



SCALE-MAIL

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SHORT STERLING Mk I /III IN RAF

IPMS Auckland 2020 AGM Minutes
21.04/2020

NEXT MEETING

Tuesday 20 Apr 2021 : 7.30pm
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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FACEBOOK:
Link from the IPMS Auckland Website

From the Editor

Another year has rolled around and this means it's time for our 2021 annual general meeting. For your reference , a copy of the minutes of the 2020 AGM is included later in this newsletter.

There is much to discuss at this year's AGM, not the least being the need to find another monthly meeting venue for the foreseeable future. On page 4 of there is a message from Mark Robson which provides details regarding the background of this situation. Mark also puts forward a proposal for a potential solution which I'm sure will provide the basis for a healthy discussion on Tuesday night.

On a brighter note we would like to inform the membership that planning for the nationals in October is progressing. There are still many details that need to be firmed up, not the least being a venue. We were optimistic that some arrangement could be made with MOTAT after they contacted us a while ago. Unfortunately they have since come back to us saying that they can't accommodate us this time. We have discussed a number of options but any suggestions for a suitable venue are still welcome.

Also time for a friendly reminder that subs are now due and remain at the same levels we have maintained for a while now. Payment details are on page 2



BULLETIN BOARD

NEW MEMBERS AND SUBS *** 2021/22 NOW DUE *******

Subs for 2021/22 now 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, Freemans
Bay, Ponsonby

**Note our meeting
time is back to 7.30 pm**

April

Tuesday 20th April. Annual
general meeting

MODELLING EVENTS

Nothing to report this month !

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



Cnr Market Rd & Gt South Rd
Auckland
Ph: (09) 520 1737

10% on kits and modelling supplies

Constellation
HOBBIES

Unit 5/1 Greenwich Way,
Unsworth Heights, Auckland.

Ph: (09) 441 3562

10% on kits and modelling supplies



Merv Smith Hobbies

27 Davis Crescent
Newmarket
Auckland

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

Avetek Limited

Gwyn and Christina Avenell
28 Lauren Grove, RD 2, Papakura,
Auckland 2582, New Zealand.

p: +64 (09) 298 4819,
m: +64 (0)27 343 2290
e: aveteknz@gmail.com

www.avetek.co.nz
New Zealand Master Agents for:

Auszac ECO Balsa • Bob Smith Industries - Cyanoacrylates and Epoxies • Airsail International Kitsets

WE HAVE LOST THE FREEMANS BAY ROOM AFTER THE APRIL MEETING; WHY??

Hi to all members .

It was my fault and I apologise.

But I have excuses.

Some of you will know that I am a veterinary specialist who also owns Modelair. Since February I have been working on my own at my vet job leading to very busy days and long hours.

Brett did his job and made bookings for the room, then sent me a string of emails, each one of which contained a link to pay the council. There is no option to pay as one lot, you have to pay each one. You have to pay within about 4 days to confirm the booking.

You may know that the club bank account has no online access, so I would either have to (a) pay about 700 from my own account (and to be honest I am often a bit broke) or (b) get to the council in person and pay by cheque (impossible with my workload).

It would mean about 30-60 minutes online to do the payments (again assuming I could find some of my own money to use) and I just did not have time the week in question.

I had assumed that I could pick up the booking process and start again, but in the intervening time someone else has jumped in and booked the centre.

WHAT DO WE DO NOW?

I feel responsible to help, and to be honest I never liked the Freeman's Bay room so was already thinking about options.

There is a nice meeting room upstairs at the Horse and Trap pub in Mount Eden. Parking is good.

I have offered the committee that if we book that venue then Modelair will sponsor the difference between what we would pay the council and what the rooms cost. This would be about 900 per year but I am happy to do it as I really like the ability to have a beer before a meeting, English style.

This can be discussed on Tuesday night, but if this idea is not adopted we have to find a new venue quickly.

Regards

Mark Robson

ICM 1/48 Heinkel He 111Z “Zwilling”

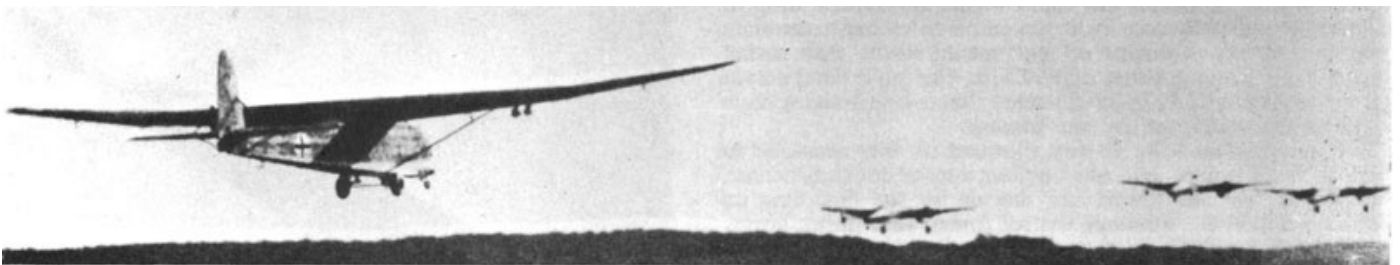
By Brett Peacock



Thanks to The Model Room, retail was \$237.00, kits has 548 parts and a wingspan of 740mm (almost $\frac{3}{4}$ of a Metre!) 2 Marking options, one standard RLM 70/71 over 65 with “Ostfront” Yellow ID markings, and one in Winter white over 65 undersides with similar “OstFront” yellow ID markings.

ICM have in the last 6 or 8 years released kits in 1/498 of most of the major types of German Medium Bombers, this includes their Dornier Do-17Z/ D215 family, followed recently by their first Dornier Do-217s, The Junkers Ju-88A (Bombers), -88C(Fighters) and -88D (Reconnaissance) families. In between times they found time to also release a family of Heinkel He-111s, with most of the Bomber types covered. With correct variances between sub-types provided in the kit.

Last year they announced a new Heinkel He-111 variant, the Glider tug He-111Z or Zwilling (Twin or Gemini) This was developed as a tug for the Messerschmitt Me 321 “Gigant” glider as the common method of getting that beast airborne was the rather risky tow by 3 Messerschmitt Bf110s working as a Troika. This was known as a “Troika Schlepp” (below) This arrangement resulted in a number of crashes among the Tugs and one crash of a laden Me-321.



The RLM sought a quick interim solution and Heinkel took up the challenge. (Sadly, the 4-engined Junkers Ju-90 and Ju-290 (Already in production) were to prove inadequate to the task, able to get an empty Me-321 airborne, but not one with more than a 1/3 load!.) Heinkel made a new wing centre-section with a 5th engine and conjoined 2 Heinkel He-111H-6 fuselages and outer wings, making the resultant plane almost as large as the glider it was to tow! Additional pulling power was found in fitting the Paddle bladed propellers to the new aircraft and it was able to tow a fully laden Me-321 into the air from even a grass runway!

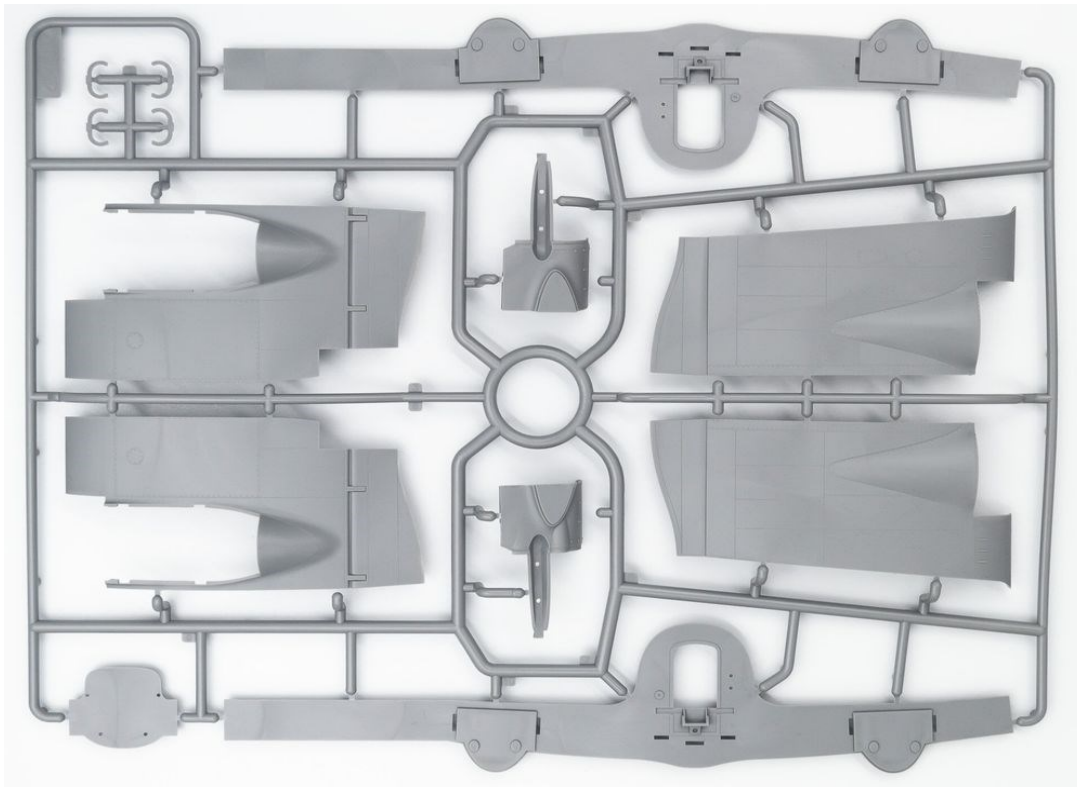
Conveniently the Zwilling was also able to tow 2 of the smaller Gotha Go-242 assault gliders, just not at the same time as the "Gigant!"...Production figures are inconsistent but at least 12 Zwillings were built, most being used on the Eastern Front, and some were seen between Sicily and North Africa in 1942-43. (At least one being shot down!)



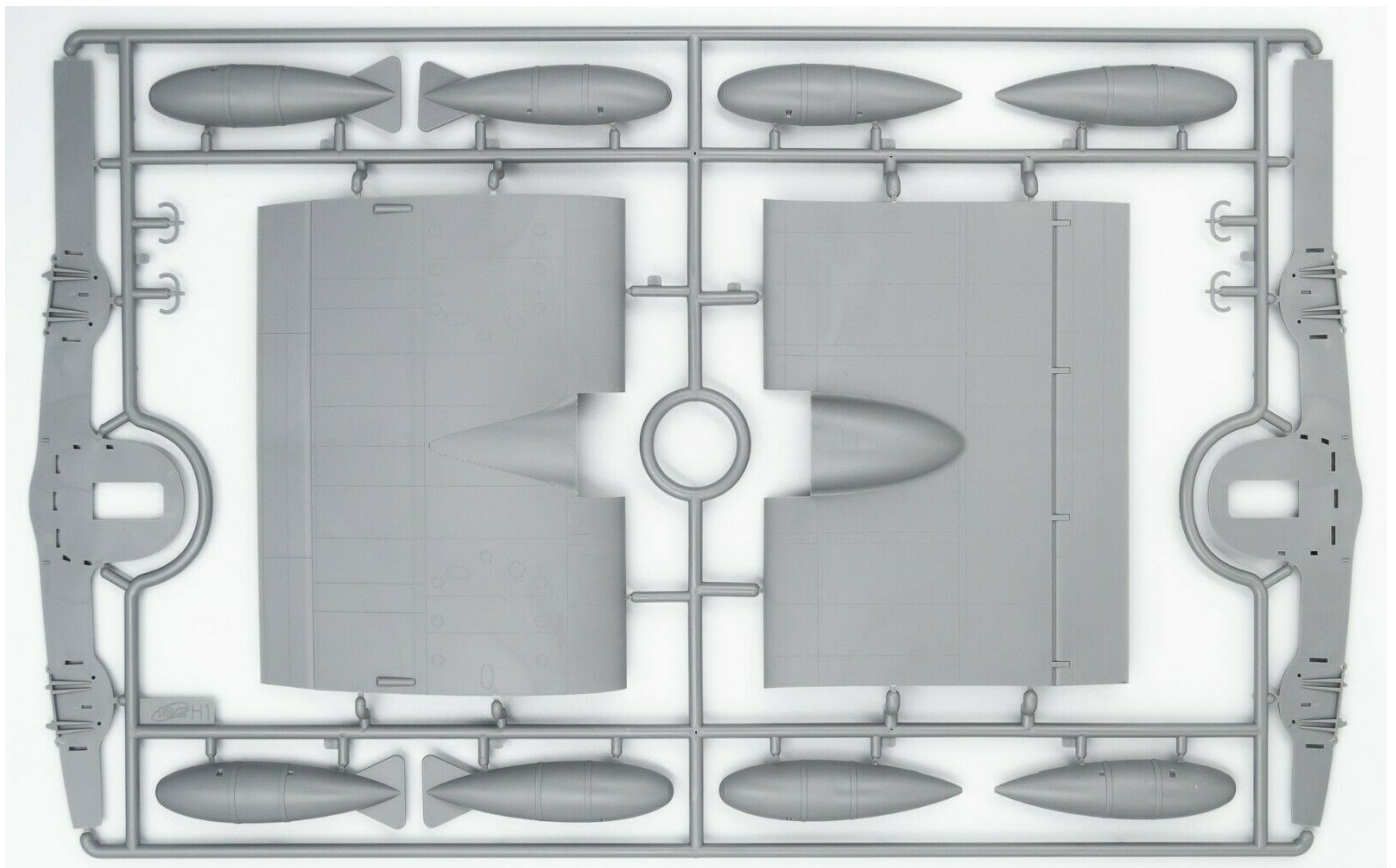
The kit comes in a typical ICM Box, and outer flimsy cover over a sturdy inner box, or in this case 2 of them! What you get is Two Heinkel He111 boxes and 1 complete kits of the He111-H6, but one box contains the instructions, a new decal sheet with two marking options, and also a number of extra sprue trees. The second box lacks a second set of wings. You also get 5 engine & Propeller sprues, 2 extra Tail-plane & Elevator sprues, 2 clear sprues one of which appears to be new, and 2 sprues which provide the complete new wing centre section and the changed main wing spars for construction. Not unnaturally there are a LOT of parts marked "Not for Use"...

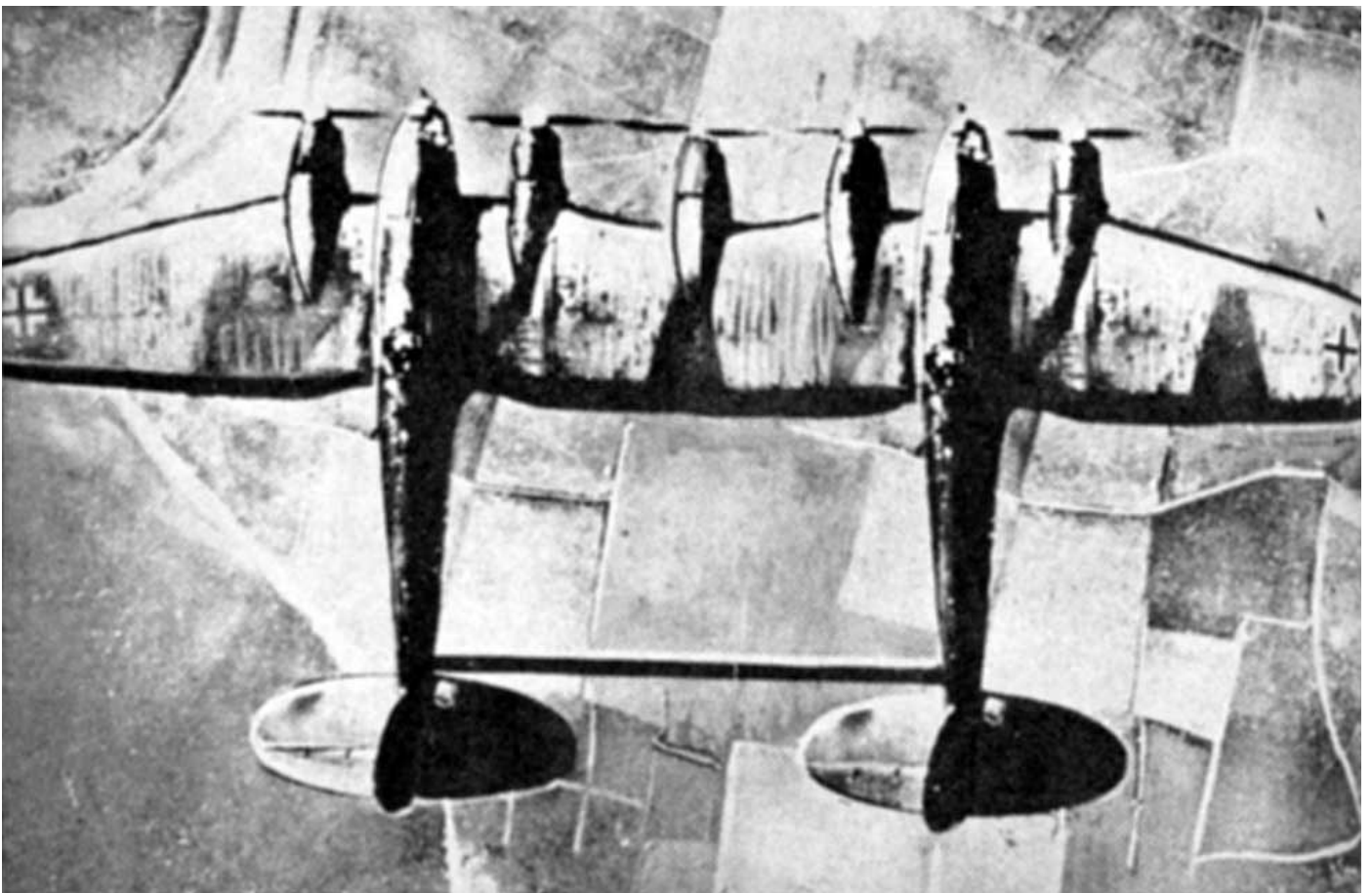
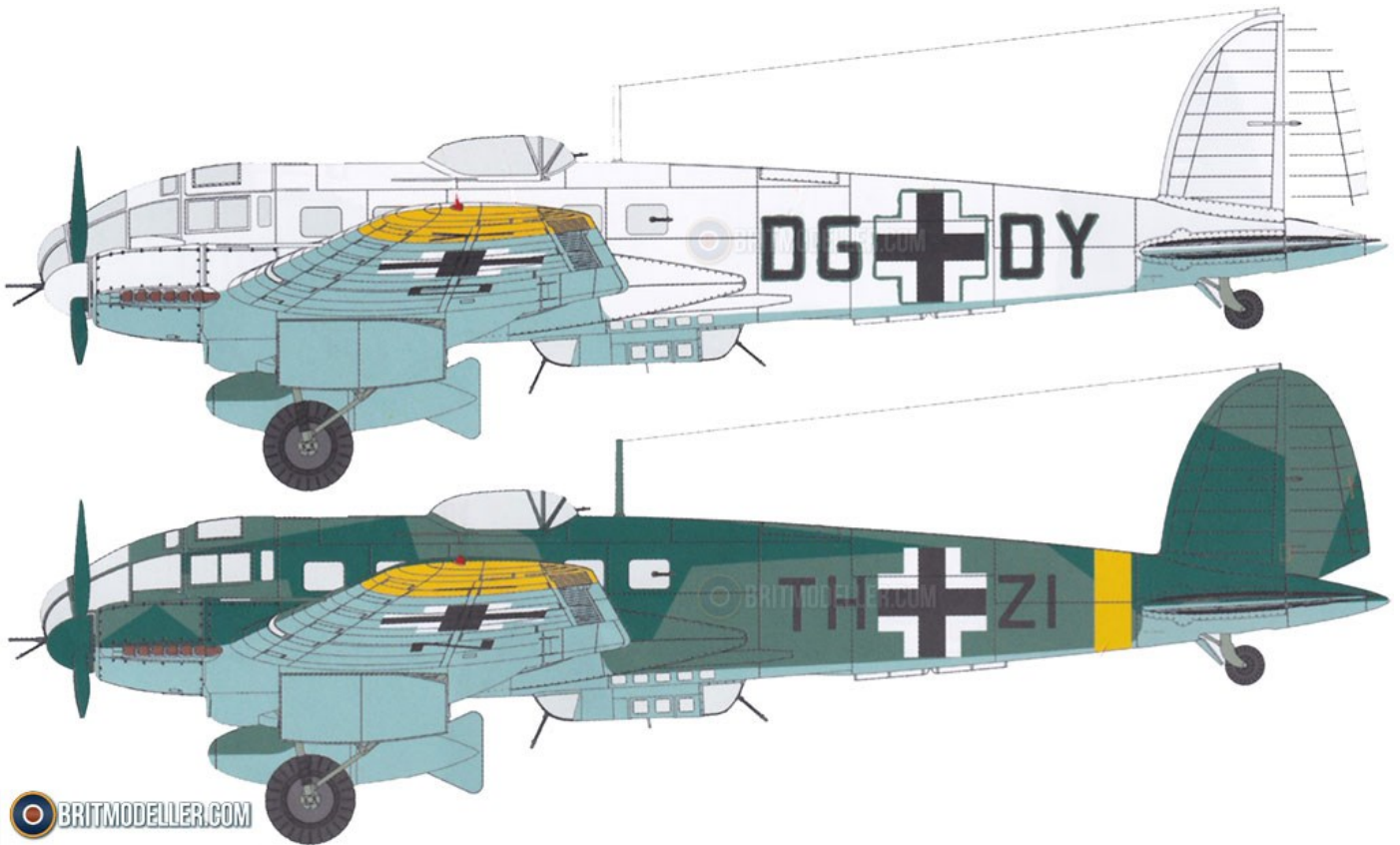


Well, if you have read any of my ICM kit reviews you will know that I have not failed to be impressed by the quality and finesse in design and engineering that the company now puts into their kits of ANY subject and scale, and the Zwilling is by no means an exception. Construction begins with the central keel of each fuselage (There is no bomb-bay in the Zwilling, so it is replaced by a walkway from the cockpit to the upper gunner position.) Once the framework is done you then build up the Undercarriage Bays in the wings, join the frame work and start on the rest of the 2 interiors. PAY CLOSE ATTENTION to the parts being used, as some replace the standard parts and will not fit in the Zwilling! This is especially true when building the port and starboard fuselages and the new Spars are “handed”, so don't get them confused.

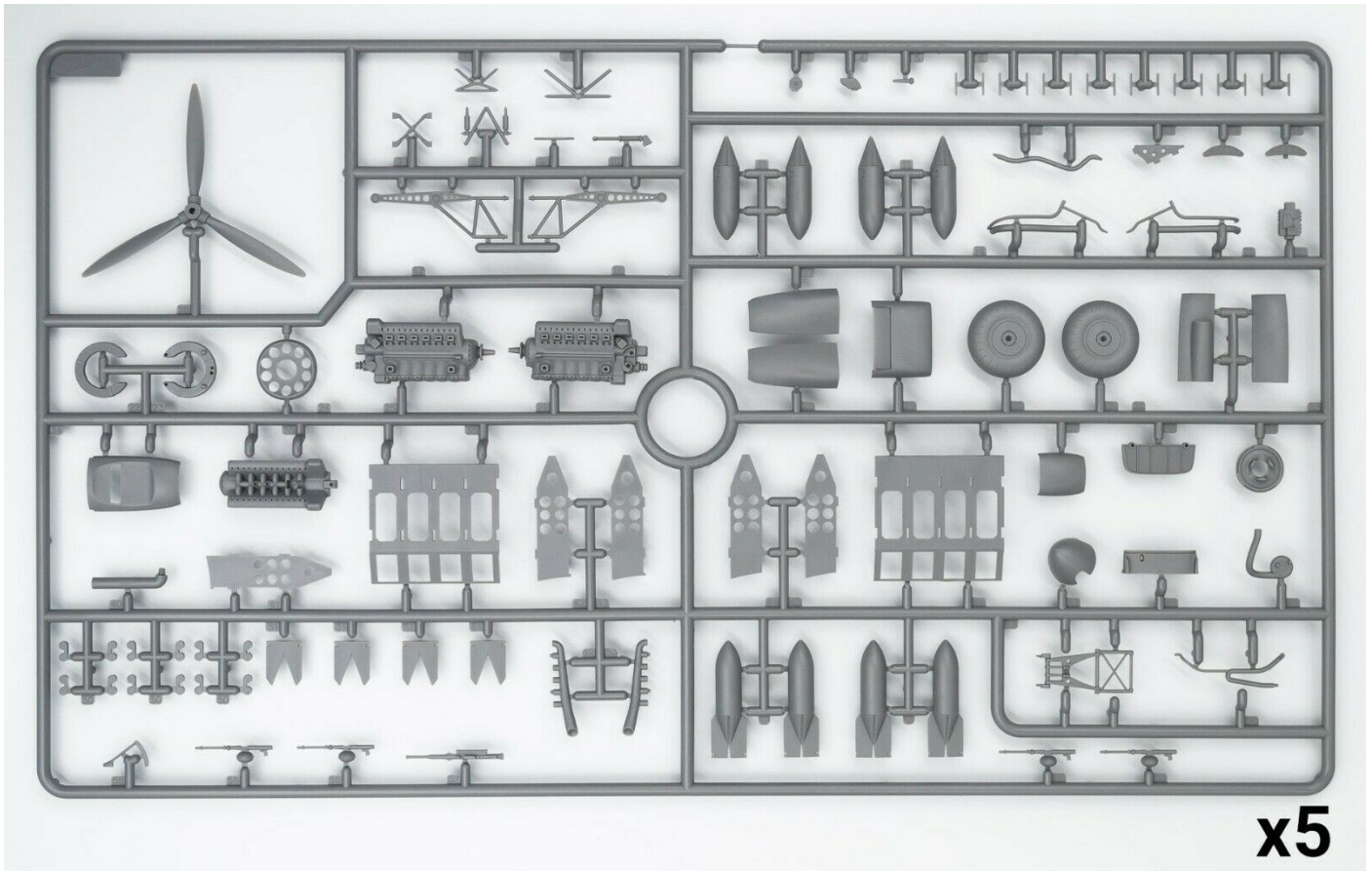


Once you get the two fuselages assembled the wings are the next step and they too have a few pitfalls for the unwary. The instruction have you fit the external rack pieces before any of the wing panels (They sit over the Bomb-bay doors in the centre of each fuselage) I was curious as to why this should be so, but it turns out that they act as a holding keel for the inner-wing undersides (Why external racks on the Zwilling? Because they were gas hogs and needed 4x900 litre drop tanks, 2 per fuselage, when towing!!) Most of the rest of the assembly should be straight forward with only that extra engine to mind out for. These are the “Handed” Spars on their sprues- Front above and rear below.

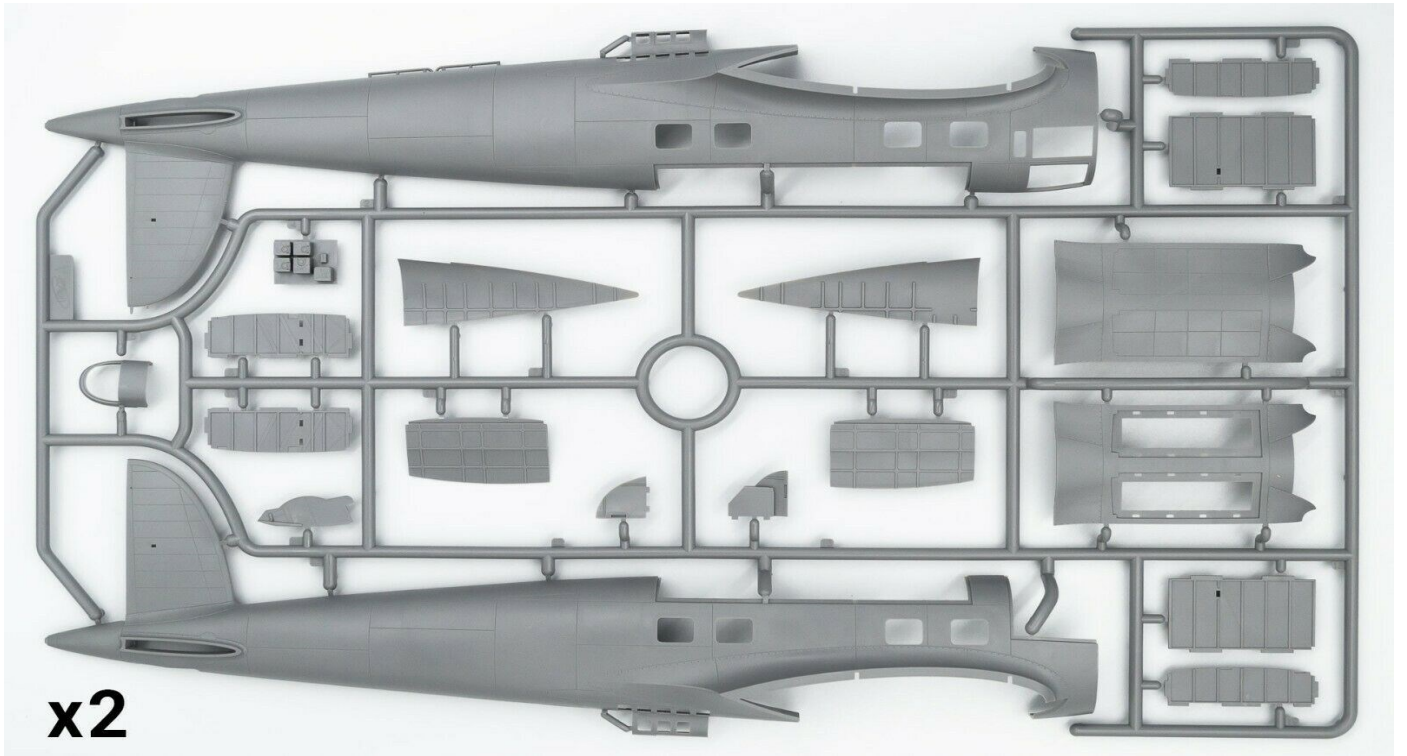


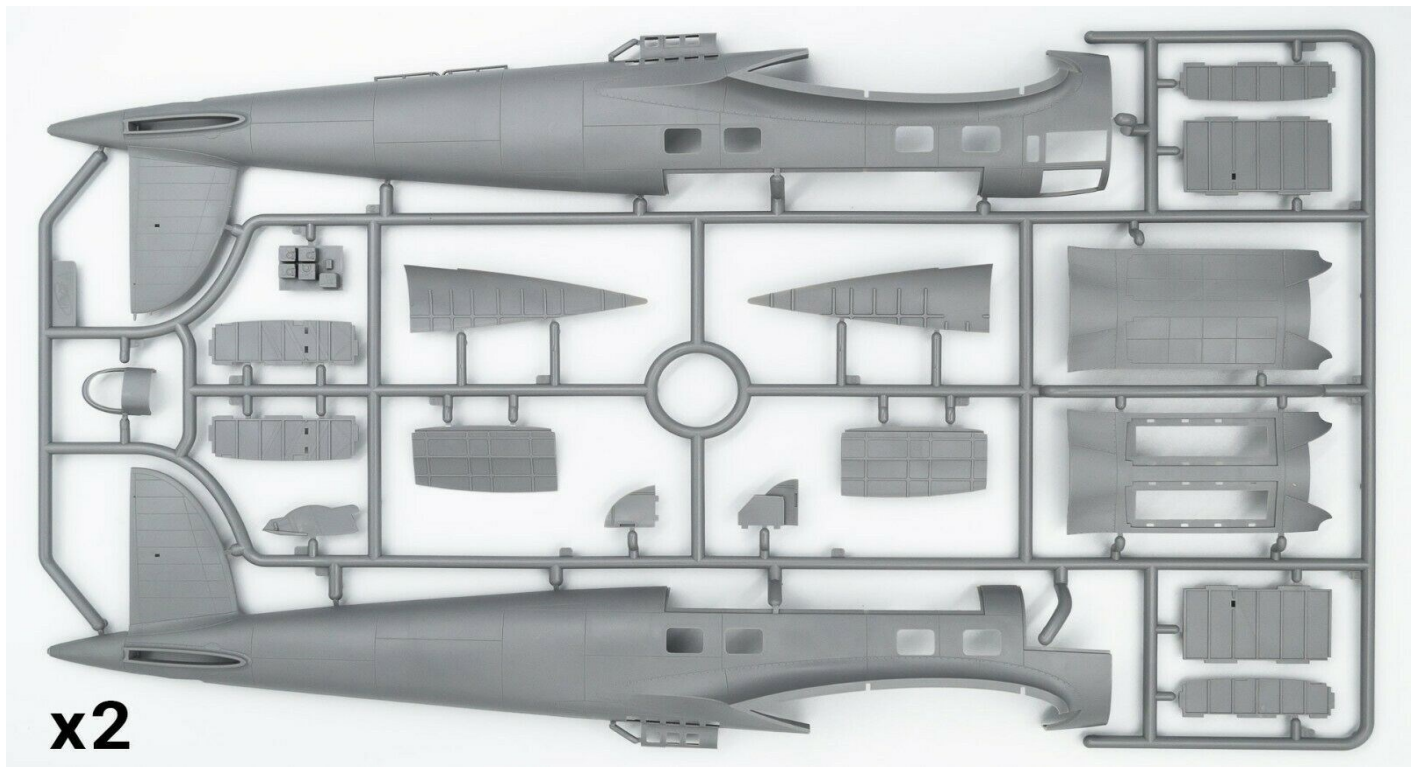


The decals themselves are typical of the Type used in ICM kits, well printed, perfect register and opaque colours. The modeller will need to supply Hakenkreuzen as per usual. This should not be a very difficult fix as there are many, many AM sets for this. (in ALL scales) Below are some more sprue shots from the kits.



5 engine sprues are provided for the 5 engines of the aircraft. (Notice the extra bombs you will not need in this kit! - 20 in total!!)





This is the single set of main wings in the dual kit: One wing to each side and the new centre-section between. (See top of review pages.)

In 1/48th scale this is not a small kit, with a wingspan close to that of a B-24 Liberator. Years ago, when I still had the eyesight for 1/72 scale I dearly wanted to get the Italeri Zwilling Kit, but I only ever saw it on the shelves when, my finances were not supportive. The Italeri 1/72 kit was expensive, even then. ICM have ridden to the rescue with this kit, and it is a corker! The new parts and the inclusion of 80% of 2 complete He-111H-6 kits make buying and building this very unusual plane something of a no-brainer for anyone who like the subject.

Rating: Excellent kit of a most unusual subject. ICM are scheduled to release a Gotha G0242 glider kit later in 2021/22, which would make an excellent companion pair for this kit. Who knows, Maybe, just maybe ICM have plans for a 1/48 Me 321 for the future? After this kit, nothing would surprise me....

SHORT STERLING Mk I /III IN RAF SERVICE by Jonathan Falconer (WINGLEADER PHOTO ARCHIVE NUMBER 7)

Book review by Pete M.



Hot off the press is the latest photo archive book from Wingleader Publications in the UK. I received my copy this week and with the others in this series, I would highly recommend it for anyone planning a Stirling build, or for any aviation fan who likes to keep an updated library.

From the publisher's preface:

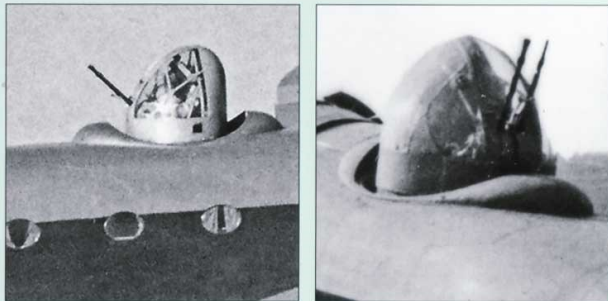
The Stirling has come in for a lot of Flak over the years, both literally and metaphorically. Hampered by a poor service ceiling and a Dastardly and Muttley style undercarriage, it has always lived in the shadow of the more illustrious Lancaster and Halifax. However, most crews that flew the Stirling were very fond of the aircraft and although its capabilities as a bomber were never as strong as its contemporaries, it blossomed into an extremely useful glider tug and Special Duties aircraft towards the end of the war. This aspect will be covered in our second book on the aircraft.

As usual in this series, we devote most of the space to high-resolution original wartime photos, which we examine very closely to pick out details that have been hiding in plain sight for over 70 years.

Set out in the now familiar A4 landscape format used by this series, this volume begins with coverage of the 1/2 scale Shorts S31 used to prove the design then moves on to the full scale prototypes and the sorting out of it's initial problems such as the undercarriage. Next we move on to the early production Sterling Mk.I and many pages show it's evolution.

Throughout the book are various construction photos taken in the factories at Shorts in Belfast or Rochester, and the Austin Motors shadow factory at Longbridge in Birmingham. Also well covered are the evolution of the turrets and armament and the changes made.

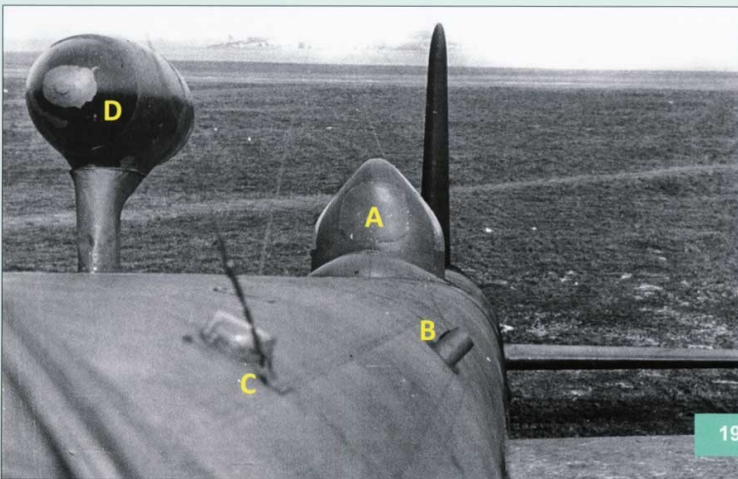
MID-UPPER TURRET



Above: The unloved Nash & Thompson FN7 turret with its asymmetric shape was unpopular with the Stirling's gunners because of its cramped internal layout and difficult escape route in an emergency. Equipped with a pair of 0.303in Browning machine guns with 500 rounds per gun, it was fitted to more than 700 Stirling Mk Is.

Above right: In contrast, the roomy twin-Browning Parnall FN50 turret offered gunners an altogether better operating environment than the FN7. With its 'goldfish bowl' cupola giving an excellent all-round field of vision, it featured a taboo track that worked in conjunction with a metal fairing collar around the base of the turret to stop the gunner from inadvertently shooting off his own tailplane. With 1,000 rounds per gun, it also incorporated 7mm armour plate to the turret's front aspect from the turret ring down, something that was absent from the FN7.

Right: There was an escape hatch (A) in the rear of the FN7 turret that can clearly be seen in this view taken from the cockpit. Also visible is one of the two steadying guy wires for the main aerial mast. They were attached to the fuselage from each side of the mast at point (C). Some early marks of the Stirling included a vertical Standard Beam Approach aerial inside the structure. The wire running from the radio mast to the tailfin (not seen in this view) is the fixed aerial to which are connected two aerial wires just aft of the DF loop housing (one, at B, is seen). These connected to the wireless operator's station inside the fuselage, one for each of the T1154 and R1155 equipment. (D) is the streamlined fairing containing the Direction Finding loop.

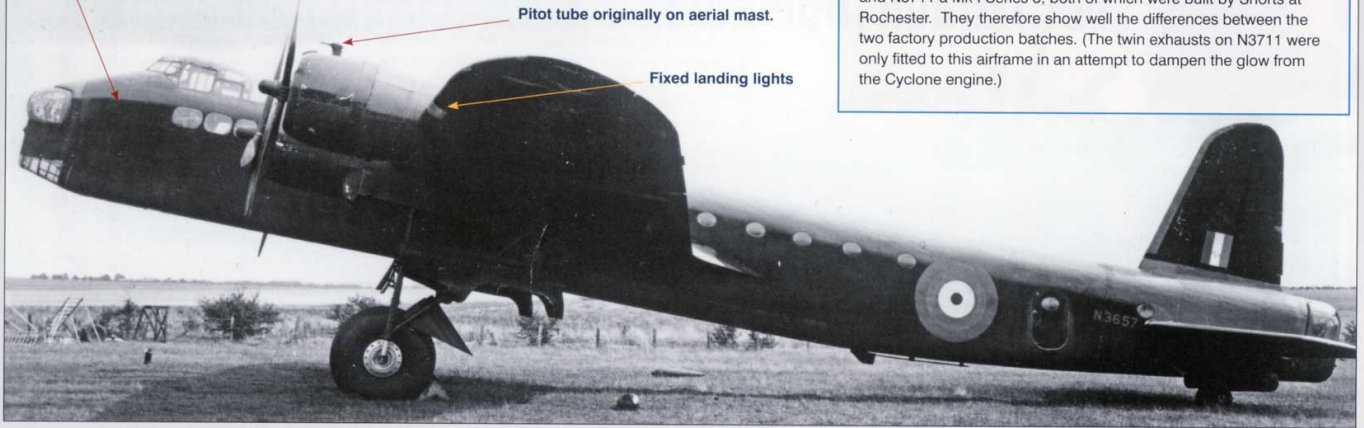


As with the previous books, there is great photo references pointing out details and differences between the marks, from the Mk.I, the rapidly abandoned Mk.II with the Wright Cyclone R2600 due to it's lack of performance improvement over the Bristol Hercules versions it was supposed to overcome, and through to the Mk.III which carried out the bulk of the mid war bombing missions by the squadrons using the Sterling.

Lower camouflage demarcation line on entire fuselage

Pitot tube originally on aerial mast.

Fixed landing lights



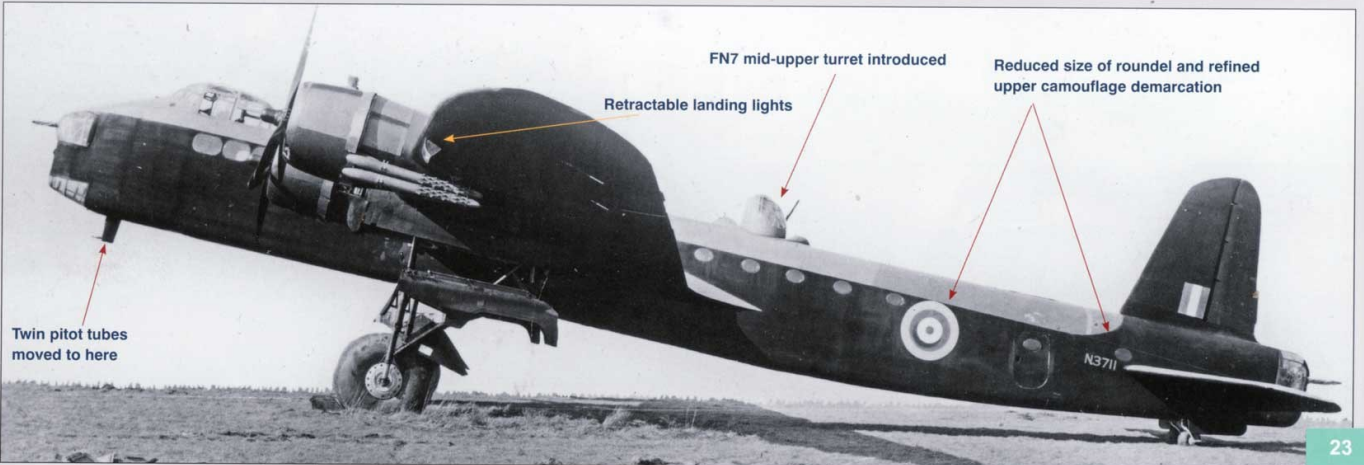
Although both are Mk II prototypes – N3657 was a Mk I Series 1 and N3711 a Mk I Series 3, both of which were built by Shorts at Rochester. They therefore show well the differences between the two factory production batches. (The twin exhausts on N3711 were only fitted to this airframe in an attempt to dampen the glow from the Cyclone engine.)

FN7 mid-upper turret introduced

Reduced size of roundel and refined upper camouflage demarcation

Retractable landing lights

Twin pitot tubes moved to here



Colour plates with a photo reference giving markings and colour notes for modellers show the evolution of the schemes and markings born by the Stirling. That below is a machine from No.75 (NZ) Squadron who were one of the last operators of the Stirling in the front line bombing role until exchanging them for the Lancaster in mid 1944.

STIRLING Mk III BK807, AA-M, 75 SQUADRON, APRIL 1943



Modeller's notes

Aircraft:

- FN50 mid-upper turret
- FN20 rear turret
- Twin pitot tubes on masts beneath nose
- Longer Mk III engine air intakes
- Mk III oil coolers under engine nacelles
- Gee antenna on top of fuselage forward of mid-upper turret
- IFF antenna below fuselage
- Three windows on port side nose area*, three on starboard side, including one with bulged observation blister on each side
- Four oval windows on fuselage port side from mid-chord to horizontal stabiliser, three on starboard side
- Brand new aircraft, lost on its first operation

Colours:

- Ordinary Night black and Dark Green/Dark Earth camouflage.
- Dull Red codes and serial number
- Type C1 fuselage roundel
- Type B upper wing roundels 77in in diameter. Underwing roundels not carried
- Short fin flash with narrow white centre stripe

*Including wireless operator's window, hidden by wing in profile view.



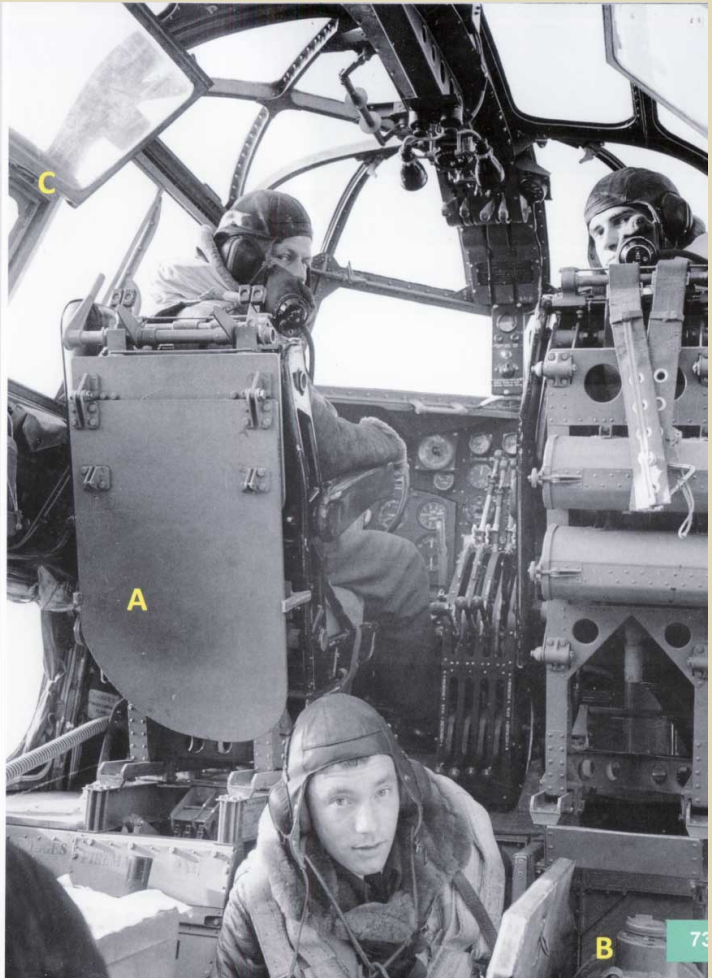
For myself, the best parts of this volume are the many clear and sharp interior photos showing the cockpit, flight engineers position, radio operators position, bomb aimer position in the nose, and several interior shots of the rear fuselage interior.

INSIDE THE STIRLING

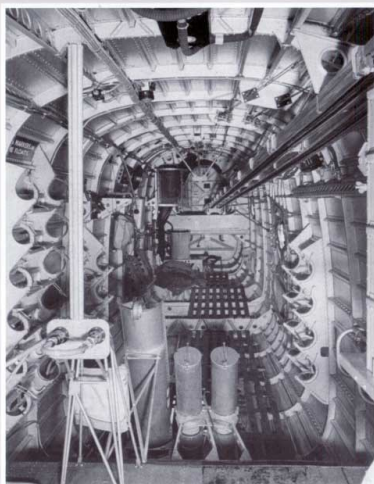
The Stirling cockpit shared many design and layout similarities with two other aircraft from the Shorts stable, the C Class Empire flying boat, operated notably by Imperial Airways in the 1930s, and the Short Sunderland flying boat of Coastal Command fame. It was a roomy office for pilot and co-pilot – in fact it was the only RAF bomber of the Second World War designed and built with dual controls.

Right: The first pilot's seat was fitted with a large piece of heavy armour plate (A) to protect his head and back (folded down here). The crewman in the foreground is on his way up the two steps from the bomb aimer's compartment. Note the glycol tank (B) for the windscreen de-icing sprayers behind and below the second pilot's seat, and how the pilots' cockpit side windows (C) are hinged upwards to open.

Below: A rare colour view of the Stirling cockpit. Note the wonderful script lettering on the rear of the co-pilot's seat saying 'Storage for Oxygen Container'. Also note that the handles on the engine controls were coloured red for the port engines (yellow arrow) and green for the starboard engines (green arrow, just visible).



THE FUSELAGE



Above: A view looking aft from where the ventral turret was fitted showing the flare and smoke float tubes and storage holders. Note the steel ammunition tracks (right) taking belted ammunition to the rear turret. The crew entrance door with its window can just be made out at mid-right.

Right: A return view from the opposite side of the tubes showing the mid-upper turret in position and the boxes containing ammunition (centre left) for the feed to the rear turret (upper left).



Right: Two views looking aft from a position under the upper mid-fuselage escape hatch (A).

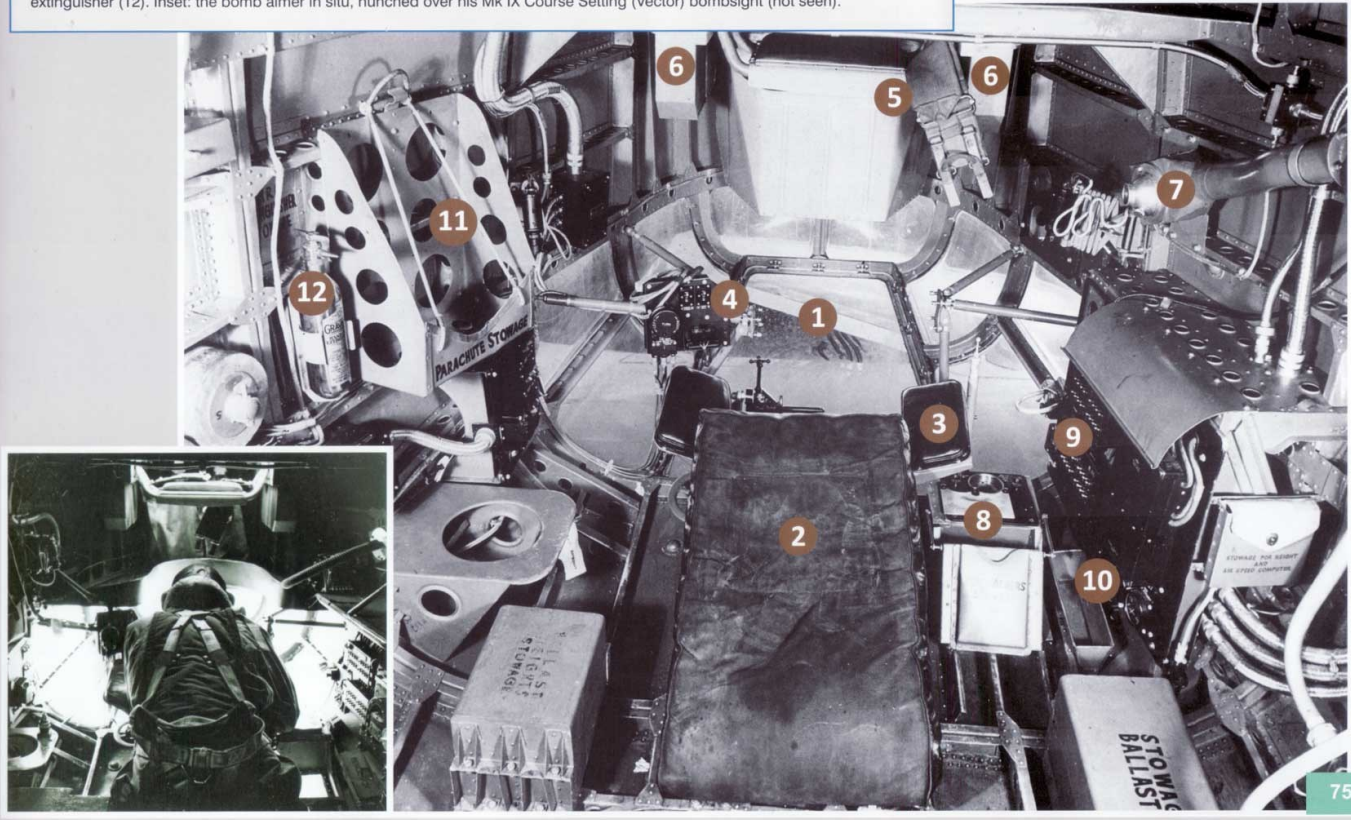
The upper photo is an early Mk I with no mid-upper turret fitted. Instead there is a retractable FN25 ventral turret visible, which was soon dispensed with.

The lower photo shows a later Mk I with the mid-upper turret installed and steps provided for access. On the right are the ammunition boxes for the rear turret. In the roof is a stowed ladder for use with the escape hatch (A).



BOMB AIMER

The optically flat bomb aiming panel (1) is in the centre in front of the bomb aimer's couch (2) with arm rests (3) for when using the Mk IX bomb sight (not in this picture); the control panel for the Mk IX bomb sight with bomb aimer's steering unit (4); top centre is the seat and lap belt harness for the front gunner (5) with ammunition stowage boxes on either side (6); top right is the punkah louver (7) supplying warm air to the compartment; at lower right is the mounting for the drift sight (8), bomb selector switching panels (9) and oxygen regulator (10); on the left, stowage for chest-type parachute pack (11), and Graviner portable fire extinguisher (12). Inset: the bomb aimer in situ, hunched over his Mk IX Course Setting (Vector) bombsight (not seen).



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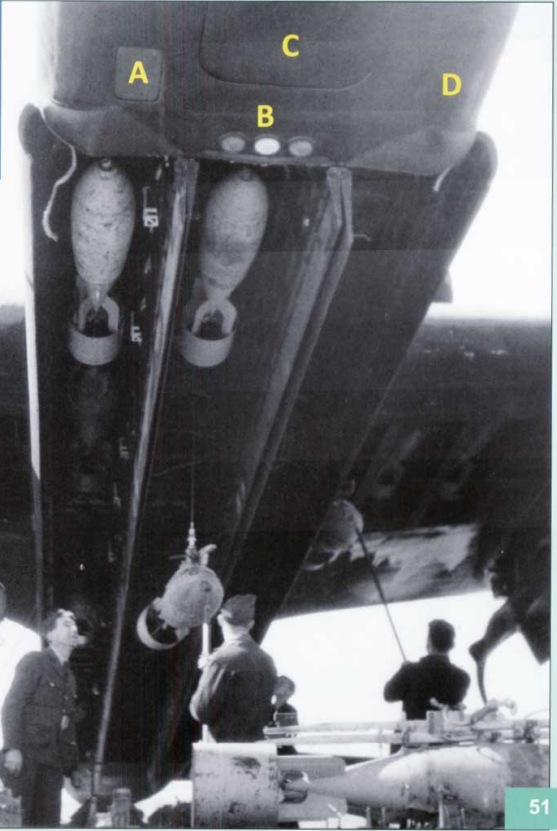
Several photos show the main Achilles heel of the Stirling, being the construction of the bomb bay which negated the use of any bombs larger than the 2,000pdr!

Right: The Stirling's 42ft-long fuselage bomb bay was divided into three cells, each fitted with seven bomb beams of two types – a light type for bombs up to 500lb, and a heavy type for bombs up to 2,000lb. There were also three cells in each wing capable of carrying bombs of up to 500lb in weight. Removable auxiliary fuel tanks could also be carried inside each wing bomb cell. A is the port for the bomb aimer's drift sight, B are the downward signalling lamps, C is the forward crew hatch, D is the camera port.

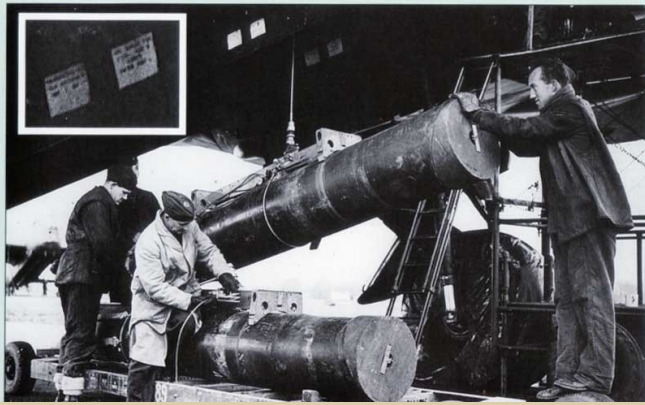
Below: The Stirling's narrow fuselage bomb bay could not be modified to carry larger bombs, unlike the Lancaster and Halifax, and it meant the heaviest ordnance it could deal with was the 2,000lb HC (seen being hoisted here). Also in the picture are Small Bomb Containers, each holding 150 x 4lb incendiaries. A Stirling could carry up to 24 of these.

Inset bottom: A pair of 1,500lb A Mk I-IV sea mines are loaded into a 75 Squadron Stirling.

THE BOMB BAY

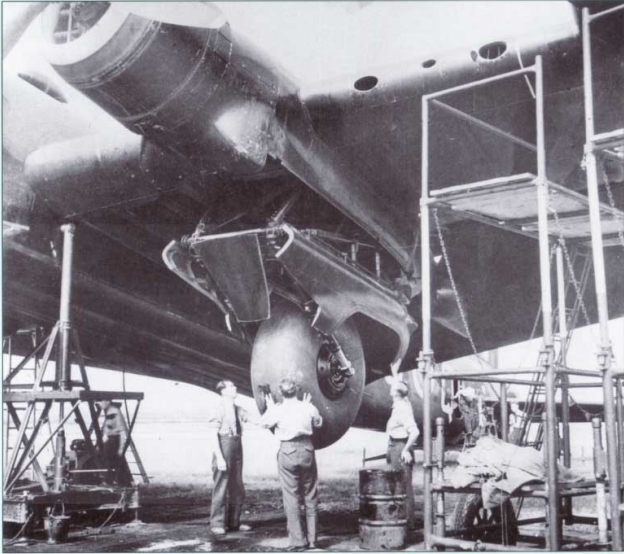


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And it's other problematical area, the very complex undercarriage system.

THE UNIQUE UNDERCARRIAGE!



Right: Modelled here by 149 Squadron's Stirling Mk I, W7462, OJ-T, the main undercarriage was a complex piece of structural engineering. The two part main undercarriage legs hinged at (A) with the top section (B) retracting forwards and the lower section (C) retracting backwards (see above). The Stirling relied heavily on lightweight electric motors to operate a range of systems, but these first-generation installations were prone to frequent failure and the aircraft batteries to rapid exhaustion. Each main undercarriage unit was electrically operated by a separate motor, but electrical short-circuits often caused the undercarriage to retract without warning. The sight of a Stirling lying flat on its belly at dispersal or in a hangar was not uncommon. Above: groundcrew carry out undercarriage retraction tests on 7 Squadron's MG-Q. Note the hydraulic jack to support the fuselage and port wing.

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Once again, a must have for anyone building a Stirling kit (which are very few and far between in any scale).

I have also received the first of the Lancaster books in this series covering the early production models and written by our own Richard Alexander. A review will follow in the next newsletter.

IPMS Auckland 2020 AGM Minutes 21/04/2020

Meeting Commenced at 20:05, opened by Craig Sargent (Chair)

No Apologies received

Mark Robson read the 2019 AGM Minutes, , moved by Lance Whitford, seconded by David Stewart that the minutes be accepted. Carried.

Matters Arising -. Ongoing Issues with Club Bank Account, currently under investigation by Treasurer to improve access and flexibility.

Chairman's Report presented by Craig Sargent, Acceptance Moved by John Watkins, sec Brett Peacock – Carried.

Treasurer's Report – Due to Covid 19 & LockdownThe report is somewhat incomplete but covers the main points. Modelair Ltd contributed financially for a number of club events (Prizes, Special occasions) and reimbursement was authorised, but not yet claimed. This is shown in the report presented. Acceptance moved by Craig Sargent, sec By Damon, Carried.

Election of Officers for 2020-2021 year: Craig Sargent For Chairman, No other candidates, elected unopposed.

Brett Peacock for Secretary, Moved by Barry Flatman, seconded by Craig Sargent, No other candidate. Elected.

Mark Robson for Treasurer, Moved by David Stewart, sec Craig Sargent, elected unopposed.

Committee: Lance Whitford – Newsletter Editor returned by acclamation.

Other members: John Watkins, Dave Stewart, moved by Moved by Mark R., sec by Craig S, Elected.

General Business: 2020 National Competition: Will the Covid 19 Pandemic cause a delay of change of venue – after some discussion and the news that MOTAT seems to be “Disinterested” several other venues were proposed:

- 1/ MOTAT – Unlikely
- 2/ Marine Rescue Centre – May be expensive but worth investigation.
- 3/ Mt Eden War Memorial Hall – Also worth investigation
- 4/ Ardmore ATC Hall at Ardmore airfield – Out of city but has attractions other than price (apparently not expensive)

The meeting passed a vote for the Committee to go ahead and investigate the alternatives.

NEXT AGM: 3rd Tuesday April 2021

Confirm 1930 start for meetings this year.

2038, Meeting closed.

Murphy's Laws for Modelers

MURPHY'S LAW

If something can go wrong it will.

MACKOWSKI'S LAWS OF DROPPED PARTS

1. The probability of dropping a part on the floor is inversely proportional to the size of the part.
2. The closer the color match of a part and the floor, the greater the probability of dropping the part.
3. A dropped part will bounce to the most inaccessible part of the room.
Corollary: If the dropped item is heavy or sharp, it will visit your foot before obeying the third law.
4. As soon as you give up on looking for a dropped part, you will find it by stepping on it.

DOWNNEY'S LAWS OF INERTIA

1. The more unbuilt kits you have on the shelves, the fewer kits you actually build.
2. Unbuilt kits expand to fill the space available.
3. Reference material expands beyond the space available.
4. Additional reference material adds confusion, not clarification.

BROOKS' CONSTANT

There's no such thing as a perfect kit.

KUKLINSKI'S PRINCIPLE OF APPEARANCE

A half-built vacuform impresses people with your skill; a completed vacuform just looks like another model.

DRESCHER'S PARLIAMENTARY RULES FOR EXECUTIVE BOARD MEETINGS

1. If it doesn't matter, it doesn't matter.
Corollary: However, it will take the most time to discuss.
2. A motion to adjourn is always in order.

CRAZED PLASTIC LAWS

1. Tube glue strings only in the presence of clear parts.
2. Paint causes seams to crack.

MILLER'S CHAIRMANSHIP PRINCIPLES

1. You can't win.
2. You can't break even.
3. You can't even quit the game.

SPELLERBERG'S LAW OF FINITE DIFFERENCES

In most people's minds, the line between being different and being weird is thin and easily crossed.

THE THICK THUMB THEOREM

The difficulty in reaching a seam to sand it is directly proportional to the mismatch of the parts.

PUKALA'S PROGRESSION

1. As soon as you scratchbuild a model, someone will release a vacuform kit of it.
2. As soon as you finish a vacuform kit, an injection molded version will be released.
3. As soon as you convert an injection molded kit to the version you want, it will be released by another manufacturer.
4. As soon as you finish that kit, a better kit will be released.

(See Miller's Principles)

SAXTON'S HYPOTHESIS

The probability of finding an error in a model increases exponentially after you've entered it in a contest.

Corollary: The more important the contest, the greater the error.

SAM CLEMENS' LAW OF DIVERGENCE

There are references, and there are models, but never the twain shall meet.

MRS. MURPHY'S COMMENT ON MURPHY'S LAW

Remember, Murphy was an optimist.

Compiled by the Editors

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.

