

WINGNUT WINGS



Roland D.VIb

1/32 Scale

LFG (Luftfahrzeug-Gesellschaft), who later changed their name to Roland to avoid confusion with LVG (Luft-Verkehrs-Gesellschaft), were responsible for some of the most aerodynamic and innovative designs of the Great War including the highly advanced and successful 160hp Daimler-Mercedes D.III powered Roland C.II 'Walfisch' two-seat reconnaissance aircraft in 1916, an aircraft capable of outperforming most single seat fighters of the day. This was followed by the relatively unsuccessful D.I, D.II and D.III single seat fighters, which were mainly handicapped by their lackluster Argus engines, with the Roland D.III being cancelled part way through production by Idflieg (the German Inspectorate of Aviation Troops) in favor of the 160hp Daimler-Mercedes powered Pfalz D.III. Ironically Pfalz had learned their successful construction techniques from Roland while building their aircraft under license.

Ever innovative, Roland's next successful design, the D.VI featured a highly streamlined fuselage constructed from overlapping plywood 'planks' in a manner similar to 'clinker built' boats. The ailerons were operated by tubes running inside the single piece upper wing connected to control horns close to the fuselage. Other interesting features were the position of the lower wings under the fuselage and the installation of the compass in the upper wing. The prototype Roland D.VI, powered by the reliable but now quite old 160hp Daimler-Mercedes D.III engine, first appeared in October 1917 with a 2nd and 3rd prototype appearing shortly afterwards, the 3rd being powered by the new 185ps Benz Bz.IIIa (rated at 200hp in a November 1920 American report of Roland D.VIb 7502/18). These prototypes were under evaluation for 3 months before being ordered into production in February 1918 as the Daimler-Mercedes powered Roland D.VIa and in April as the Benz Bz.IIIa powered D.VIb.

An operational report from Jasta 23b described the visibility from the Daimler-Mercedes powered Roland D.VIa as very good and its handling superior to the Pfalz D.IIIa and Albatros D.V, but performance in other areas was lacking. The Roland D.VIb, powered by the new 185ps Benz Bz.IIIa, performed better but supplies of the new engine were very limited. At the Second Fighter Competition in June-July 1918 Herman Göring flew a D.VIb with an over compressed Benz Bz.IIIa 'altitude' engine and noted that he could keep pace with the BMW IIIa powered Fokker D.VII F although performance data indicate a vastly inferior rate of climb. Early production Roland D.VIb utilized the control surfaces of the D.VIa but later aircraft featured balanced elevators and ailerons with increased balance areas which improved maneuverability. Like all other German fighters entering service during 1918 the Roland D.VIb had the misfortune of falling short of the high expectations of the Jasta pilots set by the extraordinary Fokker D.VII. Any history of this aircraft here is of necessity very brief, therefore we encourage you to seek out the Windssock Datafile on the Roland D.VI mentioned below for a more thorough understanding of this interesting 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. The colourful unit and personal markings applied to the various German fighters of the Great War have attracted more than their fair share of debate over the years and, while we have been as meticulous as we could be, I'm sure some will not find our choices to their liking. Roland D.VIb fuselages appear to have been finished in at least 2 distinct styles, natural varnished plywood and with large bands/patches of dark blue, dark green, ochre and dark purple. The interior of the engine bay and most metal fittings, undercarriage and cowl panels were painted grey-green. The cabane struts appear to be dark grey while the wing struts appear to be light grey. Despite conventional wisdom, photographic evidence shows that the wings, tail plane, elevators and rudder were frequently covered in mixtures of both 4 and 5 colour pre-printed 'lozenge' camouflage material. Like many other German aircraft of the Great War, various colourful unit and personal identification markings were applied, the exact colour or shade of which continue to be the subject of many a lively discussion.

Richard Alexander 2013

Wingspan:	Length:	Max Weight:	Max Speed:
9.4m (30.84ft)	6.4m (21ft)	850kg (1874lb)	200kph (124mph)
No. Manufactured:	Production:	Engine:	Ceiling:
D.VIb 201 (D.VIa 152)	March 1918 - Late 1918	185ps Benz Bz.IIIa	Approx 5800m (19000ft)
Armament:			
2x 7.92mm LMG 08/15 'Spandau' machine guns			
References:			
Roland D.VI Windssock Datafile 37, PM Grosz 1993 - 1914-18 Aviation Heritage Trust - Colin Owens - The Vintage Aviator LTD Krakow Museum, Poland - Private Collections.			

Roland D. VIB

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 kitsets.
- 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	XF16	27001	
d	Black - semi gloss	X18	85	
e	Leather - semi gloss	XF52	62	30219
f	Dark Blue - semi gloss	XF8	25	35048
g	Interior Grey Green - semi gloss	XF76	-	24424
h	Rust - matt	XF9	113	20045
i	White - semi gloss	XF2	34	
j	Light Wood* - gloss	XF59	-	30475
k	Steel	XF56	27003	
l	Clear Doped Linen - matt	XF55	148	26360
m	Dark Green - semi gloss	XF26	105	34128
n	Dark Wood* - semi gloss	XF68	98	30108
o	Rubber - matt	XF69	66	35042
p	Red - matt	XF7	60	31350
q	Ochre - semi gloss	XF60	83	33440
r	Dark Grey - semi gloss	XF22	92	24159
s	Light Grey - matt	XF19	64	36463
t	Dark Straw - matt	XF59	-	30475
u	Dark Purple - semi gloss	X16(x2) + XF52(x1)	68(x1) + 29(x1)	37100
v	Reddish Purple - matt	X16(x1) + X17(x1) + XF7(x1)	-	27144
w	Dull Green Black - matt	XF27	91	34083
x	Chrome Silver	X11	11	
y	Very Light Blue - matt	XF2 (x20) + XF18 (x1)	34(x20) + 96 (x1)	25550
z	Brown Glaze - matt	X22(x10)+XF52(x1)	135(x10)+29(x1)	

1 Note: Apply clear varnish to achieve the desired gloss or semi-gloss finish. *See our website hints and tips for painting wood.

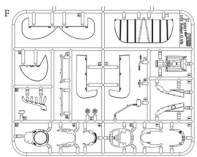
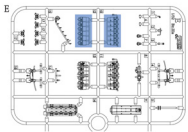
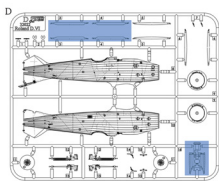
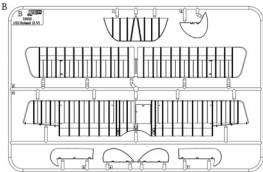
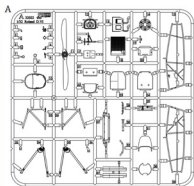
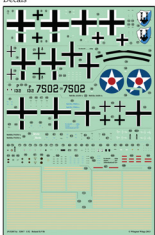


Photo Etch

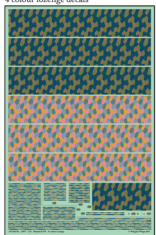


■ - Not Used

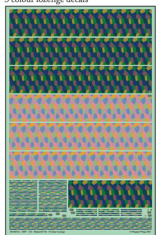
Decals



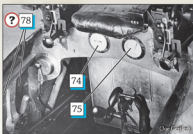
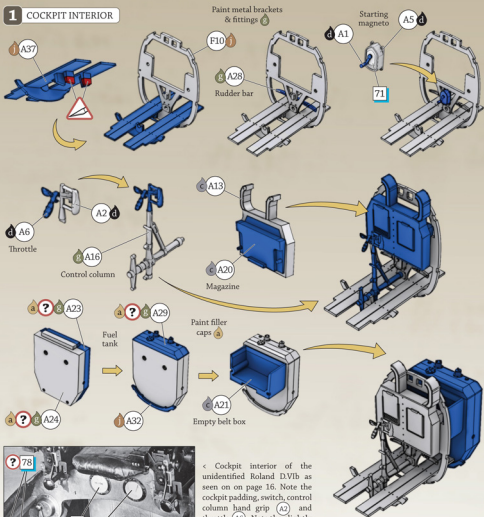
4 colour lozenge decals



5 colour lozenge decals



1 COCKPIT INTERIOR



< Cockpit interior of the unidentified Roland D.VIb as seen on page 16. Note the cockpit padding, switch, control column hand grip **A2** and throttle **A6**. Note the slightly different location of the spark advance lever **A9** compared to the photo below.

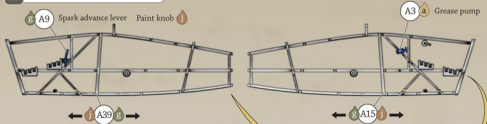


> Fokker type hand grip from Roland D.VIb 2225/18 with its throttle handle on the left **A6** and the firing triggers for the twin LMG 08/15 'Spandau' machine guns. All following colour photos are of this aircraft preserved in the Karkow Museum Poland.

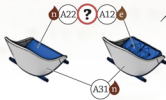
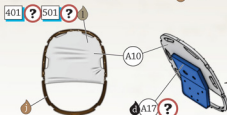
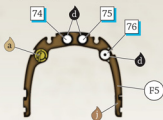
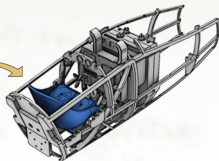
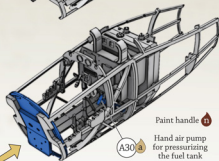
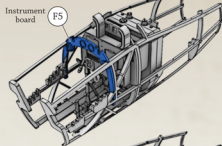
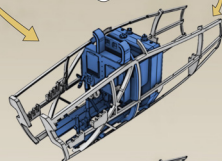


< Gutted interior from Roland D.VIb 2225/18 from the Krakow Museum Poland which is the only Roland D.VI of any type still in existence.

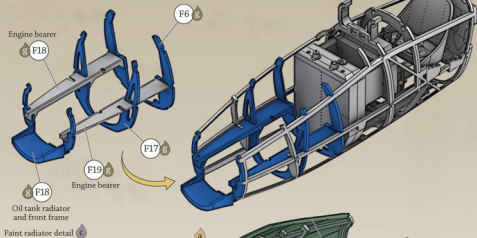
2 COCKPIT INTERIOR continued



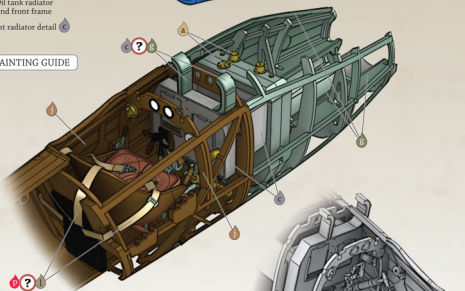
Cockpit detail from Roland D.VIb 2225/18 showing the simple method of seat adjustment and various control levers. Note the 'Spät-Früh' (Late-Early) stenciling **77** behind the spark advance lever. Late in 1918 German airmen were equipped with parachutes which would also act as the seat cushion, which is why we have provided optional parts **A12** and **A22**.



3 ENGINE BAY



PAINTING GUIDE



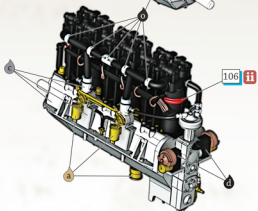
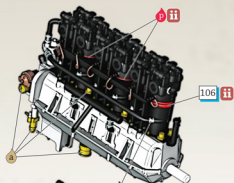
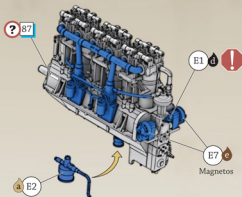
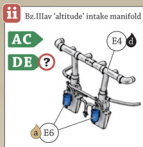
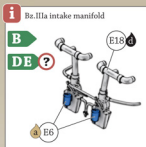
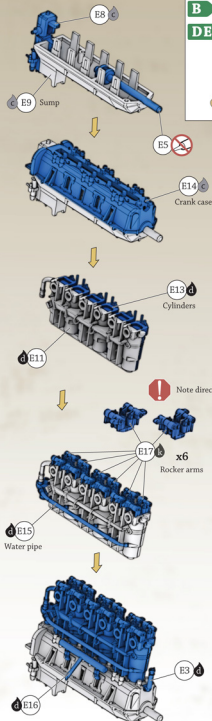
INTERIOR RIGGING GUIDE

Rigging material not supplied

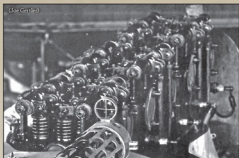
Interior detail from Roland D.VIb 2225/18 showing the grey-green colour of the engine bay interior and metal fittings. Note the rear of the Benz Bz.IIIa engine.



4 BENZ Bz.IIIa 185ps ENGINE



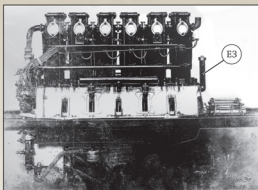
The Benz Bz.IIIa underwent many changes during it's development and introduction into service, some of which are visible in the images shown below.



Benz Bz.IIIa engine detail from the same unidentified Roland D.VIb shown on page 16.



A Benz Bz.IIIa engine lies abandoned following the Armistice. Note the joined carb intake pipes (E4).



Although this is not a very good image it is one of the very few available of the elusive Benz Bz.IIIa engine.



Benz Bz.IIIa 29031 fitted into Roland D.VIb 2225/18 in the Krakow Museum in Poland. Note the red bands painted around each cylinder indicating they contain over compressed cylinders.

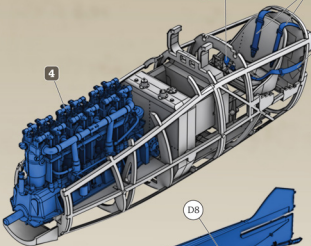


5 ENGINE BAY continued & FUSELAGE

P5 P

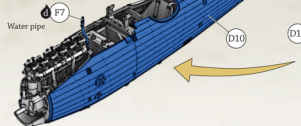
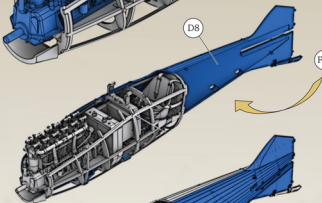
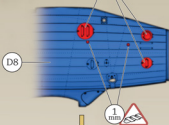
P4 P

Safety harness
Paint buckles



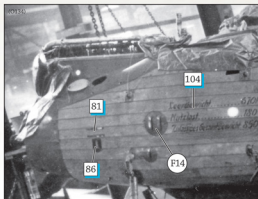
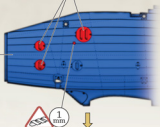
P3 P

Remove D.Via details



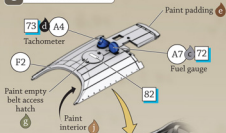
Water pipe

Remove D.Via details

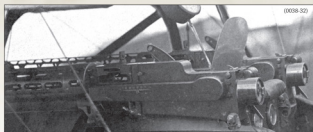
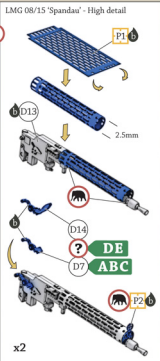
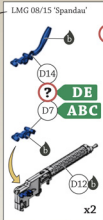
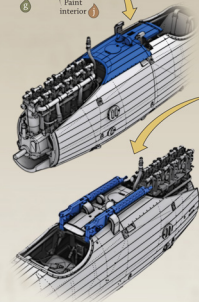


Nose detail from Roland D.Vib 7517/18 photographed after the Armistice.

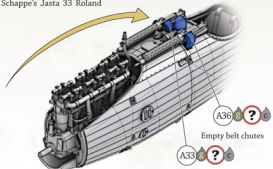
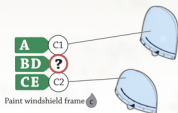
6 FUSELAGE DETAIL



LMG 08/15 'Spandau' machine gun detail from the unidentified Roland D.VIb shown on page 16 showing the short cocking handles **(D7)**. Note the Maximal fuel gauge **A7**, Morell tachometer **A4**, small windscreen **(C1)** and 'Leergurt' empty belt stencil **(82)**.



LMG 08/15 'Spandau' machine gun detail from Emil Schappe's Jasta 33 Roland D.VIb showing the long cocking handles **(D14)**.



7 TAILPLANE

Apply your lozenge camouflage decals to gloss painted tailplane parts before assembly.

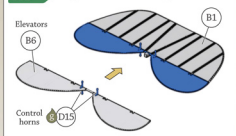


Early tailplane detail from a Jasta 23b Roland D.VIa (not D.VIb) photographed after the Armistice at Koblenz. Early production Roland D.VIb were fitted with this style of tailplane and rudder. Note that there are no rib tapes applied to the elevators.

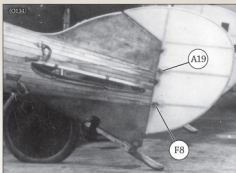
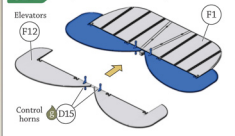


Late production tailplane detail from 7504/18 **D** showing balanced elevators and twin control horns on the rudder. The horizontal tailplane is covered with 4 colour lozenge fabric while the elevators have 5 colour fabric. Note that there are no rib tapes applied to the elevators.

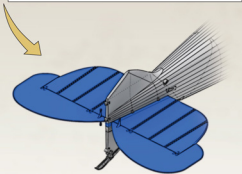
AB Early production horizontal tailplane & elevators



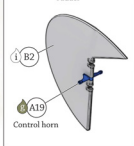
CDE Late production horizontal tailplane and elevators



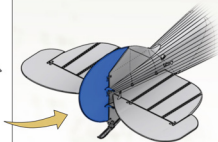
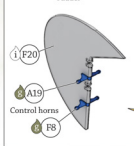
^ Late production rudder from Roland D.VIb 7517/18 (see page 26) showing the twin control horns and the linen wrapped portion of the tail skid. In this particular case there is a stencil "Roland D.VIb" applied over the fabric. If you wish to replicate this feature on your model, simply trim the stencil from unused strut decals.



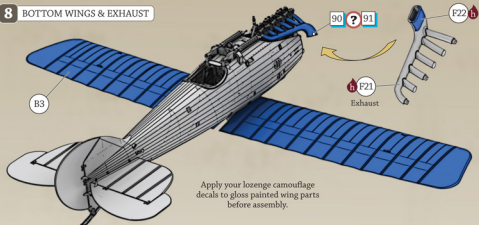
AB Early production rudder



CDE Late production rudder



8 BOTTOM WINGS & EXHAUST



Apply your lozenge camouflage decals to gloss painted wing parts before assembly.

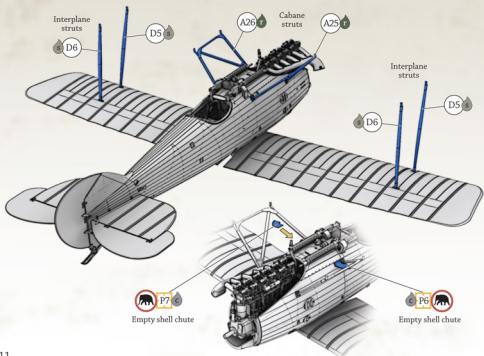


(Greg Van Wyngaerden)

Bottom wing detail from 7504/18 **D** showing 5 colour lozenge fabric with rib tapes cut from the same material.

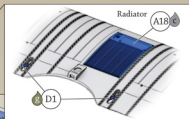


(Greg Van Wyngaerden)



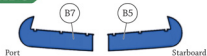
9 TOP WING &AILERONS

Apply your lozenge camouflage decals to gloss painted wing and aileron parts before assembly.



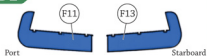
Top wing radiator and compass detail from a Jasta 23b Roland D.VIa (not D.VIb) photographed after the Armistice at Koblenz. This same radiator arrangement was used on almost all Roland D.VIb. Note the small stenciling.

ABC Early production ailerons



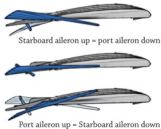
Early aileron detail from a Jasta 23b Roland D.VIa (not D.VIb) photographed after the Armistice at Koblenz. Early production Roland D.VIb were fitted with this style of aileron.

DE Late production ailerons

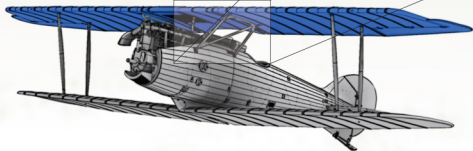
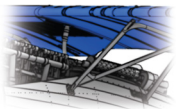


Late production aileron detail from 7504/18 **D** showing the extended balance area.

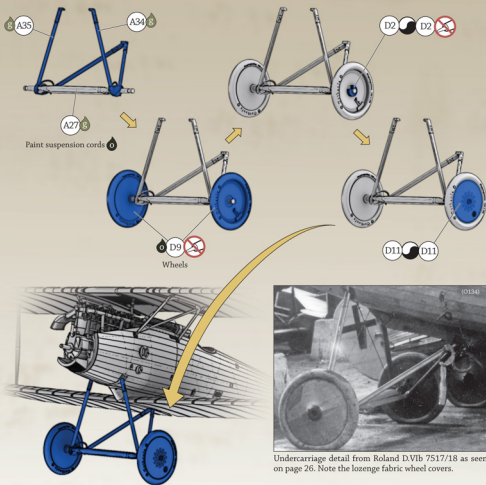
Note orientation of control horns **D1**



Note position of water pipe

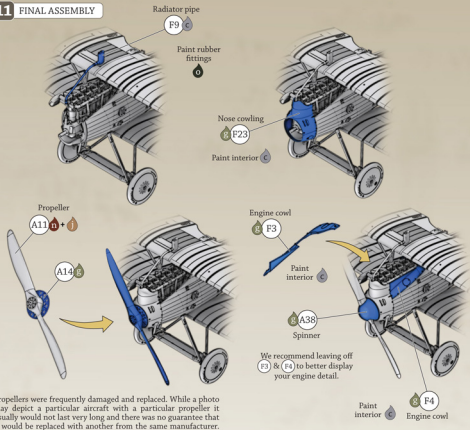


10 UNDERCARRIAGE

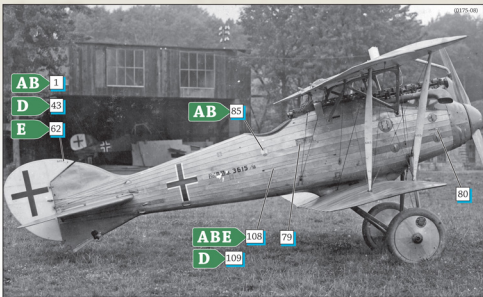


Undercarriage detail from Roland D.VIb 2225/18 showing the grey-green colour of the struts and various metal fuselage fittings. Note how the rigging enters the fuselage.

11 FINAL ASSEMBLY



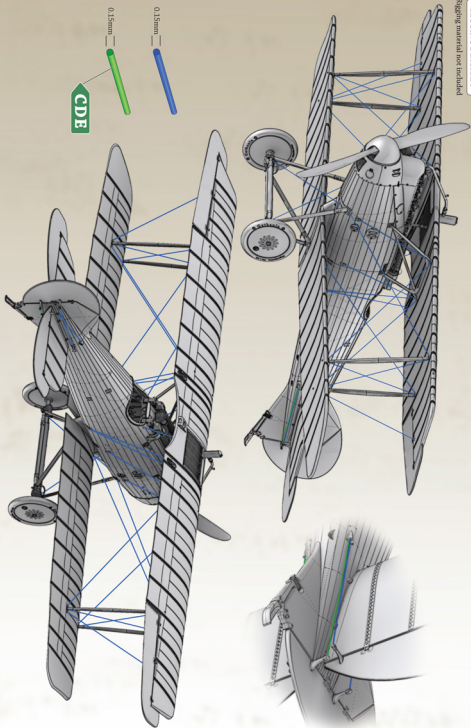
Propellers were frequently damaged and replaced. While a photo may depict a particular aircraft with a particular propeller it usually would not last very long and there was no guarantee that it would be replaced with another from the same manufacturer.

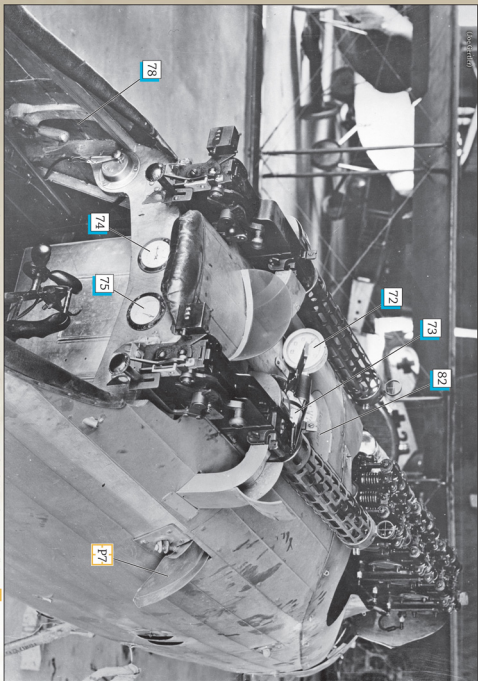


Roland D.VIa (not D.VIb) 3615/18 displays many of the smaller stencil markings, rigging diagram [79], datum line [108] & [109] and makers plates [80] which are also applicable to the D.VIb.

RIGGING DIAGRAM

Rigging material not included





Unidentified Boland D.VIb showing many interesting cockpit, LMG 08/15 machine guns, fuselage and Benz Be. IIIa engine details. Note the empty shell chute **P7**.

A Roland D.IVb, 'Berg Wappen', mid 1918

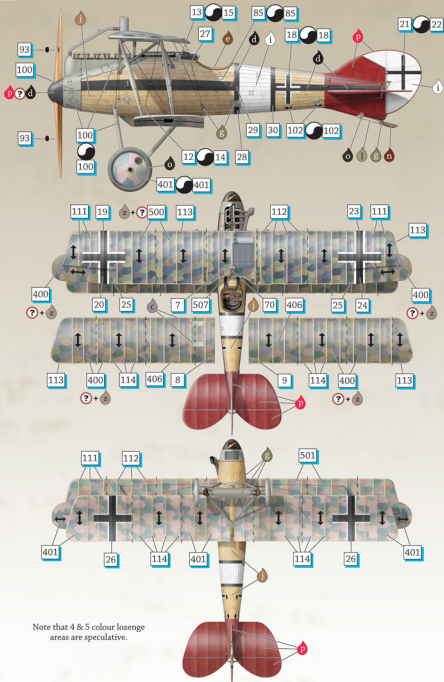
Apply decals **8** & **9** as per **B**. Note that 4 & 5 colour lozenge areas are speculative.

This attractively marked Roland D.IVb has previously been identified as 2225/18 from Jasta 51 and as participating in the 2nd Fighter Competition in June-July 1918. While this may be partially true, we believe that it is highly unlikely that this is 2225/18 which now resides in the Krakow Museum due to several anomalies. But it is an early production Roland D.VIb from the same batch of 50 D.VIb ordered in April 1918 (numbers 2212/18 to 2261/18). The thick 'even arm' fuselage cross (altered from its previous fully white bordered form) and rudder cross on this machine predate the factory applied 'uneven arm' crosses noted in a photo of Roland D.VIb 2236/18 so, while it remains unidentified, it would appear to be one of the first two dozen D.VIb manufactured. Note that the colours of the fuselage wappen **16** & **17** and darkly overpainted tailplane remain unconfirmed.



(0459-187)

B Roland D.VIb, Jasta 59, mid to late 1918

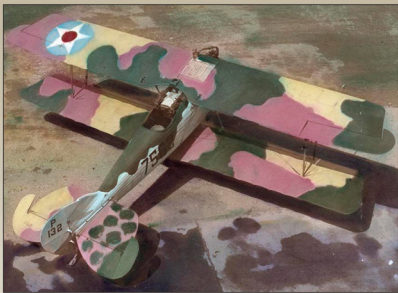


Note that 4 & 5 colour lozenge areas are speculative.

This early production Roland D.VIb has been identified as having been a Royal Prussian Jasta 59 aircraft but the personal and unit colours are not confirmed. The fuselage has a single dark (black?) stripe running down each side of the fuselage which extends to rudder and a pale (white?) band with dark (black?) borders behind the cockpit. The tailplane has likewise been painted an unconfirmed dark (red?) colour and is visibly paler than the darker fuselage stripe which extends over this area.



Roland D.VIb 7502/18 was shipped to America after the Armistice and was the subject of performance testing at McCook Field as well as a test bed for the application of experimental camouflage colours. Although it is a late production aircraft the ailerons are the early type with smaller balances which may indicate that it was reassembled from components taken from various airframes. In his report of November 1920, test pilot Louis P Moriarty noted the Benz Bz.IIIa engine had 200hp but he was only able to coax a top speed of 114mph (183kph) from it, although he had great trouble keeping the engine cool. He also reported that the flying qualities were 'very similar to those of the Fokker D.VII' but the controls were easier to operate.



These hand tinted photos of Roland D.VIb 7502/18 at McCook field were prepared as part of the 'War Department Air Service, Engineering Division, McCook Field, Dayton Ohio Report on Camouflage Of Day Airplanes' published in January 1921. Although the report was published in early 1921 the actual camouflage experiments involving Roland D.VIb 7502/18 were conducted in May and June 1920. Note that the hand tinted colours shown are thought to be representative and not necessarily the exact paint colours used for the experiment. The colours are recorded as 'highly reflective' aluminium, 'dull black green', 'light blue' on the sides of the fuselage (which the report considered 'too light'), 'reddish purple' and 'dark straw'.



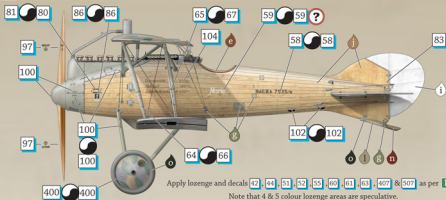
Roland D.VIb 7502/18 photographed during an intermediate stage of the camouflage experiment. Note how the 'dull black green' applied to the spine of the fuselage does not yet reach down to the top of the '75' in this photo. The propeller, struts, wheels, side of the fuselage in the shadow of the top wing, undersides of the wings, tailplane and bottom of the fuselage were aluminium. This was not painted on, it was covered with aluminium 'plating' (foil?) and 'aluminium powder dusted or burnished on'. The result is a highly reflective finish which appears both light and dark in this photo depending on what the surface is reflecting. Note the playing card **31** stuck inside the 'V' which had been removed by the time the hand tinted photos above were taken.



Roland D.VIb 7502/18 photographed during an intermediate stage of the camouflage experiment



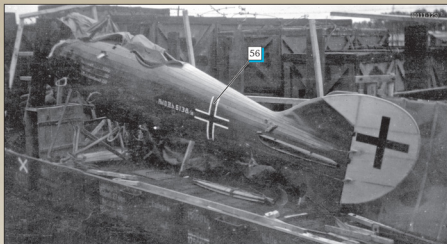
E Roland D.VIb 7535/18 "Marie", Oskar Freiherr von Boenigk, Freikorps late 1918-1919 (26 victories)



26 victory ace Oskar Freiherr von Boenigk poses with Roland D.VIb 7535/18 "Marie" during his service with the Freikorps in late 1918 to 1919. Oskar became an army cadet when 11 years old and was a commissioned officer at the beginning of the war. He was wounded several times while serving in the trenches and transferred to aviation in December 1915. He served as an observer from March 1916 with Kastas 19 and 32 before training as a pilot and was flying with Jasta 4 in June 1917. Oskar had been awarded 7 victories by the time he was given command of Jasta 21 in October 1917. Following the Armistice he saw action with the Freikorps fighting communist revolutionaries in Germany and served in the Luftwaffe during WW2 but retired in 1943, which didn't stop him being imprisoned by the Russians where he died in January 1946 aged 52.



Late production Roland D.VIb 7504/18 **D** photographed at Koblenz after the Armistice.



Roland D.VIb 6238/18 disassembled and awaiting transport on a railway carriage. Note the empty shell chute **56** and dark blue, dark green, ochre & dark purple fuselage with pale blue serial number and weight table similar to **D**.



Late production Roland D.VIb 6142/18 in a similar camouflage finish to **D** photographed after the Armistice.



This unidentified late production Roland D.VIb has been partially stripped of its fabric and destroyed by fire.

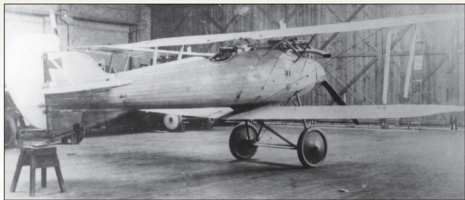
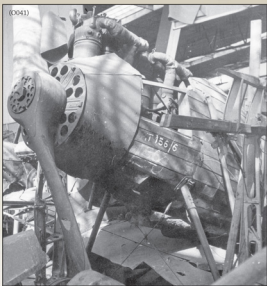
Bonus



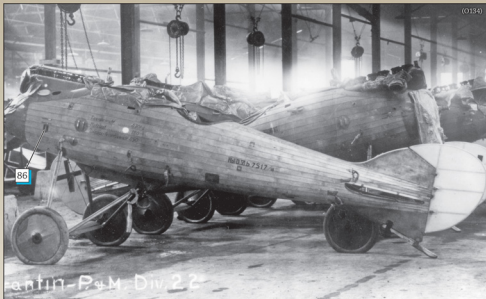
(Krakow Museum Poland)

^ Early production Roland D.VIb 2225/18 as it currently rests in the Krakow Museum in Poland. This aircraft was originally displayed in the Deutsche Luftfahrt Sammlung Museum in Berlin until the museum was destroyed by allied bombing during WW2, at which time many of the surviving exhibits were moved to the relative safety of Poland. Over the intervening years the wings, tailplane and much of the fuselage planking was lost or severely damaged. The shattered remains of the fuselage was restored during the 1990s and new tailplane components built for it. If you wish to build Roland D.VIb 2225/18 as it would have appeared when brand new we recommend using the optional parts called out for **A**. Read more about the restoration of 2225/18 in Windsock Magazine volume 9 #3 1993.

> Roland D.VIb 2225/18 photographed sometime before its restoration. Note that even at this time a considerable amount of the fuselage planking appears to have been replaced.



The 3rd Roland D.VI prototype was 222/18 which was the 1st machine to be fitted with the Benz Bz.IIIa engine making it the first D.VIb. Note the fin and rudder as well as the height of the top wing.



Roland DV1b 7517/18 photographed at Romorantin France following the Armistice. The missing rudder cross indicates an aircraft completed too late for active service during the First World War, although some found their way into service with the Freikorps following the Armistice as seen in **E**.



3-D Modelling by Jason McAdam

From a very early age Jason has embraced his creative side, whether it be through drawing or modelling. This creative nature was strongly grafted with a passion for transportation design, whether it be by land, air or sea.

Having graduated with an honours degree in Industrial Design Jason has gone on to develop his skills further in his design work with Weta Digital. While at Weta, Jason has continued to push the boundaries of software technologies and applications, with a keen eye for detail. This passion for design comes hand in hand with a love of sport and recreation, with motorbike riding being among the more popular of past times.



Profile Art by Ronny Bar

Ronny Bar developed a keen interest in airplanes from an early age, living close to 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 Fockers 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 Windsock Worldwide, Windsock 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.



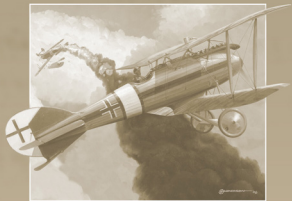
Project Co-ordinator, Richard Alexander

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 have any questions about this model, comments, requests or suggestions, Richard is contactable at richard@wingnutwings.com



32017	1/32 Roland D.VIb	Qty
0132022A	A parts	1
0132022B	B parts	1
0132022C	C parts	1
0132022D	D parts	1
132E0018	E parts Bz.IIIa engine	1
0132017F	F Parts	1
0132017P	Photo-etched metal parts	1
7132017	Instructions	1
9132017a	Decals	1
9132017b	4 Colour Lozenge decals	1
9132017c	5 Colour Lozenge decals	1

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



32022 - 1/32 Roland D.VIa



32020 - 1/32 Sopwith Snipe Early



32019 - 1/32 Pfalz D.XII

Also available from
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