

# WINGNUT WINGS



## Sopwith 2F.1 "Ship's Camel"

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, would help 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 land based Royal Naval Air Service (RNAS) and Royal Flying Corps (RFC) Squadrons in May and June 1917. In an effort to continue the great work done by shipboard Sopwith Type 9901a "Pups" a Navalised Camel was developed and a Clerget engine powered prototype appeared in March 1917. New features included steel tube cabane struts, lifting clevises on the centre section, a smaller wingspan and a two piece fuselage to facilitate loading and storage aboard ships. A single Vickers gun was fitted in the front cowl and a Lewis gun was mounted upside down on the top wing. By June 1918 the Lewis gun was now positioned the right way up, a wireless and generator was installed and 8 Le Prieur 'anti-Zeppelin' rockets were attached to the interplane struts. As far as can be determined at this time, it appears that the wireless and rockets were not carried on production 2F.1. When the 2F.1 "Ship's Camel" eventually went into production in early September 1917 it featured floatation bags and redesigned elevator controls to ease assembly of the two piece fuselage. Almost all production 2F.1 Camels were powered by the 150hp BR.1 (Bentley Rotary 1) engine which was the preferred powerplant of the Royal Navy. Most of the 276 Sopwith 2F.1 Camels built saw service aboard Royal Navy ships, taking off from very small platforms atop gun turrets, rudimentary early carriers or from towed lighters and frequently had to ditch into the sea and await salvage if suitable land could not be reached. Sopwith 2F.1 Camels saw limited post war service with the RAF fighting the Bolsheviks in 1919 as well as with the Canadian Air Force and a few in Latvia. The last serving 2F.1 Camel was not retired in Canada until the late 1920s.

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 2F.1 Camels were manufactured by several different companies and Sopwith's own factory drawings designate both 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. The rough service life of "Ship's Camels" meant that aircraft were invariably re-doped and repaired with components salvaged from other aircraft resulting in them wearing various combinations of doped finish. The undersides of the wings, tailplane and often the fuselage were left CDL (Clear Doped Linen) but evidence exists of at least one being painted bright sky blue. Exterior wooden fuselage panels and interplane struts were given a dark brown varnish, although on some aircraft these were clearly painted. Metal cowlings were usually painted but some were left unpainted aluminium, with a 'turned' finish on Sopwith built aircraft. Metal brackets and fittings were usually black unless overpainted, although some appear to have been painted BSG. All fabric surfaces exhibited a gloss appearance when new which would lose its shine relatively quickly in service.

Richard Alexander 2016

<b>Wingspan (2F.1):</b> 26ft 11in (8.20m)	<b>Length (2F.1):</b> (BR.1) 18ft 8in (5.69m)	<b>Max Weight (2E.1):</b> (BR.1) 1530 lb (693kg)	<b>Max Speed (2E.1):</b> (BR.1) 121mph (195kph)
<b>No. Manufactured:</b> (2E.1) 276 (E.1) 5000+	<b>Production:</b> (2F.1) Sept. 1917 to early 1919	<b>Engine (2E.1):</b> 150hp Bentley BR.1, 130-140hp Clerget 9B & 9Bf	
<b>Ceiling (2E.1):</b> (BR.1) 17300ft (5273m)	<b>Armament (2E.1):</b> 1x .303 (7.7mm) Vickers Mk.1* & 1x .303 (7.7mm) Lewis machine guns & up to 100lb (45kg) of bombs.		

### References:

Sopwith 2F.1 Camel Windsock Datafile 6, JM Bruce, 1967 - Schedule for Sopwith Camel Biplane, 130 Horse-Power Clerget Engine Type F.1., RAF 1918  
 Royal Navy Shipboard Aircraft Developments 1912-1931, Dick Cronin, Air Britain 1990 - The Camel File, Ray Sturtivant & Gordon Page, Air Britain 1993 Sopwith  
 Camel King of Combat, Chaz Boyer, Glasney Press 1978 - 1914-18 Aviation Heritage Trust - The Vintage Aviator LTD - Colin Owens - Private Collections

# Sopwith 2F.1 "Ship's Camel"

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

**P1** Photo Etch Part



Cement For Metal



Other Side



Paint Colour

	All colours	Tamiya	Humbrol	Federal Standard
a	Brass	X31	54	
b	Copper	XF6	12	
c	Gun Metal	X10	27004	
d	Aluminium - matt	XF16	27001	
e	Steel	XF56	27003	
f	Light Wood* - semi gloss	XF78*	93*	30340*
g	Dark Wood* - gloss	XF68*	160*	30111*
h	Rubber - matt	XF69	66	35042
i	Leather - semi gloss	XF52	62	30219
j	Clear Doped Linen (CDL) - 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	Light Blue - semi gloss	XF2 (x2) + XF8 (x1)	109	35250
s	White - matt	XF2	34	
t	Red - semi gloss	XF7	60	31350

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

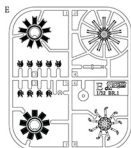
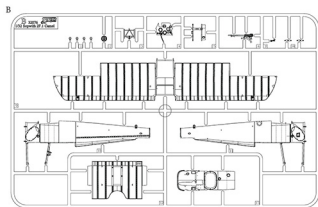
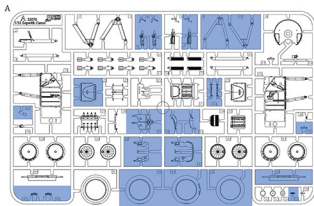
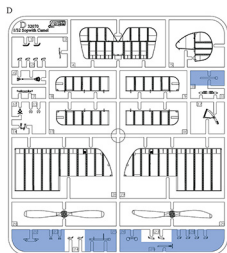


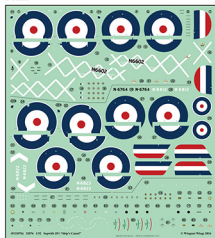
Photo Etch



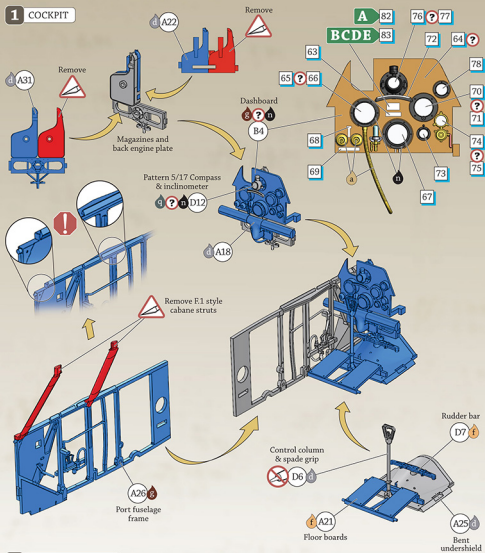
■ = Not Used



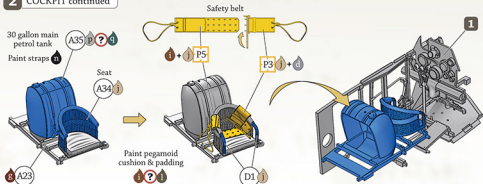
Decals



# 1 COCKPIT

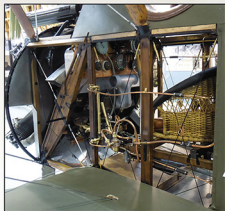
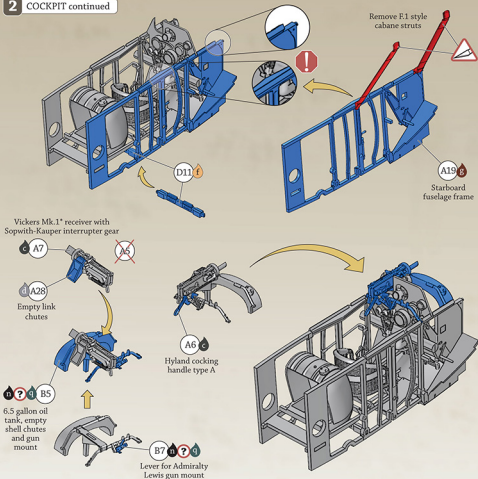


# 2 COCKPIT continued





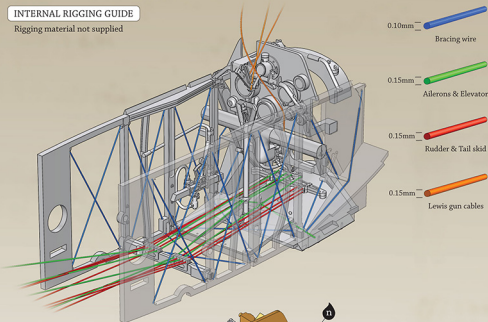
## 2 COCKPIT continued



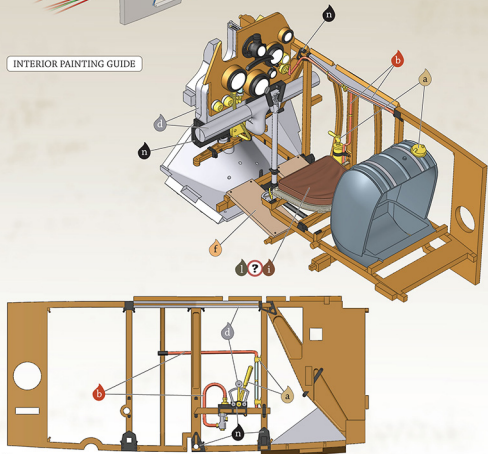
Interior fuselage detail from Sopwith F.1 (NOT 2.F1) Camel B5663 nearing completion of it's restoration to flying status at The Vintage Aviator Ltd (TVAL) in late 2014. While these photos show a Clerget engined, twin Vickers gun armed, F.1 Camel, many of the details seen here are still relevant for the 2.F1. 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.

## INTERNAL RIGGING GUIDE

Rigging material not supplied



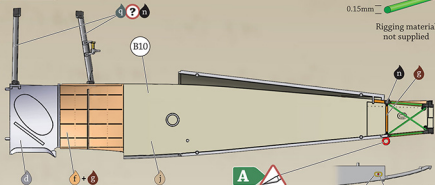
## INTERIOR PAINTING GUIDE



### 3 FUSELAGE

0.15mm

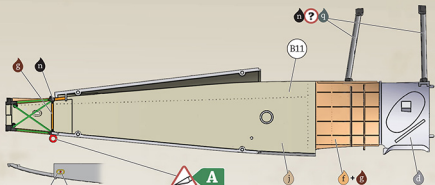
Rigging material  
not supplied



**A** Remove tie down ring



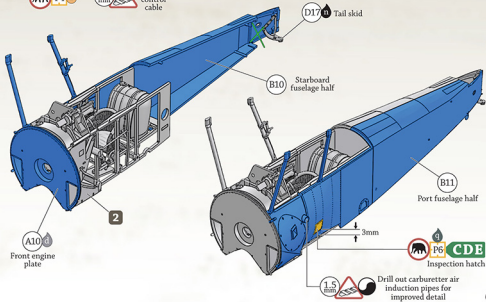
Drill hole for  
tailskid  
control  
cable



**A** Remove tie down ring



Drill hole for  
tailskid  
control  
cable



Front engine  
plate

2

D17 Tail skid

B10 Starboard  
fuselage half

B11 Port fuselage half

3mm



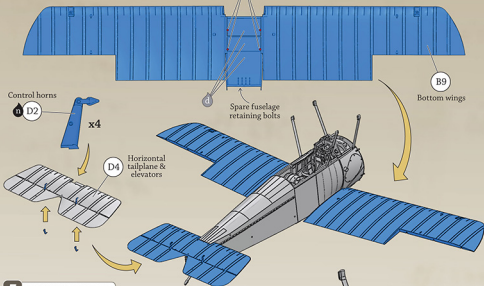
**CDE** Inspection hatch



Drill out carburettor air  
induction pipes for  
improved detail

#### 4 BOTTOM WINGS & TAILPLANE

**E** 0.5 mm  Drill holes for bomb carrier



#### 5 COCKPIT DECKING

Cockpit decking & front cowling

**B13**

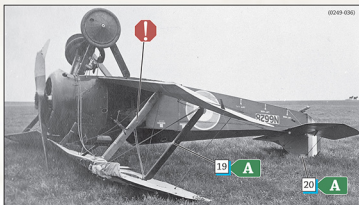
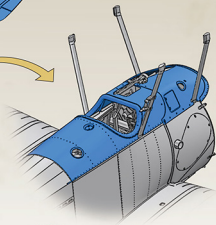
Paint inside

 & 

 0.5 mm  
Drill holes for windscreen



Paint rexine padding   



(0249-036)

Sopwith 2F.1 Camel N6628 is from the same Sopwith production order as **A** and was powered by a 150hp Bentley BR.1 engine when it was completed in November 1917 but reportedly had a 130hp Clerget 9B engine fitted by the time of this crash in June 1918. Note the replacement starboard front interplane strut, Sopwith factory stencils had the early form of aileron control horn without a tie wire. Unusually for a 2.F1 Camel, it's Rotherham petrol pump has been relocated to the undercarriage. The engine cowling and wheel covers have been painted an unknown colour.

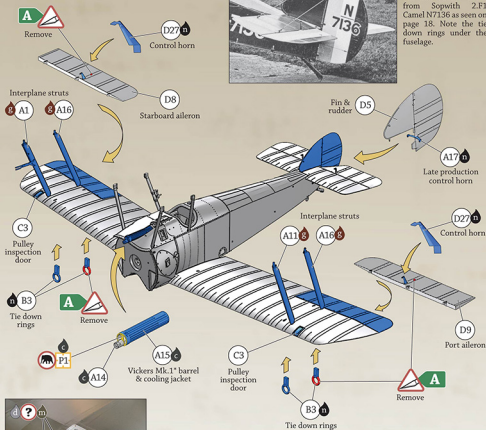
19 **A**

20 **A**

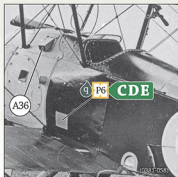
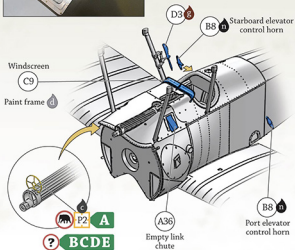
## 6 INTERPLANE STRUTS & DECKING DETAILS



Fin and rudder detail from Sopwith 2.F1 Camel N7136 as seen on page 18. Note the tie down rings under the fuselage.



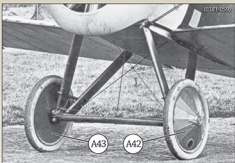
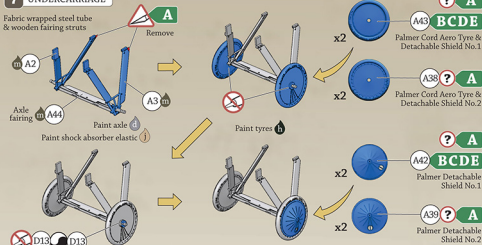
< Aileron control cable pulley inspection door from the starboard bottom wing of B5663. This was frequently overpainted in service.



Cockpit decking detail Sopwith 2.F1 Camel N7136. Note the Rotherham petrol pump, windscreen and elevator control horns.

## 7 UNDERCARRIAGE

Fabric wrapped steel tube & wooden fairing struts

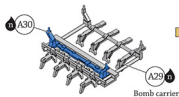


Fabric wrapped tube steel & wooden fairing undercarriage from Sopwith 2E1 Camel N7136. Sopwith Camel undercarriage struts, especially the port side, were perennially soaked in castor oil which seeped out from the engine. Note the Palmer Detachable Shield No.1.

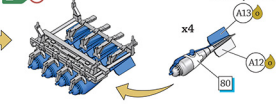


Fabric wrapped tube steel & wooden fairing undercarriage from Sopwith 2E1 Camel N6635. Remarkably, a problem with the port wheel unscrewing itself and falling off(!) was not fixed until May 1918 when opposite thread bolts and axles became available. Note the Palmer Detachable Shield No.2.

### E 20 lb Cooper bomb carrier



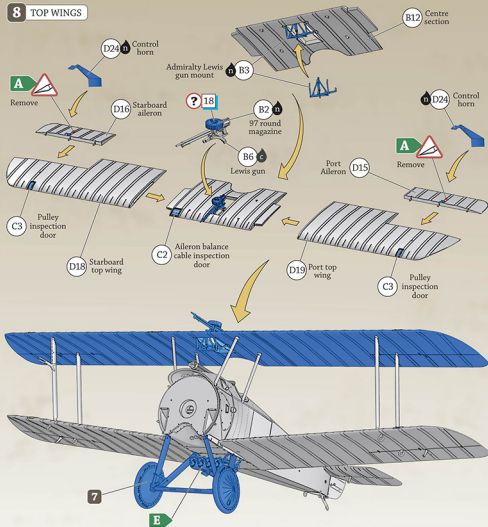
### E ? 20 lb Cooper bomb



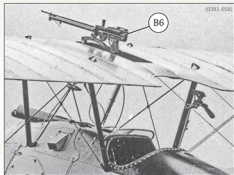
> 20lb Cooper bombs sometimes carried by 2.F1 Camels.



## 8 TOP WINGS



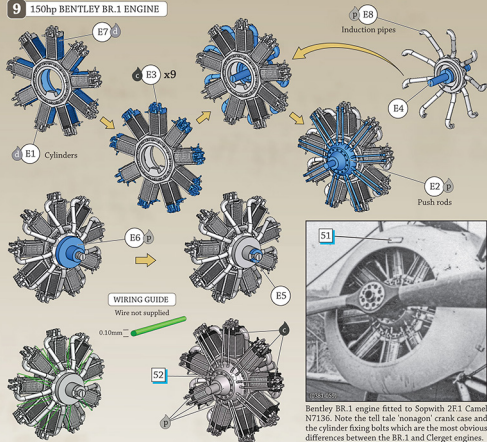
▼ Cabane struts and admiralty Lewis gun mount from Sopwith 2E1 Camel N7136. Note the lifting clevises on the centre section and the Rotherham petrol pump on the starboard rear cabane strut.



▲ Admiralty Lewis gun mount detail from Sopwith built 2E1 Camel N6635 as seen on page 12. The light patch above the starboard front cabane strut confirms that the aileron balance cable inspection door was not painted over on this aircraft at this time and that the underside fabric is traditional translucent CDL and not painted with an opaque colour on this aircraft.



**9** 150hp BENTLEY BR.1 ENGINE

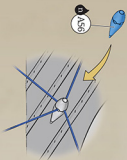


Bentley BR.1 engine fitted to Sopwith 2E1 Camel N7136. Note the tall 'nonagon' crank case and the cylinder fixing bolts which are the most obvious differences between the BR.1 and Clerget engines.

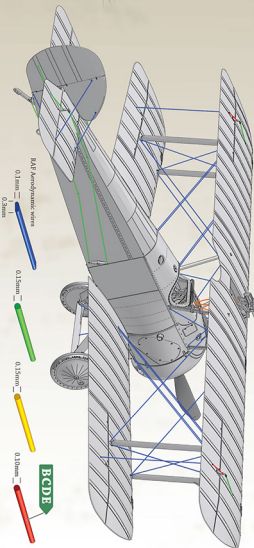
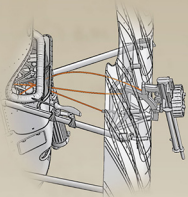
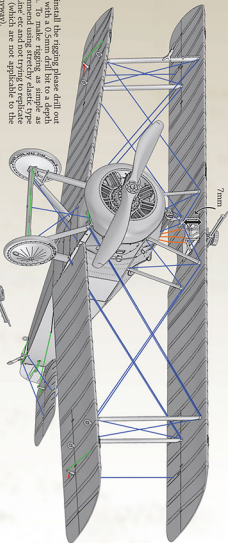


150hp Bentley BR.1 powered Sopwith 2E1 Camel N6779 is from the same Beardmore production order as **B** and is shown here aboard HMS Calliope in May 1918. Note the illegible "Pilots..." notes written on the side of the fuselage, perhaps not unique to HMS Calliope. See also page 22.





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).

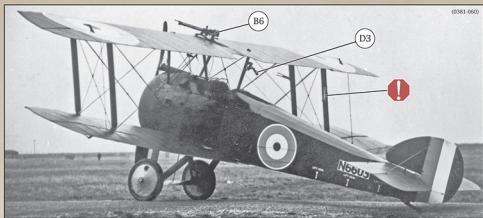


RAV Aerodynamic wires

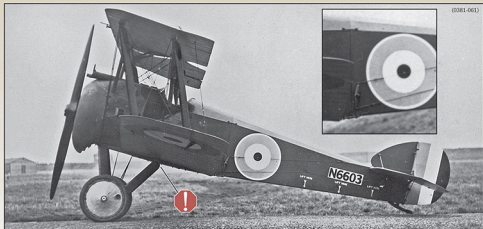


BCDE

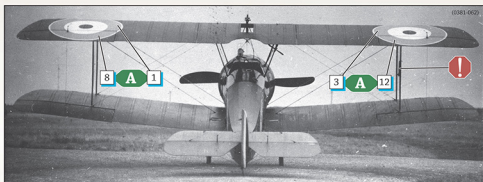
## 130hp Clerget 9B powered Sopwith 2F.1 Camel N6603



Sopwith built 2F.1 Camel N6603 is from the same production order as **A** and was completed in December 1917. N6603 was one of only 7 aircraft from this production order fitted with a 130hp Clerget 9B engine instead of the usual 150hp Bentley BR.1. Note the test instrument temporarily fixed to the starboard rear interplane strut.

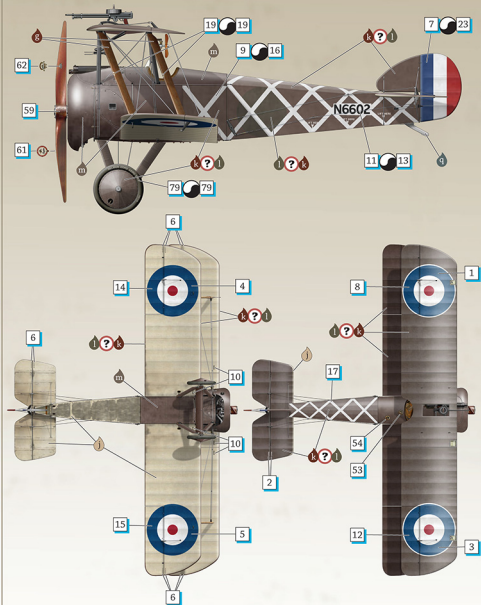


Side view of N6603 showing the fuselage retaining bolts and the external elevator control horns. Compare the tonal variations between the doped fabric and painted wood and metal components exacerbated by their matt, semi gloss and gloss finishes.



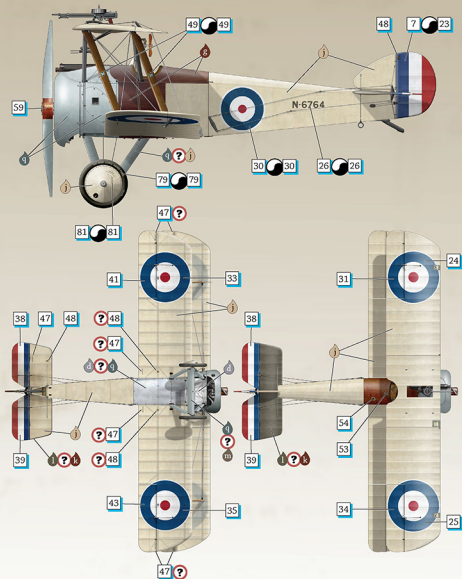
Rear view of N6603 showing the offset Vickers gun. The 'dark lines' on either side of each rib tape are an optical illusion caused by the frayed edges of the rib tapes not reflecting light as well as the rest of the gloss wing surface. We recommend using matt varnish painted in thin lines to replicate this on your model.

## A Sopwith 2F.1 Camel N6602, HMS Furious, April 1918



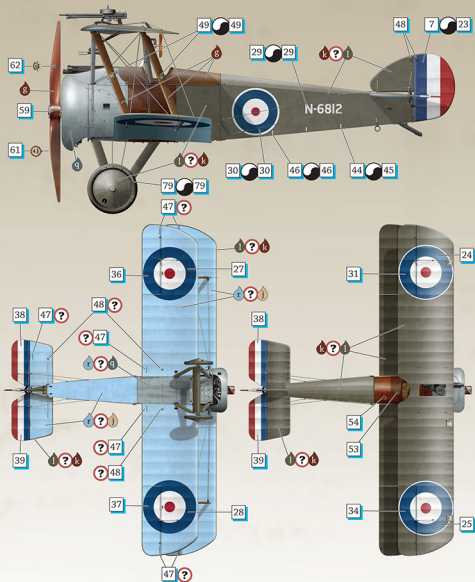
150hp Bentley BR.1 powered Sopwith 2F.1 Camel N6602 was from a production order for 50 2.F1 Camels placed with The Sopwith Aviation Company LTD (numbers N6600 to N6649) and was completed in late 1917. After service aboard HMS Narnia and HMS Lion it was taken on board HMS Furious in early April 1918 as illustrated here. The fabric upper surfaces are doped in PC10 or PC12 and the wood panels and aluminium cowlings appear to have been painted in a similarly coloured enamel paint. Although we have illustrated the underside of the tailplane and fuselage finished in CDL it is possible these were overpainted with a pale (blue or grey) colour along with the elevator control horns and tail skid. The manner of the dark staining under the fuselage is noteworthy. By late April 1918, N6602 was aboard HMS Glorious and went on to serve on HMS Caroline in September 1918, HMS Caledon in November-December 1918 and HMS Narnia again in January 1919.

**B Sopwith 2F.1 Camel N6764, HMS Lion, April to June 1918**



150hp Bentley BR.1 powered Sopwith 2F.1 Camel N6764 was from a production order for 50 2.F1 Camels placed with Sir William Beardmore & Co LTD in January 1917 (numbers N6750 to N6799) and was completed in March 1918. N6812 served all of its time at sea aboard HMS Lion in April, May and June 1918. When new, N6764 would have been finished with 'standard' PC10 or PC12 upper surfaces just like N6779 seen on pages 11 and 22. At sometime between April and June the fuselage and wings required re-covering and N6764 was photographed atop HMS Lion's Q turret ramp in the unusual CDL finish you see here. Whatever caused the re-covering of the fuselage and wings, possibly a particularly hairy ditching and recovery sea or blast damage from HMS Lion's guns, the tailplane appears to have escaped unscathed and wears its Beardmore factory finish with striped elevators and PC10 or PC12 upper surfaces. Interestingly all the cockades have been repainted with white borders. Note how sunlight shining through the translucent CDL upper surfaces cast shadows of the ribs and spars (and upper wing cockades) on the undersides. In the only photo available to us the engine cowlings are obscured by a canvas covering so the colour shown here is speculative.

**C2 Sopwith 2F.1 Camel N6812, SD Culley (1 victory), Felixstowe, 5 August 1918**



150hp Bentley BR.1 powered Sopwith 2F.1 Camel N6812 was from a production order for 50 2.F1 Camels placed with Sir William Beardmore & Co LTD in January 1917 (numbers N6800 to N6849) and was delivered to Great Yarmouth Air Station in late June 1917. In late July it was at Felixstowe undergoing take off trials from the towed Lighter "H3". N6812 was being flown by SD Culley when he unsuccessfully attempted to intercept a Zeppelin on 5 August 1918. The following week it had its Vickers gun removed and twin Lewis guns fitted on the top wing in time for Culley to be credited with shooting down Zeppelin L.53 on 11 August 1918. After this action Culley ditched N6812 into the sea and they were picked up by a Lighter from HMS Redoubt. N6812 was back at Felixstowe by the end of August and by October 1918 was on strength with 212 Sqn RAF. It was preserved in various museums over the years and is currently in the Imperial War Museum collection. During restoration the original underwing fabric from N6812 was noted as being painted in a "bright sky blue" but it is not known if this was applied at the factory, in service (and if so, when) or after the war. Whatever the case, the decision was made to not carry this distinctive feature across to the restored aircraft. Note the striped elevators which were a Beardmore factory trademark.

Stuart Douglas Culley was from Nebraska, USA and joined the RNAS in Canada in April 1917. He remained in the RAF after the Armistice, fought against the Bolsheviks in 1919 and was made commander of 39 (Bomber) Sqn RAF in 1934.



C1

(0381-043)



This unarmed Sopwith 2F.1 Camel on Lighter H3 at Felixstowe is believed to be N6812 undergoing trials in late July 1918. If it is N6812, the rib tapes visible under the centre section would tend to indicate that it was not overpainted "bright sky blue" at this time.

C3

(0381-038)

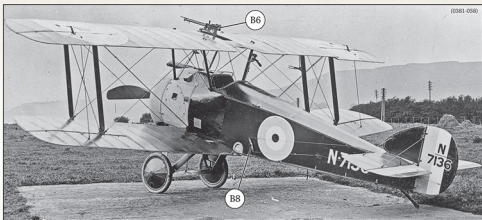


Sopwith 2F.1 Camel N6812 photographed after the non-standard installation of twin Lewis guns, an Aldis sight and removal of its Vickers gun on 8 August 1918. N6812 was in this configuration when Cully was credited with shooting down Zepelin L.53 on 11 August 1918.



(0381-050)

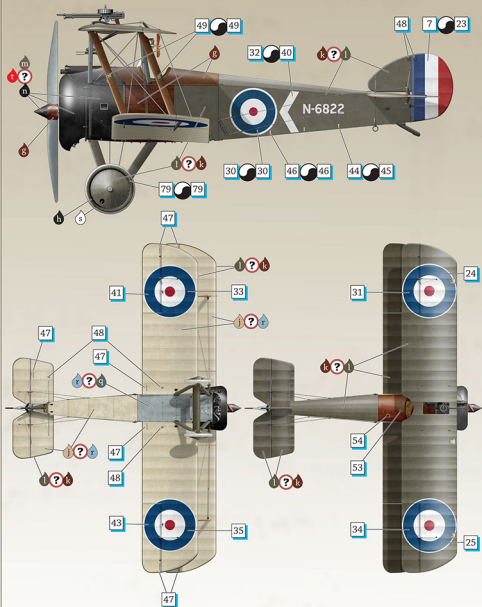
150hp Bentley BR.1 powered Sopwith 2F.1 Camel N7136 was from a production order for 40 2.F1 Camels placed in February and June 1918 with Sir William Beardmore & Co LTD and Arrol-Johnson LTD (numbers N7100 to N7139) and was test flown at Dalmuir in early October 1918. In late November 1918 it was serving aboard HMS Galatea but was on HMS Barham by mid January 1919.



(0381-058)

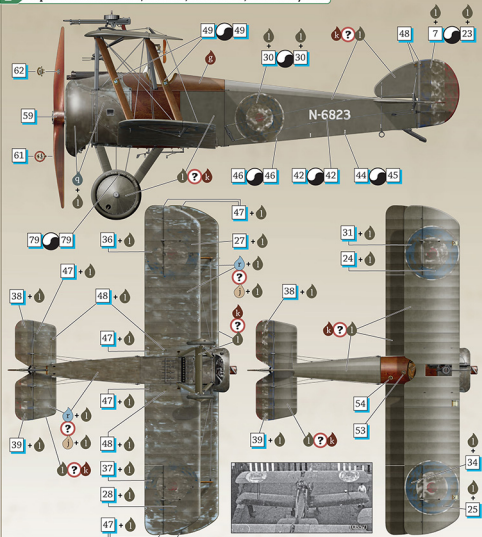
The upper surfaces of N7136 are doped in PC10 or PC12 while the plywood fuselage panels (and possibly interplane struts) appear to be "painted" gloss dark brown and not simply darkly stained wood. The cowlings are painted BSG.

**D** Sopwith 2F.1 Camel N6822, HMAS Sydney, July to October 1918



150hp Bentley BR.1 powered Sopwith 2F.1 Camel N6822 was from the same Beardmore production order as **C** and served aboard HMAS Sydney in July, August and October 1918. N6822 also served aboard HMAS Melbourne and HMAS Australia during 1918. Sopwith 2F.1 Camel N6822 is shown here as it appeared when it was photographed taking off from HMAS Sydney's forward revolving platform. The upper surfaces are finished in 'standard' PC10 or PC12 with CDL undersides and Beardmore signature elevator stripes. The dark engine cowling colour is unconfirmed but is likely to be either black, as shown here, or a PC10 or PC12 equivalent paint. The spinner is unusual but has been noted, along with a similar chevron fuselage marking, on another Camel photographed taking off from HMAS Sydney in May 1918. The tyres appear to have been whitewashed for increased visibility.

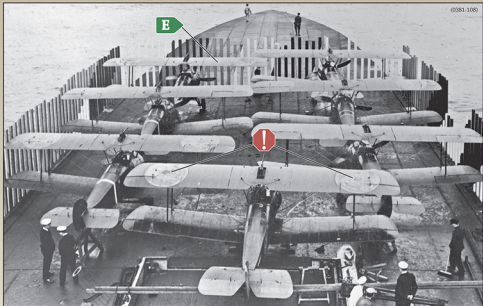
**E Sopwith 2F.1 Camel N6823, S Dawson, HMS Furious, 17 to 19 July 1918**



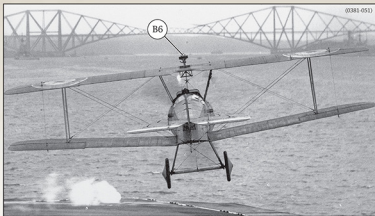
The raiding aircraft reportedly carried specially made 50lb bombs but details of their appearance is lacking. Of the 7 pilots to take off from HMS Furious that morning, 1 was forced to abort due to engine trouble, 3 (including Dawson) landed in Denmark due to lack of petrol for the return journey and 1 was lost at sea, leaving just 2 that were successfully recovered after ditching their Camels near the fleet.

150hp Bentley BR.1 powered Sopwith 2F.1 Camel N6823 was from the same Beardmore production order as **C** and is shown here aboard HMS Furious in July 1918. In the very early morning of 19 July 1918, Samuel Dawson flew N6823 off HMS Furious' short flight deck and, along with 6 other similarly camouflaged 2F.1 Camels, set off to bomb the Airship sheds at Tondern, Schleswig (then part of Germany) in what is considered the first true aircraft carrier strike. The raid succeeded in destroying airships L.54 & L.60 along with a captive balloon and causing other material damage.

Samuel Dawson was from Masterton, New Zealand and, having been rejected as unfit by the NZ Expeditionary Force, traveled across the Tasman Sea to join the Royal Australian Navy. Later he transferred to the RNAS and qualified as a pilot in January 1918. After running out of petrol during the Tondern raid, Dawson was forced to land in Denmark where he was interned with 2 others until he was able to escape. He remained in the service after the Armistice and fought against the Bolsheviks until he failed to return from a patrol in September 1919.

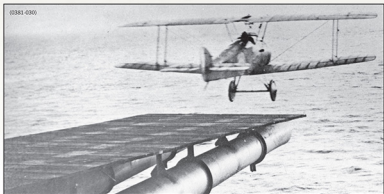


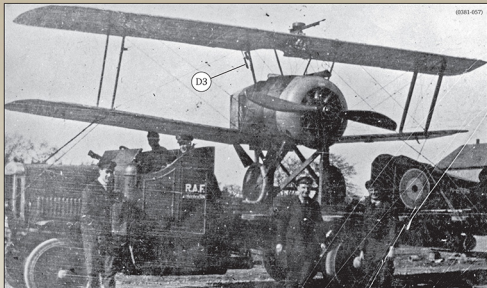
Sopwith 2F.1 Camels aboard HMS Furious in July 1918 on their way to raid the German airship sheds at Tondern. Note that the national markings have been overpainted in preparation for their night raid. N6823 **E** is at front left.



< An unidentified Beardmore built Sopwith 2F.1 Camel taking off from the carrier HMS Pegasus. Note the Admiralty Lewis gun mount, overall matt appearance of the fabric and the signature Beardmore elevator stripes.

> An unidentified and, apparently, unarmed Beardmore built Sopwith 2F.1 Camel taking off from the turret of an unidentified warship.





Sopwith 2F.1 Camel N6779 disassembled for transport. See also page 11.



#### 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 Wingnut Wings as a 3D modeller has furthered his skill in these areas through the creation and manipulation of complex 3D forms.

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



#### Profile Art by Ronny Bar

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

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

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



#### Box Art by Steve Anderson

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

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

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



#### Project Co-ordinator, Richard Alexander

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

An accomplished modeller Richard's models have twice been awarded Best Overall in Show at IPMS(NZ) National Conventions and earned him the inaugural TamijaCon(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@wingnutwings.com](mailto:richard@wingnutwings.com)



32076	1/32 Sopwith 2F.1 "Ship's Camel"	Qty
0132070A	A parts	1
0132076B	B parts	1
0132070C	C parts	1
0132070D	D parts	1
132E0024	E parts BR.1 Engine	1
0132076P	Photo-etched metal parts	1
7132076	Instructions	1
9132076	Decals	1

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



32050 - 1/32 Felixstowe F.2a (Early)



32036 - 1/32 Hansa-Brandenburg  
W.12 (Early)



32066 - 1/32 Felixstowe F.2a (Late)

Also available from  
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