



SCROLL MAIL

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(kit 07934) Part 2**

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Lightning**

**Book review: 75 (NZ) Squadron by
Chris Ward and Chris Newey**

NEXT MEETING

Tuesday 21st January 2020 from
8pm

Freemans Bay Community Hall,
Function room
52 Hepburn Street, Ponsonby

COMMITTEE

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Secretary - Brett Peacock Lance Whitford
Treasurer - Mark Robson

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From the Editor

Happy new year to all and hope your modelling new year has kicked off well. 2020 was always going to be an eventful year for us but things have ramped up a notch over the break. Our regular venue has been closed until further notice. It failed an earthquake safety assessment and that was that. The council have offered an alternative venue, namely the Freemans Bay Community Hall Function room. Some may recall we used this venue a couple of years ago while the Leys was undergoing maintenance. We have bookings up until May with the exception of April which is already booked.

We have not scheduled anything specific for this months meeting. We will have the usual round the table and debrief about what people have done over the break. This will leave time for discussion about a more permanent future meetings

NEW TEMPORARY MEETING VENUE!



Freemans Bay Community Hall Exterior



BULLETIN BOARD

NEW MEMBERS AND SUBS *** 2019/20 NOW DUE *******

Subs for 2019/20 now past due -see below for club account details or see the club secretary
at the next club meeting.

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

IPMS BANK ACCOUNT NUMBER

03 0162 0012960 00

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

EVENTS

CLUB NIGHT EVENTS

IPMS Auckland Meet on the 3rd
Tuesday of every Month at the
Freemans Bay Community
Hall, 52 Hepburn Street, Free-
mans Bay, Ponsonby

**Note our new meeting
time is 8pm**

January 21st New Year Debrief

MODELLING EVENTS

Nothing on the immediate horizon

BULLETIN BOARD

CLUB SUPPORT

The following retailers have kindly agreed to offer IPMS Auckland club members a discount on their purchases upon presentation of their current IPMS Auckland Membership card.

The discount only applies on selected product lines and remains at the discretion of the retailer.



ModelAir

349 Dominion Road
Mount Eden
Auckland
p: 09 520 1236



Stoker Models

Cnr Market Rd & Gt South Rd
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10% on kits and modelling supplies



TOYWORLD

Toyworld Henderson
56 Railside Rd, Henderson
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15% Off the normal retail price on:

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(Note: not in conjunction with any other promotion)



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27 Davis Crescent
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10% off most items on presentation of IPMS Auckland Membership Card.

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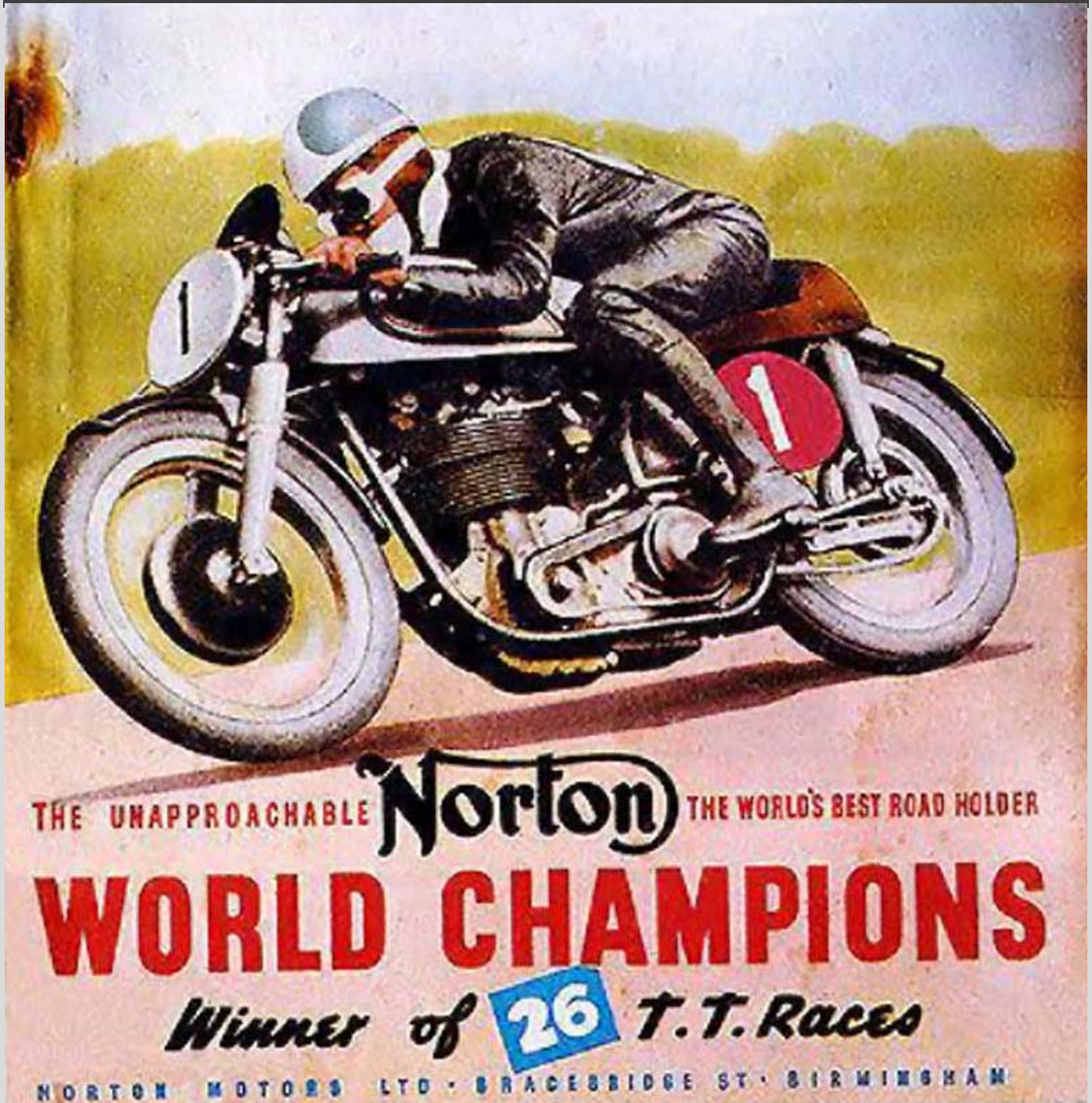
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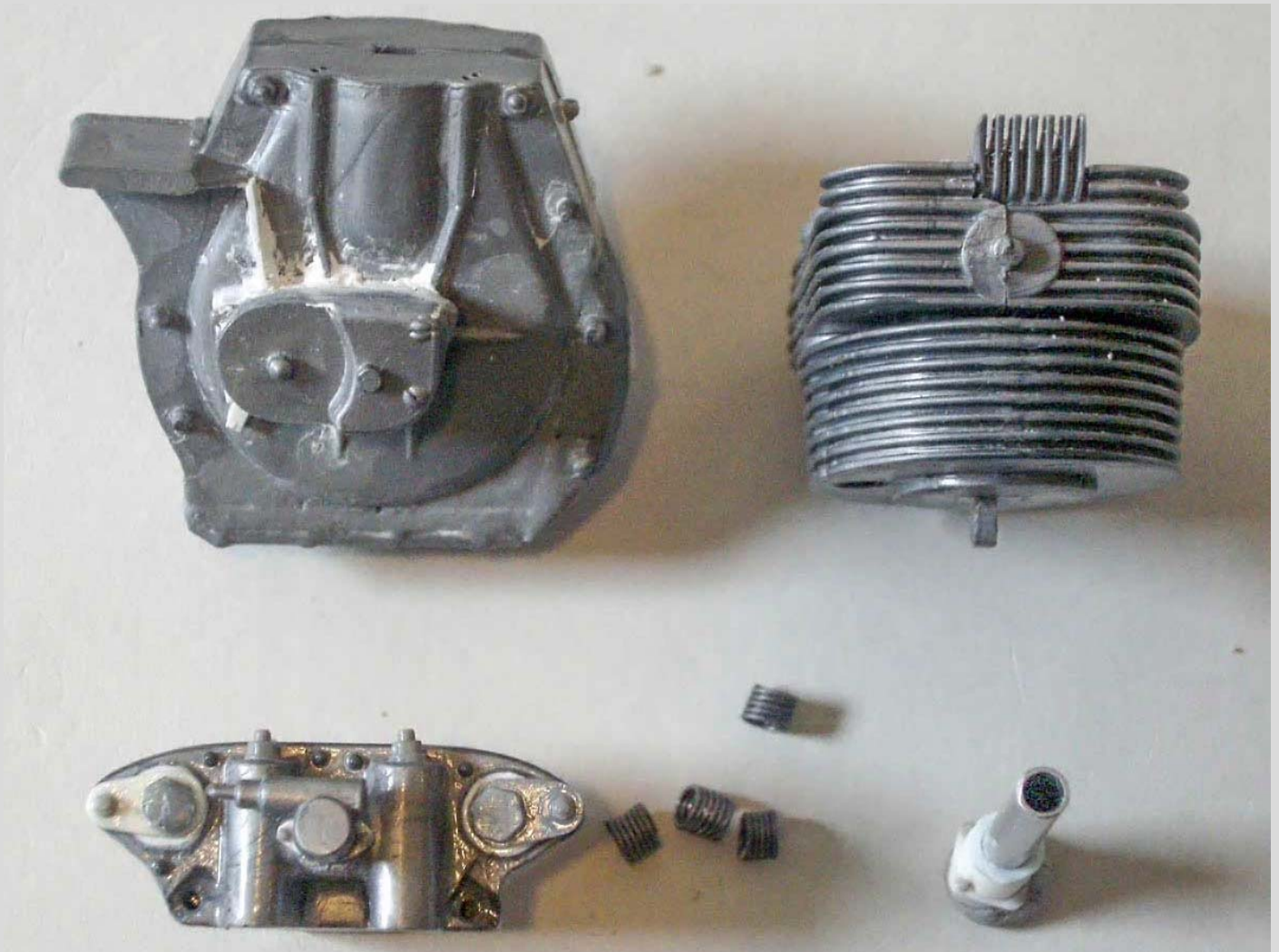
REVELL'S 1:9th NORTON MANX 500 (kit 07934)

Part 2 by Pete M.

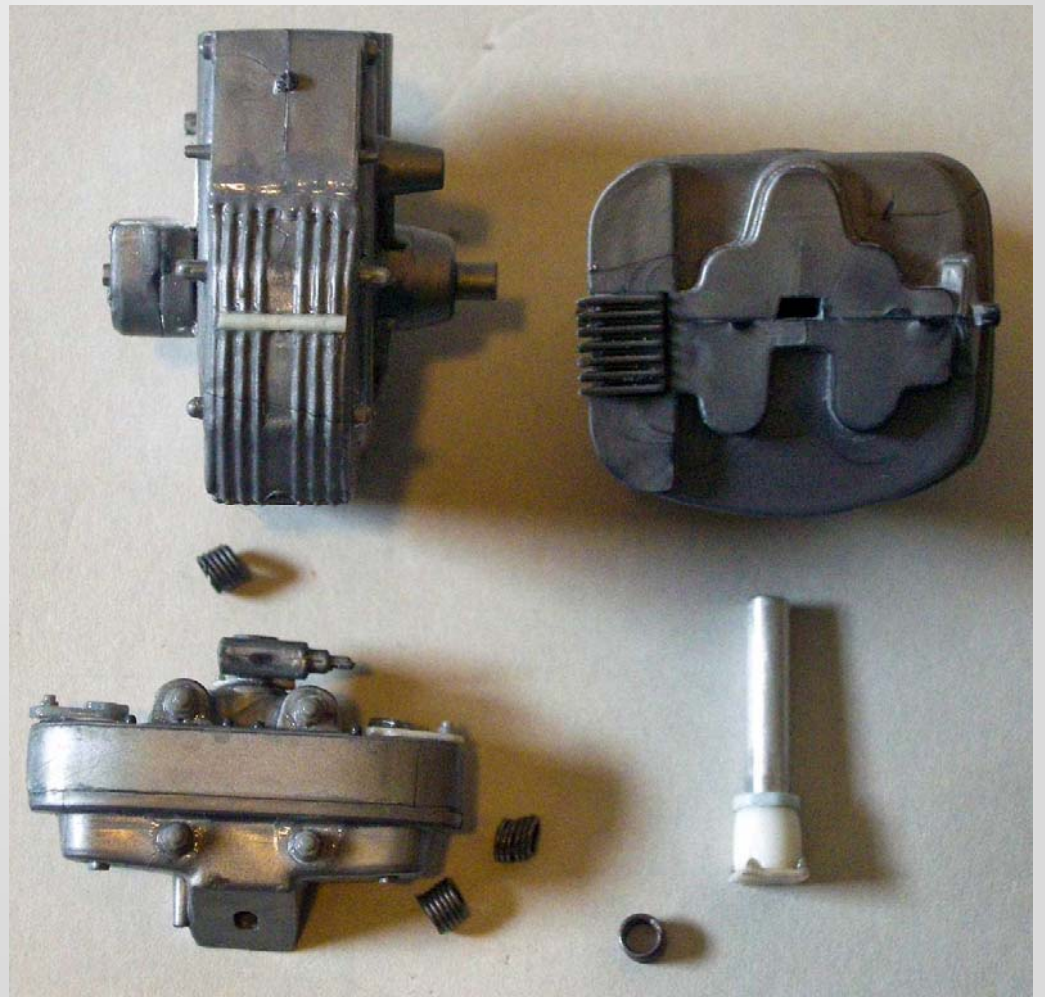


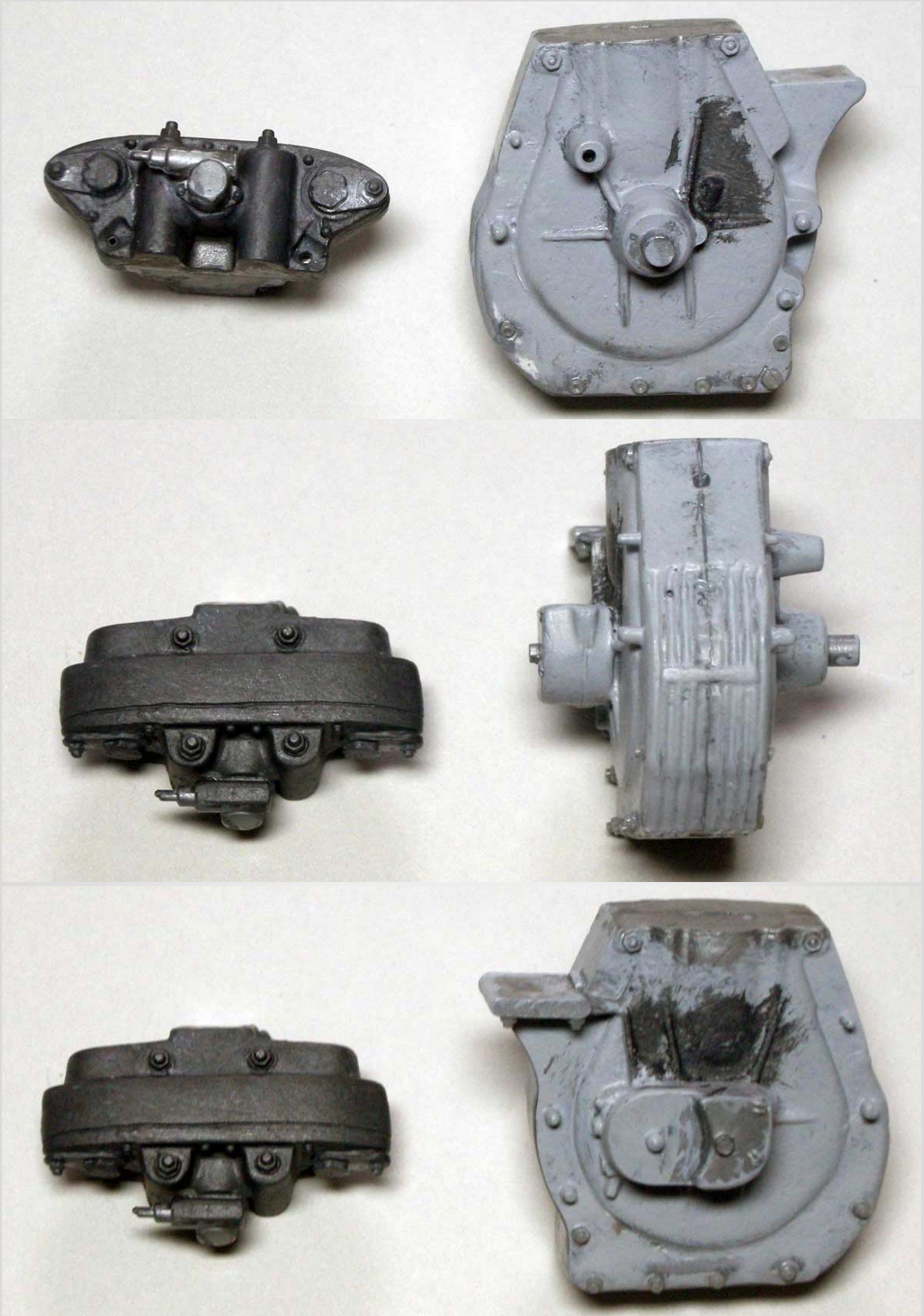
Over the past few weeks I've been slowly working away at refining the parts for this beastly, one of my least favourite jobs being the removal of the mould seam lines that abound on this pressing!

I've added and corrected details missing on the kit engine crankcase assembly, and detailed the cam cover assembly (including scratch building a new camshaft cover assembly that somehow vanished into another dimension!) and built a new early model camshaft drive cover from styrene and alloy tubing. The valve springs are made from coiled lead wire as the kit supplied ones were jut misshapen blobs!



Further detailing has now been done to the cases and cam cover (including adding the casing joint in the correct position). I've added texture to replicate the rough un-machined magnesium castings and replaced all the case nuts and bolts and added the missing rear case drain bolt and magneto holding bolts.





Much further work has been completed on refining many of the other sub-assemblies and these are now ready to receive an undercoat of gloss black before spraying in various metallic colours as needed.



In between, I've been cleaning up the cycle parts and I'm still slowly refining the spokes in the wheels! Did I mention I just hate removing mould lines!!!!!!
I've also added plastic rod to the underside joints on the fuel tank, and these will be textured to replicate the welding on the alloy sections.



I have just received an order for further detailing parts such as oil and brake line fittings in 1:25th scale that will work perfectly for items on this model..always check out the other modelling genres for such items as they always come in handy..many of these will also be used in the future on a detailed Tamiya 1:32 F4U-1 with a Grey Matter engine accessory bay I have planned.



Not that much to show of my progress over the past few weeks, but getting there!

Did I mention I just hate removing mould lines!!!!!!

Part 3 next month.

Tamiya 1/48 Lockheed P-28F/G Lightning

In Box review by Brett Peacock



Kit # 120, Price (Modelair & Model Room) \$118.00 (NZ), Number of parts : 207 in Grey, 18 clear, 3 weights. 1 sheet of Canopy masks, Markings for 2 Aircraft, 1F and 1 G model.

Admittedly the announcement of this kit came as something of a real surprise to most of us, and the fact that advance samples followed so closely was another happy surprise. The final surprise was just how excellent the kit has turned out to be, given the problematic history of Lightning kits in 1/48th scale. The 1960s era Monogram (now Revell) kit had a decent outline with fine raised panelling, but lacked much interior detail, especially in the Wheel-bays, but could be made as almost any variant of the P-38J or L, albeit with some user modifications.



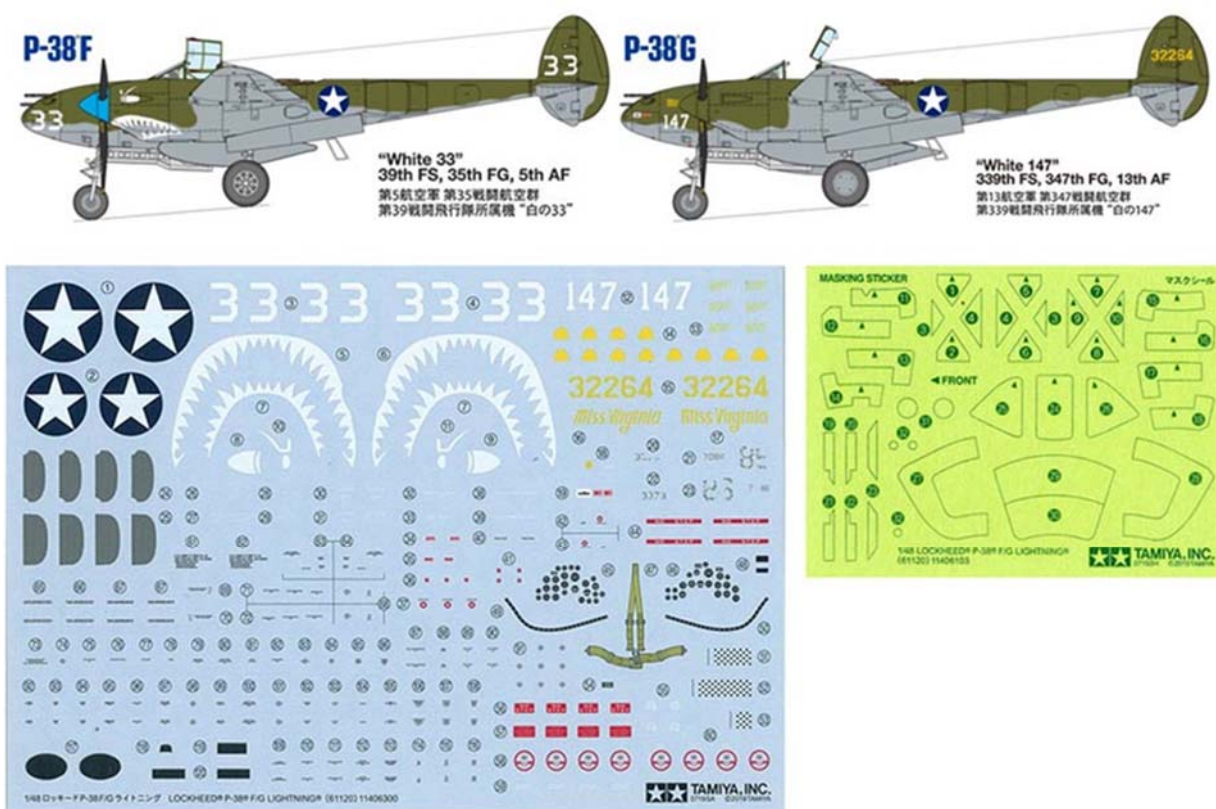
Minicraft produced a more detailed, but less accurate kit, followed by the rather good Hasegawa family and the Academy family of kits, which, although of good detail and outline proved to be more problematic in assembly alignment and construction and Academy included some fairly... nasty... vinyl tires with their kits. Academy's family was also more extensive than the Hasegawa, adding the Recon F-5 and the Nightfighter M, as well as the J with a Bombardier – the “DroopSnoot” and Pathfinder variants.

More recently Hobby Boss produced an “easy” kit which solved the alignment issues, but killed off the details for a decent model, plus it introduced a large join line extending most of the way around the horizontal perimeter of the main fuselage parts, owing to the way they elected to mould the kit to maintain alignments.



(This is not to say that ANY (Except for maybe the Minicraft kit) of the previous kits could not be made into a very good kit of the P-38, it just depended on how much work the modeller wanted to put in. At this point in time I have 1 Monogram, 1 Academy kit and about 2/3 of a second, and 4 Hasegawa kits (2 early (F/G/H) and 2 'J' models.) in my stash and a couple of Aftermarket decal sheets for them. Does the new Tamiya kit obsolete them? In a word, No. But, probably, it will get made before they do! And it does cost about 1/3 more than the Hasegawa kit, currently... and Academy's kit is not common locally, nowadays but last time I saw one it was about 1/2 (or less) the price of the Tamiya kit.

So, how does the new Tamiya kit stack up, compared to the older variants? Well, the Hobby Boss kit is the most recent, but the "Easy Assembly" has cut back on the detail able to be included, so really the Tamiya only needs to be as good as the Hasegawa or Academy kits to surpass it. And those kits are now 25-plus years old. So let us "Dig into" the box and take a look.



The kit comes in a Large-ish box, about the same size as the 1/48 Swordfish or Beaufighter box, and it is definitely full to the top with individually bagged sprue trees. Also in the box you will find an instruction booklet, a two-sided Colour markings option sheet in A-3 size, 3 metal weights, a large-ish decal sheet for the 2 marking options (Both options are from the South West Pacific Theatre of Operations, one from the 5th AF and one from the 13thAF and there is a caveat about one of the options- more about that later), and a sheet of Masking, printed and ready to cut out for the clear parts.

The breakdown of parts looks conventional at first glance, but you soon notice the very smart engineering, designed to simplify assembly, reduce errors and still maintain a minimal level of join eradication, all while keeping alignment as perfect as possible. For one example, the outer-wings have separate leading edges, but you will be very hard pressed to spot the joint on the upper surface as it is designed to look like an existing panel line, so unless you spill glue all over it, it should be invisible. And it is also clear that other variants will be possible, most probably the J and L types, but the H variant should also be a possibility, as it was the interim between this and the later types of Lightning.

Also included in this kit are the 300 gallon "Ferry tanks" as well as the standard 150 gallon Drop tanks, as the G variant (Barber's G, White 147) used one of the 300 gallon tanks on Operation Vengeance, the Interception of Admiral Yamamoto's Transport in 1943. It was finally determined in the early 2000s that although both Lanphier and Barber had fired at the G4M "Betty" carrying Yamamoto, but due to a very bad angle of attack, Lanphier had missed and Barber had, therefore, shot it down.

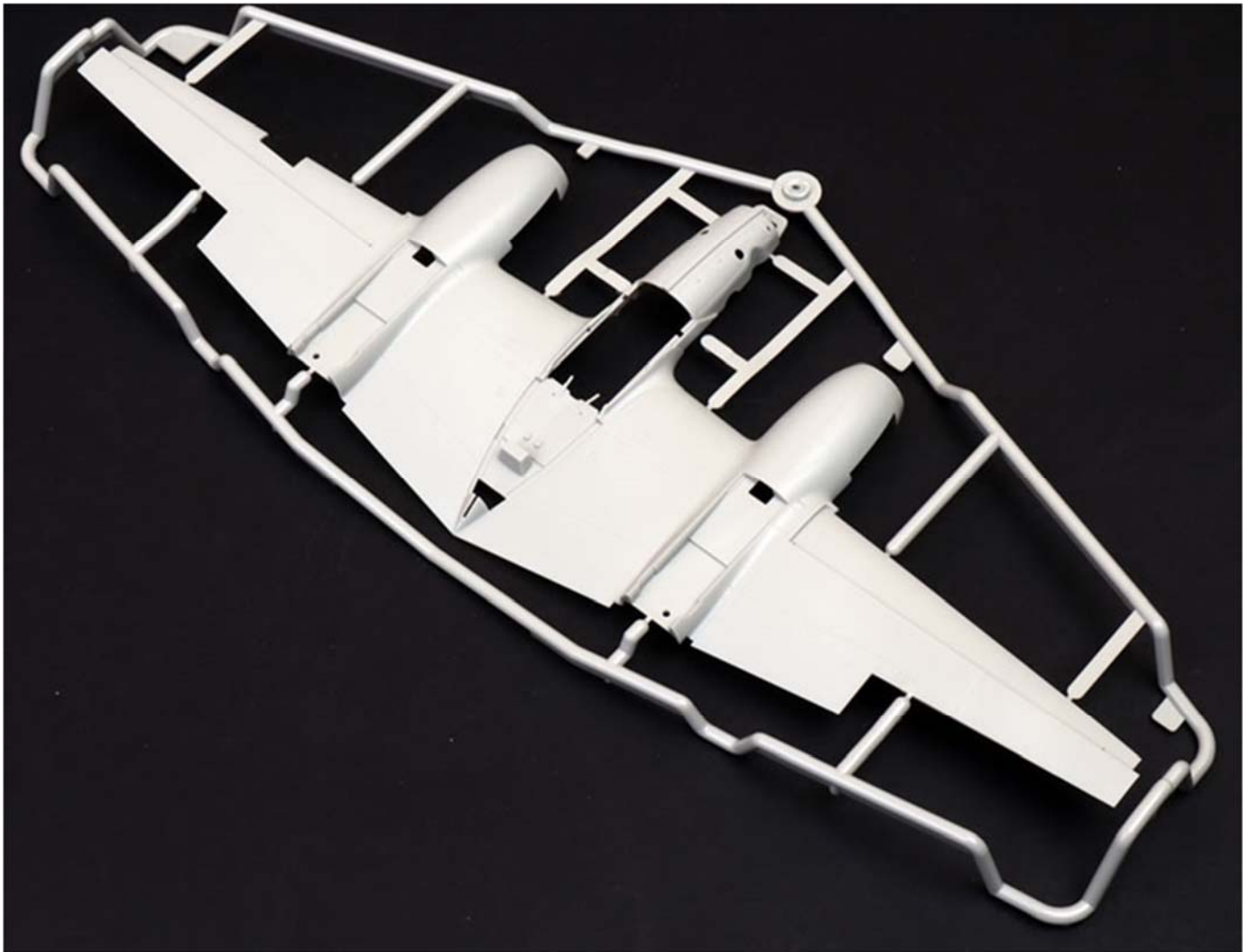
The F model option, White 33 with shark Mouths, is from the 35th Fighter Group in New Guinea, and the F model is the sole Caveat in the kit. Tamiya and many references will state that the standard USAAF colours were used - ie: Olive Drab over Neutral Grey. Recently - as in within the last 5 years - it was determined that this was not the case when the early Aircraft were delivered. The E and F model Lightnings were manufactured in 1941, carrying over into early to mid-1942, (Their serials ALL start 41-xxxx, indicating the contract for construction was approved in Fiscal year 1941 - pre December 7th.)

In 1941 (before Pearl Harbor) Lockheed had no major Military contracts on their books for the US Government. (Yes, they were developing Aircraft, but none had been accepted into US Army or Navy production yet. BUT they were manufacturing Military aircraft for the United Kingdom, such as the Lodestar and Hudson, and those were in full production, alongside a few other types, largely for Civil use. According to Lockheed's own records, a large majority of their 1941 Paint stocks were Dupont-made RAF- equivalent colours! (ie Dark Green, Dark Earth and Sky and Medium Sea grey and the RAF Interior Grey Green equivalents. Therefore the entire run of P-38 E aircraft (Fewer than 200) and All of the F models were painted at the factory in ... RAF colours, but in USAAF Patterns as the AF had ordered the P-38 in mid-1941. It is even possible that some early G series still had these colours as Lockheed used up the stocks -G-1 to G-5 series, But Tamiya's G option (Barber's) was a G-13. The F production run began in late 1941 and continued until mid to late 1942, by which time, standard USAAF paints were now on stock as Lockheed had rapidly acquired US military contracts on the outbreak of war, and now the company needed stocks of US standard colours.

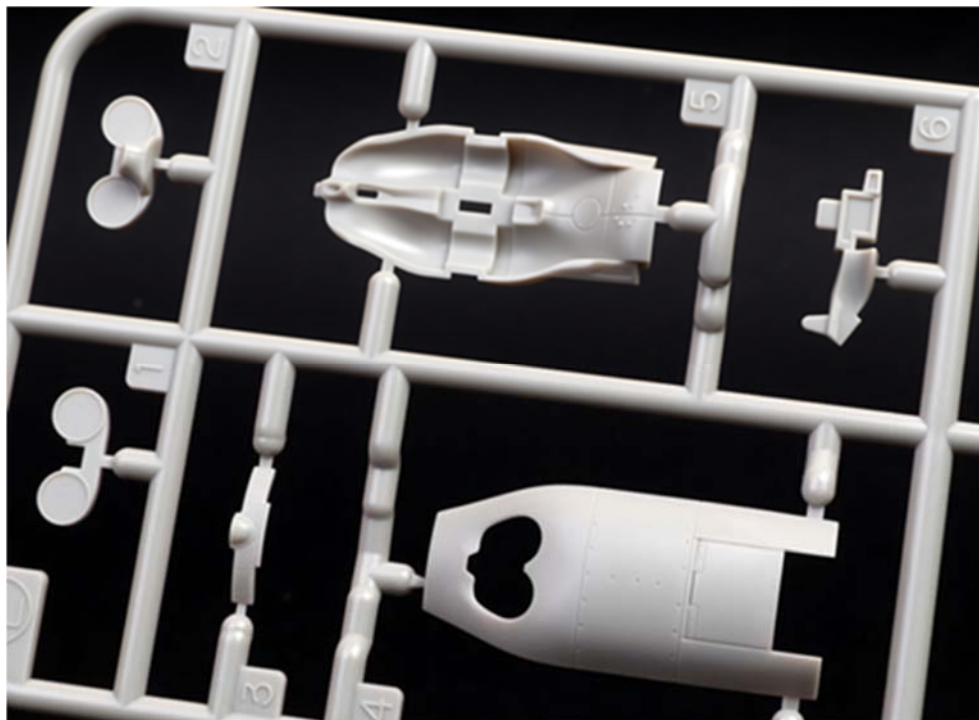
As proof of this, take a look at photos of the P-38F "Glacier Girl" (as she was recovered from the Ice in Greenland, not the restoration). Her cockpit was not in either Interior Green or in Zinc Chromate green. It was in a bright, apple green, IDENTICAL in hue to the interior of a lend-lease Hudson. This was analysed and found to be the Dupont Equivalent of RAF Interior Green. Her uppers are a Dark Olive Green, Not Olive Drab 41 or Pre-war Olive Green, again analysed and found to be Dupont-made RAF Dark Green equivalent. Underneath, Glacier Girl is a paler shade of Medium grey, not the darker Neutral grey. Again, analysis showed that this was Dupont's equivalent to RAF Medium Sea Grey paint. It seems that "Glacier Girl's" restoration apparently reverted to OD/NG with ZC interior surfaces.

Now, while it is possible that some F models were repainted "in theatre", a read of General Kenney's Book "Air War South Pacific" shows that the 5th & 13th Air Forces were consistently starved of extra new Aircraft until early 1944, when production could cope with the demands of a multi front war, and so keeping their best fighters flying was a far more important job than making them "look nice" or "Regulation". IMHO, if you build an F model, use RAF colour paints, not Olive Drab and Neutral Grey . (Neutral Grey is a 50/50 mix of Black and White) Much of this information had not yet become widely known or published as of 2018, so it is hardly Tamiya's fault for being unaware of this during the kit's development. (Tamiya DO correctly depict the side-opening canopy lid on the F Model, which changed to the now classic rear-opening mechanism on the G and subsequent types. A point missed by every other kit maker.) Onto the parts, themselves...

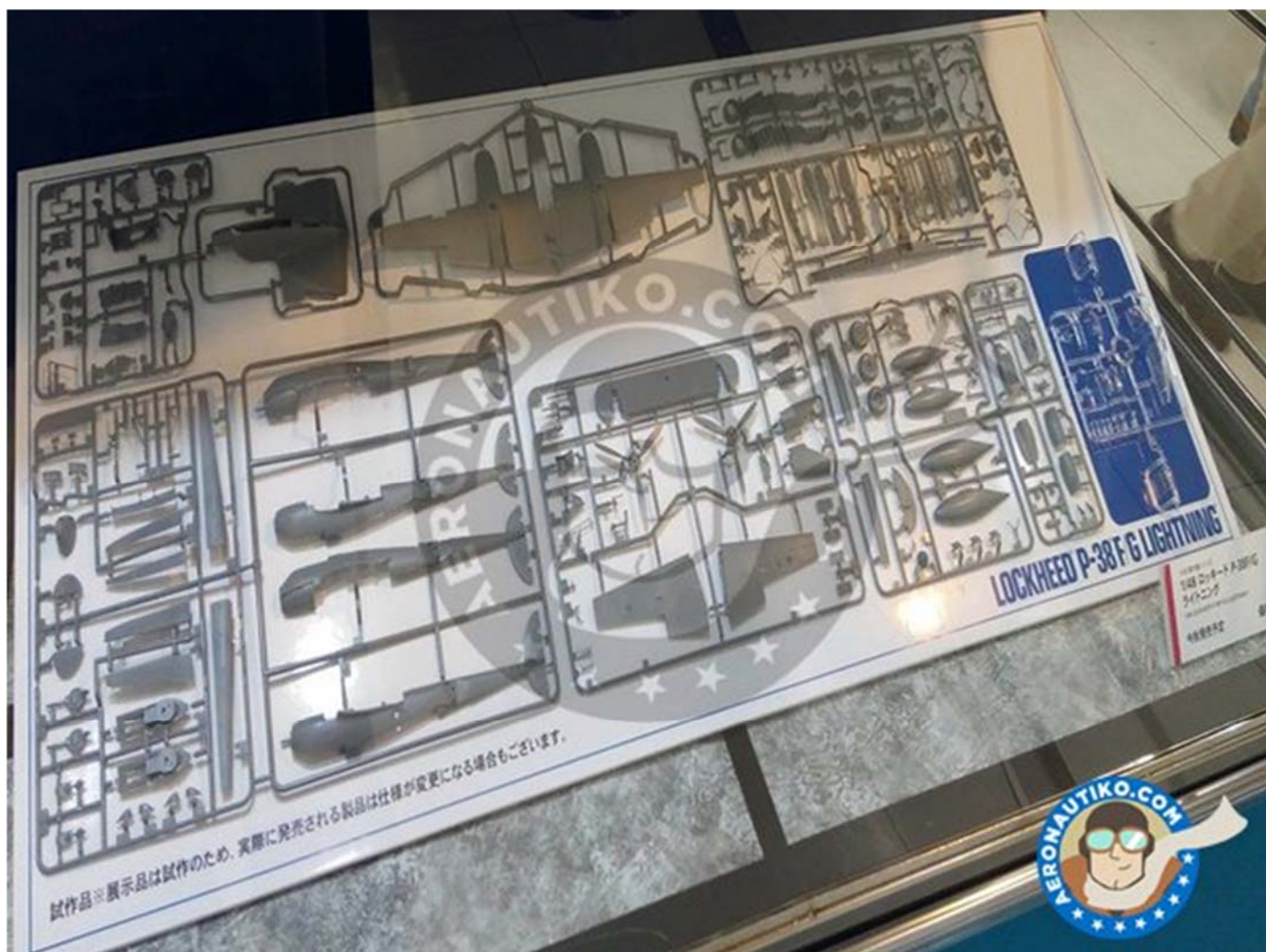
The Upper fuselage – Note the cut back for the Leading edge inserts. Also note the cut out on the port wing to accommodate the P-38J/L's leading edge landing light – a HUGE clue that this will not be the only Lightning kit.



The streamlined Oil Cooler Housing for the Lower cowling. These will change in the Later models of P-38 to a flat fronted radiator design.



An overview of the kit sprues - some of these will be duplicates in the kit, notably the Drop tanks (R)



The detailing is crisp and the engraving is very fine, with raised detail as appropriate. The wheel bays and cockpit are very well done, with alternate parts clearly indicated in the instruction sheet. A curious omission in the options is that neither option is clearly stated to be an F or G, although this is pointed out on the box side as to which is which.

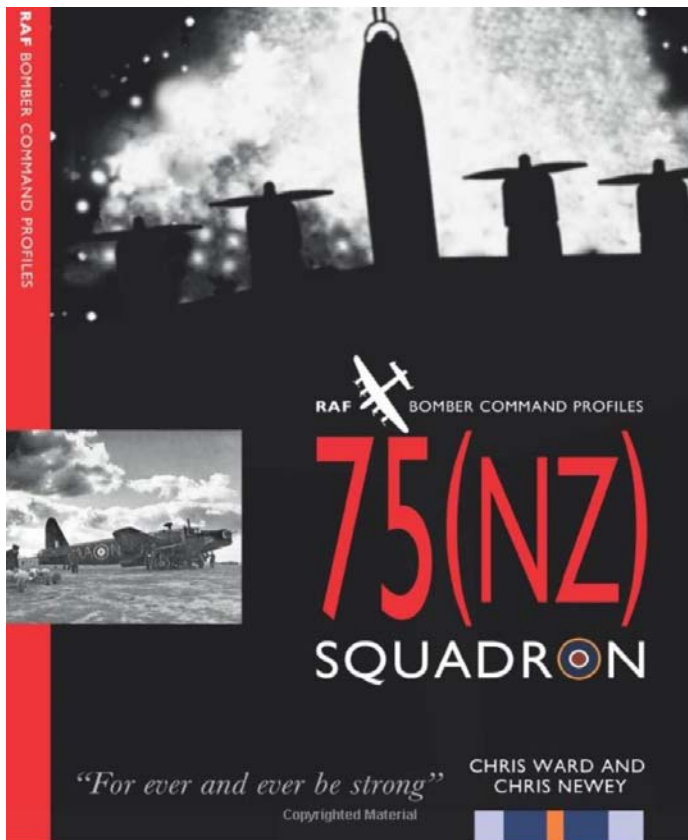
Due to the nose weights, there is no provision for either engine or gunbay detail, and I think any of the special variants such as a “Droop Snoot”, F-5 recon or Pathfinder with radar may not be possible. The two seater night-fighter (M) may be achievable, however.

The decals are commendably thin, as most recent Tamiya decals have been, but many will want to go the aftermarket route or even use masks to paint them, supplemented by decals for the stencilling. The canopy masks are pre-printed but not die-cut. The three metal weights are aluminium ball bearings and provide a stable tricycle stance for the kit (per Alan Sanazarro who has built one, already)

It may have taken 50 years but we now have what I think will prove to be the definitive P-38 kit, and the layout of sprues and breakdown of parts strongly hints that a later model such as the J and L are also probable releases from Tamiya. Taken all in all, this kit is a “Must own”, even if WW2 is not your preferred area, just because the technology used to produce it is such a lesson in skilful engineering and precision moulding.

75 (NZ) Squadron by Chris Ward and Chris Newey:

An RAF Bomber Command Profile book review by Pete M.



Published by Mention The War Ltd in 2018, Chris Ward and Chris Newey's profile of 75 (NZ) Squadron is the long-awaited, definitive and comprehensive wartime account of this well-known and highly-regarded Bomber Command outfit. Produced with the full support and assistance of squadron veterans, the Royal New Zealand Air Force Association and the New Zealand Bomber Command Association, it is a testament to the duty and sacrifice of all those who served with this famous unit throughout the Second World War. Chris Ward's detailed narrative, based on the squadron's Second World War Operations Record Book, is complemented by several hundred photographs, many published for the first time.

In 1938, the New Zealand government had ordered thirty Vickers Wellington Mk1 bombers. RNZAF aircrew were despatched to train on the new aircraft at RAF Marham, and then take

them to their new home in the Southern Hemisphere. When war broke out, the New Zealand Government placed the aircraft and their crews at the disposal of the RAF to help fight the new enemy.

Already known as 'The New Zealand Squadron', the unit was given the number 75 on 4 April 1940, the previous unit so numbered having been disbanded. This meant that the original nucleus of personnel remained together as an operational unit of the RAF. On 4 April 1940, The New Zealand Squadron was renamed 75 (NZ) Squadron. Although often referred to as an RNZAF unit, it was wholly equipped and controlled by the RAF until the end of the conflict. It was a key component of No. 3 Group, Bomber Command, and was based initially at RAF Feltwell, then RAF Mildenhall, RAF Newmarket and RAF Mepal, in Cambridgeshire.

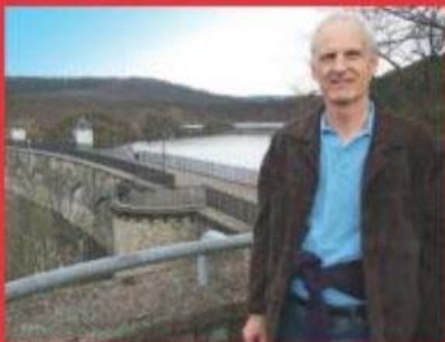
The unit saw action over France, Norway, Belgium, Italy, Sweden and Germany, distinguishing itself in the process. The squadron operated with a strength of three Flights after receiving Short Stirling bombers. In line with the rest of No. 3 Group, the squadron re-equipped with the Avro Lancaster in 1944, the type seeing the unit through to August 1945. 75 (NZ) Sqn operated against the Germans from 1940 to VE Day, flying more sorties than any other allied heavy bomber squadron, suffering the second highest number of casualties. **(Note: From the intro to the book from the website which covers it better than I can).**



The original **Bomber Command Squadron Profiles**, written by Chris Ward, first appeared in the late nineties as a series of narrative-only publications. Each book gave a detailed overview of a specific squadron, providing all the facts, figures and information necessary for researchers and those wanting a point of reference for what they or their relatives did during WWII. More than sixty Profiles were written before being withdrawn in favour of a series of books covering the various Groups of Bomber Command, which contained most of the same information. Despite that, affection for and interest in the Profiles remained high, and Chris decided to bring them back in updated form in 2015.

Benefiting from additional research, the individual squadron Profiles are, wherever possible, illustrated by photographs and maps. For some squadrons these are few whilst for others they are fortunately more abundant, so the number of illustrations varies between Profiles.

Chris Ward has written extensively about Bomber Command, producing not only the Squadron Profiles but also books about five of the eight groups serving in the Command during the war. Chris is an acknowledged expert on 617 Squadron, having produced a number of full wartime histories of the unit.



The author, Chris Ward, standing by the Urft Dam in Germany.

Just before the outbreak of war, RNZAF crews arrived at RAF Marham to train on and deliver to their homeland thirty Vickers Wellington Mk.I bombers. The crews and aircraft still being in situ when hostilities commenced, the New Zealand government placed the aircraft and their crews at the disposal of the RAF to help fight the new enemy. Already known as **'The New Zealand Squadron'**, the unit was given the number **75** on 4 April 1940, the previous unit so numbered having been disbanded. This meant that the original nucleus of personnel remained together as an operational unit of the RAF.

On 4 April 1940, The New Zealand Squadron was renamed **75(NZ) Squadron**. Although often referred to as an RNZAF unit, it was wholly equipped and controlled by the RAF until the end of the conflict. It was a key component of No. 3 Group, Bomber Command, and was based initially at RAF Feltwell, then RAF Mildenhall, RAF Newmarket and RAF Mepal. The unit saw action over France, Norway, Belgium, Italy, Sweden and Germany, distinguishing itself in the process.

The squadron operated with a strength of three Flights after receiving Short Stirling bombers. Whilst 'A' and 'B' Flights used the iconic AA designation, 'C' Flight took the establishment beyond the number of aircraft codes available from one run of the alphabet, so its aircraft were coded JN. In line with the rest of No. 3 Group, the squadron re-equipped with the Avro Lancaster in 1944, the type seeing the unit through to August 1945.

75(NZ) Sqn operated against the Germans from 1940 to VE Day, flying more sorties than any other allied heavy bomber squadron, suffering the second highest number of casualties. A Victoria Cross was awarded to Sgt JA Ward for climbing out onto the wing of his Wellington on an operation over Europe, in an attempt to put out an engine fire. Although badly damaged by enemy fighters' cannon shells, the aircraft managed to return to its base.

Chris Ward's Profile of **75(NZ) Squadron** is a long-awaited and comprehensive account of a famous and highly-regarded Bomber Command outfit. Produced with the support of the Royal New Zealand Air Force Association and the New Zealand Bomber Command Association, it is a testament to the duty and sacrifice of all those who served with the squadron throughout the Second World War.



Lancaster ND 756 AA-M, shot down 29 July 1944, from the collection of P/O Ralph Barker.



An imprint of

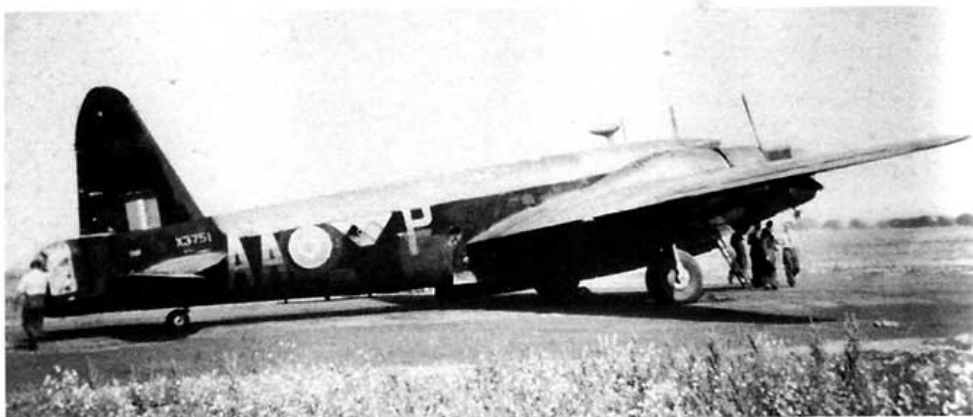
MENTION THE WAR PUBLICATIONS

ISBN 9781511266346



This 475 page volume is a much needed reference to the wartime actions and personnel of No.75 (NZ) Squadron for both the history buff and modellers as it contains much on the day to day workings of the squadron, the aircraft they operated, and reminiscences of some of the members of the squadron.

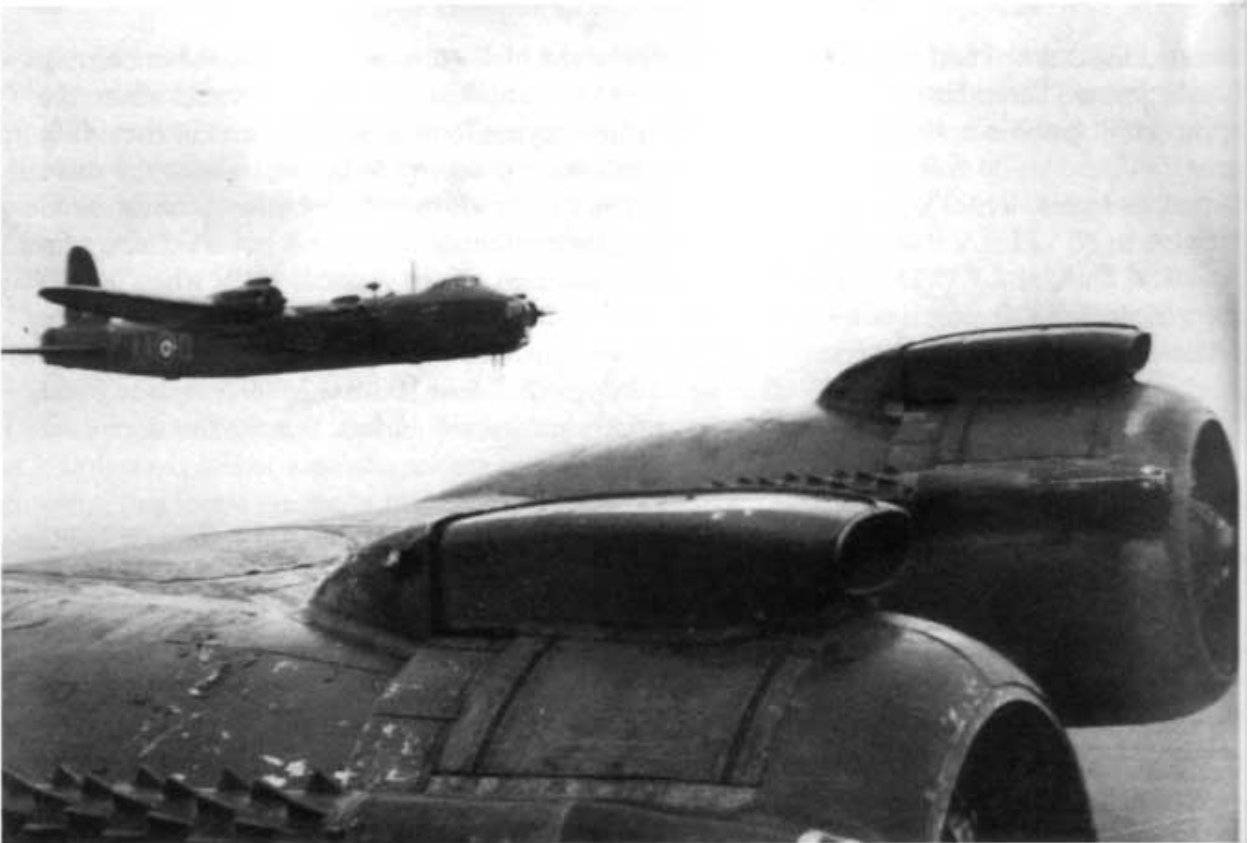
For the modeller, it contains many (although not that well reproduced in some cases) photographs of their Wellingtons (Mk.I, IA, IC and Mk.III), Stirlings (Mk.I and II) and finally Lancasters (Mk.I and III) and has in one appendix listings of all the aircraft issued to the squadron, giving serials and many of the code letters with brief histories noted



*X3751, AA-P, the Jarman crew's regular "kite".
(NZ Bomber Command Assn. archives, Stan Brooks collection, via Anna Rhodes-Sayer)*



*The Osborne crew with X3538, AA-N "Pruno", July 1942. Arthur "Ossie" Osborne centre.
(NZ Bomber Command Assn. archives, Arthur Osborne collection)*



Stirling EH948, AA-Q, "Queenie" piloted by F/Sgt Cecil "Snow" Armstrong, formation flying, January 1944. EH948 was lost in Kiel Bay with the Bruhns crew on the 24th of February. (Dennis Jones collection, via Glynis Bakker)



Stirling EH948, AA-Q, "Queenie" piloted by F/Sgt Cecil "Snow" Armstrong, January 1944. (Dennis Jones collection, via Glynis Bakker)

For myself, the bonus is many photos of the usually neglected Sterlings of which, No.75 was one of the last to use operationally in the bomber role. Photos of crews and nose art abound (many with tied in serials and codes for once) so there is plenty for everyone.

My one disappointment with this volume is the reproduction of some of the photographs used as in this day and age, copying and scanning originals has now come a long way and I'm sure with a bit more care, some of these could have been done a bit better. Also, not being printed on glossy paper doesn't help, but does keep the production costs down!



Formating on Mepal lanes on the return from Hamel, 14th August 1944. In the foreground, HK562 AA-L 'Lucy', piloted by Des Brown, and behind is HK574 AA-R 'Rio Rita', piloted by Harry Yates. (NZ Bomber Command Assn. archives, Ron Mayhill collection)



*In the circuit - Mepal base from the air.
(NZ Bomber Command Assn. archives, Ron Mayhill collection)*

Aircraft Histories

WELLINGTON.	To October 1942.
L4330	From NZ Flt. To 3BAT Flt.
L4340	From NZ Flt. To 15 OTU.
L4355	From NZ Flt. To 11 OTU.
L7784 AA-D	From 37Sqn. To CGS.
L7797 AA-F	To XV Sqn.
L7806	From 37Sqn. To 149Sqn.
L7818 AA-R	To 15 OTU.
L7847	From 214Sqn. To 99Sqn.
L7848 AA-V	To 21 OTU.
L7857 AA-C	Abandoned over Cumberland on return from Kiel 17.10.40.
N2747 AA-J	To 214Sqn.
N2777	To 37Sqn.
N2854 AA-U	FTR Brest 24.7.41.
N2877	From 115Sqn. To 15 OTU.
N2894	On loan from CGS. FTR Cologne 30/31.5.42.
N2895 AA-L	From 9Sqn. To 15 OTU.
N2901	From 115Sqn. To 15 OTU.
N2913	From 99Sqn. To 15 OTU.
N2937	From 37Sqn. To 218Sqn.
N2982	From 9Sqn. To 15 OTU.
N2985	From 99Sqn. To 15 OTU.
N3014	From 9Sqn. To 215Sqn.
P9205	From NZ Flt. To 9Sqn.
P9206 AA-A	From NZ Flt. To 20 OTU.
P9207	From NZ Flt. To 38Sqn.
P9209 AA-B	From NZ Flt. To 311Sqn.
P9210 AA-A/Y	From NZ Flt. To RAE.
P9212 AA-F/C	From NZ Flt. To 311Sqn.
P9280 AA-Z	From 99Sqn. To 40Sqn.
P9292 AA-C	From 115Sqn. FTR Berlin 23/24.10.40.
R1020	From 37Sqn. Crashed on landing at Feltwell during training 18.11.40.
R1038 AA-H	FTR Kiel 11/12.9.41.
R1095	To 37Sqn.
R1161 AA-W	To 311Sqn.
R1162 AA-Y	To 27 OTU.
R1163 AA-L	From 15Sqn. To 103Sqn.
R1177 AA-F/C/K	Abandoned over Essex on return from Frankfurt 29.9.41.
R1237 AA-G/X	To 21 OTU.
R1409 AA-N	From 15 OTU. To 1505 BAT Flt.
R1457 AA-P/Y	To 156Sqn.
R1458 AA-E	Crashed on landing at Ternhill on return from Berlin 18.4.41. To 311Sqn and back. To 101Sqn.
R1466 AA-E	From 311Sqn. To 15 OTU.
R1518 AA-X	Abandoned over Norfolk on return from Berlin 21.9.41.
R1589	To 57Sqn.

Highly recommended by me to add to ones Kiwi aviation library.

ISBN-13: 978-1911255345

ISBN-10: 1911255347

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.

