



Another year comes to close, and an end of an era you could say. We said farewell to Tod who has moved up country to Liverpool, Tony H will be leaving us shortly, we wish them both well.

Richard C and Mike H stepped down from the committee at this year's AGM, we would like to thank them both for their service to the club, and we welcome our new committee Colin W (Chairman) Colin C & Chris M (share Branch Sec duties), our new Model Show Organiser Chris M who is even now busy getting the wheels in motion for next year's IPMS Salisbury Model Show. We wish the new committee every success for the coming year.

Also we have a new Newsletter Editor, Sibio will be taking over from Richard C from next year, so watch out for some exciting developments on the Newsletter front in February 2023.

Wishing our readers a Merry Christmas & a Happy New Year.

Please Note:

Articles and news are always welcome for inclusion in this newsletter. **BUT** views and information thus expressed are solely those of the author(s) and do not necessarily represent the views of the editor or the club as a whole.

Articles for the Feb 2023 Issue to Sibio please by Jan 20th 2023
Email him via our new email address newsletter@impssalisbury.co.uk

Club News

As mentioned above we have a new committee, with that in mind please find contact details for our committee members, as always these can be found on our website - **Contact Us**

Chairman - Colin W: modelclub@ipmssalisbury.co.uk

Use this for matters club related.

Branch Secretary - Colin C & Chris M: secretary@ipmssalisbury.co.uk

Newsletter - Sib0: newsletter@ipmssalisbury.co.uk

As the out going Chairman I would like to thank everyone for your support during my nine year tenure, especially to Steve S for keeping a tight hold on our finances and to my Branch Secs Peter J, Chris S, Nick W & Mike H.

As the out going Newsletter Editor I would like to thank all of you who have contributed to the newsletter over the last eight years, notably Nick W & Sib0, without whom, sometimes we would have had a single page newsletter.

I hope that your will supply Sib0 with plenty of articles and items of interest for future Newsletters.

Best wishes.

Richard C



Under New Management

There has been a lot of changes towards the end of this year, one that will be of interest to us all is that Oz (Clive) has taken over running the Salisbury Model Centre from Sib0.

We wish Sib0 all the best for his retirement (I believe he will working as a Saturday Boy), and of course to Clive for his new venture.

"Salisbury Model Centre (SMC) has changed hands but to a familiar face. After 12 years being the owner and manager I have sold Salisbury Model Centre to Oz, also a member of the IPMS Club which will make placing orders easy on a Tuesday night. Club members who regularly use SMC won't notice much change, you will still get the club discount and have access to a wide range of consumables. Placing of orders is just as easy- ring Clive (Oz) any day at the store (except Monday) 01722 334757. No doubt this much loved hobby hub will continue to go from strength to strength under Oz and his committed enthusiasm. And like a bad penny I'm bound to show up from time to time."

Sib0





SR-53

Here is my build of the SR-53, a key British Aircraft and quite a recent kit. At the time when jet engines were thirsty, unresponsive and lower powered, many companies tried to compensate by using rockets to supplement the jet. Later of course the afterburner was invented.

I have never heard of the manufacturer before, but apparently Simian Stuff is a brand used by Heritage but with much better casting than their earlier efforts, first impressions are good.

The real aircraft survives at RAF Cosford but as a 10 year old I thought this aircraft was in mainstream RAF service thanks to the Airfix kit!



This kit comes in a stout box with the resin parts sealed in plastic. The main parts are individually sealed with the smaller parts in groups. A good, strong undercarriage and nose weight are cast in white metal. Detail in the cockpit and wheel wells is excellent and although the nose probe looks fine it had to be replaced as I cannot trust myself not to knock it off.

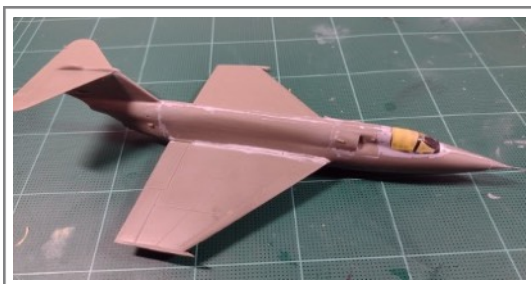
There are 2 vacformed canopies and a set of decals for both of the planned aircraft. These have no white printed so remember to mask the base coat! The kit has the best set of instructions for a resin limited run kit I have come across.



Casting blocks were removed and clean up started. The resin is quite brittle and I lost one of the flap actuators but recovered it with a bit of resin flash. Main components are:

The cockpit interior was later repainted black which is more accurate but a shame as all the lovely detail was lost. I glued the main components together with epoxy but added the wings with CA glue. The mouldings are very thin and care is needed with every step.

Some filler was needed under the intakes and on the lower fuselage seam, otherwise the fit is good. I did find a sight bow on the starboard wing root which improved greatly with a few wipes of a flat file. A bit more filler needed than at first thought!



Paint was 2 coats of Halfords white primer with sanding 1500 grit between and a top coat of Mr Colour 107 Character white then kit Decals applied.

You have to love the red and blue missiles! No wonder we didn't sell the Firestreak or Red top missiles other than with Lightnings! (see over for images)



A summary of the build

The cockpit is black inside but not mentioned on the instructions. There is some great cockpit detail, most of which is lost in the black hole.

I added brass pins to the wings, tail plane and missile mounting to make alignment easier. Marker holes are prepared in the wing tips and missiles to allow easier drilling of the brass pins. This is very useful but not noted on the instructions.

The nose probe was replaced with a needle.

Most assembly was in CA glue as epoxy seemed not to stick to the resin very well?

The nose weight in the front fuselage was great idea as space in the nose is very limited.

White metal undercarriage supplied was strong enough to take the weight.

Vacform canopy is very clear and much better than average.

The painting instructions have you put 2 decals on the nose door according to the profile view but behind according to the underside view. I managed to find a picture showing the starboard side of the plane (you have only been able to see the port side for the last 10+ years) and confirmed the decals should go on the nose door. However they are too big to fit on the nose door so you are left to artistic license as to where you put them.

The real plane today seems to have a plethora of minor aerals including whip type. These are not mentioned on the kit although the painting diagram does show several which are not present on the machine today. Maybe the fit changed over the years? Check references is the best way as this is quite a well documented subject.

Decals were very good and went on well.

A great kit of a very interesting subject which Airfix kitted in 1958 but we had to wait until 2021 to get a 1/48 option. I cant remember what I paid for it but it fills a real gap in my experimental aircraft collection.

Colin W





E Sanger - Takom



I had intended to write a brief in box review of Takom's new 1/72 'Silbervogel' conceptual atmosphere skipping bomber, (62 parts, choice of cockpit, fine detail including heat resistant tiles as found on US Space shuttle, position-able bomb bay doors) but while doing some research I found out a bit more about the designers Sanger and Bredt and was amazed at their life story so thought that would make a better article for Christmas reading.

Eugen Sänger was born in September 1905, and went on to study civil engineering at the University of Technology in Graz, Austria, but after reading 'The Rocket into Interplanetary Space' in 1923, he switched to a course in aeronautics, graduating in 1931 with a paper on experimental aerofoil design (his choice of a rocket thesis was not considered a true paper at that time).

In 1932, Sänger began testing rockets while employed as a teacher at the same university he studied at. He developed designs of combustion chambers and at the same time wrote 'Raketenflugtechnik' (Rocket Flight Engineering), published in 1933. This was the first serious academic work on rocketry and the first scientific study of the concept of space planes. In October 1933, Sänger proposed the development of a rocket-powered hypersonic bomber to the Austrian army, and later that year he began rocket engine tests, exploring various propellants and additives. However, the Austrian Defence Ministry rejected Sänger's proposed rocket bomber mistakenly thinking that liquid rocket engines would never be safe or effective.

Undeterred Eugen Sänger perfected a "regeneratively cooled" liquid-fuelled rocket engine that used its own fuel circulated around the combustion chamber to control engine temperatures. This engine eventually produced 10,000 feet per second of exhaust thrust (compared to the V-2 rocket's thrust of only 6560 feet per second). Definitely a man ahead of his time. Yet more was to come from his inventive mind.

In 1936, Sänger accepted a position from the German High Command to head the development center for jet engines in Trauen, Germany. Here Sänger began to develop his Silbervogel "Silverbird," a manned, winged craft that could reach orbit then descend back into the atmosphere. During World War II, Sänger designed combustion chambers as well as working on jet propulsion. He also constructed elementary ramjets, which were tested on a Dornier 217 heavy bomber in 1942. Assisted by physicist Irene Bredt, Sänger continued his research but his designs would not become reality before the war ended.

Sänger refused to work for the Americans or the British and in 1946 he and Irene Bredt moved to France. For the next 8 years the couple worked for the French government as consultants. Sänger studied problems connected with rocketry and large ramjet engines. He and Bredt married in 1951. In 1954 West Germany was permitted to resume aerospace research and Sänger and Bredt returned to their homeland to become directors of their new 'Institute for the Physics of Jet Propulsion' in Stuttgart.

In 1961, Sänger and his wife were claimed to be involved in a secret Egyptian plan to develop ballistic missiles. They denied any involvement but Sänger was forced to resign as director of the institute, Bredt lost her position the following year in 1962 and their institute was taken over by the West German government.

Instead Sänger took a position with Junkers from 1961 to 1964 and helped design spacecraft.

In 1963, Eugen Sänger became a professor at the Technical University of Berlin but died within a year. Irene Bredt survived her husband by 19 more years and was honoured in 1970 with the ‘Hermann Oberth’ Gold Medal for her body of scientific work.

Many of Sänger’s amazing proposals have yet to be realized. In the 1950s, he produced a design for a photon rocket that would use gamma rays produced by the annihilation of electrons with positrons for its propulsion, an innovation still under study today. Sänger’s genius is clear, his ideas valid but it is only with potential advances in technology that his ideas, such as orbital skipping and propulsion in space, can become reality.

Sibo

FLASH MOD NOV 2022



A great day was had at our Flash Mod in November, thanks to Sibbo for organising it and to Phil for hosting us at the ATC centre up at Old Saurm.

Six hours to build a model from start to finish. It’s safe to say some of us did not finish, but a few did.

Chris S & Tony H were joint runners up in second place, the winner was Elias Fasoulas for his 1/1200 Titanic model.

Well done to everyone who took part.

