

# WINGNUT WINGS



## Sopwith F.1 Camel "Le Rhône"

1/32 Scale

The iconic Sopwith Camel, so named for the 'hump' over its guns, is possibly the most famous of all First World War aircraft, if not by sight, then by name. Sopwith developed the Camel in late 1916 in an effort to overcome the single gun handicap suffered by their successful 80hp Pup and improve performance with a more powerful engine. The initial Sopwith F.1 Camel prototype was unveiled in late December 1916 and featured a single piece top wing, 2 Vickers Mk.1 machine guns and a 110hp Clerget 9Z engine. Unlike their previous Pup and Triplane, the Camel featured a top wing with no dihedral coupled with a high 5° dihedral bottom wing which, combined with its concentrated centre of gravity, helped contribute to its high maneuverability and well deserved reputation as a difficult (and frequently dangerous) aircraft to fly. Additional prototypes were produced with various improvements including a 3 piece top wing with centre section cut-out and 130hp Clerget 9B engine. Testing by selected operational pilots in early 1917 brought mostly positive reports along with a few recommendations for additional improvements, some of which made their way on to early production aircraft.

The Sopwith F.1 Camel went into production in January 1917 and aircraft began equipping Royal Naval Air Service (RNAS) and Royal Flying Corps (RFC) Squadrons in May and June 1917. Initial problems with performance above 10000ft, mostly attributed to the poor quality of British manufactured 130hp Clerget 9B engines, were troubling and led to various other engines eventually being used. The RNAS preferred the 150hp AR.1 (Admiralty Rotary 1), later renamed the BR.1 (Bentley Rotary 1), while the RFC preferred the 110hp LeRhône 9J or the improved 140hp Clerget 9Bf when they became available. Many 130hp Clerget 9B engines were upgraded in the field to 140hp 9Bf specifications after a conversion kit was made available in April 1918. The Sopwith Kauper interrupter gear used by Clerget and Bentley powered aircraft proved troublesome but the Constantinesco CC synchronizing gear used by LeRhône powered Camels were relatively trouble free. Other changes included aileron control horn tie wires, re-routing the tailplane control cable exits on the side of the fuselage and a field modified enlarged top wing centre section cutout which was incorporated on many late production aircraft. After its initial teething problems the Sopwith Camel proved to be a highly capable fighter and, along with the SE.5a and French SPADs, helped wrest air superiority back from the German Albatros fighters towards the end of 1917.

Around 5500 Camels were built by The Sopwith Aviation Company, Ruston Proctor & Co, Boulton & Paul, Clayton & Shuttleworth, Nieuport & General Aircraft, Hooper & Co, Portholme Aerodrome, Marsh Jones & Crib and British Caudron. A shipboard version with shorter wingspan and removable rear fuselage was produced for the RNAS as the Sopwith 2F.1 Camel from September 1917. A night fighter conversion with 2 Lewis guns mounted on the top wing and the pilot seated further rearwards was known as the Sopwith F.1/3 'Comic'. The USAS arranged to equip 5 squadrons with Camels, many of which were powered by the 160hp Gnome 9N Monosoupape engine. Other nations to use the Camel were Belgium, Estonia, Latvia and Canada. Although rendered obsolete by the arrival of the 230hp Sopwith 7F.1 Snipe in late 1918 the Camel continued to serve through to the Armistice and was not officially declared obsolete by the RAF until late 1919.

WW1 aircraft colours are contentious at the best of times and we have done our best to provide what we consider to be accurate painting information. Because Sopwith Camels were manufactured by 9 different companies and Sopwith's own factory drawings designate both Cellon Scheme A (PC10) and PC12 it is practically impossible to determine which colour a particular aircraft was finished in. PC10 was made from mixes of yellow ochre, iron oxide and lamp black pigments and could vary between olive drab and chocolate brown depending on the mix and time spent exposed to the elements. PC12 is slightly less controversial although previous reports of it being red brown are in error and it was actually a dark chocolate brown. Long serving aircraft were invariably re-doped and repaired with components salvaged from other aircraft resulting in them wearing various combinations of doped finish. Photographic evidence indicates that after trench strafing became commonplace for Camel equipped units in 1918 the upper surfaces of many aircraft were overpainted with a matt camouflage colour that appeared paler than the factory applied dope. Often the white, and sometimes red, of the top wing cockades were overpainted as well. The undersides of the wings, tailplane and often the fuselage were left CDI (Clear Doped Linen). Exterior wooden fuselage panels and cabane & interplane struts were usually given a dark brown varnish, although on some aircraft these were clearly painted. Metal cowlings could be left unpainted aluminium, with a 'turned' finish on Sopwith built aircraft, although most were painted. Metal brackets and fittings were black unless overpainted. The early aerofoil metal tube undercarriage struts were usually painted black while the later production fabric wrapped undercarriage struts were almost certainly finished in the same colour as the fuselage. All fabric surfaces exhibited a gloss appearance when new which would lose its shine relatively quickly in service. Unlike many British aircraft, the Camel frequently featured colourful personal and unit markings, although many of the more extreme examples were restricted to aircraft at training units and immediate post war service.

Richard Alexander 2016

Wingspan (F.1):	Length (F.1):	Max Weight (F.1):	Max Speed:
28ft (8.53m)	(Le Rhône) 18.33ft (5.58m)	(Le Rhône 9J) 1422 lb (645kg)	(Le Rhône 9J) 111mph (178kph)
No. Manufactured:	Production:	Armament (F.1):	
(all types) 5500	January 1917 to 1919	2x .303 (7.7mm) Vickers Mk.1 machine guns & up to 100lb (45kg) of bombs	
Ceiling:	Engine:		
(Le Rhône 9J) 24000ft (7315m)	110hp Le Rhône 9J, 150hp Bentley BR.1, 130-140hp Clerget 9B & 9Bf or 160hp Gnome 9N Monosoupape		

### References:

Windsock Datafile 26 Sopwith Camel, JM Bruce, 1991 - Schedule for Sopwith Camel Biplane, 130 Horse-Power Clerget Engine Type E1, RAF 1918  
The Camel File, Ray Sturtivant & Gordon Page, Air Britain 1993 - Sopwith Camel King of Combat, Chaz Boyer, Glasney Press 1978 - Sopwith Camel Aces of World War 1, Norman Franks, Osprey 2003 - 1914-18 Aviation Heritage Trust - The Vintage Aviator LTD - Colin Owers - Private Collections

# Sopwith F.1 Camel "Le Rhône"

1/32 Scale

**Warning:** Choking hazard. Keep small parts and plastic bags away from children. Use glue and paint in a well ventilated area. Always wear protective eyewear when cutting and a protective mask when painting, gluing and sanding. Do not breathe dust from polyurethane resin parts (if included). Beware of sharp edges on metal parts.

**Assembly:** **Read all the instructions carefully before starting assembly.** Use glue intended for plastic models. Assemble metal and resin parts (if included) using Cyanoacrylate (CA) or epoxy glue. Before assembly select a marking option and note optional parts required in instructions.

**Rigging:** If installing rigging please drill out all location holes with a 0.5mm drill bit to a depth of at least 1mm. To make rigging as simple as possible we recommend using stretchy elastic type material like 'EZ Line' etc and not trying to replicate any turnbuckles.

**Painting:** Only use paints **designed and suitable** for plastic model kitssets.

**Decals:** Cut out each decal as required. Soak in warm water for 15 seconds. Slide off backing paper onto **gloss painted surface of model (not just clear coated plastic)**. For large decals it is helpful to apply a drop of water to the area they are being applied to. This will make it easier to maneuver them into the correct position.

**Hints & Tips:** Please visit our website for additional photos, hints and tips to assist you in getting the best result from your Wingnut Wings model.

**1** Construction Step



Choose



Attention



Remove

**A1** Part Number



Do Not Cement



Option



Drill

**5** Decal

**P1** Photo Etch Part



Cement For Metal



Other Side



Paint Colour

	All colours	Tamiya	Humbrol	Federal Standard
a	Brass	X31	54	
b	Copper	XF6	12	
c	Gun Metal	X10	27004	
d	Aluminium - matt	XF16	27001	
e	Steel	XF56	27003	
f	Light Wood* - semi gloss	XF78*	93*	30340*
g	Dark Wood* - gloss	XF68*	160*	30111*
h	Rubber - matt	XF69	66	35042
i	Leather - semi gloss	XF52	62	30219
j	Clear Doped Linen (CDL) - semi gloss	XF55	121	26405
k	PC12 - semi gloss	XF10	98	30059
l	PC10 Dope - matt & semi gloss	XF62 (x1) + XF10 (x1)	170	26120
m	PC10 Paint - gloss	XF62 (x2) + XF10 (x1)	170	16120
n	Black - semi gloss	X18	85	
o	Dark Mustard Yellow - semi gloss	XF4 (x1) + XF59 (x1)	94	
p	Aluminium - bright	X11	27002	
q	Battleship Grey (BSG) - matt	XF82	106	35164
r	White - semi gloss	XF2	34	
s	Red - semi gloss	XF7	60	31350
t	Light Blue - matt	XF2 (x2) + XF8 (x1)	109	35250
u	PC10 Light - matt & semi gloss	XF62(x3) + XF52 (x1)	155	33070

**Note:** Apply clear varnish to achieve the desired gloss or semi-gloss finish. \*See our website hints and tips for painting wood.

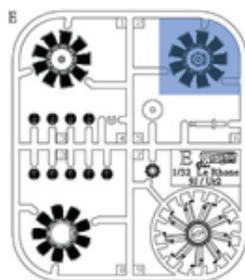
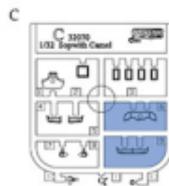
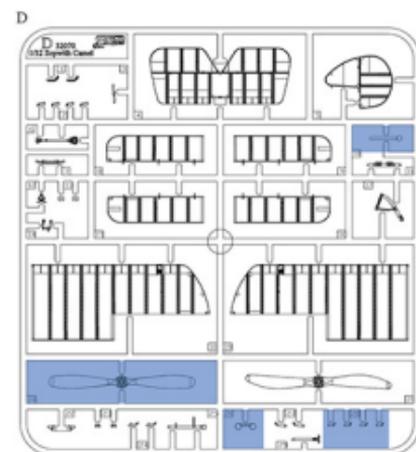
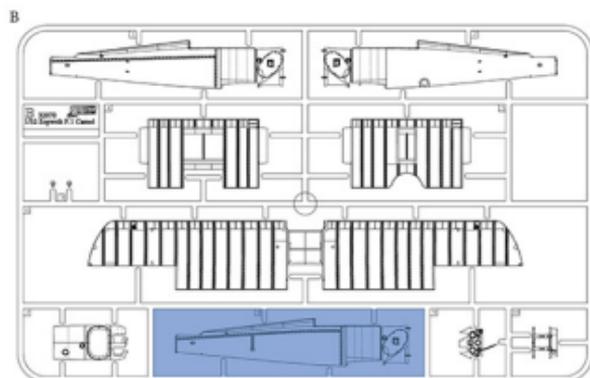
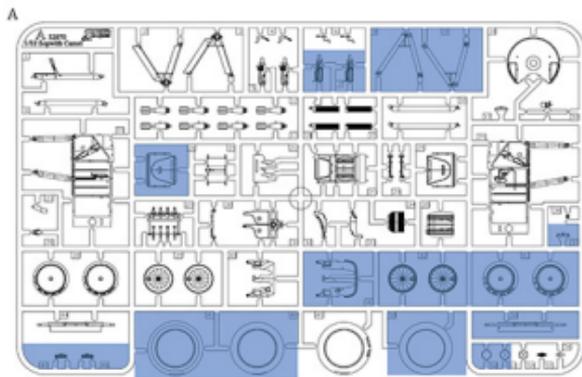
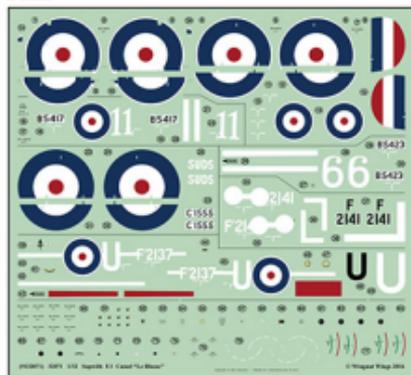


Photo Etch



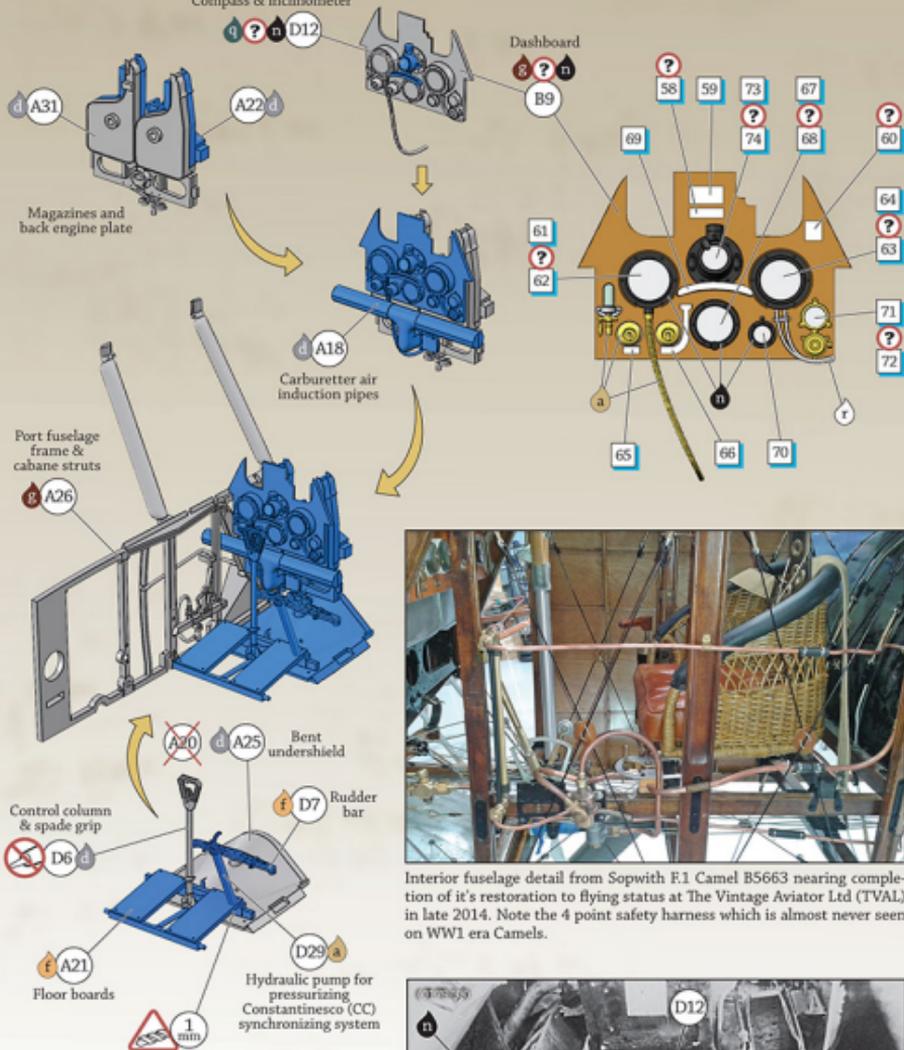
■ = Not Used

Decals

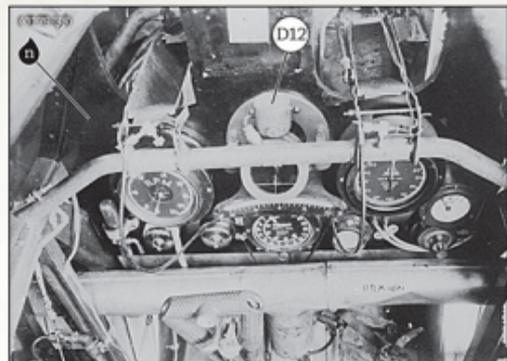


# 1 COCKPIT

Pattern 5/17  
Compass & inclinometer



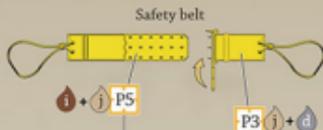
Interior fuselage detail from Sopwith F1 Camel B5663 nearing completion of its restoration to flying status at The Vintage Aviator Ltd (TVAL) in late 2014. Note the 4 point safety harness which is almost never seen on WW1 era Camels.



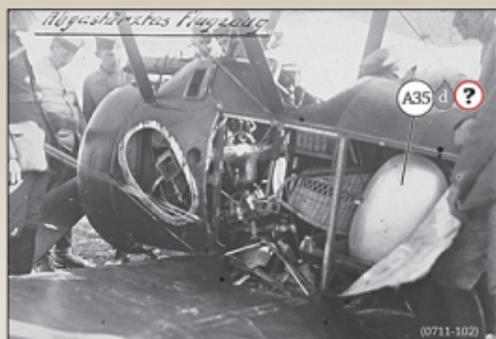
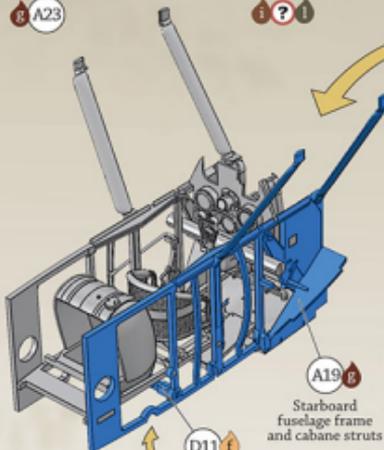
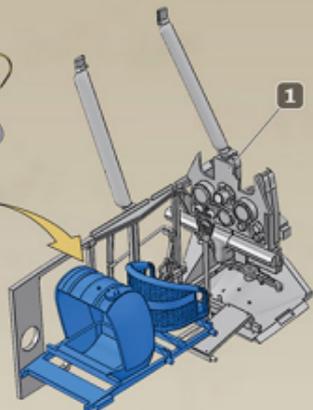
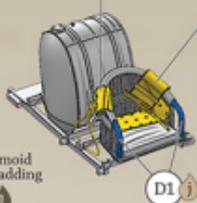
> Dashboard detail from an unidentified Bentley or Clerget powered Sopwith F1 Camel. Note the Type 5/17 compass, control column hand grip and empty Vickers Mk.1\* gun mounts and empty shell chutes. There were several different instrument arrangements possible and we have chosen to model the most commonly seen version. The cut out in the instrument board seen here was required for the Sopwith-Kauper interrupter gear and is not appropriate for LeRhone powered Camels which used the superior Constantinesco (CC) synchronizing system.

## 2 COCKPIT continued

30 gallon main petrol tank  
Paint straps

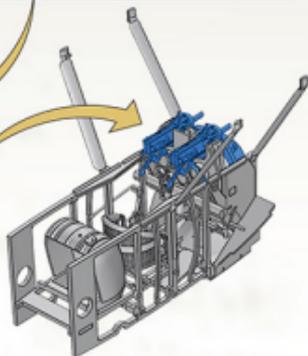
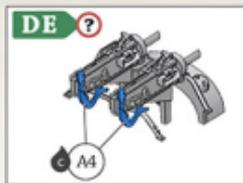
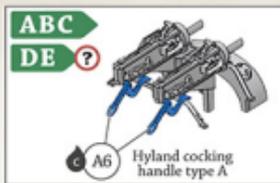
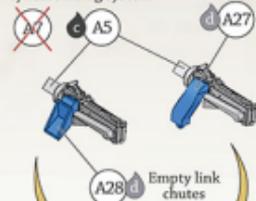


Paint pegamoid cushion & padding



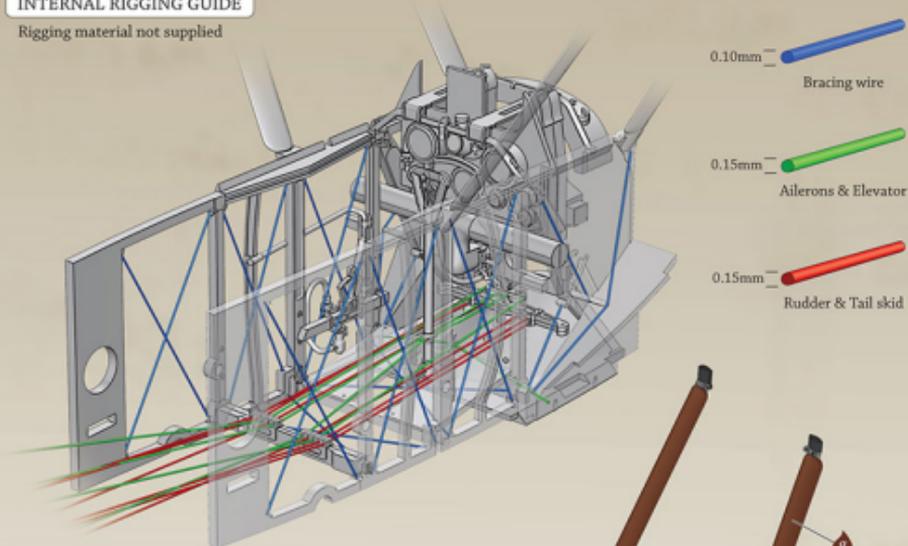
The crash and capture of this unidentified Clerget powered Sopwith F.1 Camel allows us a rare view inside an operational aircraft showing the style of wicker seat, 30 gallon main petrol tank and carburettor induction pipes. Note how the dark paint applied to the engine cowlings has run under the access panels.

Vickers Mk.1\* receiver with Constantinesco synchronizing system

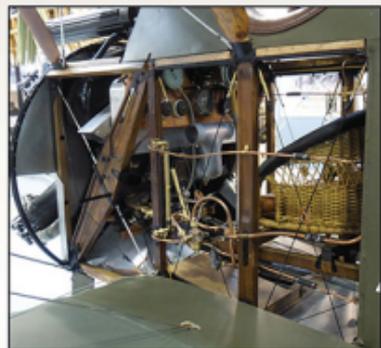
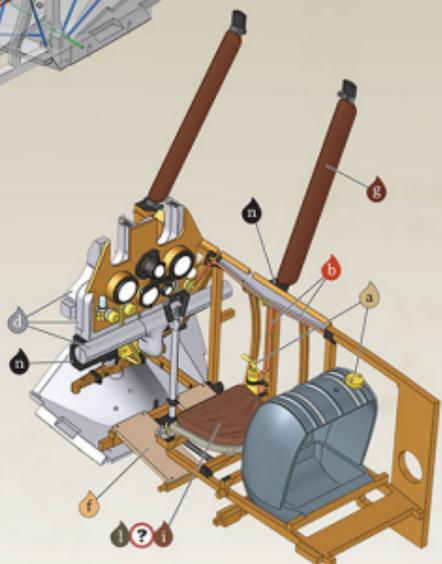
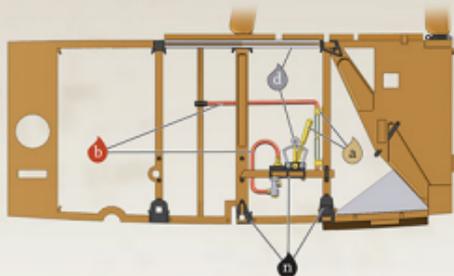


## INTERNAL RIGGING GUIDE

Rigging material not supplied

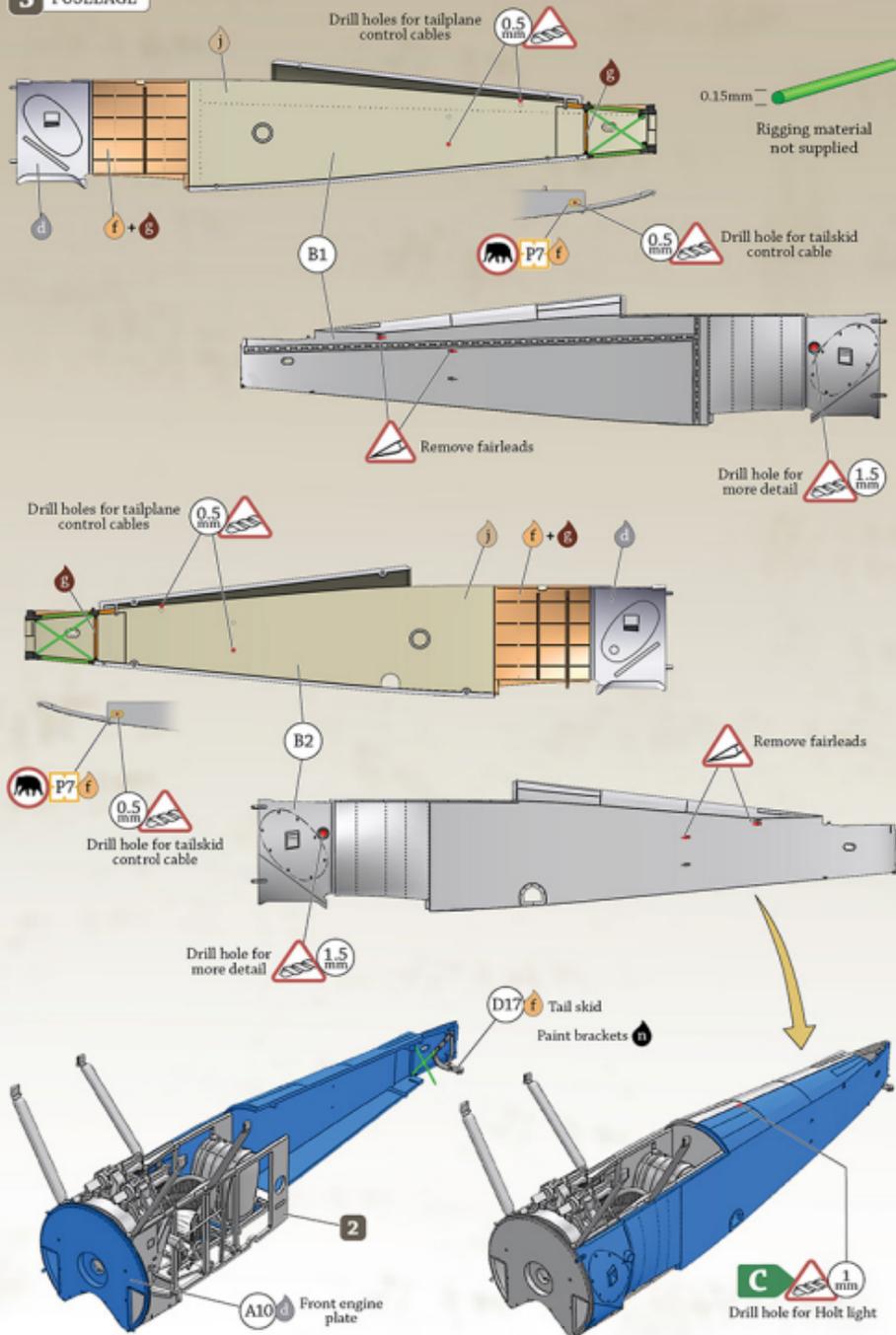


## INTERIOR PAINTING GUIDE



Interior fuselage detail from Sopwith F.1 Camel B5663 nearing completion of its restoration to flying status at The Vintage Aviator Ltd (TVAL) in late 2014. The front engine plate, bent & rear undercowls, magazines and carburettor induction pipes are bare aluminium while most metal brackets and fittings are painted black except for the petrol lines, sight gauge and engine control levers which remain copper and brass.

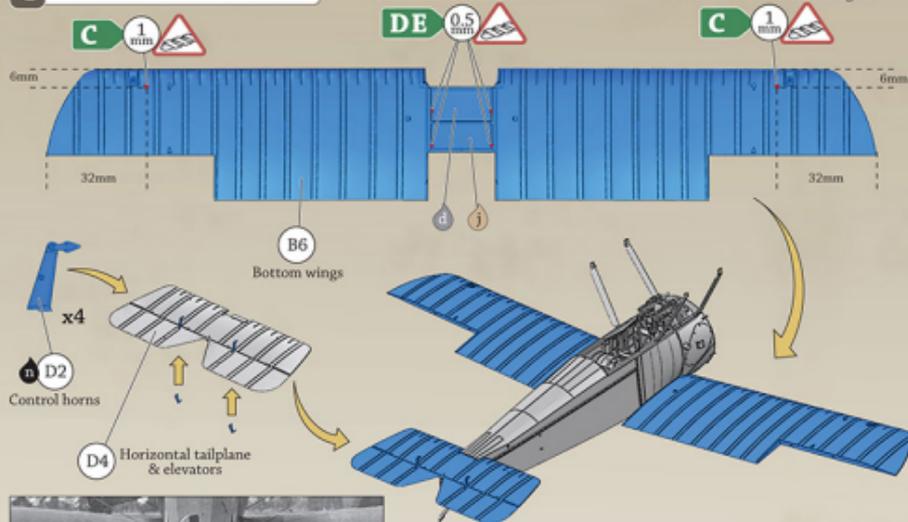
### 3 FUSELAGE



#### 4 BOTTOM WINGS & TAILPLANE

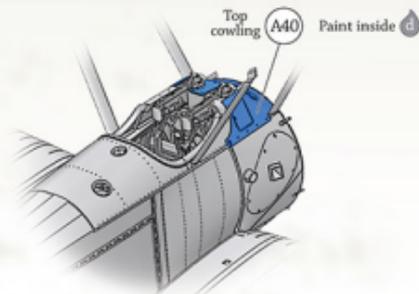
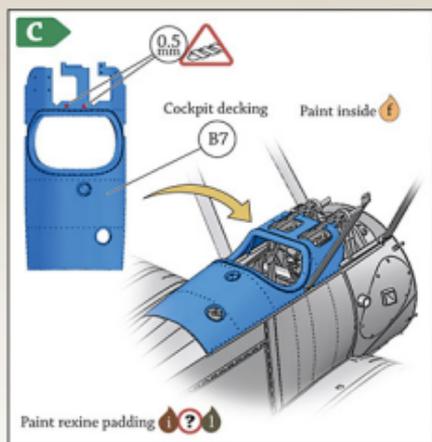
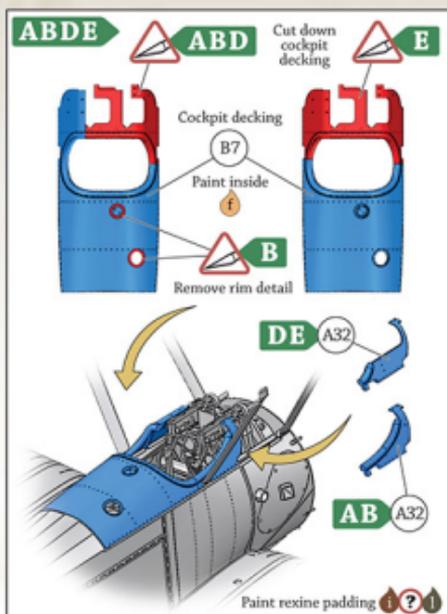
Drill holes for bomb carrier

Drill hole for Holt flare & light



< Tailplane detail from one of the Sopwith F.1 Camel prototypes.

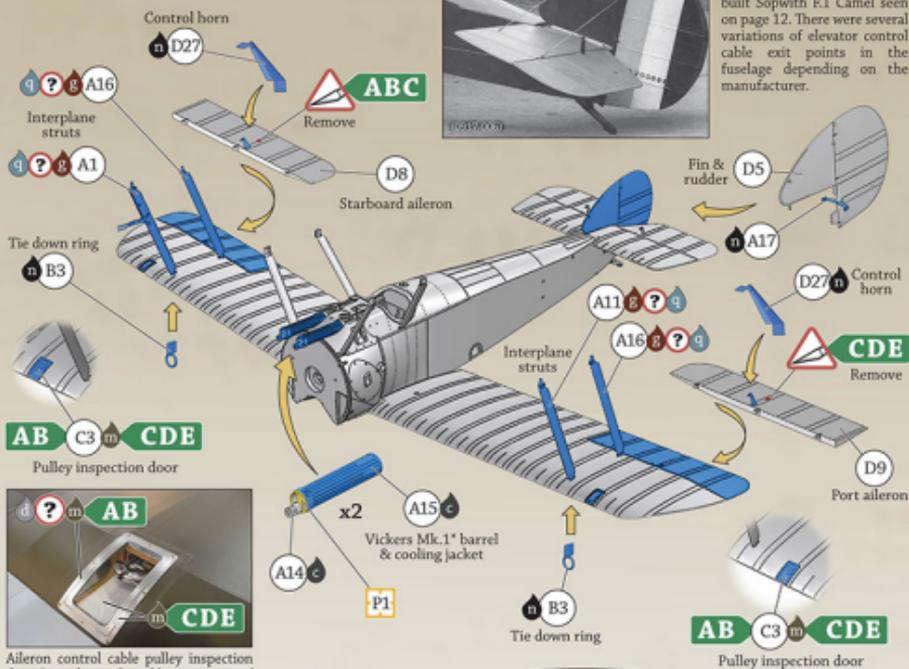
#### 5 COCKPIT DECKING



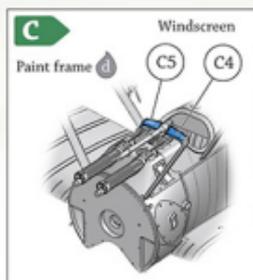
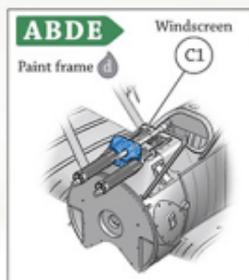
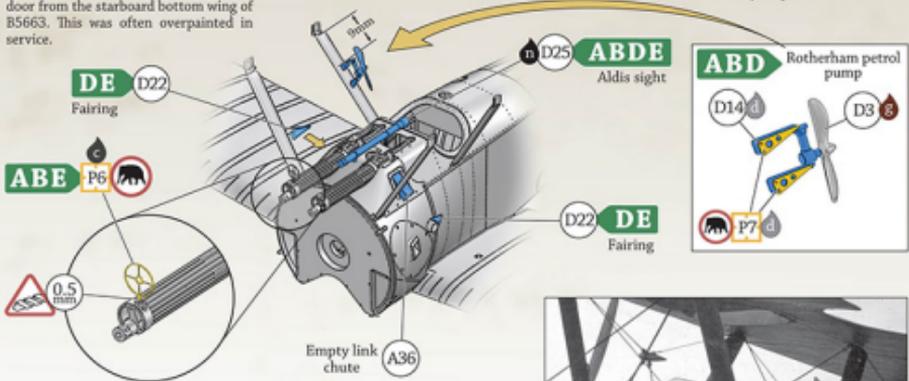
## 6 INTERPLANE STRUTS & DECKING DETAILS



Fin and rudder detail from the unidentified Ruston & Proctor built Sopwith E.1 Camel seen on page 12. There were several variations of elevator control cable exit points in the fuselage depending on the manufacturer.

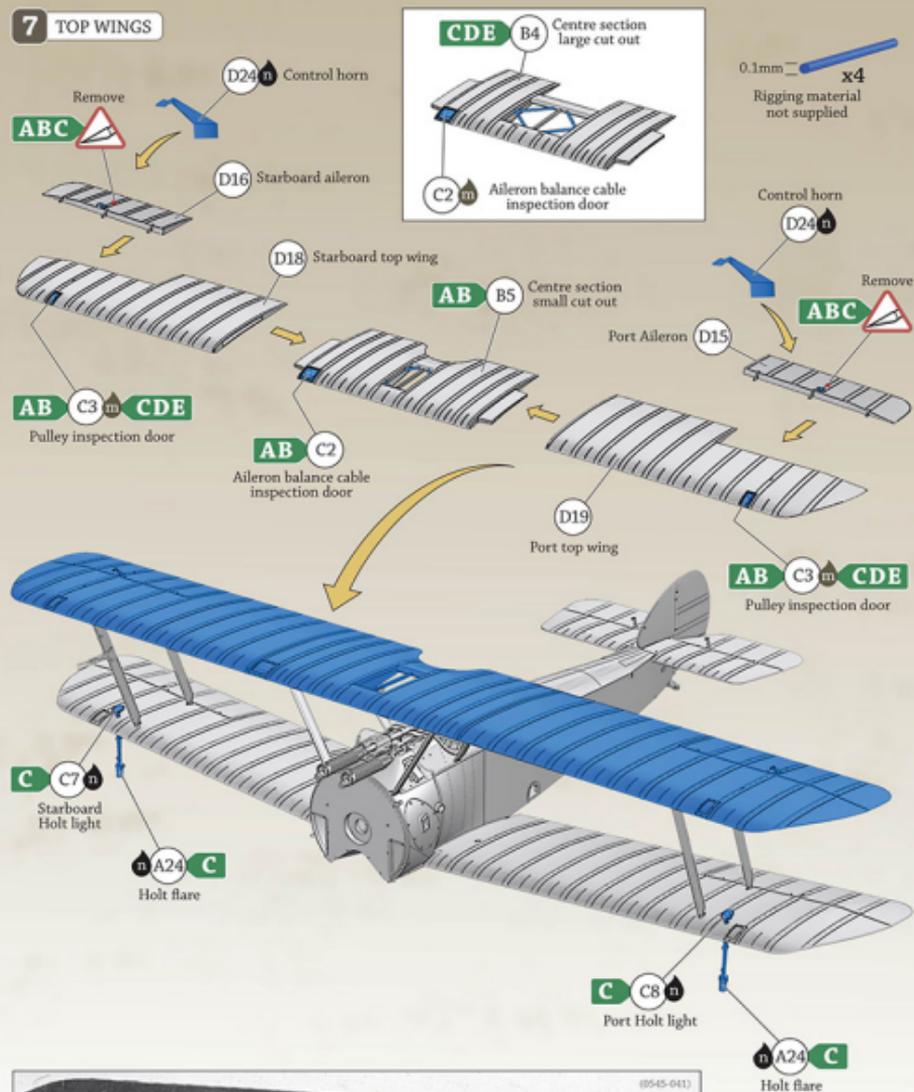


Aileron control pulley inspection door from the starboard bottom wing of B5663. This was often overpainted in service.



^ Cockpit decking detail from the 110hp Le Rhône 9J powered 54 Sqn Sopwith E.1 Camel B5243 "20" of WG Ivamy which was captured on 18 March 1918. Note the cut down starboard decking, Rotherham petrol pump, windscreen and Aldis sight. Difficulty in clearing starboard gun stoppages lead to many aircraft having the cockpit decking cut away in the area.

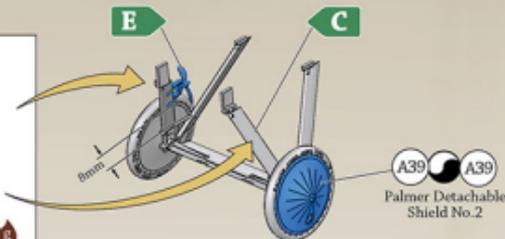
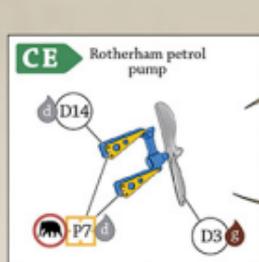
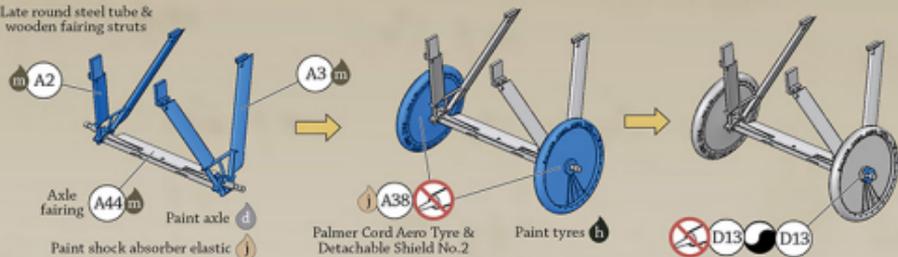
## 7 TOP WINGS



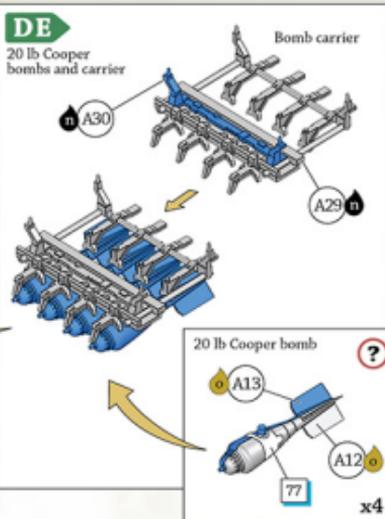
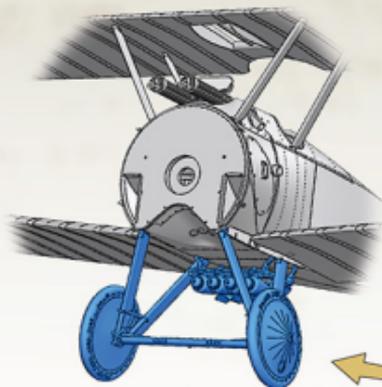
An unidentified 110hp Le Rhône 9J powered 46 Sqn Sopwith F.1 Camel, either "E", "Z" or "Z". Note the Cooper bomb carrier under the fuselage and large centre section cut out.

## 8 UNDERCARRIAGE

Late round steel tube & wooden fairing struts

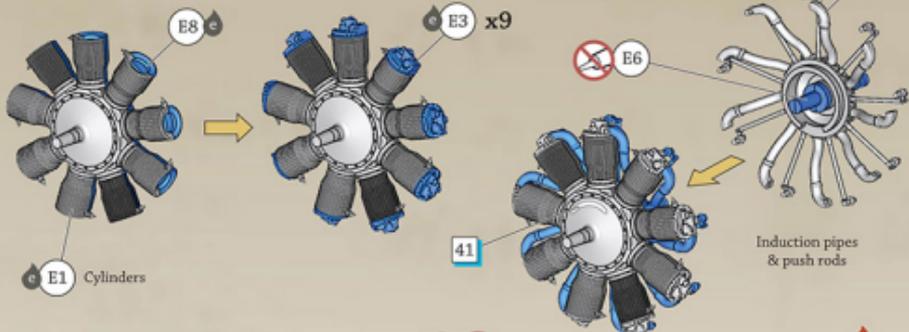


Fabric wrapped tube steel & wooden fairing undercarriage from Hooper built 78 Sqn Sopwith F.1 Camel C1555 **C**. Sopwith Camel undercarriage struts, especially the port side, were perennially soaked in castor oil which spewed out from the engine. Remarkably, a problem with the port wheel unscrewing itself and falling off(!) was not fixed until May 1918 when opposite thread bolts and axles became available. Note the Palmer Detachable Shield No.2.



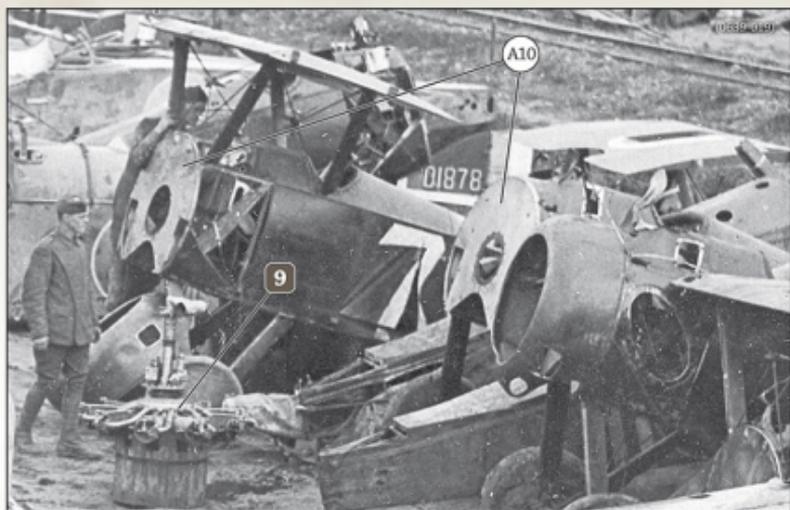
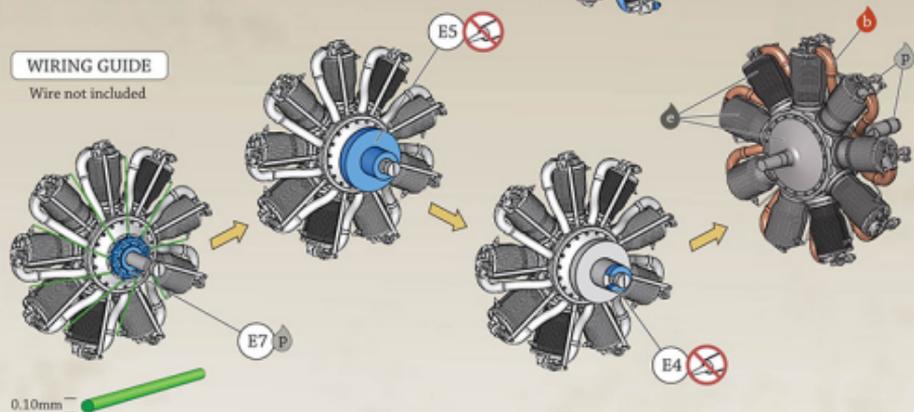
20 lb Cooper bombs as carried by Camels on ground attack duties.

## 9 110hp Le Rhône 9J ENGINE



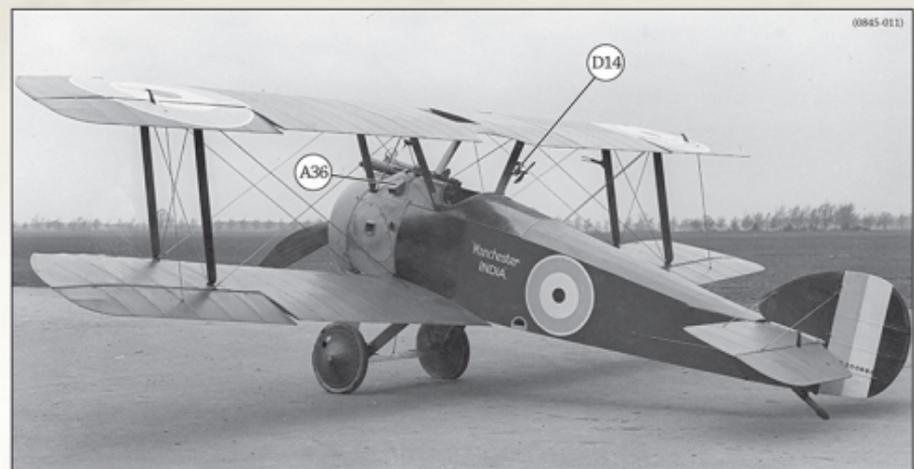
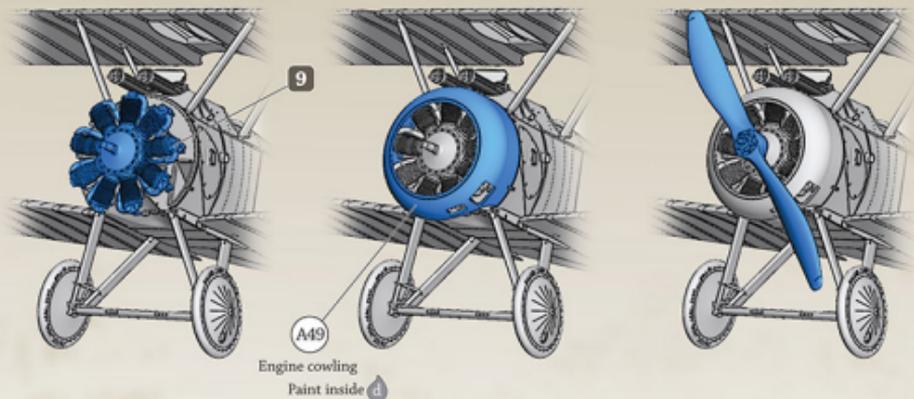
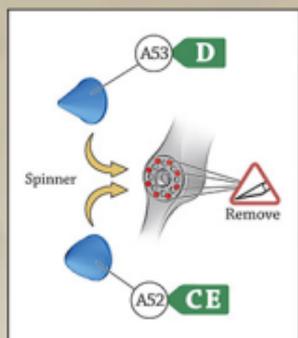
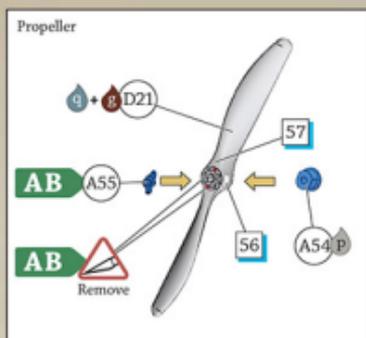
### WIRING GUIDE

Wire not included

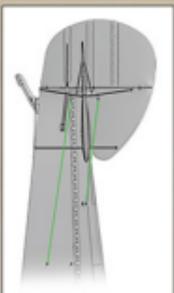
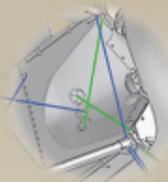
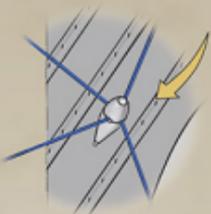


Several unidentified Sopwith F1 Camels, including at least two 110hp Le Rhône 9J and one 140hp Clerget 9Bf (D1878 in the background) powered aircraft, await salvage at 2 Aeroplane Service Depot. Note the Le Rhône 9J engine at bottom left.

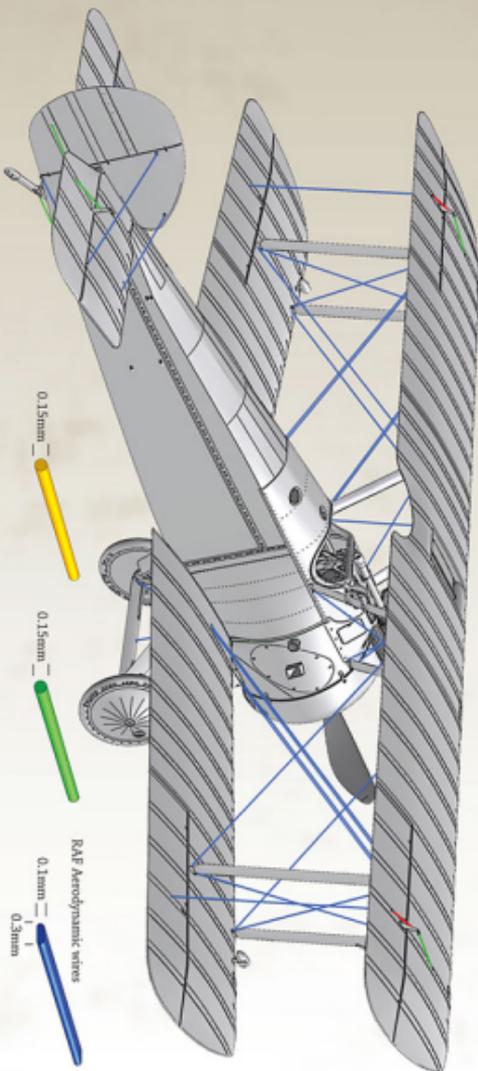
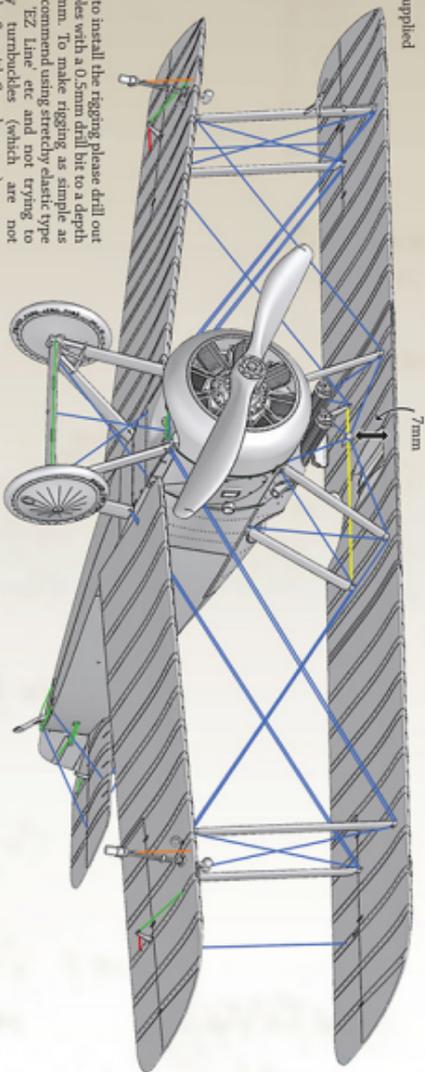
## 10 FINAL ASSEMBLY



Unfortunately the lighting conditions have conspired to render the gloss black serial number applied to the fin of Ruston & Proctor built Clerget or Bentley powered Sopwith F.1 Camel "Manchester - INDIA," completely invisible, making the identity a mystery to us. Sikh pilot Hadit Sing Malik was photographed with this aircraft, reportedly in early March in the UK. Note that this is a later production aircraft as evidenced by its undercarriage and the additional tie wires on the aileron control horns. A single Ruston & Proctor decal can be seen on the fuselage under the cockpit.



If you choose to install the rigging please drill out all location holes with a 0.5mm drill bit to a depth of at least 1mm. To make rigging as simple as possible we recommend using strictly elastic type material like Ez Line etc and not trying to replicate any turnbuckles (which are not applicable to the Sopwith Camel anyway).



**A** Sopwith F.1 Camel B5417 "11", GAC Manley, "B" Flight 54 Sqn RFC, February 1918

? = I ? ? k



Apply decals 1, 3, 4, 6, 9, 10, 11, 12, 46, 47 &amp; 50 as per D

110hp Le Rhône 9J powered Sopwith F.1 Camel B5417 is from a production order for 50 aircraft placed with Hooper & Co Ltd in July 1917 (numbers B5401 to B5450) and was delivered to 54 Sqn in December 1917. It carries the 54 Sqn unit marking used from late January 1917 of a vertical white line in front of the fuselage cockade and "B" flight aircraft number 11. Gerald Arthur Churchill Manley was flying B5417 on an offensive patrol over enemy territory on 9 February 1918 when he was forced to land and captured. Whether this was simply due to an engine failure which possibly destroyed the cowling or it was damaged by Wolf & Reulin, the crew of the FA (A) 287b two-seater he was attacking, is still unconfirmed.

GAC Manley's Sopwith F.1 Camel B5417 as photographed after capture. Note the dark painted remains of the top cowling, destroyed tail skid, Rotherham pump fixed to the starboard rear cabane strut and exposed Le Rhône 9J engine. Note the drooping ailerons, caused by their control cables being severed, and the broken tail skid.



(Greg Van Wyngaert)



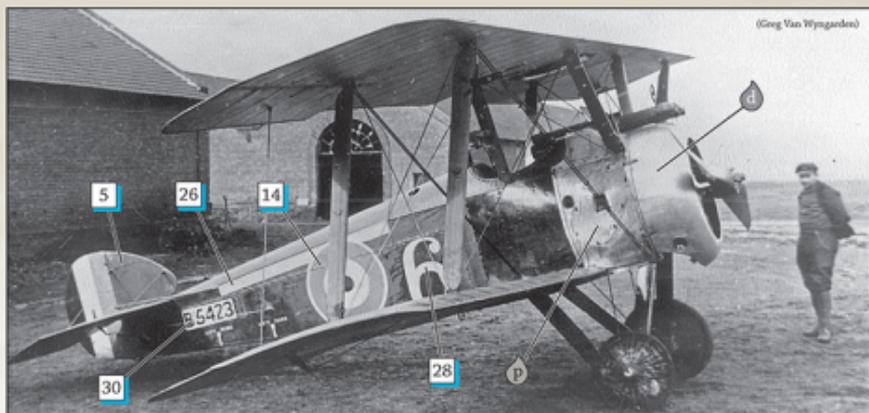
(Greg Van Wyngaert)

**B** Sopwith F.1 Camel B5423 "6", FM Ohrt, "A" Flight 54 Sqn RFC, January 1918



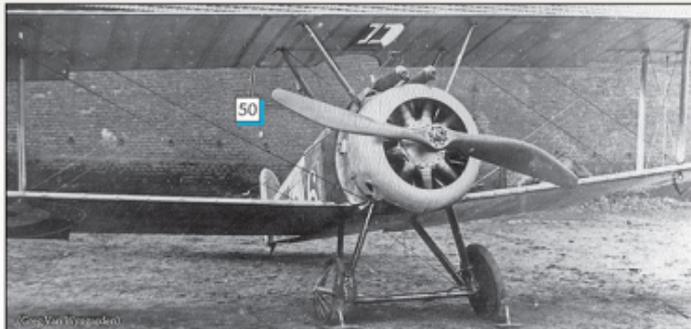
Apply decals **1**, **3**, **9**, **10** & **50** as per **D**

110hp Le Rhône 9J powered Sopwith F.1 Camel B5423 is from the same Hooper production order as **A** and was similarly delivered 54 Sqn in December 1917. Unlike B5417, it carries the earlier 54 Sqn unit marking of a white line along the fuselage upper longerons and has not had its bare aluminium cowlings overpainted. FM (Frank Millard?) Ohrt was a member of the USAS but was serving with 54 Sqn RFC and flying B5423 on an offensive patrol on 19 January 1918. After being separated during combat, Ohrt was attempting to make his way home but was hit by ground fire and forced to land in enemy territory, where he was captured.



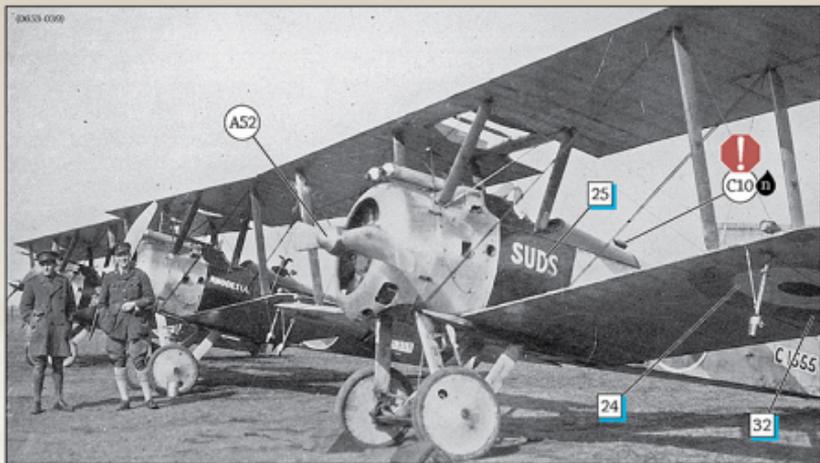
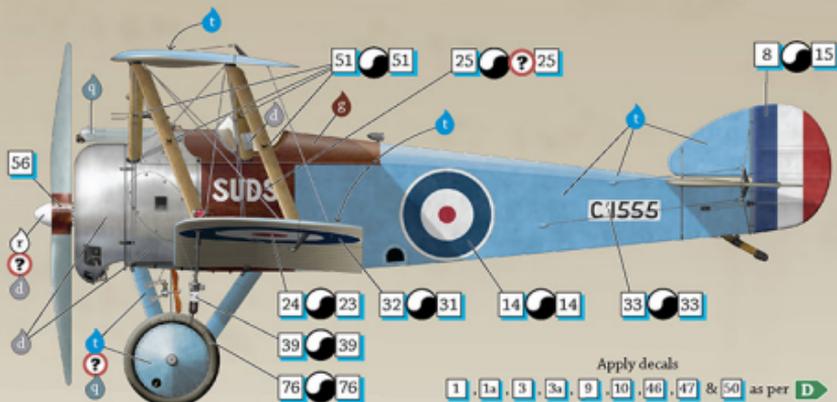
(Greg Van Wyngarden)

^ > FM Ohrt's Sopwith F.1 Camel B5423 as photographed after capture. Note the bare aluminium cowlings, weathered appearance of the fuselage fabric, 110hp Le Rhône 9J engine, damaged starboard wheel and small centre section cut out.



(Greg Van Wyngarden)

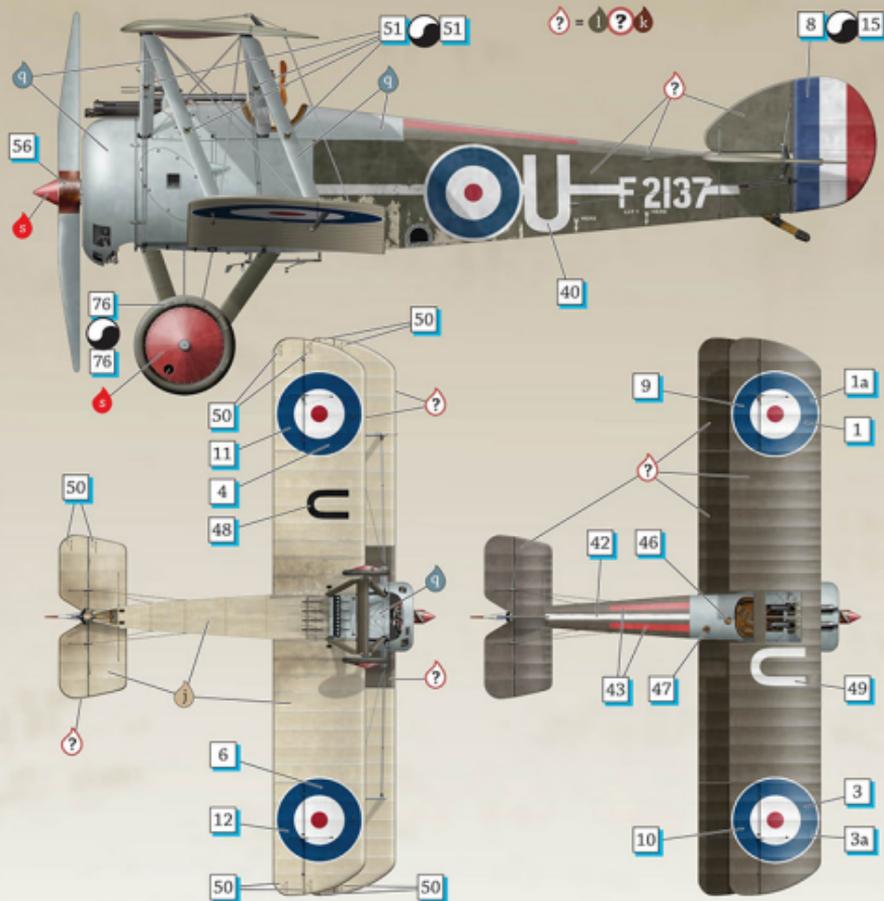
**C** Sopwith F.1 Camel C1555 "Suds", FL Luxmoore (3 victories) & SP Gamon, 78(HD) Sqn RFC, January-February 1918



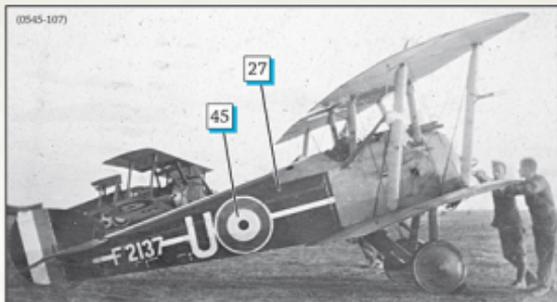
110hp Le Rhône 9J powered Sopwith F.1 Camel C1555 "Suds" is from a production order for 50 aircraft placed with Hooper & Co Ltd in June 1917 (numbers C1551 to C1600) and was delivered to 78 (Home Defence) Sqn by January 1918 where it was fitted with Holt lights & flares for night flying duties. C1555 was flown by FL Luxmoore on an Anti Gotha Patrol on the night of 29-30 January 1918 and by SP Gamon for another Anti Gotha Patrol on the night of 16-17 February. C1555 was reportedly "painted blue" (at least the fuselage fabric) and the cowlings appear to be unpainted but they may also be BSG. The undercarriage struts and wheel covers appear to be painted blue like the fuselage but it is possible these are also BSG. Note the large centre section cut out, Rotherham petrol pump location and spinner. The aircraft in the background is B6309 and another photo shows this aircraft with subdued cockades with overpainted white areas and C1555 may have been finished similarly, although the pale blue fuselage colour may have negated any camouflage effect. In June 1918 C1555 was transferred to 44(HD) Sqn.

Sydney Percival Gamon was an officer in the Cheshire Regiment and he served in the trenches from early 1915 until mid 1916 when he transferred to the RFC as an observer. In late 1916 he returned to the UK for pilot training and was eventually posted to 78 (HD) Sqn. He was killed doing aerobatics on 23 March 1918 when he lost control of another 78 Sqn Camel, C6726 and spun into the ground. Sydney was 23 years old.

Francis L Luxmoore was from Sarbiton and had always wanted to fly. He left Eton to join the RFC in 1916 and served with 46 Sqn from August 1916 where he was credited with his first victory in June 1917. He returned to the UK and served with 78 (HD) Sqn before returning to France with 54 Sqn in time to be credited with his final 2 victories on 18 February and 13 March 1918. He was captured 5 days later after his Camel was damaged during a '100 aircraft' dog fight. After the war he remained in the RAF, serving in Iraq, until leaving in 1927. He remained active in aviation and was instrumental in setting up the successful Portsmouth, Southsea & Isle of Wight Aviation company in 1932.



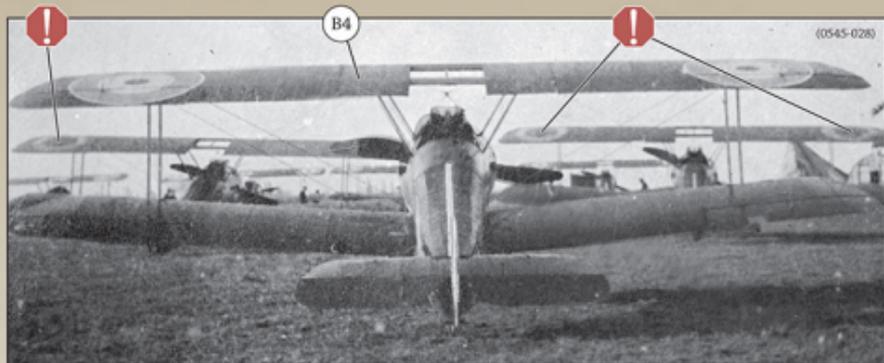
110hp Le Rhône 9J powered Sopwith F.1 Camel F2137 "U" is from a production order for 100 aircraft placed with Hooper & Co Ltd in May 1918 (numbers F2083 to F2182). It was delivered to 46 Sqn RAF in September 1918 and flown by "C" Flight commander DR MacLaren to claim his final 9 victories in late September & October 1918. The white line along each side and top of the fuselage was the 46 Sqn unit marking used after late March 1918. The red wheels (and spinner) are a "C" Flight marking. The letter "U" is repeated on the centre section and starboard bottom wing. Donald Roderick MacLaren was from Canada and was an excellent marksman. While poor health prevented him signing up earlier, he joined the RFC in mid 1917. He learned to fly in Ontario and completed his training in the UK before being posted to 46 Sqn in France in late November 1917. In early March 1918 he was credited with the first of 19 victories while flying Sopwith F.1 Camel B9153 and continued to add to his score pretty regularly flying Camels D6418, D6603 and finally F2137 until he broke his leg "roughhousing" after his final victory on 9 October. He was sent back to the UK early the following month and after the war he assisted in setting up the Royal Canadian Air Force before going into commercial aviation in the early 1920s. MacLaren remained active in aviation and died in the late 1980s.





110hp Le Rhône 9J powered Sopwith F.1 Camel F2141 "L" was from the same Hooper production order as **D** and was delivered to 17th Aero Sqn USAS in late August 1918. F2141 was being flown by H Burdick when he was awarded his first 5 victories but was severely shot up on 8 October 1918 and sent to 2 Aeroplane Supply Depot for repair/salvage. The 17th Aero Sqn was one of two USAS pursuit squadrons equipped by, and under the command of, the RAF. As such they used RAF unit markings which was the white "dumbbell" seen the fuselage of 17th Aero Sqn aircraft from mid 1918 (confusingly this symbol was also used by 45 Sqn RFC in Italy during the same period). The letter "L" is repeated on the starboard top wing. Note the cut down port decking, air induction pipe fairing and white wheel covers.

Howard Burdick was from Brooklyn, New York and was only 20 years old when he joined 17th Aero Sqn in August 1918. He was awarded his first victory on 18 September 1918 and became the Squadron's highest scoring ace with his 8th and final victory on 25 October. By the end of the month the squadron was detached from RAF control and returned their Sopwith Camels in preparation of being re-equipped with SPADs. After returning their Camels they managed to destroy the mess in one last party and luckily the armistice would be signed before they were fully re-equipped with SPADs. Read more about the 17th Aero Squadron in *Camel Drivers, The 17th Aero Squadron in World War 1* by Otis Lowell Reed & George Roland, Shiffer Publishing 1996.



(0545-028)



(0545-116)

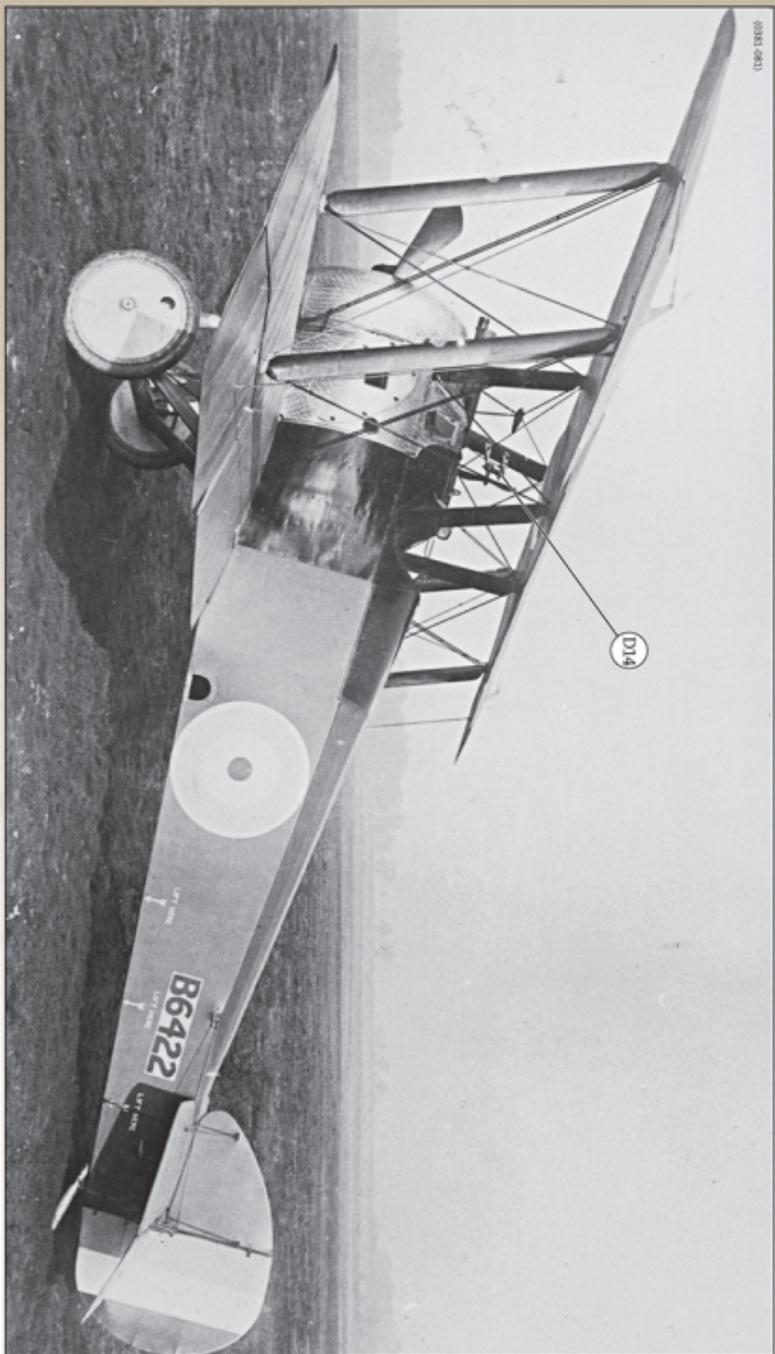
^ Unidentified 46 Sqn Sopwith F.1 Camels. Note the white unit marking on the fuselage spine, large centre section cut outs and the subdued cockades of the aircraft in the background.

< Lt. F Neal (or Neil) poses with an unidentified 110hp Le Rhône 9J powered 46 Sqn Sopwith F.1 Camel. Note the large centre section cut out and distinctively painted engine cowling.

∨ 110hp Le Rhône 9J powered Sopwith F.1 Camels lined up at Mikra Bay in Greece.



(0448-046)



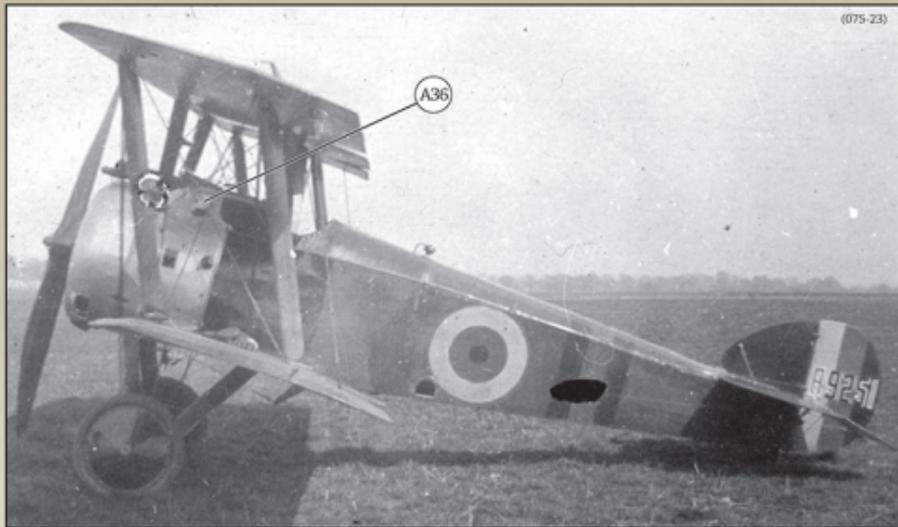
Sopwith F1 Camel B6422 is from a production order for 250 aircraft placed with The Sopwith Aviation Company Ltd in June 1917 (numbers B6201 to B6450) and was delivered to the Aeroplane Experimental Establishment at Martlesham in December 1917. It featured an enlarged centre section cutout and was fitted with a 110hp Le Rhone 9J engine for testing. By the end of February it had been re-engined with a 150hp Bentley BR 1 and remained a testbed aircraft. Note early steel tube undercarriage, location of the elevator control cable exits in the fuselage and how the original aluminium cowling, without the characteristic Le Rhone style holes, feature a distinctive Sopwith factory 'turned' finish.



Lieutenant F Neal (or Neil) stands in front of several unidentified 110hp Le Rhône 9J powered 46 Sqn Sopwith F.1 Camels in March 1918, all of which exhibit varying degrees of painted cowlings. Note the large centre section cut outs, Cooper bomb carriers and lack of aircraft letter repeated under the port wing. The gloss wing surface and matt rib tapes create the optical illusion of the rib tapes being made from much darker linen.



110hp Le Rhône 9J powered Sopwith F.1 Camel C6713 'Doris' was from an production order for 100 aircraft placed with the British Caudron Co Ltd in August 1917 and was equipped for night flying duties with 78 (HD) Sqn in January 1918. It is seen here after it was serving in 151 Sqn in mid 1918. Note the Holt flares, bomb carrier, subdued bottom wing cockade and large centre section cutout. The uncovered wire wheels are very rarely seen on operational aircraft.



110hp Le Rhône 9J powered Sopwith F.1 Camel B9251 is from a production order for 200 aircraft placed with Boulton & Paul Ltd (numbers B9131 to B9330) and was delivered to 44(HD) Sqn in February 1918. Note the subdued cockade markings, Holt lights and Rotherham pump attached to the starboard front undercarriage strut. B9251 went on to serve with 54 Sqn in June 1918 where it was shortly crashed and written off.



#### 3-D Modelling by Darren Mildenhall

Born and raised in Wellington, New Zealand, Darren harnessed his creativity by attending the School of Design, graduating with a major in Industrial design. During the degree he developed a passion for form and the aesthetic appeal of a product and how to utilise CAD software to realise and develop a concept. Joining Wingsnut Wings as a 3D modeller has furthered his skill in these areas through the creation and manipulation of complex 3D forms.

When not designing WW1 model aircraft, Darren enjoys graphic based art and t-shirt design, a lot of which is influenced by his interest in pop culture, typography and the retro 1950s. Outside all that, Darren is a self confessed movie buff and sports fan.



#### Profile Art by Ronny Bar

Ronny Bar developed a keen interest in airplanes from an early age, living close at the El Palomar Air Force Base in Buenos Aires. He first flew in the back seat of a T-34 Mentor trainer at the age of ten, and was soon drawing airplanes and building models: Spitfires and Messerschmitt first... Camels and Fokkers later. He became a successful bass player with a career lasting over 35 years in several Rock bands, recording ten albums (one of them being a National hit selling more than 100,000 copies) and performing countless concerts, TV shows and tours all over Argentina.

Now retired from the R'n'R scene, his interest returned to his early passion: Aviation Artwork. Visiting the WW1 aircraft collection at Hendon focused his already growing interest for that historic period. His artwork is regularly appearing in journals and publications like Windsock Worldwide, Windsock Datafiles, Cross & Cockade and Over the Front.

Visit Ronny's website at: [www.ronnybarprofiles.com](http://www.ronnybarprofiles.com)



#### Box Art by Steve Anderson

Steve Anderson is an avid historian of military aviation, with a special interest in the many beautiful biplanes and triplanes of World War I. The aircraft and battles of famous World War I aces such as Baron Manfred von Richthofen (better known as the "Red Baron"), James McCudden, Raoul Lufbery, Ernst Udet, Werner Voss, and other pioneers of dogfighting are among Steve's favorite subjects.

An Artist Fellow of the American Society of Aviation Artists, Steve creates works that reflect scrupulous attention to historically accurate detail, from the colorful markings on the fuselages to the time of day of an actual battle.

Visit Steve's website at: [www.anderson-art.com](http://www.anderson-art.com).



#### Project Co-ordinator, Richard Alexander

A native of Wellington New Zealand, Richard Alexander has a long term interest in military history, race cars & local drivers from motor sports golden era of the '60s. Other interests include mountain biking, scotch and cigars.

An accomplished modeller Richard's models have twice been awarded Best Overall in Show at IPMS(NZ) National Conventions and earned him the inaugural TamiyaCon(NZ) Master Modeller award (along with the associated trip to Japan) in 2001. Many of his works are in private collections around the world, though he no longer accepts commissions.

Richard has been in the model and hobby industry since 1991 and brings with him a keen eye for detail and a passion for ensuring our models are enjoyable to build. So if there is anything you don't like about this model, you can blame him.

If you do have comments, requests or suggestions, Richard is contactable at [richard@wingsnutwings.com](mailto:richard@wingsnutwings.com)



32071	1/32 Sopwith F.1 Camel "Le Rhône"	Qty
0132070A	A parts	1
0132070B	B parts	1
0132070C	C parts	1
0132070D	D parts	1
132E0025	E parts 110hp Le Rhône 9J Engine	1
0132070P	Photo-etched metal parts	1
7132071	Instructions	1
9132071	Decals	1

If you have any damaged or missing parts please contact [help@wingnutwings.com](mailto:help@wingnutwings.com) for assistance.



32019 - 1/32 Pfalz D.XII



32020 - 1/32 Sopwith Snipe (Early)



32006 - 1/32 Pfalz D.IIIa

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