



SCALE MAIL

Contents

Bulletin Board

Nationals Update

ICM Heinkel He-111H-20 1/4

ARMA HOBBY'S 1:48 HAWKER
HURRICANE IIC

Infinity Models 1/32 scale Aichi
D3A1 Model 11 "Val"

NEXT MEETING

7.30 pm Tuesday 15/8/2023

Royal Oak Bowls

146 Selwyn St, Onehunga

COMMITTEE

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Secretary - Brett Peacock Lance Whitford
Treasurer - Mark Robson

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From the Editor

It's less than 2 months till the show and closing fast. This month we have decided to focus on aspects of judging as our meeting theme. Firstly we are hoping that by explaining the ins and outs of judging more people will feel confident enough to help out with this at the show. Secondly you are invited to bring along any potential entries and have them officially critiqued in terms of judging criteria. This can be very valuable as I know that we can sometimes look at our models and see what we expect to see. Getting a fresh independent perspective on your model may alert you to issues that you have not noticed and provide an opportunity to remedy them before the big day.

IPMS New Zealand Nationals 2023 link

<https://www.facebook.com/ipmsnzns2023>



**IPMS NEW ZEALAND
NATIONALS
COMPETITION AND DISPLAY
29 SEP - 1 OCT 2023
VENUE: ROYAL OAKS BOWLS, ONEHUNGA,
AUCKLAND**

THE KOREAN WAR THE FORGOTTEN CONFLICT

THE CROSSING
38TH PARALLEL
JUNE 25, 1950
COURTESY
1ST CAVALRY DIVISION

BULLETIN BOARD

NEW MEMBERS AND SUBS *** 2023/24 NOW DUE *******

Subs for 2023/24 now due –see below for club account details or see the club secretary

Membership Type	Description	Cost
Full	Living in the Auckland Metropolitan Area	NZ\$45
Out Of Town	Living 75km or more from central Auckland	NZ\$30
Junior	Same rights as full membership for those under 16	NZ\$25

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Please add your name and details so we know who has paid!

EVENTS

CLUB NIGHT EVENTS

IPMS Auckland Meet on the third Tuesday of each month at 7.30pm

**Venue: The Sports Lounge
Royal Oak Bowls
146 Selwyn St, Onehunga**

- 15/8/23** Show judging . How to judge and model assessment
August
- 19/9/23** Clear parts. Ways of dealing with Canopies and other clear parts
September



**IPMS NEW ZEALAND
NATIONALS
COMPETITION AND DISPLAY
29 SEP - 1 OCT 2023
VENUE: ROYAL OAKS BOWLS, ONEHUNGA,
AUCKLAND**

THE KOREAN WAR THE FORGOTTEN CONFLICT

THE CROSSING 38TH PARALLEL
JUNE 25, 1950
COUNTY
1ST CAVALRY DIVISION

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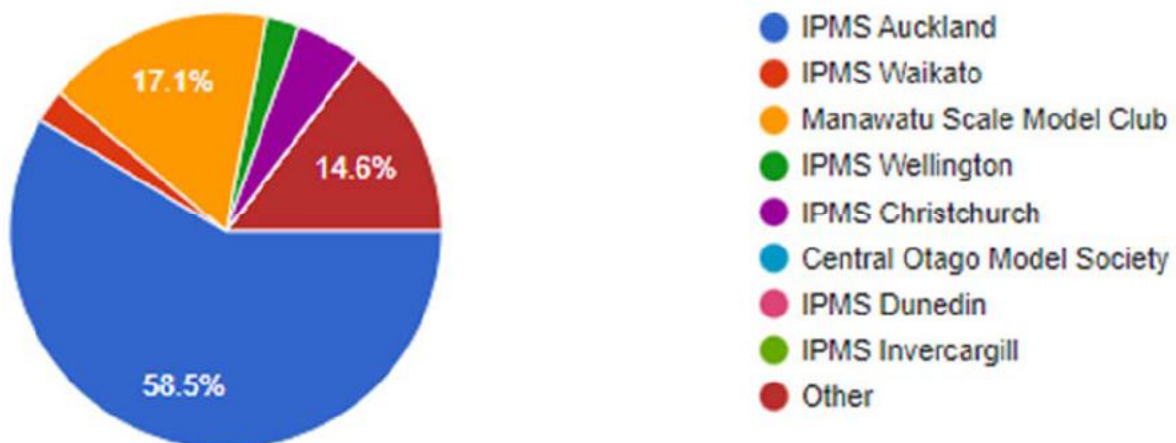
IPMS NEW ZEALAND

NATIONALS

August Update

We have taken delivery of all the trophies for the show thanks to Craig collecting them at the US nationals from 'Bases by Bill' and taking advantage of his generous baggage allowance to get them back home. We are in the process of ordering all the ribbons and hope to have that completed soon.

After an initial burst when we opened up our web page for entries we have had a modest increase over the past month and we are currently sitting on around 40 confirmed entries. The following graph shows a breakdown of where those are coming from. I expect that like me many modellers will have projects still on the bench that they are trying to get finished for the show.



ICM Heinkel He-111H-20 1/48

By Brett Peacock

MODEL KIT N°48264

He 111H-20

WWII German Bomber

ICM
New in the Box



- Accurate copy of the prototype
- Highly detailed engines, armament and cockpit interior
- 4 versions decal sheet is included

SCALE
1:48

Manufacturer: ICM (Ukraine)

Scale 1/48

Size: The kit will measure 34.4 cm in length and 47.1 cm wingspan.

Parts: 355 parts on 12 Grey Sprues (315 parts and 3 Clear sprues (40 parts) The kit features a new fuselage upper spine part for the Turret on the spine. (The original spine part is also in the box!) Otherwise a complete Earlier model H is also included, - Hence the high parts count, larger box and number of parts marked as surplus (59 including spare clear parts.)

Marking Options: 4

Price (on Trademe) was 80.00, but is probably a little more in retail

The kit Contains 355 parts, a number of which (60) are not used in this kit, being relevant to the P,H-2, H-4 and H-6 variants. – Those with the glasshouse spine top gunnery position and different undercarriage and internal bomb-bay. A Full Arms fit and a set of bombs are also included. There are 4 marking options. Note that 2 are for H-16 variants and the other 2 are H-20's. (The H-20 featured a standardized equipment fit, while the H-16 did not. They were otherwise visually externally the same. So, essentially you are getting 2 variants for the price of 1! (One of the H-16 options is for an Equipment Evaluation unit and is in Standard day Bomber Luftwaffe Camouflage, as is the second H-16, except for a loose scribble of light grey on the Uppersurfaces. The other two options are more visually striking. Both have RLM65 (or Possibly 74??) Blotches over the upper standard 70/71 green splinter camouflage with on also having RLM 65 undersurfaces, the other has Black under surfaces.)

Historical Notes: The kit was released by ICM in 2019, and depicts the second to last version of the famous Heinkel 111, which saw first active service in Spain during the Civil War from 1936-39 and ended its service life in Spain in 1967. The final Version, the H-22, was used to air-launch Fieseler Fi-103 (V1) flying bombs after the launch sites in France were lost to the Allied advances in 1944, making the V1 both the first Ground Launched Cruise Missile (GLCM), but also the First Air-Launched Cruise Missile (ALCM)

Apart from the gears necessary for the launching the Fi103, the H-16, H-20 and H-22 were externally identical, although the external Bomb Racks were deleted on the H-22. The nose glazing was also revised somewhat for better visibility, and many windows were either deleted or revised as it no longer had an internal Bomb-bay that may need extra lighting.

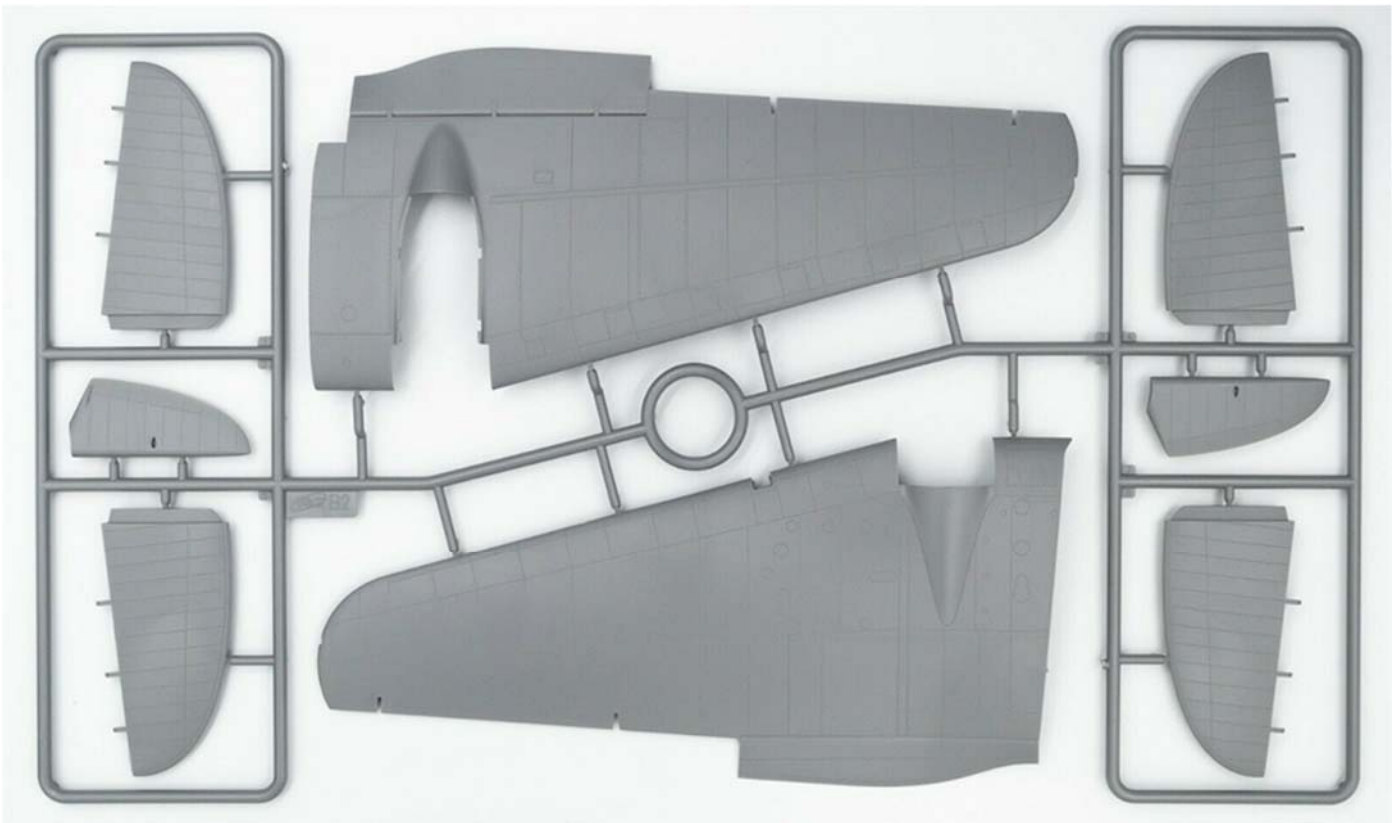
All, He111H-6 -and after - variants featured the uprated Jumo 211F-2 engines and paddle-bladed propellers, which increased bombload (3000Kg) and speed (390 Km/H), but necessitated revised engine cowlings (provided for) and the Glasshouse upper gun position replaced by a powered low profile Edel 131 bubble turret, similar to those turrets found on the He177 Greif and many Fw 200C-6 Condor's. It was an He111H-20 that spirited both Himmler and Goering out of Berlin as the Russians closed in from the east and North. (Not that it did them much good, as both were apprehended within a few days or weeks!)

ICM have, in the past released several He 111 kits in 1/48, including the rather bizarre He111Z (Zwilling), the P and H-2/4/&6 and later, variants but, as far as I'm aware this is the First kit of a late model Heinkel 111 in 1.48th scale. I know - Because I built it 50 years ago! - that Airfix had an H-20 kit in their 1/72 range dating to either the late 1960's or the 1970's. And that was the only other kit of this variant(s) that I know of.

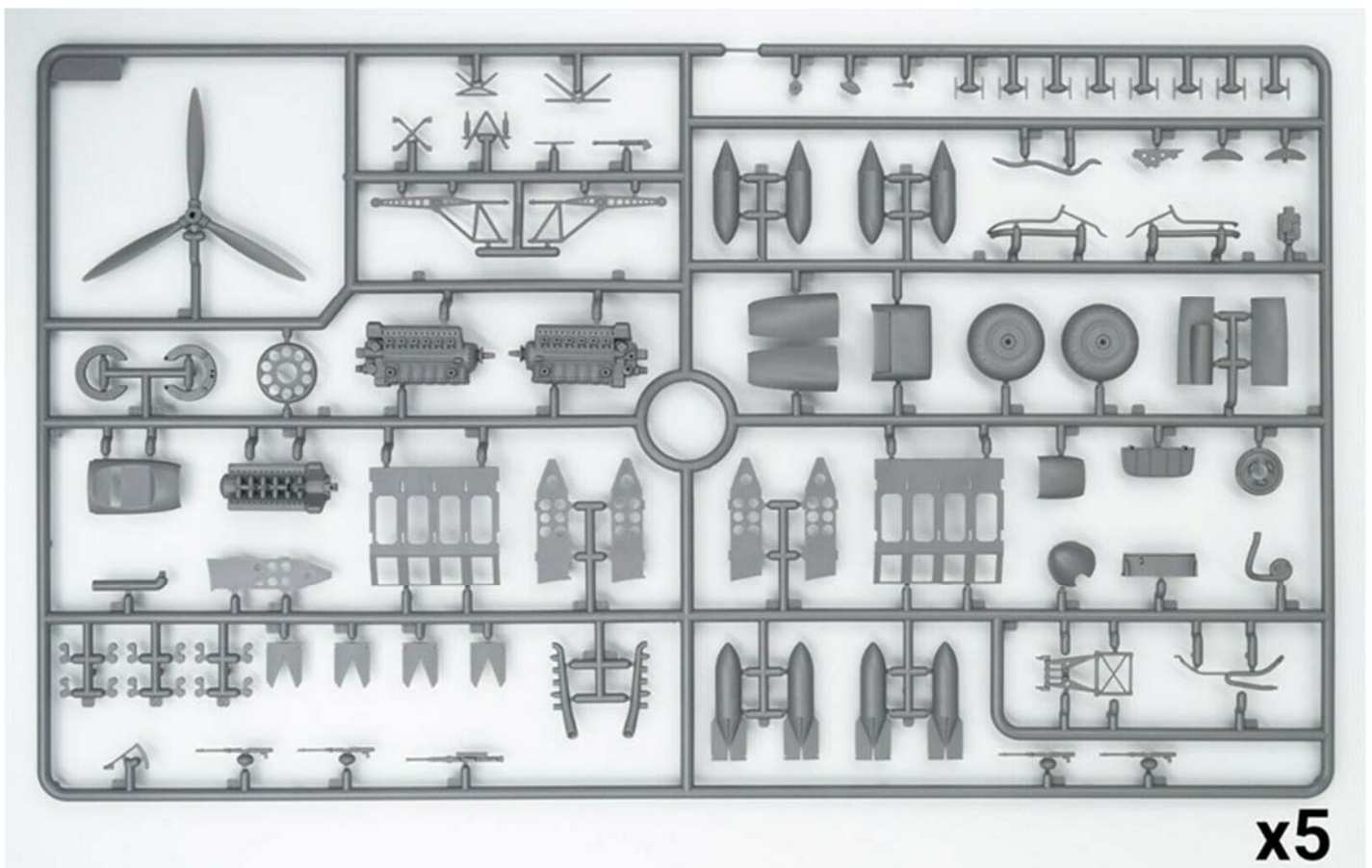
Other models of the 1/48 H-22 (V1 Carrier) were released by Monogram/Revell after their original Monogram 1/48 He111H was released in 1990, followed by Revell after their merger. and Revell Germany also released a 1/32 kit of the P and H-2? Variants, so far not followed by the later types.

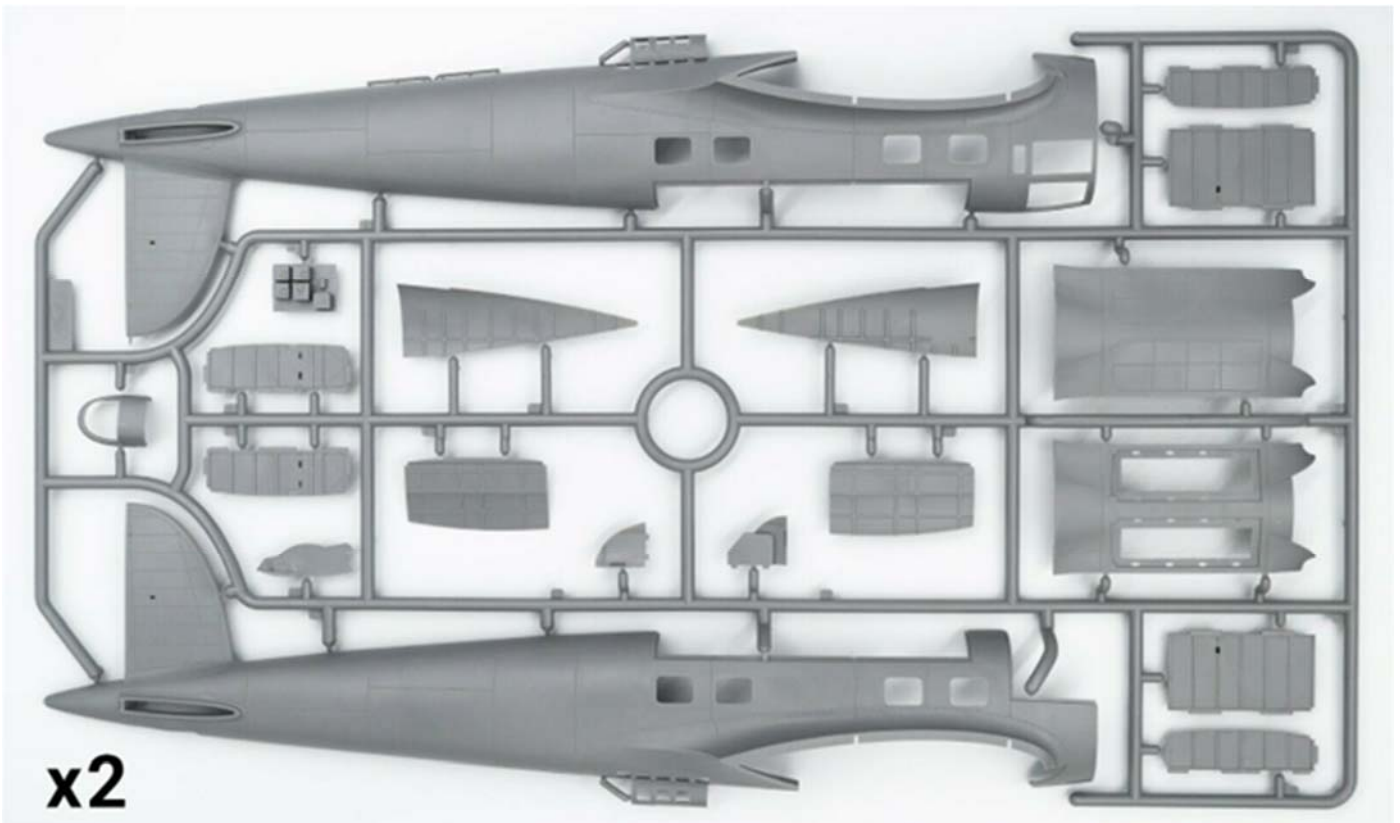
Regular readers will recall my fairly recent review of the ICM kit of the He 111Z (Zwilling) Glider tug type and I can only repeat some of the summary comments from that review: "An Excellent kit of a most unusual subject"

I will show a number of Sprues, from the Zwilling article, but applicable to this kit also.

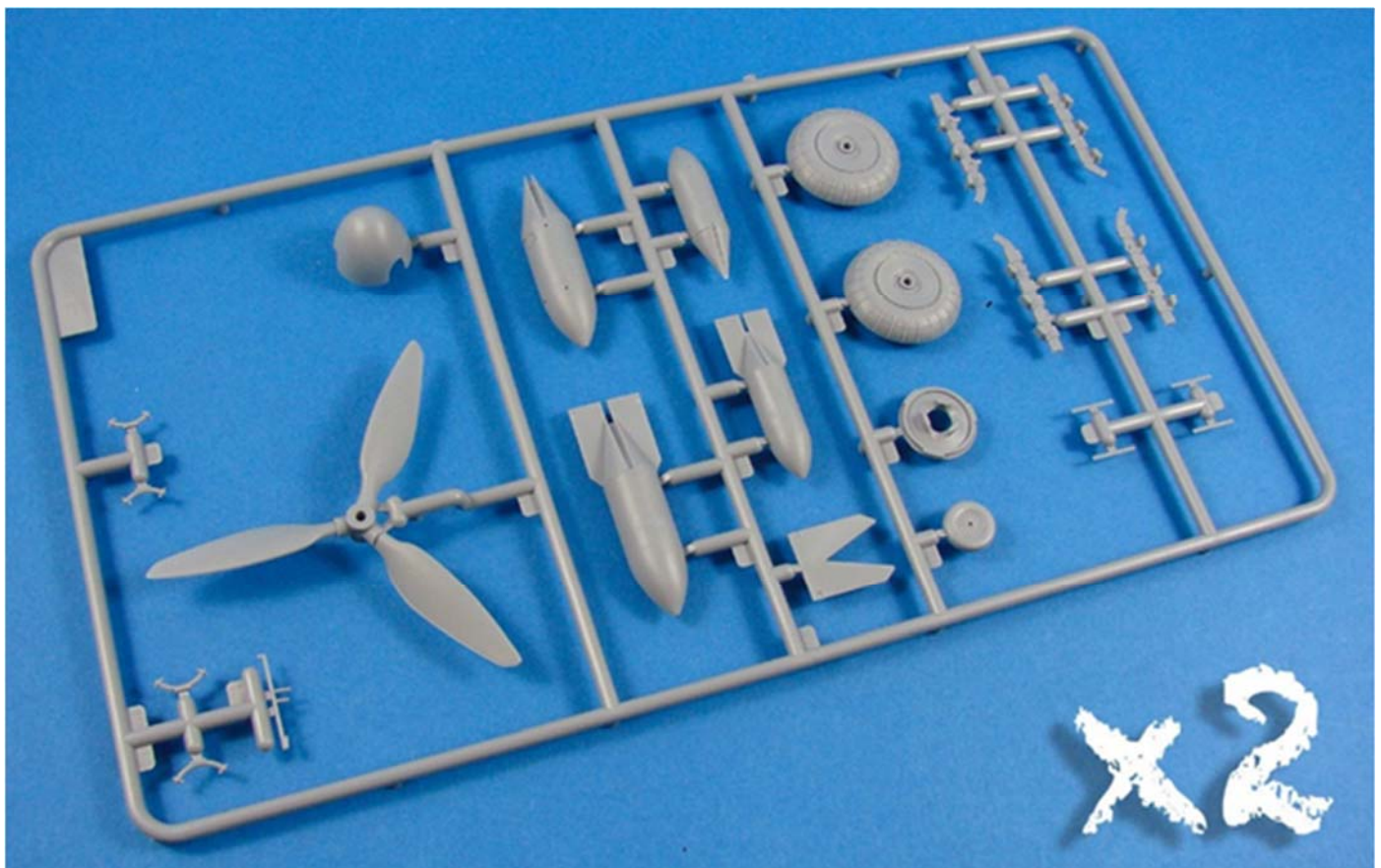


The wing sprues have a mirror for the other wing... but Only 2 of this Sprue below, however, not 5 V ... and only 1 of the Fuselage halves on the image below....



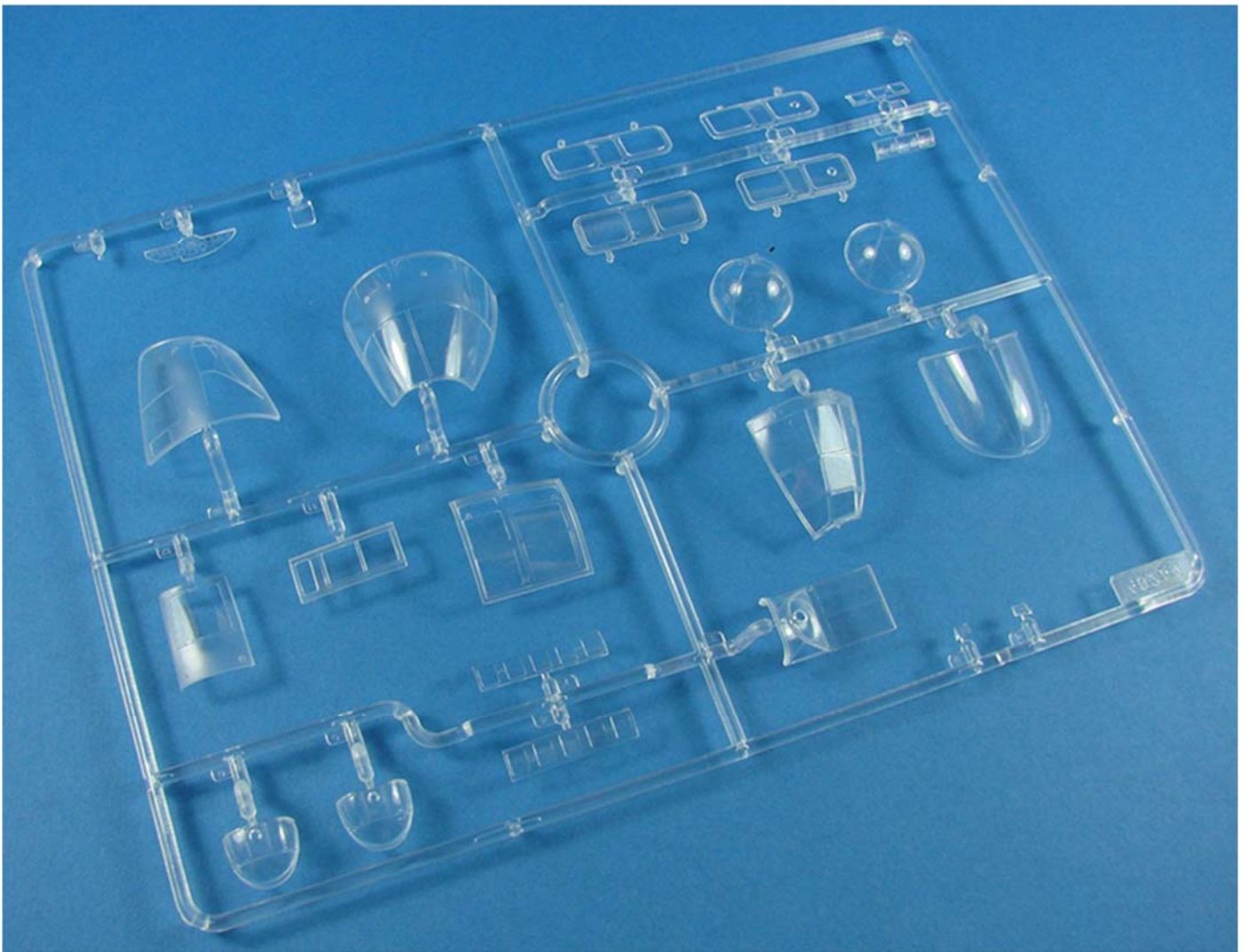


Blanking plates with ports for the side windows above the wing on both halves are included as are other windows with MG mounts. The bomb-bay is omitted from this kit as it was not used and removed to save weight. The parts are all still present, however. Below is the Sprue for the new spine and turret. Two are included as the other parts are engine exhaust flame dampers. The

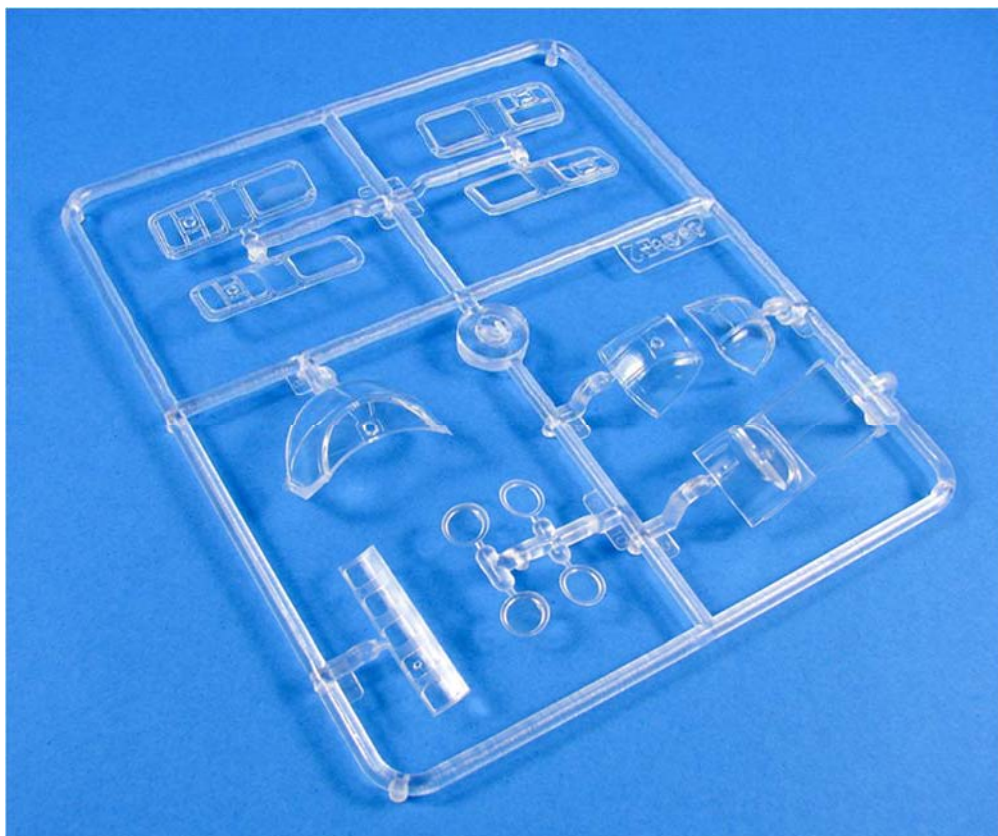


As there are twelve Sprues in gray I will move on to the Clear parts next.

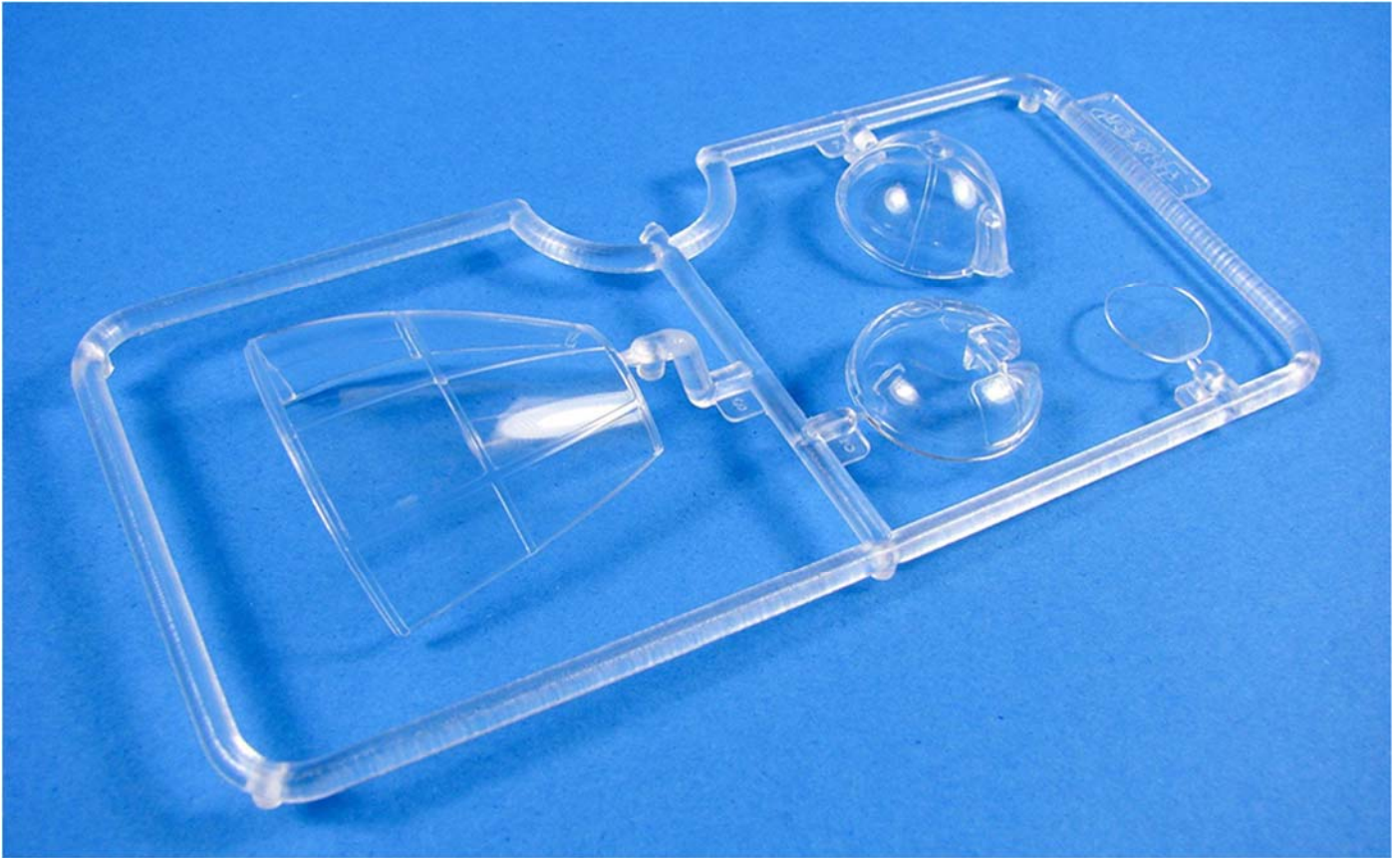
Starting with the standard H cockpit canopy/nose caps and spine glasshouse:



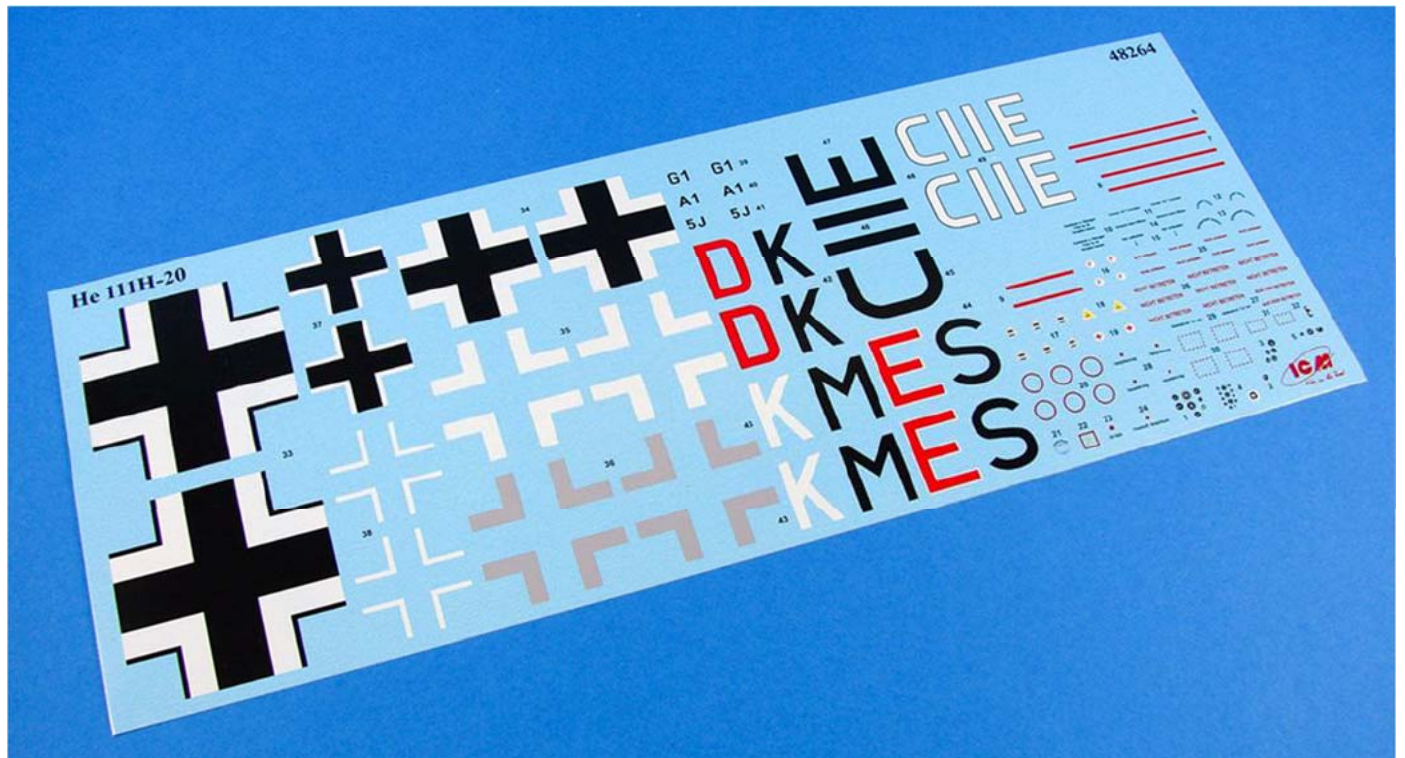
Next are the H-16/20/22 specific clear parts:



And Lastly, the Edel turret parts in clear: This includes the changed cockpit clear parts and nose cap:



The Decal sheet:

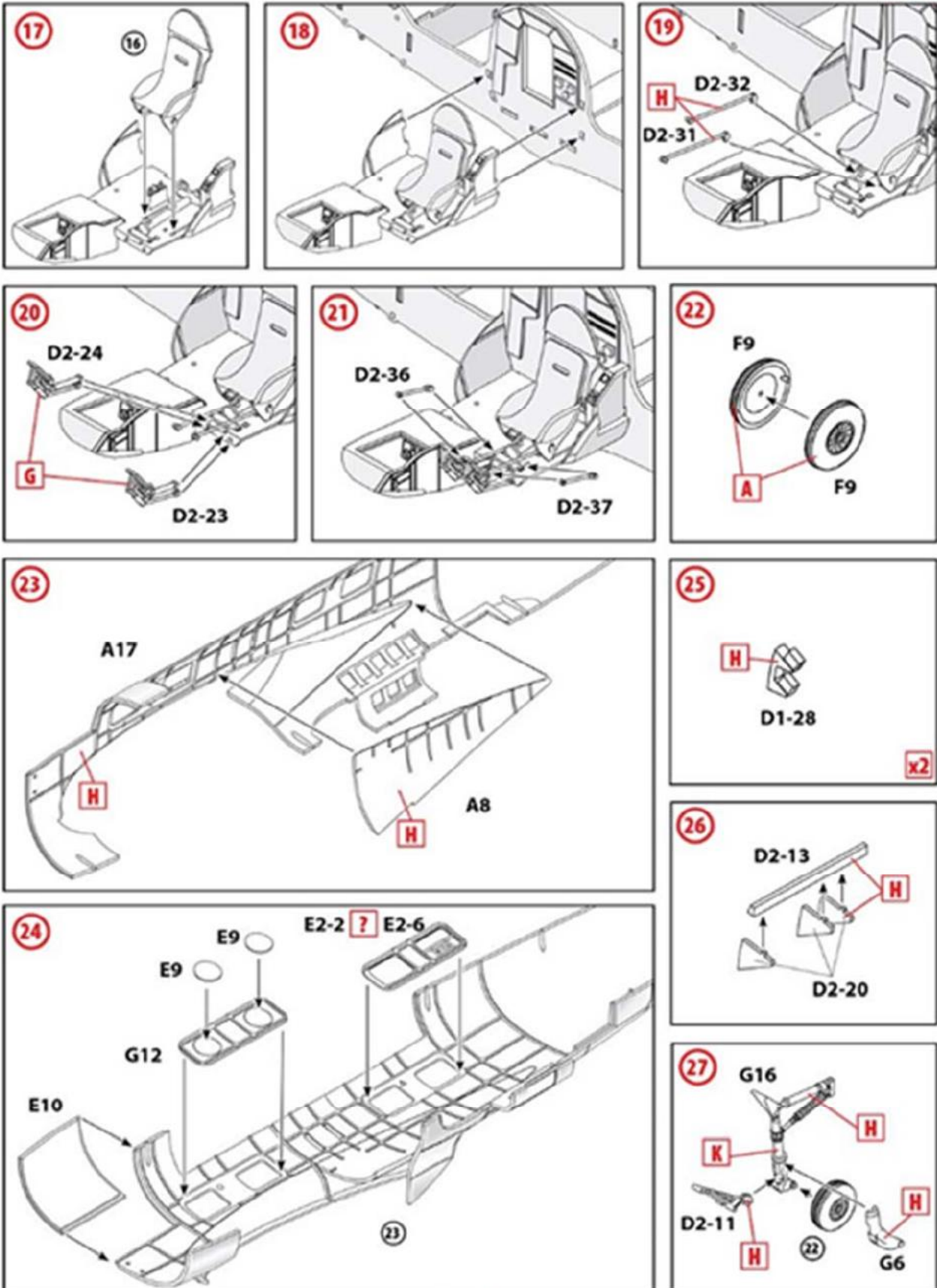


And some pages from the rather thick assembly manual:

As you can see it is concise – if monotone - and clear. The red letter labels call out colour and Part numbers are Black.

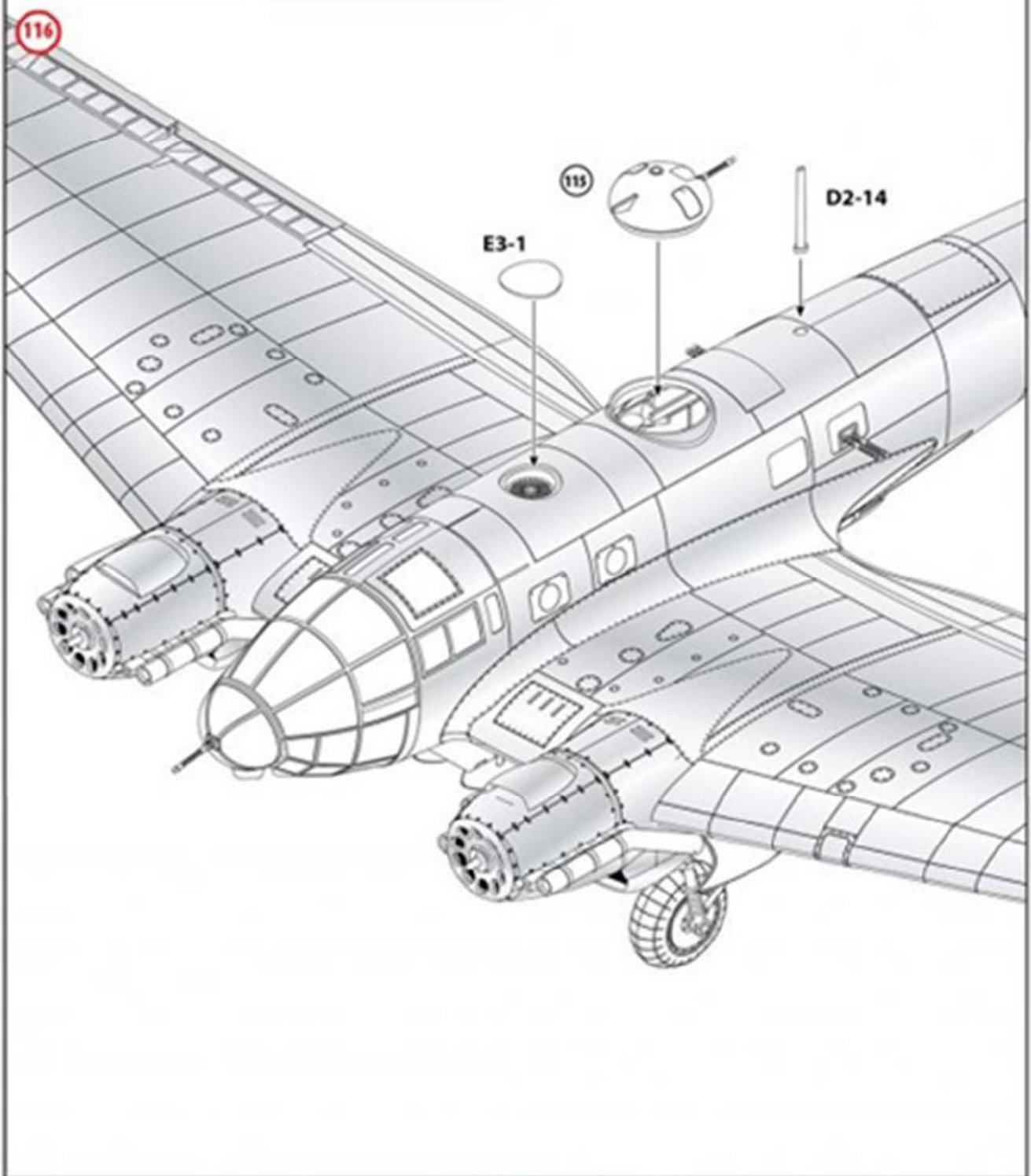
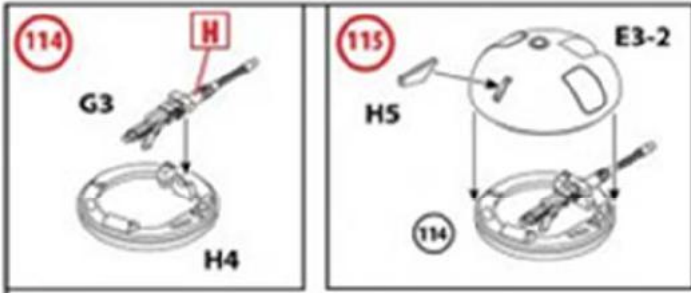
1:48

Model kit No48264



www.icm.com.ua

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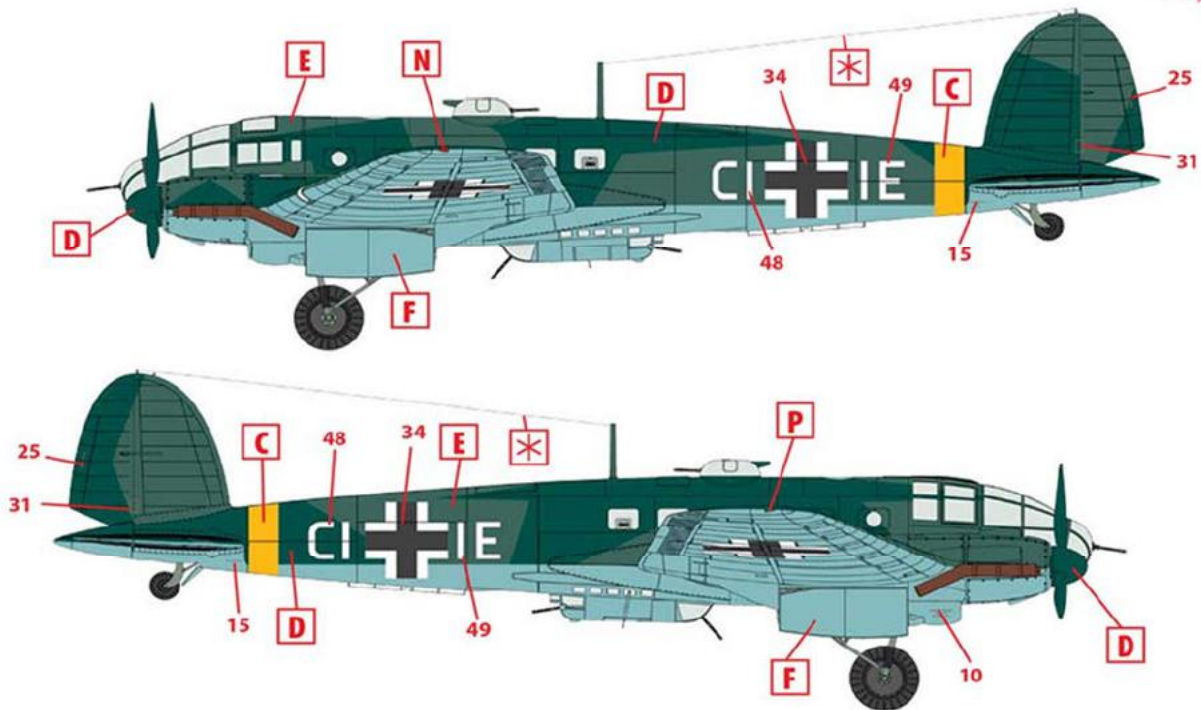


And this is the reason for the kit – the Edel 131 turret.

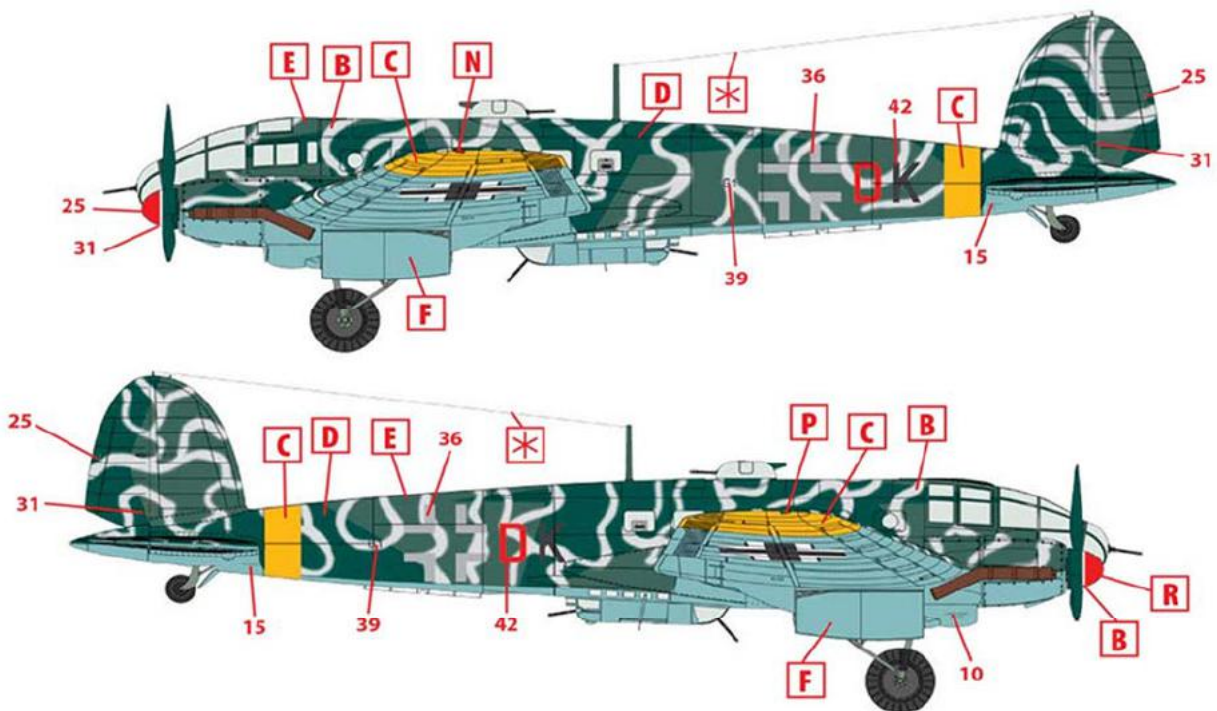
Next are the marking options: The 2 H-16 aircraft:

1:48

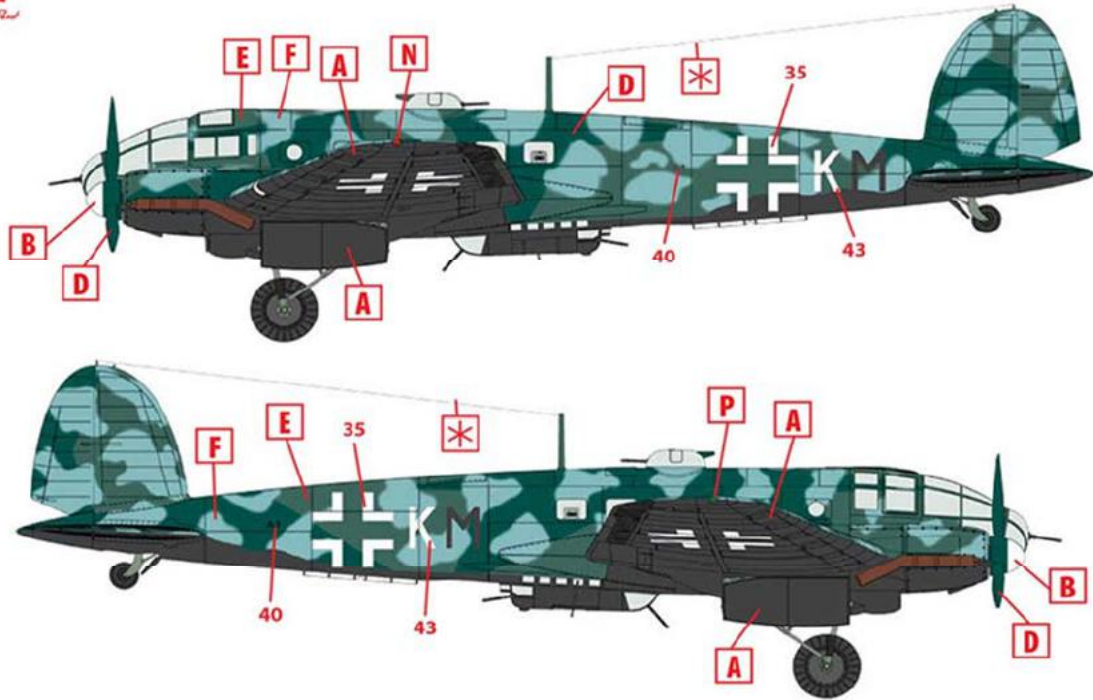
Model kit No48264



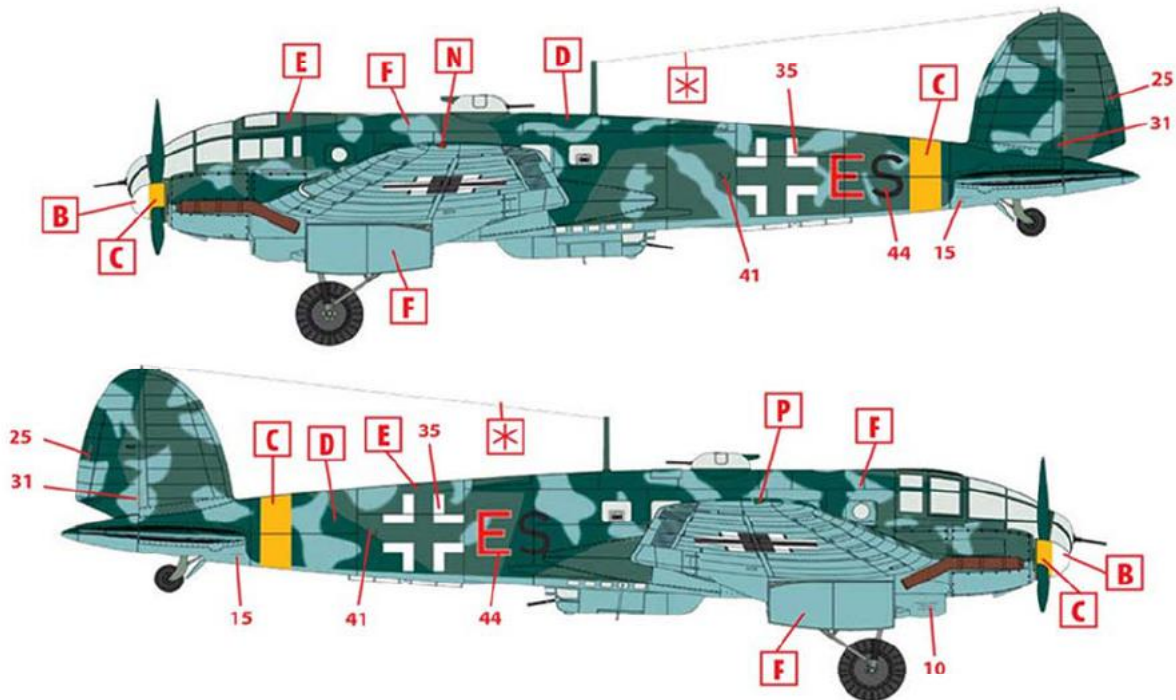
1. He 111H-16/R1, EKdo 16, 1944 r.
He 111H-16/R1, EKdo (Erprobungs-Kommando) 16, 1944



2. He 111H-16/R1, 2./KG 55, аэродром Сарабуз, Крым, декабрь 1943 г.
He 111H-16/R1, 2./KG 55, Sarabuz airfield, Crimea, December 1943



3. He 111H-20, 4./KG 53, Польша, 22 июня 1944 г.
He 111H-20, 4./KG 53, Poland, June 22, 1944



4. He 111H-20, 8./KG 4, аэродром Берлин-Гатов, апрель 1945 г.
He 111H-20, 8./KG 4, Berlin-Gatow airfield, April 1945

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In Conclusion: If you like Later-war Luftwaffe bombers, then this is the kit you want to get. It first appeared in mid 1943 and served until the very end, even after bomber production was halted in later 1944. The marking choices are very distinctive, and the decals look to be well up to ICM standards. I have a feeling that an H-22 V1 carrier is imminent from ICM. While I had mine via Trademe, it should be available now or you can order it - if your LHS deals with ICM's NZ agent.

ARMA HOBBY'S 1:48 HAWKER HURRICANE IIC

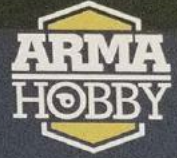
Kit 40004

by Pete M.

40004 |

HURRICANE Mk IIC

1/48



Contains plastic kit, decals, masks

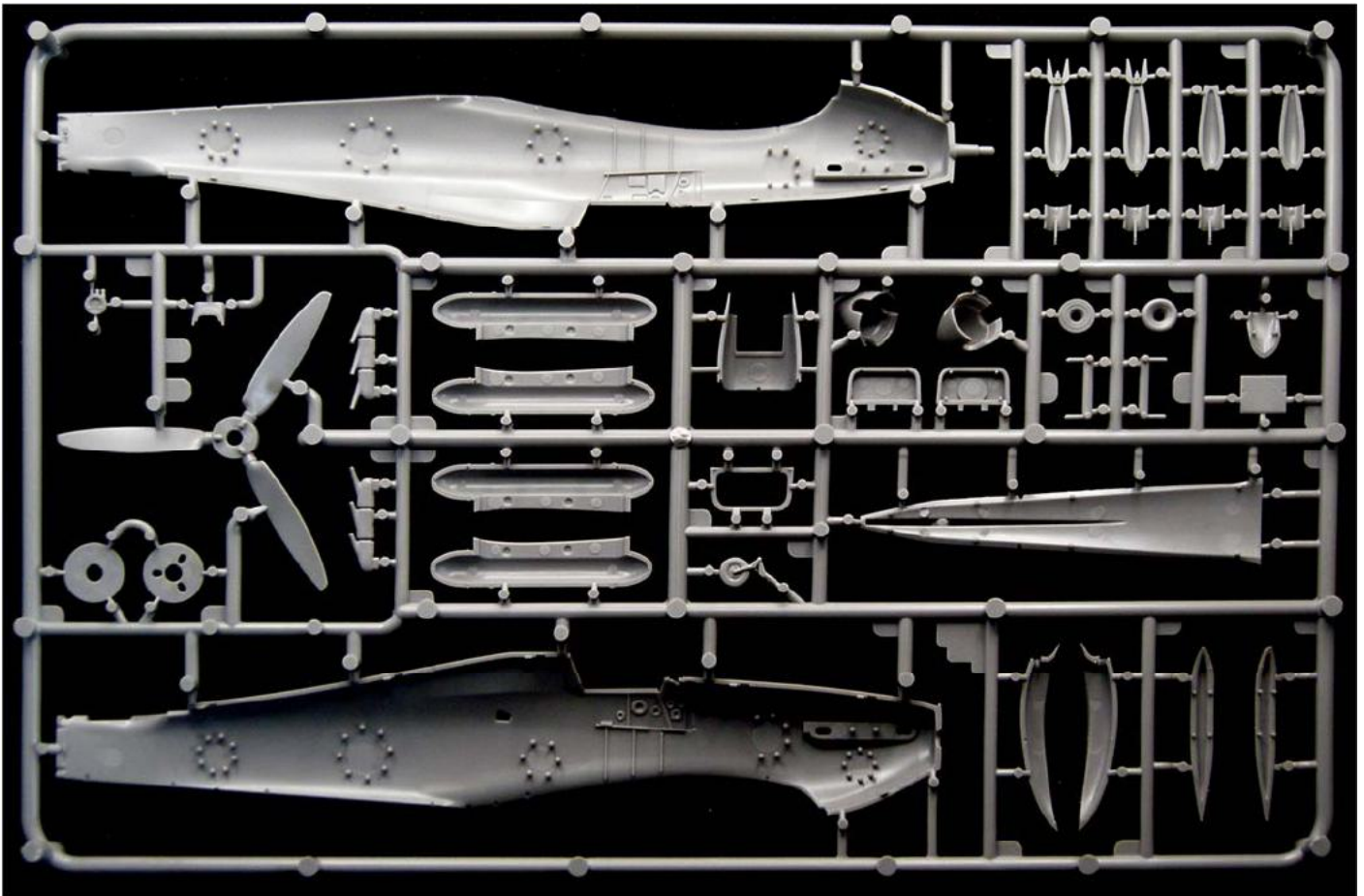
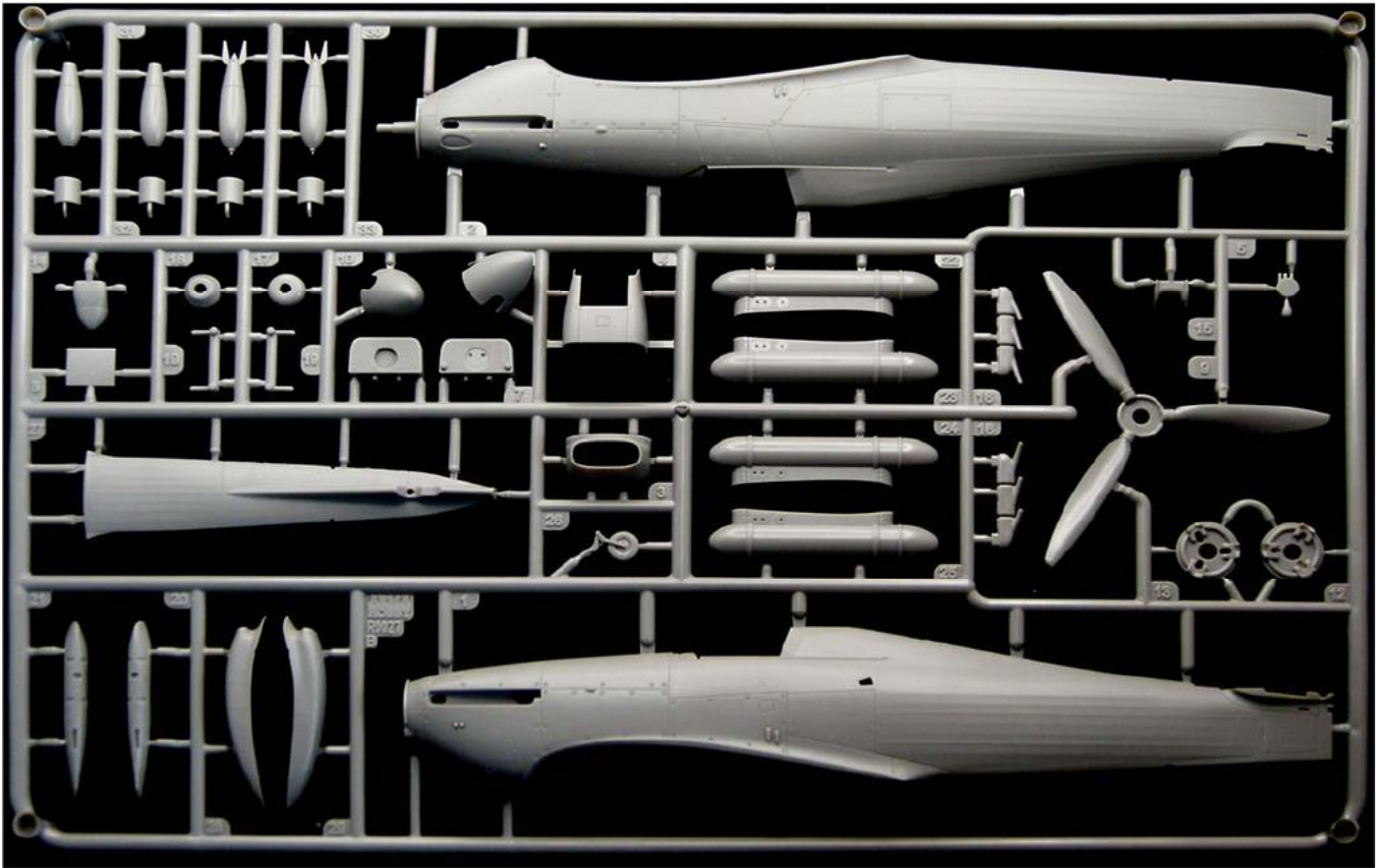


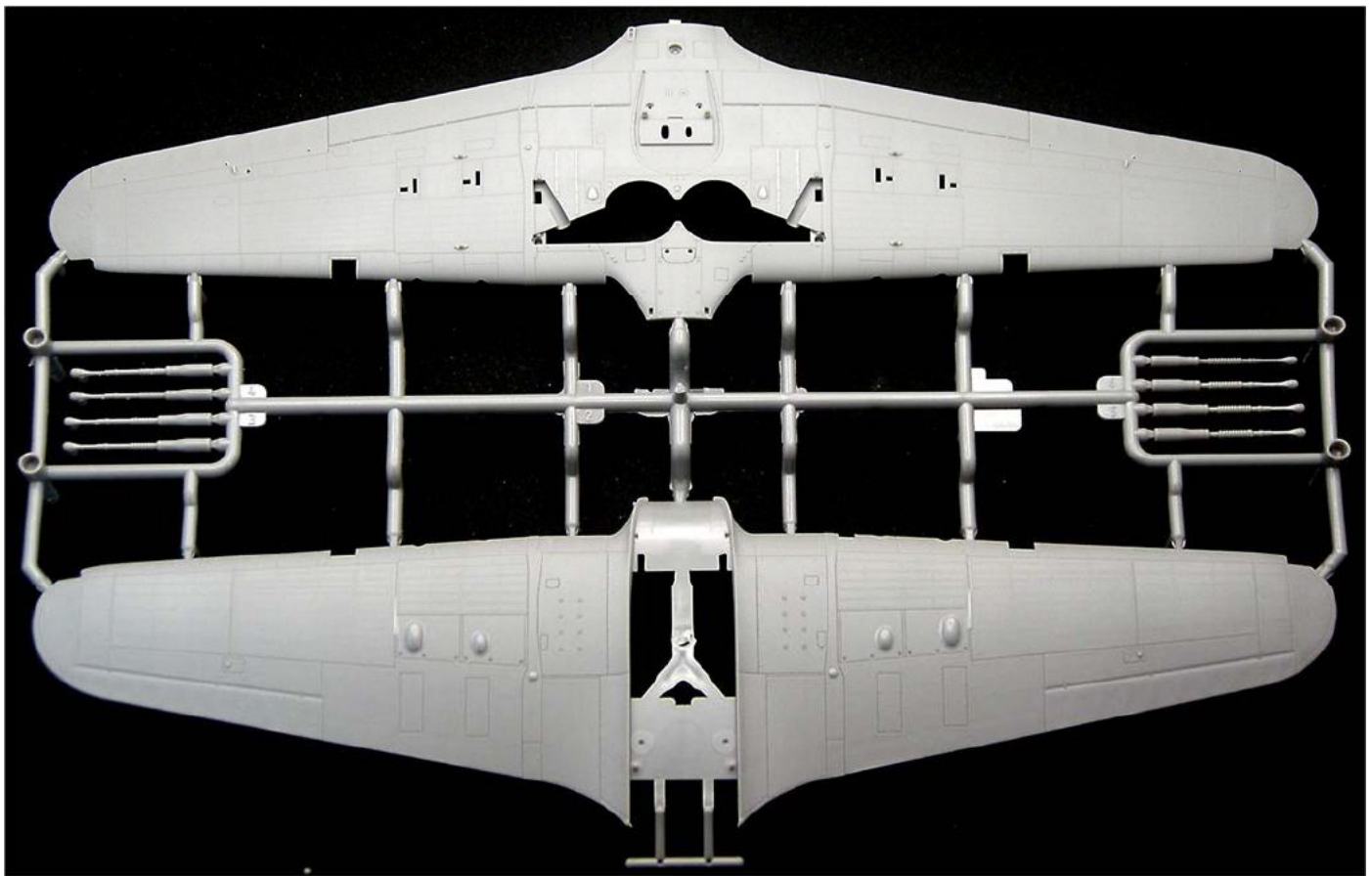
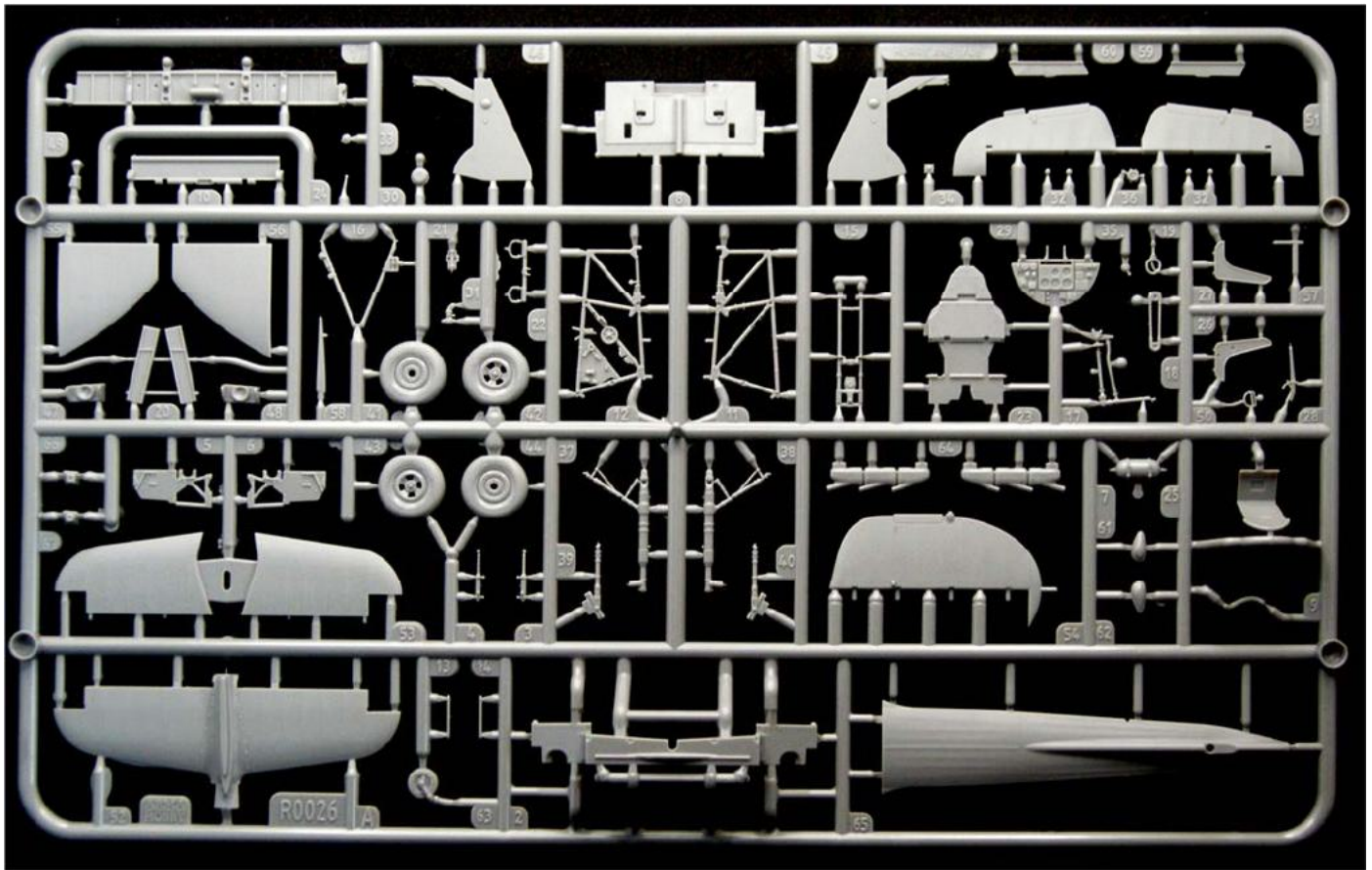
After many months of waiting, ARMA Hobby has finally released the first of their announced 1:48 scale Hawker Hurricane family, the Mk.IIC. Many good reviews had preceded it from their 1:72 kits so things were looking good for more of the same. Well, ARMA have not disappointed us and this kit is a real beauty!

I won't go too far into detail, as there are plenty of rave reviews out there on the various forums extolling it's virtues.

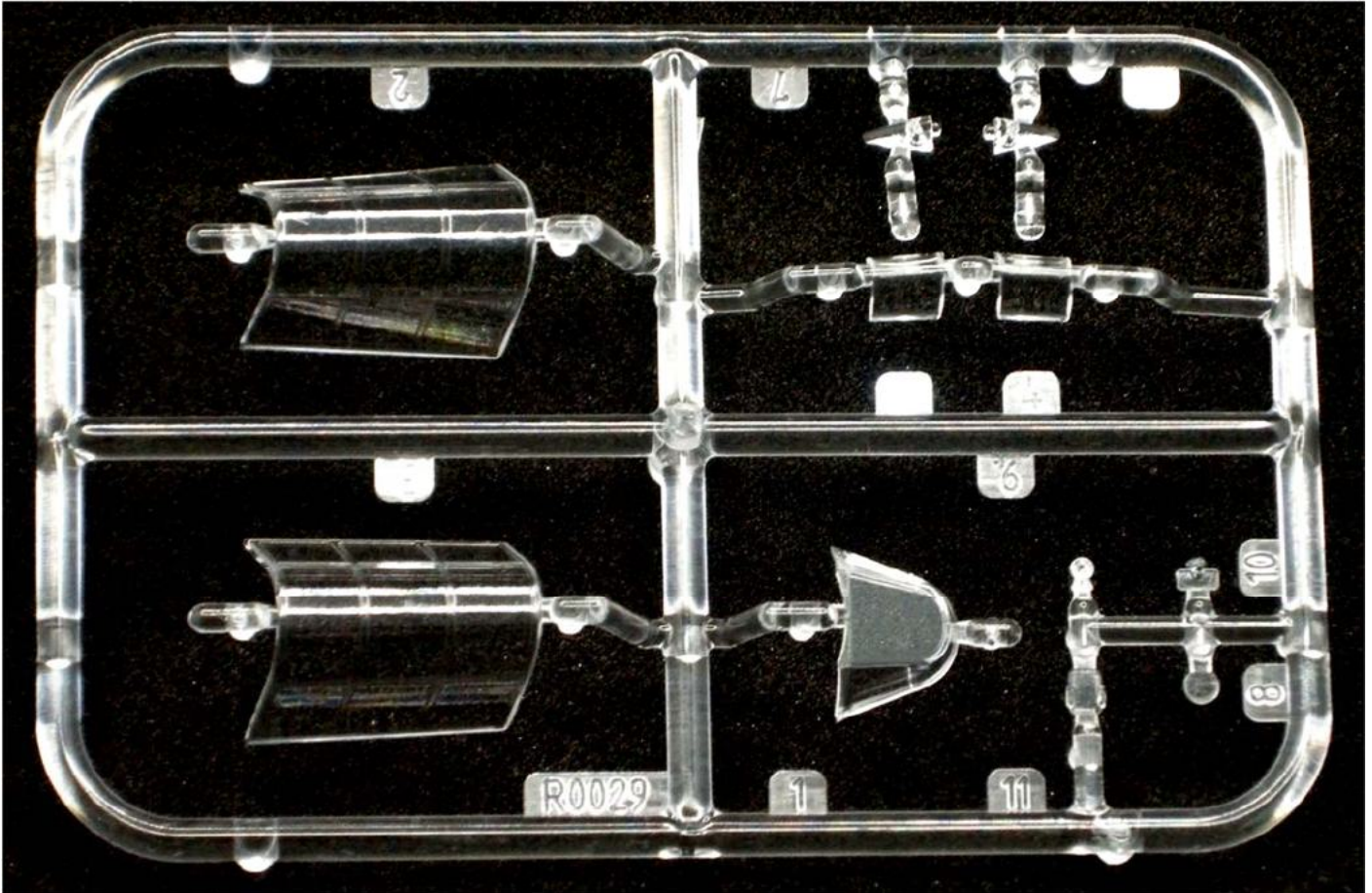
One of these is a build on the Britmodeller forums by Jamie of Sovereign Hobbies, who has so far produced one of the best build reviews I have yet found for this kit so far on the WWW. <https://www.britmodeller.com/forums/index.php?/topic/235128282-arma-hobby-hawker-hurricane-iic-148/>

The surface textures on the wings and fuselage is a mix of raised and indented rivets where they should be as per the real Mk.IIC. Some have complained that the raised rivets are too large, but to me they look to be well within scale sizes. The impression of linen over metal stringers on the fuselage rear and control surfaces is very muted, no waves here! One comment being made is that of the sprue attachments being situated on the joining surfaces...some modellers love this as it saves having to repair any surface details and makes for an easy clean-up of any 'nubs' left af-

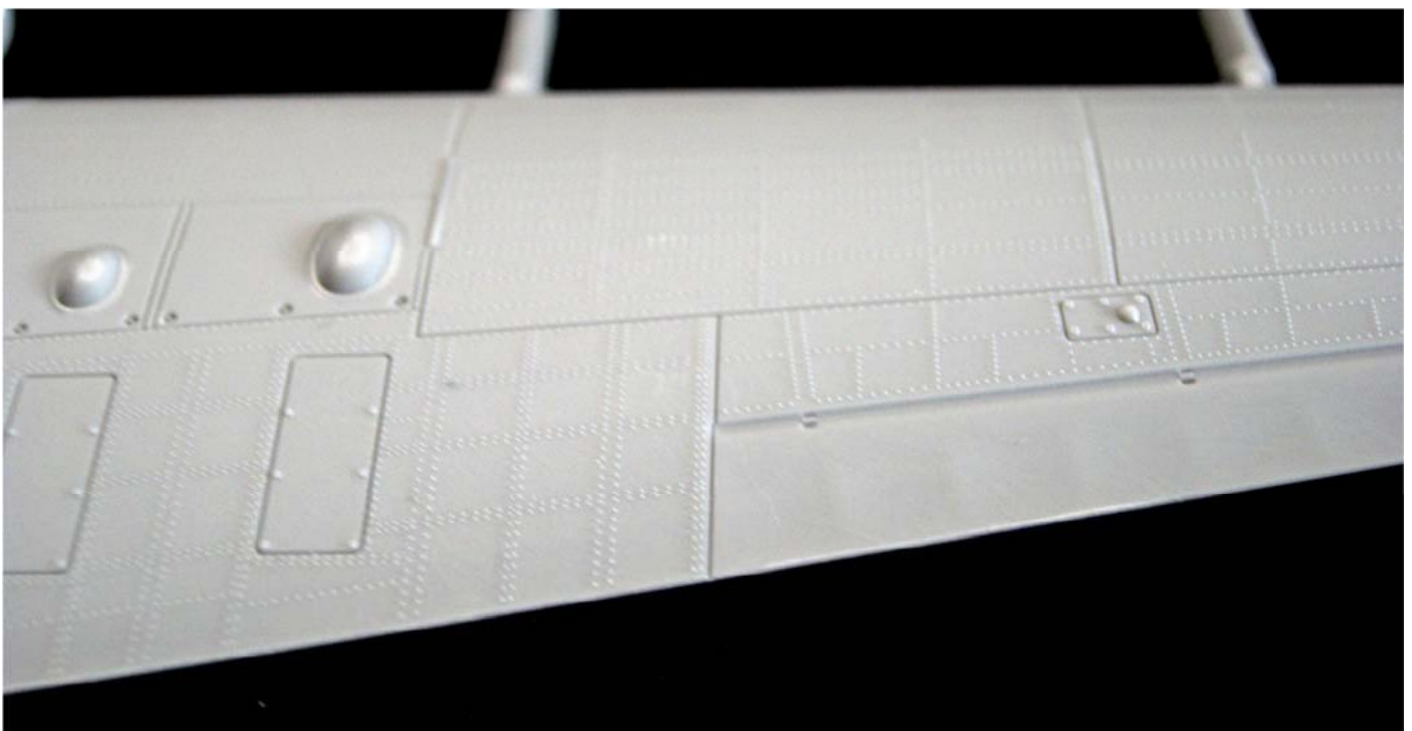


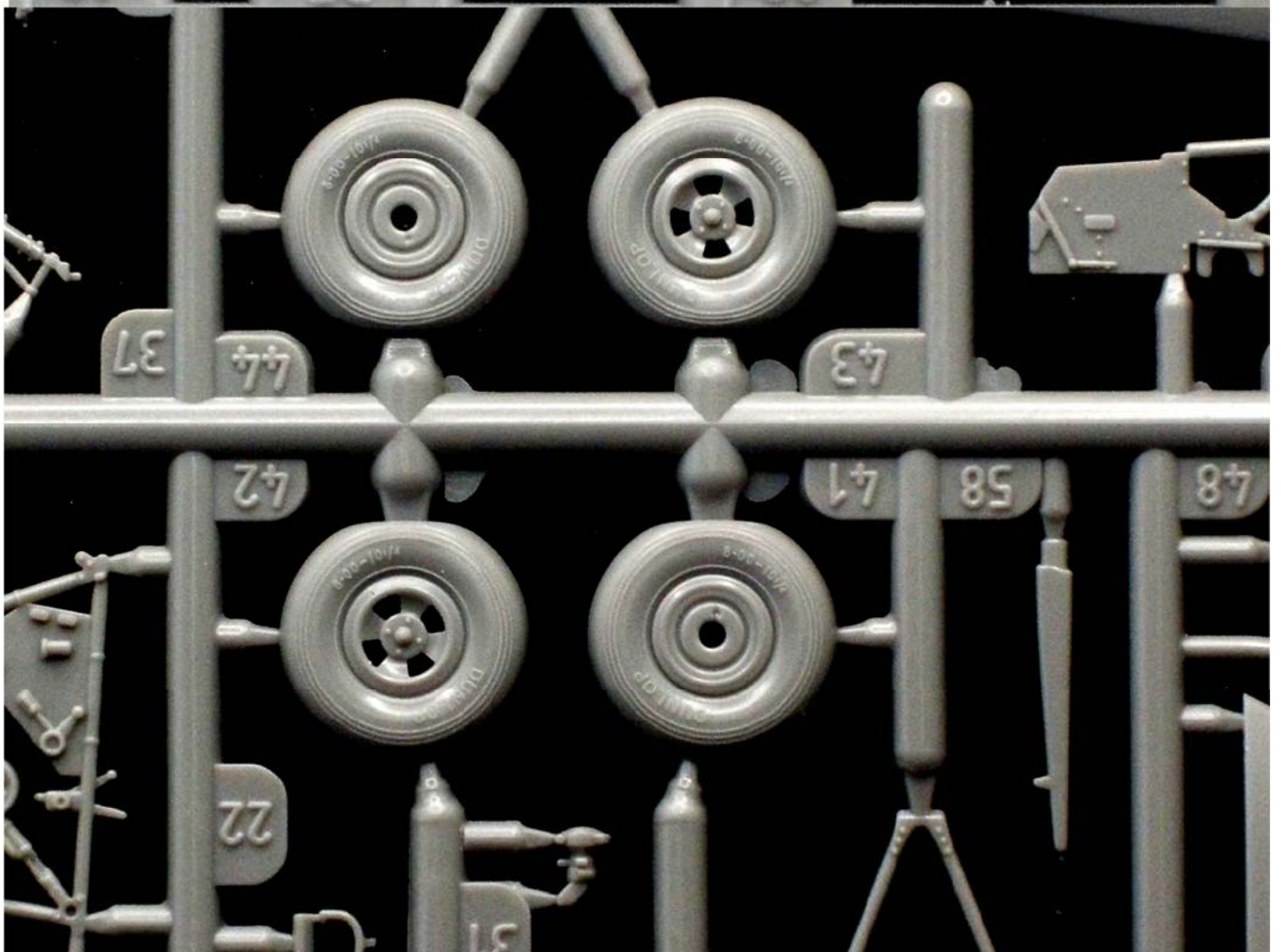
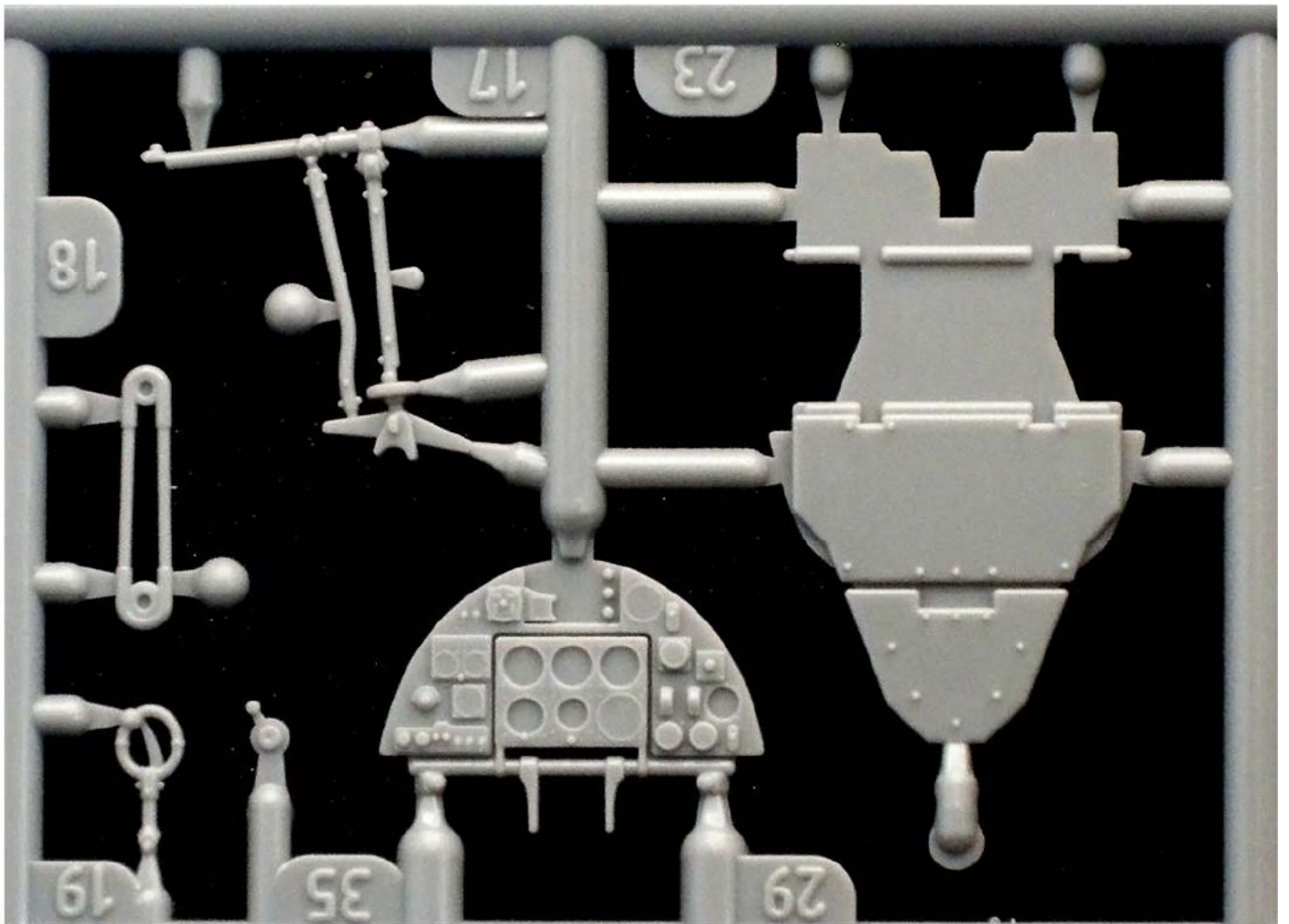


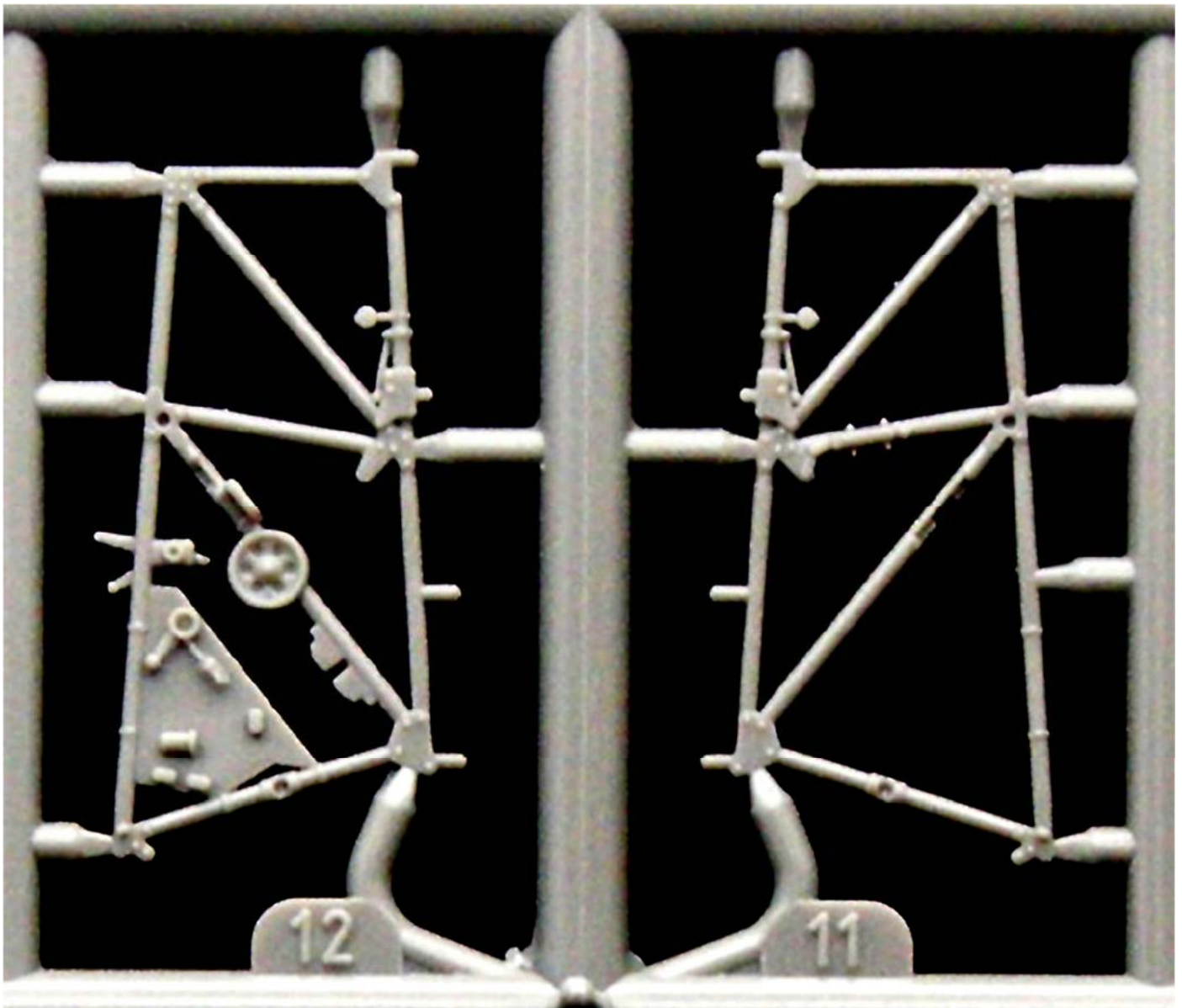
The cockpit canopy covers as two options, one for a closed canopy, and one for an open canopy. A small masking sheet is supplied (outside only) for both. They are very clear, and almost scale thickness.



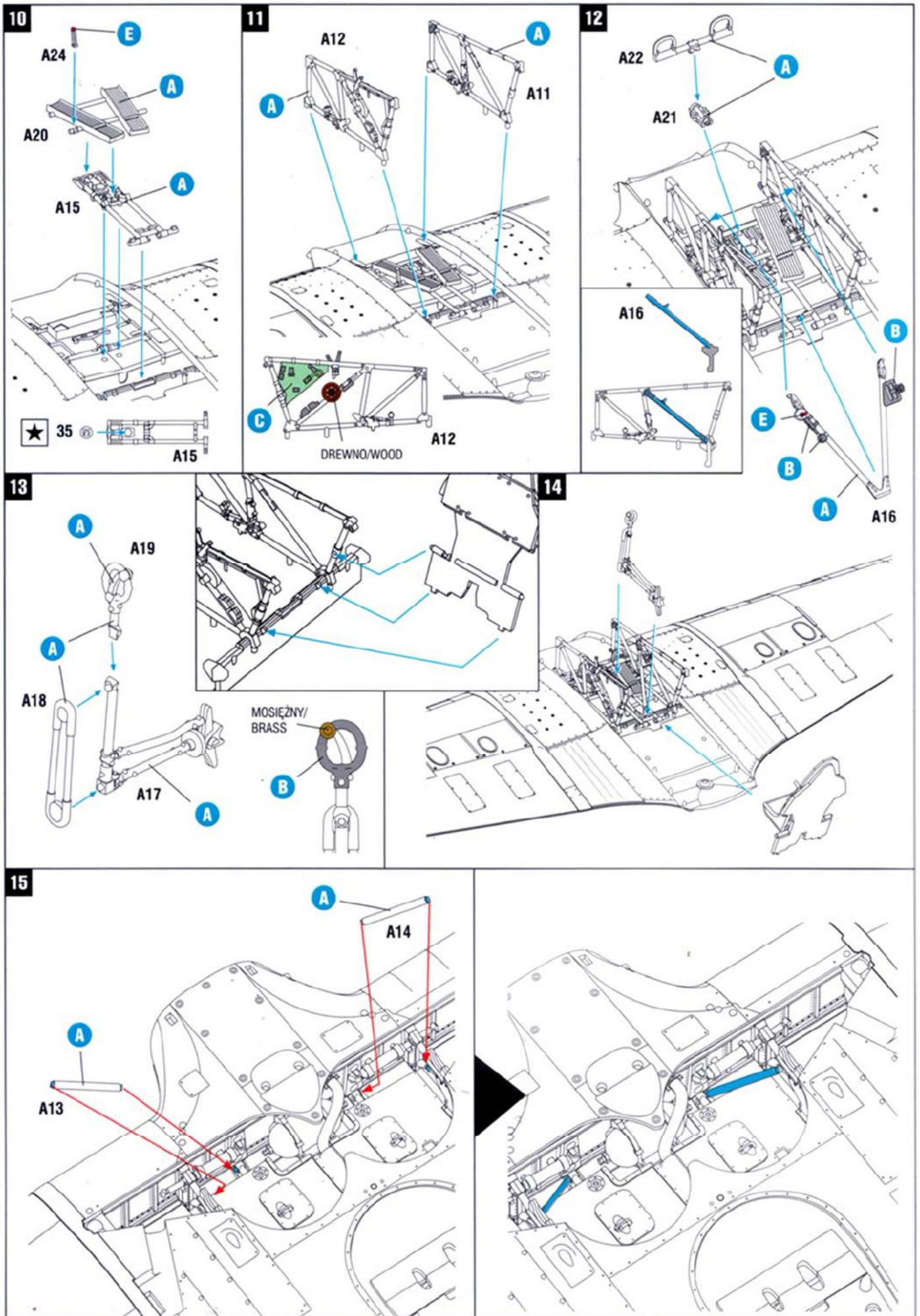
The detail on the parts is well shown in the following pictures. Firstly the rivet detailing on the upper wings, and the internal cockpit framing and instrument panel. The weighted wheels have makers markings and sizes but no tyre valves or up-locks fitted (Barracuda Studios to the rescue here with their BR48427 4 spoke wheel set).



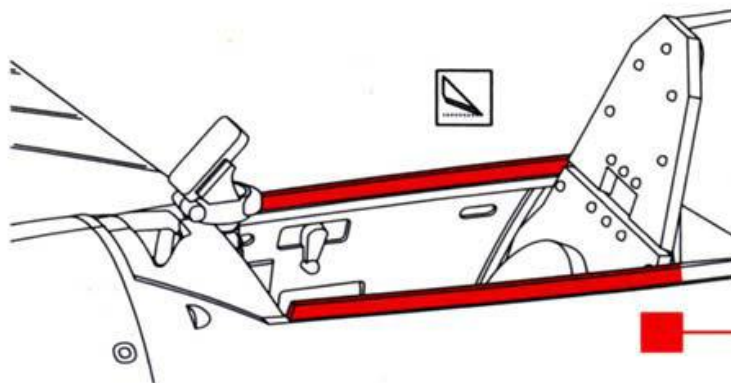
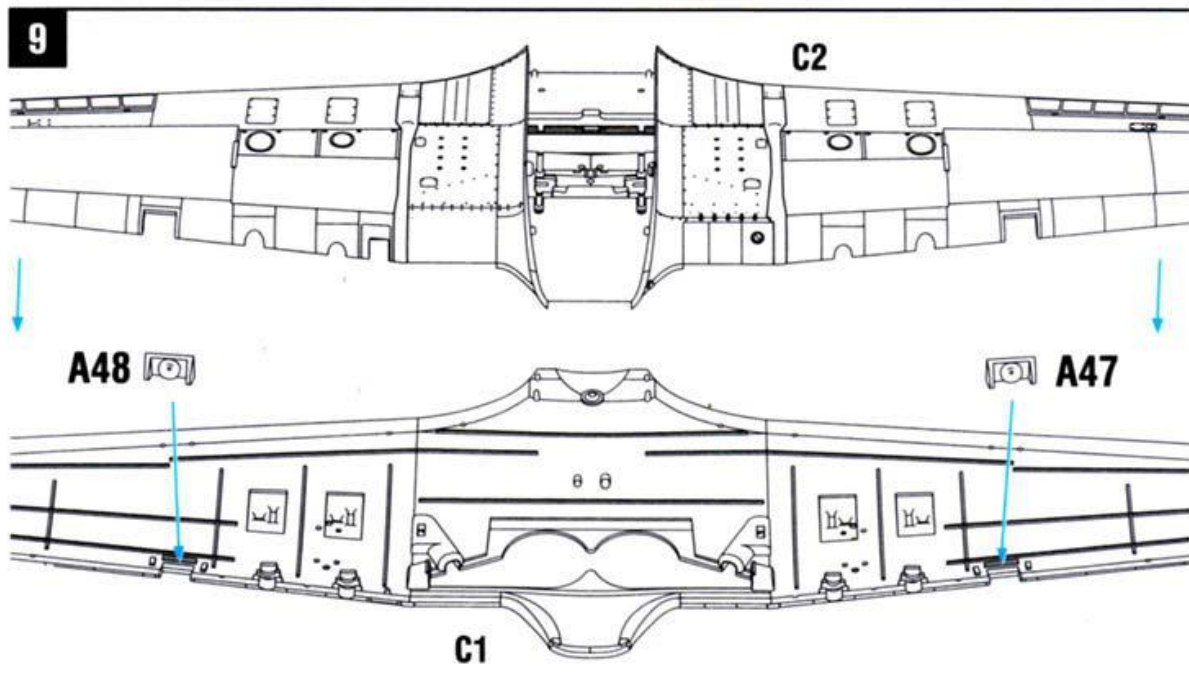
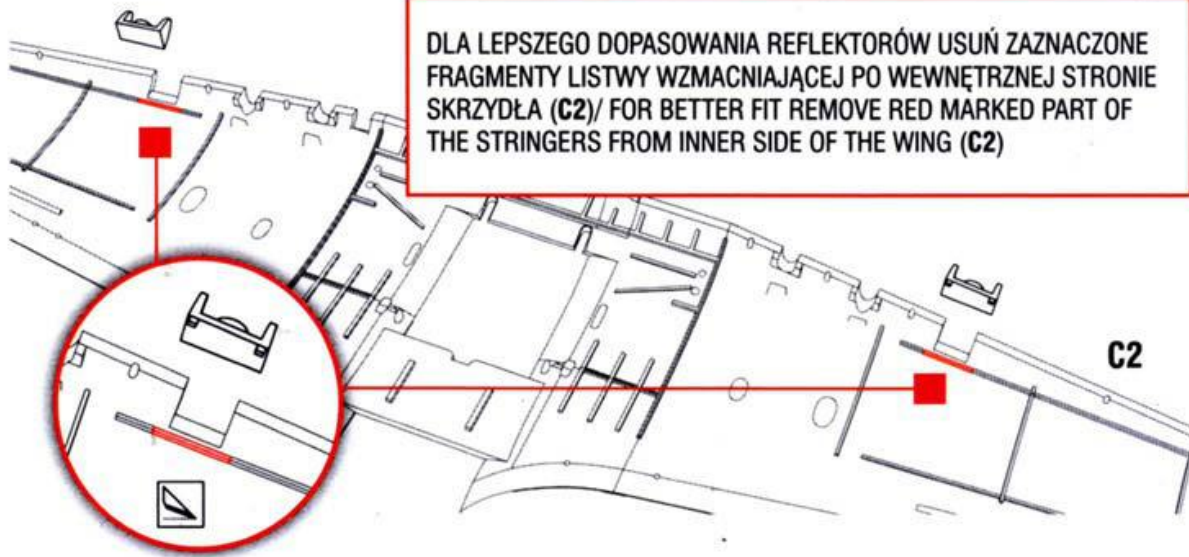




One oddity is the lower keel (2 slightly different shapes are supplied) of which the one to be used on the IIC is part B27 which has a slight raised lip where the keel mates up with the rear of the lower wing centre section. On the real beast, there is no sign of this lip and it is a flush joint! Some careful work will be required to remove this without too much destroying of the fabric over stringers effect on the keel.

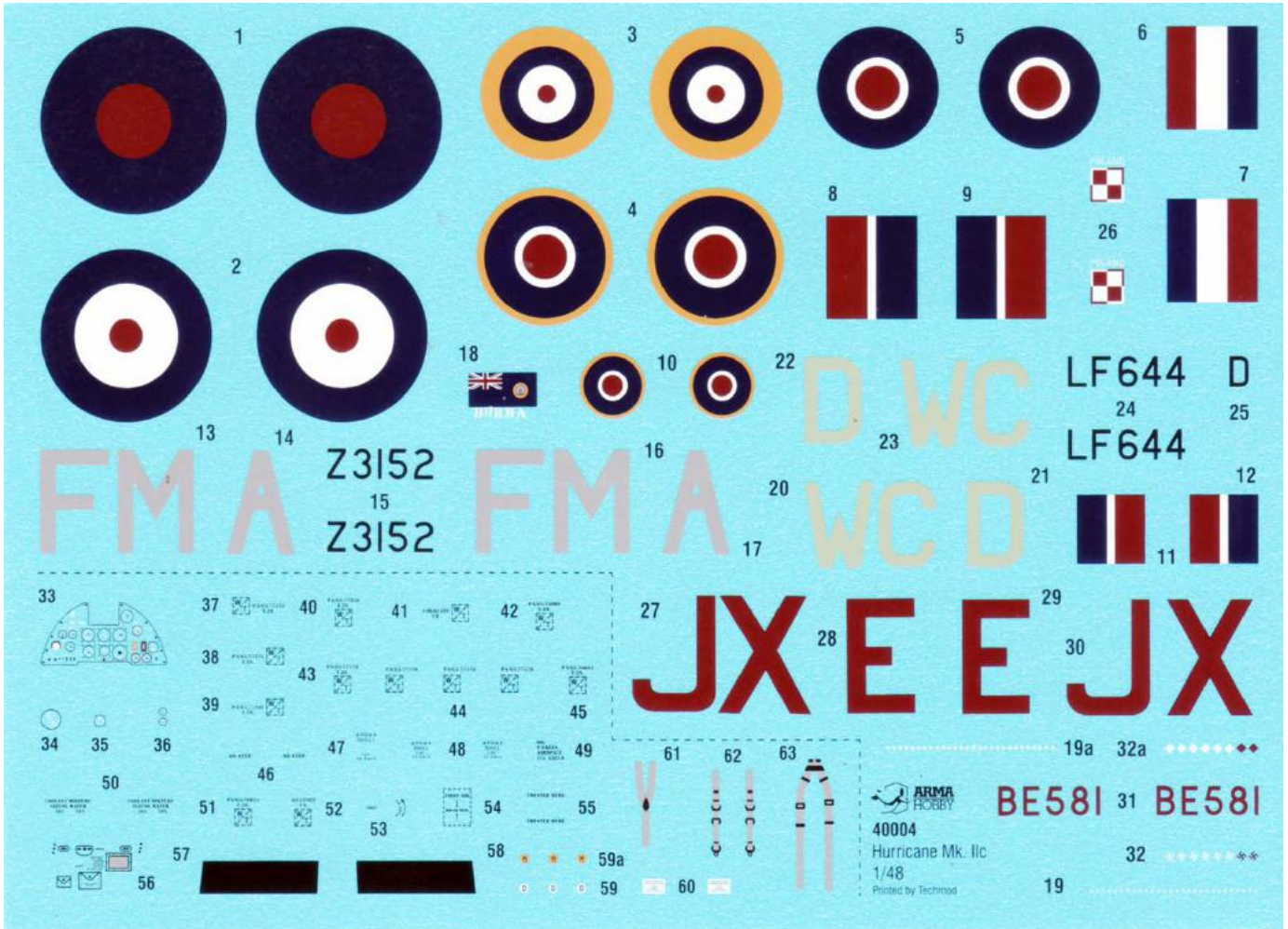


ERRATA



JEŚLI CHCESZ WYKONAĆ MODEL Z ZAMKNIĘTĄ KABINĄ USUŃ ZAZNACZONE LISTWY/ FOR MODEL WITH CLOSED CANOPY REMOVE RAILS MARKED WITH RED

The instructions come in a full colour A4 size booklet with colour notations for the details given for most of the popular European paint brands or Fs. Numbers. An errata sheet is also included the correct fitments of the wing landing lights! Paint schemes for 3 aircraft are shown in a 4 view, an overall Black Night Intruder (F/L Karel Kuttelwaser of No.1 Squadron RAF) at Tangmere in May 1942; a Dark Green/Dark Earth over Sky fighter (S/Ldr Robert Stanford Tuck of No.257 Squadron RAF) at Coltishall in May 1941, and a Dark Green/Ocean Grey over Medium Sea Grey fighter of No.309 (Polish) Squadron based at Drem in May-July 1944. Stencilling is included where necessary.

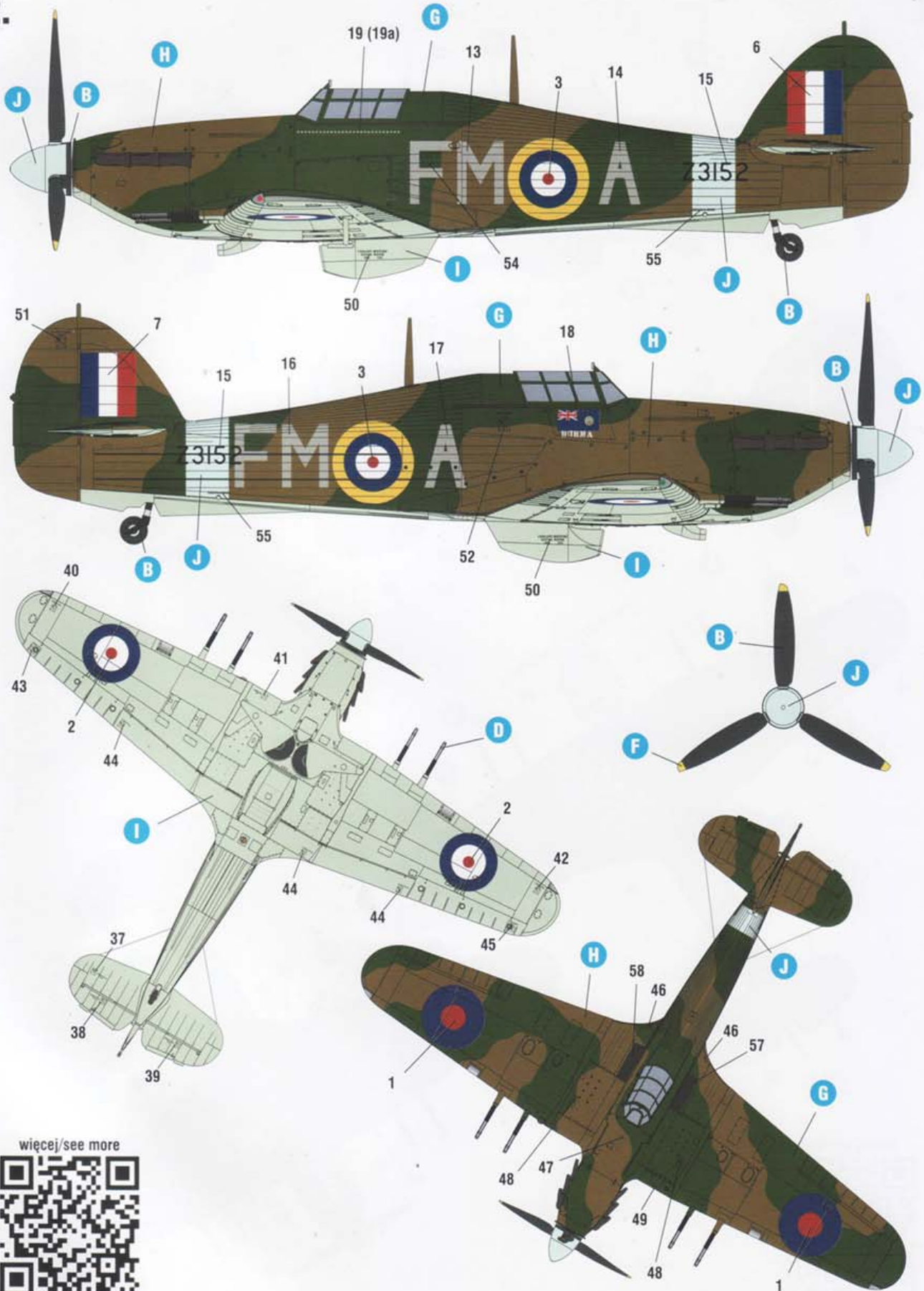


Now, also included in the kit are all the parts required to build a Mk.II Trop so do do one will require a set of after-market decals or wait until the newly released 'Trop' kit arrives at the retailers.

Optional cannon barrels are supplied along with long range under-wing fuel tanks. Plenty of options here in the kit.

Well, ARMA have followed up their lovely 1:72 kits with a real beauty in 1:48 with the promise of the full family following (note: they have been a bit wary of announcing a 'Rag Wing') so I'm sure there will be something for everyone. Well done to another of those Ukrainian companies putting out top products with a war going on around them! SLAVA UKRAINI!!!!

2.



więcej/see more



<http://armahobbynews.pl/40004>

Hurricane Mk IIc Z3152/FM-A, 257. Dywizjon RAF, Coltishall, maj 1941 r., pilot S/Ldr Robert Stanford Tuck DSO, DFC & Two Bars, AFC
 Hurricane Mk IIc Z3152/FM-A, No. 257 Squadron RAF, Coltishall, May 1941, pilot S/Ldr Robert Stanford Tuck DSO, DFC & Two Bars, AFC

Infinity Models 1/32 scale Aichi D3A1 Model 11 "Val"

By Brett Peacock



Example from Model Room, Papakura.

337 plastic parts on 9 sprues including 18 clear parts
55 photoetched parts on 2 frames
2 paint schemes and a full set of technical stencils

Price (NZ)\$350.00. 319 mm length 449 mm wing span here are a number of Infinity Aftermarkets sets available, and Alan is ordering the Rear MG set and the Engine and Exhaust sets for me. Delivery and price TBA. The Resin weapons set is already covered, in my opinion, by the plastic parts already in the kit.

Art Scale Kits -ASK – in the UK have a set of canopy masks available also.

From the Infinity Historical notes and Wikipedia

The Aichi D3A Type 99 (Allied name "Val") is a World War II carrier dive bomber. It was the main dive bomber of the IJN and was involved in almost all IJN actions, including the attack on Pearl Harbor and the battles of the Coral Sea and Midway. It was also involved in the Ceylon Raid and the Raids on Darwin. "Val" was the first Japanese aircraft to bomb American targets in the war, commencing with Pearl Harbor and U.S. bases in the Philippines. **They sank more Allied warships than any other Axis aircraft.** Development of "Val" was from 1936 to 1939, 1495 bombers were manufactured. The Val was powered by the 626 kW (839 hp) Mitsubishi Kinsei 3 in a redesigned cowling, And was armed with 3 7.7 mm Mgs, two fixed in the upper cowling and one on a rear flexible mount for the Observer/gunner..

HISTORY

In mid-1936, the Japanese Navy issued the 11-Shi specification for a [monoplane](#) carrier-based dive bomber to replace the existing [D1A biplane](#) then in service.^[1] [Aichi](#), [Nakajima](#), and [Mitsubishi](#) all submitted designs, with the former two subsequently being asked for two prototypes each. The Aichi design started with low-mounted elliptical wings inspired by the [Heinkel He 70 Blitz](#). It flew slowly enough that the drag from the [landing gear](#) was not a serious issue, so the fixed gear was used for simplicity.

The aircraft was to be powered by the 529 kW (709 hp) [Nakajima Hikari 1](#) nine-cylinder [radial engine](#). The first [prototype](#) was completed in December 1937, and flight trials began a month later, after which it was designated as D3A1. Initial tests were disappointing. The aircraft was underpowered and suffered from directional instability in wide turns, and in tighter turns it tended to [snap roll](#). The [dive brakes](#) vibrated heavily when extended at their design speed of 200 [knots](#) (370 km/h), and the Navy was already asking for a faster diving speed of 240 knots (440 km/h)

The second aircraft was extensively modified before delivery to try to address the problems. Power was increased by replacing the Hikari with the 626 kW (839 hp) [Mitsubishi Kinsei 3](#) in a redesigned [cowling](#), and the [vertical tail](#) was enlarged to help with the directional instability. The wings were slightly larger in span and the outer sections of the [leading edges](#) had [wash-out](#) to combat the snap rolls, and strengthened dive brakes were fitted. These changes cured all of the problems except the directional instability, and it was enough for the D3A1 to win over the [Nakajima D3N1](#).

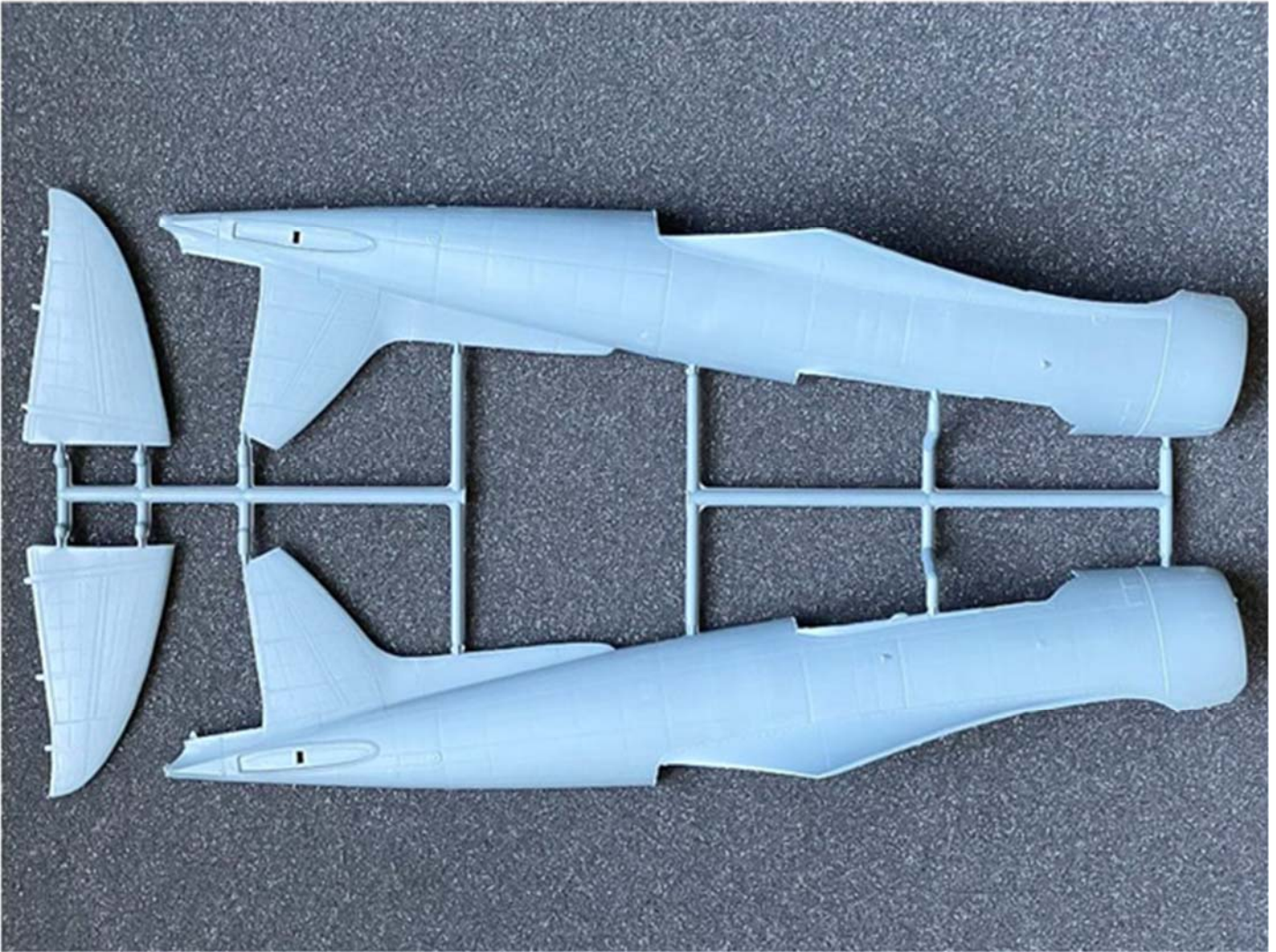
In December 1939, the Navy ordered the aircraft as the **Navy Type 99 Carrier Bomber Model 11** (*kanjō bakugekiki*, usually abbreviated to *kanbaku*.)¹ The production models featured slightly smaller wings and increased power in the form of the 746 kW (1,000 hp) Kinsei 43 or 798 kW (1,070 hp) Kinsei 44. The directional instability problem was finally cured with the fitting of a long dorsal [fin](#)-strake which started midway down the rear fuselage, and the aircraft actually became highly maneuverable.

In June 1942, an improved version of D3A1, powered by a 969 kW (1,299 hp) Kinsei 54, was tested and designated as D3A2 or the **Model 12**. The extra power reduced range, so the design was further modified with additional [fuel tanks](#) to bring the total tankage to 900 L (240 US gal), giving it the range needed to fight effectively over the [Solomon Islands](#). Known to the Navy as the **Model 22**, it began to replace the Model 11 in front-line units in the autumn of 1942, and most Model 11s were then sent to training units. While some late production models of D3A1 were fitted with a [propeller spinner](#), it became a standard with D3A2.

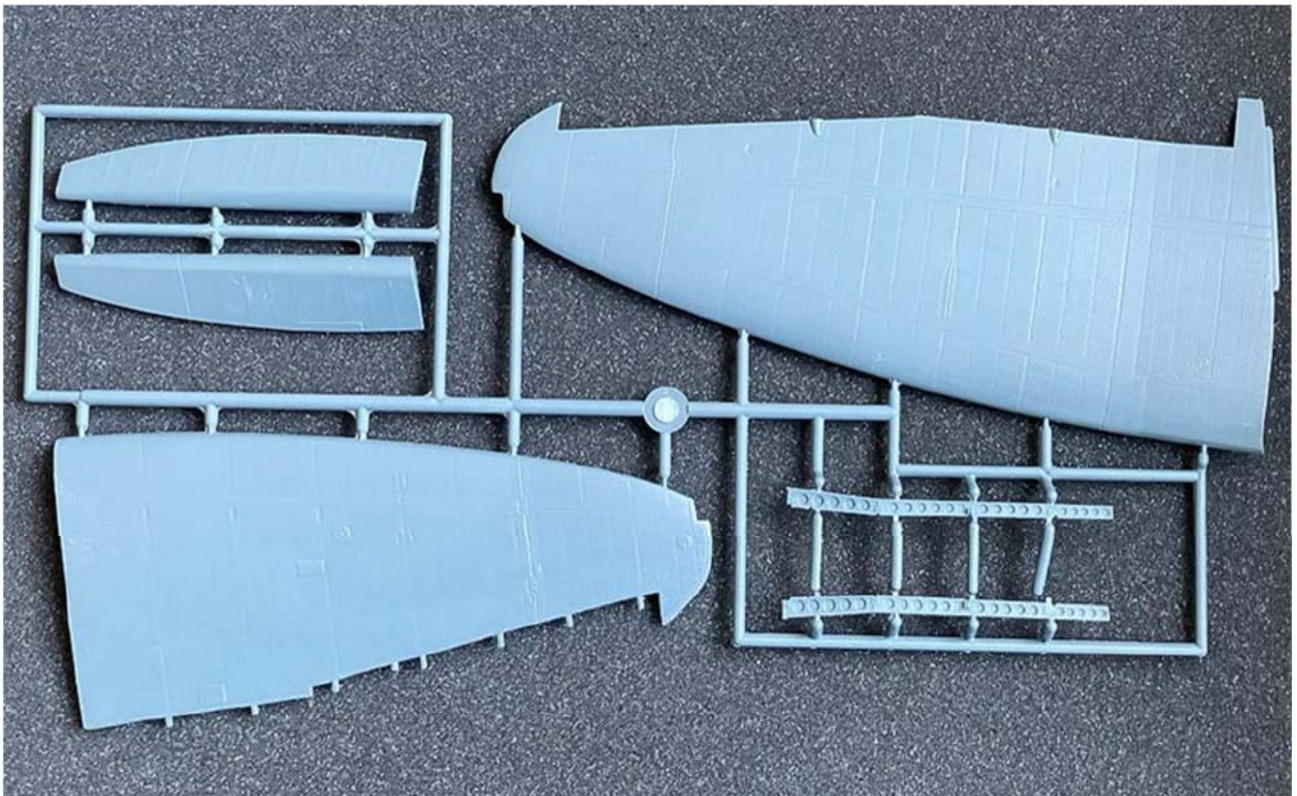
The Kit:

I have already reviewed the Infinity 1/32 Curtiss SB2-C Helldiver and this kit is not very different in detail and mold styles. There is plentiful detail in the engine and the cockpit, but as it has a fixed undercarriage (With Spats!) there are no other internal areas for extra detail to be added to. Below are the Sprue trees as supplied:

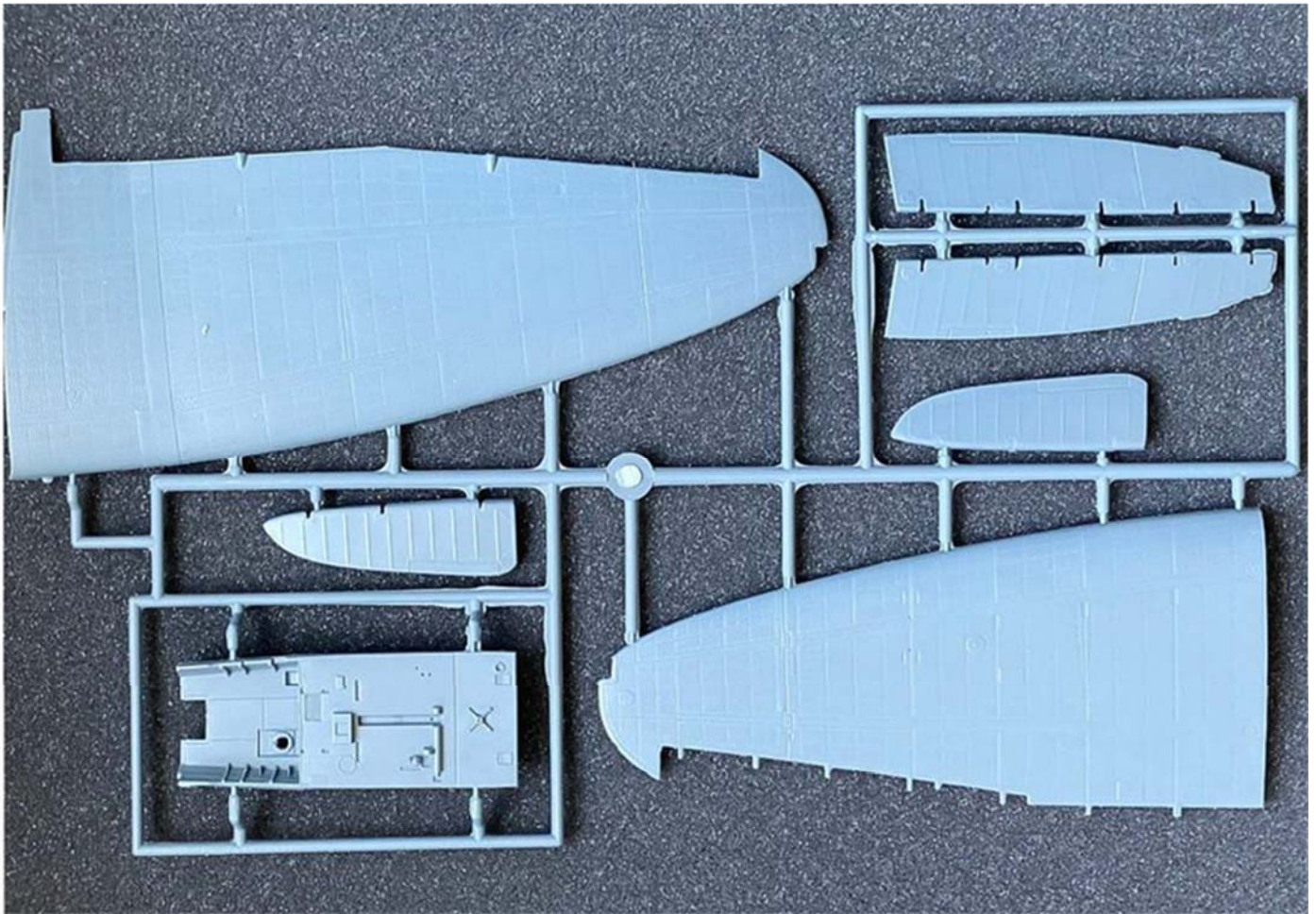
Main Fuselage halves



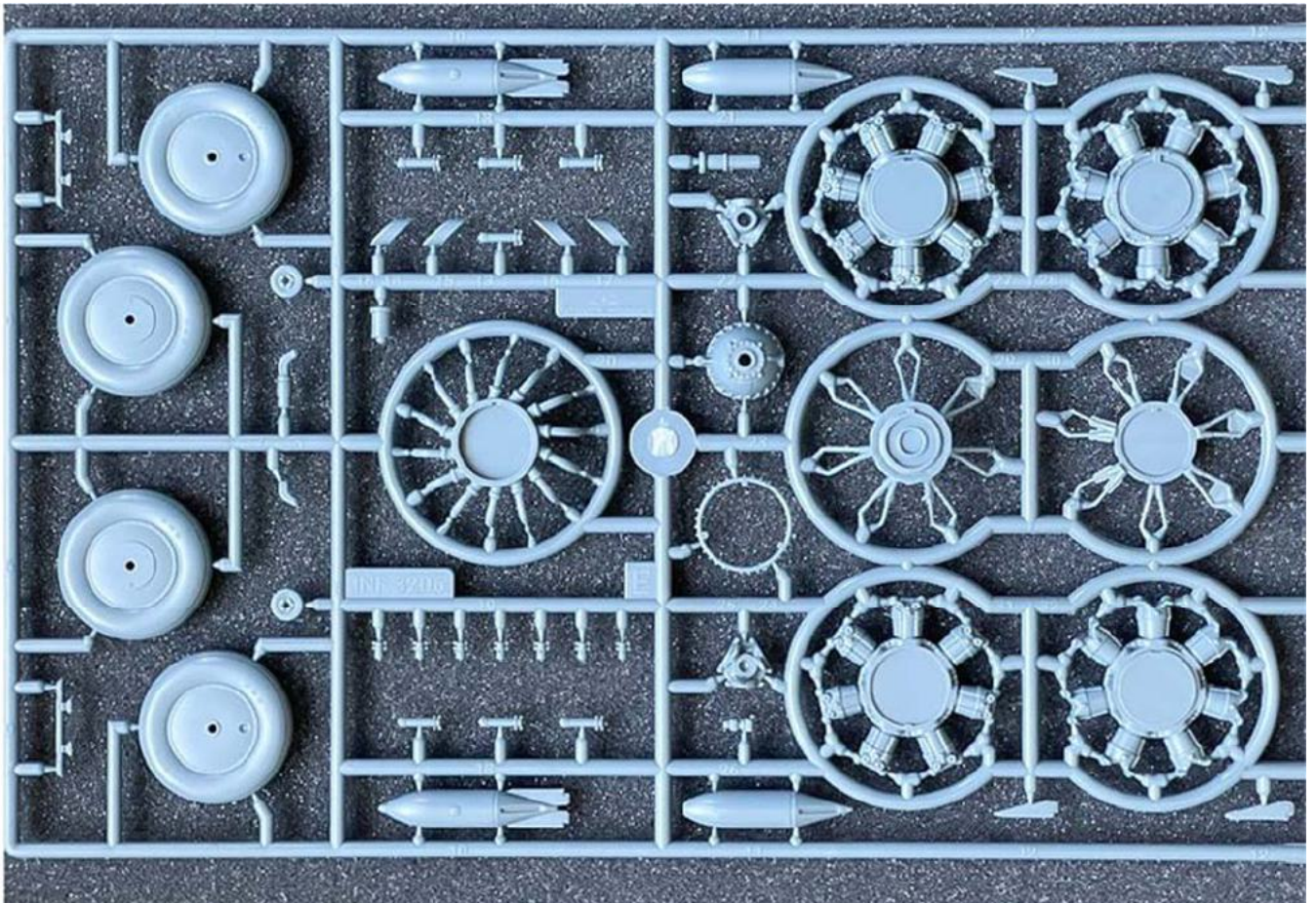
Wings (1)



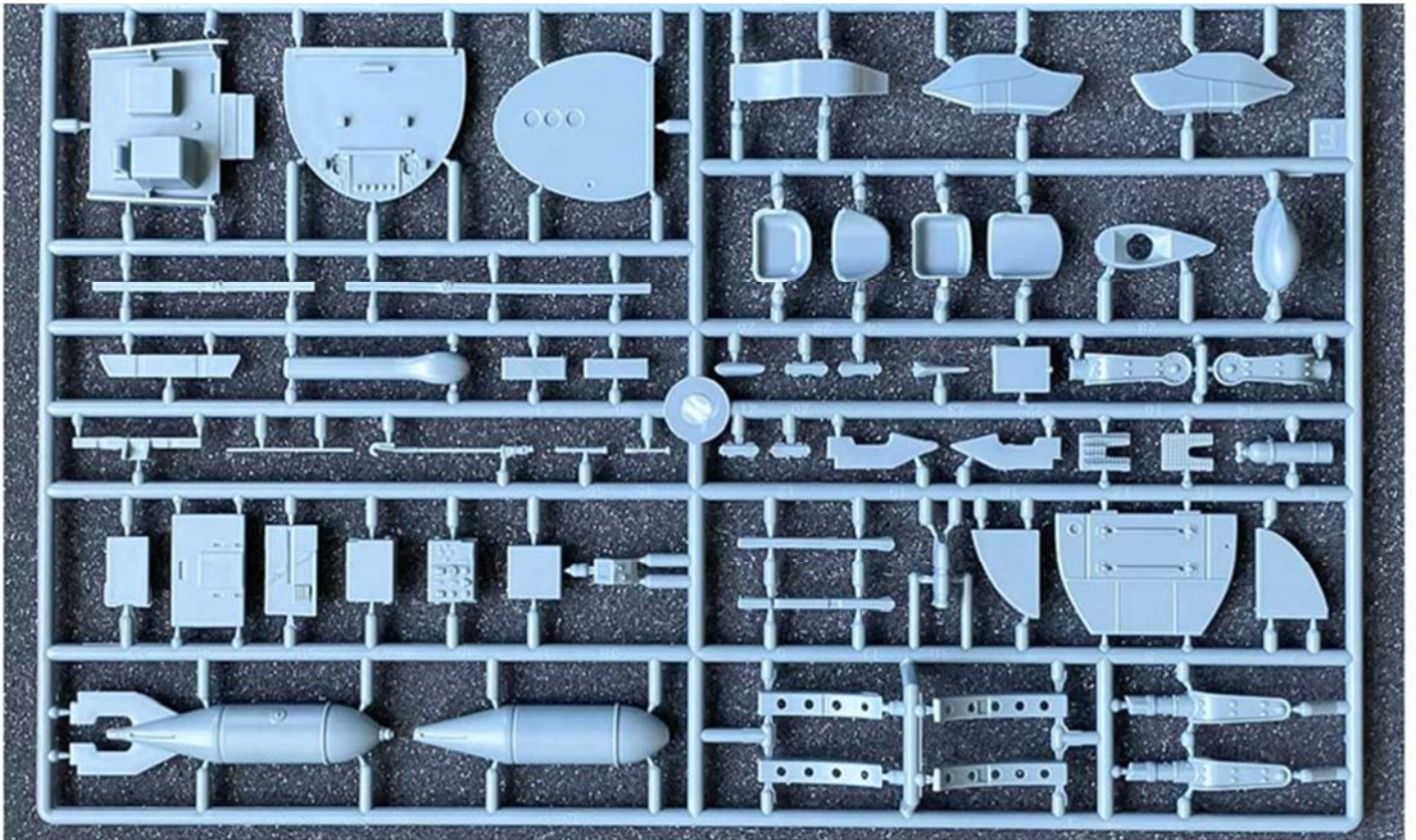
Wings (2)



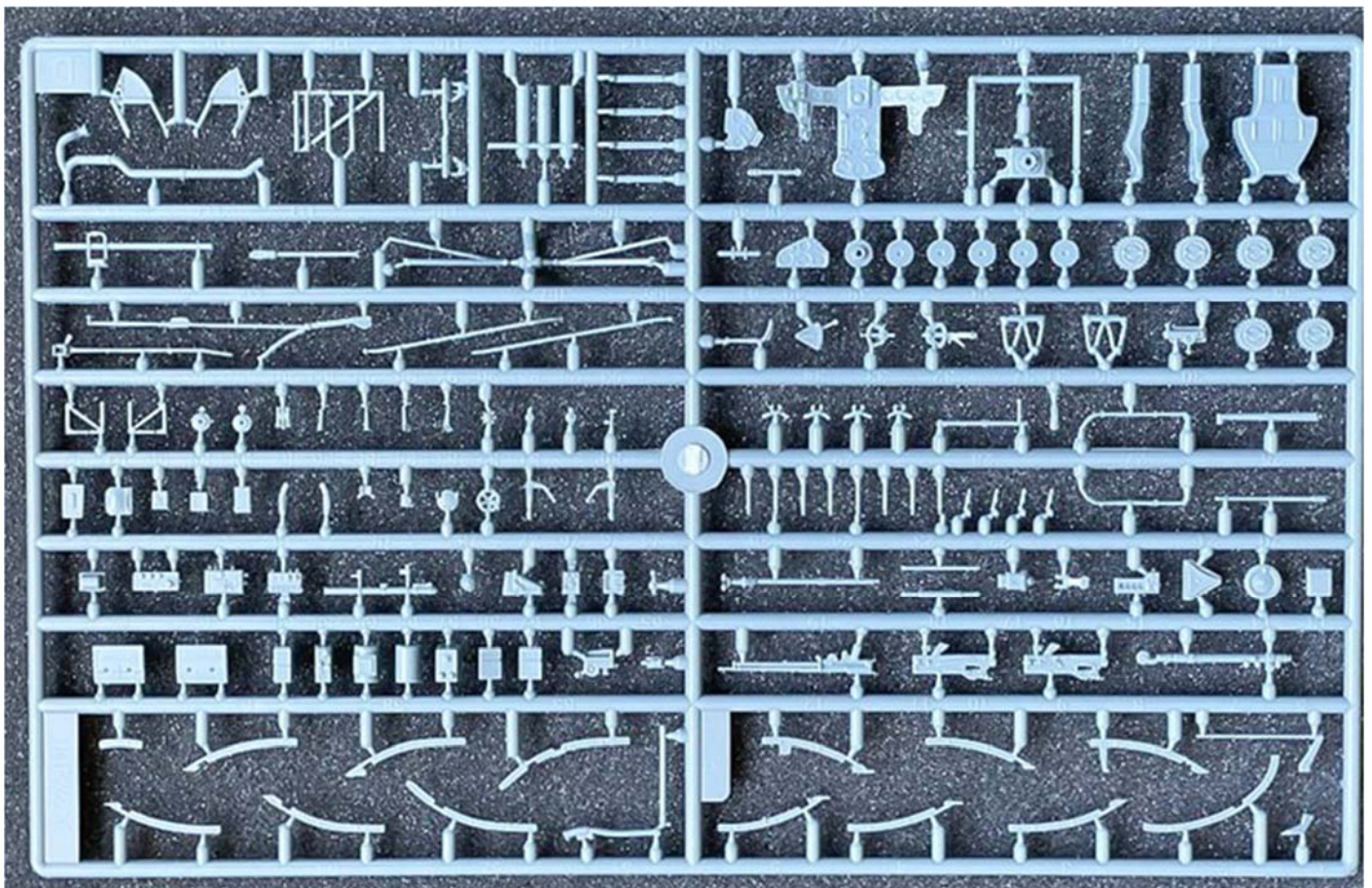
Engine parts:



Cockpit and weapons



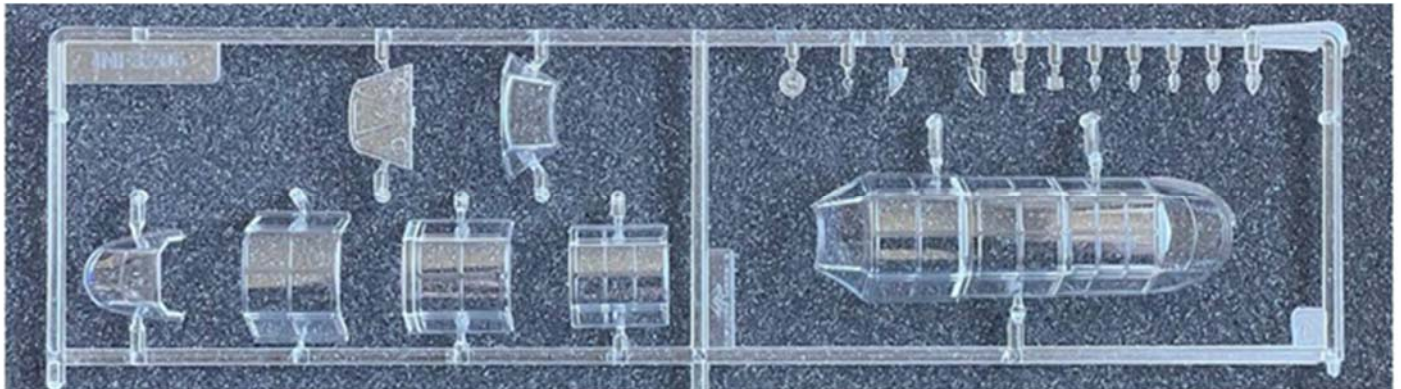
Sundry Details:



Lower Wing/Fuselage, Cowling & Undercarriage



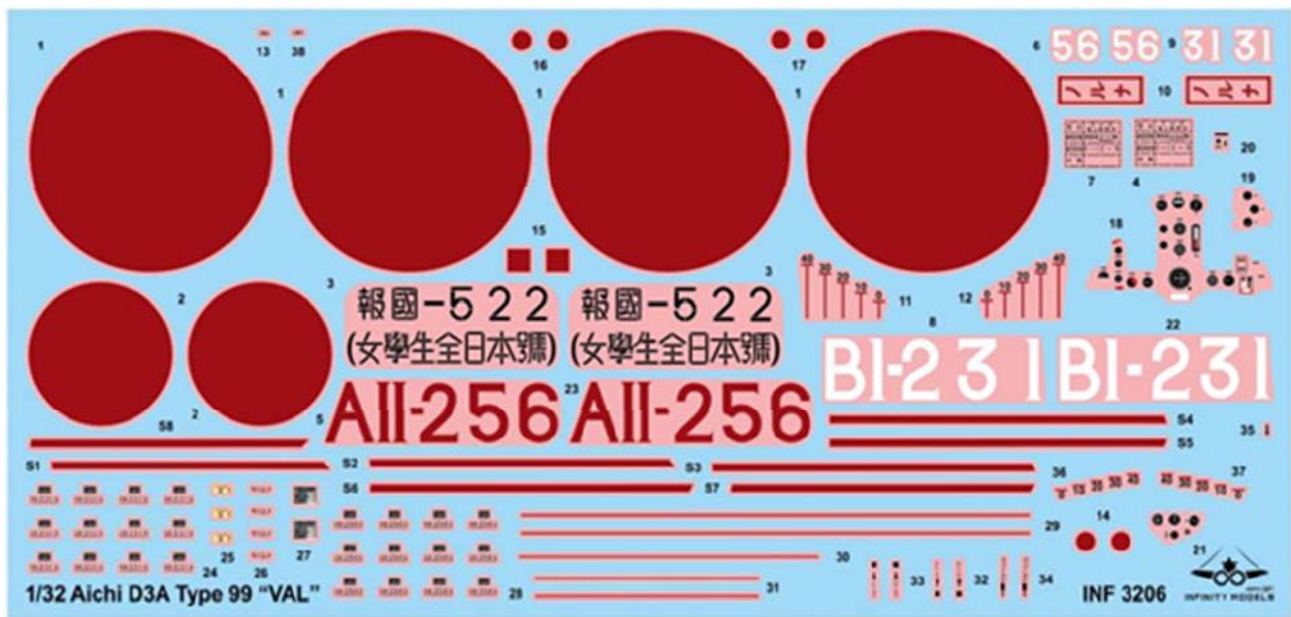
Clear Parts.



2 Frets of PE parts.



Decals:



The Instruction Booklet is VERY Comprehensive and painting instructions are also very complete. The only down-side is that the Paints referenced are MRP and AK colors. Which are uncommon in NZ, although MRP brand is available from Australian outlets such as Hearn's and Metro Hobbies. Decals for the Instrument panels and radio are adequate for many modellers, but I have not as yet heard of any 3D printed Panels... However Eduard may step up here. The PE fret included Seat belts and buckles but HGW have a set of belts also.

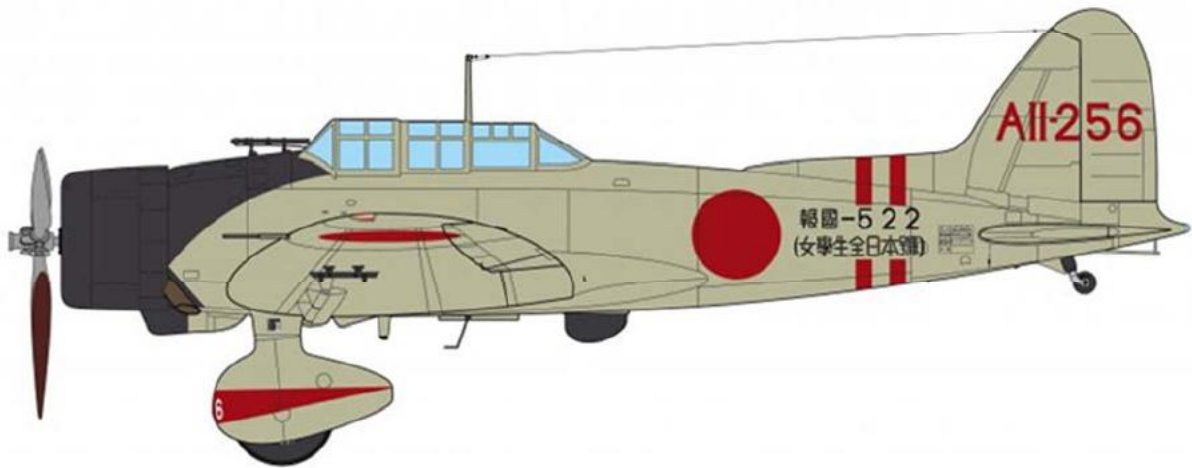
The drawn instructions are quite clear and clearly they took some of the issues from the Helldiver kit instructions and resolved them as far as possible. Every small internal part is labelled with a number to reference the colour paint that should be used and a good key is provided on the 3rd page of the booklet.

It takes 30 steps to finish the cockpit and trap it within the fuselage, and Step 33 sees the Joining with the assembled wings. Overall there are 70 steps to complete the Val.

2 Making options are provided: *First*:

Aichi D3A1 "Val" (type 99), aircraft carrier "Kaga", December 7, 1941

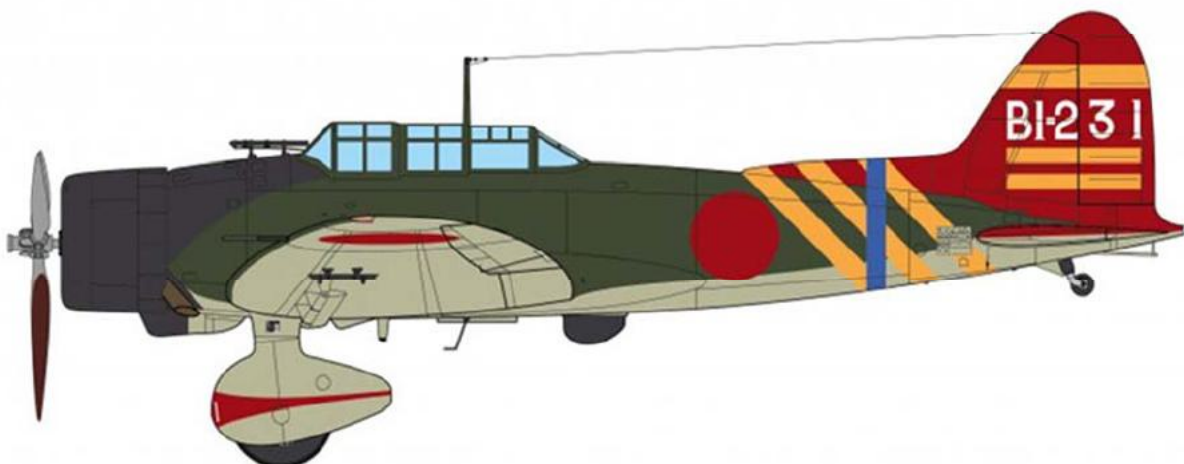
Aichi D3A1 „Val“ (typ 99), letadlová loď „Kaga“, 7. prosince 1941



And Second

Aichi D3A1 "Val" (type 99), aircraft carrier "Soryu", December 7, 1941

Aichi D3A1 „Val“ (typ 99), letadlová loď „Soryu“, 7. prosince 1941

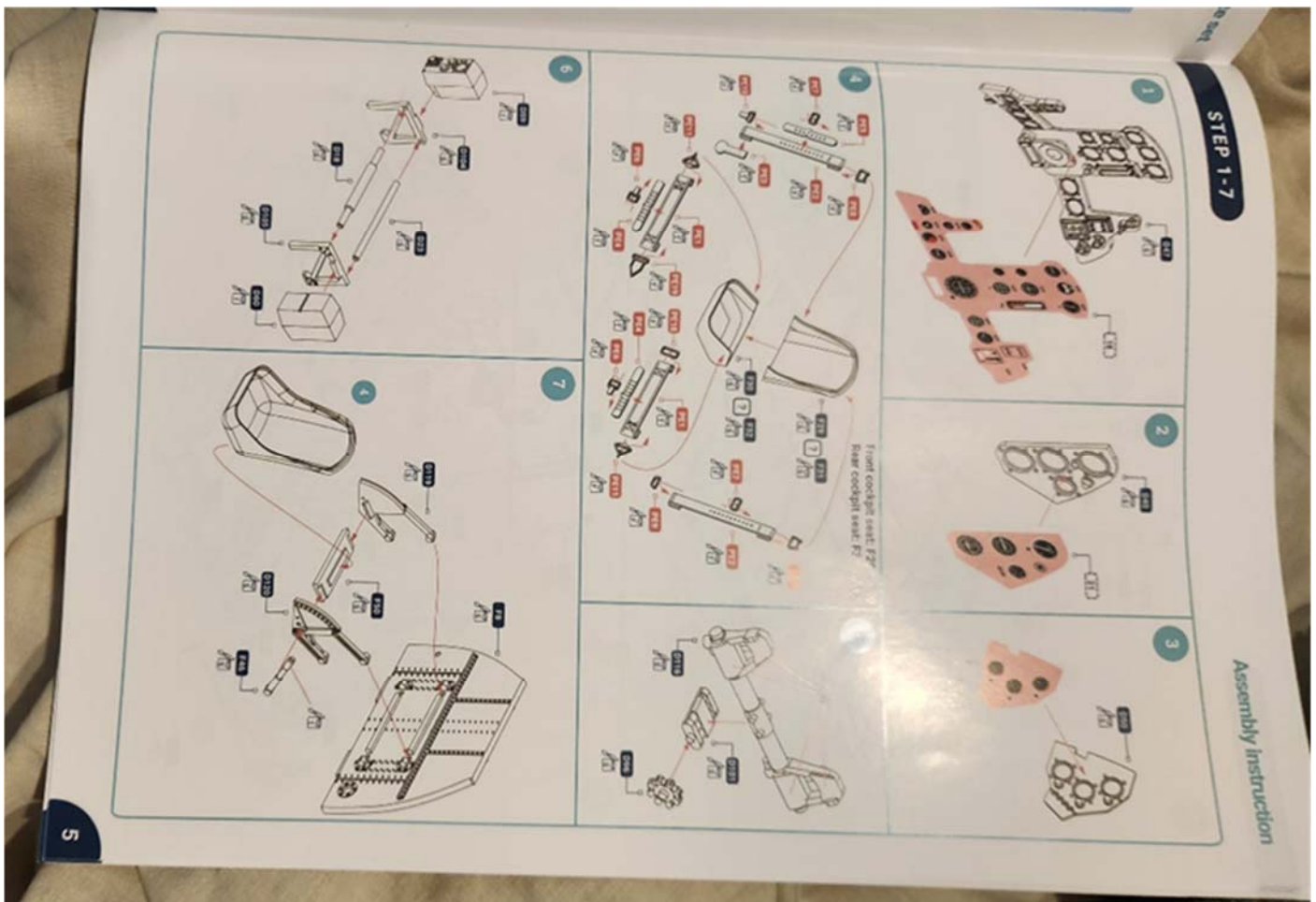


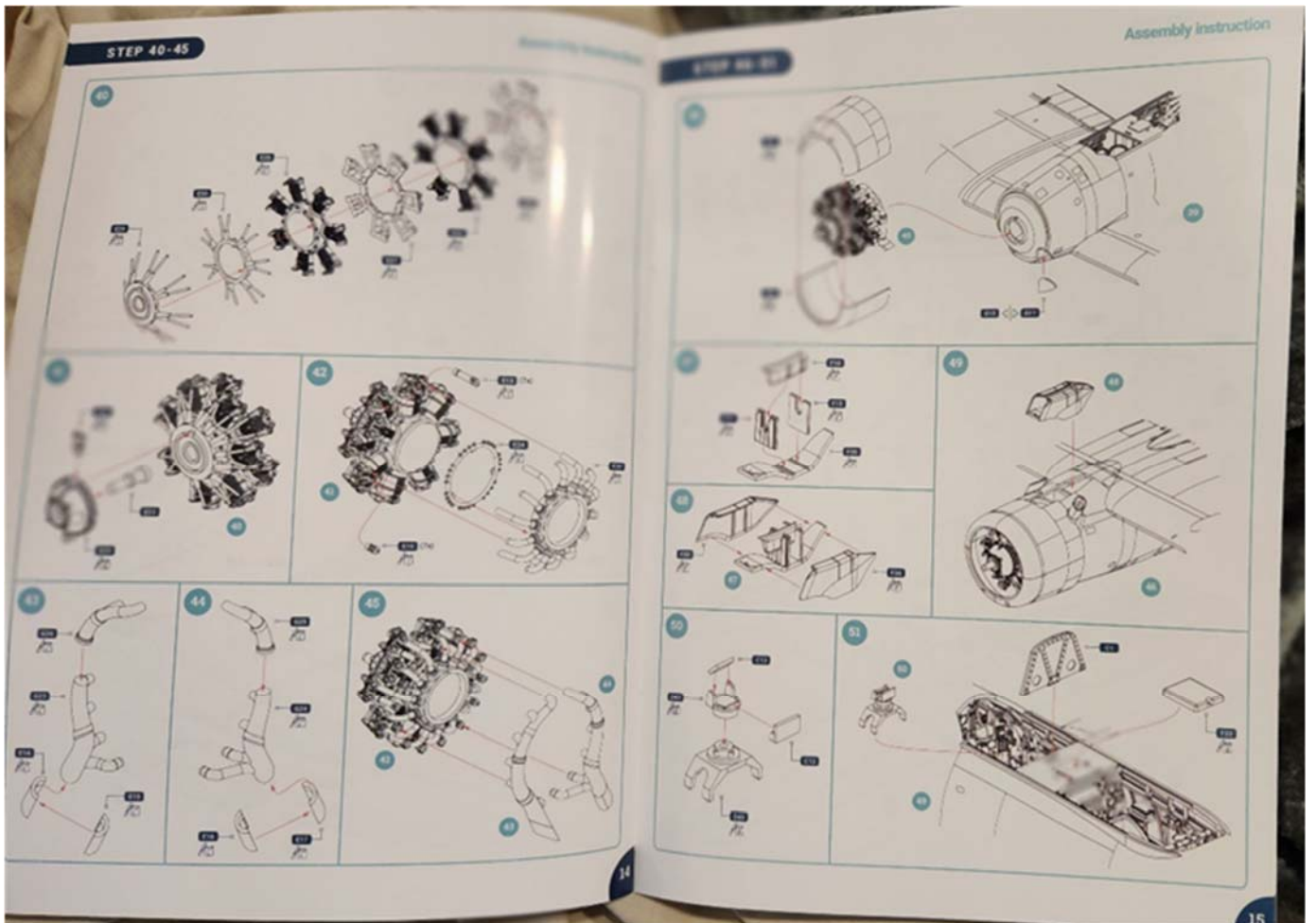
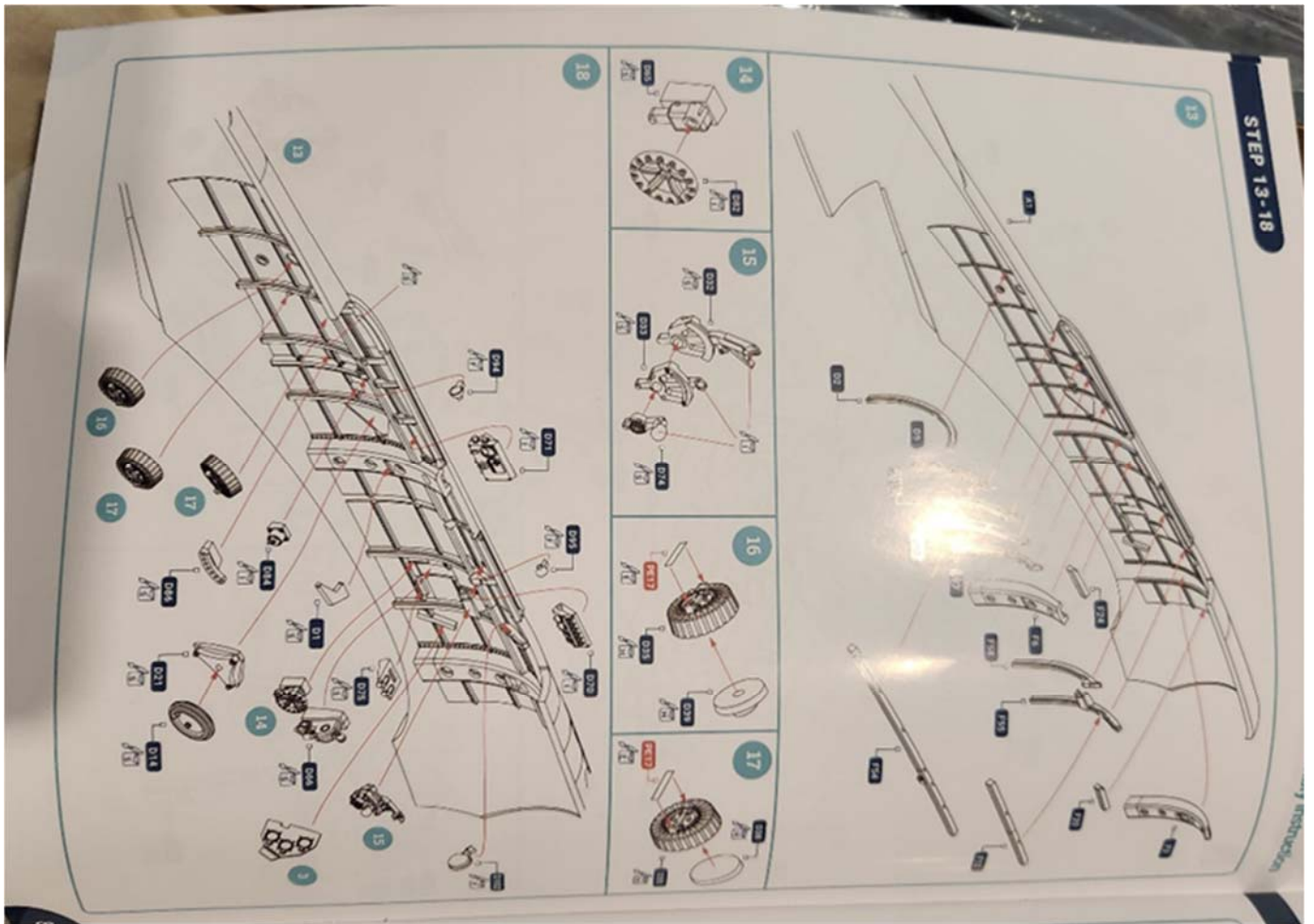
The second option, although labelled as a Pearl Harbor machine, BI-231 was seen in this livery at Coral Sea and wore the Upper-side Naval green camouflage. It is thought that the all yellow striping was applied after Pearl and that the tail was grey and the ID Markings were red at that time. (This option is also in the Hasegawa 1.48 Val kit and is similarly called. One Caveat is that although you get the white numbers on the decal sheet almost all the striping is left to the modeler to mask and paint. It is unknown if the upper-sides were green or the Grey-tan colour of the IJN at the time of Pearl. Some did have camouflage applied on the voyage.

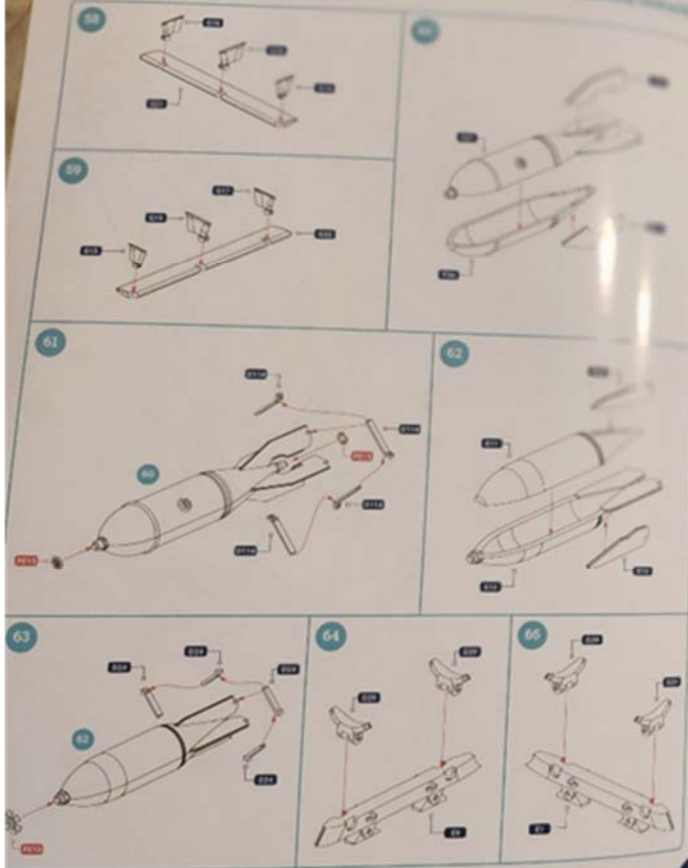
No Yellow stripes (and there are more on the upper tailplanes!), no Blue stripe and no red flashes on the Spats! Luckily, a sheet of 6 or 7 Val markings is available from Hannants and has this option also. (However the RED used does not match the Red of the Hinomarus or the tail paint job! Still, easier to mask up 6 Hinomaru, without white edging, than all those stripes, eh?

Overall I am very pleased to finally have this kit and I will actually be building this in the near future – Once I have the extras and the AM decals for it. It is well up to the standard set by their Helldiver kit and I am saddened to hear that Infinity have closed up as their next kit was scheduled to be a Nakajima B5N-2 “Kate” IJNAF Torpedo/Bomber. Perhaps another Czech company will finish the job in the future....

Some Instruction sheet images:









Conclusion: Yes, it is an expensive kit, costing fully as much as their Helldiver, but... where else will you find a 1/32 Aichi D3A1 Val? The detail and finesse is very good, but it should be approached like any other Short run kit, with caution, test fittings everything, and some filler at hand. But, given those approached there is really no reason for a reasonably experienced modeller to be able to produce a first rate model from this start. I have to admit that the engine alone kind of "makes" this kit, along with the very complete main cockpit. And I am kind of sad that the B5N-2"Kate" May not appear at all.

GALLERY

CLUB NIGHT MODELS

Check out our Website gallery for photos taken of models at our monthly meetings

<http://ipmsauckland.hobbyvista.com>



And as usual –check out the IPMS Auckland website as we’re trying to keep the content a bit more dynamic. We won’t be regurgitating content found on other websites but will provide links to sites we think are of interest to members.

