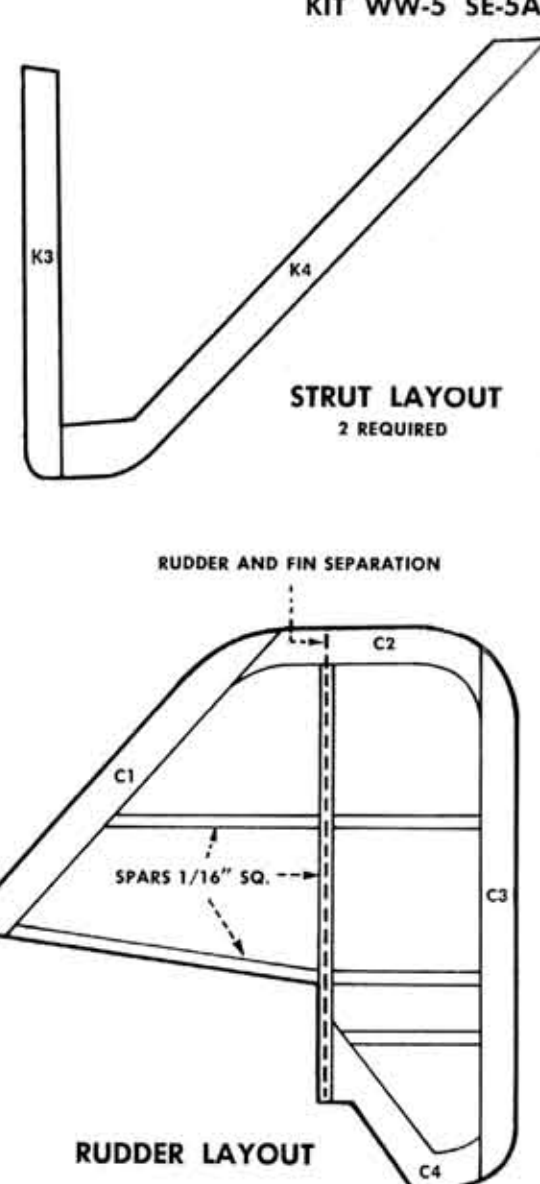
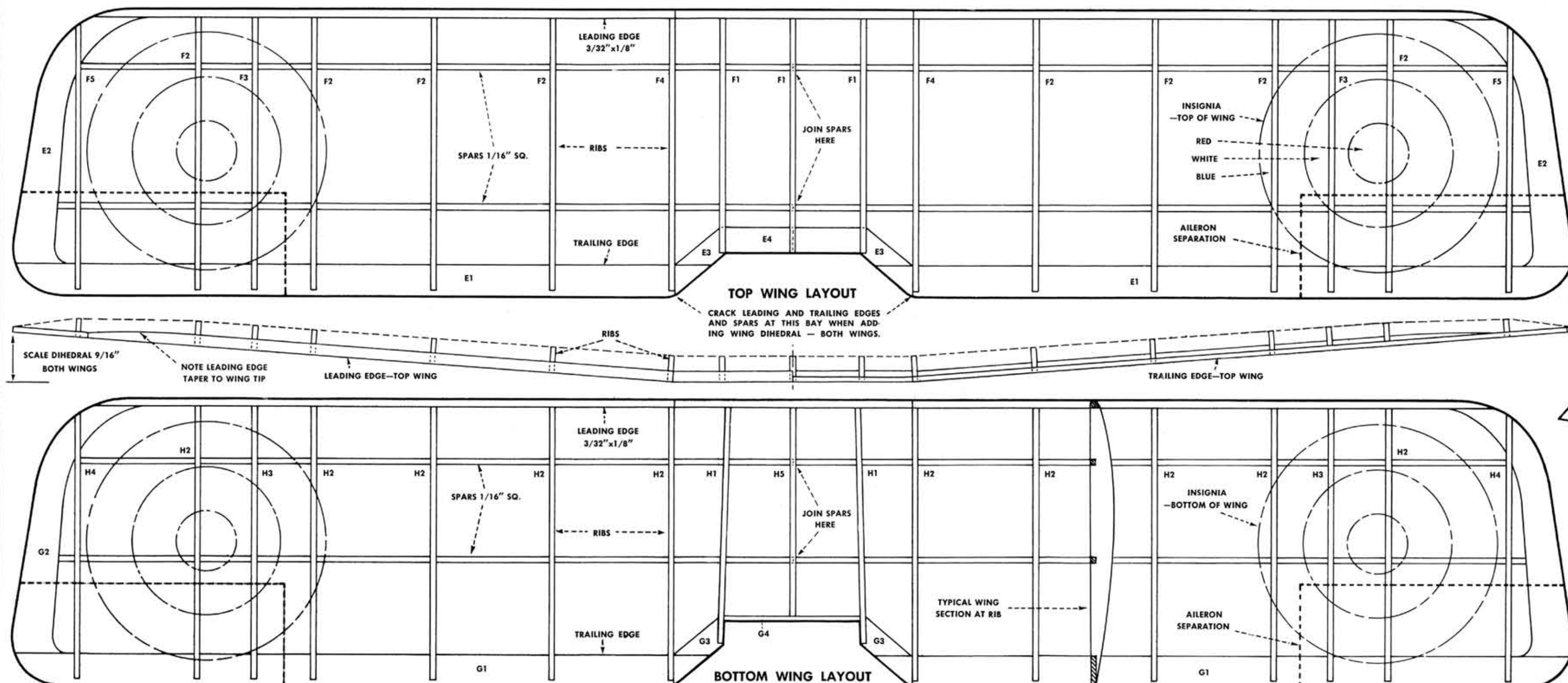
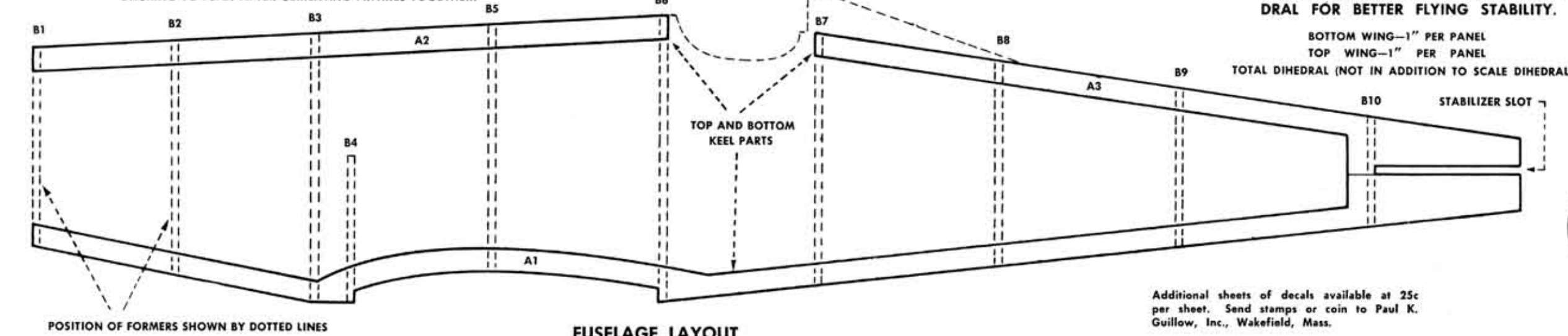




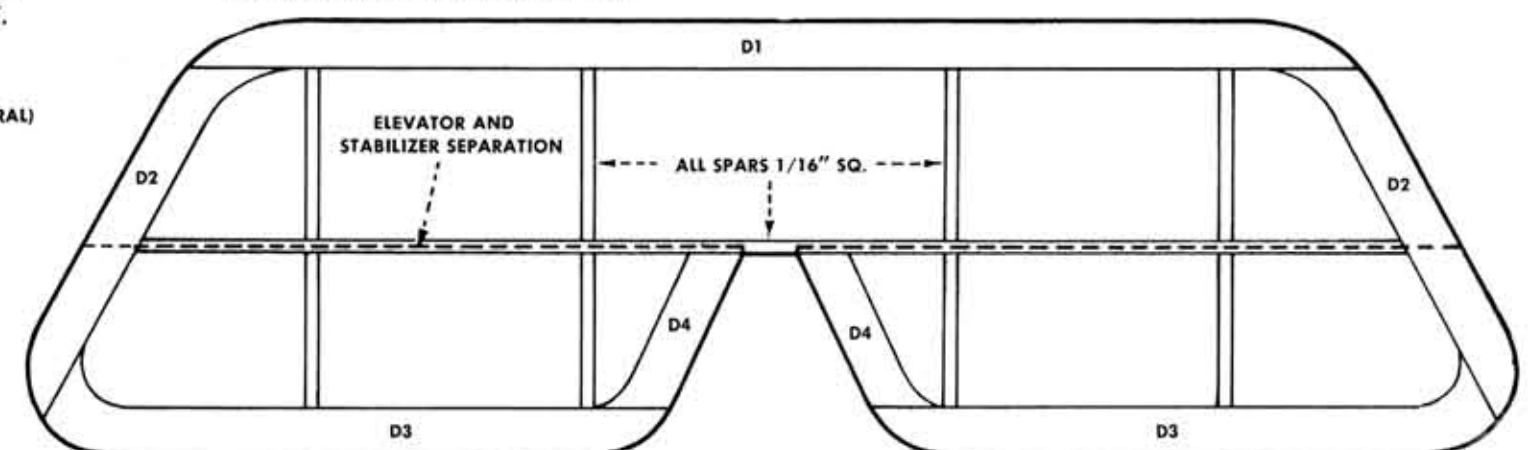
BRIEF HISTORY

The SE-5 was first produced in 1916 and was patrolling the Western Front on April 1917. Up to this time, the German Albatross had reigned supreme in the skies but the SE-5's soon proved themselves a match for this formidable German fighter. The SE-5 was flown by Bishop, Mannock and McCudden and they scored the majority of their victories while flying what was unquestionably the best design produced by the Royal Aircraft Factory. By October 1918, 2973 SE-5's had been manufactured and delivered to the fighting areas.

IMPORTANT! COVER ALL LAYOUTS WITH WAX PAPER BEFORE STARTING FRAME CONSTRUCTION. THIS WILL PREVENT PARTS FROM STICKING TO PLAN AFTER CEMENTING FRAMES TOGETHER.



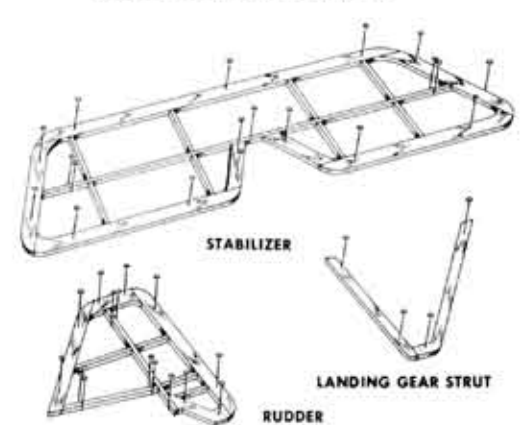
THE ELEVATOR, RUDDER ANDAILERON SEPARATION LINES ARE TO BE INKED IN WITH RULING PEN.



STABILIZER LAYOUT

COPYRIGHT 1957 BY PAUL K. GUILLOW, INC.

BUILDING THE TAIL SURFACES AND OTHER FRAMES

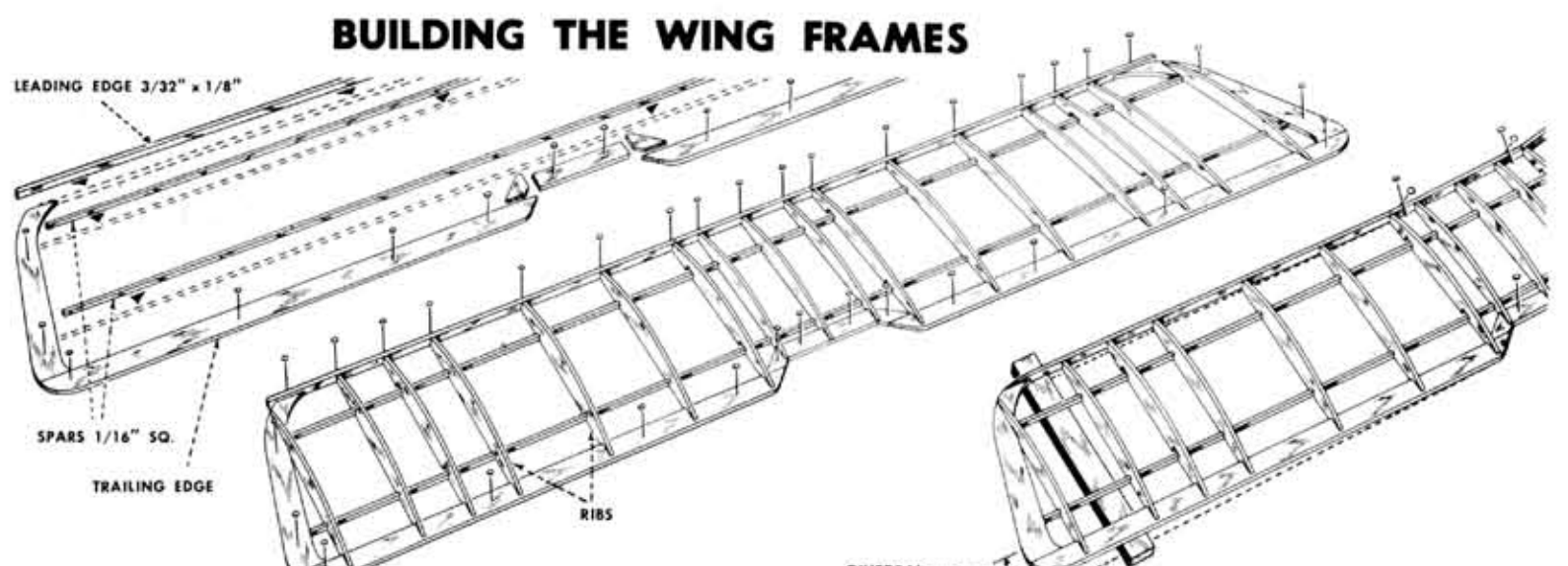
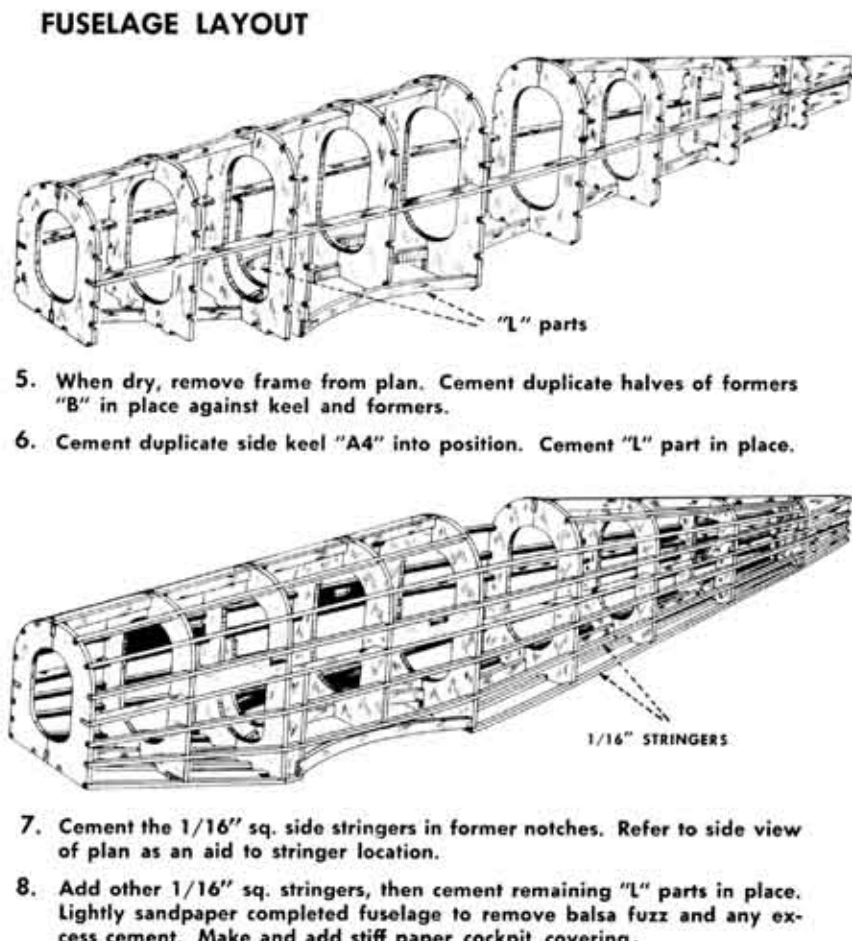
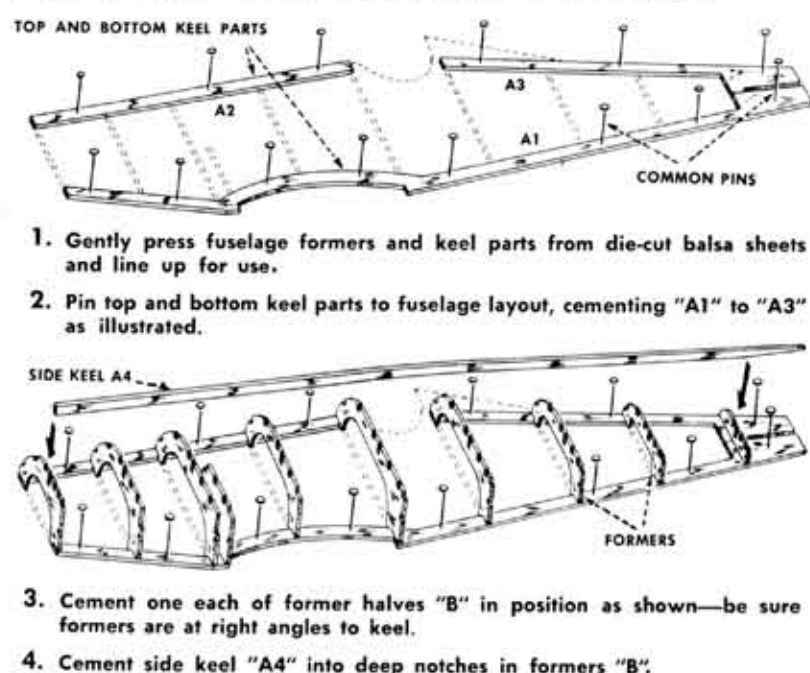


The stabilizer and rudder are built directly over their respective layouts as illustrated. Lightly sandpaper the completed frames smooth.

Landing gear struts, N or V cabane and wing struts are assembled over their respective layouts.

For a rubber motor replacement, ask for **T-56 Rubber Thread** available in various sizes at your local hobby shop

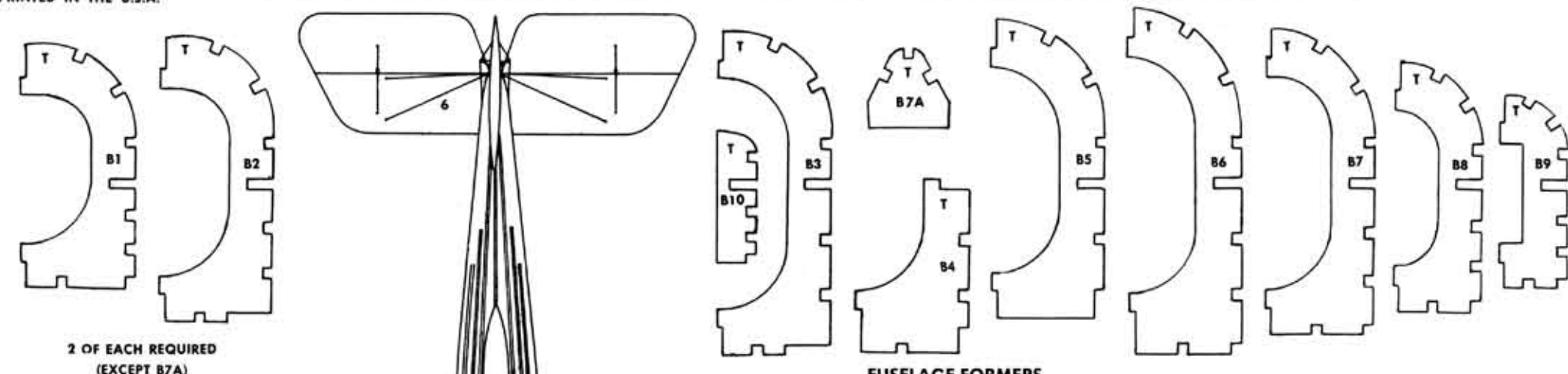
BUILDING THE FUSELAGE FRAME



1. Gently press wing frame parts (ribs and trailing edges) from die-cut balsa sheets.
2. Pin to wing layout and cement respectively to each other all "E" parts of top wing.
3. Cement leading edge and spars in place.
4. Cement all ribs "F" into position between leading and trailing edge parts. Be sure ribs are at right angle to "E" parts.

6. Follow the same procedure in assembling the bottom wing—pin and cement parts "G" in place then add the wing ribs.
5. The wings of models with scale dihedral should be cracked at ribs shown on front view of wing plan. Raise wing tips to height shown and then cement cracked joints—leave in position until dry. Refer to special note on plan for increased dihedral as an aid to better lateral stability in flying.
7. When dry, remove wing frames from plan. Carve and sandpaper leading edges to shape and then gently round all other edges.

PRINTED IN THE U.S.A. THE PATTERNS FURNISHED HERE ARE FOR REFERENCE ONLY—USE FOR TRACING IN CASE OF LOSS OR DESTRUCTION OF DIE-CUT BALSA PARTS



COVERING THE FRAMES

When attaching the tissue covering to the frames, it is best to use thinned out clear dope as an adhesive instead of cement or full strength dope. Mix thinner and dope about 50-50 for proper consistency. Only apply dope to *outside* edges of areas being covered—do not apply dope to frame work within area covered by section of tissue.

FUSELAGE: First cover any flat surfaces such as sides and bottom of frame. Cover curved areas of fuselage in separate sections—vertically between formers. Dry fit tissue over curved sections to see how much of an area can be covered with one piece of tissue without wrinkling. Cut tissue slightly larger than area to be covered then trim off excess after attaching to frame.

WINGS: Cover bottom of wings with single pieces of tissue. Cover top of wings between center section and tip ribs with one piece of tissue. Cover center section and tips with separate pieces of tissue.

TAIL SURFACES: Cover both sides of rudder and top and bottom of stabilizer with single pieces of tissue.

DOPING THE COVERED PARTS: After covering is completed and all excess tissue is trimmed off, spray tissue with water from an atomizer and let dry until covering becomes smooth and taut. For best flying performance, the model should be kept light and it is suggested that only one coat of clear dope be applied to the surfaces. (If model is to be used for display only, it can be given several coats of clear dope then finished up with colored dope.) Lightly sandpaper remaining balsa parts and apply one coat of dope to all surfaces.

ASSEMBLING THE MODEL

1. With a sharp razor, remove tissue from around notches in wing ribs that receive the wing and cabane struts. Also remove tissue from notches in parts "L" of fuselage.
2. Cement bottom wing to the fuselage. NOTE: Some models have short stringers between the formers at the bottom wing center section. Insert these stringers at this time; cover section with tissue and dope.
3. Cement stabilizer and rudder to fuselage. Align carefully before cement dries hard.
4. Cement cabane struts into prepared notches in fuselage.
5. Cement wing struts in notches in bottom wing.
6. Cement top wing to all struts—line up carefully before cement dries hard.
7. Cement landing gear into notches in fuselage and bottom of wing.
8. Cement fixed sub-wing panel between bottom of landing gear struts. Cement tail skid "K" in place.
9. Cut wheel axle to length then force through right and left landing gear struts beneath the sub-wing—cement solidly in place.
10. Slip wheels on axles and bend up ends with a pair of needle nose pliers.
11. Cut celluloid windbreaker to shape and cement in position in front of cockpit. (Pattern furnished on plan).
12. At this time, balance model at point shown on plan by placing softened clay inside the front and bottom of fuselage behind the front former. Press firmly in place so that it will not become dislodged during flights.
13. Bead edges of plastic nose cowl with cement—attach to nose of fuselage—line up carefully before cement dries hard.

WIRE GUN MOUNT

WINDBREAKER PATTERN

CUT FROM CELLOPHANE OR THIN ACETATE SHEET

PROPELLER SHAFT

PLASTIC PROPELLER

BEAD

TOP WING

POINT OF BALANCE

CELOPHANE WINDBREAKER

STIFF PAPER COCKPIT PATTERN

B7A

KEY TO FUSELAGE COVERING

COVER FRAME WITH PIECES OF TISSUE IN ORDER SHOWN

FOR REAR MOTOR MOUNT USE WIRE OR MATCH STICK

ALL STRINGERS 1/16\"/>

STABILIZER

RUDDER

EXHAUST MANIFOLD

2 REQUIRED

1 RIGHT — 1 LEFT

LEWIS FLEXIBLE 30 CAL. MACHINE GUN

MAKE FROM SCRAP BALSA

VICKERS FIXED 30 CAL. MACHINE GUN

MAKE FROM SCRAP BALSA

FULL SIZE SCALE PROPELLER

MATERIAL NOT INCLUDED IN KIT

SCALE PLASTIC WHEEL

WIRE AXLE

WIRE GUN MOUNT

WIRE GUN MOUNT

WIRE GUN MOUNT

WIRE GUN MOUNT

WIRE GUN MOUNT

WIRE GUN MOUNT

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1. Check wings for possible warps. If warped, correct by holding the warped section over steam from a boiling kettle and twisting gently in the opposite direction until wing is straightened—be careful and don't get scaled!
2. Test glide model over grassy area by gently thrusting model forward from shoulder height. Adjust model for level flight by gently bending stabilizer either up or down to compensate for a dive or climbing stall. ("up" for model veers right or left, adjust for straight glide by bending rudder slightly to the right to give a climbing right turn. Longer flights can be made after initial tests by winding propeller motor up to 200 turns.
3. Wind propeller 100 turns (clockwise when facing nose

NOTE ON PAINTS AND ADHESIVES

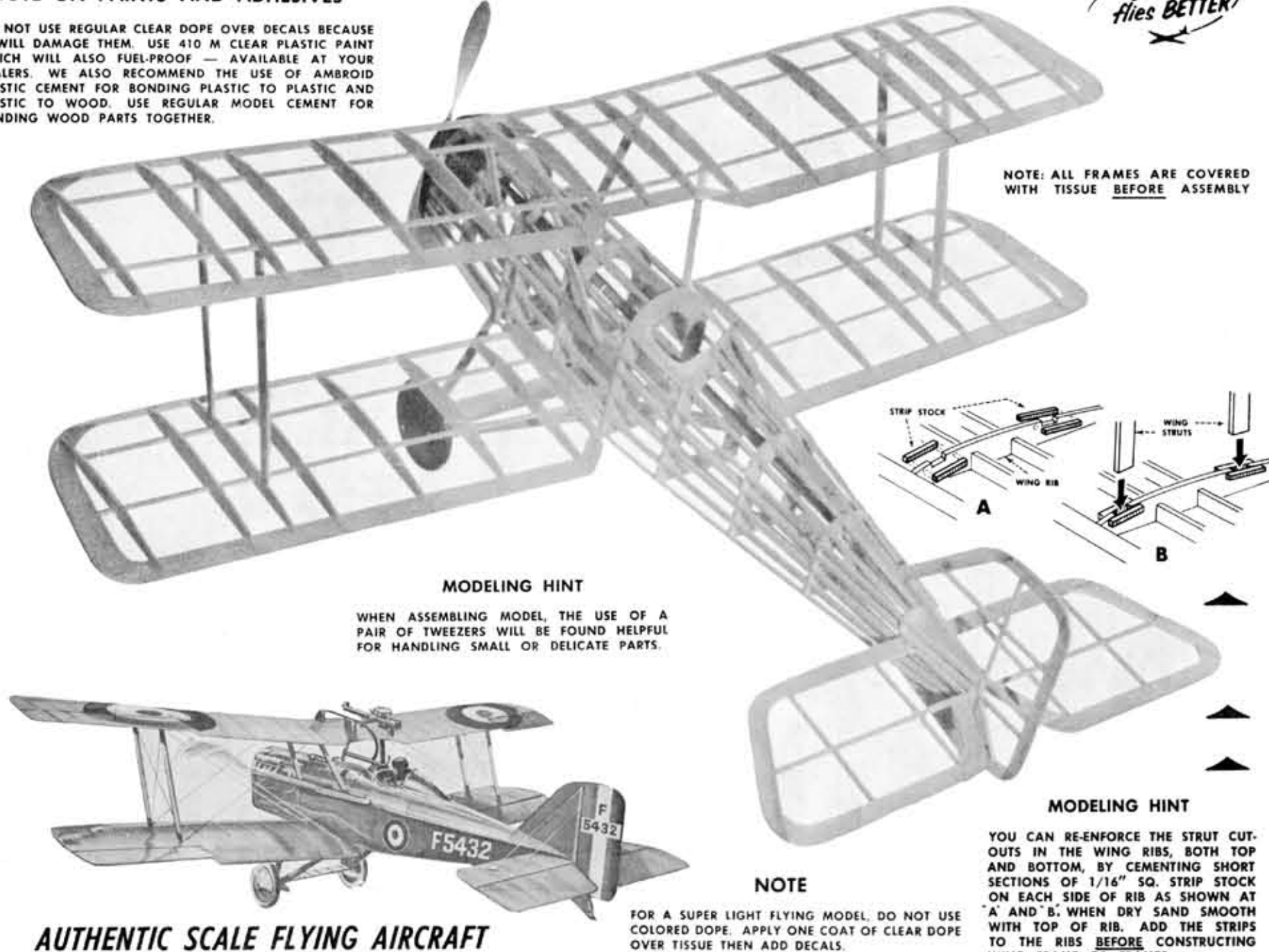
DO NOT USE REGULAR CLEAR DOPE OVER DECALS BECAUSE IT WILL DAMAGE THEM. USE 410 M CLEAR PLASTIC PAINT WHICH WILL ALSO FUELPROOF—AVAILABLE AT YOUR DEALERS. WE ALSO RECOMMEND THE USE OF AMBROID PLASTIC CEMENT FOR BONDING PLASTIC TO PLASTIC AND PLASTIC TO WOOD. USE REGULAR MODEL CEMENT FOR BONDING WOOD PARTS TOGETHER.

ADJUSTING AND FLYING THE MODEL

1. Check wings for possible warps. If warped, correct by holding the warped section over steam from a boiling kettle and twisting gently in the opposite direction until wing is straightened—be careful and don't get scaled!
2. Test glide model over grassy area by gently thrusting model forward from shoulder height. Adjust model for level flight by gently bending stabilizer either up or down to compensate for a dive or climbing stall. ("up" for model veers right or left, adjust for straight glide by bending rudder slightly to the right to give a climbing right turn. Longer flights can be made after initial tests by winding propeller motor up to 200 turns.
3. Wind propeller 100 turns (clockwise when facing nose

of model) and gently thrust into prevailing wind. If model climbs too rapidly or goes into a stall, correct flight by bending rudder slightly to the right to give a climbing right turn. Longer flights can be made after initial tests by winding propeller motor up to 200 turns.

Balsa flies BETTER



AUTHENTIC SCALE FLYING AIRCRAFT

WHEN ASSEMBLING MODEL THE USE OF A PAIR OF TWEEZERS WILL BE FOUND HELPFUL FOR HANDLING SMALL OR DELICATE PARTS.

NOTE: ALL FRAMES ARE COVERED WITH TISSUE BEFORE ASSEMBLY

MODELING HINT

YOU CAN REINFORCE THE STRUT CUT-OUTS IN THE WING RIBS, BOTH TOP AND BOTTOM, BY CEMENTING SHORT SECTIONS OF 1/16\"/>

FOR A SUPER LIGHT FLYING MODEL DO NOT USE COLORED DOPE. APPLY ONE COAT OF CLEAR DOPE OVER TISSUE THEN ADD DECALS.

USE BLACK THREAD TO SIMULATE RIGGING WIRES. REFER TO SMALL THREE VIEW PLAN FOR LOCATION OF ALL WIRES.

Full scale details of guns, motors, non-flying scale prop, etc., are furnished on plan. No material is furnished in the kit for these parts but they can be made from pieces of scrap balsa or similar material. Only add these parts if an exhibition model is desired—their extra weight will cut down the flight endurance of a flying model.

13. Trim plastic nose cowl to shape and slip over nose of fuselage—bead all around edges with cement.

14. Assemble propeller, prop hook, head and nose bearing as shown on plan. Install rubber motor as follows: insert one end in fuselage and fasten in place by sliding rear motor mount (cut from excess axle wire) through loop and "L" parts. Attach other end of rubber loop over prop hook and slip propeller unit into hole in plastic nose cowl.

15. Use black thread to simulate rigging wires. Refer to small three view plan for location of all wires.

16. Full scale details of guns, motors, non-flying scale prop, etc., are furnished on plan. No material is furnished in the kit for these parts but they can be made from pieces of scrap balsa or similar material. Only add these parts if an exhibition model is desired—their extra weight will cut down the flight endurance of a flying model.

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