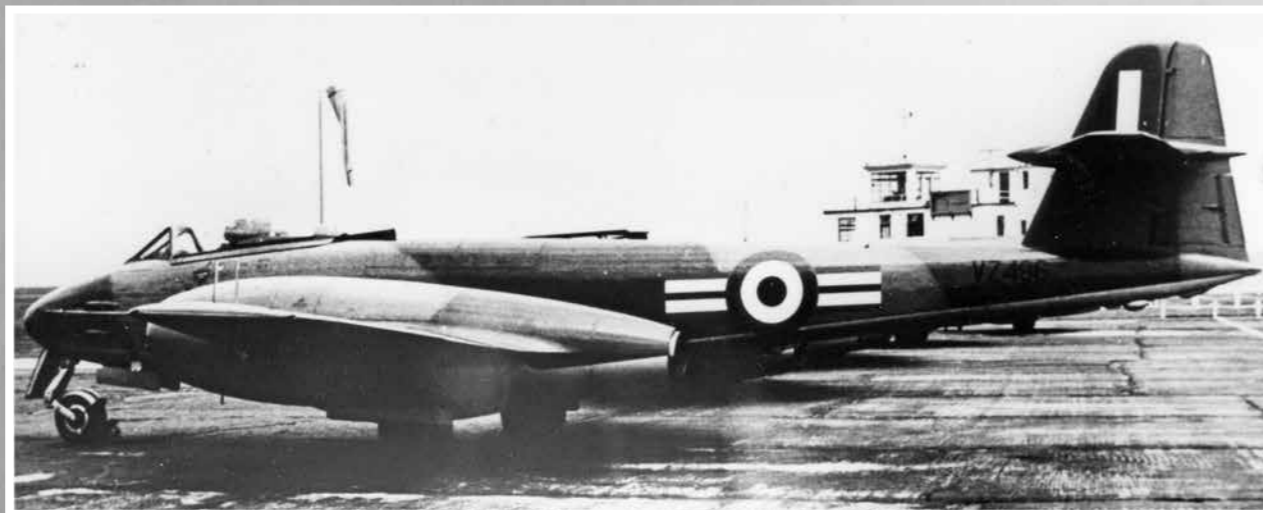


Below: VZ484 and her sister F8s of 41 Squadron at Biggin Hill preparing for the Coronation Flypast on 2 June 1953. Note VZ484's shortened fin flash in comparison to the others, a common feature on very early F8s.

Right: VZ496 had a long career, typical of many F8s. On 12 May 1950 it was used in its early form to set a 1,000 km closed-circuit record, but over the years was modified with a clear 'all round vision' canopy, dipole aerials and was repainted in camouflage. It became 33 Squadron's 'hack' at Middleton St George in 1957, where this photograph was taken, and was scrapped in 1958.



A rare set of early colour photographs of VZ495 ZD-D of 222 Squadron at Leuchars in 1951 with Squadron Leader J W 'Jack' Frost. The codes have a thin red outline. The engine intakes are also red, a common place for a bit of colour on the F8s, but very difficult to spot on black and white photos.

Inset top right: This close up shows the stale air extractor valve hole (A) at the base of the ejection seat warning triangle, and just in front of that, the external hood clutch release (B) to allow the canopy to be slid back on the ground in an emergency.

(A/Cdre Frost via Chris Thomas).



Left: VZ495 and 'Jack' Frost at Leuchars again. ZD had been 222 Squadron's codes during the war.

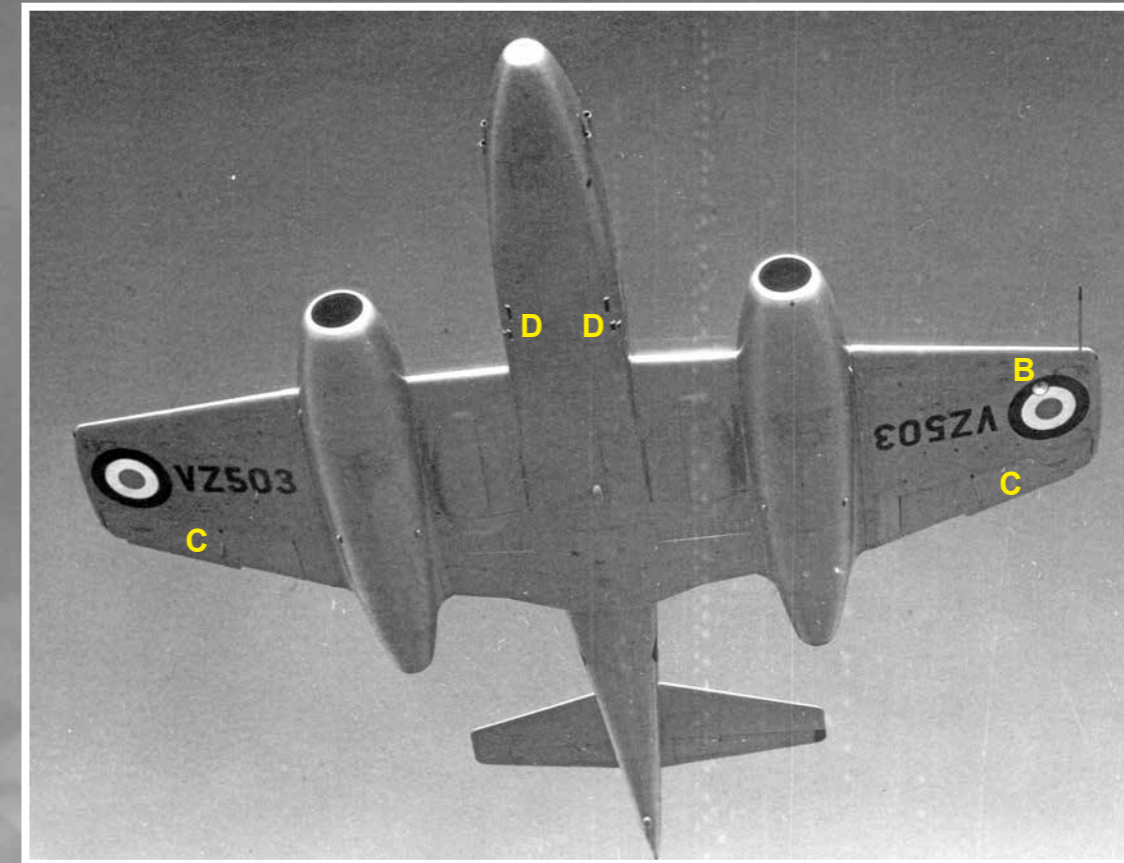
(A/Cdre J W Frost via Chris Thomas)

The four black dots are visible on both of the aircraft on this page, but note that on VZ461 below, the two dots underneath the tailplane are much closer together. Both aircraft have the shorter fin flash that doesn't encroach on the dots.



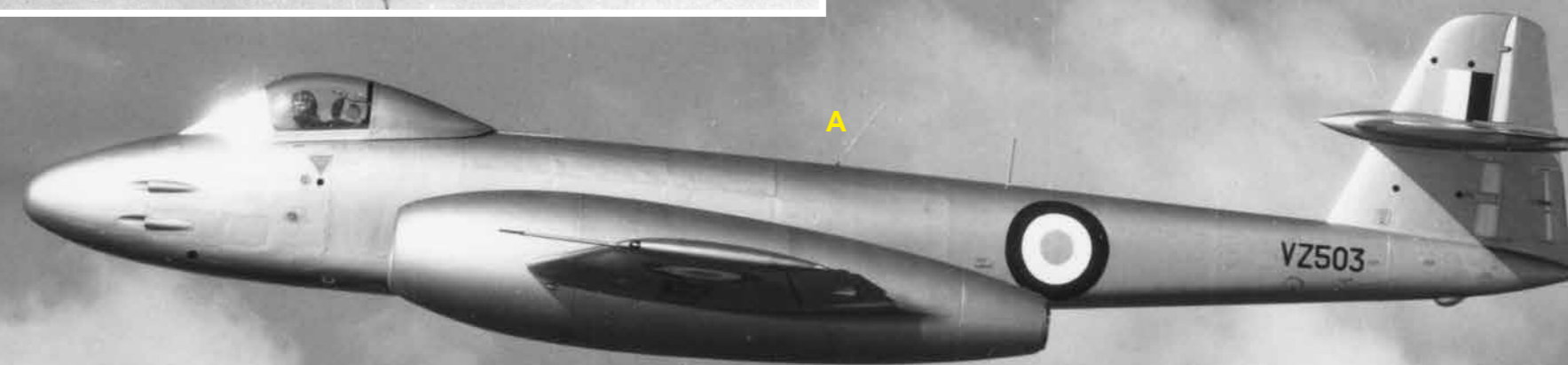
Right: VZ461 'W' of 43 Squadron at Leuchars, shortly after squadron codes were replaced by squadron colour bars in 1951. The tip of the 'bullet' fairing (arrowed) is red on this aircraft, another common place to add a splash of colour, often based on 'Flight' colours.

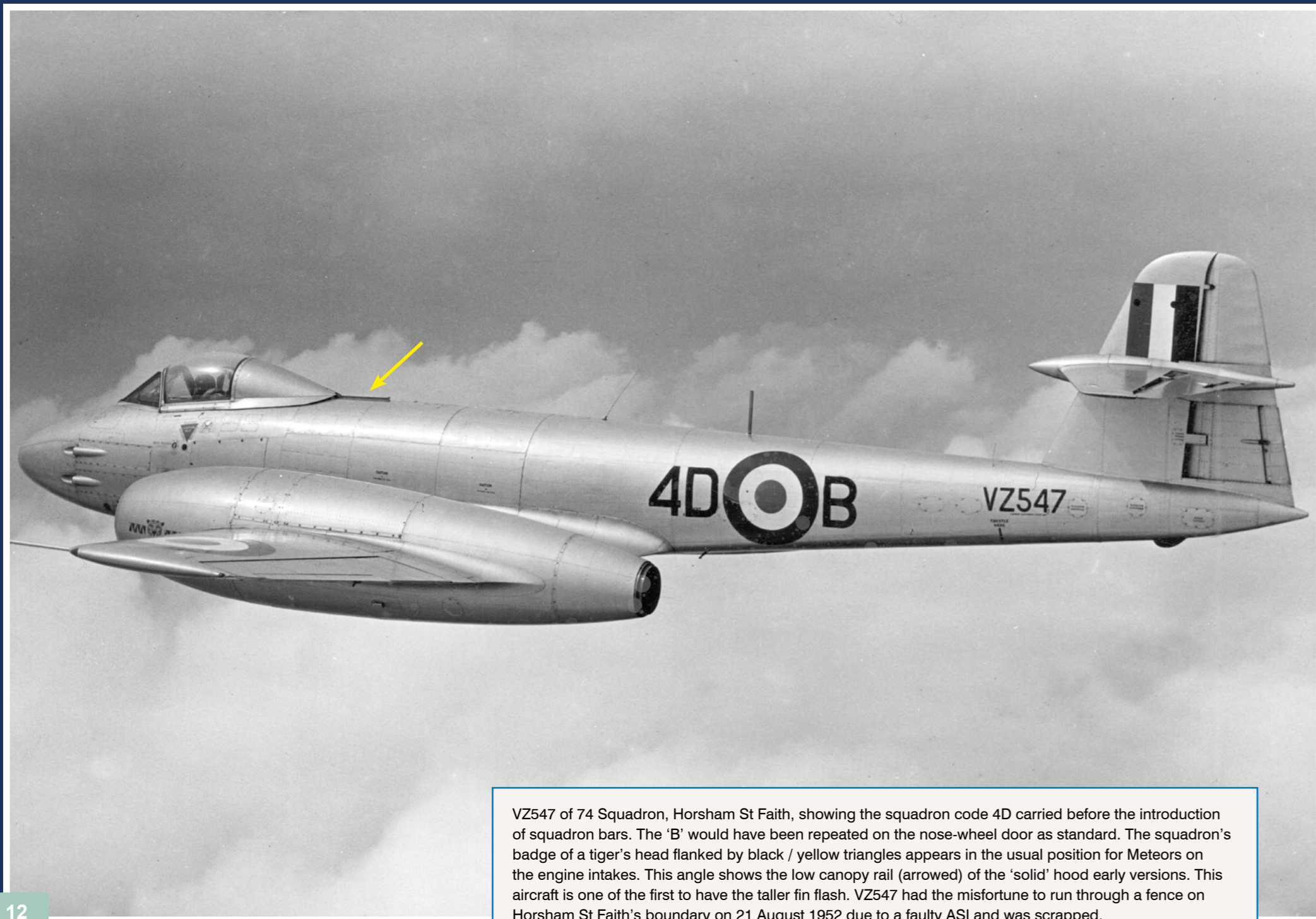
(A/Cdre J W Frost via Chris Thomas)



VZ503 delivered in July 1950 had the new VHF 'whip' aerial (A) and clearly shows the position of the retractable landing light (B) single balance tab (C) and open ammunition ejector ports (D). It was soon found that ejected ammunition cartridges were hitting the fuselage, leading to the introduction of chutes to keep them clear of the airframe. (See page 14).

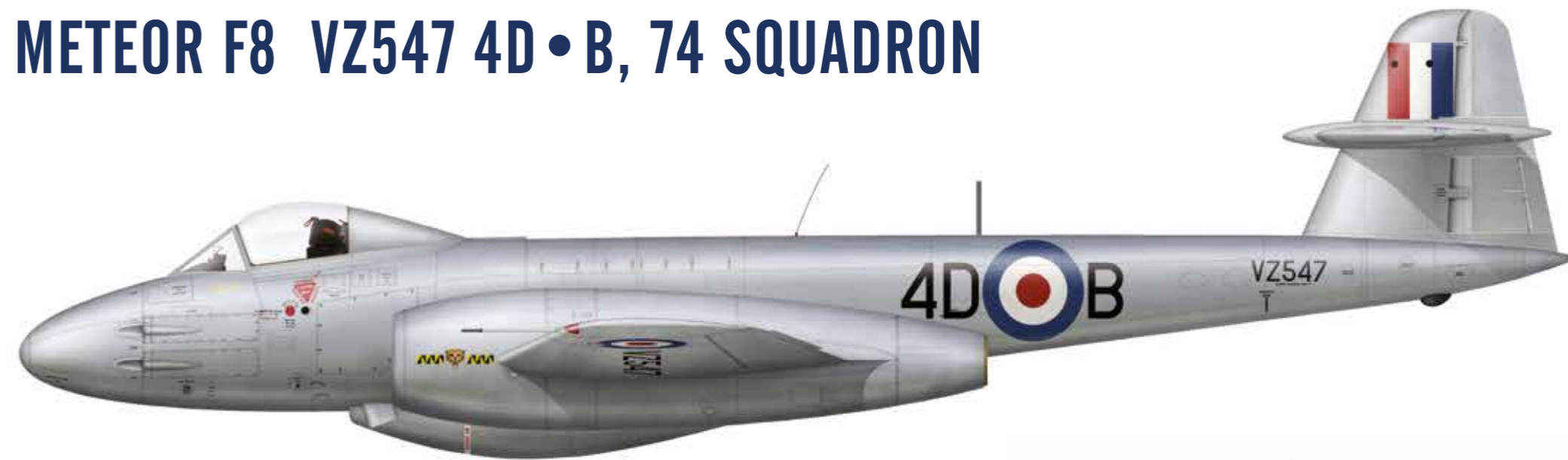
At the end of its life it was converted to a U-16 drone, then an Australian U-21 drone before being destroyed on the Woomera ranges on 6 February 1964.





VZ547 of 74 Squadron, Horsham St Faith, showing the squadron code 4D carried before the introduction of squadron bars. The 'B' would have been repeated on the nose-wheel door as standard. The squadron's badge of a tiger's head flanked by black / yellow triangles appears in the usual position for Meteors on the engine intakes. This angle shows the low canopy rail (arrowed) of the 'solid' hood early versions. This aircraft is one of the first to have the taller fin flash. VZ547 had the misfortune to run through a fence on Horsham St Faith's boundary on 21 August 1952 due to a faulty ASI and was scrapped.

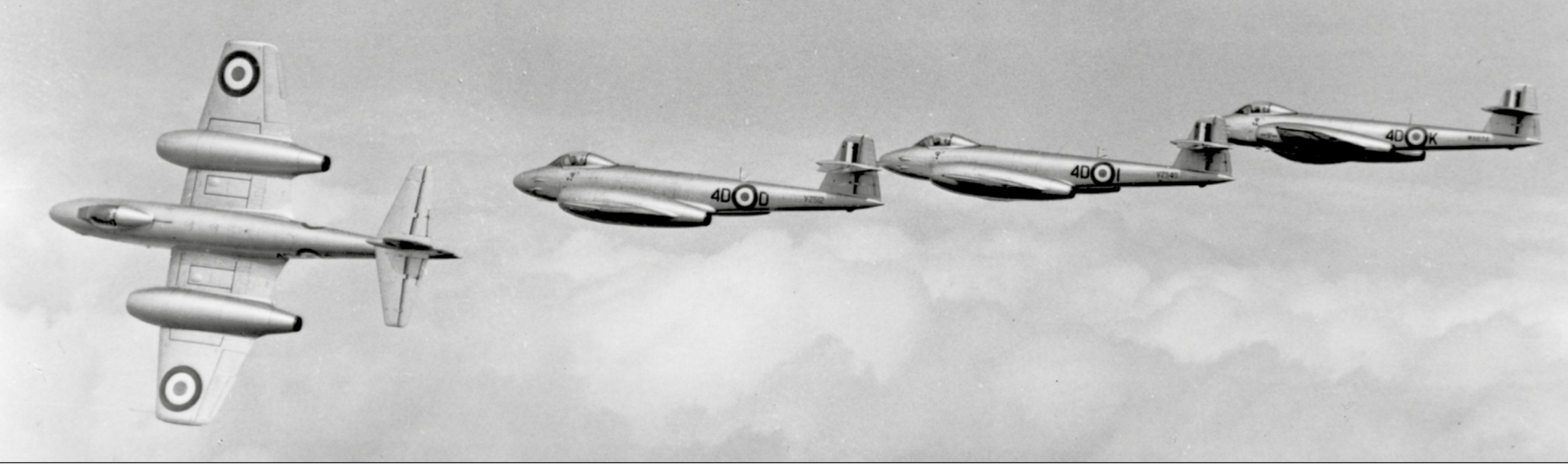
## METEOR F8 VZ547 4D • B, 74 SQUADRON



### Modeller's notes

- High Speed Silver overall
- Bright Blue/White/Bright Red national markings
- Black codes and serials
- Two black dots on fin flash
- 74 Squadron emblem on intake
- 'B' repeated on nosewheel door
- Small intakes
- Early canopy
- No Telescramble fairing (see page 52)





Top: F8s of 74 Squadron including VZ512 4D-D. The lead aircraft shows the marked walkways on the wings. Above: VZ544 4D-Z of 74 Squadron Horsham St Faith, during Exercise Emperor in October 1950. The extended ammunition chutes (A) appear on this aircraft, added as a 'mod' to earlier aircraft. The line slightly forward of this is the 'Trestle Here' marking.

VZ567, WA894 and WA896 of 263 Squadron, sister squadron to 74 at Horsham St Faith, again during Exercise Emperor. Illustrating the varied lives of Meteors, VZ567 ended up as a target tug with 1 TWU at RAF Brawdy; WA894 went to 263 Squadron and collided with T7 WA729 on 19 August 1952 over Stowmarket, Suffolk (Squadron Leader Hermitage ejected safely) and WA896 was scrapped at Aston Down in 1959. The extended ammunition ejector chute (arrowed) is well shown in this view.

The photographer has used an amber filter to add tone to the sky, which makes the red markings of 263 Squadron appear very pale.

