

construction stops short of building the undercarriage, but the location mountings are built at this time, so once constructed they clip into position, before final gluing.

WINGS

The wings are made in an unusual way made possible by the accurate laser cutting. The wing panels are pushed together off plan, before finally pinning them down and gluing (Cyano or I used slightly thinned Aliphatic, both supplied). I was astounded at how flat and rigid each panel was following this method. Very clever designing has all the mounts in place for the interplane struts etc.

FUSELAGE PART 2

We now build two jigs which pin to the fuselage allowing very accurate location for the cabane struts, which are now glued in place. We complete the fuselage work by adding 1/32nd balsa tops, cockpit etc. to the fuselage and head rest turtle deck.

TAIL FEATHERS

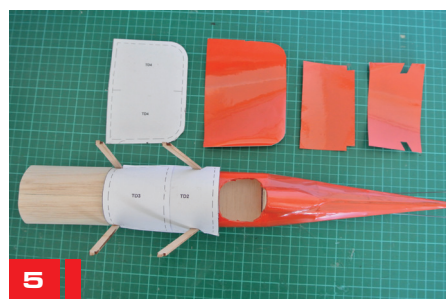
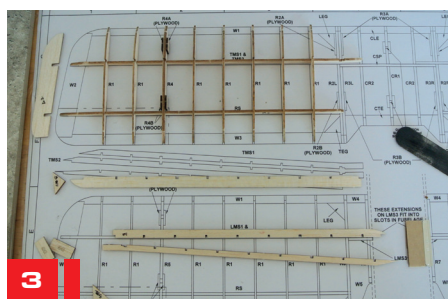
Nothing exceptional here except, it is worth pointing out that the horn for the elevator needs to be on the correct side when covered and assembled; the horns are laser cut in ply. Once dry and flat you can cut to take the supplied mylar hinges. I cut the supplied ones down a bit, about in half in fact as these are more than strong enough.

UNDER CARRIAGE, WHEELS, TYRES

The under carriage is made from piano wire, ply with a balsa covered axle for the interplane; ultimately this all clips nicely into the fuselage. As I have already stated, this is a builder's model, so the wheels are made from scratch and once again the instructions are word perfect. My comment on an introduction to scale modelling is particularly relevant here, as I hadn't ever made wheels this way, and trust me I have built more model aircraft than my wife will ever know about. I have really got the itch to make and fly more scale aircraft due to this build project.

FINISHING HARDWARE

Here we are building rocker covers, exhaust pipes, Lewis machine gun etc. All of this is aided by the laser cut parts and instructions. These final parts are



1: The 24" VMC SE5A kit is a luxury item and comes in a 'ammo' style presentation box. **2:** The box contents are comprehensive with 350 parts and materials including a 2200kv brushless electric motor, prop, ESC and servos. **3:** The wings 'clip' together before ensuring alignment over the plan and then gluing. **4:** Trial assembly shows things are coming together. **5:** Supplied paper patterns help when cutting out the covering.

mainly finished using sanding sealer and paint, as is the cockpit inside and struts. There is even a pilot and a leather trim to encompass the cockpit. An acceptable pilot is made by sticking two halves of a thin plastic moulding together, fettling and then painting. I have chosen to use a Dave Banks pilot, which offers far more detail; this is an over cost but is available through The Vintage Model Company and I think it is more than worth it.

The aircraft is dry assembled prior to covering to check alignment and this is made easy as there are a couple more wing jigs to make; I guess the real scale guys do this as standard.

COVERING

What a joy this has turned out to be, the

supplied Oracover Lite is amazing - using my iron around all those compound curves has required time and patience but has produced a very good finish. Even iron temperatures are supplied in the instructions. The supplied paper templates for the most challenging areas are accurate. It has taken me a week of evenings to cover the mode - this has however been a most enjoyable time, honing my own skills.

The supplied decals are next, the usual patience is required, the instruction mention products which may help with longevity; however, I decide just to use water as in the old days and the results are fine. Some of the transfers are handed so do be careful with this.