

# 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

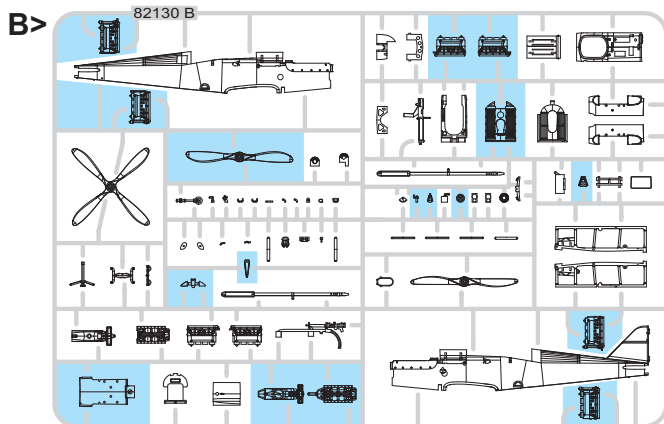
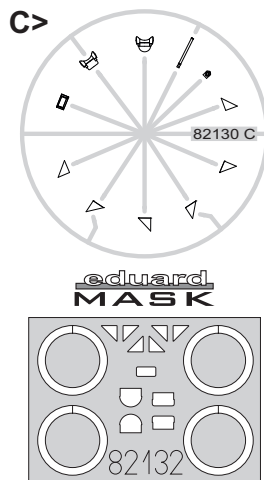
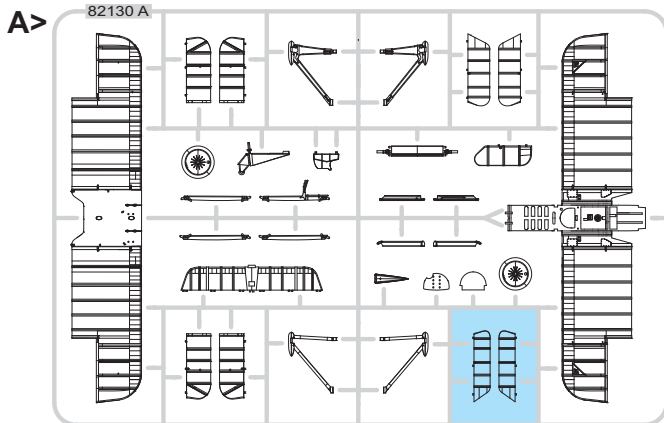
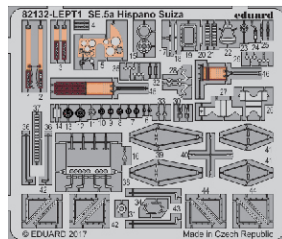


PIÈCES



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

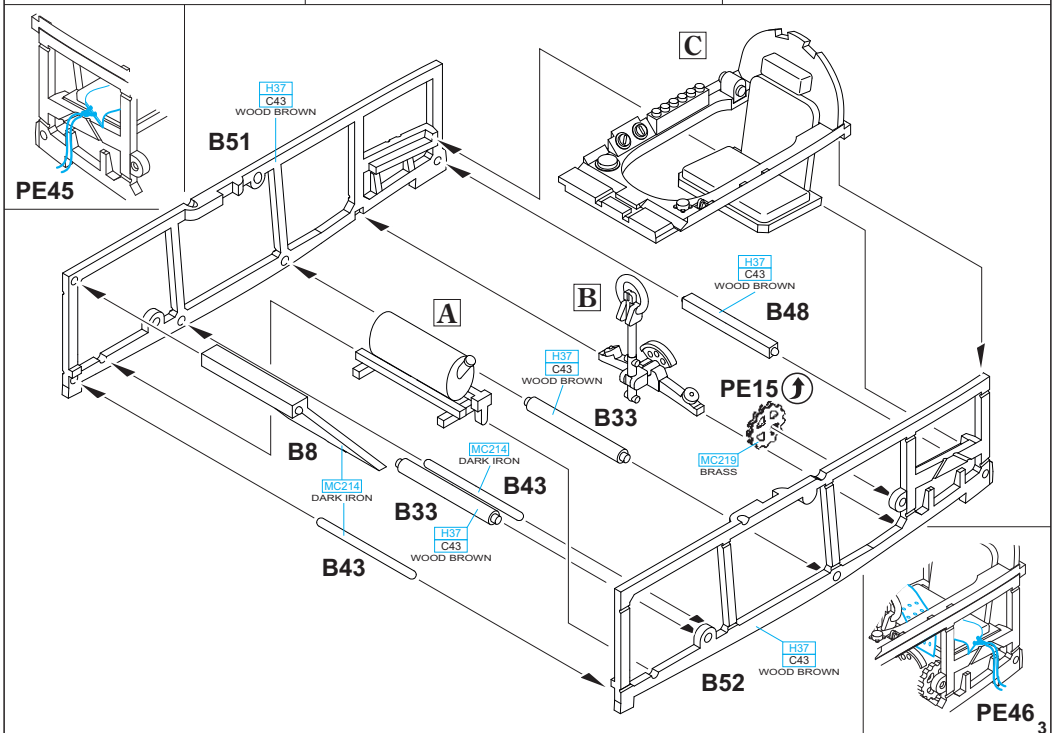
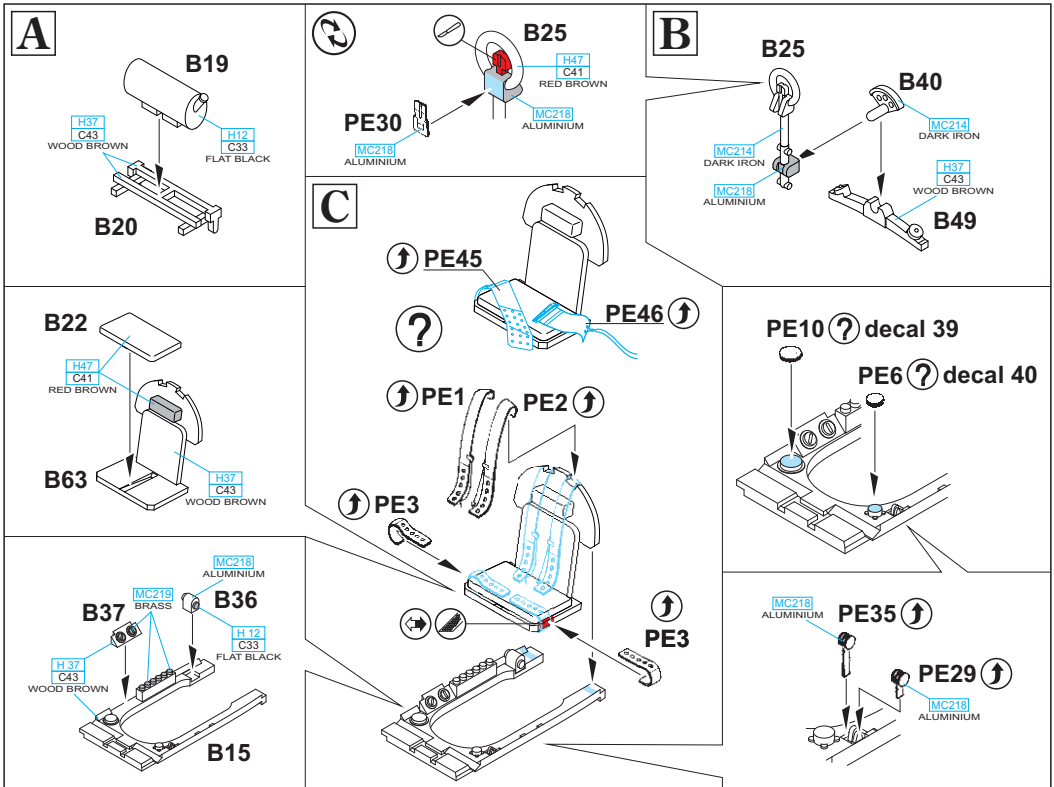


色

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

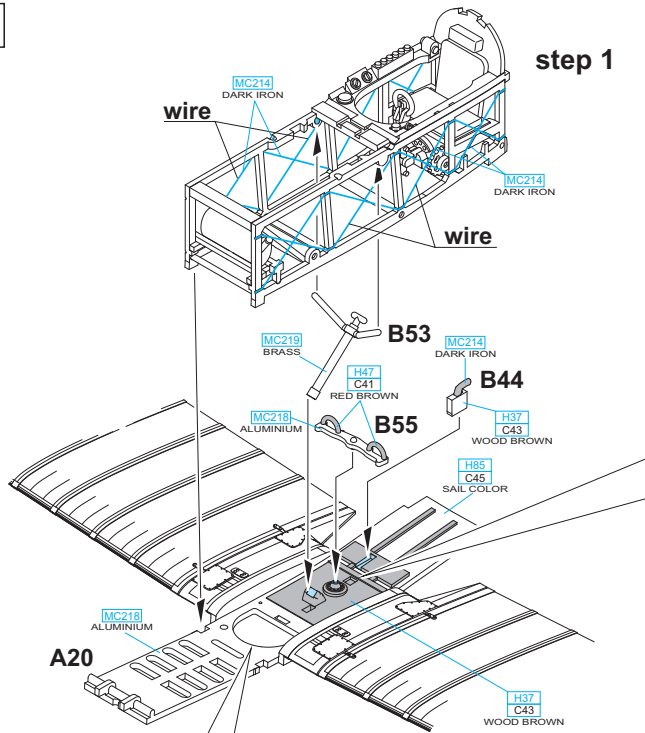
AQUEOUS	Mr.COLOR	
L147	C41	RED BROWN
L151	C11	LIGHT GULL GRAY
L178	C39	SAND
L195	C45	SAIL COLOR
L139	C398	GREEN
L146	C41	BROWN

Mr.METAL COLOR		
M214		DARK IRON
M218		ALUMINIUM
M219		BRASS

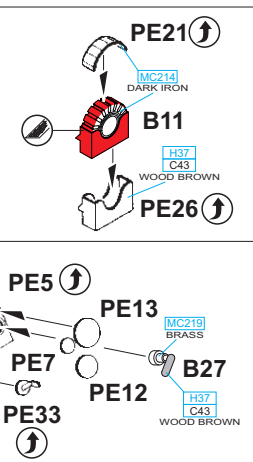
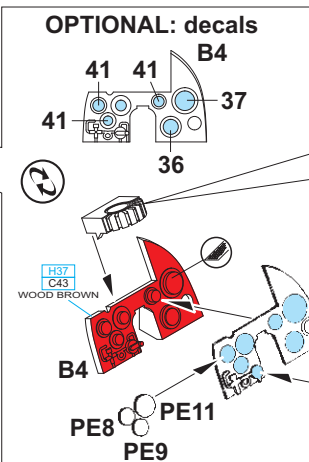
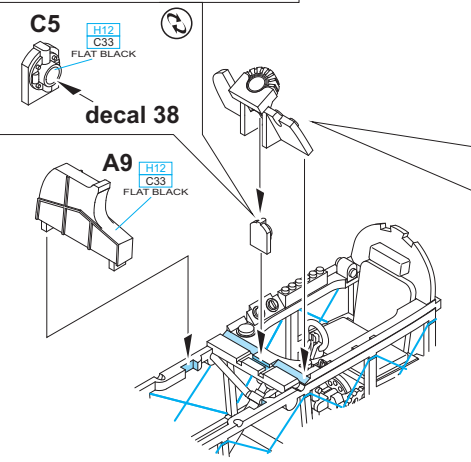
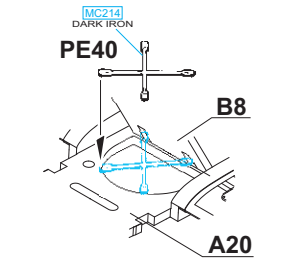
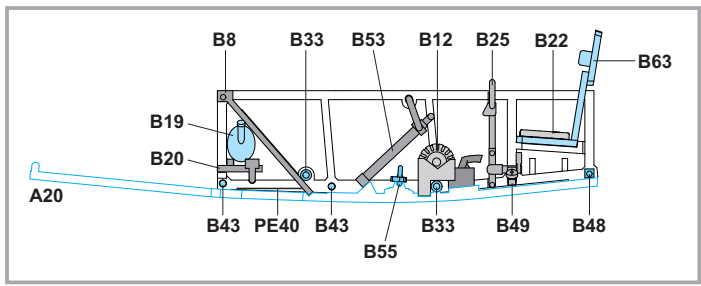
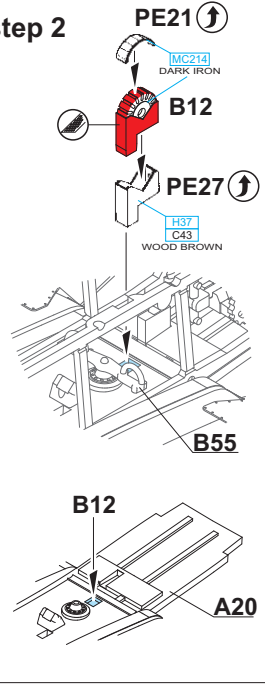


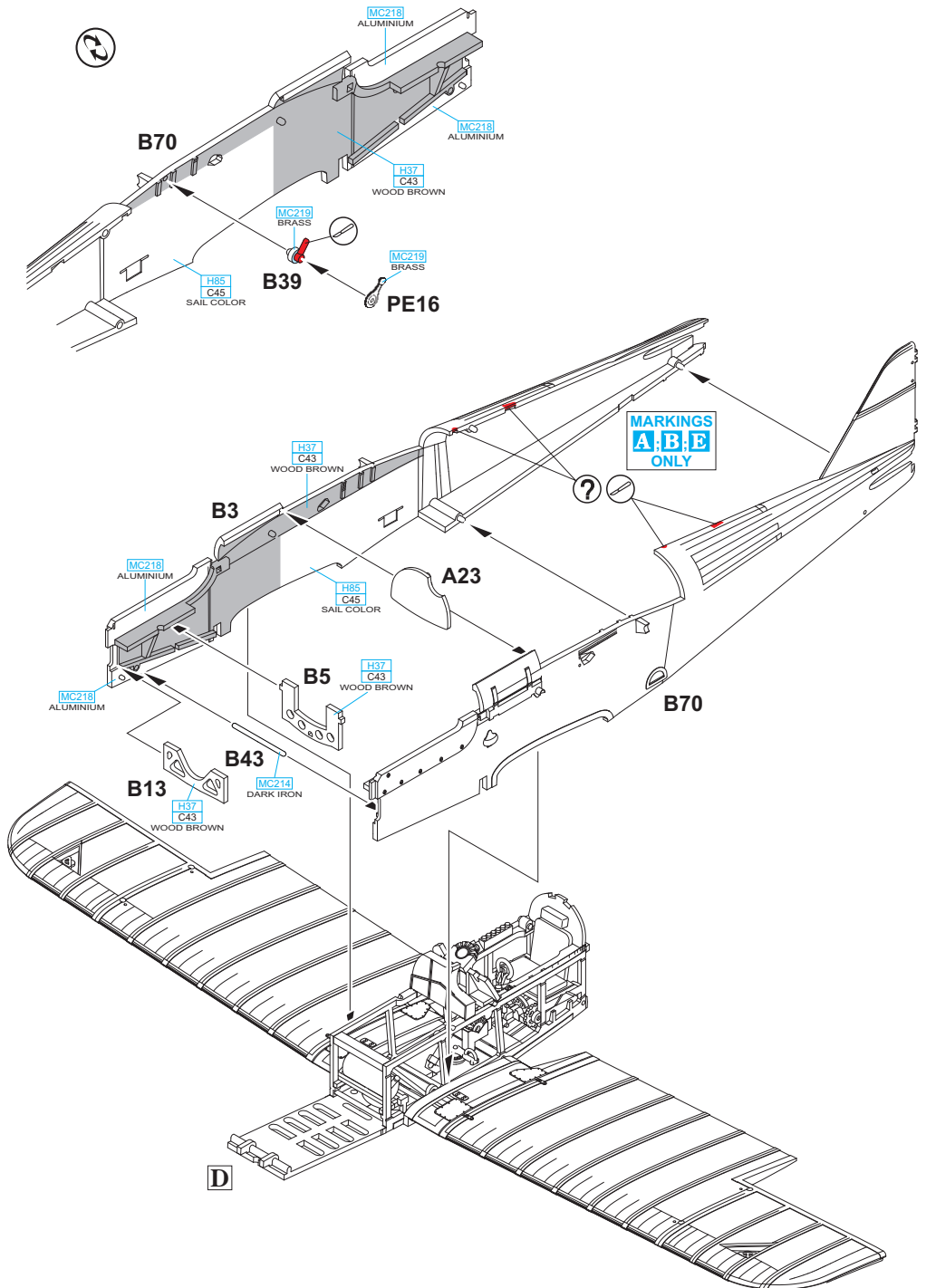
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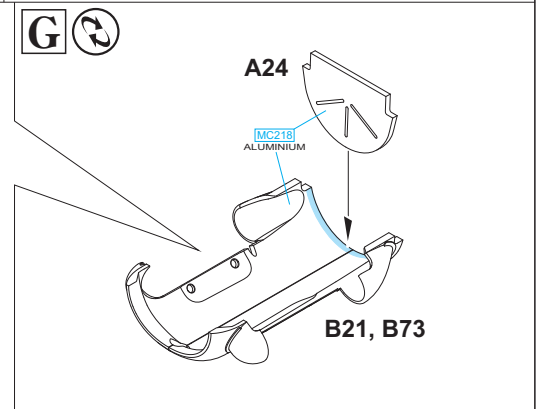
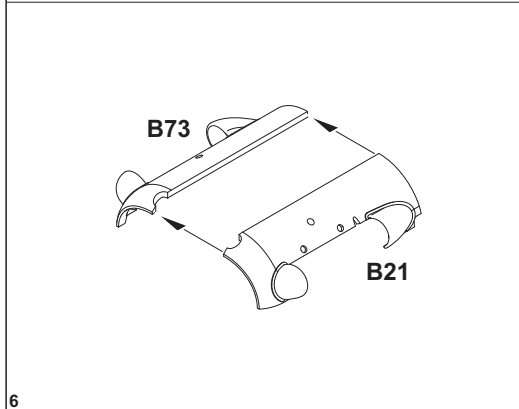
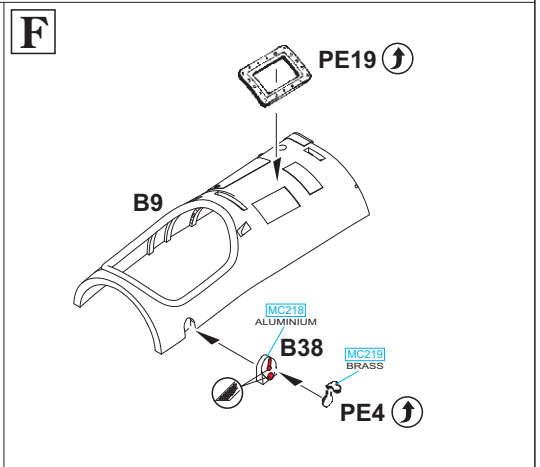
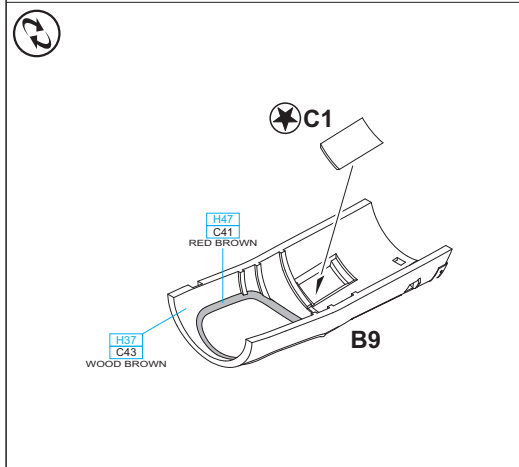
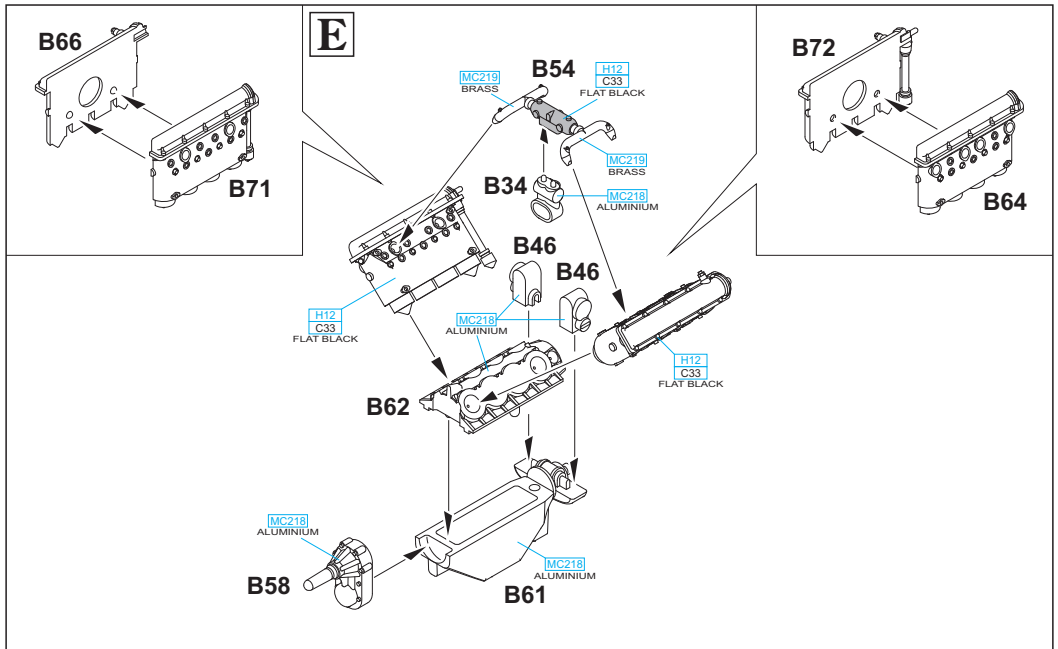
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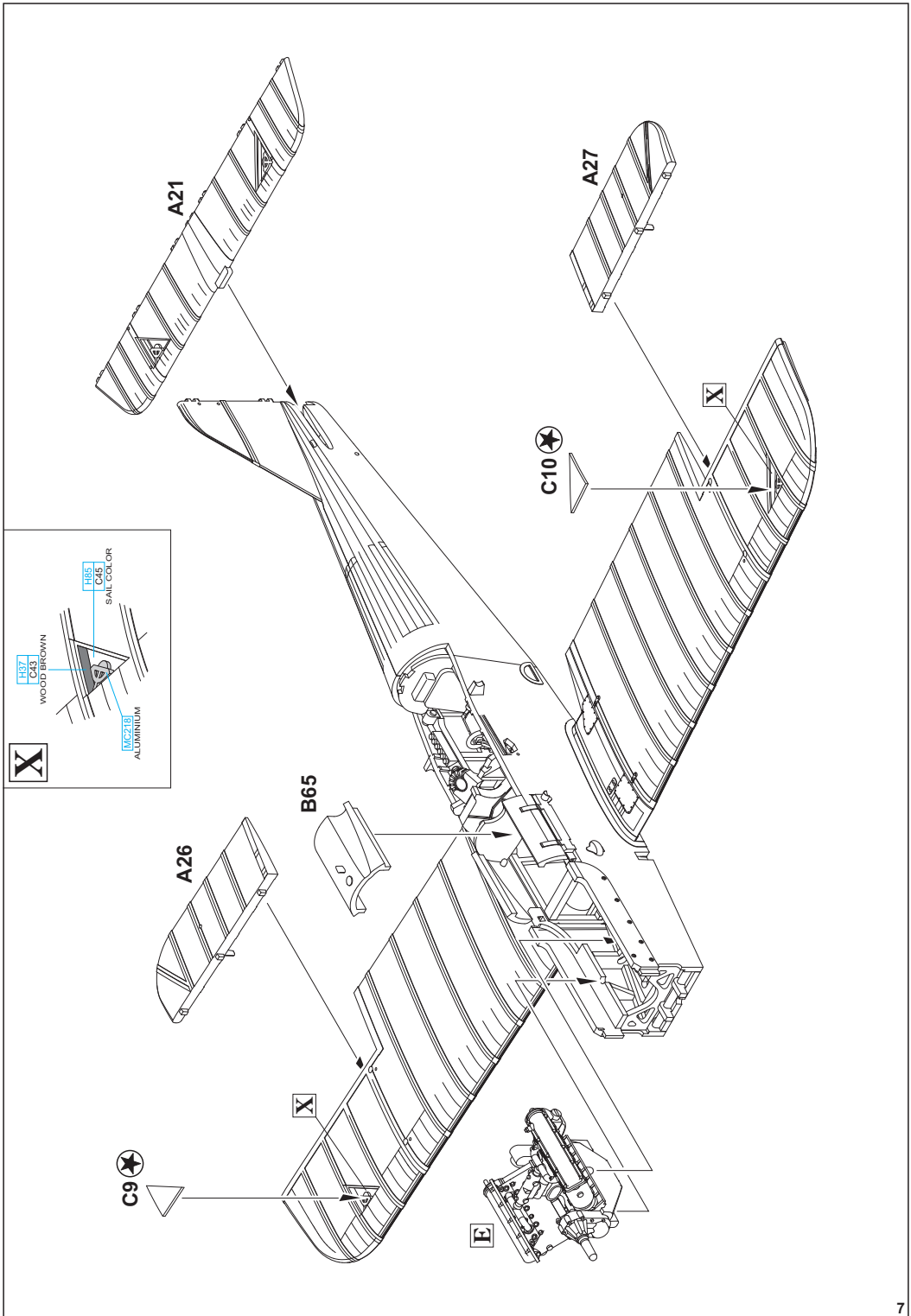


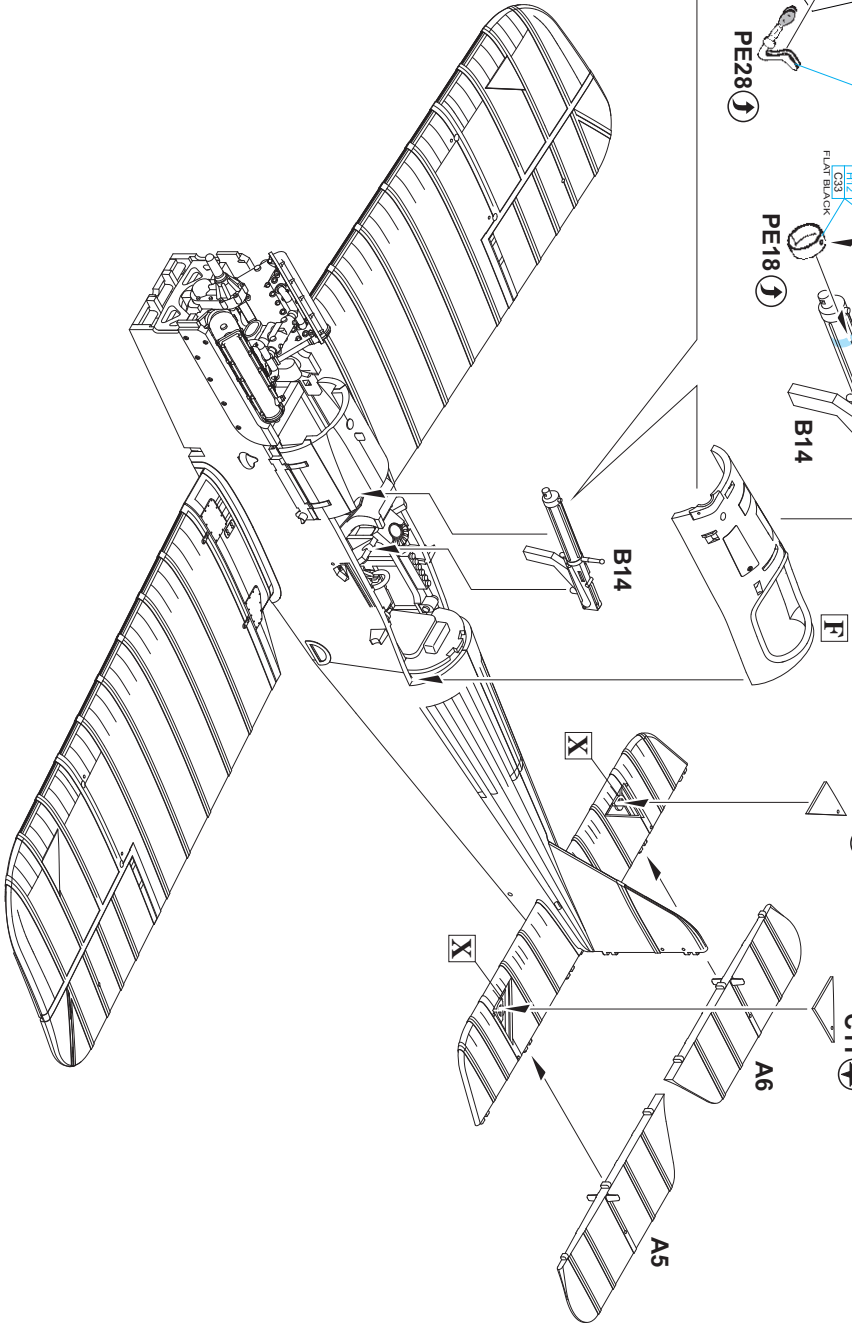
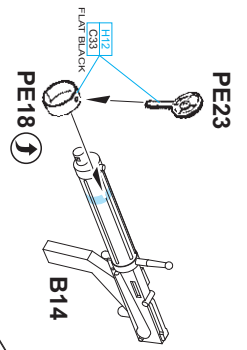
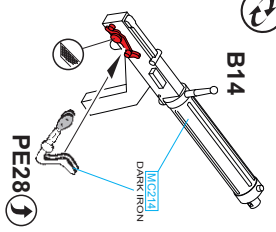
step 2













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

C3 - MARKING **A**

C2

?

C3

PE22

PE31

112  
133  
FLAT BLACK

C4

PE17

fill

G

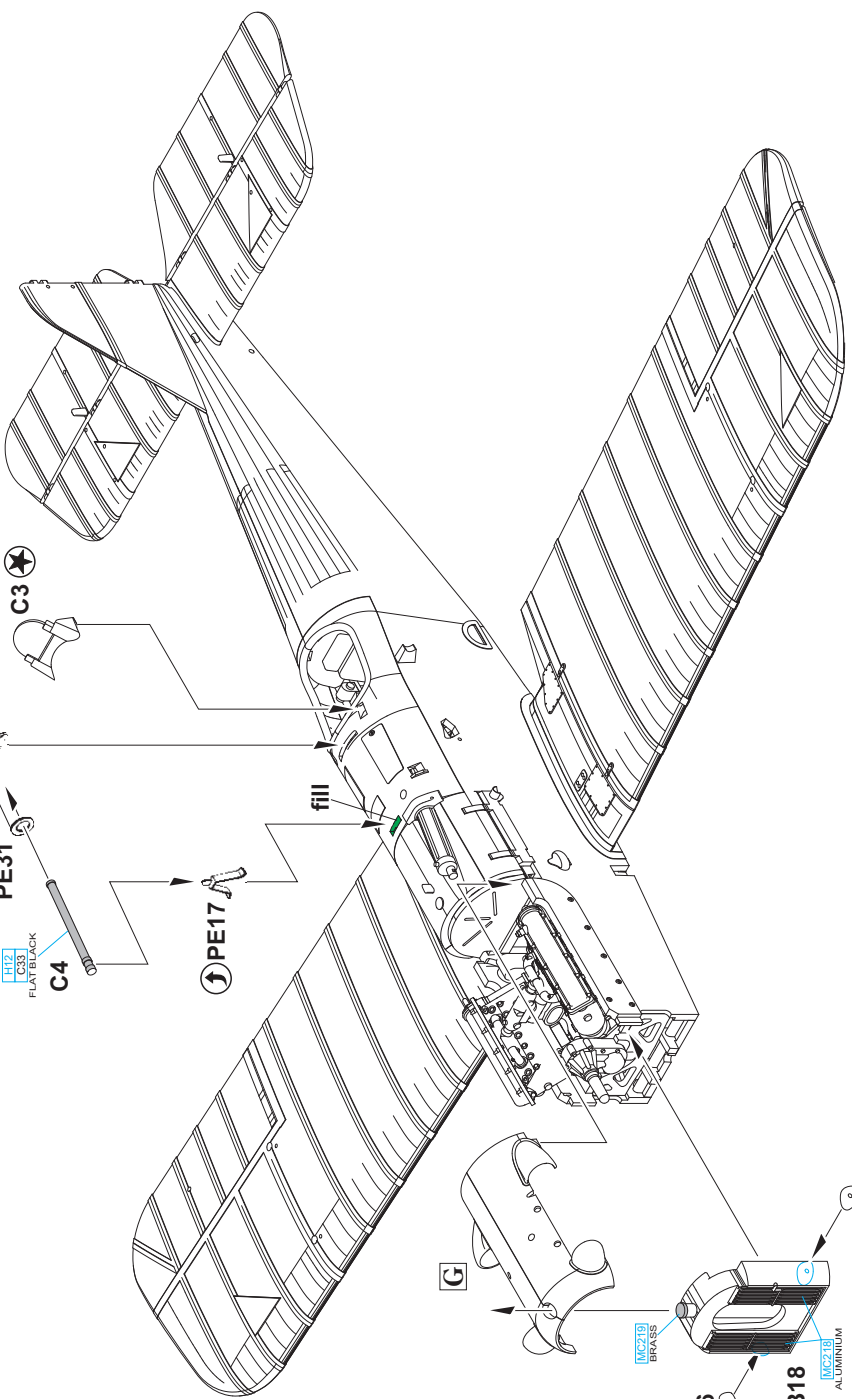
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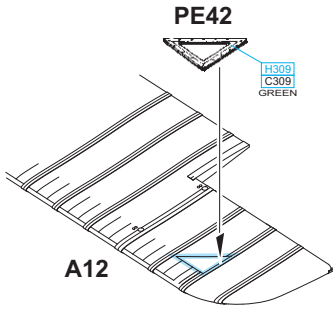
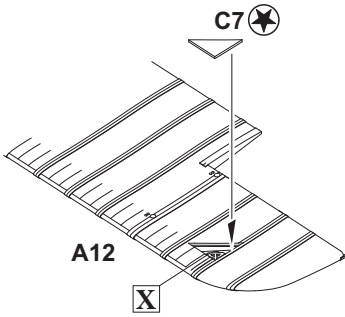
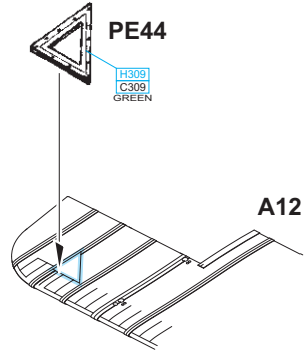
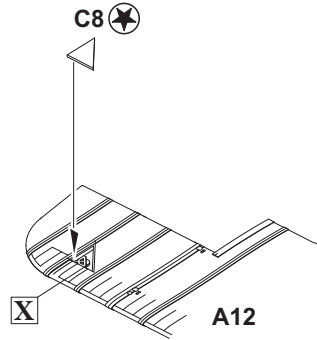
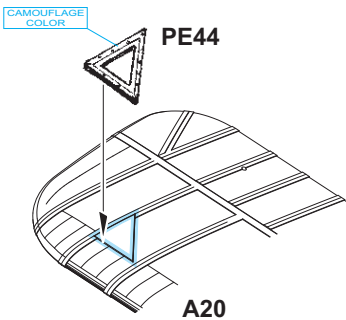
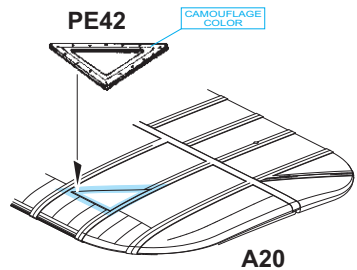
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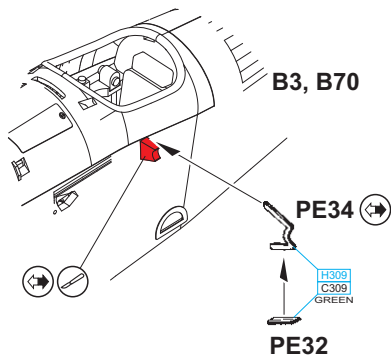
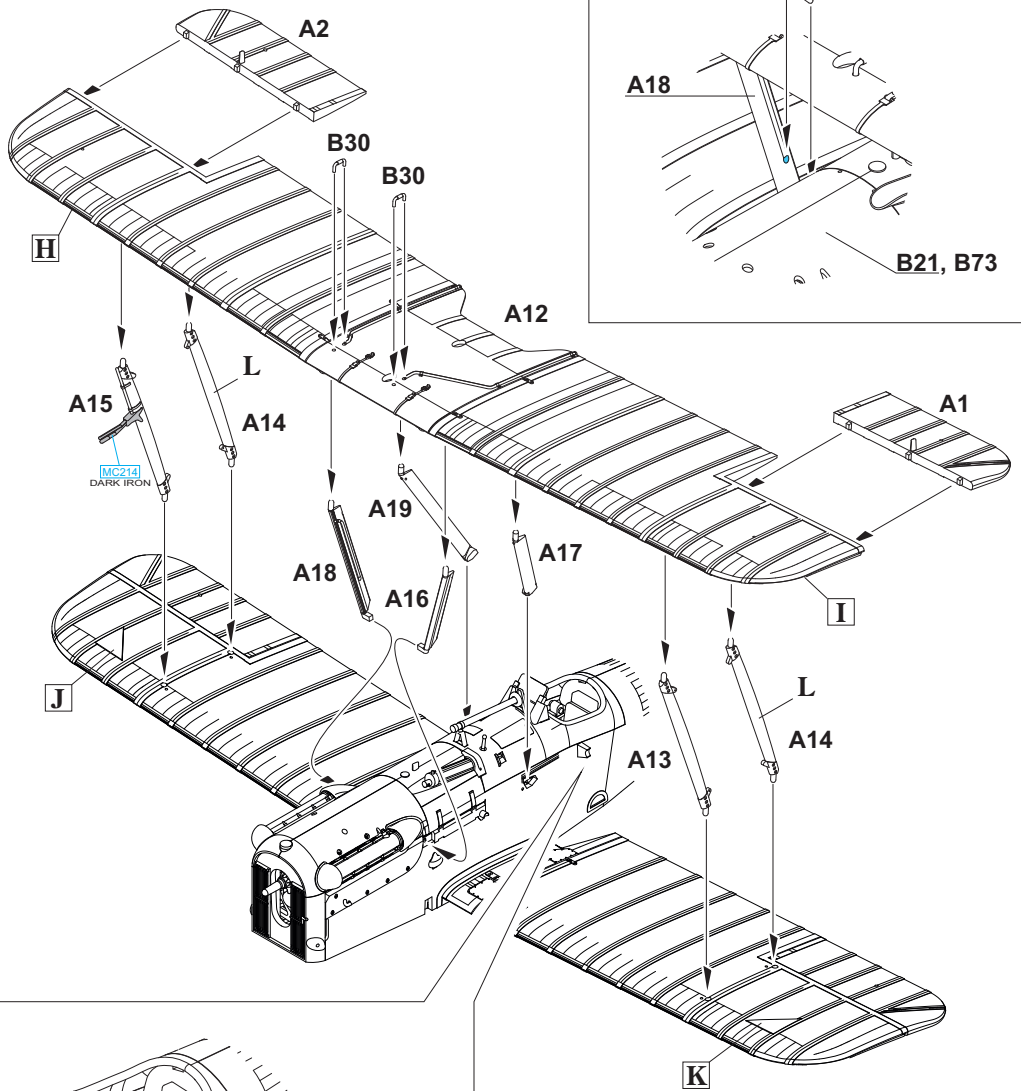
B24

10216  
BRASS

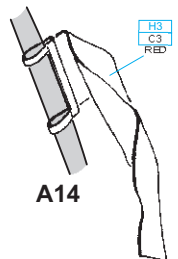
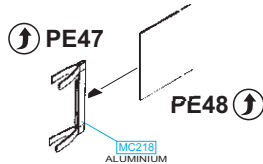
10218  
ALUMINIUM

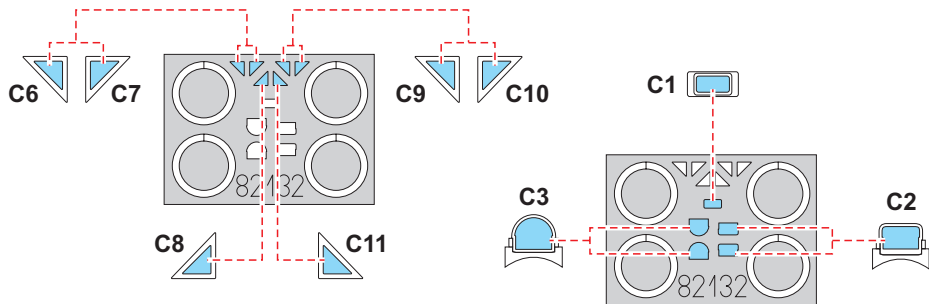
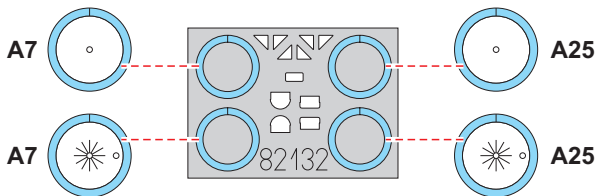


**H****I****J****K**

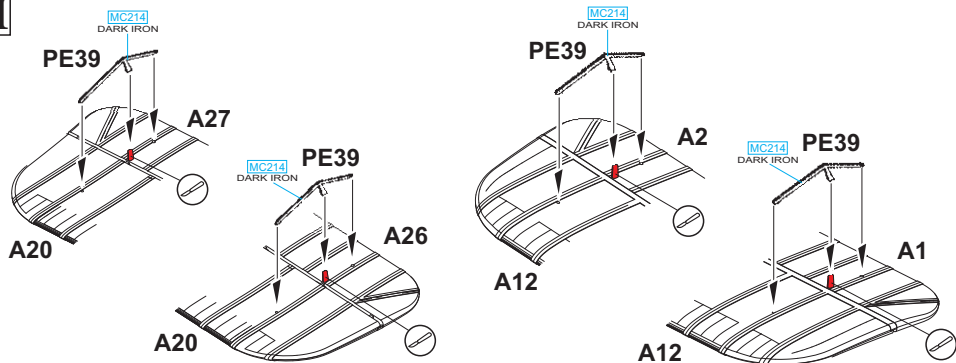


**L** MARKING **B** ONLY  
2 pcs.

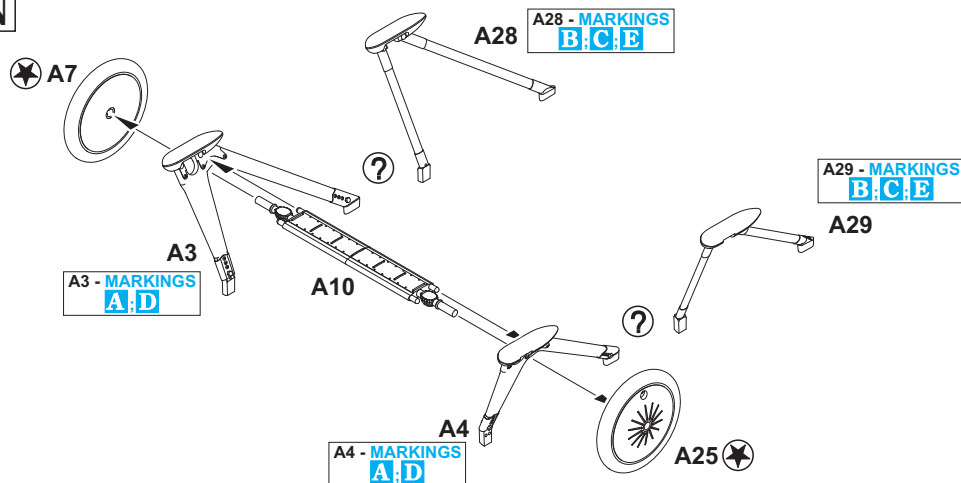


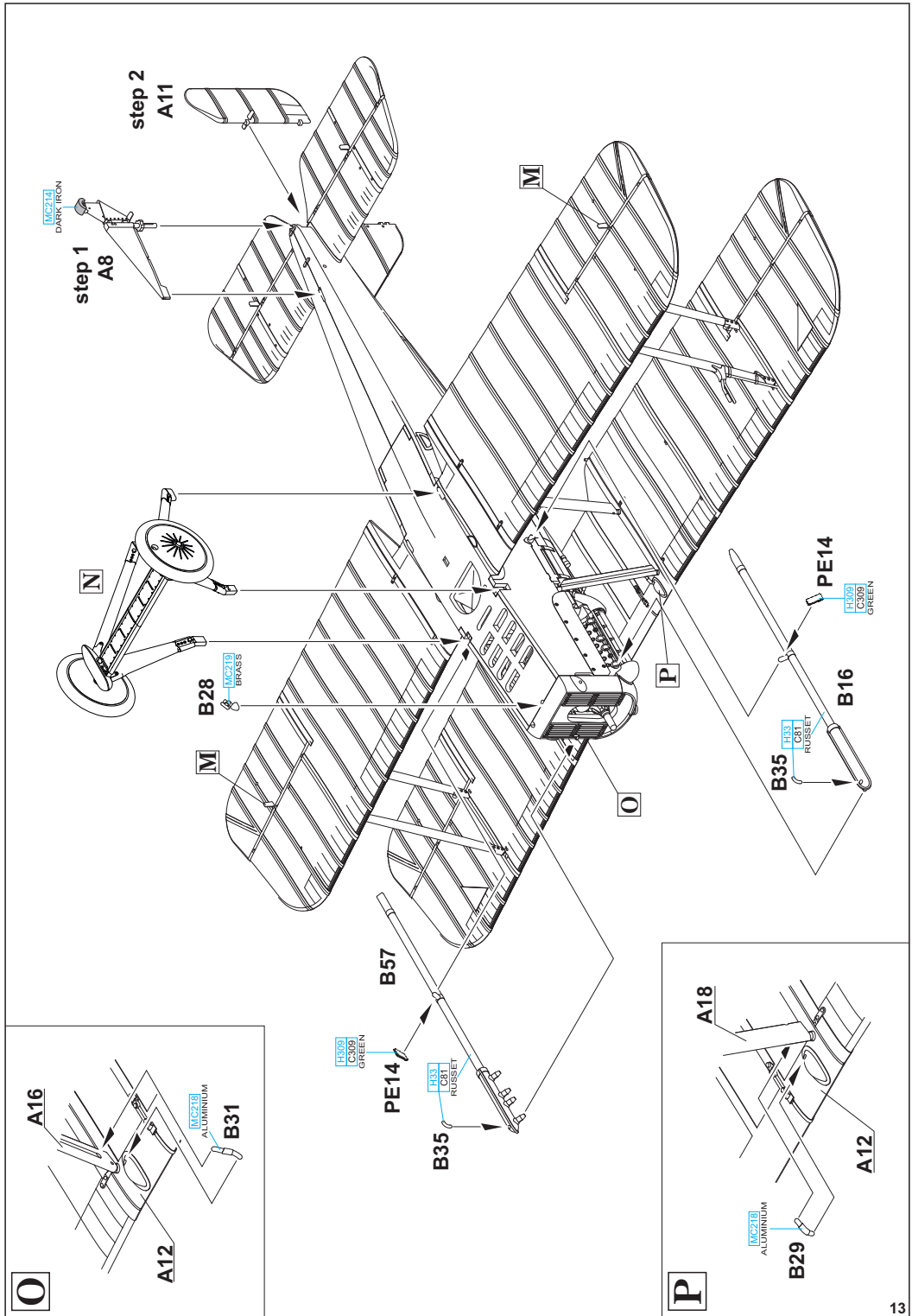


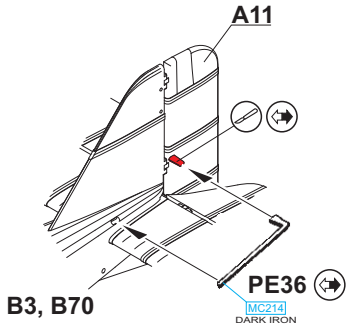
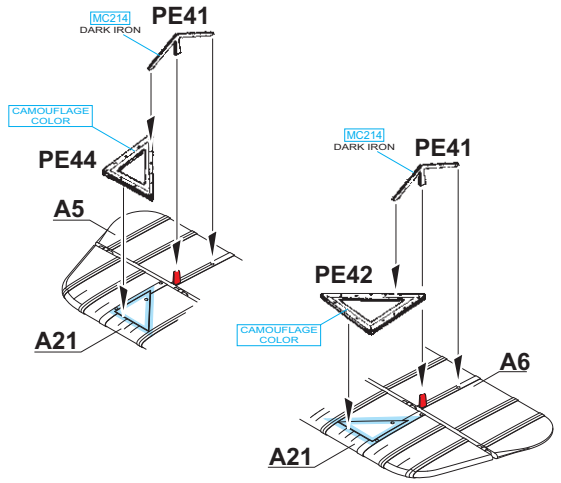
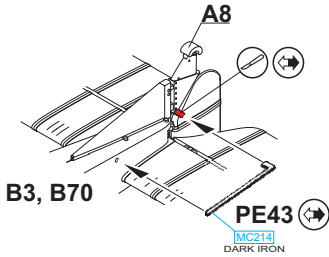
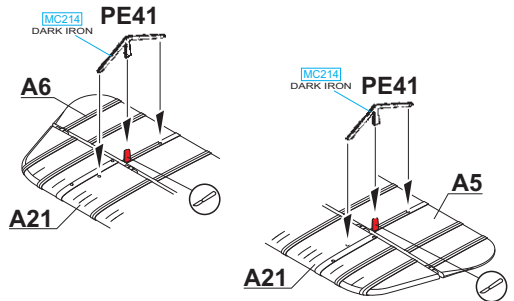
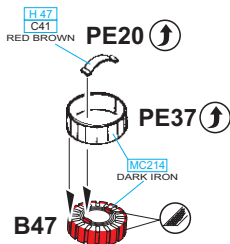
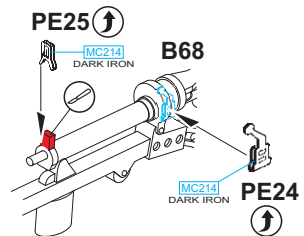
**M**

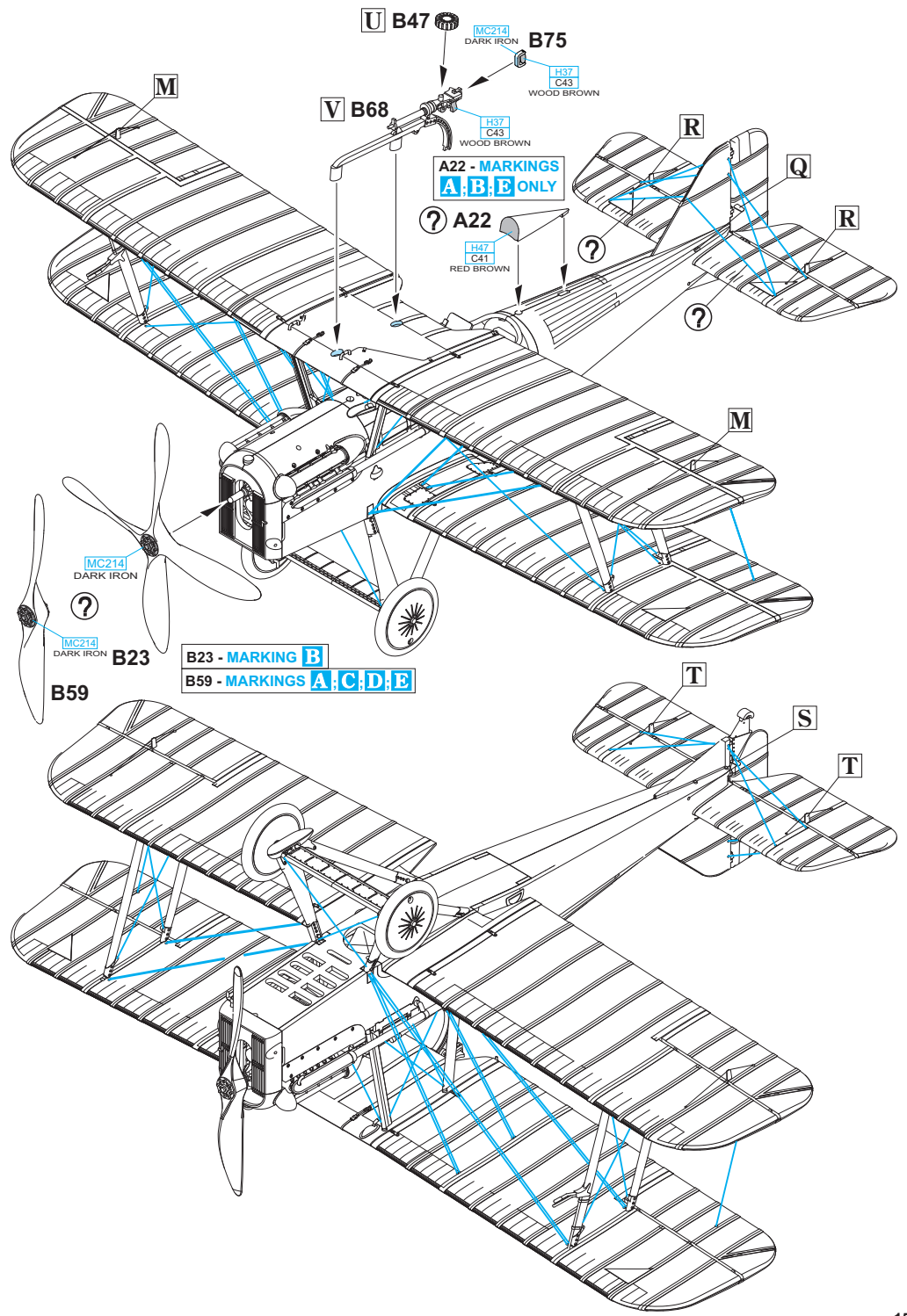


**N**





**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

B59

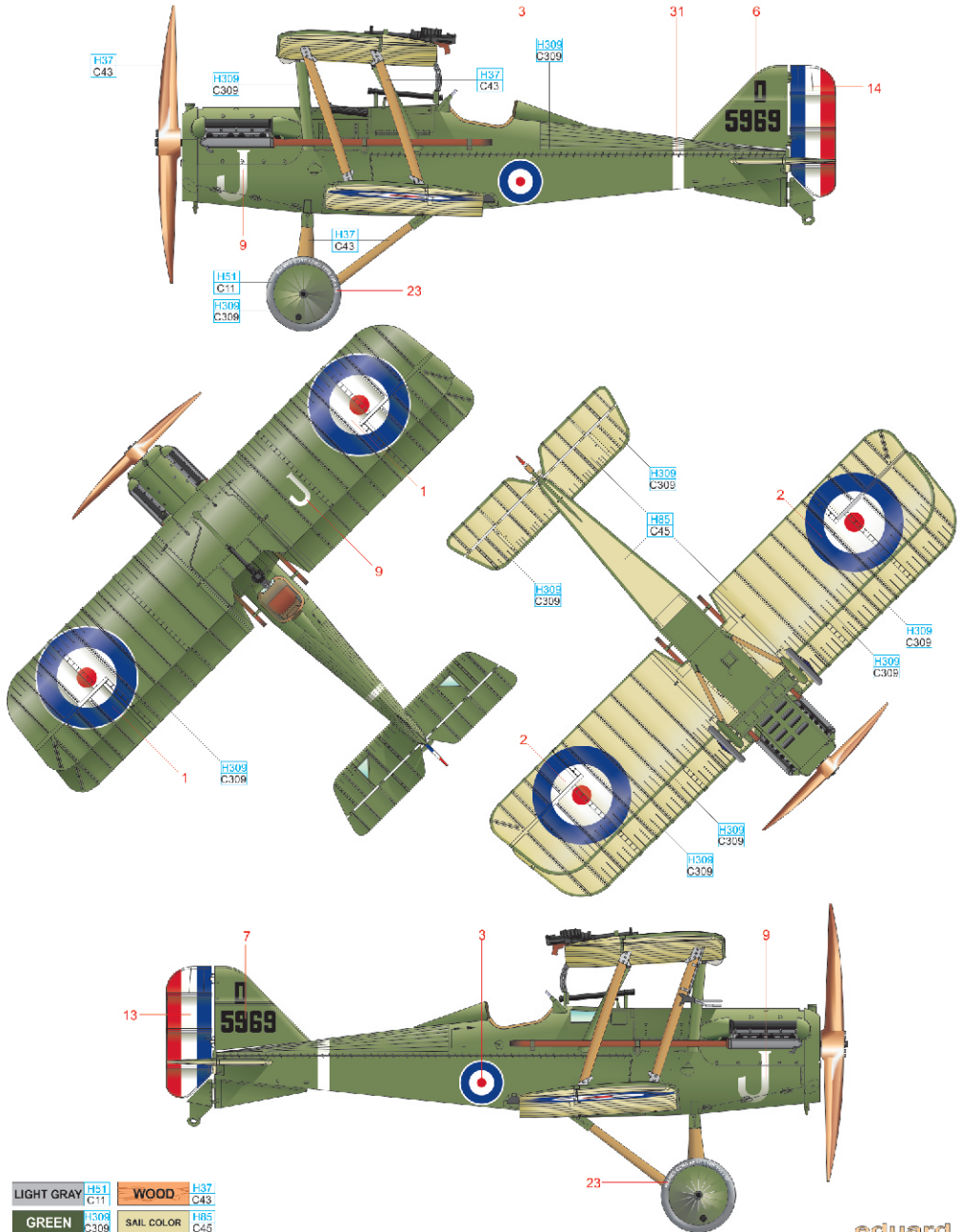
T

S

T

# A D5969, Lt. C. H. R. Lagesse, 29. squadrona, St. Omer, Francie, červen 1918

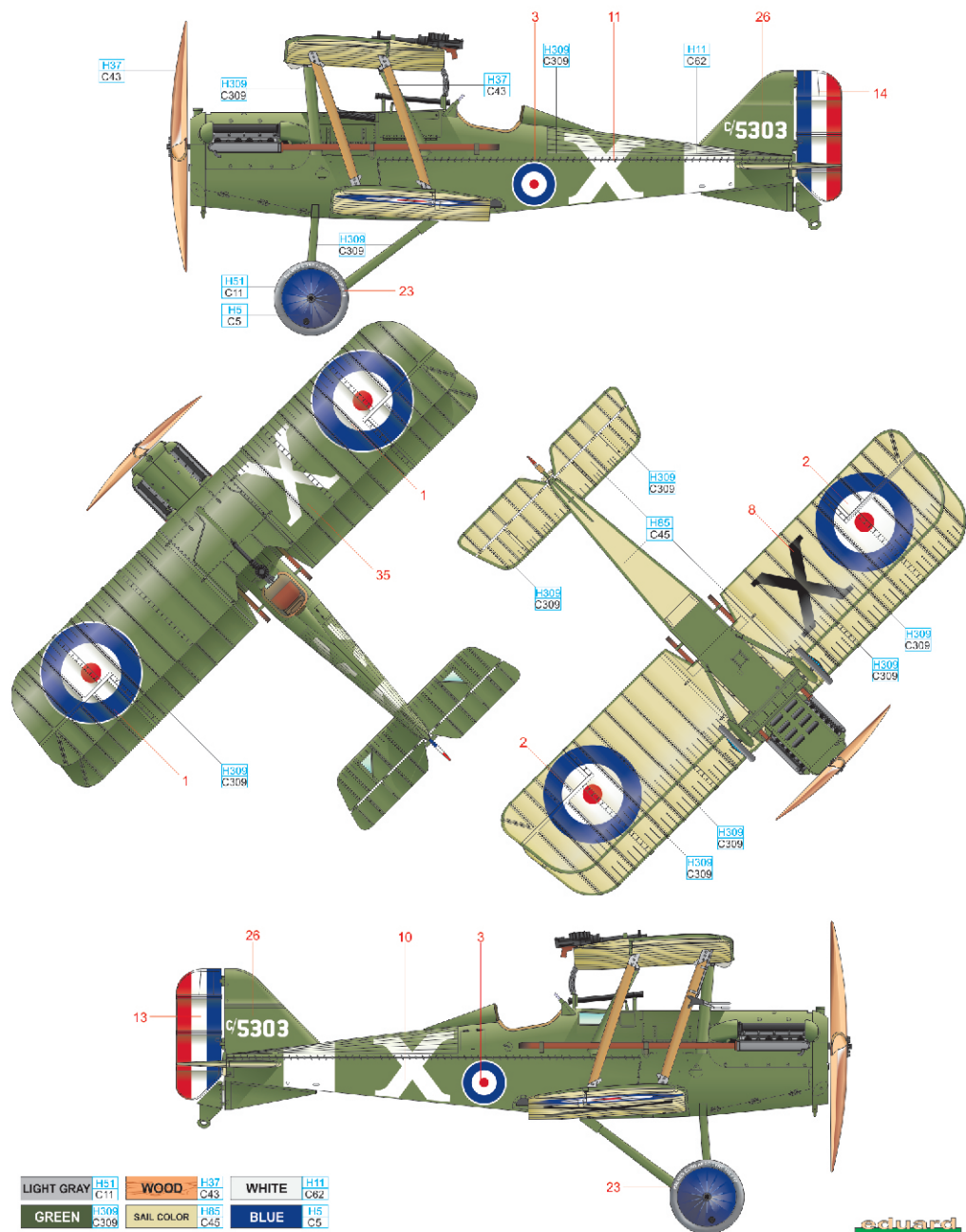
Kanaďan Camille Henri Raoul Lagesse se narodil v lednu 1883 v Quatre Bornes na ostrově Maurícius, kde také vystudoval Royal College. V dalším studiu pokračoval na univerzitě ve francouzském Bordeaux, po jejímž dokončení pracoval v cukrovaru a v roce 1916 vstoupil v Anglii do řad 26th London Regimentu, ale již v červenci 1917 byl přesunut k Royal Flying Corps. Po ukončení výcviku následovala od března 1918 služba u 29. squadrony, v jejichž řadách bojoval až do konce války. Dosáhl celkem 20 vítězství a byl vyznamenán DFC (2x) a Croix de Guerre. Lt. Lagesse, jehož přezdívka byla Largearse (Velká prdel) na tomto stroji skóroval celkem pětkrát, jednou z jeho obětí se 6. června 1918 stal Lt. H. Schultz od Jasta 18 pilotující Fokker D.VII, jehož Lt. Lagesse donutil k přistání a následnému zajetí. Horní a boční plochy byly zbarveny khaki barvou, označovanou PC 10. Spodní plochy zůstaly v barvě plátna. PC 10 částečně zasahovala v podobě lemu také na spodní plochy.





## B C5303, Lt. L. N. Franklin, 56. squadrona, Baizieux, Francie, březen 1918

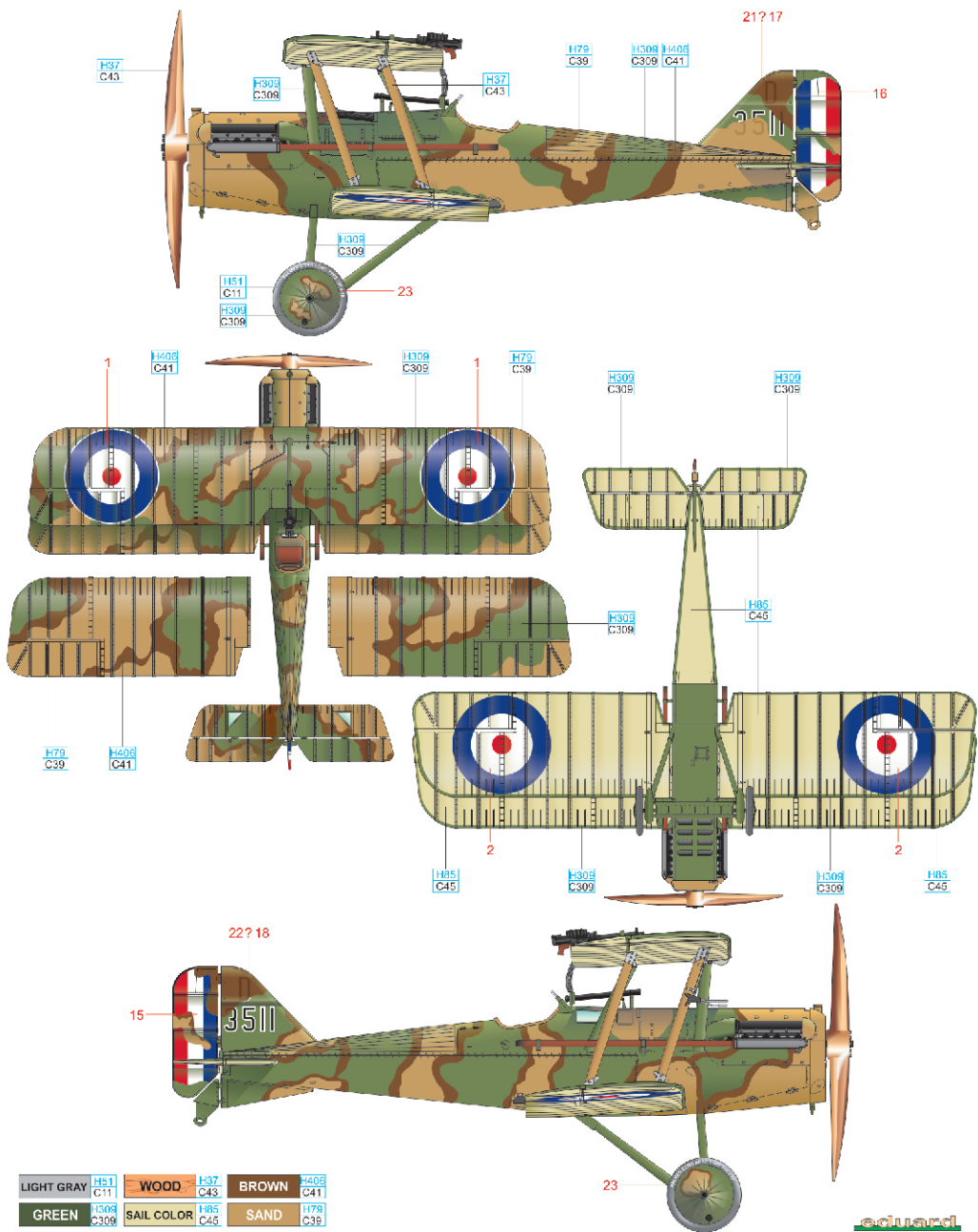
Personál slavné 56. squadrony v době Velké války netvořila pouze esa se zvučnými jmény, jako byli James McCudden, Arthur Rhys Davids či Albert Ball, ale také piloti, kteří dosáhli menšího počtu sestřelů. Jedním z nich byl Lt. L. N. Franklin, jež během bojů ve Francii sestřelil celkem čtyři nepřátelská letadla. Jeho osud se naplnil 14. července 1918. Během útoku na průzkumný LVG typ C byl sestřelen a naposledy spatřen, jak jeho letadlo padá v plamenech poblíž Hendecourtu ve Francii. Stroj, na němž Lt. Franklin dosáhl svého druhého sestřelu, nesl standardní kamufláž SE.5a, tvořenou barvou označovanou PC10 na horních a bočních plochách, spodní plochy zůstaly v barvě plátna. Stíhačky 56. squadrony nesly od konce září 1917 až do konce března 1918 označení v podobě širokého bílého pruhu okolo zadě trupu (nebyl namalován na spodní části trupu). Stylizované bílé písmeno X se opakovalo na vrchní ploše horního křídla a na spodní straně dolního křídla pak v černé barvě.



LIGHT GRAY	H51 C11	WOOD	H37 C43	WHITE	H11 C82
GREEN	H309 C309	SAIL COLOR	H85 C45	BLUE	H5 C5

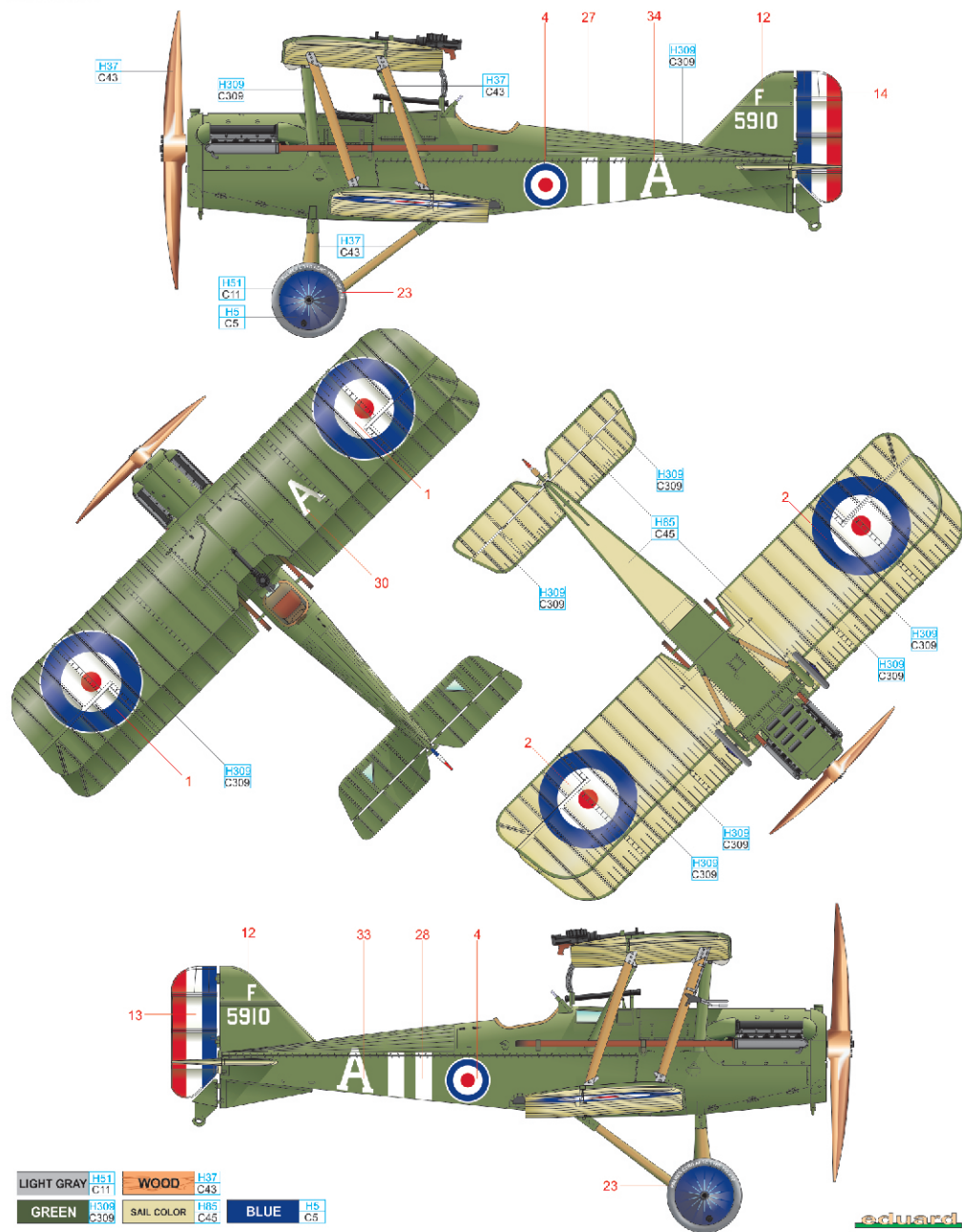
# C D3511, Maj. R. S. Dallas, 40. squadrona, letiště Bruay, Francie, květen 1918

Roderick Stanley Dallas DSO & bar, DSC, Croix de Guerre avec Palme se narodil 30. července 1891 v Mount Stanley nedaleko města Esk v Queenslandu v Austrálii. Po odmítnutí vstupu do RFC vstoupil do RNAS a po ukončení výcviku byl na konci roku 1915 zařazen do stavu 1st Naval Wingu, jehož velitelem se stal 14. června 1917. Ještě před sloučením Royal Flying Corps a Royal Naval Air Service do Royal Air Force v dubnu 1918 byl jmenován velitelem 40. squadrony RFC vyzbrojené stíhacími SE.5a. Dne 1. června 1918 se mu stalo osudným setkání se třemi Fokkery Dr.I od Jasta 14, kdy byl sestřelen Lt. Johannesem Wernerem. V té době měl na kontě oficiálně 39 vítězství (některé zdroje uvádějí 32), což jej řadí na druhé místo mezi australskými piloty. Standardní kamufláž SE.5a byla na stroji velitele 40. squadrony na horních a bočních plochách doplněna poli čokoládově hnědé (PC12) a okrově žluté. Částečně přetřena byla i sériová čísla, kokardy byly ponechány pouze na křídlech.



## D F5910, Lt. W. G. Claxton, 41. squadrona, Lealvillers, Francie, únor 1918

Lt. William Gordon Claxton DSO, DFC & bar se narodil v červnu 1899 ve městě Gladstone v kanadské provincii Manitoba. Ve svých osmácti letech narukoval k RFC, na kanadské půdě prodělal výcvik a v březnu 1918 byl odvelen do řad 41. squadrony pusobící ve Francii. Mezi 27. květnem a 13. srpem dosáhl celkem 37 vítězství. Pro svůj kříd v bitevní vřavě si brzy vysloužil přezdívku Dozy (ospalý). Dne 17. srpna 1918 v boji proti Fokkerům D.VII od Jasta 20 východně od Wervicu se stal v pořadí druhým sestřelem (z celkem padesáti) budoucího esa Lt. Johannesse Gildermeistersa. S těžkým poraněním hlavy přistál za nepřátelskou linií, kde mu v nemocnici rychlým zákrokem německý lékař zachránil život. Po válce se živil jako novinář. Zemřel 28. září 1967 v Torontu. Stroje 41. squadrony byly od 22. března 1918 označovány dvěma bílými vertikálními pruhy za trupovou kokardou a stroje letky A nosily modré disky kol. Individuální označení stroje písmenem se v bílé barvě opakovalo na vrchní ploše horního křídla.



# E C9539, Capt. H.G. Forrest, 2. squadrona Australian Flying Corps, Savy - Berlette, Francie, březen 1918

Australské eso Henry Garnet Forrest DFC se narodil 5. prosince 1895 v Brunswicku, Melbourne v Austrálii. V roce 1915 vstoupil do australské armády a v řadách 23rd Infantry Batalionu se zúčastnil Bitvy o Gallipoli. V dubnu 1917 vstoupil do řad Australian Flying Corps a po výcviku sloužil postupně u 32. a 43. squadrony. Dne 6. srpna 1917 byl zraněn a po doléčení byl zařazen do stavu 2. squadrony AFC, u níž zaznamenal jedenáct sestřelů a u této jednotky se dočkal konce války. Po válce demobilizoval a zemřel 3. prosince 1945 v Caulfieldu v Austrálii. Capt. Henry Forrest, přezdívaný Rusty, dosáhl všech jedenácti sestřelů na tomto stroji, kamuflovaném standardními barvami. Stroje 2. AFC nosily v tomto období předčasmi plochami symbol bílého bumerangu, bílé písmeno stroje se opakovalo i na horní ploše vrchního křídla.

