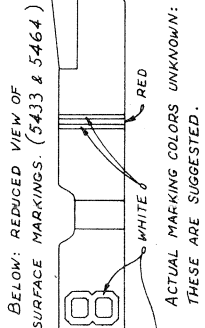
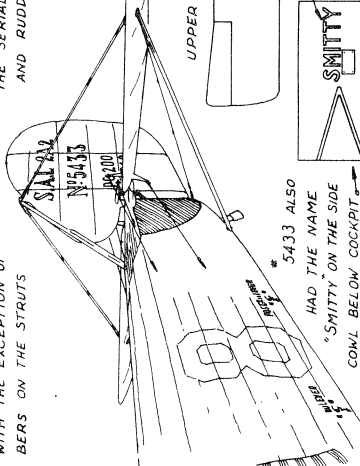


PERSPECTIVE VIEW OF STABILIZERLESS TAIL ASSY OF SHIP #5433 OF THE 1<sup>ST</sup> CORPS, OBS. SQDN. THERE WAS ANOTHER SHIP (#5464) THAT USED IDENTICAL MARKINGS THROUGHOUT WITH THE EXCEPTION OF THE SERIAL NUMBERS ON THE STRUTS AND RUDDER.



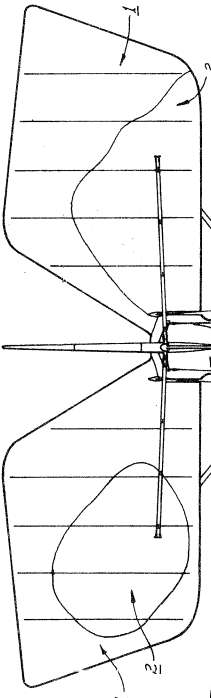
ACTUAL MARKING COLORS UNKNOWN: THESE ARE SUGGESTED.

RED

WHITE

SMITTY

#5433 ALSO HAD THE NAME "SMITTY" ON THE SIDE COWL BELOW COCKPIT

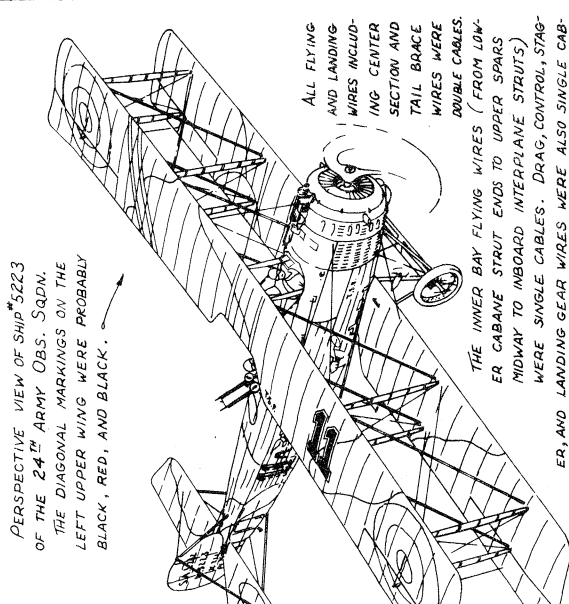


THE NUMERALS "11" AND "14" APPEAR TO BE BLACK WITH A WHITE PIN STRIPE. RUDDER IDENTIFICATION AND DATA NUMERALS AND LETTERS WERE BLACK.

THE LETTERS "T.S.F." LOCATED ON THE RT. SIDE OF THE FUSELAGE, LEFT LOWER WING NEAR FUSELAGE, AND UPPER RT. WING NEAR OBSERVER'S VISION CUT OUT ARE ABBREVIATIONS FOR "TELEGRAPHIC SANS FIL MEANING WIRELESS TELEGRAPHY."

ON SHIP #1060 THE NUMERALS "14" APPEAR TO BE BLACK WITH A WHITE EDGE. THE WING IDENT. STRIPES; BLACK, WHITE, BLACK, (ETC). THIS PATTERN WAS USUALLY REVERSED ON BOTTOM SURFACE OF THE LOWER WINGS, THAT IS, THE SAME MARKINGS BUT ON OPPOSITE WINGS.

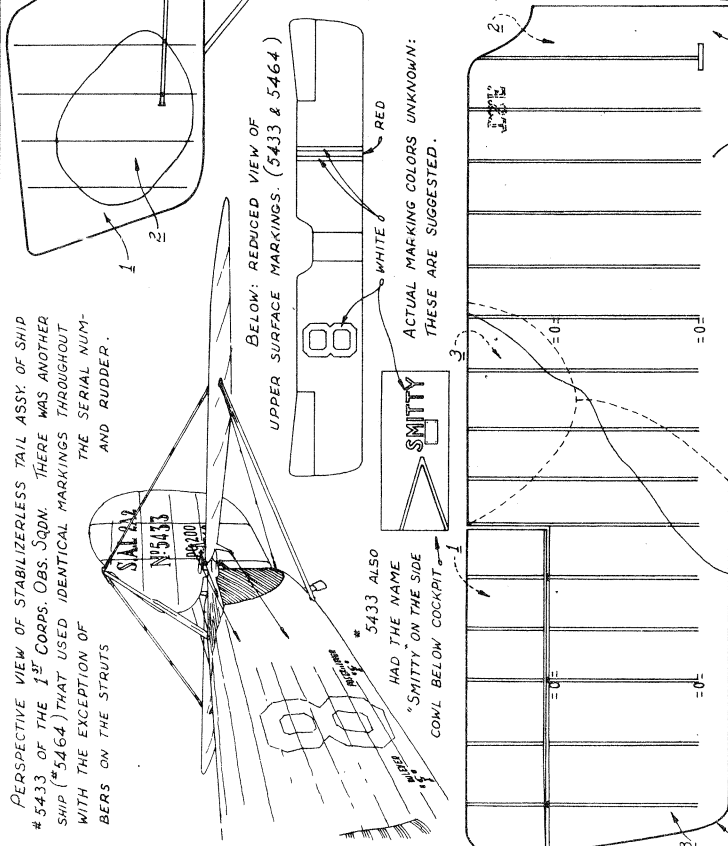
MOST SALMSON PHOTOGRAPHS SHOW A CONSIDERABLE AMOUNT OF "WASHOUT" INCORPORATED IN THE OUTER THREE RIB BAYS OF ALL FOUR ALERONS AS ILLUSTRATED IN THE OTHER VIEWS.



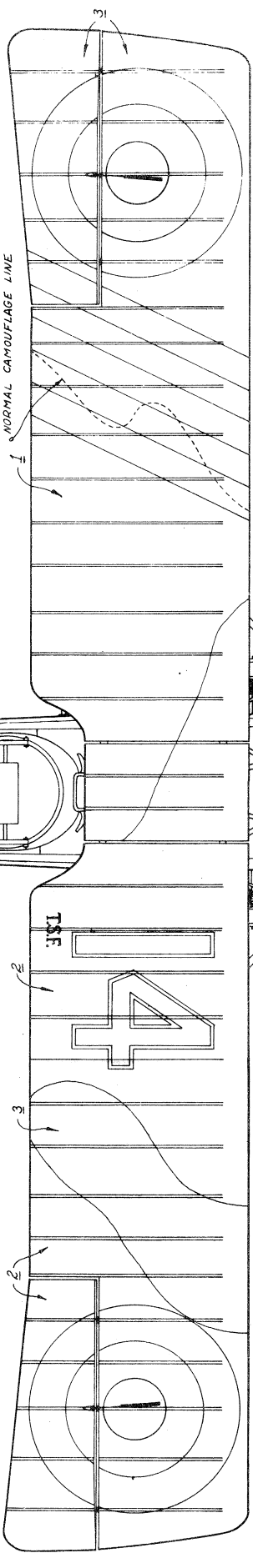
PERSPECTIVE VIEW OF SHIP #5223 OF THE 24<sup>TH</sup> ARMY OBS. SQDN. THE DIAGONAL MARKINGS ON THE LEFT UPPER WING WERE PROBABLY BLACK, RED, AND BLACK.

ALL FLYING AND LANDING WIRES INCLUDING CENTER SECTION AND TAIL BRACE WIRES WERE DOUBLE CABLES.

THE INNER BAY FLYING WIRES (FROM LOWER CABANE STRUT ENDS TO UPPER SPARS MIDWAY TO INBOARD INTERPLANE STRUTS) WERE SINGLE CABLES. DRAG, CONTROL, STAGER, AND LANDING GEAR WIRES WERE ALSO SINGLE CABLES. ALL DOUBLE CABLES WITH THE EXCEPTION OF THE CENTER SECTION CABLES WERE SEPARATED AND STREAMLINED WITH A "I" (APPROX) STRIP OF WOOD AND TAPED AT ABOUT 10" INTERVALS.



VIEW OF LOWER WING PANEL. CAMOUFLAGE PATTERN AND THE "T.S.F." LOCATION ON THE LEFT LOWER WING ARE SHOWN IN THIS VIEW WITH DOTTED LINES.



PRINCIPAL DIMENSIONS

WINGSPAN	38'-7"	WHEEL TREAD	6'-3"
CHORD	5'-6"	PROPELLER DIA.	9'-1"
GAP	5'-7"	WING AREA	403 SQ.
LENGTH	27'-8 1/2"	GROSS WEIGHT (APPROX.)	2840 LBS.
HEIGHT	9'-6 1/2"		
ELEVATOR SPAN	14'-4"		
ELEVATOR CHORD	4'-2"		

OVER 700 SALMSON 2A2'S WERE PROCURED FROM FRANCE BY THE A.E.F. MAKING THE TYPE SECOND ONLY TO THE SPAD XIII IN NUMBERS USED BY AMERICANS. THE 2A2 ENJOYED A GOOD REPUTATION. IT HELD TOGETHER WELL AND WAS VERY RUGGED AND DEPENDABLE. AVERAGE IN SPEED, THE 2A2 WAS A WORK HORSE BUT WAS NOT EXPERIENCED THE FICTIONAL GLAMOUR OF SOME OF THE OTHER TYPES SUCH AS THE DH-4. IT HAD A SIMILARLY LONG POSTWAR EXISTENCE.

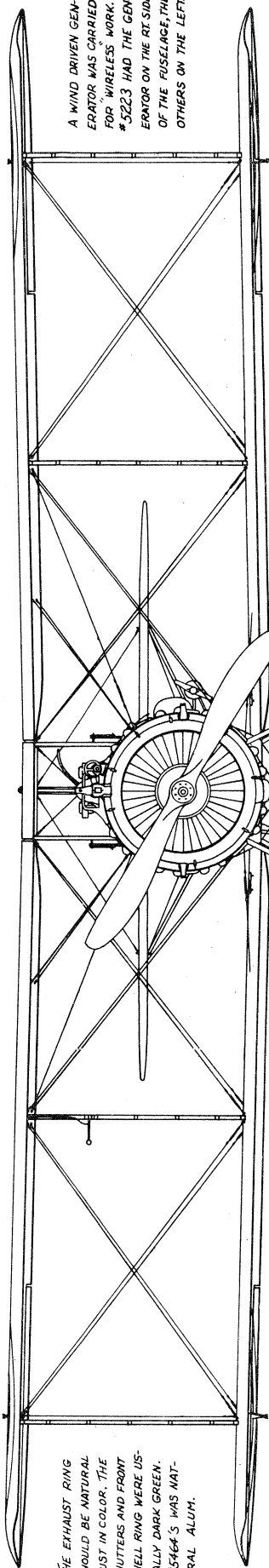
1917-1918 Salmson 2A2

PLATE 2 OF 2 DRAWN BY T. Underberg

12-61

THE 'AMERICANIZED' SALMSONS SHOWN WERE IDENTIFIED WITH U.S. ROUNDELS, I.E. OUTER CIRCLE RED, THEN MEDIUM BLUE, AND A WHITE CENTER. THE FORWARD RUDDER STRIPE WAS RED, CENTER WHITE, AND TRAILING STRIPE BLUE. CABANE AND INTERPLANE STRUTS WERE OF WOOD & DARKLY VARNISHED.

THE EXHAUST RING SHOULD BE NATURAL RUST IN COLOR. THE SHUTTERS AND FRONT SHELL RING WERE USUALLY DARK GREEN. #5223 WAS NATURAL ALUM.

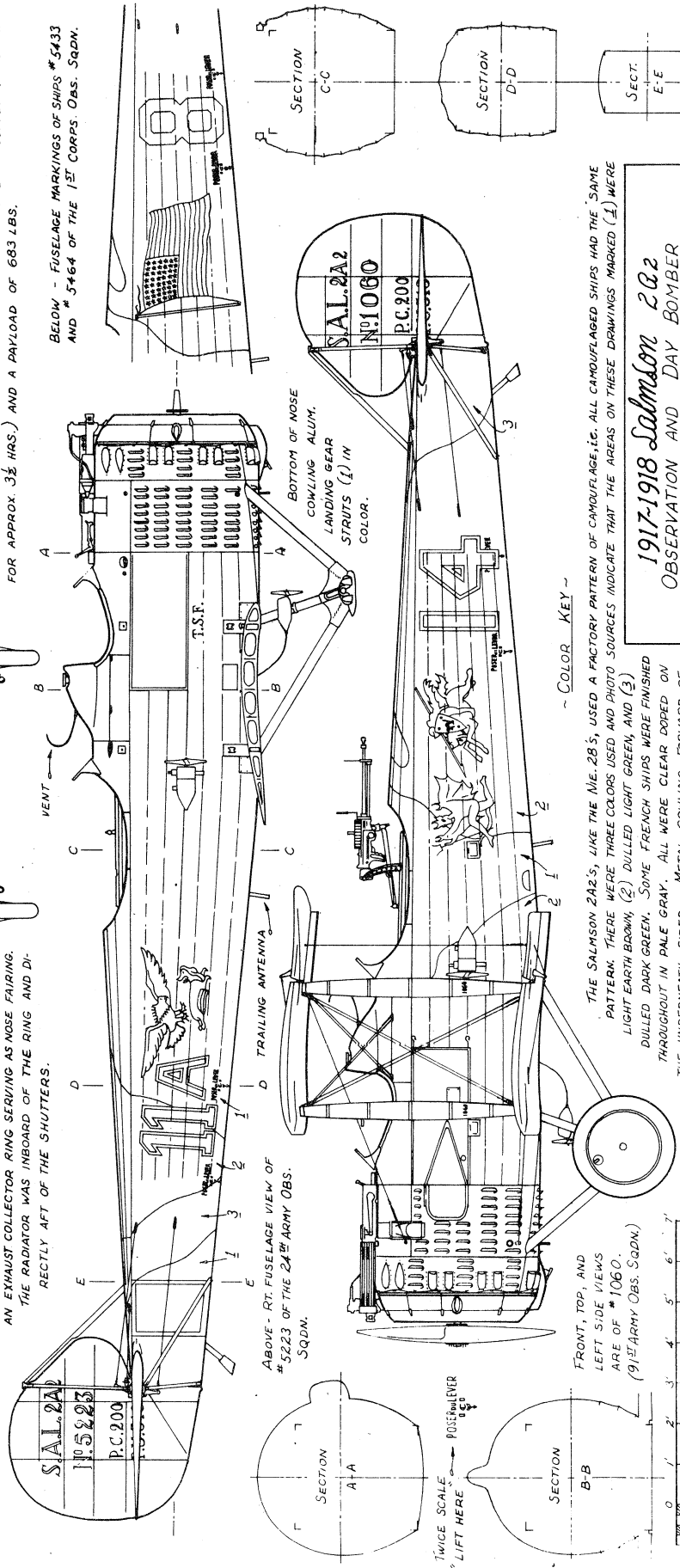


A WIND DRIVEN GENERATOR WAS CARRIED FOR WIRELESS WORK. #5223 HAD THE GENERATOR ON THE RT. SIDE OF THE FUSELAGE, THE OTHERS ON THE LEFT.

THE SALMSON 2A2 WAS DESIGNED AROUND ITS POWER PLANT. IT WAS A WATER COOLED 9-CYL. RADIAL DEVELOPING 260 H.P. AT 1600 RPM. FROM A CUI IN DISP. OF 1146. THE SALMSON Z-9 ENGINE INSTALLATION WAS UNIQUE IN HAVING AN EXHAUST COLLECTOR RING SERVING AS NOSE FAIRING. THE RADIATOR WAS INBOARD OF THE RING AND DIRECTLY AFT OF THE SHUTTERS.

PERFORMANCE: MAX. SPEED - 116 M.P.H. CRUISING SPEED - 103 M.P.H. RATE OF CLIMB - 6560' IN 8 MIN., 13,120' IN 21 MIN. THE RUDDER MARKINGS 'PC.200' AND 'RUL310' INDICATE THAT THE 2A2 HAD A 441 LB. FUEL AND OIL SUPPLY (ENOUGH FOR APPROX. 3 1/2 HRS.) AND A PAYLOAD OF 683 LBS.

BELOW - FUSELAGE MARKINGS OF SHIPS #5433 AND #5464 OF THE 1ST CORPS. OBS. SQDN.



ABOVE - RT. FUSELAGE VIEW OF #5223 OF THE 24TH ARMY OBS. SQDN.

TWICE SCALE - POSITIVE VIEW - LIFT HERE

FRONT, TOP, AND LEFT SIDE VIEWS ARE OF #1060. (91ST ARMY OBS. SQDN.)

COLOR KEY -

THE SALMSON 2A2'S, LIKE THE ME. 28'S, USED A FACTORY PATTERN OF CAMOUFLAGE, I.E. ALL CAMOUFLAGED SHIPS HAD THE SAME PATTERN. THERE WERE THREE COLORS USED AND PHOTO SOURCES INDICATE THAT THE AREAS ON THESE DRAWINGS MARKED (1) WERE DULLED EARTH BROWN; (2) DULLED LIGHT GREEN, AND (3) DULLED DARK GREEN. SOME FRENCH SHIPS WERE FINISHED THROUGHOUT IN PALE GRAY. ALL WERE CLEAR DOPED ON THE UNDERNEATH SIDES. METAL COWLING FORWARD OF THE REAR COCKPIT WAS NORMALLY (3) IN COLOR.

1917-1918 Salmson 2A2  
OBSERVATION AND DAY BOMBER  
MFGD. BY Societe des moteurs Salmson  
OF Billancourt (Seine)

PLATE 1 OF 2 DRAWN BY R. Anderson