BRITISH SE-5 SCOUT
ASSEMBLY INSTRUCTIONS
103

BEFORE ASSEMBLING THE SE-5A SCOUT CAREFULLY STUDY SKETCH AND PLACE ALL PARTS ON WORK TABLE AS INDICATED.
IMPORTANT—APPLY CEMENT TO INSIDE SURFACES ONLY. AVOID GETTING CEMENT ON OUTER SURFACES OF PLANE SECTIONS. USE CEMENT VERY SPARINGLY AND AVOID GETTING CEMENT ON HANDS, SO AS NOT TO MAR OR SMEAR PLASTIC SURFACES.
IN ORDER TO OBTAIN MAXIMUM STRENGTH AND NEATNESS, IT IS SUGGESTED THAT ALL CEMENTED SUB-ASSEMBLIES BE GIVEN AMPLE TIME TO DRY BEFORE FURTHER HANDLING. DO NOT HURRY. WORK CAREFULLY AND PATIENTLY.
FOR BEST RESULTS ASSEMBLE PLANE EXACTLY IN THE ORDER INDICATED.

1. Cement ENGINE HALVES together by applying cement sparingly along inside surfaces of HALVES, being careful not to get any cement near or around PROPELLER SHAFT HOLE at front end of ENGINE. Before joining HALVES together be sure to locate PROPELLER SHAFT into proper position in hole at front end of ENGINE, as indicated in sketch. Set aside to dry.

2. Cement PILOT to SEAT by applying cement to seat and back of PILOT—Place PILOT on seat and allow to dry.

3. Cement PILOT and SEAT ASSEMBLY to RIGHT FUSELAGE HALF by applying cement along RIGHT SIDE of SEAT and at top end of back of SEAT and locating same in FUSELAGE so that right bottom side of SEAT rests on RIB on inside of FUSELAGE and back of SEAT rests against back end of COCKPIT, as indicated in sketch. Allow to dry.

4. Cement INSTRUMENT PANEL to RIGHT FUSELAGE HALF by applying cement to right side of INSTRUMENT PANEL and locating same in FUSELAGE so that right side of PANEL rests against back side of RIB on inside of FUSELAGE, as indicated in sketch.

5. Cement FUSELAGE HALVES together by applying cement along inside edges of RIGHT FUSELAGE HALF, joining HALVES together, and holding firmly for about one minute to allow cement to set.

6. Assemble ENGINE and RADIATOR to FUSELAGE as follows: Insert ENGINE into FUSELAGE through open end so that PROPELLER SHAFT protrudes at front end. Then, apply cement very sparingly along inside edges of RADIATOR and locate at front end of FUSELAGE with the PROPELLER SHAFT passing through the small hole near top of RADIATOR, as indicated in sketch.

7. Cement PROPELLER to PROPELLER SHAFT by applying a small drop of cement to end of PROPELLER SHAFT and inserting same into corresponding hole in PROPELLER.

8. Cement COOLING LOUVER PANEL to FUSELAGE by applying cement sparingly to inside edges of opening in underside of front end of FUSELAGE and placing LOUVER PANEL over opening with round plug on PANEL towards tail of PLANE, as indicated in sketch.

9. Cement Left and Right EXHAUST MANIFOLDS to ENGINE by applying cement to flat side of MANIFOLDS and placing same on ENGINE through openings in left and right sides of FUSELAGE, as indicated in sketch.

10. Cement "VICKERS" MACHINE GUN to FUSELAGE by applying a small drop of cement to recessed area in left side of FUSELAGE directly behind EXHAUST MANIFOLD and locate "VICKERS" MACHINE GUN in recessed area, as indicated in sketch.

11. Cement LOWER WING to FUSELAGE by applying cement to crotch in underside of FUSELAGE—Locate LOWER WING centrally in crotch and press firmly in place. Allow to dry.

12. Cement left and right "FRONT CABANE" STRUTS to FUSELAGE. NOTE: Top ends of "FRONT CABANE" STRUTS are *square* and have pegs for locating in TOP WING—whereas top ends of "REAR CABANE" STRUTS are *beveled* and also have pegs for locating in TOP WING. Apply cement to bottom ends of "FRONT CABANE" STRUTS and locate same in recessed steps in sides of FUSELAGE directly behind ENGINE MANIFOLDS, as indicated in sketch. Hold firmly in place for about 30 seconds to allow cement to set.

13. Using the same procedure, cement "REAR CABANE" STRUTS to FUSELAGE by applying cement to bottom ends of "REAR CABANE" STRUTS and locating same into recessed steps in sides of FUSELAGE directly in front of COCKPIT. Note:—If assembled on correct side, "REAR CABANE" STRUTS should lean slightly towards nose of PLANE and *beveled* top will be approximately parallel with center line of FUSELAGE.

14. Cement "INTERPLANE" STRUTS to LOWER WING by applying a small drop of cement to pegs on one end of STRUTS and inserting same into corresponding holes in LOWER WING. Note:—Pegs on ends of "INTERPLANE" STRUTS lean away from axis of STRUTS. Assemble so that STRUTS lean towards front of PLANE.

15. Assemble TOP WING to STRUTS as follows: Place TOP WING upside down on work table and apply a very small drop of cement to each of the holes in WING and, while holding FUSELAGE upside down, carefully insert, one at a time, pegs on ends of STRUTS into corresponding holes in TOP WING. Hold firmly in position until cement has had time to set.

16. Cement HORIZONTAL STABILIZERS to FUSELAGE by applying cement to TABS on STABILIZERS and inserting same into corresponding slots located at tail of FUSELAGE. Allow to dry.

17. Place PLANE in upside down position and cement LEFT and RIGHT LANDING GEAR STRUTS to FUSELAGE by applying cement to pegs on ends of STRUTS and locating same into corresponding holes in underside of LOWER WING and slots in underside of FUSELAGE, as indicated in sketch. Allow to dry.

18. Cement "AUXILIARY PLANE" (SUB WING) to LANDING GEAR STRUTS as follows: Insert AXLES on ends of "AUXILIARY PLANE" into holes at bottom of STRUTS by carefully spreading bottom ends of STRUTS. Apply a small drop of cement to junction points of LANDING GEAR STRUTS and ends of "AUXILIARY PLANE" and hold firmly in proper position for about 30 seconds to allow cement to set.

19. Cement WHEELS to AXLES on "AUXILIARY PLANE" (SUB WING) by applying a small drop of cement to ends of AXLES and locating hole in WHEELS over same. Allow to dry.

20. Cement TAIL SKID to FUSELAGE by applying cement to TAB on SKID and inserting same into corresponding slot in underside of FUSELAGE.

21. Cement "LEWIS" MACHINE GUN to UPPER WING by applying a small drop of cement to pegs on underside of MACHINE GUN and locating same into corresponding holes in top side of UPPER WING, as indicated in sketch.

22. Cement MECHANIC to WHEEL CHOCK and GROUND PANEL by applying cement to peg on bottom of LEFT FOOT of MECHANIC and inserting same into corresponding hole in CHOCK and GROUND PANEL, as indicated in sketch.

23. Cut out sections of DECALS to correspond with markings on PLANE. Read directions on back of DECALS before applying. Allow to dry before any further handling.

If it is desired to further decorate the model by painting, the Cover of the Box in which this Model was packed may be used as a guide both as to color selection and areas to be painted.

CAUTION—Use only those paints which are specified for use on plastics. These paints are available at your local Hobby Shop, Toy Dealer, or Variety Store.

COLOR SCHEME of SE-5A, Serial No. A4871, flown by Capt. James B. McCudden of the 56 Squadron, R.A.F.:

Olive Drab—Fuselage
Upper Surfaces of Wings and Tail Surfaces
Buff—Undersides of Wing and Tail Surfaces

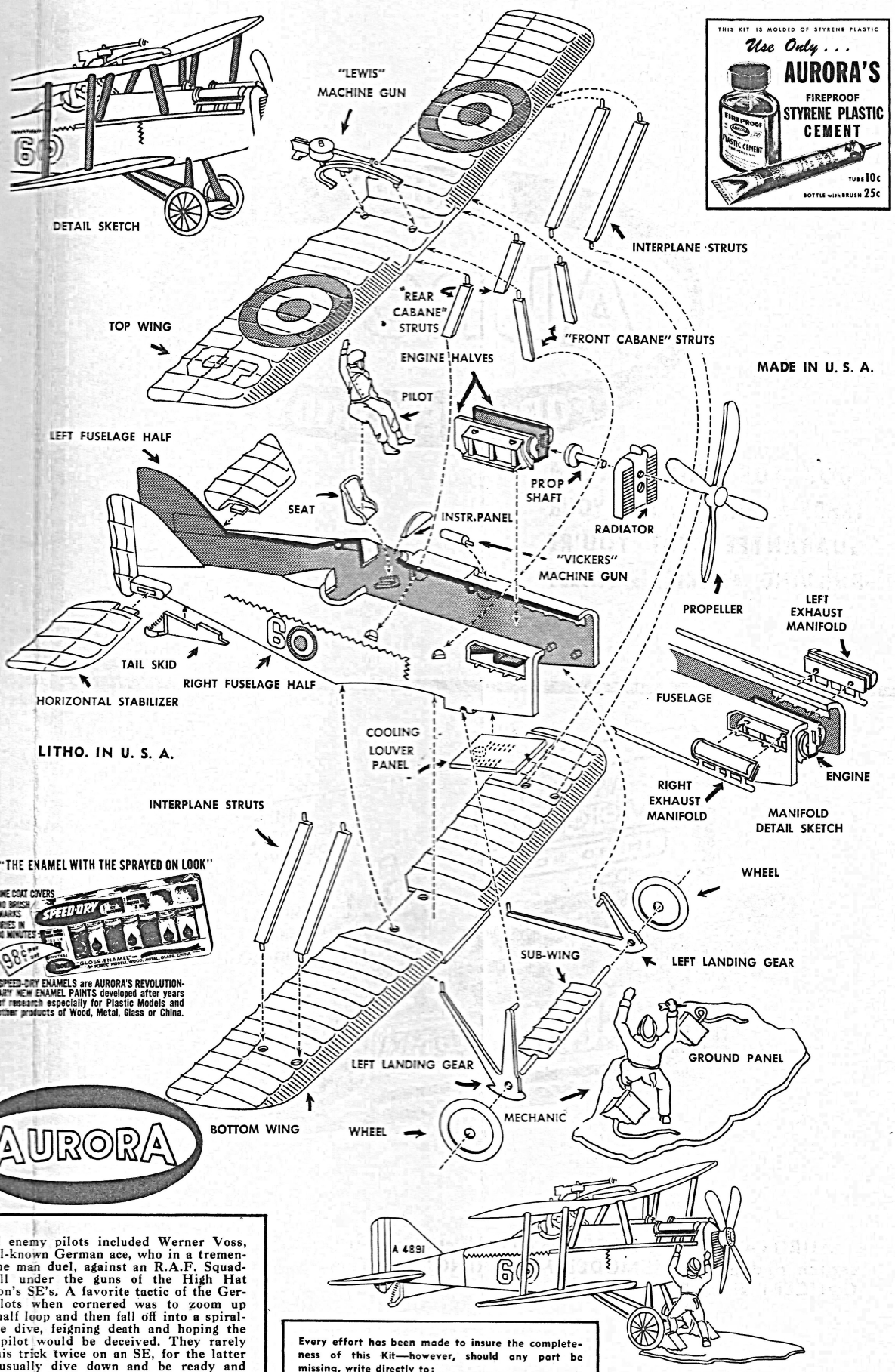
Your completed model may be either shelf mounted or wall mounted. For wall mounting, the underside of this model contains a slot which will accommodate AURORA'S WALL BRACKET which is available at your Dealer's at a nominal cost.

HISTORY OF THE BRITISH SE-5A SCOUT

Designed by H. P. Folland of the Royal Aircraft Factory, the SE-5A (Scouting Experimental No. 5) first appeared over the Western Front on April 23, 1917, and soon proved itself a match for the German Albatross which until then had reigned supreme. The SE-5A was not as highly maneuverable as its counterpart, the Sopwith Camel, but those supporters of the SE claimed that the marked stability it displayed provided a stable gun platform enabling long range, accurate marksmanship, and that the extra speed on the level combined with the remarkable diving and zooming qualities, more than compensated for its deficiencies.

The SE-5A was fitted with a variety of engines: Hispano-Suiza 180 hp, Woolsey "Viper" 180 hp, and Hispano-Suiza 220 hp driving a 4 blade airscrew through reduction gears. The 5A had a maximum speed of 132 mph at 6,500 ft. and climbed at a rate of 765 ft. per min. to a service ceiling of 20,000 ft. Air endurance was 2½ hrs. and the armament consisted of a single fixed Constantinesco synchronized Vickers machine gun mounted above the cowling to the left of the cockpit, and a Lewis machine gun on a Foster mounting above the center section of the top wing fired by a Bowden cable. By October, 1918, 2,973 SE-5 and 5A planes had been delivered, replacing the Nieuport scout biplanes in many squadrons.

Such famous aces as Bishop, McCudden and Mannock scored the majority of their victories while flying these planes. Edward Mannock, of the famous High Hat Squadron, destined to become one of Britain's greatest aces with 72 victories and winner of the Victoria Cross, was of the "grab plenty of altitude and hit 'em hard" school of combat and the S.E. was his favorite since there was not a ship at the Front that could outdive it. The long list of



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downed enemy pilots included Werner Voss, the well-known German ace, who in a tremendous one man duel, against an R.A.F. Squadron, fell under the guns of the High Hat Squadron's SE's. A favorite tactic of the German pilots when cornered was to zoom up into a half loop and then fall off into a spiraling nose dive, feigning death and hoping the Allied pilot would be deceived. They rarely tried this trick twice on an SE, for the latter would usually dive down and be ready and waiting when the German plane pulled out of its false spin.

The SE-5, together with the Camel, was the most famous British scout plane of the Great War, and it was unquestionably the best design from the Royal Aircraft Factory.

Every effort has been made to insure the completeness of this Kit—however, should any part be missing, write directly to:

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ASSEMBLED MODEL