

Sopwith F.1 Camel (Clerget)

eduard

1/48 Scale Plastic Model Kit

ProfiPACK
edition



item No. 82172

Highly maneuverable, but tricky to fly. This can be a short description of Sopwith Camel, one of the most popular WWI fighters. It was effective in hands of skilled pilots, but dangerous to inexperienced

The Sopwith Camel was a solution to the requirements for a faster and more maneuverable fighter than what was available to Royal Flying Corps and Royal Navy Air Services during 1916. The Sopwith company had already several successful designs added to its reputation and the new "Fighter 1", abbreviated as F.1 was designed under the leadership of Sopwith's chief designer Herbert Smith who was working with the concept conceived by T. Sopwith, F. Sigrist and H. Hawker. Their main idea was to concentrate most of the mass of the aircraft within a relatively small area to create extremely maneuverable aircraft. The design job was fast thanks to the fact the Sopwith's design office was very simple. The basic design drawings were made by chalk directly on the workshop floor in 1:1 scale.

Conventional but different

The first of three prototypes undertook ground acceptance tests towards the end of the year and was deemed airworthy on December 22, 1916. It is believed the prototype flew for the first time the same day with Harry Hawker behind the controls (some sources state December 26), powered by the Clerget 9Z 110hp engine. Hawker was very positive about flying characteristics, although it was obvious the new design had very sensitive controls and was rather unstable. More to it, a strong gyroscopic effect of rotary engine and propeller was making the control of the aircraft even trickier. Many less experienced and novice pilots fell victim to its flying characteristics later. On the other hand, when mastered, the Camel was very effective in combat.

The new fighter assembly was more conventional than the design approach. The fuselage was made of wooden box-girder, wire-braced assembly. The sides of the cockpit were covered in plywood, while the forward engine bay was covered in sheet aluminium panels. The rest of the fuselage was fabric-covered, as were the wings and tailplanes. To make the mass production easier, the upper wing lacked dihedral and lower wing was given increased 5° dihedral.

Armament consisted of two synchronized Vickers 0.303 inch machine guns mounted in the "hump" in front of the cockpit. The original gun cover did not allow access to the cocking handle of feed-block pawls, as both weapons had right-hand feed. This made in-flight fix of the jammed starboard gun impossible. To overcome the problem, the opening was cut in forward decking above the breech mechanism of the starboard gun. This modification was standardized on July 28, 1917, by No. 2 Aircraft Depot. The change necessitated addition of a windshield (these were of various design).

Engine and production troubles

The Admiralty placed its first order for 50 aircraft even before the prototypes had flown, while the War Office was waiting until late May. Thanks to that Naval Camels began to reach the units by mid-May, while the No. 70 squadron of RFC obtained their Camels in late June as first to put them in combat with RFC. And while the Naval Camels were powered by the 150-hp Admiralty Rotary No.1 engine (later renamed as Bentley Rotary No. 1), RFC used their Camels with license-built Clerget 9B engines, which not only lacked some performance to their French original, but also lost power after just about

10 hours of running time. The solution was to install less powerful but more reliable Le Rhône 9J 110 hp. Later, the Clerget 9Bf 140 hp were also used and the Camels supplied to United States Air Service units were fitted with the Gnome Monosoupape 150 hp engine.

Despite of some shortcomings of the design and troubles with engines and guns, the aircraft, which got the name Camel due to the hump on the front section of the fuselage was ordered in huge amounts by both RFC and RNAS. Sopwith company was unable to fulfill the orders, so other companies were tasked with production. These were Ruston, Proctor & Co., Clayton & Shuttleworth, William Beardmore, Boulton & Paul, British Caudron, Hooper & Co., March, Jones & Cribb, Nieuport & General Aircraft and Portholme Aerodrome. There were minor technical differences between aircraft from these factories and bigger in terms of built-in quality. Namely Ruston, Proctor-built aircraft were markedly inferior in performance in comparison to other manufacturers.

Wide use

Altogether 5597 Camels in 48 series were built until the end of the war. Twelve RFC day fighter squadrons (Nos. 3, 28, 43, 45, 46, 54, 65, 66, 70, 71, 73 and 80) operated Camels on Western front with three of them having also spell in Italy (28, 45 and 66). There were also two night squadrons operating in France (Nos. 151 and 152) with Camels. The RNAS had eight Camel squadrons (Nos. 1, 3, 4, 8, 9, 10, 12 and 13). Home Defence used Camels with seven squadrons equipped with them (Nos. 37, 44, 50, 61, 87, 112 and 143). These were used to fight night flying German heavy bombers and airships attacking British islands in 1917 and 1918. Some of these night fighters were converted to the "Comic" version. Another special version of the Camel was 2F.1, used as shipborne fighter. These Camels had folding fuselage for easier storage on the decks. Two USAS squadrons were equipped with Camels, Nos. 17 and 148, also Belgians received them during the war and some other Air Forces were flying them after the armistice. Although the Camel was a fighter, squadrons used their aircraft also as fighter-bombers using bomb rack for four 20lb (11kg) Mk.I Cooper bombs. These low-level strafing and bombing sorties, although quite effective, were very dangerous for pilots. All in all, Camel pilots shot down some 1543 enemy aircraft and 120 balloons during the WWI. Another 1086 enemy aircraft were reported as OOC (Out-of-Control).

This kit: Sopwith F.1 Camel (Clerget)

Camels powered by the Clerget 9B engine were the most numerous, thanks to good availability for both RFC and RNAS units. Pierre Clerget's design was manufactured under licence by Ruston Proctor & Co LTD, where a total of 1,300 were built. Later, the 9Bf version with increased stroke was introduced, offering a maximum output of 104 kW (140 hp). Gwynnes Limited produced 1,750 of them, while Ruston Proctor & Co LTD added 600 units. Like the BR.1 engine, the Clerget 9Bf had a larger diameter, but it still fit into the original engine cowling for the 9B. The Camels powered by the Clergets or BR.1s used the Sopwith-Kauper No. 3 system for machine gun synchronization, which was less efficient than the Constantinesco system used on the Le Rhone engines.



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započatím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS * INSTR. SYMBOLS * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明



OPTIONAL
VOLBA



BEND
OHNOUT



SAND
BROUSIT



OPEN HOLE
VYVRTAT OTVOR



SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ



REMOVE
ODRÍZNOUT



REVERSE SIDE
OTOČIT



APPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE

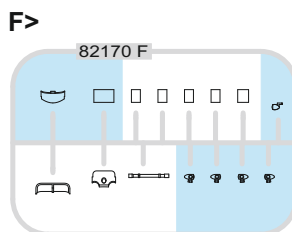
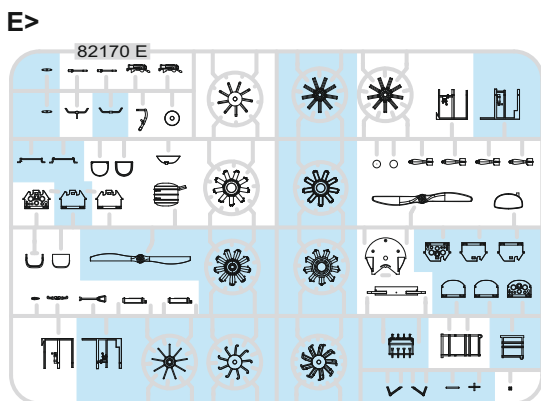
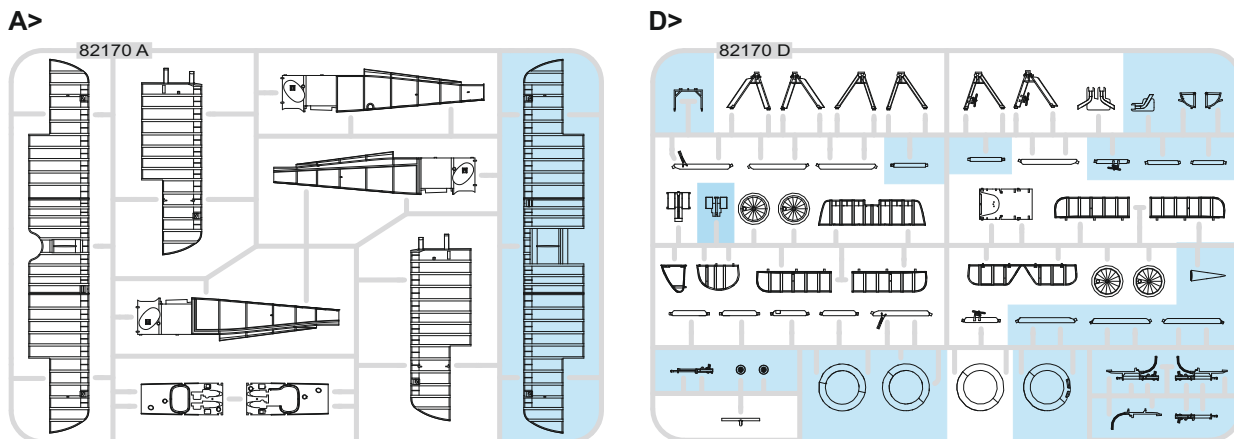


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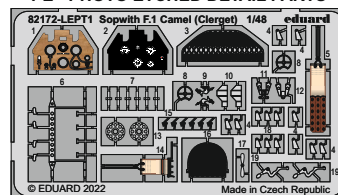


部品

PLASTIC PARTS



PE - PHOTO ETCHED DETAIL PARTS



-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS



BARVY



FARBEN



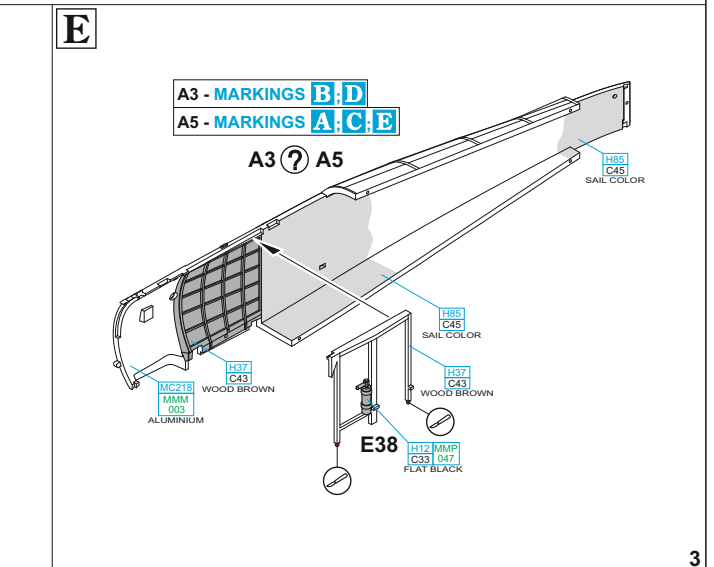
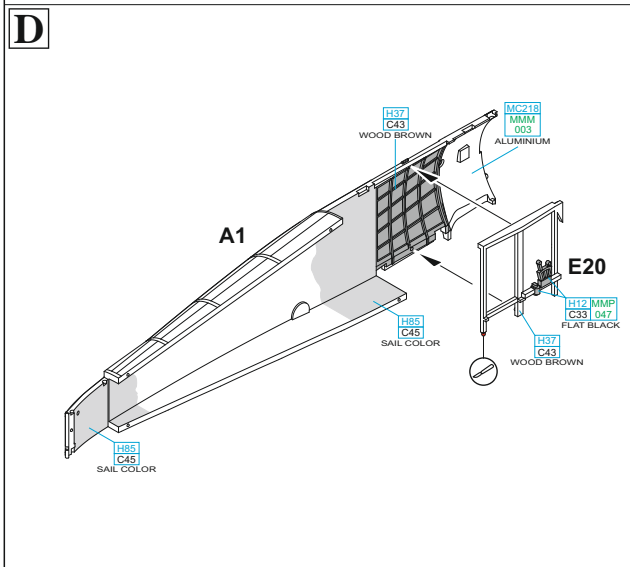
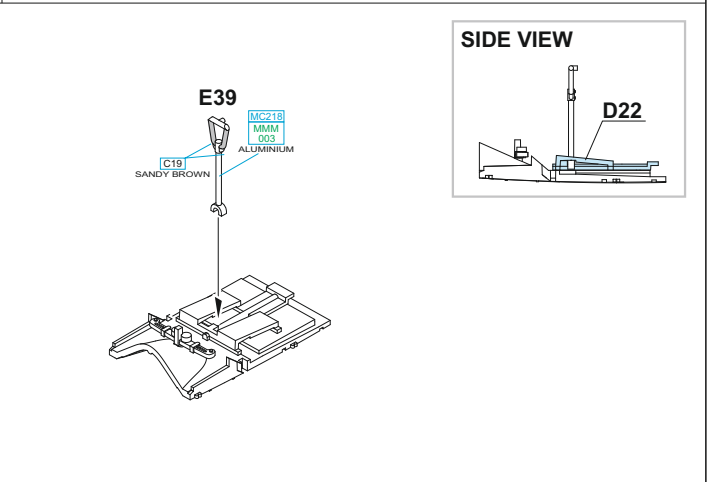
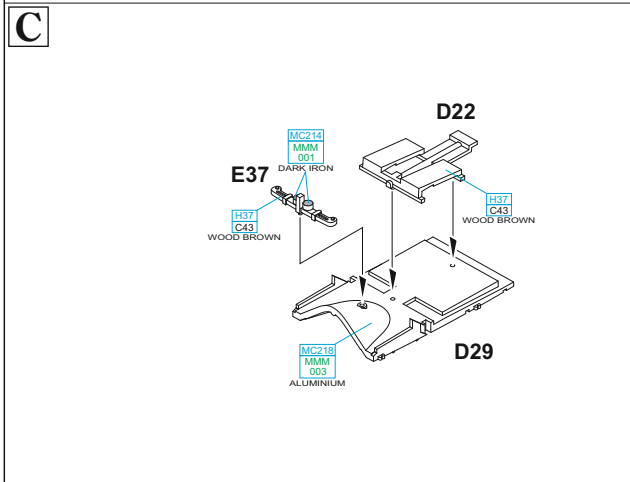
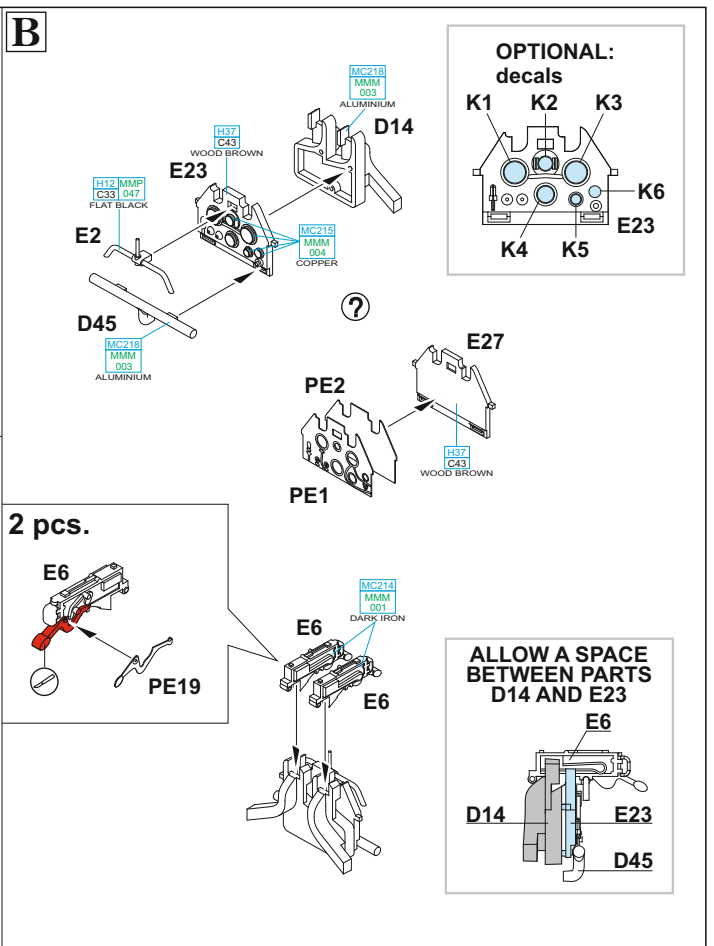
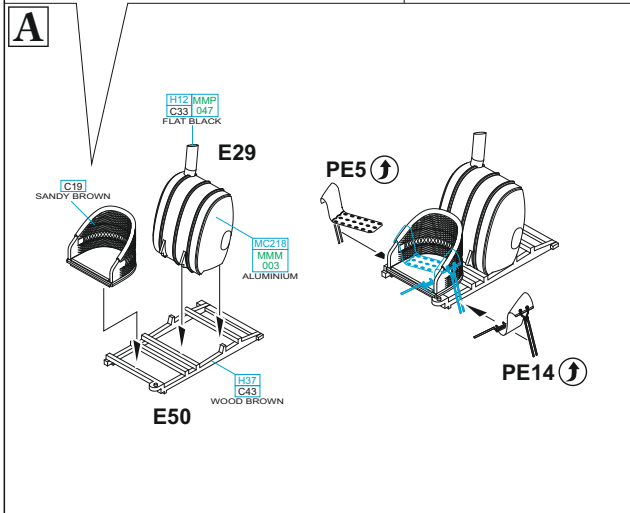
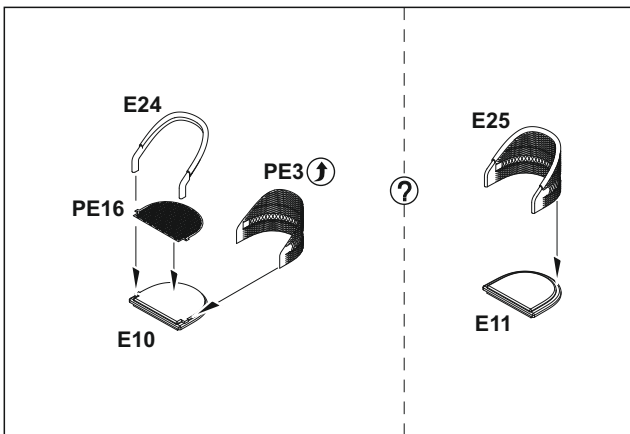
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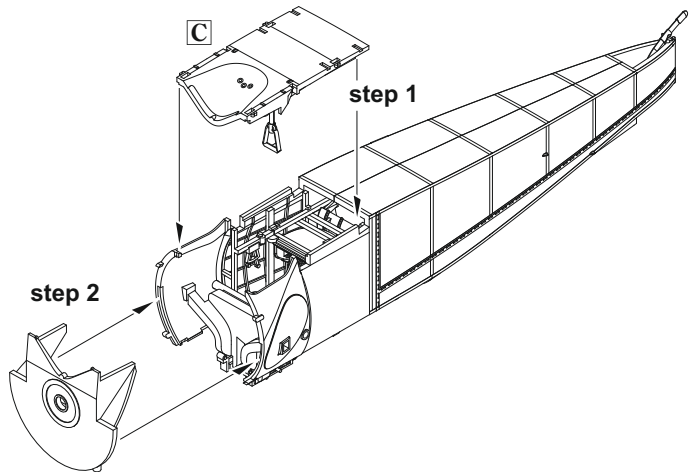
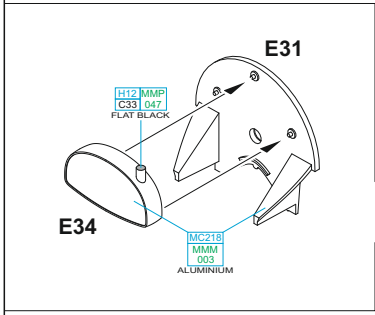
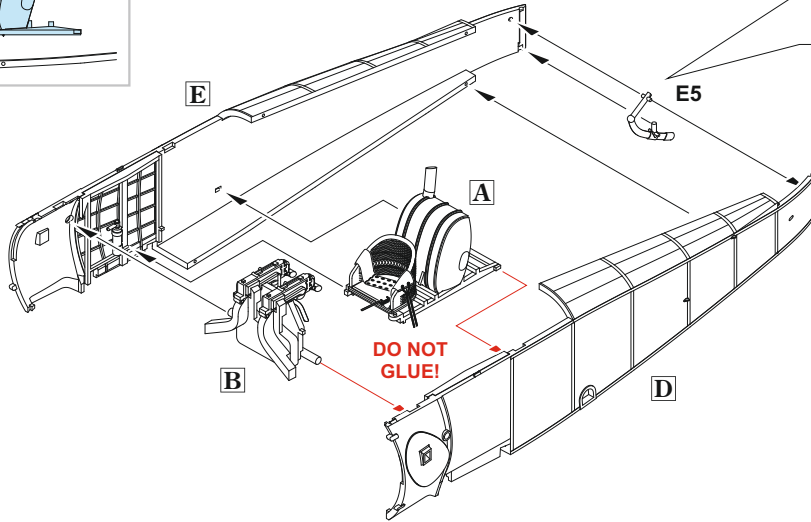
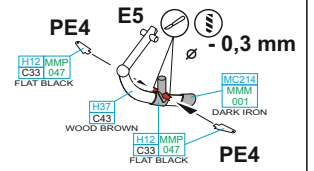
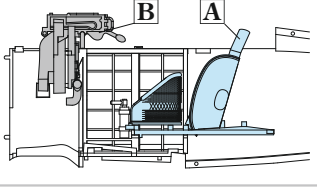
色

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H8	C8		SILVER
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H13	C3	MMP-003	FLAT RED
H37	C43		WOOD BROWN
H51	C11	MMP-063	LIGHT GULL GRAY
H53	C13		NEUTRAL GRAY
H78	C38		OLIVE GREEN

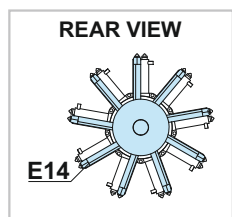
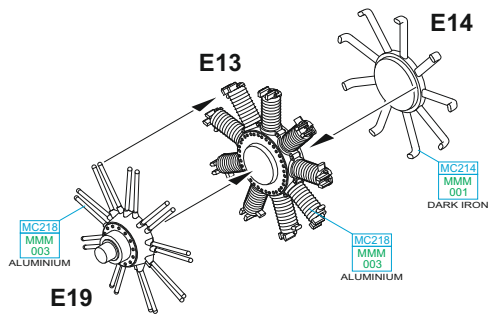
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AQUEOUS	Mr.COLOR	PAINTS	
H84	C42		MAHOGANY
H85	C45		SAIL COLOR
H308	C308	MMP-073	GRAY
	C19		SANDY BROWN
Mr.METAL COLOR		METALLICS	
MC214		MMM-001	DARK IRON
MC215		MMM-004	COPPER
MC218		MMM-003	ALUMINIUM



SIDE VIEW

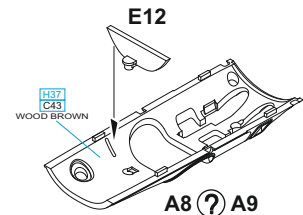
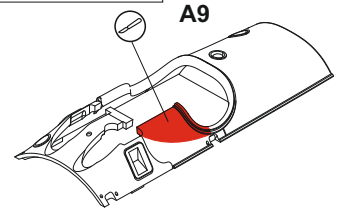


F Clerget engine

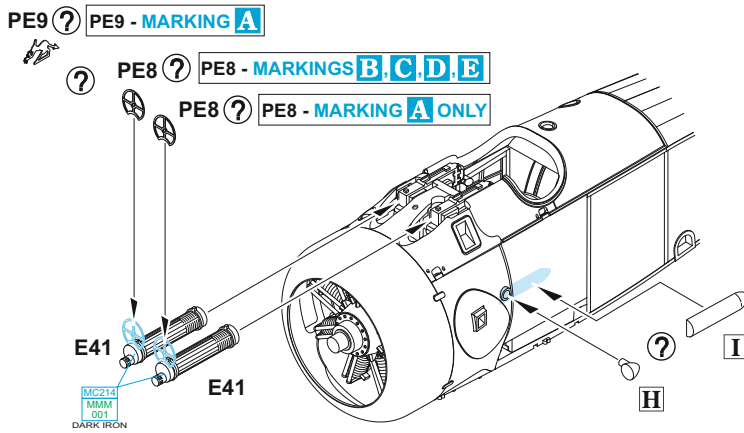
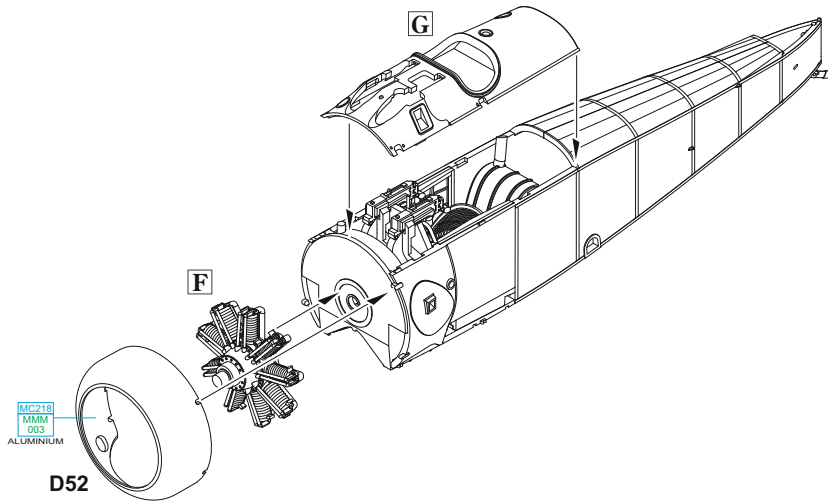


G

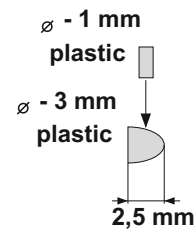
MARKING **A** ONLY



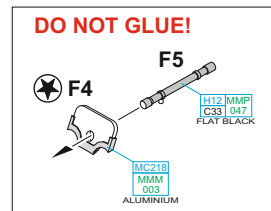
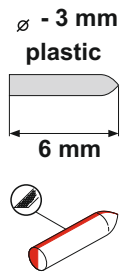
A8 - MARKINGS C, D, E
A9 - MARKINGS A, B



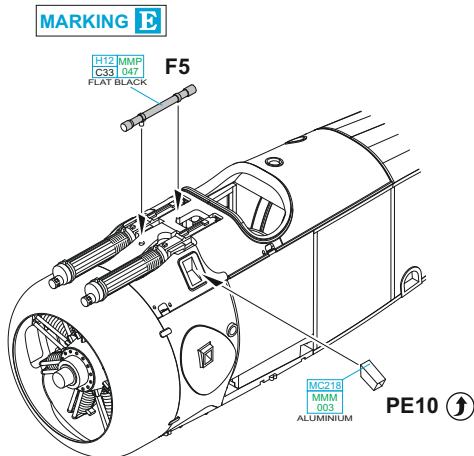
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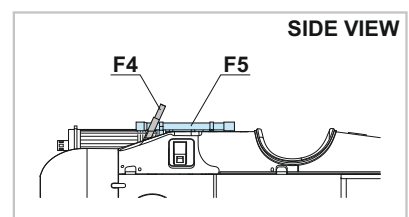
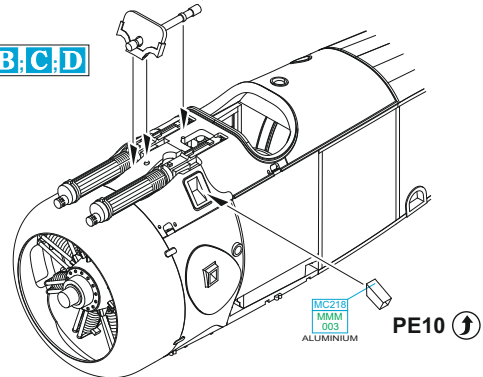
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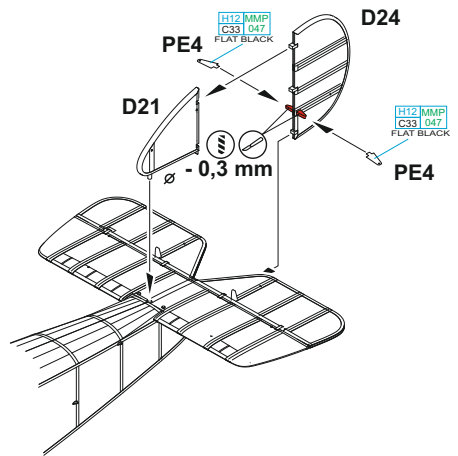
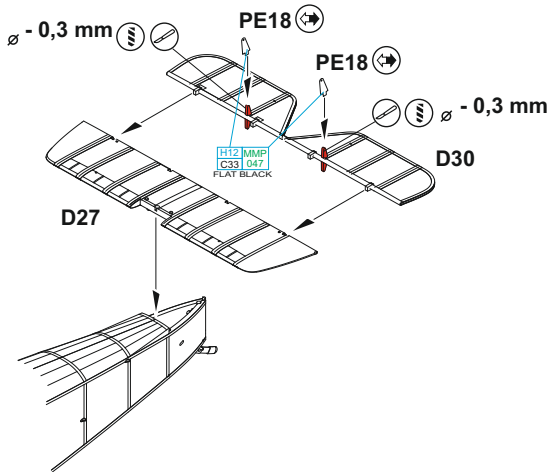


MARKINGS A, B, C, D

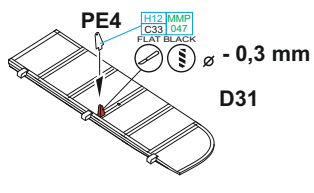


?

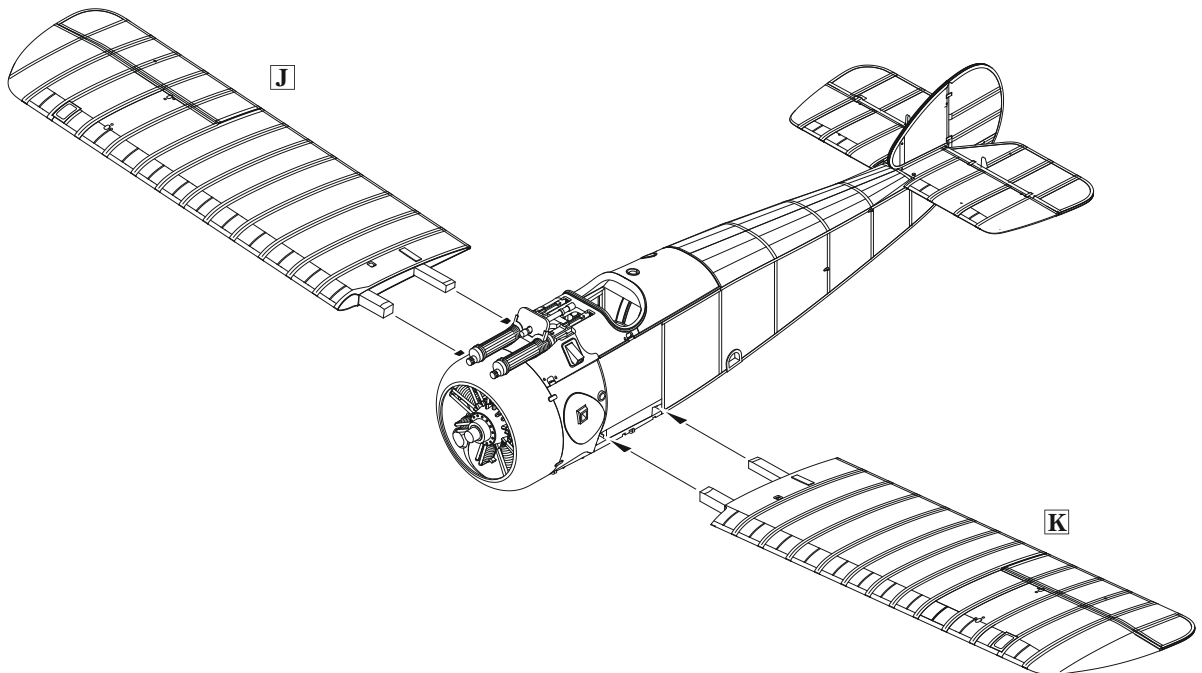
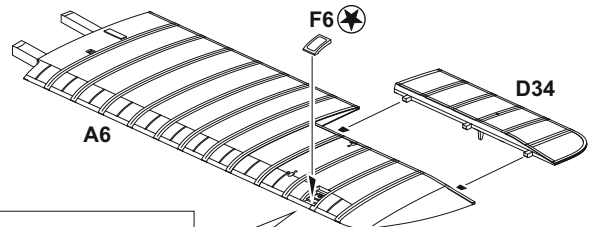
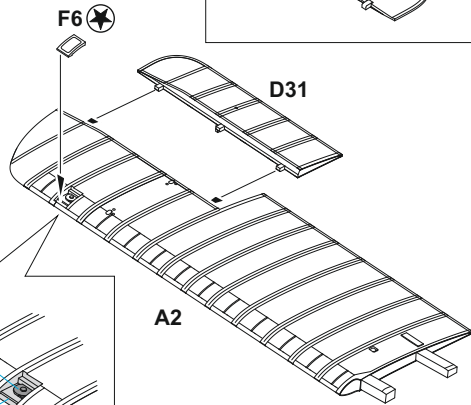
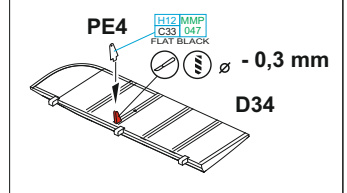


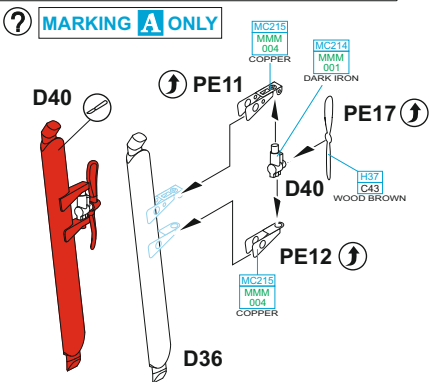
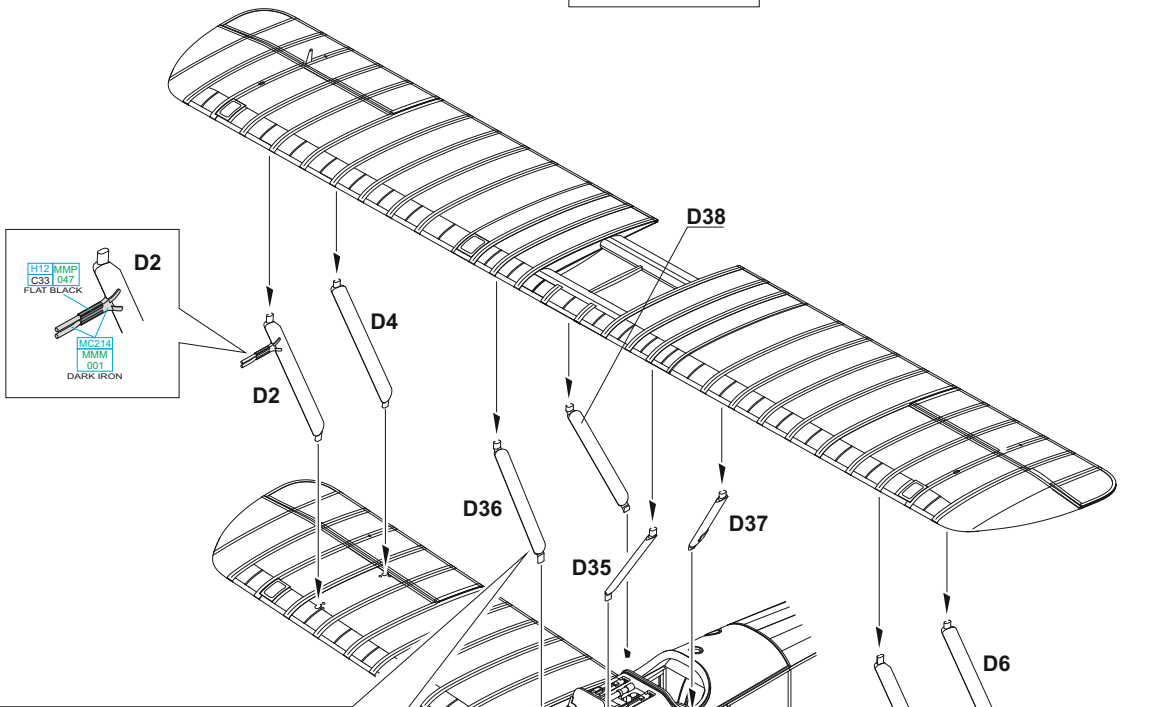
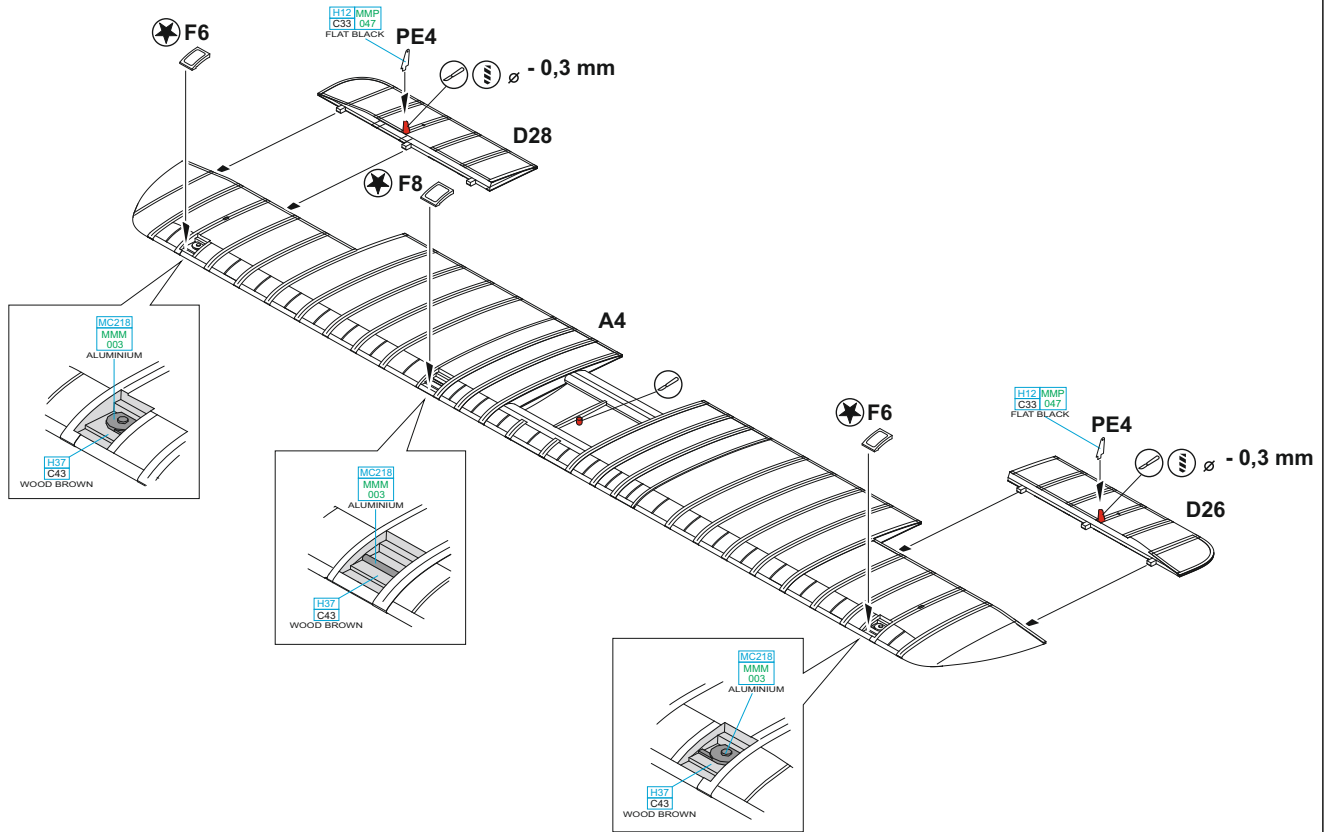


J



K





D25 - MARKINGS A;E
 D32 - MARKINGS B;C;D

D25 ? D32 ⚡

D3 - MARKING D
 D7 - MARKINGS A;B;C;E

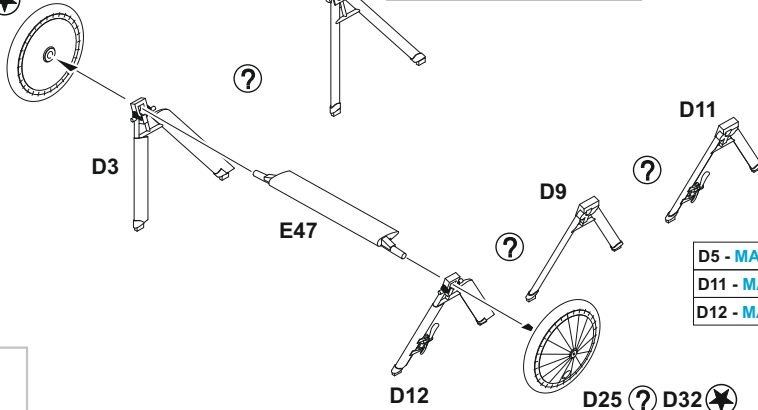
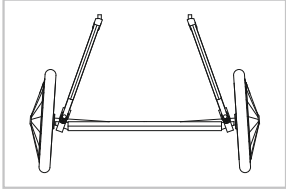
MC215
 MMM 004
 COPPER

H37
 C43
 WOOD BROWN

MC214
 MMM 001
 DARK IRON

MC215
 MMM 004
 COPPER

D11 ? D12

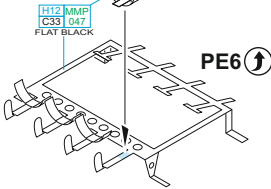


D5 - MARKING A
 D11 - MARKINGS B;C;E
 D12 - MARKING D

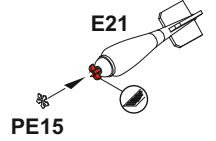
D25 ? D32 ⚡
 D25 - MARKINGS A;E
 D32 - MARKINGS B;C;D

L MARKING A ONLY

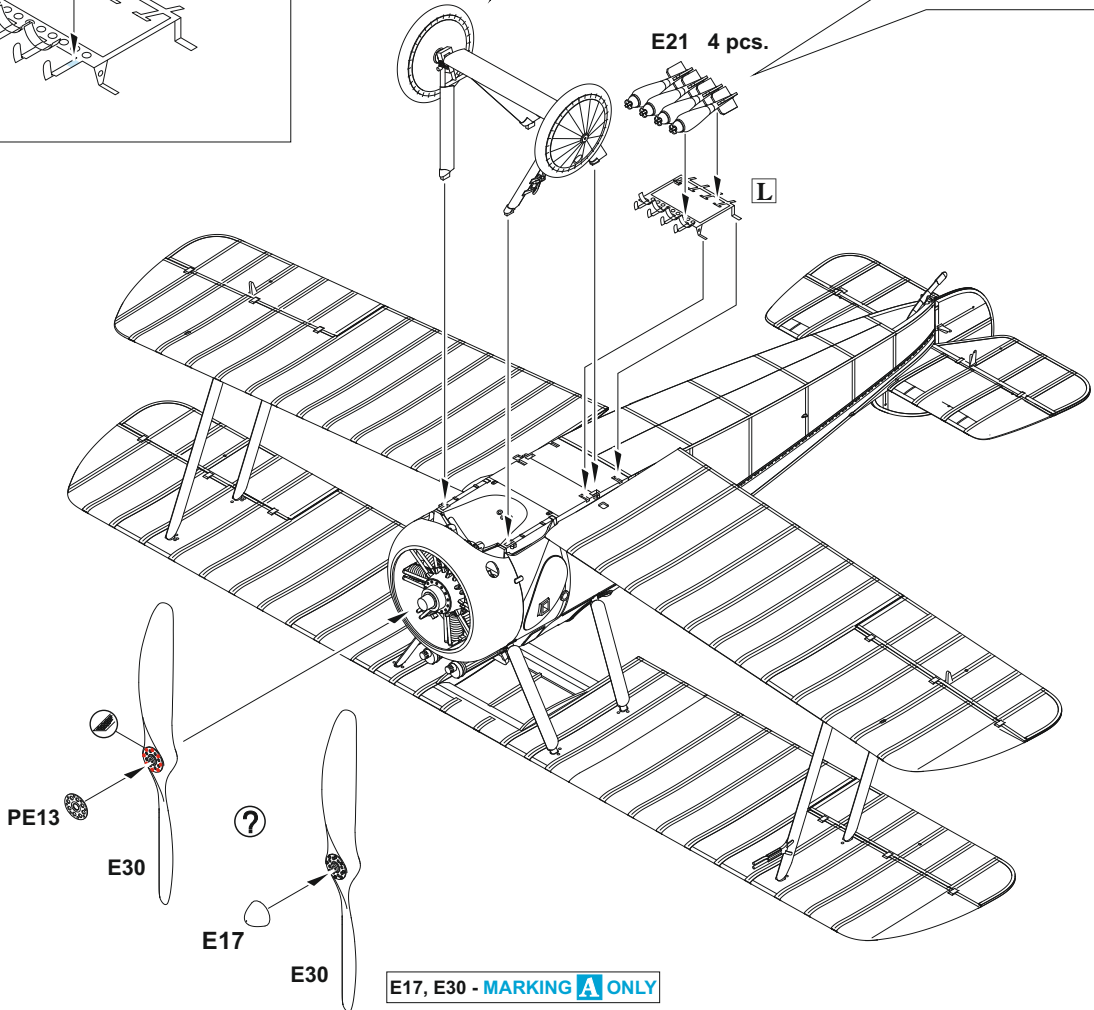
PE7 ⤴ 4 pcs.



4 pcs.



E21 4 pcs.



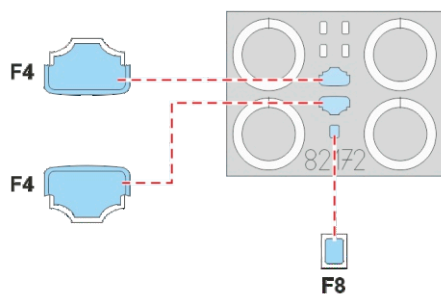
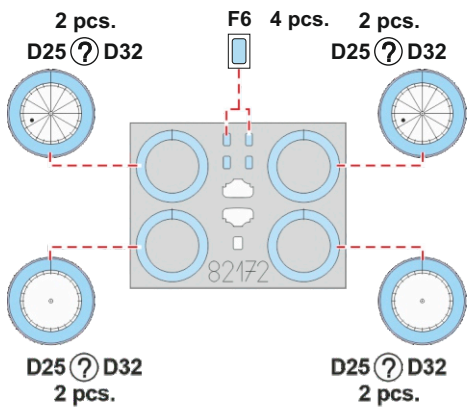
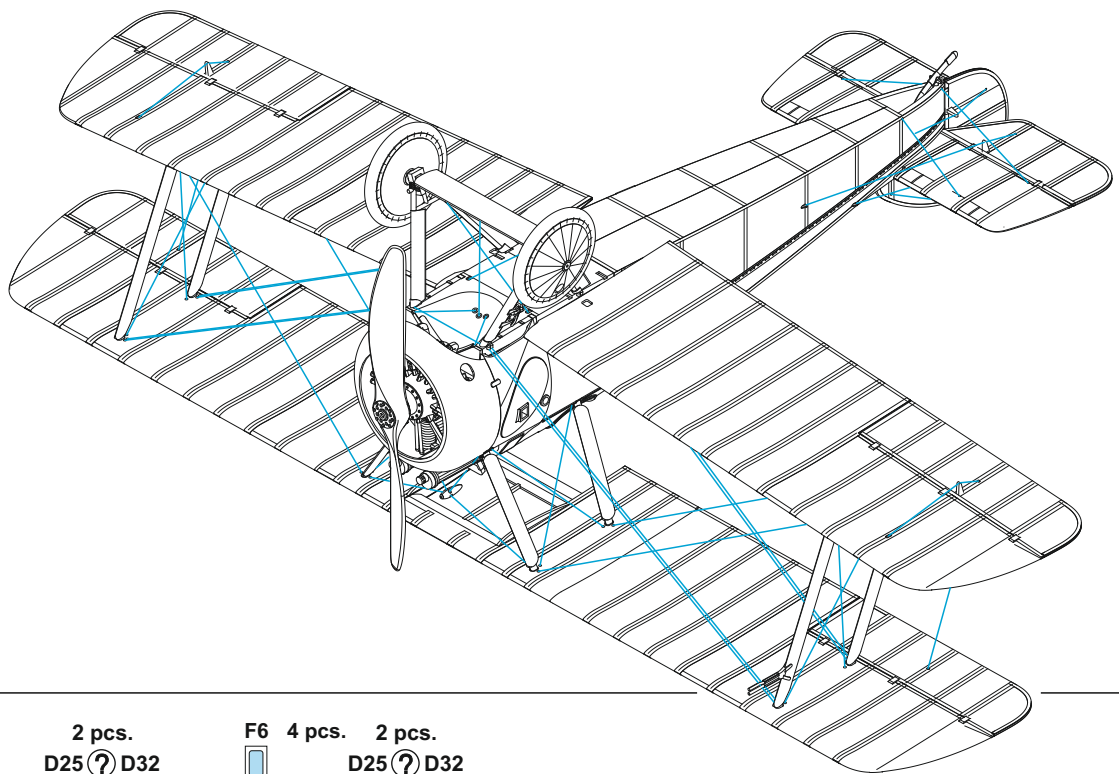
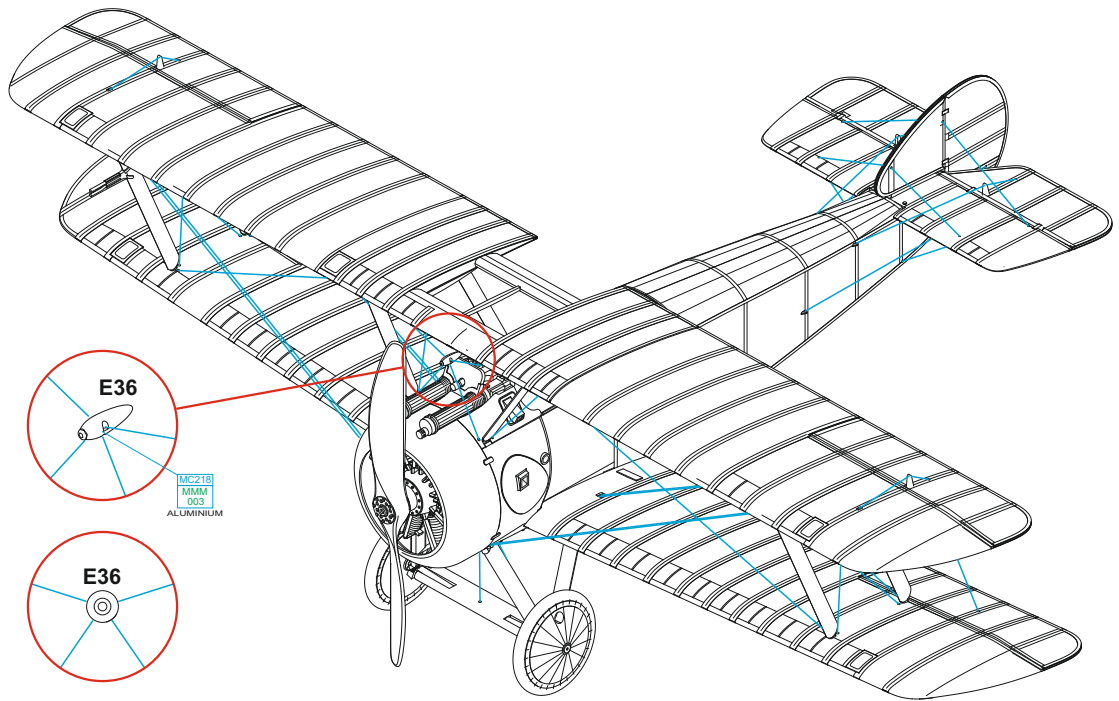
PE13

E30

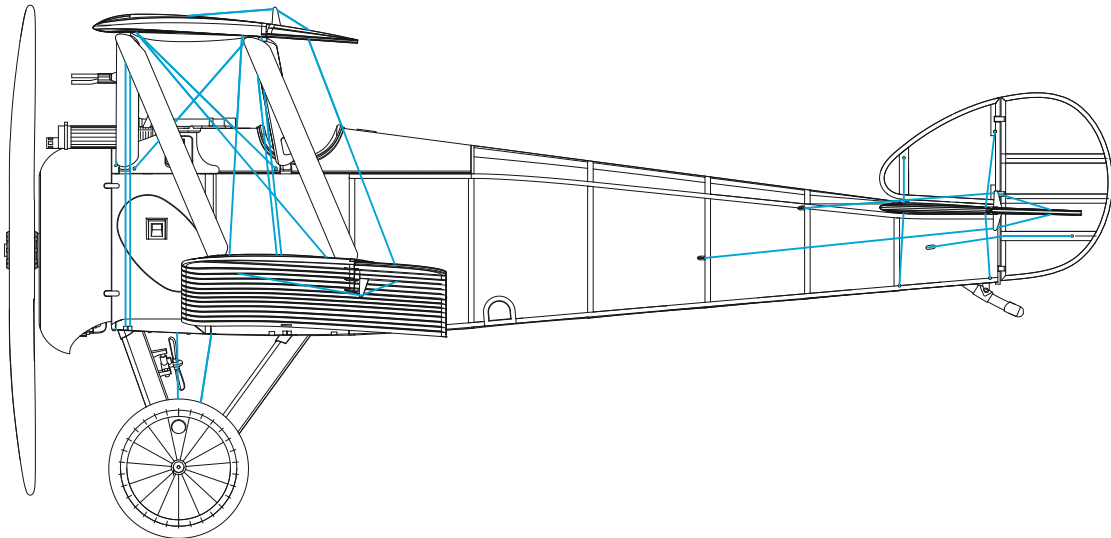
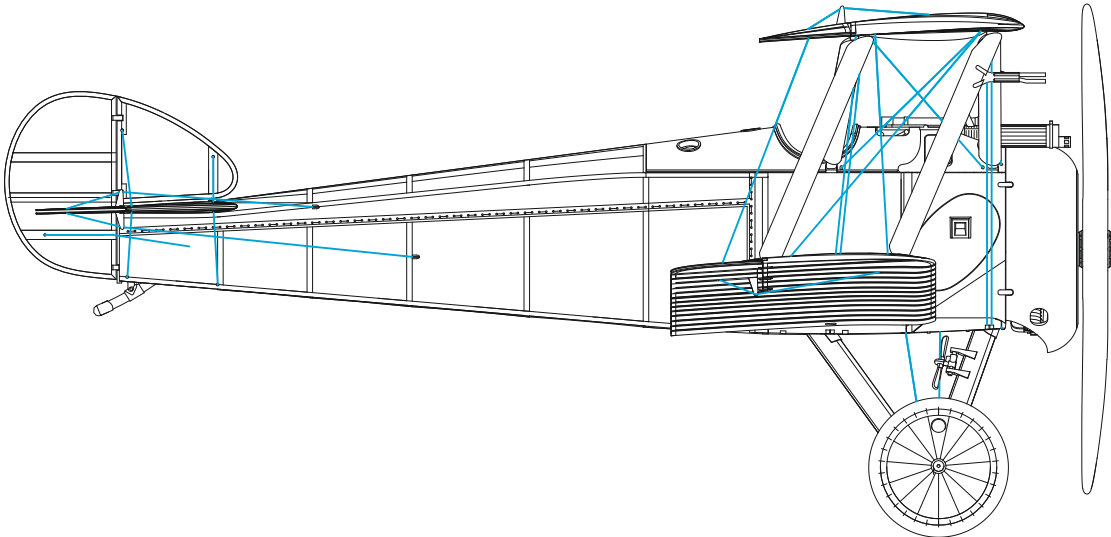
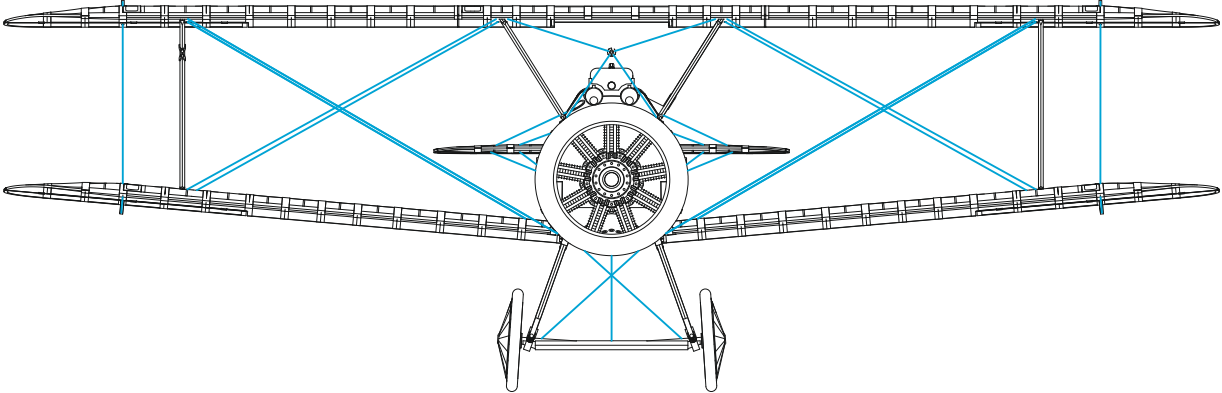
E17

E30

E17, E30 - MARKING A ONLY

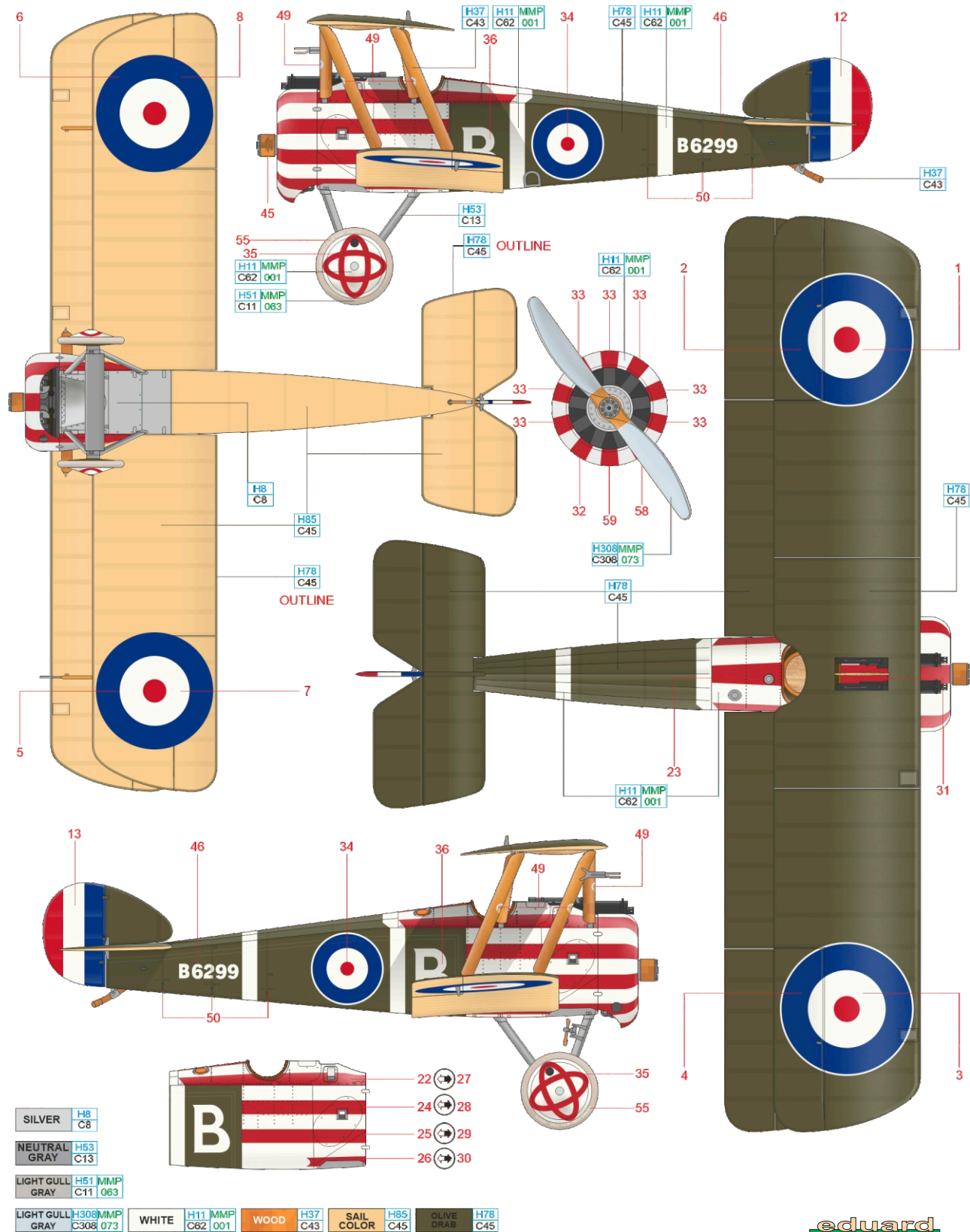


RIGGING DIAGRAM



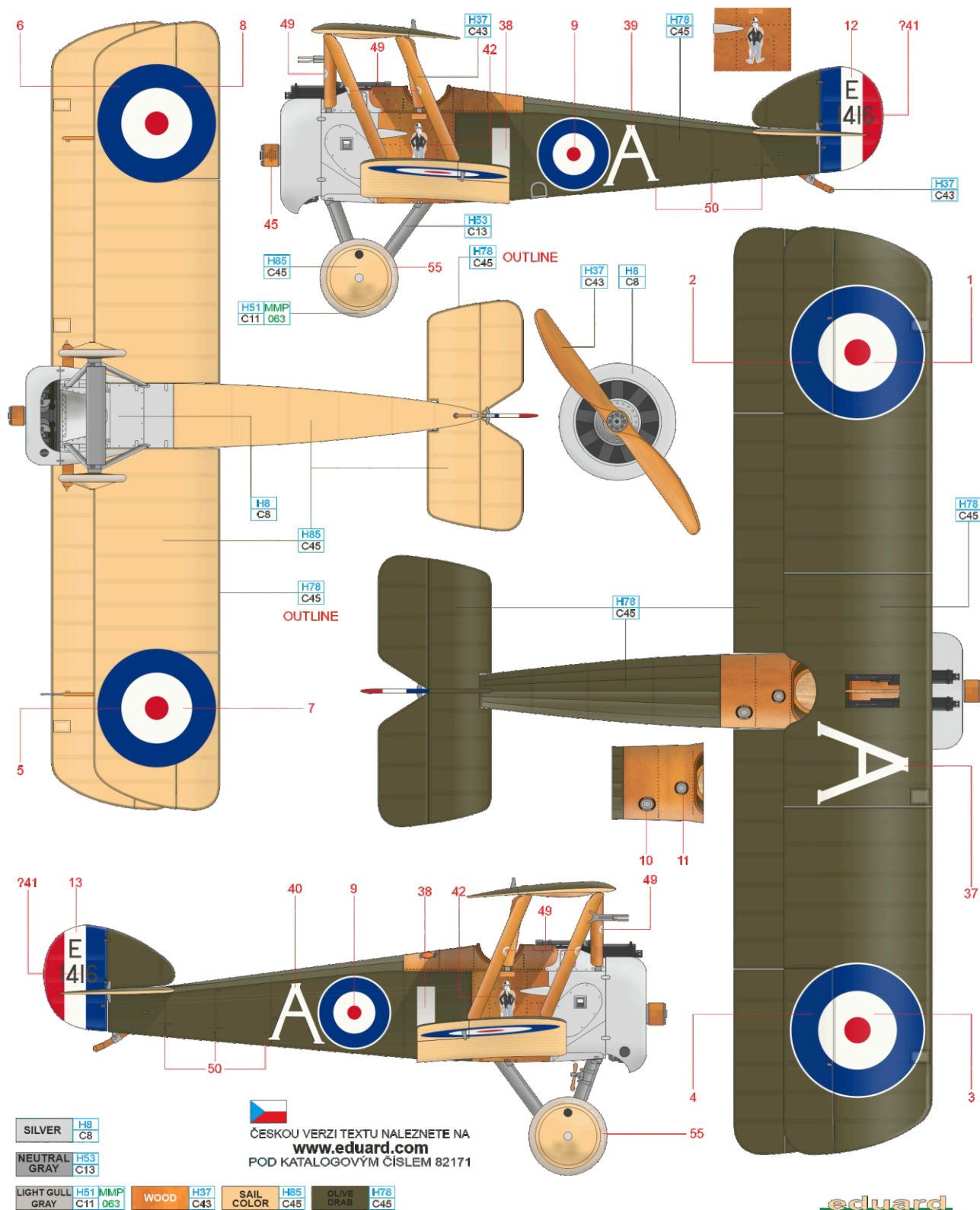
C B6299, FL Norman M. MacGregor, No. 10 Sqn RNAS, Tétèghem, France, November 1917

Norman Miers MacGregor entered the RNAS on February 1916 and was assigned to HMS President. He was assigned to No. 6 Squadron in 1917 and scored four kills there. After that he moved to the No. 10 Squadron. His first victory with this unit was also the most significant of all of his kills, as he shot down the first Fokker Dr.I of the Great War on September 15, with German ace Kurt Wolff, victor in 33 combats and commander of the Jasta 11 at controls. MacGregor added two more victories, both when flying this Camel. He accrued 325 operational flight hours during the war and was transferred to RAF's unemployed list on January 10, 1919, at the rank of captain. He was later reactivated as a flight lieutenant on April 10, 1921, serving until June 5. His Camel B6299 sported the colours of the B Flight of the No. 10 (Naval) Sqn, i.e., white and red stripes on the nose of the aircraft and distinctive letter B on both sides of the fuselage. Later the aircraft served briefly with No. 9 (Naval) Sqn, before being transferred to the training depot at Chingford.



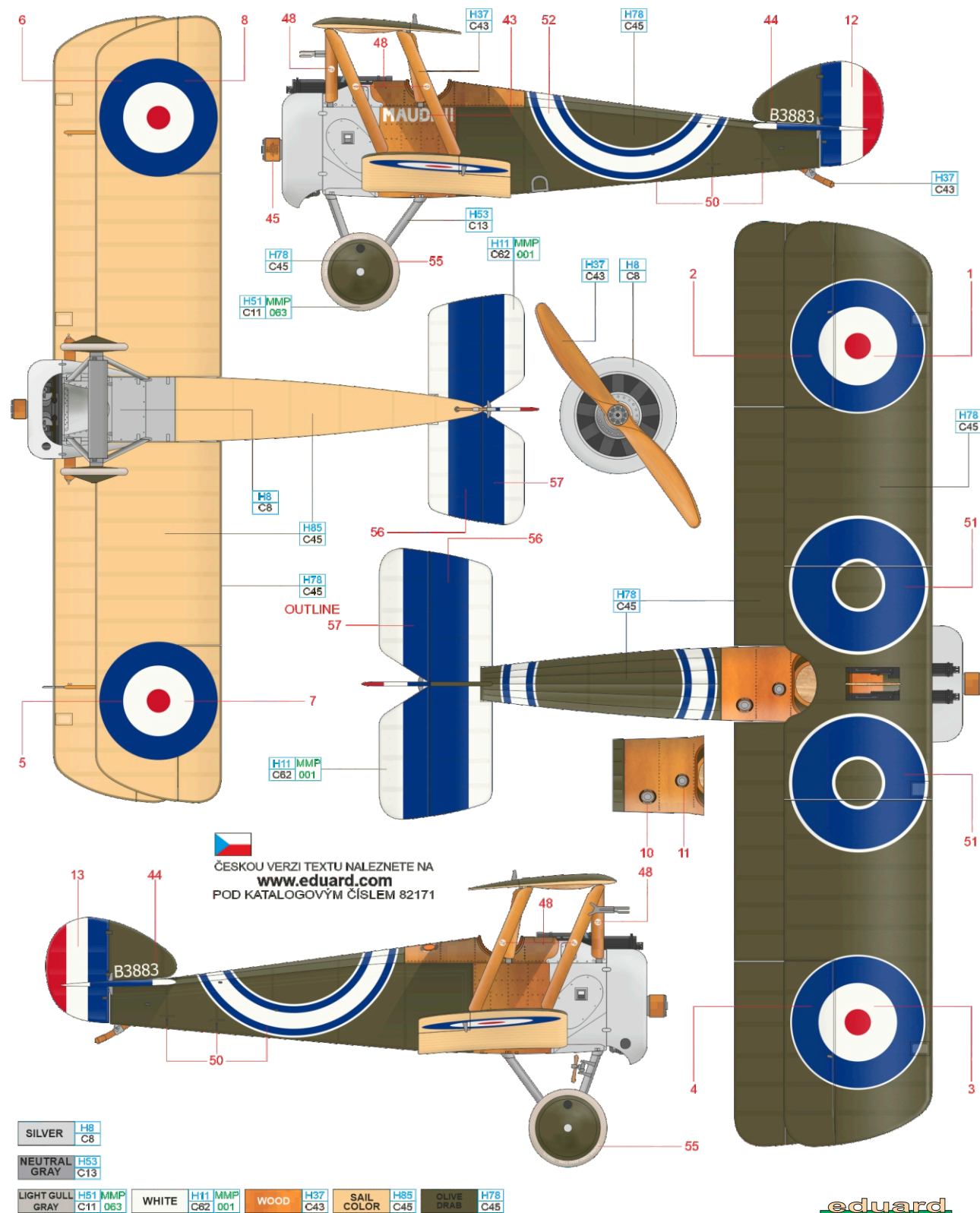
D E1416, Capt. Arthur H. Cobby, No. 4 Sqn AFC, Serny, France, September 1918

Camel No. E1416 was the last of Arthur Henry Cobby's aircraft of this type and served him well, as he achieved eight out of his 29 aerial victories flying this one. One of these victims was an observation balloon, the last of five destroyed by this very successful Australian fighter pilot. In fact, Cobby was the most successful Australian ace flying with Australian unit in WWI as he scored 29 victories with at least four different Camels. He had figures of Charlie Chaplin made from (probably) sheet of aluminium and he used to fit them on his Camels from both sides of the cockpit. Apart of it the Camel sported standard camouflage (probably with PC10 color on upper sides) and markings, but had non-standard ducts mounted at the carburetor inlet. Acclaimed a national hero, Cobby joined newly formed Royal Australian Air Force in 1921 and was gradually promoted up to the rank of Wing Commander. He retired and served with Citizen Air Force only (the RAAF reserve) but was re-activated in 1939 and held senior posts in the RAAF rising to the rank of Air Commodore. To the end of the war, he commanded Australian No.1 Tactical Air Force in Southwest Pacific area with some 20 000 people ready to action according to his orders. Arthur Henry Cobby died on November 11, 1955.

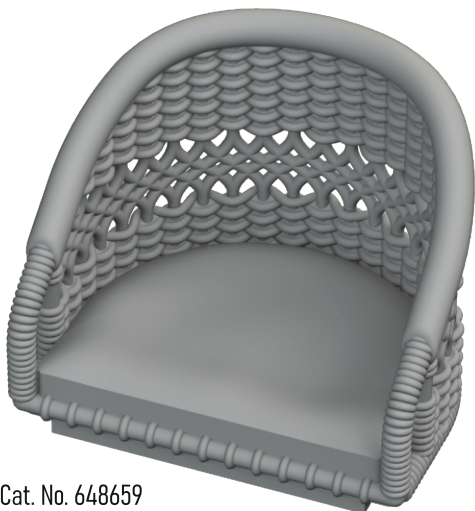
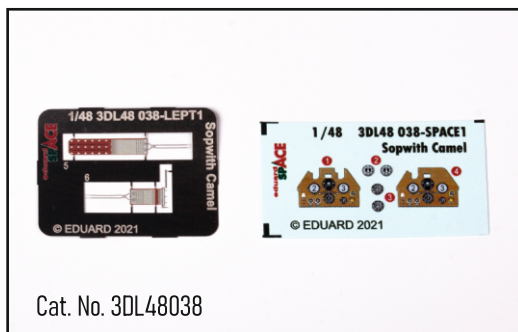


E B3883, FSL Harold F. Stackard, No. 9 Sqn RNAS, Bray-Dunes, France, September

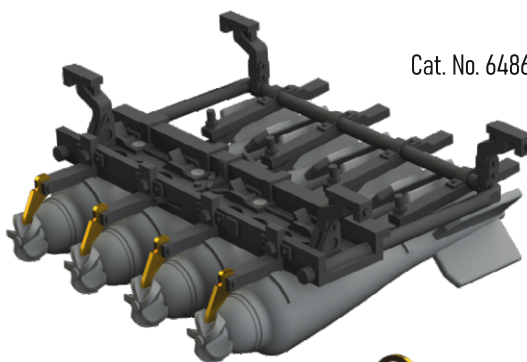
Harold Francis Stackard achieved 15 aerial victories during Great War. He started his military career as a subaltern serving on HMS Orotava in France and Gallipoli. In October 1916 he was transferred to the Royal Naval Air Service, and two months later he was promoted to Flight Sub-Lieutenant. Stackard stayed for the rest of the war with No. 9 (Naval) Squadron. He scored his first victory on May 2, 1917, flying the Sopwith Pup. On September 3, 1917, he recorded his first victory behind the controls of the Sopwith Camel. It was his fourth one. With the B3883 he later added six (may be seven) victories, so it was his most successful aircraft. FL Joe Fall scored another three flying it. The B3883 had no distinctive decorations originally. It only sported white number 2 on the fuselage sides. It was damaged and after repair was named Maude II with the name in white. Also, big fuselage ring in blue and white and two blue discs with white outline on the upper wing were added. Later the fuselage ring (and probably the elevator as well) was enriched by red color and the Maude II was overpainted in blue with white blocking as the remains of the original painting. By 1918, Stackard was an instructor at RAF Cranwell in Lincolnshire. He served briefly with No.157 Squadron before he left the service shortly after the war.



- FE1215 Sopwith Camel seatbelts STEEL (PE-Set)
- 644116 Sopwith Camel LööK (Brassin)
- 648657 Sopwith Camel wheels type 1 (Brassin)
- 648658 Sopwith Camel wheels type 2 (Brassin)
- 648659 Sopwith Camel seat (Brassin)
- 648660 Sopwith Camel Vickers Mk.I gun (Brassin)
- 648662 Sopwith Camel 20lb bomb carrier (Brassin)
- 648674 Sopwith Camel Rotherham air pumps (Brassin)
- 648676 Sopwith Camel Clerget engine (Brassin)
- 3DL48038 Sopwith Camel SPACE (3D Decal Set)



Cat. No. 648659



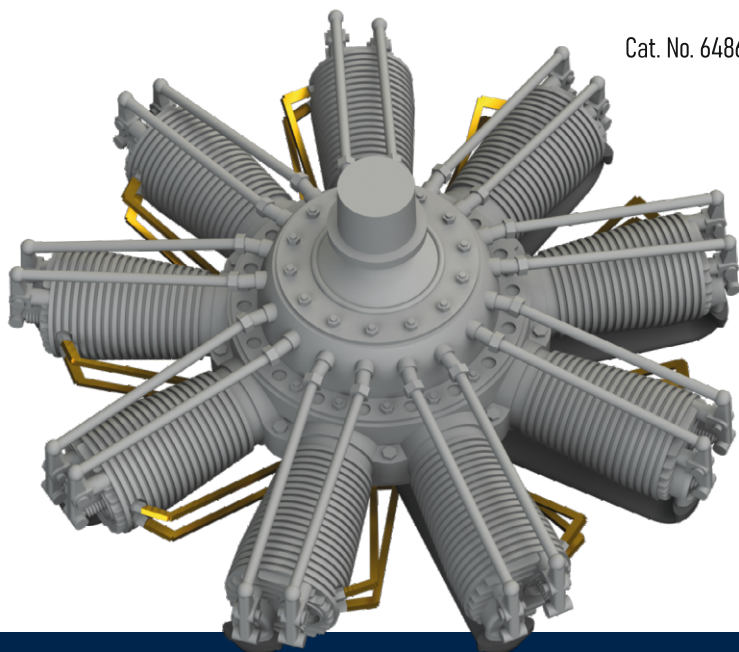
Cat. No. 648662



Cat. No. 648660



Cat. No. 648674



Cat. No. 648676