

RCAF Gloster Meteor Serials

EE311	Gloster	G.41	Meteor	F. Mk. III
<p>TOS: 28 September 1945</p> <p>First RCAF jet. Arrived at Montreal on board ship in mid 1945. Erected at St. Hubert, PQ. First flight in Canada on 12 September 1945, by S/L S. Baudoux. Used by Test and Development Establishment, RCAF Station Rockcliffe, Ontario. Operated in standard RAF Fighter Command markings, but without any unit codes. Performed at several air shows in Quebec and Ontario Fall of 1945. Ferried to Winter Experimental Establishment at Edmonton in January 1946. Crashed in Helen Bay Lake, near Elliot Lake, Ontario on 29 June 1946, after running out of fuel. Was being ferried from Namao, Alberta to Hamilton, Ontario for an air show. Salvaged after being submerged for six weeks, but not repaired.</p> <p>SOS: 3 December 1946 - Written off</p>				
EE361	Gloster	G.41	Meteor	F. Mk. III
<p>TOS: 14 March 1946</p> <p>Delivered to Rolls Royce in the UK on 27 August 1945, and used for various engine trials. Second RCAF jet. Obtained as replacement for EE311. Assembled at Winter Experimental Establishment, Edmonton, Alberta. First flight there on 10 April 1946. Overstressed in flight during recovery from high speed dive near RCAF Station Namao, Alberta on 10 December 1946. Pilot F/L J. Ritch landed with severe tail damage. Had only logged 5:30 flying time with RCAF at this point. The airframe was then used as a ground test bed. The aircraft was eventually returned to Gloster Aircraft in the UK by sea in March 1948, but not repaired.</p> <p>SOS: 5 March 1948</p>				
RA421	Gloster	G.41	Meteor	F. Mk. IV
<p>TOS: October 1947</p> <p>RA421 only served in Canada from October 1947 to November 1948 flying some 53 hours on northern trials including 5 air-firing sorties</p> <p>SOS: November 1948</p>				
VT196	Gloster	G.41	Meteor	F. Mk. IV
<p>TOS: July 1953</p> <p>VT196 also flew on winter trials from January 1954 and was used in afterburner tests on Orenda engine. It was then returned to the UK in June 1955</p> <p>SOS: June 1955</p>				

Notes:

From "The Gloster Meteor" by Shacklady, VT196 was used by the RAF and RCAF for joint cold weather trials in Canada. Apparently the aircraft had been used for Derwent "reheat" (afterburner) trials in the UK in 1950 and 19512, before being restored to stock F.4 standards. It was shipped to Canada in the summer of 1953. After the cold weather trials were completed, the aircraft was loaned to the Canadian National Aeronautical Establishment (later renamed the NRC) at Uplands, and used for afterburner trials in conjunction with Orenda. It was returned to the UK in June 1955. Details of the Orenda mods come from this book:

The reheat system added 230 lb. weight to each Derwent 5 and lengthened the rear nacelles by 4 feet, similar in style to the modifications on RA435. Flight tests began on 14th January 1954, and with the afterburners running at full throttle the Meteor could climb to 20,000 feet in 3 minutes. The NAE reheat system was different to that used in EE215 in that fuel was injected into the Derwents ahead, instead of after, the turbine and cooled the blades before being atomized for ignition in the afterburners. Thrust of the Derwent was increased by 15% for an increased fuel consumption of 900 g.p.h.

OTHER METEORS

Two Meteors T.7s (#WA740 & #WA742) were loaned to 421 Squadron in 1951 while that squadron was stationed at RAF *Odiham* for training using the de Havilland Vampire (which at that point in time did not have a two-seat trainer variant).

Finally, a Royal Air Force Gloster Meteor F.8 (WK660) from the Aeroplane and Armament Experimental Establishment (A&AEE) was also flown at CEPE here during cold weather trials in Canada. This aircraft had modified cannon ports; the lower 2x 20mm Hispano cannons were replaced with 2x 30mm ADEN cannons.

REFERENCES

http://rwrwalker.ca/RCAF_EE182_EW361.html