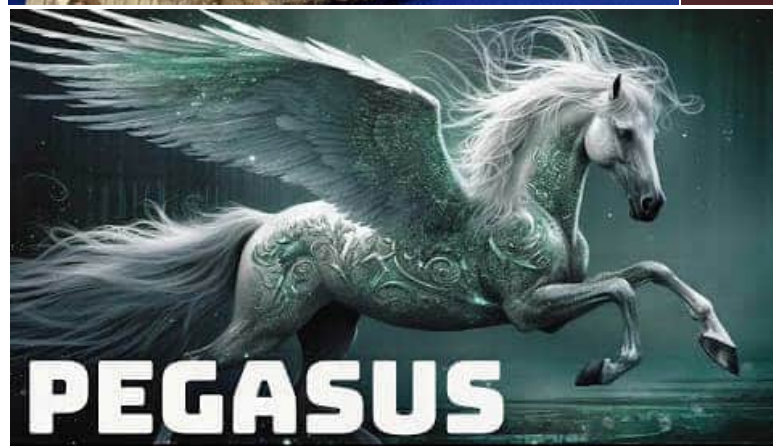


THE ROTUNDA

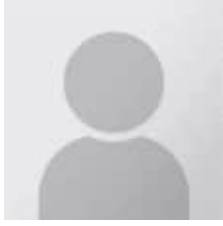
IPMS Birmingham Newsletter - September 2023

INTERNATIONAL PLASTIC
IPMS Birmingham
MODELLERS SOCIETY (UK)

Blue Lamp Expo, Mythological Ships, Planes, Whirly-Birds and Film Stars



THE ROTUNDA

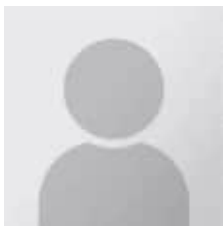
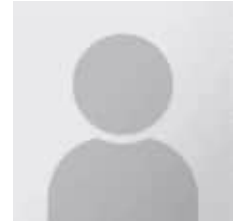


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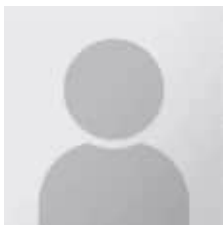
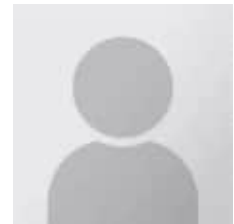


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THE ROTUNDA

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 September

2023's Competiton News & Themes

Articles



- 1 – Bell-Boeing V-22 Ospery – Mike G
- 2 – Mythology - Sphinx – Mike G
- 3 – Ping Yeun Chinese Gunboat – Mike G
- 4 – Theme Ideas & Inspirations – Mike G



2023

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		
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 Beer mat challenge	
December 7 th	Midweek Club Meeting (Build Night) speed build of Airfix Sarter Kit	
December 17 th	Club Meeting-Christmas Party	
2024		
November 9 th /10th	Scale Model World, Telford (60 th Anniversary)	yes



THE ROTUNDA

THE ROTUNDA EDITOR'S CORNER

At the Blue Lamp Expo, I took a few of my ship builds, including my 'Best Three'. One is the Japanese cruiser Yahagi, which was a spontaneous purchase at Wombourne show one year and was my first award winner; taking a third place when I had it on our table.

The other was USS Indianapolis, which is my one and only monthly win.

The third is HMS Queen Elizabeth, which is a build I'm really proud of.



The Blue Lamp Show seems to be a very aircraft and vehicle orientated show, with a great deal of aircraft and armour, along with a lot of figures but few ships, in fact I think our table had the most prolific collection of ship builds.



It meant the "Maritime" class in the show competition had no entries as the deadline approached. At the persuading of club members who were attending, I relented and popped Indianapolis and Queen Elizabeth into the competition.

It felt a little dishonest as I was gaming the system somewhat; when you have the only two entries that have been submitted, it's not surprising when you take first and second...

However, win I did, with HMS Queen Elizabeth being awarded the win, which was really satisfying. You see, I'm really very proud of this build as it's one of my best builds; I'd used my camo reference book for the first time to look up the most appropriate camo and I did a neat job with the 'correct' paints, made a few tweaks to the kit, and did (What I think) is a neat job of the PE rails using PVA glue. But when I submitted it to our competition table, it got zero votes. Not one. I know this because I was tallying the votes that month and I was so disheartened I stopped putting any builds on the table for most of 2022.

2023

But at this years Coventry & Warwick Summer show it earned a bit of redemption thanks to a 3rd in class in their Whole-Show Competition format, and so it to now how a formal show competition win to it's name (Even it was a bit of non-competitive category on this occasion).

I'm not planning to suddenly enter into the Nationals but as a one off it was fun.

Something For September



So the big thing this month was the display at the Blue Lamp Expo, and in particular the 'public' competition section.

It was typical that after several months of 10-or-less entries that we suddenly get FIFTEEN entries. None the less, I did have a good idea of how I wanted to set the table out, and so had to be a little bossy while we were setting up (Apologies for those who had to put up with me!), but eventually we got the table set up with the blue competition cloth giving a decent demarcation between the two sections.

Our main display was, in my opinion, excellent; we had kits from eight different members, which meant we had a little bit of pretty much everything.

As for the competition itself; we did have to play salesmen during the day to encourage passers by, but overall I think it did a good job of being a way to get engagement. And while it had been a lot of



work to make happen, it was all made worth while by the second public vote; a little girl and her dad.

I explained the rules to her dad, who then asked the girl, about ten years old, who shyly pointed to one of Gem's grim reaper figures and quietly said 'that one', but

THE ROTUNDA

after a few minutes of her dad discussing his choices, she was excitedly pointing out the ones she liked, but reaffirmed that the figure was still her favourite.

It was a really sweet moment that stuck with me and made the whole thing worth the effort.

And the voting turned out to be rather successful; with 31 voting slips in total, and the stack of voting slips that I had were getting very low, so I feel it was a successful endeavour, and my thanks goes out to everyone who submitted kits and especially to those on the day who took the time to encourage visitors to the table and explaining the concept.

The number of occasions where a meeting is cancelled due to a show are few in number, but it does seem like the concept does work.



Final Thoughts

September and October are the last two months for this year's competition before the December prize giving and George has asked for a first call for trophies to start to be returned to him ahead of the award-giving in September.

If you received a Trophy last year, please make an effort to get it back to George.

George may well contact individuals directly but asked for a newsletter call.

For Scale Model World, we will be doing the usual kit collection on the Friday, it will be 1 hour between 12pm and 1pm at Longbridge Church. Please ensure any kits are well packaged and please be prompt and not leave it until the last minute as we will be leaving to travel to Telford to begin set-up from there.

In terms of the table display, George, who has stepped up to help organise the display has asked for ALL kits intended for display be registered so he can produce labels for the table, no kits without labels will be displayed.

Obviously, the Mythology Theme should be the central display, but we also would like to get as many Beermat Builds as possible, as well as kits for general display. Please contact George with kits and builds for those categories.



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.

For example, for the Friday pick-up for Scale Model World, it is a good way to update members on when you intend to arrive and also help gauge the number of people to expect.



Competition News



As I mentioned, after several months of the Competition Table being relatively quiet, the relatively small space set aside at the Blue Lamp Expo had to accommodate 15 entries. Which was great to see as it made for a hugely varied display, but did make for a challenge in terms of spacing.

But as I discussed earlier, it was a pretty successful endeavour in the end.

However, while I was tallying the results, it became really obvious who the winner was going to be, getting a huge portion of the votes all round.

And that was Mark Smith's highly impressive build of the Matchbox Monty's Caravan kit.



Second place was also not too close and this went to Chris Woodrow for his Dora Wings 1/48 Bellanca Skyrocket.

While first and second were run away results, the rest of the competition was incredibly close; third to ninth was covered by just 9 points, which shows how wide the appeal was; everyone who voted found something they liked.

That third place went to Roland Turner for his Falcon 1/48 Supermarine Swift FR.5



THE ROTUNDA



Gem's eye-catching Grim Reaper Figure took fourth place, and I saw several builds of this kit dotted around the show, so it seemed to be a popular kit to build, and finally, fifth place went to Dave Jeffery for his Revell 1/72 Avro Lancaster.



As I've said, thank you to everyone who took part in this experiment. It did take a bit of organising and a lot of effort on the day to engage passers-by, but everyone who attended the show did their part in encouraging people to take part and explaining the concept.

2023

THE ROTUNDA



2023

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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

THE ROTUNDA

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.



Bell Boeing V-22 Osprey

Mythological 'Pegasus, Dragons, Hydra's, and Griffins'

Bell Boeing V-22 'Osprey' is an American multi-mission, tiltrotor military aircraft with both vertical take-off and landing (VTOL) and short take-off and landing (STOL) capabilities. It is designed to combine the functionality of a conventional helicopter with the long-range, high-speed cruise performance of a turboprop aircraft.

In 1980, the failure of Operation Eagle Claw (during the Iranian hostage crisis) underscored that there were military roles for which neither conventional helicopters nor fixed-wing transport aircraft were well-suited. A partnership between Bell Helicopter and Boeing Helicopters was awarded a development contract in 1983 for the V-22 tiltrotor aircraft.



The first V-22 was publicly rolled out in May 1988. That year, the U.S. Army left the original program, citing a need to focus its budget on more immediate aviation programs. The United States Marine Corps (USMC) began crew training for the MV-22B Osprey in 2000 and fielded it in 2007; it supplemented and then replaced their Boeing Vertol CH-46 Sea Knights. The U.S. Air Force (USAF) fielded its own version of the tiltrotor, the CV-22B, in 2009.

Since entering service with the Marine Corps and Air Force, the Osprey has been deployed in transportation and medevac operations over Iraq, Afghanistan, Libya, and Kuwait. The U.S. Navy planned to use the CMV-22B for carrier onboard delivery duties beginning in 2021.

In 2014, the USMC studied new weapons with "all-axis, stand-off, and precision capabilities", akin to the AGM-114 Hellfire, **AGM-176 'Griffin' Joint Air-to-Ground Missile**,

(AGM-176 Griffin is a lightweight, precision-guided munition developed by Raytheon. It can be launched from the ground or air as a rocket-powered missile or dropped from the air as a guided bomb. It carries a relatively small warhead and was designed to be a precision low-collateral damage weapon for irregular warfare. It has been used in combat by the United States military during the War in Afghanistan.),

and GBU-53/B SDB II. In November 2014, Bell Boeing conducted self-funded weapons tests, equipping a V-22 with a pylon on the front fuselage and replacing the AN/AAQ-27A EO camera with an L-3 Wescam MX-15 sensor/laser designator. **26 unguided 'Hydra' 70 rockets.**

(Hydra 70 rocket is a 2.75-inch (70 mm) diameter fin-stabilized unguided rocket used primarily in the air-to-ground role. It can be equipped with a variety of warheads, and in more recent versions, guidance systems for point attacks.)

FIGHTING GRIFFINS Marine Medium Tiltrotor Squadron 266 (VMM-266) is a United States Marine Corps tiltrotor squadron consisting of MV-22 Osprey transport aircraft.



The squadron, known as the "**Fighting Griffins**", is based at Marine Corps Air Station New River, North Carolina falls under the command of Marine Aircraft Group 26 (MAG-26) and the 2nd Marine Aircraft Wing (2nd MAW).

After VMM-263 and VMM-162, VMM-266 became the third operational Osprey unit of the Marine Corps.

RED DRAGONS - Marine Medium Tiltrotor Squadron 268 (VMM-268) is a United States Marine Corps helicopter squadron consisting of MV-22 transport.



The squadron, known as the "**Red Dragons**", is based at Marine Corps Base Hawaii, Kaneohe, Hawaii and falls under the command of Marine Aircraft Group 24 (MAG-24) and the 1st Marine Aircraft Wing (1st MAW).

HMM-268 was designated to transition from the CH-46E to the MV-22B Osprey. This marked the beginning of a new chapter in the '**Red Dragons**' history as the squadron continued to maintain readiness while preparing for transition.



GREYHAWKS 'PEGASUS' Marine Medium Tiltrotor Squadron 161 (VMM-161) is a United States Marine Corps tiltrotor squadron that operates the MV-22 Osprey.



The squadron, known as the "**Greyhawks**" but use a '**winged horse - Pegasus**' as a unit marking – 'Equitatus Caeli' translates to 'Horsemen of Heaven', is based at Marine Corps Air Station Miramar, California and falls under the command of Marine Aircraft Group 16 (MAG-16) and the 3rd Marine Aircraft Wing (3rd MAW).



Modelling the V-22

Seems we have or have had a variety of kits to select from mainly 1/72 or 1/48 scale, although there is a 1/32nd scale version showing up on a Google search. Decals for the aircraft shown above seem difficult to find, although I haven't looked at the main trade suppliers such as Hannants current holdings, and of course there are resin detail sets from BLACK DOG and others.



Sorry George and Mr Duffers!

Wikipedia and others +

Mythological Mike Feb 2023



Sphinx, plural **sphinxes** or **sphinges** is a mythical creature with the head of a human, the body of a lion, and the wings of an eagle. - **Mythological Armour!**

In Egyptian mythology has the sphinx typically depicted as a man (an **androsphinx**), and seen as benevolent, though with strength as ferocious as that of the Greek version. Both the Greek and Egyptian sphinxes were thought of as guardians, and statues of them often flank the entrances to temples.

In Greek tradition, the sphinx is a treacherous and merciless being with the head of a woman, the haunches of a lion, and the wings of a bird. According to Greek myth, she challenges those who encounter her to answer a riddle and kills and eats them when they fail to do so. This deadly version of a sphinx appears in the myth and drama of Oedipus.



I am not exactly sure why a Russian revolutionary Whippet (circa. 1920) should be named Sphinx but I suppose if you squint at the Whippet picture you might see the track suspension as the forearms or is it forepaws of a Sphinx and the fixed turret-fighting compartment as the main body?



MYTHOLOGICAL MIKE

Ping Yuen Armoured Gunboat – Dragon Flag Myth

A previous flag of Imperial China was the "Yellow Dragon Flag" used by the Qing dynasty — the last imperial dynasty in China's history — from 1865 until the overthrow of the monarchy during the Xinhai Revolution. The flag that was adopted in 1867 was triangular, but the dynasty adopted a rectangular version of the dragon flag in 1889.



Qing
1815 CE



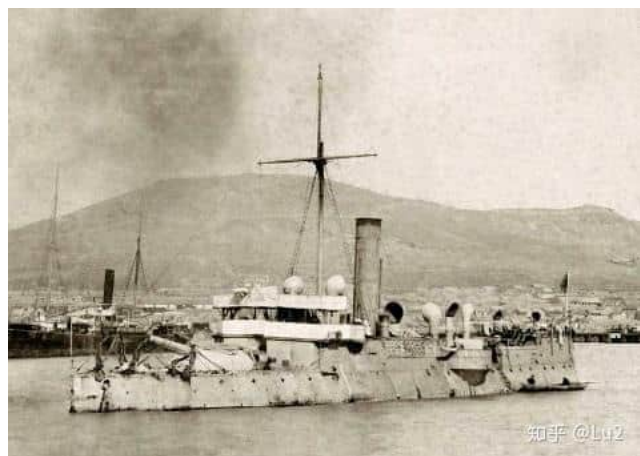
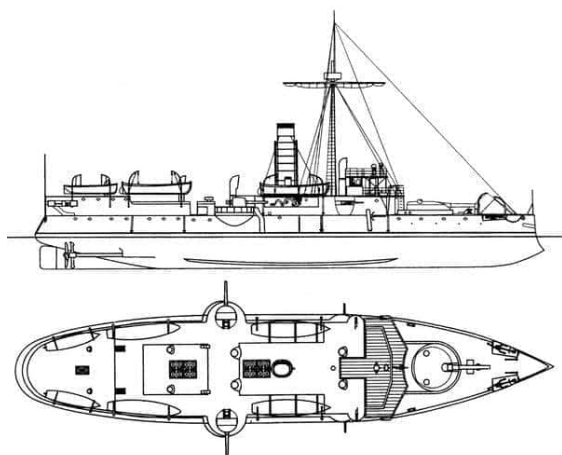
Qing
1862 CE



Qing
1889 CE

The ship Ping Yuen was the first steel armoured warship designed and built by China itself, and the first such warship created by an East Asian country. After the Sino-French War in 1885, Minister of Shipping Pei Yinsen, in view of the lessons of the defeat in the Battle of Majiang, determined to create armoured warships to increase maritime power, and was approved by the Empress Dowager Cixi.

This ship is based on the French Navy's "Huangquan"-class armoured gunboat as its reference model. It has been designed and improved according to the actual conditions of the coast of China. The hull is an all-steel structure, and steel armour is laid on the waterline belt. The steel used is purchased From the Creusot Works in France.



The ship started construction on December 7th, 1886 in Foochow Arsenal, construction number 29. Shipbuilding engineers Wei Han, Zheng Qinglian, and Wu Dezhang were responsible for the design and overall supervision of the hull. Chen Zhaoao, Li Shoutian, and Yang Lianchen were responsible for the design and supervision of the power system, 1888 It was launched on January 29, 1890 and transferred to the Beiyang Navy. The ship was originally named "Longwei" and the later minister of the Northern Oceans Li Hongzhang planned to rename it to "Yuyuan". The cause and the Nanyang Navy ship were renamed, and the ship administration "Pingyuan" sail training ship was renamed. "Ping Yuan".



The military expenses were paid from the navy's yamen, and the public expenses were evenly shared from the Beiyang Navy's other naval fleets. The captain was Li He. After the ship was incorporated into the Beiyang Navy, it was remodelled at the Lushun Dockyard, and important changes have taken place in the position of the ears and the configuration of weapons. In the Sino-Japanese War of 1894-1895, the ship participated in the Yellow Sea battle and the Weihai defence battle. In the Yellow Sea battle, the ship had won the record for damaging the Japanese ships "Matsushima", "Itsukushima" and "Seokyeong Maru".

After the Beiyang Navy was defeated in 1895, the ship was captured by the Japanese army on Liugong Island and incorporated into the Japanese Navy, still using the name "Pingyuan or Pingyuan-go".

Imperial Japanese Navy

After its capture in February 1895, by the Imperial Japanese Navy, Pingyuan was placed into active combat service as the Pingyuan-go on 16 March 1895 and served with the Japanese fleet through the remainder of the First Sino-Japanese War. On 21 March 1898, she was re-designated as a first-class gunboat and was officially renamed Heien (some spellings have it as Heiyen) in 1900 based on the Japanese language pronunciation of its original Chinese name.

During the Russo-Japanese War, Heien (some spellings have it as Heiyeen) was assigned to the 3rd Squadron part of the blockading force against the Imperial Russian Navy at the Battle of Port Arthur. Heien was disabled by a naval mine at Pigeon Bay (Piegen Bay), west of Port Arthur on 18 Sept. 1904 and foundered in heavy weather later that day. It was struck from the navy list on 21 May 1905.



Modelling Accessories:



Other Dragon Flag ships (1/350 and 1/700 scale) are available via eBay:



Mythological Mike Feb 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 Ten

'Pegasus' / 'Perseus' / 'Phoenix'

Pegasus

Pegasus is one of the best-known creatures in Greek mythology. He is a winged divine stallion usually depicted as pure white in colour. He was sired by Poseidon, in his role as horse-God, and foaled by the Gorgon Medusa. He was the brother of Chrysaor, born at a single birthing when his mother was decapitated by Perseus. Greco-Roman poets wrote about his ascent to heaven after his birth and his obeisance to Zeus, king of the gods, who instructed him to bring lightning and thunder from Olympus.

Pegasus is the creator of Hippocrene, the fountain on Mount Helicon. He was captured by the Greek hero Bellerophon, near the fountain Peirene, with the help of Athena and Poseidon. Bellerophon later fell from Pegasus's back while trying to reach Mount Olympus. Both Pegasus and Bellerophon were said to have died at the hands of Zeus for trying to reach Olympus.



For figures try ETSY, AliExpress and Google

Bristol Pegasus is a British nine-cylinder, single-row, air-cooled radial aero engine. Designed by Roy Fedden of the Bristol Aeroplane Company, it was used to power both civil and military aircraft of the 1930s and 1940s. Developed from the earlier **Mercury** and **Jupiter** engines, later Pegasus variants could produce 1,000 horsepower (750 kW) from its capacity of 1,750 cubic inches (28 L) by use of a geared supercharger.

Some notable users of the Pegasus were the Fairey Swordfish, Vickers Wellington, and Short Sunderland. It was also used on the Anbo 41, Bristol Bombay, Saro London, Short Empire, Vickers Wellesley and the Westland Wallace. Like the Jupiter before it, the Pegasus was also licensed by the PZL company in Poland. It was used on the PZL.23 Karaś and PZL.37 Łoś bombers.

Approximately 32,000 Pegasus engines were built. The Pegasus set three height records in the Bristol Type 138: in 1932, 1936 and 1937. It was used for the first flight over Mount Everest in the Westland Wallace, and in 1938 set the world's long-distance record in Vickers Wellesleys.

[ANBO IV](#)

[Blackburn Shark](#)

[Paul Sidestrand](#)

[Bristol Type 120](#)

[Fairey TSR I](#)

[Fokker C.X](#)

[Gloster Goring](#)

[Handley Page H.P.51](#)

[Hawker Audax](#)

[Blackburn Baffin](#)

[Boulton Paul Mailplane](#)

[Bristol Bombay](#)

[Bristol Type 138](#)

[Fairey Seal](#)

[Fokker D.XXI-5](#)

[Handley Page H.P.43](#)

[Handley Page Hampden](#)

[Hawker Hart*](#)

[Blackburn Ripon](#)

[Boulton Paul Overstrand](#) [Boulton](#)

[Bristol Type 118](#)[\[7\]](#)

[Douglas DC-2](#)

[Fairey Swordfish](#)

[Fokker T.V](#)

[Handley Page H.P.47](#)

[Handley Page H.P.54 Harrow](#)



Swedish Hart*

Light bomber for Swedish Air Force. Four Hawker-built pattern aircraft, powered by a Bristol Pegasus IM2 radial piston engine were delivered in 1934. Following successful evaluation, 42 were built under licence in Sweden by AB Götaverken of Göteborg, powered by a Swedish-built [NOHAB](#) Pegasus IU2.

[Hawker Osprey](#)

[Koolhoven FK.52](#)

[PZL.23 Karaś](#)

[Saro London](#)

[Short Sandringham](#)

[Short Syrinx](#)

[Vickers Type 253](#)

[Vickers Vellox](#)

[Vickers Victoria](#)

[Vickers Virginia](#)

[Westland Wallace](#)

[Junkers Ju 52](#) export versions

[Letov Š-328](#)

[PZL.37 Łoś](#)

[Savoia-Marchetti SM.95](#)

[Short Sunderland](#)

[Supermarine Stranraer](#)

[Vickers Valentia](#)

[Vickers Vespa](#)

[Vickers Vildebeest](#)

[Vickers Wellington](#)

[Westland Wapiti](#)

[Junkers Ju 86K-4](#)

[LWS-6 Żubr](#)

[PZL.46 Sum](#)

[Short Mayo Composite](#)

[Short Empire](#)

[Supermarine Walrus](#)

[Vickers Vanox](#)

[Vickers Viastra X](#)

[Vickers Vincent](#)

[Vickers Wellesley](#)

[Westland PV.7](#)



Rolls-Royce 'Pegasus' turbofan

Rolls-Royce Pegasus, formerly the Bristol Siddeley Pegasus, is a British turbofan engine originally designed by Bristol Siddeley. It was manufactured by Rolls-Royce plc. The engine is not only able to power a jet aircraft forward, but also to direct thrust downwards or even forwards via swivelling nozzles to allow VIFF vectoring in forwards flight. Lightly loaded aircraft equipped with this engine can manoeuvre like a helicopter. In particular, they can perform vertical take-offs and landings. In US service, the engine is designated F402.

The unique Pegasus engine powers all versions of the Harrier family of multi-role military aircraft. Rolls-Royce licensed Pratt & Whitney to build the Pegasus for

US built versions. However Pratt & Whitney never completed any engines, with all new build being manufactured by Rolls-Royce in Bristol, England. The Pegasus was also the planned engine for a number of aircraft projects, among which were the prototypes of the German Dornier Do 31 VSTOL military transport project.

[AV-8B Harrier II](#)

[BAE Sea Harrier](#)

[BAE Harrier II](#)

[Dornier Do 31](#)

[Hawker Siddeley Harrier](#)

[Hawker Siddeley P.1127](#)



USS *Pegasus* (PHM-1)

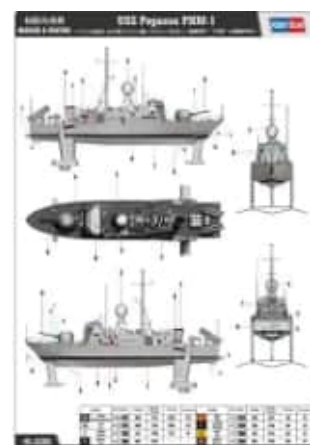
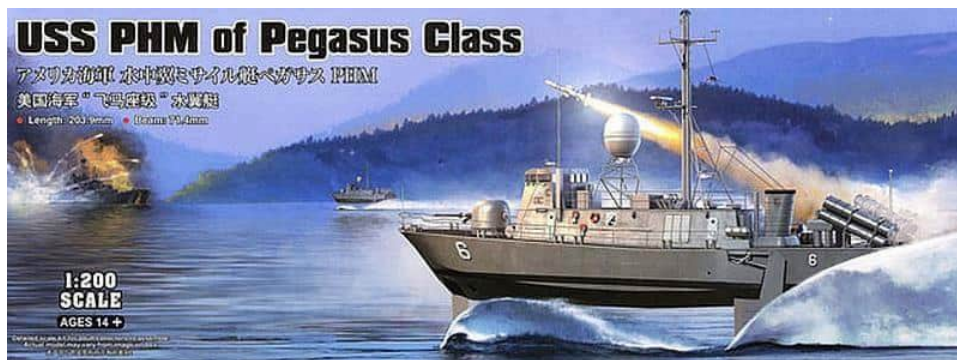
Pegasus was the lead ship of her class of hydrofoils operated by the United States Navy. *Pegasus*-class vessels were designed for high speed and mobility, and carried a powerful armament for their size.

Originally given the name *Delphinus*, a small constellation in the Northern Celestial Hemisphere, by SecNav Notice 5030, on 15 February 1974. It was quickly realized during development and discussion that she could be nicknamed 'dull-penis'. After bringing this to the attention of the Secretary of the Navy a new SecNav Notice 5030 was issued on 1 April 1974, renaming her *Pegasus*.

Pegasus-class hydrofoils were designed to operate offensively against hostile surface combatants and other surface craft; and conduct surveillance, screening and special operations. The six PHMs of the *Pegasus* class formed a single squadron which operated from Key West. They were the Navy's fastest ships when foil borne and driven by their single gas turbine. They had good range on their diesels, excellent sea keeping qualities, good acceleration, and a potent punch. They established an unusually high availability rate while participating in a variety of missions, including significant involvement in the national drug interdiction program.

The PHM project was started in early 1970, by CNO Admiral Elmo Zumwalt, in an effort to increase the Navy's number of surface combatants. The project called for a cost-effective hydrofoil boat designed to operate in coastal waters and equipped to fulfill the missions of destroyers and frigates. These missions included surface surveillance as well as immediate responses such as surface-to-surface missiles (SSM) to any hostile actions conducted by enemy navies. The PHM project was not only a US project. Other countries involved included Italy, Germany, Canada and Great Britain. During the initial phase of the project it was planned to build up to 100 hydrofoil boats for the NATO navies.

- [Pegasus](#) (PHM-1) (9 July 1977 – 30 July 1993), formerly *Delphinus*
- [Hercules](#) (PHM-2) (18 December 1982 – 30 July 1993)
- [Taurus](#) (PHM-3) (10 October 1981 – 30 July 1993)
- [Aquila](#) (PHM-4) (26 June 1982 – 30 July 1993)
- [Aries](#) (PHM-5) (18 September 1982 – 30 July 1993)
- [Gemini](#) (PHM-6) (13 November 1982 – 30 July 1993)



'Mobil' Pegasus

This one is "sort of" down to John Kesler, so George, take it out on him not me!



Bendix air races 1949 – P-51C N5528N

Don't forget all those rusty Pegasus signs Mike and Frank have found over the years – 'American Pickers'!!

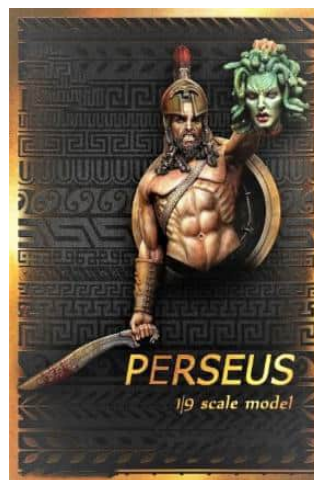
OK and lets not forget the 'Paracute Regiment' for their 'Pegasus badge' and Red 'Devil' beret's. Mr Duffers you remember don't you!



Yes, Frog, Novo Eastern Express or ARK all the same!!

Perseus

Perseus, in Greek mythology, **the slayer of the Gorgon Medusa and the rescuer of Andromeda from a sea monster**. Perseus was the son of Zeus and Danaë, the daughter of Acrisius of Argos.



For figures try ETSY, AliExpress and Google

The **Bristol Perseus** was a British nine-cylinder, single-row, air-cooled radial aircraft engine produced by the Bristol Engine Company starting in 1932. It was the first production sleeve valve aero engine.

APPLICATIONS

[Blackburn Botha](#)

[Bristol Type 148](#)

[Gloster Goring](#)

[Short Scylla](#)

[Westland Lysander Mk.II](#)

[Blackburn Roc](#)

[Cunliffe-Owen Flying Wing](#)

[Hawker Hart](#)

[Vickers Velox](#)

[Blackburn Skua](#)

[DH Flamingo](#)

[Saro A.33](#)

[Vickers Vildebeest Mk.IV](#)

[Bristol Bulldog](#)

[DH Hertfordshire](#)

[Short Empire](#)



HMS *Perseus* was a *Colossus*-class light fleet aircraft carrier built for the Royal Navy during World War II. The ship was initially named *HMS Edgar*, but she was renamed when converted into an aircraft maintenance carrier. She was completed in 1945. Placed in reserve.

The ship was recommissioned in 1950 to serve as the trials ship for the steam catapult then under development. Over 1,600 test launches were conducted before the catapult was removed in 1952 and she was converted for use as a ferry carrier to transport aircraft, troops, and equipment overseas.



No Kits found as yet!

Phoenix (Phonix)

Phoenix is an immortal bird associated with Greek mythology (with analogy in many cultures) that cyclically regenerates or is otherwise born again. Associated with the sun, a phoenix obtains new life by rising from the ashes of its predecessor. Some legends say it dies in a show of flames and combustion, others that it simply dies and decomposes before being born again.



For figures try ETSY, AliExpress and Google

RFC-RAF No. 56 Squadron-'The FIRE BIRDS'

RFC No. 56 Squadron was formed on 8 June 1916 at Gosport, from members of No. 28 Squadron, as part of the Royal Flying Corps (RFC). On 14 July, the squadron relocated to London Colney. No. 56 Squadron received its first aircraft, a Royal Aircraft Factory B.E.2c on 7 August, which was followed by numerous other types.



Captain Albert Ball joined No. 56 Squadron as a Flight Commander in February 1917. On 13 March 1917, the squadron became the first unit in the entire RFC to be equipped with the then brand new Royal Aircraft Factory S.E.5 fighter.

RAF No. 56 Squadron's introduction to the Second World War came on 6 September 1939. *The Firebirds*, then based at RAF North Weald, were the victims of a friendly fire incident by No. 74 Squadron known as the Battle of Barking Creek. Two pilots of the squadron were shot down and one, P/O Montague Hulton-Harrop, was killed, becoming the RAF's first casualty in the defence of the UK.

Aircraft operated include:

[Royal Aircraft Factory B.E.2c](#) (Aug 1916–Apr 17)
[Royal Aircraft Factory B.E.12](#) (1916–Apr 17)
[Bristol Scout](#) (1916–Apr 1917)
[Royal Aircraft Factory S.E.5](#) (Mar 1917–Aug 1917)
[Sopwith Snipe](#) (Feb 1920–Nov 1924)
[Armstrong Whitworth Siskin](#) Mk.IIIa (Sep 1927–Oct 32)
[Gloster Gauntlet](#) Mk.II (May 1936–July 37)
[Hawker Hurricane](#) Mk.I (Apr 1938–Feb 41)
Hawker Hurricane Mk.IIb (Feb 1941–Mar 42)
Hawker Typhoon Mk.Ib (Mar 1942–May 44)
[de Havilland Tiger Moth](#) Mk.II (Oct 1942–Sep 44)
[Hawker Tempest](#) Mk.V (June 1944–Mar 46)
[North American Harvard](#) (Apr 1947–Dec 47)
[Gloster Meteor](#) F.4 (July 1948–Dec 50)
Gloster Meteor F.8 (Dec 1950–June 60)
[Supermarine Swift](#) F.1 (Feb 1954–Mar 55)
[Hawker Hunter](#) F.5 (May 1955–Dec 58)
Hawker Hunter F.6 (Nov 1958–Apr 61)
[English Electric Lightning](#) F.1A (Dec 1960–Jun 65)
English Electric Lightning F.3 (Mar 1965–Aug 75)
English Electric Lightning F.1A (May 1966–Oct 66)
English Electric Canberra T.4 (Jul 1968–Jan 75)
EE Lightning F.6 (Sep 1971–June 76)

[Panavia Tornado F.3](#) (July 1992–Apr 08)
[Raytheon Sentinel R.1](#) (Apr 2008–Feb 21)
[HS Nimrod MR.2](#) (Apr 2008–June 11)
[Hawker Beechcraft Shadow R.1](#) (2009 – ?)

[Royal Aircraft Factory B.E.2e](#) (1916–Apr 17)
[Curtiss Scout](#) (1916–Apr 17)
[Sopwith 1½ Strutter](#) (1916–Apr 17)
[Royal Aircraft Factory S.E.5a](#) (June 17–Feb 19)
[Gloster Grebe](#) Mk.II (Sep 1924–Sep 27)
[Bristol Bulldog](#) Mk.IIa (Oct 1932–May 36)
[Gloster Gladiator](#) Mk.I (July 1937–May 38)
Hawker Hurricane Mk.IIa (Feb 1941–Mar 42)
[Hawker Typhoon](#) Mk.Ia (Sep 1941–Dec 42)
Hawker Hurricane Mk.I (May 1942–June 44)
[Supermarine Spitfire](#) Mk.IX (Apr 1944–July 44)
[Gloster Meteor](#) F.3 (Apr 1946–Aug 1948)
[Airspeed Oxford](#) (Dec 1947–June 1949)
Gloster Meteor T.7 (Aug 1949–July 1955)
[de Havilland Vampire](#) T.11 (Feb 1954–July 59)
Supermarine Swift F.2 (Aug 1954–Mar 1955)
[Gloster Meteor](#) F.7 (July 1957–Apr 1960)
Hawker Hunter T.7/T.7A (Feb 1959–Jun 1966)
EE Lightning T.4 (Jan 1963–Apr 66)
EE Lightning T.5 (Dec 1965–June 1976)
[EE Canberra](#) B.2 (Jul 1968–Jan 1975)
EE Lightning F.3 (Jan 1975–June 1976)
[Mc Douglas Phantom FGR.2](#) (Mar 1976–July 92)

[Boeing E-3D Sentry AEW.1](#) (Apr 2008–present)
[HS Nimrod R.1](#) (Apr 2008–June 11)
[BAE Systems Nimrod MRA.4](#) (Apr 2008–Oct 10)
[Boeing RC-135W Airseeker R.1](#) (Jan 2011 – ?)

Not saying every aircraft carried the Phoenix badge but put an appropriate aircraft on a base with the Insignia should be acceptable!





809 Naval Air Squadron (809 NAS) is a squadron of the Fleet Air Arm of the United Kingdom. It was first formed in 1941 and flew in the Soviet Union, the Mediterranean and the Far East during the Second World War. After active service during the Suez Crisis, 809 was disbanded in 1959. Reformed in 1963 to fly Blackburn Buccaneers, the squadron was disbanded briefly in 1965-66, and then again in 1978. A brief period during the Falklands War saw 809 reformed to bring Sea Harrier FRS.1 aircraft south to the UK task group and to fly from *Illustrious*.

De Havilland Sea Venom FAW.21, Fleet Air Arm, 809 NAS, X16677, HMS Albion, ca. 1956



Sea Harrier FRS.1, Fleet Air Arm, 809 NAS, XZ499, HMS Hermes, ca. 1982



During the Falklands War of 1982, the Fleet Air Arm only had three Sea Harrier squadrons, 800 NAS and 801 NAS (with five aircraft each for front line operations from *Hermes* and *Invincible*) and 899 NAS (training) (with around twelve Sea Harriers operating as the headquarters and training squadron). At the outbreak of war, 899 sent three aircraft to join 801 aboard *Invincible* and seven aircraft to join 800 aboard *Hermes*. These aircraft sailed with the Falklands Task Force, whilst the remains of 899 NAS set about bringing the remaining Sea Harriers in store or on other duties into operational use.

It was planned to form a third front line squadron with ten Sea Harriers, but only eight could be brought together initially. These aircraft were painted a lighter low visibility grey than the rest of the Sea Harrier fleet, and were then issued to the reformed 809 NAS, were transported south on the ill-fated *Atlantic Conveyor*. After arriving with the Task force, the aircraft and pilots were split between the two carriers and were absorbed by their squadrons, as 899's aircraft had been earlier. After the ceasefire, 809 re-formed as a single unit and returned to the UK aboard *Hermes*, where after they embarked aboard the newly completed HMS *Illustrious* and returned to the South Atlantic to provide air defence cover until Port Stanley Airport could be repaired. The squadron remained on station until relieved by the RAF F-4M Phantom FGR2s of No. 29 Squadron based at Stanley. *Illustrious* returned home in December, and 809 NAS finally disbanded on 17 December 1982. In September 2013, it was announced that 809 NAS was to be reformed to become the first Fleet Air Arm squadron to be equipped with the Lockheed Martin F-35B Lightning. The squadron will operate alongside No. 617 Squadron of the Royal Air Force as part of the Lightning Force, and will be stationed

at RAF Marham, Norfolk, when not deployed aboard one of the Queen Elizabeth-class aircraft carriers. Both squadrons will consist of both Royal Navy and Royal Air Force personnel.

List of aircraft operated by 809 NAS:

Fairey Fulmar Mk.II (Jan 1941–Mar 43)	Supermarine Spitfire Mk.Va (Mar 1943–June 43)
Supermarine Seafire Mk.Ib (Apr 1943–Aug 43)	Supermarine Seafire L.IIc (Mar 1943–Oct 44)
Supermarine Seafire L.III (July 1944–Dec 1945)	Supermarine Seafire F.XV (Nov 1945–Dec 45)
Supermarine Seafire F.XVII (Nov 1945–Jan 46)	De Havilland Sea Hornet NF.21 (Jan 1949–May 54)
De Havilland Sea Venom FAW.21 (May 1954–Aug 59)	
Blackburn Buccaneer S.1 (Jan 1963–Mar 65)	Blackburn Buccaneer S.2 (Jan 1966–Dec 78)
HS Sea Harrier FRS.1 (Apr 1982–Dec 82)	Lockheed Martin F-35B Lightning (Planned for 23)

Not saying every aircraft has or will carried the Phoenix badge but put an appropriate aircraft on a base with the Insignia should be acceptable!



RQ-4D **Phoenix** is a high-altitude, long-endurance (HALE) unmanned aircraft system (UAS) designed by Northrop Grumman for Nato's Alliance Ground Surveillance (AGS) programme, which aims to provide an airborne ground surveillance capability for Nato member states.

The UAS can provide a full spectrum of intelligence, surveillance, and reconnaissance (ISR) operations for Nato. The AGS system comprises a total of five RQ-4D Phoenix UASs based at Sigonella Air Base in Italy.



No models found as yet!

The **AIM-54 Phoenix** is an American radar-guided, long-range air-to-air missile (AAM), carried in clusters of up to six missiles on the Grumman F-14 Tomcat, its only operational launch platform.

The Phoenix was the United States' only long-range air-to-air missile. The combination of Phoenix missile and the Tomcat's AN/AWG-9 guidance radar meant that it was the first aerial weapons system that could simultaneously engage multiple targets. Due to its active radar tracking, the brevity code "Fox Three" was used when firing the AIM-54.

Both the missile and the aircraft were used by Iran and the United States Navy. In US service both are now retired, the AIM-54 Phoenix in 2004 and the F-14 in 2006.

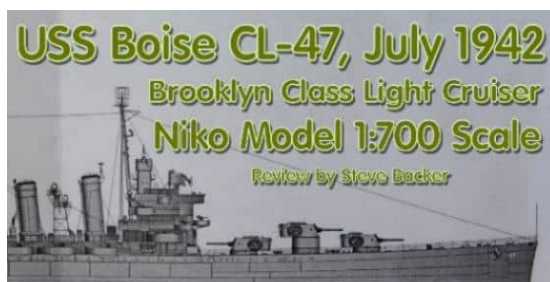
The AIM-54 has been used in 62 air-to-air strikes, all by Iran during the eight-year long Iran–Iraq War.

Following the retirement of the F-14 by the U.S. Navy, the weapon's only current operator is the Islamic Republic of Iran Air Force.



USS Phoenix (CL-46) Brooklyn Class Cruiser. She was the third '*Phoenix*' of the United States Navy. After World War II the ship was transferred to Argentina in 1951 and was ultimately renamed ***General Belgrano*** in 1956.

General Belgrano was sunk during the Falklands War in 1982 by the British nuclear-powered submarine HMS *Conqueror*, the only ship to have been sunk in combat by a nuclear-powered submarine during wartime.



Only game that I can find is to modify one of these!

Star Trek: Phoenix is a *Star Trek* fan-created anthology series produced and filmed by Temporal Studios. The series was created by Leo Roberts and later developed by Leo Roberts, Jön Johnson and *Star Trek* author, Jeff Ayers.

The story is set 42 years after *Star Trek: Nemesis* in the prime universe created by Gene Roddenberry and follows the crew of the Federation's first political flagship, the Ascension-Class starship USS *Phoenix* (NCX-101138).



Ooop's sorry George!

The **Phönix (Phoenix)**: D.I, with the D.II and D.III variants, was an Austro-Hungarian First World War biplane fighter built by the Phönix Flugzeug-Werke. The Phönix D.I was the second design developed. Based on Hansa-Brandenburg D.I design which it has produced under licence.

The D.I was a single-seat biplane fighter with improvements over the original Hansa-Brandenburg design efficient wings, more powerful engine and structural improvements. A prototype was first flown in 1917 and proved to be fast but difficult to handle.

However the **D.II** was introduced with balanced elevators and balanced ailerons on the upper wings.

The **D.III** which had balanced ailerons on both wings. 158 aircraft of all three types was delivered by November 1918.



FLIGHT of the PHOENIX

Paul Mantz the pilot struck a small hillock while skimming over a desert site in Arizona for a second film take. As Mantz attempted to recover by opening the throttle to its maximum, the over-stressed aircraft broke in two and nosed over into the ground, killing Mantz instantly. Bobby Rose, a stuntman standing behind Mantz in the cockpit and representing a character played by Hardy Krüger, was seriously injured. The **Tallmantz Phoenix P-1** was an FAA-certified one-off aircraft built for the 1965 film production *The Flight of the Phoenix* and used in the picture's initial aerial sequences.

A second Phoenix model, built to closely resemble the main P-1 but not for actual flight, was constructed from Fairchild R4Q-1 (a USMC version of the C-82) components and was used extensively for ground shots. The **C-82 Packet** was a twin-engine, twin-boom cargo aircraft designed and built by Fairchild Aircraft.



Now that's what you call kit bashing!

OK so lets not forget:

Gates Learjet Phoenix ELINT, Slingsby Phoenix glider and IDFAF Phoenix Squadron #144.

