

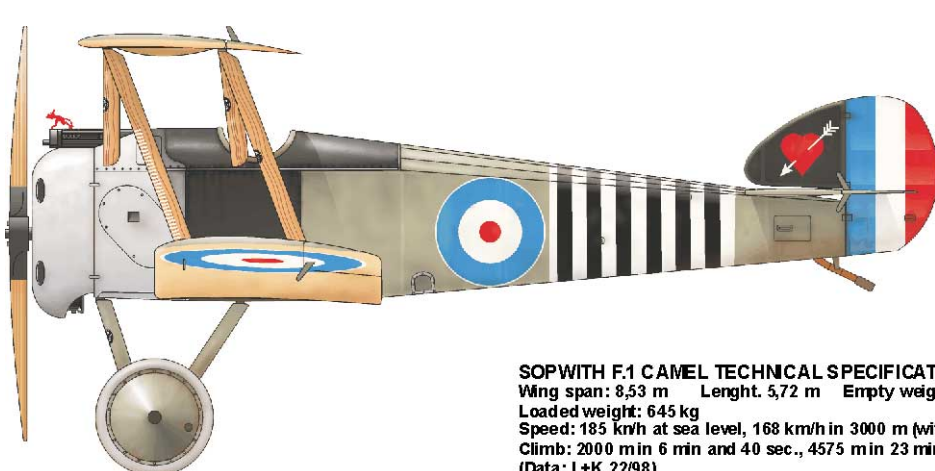


DUAL COMBO!

eduard

A FEW WORDS FIRST

The long and extremely successful Sopwith Camel's history became in late Summer 1916, when new German Albatros fighters, weaponed with two synchronized guns, arrived at front line. The Sopwith Aviation Company was requested to develop their successful Sopwith Pup fighter to be equal to new German threat. The Sopwith response was new type, with the new conception. The design job ran fast, maybe thanks to fact that the Sopwith's design office was very simple, and the basic design drawing were drawn with chalk directly on the workshop floor in 1:1 scale, without any static or aerodynamical calculation. The first prototype was ready to fly close to Christmas and flew first time flown by Harry Hawker on December 26, 1916. Hawker's mind about the flying characteristic was very positive, although in fact the new aircraft was very instable and very sensitive on correct piloting. The basic design idea was similar like on Fokker Dr.I for example, to concentrate mass close to aircraft centre of gravity. Together with the rotary engine gyroscopic effect this solution made Camel extremely maneuverable, but also extremely danger to its pilots, especially the less experienced novice, for whom it should be more danger than enemy fighters. However, such built-in instability is common on modern combat aircraft giving them requested fighting ability, but Camel had no computer helping pilot to led aircraft. So in final, Camel have had to be under pilot's control during all flight stages, with fatal result if not. Sincerely said, the Camel wasn't any superb aircraft, except the described instability there were continuous troubles with engines and the early examples had a lot problems with canvas ammunition belts, which got frozen on higher altitude. To offer it to German Air Force, Sopwith had no chance to get a contract, but Camel was contracted by RFC and RNAS, and was soon ordered in huge amount. The first 50 delivered Camels were supplied to RNAS squadrons in May 1917, and these Navy Camels were equipped with Bentley BR.1 150 hp engine, developed in RNAS workshop by Wilfred O.Bentley. RFC Camel were originally equipped with doubtful 130 hp Clerget 9B, which lost their power already after 10 working hours. The solution was to instal less powerful but more reliable Le Rhone 9J (110 hp) or latter Clerget 9Bf (140 hp). The orders were higher than the Sopwith production capacity, so the licence build was ordered by Ruston, Proctor & Co., and latter also by William Beardmore in Dalmuir, Baulton & Paul in Norwich, British Caudron, Hooper & Co. in London, March, Jones & Cribb in Leeds, Nieuport & General Aircraft in London and by Portholme Aerodrome in Huntingdon. Altogether 5597 Camels in 48 series were finally built under end of World war I. 12 RFC day fighter squadrons (Nos. 3, 28, 43, 45, 46, 54, 65, 66, 70, 71, 73 and 80) operated Camels on Western front, three of them latter fought in Italy (28, 45 and 66). Other two night fighting squadrons were in France, Nos.151 and 152. The first RFC squadron in France receiving Camel B3755 was No.70 squadron. The RNAS equipped other eight squadrons (Nos.1N, 3N, 4N, 8N, 9N 10N and 13N).When RFC and RNAS were connected to new RAF in April 1st, 1918, these squadrons changed their numbers to add 200 to their numbering - No.1N became 201.Sqdn. RAF etc..Home Defence had 7 squadrons, Nos 37., 44.,50., 61., 87., 112.and 143. These Home Defence Camels were widely employed for the day and especially night fighting with German heavy bombers and airships attacking British islands in 1917 and 1918. Many of these night fighters were converted to Comic version to move pilot seat back and move the machine guns up to upper wings. Two USAS squadrons were equipped with Camels, Nos.17th and 148th attached to RAF. Except USAS (United States Air Service) also Belgian AF received the Camels during WWI, and some other Air Forces like Polish received Camels after the armistice. Some special versions were developed, the more important among them is a special naval 2F.1. Camels were also widely used as fighter-bombers with underfuselage bomb rack for four 11kg Cooper bombs. Camel pilots shot-down some 1543 enemy aircraft plus 120 balloons. Another 1086 were reported to fall out of control, and 10 enemy aircraft were forced landed and captured.



SOPWITH F.1 CAMEL TECHNICAL SPECIFICATIONS

Wing span: 8,53 m Length: 5,72 m Empty weight: 436 kg
Loaded weight: 645 kg
Speed: 185 km/h at sea level, 168 km/h in 3000 m (with Clerget 9B)
Climb: 2000 m in 6 min and 40 sec., 4575 m in 23 min and 15 sec.
(Data: L+K 22/98)

ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



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



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



lire soigneusement la fiche d'instructions avant d'assembler. Ne pas utiliser de colle ou de peinture à proximité d'une flamme nue, et aérer la pièce de temps en temps. Garder hors de portée des enfants en bas âge. Ne pas laisser les enfants mettre en bouche ou sucer les pièces, ou passer un sachet vinyl sur la tête.



Von dem Zusammensetzen die Bauanleitung gut durchlesen. Kleber und Farbe nicht nahe von offenem Feuer verwenden und das Fenster von Zeit zu Zeit Belüftung öffnen. Bausatz von kleinen Kindern fernhalten. Verhüten Sie, daß Kinder irgendwelche Bauteile in den Mund nehmen oder Plastiktüten über den Kopf



組み立てる前に必ず説明書をお読み下さい。接着剤や塗料をご使用の際は、窓を開けて十分な換気をおこない、火のそばでは使用しないで下さい。小さな子供の手の届かない所に必ず保管してください。部品や破片を噛んだり、なめたり、飲んだりすると大変危険です。又、部品を取り出した後のビニール袋は、小さな子供が頭から被ったりすると窒息する恐れがありますので、破り捨てして下さい。

INSTRUKTION SIGNS * INSTR. SYMBOLY * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明



OPTIONAL
VOLBA
FACULTATIF
NACH BELIEBEN
選択する



BEND
OHNOUIT
PLIER SIL VOUS PLAIT
BITTE BIEGEN
折る



OPEN HOLE
VYVRTAT OTVOR
FAIRE UN TROU
OFFNEN
穴を開ける



SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ
MONTAGE SYMÉTRIQUE
SYMMETRISCHE AUFBAU
左右均等に組み立てる



NOTCH
ZÁŘEZ
L INCISION
DER EINSCHNITT
切る



REMOVE
ODRÍZNOUT
RETIRER
ENTFERNEN
移す



APPLY EXPRESS MASK
POUŽIT EXPRESS MASK
NABARVIT PŘED SLEPENÍM
AND PAINT BEFORE
GLUING

PARTS



DÍLY



TEILE

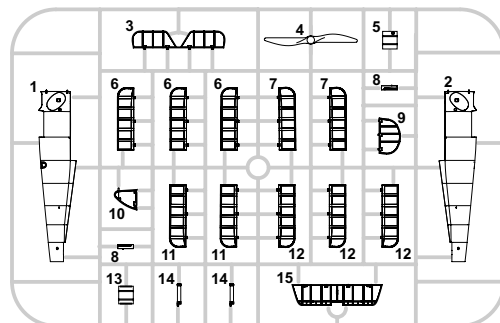


PIĚCES



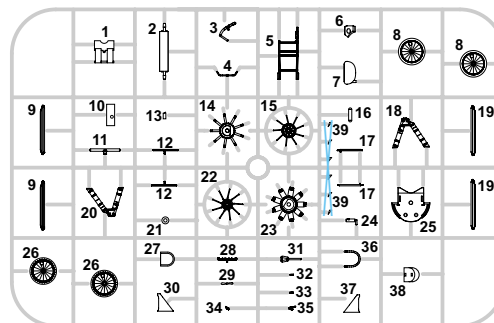
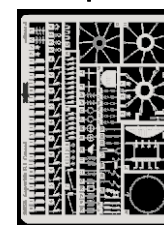
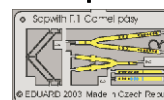
部品

A> 2 pcs.

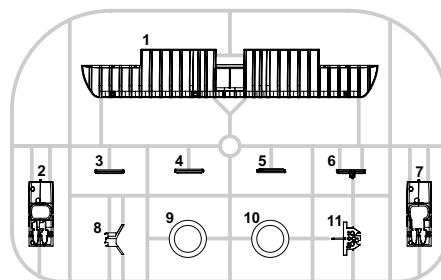


PLASTIC PARTS

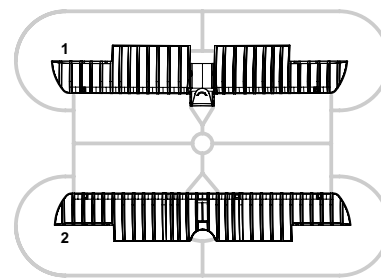
B> 2 pcs.

PE - PHOTO ETCHED
DETAIL PARTS
2 pcs.CPE - COLOR PHOTO
ETCHED DETAIL PARTS
2 pcs.

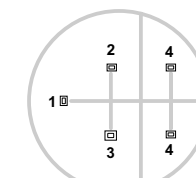
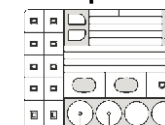
C> 2 pcs.



D> 2 pcs.



F> 2 pcs.

eduard
MASK
2 pcs.

-Parts not for use. -Teile werden nicht verwendet. -Piecès a n'è pas utiliser. -Tyto díly nepoužívejte při stavbi. - 使用しない部品

COLOURS



BARVY



FARBEN



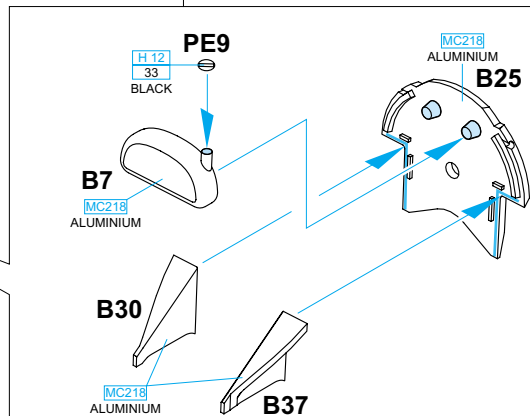
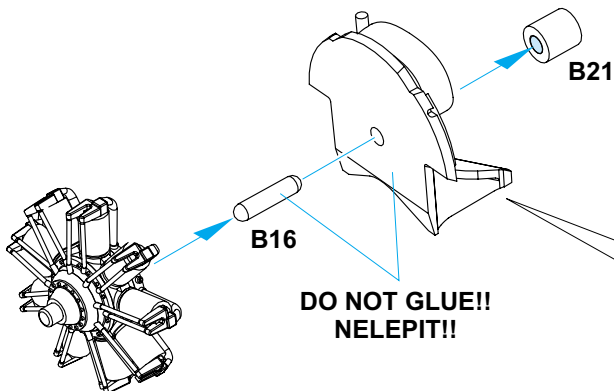
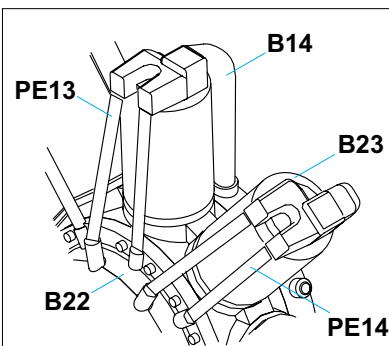
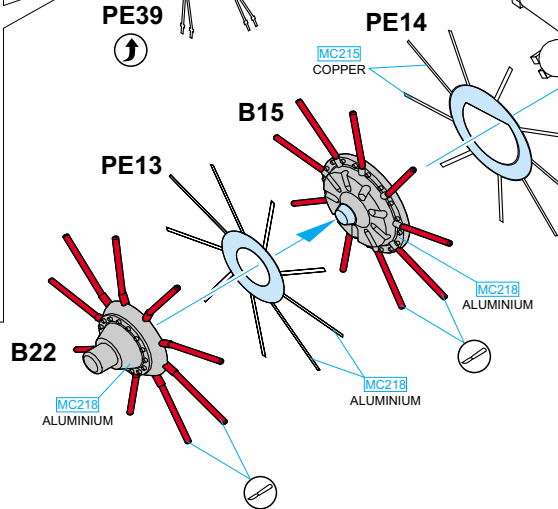
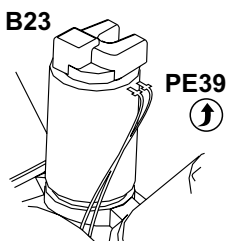
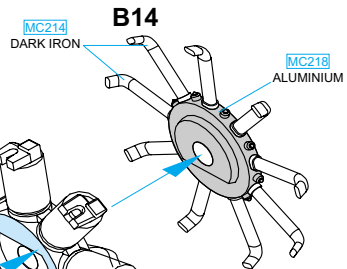
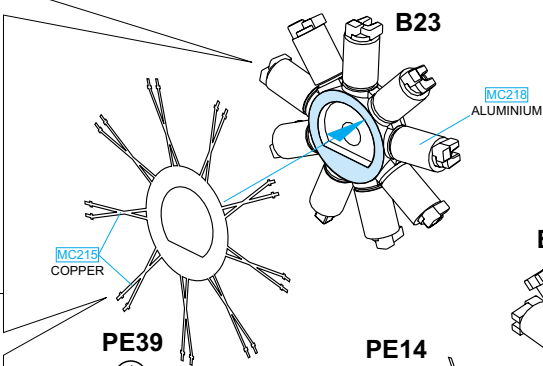
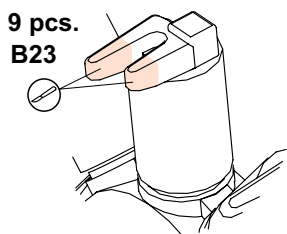
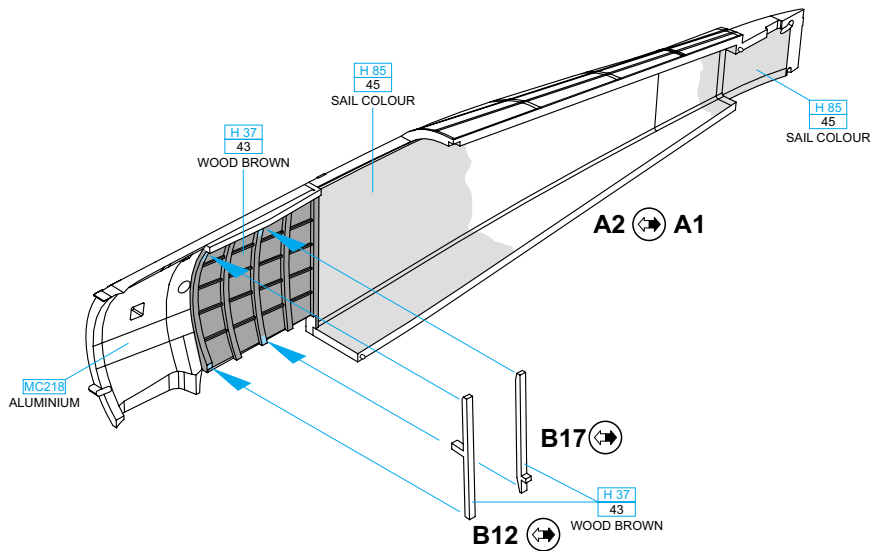
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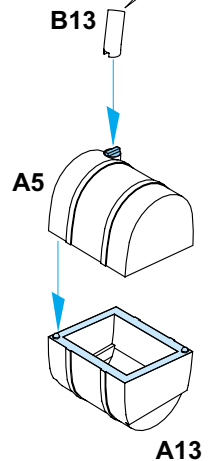
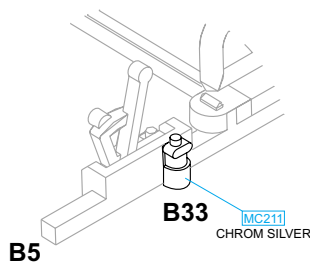
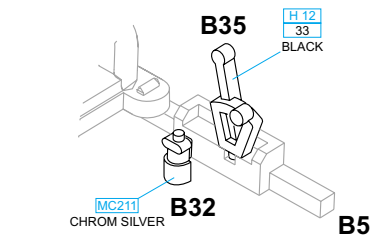
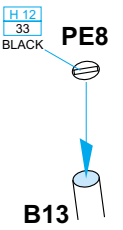
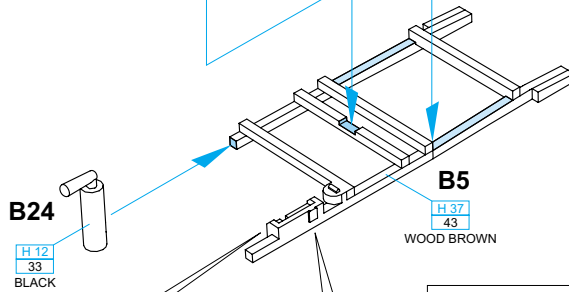
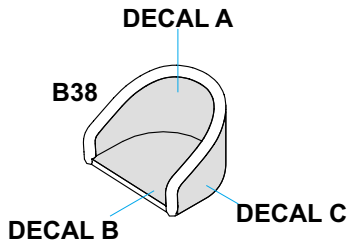
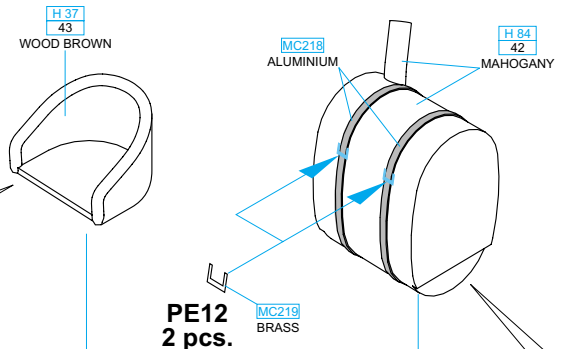
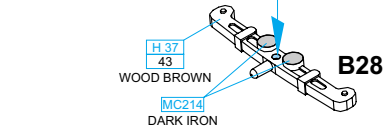
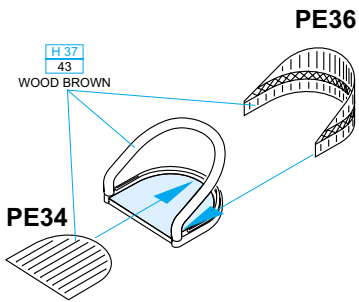
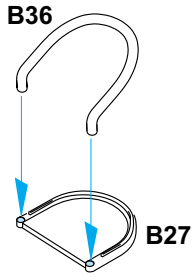
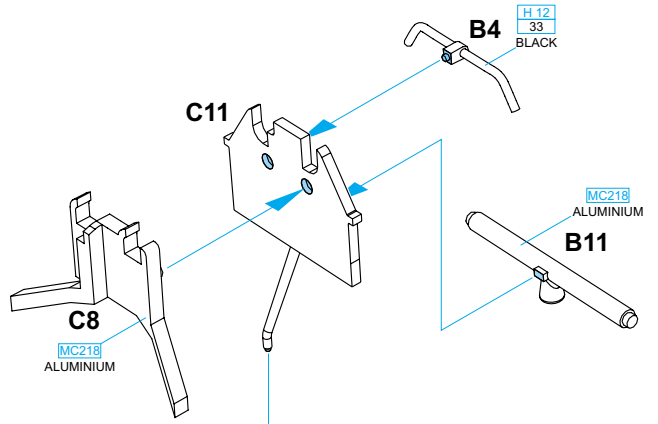
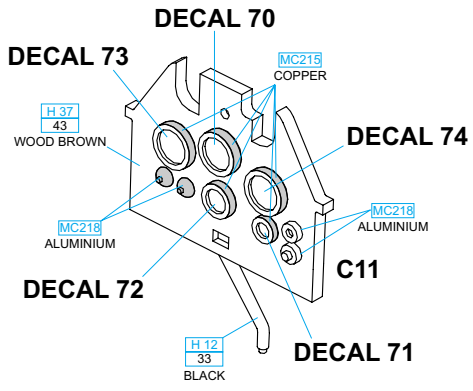


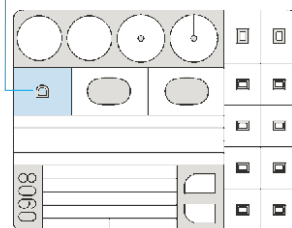
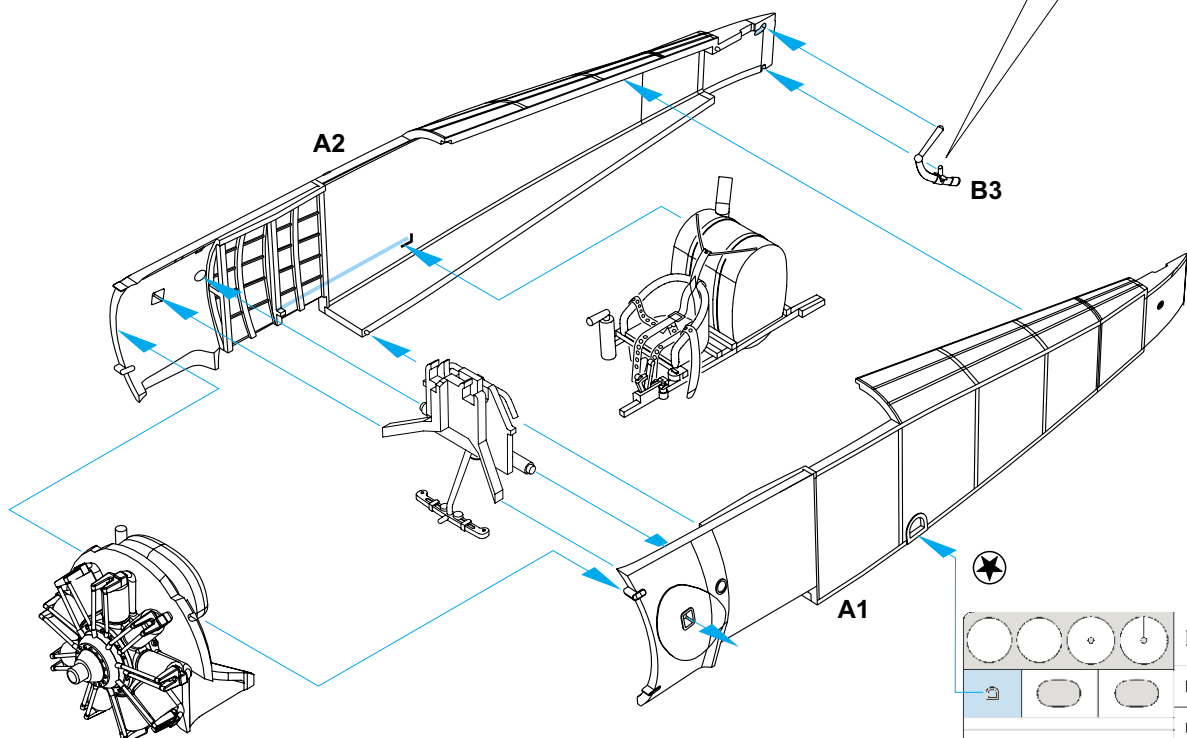
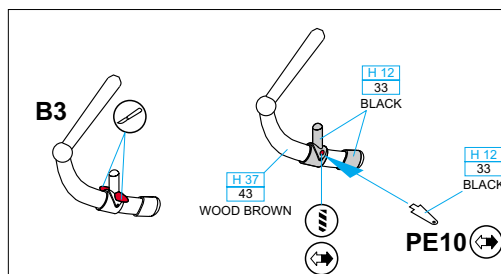
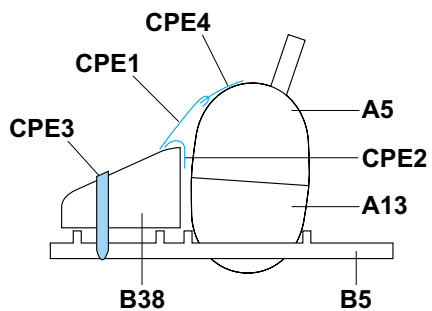
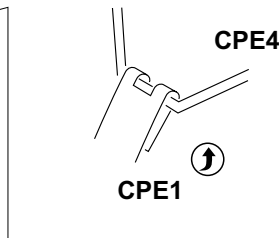
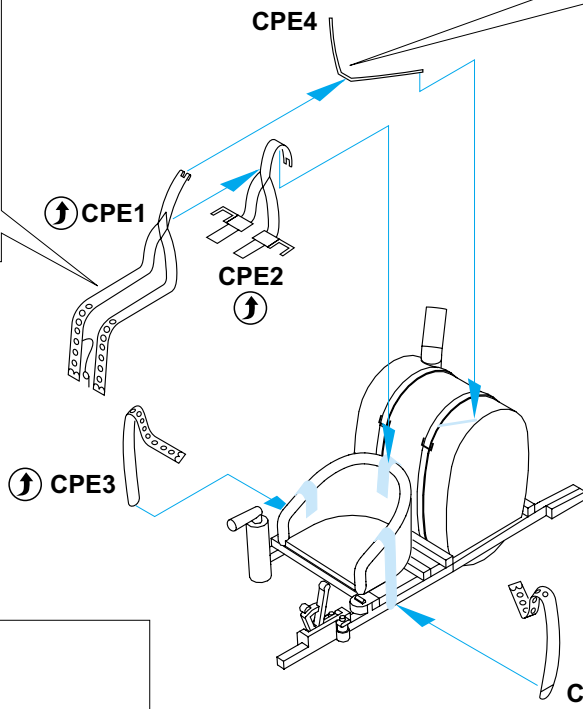
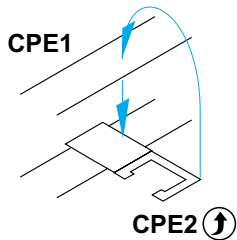
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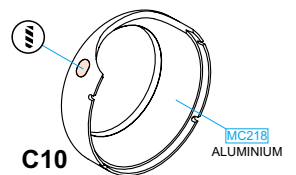
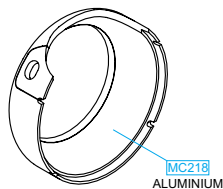
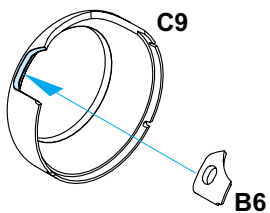
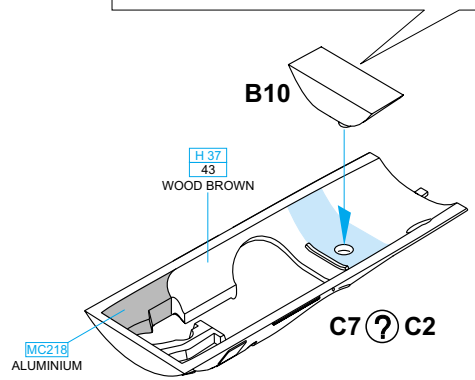
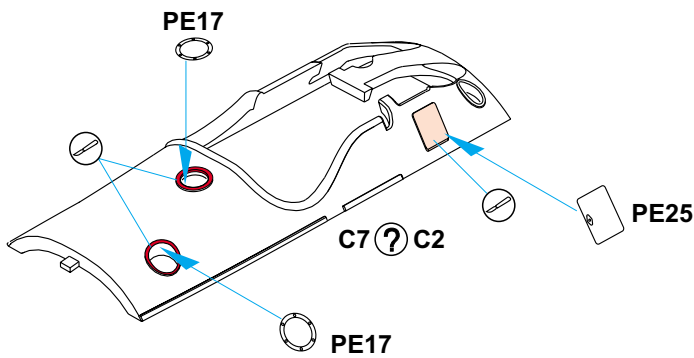
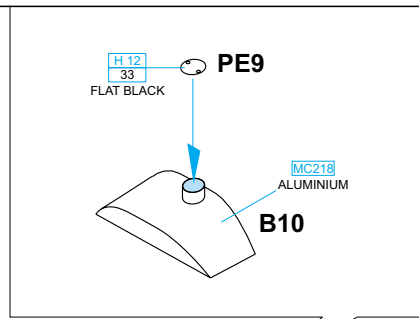
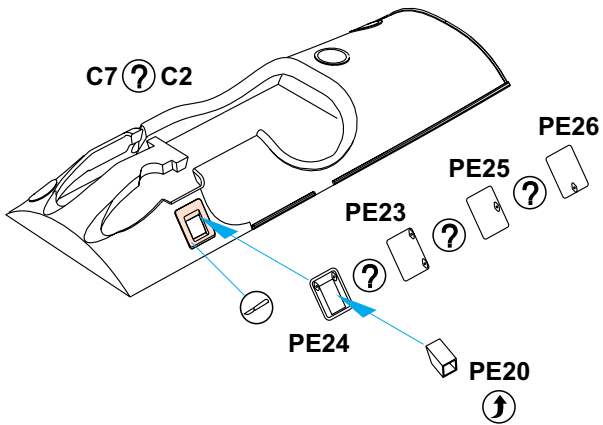
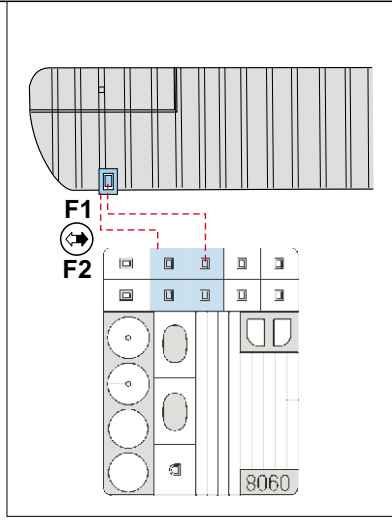
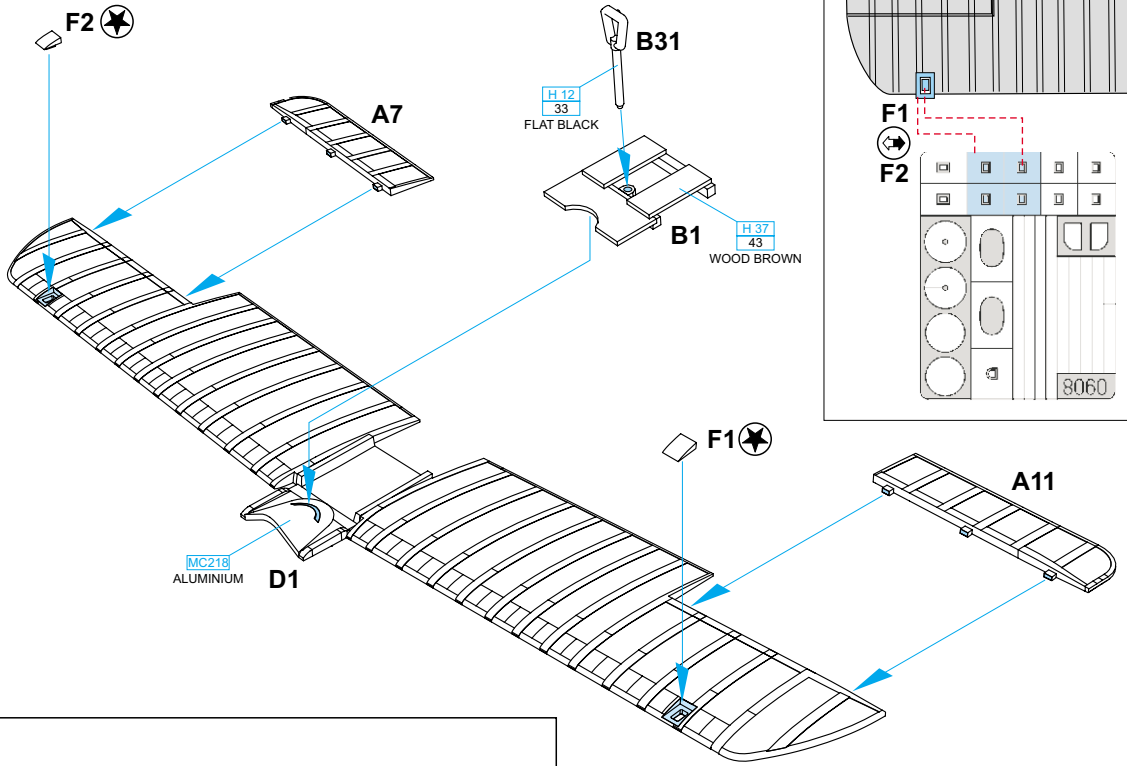
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H1	1	WHITE
H2	2	BLACK
H3	3	RED
H11	62	FLAT WHITE
H12	33	FLAT BLACK
H25	34	BLUE
H37	43	WOOD BROWN
H47	41	RED BROWN
H53	13	NEUTRAL GRAY

AQUEOUS	Mr.COLOR	
H84	41	MAHOGANY
H85	45	SAIL COLOUR
H309	309	GREEN
Mr.METAL COLOR		
MC211		CHROM SILVER
MC213		STEEL
MC214		DARK IRON
MC215		COPPER
MC218		ALUMINIUM









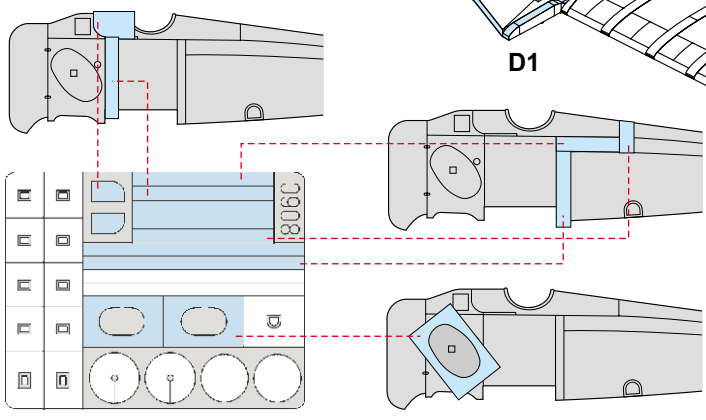
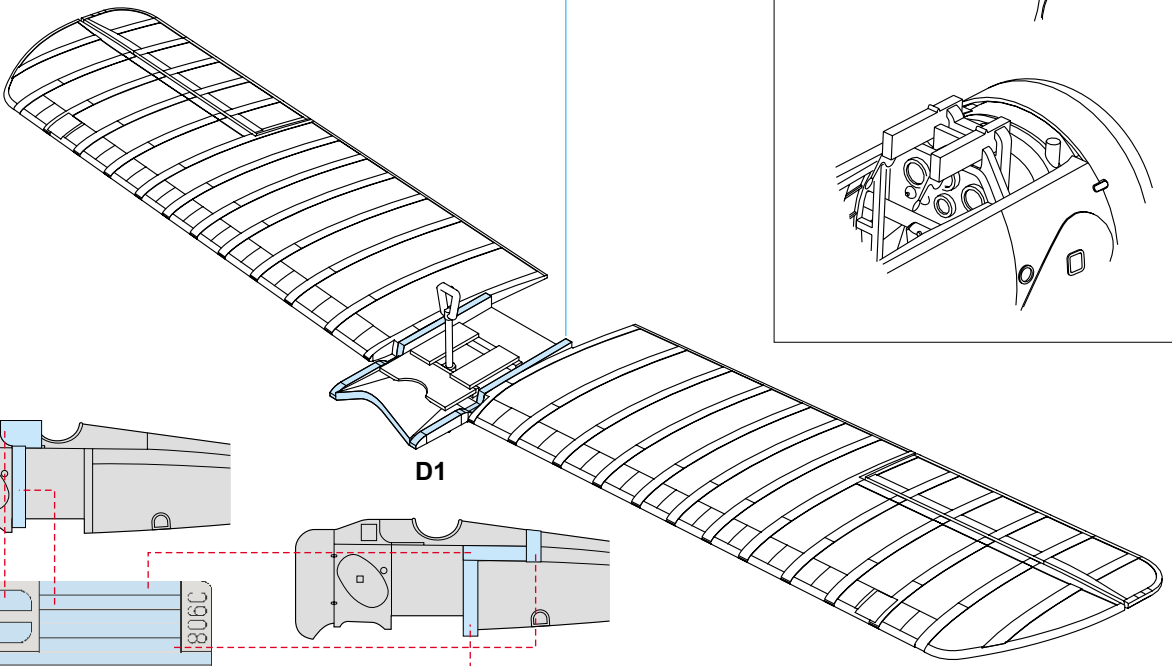
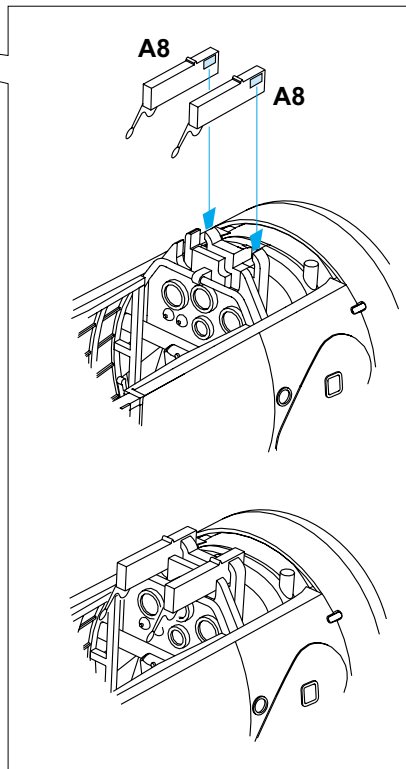
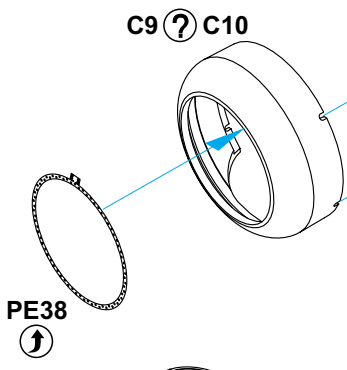
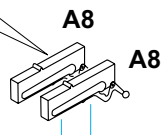
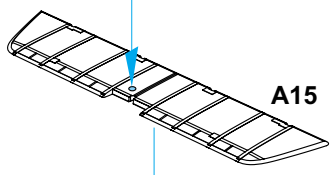
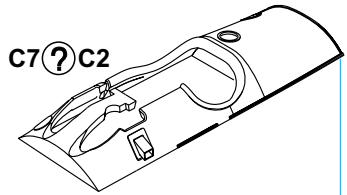
2 pcs.

MC214
DARK IRON

A8

H 12
33
FLAT BLACK

PE29



MARKING



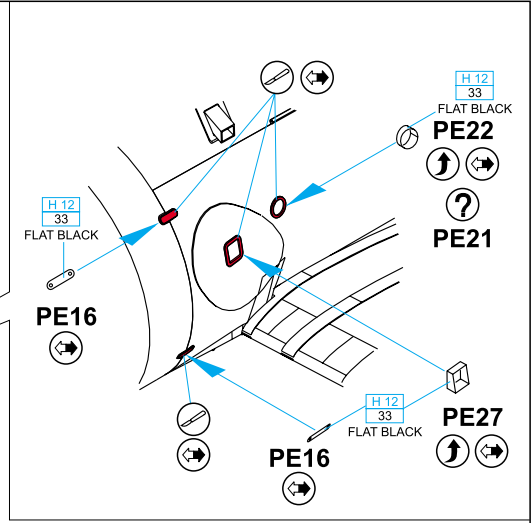
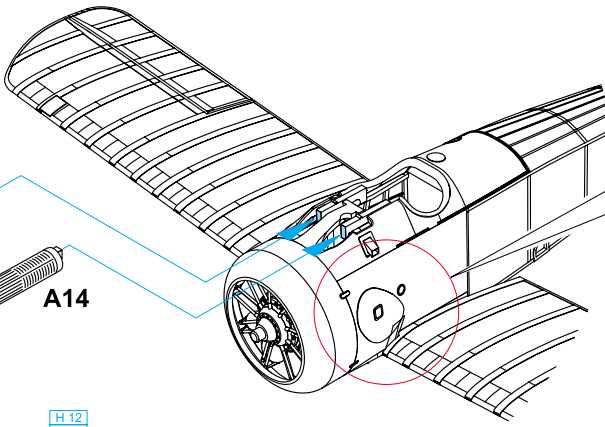
PE41 ?

H 3
3
FLAT BLACK

A14

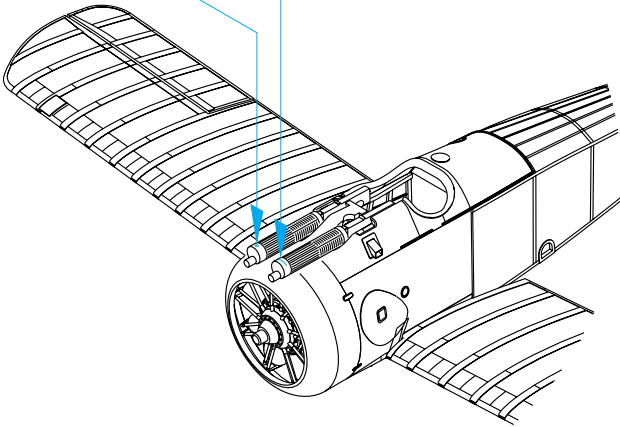
MC214
DARK IRON

A14



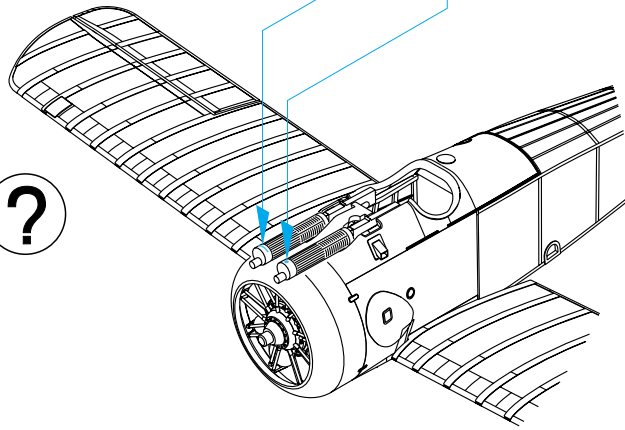
H 12
33
FLAT BLACK

PE18 ? PE19

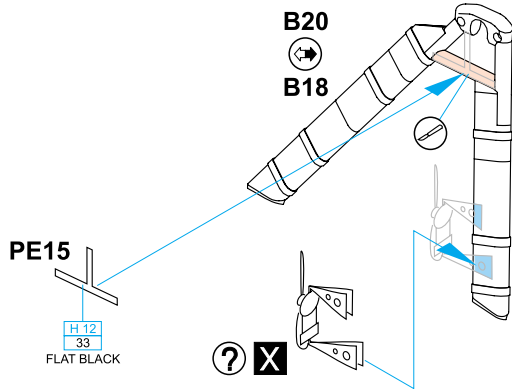
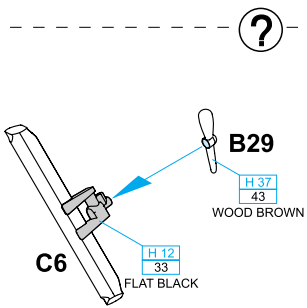
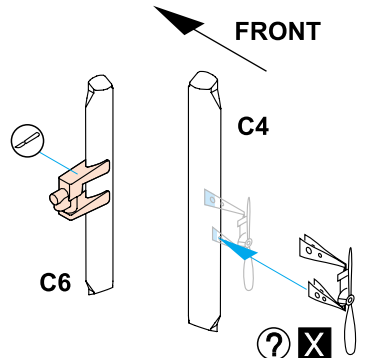
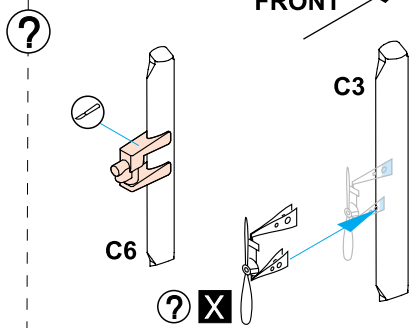
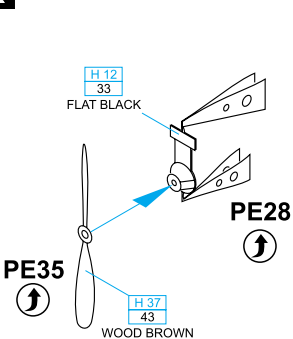


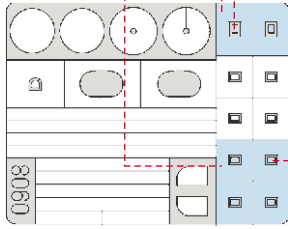
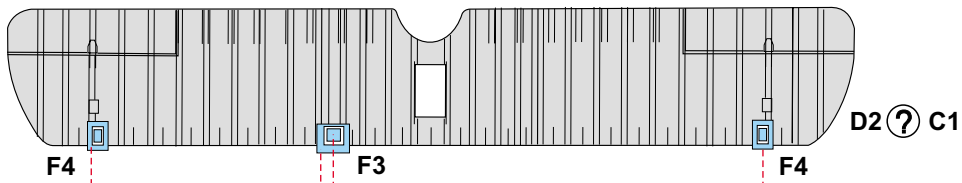
H 12
33
FLAT BLACK

PE19 ? PE18

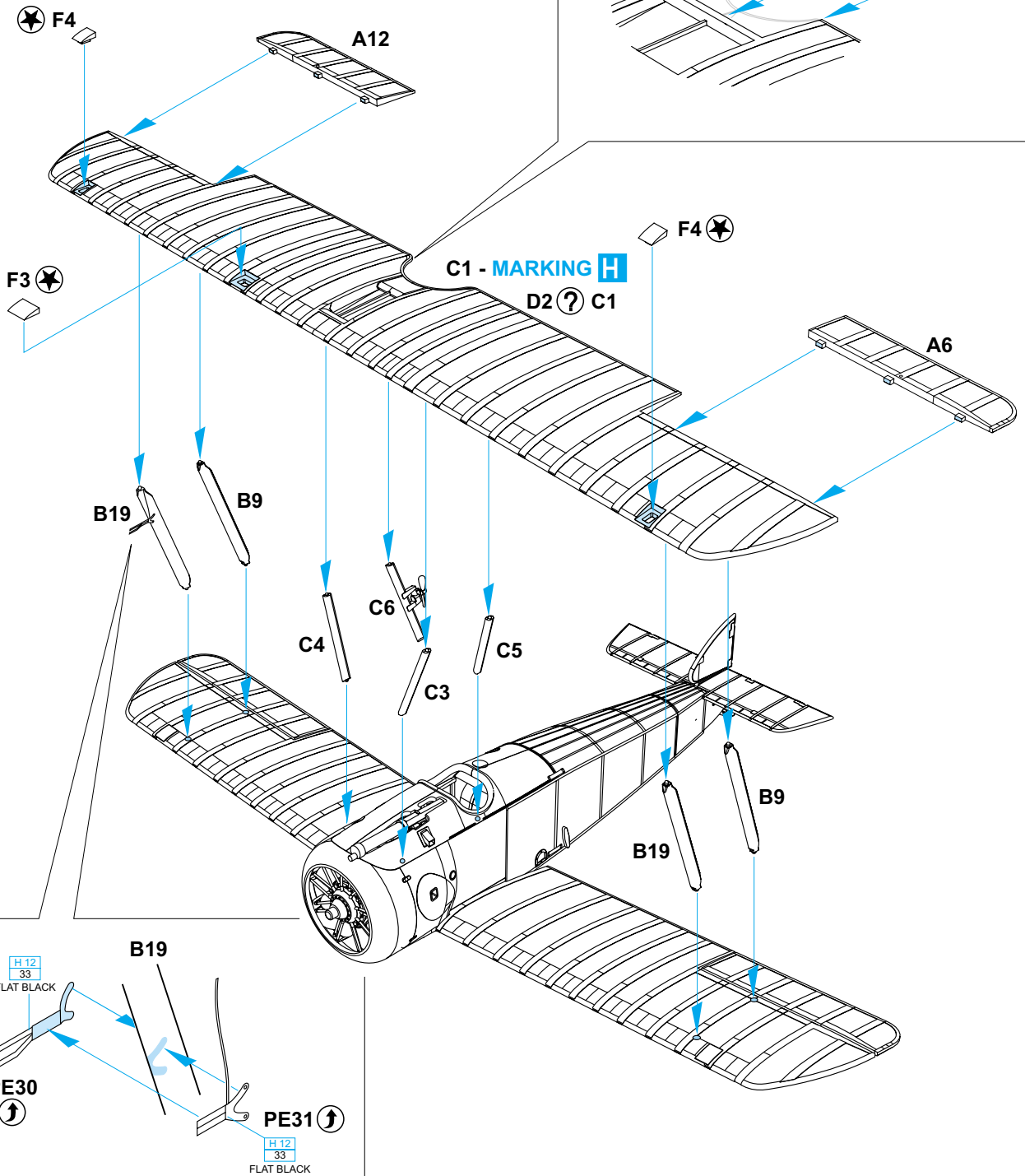
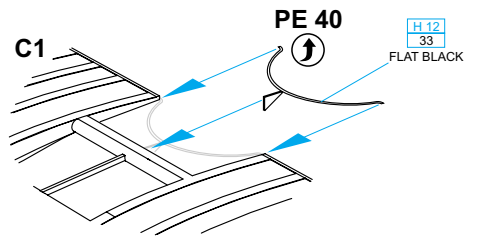


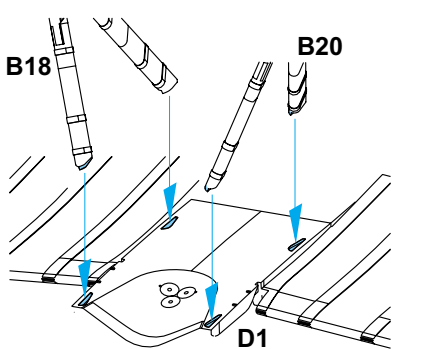
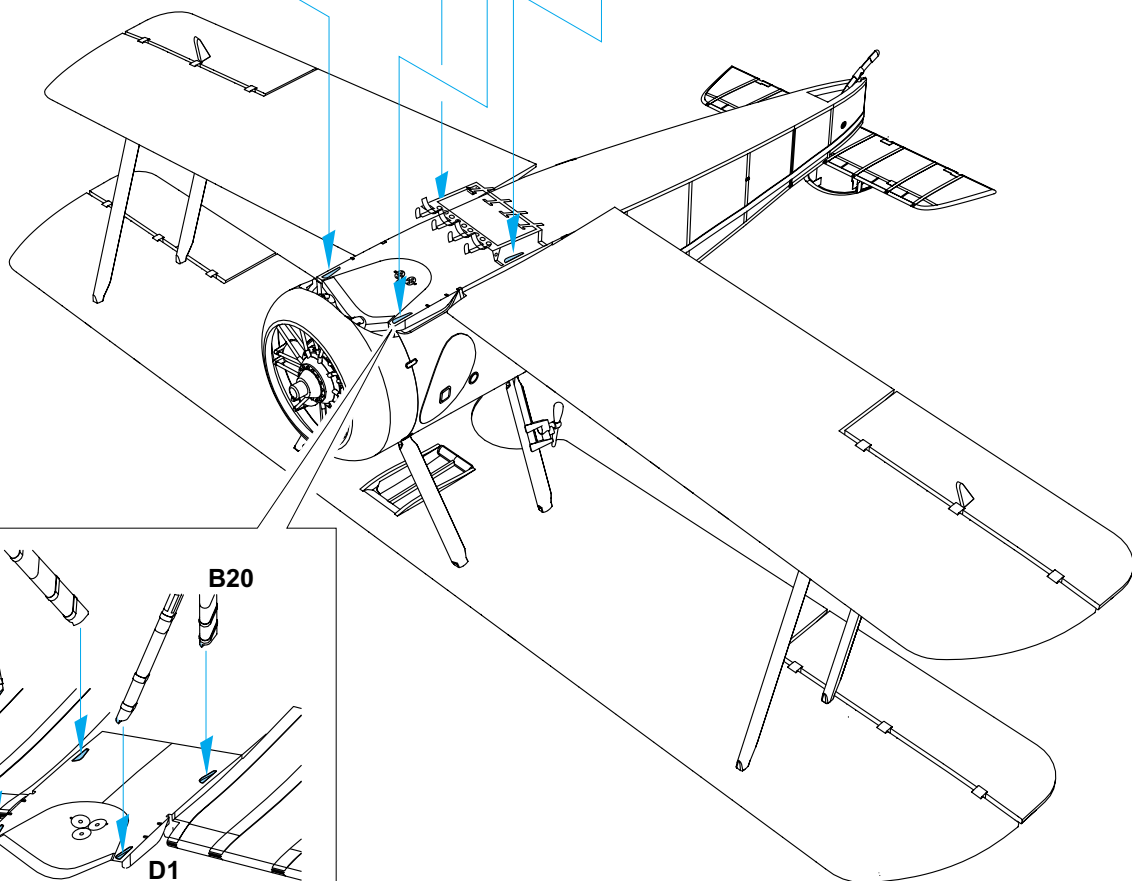
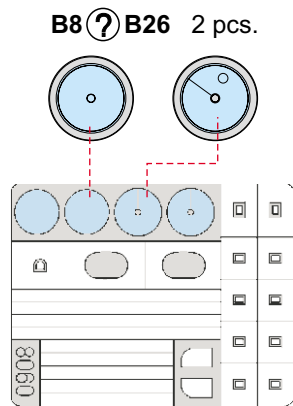
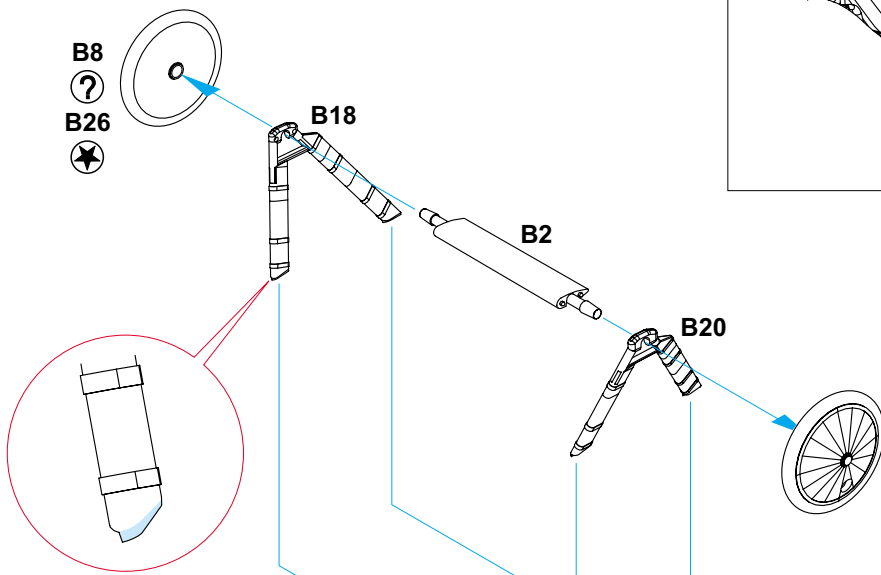
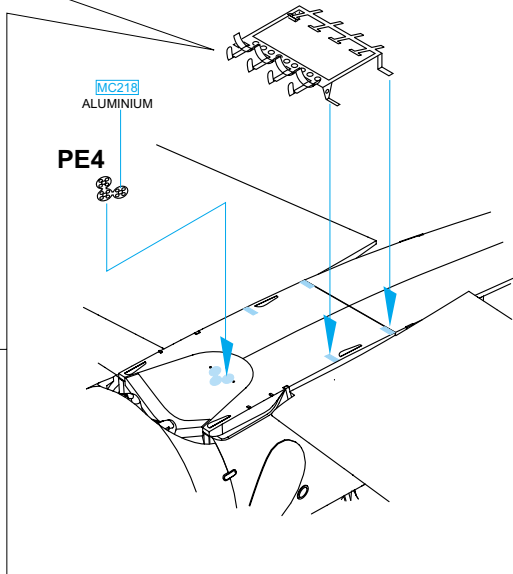
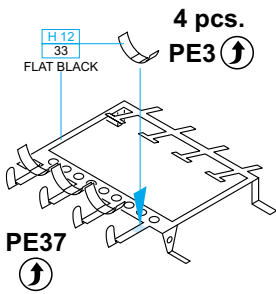
X

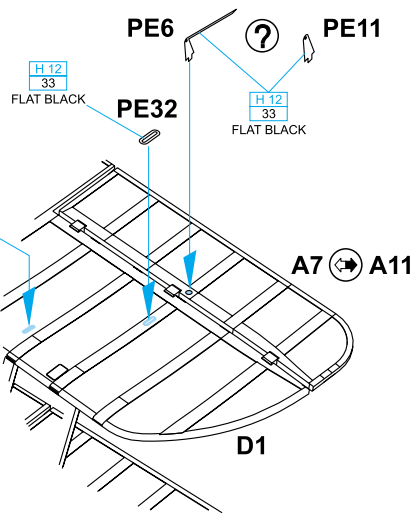
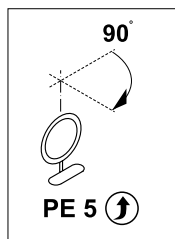
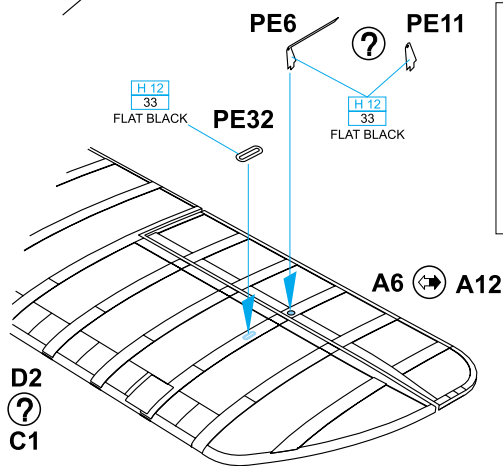
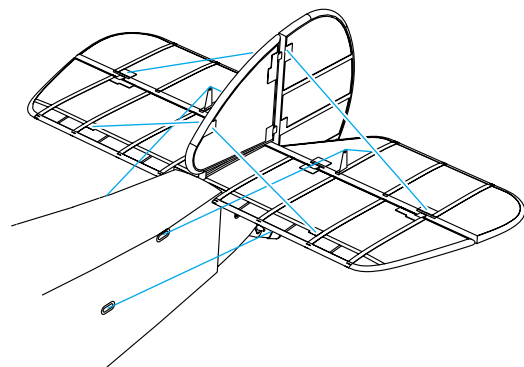
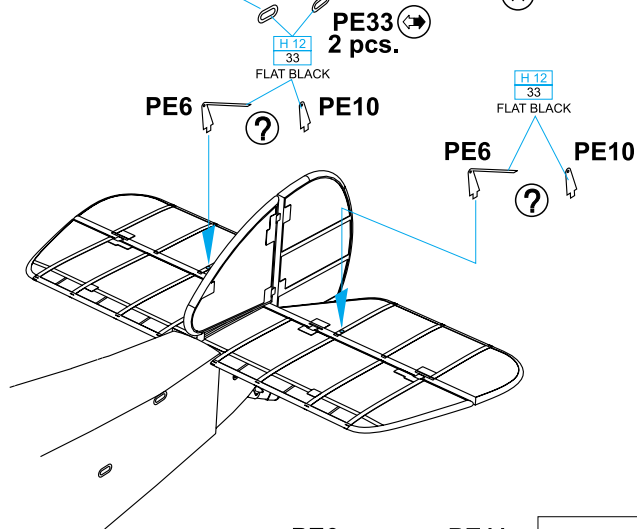
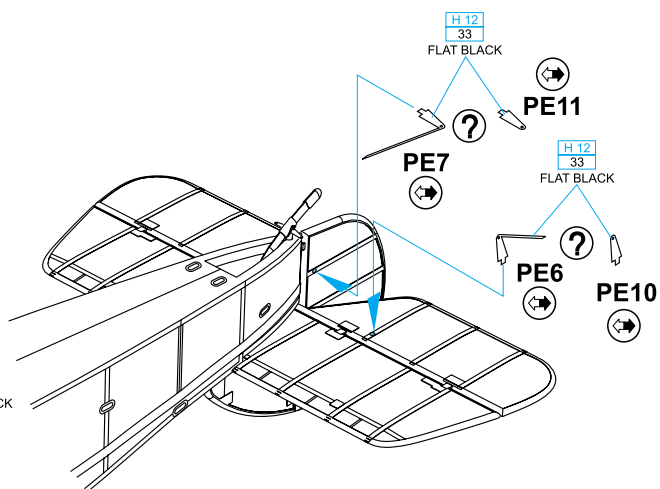
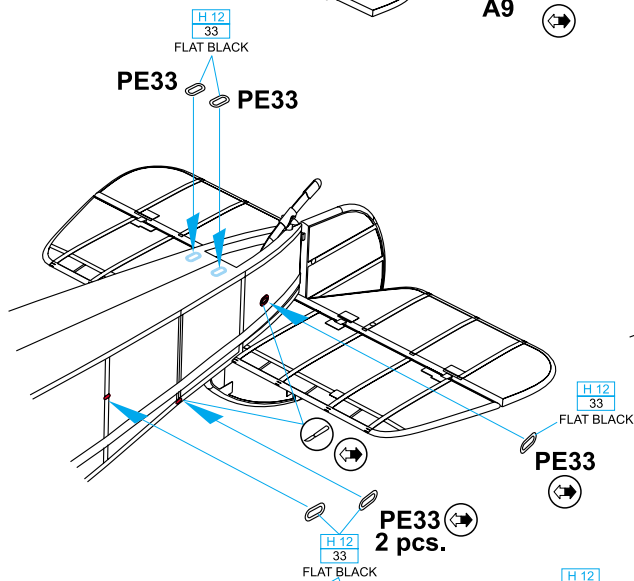
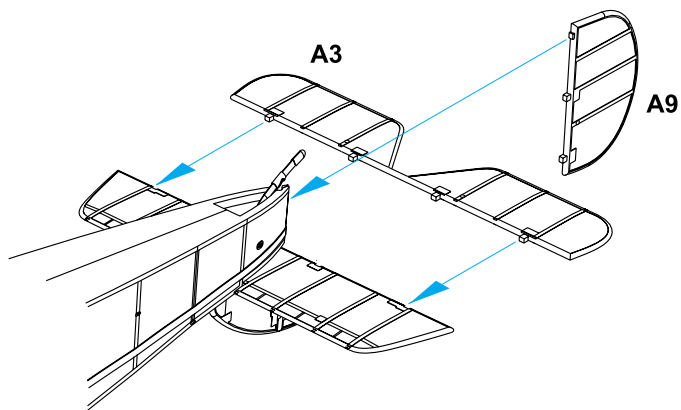
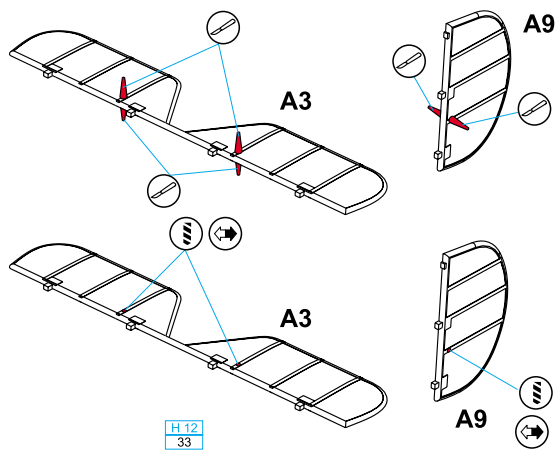




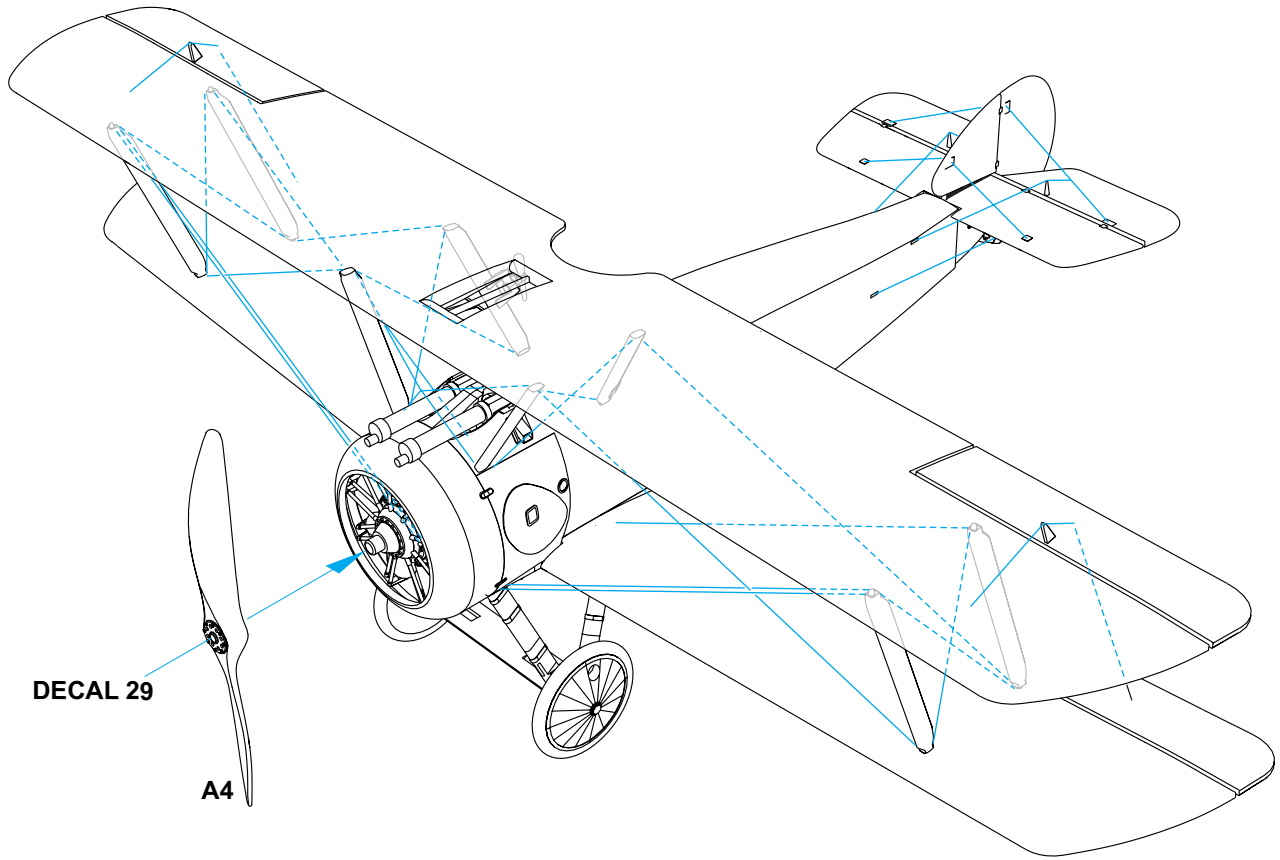
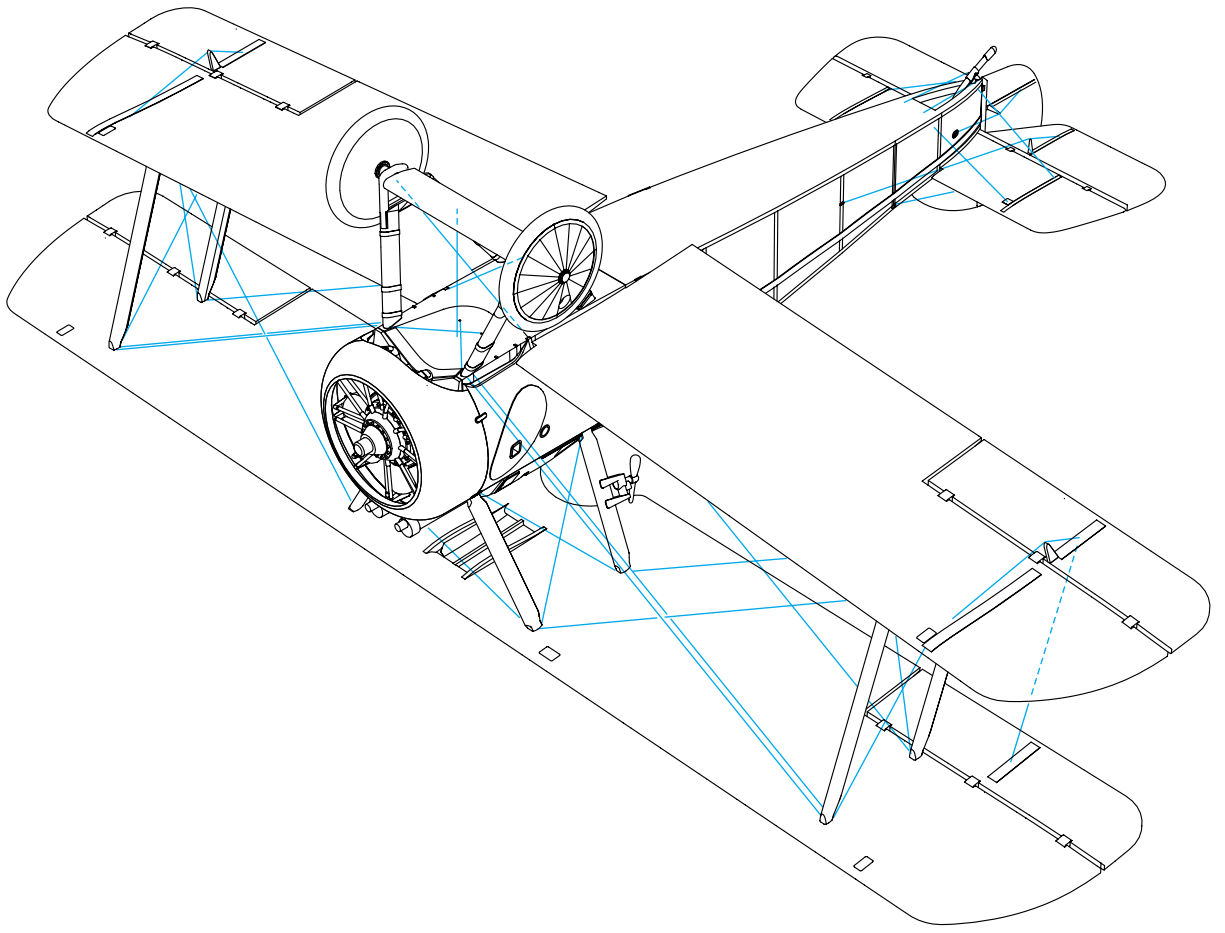
MARKING H







D2
C1

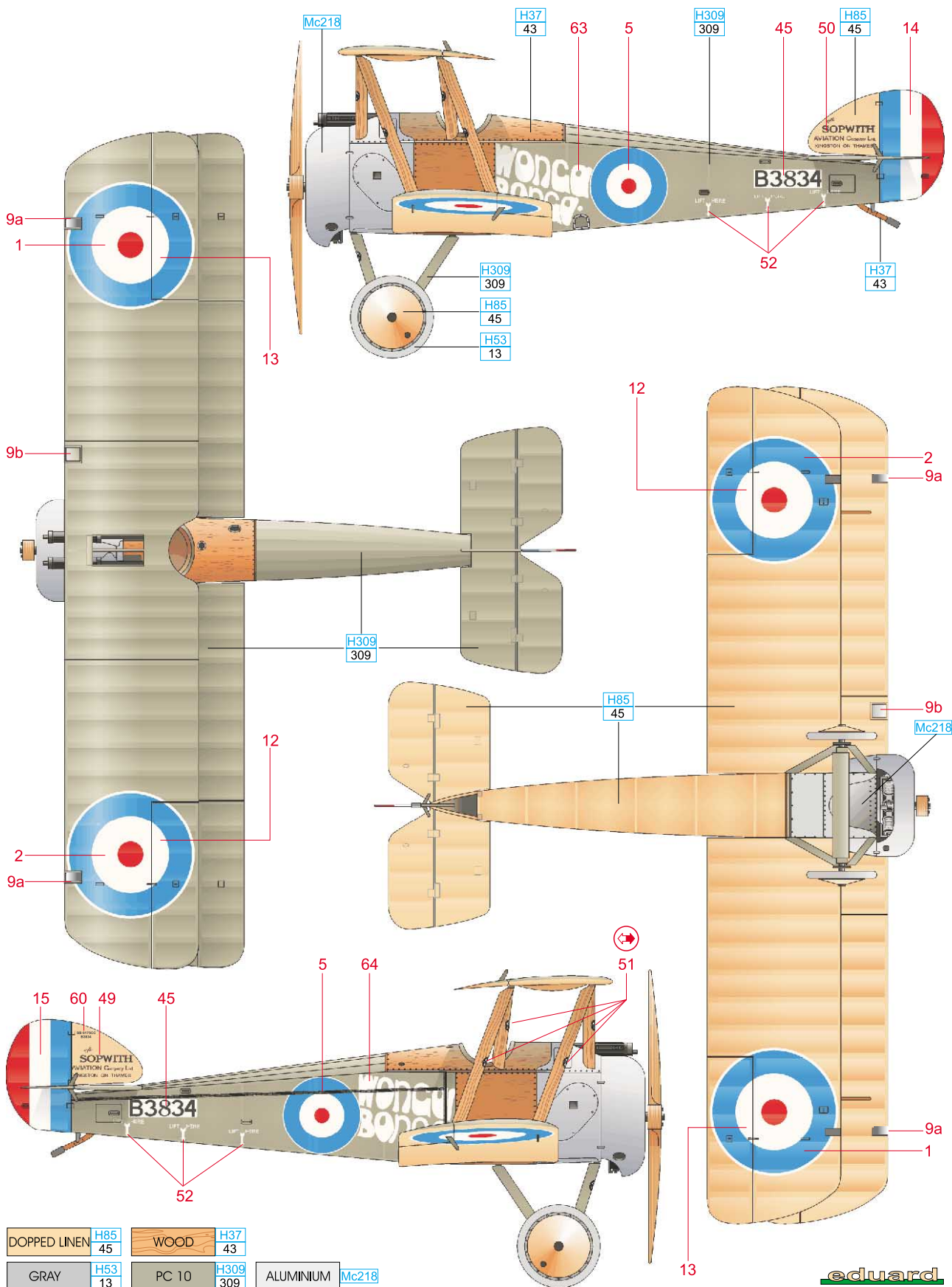


DECAL 29

A4

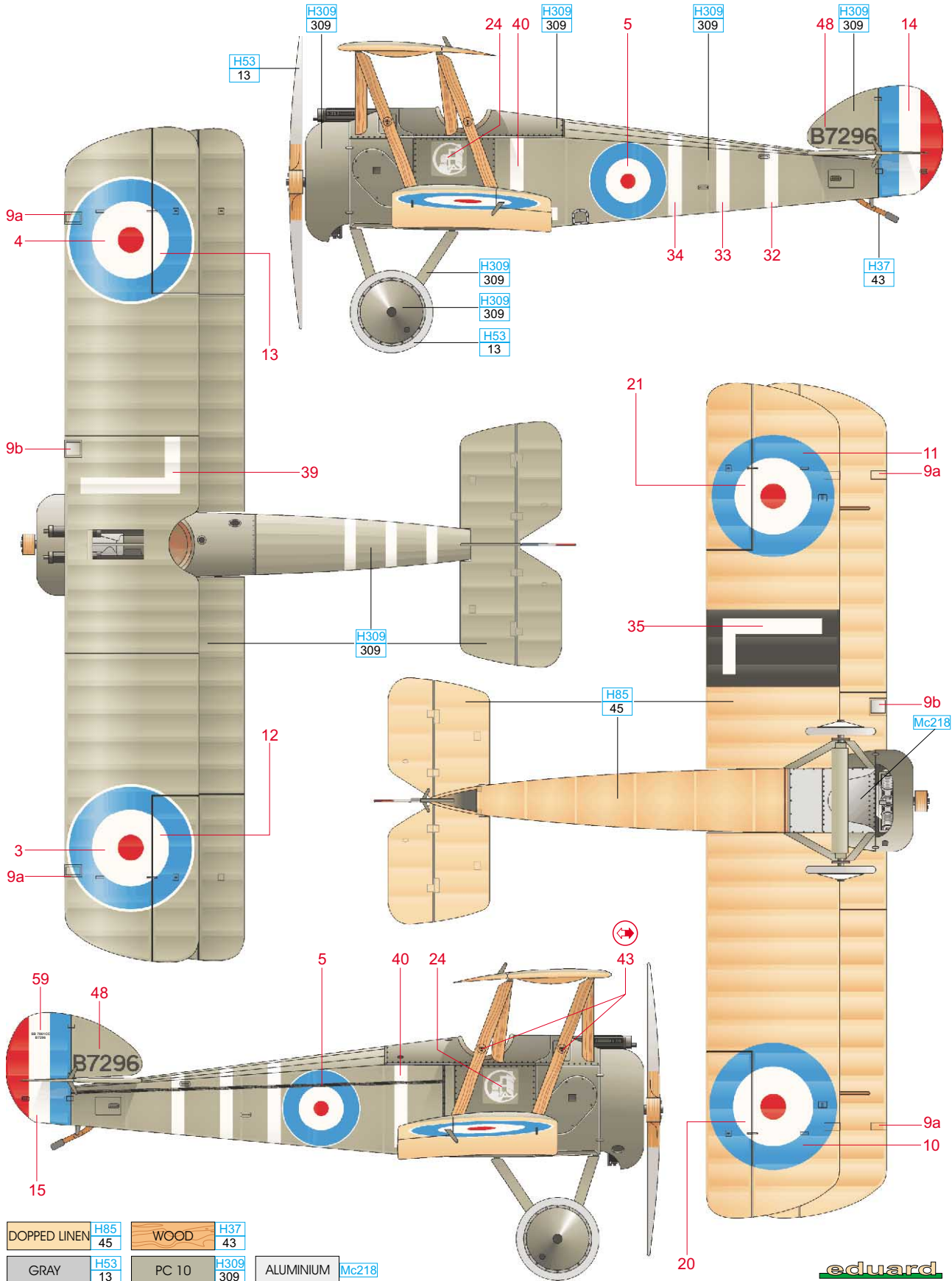
The Clerget 9B powered Camel B3834 was delivered to Manston War Flight in early July, 1917. It flew anti-Gotha patrols during July and August. The name Wonga Bonga was given to emulate the sound of the Gotha's engines. On August 22, 1917, flown by F/L A.F.Brandon, Wonga Bonga took part in a fight with a Gotha G.IV (serial number 663/16), which was shot down over Margate. Wonga Bonga was hit by return fire from the Gotha and force landed with a seized engine. The aircraft was finally deleted from inventory in early February, 1918.

Clergetem 9B poháněný Camel B3834 byl dodán k Manston War Flight začátkem července 1917. V červenci a srpnu zde létal hlídkové lety proti útočícím těžkým bombardérům Gotha. Podle charakteristického zvuku motorů těchto letadel dostal také své jméno, Wonga Bonga. 22.srpna 1917, pilotován F/L A.F.Brandonem, se zúčastnil boje s Gothami, v němž byla Gotha G.IV (sériové číslo 663/16) sestřelena nad Margate. Wonga Bonga byl zasažen obrannou palbou Gothy a nouzově přistál se zastaveným motorem. Po opravě dále sloužil až do svého definitivního vyřazení a zrušení začátkem února 1918.



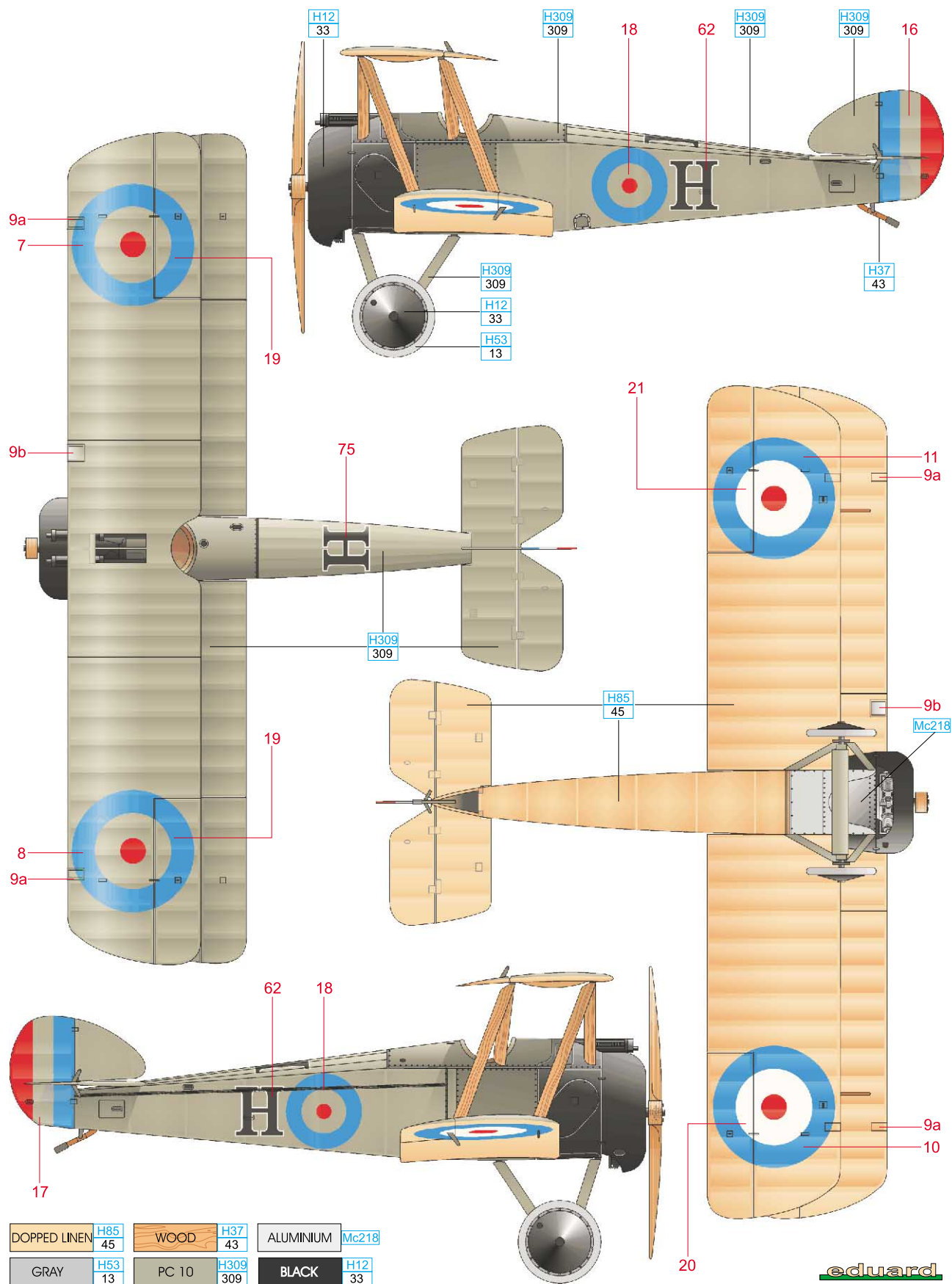
Ruston, Proctor and Co., Ltd. produced Camel B7296 arrived in France with No.73 Squadron on January 12, 1918. Flown by 2/Lt. G.S. HODSON, it crashed after engine failure close to Bailleul on February 19, 1918. The aircraft was repaired and refitted with a Clerget 9Bf engine, and it was passed on to No.208 Squadron in April 1918. Already on April 16th, the aircraft crashed again, in this case during take-off, and the pilot, 2/Lt. H.Goodwin, was injured.

Firmou Ruston, Proctor and Co., Ltd. vyrobený Camel B7296 se dostal do Francie se 73.Squadronou RFC 12.1.1918. Následkem poruchy motoru s ním 19.2. poblíž Bailleul havaroval 2/Lt.G.S.Hodson. Stroj byl opraven a osazen novým motorem Clerget 9Bf. V dubnu 1918 byl předán 208.Squadroně, u níž už 16.dubna opět havaroval, tentokrát po nevydařeném startu, přičemž byl pilot, 2/Lt. H.Goodwin, zraněn.



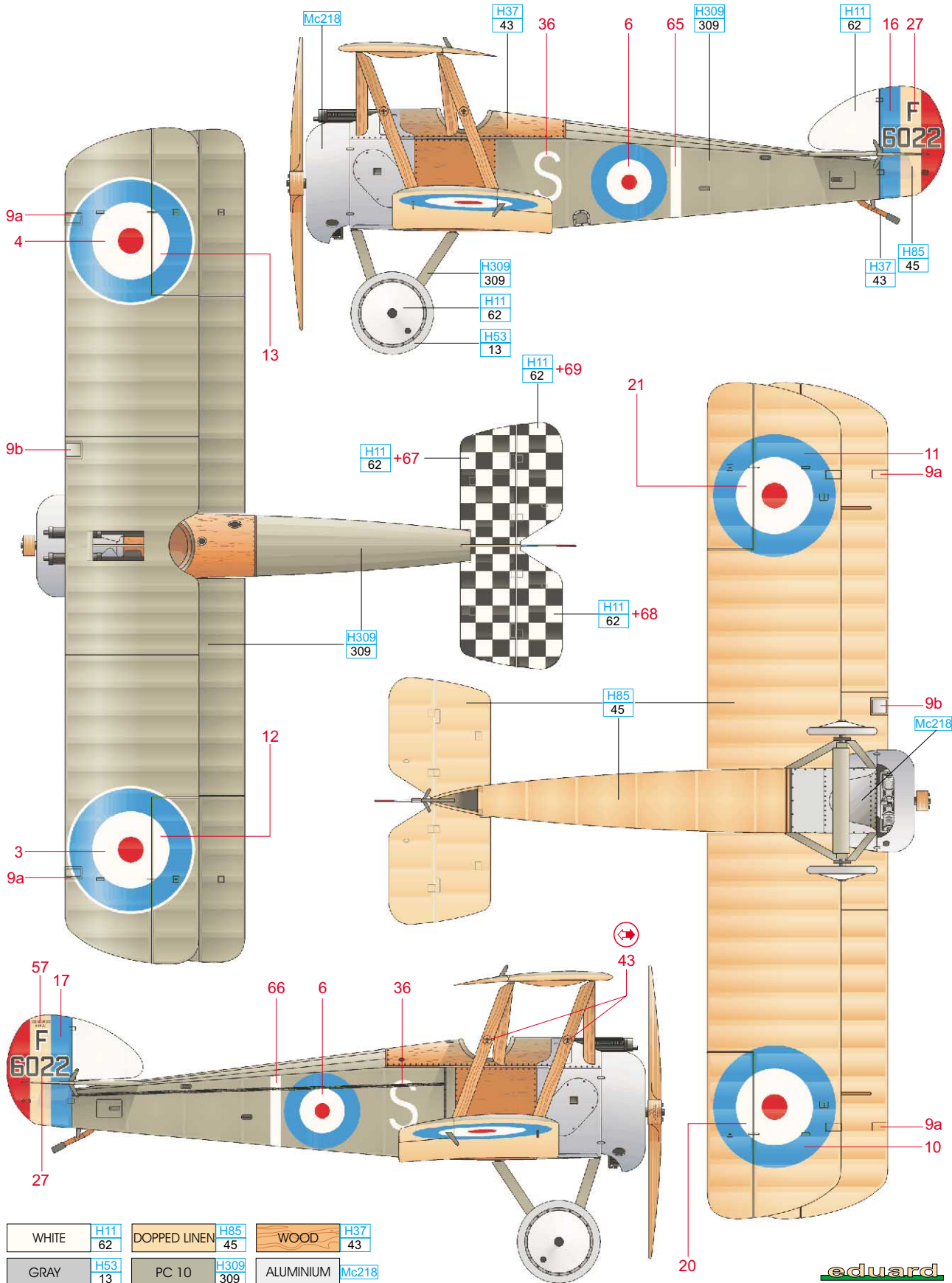
This was one of many nightfighting Camels. In 1918, the RAF had seven Home Defence squadrons using Camels for night patrols against attacking Gothas and Staaken Giant bombers these were No.37, 44, 50, 61, 87, 112 and 143 squadrons. This example was flown by Lt.Hollington of No.37 Squadron, Home Defence, based at Stow Maries in Summer, 1918. The white parts of the national insignia were painted over with a khaki green color.

Toto je jeden z mnoha Camelů, používaných pro noční stíhání útočících německých nočních bombardérů Gotha a Staaken. V roce 1918 měla RAF u sedm perutí Home Defence, vyzbrojených nočními Camely - 37., 44., 50., 61., 87., 112. a 143.Squadronu. Tento Camel byl pilotován poručíkem Hollingtonem od 37.perutě Home Defence v létě 1918, kdy tato perut' operovala z letiště Stow Maries.



Camel F6022 was originally produced as D1813, and delivered to No.208 Sqdn. in April 1918. It was shot down in combat on July 8th, flown by Lt. W.A.Crundall. Although the pilot escaped unhurt, the aircraft was badly damaged. It was repaired and rebuilt as F6022 in August and delivered to No.201 Sqdn. in October 1918, it saw final combat in France flown by Capt.R. Sykes. After the war, in late January, 1919, F6022 was passed on the No.203 Sqdn.

Tento Camel F6022 byl původně vyroben jako D1813 a dodán v dubnu 1918 208.peruti. 8.července 1918 byl, pilotován poručíkem W.A.Crundallem, ve vzdušném boji sestřelen a těžce poškozen. Během srpna byl opraven a přestavěn jako F6022 a v říjnu 1918 vrácen zpět do služby u 201.perutě. Pilotován kapitánem R.Sykesem ještě stihl poslední boje 1.světové války ve Francii. Po válce, v lednu 1919, byl předán 203.peruti.



WHITE	H11 62	DOPPED LINEN	H85 45	WOOD	H37 43
GRAY	H53 13	PC 10	H309 309	ALUMINIUM	Mc218

E Black Prince, B6212

FSL W. J. McKenzie

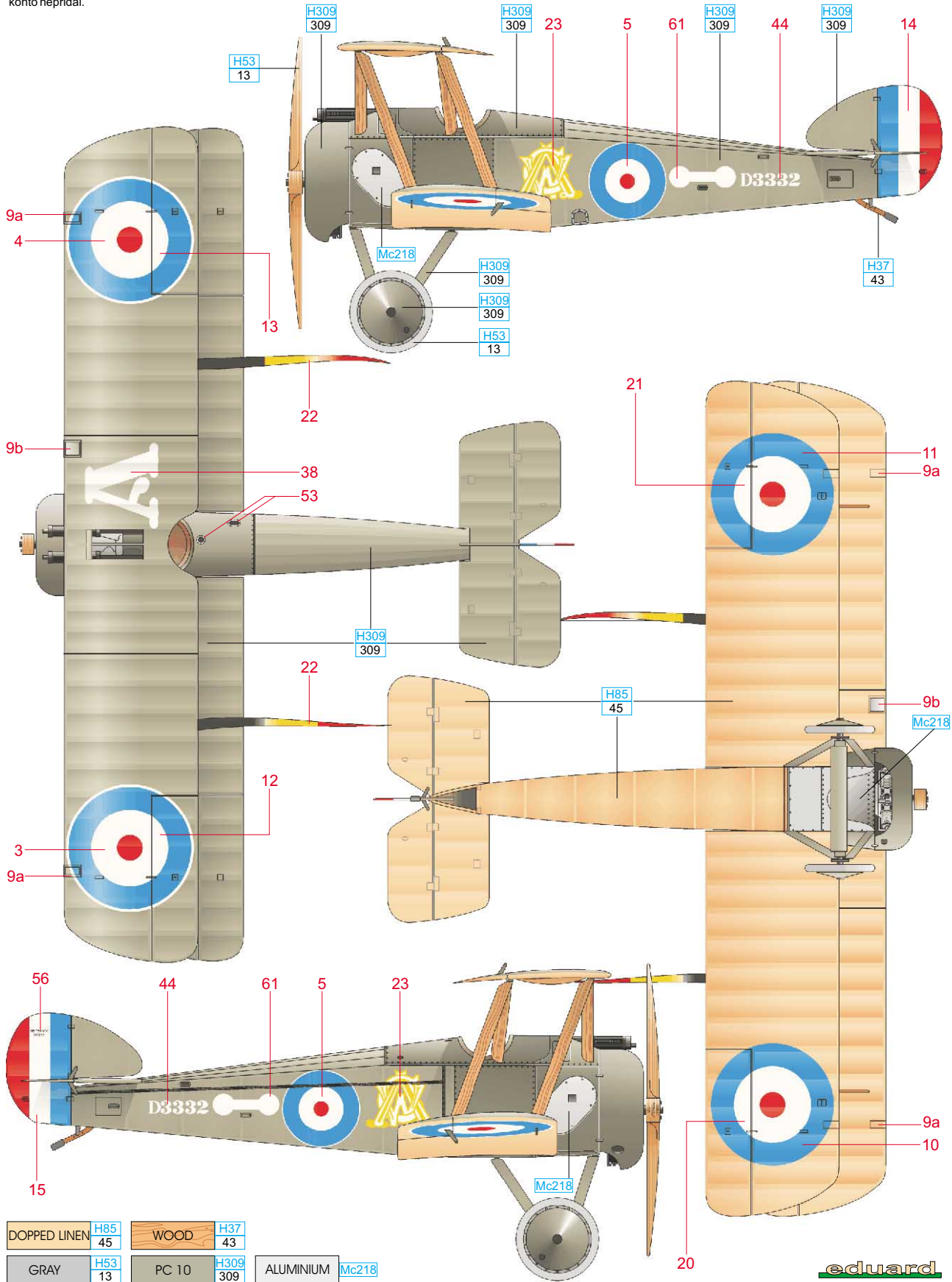
The Bentley BR.1 powered, William Beardmore and Co., Ltd. built Camel B6212 was in service with Seaplane Defence Squadron in Dunkerque in October 1917, later (January 15, 1918) attached to No. 13 Sqdn. RNAS. Flown by FSL W.J. McKenzie, it crashed close to Bergues on February 19th. After repairs, it was delivered to No.203 Sqdn. on April 10, 1918. On May 17th, flown by 1/Lt. W.W.Goodnow (USAS), B6212 took part in the shooting down of a Pfalz D.III which crashed into a house south of Merville, France.

Tento Bentleyem BR.1 poháněný Camel B6212 byl postaven firmou William Beardmore and Co., Ltd.. v srpnu 1917. V říjnu byl dodán k Peruti ochrany hydroplánů (Seaplane Defence Squadron) v Dunkerque, která byla 15.1.1918 přeznačena na 13.perut' RNAS. Pilot FSL W.J.McKenzie s ním vážně havaroval 19.2. u Bergues. Po opravě byl v dubnu předán 203.peruti, u níž se 17.května, pilotován 1/Lt.W.W.Goodnowem od USAS, podílel na sestřelu Pfalze D.III jižně od Merville.

DOPPED LINEN	H85	WOOD	H37	ALUMINIUM	Mc218
GRAY	H53	PC 10	H309	BLUE	H25
	13		309		34
				BLACK	H12
					33

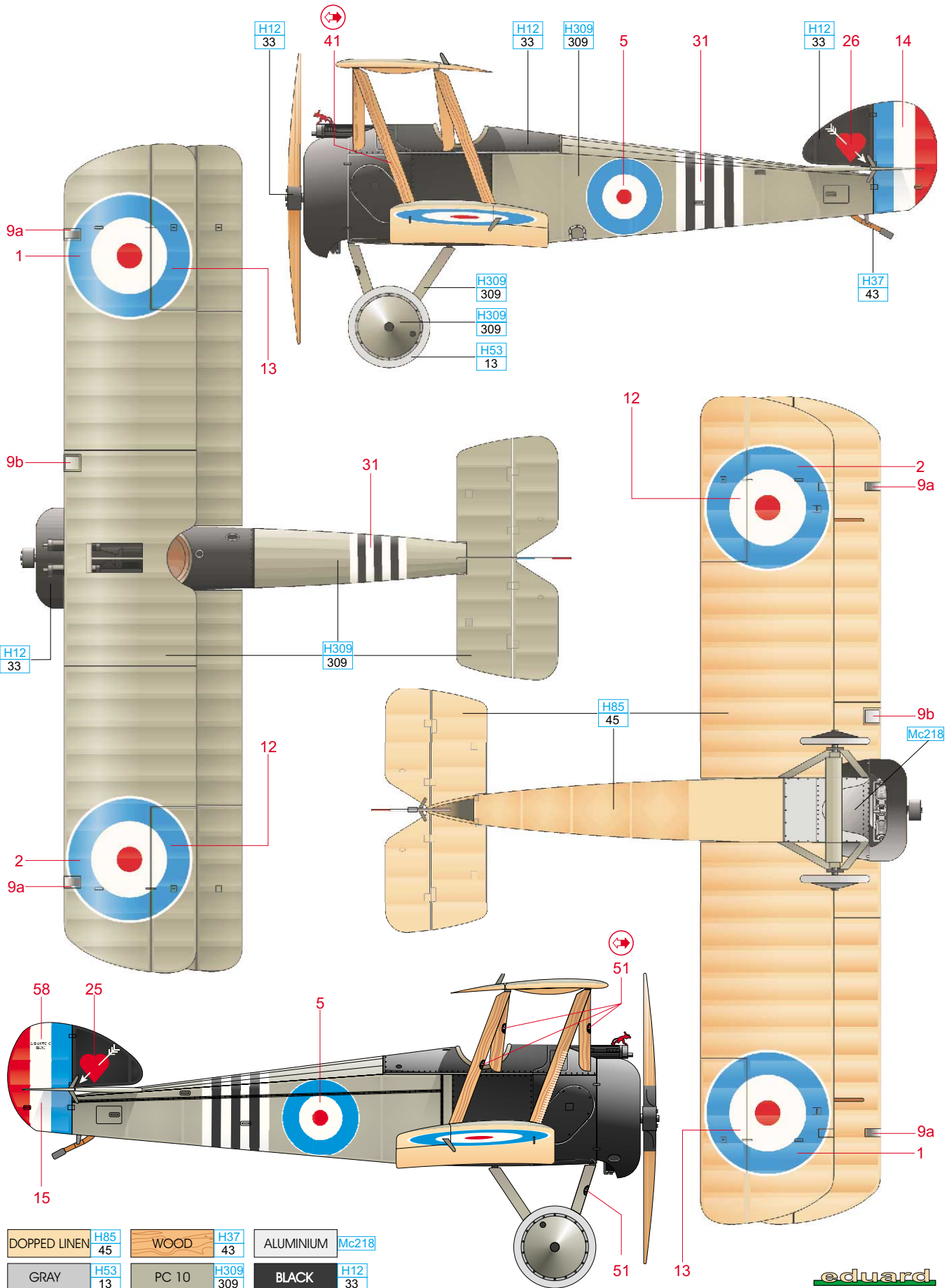
Although well known with the artistically rendered A.W. Carter's of No.210 Squadron monogram, D3332 has a rich curriculum vitae with other squadrons. It was delivered to 9N Sqn. on March 15th, 1918, arriving in France on the 20th. It crashed soon after, on March 24, and after repairs, it was delivered to 204 Sqn. in mid April. Three different pilots scored in its cockpit, Capt. G.H.D. Gossip shot down an Albatros on May 20th. Lt.C.P. Allen a Fokker D.VII on June 29th, and Lt.H.H. Blanchard another D.VII on July 31st. Lt.R.C. Hirst crashed in D3332 the next day, but was back in the fight by late August with No.210. Sqn., shooting down a Fokker D.VII on September 24, another D.VII on October 1st, and the final D.VII on October 8th, all flown by Capt. E. Swale. It seems Captain Carter used this aircraft from November 1918, with no other successes recorded in D3332's cockpit.

Ačkoli je tento stroj nejlépe znám s umělecky vyvedeným monogramem A.W.Cartera od 210.peruti, má bohatý životopis napsaný jinými piloty u jiných jednotek. Byl dodán 9N peruti 15.března 1918, do Francie se dostal 20.března, aby již 24.utrpěl poškození při havárii. Po opravě byl v polovině dubna dodán 204.peruti, kde s ním postupně skórovali tři piloti. Nejprve kapitán G.H.D.Gossip sestřelil 20.května blíže neurčený Albatros, poté 29.června poručík C.P.Allen Fokkera D.VII a nakonec poručík H.H.Blanchard 31.července dalšího Fokkera D.VII. Už druhý den, 1.srpna, s ním ovšem poručík R.C.Hirst opět havaroval. Po opravě se stroj dostal koncem srpna k 210.peruti, kde s ním kapitán E.Swale postupně sestřelil tři Fokkery D.VII – 24.září, 1.října a posledního 8.října. Vypadá to, že kapitán Carter si svůj monogram na trup tohoto zasloužilého válečníka namaloval až v listopadu, ale žádný další sestřel už na jeho konto nepřidal.

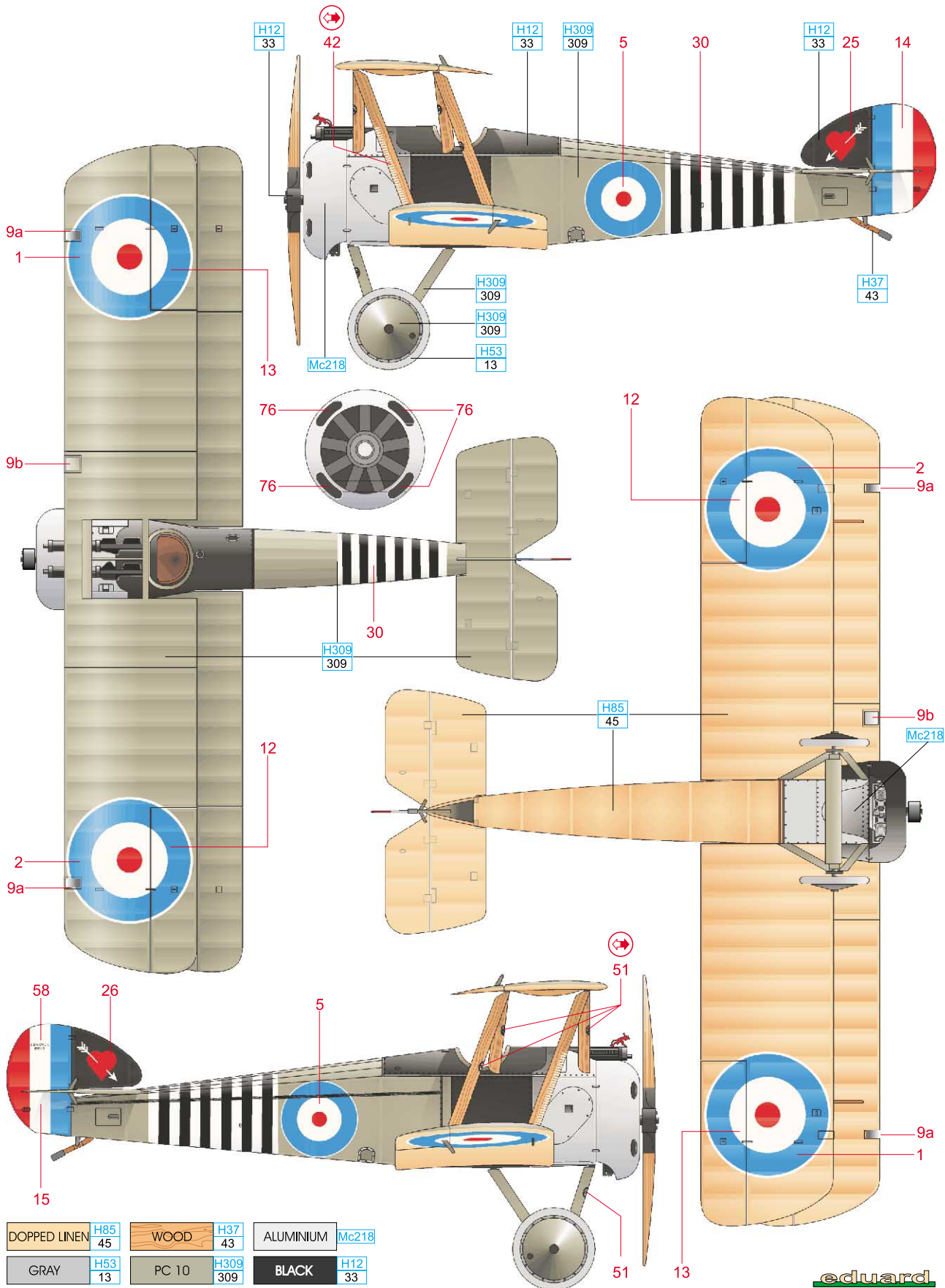


DOPPED LINEN	H85 45	WOOD	H37 43
GRAY	H53 13	PC 10	H309 309
		ALUMINIUM	Mc218

Probably no other Camel is as famous as B6313, flown by Canadian ace William George Barker. What is also not commonly known is that Barker and B6313 flew together for a whole year, serving in France and later in Italy, with three different squadrons. Clerget 9B powered B6313 went to No.28 Sqdn. in late September, 1917. Barker joined the unit as its new commander of C Flight on October 2nd, shooting down his first Albatros, adding three others before the Squadron was sent to Italy in late October. Italy must be remembered as Barkers field of glory, reaching there a total of 46 victories. During service with No.28 Sqdn. B6313 wore a white square behind the fuselage cockpit, and the 1c code in front of the cockpit, later changed to a white 'N'. On April 10, Barker and B6313 changed units, becoming members of 66.Squadron. No picture of the aircraft while with 66.Sqdn. is known to exist. On July 14, Barker became commander of No. 139 Squadron. However, the unit was equipped with Bristol F.2B Fighters, but Barker decided to lead the unit flying his good old of Camel. Here are the last two representations of B6313 during Barker's command of No.139 Sqdn., two of many known incarnations. Note the devil mascot on the starboard gun and four additional cooling holes in the engine cowling. Barker flew B6313 for the last time on September 29, 1918. During the course of the year, they logged together 379 hours and 25 minutes. Barker passed the Red devil emblem onto his new Sopwith Snipe E8102.



Pravděpodobně žádný jiný Camel není tak slavný jako tento B6313 neméně slavného kanadského esa Williama George Barkera. Co také není zcela běžné je fakt, že Barker létal na B6313 celý rok u třech různých jednotek ve Francii a v Itálii. Clergetem 9B poháněný B6313 přišel k 28.peruti RFC na konci září 1917. Nový velitel letky C. W.G.Barker, dorazil o několik dní později, 2. října, a již 8. sestřelil svého prvního Albatrosa. Do konce října, kdy byla jednotka přeložena do Itálie, přidal další tři. Největších úspěchů ovšem dosáhl právě v Itálii, kde sestřelil dalších 46 nepřátelských letadel. Během služby u 28.peruti nosil B6313 odlišný marking, sestávající s bílého čtverce za trupovou kokardou, a číselného kódu 1c před kokardou, pod kabinou, o se později změnilo na velké bílé N. 10.dubna změnil Barker i s B6313 jednotku, stal se příslušníkem 66.peruti. Podoba stroje z této doby není známa. 14.července se Barker stal velitelem 139.peruti, vyzbrojené ovšem dvoustupňovými Bristolů F.2B Fighter. Barker se rozhodl jednotce velet z cockpitu svého starého dobrého Camela B6313. Zde jsou prezentovány dvě poslední známé podoby B6313 z doby Barkerova velení 139.peruti, dvě z mnoha. Povyšněte si červené postavičky čertíka na levém kulometu a čtyř dodatečných chladičích otvorů na krytu motoru na druhé podobě stroje. Barker naposledy pilotoval svůj slavný Camel 29.září 1918. Během roku na něm nalétal účtyhodných 379 hodin a 25 minut. Figurku čertíka Barker odmontoval a později ji instaloval na svém novém Sopwithu Snipe E8102.



DOPPED LINEN	H85 45	WOOD	H37 43	ALUMINIUM	Mc218
GRAY	H53 13	PC 10	H309 309	BLACK	H12 33