



This baby has landing and flying wires that serve as more than just mere ornamentation. When standing outside the circle they howl and whistle like the real thing. If there are any World War I flyers around

Scale controliners will come and go but the old SE5A has a permanency all its own. This one is a standout with a .29.

THE SE5A

by Dick Ealy

● In the early months of 1917, Allied airmen were having a rough time. Losses of machines and pilots were terrific, and April was aptly called "Bloody April" by England's flyers. The British were hard pressed to develop a design to cope with the Albatross, which was sweeping the skies for the Kaiser. The answer finally came with the introduction of the SE5A—a gallant old "war bird" which carried the brunt of the air war from late '17 to early '18.

The SE5A makes an easy-to-build scale model. Though boxy, it still has trim lines. The original was built $1\frac{1}{10}$ " to 1' scale and powered by a Torpedo .29 which gave it a 65 to 70 m.p.h. speed. This model incorporates the use of real flying wire rigging, designed by Walt Farrel who built the ship. It makes a stronger set of wings and is more truly a scale model. When standing on the outside of the circle you can hear the wires whistling as the model passes.

FUSELAGE: After scaling up the plans to full size, cut out the $\frac{1}{8}$ " hard sheet balsa sides. Allow an extra $\frac{1}{8}$ " more on

when you get set to crank up this "old crate," don't be surprised if they start to shed a few nostalgic tears. You can practically smell the gunsmoke, and maybe see a few imaginary D7's peeling off to give battle.



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NEXT ISSUE!

Looking for a magazine crammed from cover to cover with interesting, helpful material on model aviation? Then make sure you get a copy of February 1953 FLYING MODELS, on sale about January 10th at larger newsstands everywhere! You'll find the necessary data for getting started in Radio Control—construction details for Don McGovern's Class C free-flight "Frostbite", Paul Del Gatto's asymmetrical .074 sport controliner, and Roy Clough's .020-powered Sikorsky Helicopter—FM Design Sheets for Control-Line Sportsters—FM Data Sheets on Strengthening Your Plane—and many other big features!

HOBBY SWAP SHOP

Only non-commercial advertisements are acceptable and all are subject to the approval of the publishers. Rate is 5c a word, payable in advance with order. All ads must indicate condition of merchandise being offered.

Your ad must show your own name and address—no correspondence can be handled by FLYING MODELS.

Advertisements received by November 15th will run in the February, 1953, issue (on sale January 10th), those received after November 15th but before January 15th will run in the April, 1953, issue, etc.

If there's something you want to buy, sell or swap, use this department and get fast action!

NEW, UNUSED DeLONG 30, \$7.50; unused OK-CO2, \$2.00; Arden .099BB, with Power Pack, excellent, \$7.50; Phantom P-20, good, \$3.00. Wennerstrom, 63-33 98th Place, Forest Hills, N. Y.

EXCELLENT AEROTROL radio unit (Receiver, relay, transmitter)—NEW E.D. escapement—all batteries, meters, etc., necessary to operate—\$37.50; EXCELLENT McCoy .19 \$7.00; EXCELLENT O & R .29 \$8.00; EXCELLENT Forester .31 \$9.00; VERY GOOD O & R Sideport .60 with new ignition (coil, condenser, etc.) \$8.50. John Gerstenfeld, 2329 California St., Washington 8, D. C.

GOOD O & R .23 with new gas tank. Engine just used for break-in; runs fine \$6.00. Bud Wilson, Moose Lake, Minn.

PERFECT CONDITION O.K. Cub .099 \$6.00. John McCoy, Altus, Okla

BRAND NEW SUPER AEROTROL Transmitter, Receiver, Escapement, Assembled, with Tubes, less Batteries, \$35.00. Howard Lambert, 130 Woodland Street, Worcester, Mass.

NEW McCOY "19" RACING; Good Ohlson "23" R.B.; Fair O.K. "049"—For best offer, Harry Brown, 643 Perry Street, Gainesville, Ga.

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NEW SPITZY \$3.50; Excellent Torp ".049" \$4.00; Torp, ".020" Fair \$1.00. R. Schuettler, 207 N. "M" St., Lake Worth, Fla.

WANTED

CLEVELAND KITS and Plans not advertised. Carl V. Miller 2005 Eastland, Nashville, Tenn.

PLANS TO THE CUBEE which appeared in the September 1951 issue of Model Airplane News. Will pay 50c for them new or used. Bruce B. Muir, 565 Tulare Avenue, Shafter, Calif.

THE SE5A

the rear end for bending. Cement the $\frac{3}{8}$ " by $\frac{1}{2}$ " maple motor beams on the sides. Then set the sides of the fuselage upright and cement in plywood bulkheads 2 and 3 in their respective positions. Cement the $\frac{1}{2}$ " sheet balsa nose block on the front. When the cement is dry, pull and cement the rear ends together and attach the remaining balsa bulkheads in place. We used Testor's "B" cement on the entire ship.

Bend up the landing gear from one piece of $\frac{3}{32}$ " steel wire as shown. Solder the $\frac{1}{8}$ " steel wire axle in place. Wrap four $\frac{3}{8}$ " by $1\frac{1}{8}$ " tin straps on the top and drill $\frac{3}{32}$ " holes in each strap. Solder them in place to match the holes in bulkheads 2 and 3. Attach the gear to the bulkheads with 2-56 machine screws.

Make a $\frac{1}{16}$ " thick aluminum alloy 24 ST bellcrank and attach to the $\frac{1}{8}$ " plywood plate, $2\frac{1}{4}$ " wide by $3\frac{1}{2}$ " long—using 4-40 machine screws and stop nuts. Cement the plate on top of the motor beams and against bulkhead 2.

TAIL: Cut the horizontal tail outline from hard $\frac{1}{16}$ " sheet balsa and sand to a streamlined section. Now remove the $\frac{3}{16}$ " strip across the tail and cement a $\frac{1}{8}$ " dowel spar to the rear elevators only. Tin hinges are made of strips $\frac{1}{4}$ " by 1", bent around a $\frac{1}{16}$ " steel wire pin. Make a tin tailhorn of the wrap-around-spar type with a $\frac{7}{8}$ " leverage. Cement it on the right side as shown. Do not use a smaller leverage as it will be too sensitive on a $\frac{1}{2}$ " horn.

Force the hinges into the dowel and balsa, making sure the elevators move freely. Put a little cement on the hinges when pushing them in place. Cement the tail to the top of the fuselage at zero incidence. Bend a $\frac{1}{16}$ " steel wire push-rod to fit, and hook up the bellcrank to the tailhorn. Now carve out the tip fuselage cowl from $1\frac{5}{8}$ " x $2\frac{1}{2}$ " x $2\frac{3}{8}$ " soft balsa. Hollow it out to about $\frac{1}{8}$ " thickness and set it aside temporarily.

Install a Torpedo .29 or similar engine, using 4-40 machine screws and nuts. Other engines up to .36 may be used. Install a stunt type fuel tank and secure it to the top of the motor beams with wood screws.

STRUTS: Cut out the center struts for the top wing from $\frac{1}{16}$ " x $\frac{3}{16}$ " 24 ST aluminum alloy. Drill $\frac{3}{32}$ " holes for the ends and $\frac{1}{8}$ " holes for the center. Bend up as shown in the front view. Attach the struts to the tip of the motor beam with 4-40 screws and nuts.

Cement $\frac{1}{8}$ " hard balsa sheet to the bottom of the fuselage. Drill a hole in front to clear the engine head and venturi. A $\frac{1}{16}$ " slot is cut in the rear for installing the tailskid. Bend the skid from $\frac{1}{16}$ " steel wire, and fill the entire vertical space with $\frac{1}{16}$ " balsa. Slip the skid through the slot and cement. Slide the $\frac{1}{8}$ " plywood lower wing tongue into the notch and cement. Now run the $\frac{1}{16}$ " steel lead wires outside of the fuselage and tape the ends. Cement the cowl on to the fuselage.

Make the rudder out of $\frac{3}{16}$ " hard balsa and sand to a streamline shape. Give it a $\frac{3}{8}$ " offset to the right, and cement it in place. Carve the headrest and cement in place.

WINGS: Build the lower left and right wing panels. Note how the two inboard plywood ribs have a 2° incidence slot. When the wing panels are finished, cover the top side with Silkspan tissue, water-shrink and paint with yellow Sta dope. Pin down on a flat surface to prevent warps. Now slide the wing panels on the plywood tongue and cement.

Build the upper wing frame and cover the bottom side with Silkspan, water-shrink and paint with yellow Sta dope. Attach the wing to the center struts with 2-56 machine screws and nuts. Make four identical struts and install these on the wings. Note how they pass through the horizontal plywood plate and have a $\frac{3}{32}$ " dowel pin at the ends which pass through the ribs. Cement well. Run the lead wires through the plywood guide, cementing the guide in place so the leads will slant back $\frac{1}{4}$ " from the bellcrank. Now, install all rigging wires and solder the washers on the ends. Cover the rest of the top and bottom of the wings.

FINISHING: Sand the fuselage and tail surfaces with 2/0 and 400 paper. Brush on one coat of clear nitrate dope and sand with 400 paper. Now cut $\frac{3}{32}$ " wide strips of masking tape and use them to imitate the cowl stringers and tail surface ribs. Spray on lacquer primer and sand lightly with 400 paper. Then spray thinned Sta on to get a high luster, and fuel-proof the paint job. Add insignia, gun sights, windshields, radiator cap, radiator, fairings and all other details. Fly the ship on 50 foot lines. It handles easily and is capable of doing simple stunts. Takeoffs and landings are smooth.

BILL OF MATERIALS

(Balsa unless otherwise noted)

3- $\frac{1}{8}$ " x 3" x 36" (hard)	Sides, bottom, bulkheads
1- $\frac{3}{32}$ " x 3" x 36" (hard)	Wing, ribs
1- $\frac{3}{16}$ " x 4" x 18" (hard)	Tail, rudder
1- $\frac{1}{16}$ " x 2" x 12" (hard)	Fairings, tailskid
2- $\frac{1}{2}$ " x $\frac{1}{2}$ " x 36" (medium)	Leading edge
2- $\frac{3}{16}$ " x $\frac{7}{8}$ " x 36" (medium)	Trailing edge
2- $\frac{1}{8}$ " x $\frac{1}{8}$ " x 36" (medium)	Wing spar
1- $\frac{3}{8}$ " x $\frac{3}{8}$ " x 3" (medium)	Axle fairing
1- $\frac{1}{4}$ " x $\frac{7}{8}$ " x 36" (medium)	Spreader bar, motor heads
1- $\frac{1}{2}$ " x $2\frac{1}{2}$ " x $2\frac{7}{8}$ " (soft)	Nose block
1- $1\frac{5}{8}$ " x $2\frac{1}{2}$ " x $2\frac{3}{8}$ " (soft)	Fuselage cowl
1- $\frac{3}{32}$ " x $\frac{5}{8}$ " x 24" Pine	Landing gear fairings
1- $\frac{1}{16}$ " x $\frac{1}{4}$ " x $10\frac{1}{2}$ "	Flying wire plates
10- $\frac{3}{32}$ " x $\frac{3}{8}$ " x $4\frac{1}{4}$ "	Wing ribs
1- $\frac{1}{8}$ " x $2\frac{3}{4}$ " x 24"	Bulkheads, bellcrank, plate, wing tongue and struts

$\frac{1}{16}$ " dia. x 36" steel wire; 1 piece $\frac{3}{32}$ " dia. x 36" steel wire; 3" bellcrank; tin 4" x 4"; aluminum alloy 24 ST $\frac{1}{16}$ " x 3" x $10\frac{1}{2}$ "; brass tube $\frac{1}{8}$ " O.D. x $8\frac{1}{2}$ "; $\frac{1}{32}$ " dia. x 36" steel wire for rigging; one dozen brass washers with $\frac{1}{32}$ " hole; eight washers with $\frac{3}{32}$ " hole; eleven washers with $\frac{1}{8}$ " hole; eight 2-56 machine screws $\frac{3}{8}$ " long and nuts; nine 4-40 machine screws $\frac{3}{8}$ " long with nuts; two maple motor mounts $\frac{3}{8}$ " x $\frac{1}{2}$ " x $8\frac{5}{8}$ "; one maple dowel $\frac{1}{4}$ " dia.; $\frac{1}{8}$ " dia. x $6\frac{1}{8}$ " steel wire axle; Silkspan, yellow Sta dope; thinner; blue, white and red dope; cement; lacquer primer and thinner; $\frac{1}{4}$ " O.D. fuel line; 2 $2\frac{1}{2}$ " dia. wheels; door screen $\frac{3}{4}$ " x $4\frac{1}{2}$ "; Trim Film, Cub needle-valve head for radiator cap; 3/32" swab sticks; Torpedo or similar .29 engine.

The Next Issue Of
FLYING MODELS
(The Feb. 1953 Number)
Goes On Sale About Jan. 10th!