

Jeff Troy

## Dynaflite's British S.E.5a in Conclusion

*Scout Experimental Number Five is a great building, great flying, fifth-scale model.*



### Specifications

- Wingspan: 64 inches
- Area: 1440 square inches
- Length: 53 inches
- Weight: 12 – 13 pounds
- Power: .61 – 1.20 C.I.D. glow
- RC: Four-or-more channels with seven to eight servos

### Full Kit Features

- Die-cut balsa and ply parts
- Full-size plans
- Bent wire landing gear
- All hardware and fasteners
- 64-page instruction manual

*Details will be added with the help of Squadron-Signal's S.E.5a in Action and Windsock Publications' RAF S.E.5a. Complete Photo-Paaks from Bob's Aircraft Documentation show full-scale subjects in rich detail.*

There is a very special group of early aircraft without equal, aeroplanes that were destined to become classic examples from their designers' first few strokes of the quill. Of these, perhaps one of the most immediately recognizable is the Royal Aircraft Factory's S.E.5, abbreviated for *Scout Experimental Number Five*. The S.E.5 had numbers that were superior to most, if not all, fighting aircraft of the day, and these numbers translate into tremendous advantages when it comes to models of World War I aeroplanes.

The S.E.5's long nose arm lets models fly without the additional nose weight that's often required to balance most other fighters. The wide, equal span and constant chord wings afford an amazing amount of lift, and the large control surfaces provide all the roll, pitch and yaw the aeroplane needs without having to add the parasitic drag of greater surface throws.

When all is said and done, the S.E.5a is probably one of the best flying aeroplanes that the era has to offer, both in its full-scale form and model airplane counterpart. Having built models of the S.E.5 in every configuration from stick & tissue kits to plastics, and various free flight, RC and control line variants, I feel properly qualified to rate the Dynaflite Scout as one of the best available RC fun scale models of the subject. Some of you may also be interested to know that the term "Fun Scale" is the trademarked creation of Mark Smith, founder and former owner of the original Dynaflite Models.

The Dynaflite model is built from die-cut balsa and ply parts, along with a rather thick bundle of balsa and spruce strip stock, and a number of balsa sheets. While the completed airframe may appear to be somewhat complex, I can assure you that assembly moves right along and that nothing in its makeup will be too taxing for the average modeler to handle. In addition to a complete



*Dynaflite's kit is a classic build-up of the classic British fighter aeroplane. Die-cut balsa and ply parts fit neatly.*



collection of fasteners and hardware, the kit comes with several time-saving features. These include airfoil-shaped wing strut material, formed wire landing gear, metal wing mount tabs, a molded ABS plastic headrest, two one-piece ABS valve covers and exhaust stacks, and the forward and lower ABS cowl parts, each with the appropriate radiator detail or rows of louvers molded right into the part.



Finishing products used for the S.E.5a from the Coverite line include Super Coverite fabric, Fabric Formula Balsarite and the 21st Century Iron.

When building the basic airframe, I added a few extras to prepare for some of the details that would be added after covering. These included inch-square balsa wood blocks at the hinge locations to support my choice of Robart Large Scale Hinge Points, a recess and hump in the forward deck to accommodate the barrel of a Williams Bros. 1/6-scale Vickers machine gun, and balsa stock between the riblets at the wing tips to smoothly transition the tip covering and prevent wrinkles.

While the recommended covering material is Top Flite MonoKote, I chose Super Coverite iron-on fabric because I wanted my S.E.5a to have a realistic painted finish. After



Super Coverite is so pliable and workable that the British Scout's fuselage top and sides are covered with a single piece of fabric. Bottom is separate.

the model's components were covered, I used Min-Wax light maple to stain the underside of the wings, elevators, stabilizer and fuselage. Then I used a darker stain on another section of cloth, which I later cut into 1/2-inch-wide strips and ironed down to simulate rib tapes.

My next step was to apply two coats of Coverite's 21st Century White Primer to the ABS parts and the upper surfaces of the entire airframe, then paint them with Top Flite LustreKote in Olive Drab. I used the kit supplied press-on graphics for my S.E.5a's markings. These graphics, even the large roundels, conformed to the



The finish and highlights on Jeff Troy's finished Dynafite model were taken a few steps beyond the standard kit.

## Adding Realism

Rigging wires were added to the S.E.5a with the help of Du-Bro Steel Landing Gear Straps (#158), Replacement Wire Crimps (#896) and 1/4 Scale Turnbuckles (#300), and a reel of control-line wire from Sullivan products.



Micro Fasteners' 4-40 Stainless Steel Hex Nuts.

Flying wire and turnbuckle assemblies are non functioning, but add to the model's realism. Attachment points are Du-Bro Steel Landing Gear Straps, held to the ends of the wing strut screws with

Du-Bro Products has fabulous World War I Vintage Wheels in several scales. Quarter-scale set is used on Jeff Troy's Dynaflyte Scout. Ends of axles are cut and a length of brass tubing is silver soldered to each axle stub. Wheels are drilled for the tubing, tubing is drilled for Cotter pins and washers to retain the wheels.



One-sixth scale Lewis Machine Gun from Williams Bros. rides atop the S.E.5a's upper wing. Gun mount is made from wood scraps, and the magazine reloading track is made from three pieces of

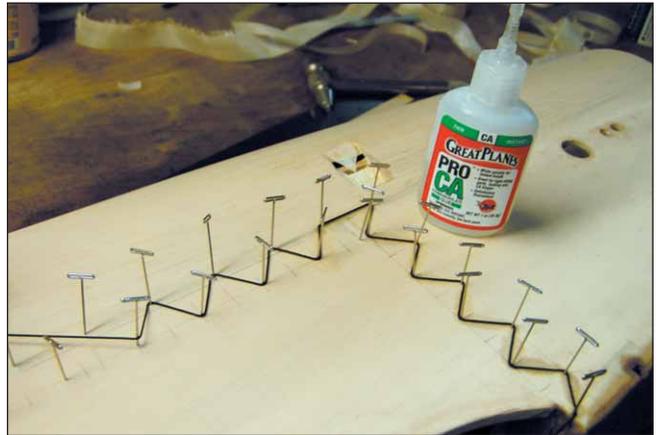
1/32-inch plywood. Drilled holes in the thin plywood help simulate the I-beam stock used for the original.

One-piece ABS cowl with molded-in radiator detail is a standard feature of the Dynaflyte kit. Bottom cover has molded-in louvers for added realism. Landing gear fairings are made from 1/32-inch plywood, stained and mounted with wraps of SIG copper wire. Clark Airscrew static propeller caps the nose.



model's compound curves without wrinkling. Then I added a few of the more prominent panel lines with a black Sharpie felt-tip pen, and top-coated everything with two coats of Top Flite Flat Clear LustreKote. The result of my extra efforts is a striking, scale-like finish that didn't take excessive preparation or too much time to apply.

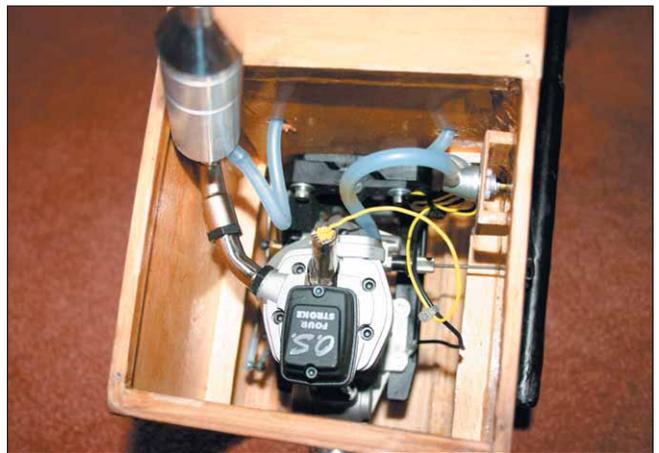
With few exceptions, World War I aeroplanes are loaded with flying wires and rigging wires, so no S.E.5a worth its salt could be complete without at least adding a



Jeff Troy simulated the full-scale aeroplane's fuselage stitching with T-pins, radio dial cord and Thin CA.

few token wires to keep the model "kosher." I used a combination of Du-Bro accessories and Sullivan control line wire to add some rigging at the tail, between the landing gear fairings and between the wings. Additional details were Du-Bro 1/4-Scale Vintage Wheels, a Lewis gun and Vickers gun from old stock Williams Bros. 1/6-scale kits, and a static propeller from Clark Airscrew.

I chose my Futaba 9C transmitter and an FPR127DF receiver for my British Scout. Futaba 3004 standard ser-



O.S. .91 four-stroke provides ample power for the Dynaflyte model, even with the extra weight of the painted fabric finish and additional scale details. Great Planes Fueling Valve, Sonic-Tronics Remote Glow and O.S. Muffler Coupler complement engine.

vos were installed for the ailerons, rudder and throttle, and a single S9402 was selected for the elevators. I finished the RC installation with a Great Planes Switch and Charge Mount set and a Futaba 1500mAh NiCD battery.



*Camera caught the S.E.5a's maiden takeoff just as the right wheel broke ground. Climbout was smooth, and a beautiful sight over this scenic snowscape.*

CG and surface deflections were set to the manual recommendations, and the moment of truth had arrived. We filled the Great Planes tank with Byron's 15 percent fuel, then fired and tweaked the O.S. four stroke. The S.E.5a looked very majestic heading down the open, snow-covered field, and it was a real thrill to watch the aeroplane get light on its gear and break free of the ground. Climbout was nothing short of breathtaking.

The ailerons are a little soft in the suggested low rate, and a bit too severe in the high rate. High rate, however, is what's needed for any rolling maneuver like the split S, Immelmann turn or a simple barrel. Upping my expo



*Final approach is both stable and predictable. Model flies in an appropriate manner for a World War I biplane — on the wings, with no quirks or surprises.*

from 40 to 60 percent got it right. The S.E.5a flies like it should, big, wide and extremely stable, with plenty of authority in the controls. Landing the model is a pleasure. I throttle back and she comes in like a big sailplane — dead on track and never even a hint of stall. This aeroplane is a real exciter. It's a fabulous build, a sponge for added visual detail, and a great intermediate scale flyer.

For additional information about the 1/5-scale Dynaflite S.E.5a, Futaba RC gear and the O.S. .91 four-stroke engine, see the ad on pages 9, 10 and 11, visit [www.bestrc.com](http://www.bestrc.com) or telephone Great Planes Model Distributors in Champaign, Illinois, at 217-398-3630. **HM**



*Camera pass to the right shows the S.E.5a's stability, as well as the stained underside and faux rib tapes.*