

RAF SE5a

The SE5 and SE5a proved to be amongst the most successful fighter aircraft of WW1. Not only a good fighter but also relatively easy to fly for novice pilots.

The traits of the original come though in the model and I have yet to see a model SE5A that didn't fly well. This one is no exception to that.



FUSELAGE

The fuselage is built as two, separate, basic box structures which are then joined over the plan. The front, sheet sided section forms one, while the rear, built up section is the other

basic box. There are no curves in the longerons as they taper to the tail post so to do it any other way doesn't make sense. This way a straight, square fuselage is almost guaranteed.

Before starting the actual build bind and glue wire C to ply former F2. Use the drawing on the plan to ensure accurate alignment of the wire part.

Assemble parts F2, RT and F4, ensuring the assembly is square. To this glue former F3. Use this assembly to join the two sides (FS1). Ensure all is square and glue in F5.

Bind A, B and D to parts MP but do not glue the bindings or fit them to the fuselage yet.

Checking that you mount it to the correct side, fit the motor to M, packed to give 2 degrees down and right thrust, then glue M in position using epoxy. Glue in place F1.

(If you require motor access, open up the hole in F1 and only attach part N with locating dowels and magnets.)

Build the two rear frames over the drawing and join them (again working over the plan) using the formers and cross braces of 1/8 sq. balsa. Use hard balsa for the longerons.

Still working over the plan, join the front and rear boxes and trim the longerons flush with the sides FS1.

NOW epoxy in place the wire/MP parts, set the angle of D and solder A & B to the axle before gluing the bindings.

(You will need to notch F2 & F4 to clear the binding in order for parts MP to fit properly.)

Glue in place the lower nose 1/8 balsa fill, sheet the top decking and glue in place the stringers. Fit the tail fairing blocks leaving a pace for the fin and sand the fuselage overall.



TAIL SURFACES

These are simply built over the plan using the laser cut parts and strip wood of the sizes shown. Allow to dry, drill and groove the elevators for the wire joiner and sand overall, rounding off the edges. Epoxy the joiner into the elevators, ensuring they remain the correct distance apart and level with each other.

WINGS

Assembly of both upper and lower wing panels is essentially the same and is pretty much self explanatory if you study the plans. Building the top wing centre section follows much the same basic principles. Use very hard balsa (or bass) for the spars and use the dihedral angle guide to set R1B and R2T at the correct angle for dihedral.

Sub ribs SR are not essential to the model, but do improve the scale appearance considerably.

Fit your aileron servos into ribs R5B before gluing the ribs in place. This ensures that they will actually fit the ribs and that you don't have to struggle to get them into a fully built wing panel. Extend the servo leads so they reach into the fuselage with enough slack to enable them to be easily plugged into the receiver.

ASSEMBLY

I would suggest you cover and finish the individual components before assembling the model, but some people are able to cover a fully assembled model.

Begin by making up some thin brass P-clips to secure the top wing to the centre section struts and solder them onto the strut stubs. Now carefully mark plates SP with the positions of the small screws that will retain the wing. Drill these hole (pilot holes only) and screw the wing in place, ensuring it aligns correctly.

Trim the covering from where the lower wings butt against the fuselage, install the locating dowels and glue the lower wings in place using 30 minute epoxy. This allows time to feed the servo leads into the fuselage and to fit the interplane struts which will set the dihedral of the lower wing panels.. Check that the wings align correctly and that the lower panels fit snugly against the fuselage sides before allowing the glue to set.

The locating dowels are not load bearing, they simply ensure that both lower wings go on at the correct incidence angle.

Now glue in place the ready hinged tail surfaces, once again checking for accurate alignment.

Make up and fit the wheels and glue in place the tail skid.

Glue in the aileron horns and link horns and make up the wire linkages.

Whether you use pushrods or lightweight snakes for the rudder and elevator linkages is entirely a matter of personal preference.

Make up the 1/32 ply access hatch and retain it in your favourite fashion.

How much, or how little detail you add is again up to you. However, I would suggest at least pilot, guns and exhausts. That said, versions of this model have been built, and successfully flown, with far more detail than that. Just don't make it too heavy.

FLYING

As intimated, the model is not difficult to fly, but it is not a trainer by any means.

Ensure the model balances slightly nose down (very slightly) when supported at the point indicated on the plan.

A 2S battery pack is more than enough for this model, so don't be tempted to try more cells. All you will achieve is to make the model heavier and more difficult to control. It may be a fighter, but it isn't supposed to fly at the speed of an F-16.

When taking off, don't be tempted to rush the model into the air. Deliberately hold it on the ground until plenty of speed has built up and then, once you stop holding it down, it should lift off of its' own accord.

Loops, lazy rolls and stall-turns are all well within the scope of this model, so once airborne you have no excuse not to go Fokker hunting.

Please note these instructions are our way of building the model, each modeller will have their own preferred methods and techniques and should not feel that the above is the only method. Our model is covered in Solite film and sprayed with automotive paints.



www.belairkits.com
Tel: +44 (0)1953 885279