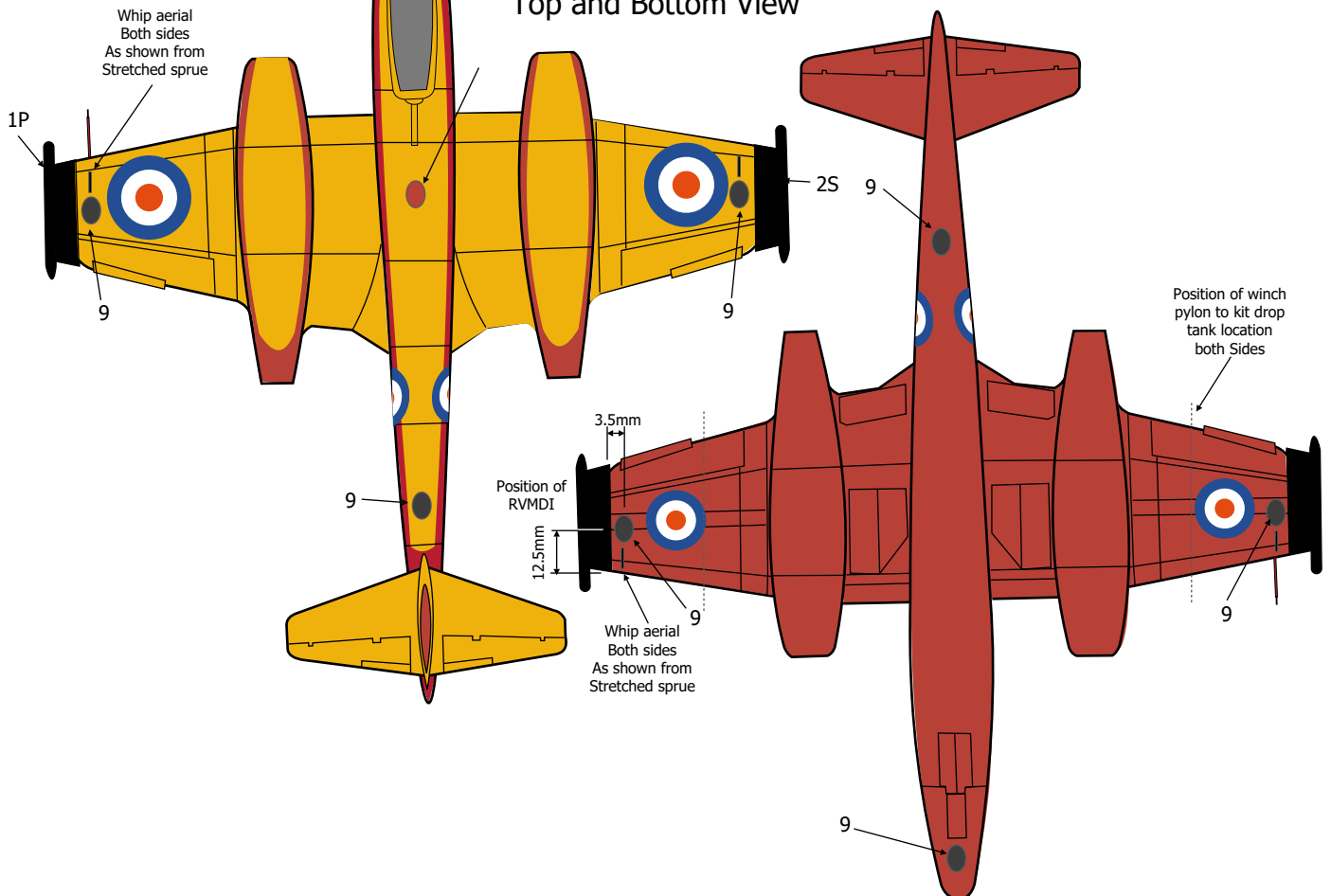


Meteor D.16 (RAE Llanbedr 1988 during RVMDI (Radar Vector Miss Distance Indicator Trials))

Standard Meteor U-16/D.16 Top and bottom view



Meteor D.16 with RVMDI Top and Bottom View





RAAF Meteor U.21A at Woomera during the 1960's





Below RN Meteor U.16 Malta early 1960's.



Below Meteor D.16 RVMDI
Rear fuselage



Below Target pod and winch pylon

