

WINGNUT WINGS



Salmson 2-A2 'USAS'

1/32 Scale

French industrialist Emile Salmson had been building radial engines designed by Georges Canton and Georges Unne since 1910 and had begun designing aircraft by 1914. The Societe 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 Latecoere. 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 the new aircraft 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 at 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 aluminium 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. 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. Many USAS aircraft were supplied with French national markings which needed to be modified to US configuration. Luckily many examples of the colourful US unit markings were saved by the crews before their aircraft were scrapped after the Armistice. 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 or 2x Marlin 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 'USAS'

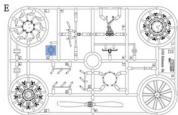
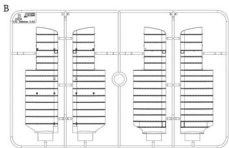
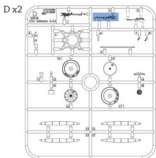
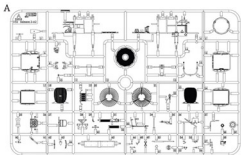
1/32 Scale

- 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.

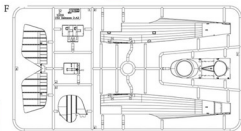
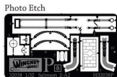
Hints & Tips: Please visit our website for additional photos, hints and tips to assist you in getting the best result from your Wingnut Wings model.



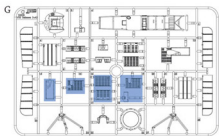
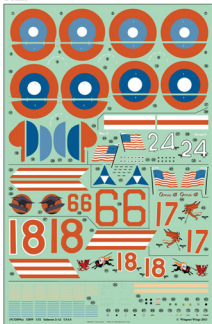
	All colours	Tamiya	Humbrol	Federal Standard
a	Brass	X31	54	
b	Gun Metal	X10	27004	
c	Aluminium - matt	XF16	27001	
d	Olive Drab - matt	XF62	-	34083
e	Wood* - semi gloss	XF78*	93*	30340*
f	Leather - semi gloss	XF52	62	30219
g	Clear doped silk/linen - semi gloss	XF57	121	33446
h	Black Rubber - matt & semi 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
8x	Grey - semi gloss	XF19	64	36463



■ - Not Used



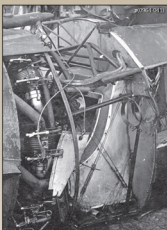
Decals



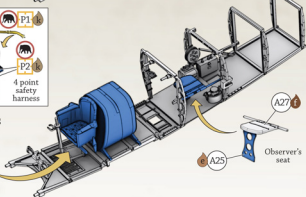
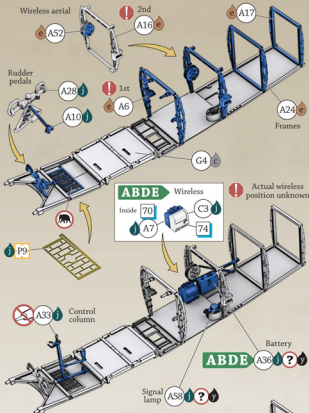
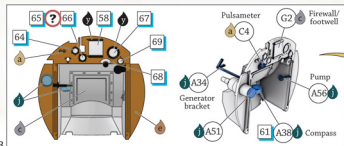
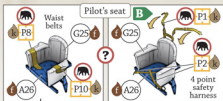
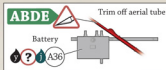
Decals



1 INTERIOR

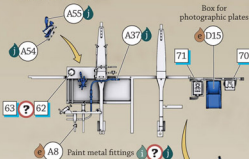


This view of derelict CGO built Salmson 2-A2 3116 allows us to see the aluminium footwell/firewall (G2) and some internal bracing and brackets which appear to be too dark to be painted light Horizon blue. Note the empty generator bracket.



2 INTERIOR continued

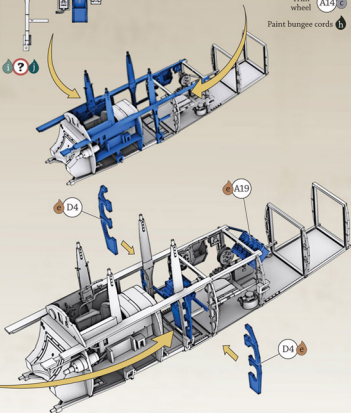
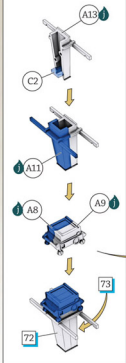
Radiator shutter levers



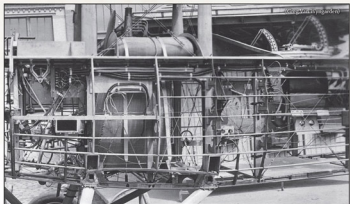
Paint metal fittings **i ? j**



i ? i 50cm Camera

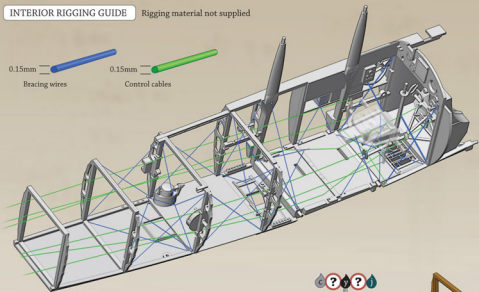


> Interior detail from a partially stripped Salmons 2-A2. Note the observer's seat **A27** in the up position and woven texture surrounding the self sealing fuel tanks **A19 + A23**.

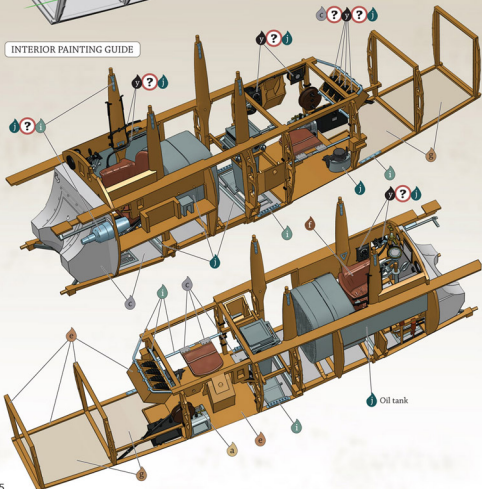


INTERIOR RIGGING GUIDE

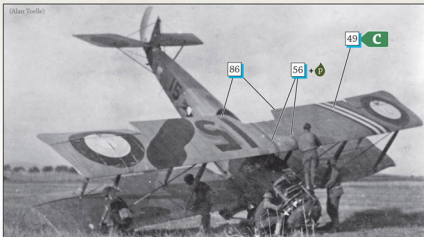
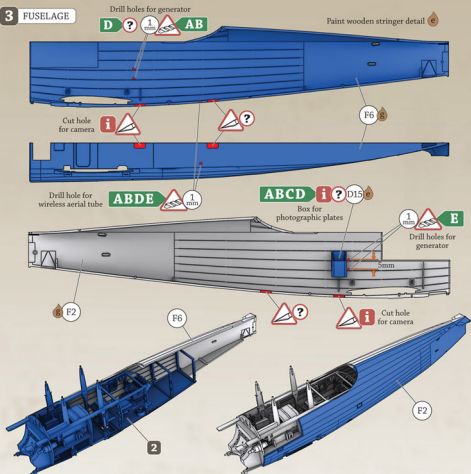
Rigging material not supplied



INTERIOR PAINTING GUIDE

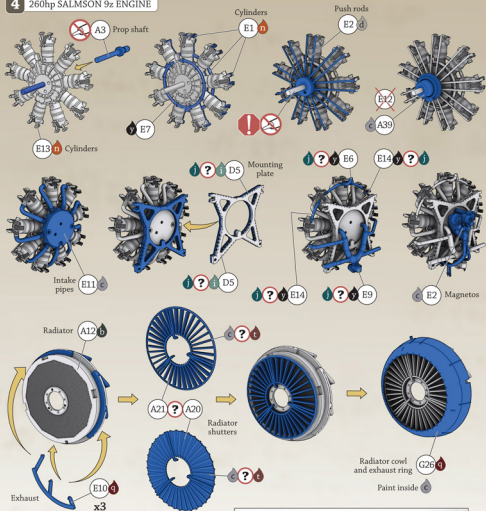


3 FUSELAGE

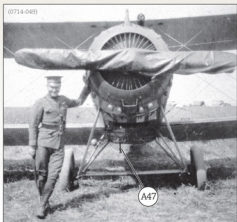


91st Aero Sqn Salmson 2-A2 571 (or 371) "15" awaits salvage following an all too common accident. Note the position of the 'boot print', 91st Aero Sqn red & white diagonal stripes on the port wings, fabric strips **56** doped over the cabane-wing gaps and the usual position of the TSF stencil markings **86**.

4 260hp SALMSON 9z ENGINE

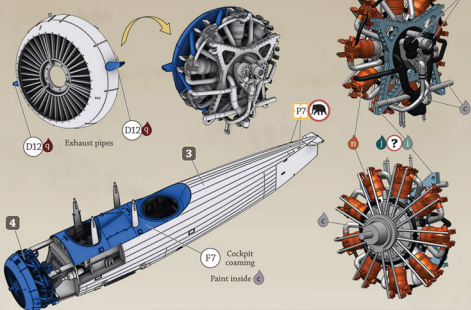


This photo of an American serviceman allows us to see the rear of a Salmson 9z engine which is hanging from a block and tackle.

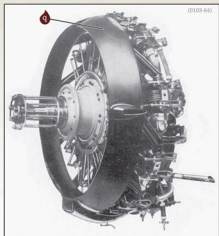
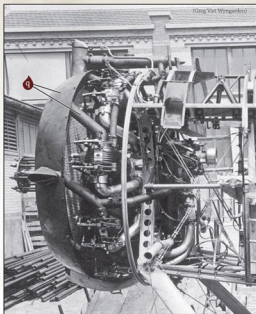


Open radiator shutter detail from an unidentified USAS Salmson 2-A2.

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, windscreens (C1) and TO-3 'Tourelle' (French manufactured Scarff Ring) (A15) + (A5).

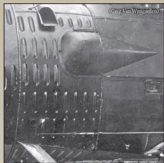


Salmson 9z engine and exhaust ring.

< 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.

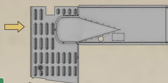
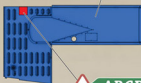
5 ALUMINIUM COWLS

> Late production cowling with large generator fairing and 'double punched' louvers **G13** from the 91st Aero Sqn Salmson 2-A2 on page 23.



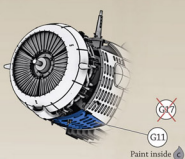
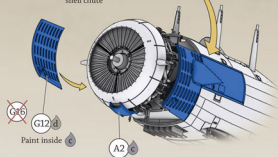
G13 Paint inside **c**

Large generator fairing



ABCD

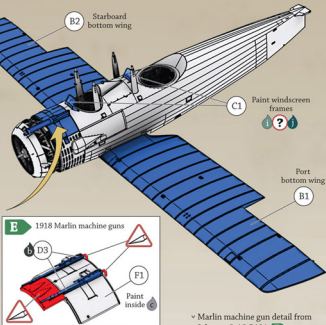
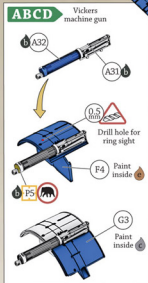
Cut hole for empty shell chute



(0964-041)

The partially salvaged fuselages of Salmson 2-A2 3116 and 3184 display many interesting details such as the aluminium footwell/fire wall and extensive electrical wiring.

6 BOTTOM WINGS



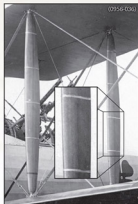
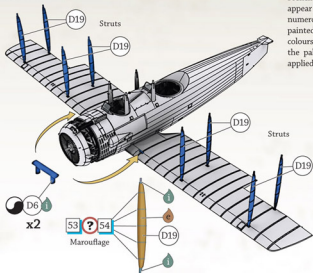
▼ Marlin machine gun detail from Salmson 2-A2 5464 **E**



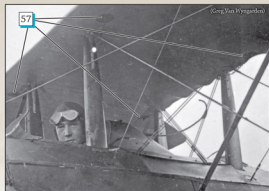
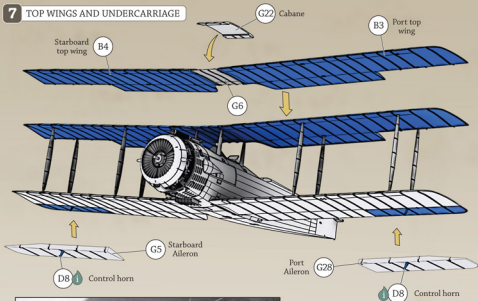
^ Vickers machine gun and late cowling (G3) detail from the 91st Aero Sqn Salmson 2-A2 on page 23 showing the chute for ejecting the empty shells. The spent disintegrating belt link simply ejected out into the airstream.



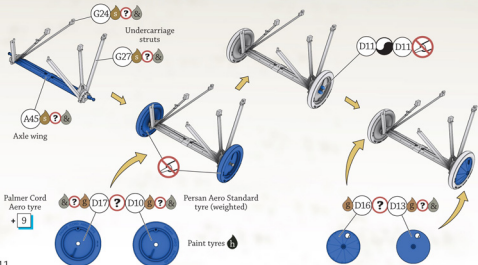
▼ Strut detail from an early production French Salmson 2-A2 showing the marouflage linen wrapped around the wooden struts for additional strength. Surviving French aircraft fragments from various manufacturers appear to show that these strips could be finished in numerous ways; left in their natural linen colour **53**, painted Horizon blue **54** or one of the camouflage colours. Very close inspection of this print reveals that the paler strips have been painted after they were applied to the struts.



7 TOP WINGS AND UNDERCARRIAGE



< Cabane strut and rigging detail from the 91st Aero Sqn Salmson 2-A2 on page 23. Note the pale appearance of all metal fittings which appear to have been painted light Horizon blue (1). Note the dark patches (57) 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

ABDE **G21**

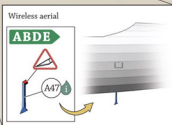
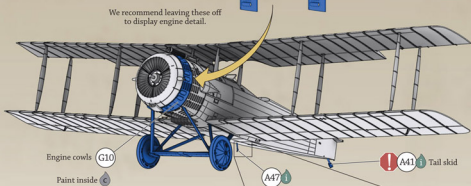
Paint inside **C**

Engine cowl

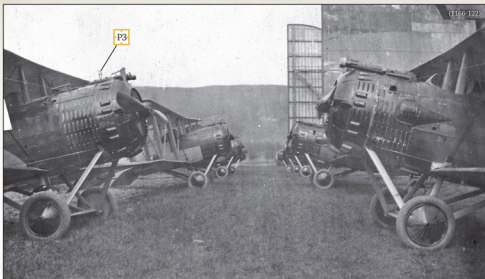
G7 **C**

Paint inside **C**

We recommend leaving these off to display engine detail.

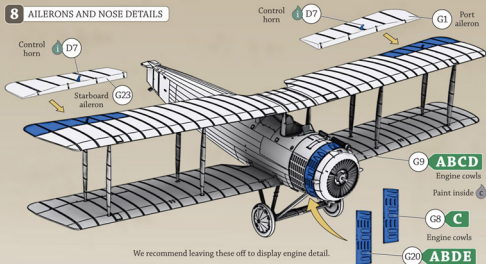


< Undercarriage detail from **B1**. Note the open viewing slats faintly visible under the fuselage which the pilot could use to see the ground during take off and landing.

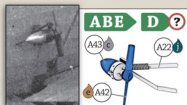


USAS Salmson 2-A2, probably from the 186th Aero Squadron, lined up outside the Zeppelin hanger at Trier. The 2nd aircraft on the left appears to be 1079 '13' as seen on page 26. Note how the outside wheel covers and radiator cowls appear to have been painted a similar dark colour (red?).

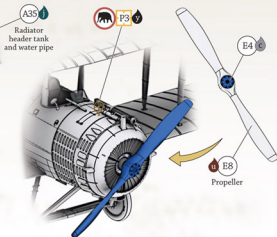
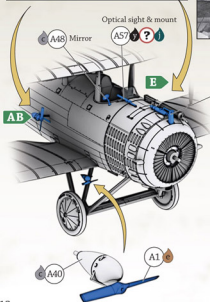
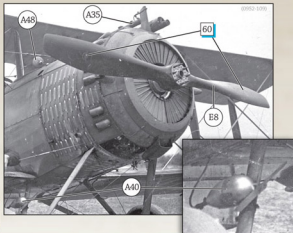
8 AILERONS AND NOSE DETAILS



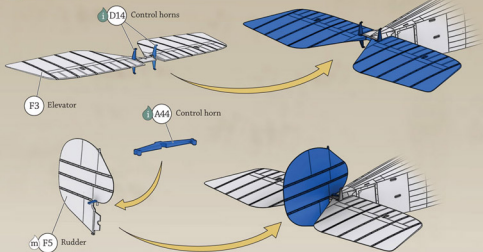
> Nose cowl details from an unidentified late production French Salmson 2-A2. Note the two tone radiator cawling, rear view mirror **A48** and removed engine cowl **A10**.



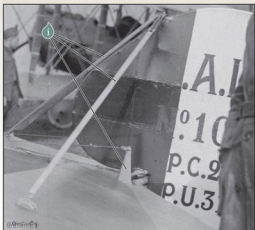
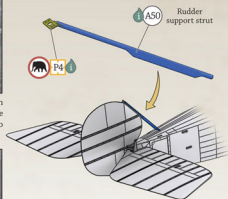
External generator detail from 186th Aero Sqm Salmson 2-A2 1079 '13' shown on page 26.



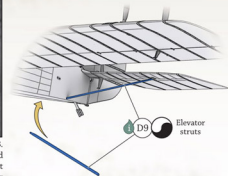
9 TAILPLANE



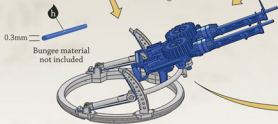
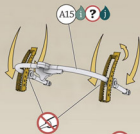
Tailplane detail from 186th Aero Sqn Salmson 2-A2 1079 '13' as seen on page 26. Note the variations in stenciling and tonal values of the blue stripes on the aircraft rudders in the background which appear to include 3275 '3' and 1213 '15'.



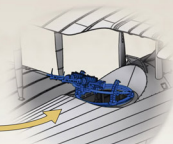
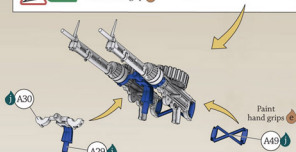
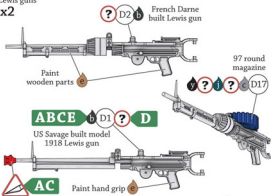
Tailplane detail from a 99th Aero Sqn Salmson 2-A2 thought to be 1048. Note the double rigging wires separated by wooden battens and wrapped in fabric. The camouflage painted wooden fairing of the rudder support strut (A50) contrasts with the Horizon blue control horns (D14), rigging and metal brackets. The black 'N' appears lighter because its matt paint is reflecting light differently from the gloss red rudder stripe.



10 OBSERVER'S ARMAMENT



Lewis guns
x2



(0714-012)



Howard Fleson shows off the bright steel barrels and 97 round magazines of his double Lewis guns on **B2**. Note that the Horizon blue paint has almost completely worn off his TO-3 Tourelle (French manufactured Scarff ring) revealing the aluminium beneath.

Rigging material not included

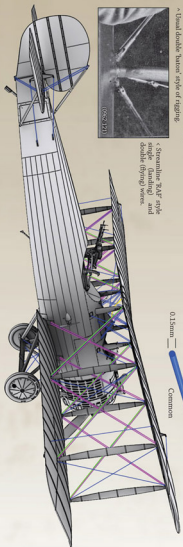
Port inner front strut



> Thin double 'barn' style of rigging



> Streamline 'RAF' style single (landing) and double (flying) wires



0.1mm — Wireless wire

0.3mm — Fuel tank breather tube

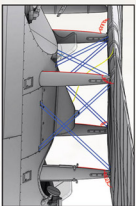
0.15mm — Common

Rigging

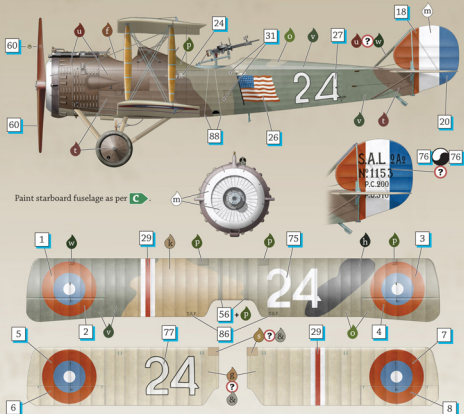
0.1mm — AB

0.3mm — CDE

0.15mm —

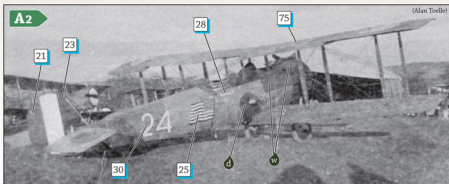


A2 Salmson 2-A2 '24', 1st Aero Sqn, AJ Coyle (1 victory), JW Corley (3 victories), AE Easterbrook (5 victories), October-November 1918



Paint starboard fuselage as per **C**.

Salmson 2-A2 '24' served the 1st Aero Squadron well during the Argonne battle from late September 1918 until the Armistice. 1st Aero Sqn personnel known to have flown in '24' include the commanding officer Arthur J Coyle, James W Corley and Arthur E Easterbrook. The 1st Aero Sqn was created in March 1913, saw active service against Pancho Villa in Mexico during 1916 and shipped to France in August 1917. In June 1918 the Salmson 2-A2 replaced the unit's obsolete SPAD XI and Dorand observation aircraft and, following some initial teething problems, performed excellently.

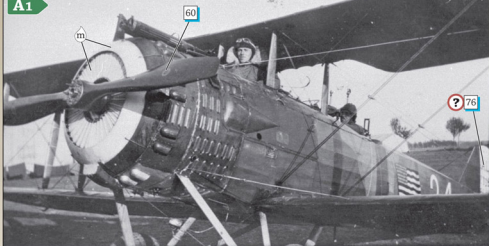


(Alan Toelle)

1st Aero Sqn Salmson 2-A2 '24' **A2** with a replacement (or repainted) rudder and the name of Easterbrook's fiancée Gertrude **28** painted under the observer's cockpit. Note the dark green **w** (?) nose cowling panels and field applied olive drab **d** touch up area under where the generator has been installed.

A1

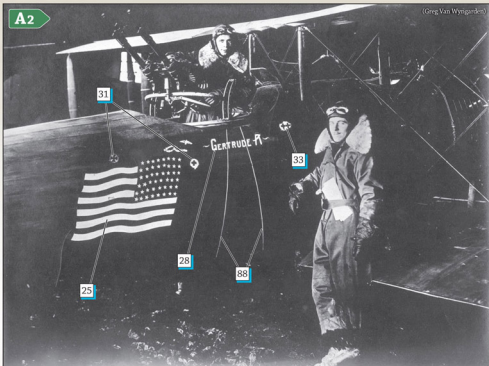
(Alan Toelle)



1st Aero Sqn commanding officer Arthur J Coyle and his observer James W Corley seated in Salmson 2-A2 '24' **A1**. At the time this photograph was taken the name Mary **24** had not been painted on the port side of the fuselage and the flagstaff had not received its additional white decoration. Note that the double rigging wires do not have the wooden battens and wrapping fitted indicating that they are probably 'RAF' style streamline wires. The rudder number is partially visible and appears to read 115X which noted historian Alan Toelle believes is most likely to be 1153. Coyle and Easterbrook reportedly made a successful forced landing in **A2** after being shot down on 3 November 1918 but Salmson 2-A2 1153 is recorded as being damaged and apparently written off the previous month so the ultimate identity of '24' is unconfirmed.

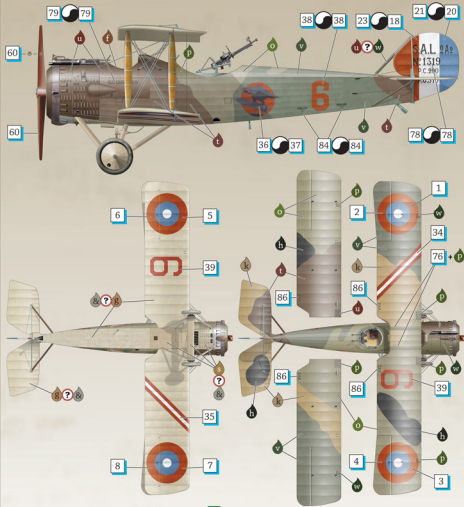
A2

(Greg Van Wymgarde)



Arthur E Easterbrook stands in his cockpit while Arthur J Coyle leans on the externally mounted generator of **A2**. Note the numerous bullet hole patches **31** & **33**.

B1 Salmson 2-A2 1319 '6' 'Old Carolina IV', 12th Aero Sqn, DH Arthur & HT Fleeson (2 victories?), Late 1918



Paint starboard fuselage as per **C**

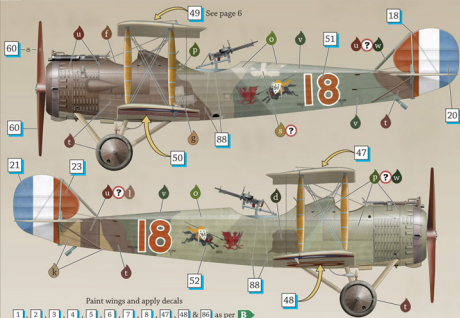


12th aero Squadron commanding officer Dogan H Arthur stands in front of his Salmson 2-A2 1319 'Old Carolina IV' following the Armistice. This aircraft was allocated to the 12th Aero Sqn shortly after the Armistice and took part in victory celebrations and occupation duties. Note the heavily patched fuselage fabric where the external generator has been installed.



Dogan H Arthur and Howard T Fleeson claimed 2 victories on 30 October 1918 and are seen here with Salmson 2-A2 1319 at a later date from the photo at left. Note 'Old Carolina IV' now repainted in white, white outlined '6' and Arthur's tricolour Commanding Officer fuselage stripes. Celebratory UK, US and French flags are attached to the rear wing struts. Interestingly the Vickers machine gun has been removed but not the twin Lewis guns.

C Salmson 2-A2 '18' (3 victories), 91st Aero Sqn, K Douglass, LC Hammond (1 victory) & AM Seymour, Late 1918



91st Aero Sqn Salmson 2-A2 '18' features 3 victory markings and is known to have been flown by Kingman Douglass with Leonard C Hammond and Alonso M Seymour both serving as observers. Formed in August 1917, the 91st Aero Sqn arrived in France in November 1917 and started receiving their Salmson 2-A2 from April 1918 before going into action for the 1st time in June 1918. They were involved in occupation duties following the Armistice and returned to the USA in June 1919. Kingman Douglass arrived at the 91st Aero Sqn in February 1918 and served beyond the Armistice. Alonso Seymour also joined the unit in February 1918, was attacked by a 'friendly' Nieuport 28 on 25 June 1918 while his unidentified Salmson 2-A2 was being piloted by Everett R Cook (who returned fire). Seymour had his windshield shot off and 7 holes drilled into his Tourelle when attacked by 'four Fokkers' on 16 July 1918, while his pilot Horace M Guilbert had his 'teddy bear' shot 3 times. Alonso transferred to the observer's school at Tours 2 days before the Armistice. Leonard Hammond arrived at the 91st Aero Sqn in June 1918, was awarded a victory on 23 October 1918 and transferred out in early September 1918 to become Adjutant of the newly formed 1st Army Observation Group.



Salmson 2-A2 '18' showing some repaired 'battle damage' above the unit insignia and patched fuselage fabric covering a previous installation of the external generator partially hidden by Phil Henderson in this photo.

D Salmson 2-A2 '17', 186th Aero Sqn, HC McCaslin, Mid 1919

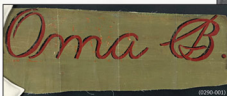


CGO? built Salmson 2-A2 '17' of the 186th Aero Sqn features the name of Henry Culver McCaslin's sweetheart 'Oma B' Scott under his cockpit. The 186th Aero Sqn was formed in November 1917, arrived in the UK in February 1918 where they trained on various RFC/RAF aircraft before they shipped to France in late August 1918. The voyage was recorded as 'uneventful' with 'No sea monsters' being spotted. The unit started receiving their Salmson 2-A2 in late September 1918 and first went into action on 5 November 1918. The remaining 6 days before the Armistice saw little need for long range reconnaissance and artillery spotting, which the 186th were trained for, although they did provide some protection for ground contact patrols. On the day before the Armistice a single 186th Aero Salmson 2-A2 on reconnaissance was escorted by 4 other machines, one of which was crewed by HC McCaslin. Following the Armistice the 186th Aero Sqn performed occupation duties before returning home to the USA in June 1919. Their Salmson 2-A2 aircraft were turned in and destroyed but not before numerous personal and unit markings were cut from them as souvenirs.



Dark green **v** fuselage fabric souvenired by McCaslin from the port side of his Salmson 2-A2.

^ Henry McCaslin (2nd from right) stands in front of his 186th Aero Salmson 2-A2 '17'. Henry worked as a Telephone Company clerk before the USA entered the war and arrived at 186th Aero on 28 October 1918 along with his twin brother James I. McCaslin, who had also previously worked at the same telephone company.



Light green **o** fuselage fabric souvenired from under McCaslin's cockpit with 'Oma B' in red and black.



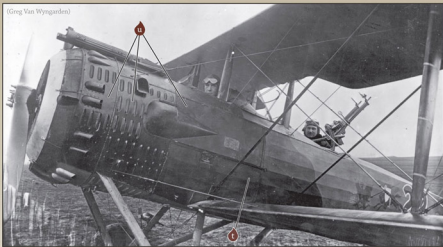
^ Henry McCaslin wrote 'You have been riding with me all the while' to Oma B Scott and married her after returning home. Henry died in 1979 aged 83 and Oma died in June 1991 aged 95.

E Salmson 2-A2 5464 '8', 1st Aero Sqn, WP Erwin (8 victories), AE Easterbrook (5 victories), June 1919



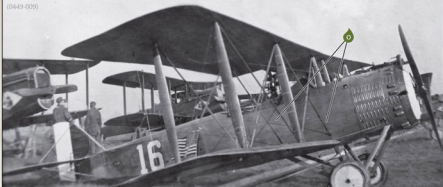
1st Aero Sqn Salmson 2-A2 5464 '8' crewed by Aces William P Erwin and Arthur E Easterbrook photographed somewhere over Germany in mid 1919. The twin Marlin machine guns can be seen nestled into the top cowl and an external generator has been installed over the blue & white III Corps insignia [40] on the port side of the fuselage. Salmson 2-A2 5464 was delivered to the 1st Aero Sqn in March 1919 and initially carried the fuselage number 14 which has been painted out with olive drab and renumbered 8, the 4th such numbered Salmson flown by Erwin. His previous '8', possibly Salmson 2-A2 1286 'Jo.4', had it's 1st Aero Sqn white radiator cowling augmented with a red exhaust ring and white engine cowls to mimic the red-white-red unit stripes on the wings. Salmson 2-A2 5464 appears to feature a rarely seen variation of the 'standard' 5 colour camouflage pattern. William Erwin was from Texas and was awarded 4 of his victories, shared with Easterbrook, in October 1918. He maintained an interest in aviation following the Armistice, but disappeared on his way to Hawaii during the Dole Air Races in October 1927. Arthur Edmond Easterbrook was from New York military family and served as an RE.8 observer in 9 Sqn RAF before transferring to the USAG in August 1918. He retired from the USAAF as a Brigadier General in 1946 and died in July 1952 aged 58.

(Greg Van Wyngarden)



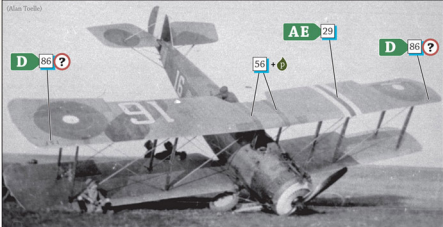
Merle R Husted and William J Moran sit in their 91st Aero Sqn Salmson 2-A2 '22'. Note the double punched cowlings louvers, large generator fairing and pale marouflage wrapping [53] [54] visible around the wing strut.

(0449-005)



CGO built Salmson 2-A2 '16' of the 1st Aero Sqn is surrounded by DH.4 from 166th Aero Sqn. Note the repainted central rudder stripe obscuring the previous serial number and 1st Aero Sqn white (m) radiator cowling.

(Alan Toebe)

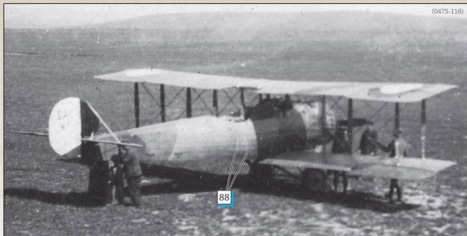


CGO built Salmson 2-A2 '16' awaiting recovery following an accident. Note the fabric strips [56] doped over the cabane-wing gaps and 1st Aero Sqn stripes [29] on the port wing. Note the CGO style of TSF stencil marking [86] at the wing tip and position of the black 'boot print' touching the starboard cockade.

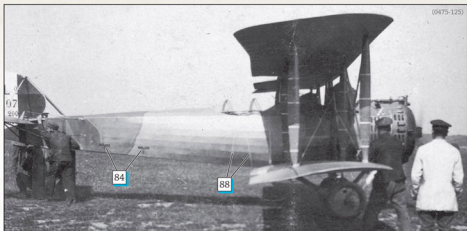
Captured Salmson built USAS Salmson 2-A2 1078



Salmson 2-A2 1078 sits where it came to rest in German occupied territory. A German sentry stands guard.



Salmson 2-A2 1078 carried no visible personal markings and only the order of the rudder stripes give a clue to its USAS service.



Salmson 2-A2 1078 being thoroughly inspected by its captors.

(1165-042)



The fuselage markings of 186th Aero Sqn Salmson 2-A2 1252 have been stripped off as souvenirs.

(1165-034)



No longer required by the USAS following the Armistice these 186th Aero Sqn Salmson 2-A2, similarly stripped of their colourful markings for souvenirs, await destruction.

(1165-037)



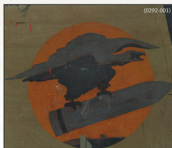
Salmson 2-A2 of the 186th Aero Sqn finally consumed by fire.

(0289-001)



< Dark green **v** fuselage fabric taken from 1st Aero Sqn Salmson 2-A2 '15' which had large patches of field applied olive drab **d** that can be seen under the number '15' and to the left of the flag pole. This fabric was removed from the port side of the fuselage. Note that there were numerous small variations in flag design between individual 1st Aero Sqn aircraft.

(0292-001)



(0287-001)



< Light green **u** fuselage fabric from the starboard side of a 91st Aero Sqn Salmson 2-A2, possibly '11'.

^ Light green **o** fuselage fabric from the starboard side of an unidentified 12th Aero Sqn Salmson 2-A2.



186th Aero Sqn Salmson 2-A2 1079 '13' outside the Zeppelin hanger at Trier. Note the external generator installed on the starboard side of the fuselage and that the cockpit coaming and starboard engine cowls appear to have been painted dark green rather than the expected light green. Later this aircraft would have the names 'Frances' and 'Kathryn' painted on the port and starboard sides of the fuselage respectively.



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 WW1 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 WW1 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.

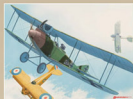
An Artist Fellow of the American Society of Aviation Artists, Steve creates works that reflect scrupulous attention to historically accurate detail, from the colorful markings on the fuselages to the time of day of an actual battle.

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



32059	1/32 Salmson 2-A2 'USAS'	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
7132059	Instructions	1
9132059a	Decals	1
9132059b	Decals	1
9132059c	Decals	1

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



32023 - 1/32 Rumpler C.IV Early



32007 - 1/32 DH.9a 'Ninak'



32012 - 1/32 RE.8 'Harry Tate'

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