

WINGNUT WINGS



Sopwith F.1 Camel "BR.1"

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 LeRhone 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 Kasper interrupter gear used by Clerget and Bentley powered aircraft proved troublesome but the Constantinesco CC synchronizing gear used by LeRhone 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 center section cutout which was incorporated on many late production aircraft. After it's 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, Raston 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 'Comie'. The USAS arranged to equip 5 squadrons with Camels, many of which were powered by the 160hp Gnome 9N Monosouape 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 though 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 cowlings 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 aerofol 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): 28ft (8.53m)	Length (F.1): (Br.1) 18.5ft (5.64m)	Max Weight (F.1): (Br.1) 1508 lb (684kg)	Max Speed: (Br.1) 116mph (187kph)
No. Manufactured: (all types) 5500	Production: January 1917 to late 1919	Armament (F.1): 2x .303 (7.7mm) Vickers Mk.1* machine guns & up to 100lb (45kg) of bombs	
Ceiling: (Br.1) 22000ft (6706m)	Engine: 150hp Bentley BR.1, 130-140hp Clerget 9B & 9Bf, 110hp LeRhone 9J or 160hp Gnome 9N Monosouape		

References:

Windsack 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 "BR.1"

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* - semi 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	Blue - semi gloss	XF8	25	25056
u	PC10 light - matt & semi gloss	XF62 (x3) + XF52 (x1)	155	33070
v	Green - semi gloss	X28	208	14193

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

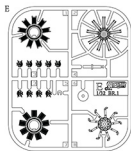
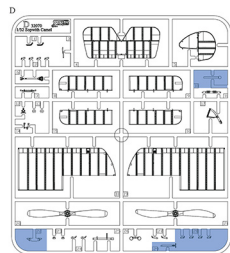
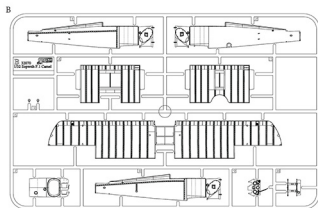
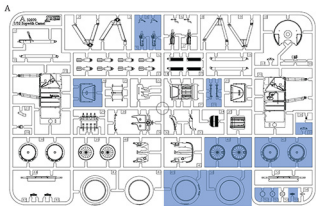
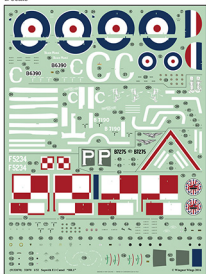


Photo Etch

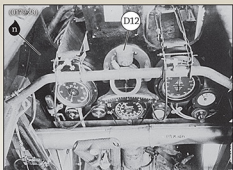
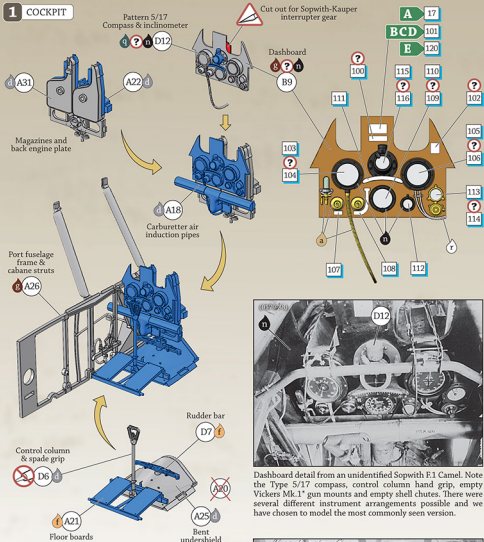


■ = Not Used

Decals



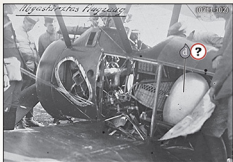
1 COCKPIT



Dashboard detail from an unidentified Sopwith F.1 Camel. Note the Type 5/17 compass, control column hand grip, 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.



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. Note the 4-point safety harness which is almost never seen on WW1 era Camels.



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 cowling has run under the access panels.

2 COCKPIT continued

30 gallon main petrol tank
Paint straps



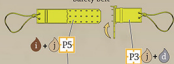
Seat

A34

Paint pegamoid cushion & padding

A23

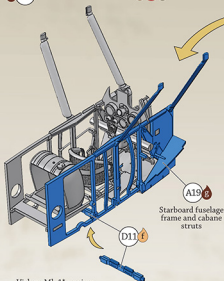
Safety belt



P5

P3

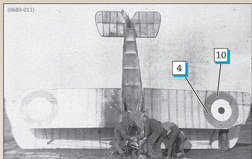
1



Starboard fuselage frame and cabane struts

A19

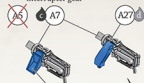
D11



(0685-011)

The undercarriage has been wiped off this unidentified Sopwith F.1 Camel which has come to a stop balancing on it's nose. Note the heavy castor oil staining from the engine and the distinctive 'shaded' pattern under the fuselage caused by the airflow compressing the fabric in flight.

Vickers Mk.1* receiver with Sopwith-Kauper interrupter gear



A27

A28

Empty link chutes



A6

Hyland cocking handle type A



B10

6.5 gallon oil tank, empty shell chutes and gun mounts

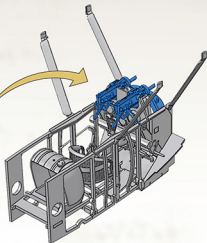
ABDE

D23

Padding

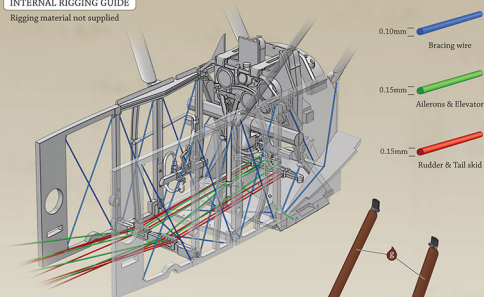
C

D26

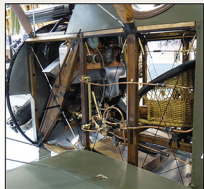
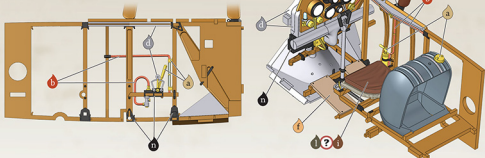


INTERNAL RIGGING GUIDE

Rigging material not supplied

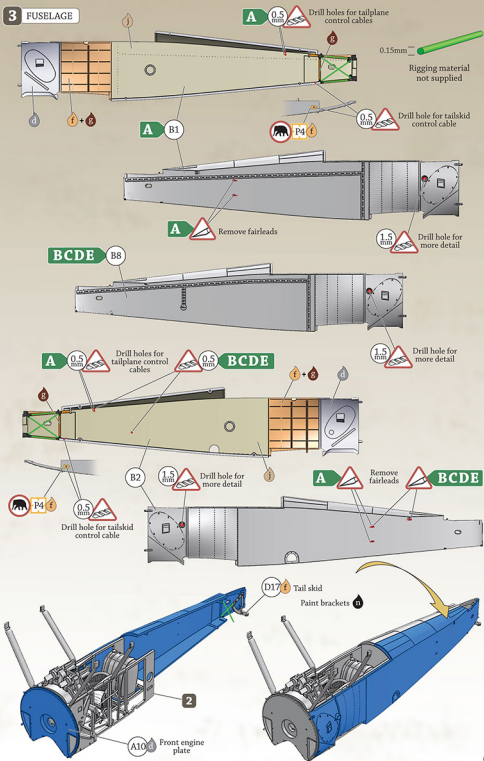


INTERIOR PAINTING GUIDE



Interior fuselage detail from Sopwith F.1 Camel B5663 nearing completion of it's 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

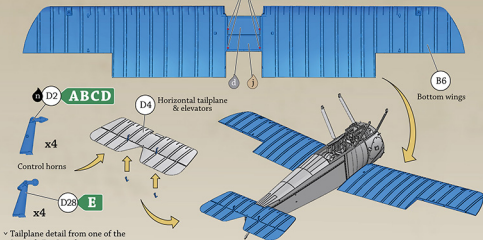


4 BOTTOM WINGS & TAILPLANE

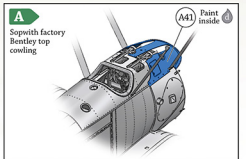
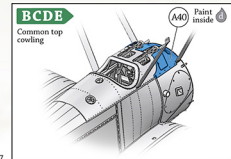
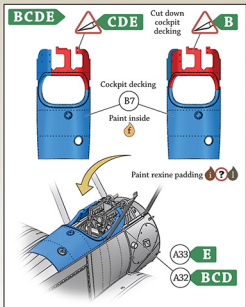
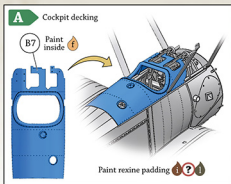
BCD

0.5 mm

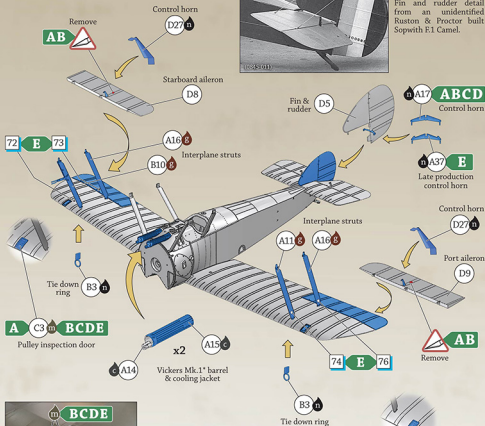
Drill holes for bomb carrier



5 COCKPIT DECKING



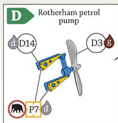
6 INTERPLANE STRUTS & DECKING DETAILS



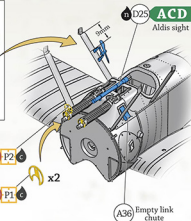
Fin and rudder detail from an unidentified Ruston & Proctor built Sopwith F1 Camel.



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



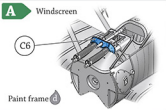
D Rotherham petrol pump



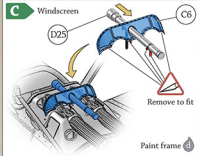
Cockpit decking detail from the unidentified late production Ruston & Proctor built Clerget or Bentley powered Sopwith F1 Camel shown above and on page 12. Note the lack of windscreen & Aldis sight.

6 continued

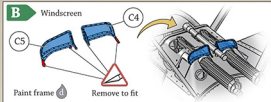
A Windscreen



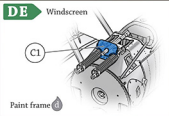
C Windscreen



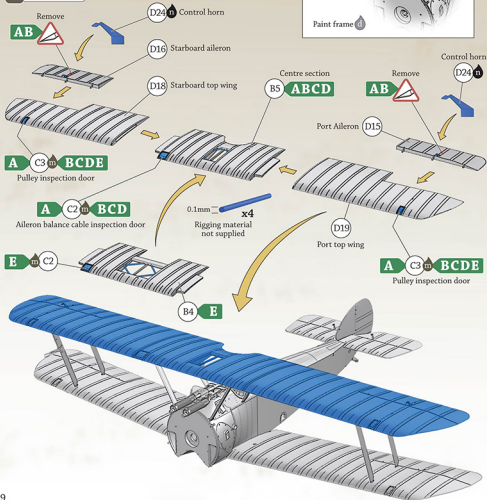
B Windscreen



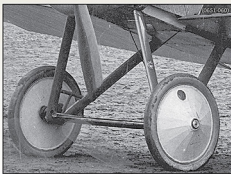
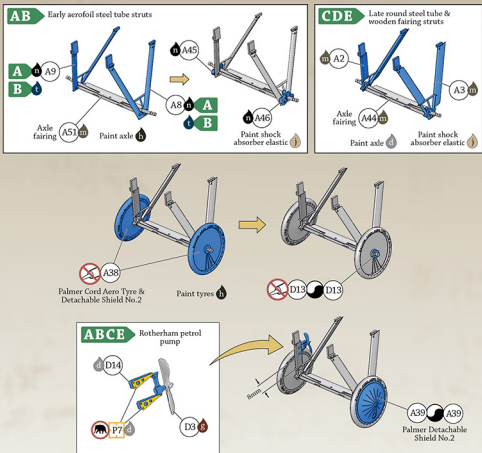
DE Windscreen



7 TOP WINGS



8 UNDERCARRIAGE



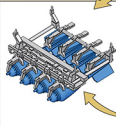
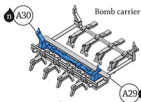
Early aerofoil tube steel undercarriage from one of the very first Sopwith F.1 Camels made by Sopwith. Later production aircraft replaced the aerofoil tube steel undercarriage with a stronger unit of round steel tube with fabric wrapped wooden fairings. Note the Palmer Detachable Shield No.1.



Fabric wrapped tube steel & wooden fairing undercarriage from an unidentified Sopwith F.1 Camel. 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.

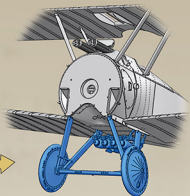
8 UNDERCARRIAGE continued

BCD
20 lb Cooper
bomb carrier



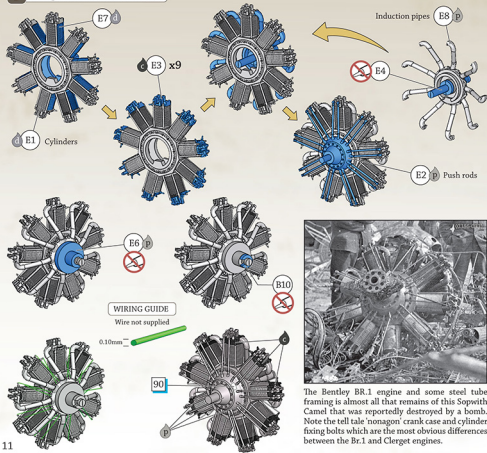
BCD ? x4
20 lb Cooper bomb

A13
A12
119



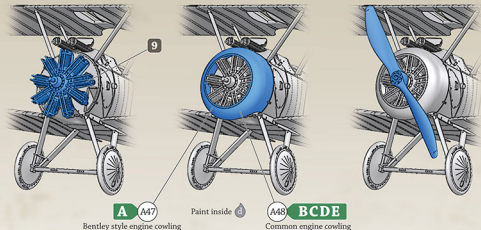
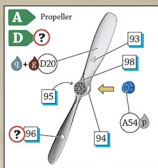
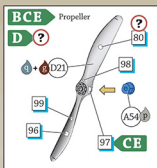
20 lb Cooper bombs as carried by Camels on ground attack duties.

9 150hp BENTLEY BR.1 ENGINE

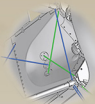
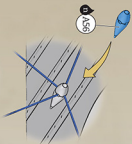


The Bentley BR.1 engine and some steel tube framing is almost all that remains of this Sopwith Camel that was reportedly destroyed by a bomb. Note the tell tale 'nonagon' crank case and cylinder fixing bolts which are the most obvious differences between the Br.1 and Clerget engines.

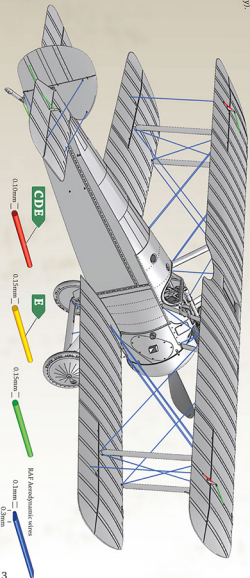
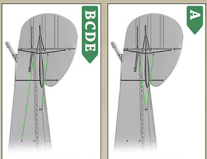
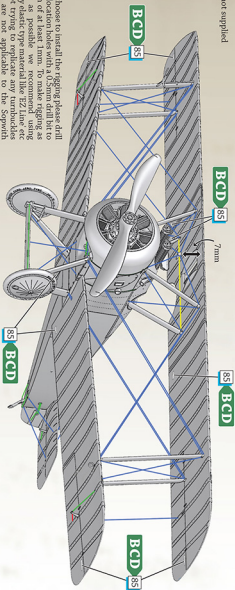
10 FINAL ASSEMBLY



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 stretchy elastic type material like EZ Line etc and not trying to replicate any turnbuckles (which are not applicable to the Sopwith Canard anyway).



A Sopwith F.1 Camel B6390 "Black Maria", R Collishaw (60 victories), Seaplane Defence Squadron RNAS, December 1917

? = 1 ? k

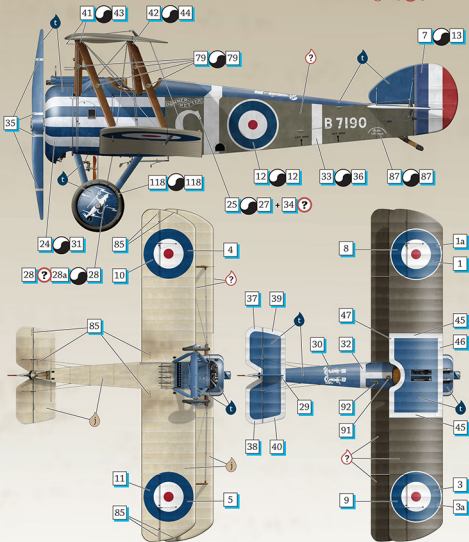


150hp Bentley BR.1 powered Sopwith F.1 Camel B6390 was from a production order for 250 aircraft placed with The Sopwith Aviation Co LTD in June 1917 (numbers B6201 to B6450) and was delivered to the Seaplane Defence Flight in October 1917. B6390 is shown here as it was when flown by 60 victory ace Raymond Collishaw after he was given command of the Seaplane Defence Sqn and it had been decorated in a similar fashion to his famous 10(N) Sqn "Black Flight" Sopwith Triplane N5492 "Black Maria". The fuselage appears to have been overpainted PC10 (or PC12) and the cowlings, fin, elevators and horizontal tailplane have been painted black. The Seaplane Defence Sqn was renamed 13(N) Sqn in mid January 1918 and B6390 remained with the unit, being flown by WA Moyle for 38 flights, until EG Wilkinson made a forced landing in the Sea on 28 March 1918. Wilkinson was safely rescued by the destroyer HMS Myngs but B6390 sank and was lost.

Raymond Collishaw was from British Columbia, Canada and was already a seaman when war broke out. He joined the RNAS in January 1916 and flew Sopwith 1&1/2 Strutter bombers until February 1917 when he was posted to 3(N) Sqn which were equipped with the Sopwith Pup. In April 1917 he joined the newly formed 10(N) Sqn flying the Sopwith Triplane where he would be credited with 34 of his victories before being sent back to Canada for a rest in late July 1917. He returned to France in November 1917 as Flight Commander at Seaplane Defence Sqn and B6390 was being flown by him on 19 December 1917 when he was credited with a victory over an Albatross D.V and possibly again on 10 December too, over a two-seater. He then returned to 3(N) Sqn as Commanding Officer and continued on as CO after 3(N) Sqn RNAS became 203 Sqn RAF on 1 April 1918 before returning to the UK and assisting in setting up the Canadian Air Force. He commanded of 47 Sqn RAF in Russia fighting the Bolsheviks in 1919 and held various commands during WWII before retiring as an Air Vice Marshal in 1943 and returning to Canada.

B Sopwith F.1 Camel B7190 "Donner-Wetter!", WGR Hinchliffe (6 victories),
"C" Flight 10(N) Sqn RNAS, March 1918

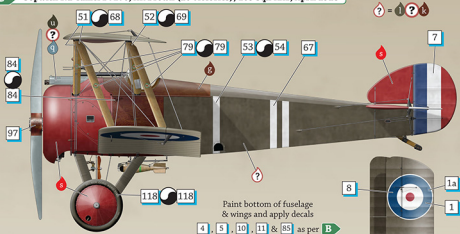
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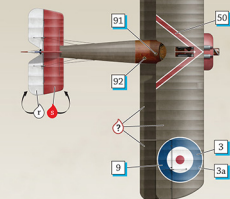
150hp Bentley BR.1 powered Sopwith F.1 Camel B7190 was from a production order for 100 aircraft placed with Clayton & Shuttleworth Ltd in August 1918 (numbers B7181 to B7280) and was delivered to 9(N) Sqn in January 1918. By early February it was with 10(N) Sqn where it received the striking "C" Flight blue & white striped colour scheme shown here ("A" Flight used black & white while "B" Flight used red & white). B7190 "Donner-Wetter!" (Thunderous Weather) was flown by "C" Flight commander WGR Hinchliffe on bombing raids to Abeele in late February and Zeebrugge in early March and when he was credited with his 2nd victory in March and 3rd in April. By this time 10(N) Sqn RNAS had become 210 Sqn RAF and the colourful markings were beginning to be phased out. B7190 was damaged in a crash on 11 April and, after being repaired, went on to serve in 201 Sqn where it was flown successfully by SM Kinkead until it was severely damaged in September 1918 and sent to a Salvage Dump. The additional markings on top of the fuselage, centre section and tailplane indicate a flight commander's aircraft. Read more about 10(N) Sqn in Cross & Cockade International volume 44 #1 2013.

Walter George Raymond Hinchliffe was from Liverpool and served with the Royal Artillery from 1914 until 1916 when he joined the RNAS. We believe that the markings on top of the fuselage [30] are based on the City of Liverpool coat of arms. After pilot training he served as an instructor until he was transferred to 10(N) Sqn in January 1918 and had been credited with 6 victories by the time he was severely injured in a crash in early June. Despite losing an eye in the crash, after the war he continued to fly for civil airlines until 1928 when he attempted to fly across the Atlantic with a millionairess passenger and was never seen again after taking off from Cranwell.

C Sopwith F.1 Camel B7270, AR Brown (10 victories), 209 Sqn RAF, April 1918



150hp Bentley BR.1 powered Sopwith F.1 Camel B7270 was from the same Clayton & Shuttleworth production order as **B** and was delivered to 9(N) Sqn RNAS in mid March 1918. Arthur Roy Brown was from Ontario, Canada and trained to fly with the RNAS in 1915 but due to injury & illness was not posted to a front line unit until April 1917 when he joined 9(N) Sqn flying Sopwith Triplanes. After a succession of postings he found himself at 11(N) Sqn where he would be credited with his 1st victory while flying a Sopwith Pup in July 1917. By September 1917 he was back with 9(N) Sqn which were now equipped with Clerget powered Sopwith Camels and had been credited with 6 more victories and made Flight Commander by the time Bentley BR.1 powered B7270 arrived. Brown was flying B7270 when he was credited with his 7th victory on 22 March. On 1 April 1918 the RNAS & RFC combined to form the RAF and 9(N) Sqn was renamed 209 Sqn RAF. Brown was credited with his final 3 victories while flying B7270 in April 1918, the most famous of which was 80 victory ace Manfred von Richthofen on 21 April 1918 which, history has shown, should have been attributed to, or at the very least been shared with, Australian machine gunners. At the end of April, Brown was admitted to hospital and after recovery was posted to the UK as an instructor but would be seriously injured in a crash on 15 July and remain in hospital until after the Armistice. Sopwith F.1 Camel B7270 continued to serve in 209 Sqn and then 213 Sqn until October 1918.



~ 209 Sqn Sopwith F.1 Camel believed to be B7270.

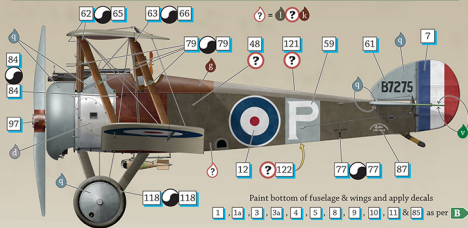


Brown standing by the 209 Sqn Sopwith F.1 Camel which has been identified as B7270. Note the chevron marking applied to the top wing and white elevator.

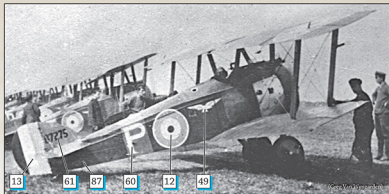


AR Brown and his 209 Sqn Sopwith F.1 Camel.

D Sopwith F.1 Camel B7275 "P", HF Beamish (11 victories), RA Little (47 victories), E Pierce (9 victories) & R Sykes (6 victories), "C" Flight 3(N) Sqn RNAS & 203 Sqn RAF, March - April 1918



150hp Bentley BR.1 powered Sopwith F.1 Camel B7275 "P" is from the same Clayton & Shuttleworth production order as **B** and was delivered to 3(N) Sqn on 23 March 1918 where it was reportedly flown by E Pierce, RA Little, R Sykes and HF Beamish before being wrecked in a crash by WAW Carter on 6 June 1918. The following day the wreckage was sent to the Aeroplane Supply Depot and had been rebuilt as F5948 by the end of the month and went on to serve with 4 Sqn AFC until being wrecked again in August.... and rebuilt again, this time reportedly as F6476.



Sopwith F.1 Camel B7275 is seen here at Mont St Eloi in late March 1918 wearing the RNAS eagle & "C" Flight 3(N) Sqn markings applied from earlier that month of grey cowls, grey tailplanes and green elevators. The light colour under the "P" on the fuselage is presumed to be grey while the side cowlings are unpainted aluminium. One would presume that the RNAS eagle marking was duplicated on the port side of the fuselage but evidence is lacking.

Harold Francis "Kiwi" Beamish was from Havelock North, New Zealand. He joined the RNAS in June 1916 and served with 3(N) Sqn (later 203 Sqn RAF) from early January 1917 until August 1918. After the war he became a farmer and died in October 1986 aged 90.

Robert Alexander Little was from Melbourne, Australia and joined the RNAS in 1915. He was credited with his 1st victory while flying a Sopwith Pup in November 1916 with 8(N) Sqn where he would remain until he joined 3(N) Sqn in March 1918. He had been credited with 47 victories by the time he was shot down while attacking a German bomber on the night of 27 May 1918, Little managed to crash land but died from his wounds. He was 22.

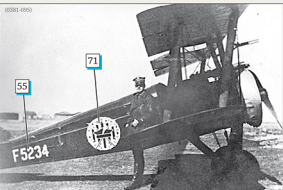
Edmond Pierce was from York and, as a Quaker, joined the Friends' Ambulance Unit in 1915 but found it unsatisfying so he joined the RNAS in 1916. He was credited with his first victory while with 3(N) Sqn in April 1917 before transferring to 9(N) Sqn the following month. He returned to 3(N) Sqn in November 1917 where he was credited with his final 2 victories before returning to the UK in May 1918 to fly two-seaters patrolling the coast. After the Armistice Pierce settled in Rhodesia, now Zimbabwe.

Ronald Sykes was from Stockton-on-Tees and joined the RNAS in April 1917 where he was posted to 9(N) Sqn in September 1917. On 20 September 1917 he was both credited with his 1st victory and shot down behind enemy lines, but he managed to make his way home without being captured. In March 1918 he was posted to 3(N) Sqn before transferring to 201 Sqn RAF in August 1918. After the Armistice, Sykes continued to fly Camels with Raymond Collishaw and 47 Sqn RAF in Russia during 1919 and was captured but released in 1920 as part of a prisoner exchange.

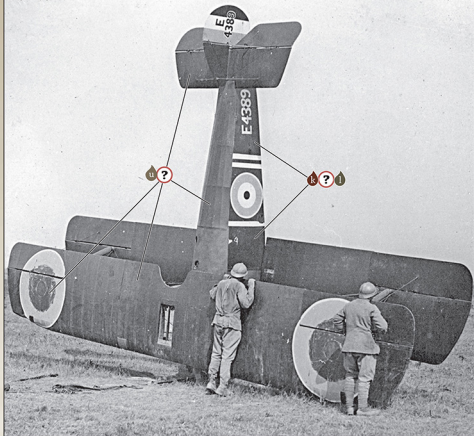


150hp Bentley BR.1 powered Sopwith F.1 Camel F5234 is from a production order placed with Marsh, Jones & Cribb Ltd in May 1918 and was purchased by USAS veteran Kenneth Malcolm Murray and shipped home to America after the Armistice. Murray was one of several Americans to respond to Poland's call for airmen for the Kościuszko squadron in the wake of Polish independence, civil unrest and fighting with Bolsheviks in the immediate post war era. Murray's case is unusual in that he supplied his own aircraft which was shipped to Poland ahead of his fellow volunteers. Note the large centre section cut out, overall dark appearance, aluminium engine cowling, distinctive Kościuszko squadron badge on the fuselage and that the front cowl and decking had been removed when this photo was taken.

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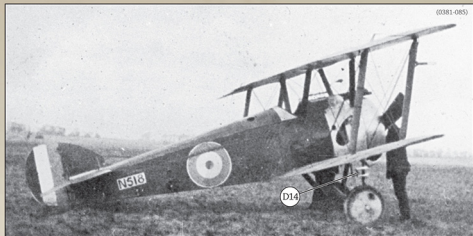
Interestingly the port bottom wing national marking is not 'handed'. It is believed that F5234 was the only Sopwith Camel to be operated by Polish forces and it was eventually crashed and written off in 1921. Thanks to our Polish fans for the inspiration to include this colour scheme.



Bentley BR.1 powered Sopwith F.1 Camel E4389 is from a production order for 50 aircraft placed with Clayton & Shuttleworth in March 1918 (numbers E4374 to E4423) and was delivered to 209 Sqn on 9 August 1918. Despite the weathered appearance of the upper surfaces visible here, this incident reportedly happened the following day(!) when JW Sole was forced to land after having his petrol tank shot up by ground fire. Note the overpainted inspection panel and roughly painted out centres of the top wing cockades and how the top surfaces appear to exhibit a much lighter finish. Subduing the top wing cockades and overpainting the upper surfaces in a lighter matt camouflage colour appears to have been common after Camels were increasingly tasked with low altitude and trench strafing duties during 1918.



150hp Bentley BR.1 powered Sopwith F.1 Camel B7230 is from the same Clayton & Shuttleworth production order as **BCD** and was delivered to 8(N) Sqn on 18 February 1918 but was swapped to 3(N) Sqn on 1 March 1918. It was being flown by CS Devereaux when he was credited with a shared victory on 8 March and by KD Campbell when he was shot down and captured on 10 March. B7230 is shown here as it was after capture, still wearing the 8(N) Sqn white circle unit marking on the fuselage. Note the recently added, bare aluminium air induction fairings.



Sopwith F.1 Camel N518 was one of 2 production prototypes and was unusually fitted with a variety of engines. It was initially tested with 110hp Clerget 9Z and 130hp Clerget 9B engines in early 1917 but by September 1917 it was powered by the 150hp Admiralty AR.1 (Bentley BR.1) until finally having a 110hp LeRhone 9J fitted in April 1918.

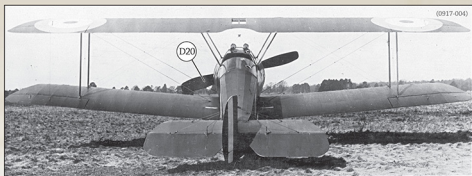


This unidentified Sopwith built F.1 Camel was photographed at Lympne in August 1917 and, although unconfirmed, was probably powered by a 130hp Clerget 9B engine. Note the factory applied stencilling on the side of the fuselage, fin, horizontal tailplane and elevator. The struts and ply fuselage panels are stained dark brown while the aluminium cowlings remain unpainted.

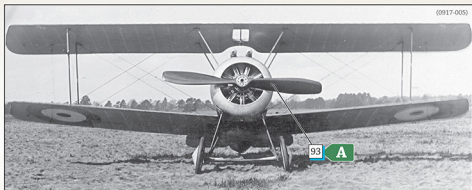
Pre-production Sopwith F.1 Camel prototype



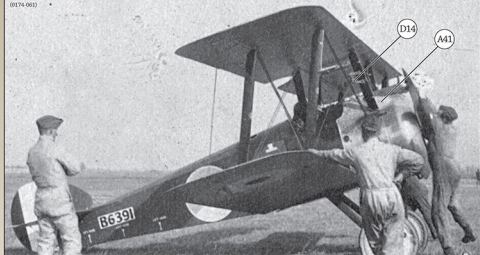
Note the Sopwith factory decals applied to all struts and sign writing on the fin. No empty link or shell chutes are visible in the side cowling, no Rotherham petrol pump is installed and each wheel is fitted with a Palmer Detachable Shield No.1.



Unlike the very first prototype, this aircraft has a small cut out in its single piece top wing. Production aircraft had a 3 piece top wing. Note that there is no Aldis sight fitted.



Note the Clerget engine, style of propeller and characteristically splayed Sopwith split undercarriage axles.



Bentley BR.1 powered Sopwith F.1 Camel B6391 is from the same Sopwith production order as B6390 **A** and was similarly delivered to Seaplane Defence Squadron, but in November 1917. It subsequently went on to serve with 10(N) Sqn and 204 Sqn RAF before being struck off in June 1918 as worn out. B6391 is shown here in its factory applied PC12(?) fabric upper surfaces, dark brown varnished wood and machine turned bare aluminium cowlings. Note the 'Bentley specific' style of top cowling and how the Rotherham petrol pump is fixed to the starboard front cabane strut.



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



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.



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



32070	1/32 Sopwith F.1 Camel "BR.1"	Qty
0132070A	A parts	1
0132070B	B parts	1
0132070C	C parts	1
0132070D	D parts	1
132E0024	E parts BR.1 Engine	1
0132070P	Photo-etched metal parts	1
7132070	Instructions	1
9132070	Decals	1

If you have any damaged or missing parts please contact help@wingnutwings.com for assistance.



32013 - 1/32 Sopwith Pup RFC



32057 - 1/32 DFW C.V (Late)



32020 - 1/32 Sopwith Snipe (Early)

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