

SE5a

The Scout Experimental 5 (SE 5) entered service with the Royal Flying Corps during March 1917. It was a fast, stable and manoeuvrable and, although it was not as responsive as a Sopwith Camel, it was safer to fly particularly for novice pilots

The initial model was designed around a Hispano-Suiza 150Hp V8 engine but it was unreliable and was replaced by geared 200Hp engine after 77 aircraft had been built. The modified aircraft was named the SE5a and began to appear in June 1917. This engine also had problems with gearboxes and propellers sometimes separating from the engine. To solve this the Wolsley Viper 200Hp V8 was installed. With this engine, the fighter was one of the fastest fighters of WW1 that gave pilot the option to escape from unfavourable conditions. The SE5a remained in frontline service until the end of the war, and in some user countries, as late as 1929.

Six original aircraft have survived.

Data: *Engine* one Hispano-Suiza engine of 149kW or Wolsley Viper engine of 149kW. *Wingspan* 8.1m. *Length* 6.38m. *Maximum take off weight* 902kg. *Maximum speed* 222 km/h. *Range* 480km. *Armament* one .303 Lewis gun above the upper wing and one .303 Vickers machine gun synchronized to fire through propeller. *Crew* 1

Italeri (Marusan) 1/72 kit completed by Steve Pulbrook in 2022.



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