

# SE.5a Hispano Suiza

eduard

BRITISH WWI FIGHTER

1/48 SCALE PLASTIC KIT

ProfIPACK  
edition

#82132



## INTRO

The Royal Aircraft Factory SE.5a is credited with being one of the fastest and deadliest aircraft of World War I. But the story of this 'Spitfire of Great War', as it is sometimes referred to, is not so straightforward. The SE.5 (Scout Experimental 5) was designed by Henry Folland, John Kenworthy and Frank Goodden as a fighter powered by the new 150 hp V8 Hispano-Suiza 8Aa engine. As the rotary engines neared their limitations, in-line liquid cooled engines were supposed to be a more promising way to fly faster and higher. The first prototype of the new fighter made its maiden flight on November 22nd, 1916 and began a somewhat intricate journey from miserable testing to combat proven glory. The new engine was troublesome and the wing design of the plane had glitches. The first two prototypes were lost in crashes, with chief test pilot at the Royal Aircraft Factory and one of the aircraft's designers, Major F. W. Goodden, losing his life on January 28th, 1917. The problems were partly solved thanks to modifications adopted on the third prototype, thus creating the first production variant of the new fighter.

The SE.5 entered service with No. 56 Sqn RFC, during April 1917. The squadron was home to several famous aces. One of them, Albert Ball, was instrumental in honing the SE.5 into a formidable airplane. The new fighter was received with mixed emotions because of its unusually high seat position, large windscreen and armament layout that was composed of fuselage mounted 0.303 Vickers and upper wing mounted 0.303 Lewis machine guns. Ball, together with his mechanic, worked during the nights to address smaller as well as bigger glitches of the new design and most of the changes they made to the design were adopted for all SE.5s at squadron level. The large windscreen was dispensed with and the pilots lowered their seats to a more normal position. But, they always prayed for good visibility from the cockpit. The changes made by No. 56 Sqn were shortly adopted for production. The final few SE.5 aircraft built in July 1917 were fitted with a more powerful 200 hp Hispano-Suiza 8Ab engine, effectively setting the SE.5a standard. Production of the SE.5 ended after only 77 examples being built. The SE.5a was then produced in high quantities by six manufacturers: Vickers (2164), Austin Motors (1650), Air Navigation and Engineering Company (560), Wolsley Motors Limited (431), Martinside (258) and Royal Aircraft Factory (200). The American Curtiss Aeroplane and Motor Company built one example, as production of some 1000 aircraft was considered there. The US Army Squadrons of the American Expeditionary Force were among those receiving the SE.5a, and the Curtiss supplies would equip them. But the armistice ended this plan.

The SE.5a is frequently compared to another famous WWI fighter, the Sopwith Camel, the last formidable British fighter with a rotary engine. Because of the different engine construction philosophy, the two fighters were very different aircraft. The Camel was highly maneuverable thanks to the centre of gravity pushed very far forward and also because of the sheer inertia of the rotating engine, which made it very fast in a right turn. But the Camel was an unforgiving airplane, dangerous to less experienced pilots. The SE.5a, although very fast, was to the contrary a very stable and forgiving fighter. It was not as agile as the Camel, but still agile enough. And above 10,000 ft it was clearly superior not only to the Camel, but also to most enemy aircraft. Furthermore, the armament of one fixed, fuselage mounted Vickers machine gun, supplemented by a Lewis machine gun affixed to the top of the upper wing made it possible for pilots to attack a high-flying enemy, sneaking up beneath it unobserved. Some pilots questioned this armament arrangement, with two fixed Vickers suggested as a better solution, but early problems with the Constantinesco synchronizing gear spoke against it. In the end, the SE.5 was the first fighter with two machine guns. The Camel entered the field later in 1917. For SE.5a pilots, it was quite easy to pull down the wing mounted Lewis machine gun for reloading, but changing the drum and pushing the weapon back into firing position was a different story. The slipstream could even ram the removed drum into the pilot's face. But, pilots learned how to get the best from the SE.5a, the best of them leading the way. Apart from the aforementioned Albert Ball, there was, for example, James McCudden, a former sapper and air mechanic, later an ace with 57 kills, who used his skills to optimise the engine of his SE.5a for use in high level solo patrols against high-flying Rumpier observers. While 17,000 ft was the ceiling for the usual SE.5a, McCudden was capable of sorties of up to the 20,000 ft level. Another of the more famous men of the RFC, Edward C. Mannock, developed tactics which allowed extraction of the best of the SE.5a's qualities.

### Hisso and Viper

Problems with both supply and reliability of the 200hp Hispano-Suiza (nicknamed 'Hisso') engines troubled the SE.5a throughout its service career. As a result, there were a number of engine modifications installed in the SE.5a, both from the French supplier of the Hispano-Suiza, as well as from the British Wolsley firm, whose engines were usually further developments of Hispano-Suiza designs. With the earlier geared engines, the prop shaft was driven by a reduction gear and the propeller rotated counter clockwise (from the pilots perspective). The later direct drive engines had the propeller rotating clockwise. As Hispano Suiza supplied most of the early engines, the nickname 'Hisso' was used for all the planes with the geared engine, whether it came from Hispano-Suiza or Wolsley. For later production, the more reliable direct drive Wolsley Viper became the standard engine and aircraft so equipped were nicknamed 'Viper', again without distinction between suppliers. After the armistice a great sale of army surplus was held, and many planes were offered to the public, including the SE.5a. The price of one airworthy plane was 5 £, which translates to some 1,500 £ at today's values. Some retired pilots, who never flew the SE.5a during the war, brought one just to make one test flight, returning the plane with a discount. Such was the reputation of the SE.5a, enticing the pilots to try them, even if it did cost them a sizeable amount of money! Many of SE.5as were actually sold and were used in air races and also for 'Sky-Writing' purposes in advertising.

ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započítím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS \* INSTR. SYMBOLS \* INSTRUKTION SINNBILDEN \* SYMBOLES \* 記号の説明

OPTIONAL  
VOLBABEND  
OHNOUTOPEN HOLE  
VYVRTAT OTVORSYMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽNOTCH  
ZÁŘEZREMOVE  
ODRIZNOUTAPPLY EDUARD MASK AND PAINT  
POUŽIT EDUARD'S MASK NABARVIT

PARTS



DÍLY



TEILE

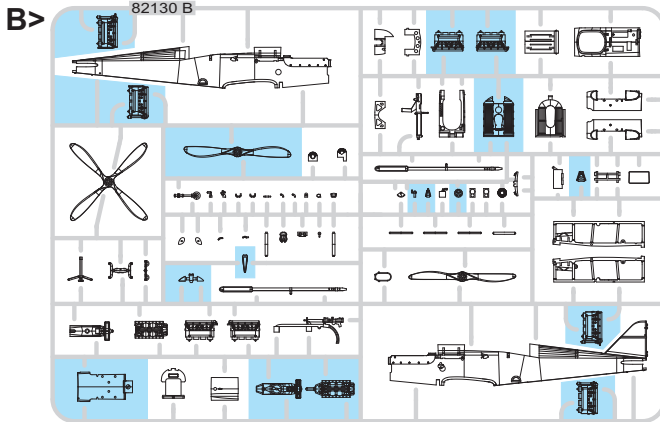
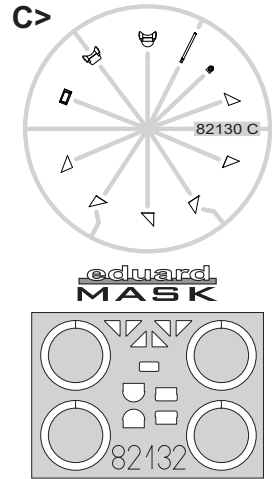
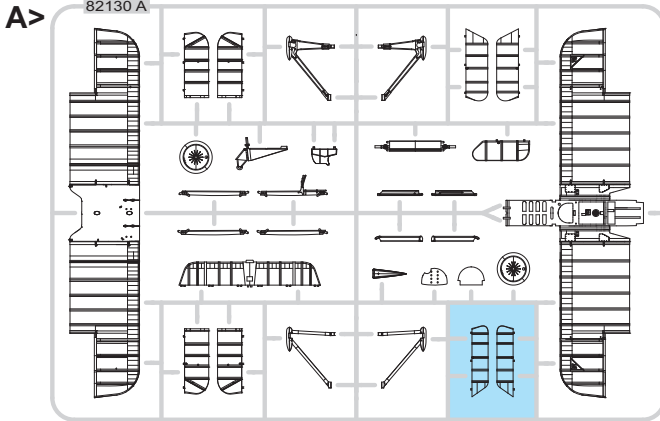
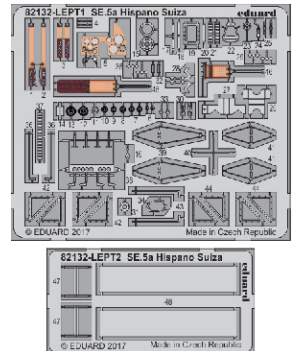


PIÈCES



部品

## PLASTIC PARTS

PE- PHOTO ETCHED  
DETAIL PARTS

-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS



BARVY



FARBEN



PEINTURE

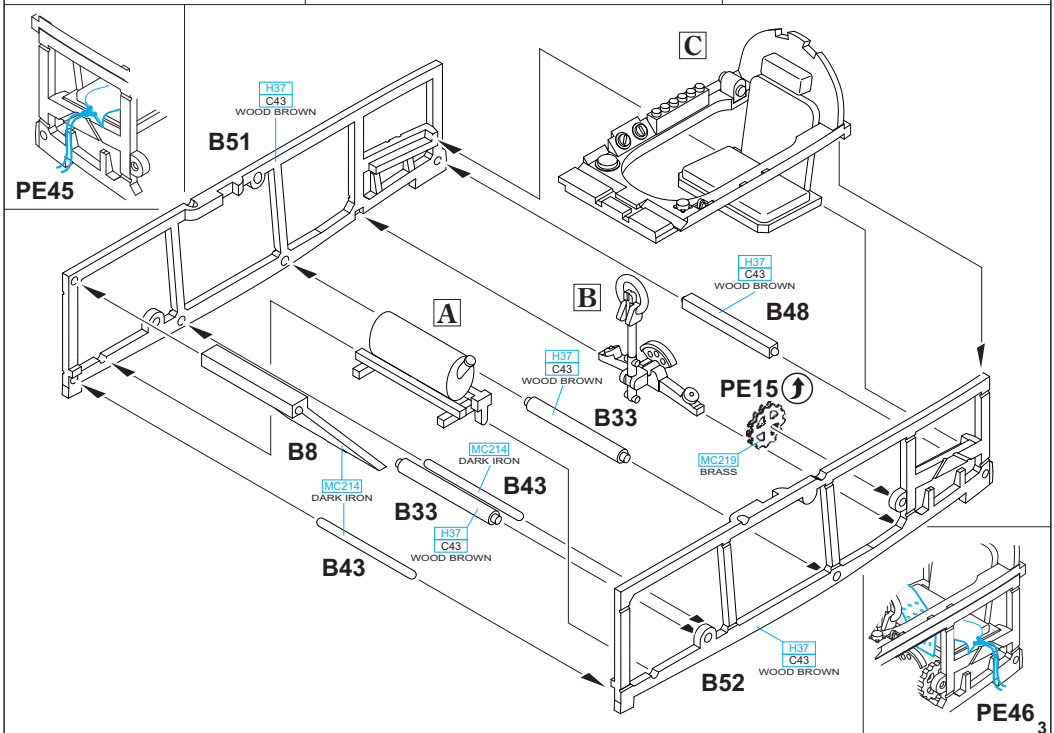
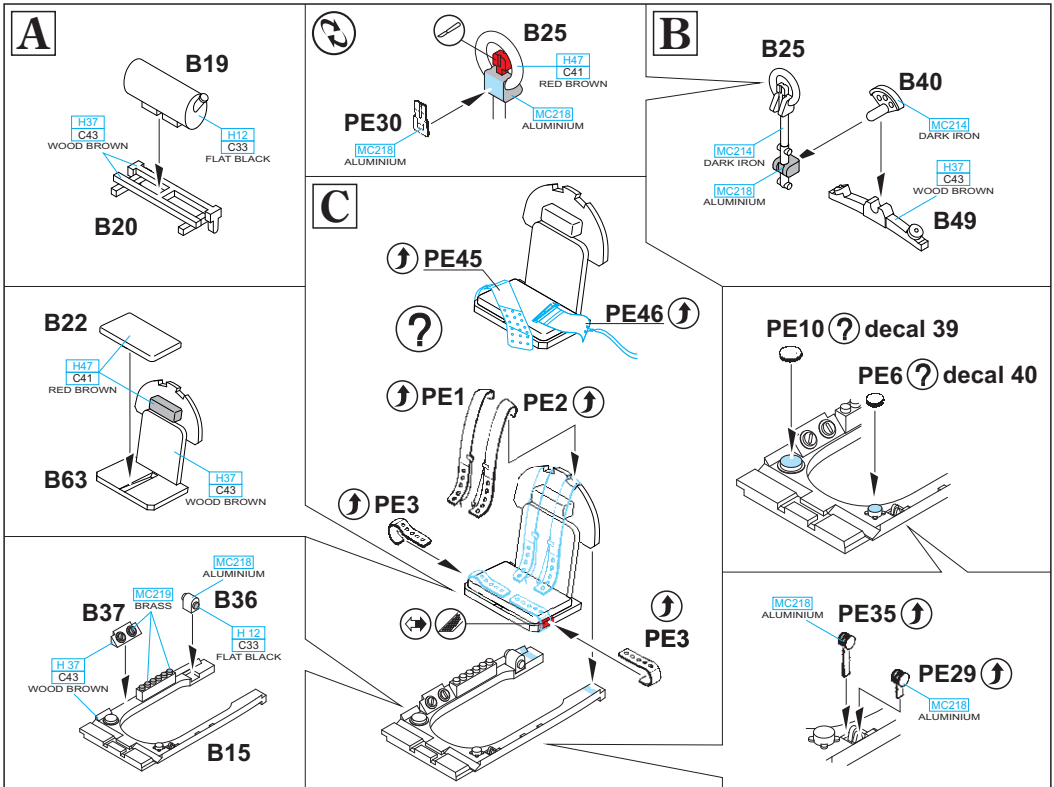


色

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H13	C3	RED
H15	C5	BLUE
H111	C62	WHITE
H112	C33	FLAT WHITE
H133	C81	RUSSET
H132	C43	WOOD BROWN

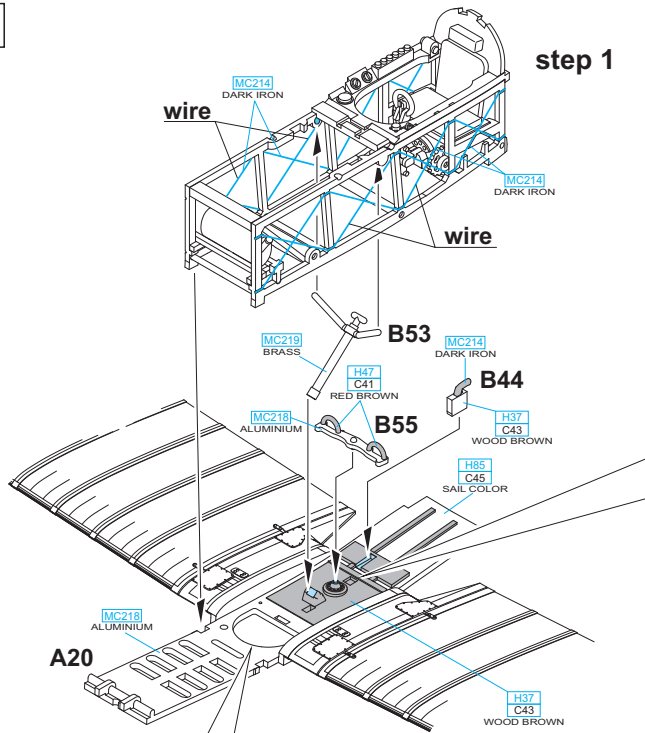
AQUEOUS	Mr.COLOR	
L147	C41	RED BROWN
L151	C11	LIGHT GULL GRAY
L178	C39	SAND
L195	C45	SAIL COLOR
L139	C398	GREEN
L146	C41	BROWN

Mr.METAL COLOR		
M1214		DARK IRON
M1218		ALUMINIUM
M1219		BRASS

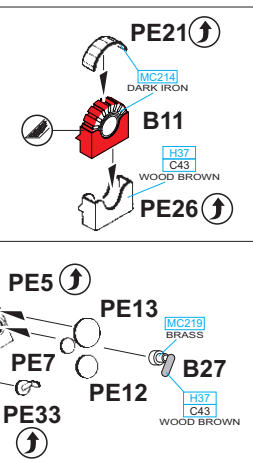
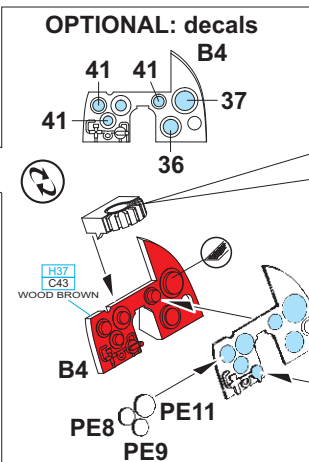
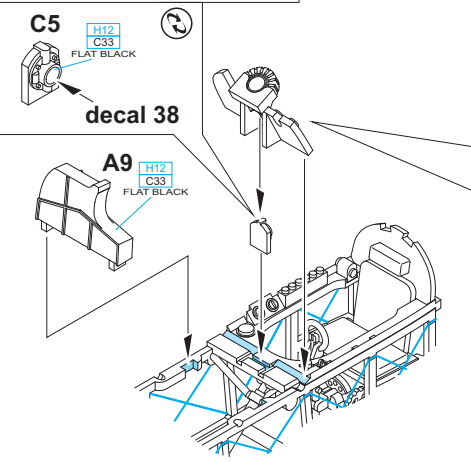
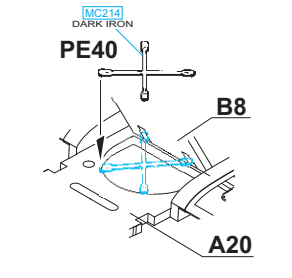
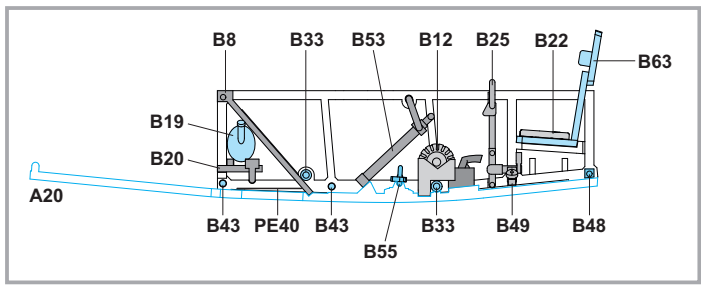
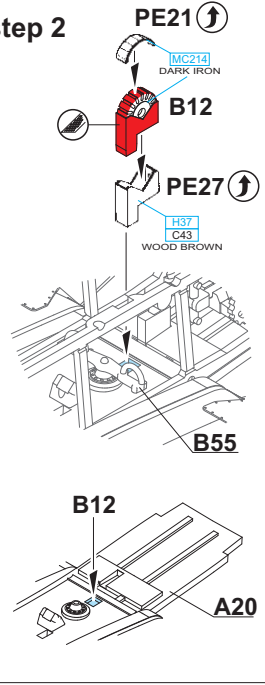


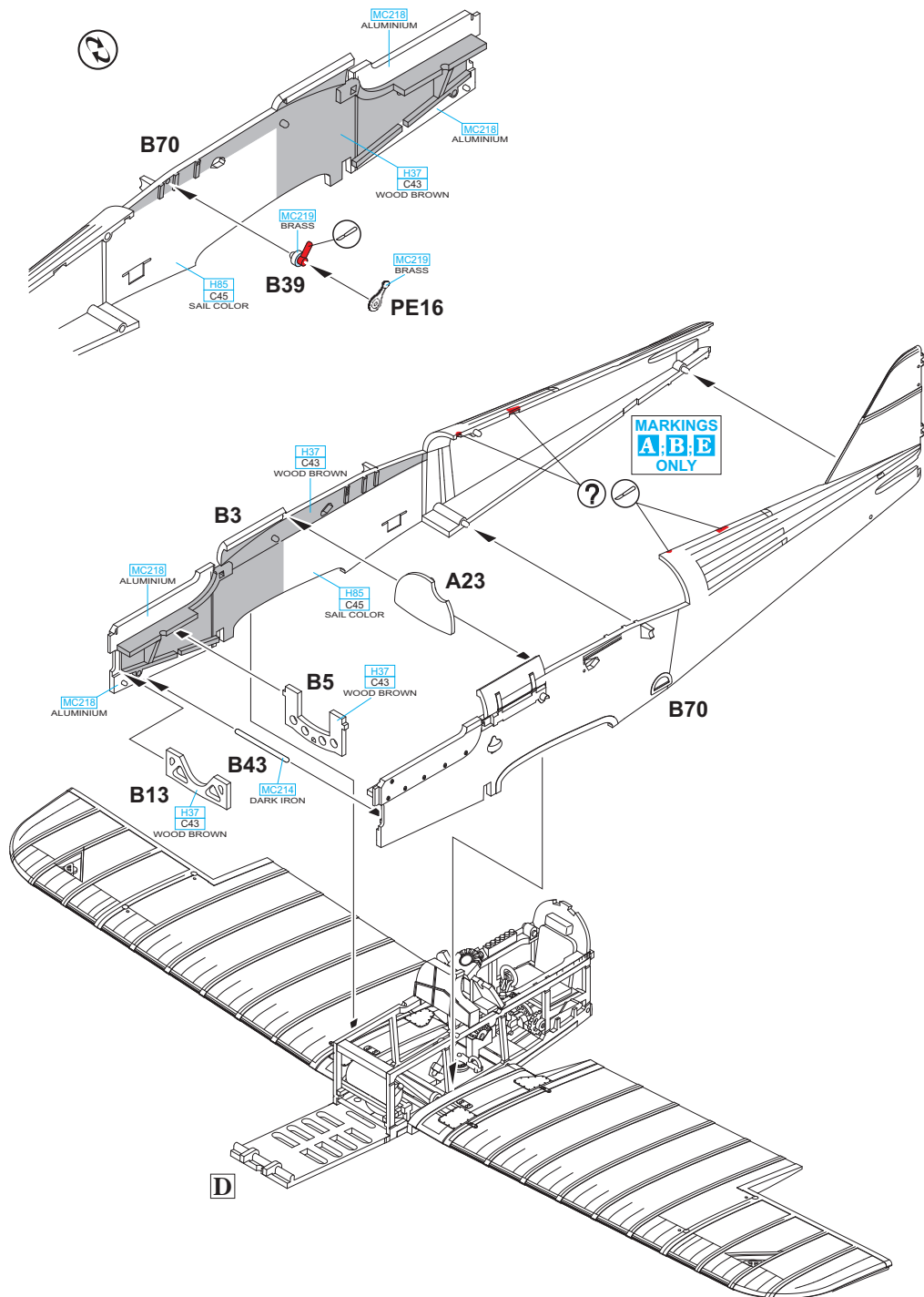
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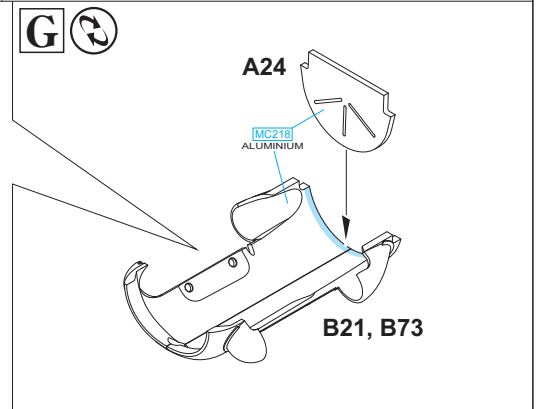
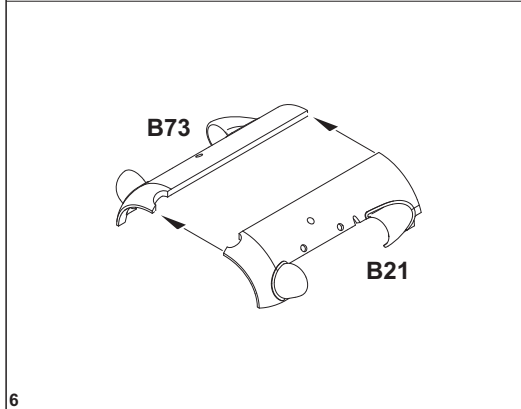
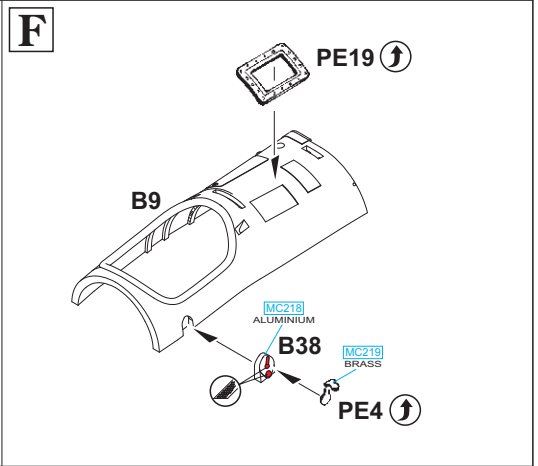
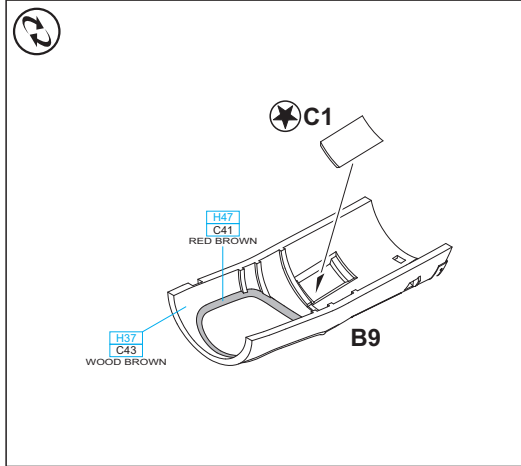
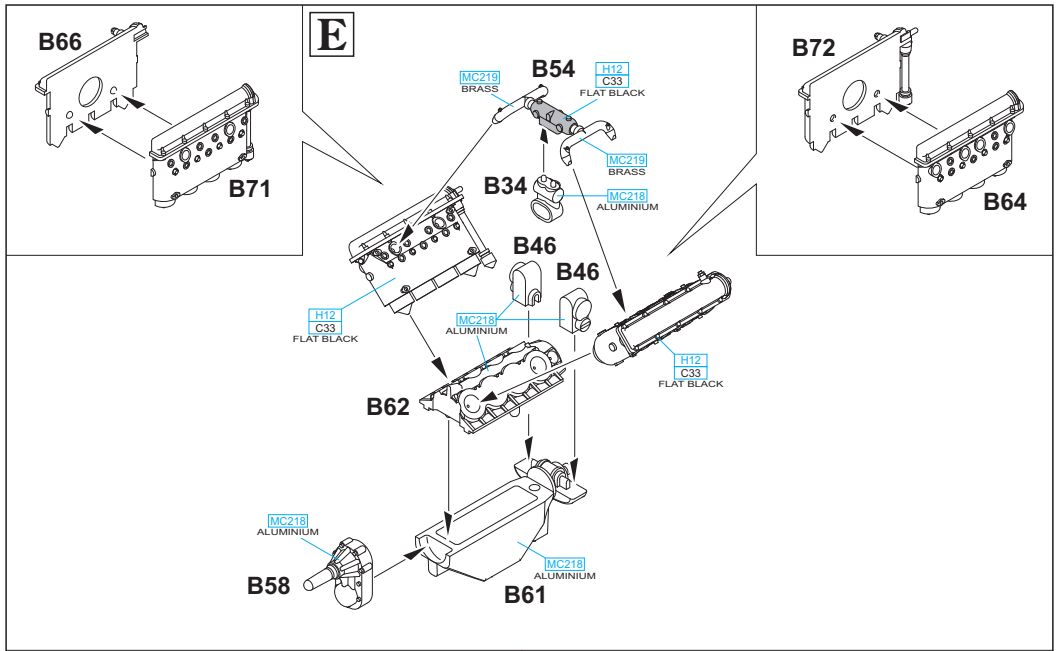
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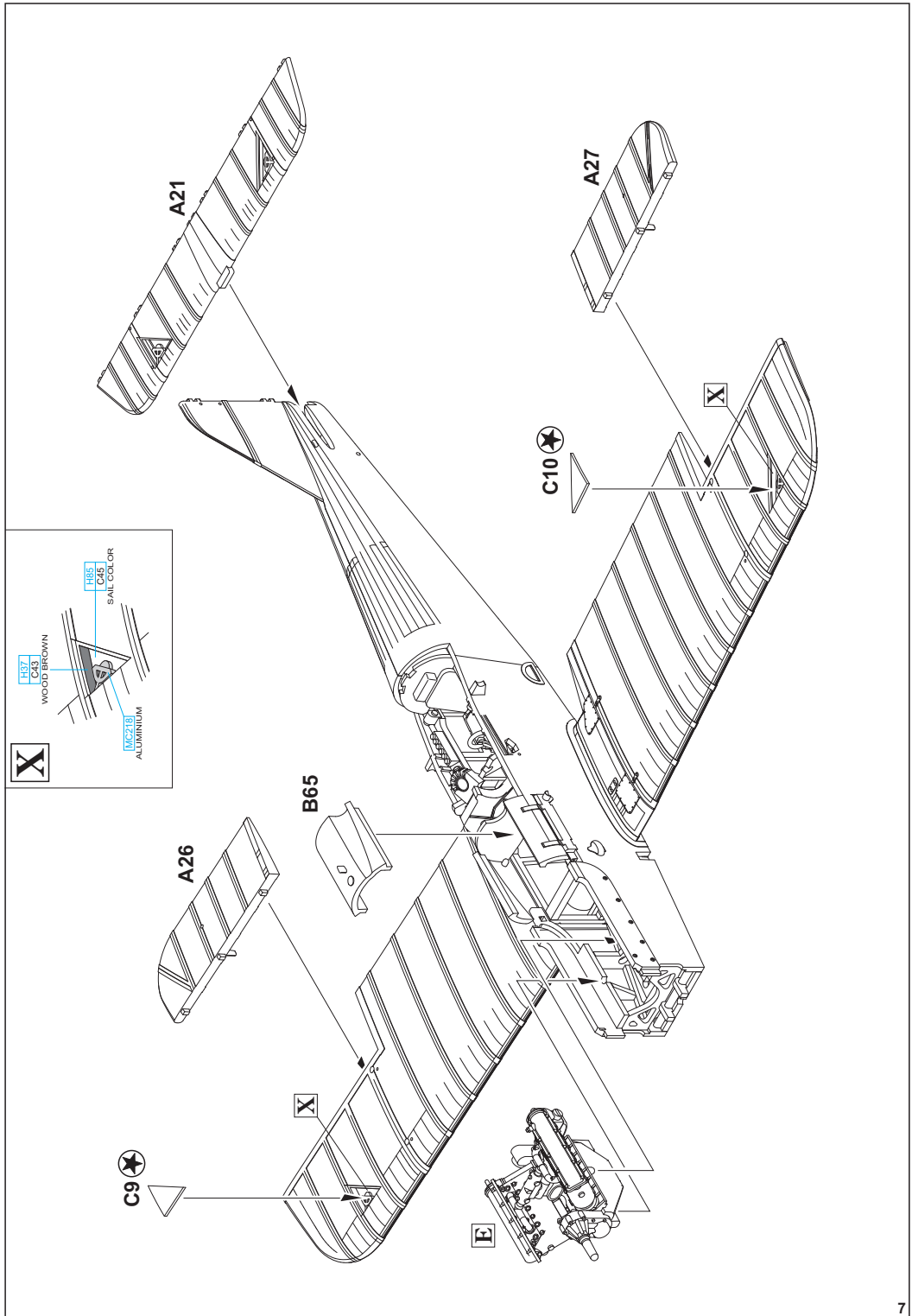


step 2



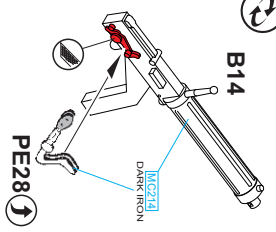




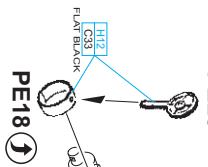




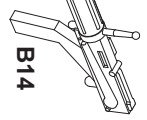
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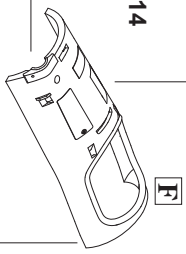
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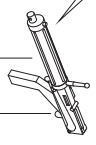
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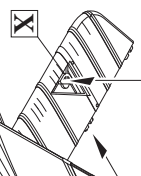
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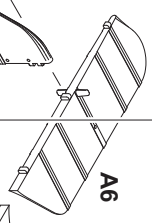
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C6



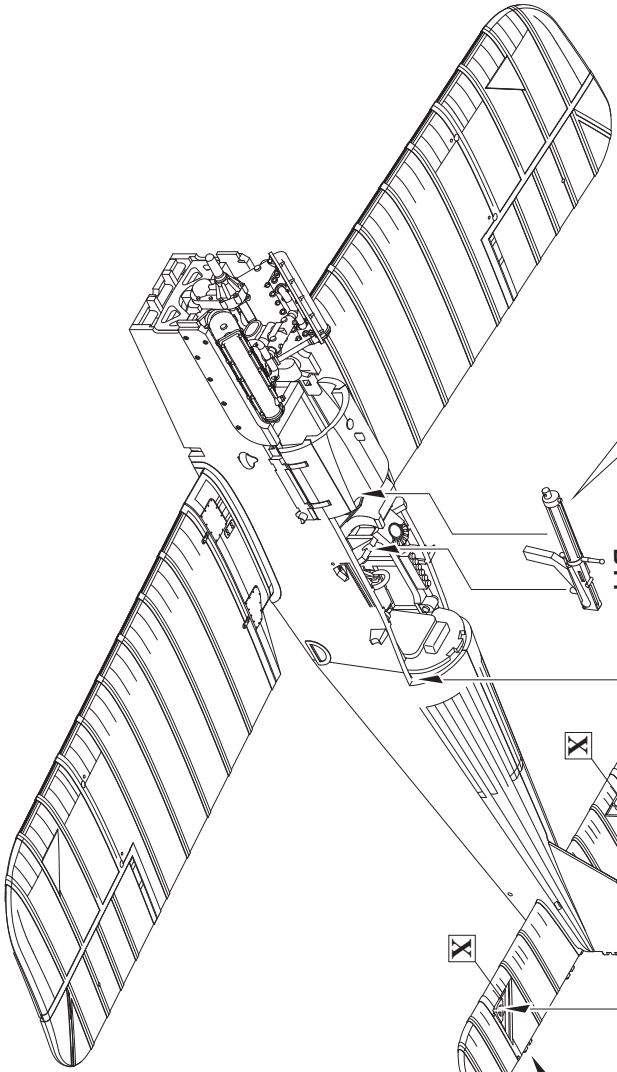
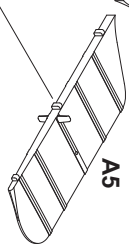
C11



A6



A5



C2 - MARKINGS **B** | **C** | **D** | **E**

C3 - MARKING **A**

C2

?

C3

PE22

PE31

112  
133  
FLAT BLACK

C4

PE17

fill

G

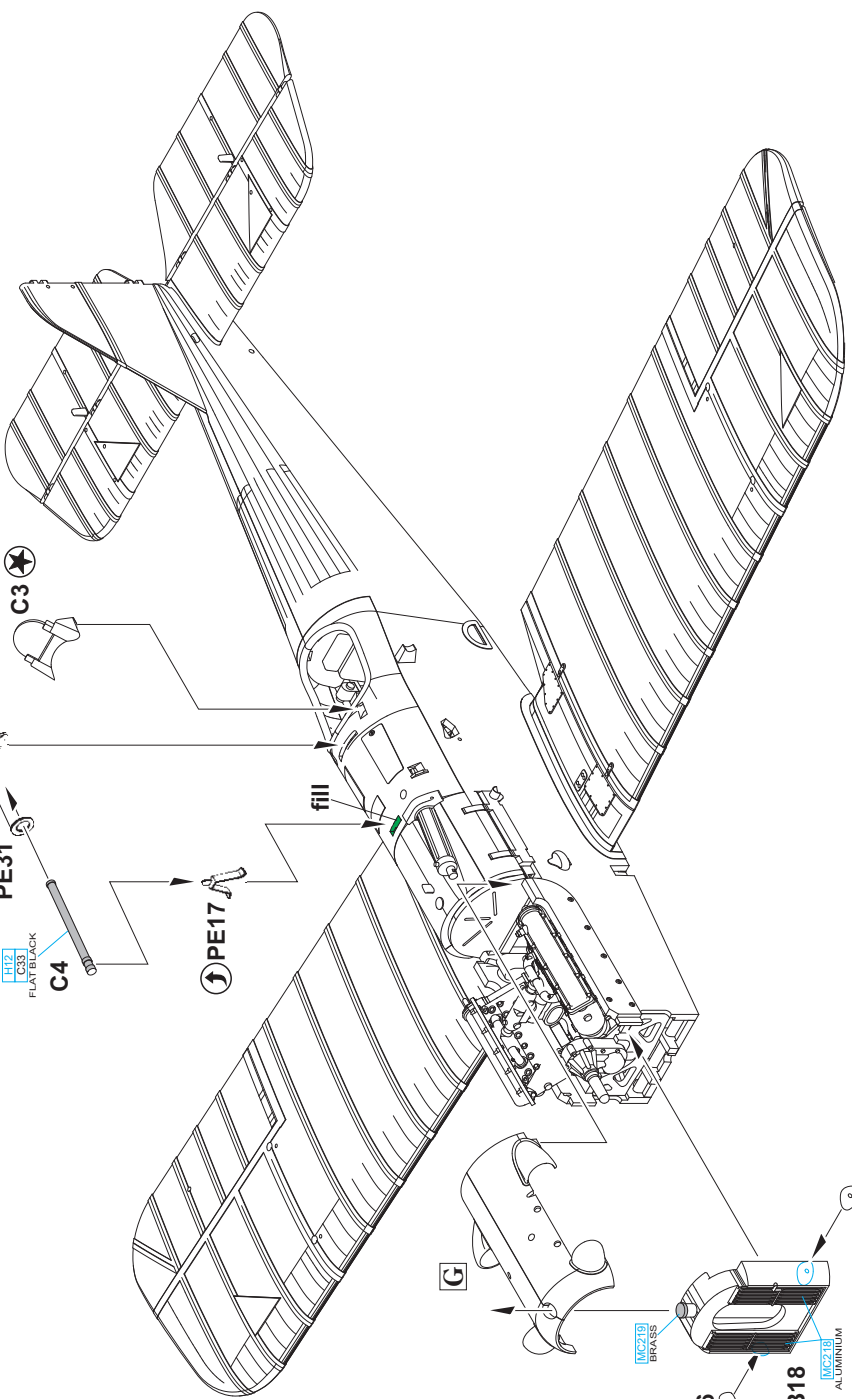
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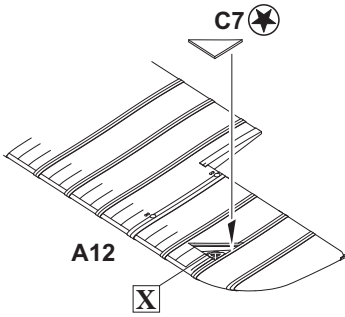
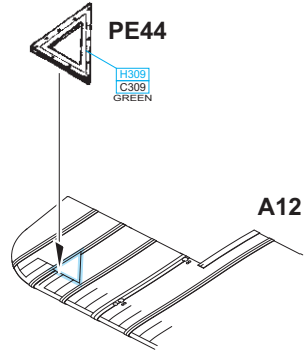
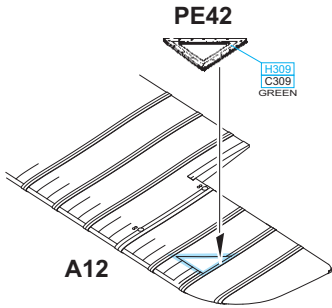
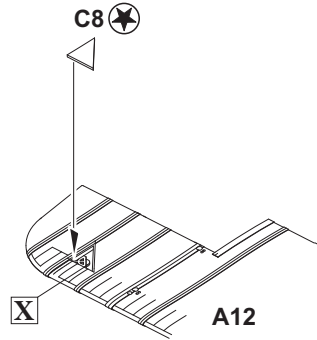
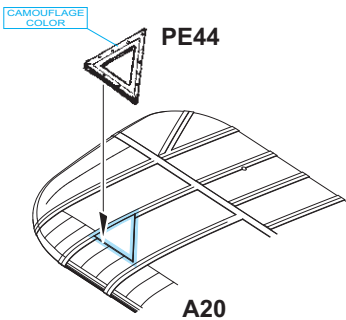
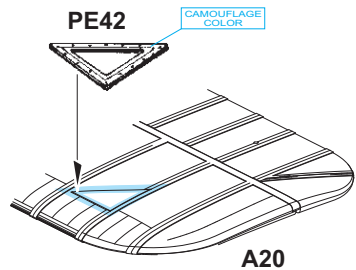
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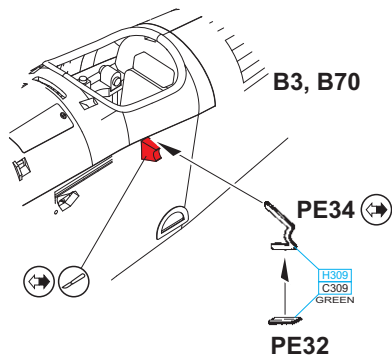
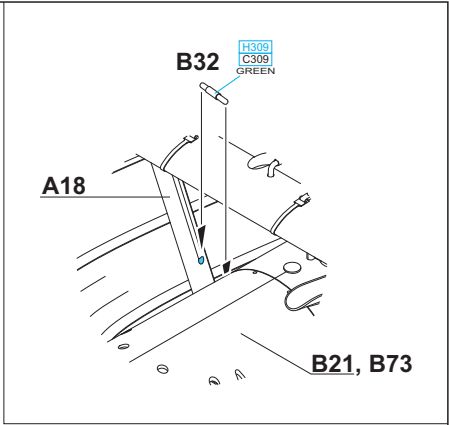
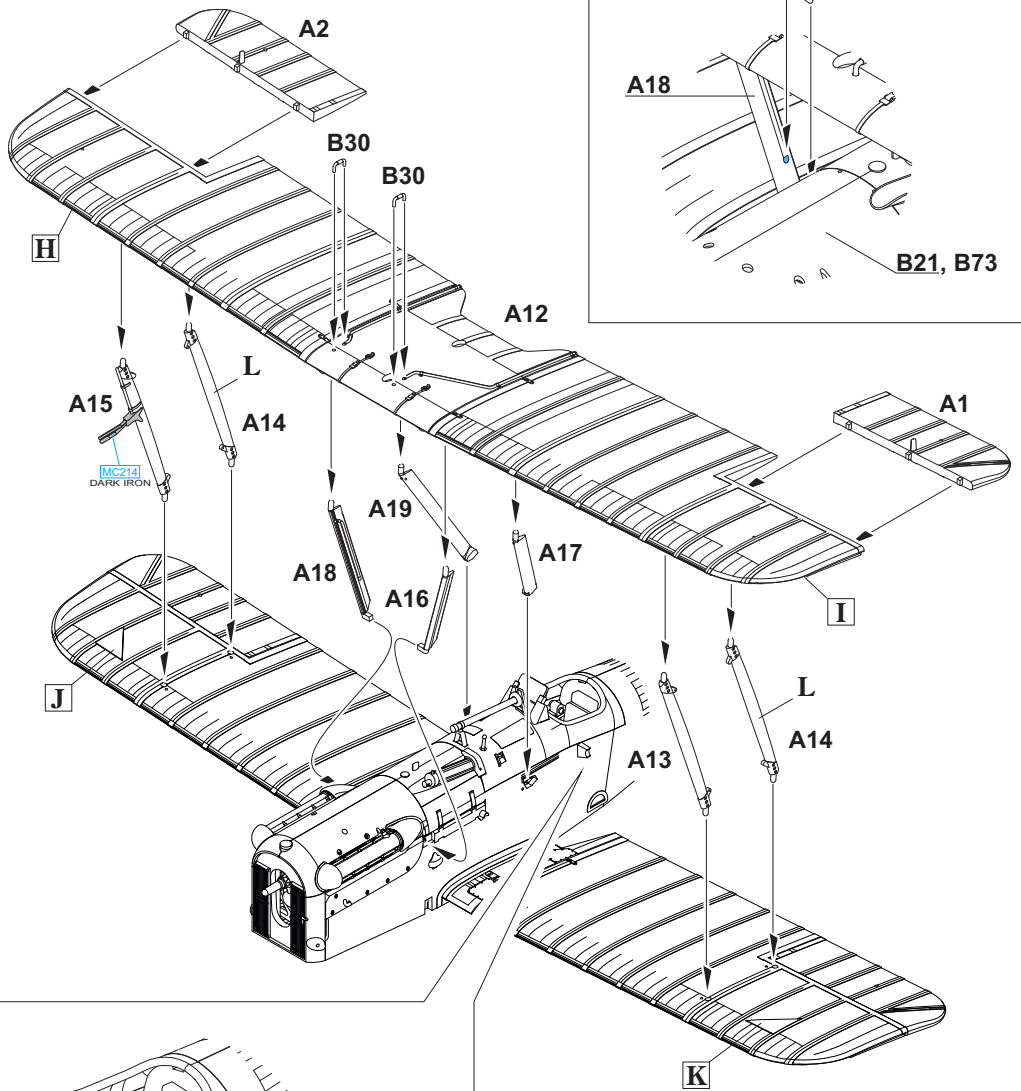
B24

112  
133  
BRASS

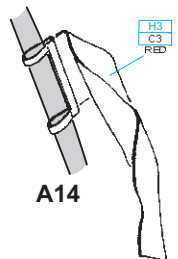
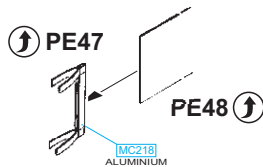
112  
133  
ALUMINIUM

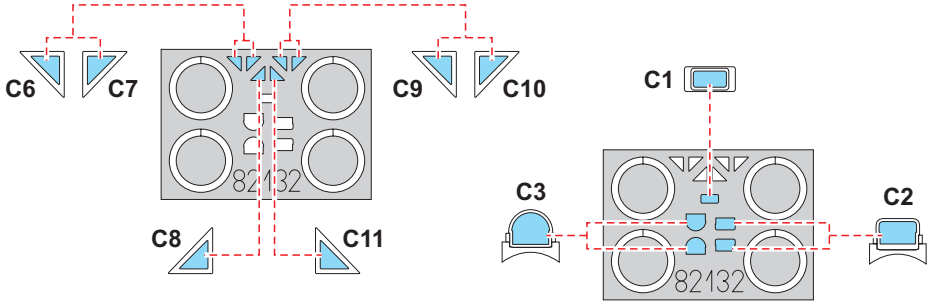
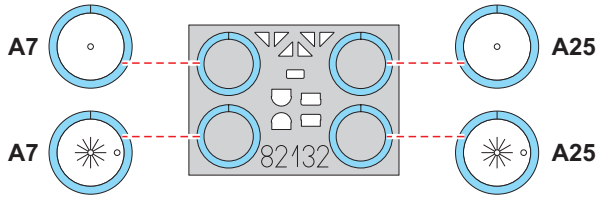


**H****I****J****K**

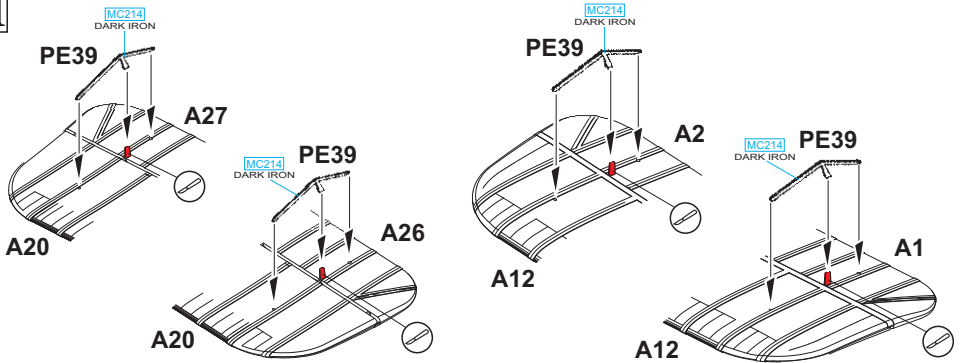


**L** MARKING **B** ONLY  
2 pcs.

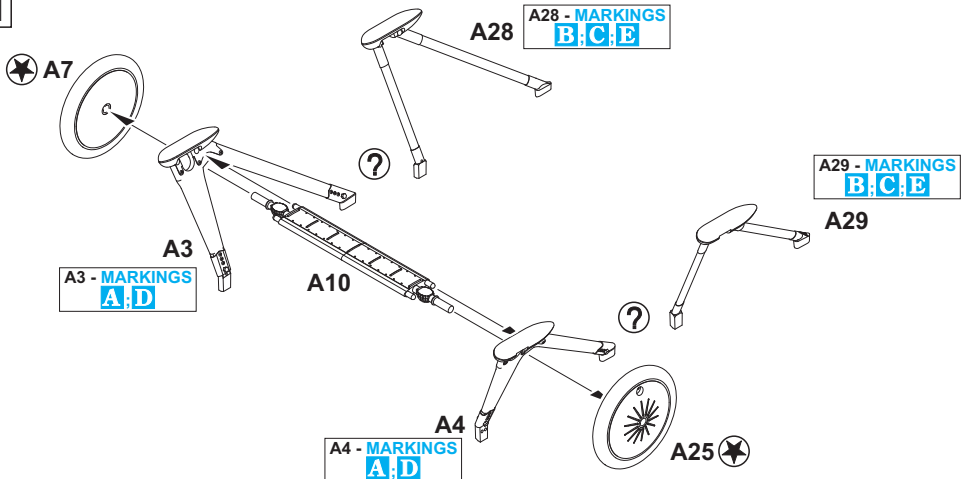


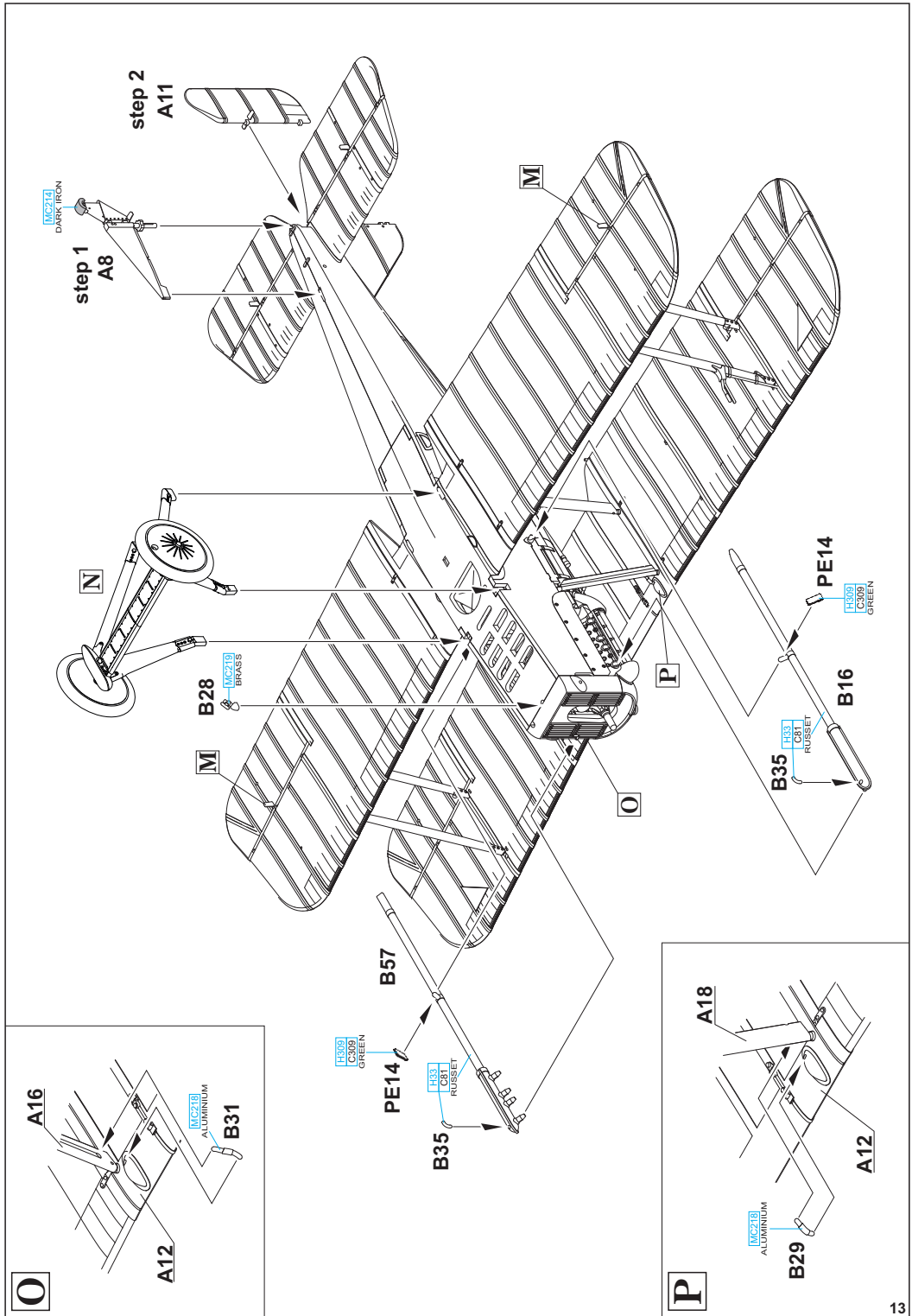


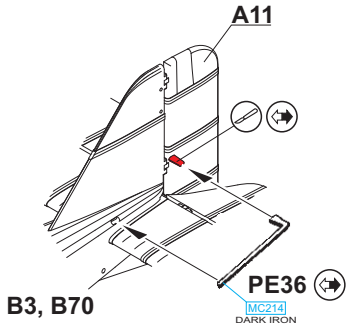
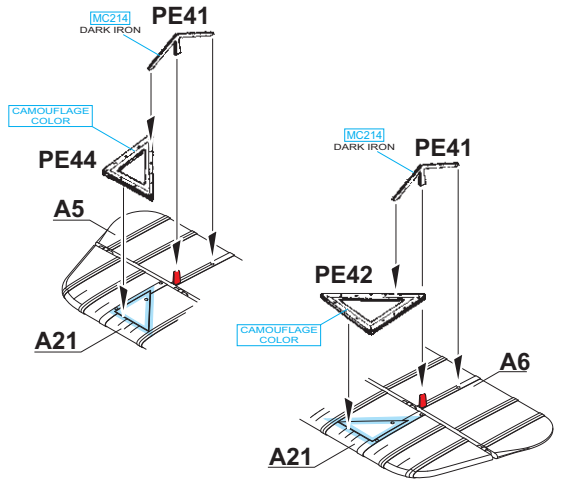
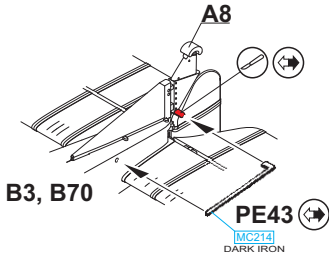
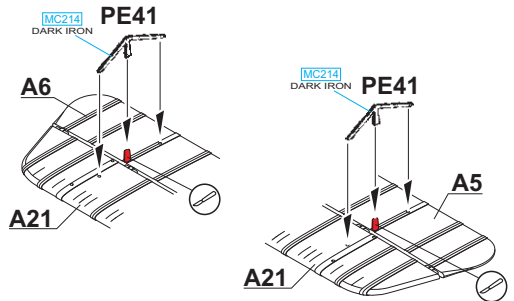
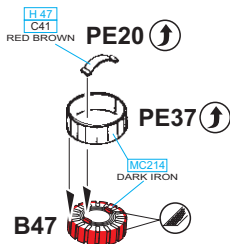
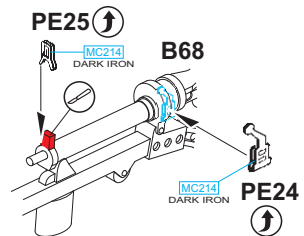
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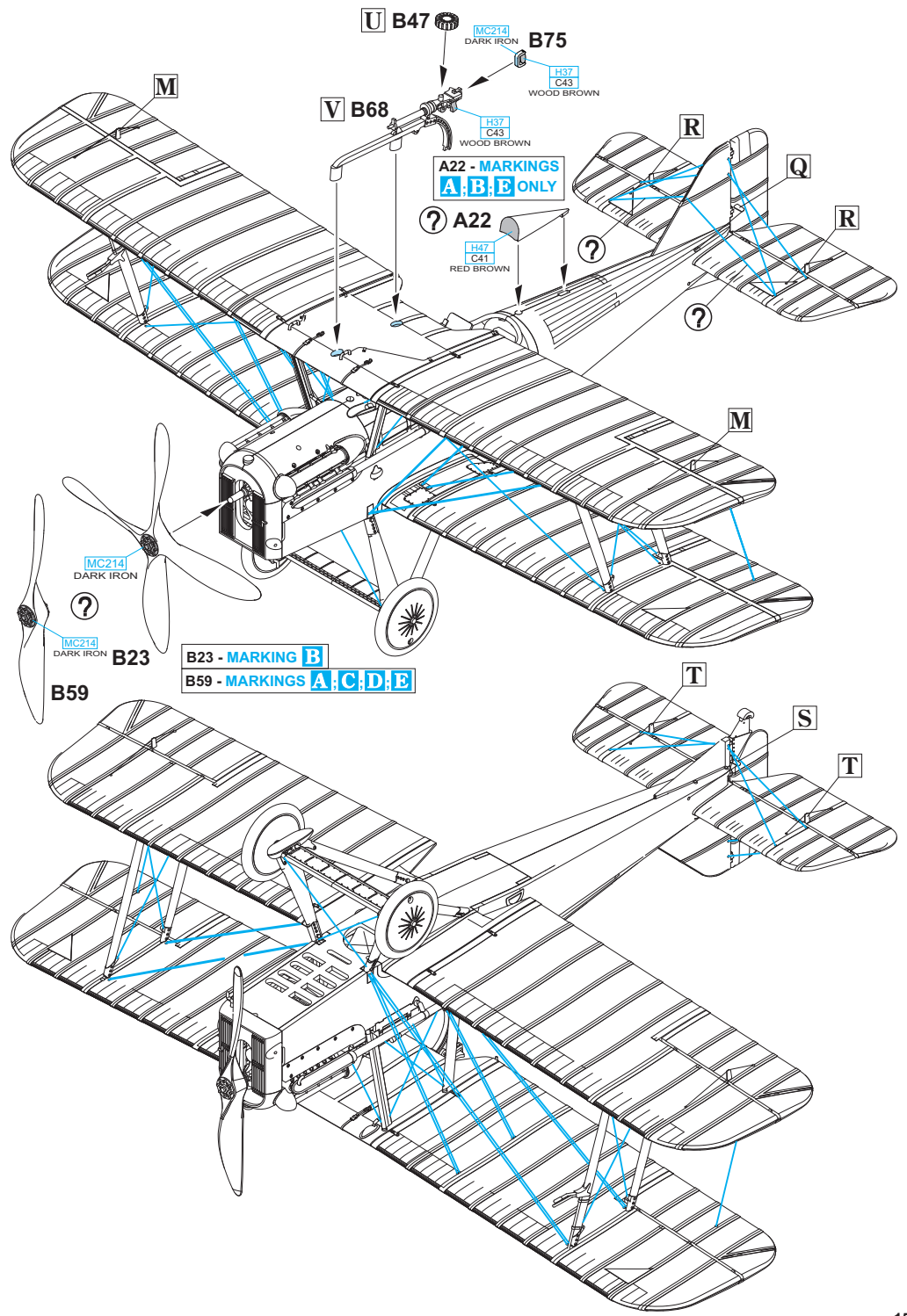


**N**





**Q****R****S****T****U****V**



**U B47** MC214 DARK IRON  
**B75** H37 C43 WOOD BROWN

**V B68** H37 C43 WOOD BROWN

**A22 - MARKINGS A, B, E ONLY**

**? A22** H47 C41 RED BROWN

MC214 DARK IRON

**B23**

**B23 - MARKING B**  
**B59 - MARKINGS A, C, D, E**

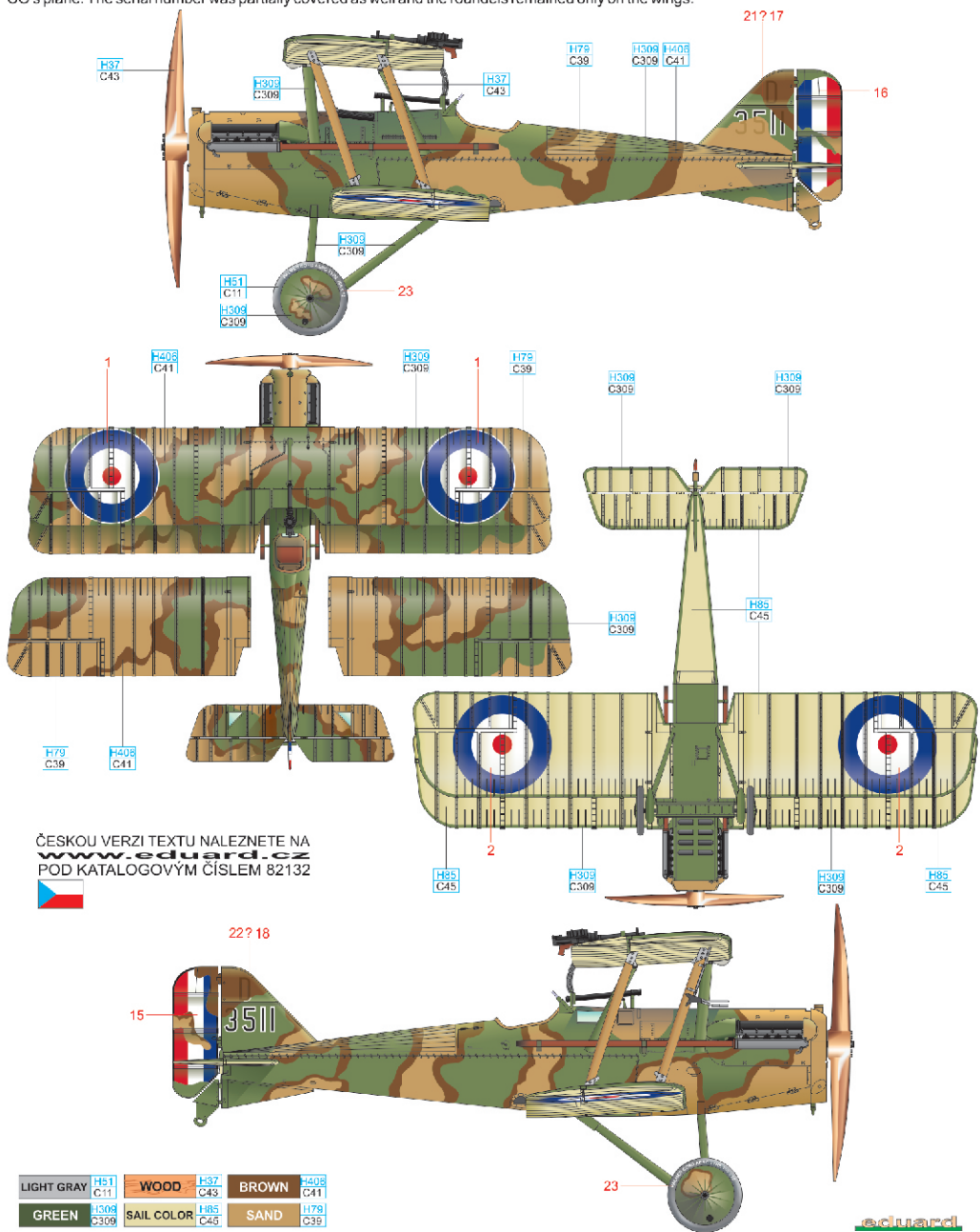
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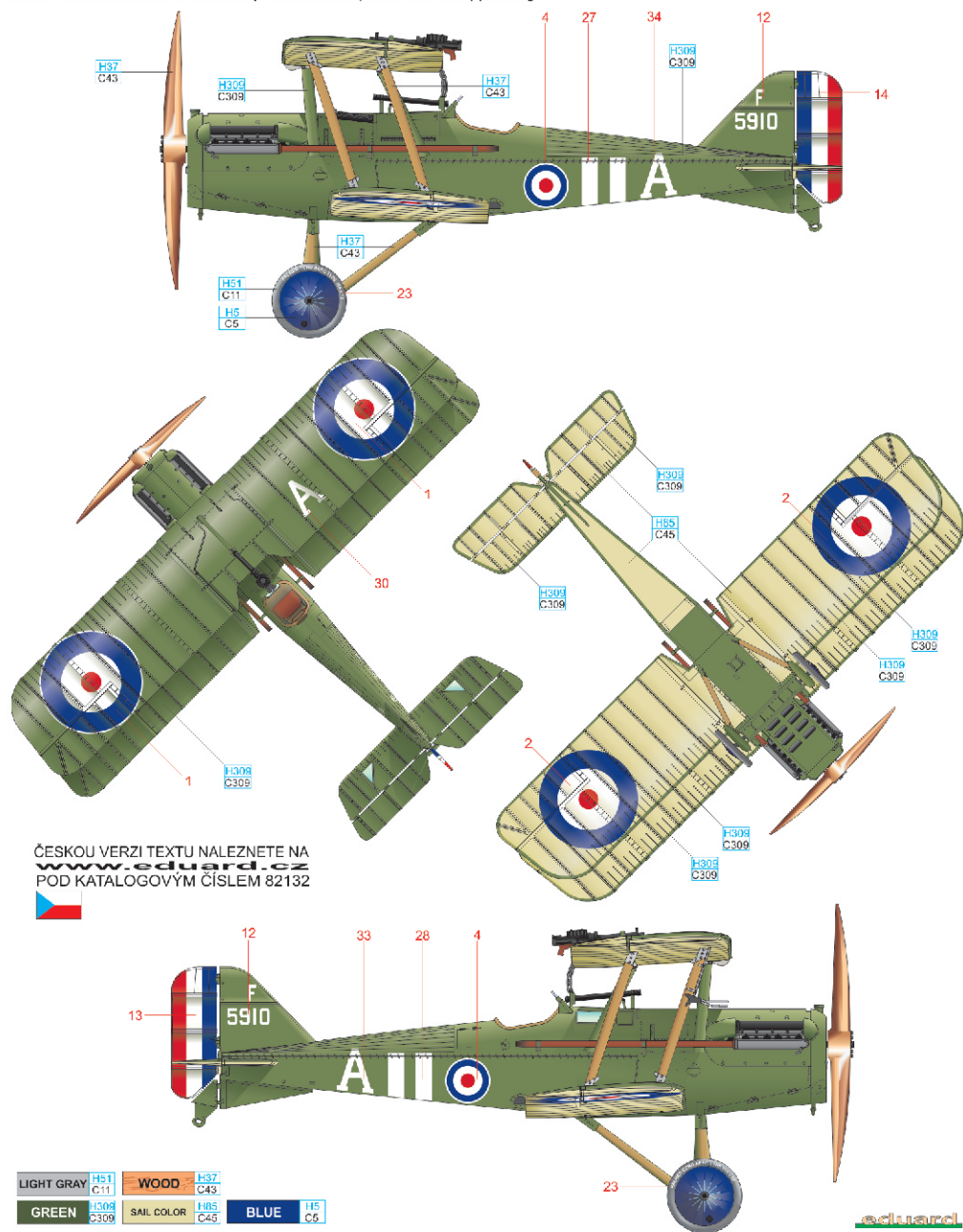
# C D3511, Maj. R. S. Dallas, No. 40 Squadron, Bruay Airfield, France, May 1918

Roderick Stanley Dallas DSO & Bar, DSC, Croix de Guerre avec Palme was born on July 30th, 1891 in Mount Stanley not far from the town of Esk in Queensland, Australia. After refusing to serve with the RFC, he joined the RNAS and after the completion of his training, he was assigned to the 1st Naval Wing at the end of 1915, and became the unit's CO on June 14th, 1917. Before the merging of the Royal Flying Corps and the Royal Naval Air Service into the Royal Air Force in April 1918, he was named the CO of No. 40 Squadron RFC, equipped with SE.5a fighters. June 1st, 1918 would prove to be a fateful day when he met a trio of Fokker Dr.Is from Jasta 14 and was shot down by Lt. Johannes Werner. At that time, he was officially credited with 39 kills (some sources claim 32), which would put him in second place among Australian pilots. The standard camouflage scheme on the aircraft of No. 40 Squadron were complimented by the addition of Chocolate Brown (PC 12) and Ochre Yellow on the upper surfaces of the CO's plane. The serial number was partially covered as well and the roundels remained only on the wings.



# D F5910, Lt. W. G. Claxton, No. 41 Squadron, Lealvillers, France, February 1918

Lt. William Gordon Claxton, DSO, DFC & Bar, was born in June 1899 in the town of Gladstone in the Canadian province of Manitoba. At the age of eighteen, he joined the RFC, and underwent training on Canadian soil. He ended up being assigned to No. 41 Squadron operating over France. Between May 27th and August 13th he achieved 37 kills. For his calmness under intense combat situations, he earned the nickname 'Dozy'. On August 17th, 1918 east of Wervicq, he became the second victim, out of an eventual fifty, of future ace Lt. Johannes Gildermeister in combat with Jasta 20 Fokker D.VIIs. With serious head wounds, he put down behind enemy lines, where quick treatment in hospital allowed his life to be saved by a German doctor. After the war, he made a living as a newsman. He died on September 28th, 1967 in Toronto. Aircraft of No. 41 Squadron were marked with a pair of vertical white stripes behind the national roundels from March 22nd, 1918 and aircraft of A Flight carried blue wheel hubs. The individual aircraft letter in white was repeated on the top surface of the upper wing.

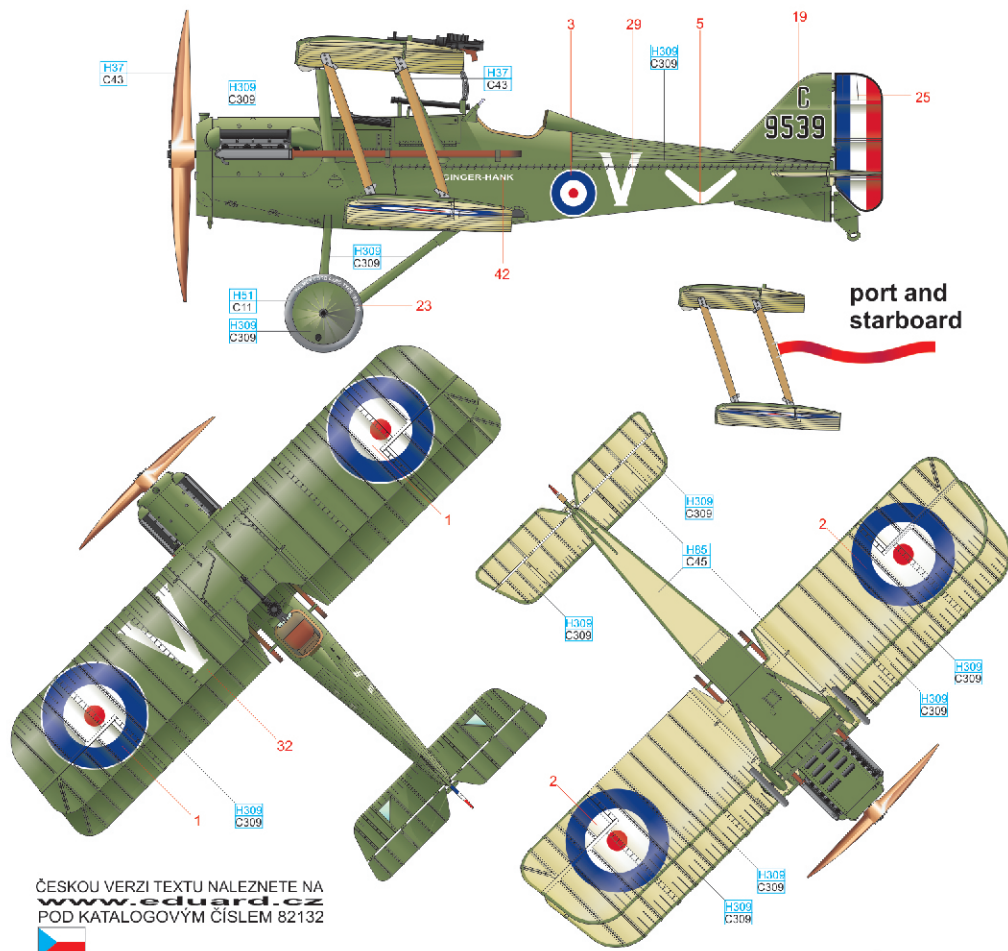


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[www.eduard.cz](http://www.eduard.cz)  
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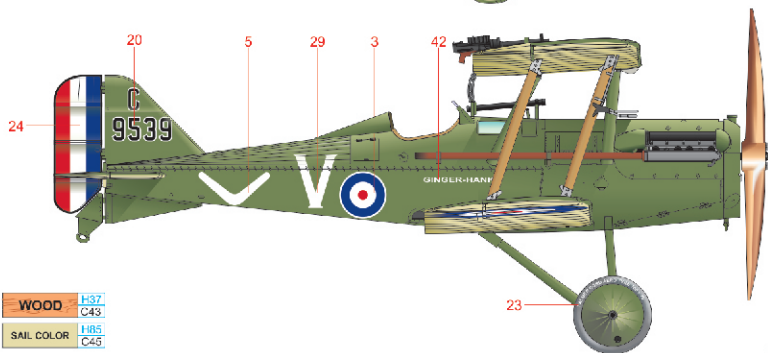
LIGHT GRAY	H51 C11	WOOD	H37 C43
GREEN	H309 C309	SAIL COLOR	H85 C45
		BLUE	H15 C5

# E C9539, Capt. H. G. Forrest, No. 2 Squadron, Australian Flying Corps, Savy - Berlette, France, March 1918

Australian ace Capt. H. G. Forrest, DFC, was born on December 5th, 1895 in Brunswick, Melbourne, Australia. He joined the Australian Army in 1915 and he took part in the Battle of Gallipoli as a member of the 23rd Infantry Battalion. In April 1917 he joined the ranks of the Australian Flying Corps and following training, he served progressively with No. 32 and 43 Squadrons. On August 6th, 1917 he was wounded and after recuperating, he was assigned to No. 2 Squadron AFC, with which he gained eleven kills and served with this unit til the end of the war. He left the service after the war and he died on December 3rd, 1945 in Caulfield in Australia. Capt. Henry Forrest, nicknamed 'Rusty', gained all eleven kills flying this airplane, camouflaged with standard colours. Aircraft of the 2nd AFC carried a white boomerang ahead of the tail surfaces during this time period, and the individual aircraft letter was repeated on the upper surface of the top wing.



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LIGHT GRAY	H51 C11	WOOD	H37 C43
GREEN	H309 C309	SAIL COLOR	H85 C45

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