

THE ROTUNDA

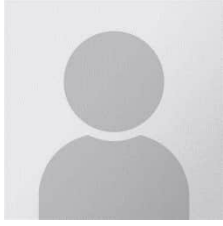
INTERNATIONAL PLASTIC
IPMS Birmingham
MODELLERS SOCIETY (UK)

IPMS Birmingham Newsletter - June 2023

Racey Entries, Summer Model Show, M103 & Polymorphic Planes



THE ROTUNDA

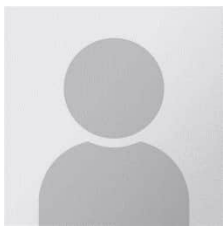
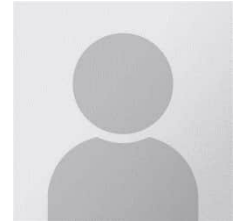


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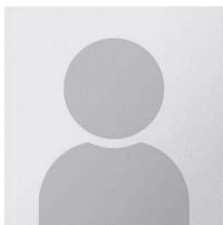
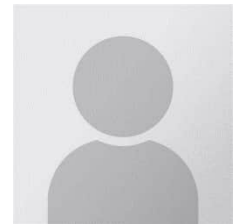


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THE ROTUNDA

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FROM THE CHAIR

The view 'From The Chair'

SECRETARY'S NOTES

Monthly Report & Club Diary

EDITOR'S CORNER

The Editor's Corner



Something for June

2023's Competiton News & Themes



Articles



1 – The Bi-Curious Monoplane – George G

2 – M-103A2 – MERDC – Mike G

3 – Coventry & Warwick Summer Model Show

4 – Theme Ideas & Inspirations – Mike G

2023

From the Chair, whatever month this is, I think it's still 2023...

(Editor Note: June. June edition. And yes, still 2023)

Well! That was an interesting couple of months... I will start by both apologising for the radio silence and thanking Martin for stepping up and covering for me. As mentioned in last month's edition, I was struck down with a very stubborn strain of tonsillitis that managed to drag on for nearly a full month, rendering me utterly useless (well, more so than usual) and resulted in about 4 weeks completely disappearing. This was on top of my usual chaotic commitments and dealing with the terminal illness of a close family member: I shall not burden you with the details, but I do want to thank the whole committee for holding everything together while I was quietly falling apart!!

I will likely be away from the club for the next couple of months as we cover the summer season at work, build nights will be attended where possible but not this month due to the aforementioned family crisis, as I will be away visiting them.



In my absence, it seems like the Coventry & Warwick Show was a resounding success and I was thrilled to hear that some of our members came away with competition wins, well done to everyone involved, the table display photos looked amazing (a nod of approval to whoever put the Enterprise D on the table, having just finished the 3rd season of Star Trek: Picard it had me all nostalgic for The Next Generation, and if you don't know what I'm talking about, I will happily explain it to you. It will probably only take me about 6 to 8 hours and will involve PowerPoint slides with video clips followed by an extensive quiz to test how much attention you were paying).

It won't be too long before our thoughts turn to Telford, it may seem a long way off but I'd encourage everyone to put at least one kit on the table, and if it fits with our mythology theme, all the better! I am aware I am falling behind a little with, well, everything, but I am already eyeing a stash of kits I need to get a shift on with. I'm mentioning it now because it's never too early to start planning and if Coventry was anything to go by, we can put on a brilliant display and it would be awesome to see the full range of styles and interests from you, our amazing club members!

As always, my thanks go to the incredible committee working so hard behind the scenes to keep everything going, without whom none of this would be possible!

Happy Modelling!

Gem

IPMS Birmingham	Club Meetings Shows	Attending show
	Club meetings, Sundays, 3.30-6.00pm Midweek Build Night, Thursdays 7.00-10.00pm Longbridge Methodist Church B45 9TY	
2023		
July 6 th	Midweek Club Meeting (Build Night)	
July 9 th	N Somerset Show, helicopter Museum	yes
July 16 th	Club Meeting	
August 3 rd	Midweek Club Meeting (Build Night)	
August 6th	Avon Show	yes
August 20 th	Club Meeting	
September 7 th	Midweek Club Meeting (Build Night)	
September 17 th	Club meeting (meeting cancelled, attending Blue Lamp show) Blue Lamp Show	yes
October 5th	Midweek Club Meeting (Build Night)	
October 15 th	Club Meeting + AGM	
November 2nd	Midweek Club Meeting (Build Night)	
November 11 th /12 th	Scale Model World, Telford	Yes
November 19th	Club Meeting	
December 7 th	Midweek Club Meeting (Build Night)	
December 17 th	Club Meeting-Christmas Party	
2024		
November 9 th /10th	Scale ModelWorld, Telford (60th Anniversary)	yes

THE ROTUNDA EDITOR'S CORNER

Many of you will be familiar with Mike Gossage's regular "New To You" series, where he previews or talks about new releases that may be interesting to members, or simply because the subject is an interesting one or is relevant to the current theme.

Well, I thought I'd have a go, because Trumpeter have finally taken a leaf from Flyhawk's book, looked at Airfix's ship kits and copied them.

For the longest time, HMS Belfast; one of the most famous museum ships in the UK, arguably second only to HMS Victory, was only represented by the utterly ancient Airfix 1/600 example, a kit that was first released in 1973.

Flyhawk have been copying Airfix and Matchbox's old kits for a while, including HMS Cambletown, HMS Ajax, HMS Kelly and the Fletcher class destroyer among others that I can think of off the top of head.

Trumpeter have offered HMS Belfast at 1/350 scale since 2013 and now have *finally* done a 1/700 version. But better yet, they've produced not one, but TWO versions; a 1942 version and, most excitingly, a 1959 version!



For me, this is quite exciting. Airfix's 600s are still some of the prime sources for Royal Navy ships, both WWII and Post-WWII, and for the longest time, if someone wanted to model HMS Belfast as she appears today, it was either conversion kits or a scratch-building session.

To get a new WWII Belfast example and an entirely new ship to add to a modern Royal Navy fleet is quite exciting.

Trumpeter ship kits are pretty good; the detail is at a level that would satisfy at 1/350 and individual parts always have a good amount of detail. Trumpeter are not Flyhawk, but are always at least as good as Tamiya and Aoshima kits.

I fully intend to get at least Belfast 1959, given that I have built Airfix's Belfast. I do also have another 1/600 Belfast that I had planned to do as HMS Edinburgh, however I do have another idea that might mean I can use as excuse to buy Trumpeter's offering.

Something For June

As most of you will know, George implemented the email registration for competition entry; it's a system that has been really positive for George, but also made it quicker to get kits on the table and George has passed on a message on this below:

PRE-REGISTERING COMPETITION ENTRIES VIA E-MAIL

As we took our first tentative steps out of lock-down and we resumed our branch meetings, I decided it would help to reduce risk if all competition entries were registered in advance by e-mail. I was very grateful at the time that members accepted this proposition with no protest. Nearly two years on and we are still continuing to use this method of registration. For that I want to thank all the membership. It makes my job at the meeting so much easier and cuts down so much on the time it takes to set up. Now people just put their entries on the table, and I just add the number cards for voting purposes. Yes, I still have to ask sometimes which model is which (especially where armour models are concerned as I couldn't tell a Leopard from a Tiger from a Ferret!) but otherwise it all goes together so well.

I will continue to send reminders out during the week prior to the meeting, but there's nothing to stop you getting in touch with me in advance with your competition details. When you e-mail me, I try to make a point of sending a short simple reply to acknowledge receipt, if you don't get one, feel free to remind me. I check my e-mail for the last time at 2-30 on the Sunday of the meeting, hence the deadline I set.

Once again many thanks for your co-operation and support.

George

Final Thought

On another note, at April's Sunday Meeting, David Childs brought a number of old club newsletters in after finding a huge stack of them during a clear out. One facility we want to include in the new website currently under development is to include a Newsletter area, where editions can be downloaded at individual convenience, but also provide an archive to previous editions.

Obviously that will mean creating a digital copy of old newsletters. If you do have old copies, especially those that predate 2014 (I can just search back through my emails for copies from recent years), then please reach out to me at ipmsbham.newsletter.ed@gmail.com with some details.

Membership

Just a reminder that as we are now past may, club membership rises to £25 for the rest of the year.

IPMS BIRMINGHAM

Business Current | 26665174 | 60-19-14



WhatsApp Group

We have established a Club WhatsApp Group for general chat, sharing pictures, and generally giving members another way to keep in touch on short notice.

If you want to be a part of that please get in touch with one of the committee and we can get you added.



Competition News

Despite our Club Meeting coinciding with Father's Day, we had a good attendance for the meeting and a good handful of kits for the competition table.



The winning entry was Chris Woodrow's "American Air Races" Diorama



Second place went to Dave Jeffery for his Churchill Mk. VII Tank Diorama, which also made an appearance on our club table at the Coventry & Warwick model show, while third place went to George Green for his Nieuport 16 biplane.



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Bill Mohan took forth for his English-Electric Lightning Mk. 6 and fifth place went to my HMS Victorious build.



Finally, we have George's "Bi-Curious Monoplane"; the Nikitin Schevchenko IS-1, which are both the same aircraft, and one that did actually exist and fly.



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BRANCH COMPETITIONS LIST FOR 2023

COMPETITION	TIMESCALE	SUMMARY OF REQUIREMENTS
EAGER BEAVER	JAN-OCT	Any modelling subject. One yearly winner - most points acquired over the year.
THEME	JAN-OCT	2023 theme is "MYTHOLOGY" Any model which reflects this theme is eligible. All points gained are also counted for the Eager Beaver Trophy, all entries qualify for T.A.Trophy.
BRANCH CHAMPIONSHIP	DEC	All monthly winners plus Charity Trophy winners return at December (party) meeting. Winner voted by club members.
RON ROWLEY	DEC	Trophy for the member gaining the most certificates as overall monthly competition winner. (Theme & Eager Beaver combined).
BILL NICHOLLS CHARITY TROPHY	DEC-MAR	Donated kits are drawn at random at Dec. meeting. A payment of £5 per kit is levied. Kits should be built and displayed at the April meeting. All proceeds to charity.
HUDSON*	JAN-OCT	Awarded for any conversion - it is not enough to apply different decals and/or colour schemes - winner is the highest scoring conversion of the year. Super-detailing is NOT conversion. Entrants must give details of modifications.
BEST ALL-ROUNDER*	JAN-OCT	Members submit models in at least 4 of the 7 categories (Figures, Military Vehicles, Civil Vehicles, Dioramas, Aircraft, Sci-Fi & Ships). Subjects that have been entered in Eager Beaver are eligible, as this is a "one-off" competition.
JAGUAR*	JAN-OCT	Any subject which can, in any way, be associated with the word Jaguar. Entrants must clarify the link if it is not obvious.
BUSTS, FIGURES & FLATS*	JAN-OCT	Specifically for those who like to model figures in 2D or 3D.

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IVOR DOWE	JAN-OCT	Any diorama in any theme
SCI-FI & FANTASY	JAN-OCT	Any models that link to a science fiction or fantasy theme or setting.
THREE OF A KIND*		Three models on a linked, e.g. 3 variants of the same tank, aircraft, etc. 3 models depicting the evolution of a type - e.g. Mig 15, Mig 17, Mig 19. <i>There must be a strong, well-defined link. All 3 must be entered at same time.</i>
RON ADAMS MEMORIAL*	JAN-OCT	Any ship, vessel, etc whose working environment is on/in/under water
BEST RUSSIAN AIRCRAFT*	JAN-OCT	Any aircraft designed in Russia/USSR, whatever the markings. Alternatively any aircraft of any origin in authentic Russian/Soviet markings
TRANS-ATLANTIC	NOV	A joint effort with Syracuse Branch. Alternate years one branch nominates a theme. Each Branch judges their own models and photos of the other branch's models, they then declare a UK and a US winner.
BEER MATT CHALLENGE	NOV	A mini-diorama set on a base 110mm x 110mm. The diorama must not overlap the edge of the 'matt' and a max of 4 lengths high.

The above table outlines the list of competitions on offer throughout the club year. Following discussions held at the AGM in November 2018 the competitions marked (*) are under review because of poor take-up in previous years; if the trend continues these competitions could be revised or even scrapped.

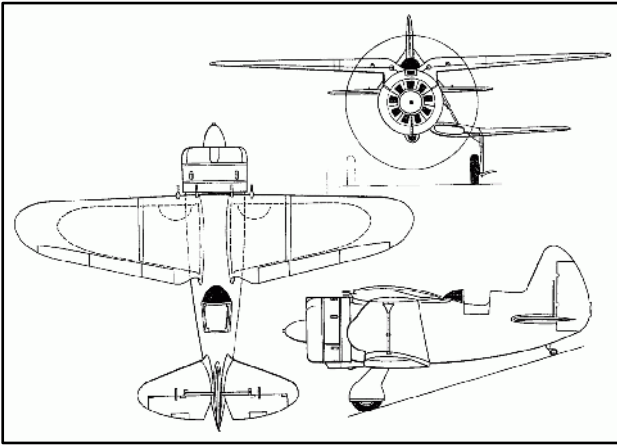
A Trophy will only be awarded if there is more than one entry in the relevant competition.

In the **10 months Jan to Oct**

A section of the competition table can be set aside for members who wish to display models (complete or part built) but do not wish to enter them in competition.



THE BI-CURIOUS MONOPLANE



When the topic of variable geometry aircraft is mentioned, one normally thinks of “swing wing” aircraft such as the Grumman Tomcat, Mikoyan MiG-23 or Panavia Tornado however, in the late 1930s, Vasili V. Nikitin and Vladimir V. Schevchenko had a completely different take on the concept. Schevchenko conceived the idea of an aircraft that would take off and land as a biplane but fly its missions as a monoplane. He shared this idea with aircraft designer Vasili Nikitin and together they came up with the Nikitin-Shevchenko IS-1; the IS prefix stands for *Istrebitel Skladnoi* (Folding Fighter). The idea was that the aircraft would take off as a biplane off a short run, the lower wing would then fold upwards and retract into a specially designed recess in the upper wing allowing the aircraft to reach higher speeds as a monoplane.

The idea caught the attention of Stalin and Beria and Shevchenko was given 76 million roubles and production facilities to develop the project. To speed up design of the IS-1, the aircraft was modelled on the in-production fighter Polikarpov I-153 – a biplane fighter with a retractable undercarriage – sharing the same engine, propeller and general cockpit layout.

The IS-1 was flight tested but proved to be inferior in overall performance (max speed only 281 mph) to the contemporary LaGG, MiG and Yak aircraft. Apart from its inferior performance, it seemed illogical to reduce the wing area in an aircraft that needed maximum combat agility and in its biplane configuration it left a huge hollow in the upper wing which ruined the aerofoil profile. As a result, and faced with the German invasion, the whole project was shelved, but not before a modified IS-2 had been built and plans for IS-3 and IS-4 had been drawn up.

Despite its failure as a concept, the Ukrainian company A-Model have produced 1/72 scale kits of both the IS-1 & IS-2. For people unfamiliar with A-Model kits, it's fair to say these kits are at best “limited run”; the plastic is slightly more resistant than lard and the sprue gates are huge, great care is needed in sawing the kit parts off the sprues! Every piece needs carefully cleaning up. Nevertheless, both models go together reasonably well although a modicum of filler is required here and there. One problem is the decals, these are very thin and the colour density is very poor. The IS-1 should have a yellow stripe of decreasing width leading from nose to tail; when this is applied over the standard green colour scheme, the yellow is very anaemic looking.

I have built three of these models, my first attempt coming several years ago when I built an IS-1 in wheels down/biplane configuration. During lockdown I went on to build an IS-2 also in wheels down/Biplane configuration, and – for sake of comparison – I also built an IS-1 in wheels up/Monoplane configuration. For the latter, I removed the blades from the complete propeller assembly. Then, I fashioned a disc of clear plastic of the appropriate diameter, this I sprayed with Tamiya clear smoke colour, and opened up the central hole enough to fit over the rear of the spinner. I also, obviously, had to find a pilot figure from spares as none is provided with the kit (oh, how I hate doing figures!!!).

Despite all the fiddly preparation work, I did enjoy building these models and I just love the sheer lunacy of the concept.

George.



Side and front views of the Nikitin-Shevchenko IS-1

Editors Addition:

There is an excellent YouTube channel who has, among other things, a “Forgotten Aircraft” series where he looks at forgotten, lesser known but interesting/significant and prototype aircraft, and the Soviet “Funnies”, including the Nikitin Schevchenko’s, are regular features.

I’ve put a link below, simply click the image to follow the link to the YouTube video.



Thank you to George for not only sharing his builds with us, but also doing a short write up on what is, engineering-wise, a fascinating aircraft.



MERDC camouflage system

The spur to put this feature together was the kind action of John Kesler providing John King (known to a few of us as IMM (international medal meister after his placing at the SMW competitions) with a late birthday present of the new Takom M103-A2 heavy tank (oh hell first report this morning is stating 6 pieces per track link and 160 to do!!!). We have previously dealt with the Dragon M103-A1 and A2 and the numerous errors in those kits which has put off many from trying to correct them all, after all it looks like an M103, maybe? Why there should be errors is anyone's guess as several M103's are available for inspection including one local to Syracuse which I had visited with John Kesler back in 2008. We await the adjudication on the new kit from 'the internet experts'!



Syracuse GREEN US Marine Corp Depot. MERDC

The Marine Depot 'caretaker' though he had an M-60 sitting out front!!

Most of the photographs I had found previously or taken showed the M103 as a 'jolly green giant' which is rather boring (unless it's on a KV tank)! This time around I came across a M103 in desert MERDC camouflage scheme, now that probably isn't a historically or period correct 'accurate' scheme, but it spurred me to investigate the MERDC *colour (*note the English spelling!) schemes.

In the 1970s, the U.S. **Mobility Equipment Research & Design Command (MERDC)** developed a system for camouflaging armoured vehicles. The new design was to standardise the camouflage patterns used at that time, but it was

also designed so that it would be very easy to adjust the paint of any vehicle for different localised topographical and weather conditions.



The whole **MERDC** concept worked on the following basis:

Each vehicle would be camouflaged with four differently coloured stripes with each stripe sporting one of twelve approved colours (four shades of green, three shades of brown, three shades of sand colour, black and white) in one of eight approved combinations for every environment envisaged as a battlefield.

The combinations included:

Winter battlefields without snow

Winter battlefields with snow (with or without trees)

Arctic (pure white)

Two types of desert camouflage (grey and reddish)

Summer camouflage

Tropical camouflage (this one was very rarely used)

The advantage to these patterns was that they were easily adaptable because the patterns that could have appeared on the same battlefield usually required only one colour to be change.

The temperate winter camouflage for open terrain consisted of colours brown (45% of surface area), white (45% of surface area), black (5% of surface area) and sand (5% of surface area).

The temperate winter camouflage for an environment with trees consisted of colours forest green (45% of surface area), white (45% of surface area), black (5% of surface area) and sand (5% of surface area).

So, if an armoured unit commander expected to fight in an environment with trees instead of open terrain, he merely had to have a portion of the camouflage repainted – in this case, the brown stripes to green. Spray-painting was also an approved technique, which meant that the process was very fast and practical.

You may note that on some photographs a distinctly hard edge between colours can be seen which may indicate a brush applied paint finish.

It's also worth noting that most of these patterns featured the colour forest green – that was because it was the default colour of newly issued American vehicles at the time. For most European environments, the field deployed units only had to apply three additional colours.

The MERDC camouflage patterns were intended for all U.S. vehicles and were mostly used during the Cold War Period. The MERDC scheme stopped appearing after the mid-1980s because, in 1984, the MERDC system was replaced by a unified NATO colour scheme.



NATO pattern

A pattern that is currently in use (it's worth noting that the NATO pattern also exists in Armoured Warfare as the French Leclerc camouflage although France is not a NATO full member). However, the MERDC colour patterns do sporadically reappear on various armoured vehicles even to this day.

Needless to say things never stay the same for long and a fad for digital forms of camouflage can be seen around the world, although not yet in Europe.



For anyone contemplating building this new Takom kit here are some additional photographs of the Syracuse M-103A2 for your reference.



TARGETMAN June 2023



Show Report – IPMS Coventry & Warwick Summer Model Show 2023

For some reason, I often seem to miss this show, despite how close it is to home, but I'm trying to make a better effort to get to shows, particularly local shows and especially local shows that in turn are helping to support institutions, in this case the Midland Air Museum which has a surprisingly large collection which includes more than a few notable pieces.

The show itself scatters traders and club stands around the museum. Traders were based in the main hanger which is also the museum entrance while the second hanger housed the main club displays, with ourselves based in the same cabin that IPMS Coventry & Warwick have their club meetings, a good space itself, but also having the rather awesome location in the middle of the museum.

It's easy to tell that it's a long running show in a place the organisers are familiar with; the drop-off/pick up arrangements, car parking and sharing of roles with the museum staff are all things that were well thought out.

Our table was a bit smaller than expected, but as you can see, we made good use of the space we had. There were a couple of kits that were kept back but overall, most of what people brought along was on the table.

We had four people providing kits, and the Show runs a "Whole Show Competition" practice; every kit on the club tables is 'entered' into the various competition categories. The show has seven classes which are the usual you might expect: Armour-1/72-Or-Smaller, Sci-Fi etc. I'll come back to that...



THE PAGODA



One of the best things about the Coventry & Warwick show is the fact it's held at the Midland Air Museum. As I mentioned, the museum has a vast array of exhibits and pieces, from whole aircraft on display and even open to interior access, engines, cockpits and nose-sections, to restoration projects.

The obvious pride of the collection is the Avro Vulcan (XL360) that has been named "City of Coventry", but there are a number of Post-WWII/Cold-War Royal Air Force/Royal Navy jets,

including a Tornado, Harrier, Sea Vixen, Hunter, Javelin and late-version Meteor to name but a few.

There's also a wide variety of Cold-War aircraft from around the world, a number of which are (I



presume permanent) loans as well as a few rare pieces such as the PLZ TS-11 Iskara, of which 424 were ever built and a

Kaman HH-43 Huskie helicopter, of which 193 were built and is currently being restored.

I forgot to get a photo of the IPMS Coventry & Warwick display table, which was a hugely impressive display with a massive range of themes, scales and interests.

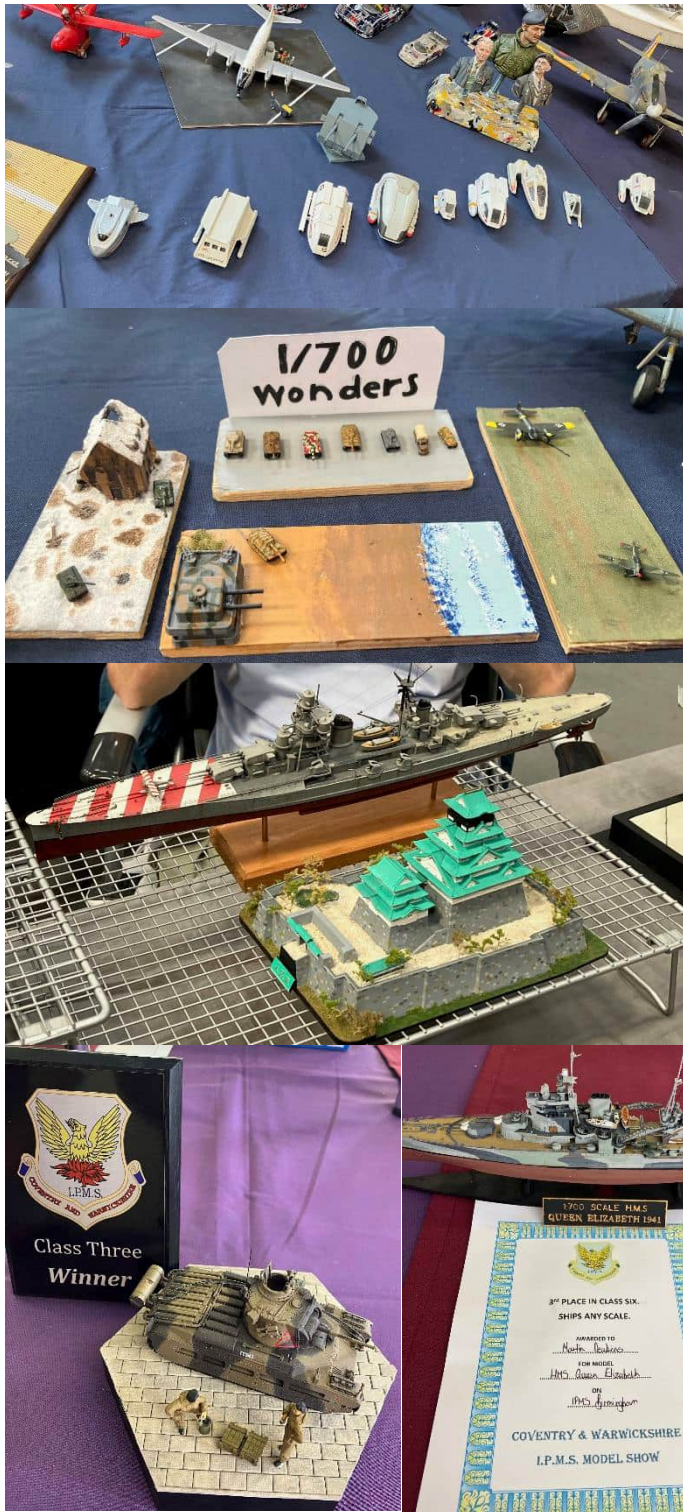
I did take a few photos and I've got a couple of my highlights.

The other thing that is good to see is the hosting location being able to benefit from the show, and of course, a charitable organisation like the Midland Air Museum will be hoping to see strong returns on hosting the show.

Now a sunny afternoon in June will have naturally attracted visitors, but I did get into a conversation with one of the museum staff who was manning the car park. He was there because the museum car park was totally full and had switched to a "One in, one out" system. And this will have been almost



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entirely visitors as the vehicles from clubs and traders were in the overflow car park, which means the museum was at practical visitor capacity.

So, for the Whole Show Competition, various members of the IPMS Coventry & Warwick club would go around selecting kits to shortlist for the various categories.

Shaun and Matt both scooped awards for their kits displayed on the WMP Club stand and Dave Jeffery took the winners trophy for "Armour, 1/72 Scale or Smaller" and I got a 3rd place in the Ship Class for my HMS Queen Elizabeth battleship, so it was even a good day for us in the competition.

I quite like the Whole Show Competition concept, it saves a lot of space and for smaller shows, being able to give traders and clubs space is really important and the Whole Show Competition concept allows the show to hold a competition and have the traditional end-of-day awards without needing a dedicated space.

Again, it seems to work really well.

Overall, I would say it was a really good show; the set-up was efficient, the location is fantastic, the weather was great and was an enjoyable day.

MD

2023

Mythological

THEME for 2023 (Jan>Oct incl.)

- **relating to mythology or myths:** myths dealt with in a mythology: lacking factual basis or historical validity: mythical, fabulous.
- ***Check with George if you have any doubts about your proposed entry!***

*The object of these articles is to illustrate some (**not exhaustive**) concepts and show modelling potentials available to you, some might be controversial, but what the hell!!*

Part Seven

'Valkyries' / 'Vampires' / 'Vulcans'

Valkyrie

In Norse mythology, a valkyrie ("chooser of the slain") is one of a host of female figures who guide souls of the dead to the god Odin's hall Valhalla. There, the deceased warriors become einherjar (Old Norse "single (or once) fighters"). When the einherjar are not preparing for the events of Ragnarök, the valkyries bear them mead. Valkyries also appear as lovers of heroes and other mortals, where they are sometimes described as the daughters of royalty, sometimes accompanied by ravens and sometimes connected to swans or horses.



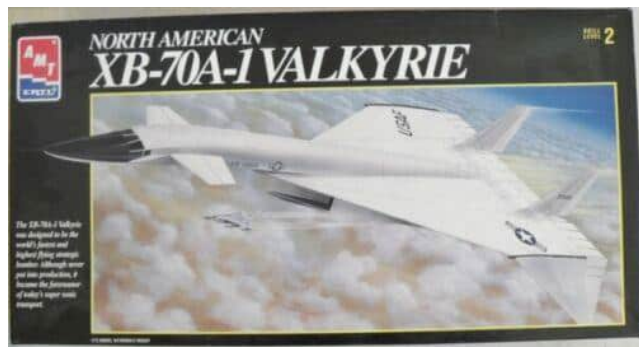
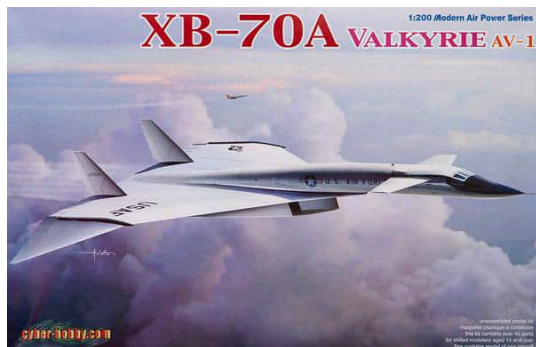
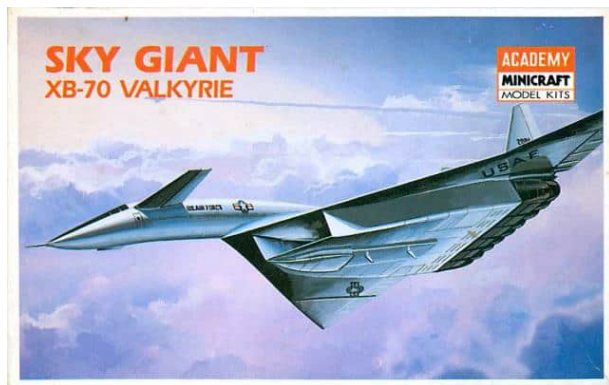
Figures from ETSY eBay or ALIEXPRESS

The North American Aviation XB-70 **Valkyrie** bomber was the prototype version of the planned B-70 aircraft which was to be a nuclear-armed, deep-

penetration supersonic strategic bomber for the United States Air Force Strategic Air Command. Designed in the late 1950s by North American Aviation (NAA), the six-engined Valkyrie was capable of cruising for thousands of miles at Mach 3+ while flying at 70,000 feet (21,000 m).

At these speeds, it was expected that the B-70 would be practically immune to interceptor aircraft, the only effective weapon against bomber aircraft at the time.

The XB-70's maiden flight was on 21 September 1964. The Valkyrie first became supersonic (Mach 1.1) on the third test flight on 12 October 1964, and flew above Mach 1 for 40 minutes during the following flight on 24 October. The wing tips were also lowered partially in this flight. XB-70 No. 1 surpassed Mach 3 on 14 October 1965 by reaching Mach 3.02 at 70,000 ft (21,000 m).



A joint NASA/USAF research program was conducted from 3 November 1966 to 31 January 1967 for measuring the intensity and signature of sonic booms for the National Sonic Boom Program. Testing was planned to cover a range of sonic boom overpressures on the ground similar to but higher than those anticipated from the proposed American SST. In 1966, AV-2 was selected for the program and was outfitted with test sensors. It flew the first sonic boom test on 6 June 1966, attaining a speed of Mach 3.05 at 72,000 ft (22,000 m).

Mid-air collision

On 8 June 1966, XB-70A No. 2 was in close formation with four other aircraft (an F-4 Phantom, an F-5, a T-38 Talon, and an F-104 Starfighter) for a photoshoot at the behest of General Electric. After the photoshoot, the F-104 drifted into the XB-70's right wingtip, flipped and rolled inverted over the top of the Valkyrie, before striking the bomber's vertical stabilizers and left wing. The F-104 then exploded, destroying the Valkyrie's vertical stabilizers and the left wing. Despite the loss of both vertical stabilizers and damage to the wings, the Valkyrie flew straight for 16 seconds before it entered an uncontrollable spin and crashed north of Barstow, California. NASA Chief Test Pilot Joe Walker (F-104 pilot) and Carl Cross (XB-70 co-pilot) were killed. Al White (XB-70 pilot) ejected, sustaining serious injuries, including the crushing of his arm by the closing clamshell-like escape crew capsule moments prior to ejection.

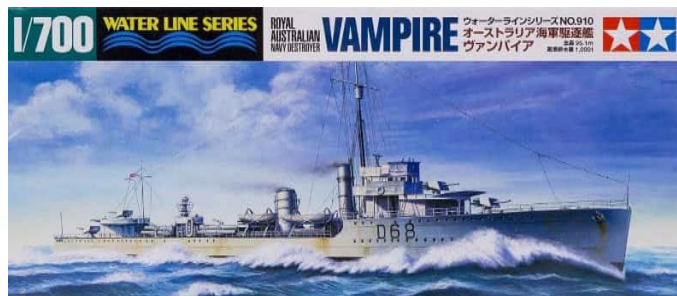
Vampirism has existed for millennia. Cultures such as the Mesopotamians, Hebrews, Ancient Greeks, Manipuri and Romans had tales of demons and spirits which are considered precursors to modern vampires. Despite the occurrence of vampiric creatures in these ancient civilizations, the folklore for the entity known today as the vampire originates almost exclusively from early 18th-century southeastern Europe, when verbal traditions of many ethnic groups of the region were recorded and published. In most cases, vampires are revenants of evil beings, suicide victims, or witches, but they can also be created by a malevolent spirit possessing a corpse or by being bitten by a vampire. Belief in such legends became so pervasive that in some areas it caused mass hysteria and even public executions of people believed to be vampires.



Tales of supernatural beings consuming the blood or flesh of the living have been found in nearly every culture around the world for many centuries. The

term vampire did not exist in ancient times. Blood drinking and similar activities were attributed to demons or spirits who would eat flesh and drink blood; even the devil was considered synonymous with the vampire.

HMAS Vampire was a V-class destroyer of the Royal Navy (RN) and Royal Australian Navy (RAN). Launched in 1917 as HMS Wallace, the ship was renamed and commissioned into the RN later that year. Vampire was loaned to the RAN in 1933, and operated as a depot tender until just before World War II. Reactivated for war service, the destroyer served in the Mediterranean as part of the Scrap Iron Flotilla, and was escorting the British warships HMS Prince of Wales and HMS Repulse during their loss to Japanese aircraft in the South China Sea in December 1941. Vampire was sunk on 9 April 1942 by Japanese aircraft while sailing with the aircraft carrier HMS Hermes from Trincomalee.



HMAS Vampire was the third of three Australian-built [Daring class](#).

The Daring class was a class of eleven destroyers built for the Royal Navy (RN) and Royal Australian Navy (RAN). Constructed after World War II, and entering service during the 1950s, eight ships were constructed for the RN, and three ships for the RAN. destroyers serving in the Royal Australian Navy (RAN). One of the first all-welded ships built in Australia, she was constructed at Cockatoo Island Dockyard between 1952 and 1959, and was commissioned into the RAN a day after completion.

HMAS Vampire was regularly deployed to South East Asia during her career: she was attached to the Far East Strategic Reserve on five occasions, including during the Indonesia-Malaysia Confrontation, and escorted the troop transport HMAS Sydney on six of the latter's twenty-five transport voyages to South Vietnam.



A bit of kit bashing required if you can find a Daring?

de Havilland Vampire is a British jet fighter which was developed and manufactured by the de Havilland Aircraft Company. It was the second jet fighter to be operated by the RAF, after the Gloster Meteor, and the first to be powered by a single jet engine.

Development of the Vampire as an experimental aircraft began in 1941 during the Second World War, to exploit the revolutionary innovation of jet propulsion. From the company's design studies, it was decided to use a single-engine, twin-boom aircraft, powered by the Halford H.1 turbojet (later produced as the **Goblin**). The Royal Navy had also adapted the type as the Sea Vampire, a navalised variant suitable for operations from aircraft carriers. It was the service's first jet fighter.



Several countries used the type in combat including the Suez Crisis, the Malayan Emergency and the Rhodesian Bush War. By the end of production, almost

3,300 Vampires had been manufactured, a quarter of these having been manufactured under licence abroad. de Havilland pursued the further development of the type; major derivatives produced include the DH.115, a specialised dual-seat trainer and the more advanced DH.112 Venom, a refined variant for ground attack and night-fighter operations.

Vulcan (Latin: Vulcanus, in archaically retained spelling also Volcanus, both pronounced [wʊlˈkaːnʊs]) is the god of fire including the fire of volcanoes, deserts, metalworking and the forge in ancient Roman religion and myth.

Vulcan is the Roman and Greek god of fire and the forge, and mythical inventor of smithing and metal working. His Greek equivalent is Hephaestus. His forges were under Mount Aetna on the island of Sicily.



Look on eBay for figures of Hephaestus

Avro Vulcan (later **Hawker Siddeley Vulcan** from July 1963) is a jet-powered, tailless, delta-wing, high-altitude, strategic bomber, which was operated by the Royal Air Force (RAF) from 1956 until 1984. Aircraft manufacturer A.V. Roe and Company (Avro) designed the Vulcan in response to Specification B.35/46. Of the three V bombers produced, the Vulcan was considered the most technically advanced, hence the riskiest option. Several reduced-scale aircraft, designated Avro 707s, were produced to test and refine the delta-wing design principles.



After retirement by the RAF, one example, B.2 XH558, named *The Spirit of Great Britain*, was restored for use in display flights and air shows.

The Rolls-Royce **Olympus**, originally known as the “Bristol BE.10 Olympus”, is a two-spool, axial-flow turbojet that powered the Vulcan. Each Vulcan had four engines buried in the wings, positioned in pairs close to the fuselage. The engine’s design began in 1947, intended to power the Bristol Aeroplane Company’s own rival design to the Vulcan.



One just for Bill

M163 Vulcan Air Defence System (VADS) is a self-propelled anti-aircraft gun (SPAAG) that was used by the United States Army. The M168 gun is a variant of the General Dynamics 20 mm (0.79 in) M61 Vulcan rotary cannon, the

standard cannon in most U.S. combat aircraft since the 1960s, mounted on either an armoured vehicle or as a trailer towed unit.

The M163 Vulcan Self-Propelled Anti-aircraft Gun (SPAAG) was designed as a complement to the M48 Chaparral surface-to-air missile system. It entered service with the US Army in 1968. Throughout the late 80s and early 90s the Vulcan was mainly used as a ground support weapon, as it was no longer effective against modern and fast fixed-wing aircraft.



Current operators of the M163 Vulcan are Albania, Chile, Ecuador, Israel, Morocco, Portugal, South Korea, Thailand and Tunisia.

In the Israeli Air Defence Command the "Hovet" (the Israeli designation to the M163 VADS) scored 3 shoot-downs, including the first shoot-down of a jet warplane (a Syrian MiG-21 fighter jet) by the M163 VAD System, during Operation Peace for Galilee in 1982. The Israel Defence Forces used the M163 Hovet also for fire support during urban warfare in Operation Peace for Galilee (1982) and Operation Defensive Shield (2002).

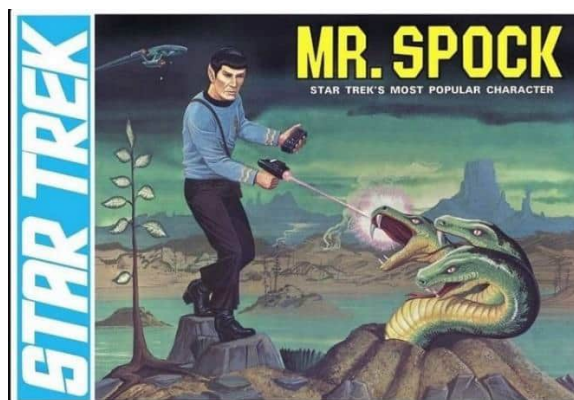
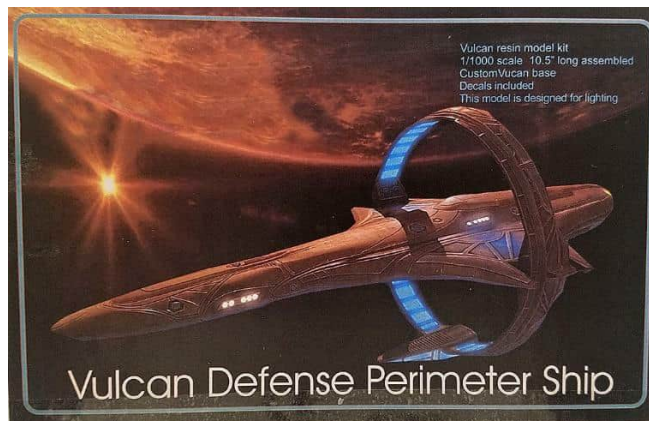
Star Trek is an American science fiction media franchise created by Gene Roddenberry, which began with the eponymous 1960s television series.

The franchise began with Star Trek: The Original Series, which debuted in the US on September 8, 1966. It followed the voyages of the crew of the starship USS Enterprise, a space exploration vessel built by the United Federation of Planets in the 23rd century, on a mission "to explore strange new worlds, to seek out new life and new civilizations, to boldly go where no man has gone before".

Vulcans, sometimes referred to as **Vulcanians**, are a fictional extra-terrestrial humanoid species in the Star Trek. In the various Star Trek television series and films, they are noted for their attempt to live by logic and reason with

as little interference from emotion as possible. Known for their pronounced eyebrows and pointed ears. In the Star Trek universe, they were the first extra-terrestrial species to make contact with humans.

The most notable portrayal of a Vulcan is by the late Leonard Nimoy, who first played the character Mr. Spock in Star Trek: The Original Series (1966–1969). "Pointy ears", the "Vulcan salute" (hand gesture) and the "Vulcan nerve pinch" are aspects of this fictional race that have entered popular culture.



Sorry George!

HMS Vulcan was a British torpedo boat depot ship launched in 1889, later converted to a submarine tender in 1908-09. As a training hulk, she was renamed HMS Defiance III in 1931 and used for training at Torpoint, Cornwall. She was scrapped in Belgium in 1955.

HMS Vulcan (1889); Warship; Torpedo depot ship half hull model.



Scale: Unknown. The lower hull is painted a pink-red with the upperworks and bulwarks painted black and divided by a thin white line at the waterline.

The lower hull bow is fitted with a ram. The upper portion of the hull is complete with a number of circular portholes, a single hawsepipes at the bow painted red internally and a pair of guns mounted in a cylindrical turret amidships.

The main deck is finished in natural wood and varnished with the individual planks scored on. There is a raised deck amidships and a small quarterdeck both of which are painted a light brown colour whilst the small foredeck is finished in a battleship grey. There are a pair of circular funnels slightly raked and painted a yellow-brown colour with a small charthouse and bridge wing fitted on the raised bridge deck. Fixtures and fittings include a pair of stump masts painted a pink-red colour, a forward conning tower, skylights, deck hatches and bollards all painted white.

Oh yes there are always the odd ball subject under any title you can think of!



'Elvira' John Keslers favorite Vampire!