

SE.5a Hispano Suiza

eduard

1/48 Scale Plastic Model Kit

ProfiPACK
edition



item No. 82132

The Royal Aircraft Factory SE.5a is believed to be one of the fastest and most deadly fighter of World War I. But the story of this “Spitfire of the Great War” was not straightforward.

The SE.5 (Scout Experimental 5) fighter plane was developed by group of designers comprising Henry Folland, John Kenworthy and Frank Gooden as a fighter powered by the new 150-hp V8 Hispano Suiza 8Aa engine. As the rotary engines reached their limits, the in-line liquid cooled engine was supposed to be the right way to fly faster and higher.

The first prototype of the new fighter made its maiden flight on November 22, 1916. This started rather intricate way from the miserable testing to the combat proven glory. The new engine was troublesome and also wing design had its glitches. First two prototypes were lost in crashes. In one of them, chief test pilot of the Royal Aircraft Factory and one of the designers, Major Gooden, lost his life on January 28, 1917. The problems of the new aircraft were partly solved thanks to the modifications adopted with the third prototype, thus forming the first production variant of what was to be known as SE.5.

Honing the base

The SE.5 entered the service with No. 56 Squadron RFC during April 1917. The unit was a “home” of several famous aces and one of them, Albert Ball, was instrumental in honing the SE.5, as the new fighter was received with mixed emotions because of its unusual high seating position, large windscreen and armament layout with fuselage mounted .303 Vickers and upper wing mounted .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 each of the SE.5s of the squadron. The large windscreen was gone as pilots lowered their seats for normal position. Even doing so, they always prayed the visibility from the cockpit.

The changes made by No 56 Sqn were shortly thereafter adopted for production. The final few SE.5s built in July 1917 were fitted with more powerful 200-hp Hispano Suiza 8Ab engines, effectively setting the SE.5a standard. So, the production of SE.5 ended after only 77 examples built.

The SE.5a was produced in high numbers by six following manufacturers: Vickers (2,164 examples built), Austin Motors (1,650), Air Navigation and Engineering Company (560), Wolseley Motors Limited (431), Martinside (258) and Royal Aircraft Factory (200). The American Curtiss Aeroplane and Motor Company built one example and production of some 1,000 aircraft was considered there. The US Army Squadrons of American Expeditionary Force were among those receiving the SE.5a, and the Curtiss supplies were intended to supply them. But the armistice ended this plan.

SE.5a vs. Camel

The SE.5a is frequently compared with another famous WWI fighter, the Sopwith Camel, the last formidable British fighter with rotary engine. Because of the different engine design philosophy, also these two fighters were very different aircraft.

The Camel was highly maneuverable thanks to the center of gravity pushed extremely forward and also because of the sheer inertia of the rotating engine, which made it such a rapid right-turning plane. But the Camel was unforgiving aircraft, dangerous to less experienced pilots. The SE.5a, although very fast, was on the other hand stable and forgiving one. It was not as agile as Camel, but still agile enough. And above 10,000 ft of ceiling it was clearly superior not only to the Camel, but also to most of the enemy aircraft. Furthermore, the armament of one fixed, fuselage mounted Vickers, supplemented with Lewis machine gun affixed to the top of the upper wing made it possible for pilots to attack the high-flying enemy, sneaking up beneath it unobserved. Some pilots questioned this armament, with two fixed Vickers considered to be better solution, but early problems with Constantinesco synchronizing gear spoke against it. And all in all, the SE.5a was the first fighter plane with two machine guns anyway as 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 to the firing position, it was a different story. The slipstream could even smack the removed drum to the pilot's face. But they learned how to get the best from the SE.5a as the top-scoring pilots showed the way. Apart of Albert Ball already mentioned it was for example James McCudden, former sapper and air mechanic, later the ace with 57 kills, who used his skills to tune the engine of his SE.5a to use it for the high-level solo patrols against high-flying Rumpler observers. While 17,000 ft was ceiling for usual SE.5a, McCudden's one was capable of sorties at 20,000 ft. And another of the most famous men of RFC, Edward C. Mannock, developed the tactics which allowed to get the best from the SE.5a's qualities.

This Kit: SE.5a Hispano Suiza

Problems with supply and reliability of the 200-hp Hispano Suiza engines troubled the SE.5a throughout its service. As the result, there were lot of engine modifications installed in the SE.5a both from the French supplied Hispano Suiza units as well as the ones from British Wolseley company. The latter engines were usually just a further development of Hispano Suiza design. With the earlier geared engines, the prop-shaft was driven by a reduction gear and the propeller rotated counter-clockwise (from the pilot's perspective). The latter 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 geared engine, whether it came from Hispano Suiza or Wolseley. For later production was the more reliable direct drive of Wolseley Viper settled as the standard engine and those planes were nicknamed “Viper”. Again, without distinguishing whether the engine with direct drive came from one or the other supplier. Anyway, this kit concentrates on the aircraft powered by the Hispano Suiza unit.



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 započatím 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

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INSTR. SYMBOLY

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INSTRUKTION SINNBILDEN

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SYMBOLES

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記号の説明

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OPTIONAL
VOLBA
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OHNOUT
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OPEN HOLE
VYVRTAT OTVOR
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SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ
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REMOVE
ODŘÍZNOUT
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APPLY EDUARD MASK AND PAINT
POUŽIT EDUARDS MASK NABARVIT

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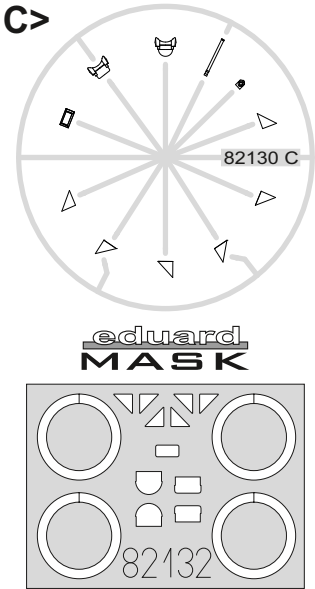
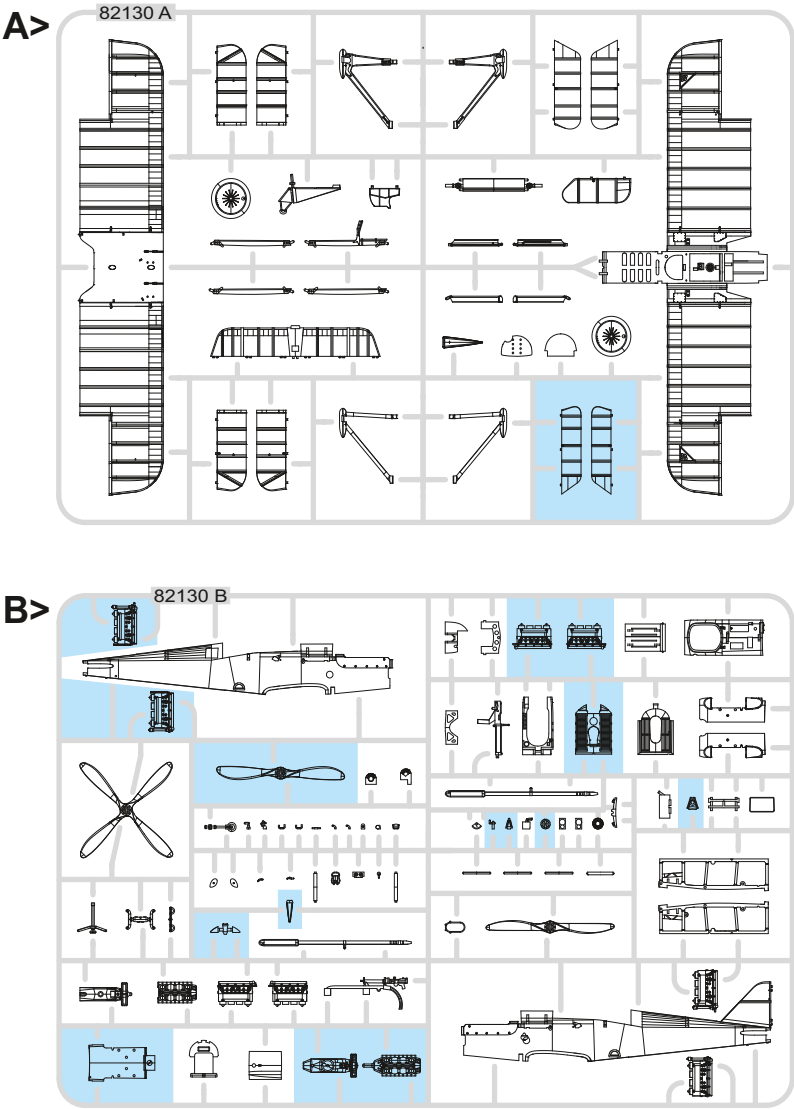
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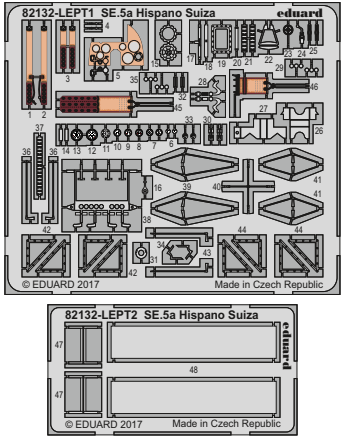
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PLASTIC PARTS



PE- PHOTO ETCHED
DETAIL PARTS



-Parts not for use. -Teile werden nicht verwendet. -Pièces a ne pas utiliser. -Tyto díly nepoužívejte při stavbě. -

使用しない部品

COLOURS

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BARVY

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FARBEN

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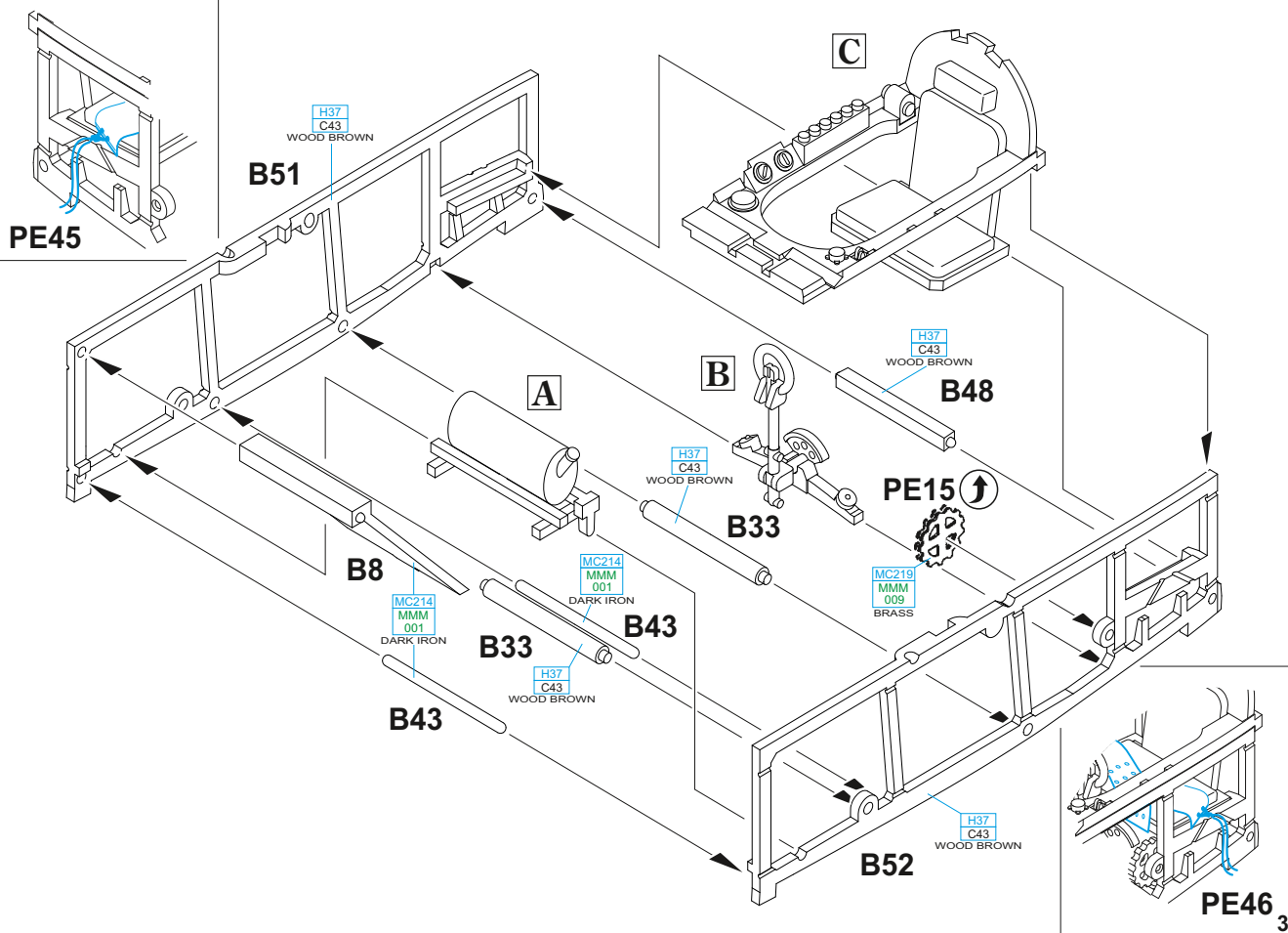
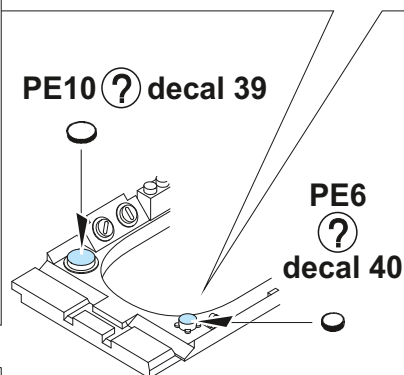
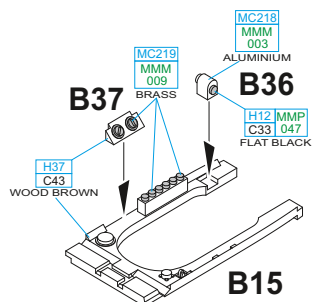
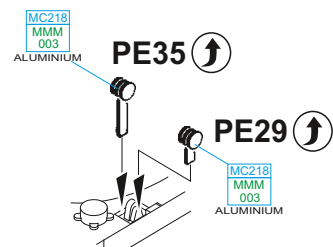
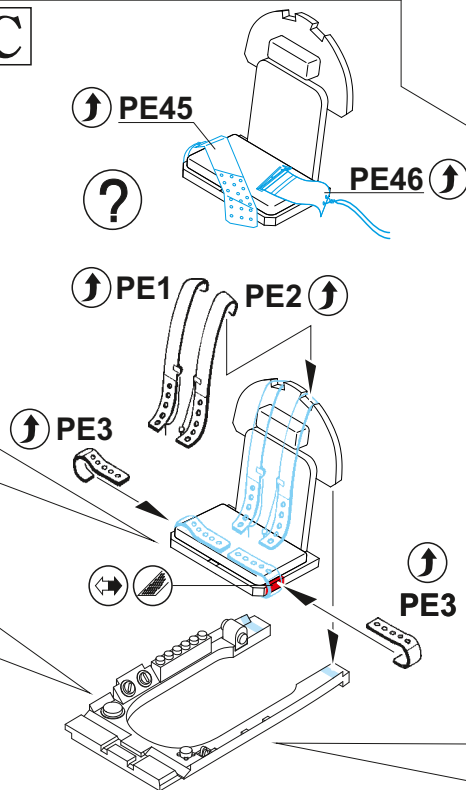
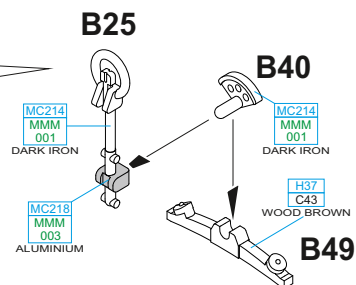
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GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H3	C3	MMP-003	RED
H5	C5	MMP-048	BLUE
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H33	C81		RUSSET
H37	C43		WOOD BROWN
H47	C41	MMP-012	RED BROWN
H51	C11	MMP-063	LIGHT GULL GRAY

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H79	C39		SANDY YELLOW
H85	C45		SAIL COLOR
H406	C406	MMP-063	CHOCOLATE BROWN
	C519		GREEN
Mr.METAL COLOR		METALLICS	
MC214		MMM-001	DARK IRON
MC218		MMM-003	ALUMINIUM
MC219		MMM-009	BRASS

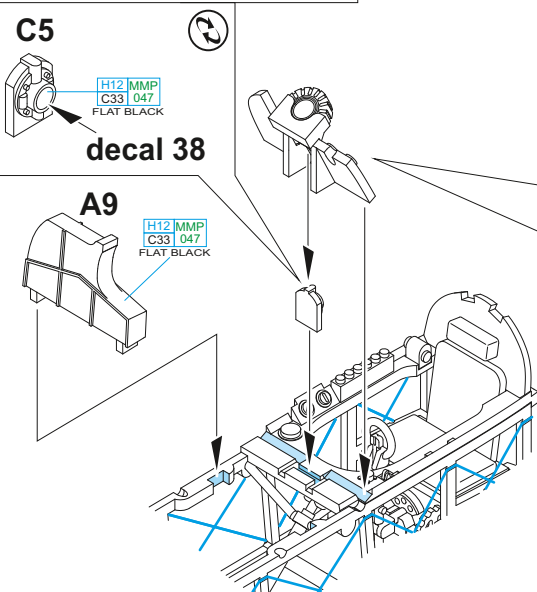
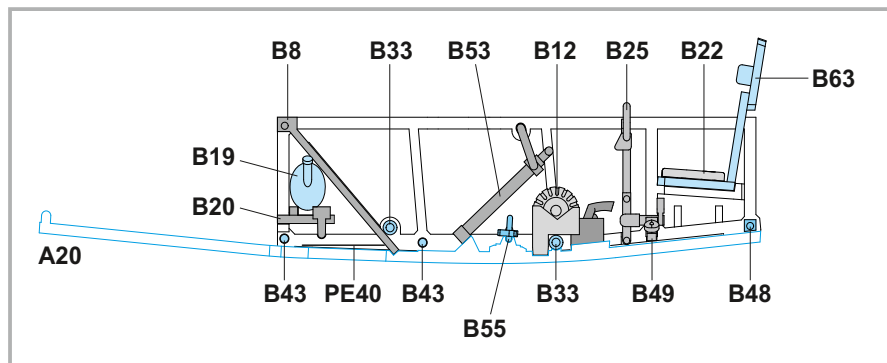
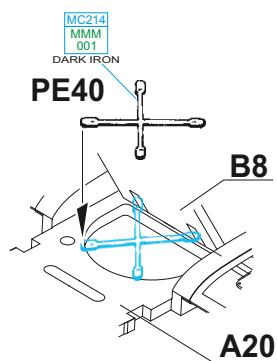
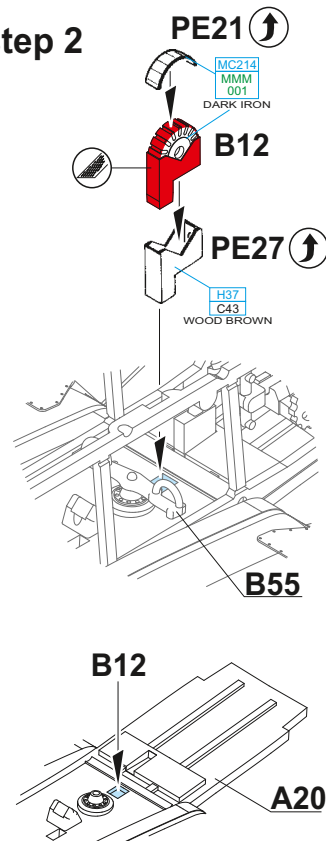
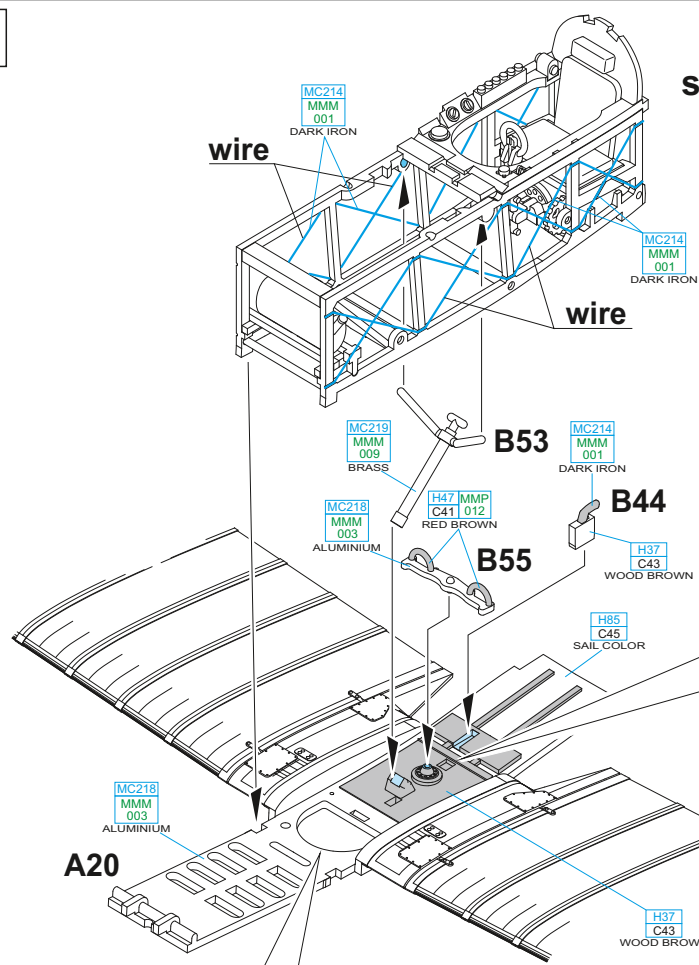
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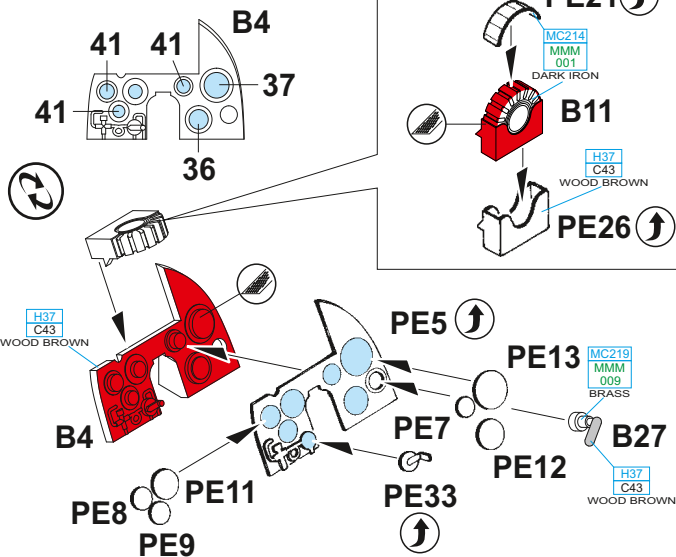
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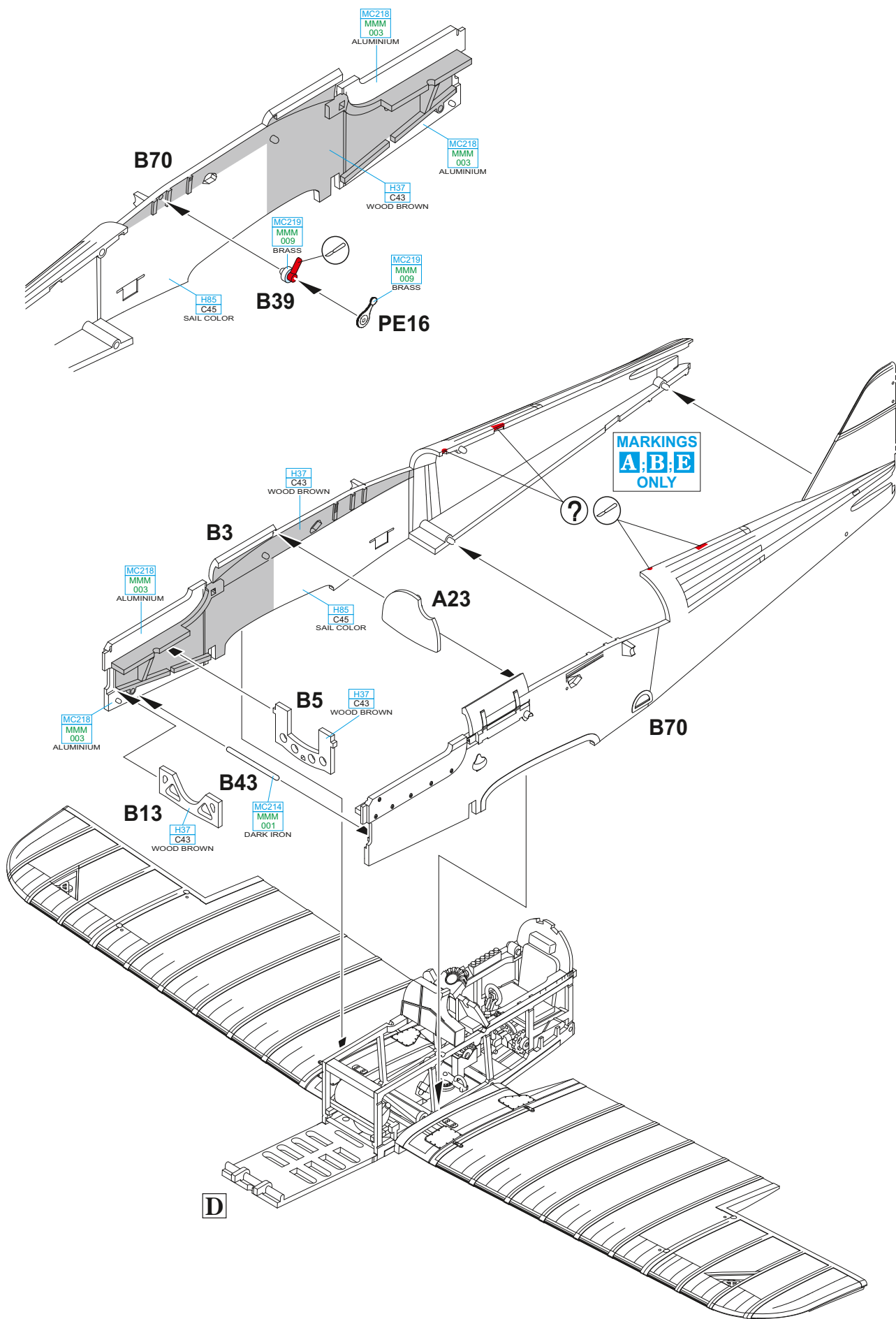
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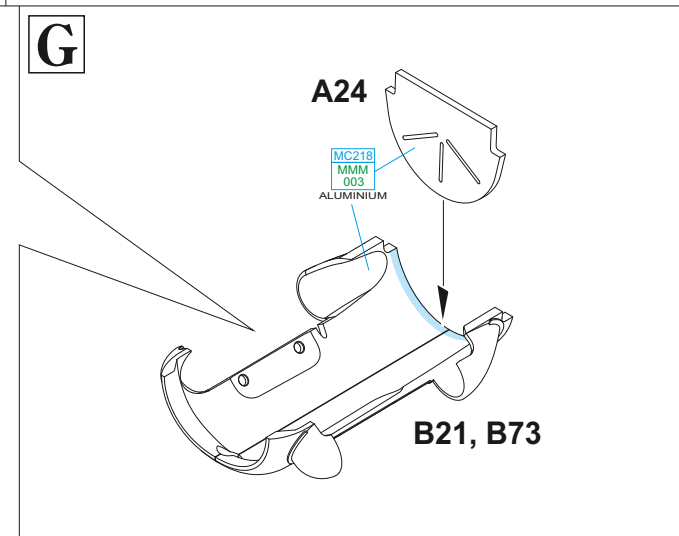
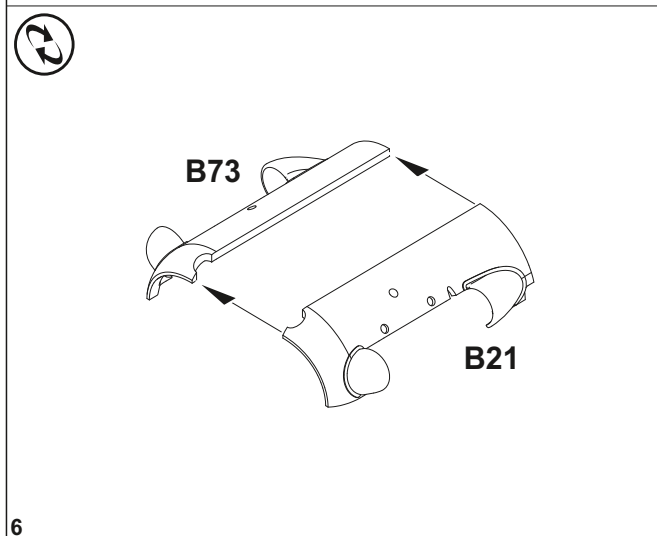
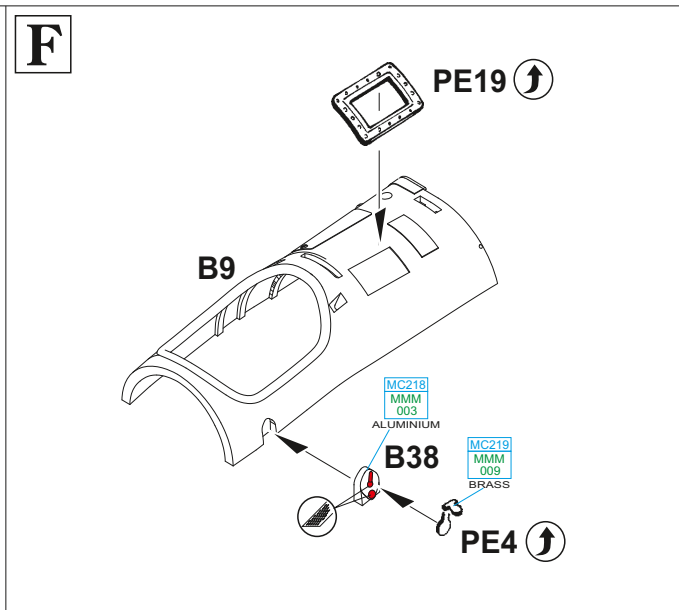
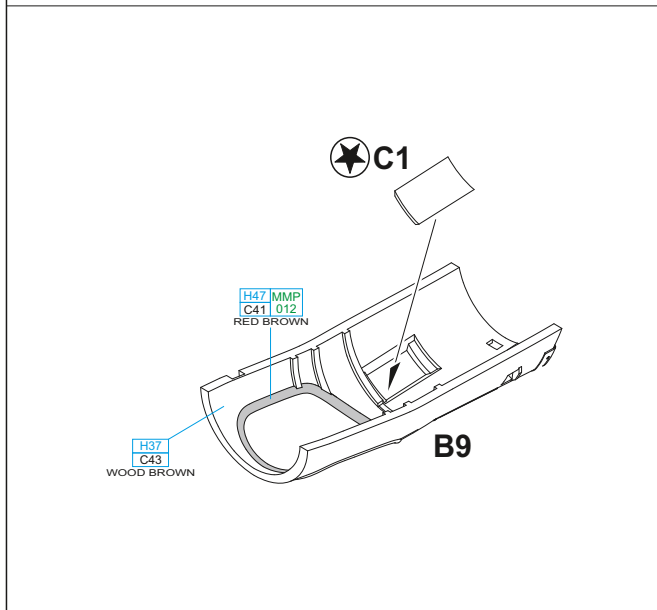
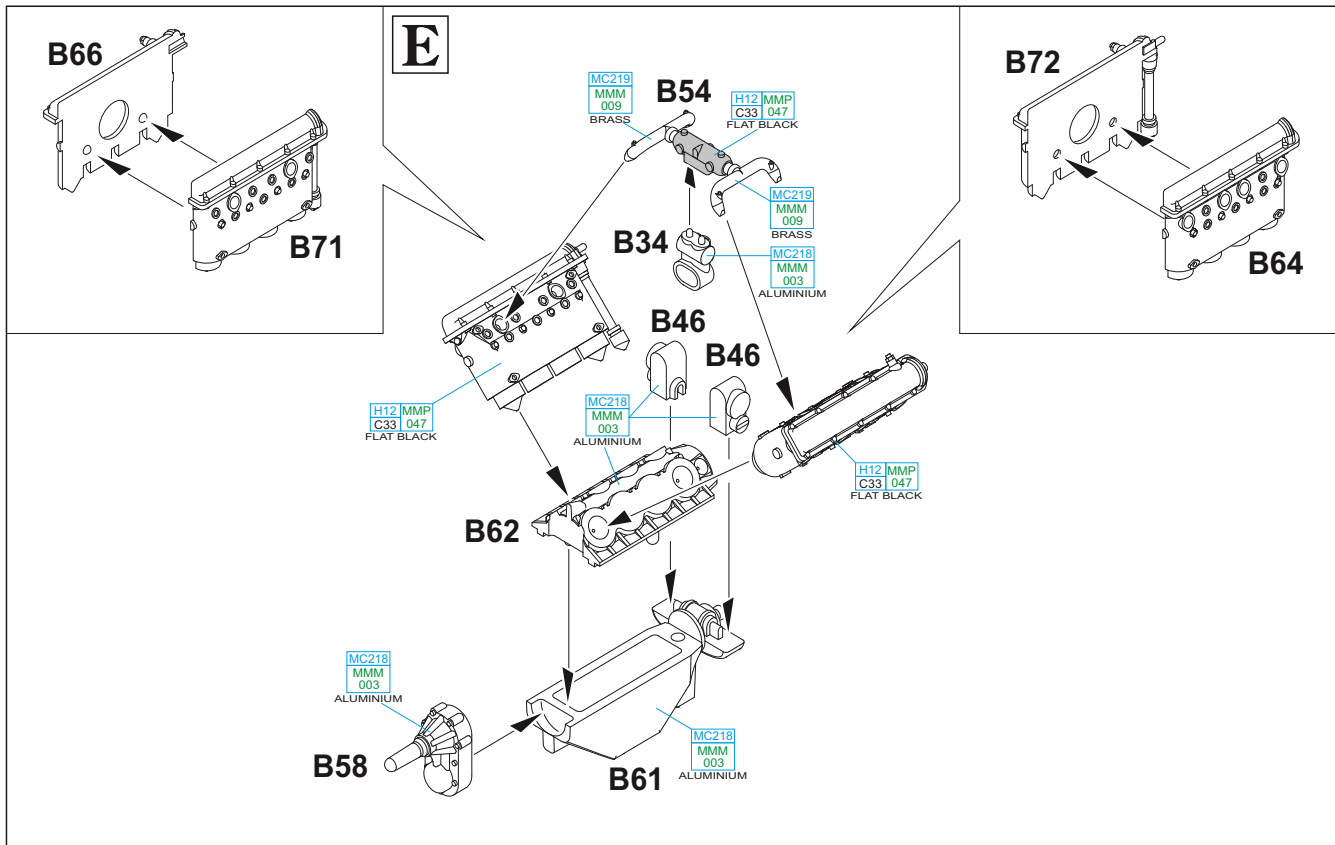
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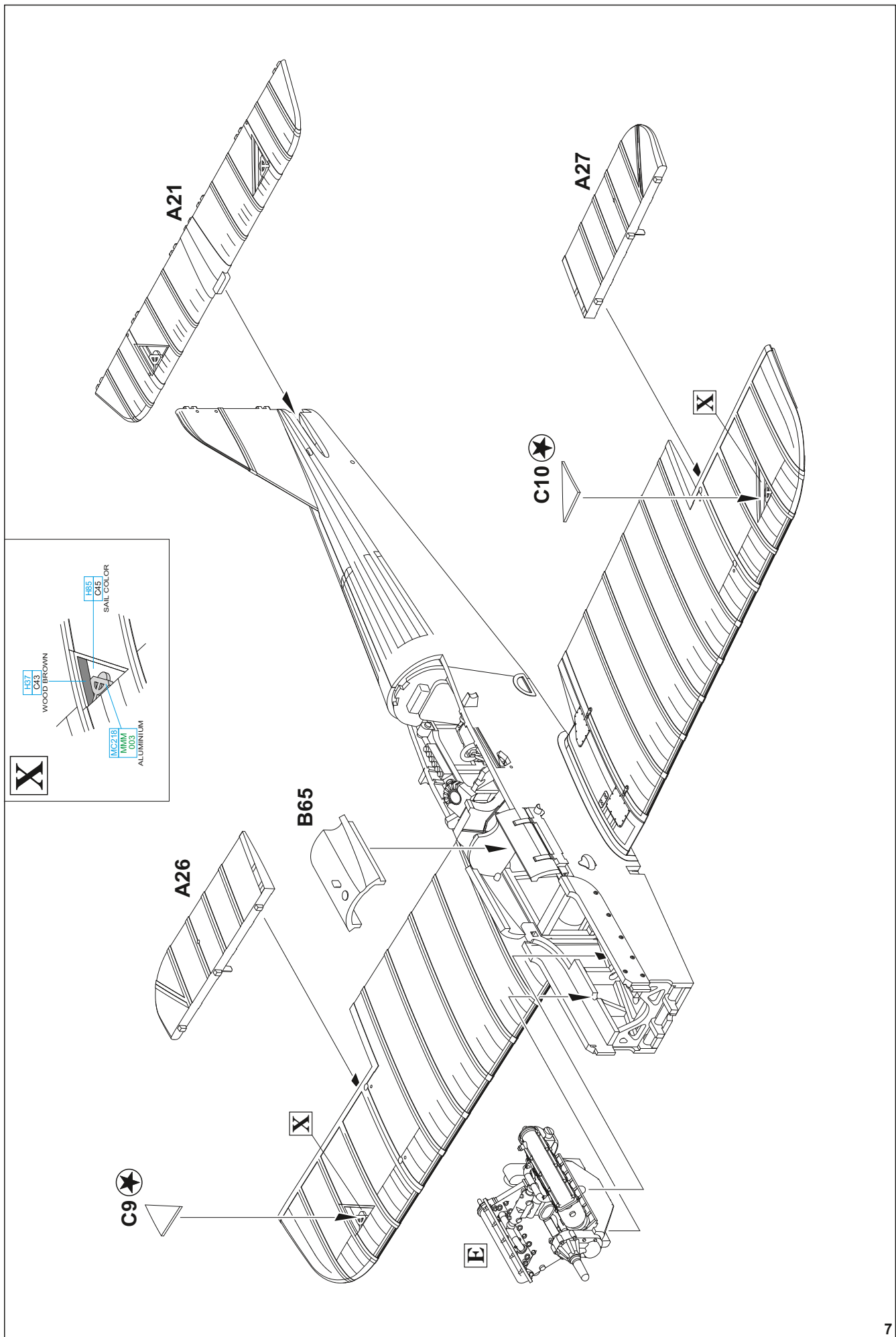


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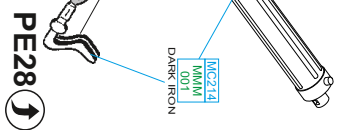




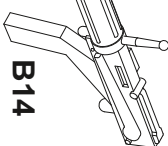
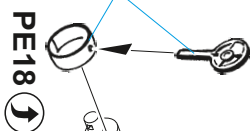




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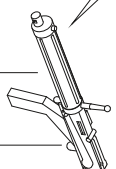
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B14



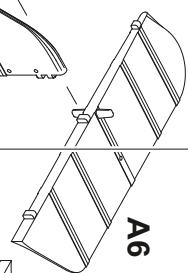
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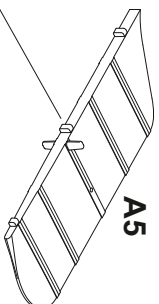
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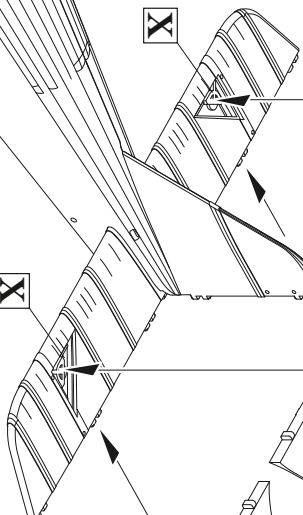
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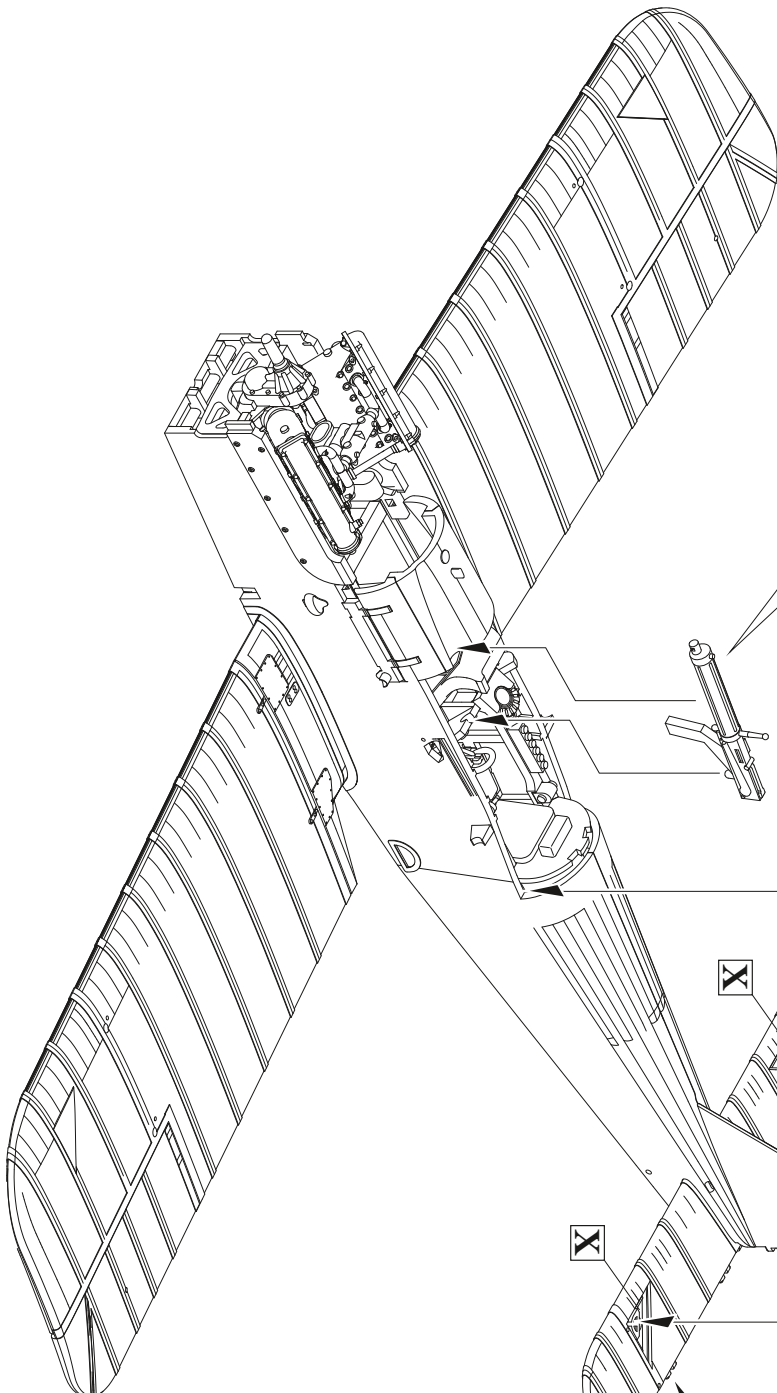
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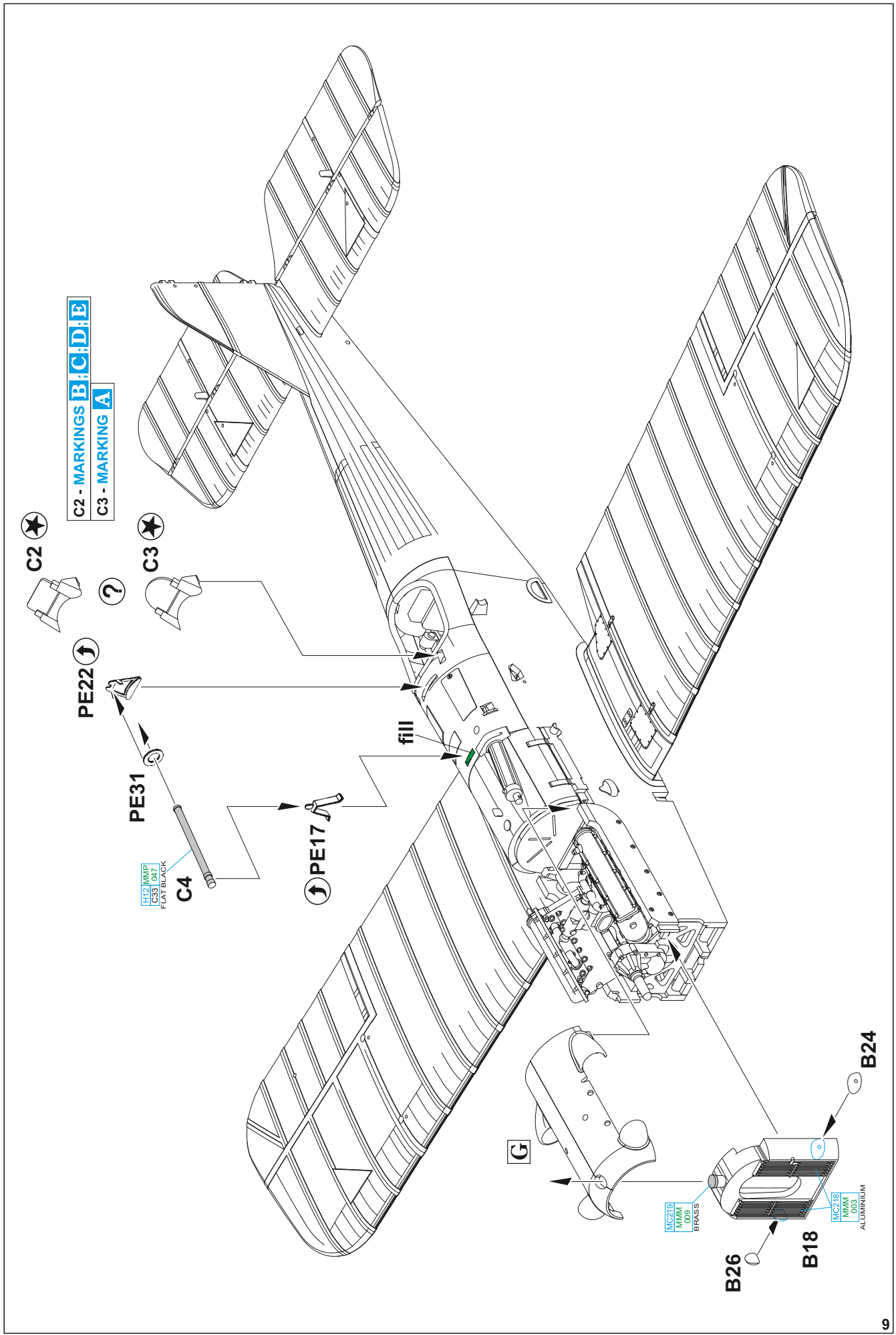


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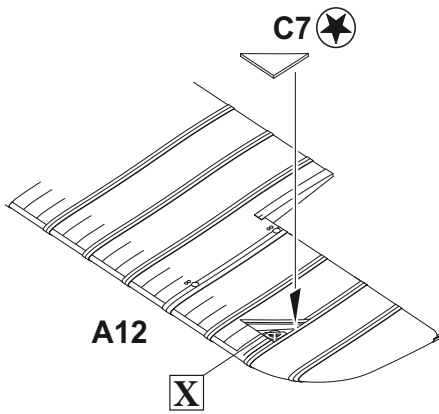


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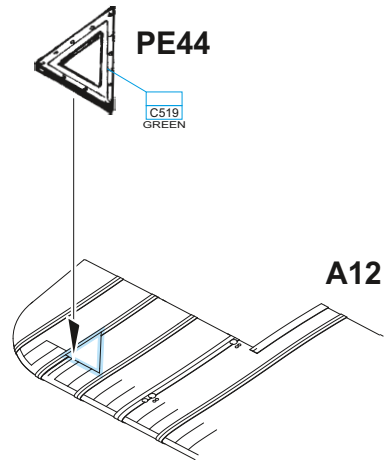
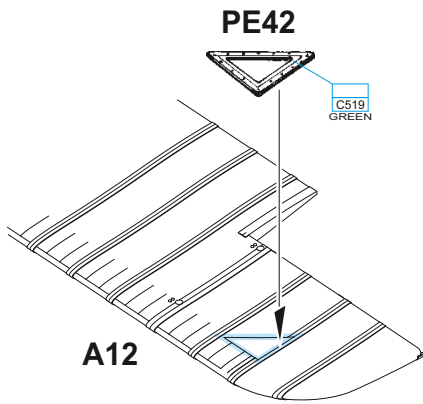
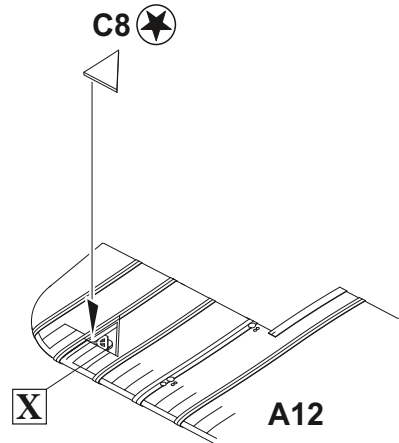




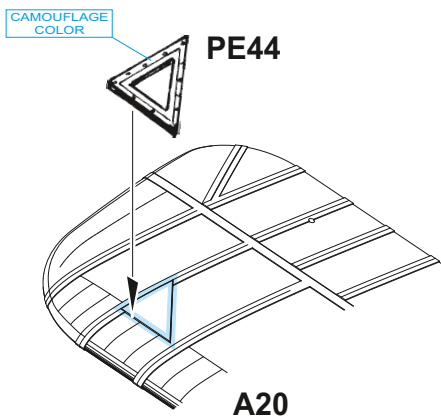
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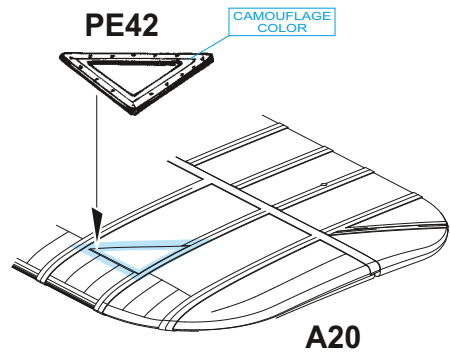
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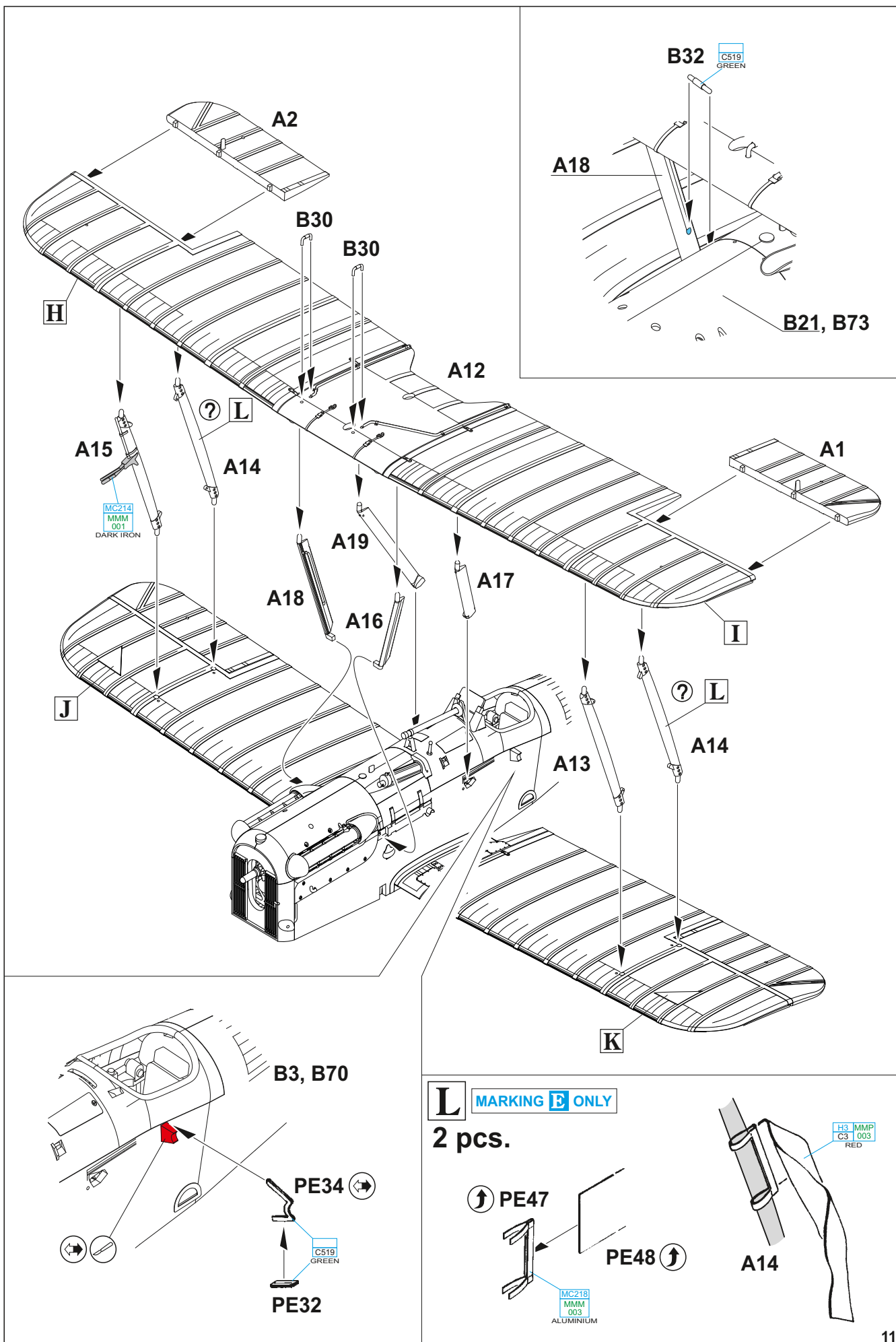


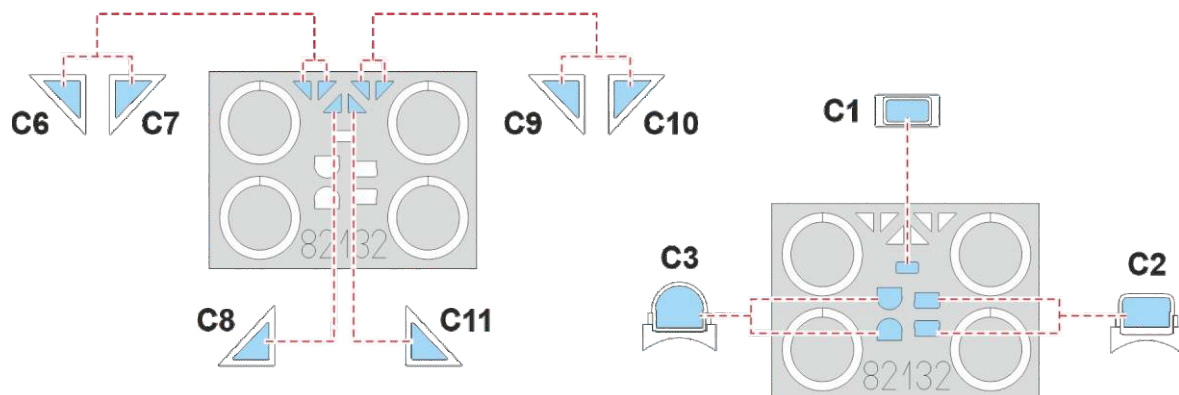
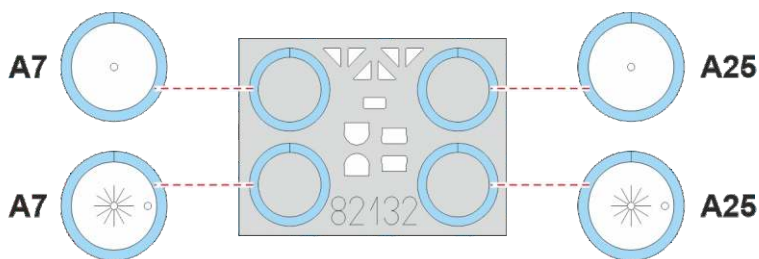
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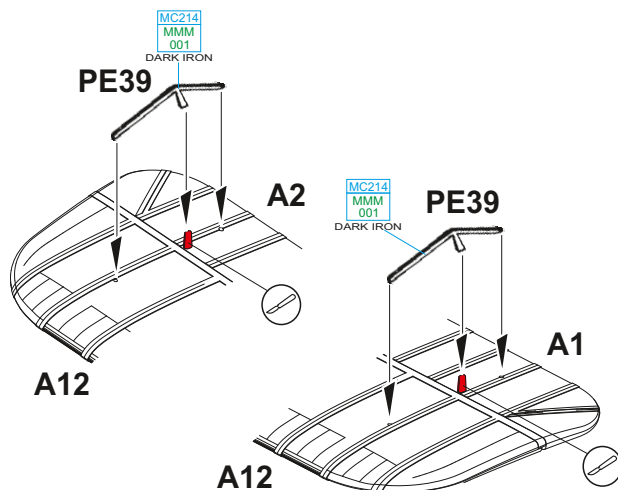
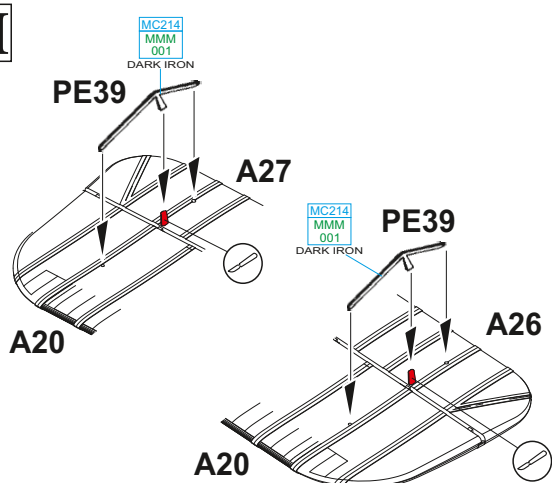
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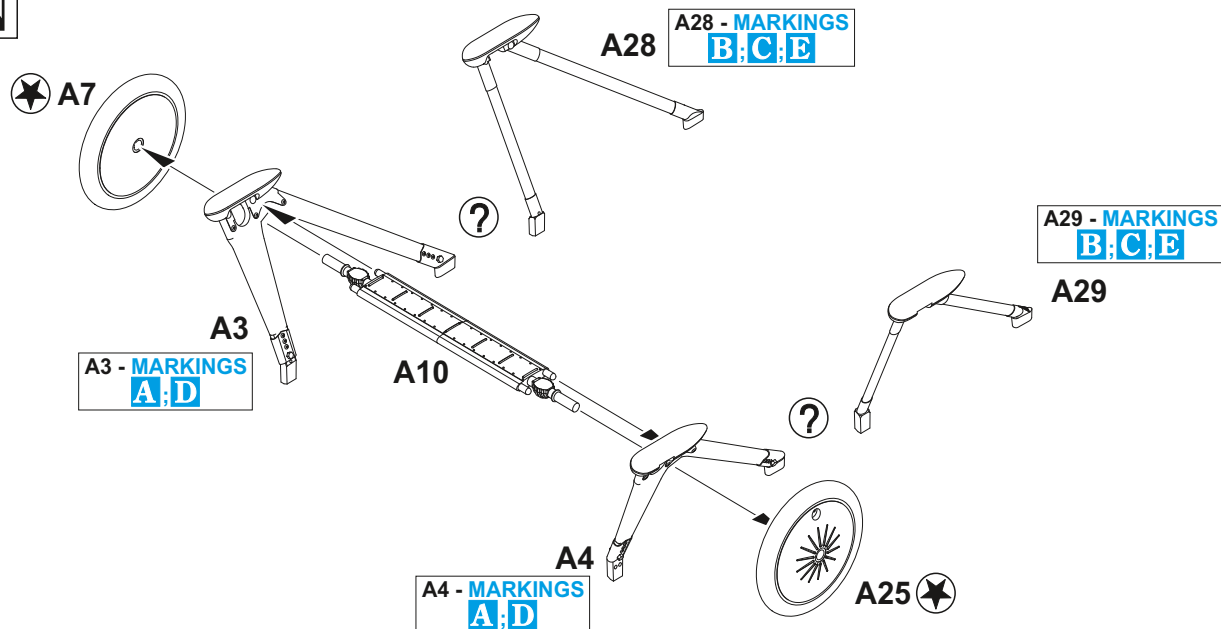




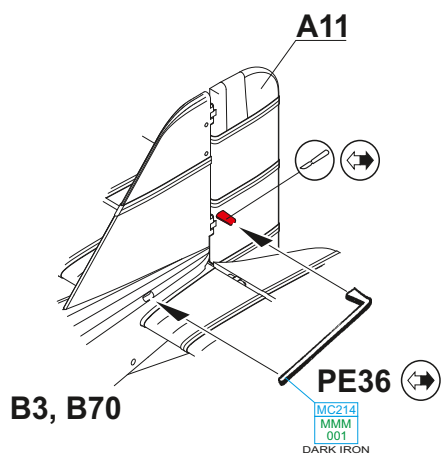
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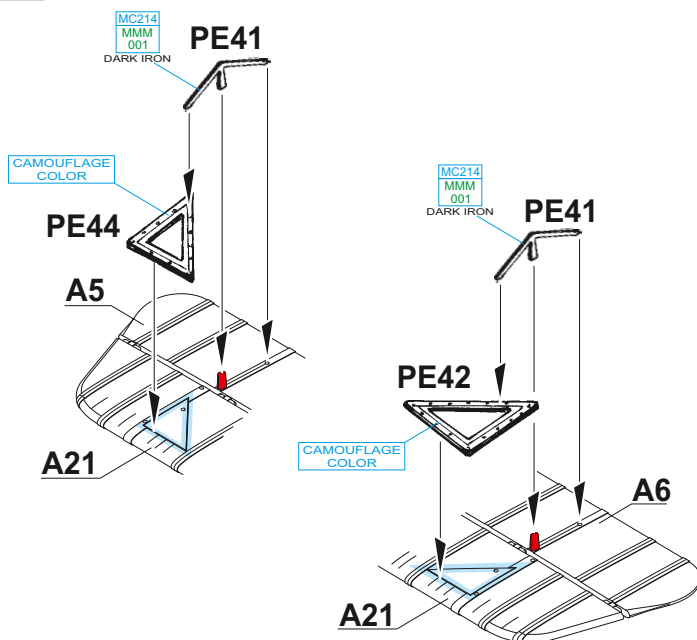
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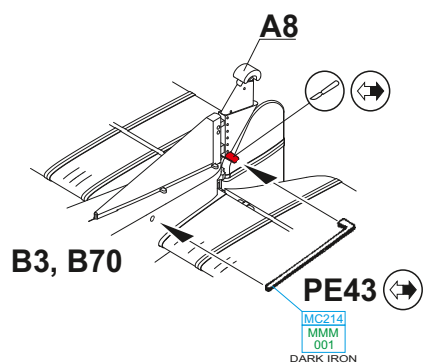
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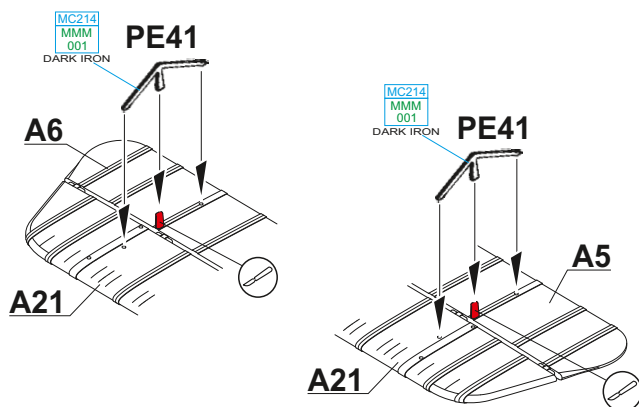
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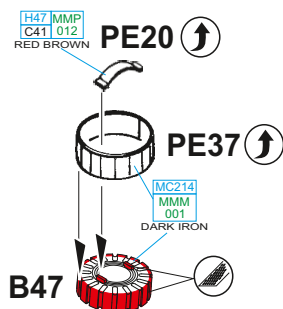
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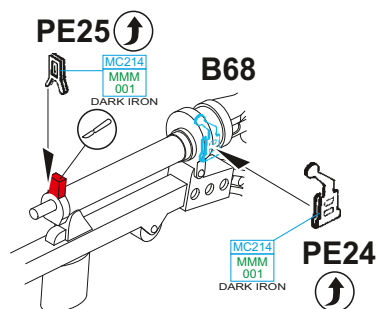
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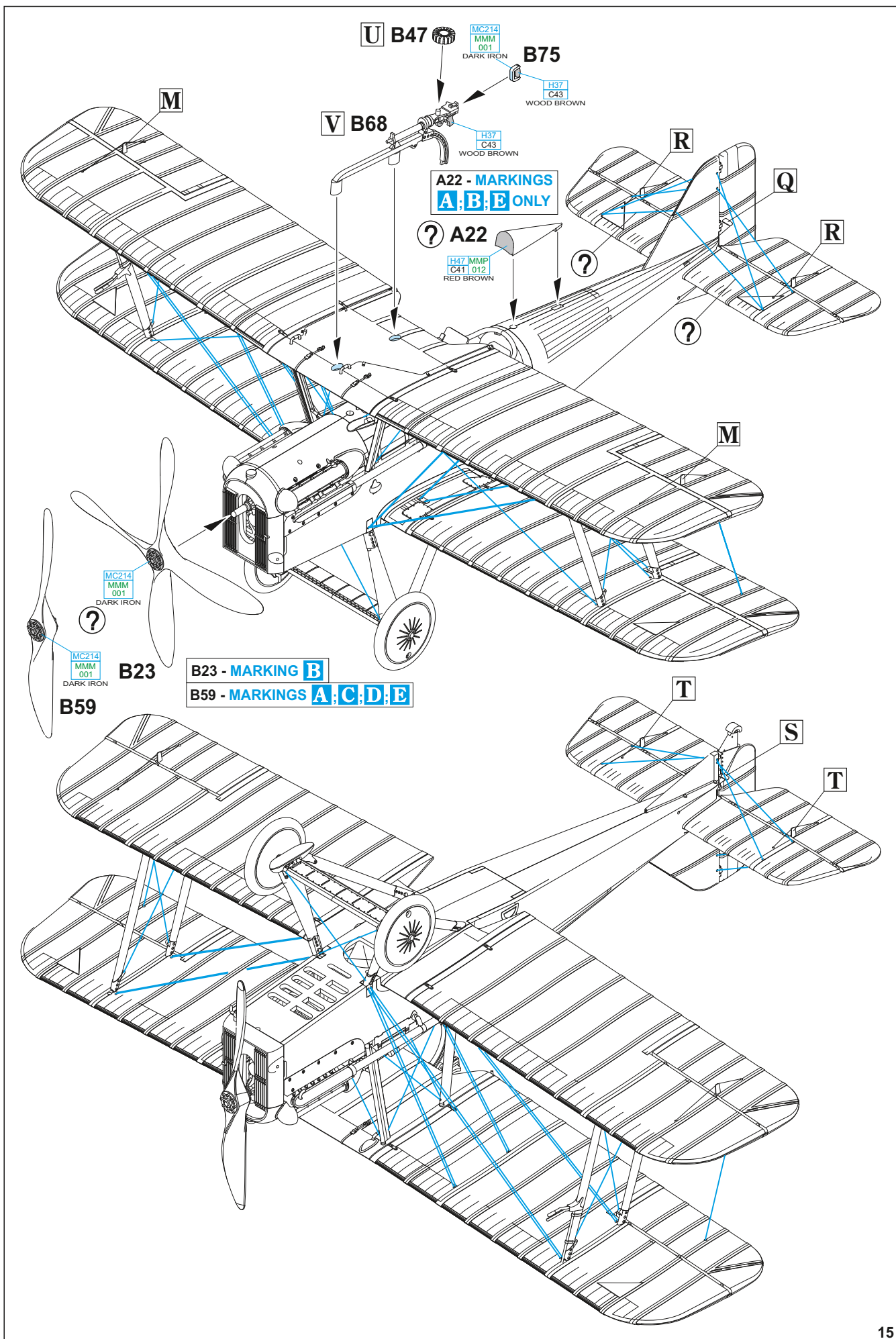


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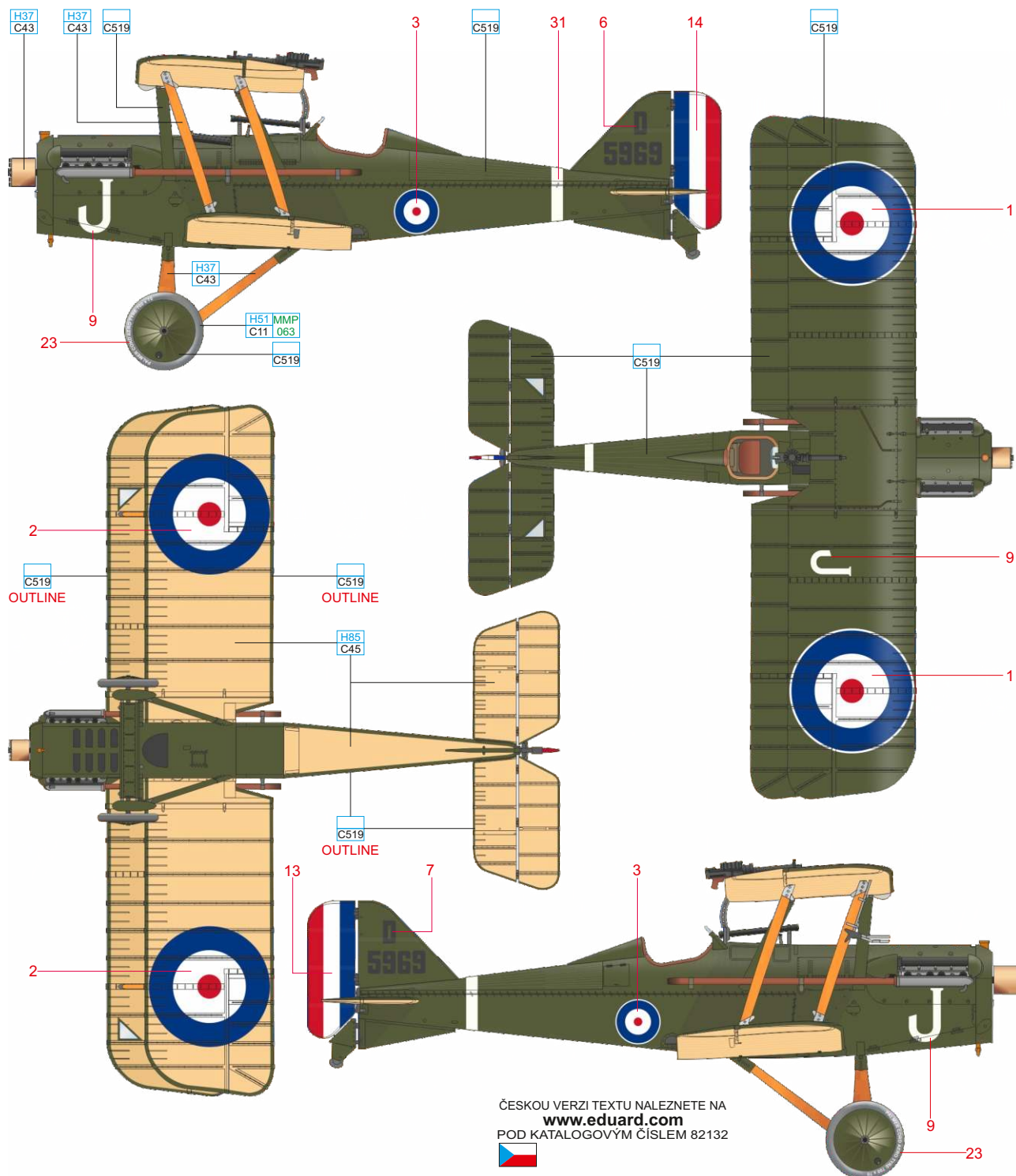
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A D5969, Lt. Camille H. R. Lagesse, No. 29 Squadron, St. Omer, France, June 1918

Canadian Camille Henri Raoul Lagesse was born in January 1883 in Quatre Bornes on the island of Mauritius, where he studied at Royal College. He undertook further studies at Bordeaux university in France after which he worked in the sugar refinery. In 1916, he joined the 28th Battalion of the London Regiment in England. By July 1917, he was reassigned to the Royal Flying Corps and, after completing his training, he was transferred to No. 29 Squadron, where he served from March 1918. He stayed with this unit until the end of the war and achieved twenty victories during this time. His service was appreciated by the DFC (twice) and the Croix de Guerre awards. Lt. Lagesse, whose nickname "Largearse" was playing on his name, scored his first five kills when flying this aircraft. One of his victims was Lt. H. Schultz, a Jasta 18 Fokker D.VII pilot, whom Lagesse forced to land on June 6, 1918. Schulz then became a POW. Upperside surfaces of D5969 SE.5a were painted in usual PC-10 color, which tended to change in time from greenish khaki-like to more brownish hue. Undersides were left in the natural fabric color. The PC-10 overlapped to the bottom surfaces.

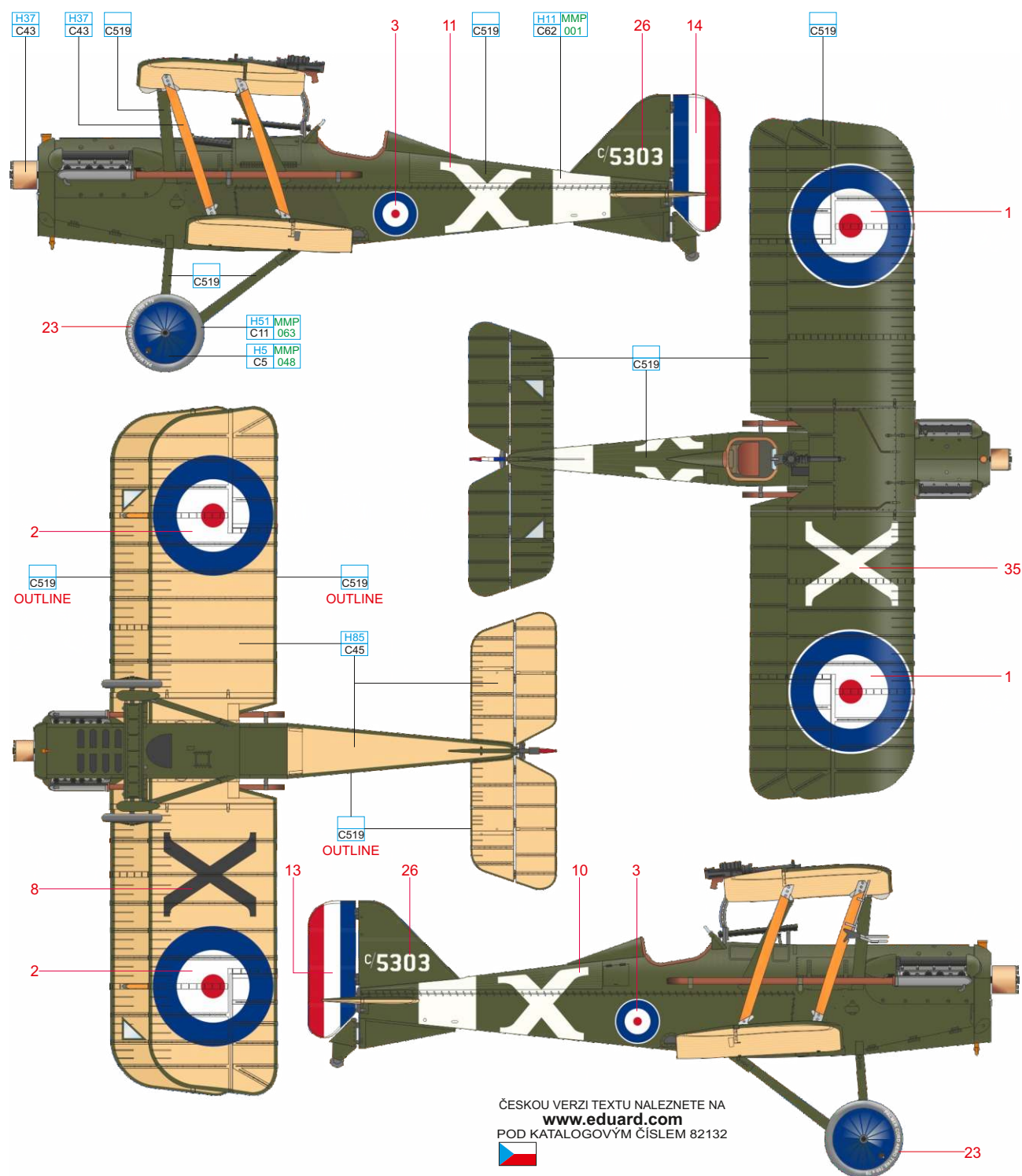


LIGHT GULL GRAY	H51 MMP C11 063	WOOD	H37 C43	SAIL COLOR	H85 C45	GREEN	C519
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B C5303, Lt. Leslie N. Franklin, No. 56 Squadron, Baizieux, France, March 1918

The famous No. 56 Squadron was not only made up of names such as James McCudden, Arthur Rhys Davids and Albert Ball, also pilots that didn't reach quite the same aerial success served with the unit. One of these was Lt. Leslie Nansen Franklin, who shot down a total of four enemy aircraft over France. He met his end on July 14, 1918. During an attack on a reconnaissance LVG Type C, he was shot down and last seen as his aircraft plummeted in flames near Hendecourt in France. The aircraft on which Lt. Franklin achieved his second victory, carried the standard SE.5a camouflage scheme made up of PC-10 on the upper and side surfaces while the lower surfaces remained in the natural fabric color. Fighters flown by No. 56 Squadron were carrying a wide white stripe around the rear fuselage (not extending to the bottom surface of the fuselage) from the end of September 1917 to the end of March 1918. The stylized white letter X was repeated on the upper surface of the top wing and again on the lower surface of the bottom wing in black.



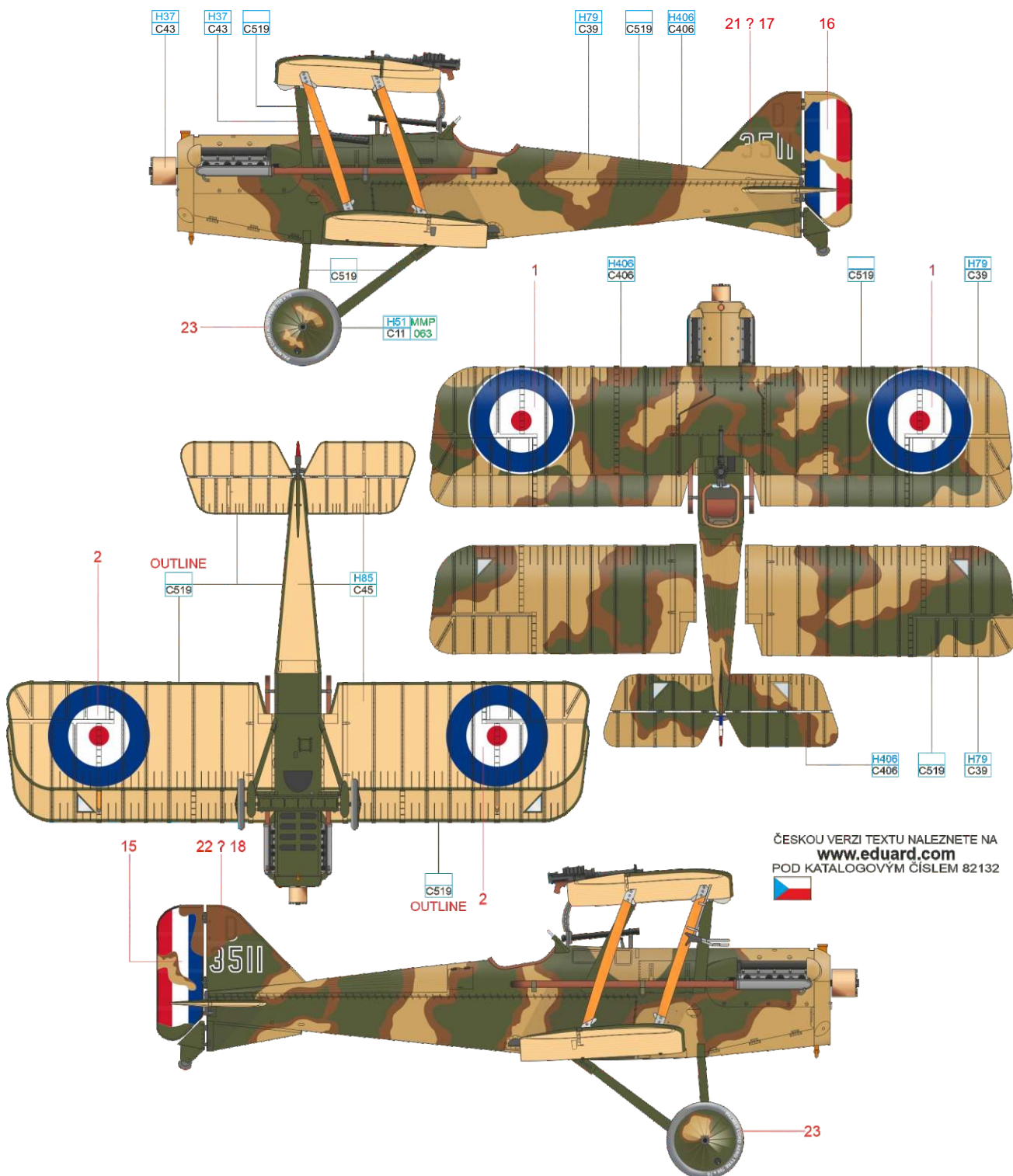
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WHITE	H11 MMP C62 001	WOOD	H37 C43	SAIL COLOR	H85 C45	GREEN	C519	BLUE	H5 MMP C5 048
LIGHT GULL GRAY	H51 MMP C11 063								

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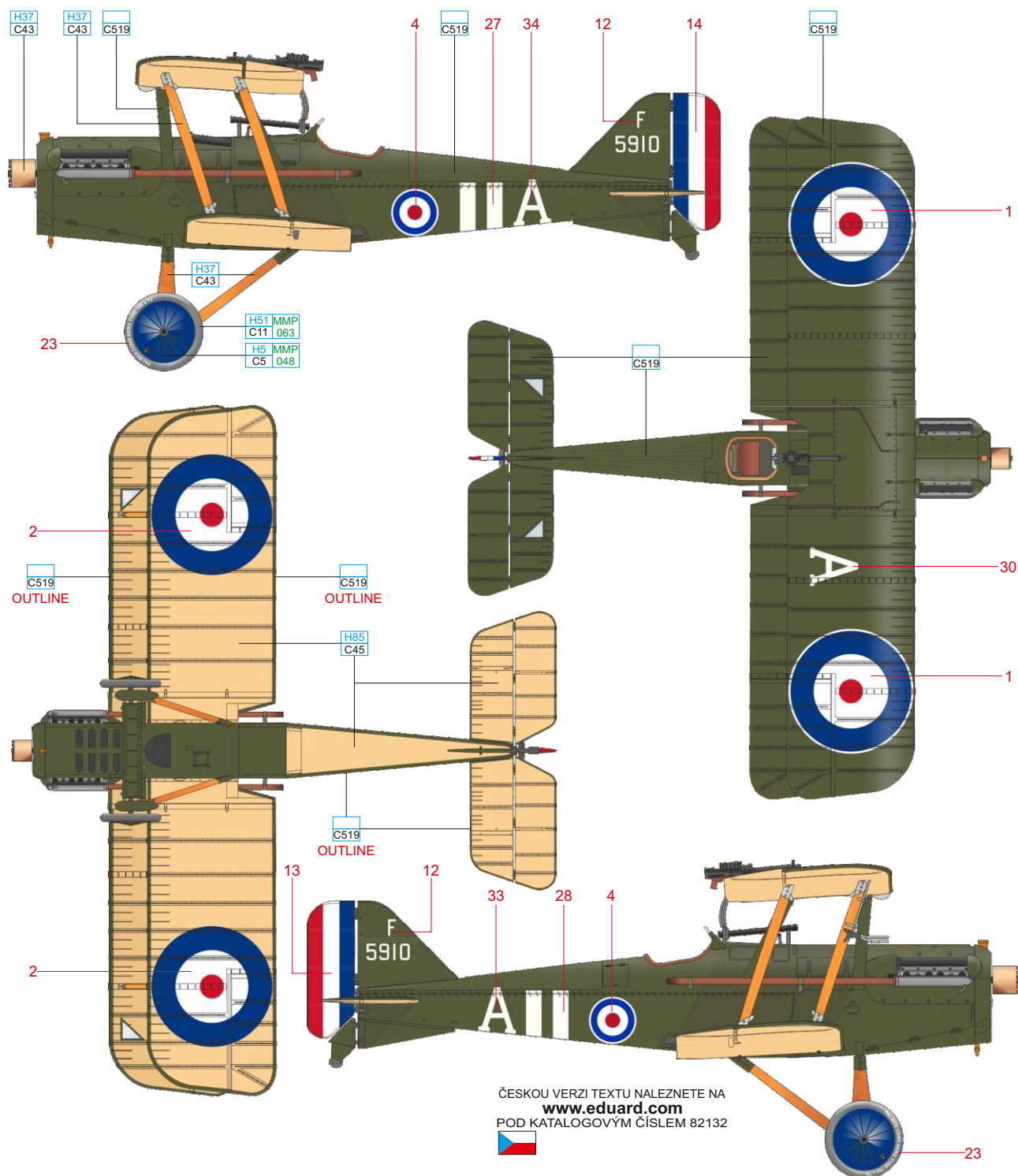
C D3511, Maj. Roderick S. Dallas, No. 40 Squadron, Bruay Airfield, France, May 1918

Roderick Stanley Dallas, DSO & Bar, DSC, Croix de Guerre avec Palme, was born on July 30, 1891, in Mount Stanley remote property not too far from the town of Esk in Queensland, Australia. He refused to serve with the RFC and he joined the RNAS instead, where he undergo pilot training. His next move led him to 1st Naval Wing at the end of 1915 and he became the unit's CO on June 14, 1917. Before the merge of the Royal Flying Corps and the Royal Naval Air Service into the Royal Air Force in April 1918, he had been named the CO of No. 40 Squadron RFC, equipped with SE.5a fighters. June 1, 1918, was a fateful day, as he met a trio of Fokkers Dr.I from Jasta 14. In the ensuing combat he was shot down by Lt. Johannes Werner. At that time, Major Dallas was officially credited with 39 kills (some sources claim 32), the score making him second most successful Australian fighter pilot of Great War. The standard camouflage scheme on the aircraft of No. 40 Squadron were complemented by addition of PC-12 brown and Ochre Yellow (which was used for mixing PC-10 color) on the upper surfaces of the aircraft. The serial number was partially overpainted and the roundels remained on the wings only.



D F5910, Lt. William 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. In the period between May 27 and August 13, Claxton achieved 37 kills. For his calmness under intense combat situations, he earned the nickname "Dozy". On August 17, 1918, he was shot down by future 50-kills ace Lt. Johannes Gildermeister during combat with Jasta 20 Fokker D.VIIs east of Wervicq. He was second Gildermeister's victim. With serious head wounds, he managed to land behind enemy lines and thanks to the quick treatment in hospital his life was saved by a German doctor. After the war, he made a living as a newsman and died on September 28, 1967, in Toronto. Aircraft of No. 41 Squadron were marked with a pair of vertical white stripes behind the national roundels from March 22, 1918, and aircraft of A Flight had wheel discs painted in blue. The individual aircraft letter in white was repeated on the top surface of the upper wing.



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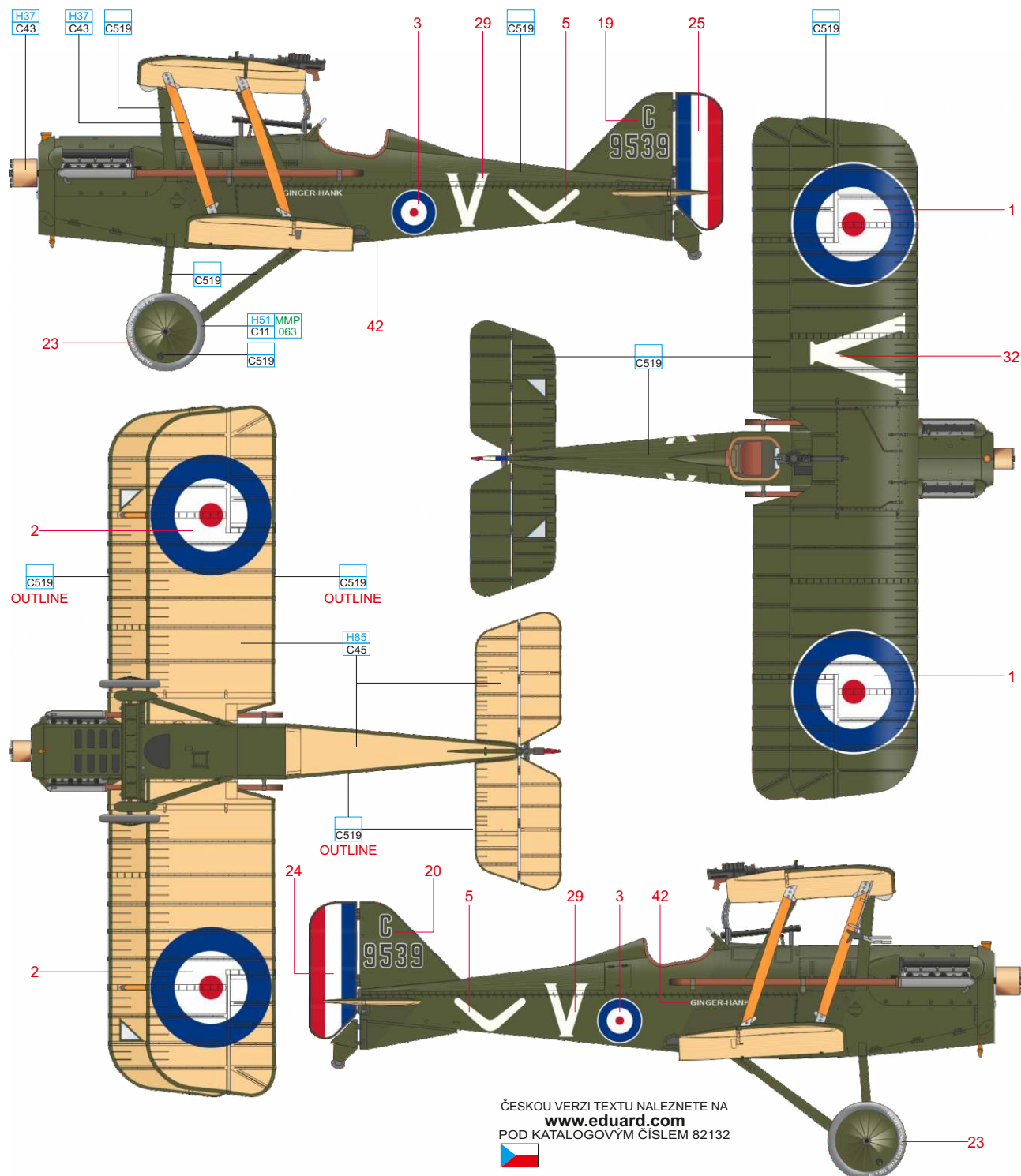


LIGHT GULL	H51	MMP	WOOD	H37	SAIL	H85	GREEN		BLUE	H5	MMP
GRAY	C11	063		C43	COLOR	C45		C519		C5	048

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

Australian ace Capt. Henry Garnet Forrest, DFC, was born on December 5, 1895, in Brunswick, Melbourne, Australia. He joined the Australian Army in 1915 and 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 Nos. 32 and 43 Squadron. On August 6, 1917, he was wounded and after recovery time, he was assigned to No. 2 Squadron AFC. He achieved eleven kills there and served with this unit till the end of the war. He consequently left the service and died on December 3, 1945, in Caulfield in Australia. Capt. Henry G. Forrest, nicknamed "Rusty", achieved all of his eleven kills flying this airplane. Its upper surfaces were painted in standard PC-10 color. 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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