

WINGNUT WINGS



Salmson 2-A2/Otsu 1

1/32 Scale

French industrialist Emile Salmson had been building radial engines designed by Georges Canton and Georges Unné since 1910 and had begun designing aircraft by 1914. The Société de Motors Salmson's first aircraft design to be put into production was the remarkably ungainly twin propeller, single engine SM.1 in November 1916. At the same time that Salmson were manufacturing their SM.1 they were also building Sopwith 1 & 1/2 Strutters (Sopwith 1-A2 in French nomenclature) under license and had begun designing a larger version of this successful, but fragile, British two-seat reconnaissance machine during 1916. This prototype Salmson A made its maiden flight in January 1917 but did not impress the authorities so it was developed further to be powered by Salmson's new 260hp 9z water cooled radial engine. This rugged new aircraft became the Salmson 2-A2 prototype which was test flown in April 1917 and put into production with 2200 ordered from Salmson with another 1000 to be built by Campagnie General Omnibus (CGO), Hanriot and Latécoère. Additionally the Tokyo Artillery Arsenal Factory and Kawasaki Shipworks built around 600 licensed (and unlicensed) examples from 1920 to 1927 which were known as the Type Otsu 1 Reconnaissance Aircraft.

The Salmson 2-A2 featured a large radiator, powerful radial engine, self sealing fuel tanks, aluminium engine cowlings, conventional wooden fuselage and wing construction with silk fabric covering. They first entered service with French Escadrille Sal.122 in October 1917 where it was enthusiastically received, replacing the unit's aging twin engine Caudron G.6 aircraft. It was also widely used by the USAS (Air Service, United States Army) with their first machines going into action with the 1st and 12th Aero Squadrons during June 1918. A total of 705 Salmson 2-A2 were delivered to the USAS, more than any other two-seater used by the AEF (American Expeditionary Force) during the First World War. Following the armistice the Salmson 2-A2 was used during occupational duties in Germany before being phased out of French service by 1921. The Salmson 2-A2 saw limited service in the new Czechoslovak Air Force, both sides in the Russian Civil War, Poland, Belgium and limited use as a civilian passenger aircraft. The Japanese Type Otsu 1 Reconnaissance Aircraft saw service in Siberia in 1922 and China in 1931 and was not completely replaced until 1933. Any history here is of necessity very brief so we recommend that you seek out the references below for a better understanding of this important aircraft.

WW1 colour schemes are contentious at the best of times and we have done our best to provide what we consider to be accurate painting information for this model. Photographic evidence shows that very early production Salmson 2-A2 entered service finished in aluminium doped fabric with unpainted aluminum panels (many of which featured a patterned 'turned' finish). Steel brackets, fittings, undercarriage struts, and possibly marouflage strut wrapping and rigging wires all appear to have been finished in Horizon blue, which has been shown to range from a dark bluish grey to vibrant pale blue. Later production aircraft were finished in the 'standard' French 5 colour camouflage scheme of chestnut brown, beige, light green, dark green (all of which contained an imperceptible amount of aluminium powder which imparts a very subtle semi gloss 'pearlescent' sheen) and black. The undersides appear to have been left as clear doped silk with metal panels painted ecru. Note that while the patterns of the camouflage remained remarkably consistent, existing samples of fabric indicate that the colours were subject to considerable variation, as were the cockade colours. In many period photographs the tonal difference between the beige, brown and greens appears negligible. Aluminium fuselage panels were finished in gloss Ripolin paints (without aluminium powder) which closely, but not exactly, matched the adjacent fabric colours. The Japanese Otsu 1 appears to have been finished in silver dope and Clear Doped Linen (CDL) with polished aluminium fuselage panels. Additionally many colourful unit and personal markings were applied, all of which remain amongst the liveliest of topics for modellers to debate.

Richard Alexander 2013

Wingspan:	Length:	Max Weight:	Max Speed:
11.77m (38.60ft)	8.62m (28.28ft)	1500kg (3306lb)	187kph (116mph)
No. Manufactured:	Production:	Engine:	Ceiling:
(2-A2) 3200 - (Otsu 1) 600	(2-A2) June 1917 - 1919? & (Otsu 1) 1920 - 1927	260hp Salmson 9z	5800m (19000ft)
Armament:			
1x Vickers machine gun and 2x Lewis machine guns			
References:			
Salmson 2A2 Windsock Datafile 109, Jon Guttman 2005 - Avion S.A.L. Type 2 Nomenclature des Pieces detaches 1918 - Serge Marcozzi Alan Toelle - The Memorial Flight Association - Salmson Aircraft of World War 1, Flying Machine Press, various authors 2001 1914-18 Aviation Heritage Trust - The Vintage Aviator LTD - Private Collections			

Salmson 2-A2/Otsu 1

1/32 Scale

- Warning:** Choking hazard. Keep small parts and plastic bags away from children. Use glue and paint in a well ventilated area. Always wear protective eyewear when cutting and a protective mask when painting, gluing and sanding. Do not breathe dust from polyurethane resin parts (if included). Beware of sharp edges on metal parts.
- Assembly:** **Read all the instructions carefully before starting assembly.** Use glue intended for plastic models. Assemble metal and resin parts (if included) using Cyanoacrylate (CA) or epoxy glue. Before assembly select a marking option and note optional parts required in instructions.
- Rigging:** If installing rigging please drill out all location holes with a 0.5mm drill bit to a depth of at least 1mm.
- Painting:** Only use paints **designed and suitable** for plastic model kits.
- Decals:** Cut out each decal as required. Soak in warm water for 15 seconds. Slide off backing paper onto **gloss painted surface of model (not just clear coated plastic)**. For large decals it is helpful to apply a drop of water to the area they are being applied to. This will make it easier to maneuver them into the correct position.

Hints & Tips: Please visit our website for additional photos, hints and tips to assist you in getting the best result from your Wingnut Wings model.

1 Construction Step



Choose



Attention



Remove

A1 Part Number



Do Not Cement



Option



Drill

5 Decal



Cement For Metal



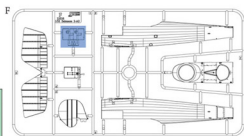
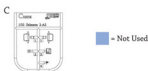
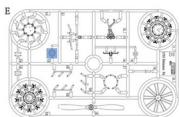
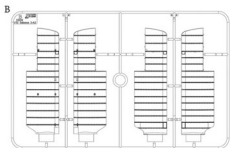
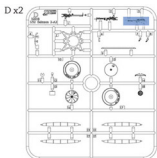
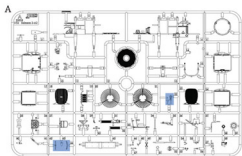
Other Side



Paint Colour

P1 Photo Etch Part

	All colours	Tamiya	Humbrol	Federal Standard
a	Brass	X31	54	
b	Gun Metal	X10	27004	
c	Aluminium - matt	XF16	27001	
d	Polished Aluminium - gloss	X11	27002	
e	Wood* - semi gloss	XF78*	93*	30340*
f	Leather - semi gloss	XF52	62	30219
g	Clear doped silk/linen - semi gloss	XF57	121	33446
h	Black Rubber - matt & semi gloss	XF69	66	35042
i	Light Horizon Blue - semi gloss	XF23	65	35414
j	Dark Horizon Blue - semi gloss	XF18	96	25109
k	Beige Dope - semi gloss	XF59 (x10) + (x1)	-	-
l	Beige Paint - gloss	XF59	-	33245
m	White - semi gloss	XF2	34	
n	Copper	XF6	12	
o	Light Green Dope - semi gloss	XF58(x10) + XF3(x10) + (x1)	-	-
p	Light Green Paint - gloss	XF58(x1) + XF3(x1)	-	34259
q	Dark Burnt Metal/Rust - matt	XF9	113	30045
r	Aluminium Dope	XF16(x2) + XF19(x1)	11(x1) + 34(x1)	-
s	Ecru - semi gloss	XF60(x1) + XF2(x1)	83(x1) + 34(x1)	20260
t	Chestnut brown dope - semi gloss	XF68(x10) + (x1)	98(x10) + (x1)	-
u	Chestnut brown paint - gloss	XF68	98	30111
v	Dark Green dope - semi gloss	XF65(x10) + (x1)	116(x10) + (x1)	-
w	Dark Green paint - gloss	XF65	116	34159
x	Green - semi gloss	X28	208	14193
y	Black - semi gloss	X18	85	
z	Red - semi gloss	XF7	60	31350
&c	Grey - semi gloss	XF19	64	36463



Decals

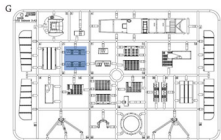
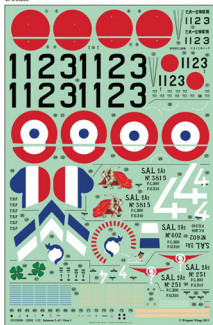
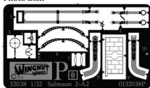
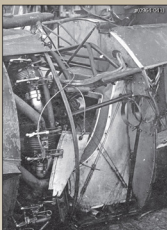


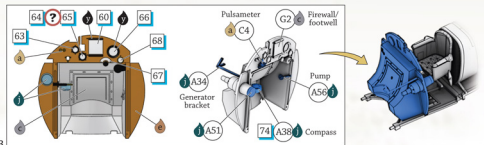
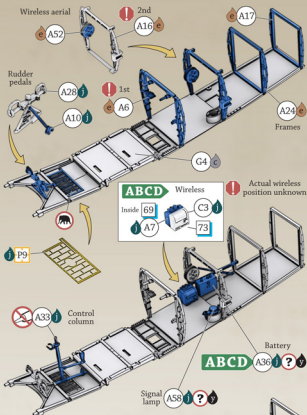
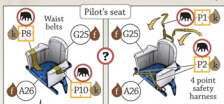
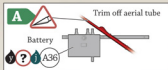
Photo Etch



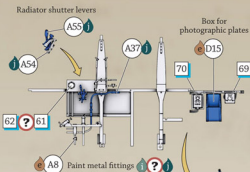
1 INTERIOR



This view of derelict CGO built Salmson 2-A2 3116 allows us to see the aluminium footwell/firewall (G2) and some internal bracing and brackets which appear to be too dark to be painted light Horizon blue. Note the empty generator bracket.

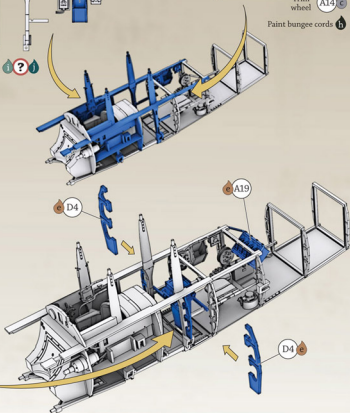
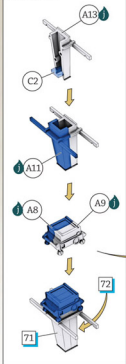


2 INTERIOR continued

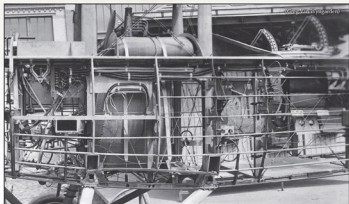


ABCD ? i

50cm Camera

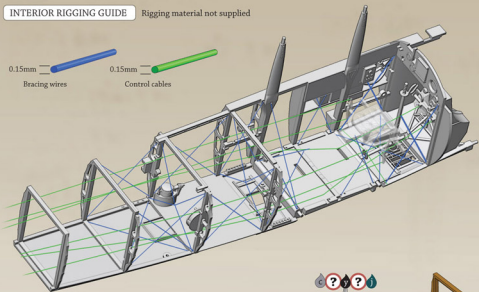


> Interior detail from a partially stripped Salmons 2-A2. Note the observer's seat **A27** in the up position and woven texture surrounding the self sealing fuel tanks **A19 + A23**.

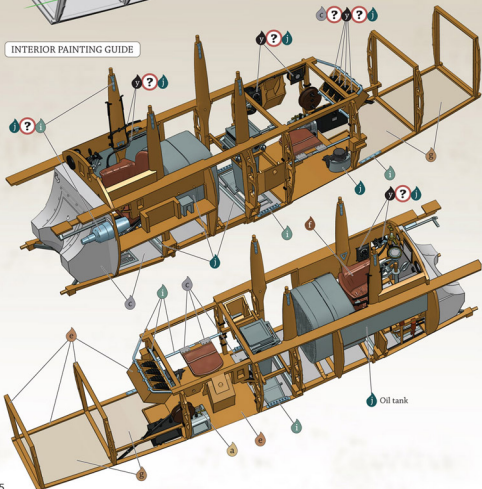


INTERIOR RIGGING GUIDE

Rigging material not supplied

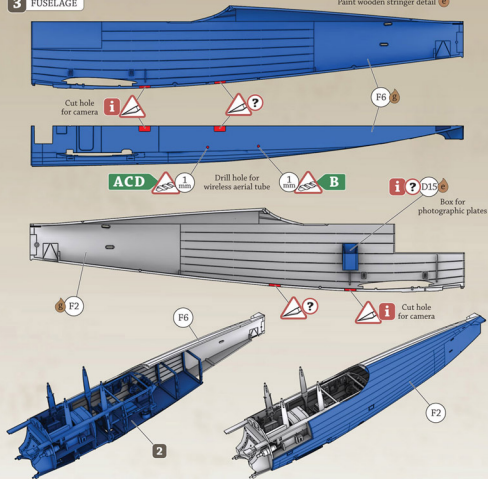


INTERIOR PAINTING GUIDE



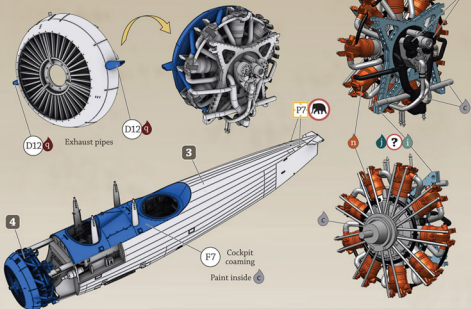
3 FUSELAGE

Paint wooden stringer detail **e**

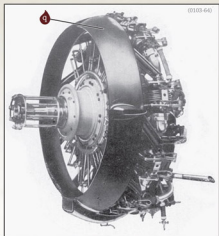
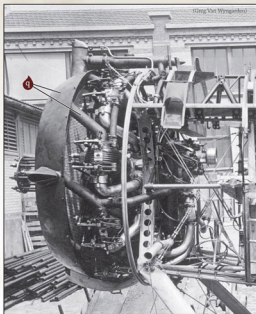


Salmson 2-A2 312 from an unidentified French Escadrille features single punch cowling louvers.

260hp SALMSON 9z ENGINE continued



> Cockpit coaming from Salmson 2-A2 1621. Note the cockpit padding, overlapping panels, rigging & cabane strut entry points, headrest/fuel tank filler fairing, windscreen (c1) and TO-3 "Tourelle" (French manufactured Scarff Ring) (A15) + (A5).

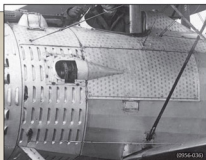
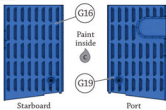


Salmson 9z engine and exhaust.

< Salmson 9z engine, radiator and exhaust fixed to the fuselage of the same Salmson 2-A2 as seen on page 4. Note the exhaust (E10), perforated steel mounting plate (D5) and wooden magazine (F4) for the Vickers gun.

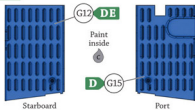
5 ALUMINIUM COWLS

ABC Early single punch louvers



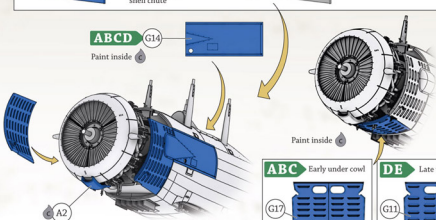
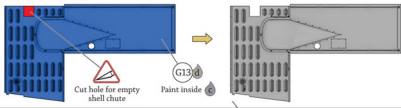
Early production cowling with 'single punch' louvers ^{G16} from **A**. Note the special 'turned' finish applied to the non-louvered aluminium panels and that a portion of the generator fairing has been removed. The various tones of the aluminium dope and bare aluminium panels present a unique challenge for the modeller, as do the batted and wrapped double rigging wires.

DE Late double punch louvers



Later production cowling with 'double punched' louvers ^{G15} from **D**.

E Large generator fairing



ABC Early under cowl



DE Late under cowl



6 BOTTOM WINGS

ABCD Vickers machine gun

E ?

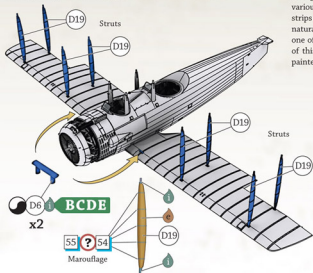


Vickers machine gun and late cowling **G3** detail from **D** showing the chute for ejecting the empty shells. The spent disintegrating belt link simply ejected out into the airstream.

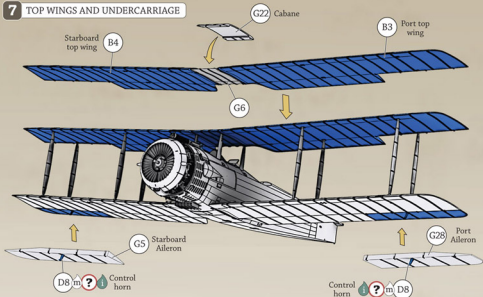


Vickers machine gun and early cowling **G18** detail from **A**. Note the cover over the empty belt chute.

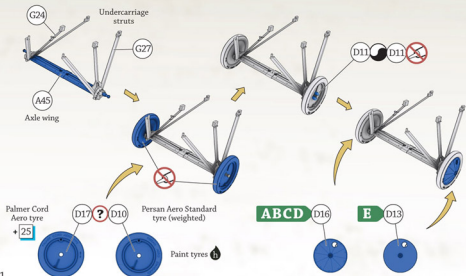
▼ Strut detail from **A** showing the marouflage linen wrapped around the wooden struts for additional strength. Surviving French aircraft fragments from various manufacturers appear to show that these struts could be finished in numerous ways; left in their natural linen colour **55**, painted Horizon Blue **54** or one of the camouflage colours. Very close inspection of this print reveals that the paler strips have been painted once they were applied to the struts.



7 TOP WINGS AND UNDERCARRIAGE



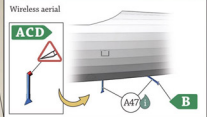
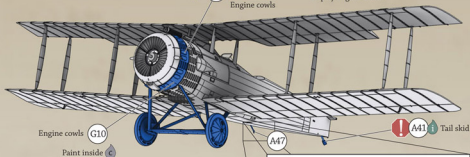
< Cabane strut and rigging detail from **A**. Note the pale appearance of all the metal fittings and batted & bound double wing rigging wires which appear to have been painted light Horizon blue **i**. Many late production Salmson 2-A2 were fitted with aerodynamic 'RAF style' rigging wires which did not require battens. Note the dark patches **75** on the underside of the top wing where the wireless wire is fixed to the wing panels. Also note the wooden battens between the double rigging wires and fuel tank breather pipe.



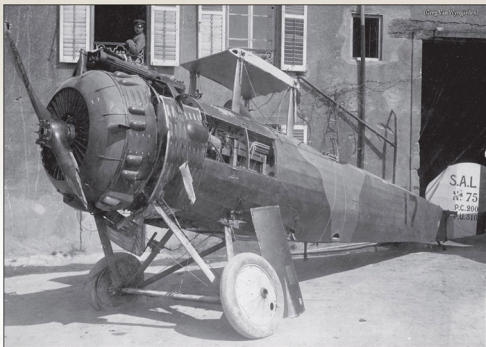
UNDERCARRIAGE continued

Paint inside **c** **G21** **ABCD**
Engine cowls

We recommend leaving these off to display engine detail.

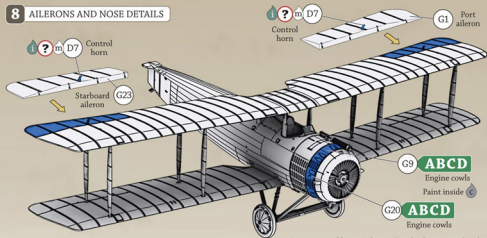


< Undercarriage detail from **A**. The non-metallic appearance of the struts indicates that they have probably been painted a solid colour, possibly light horizon blue **c**. On camouflaged aircraft the struts appear to have frequently been painted with one or more of the camouflage colours. Note the open viewing slats which allow the pilot to see the ground during take off and landing.



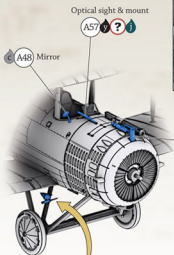
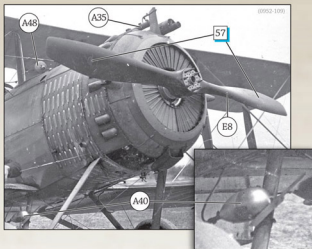
Captured Salmson 2-A2 753 '17 features double punched cowling louvers, a small generator fairing and chute for ejecting the empty shells. Note the camera sighting lines on the side of the fuselage **59**.

8 AILERONS AND NOSE DETAILS

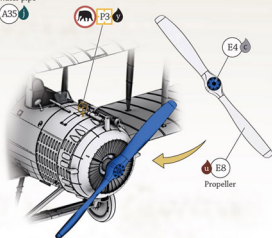


We recommend leaving these off to display engine detail.

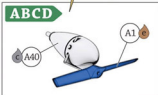
> Engine cowl details from the unidentified late production Salmson 2-A2 shown on page 21. Note the two tone radiator cowling, rear view mirror (A48) and removed engine cowl (G11). French manufactured propellers were usually painted brown.



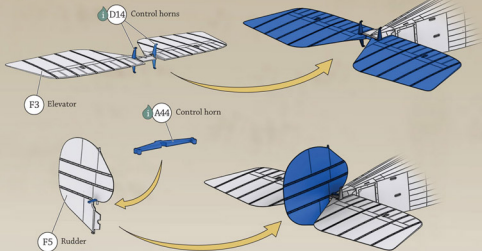
Radiator header tank and water pipe (A35) (d)



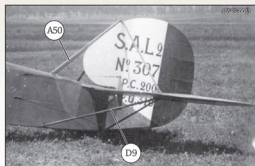
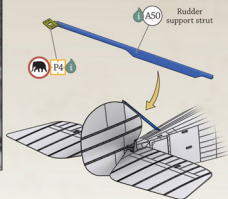
ABCD



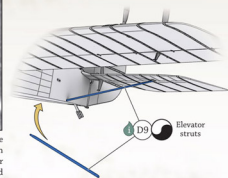
9 TAILPLANE



Tailplane detail from Salmson 2-A2 312 (as seen on page 6).



Tailplane detail from Salmson 2-A2 3078 (as seen on page 26). Note the double rigging wires separated by wooden battens and wrapped in fabric. The camouflage painted wooden elevator struts (D9) and rudder support strut (A50) rigging and metal component of the rudder support strut (P4) stand out against the Horizon Blue painted control horns (D14) rigging and metal component of the rudder support strut (A50).



10 OBSERVER'S ARMAMENT

ABCD

E ?

E v P6 i ? j **ABCD**



E v A15 i ? j **ABCD**

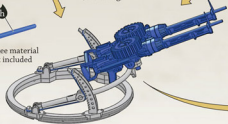


E c A15 i ? j **ABCD**

TO-3 Tourelle
(Scaff ring)

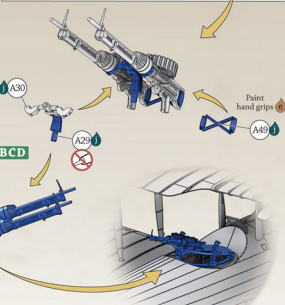
0.3mm

Bungee material
not included



i A30

A29 i

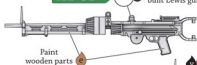


Lewis guns
x2

ABCD

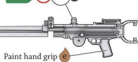
D2 b

French Darné
built Lewis gun



E

D1 b

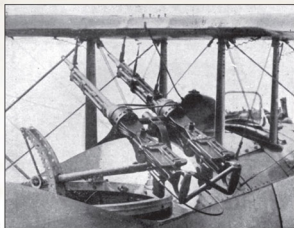


97 round
magazine

v ? i ? c D17

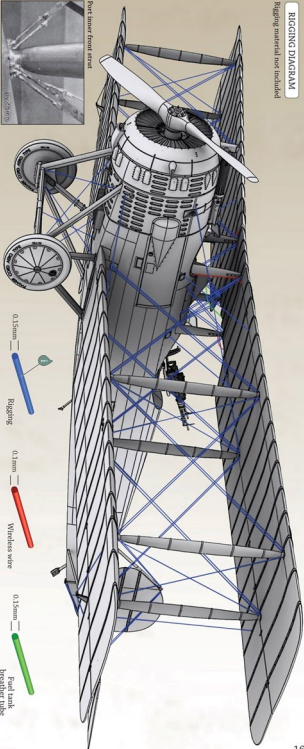
Paint
hand grips e

A49 i



French manufactured TO-3 "Tourelle" Scaff ring and double Lewis gun detail from an unidentified captured Salmson 2-A2. Note the connected hand grips (A49).

Rigging material not included

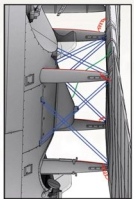
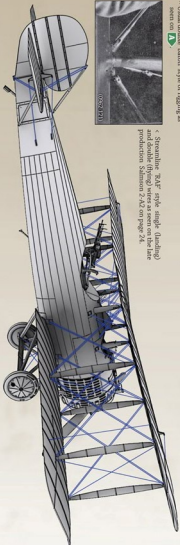


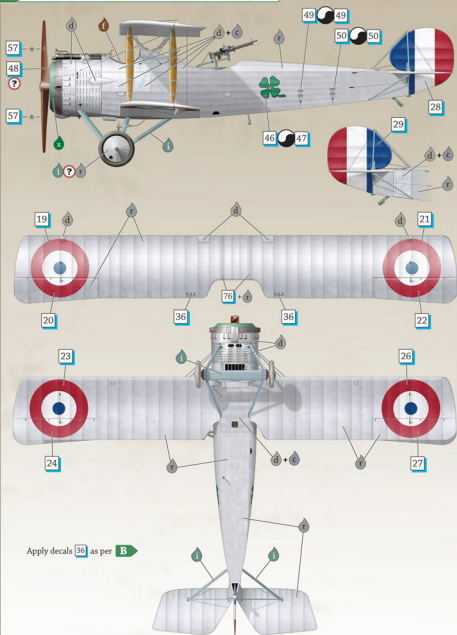
Port inner front strut

◀ Usual double 'baton' style of rigging as seen on ▶

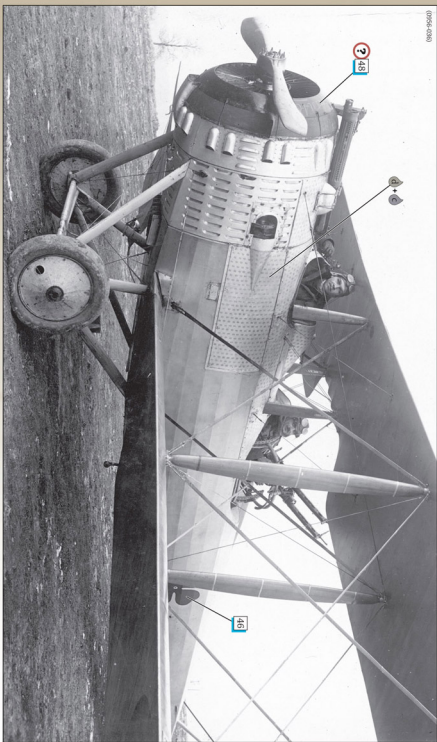


◀ Streamline 'RAF' style single (landing) and double (flying) wires as seen on the late production Simmon 2-A2 on page 24.



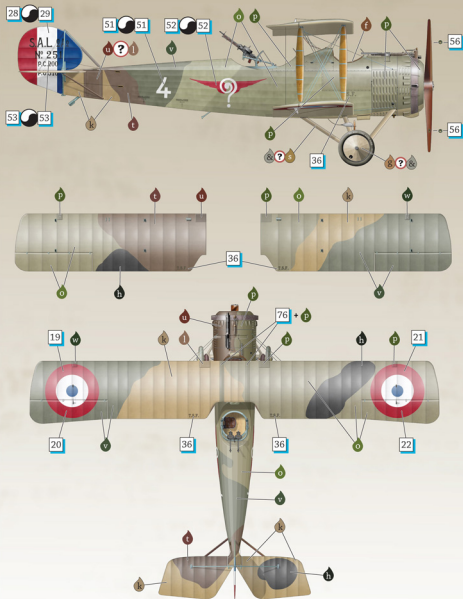
A Salmson 2-A2, Col.Hamonic?, SAL 122, late 1917 to early 1918

This unidentified very early production Salmson 2-A2 is from SAL 122 (previously C 122 when equipped with the Caudron G.6) who were the 1st escadrille to receive these new aircraft in October 1917. A photo of a similarly unidentified SAL 122 aircraft, without rudder stenciling, is identified as that of Col. Hamonic (Salmson Aircraft of World War 1) but it is yet to be confirmed that they are the same aircraft, although there is nothing visible in either photo to specifically rule out the possibility. Following the Armistice SAL 122 was eventually disbanded in March 1919.



Note the aluminium doped fabric and 'turned' finish applied to the non-hooped aluminium panels (a characteristic of very early production Salmson built 2-A2), pale painted Scarff ring, steel fittings and undercarriage struts which some suggest may have been extra but we believe that they are more likely to be Horizon blue. The radiator cowling colour is not confirmed but appears remarkably similar to the green of the SAL 122 dower marking and features an illegible inscription which we have done our best at interpreting [48](#).

B Salmson 2-A2 251 "4", SAL 16, 1918



Paint port side & bottom and apply decals 23, 24, 26 & 27 as per **C**.

Salmson 2-A2 251 features the stylized winged question mark escadrille marking of SAL 16. This aircraft is finished in the standard 5 colour camouflage scheme of chestnut brown, beige, light green, dark green, black with ecru(?) and clear doped silk undersides carried by most late war French Aircraft. SAL 16 (formally AR 16 when equipped with the Dorand AR.1/2) received 10 Salmson 2-A2 in February 1918, initially serving in Italy before returning to France where they fought in the battle of Picardie. SAL 16 was disbanded in July 1919.

C Salmson 2-A2 381 "4", SAL 28, 1918



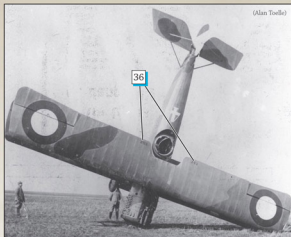
Paint starboard side and apply decal **36** as per **B**.

Salmson 2-A2 381 (or possibly 581) of SAL 28 (formally SOP 28 when equipped with Sopwith 1 & 1/2 Strutters) features replacement ailerons without cockade markings and the fuselage number 4 repeated on the top wing. We have included extra "S" decals in case you feel that this is 581 and not 381. The escadrille marking of SAL 28 was an elephant which has been seen in several different styles but the one applied to this aircraft was based on a Joseph Bardou & Fils cigarette paper illustration. Like most Salmson 2-A2 this aircraft carries T.S.F (telegraphie sans fil) stenciling indicating that it is set up for wireless communication. SAL 28 received the Salmson 2-A2 in early 1918 before participating in the battles of Picardie and Saint-Mihel. SAL 28 was disbanded in July 1919.

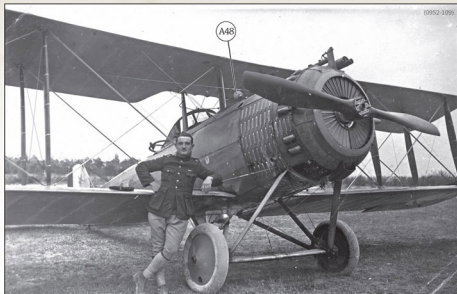
The serial number of this early production Sal 28 Salmson 2-A2 '10' is only partially legible, 44X. Note that this aircraft shares many similarities with **C** such as the Joseph Bardou & Fils elephant, engine cowls with single punch louvers and a cover for the empty belt chute.



> An unfortunate nose stand for the Sal 8 crew of Salmson 2-A2 '4' allows us a great view of the top wing camouflage and TSF stencils. Note the taped and roughly painted cabane/wing gaps. The orthochromatic film has all but obliterated the blue from the rudder and cockades.



∨ Emile Serre poses in front of an unidentified French Salmson 2-A2, which appears to be wearing the markings of SPA 91, for this photograph taken in October 1918. The unusual windscreen in front of the observer's cockpit and rectangular protuberance under the fuselage appear to be for a 120cm camera (which was actually 159cm long).



D Salmson 2-A2 602 "Le Gone", SAL 61, Late 1918 to February 1919

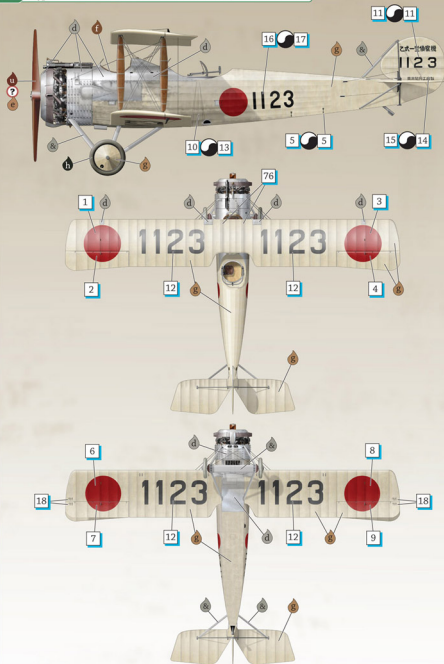


(0950-008)



The crew of Salmson 2-A2 602 "Le Gone" of SAL 61 were photographed on a wintery February day in 1919, probably in Belgium. The radiator cowling and shutters have been painted in unidentified light and dark colours which we have interpreted as white and red. The diagonal fuselage stripes appear to be finished in the same blue and white as the escadrille markings. Note that the side cowl (41) appears paler than the adjacent cowls, perhaps it was salvaged from the crew's previous Salmson 2-A2. SAL 61 (formally SOP 61 when equipped with Sopwith 1 & ½ Strutters) received the Salmson 2-A2 in early 1918, took part in the battles of Picardie in March 1918 and the Somme in August 1918. Following the Armistice they were based in Belgium before being disbanded in March 1919.

E Type Otsu Model 1 Reconnaissance Aircraft 1123, mid to late 1920s



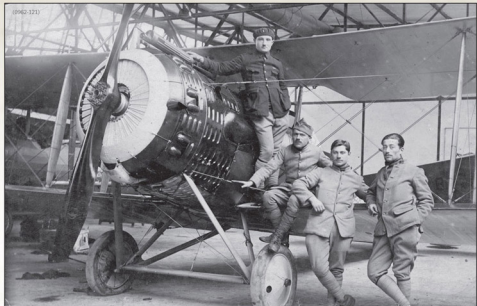
Japanese manufactured Salmson 2-A2 were known by the Imperial Japanese Army designation Type Otsu Model 1 Reconnaissance Aircraft. Otsu 1 1123 is believed to have been built in 1924 and is finished overall in heavily stained Clear Doped Linen with bare aluminium panels. When photographed, Otsu 1 1123 had the engine side cowls removed, featured extensive oil staining of the fuselage line and was unarmed. Many thanks to S.Sato for his help with the markings for this aircraft but in case there are any errors they are the sole responsibility of Wingnut Wings.



Otsu 1 295 photographed at Tachikawa. Note the polished aluminium cowling panels, black camera sight lines 10 and very dark wing struts.



Otsu 1 670 photographed at Tachikawa. Note the additional foot steps fixed to the port undercarriage strut. Again note the very dark wing struts.



This unidentified late production Salmson 2-A2 was photographed in February 1919 and, along with the machine in the background, appears to wear the markings of SPA 91. Note the large generator fairing 13 and "RAF wire" style wing rigging without batons (see close up on page 16).

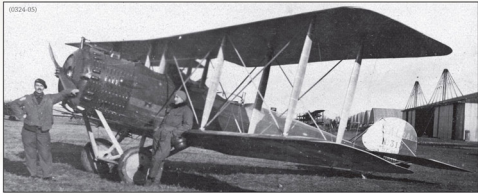


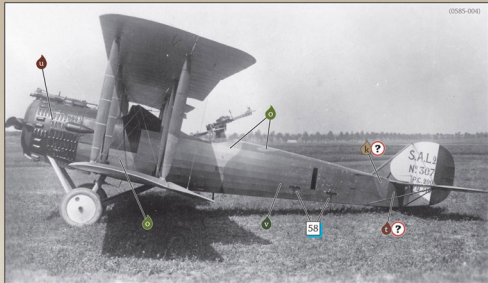
^ Unidentified early production Salmson 2-A2 '9' was photographed in July 1918. Note the bullet hole patch, pitot head (446) on the starboard top wing and dark triangle marking on the fuselage spine. There is a large patched area in front of the observer's cockpit and a non-standard windscreen, perhaps evidence of previously having a 120cm camera fitted as seen on page 21.



< This unidentified late production Salmson 2-A2 features double punched cowling louvers and a large generator fairing. Note the foot step in the side of the fuselage and wheel markings.

∨ Early production Salmson 2-A2 313 features single punch cowling louvers, empty belt chute cover and a small generator fairing. Note the pale colour of the undercarriage struts.





CGO built Salmson 2-A2 3078 '1' features single punch cowling louvers and internal empty ammunition belt storage. Note the position of the Poser du Lever ICI 58 markings. This aircraft appears to feature a rarely seen variation of the 'standard' 5 colour camouflage pattern.



3-D Modelling by Nick Moore

Nick Moore is an industrial design graduate and experienced scale modeller with a longstanding interest in most periods of history. Before entering this project he knew less about WW1 aviation than later periods and was surprised at the innovations achieved during this time. His investigation of WWI aircraft has encouraged further interest in the aircraft of the 'Golden Age' of the 20's and 30's which have particularly beautiful forms.

The 3D design challenge he found in creating the Wingnut Wings models is adapting the real aircraft to scaled down replicas with the necessary adjustments for injection moulding, when of course, as a modeller - he would like 100% reality.

Nick was at one time a private pilot but never took the controls of a bi-plane - the oldest plane he was rated in was that classic old tail dragger, the Piper Cub. These days most of Nick's spare time is spent with his young family.



Project Co-ordinator, Richard Alexander

A native of Wellington New Zealand, Richard Alexander has a long term interest in military history, race cars & local drivers from motor sports golden era of the '60's. Other interests include mountain biking, scotch and cigars.

An accomplished modeller Richard's models have twice been awarded Best Overall in Show at IPMS(NZ) National Conventions and earned him the inaugural TamiyaCon(NZ) Master Modeller award (along with the associated trip to Japan) in 2001. Many of his works are in private collections around the world, though he no longer accepts commissions.

Richard has been in the model and hobby industry since 1991 and brings with him a keen eye for detail and a passion for ensuring our models are enjoyable to build. So if there is anything you don't like about this model, you can blame him.

If you do have comments, requests or suggestions, Richard is contactable at richard@wingnutwings.com



Profile Art by Ronny Bar

Ronny Bar developed a keen interest in airplanes from an early age, living close at the El Palomar Air Force Base in Buenos Aires. He first flew in the back seat of a T-34 Mentor trainer at the age of ten, and was soon drawing airplanes and building models: Spitfires and Messerschmitt first... Camels and Fokkers later.

He became a successful bass player with a career lasting over 35 years in several Rock bands, recording ten albums (one of them being a National hit selling more than 100,000 copies) and performing countless concerts, TV shows and tours all over Argentina.

Now retired from the R'n'R scene, his interest returned to his early passion: Aviation Artwork. Visiting the WWI aircraft collection at Hendon focused his already growing interest for that historic period. His artwork is regularly appearing in journals and publications like *Windssock Worldwide*, *Windssock Datafiles*, *Cross & Cockade* and *Over the Front*.

Visit Ronny's website at: www.ronnybarprofiles.com



Box Art by Steve Anderson

Steve Anderson is an avid historian of military aviation, with a special interest in the many beautiful biplanes and triplanes of World War I. The aircraft and battles of famous World War I aces such as Baron Manfred von Richthofen (better known as the "Red Baron"), James McCudden, Raoul Lufbery, Ernst Udet, Werner Voss, and other pioneers of dogfighting are among Steve's favorite subjects.

An Artist Fellow of the American Society of Aviation Artists, Steve creates works that reflect scrupulous attention to historically accurate detail, from the colorful markings on the fuselages to the time of day of an actual battle.

Visit Steve's website at: www.anderson-art.com.



32038	1/32 Salmson 2-A2/Otsu 1	Qty
0132038A	A parts	1
0132038B	B parts	1
0132038C	C parts	1
0132038D	D parts	2
132E0016	E parts Salmson 9z engine	1
0132038F	F Parts	1
0132038G	G Parts	1
0132038P	Photo-etched metal parts	1
7132038	Instructions	1
9132038	Decals	1

If you have any damaged or missing parts please contact help@wingnutwings.com for assistance.



32023 - 1/32 Rumpler C.IV Early



32004 - 1/32 Bristol F.2b Fighter



32024 - 1/32 Hannover CL.II

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