

WINGNUT WINGS



Sopwith F.1 Camel "Clerget"

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 Constantines 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 center 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 'Comick'. The USAS arranged to equip 5 squadrons with Camels, many of which were powered by the 160hp Gnome 9N Monosopape 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-pod 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 CDL (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 (Clerget):	Max Weight (F1):	Max Speed (Clerget):
28ft (8.53m)	18.75ft (6.02m)	(Clerget) 1424 lb (691kg)	116mph (186kph)
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:		
(Clerget) 20500ft (6250m)	130-140hp Clerget 9B & 9Bf, 150hp Bentley BR.1, 110hp LeRhône 9J or 160hp Gnome 9N Monosopape		

References:

Windsock Datafile 26 Sopwith Camel, J.M Bruce, 1991 - Schedule for Sopwith Camel Biplane. 130 Horse-Power Clerget Engine Type F.1, 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 "Clerget"

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 kitsets.
- 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



Cement For Metal



Other Side



Paint Colour

P1 Photo Etch Part

	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*	98*	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 dope - semi gloss	XF10	98	20059
l	PC10 dope - 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) - semi gloss	XF82	106	35164
r	White - semi gloss	XF2	34	
s	Red - semi gloss	XF7	60	31350
t	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.

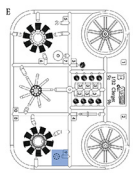
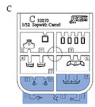
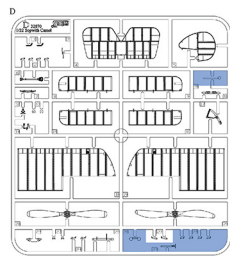
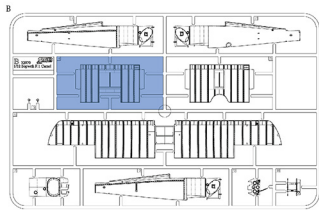
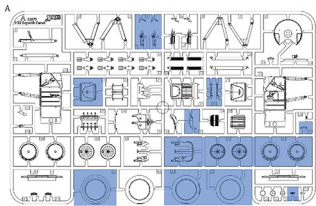
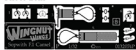
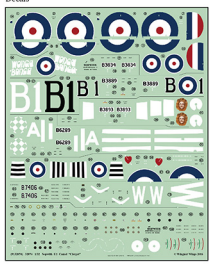


Photo Etch

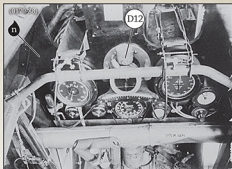
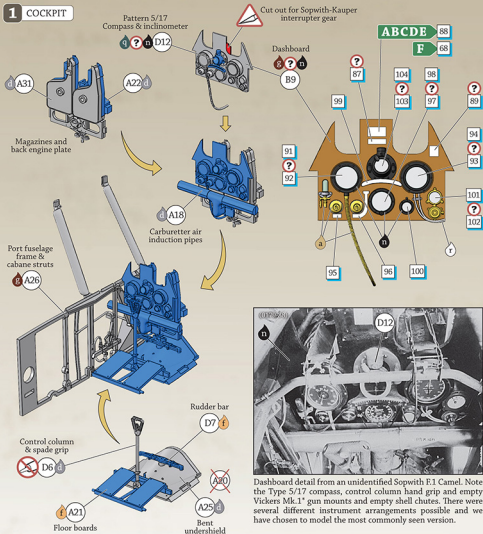


■ = Not Used

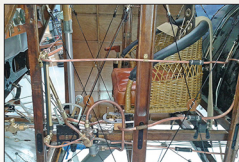
Decals



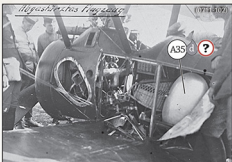
1 COCKPIT



Dashboard detail from an unidentified Sopwith F.1 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.



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. 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 **n**



Seat
A34 **j**

Paint pegamoid cushion & padding **i** **?** **l**

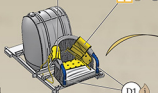
A23 **g**



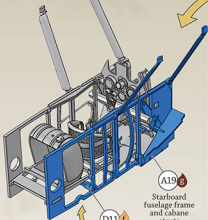
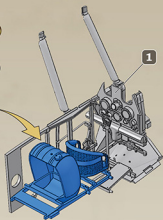
Safety belt

P5 **i** **j**

P3 **j** **d**



D1 **j**



A19 **g**
Starboard fuselage frame and cabane struts

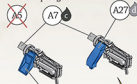
D11 **f**



(King Van Wyngarden)

(King Van Wyngarden)

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



~~A5~~ **A7** **c**

A27 **d**

A28 **d**

Empty link chutes



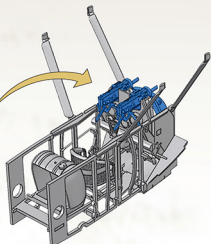
A6 **c**

Hyland cocking handle type A

B10 **n** **?** **d**
6.5 gallon oil tank, empty shell chutes and gun mounts



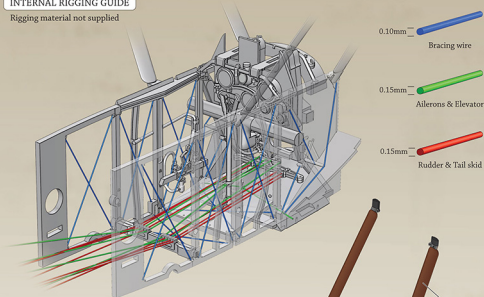
D23 **l** **?** **l**
Padding



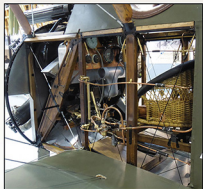
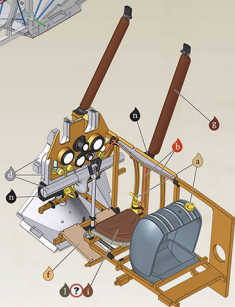
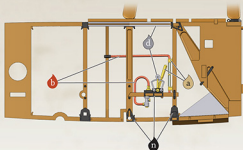
130hp Clerget 9B powered Sopwith F.1 Camel B6385 "5" is from the same Sopwith production order as **DE** and served with "B" Flight 3 Sqn RFC until TJ Kent was shot down by ground fire and captured on 20 November 1917 as seen here. Note the empty Cooper bomb carrier and position of the Rotherham petrol pump. Interestingly, the top cowlings (**M6**) remains in its Sopwith factory turned aluminium finish while the side and engine cowlings have been overpainted in a dark colour, probably just a gloss enamel paint version of PC10. B6386 was repainted in German markings and flown until it was destroyed in the crash shown above.

INTERNAL RIGGING GUIDE

Rigging material not supplied



INTERIOR PAINTING GUIDE



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. 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

ABCDE 0.5 mm Drill holes for tailplane control cables



ABCDE B1

0.5 mm Drill hole for tailskid control cable

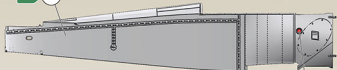


Front engine plate detail from crashed Clerget powered Sopwith built E1 Camel B3883 "2". Note the relatively clean state of the steel gear housing compared to the aluminium front engine plate.

ABCDE Remove fairleads

1.5 mm Drill hole for more detail

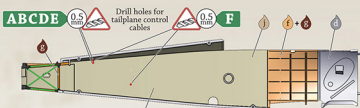
F B8



ABCDE 0.5 mm Drill holes for tailplane control cables

0.5 mm **F**

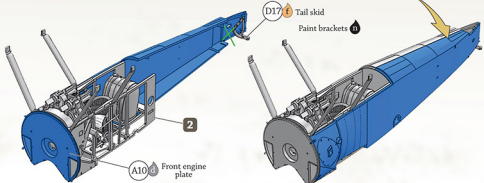
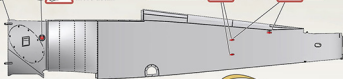
1.5 mm Drill hole for more detail



0.5 mm Drill hole for tailskid control cable

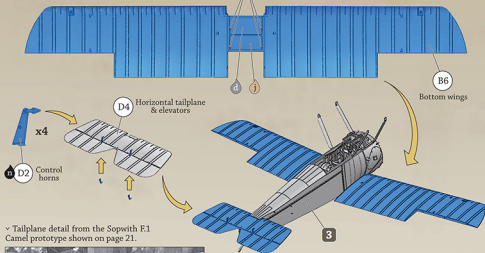
1.5 mm Drill hole for more detail

ABCDE Remove fairleads **F**



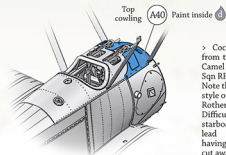
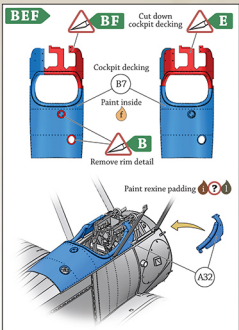
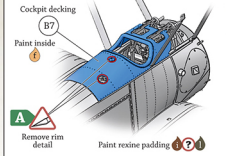
4 BOTTOM WINGS & TAILPLANE

EF 0.5mm Drill holes for bomb carrier



5 COCKPIT DECKING

ACD



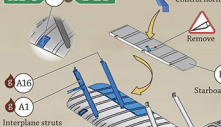
> Cockpit decking detail from the Sopwith built F.1 Camel B3823 'C 5' of 70 Sqn RFC shown on page 22. Note the cut down decking, style of windscreen and the Rotherham petrol pump. Difficulty in clearing starboard gun stoppages lead to many aircraft having the cockpit decking cut away in the area.



6 INTERPLANE STRUTS & DECKING DETAILS

Pulley inspection door

ABC C3 m DEF



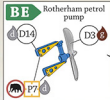
Interplane struts

Tie down ring B3

ABC Remove



Aileron control cable pulley inspection door from the starboard bottom wing of B5663. These were usually overpainted in the wing colour.



BE Rotherham petrol pump

D14 D3 P7

ABCDF P1 P6

E

Remove to fit

Remove to fit

Remove to fit

Remove to fit

Remove to fit

Remove to fit

Remove to fit

Remove to fit

Remove to fit

Remove to fit

Remove to fit

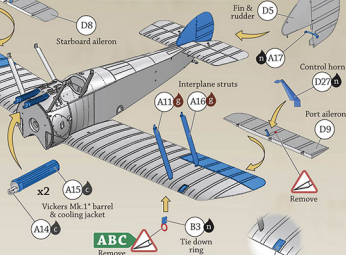
Remove to fit

Remove to fit

Remove to fit



Fin and rudder detail from the Sopwith built F.1 Camel B6385 shown on page 4. There were several variations of elevator control cable exit points in the fuselage depending on the manufacturer.



B D22 Fairing

D25 ABE Aldis sight

Remove

Tie down ring

Remove

Remove

Remove

Remove

Remove

Remove

Remove

Remove

Remove

Remove

Remove

Remove

Remove

Remove

Remove

Remove

Remove

Remove

Remove

Remove

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Remove

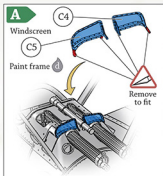
Remove

ABC C3 m DEF

Pulley inspection door



▲ Cockpit decking from Sopwith built F.1 Camel B6355 as seen on page 12. Note the Aldis sight, windscreen, empty link chute and position of the Rotherham petrol pump. Vibrations from the Rotherham petrol pump could cause the cabane strut to split and various units repositioned this item to the undercarriage.



A Windscreen

C4

C5

Paint frame

Remove to fit

Remove to fit

Remove to fit

Remove to fit

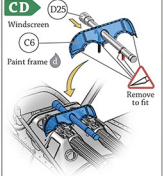
Remove to fit

Remove to fit

Remove to fit

Remove to fit

Remove to fit



CD Windscreen

D25

C6

Paint frame

Remove to fit

Remove to fit

Remove to fit

Remove to fit

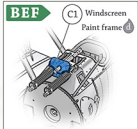
Remove to fit

Remove to fit

Remove to fit

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Remove to fit



BEF Windscreen

C1

Paint frame

Remove to fit

Remove to fit

Remove to fit

Remove to fit

Remove to fit

Remove to fit

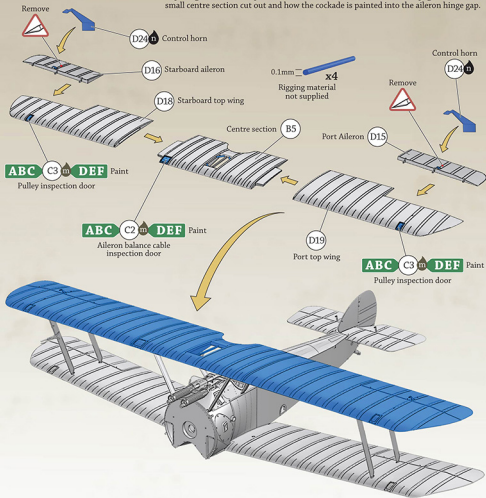
Remove to fit

7 TOP WINGS



(0163-198)

Top wing detail from Sopwith built F.1 Camel B3823 'C 5' shown on page 22. Note the small centre section cut out and how the cockade is painted into the aileron hinge gap.

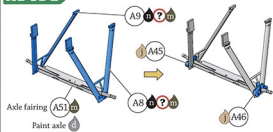


(0381-096)

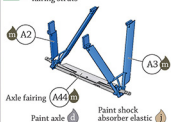
4 Sqn AFC Sopwith F.1 Camels loaded with Cooper bombs at Bruay on 26 March 1918. At left is B7406 "W" E, then B7412 "Y" and on the far right is "E".

8 UNDERCARRIAGE

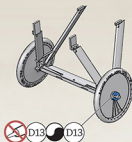
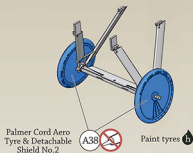
ABCDE Early aerofoil steel tube struts



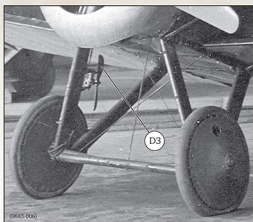
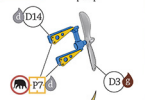
F Late round steel tube & wooden fairing struts



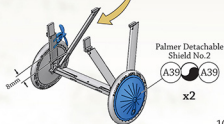
Early aerofoil tube steel undercarriage from Sopwith built F.1 Camel B6355 as seen on page 12. Later production aircraft replaced the aerofoil tube steel undercarriage with a stronger unit of round steel tube with fabric wrapped wooden fairings. Note the bomb carrier and Palmer Detachable Shield No.2.



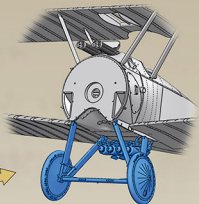
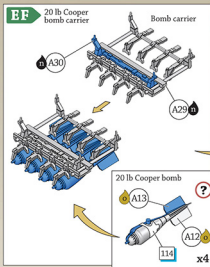
CDF Rotherham petrol pump



Fabric wrapped tube steel & wooden fairing undercarriage from unidentified 79 Sqn Sopwith F.1 Camel "V". 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. Sopwith Camel undercarriage struts, especially the port side, were perennially soaked in castor oil which spewed out from the engine. Note the Rotherham petrol pump and Palmer Detachable Shield No.2.

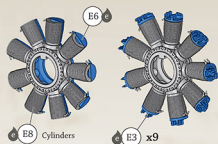


8 UNDERCARRIAGE continued



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

9 130-140hp CLERGET 9B & 9Bf ENGINE



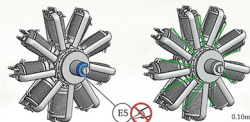
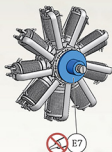
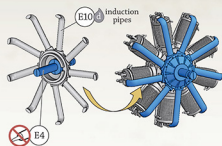
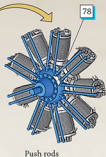
ABCD

130hp 9B



E

140hp 9Bf



RIGGING GUIDE

Rigging material
not supplied

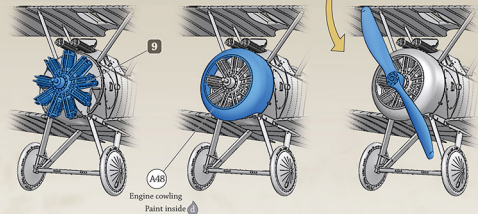
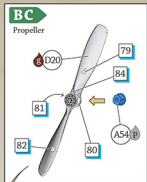
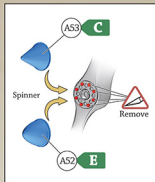
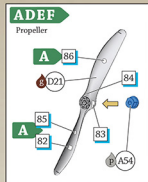
0.10mm



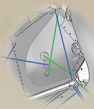
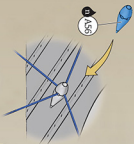
∨ 130hp Clerget 9B engine as fitted
to TVAL Sopwith F.1 Camel B5663.



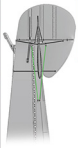
10 FINAL ASSEMBLY



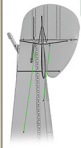
130hp Clerget powered Sopwith F.1 Camel B6355 "W" of "C" Flight 3 Sqn RFC wears the unit marking of 2 vertical bars behind the fuselage cockade. B6355 was captured on 6 November 1917 and its pilot, AG Gribb, was made POW. Note the bomb carrier under the fuselage and position of the Rotherham petrol pump on the front starboard cabane strut.



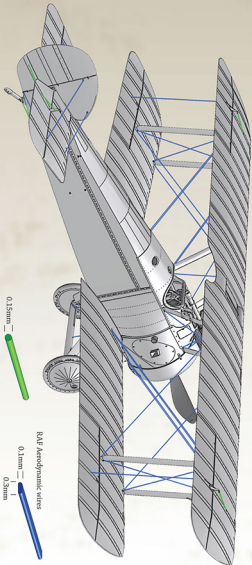
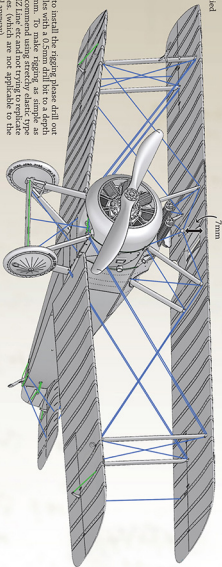
ABCDE



F



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 Camel anyway).



0.15mm



RAF Aeroelastic wires

0.1mm

0.3mm



A Sopwith F.1 Camel B3834 "Wonga Bonga", RH Daly (7 victories) & AF Brandon (1 victory), Manston War Flight RNAS, July-August 1917

? = 1 ? 2



Paint wings and apply decals

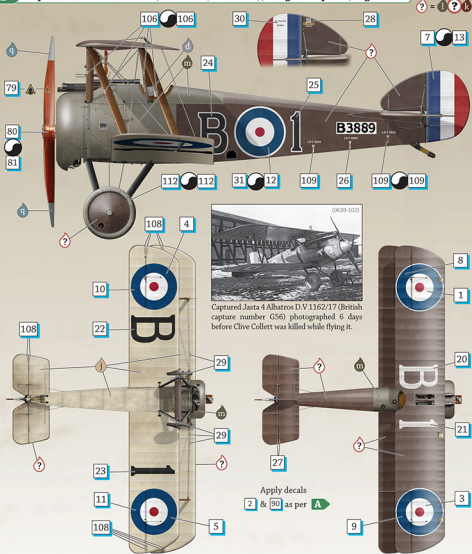
1, 3, 4, 5, 6, 8, 9, 10, 11, 17 as per B

130hp Clerget 9B powered Sopwith F.1 Camel B3834 was from a production order for 200 aircraft placed with The Sopwith Aviation Company LTD in June 1917 (numbers B3751 to B3950). It was delivered to RNAS Manston War Flight on 10 July 1917 in response to the growing air raid panic caused by Gotha bombers and flew several Anti Gotha Patrols over the next 2 months piloted by RH Daly and AF Brandon. An almost brand new aircraft, B3834 is shown here with complete Sopwith factory stenciling and PC12(?) finish. The photo below shows that there is a Sopwith factory decal on the fuselage under the cockpit but none appear to be applied to the struts. The words "Wonga Bonga" (Wonga = Gotha, because of their distinctive engine sound, & Bonga = smasher) were painted on the starboard side of the fuselage and, presumably, the port side as well, although photographic evidence is lacking. After 8 months service B3834 was deleted in February 1918.



Arthur Frank Brandon was from Ladysmith, Natal, South Africa and fought against the Germans in South-West Africa before joining the RNAS. After service in Salonica, Brandon was invalided back to the UK in July 1917 but was flying again by the morning of 22 August 1917 when, in B3834, he attacked a formation of Gothas returning from bombing Margate, Ramsgate and Dover. He reportedly destroyed Gotha G.IV 663/16 before being forced to land after his engine was shot up. Undeterred, he took off again in another machine and continued his attack on the formation over the North Sea until he ran out of ammunition. Brandon was killed following a mid air collision on 26 October 1917. Rowan Heywood Daly was from Leigh-on-sea, Essex and was credited with 3 victories during the First World War, including helping shoot down a Gotha on 7 July 1917 in Sopwith Triplane N5382 "Ooslumburd". He would be credited with 4 more victories in 1919 while fighting the Bolsheviks in Russia with 47 Sqn RAF but would also be killed in a mid air collision in 1923 aged just 25.

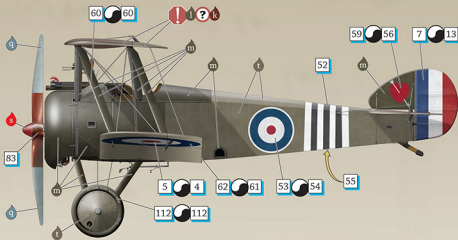
B Sopwith F.1 Camel B3889 "B 1", CF Collett (11 victories), B Flight 70 Sqn RFC, August 1917



130hp Clerget 9B powered Sopwith F.1 Camel B3889 "B 1" was from the same Sopwith production order as **A** and was one of several Camels delivered to 70 Sqn RFC in July and August 1917 to replace their aging Sopwith 1 & 1/2 Strutters thereby becoming the 1st RFC unit to be equipped with the Sopwith Camel. It features Sopwith factory applied stencils, decals and PC12(?) dope finish. Photos of other 70 Sqn Sopwith Camels show that the fuselage ply paneling, fin, wheels and cowlings were overpainted in a dark colour, probably a gloss enamel paint version of PC10. Like other 70 Sqn Camels at this time (as seen on B3823 on page 22) we have illustrated B3889 with a small fairing behind the air induction pipe and the unit markings repeated on the top wing centre section.

Clive Franklyn Collett was an engineer from Blenheim, New Zealand but was working in the UK when war was declared and so he joined the RFC. He qualified as a pilot in January 1915 and served with 11, 8 & 32 Sqs before being posted to 18 Sqn in March 1916 where he flew the Vickers FB.5 "Gun Bus". After being injured in a crash the following month he returned to the UK and became a test pilot, flying the latest new machines, captured aircraft and reportedly making the 1st British military parachute jump from an aircraft (a BE.2c) in January 1917. He was posted to the newly Camel equipped 70 Sqn in late July 1917 as commander of B flight. Collett was credited with his first victory in late July, 6 more in August (4 while flying B3889) and 5 in September before being wounded in combat with Jasta 35. After recuperating in the UK he was serving with 73 Sqn when he was killed on 23 December 1917 while flying the captured Jasta 4 Albatros D.V 1162/17 (G56). Various accounts of the accident say that the Albatros broke up in mid air or that he was knocked out after being hit on the head by the exhaust pipe (which sounds unlikely) or an engine cowling (only slightly less likely). A court of inquiry found that he simply misjudged his height. Whatever the cause, the result was that he dived into the Firth of Forth and was killed. Clive was 31.

E Sopwith F.1 Camel B6313, WG Barker (50 victories), 139 Sqn RAE, late July 1918



Paint wings and apply decals

1, 3, 4, 5, 8, 9, 57, 58 & 63 as per **B**

William George Barker was from Manitoba, Canada and joined the Canadian Mounted Rifles in December 1914. Barker served in the trenches as a machine gunner until March 1916 when he transferred to the RFC and served as an observer in 9, 4, and then 15 Sqn before being posted for pilot training in November 1916. He was with 15 Sqn again in February 1917 until he was wounded in early August 1917 and posted to the UK as an instructor. He was not particularly happy as an instructor and was eventually posted to 28 Sqn as a Flight Commander and was back in France in time to be credited with his first 3 victories in October 1917. The following month 28 Sqn were sent to Italy and he was credited with 43 more victories with 28, 66 and 139 Sqn before he returned to the UK in September 1918 to command the School of Air Fighting at Hounslow. Again he found this unfulfilling and in October 1918 was back in France with a brand new Sopwith Snipe on a "refresher course" with 201 Sqn. Having seen no action he was set to return to the UK but went up for one last solo patrol on 27 October in which he shot down a two-seater before being jumped by at least 15 Fokker D.VII. In the ensuing battle Barker was wounded, fainted, regained consciousness, wounded again and managed to shoot down at least 3 of the Fokkers before crash landing behind Allied lines. For this action, carried out in full sight of many witnesses, Barker was awarded the VC. He left the RAF in 1919 and returned to Canada where he was involved in commercial aviation and tobacco businesses before being killed in a flying accident in March 1930.



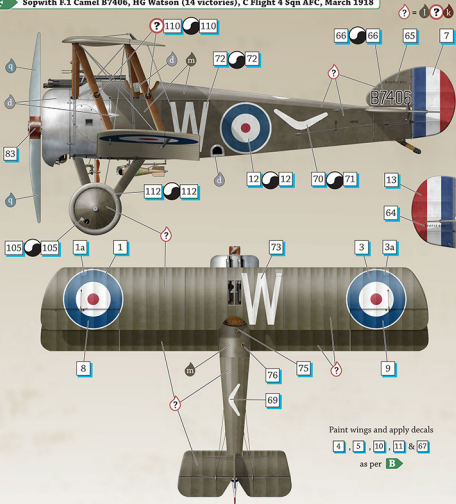
E



(Gang Van Wyngaarden)

Sopwith E1 Camel B6313 was from the same Sopwith production order as **D** and powered by a 130hp Clerget 9B engine when it was delivered to 28 Sqn RFC in September 1917. It was assigned to newly arrived C Flight commander William George Barker and received the unit marking of a white square behind the fuselage cockpit and the individual number "1c". Quite unusually for the RFC/RAE B6313 remained the personal mount of Barker and followed him to 66 Sqn RAE in April 1918 and 139 Sqn (a Bristol Fighter equipped unit) in July 1918 and was not relinquished until it was dismantled and sent to 7 Aeroplane Park in October 1918. During this 12 month period, B6313 was repainted in each unit's markings, had personal markings applied, the undercarriage replaced and various modifications made including an upgraded 140hp Clerget 9BF engine, presumably installed in May 1918 when it underwent an extensive overhaul while at 66 Sqn. B6313 is shown here as it was with 139 Sqn in late July 1918 with replacement ailerons, 36 victory markings on the front interplane struts, 4 white & 3 black bands around the fuselage, the cowling (8 struts?) overpainted in a PCl0 equivalent gloss enamel paint and a vertical red heart on the fin with rear pointing arrow. Future changes would include stripping and polishing the aluminium cowling, cutting additional holes in the engine cowling, increasing the size of the opening in the top wing centre section, painting additional bands around the fuselage and repainting the pierced heart on the fin. Note the Rothenham pump **D19** attached to the starboard front cabane strut, spinner **AS1**, empty bomb carrier brackets, white victory markings painted on the struts **D01** and the "red devil" hood ornament **D6** attached to the starboard Vickers gun.

F Sopwith F.1 Camel B7406, HG Watson (14 victories), C Flight 4 Sqn AFC, March 1918



130hp Clerget 9B powered Sopwith F.1 Camel B7406 was from a production order for 200 aircraft placed with Ruston, Proctor & Co Ltd in July 1917 (numbers B7281 to B7480) and was delivered to 4 Sqn Australian Flying Corps (AFC) in February 1918. B7406 was being flown by HG Watson when he was credited with his first 2 victories over an "Albatros" on 19 April and a "Pfalz" on 11 May 1918. B7406 features late production steel tube and wooden fairing undercarriage, boomerang markings on the fuselage used by 4 Sqn until being replaced with a vertical 'white bar' in late March 1918 and the letter "W" on each side of the fuselage and on the top wing centre section. B7406 was damaged following a crash in late May and was rebuilt but found to be underpowered so was sent to Repair Park 1 Aeroplane Supply Depot later that month.

Herbert Gilles Watson was from Dunedin, New Zealand but was living in Australia when war broke out so he enlisted in the Australian Army Service Corps and served at Gallipoli in 1915. Watson was medically evacuated to the UK in October 1915 and, after recovering, he transferred to the AFC. Following training in the UK he was posted to 4 Sqn AFC in early February 1918 and by October 1918 had been credited with 14 victories (including 3 balloons) and been made Flight Commander. Watson returned to Australia on furlough before the Armistice and bred race horses in Victoria until his death in 1942.





(0232-034)

^ > 130hp Clerget 9B powered Sopwith F.1 Camel B7320 "P" is from the same Ruston, Proctor & Co production order as **E** and was delivered to 70 Sqn RFC in January 1918. It was being flown by J Todd when he claimed a victory in February 1918 and again in March when it was damaged by ground fire as shown here. Despite the apparent severity of the damage, B7320 was able to be repaired by 70 Sqn personnel.



(0232-036)



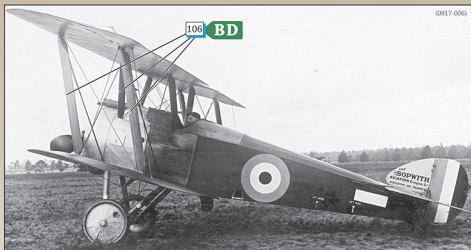
(0811-018)

^ > 130hp Clerget 9B powered Sopwith F.1 Camel B9268 is from a production order for 200 aircraft placed with Boulton & Paul Ltd in August 1917 (numbers B9131 to B9330). It is seen here at a training unit in the UK fitted with a Hythe gun camera and is believed to have been used by 17th Aero Sqn USAS as they familiarised themselves with the Sopwith Camel. Note the linen wrapped around the starboard rear cabane strut under the Rotherham petrol pump, weathered side cowlings and the mismatched starboard bottom aileron cockade.

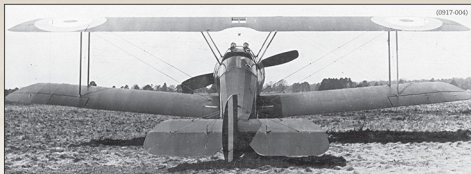
(0381-091)



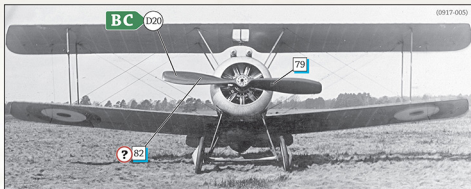
Pre-production Sopwith F.1 Camel prototype



Note the Sopwith factory sign writing on fin and decals applied to all struts. The lack of empty link & shell chutes visible in the port cowlings indicate that this prototype aircraft was equipped for non-disintegrating cloth ammunition belts. Empty shells exited through chutes in the undershield similar to the Pup & Tripe. Some very early production aircraft were similarly equipped but were quickly modified once disintegrating link belts became standard. Note that 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.



130hp Clerget powered 70 Sqn RFC Sopwith F.1 Camel B3823 "C 5" was being flown by Ronald Hume when he was shot down and captured on 28 July 1917. From the same Sopwith production order as **B**, B3823 was delivered to 70 Sqn RFC on 16 July 1917 and exhibits many similar characteristics such as the dark appearance of the gloss enamel painted engine and fuselage cowlings, small fairings behind the air induction pipes, no rim detail around the petrol tank openings on the top decking and factory applied stenciling on the elevator, horizontal tailplane and side of the fuselage. Individual aircraft identification markings were usually applied to the top wing centre section because the outer wings were frequently replaced due to battle damage and general wear and tear.



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 Wingsut 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 K'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 *Wingsock Worldwide*, *Wingsock 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, rare cars & local drivers from motor sports golden era of the '60's. 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@wingsutwings.com



32074	1/32 Sopwith F.1 Camel "Clerget"	Qty
0132070A	A parts	1
0132070B	B parts	1
0132070C	C parts	1
0132070D	D parts	1
132E0012	E parts Clerget Engine	1
0132074P	Photo-etched metal parts	1
7132074	Instructions	1
9132074	Decals	1

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



32013 - 1/32 Sopwith Pup RFC



32006 - 1/32 Pfalz D.IIIa



32020 - 1/32 Sopwith Snipe (Early)

Also available from
www.wingnutwings.com

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