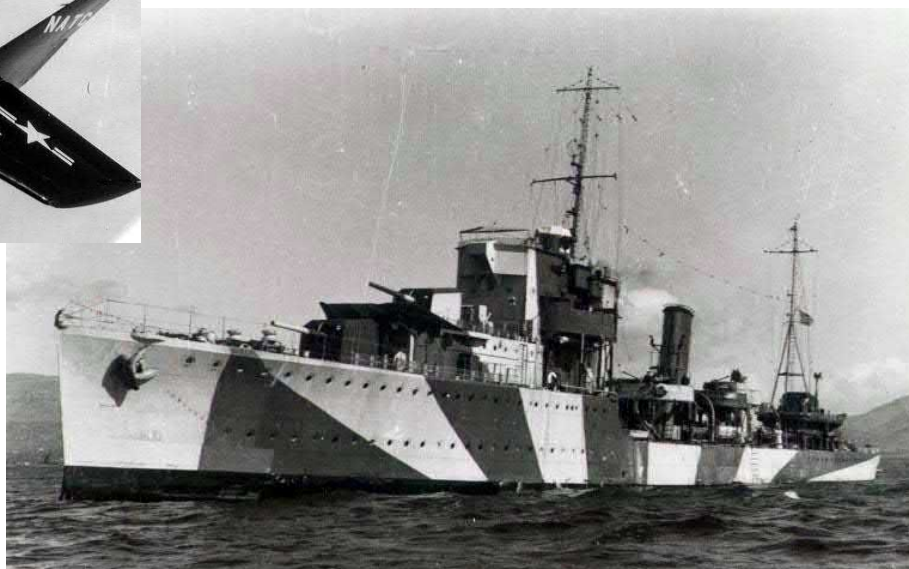


THE ROTUNDA

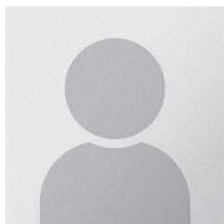
INTERNATIONAL PLASTIC
IPMS Birmingham
MODELLERS SOCIETY (UK)

IPMS Birmingham Newsletter - March 2023

Bill Nicholls Charity Trophy Results, Gutless Planes, Hellenic Navy
& Mythology Theme Ideas



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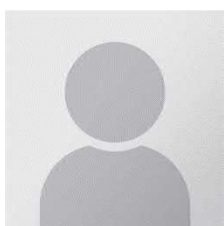
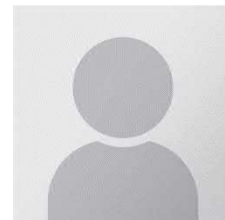


Club Chairman: Gem Atherton

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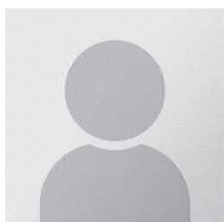
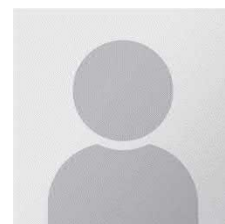


Club Treasurer: Matt Nicholls

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Competition Secretary: George Green

Email: *address tbc*



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THE ROTUNDA

THE ROTUNDA

FROM THE CHAIR

The view 'From The Chair'

SECRETARY'S NOTES

Monthly Report & Club Diary

EDITOR'S CORNER

The Editor's Corner



Something for March

2023's Competiton News & Themes

Articles



1 – Charity Trophy – Vought F7U Cutlass

2 – Greek Destroyer Vasilissa Olga – Build & History

3 – Theme Ideas & Inspirations – Mike G

2023

From the Chair – March 2023

First off, I would just like to thank everyone who attended Gareth's funeral. There was a fantastic turnout with packed seating, so many familiar faces there to see off our dear friend in true style.

I especially want to thank Roland for his fond, humorous and deeply moving personal tribute to Gareth. It was a lovely service and a very emotional day. Both Gareth and Roger Hartill will be sorely missed, and I am grateful to the rest of the committee for the commemoration of two of our cherished competition trophies being renamed in their honour.

Secondly, I wish to apologise to Martin and his loyal readers for having held up the publication of the newsletter! I am late in submitting my piece through no fault other than a lousy memory. My thanks as ever to Martin for his patience, his gentle reminders, and tireless work in producing the newsletter.



It is lovely to have several members already on our new WhatsApp group chat, which is already being put to good use sharing information, updates, requests, and kits for sale. If you would like to be added to the group, please text me on 07701053892 to be added; I have also made Martin, George and Matt administrators of the group so they can also add new members from their contacts, which, if they weren't aware of before, they will be now!! For those unfamiliar with WhatsApp, don't be afraid to ask one of us for a demonstration of how it works, it's very easy to use and free to install on any smartphone.

On a more personal note, I will now unfortunately be absent from most, if not all, of the Sunday meetings. We have switched to our "summer" opening hours at work now, so I don't finish until much later in the day and I work pretty much every weekend. I will keep up a presence at the Thursday Build Nights as much as work permits, so for some of you... I'll see you in November!

My thanks as ever to the wonderful committee who do a fabulous job of keeping everything running; Stephen, George, Matt & Martin, without whom none of this would be possible, and to you, our amazing members, who make it all worthwhile!

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 | | |
| April 6 th | Midweek Club Meeting (Build Night) | |
| April 16 th | Club Meeting | |
| May 4 th | Midweek Club Meeting (Build Night) | |
| May 21 st | Club Meeting IPMS Gloucester Show (Newtons attending) | yes |
| June 1 st | Midweek Club Meeting (Build Night) | |
| June 18 th | Club Meeting | |
| June 25 th | Coventry/Warwick Show, Midland Air Museum | yes |
| July 6 th | Midweek Club Meeting (Build Night) | |
| July 9 th | N Somerset Show, helicopter Museum | yes |
| July 15 th | Club Meeting | |
| August 3 ^d | Midweek Club Meeting (Build Night) | |
| August 6 th | 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 5 th | Midweek Club Meeting (Build Night) | |
| October 15 th | Club Meeting + AGM | |
| November 2 nd | Midweek Club Meeting (Build Night) | |
| November 11 th /12 th | Scale ModelWorld, Telford | Yes |
| November 19 th | Club Meeting | |
| December 7 th | Midweek Club Meeting (Build Night) | |
| December 17 th | Club Meeting-Christmas Party | |
| | | |
| 2024 | | |
| November 9 th /10 th | Scale ModelWorld, Telford (60 th Anniversary) | yes |

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EDITOR'S CORNER

Some good news that came the day after the Sunday Meeting was that Steve Newton had been allowed home from hospital and is now resting at home, something which I'm sure we are all pleased to hear.



I personally don't have much; I've found a little bit of motivation and have been making progress with my Tamiya USS Indianapolis build, a ship which has a

massive 'what if' attached to it as this was the ship that delivered the components and core of the Little Boy atomic bomb in a highly secret operation. She was spotted on her transit home by a Japanese sub, torpedoed and sunk.

The 'what-if' is, of course, what would have happened if she'd been attacked on her way to the Philippines rather than on her way home, as Operation Downfall; the ground invasion of Japan was expected to incur casualties of at least 1 million killed and wounded.

Sadly, because of the secrecy around the operation, it was four days before the US Navy learned of the ships sinking and by the time search and rescue craft found the crew, the 800 survivors had been reduced to just over 300 due to exposure, injury and shark attack, making the loss the biggest loss of life from a single ship in US Navy history and a source of shame even to this day.

The kit, a Tamiya, has been fairly smooth, although I do have to say, it's far from Tamiya's best...

Beyond that, I do have a couple of bits I've made starts on, but mostly trying to keep the Shelf of Doom from acquiring any residents.

Something For March

March's Sunday meeting is always a favourite one of mine, and this year didn't disappoint. Seven kits made it to the Charity Trophy Judging Table, a reasonable return and the main competition had a grand total of fourteen entries.

Meetings are seeing good numbers as well; Build Night regular sees ten to twelve of us and as regulars can attest; you can do a surprisingly wide amount of work, not just simple brush painting and gluing.

The Sunday meeting is seeing somewhere around fifteen attendees. It's a really positive level from the low attendances we were seeing last year and that is a really positive thing to see and is really encouraging for the club's health.

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Final Thought

Speaking of Build Night, on Thursday the 6th April we have our next Build Night session.

The Church have contacted Matt to let him know they have an event occurring that evening and have asked us to relocate to the Sports Hall. We will still have access to kitchen facilities, toilets etc, but one thing to keep in mind is that the car park is likely to fill up, so it might be worth considering alternative parking as that will keep the church happy and us on good terms.

2023

Membership

Matt is currently taking membership payments for this year which remains at just £20. While he, as always, is accepting payments at Club Meetings, he has also asked for the account details to be published so members can pay directly, just be sure to include your name in a payment reference so Matt knows who the payment is for.

IPMS BIRMINGHAM

Business Current | 26665174 | 60-19-14

Originally, March was to be the last month where the price is £20, but because Matt wasn't able to attend March's Sunday meeting, he has granted an extra month. So in May the price rises to £25 and anyone who regularly attends club meetings and hasn't paid will not be able to enter the competition.

WhatsApp Group

A while back it was suggested we start up a Club WhatsApp Group for general chat, sharing pictures, and generally giving members another way to keep in touch.

It was a great suggestion from a club member to the committee and Gem has now set that up and has included details for how to get added to that in her Chairman Section, just get in touch with Gem to get added to that.



Competition News

As you all are hopefully aware, March sees two competitions open to voting; our usual monthly competition that runs until October and the Bill Nicholls Charity Trophy.



For those unfamiliar, in December, members can pay a £5 charity contribution to draw a mystery gift kit which is then built with only what is in the box (Paint and glue excluded). The builds are then presented on a separate voting table at March's meeting and a winner decided by the same popular vote system used for the main categories.

Bill Nicholls Charity Trophy



The Charity Trophy Champion for 2023 was Malcolm Allen, with his French Republican Guard figure.

Second place went to Stephen Baker for his P-80C Shooting Star



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Third place was a tie between George Green with his Messerschmitt Me-262A and Chris Woodrow for his Four Valkyrie Planes build.



I think it's safe to say this year saw a lot of embracing of the idea for using the box, sprue and even instructions to enhance the submissions and is a great example of how much can be made from even small, simple kits.

Thank you to everyone who got involved and made contributions.



2023

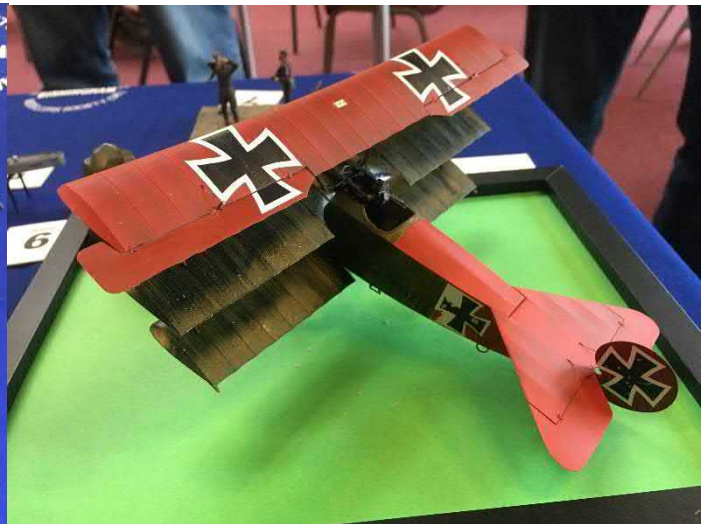
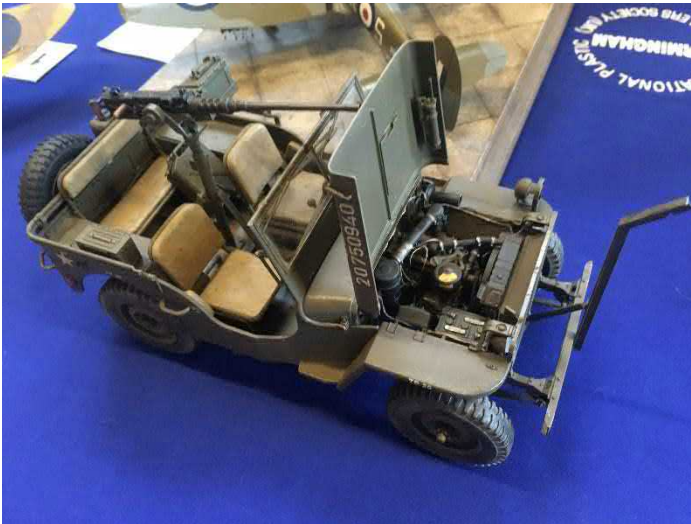
Main Competition

In the Main Competition, a whopping fourteen kits were on the table, meaning George had a VERY busy day!

The winner for March was Chris Woodrow with his 'Ike' Racing Plane



Second place went to Shaun Bowater for his 1/16 Scale Jeep and Stephen Baker took Third with his Fokker DR-1



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Forth place was a tie, with Shaun Bowater and Terry Walton sharing the result with their P-51D Mustang (Shaun) and Hawker Tempest (Terry)



2023

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2023

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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. |

2023

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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.



Lindberg 1/48 Vought F7U-1 Cutlass

Build Report



When I saw this was a Lindberg, I knew exactly what I was going to get; a simple, basic kit that will go together well enough.

And sure enough, a bit of searching (Ie Scalemates) suggest this a VERY old kit, dating all the way back to 1956 with the last update in 1982 when the current decal option was put in. The version I have is a new box design that doubles as the paint guide. There are also some detail photos on the back of the box.

The paint scheme is so simple that this is enough, and the skill requirement is low enough that this goes very much in the “Beginner” category of kit. This is not a criticism; as a kid, my 1/48 builds were always a bit more special as I didn’t get bigger scales very often, so a big, chunky, cool-looking plane would be very worthy of adorning a shelf or ceiling.

The detail feels very much that of a 1/72 kit blown up to 1/48 scale dimensions, which for me confirms the intentional beginner-friendly nature of the kit.

The only thing really horrible about the kit is the landing gear is just a set of holes on the underside, presumably you’re not meant to look at them. So I omitted them.

The other issue was the paint. You see, I foolishly thought a paint Tamiya called “US Navy Blue” would refer to the aircraft colour but actually this is the colour used on ships. The colour that has an official name in the US Navy. But no, Tamiya thought someone is more likely to want the naval hull



paint when looking for "US Navy Blue". Ok Tamiya, thanks for nothing!! Actually the paint itself is pretty good.

The decals were perfectly adequate.

The plastic was... interesting. Despite being around a whole 2mm thick, the plastic was so poor that even with primer on the outer surface, it was still translucent! I had to prime both the inside and outside to avoid this. And yet the plastic is so thick. That said, it's very light so I imagine it's not particularly dense. I built a stand from the sprue, but again the plastic did make a very strong stand, suggesting the plastic lacks enough strength, again suggesting it is cheap, lightweight material

Overall, it's a perfectly adequate and was interesting to learn about the aircraft.

Vought F7U-1 Cutlass – History



I am not an expert on early-era jets so this was an interesting aircraft to research.

The headline is that this aircraft was kind of rubbish.

However, that does it and the designers a bit of a disservice.

You see, this swept-wing, tailless design first FLEW in 1948, when the first prototype took off on

September 29th 1948, with initial design work dating back to 1945, making it essentially a 1st Generation Jet design along side things like the Gloster Meteor, MiG-15 and F-86 Sabre.

Being such a radical design, it had some issues. While Vought did utilise the expertise of German jet designers, this was a unique aircraft compared to contemporaries and the unusual design did result in some accidents. A lot of accidents. In fact over 25% of all aircraft built would be written off within 55,000 total flight hours in some sort of incident.

The fact it was introduced into Navy service in 1951, but was 1955 before squadrons began using the aircraft also show there were a lot of issues, and just two years later, squadrons equipping the aircraft were ordered to land their aircraft and were re-issued with F9F's instead.

Aside from the radical design making it harder to transition to for pilots, which resulted in a lot of landing accidents the aircraft had the worst kind of weaklink; a truly terrible engine.

The aircraft was equipped with two Westinghouse J34 turbojet engines. These had been fine in early applications, and in the Vought F6U Pirate it had been truly innovative, being the first after-burner jet in Navy use. However, the Cutless weighed three times the Pirate and even with two engines, the F7U was horribly underpowered.

In fact, the F7U-1's featured in the kit were only ever used for testing due to numerous issues, including, quite terrifyingly, the engines were prone to flame-outs in wet weather.



The in-service aircraft, the F7U-3 version featured a more powerful Westinghouse J46 engine, but it still suffered from being underpowered and was given the nickname “Gutlass-Cutlass” due to the lack of engine power, and this directly factored into a fatal accident where a pilot could not gain enough thrust to avoid an deck strike, which then burst into flames, killing the pilot and injuring a number of deck-crew.



But it must have had some good features? It made it into service after all.

And it did. The aircraft had a superb role rate, in some cases three times fast than contemporary aircraft.

The aircraft, with four 20mm cannons in the nose, and the pilot right up front, made for a powerful gun-platform, and had four mounting points for air-to-air missiles. The large wing and tail area made the F7U a very stable gun platform as well, meaning pilots could engage targets easier than other aircraft.

It also featured hydraulic flight controls with artificial feedback, another highly innovative feature. And included a fully-functional back-up system.

The aircraft also had a curious stall feature. The aerodynamics of the aircraft meant that if it stalled, it was difficult for a pilot to actively recover the aircraft and would gyrate rather violently, but in one incident where the pilot was being shaken so violently that he lost his grip on the control stick, and the aircraft self-corrected itself.

Wind-tunnel test would later show that this was a characteristic of the Cutlass and resulted in a change to operational advice for pilots. While this was an unusual but positive aspect of the F7U Cutlass, it does show why the aircraft was not successful; it was almost too advanced for its own good.

The unique, innovative tailless design with its aerodynamical quirks requiring unique operational and flying techniques made it a complex aircraft to use, difficulties in maintenance and engines that were too underpowered and unsuitable meant that there were plenty of aircraft that while less advanced, could offer the same or better performance and didn't come with a “Widow-Maker” reputation.

In fact, the Cutlass' most famous moment is the infamous deck-strike on USS Hancock. It's a video clip that is rather infamous; an aircraft (Cutlass) drops too low and because of the lack of engine power, lacks the ability to recover quickly enough and strikes the deck, bursting into flames before being



THE PAGODA

pitched to the side. The next part of the clip shows deck crew ducking for cover as a fireball rips over their heads.

The pilot and a number of deck crew were killed and was one of seventy eight crashes and accidents in just two years of active service, the highest accident rate of any of the modern navy jets at the time.

However, Vought's reputation with the US Navy seems to have remained intact. The next production aircraft to be adopted aircraft from the company first flew in 1955, the same year that the doomed F7U-3 first started equipping front line squadrons. And it's one you *might* have heard of; the F8U Crusader, which would serve with the USN until 1991.



So, the F7U was a flop, but for its time it was obviously a highly innovative design; the ability to mount both guns and missiles was not a guaranteed feature yet, and the tailless design is a feature of highly advanced aircraft even today. The image to the right shows a number of US Navy aircraft at the time, and the F7U does not look like it belongs in a formation of 1950's jets...

There is also the question of what might have been for the Cutlass. Had it not been

saddled with such poor engines, we could be talking about it as the sharp point of US Naval aviation, instead of as an aircraft so blunt that a table knife is sharper...

MD



1:700 IBG HMS Glowworm Conversion:

Royal Hellenic Navy Destroyer Vasilissa Olga

History & Build:



The Build – IBG G-Class Destroyer

This is a build I started a LONG time back, over a year now, with the idea coming way back during the first Covid Lockdowns! The short story being I fancied a go at the Hudson Trophy for Conversions.

I chose the 1:700 IBG G-Class Glowworm kit as the base. This is because the kit depicts the class from 1938, which matches the basic hull configuration of the Greek ship.

However, the main armaments were almost entirely in need of replacement. The main guns the Greek used were the 12.7cm German guns and the heavier AA armament consisted of four, single 3.7cm AA guns are listed. Glowworm was the first Royal Navy destroyer to feature a Quintuple torpedo launcher, so I would need to swap those for the more common Quad launchers.



Firstly, the main guns. This was easy. A company in the US called “3D Model Parts” do the exact guns I required; 12.7cm SK C/34 single guns.

A little bit of trimming and the new guns went onto the IBG kits gun locations.



The same applied to the torpedoes. I already had a pack of quad launchers that I'd used for up-detailing other kits. The kit base needed a little bit of trimming down to make the launcher sit at the right height and like the main guns, the torpedoes were sorted.



For the AA guns I needed a bit of work. For the weapons themselves, I had to reach into the NIKO 1/700 Type-24 Jaguar kit, which had a number of leftovers, including AA guns.

Now these are types that used gun shields, but no photos of Vasilissa Olga

show gun shields so I simply omitted them when I used them.

I fitted the first two of these on the kit locations. The other two, which were located beside the aft-most funnel, presented the need for a bit of scratch-building. The PE from the IBG kit came in handy here; a bit of the sprue itself formed the bases, some framework intended for the kit provided the supports and then some PE railing made up the position and the AA guns glued in place. I'm relatively pleased with them, especially as I kind of made up the design on the spot.

So, with decisions made, conversion parts ordered, extra mountings planned for and the paint scheme chosen, I set about fiddling with the ship.

Being an IBG kit, it includes some hilariously small PE parts, but also railings. These kits are always pleasant builds, even if they are murder on the eyes. The kit itself didn't take too long to build, the guns and torpedoes are simple and only required a little bit of trimming.

The kit photo-etch came in handy for ladders, railings, boat davits and the light AA guns. The paint scheme was simple enough and easy to find pictures of. I also raided my main spares for depth-charge launchers and some nicer life boats.

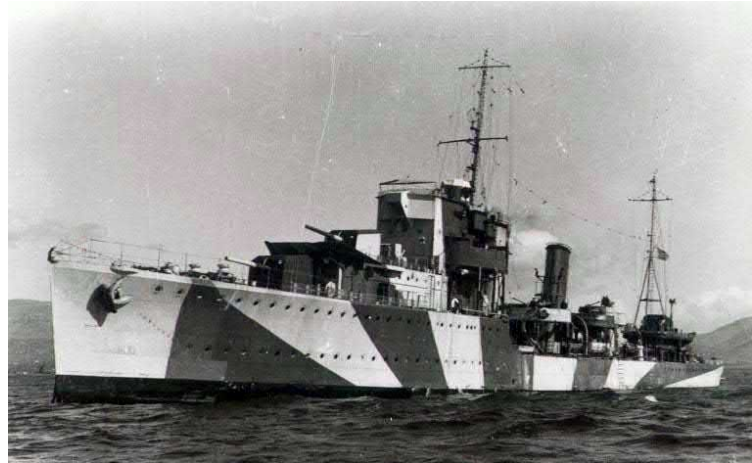
There's not really a lot else to say on it, and some of the details will have been forgotten because of how long this kit was in 80%-Complete Purgatory.

It's a build I'm relatively happy with. At the time I was still trying to find a good PE bonder which got a little messy but overall I was happy with the result. It means that I now have as many Polish and Greek surface ships as I do Japanese (Although I have a Japanese sub as well, so that technically is two).



Ship History – Destroyer Vasilissa Olga

In the early 1930's the Greek's were building up a modern force of ships from all over the place. They had an American-built battleship, a British-built cruiser and a smattering of destroyers and patrol boats from Britain and Italy. The last two ships they ordered were a pair of destroyers from the run of British G-Class destroyers.

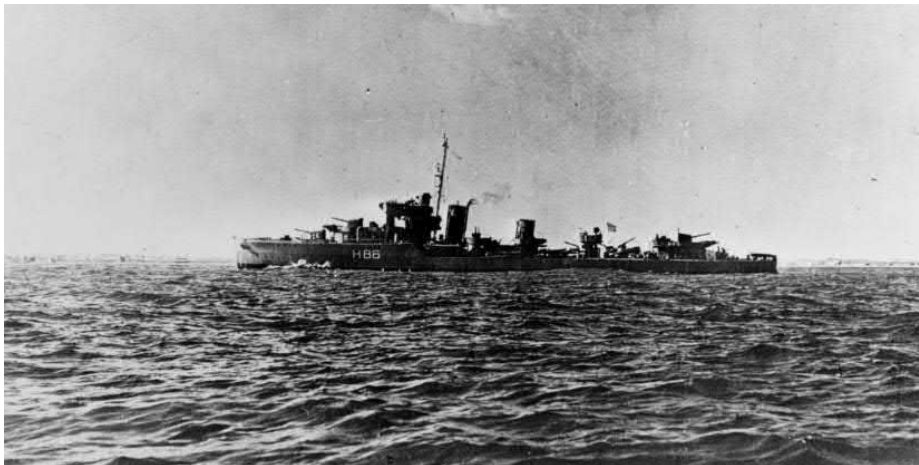


However, there was a hitch. The ships' armaments wouldn't be ready as the Royal Navy was getting all the 4.7 in guns that were being produced, meaning the Greeks would be left with a pair of thoroughly modern destroyers with just a pair of quad 0.5 in Vickers AA mounts, the two quad torpedo mounts and the depth charge equipment.

This is where Germany stepped in. The ships were completed with only the above armaments, and then the Germans provided four of their 12.7cm SK C/34 guns as the main armament and 4 single 3.7cm heavy AA guns, along with fire control systems for the main guns.

When Germany later invaded Greece, the Vasilissa Olga did what many of the smaller nations' navies did; stick two fingers up at the Axis and head for Allied ports. Vasilissa Olga was able to escape and make her way to Crete with elements of the Greek government and then onto Alexandria, where she joined the Free Navies element of the Royal Navy; a complex but clever set up where the exiled navies had their own ships, crewed by their personnel, reporting to their own command, but that command was subordinated to the Royal Navy command.

It meant that experienced crews got decent ships to operate, or continued to operate ships they were experienced with, and boosted the Royal Navy's capabilities, while giving the crews a sense of 'home'. The value of this influx of trained, experienced professional sailors, commanders and leaders to the Allies, and Royal Navy particularly, cannot be understated. A navy may have the most modern, capable ship in the world, but if there is no crew or that crew don't know how to use it effectively, that ship is useless. Add to this, these Free Navy ships tended to be some of the hardest-fighting ships, for obvious reasons. The same was done in the RAF, with similar results.



Vasilissa Olga served her career in the Mediterranean, waters where her Greek crew were experienced. She operated in convoy escort, fleet defence and screening, merchant raiding,

and of course, U-boat hunting and was a capable unit.

She even made fast-transport supply runs to Allied forces in the Eastern Mediterranean.

She participated in escort duties during Operation Husky; the invasion of Sicily.

In a connection with a current member of 'my' fleet, the Vasilissa Olga helped HMS Jaguar in her attempt to hunt the U-boat that, unfortunately, would eventually sink the Jaguar.



In September 1943 Vasilissa Olga was repeatedly bombed by Ju 88's while in port, sinking her for the loss of 72 crew.

Prior to its sinking, there had been plans to re-gun the ship with the same guns used by the G and H-class destroyers she was based on. This was due to the finite amount of ammunition for the guns and the lack of spares as the guns wore out. The 3.7cm AA guns had been replaced with 20mm Oerlikons in 1941 for the same reason as well as an effort to save weight.

Not a lot of photos of the ship exist in public domain so it's been a harder ship to research but it was still an interesting subject, and the Free-Navies were an integral part of helping the Royal Navy succeed against the German and Italian navies and deserve more acknowledgment.

MD

Mythological

THEME for 2023 (Jan>Oct incl.)

- mythical also means imaginary or not real: A bit like IMM's friend (Syracusan joke)!!!
- **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 Four

'Centaur/Centaurus/Centauro'

In Greek mythology, **Centaurus** is the father of the race of mythological beasts known as the centaurs or Ixionidae. The Centaurs are half-man, half horse; having the torso of a man extending where the neck of a horse should be. They were said to be wild, savage, and lustful.



The **Centaurus** was the final development of the Bristol Engine Company's series of sleeve valve radial aircraft engines. The Centaurus is an 18-cylinder, two-row design that eventually delivered over 3,000 hp (2,200 kW). The engine was introduced into service late in the Second World War and was one of the most powerful aircraft piston engines to see service.

Applications

[Airspeed Ambassador](#)
[Blackburn Firebrand](#)

[Blackburn Beverley](#)
[Blackburn Firecrest](#)

[Breda BZ.308](#)

[Bristol Brigand](#)

[Bristol Buckmaster](#)

[Folland Fo.108](#) (the Fo.108 was a testbed aircraft for various engines)

[Hawker Fury & Sea Fury](#)

[Hawker Tornado](#)

[Vickers Warwick](#)

[Bristol Brabazon](#)

[Bristol Buckingham](#)

[Fairey Spearfish](#)

[Hawker Tempest](#)

[Short Shetland](#)



Hawker Sea Fury is a British fighter aircraft designed and manufactured by Hawker Aircraft. It was the last propeller-driven fighter to serve with the Royal Navy, and one of the fastest production single reciprocating engine aircraft ever built.

The Hawker Sea Fury has many design similarities to Hawker's preceding Tempest fighter, having originated from a requirement for a "Light Tempest Fighter"; both the Sea Fury's wings and fuselage originate from the Tempest but were significantly modified. Production Sea Furies were fitted with the powerful Bristol Centaurus engine and armed with four wing-mounted Hispano V cannons. While originally developed as a pure aerial fighter aircraft, the definitive Sea Fury FB.11 was a fighter-bomber, the design having been found suitable for this mission as well.

Developed during the Second World War, the Sea Fury entered service two years after the war ended. It proved to be a popular aircraft with a number of overseas militaries and was used during the Korean War in the early 1950s, and by the Cuban air force during the 1961 Bay of Pigs Invasion.

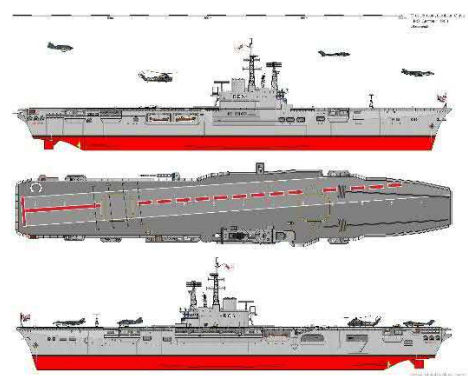


***Centaur* class aircraft carrier**

The ***Centaur* class** aircraft carrier was the final iteration of the 1942 Design Light Fleet Carrier developed by for the Royal Navy during the Second World War. They were designed in 1943 to operate higher-performance aircraft than the preceding *Majestic*-class aircraft carrier. Four ships were laid down in 1944-1945 and completed in 1953-1959. Rapid developments in carrier warfare and technology overtook the ships even as they were under construction, and the associated costs of modernization led to ships being completed to different specifications. Only the last ship, HMS *Hermes* (R12), was fitted as a modern fixed-wing carrier; she was also the last of the class to retire in 2017 as INS *Viraat*.

Eight of the new light carriers were ordered in 1943. It quickly became apparent that wartime demands on shipyard capacity made it impossible to complete the ships in 1946. Only three - *Albion*, *Centaur*, *Elephant* - started construction in 1944; *Bulwark* started in 1945; the remainder were cancelled on 15 October 1945.

Centaur was the first ship completed and the only one completed to the original design. She was ordered from Harland & Wolff on 12 July 1943 and laid down on 30 May 1944. Construction was halted for two years. The ship was completed on 1 September 1953 and commissioned on 17 September. An interim 5.5-degree angled deck was fitted at Portsmouth Dockyard from October 1953 to May 1954. *Centaur* underwent a limited modernization refit from September 1956 to September 1958 during which the hydraulic catapults were replaced by BS-4 steam catapults; features required to operate modern strike aircraft. Afterwards, she was limited to mainly Sea Vixen fighters and Fairey Gannet anti-submarine warfare (ASW) aircraft.




Centaur operated as an aircraft carrier and a helicopter assault ship during the suppression of the Tanganyika Rifles in 1964. She decommissioned for the last

time on 27 September 1965 and became an accommodation ship for the remainder of her life. Plans to convert the ship into a helicopter carrier were cancelled in 1966. The hulk was sold for scrapping on 11 August 1972.

No models as far as I know, perhaps Martin can double check? Possible conversion?

Ukrainian Centaur Class armoured assault boat

 The new Project 58181 Centaur Class are a hybrid of Ukraine's stereotypical Armoured Artillery Boat concept and the Swedish Assault Boat concept. The type combines the armour and the firepower of the artillery boat with the high performance, robust build and bow ramp for troops of the assault boat. The resulting boat is much larger than other assault boats but packs a formidable punch. They are designed to patrol rivers and coastal areas. Only two are known about prior to the Russian invasion, no reports of their fate are known.



Again no models as far as I know.


The **Fiat G.55 Centauro** (Italian: "Centaur") was a single-engine single-seat World War II fighter aircraft used by the *Regia Aeronautica* and the *Aeronautica Nazionale Repubblicana* in 1943–1945. The Fiat G.55 was arguably the best type produced in Italy during World War II, (a subjective claim also frequently made for the Macchi C.205 *Veltro* as well as for the Reggiane Re.2005 *Sagittario*) but it did not enter production until 1943, when, after comparative tests against the Messerschmitt Bf 109G and the Focke-Wulf 190, the Luftwaffe itself regarded the Fiat G.55 as "the best Axis fighter".







Centauro is a family of Italian military vehicles originating from a wheeled tank destroyer for light to medium territorial defence and tactical reconnaissance. It was developed by a consortium of manufacturers, the Società Consortile Iveco Fiat - OTO Melara (CIO). Iveco Fiat was tasked with developing the hull and propulsion systems while Oto Melara was responsible for developing the turrets and weapon systems.

Current operators

 **Italy:** 259 B1 Centauro. Total production was 400, with the remaining 141, all from the older versions, exported to Jordan. 106 Centauro II ordered in January 2021.

 **Jordan:** 141 B1 Centauro (all ex-Italian Army); some donated as Italian military aid and modernized with upgrade kits.

 **Oman:** 9 B1 Centauro; modified variant with 120mm gun.

 **Spain:** 84 B1 Centauro, designated VRCC in Spanish service; 4 VCREC recovery vehicles.



The British Leyland cruiser Centaur/Cromwell

The Centaur and the Cromwell are narrowly related. In fact, both are derived from the Centaur I, the A24 cruiser Mark VII. In 1942, the A27L was named "Cromwell II" and, afterwards, Centaur. Its origin can be traced back to the common specifications for a replacement of the Crusader, issued in late 1940. Designs were submitted in 1941 and production was scheduled for 1942. However, the troublesome Nuffield Liberty engine had proven its limited power, limiting upgrades in armour and armament of the new generation of cruisers. Eventually, the choice of a suitable engine was the reason that split the new Cruiser program in three, according to their powerplant manufacturers. This development took time, and while the Cavalier was the first ready, based on the existing Nuffield engine, the Centaur was the second delivered.

Leyland and Birmingham Railway Carriage & Wagon (BRC&W 2 **remember that for "2025"**) were chosen for the A27 program, according to the General Staff's second specification. However, development took time, mostly to design a turret suitable for a 6-pdr gun, and the Crusaders were upgraded in the meantime. In January 1942, Rolls-Royce and Leyland/BRC&W each produced a prototype equipped with the 600 hp Meteor engine based on the famous Rolls-Royce Merlin engine. Initially problems with the engine installation made a change to the Liberty engine necessary.

The Cromwell and Centaur tanks differed in the engine used; the Centaur had the 410 hp Liberty engine, the Cromwell had the significantly more powerful 600 hp Meteor; Centaur hulls were converted to Cromwell's by changing the engine.

