

Sopwith Camel Comic

eduard

1/48 Scale Plastic Model Kit

ProfiPACK
edition



item No. 82175

Highly maneuverable, but tricky to fly. This can be a short description of Sopwith Camel, one of the most popular WWI fighters. It was effective in hands of skilled pilots, however the night fighting version Comic did not enjoy much success.

The Sopwith Camel was a solution to the requirements for a faster and more maneuverable fighter than what was available to Royal Flying Corps and Royal Navy Air Services during 1916. The Sopwith company had already several successful designs added to its reputation and the new "Fighter 1", abbreviated as F.1 was designed under the leadership of Sopwith's chief designer Herbert Smith who was working with the concept conceived by T. Sopwith, F. Sigrist and H. Hawker. Their main idea was to concentrate most of the mass of the aircraft within a relatively small area to create extremely maneuverable aircraft. The design job was fast thanks to the fact the Sopwith's design office was very simple. The basic design drawings were made by chalk directly on the workshop floor in 1:1 scale.

Conventional but different

The first of three prototypes undertook ground acceptance tests towards the end of the year and was deemed airworthy on December 22, 1916. It is believed the prototype flew for the first time the same day with Harry Hawker behind the controls (some sources state December 26), powered by the Clerget 9Z 110hp engine. Hawker was very positive about flying characteristics, although it was obvious the new design had very sensitive controls and was rather unstable. More to it, a strong gyroscopic effect of rotary engine and propeller was making the control of the aircraft even trickier. Many less experienced and novice pilots fell victim to its flying characteristics later. On the other hand, when mastered, the Camel was very effective in combat.

The new fighter assembly was more conventional than the design approach. The fuselage was made of wooden box-girder, wire-braced assembly. The sides of the cockpit were covered in plywood, while the forward engine bay was covered in sheet aluminium panels. The rest of the fuselage was fabric-covered, as were the wings and tailplanes. To make the mass production easier, the upper wing lacked dihedral and lower wing was given increased 5° dihedral. Armament consisted of two synchronized Vickers 0.303 inch machine guns mounted in the "hump" in front of the cockpit. The original gun cover did not allow access to the cocking handle of feed-block pawls, as both weapons had right-hand feed. This made in-flight fix of the jammed starboard gun impossible. To overcome the problem, the opening was cut in forward decking above the breech mechanism of the starboard gun. This modification was standardized on July 28, 1917, by No. 2 Aircraft Depot. The change necessitated addition of a windshield (these were of various design).

Engine and production troubles

The Admiralty placed its first order for 50 aircraft even before the prototypes had flown, while the War Office was waiting until late May. Thanks to that Naval Camels began to reach the units by mid-May, while the No. 70 squadron of RFC obtained their Camels in late June as first to put them in combat with RFC. And while the Naval Camels were powered by the 150-hp Admiralty Rotary No.1 engine (later renamed as Bentley Rotary No. 1), RFC used their Camels with license-built Clerget 9B engines, which not only lacked some perfor-

mance to their French original, but also lost power after just about 10 hours of running time. The solution was to install less powerful but more reliable Le Rhône 9J 110 hp. Later, the Clerget 9Bf 140 hp were also used and the Camels supplied to United States Air Service units were fitted with the Gnome Monosoupape 150 hp engine. Despite of some shortcomings of the design and troubles with engines and guns, the aircraft, which got the name Camel due to the hump on the front section of the fuselage was ordered in huge amounts by both RFC and RNAS. Sopwith was unable to fulfill the orders, so other companies were tasked with production. These were Ruston, Proctor & Co., Clayton & Shuttlesworth, William Beardmore, Boulton & Paul, British Caudron, Hooper & Co., March, Jones & Cribb, Nieuport & General Aircraft and Portholme Aerodrome.

Wide use

Altogether 5597 Camels in 48 series were built until the end of the war. Twelve RFC day fighter squadrons (Nos. 3, 28, 43, 45, 46, 54, 65, 66, 70, 71, 73 and 80) operated Camels on Western front with three of them having also spell in Italy (28, 45 and 66). There were also two night squadrons operating in France (Nos. 151 and 152) with Camels. The RNAS had eight Camel squadrons (Nos. 1, 3, 4, 8, 9, 10, 12 and 13). Home Defence used Camels with seven squadrons equipped with them (Nos. 37, 44, 50, 61, 87, 112 and 143). These were used to fight night flying German heavy bombers and airships attacking British islands in 1917 and 1918. Some of these night fighters were converted to the "Comic" version. Another special version of the Camel was 2F.1, used as shipborne fighter. These Camels had folding fuselage for easier storage on the decks.

This kit: Sopwith Camel Comic

The name Comic was originally assigned to Sopwith Strutter aircraft converted to the night-fighting version at the No. 78 (HD) Squadron. In the case of Camel, the main purpose of conversion when looking for "ideal" night fighter was to prevent the pilot from being blinded by a fire from the fuselage-mounted machine guns. Therefore, the Vickers machine guns were removed and replaced with Lewis ones on the center section of the upper wing, similar to the system adopted with Se.5a. However, the Comic Camels had two guns fitted. In order to allow the pilot to operate them, his cockpit was moved back one section while the fuel tank was relocated in the opposite direction and mounted in front of the cockpit. The Foster mountings for the machine guns allowed the guns to be folded down for reload during a flight, also one or both machine guns could be fixed for upward firing. The Comic Camels were a conversion of the standard F.1 Camels and were designated F.1/3. However, they did not become very widespread or popular. Most pilots preferred the standard F.1 Camels even for night operations. Some one hundred of Camel Comics were built, but they disappeared from the units gradually. Of all the night pursuit units, only No. 44 (HD) Sqn, No. 78 (HD) Sqn, No. 151 Sqn and No. 152 Sqn were flying Comics. They were also used by the training No. 189 Sqn or the Australian No. 8 Sqn.



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 započítím 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.

INSTRUCTION SIGNS * INSTR. SYMBOLS * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明



OPTIONAL
VOLBA



BEND
OHNOUT



SAND
BROUSIT



OPEN HOLE
VYVRTAT OTVOR



SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ



REMOVE
ODRÍZNOUT



REVERSE SIDE
OTOČIT



APPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE



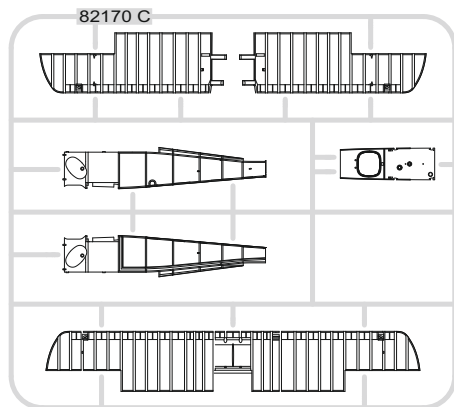
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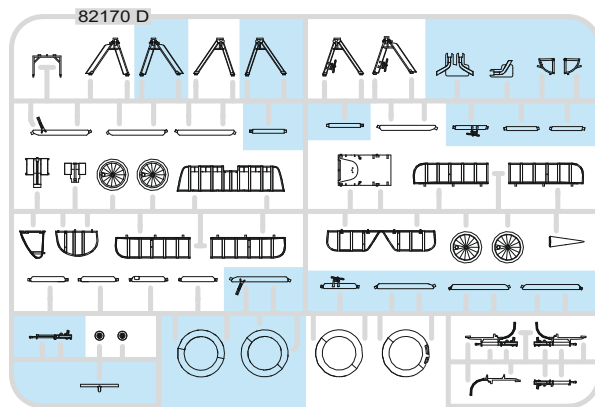
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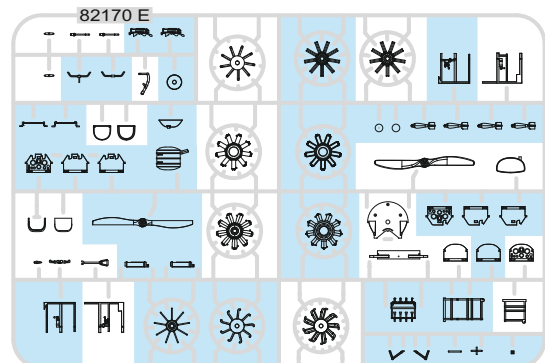
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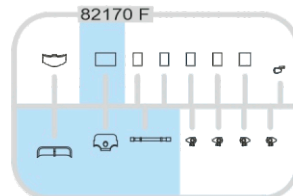
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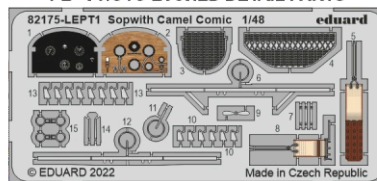
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F>



PE - PHOTO ETCHED DETAIL PARTS



-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS



BARVY



FARBEN



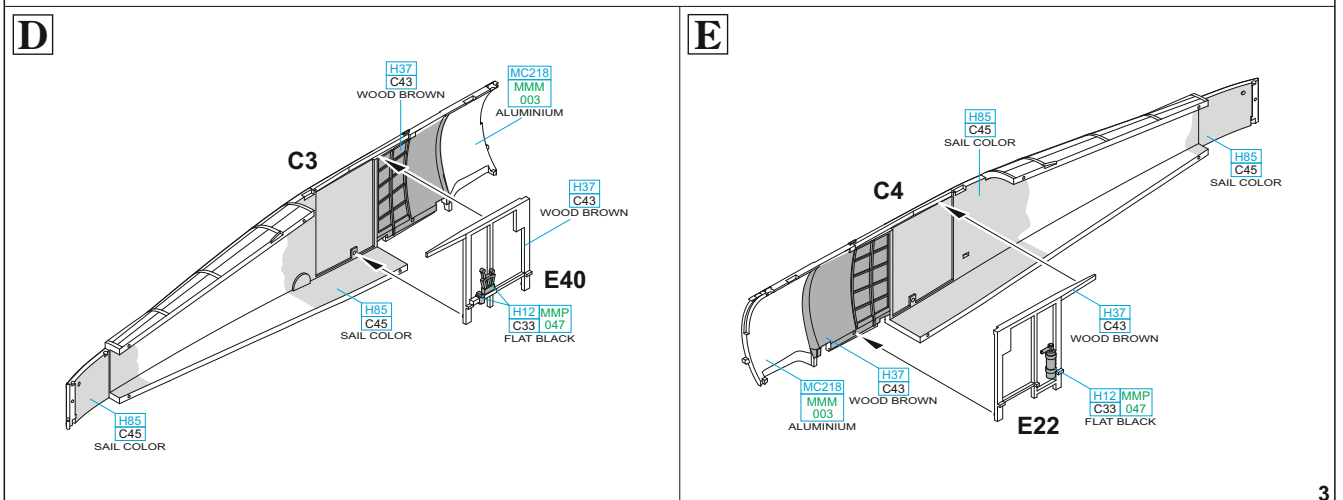
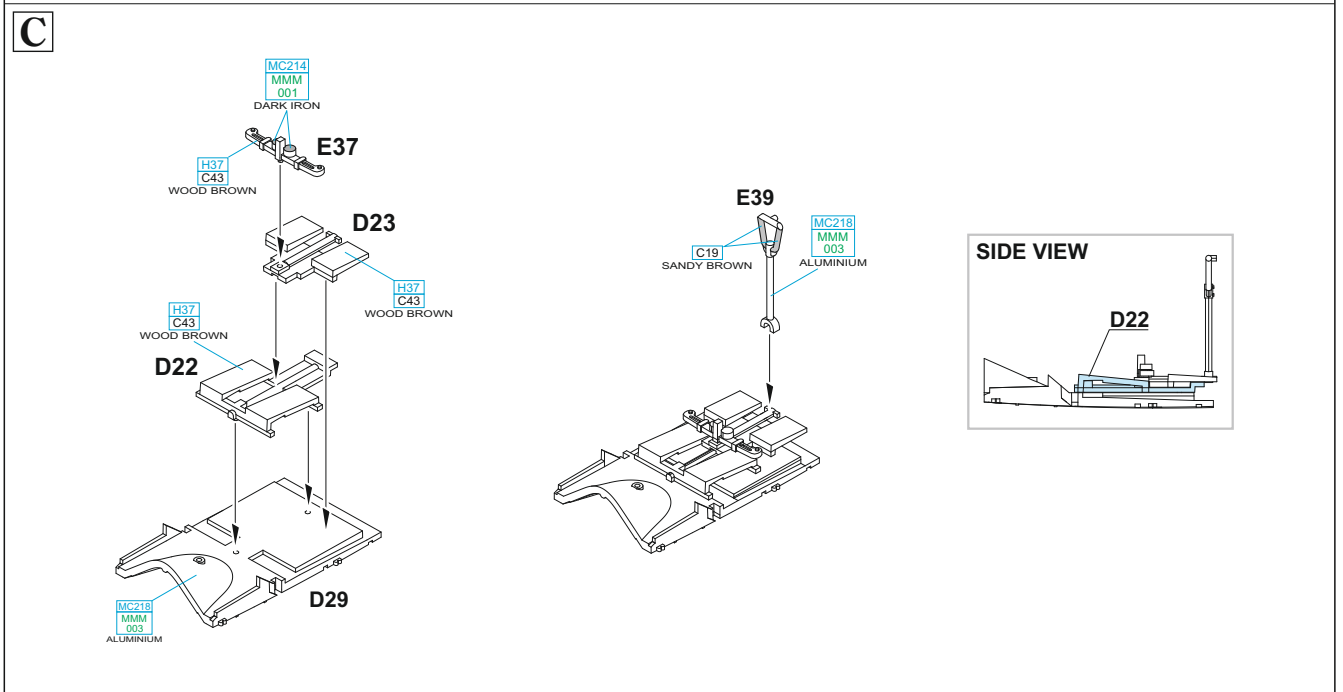
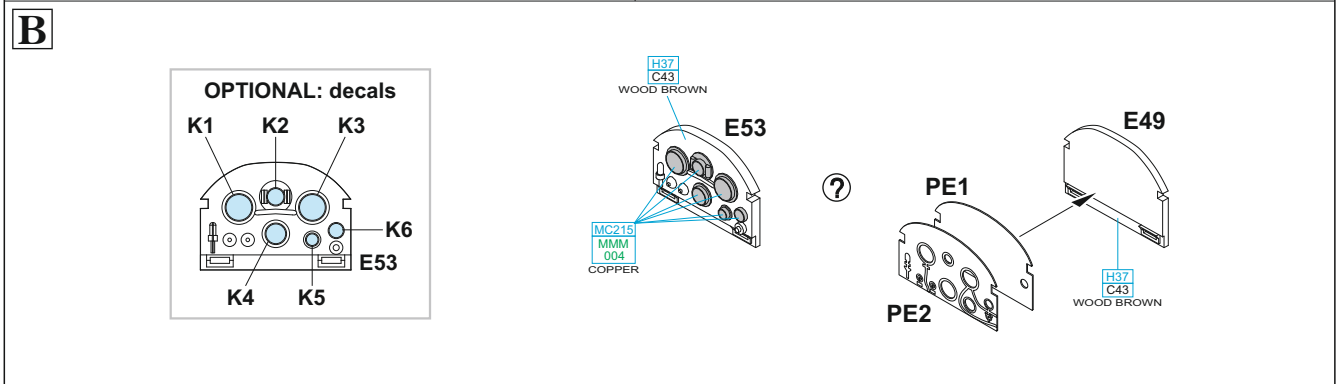
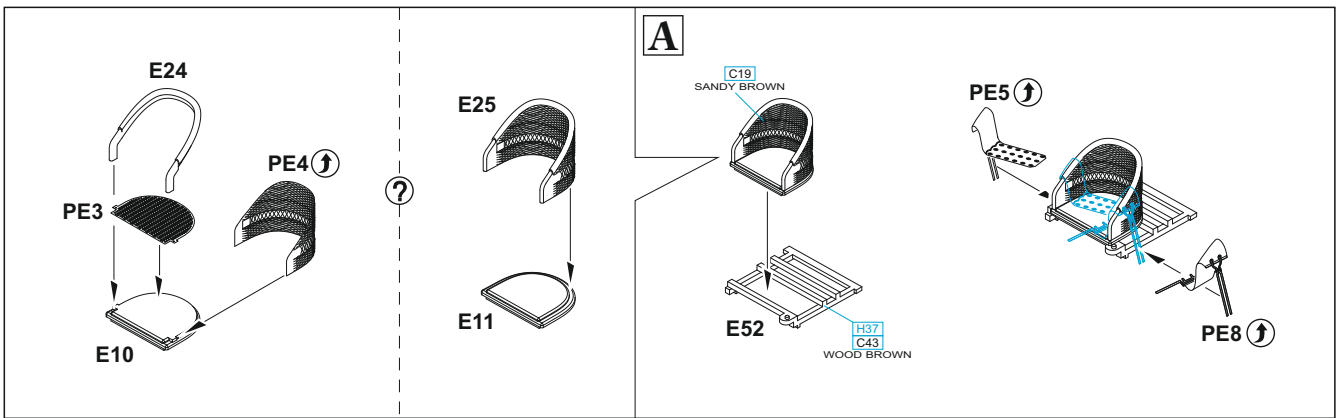
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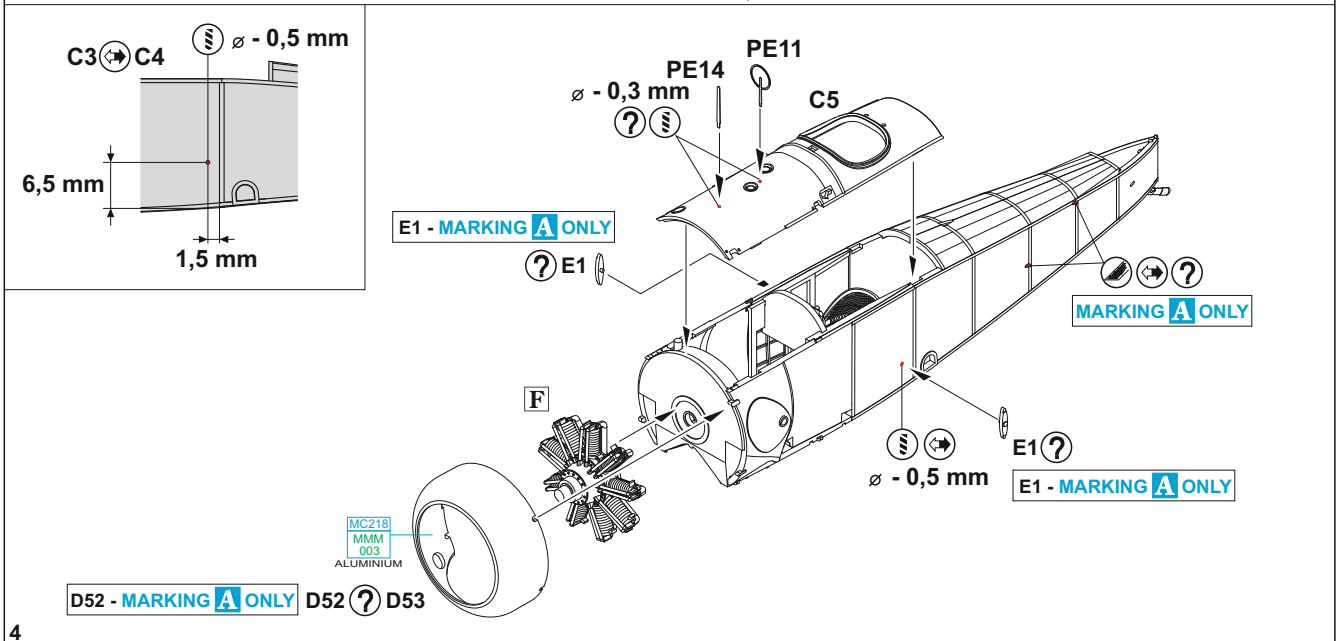
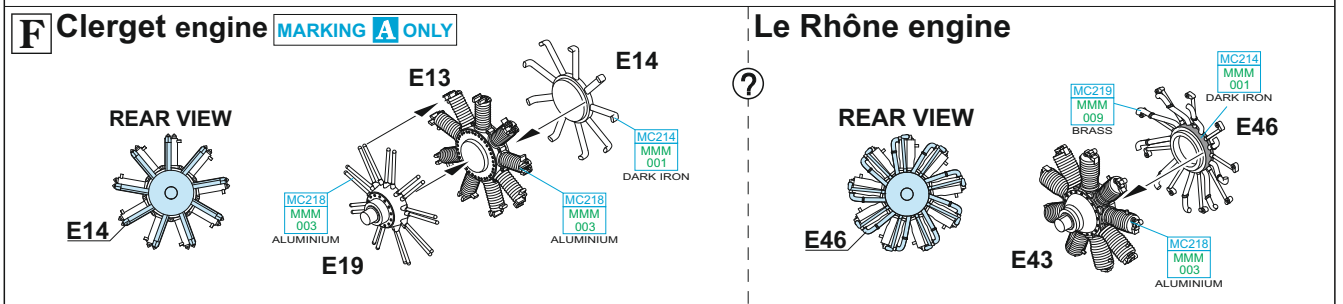
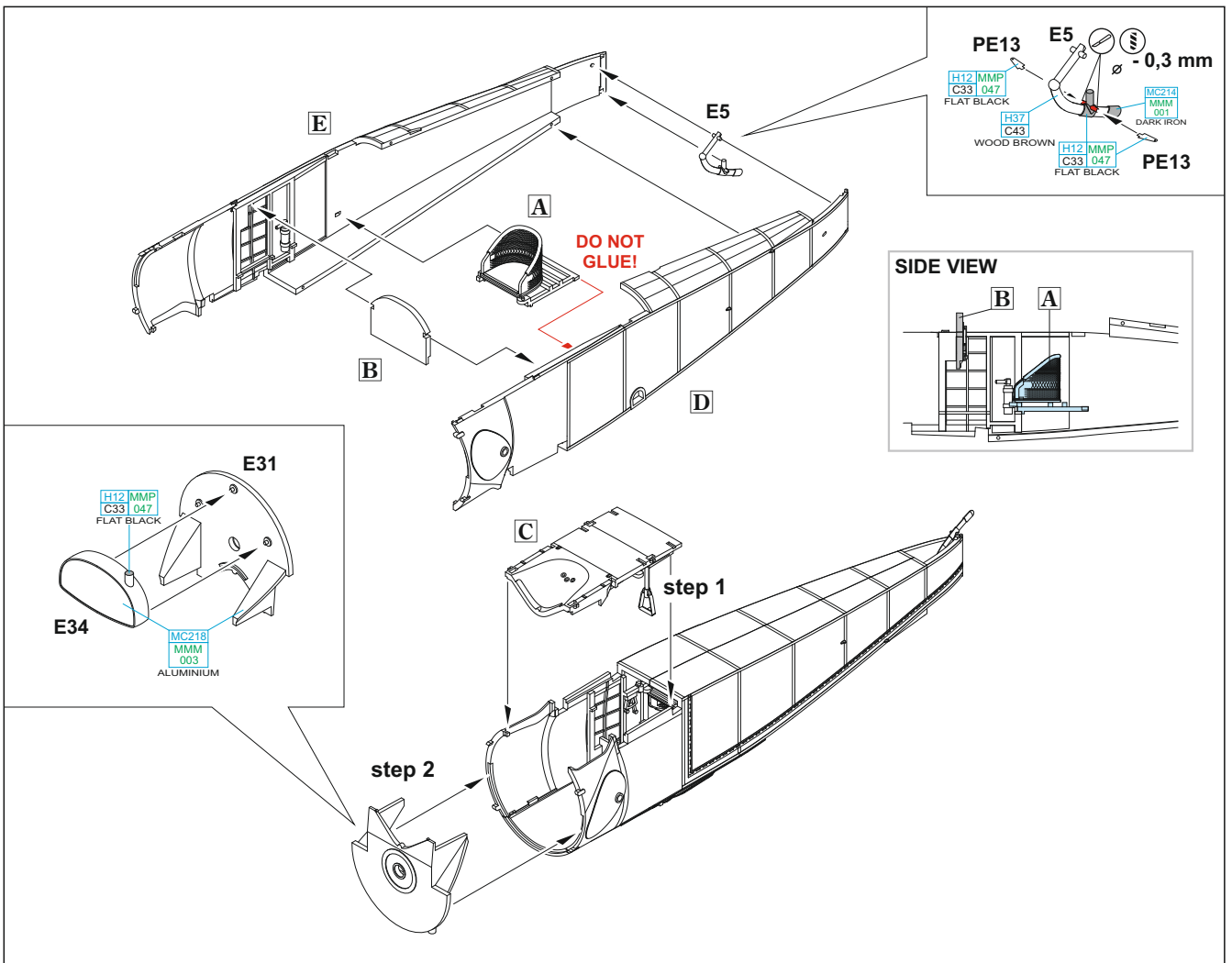


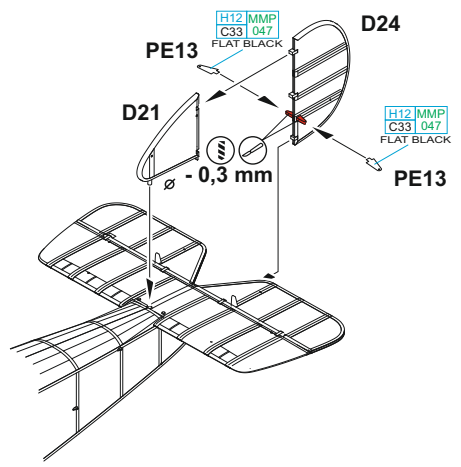
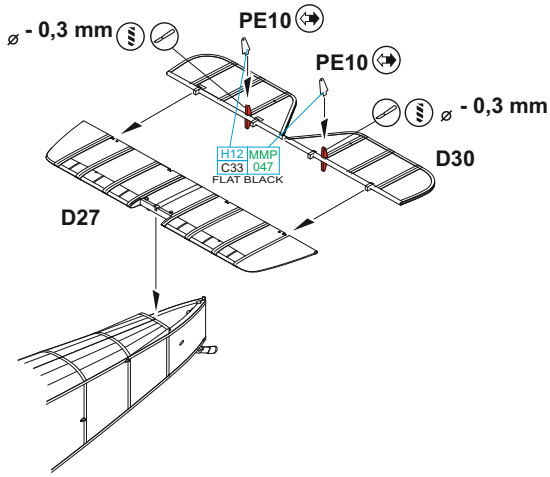
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GSI Creos (GUNZE)		MISSION MODELS		
AQUEOUS	Mr.COLOR	PAINTS		
[H8]	[C8]			SILVER
[H11]	[C62]	[MMP-001]		FLAT WHITE
[H12]	[C33]	[MMP-047]		FLAT BLACK
[H15]	[C65]			BRIGHT BLUE
[H25]	[C34]			SKY BLUE
[H37]	[C43]			WOOD BROWN
[H47]	[C41]	[MMP-012]		RED BROWN
[H51]	[C11]	[MMP-063]		LIGHT GULL GRAY
[H78]	[C38]			OLIVE GREEN
[H83]	[C32]			DARK GRAY (2)
[H85]	[C45]			SAIL COLOR
[H90]	[C47]			CLEAR RED

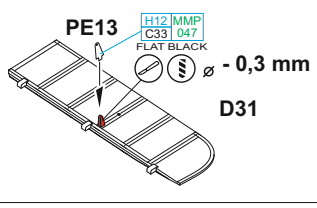
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[H326]	[C326]			BLUE
[H327]	[C327]	[MMP-101]		RED
[H338]	[C338]	[MMP-116]		LIGHT GRAY
	[C19]			SANDY BROWN
Mr.METAL COLOR		METALLICS		
[MC214]		[MMM-001]		DARK IRON
[MC215]		[MMM-004]		COPPER
[MC218]		[MMM-003]		ALUMINIUM
Mr.COLOR SUPER METALLIC		METALLICS		
[SM201]		[MMC-001]		SUPER FINE SILVER 2



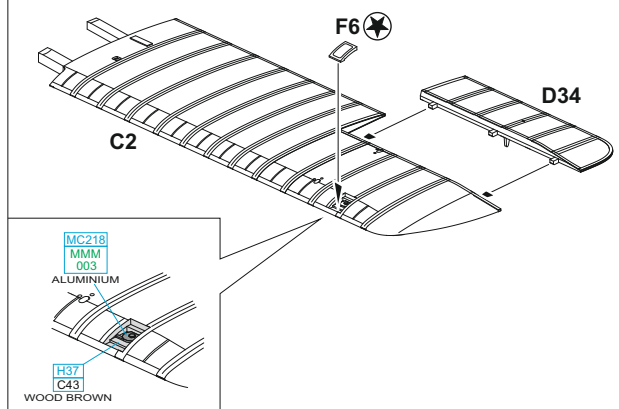
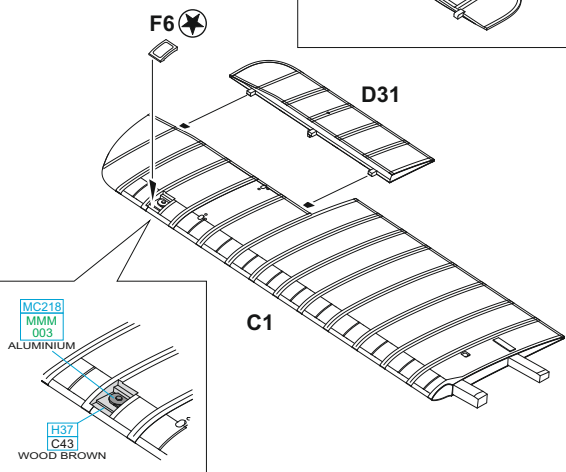
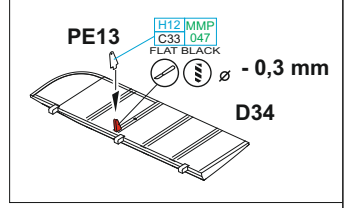




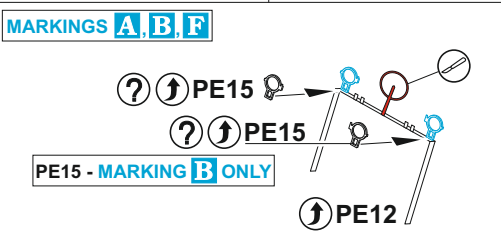
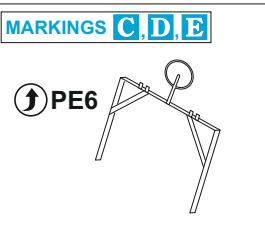
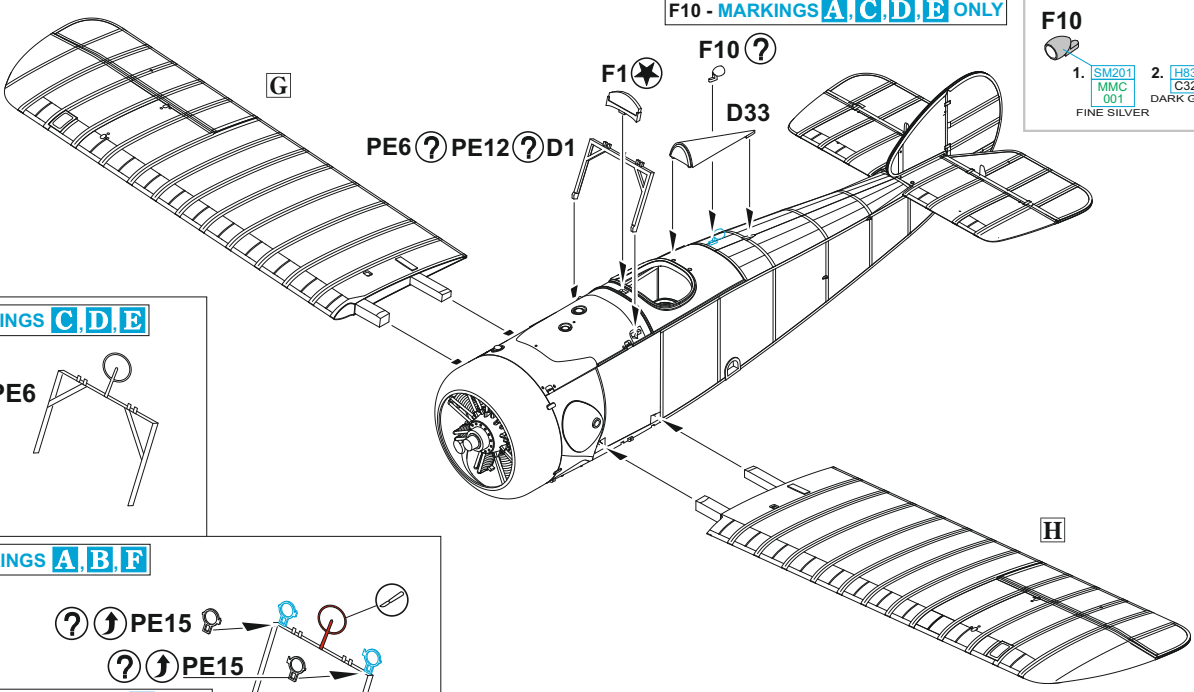
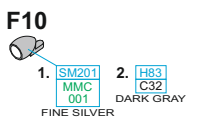
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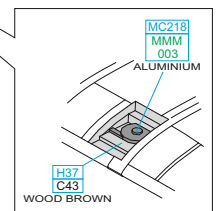
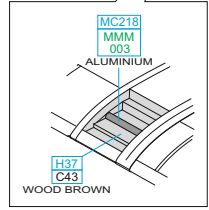
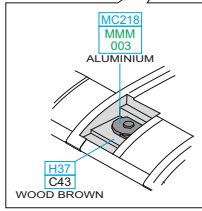
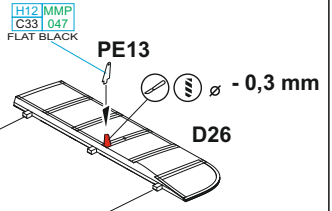
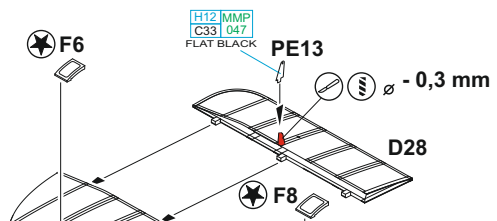
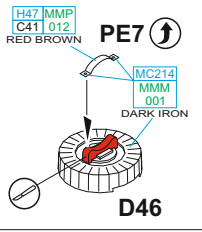
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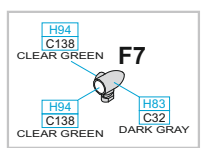
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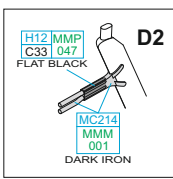
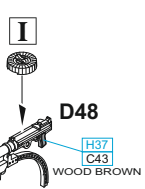
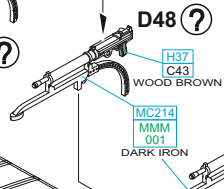
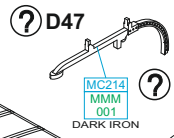
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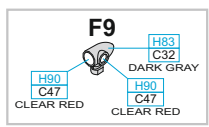
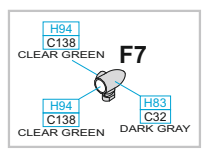
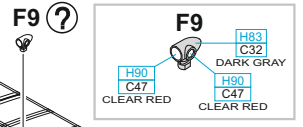
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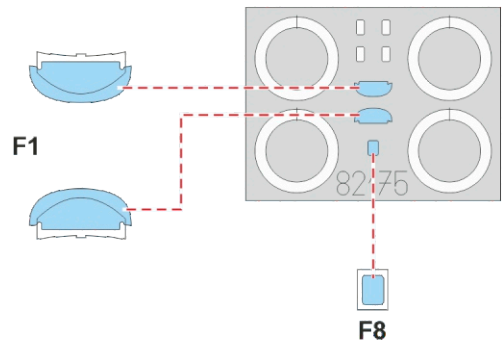
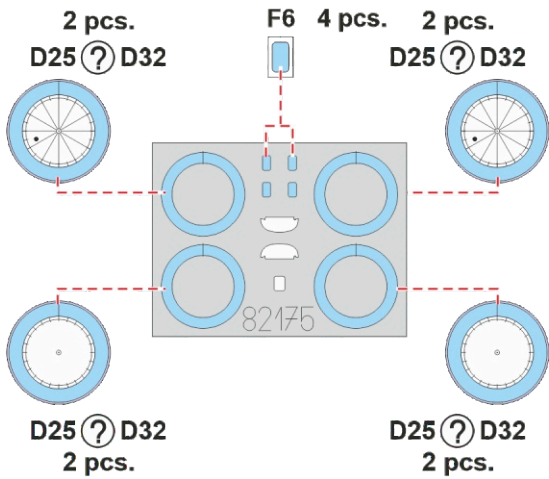
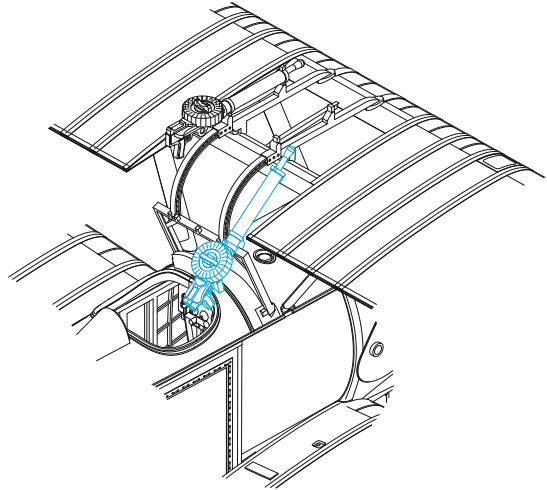
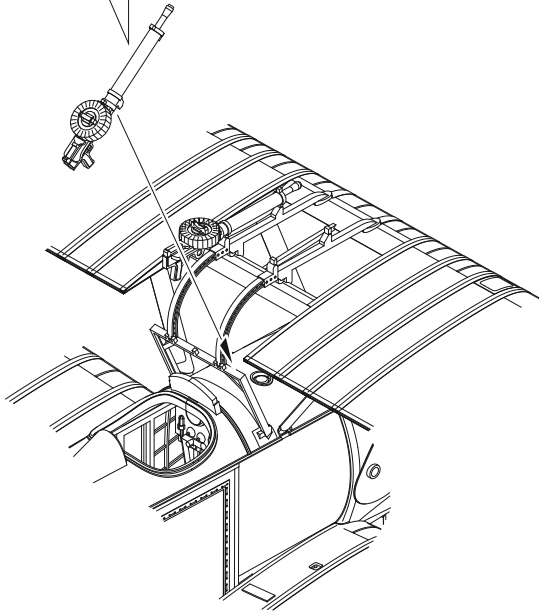
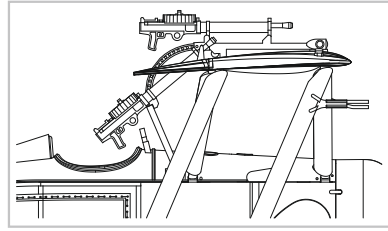
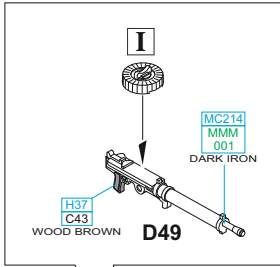


D47 - MARKINGS C, D, E ONLY



F9 - MARKING C ONLY



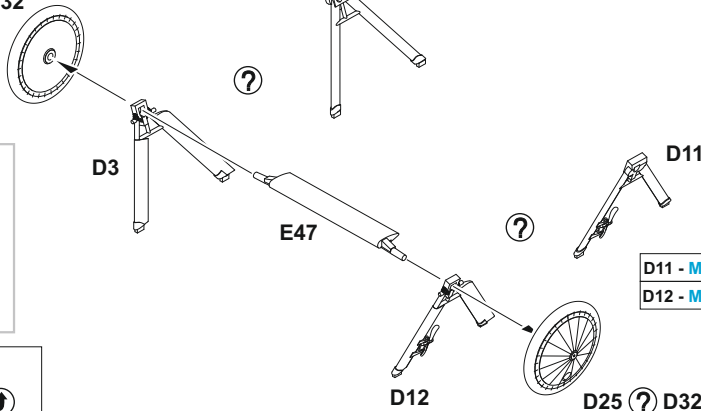
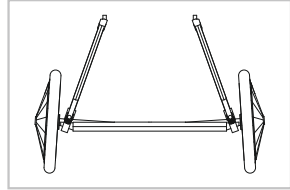


D25 - MARKINGS B, F
 D32 - MARKINGS A, C, D, E

D3 - MARKINGS A, B, D, E
 D7 - MARKINGS C, F

D25 ? D32

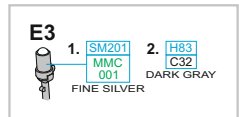
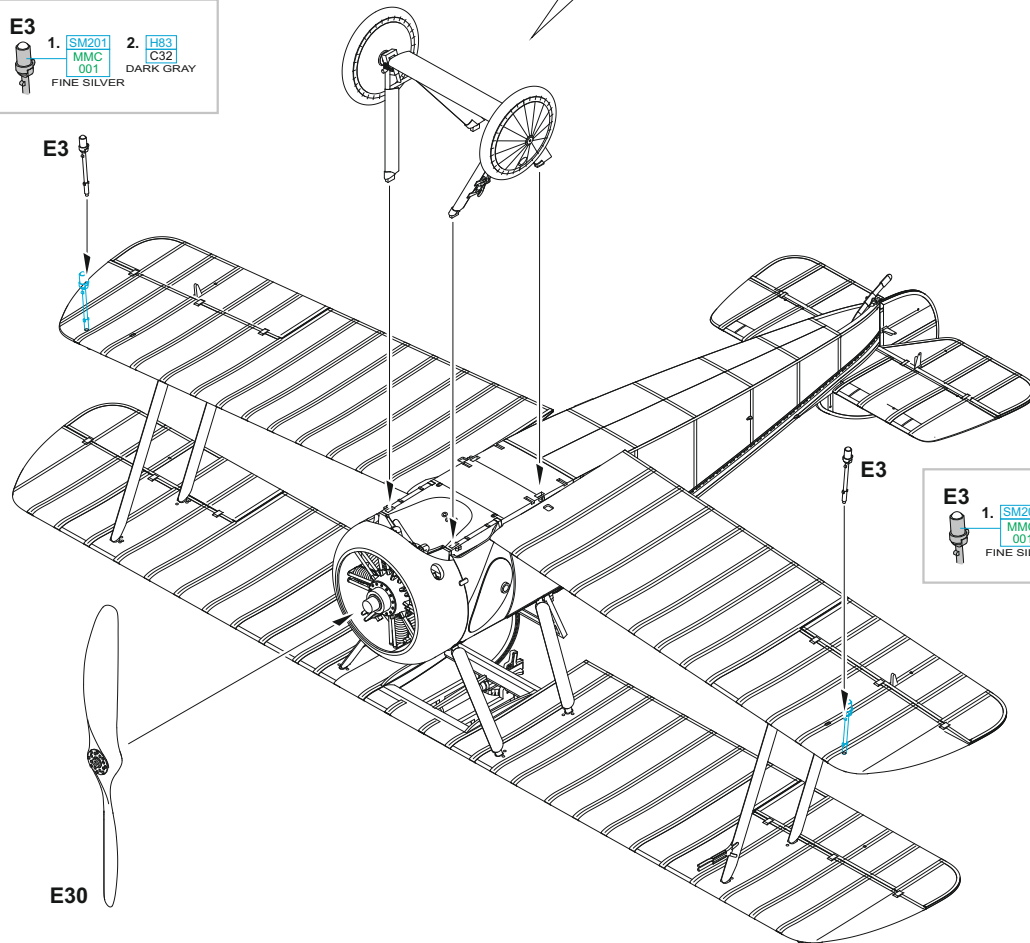
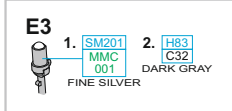
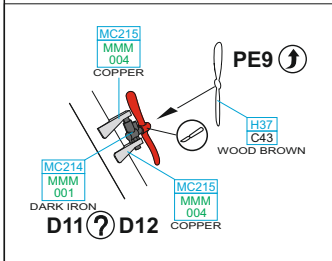
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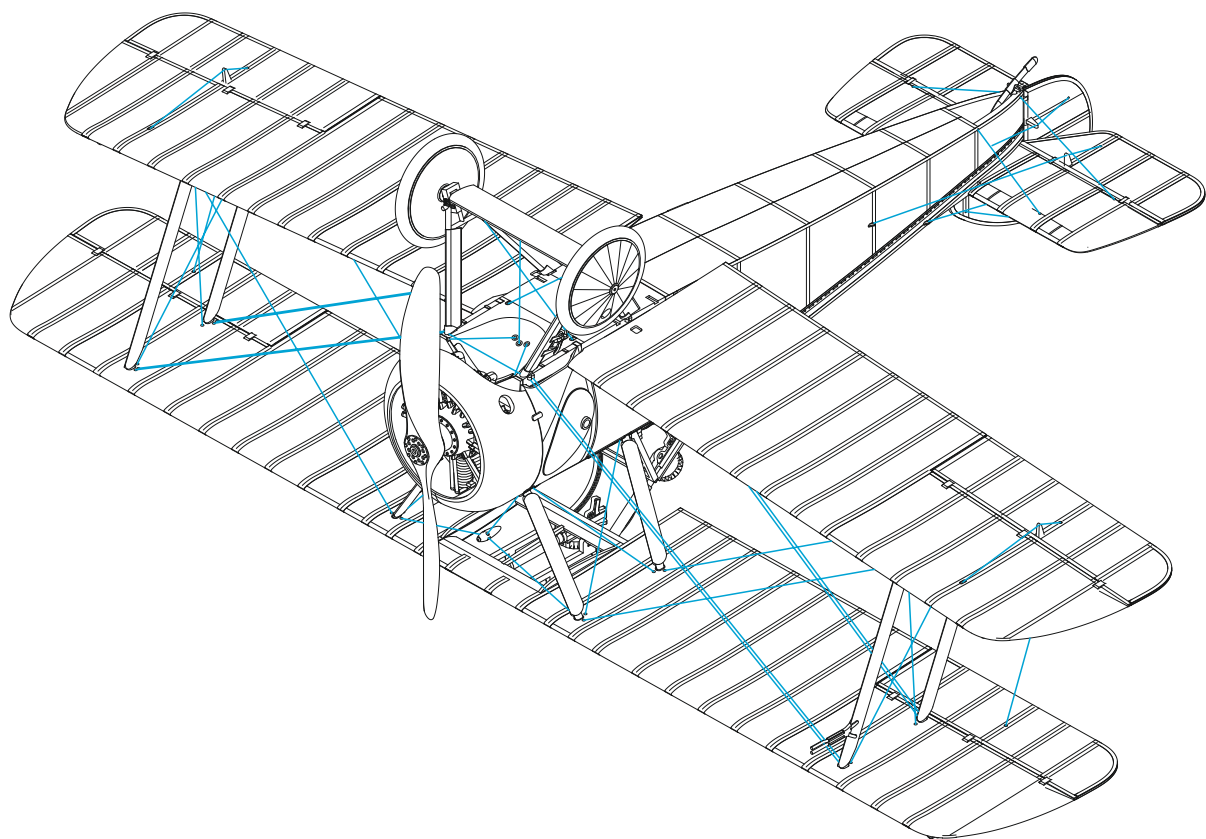
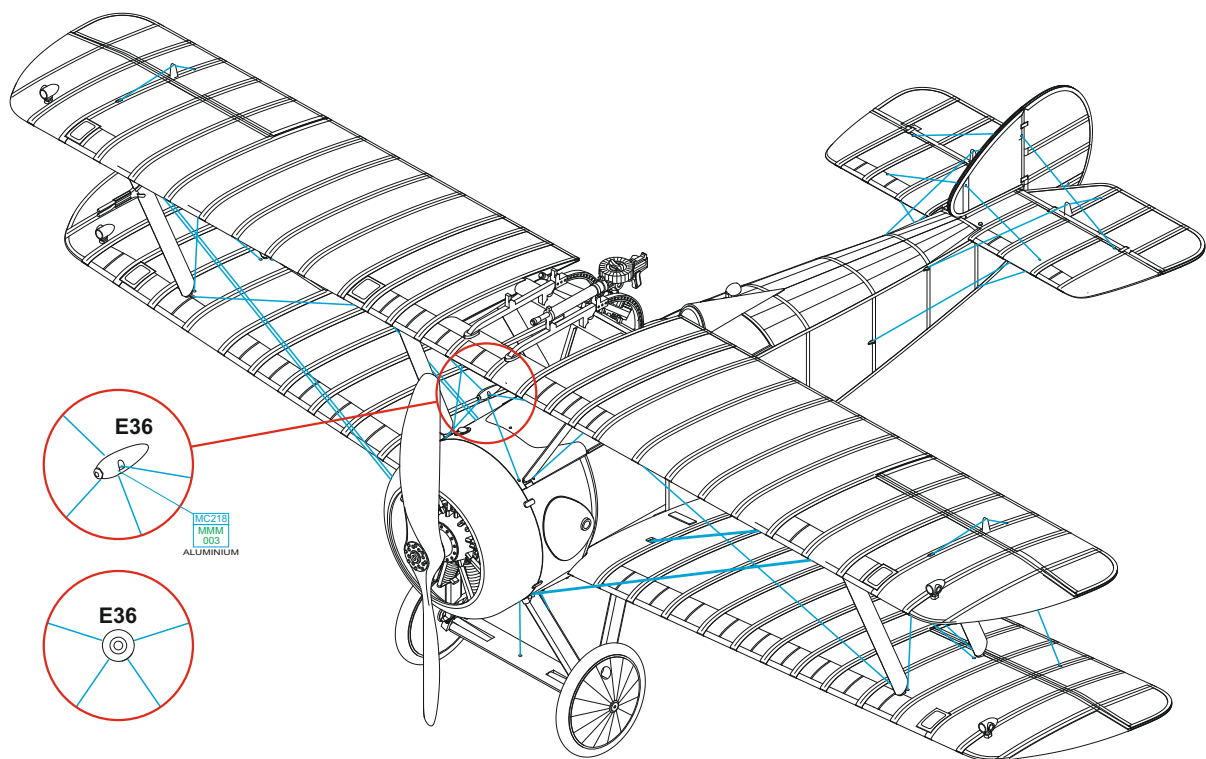
D11 - MARKINGS C, F
 D12 - MARKINGS A, B, D, E

D25 ? D32

D25 - MARKINGS B, F
 D32 - MARKINGS A, C, D, E

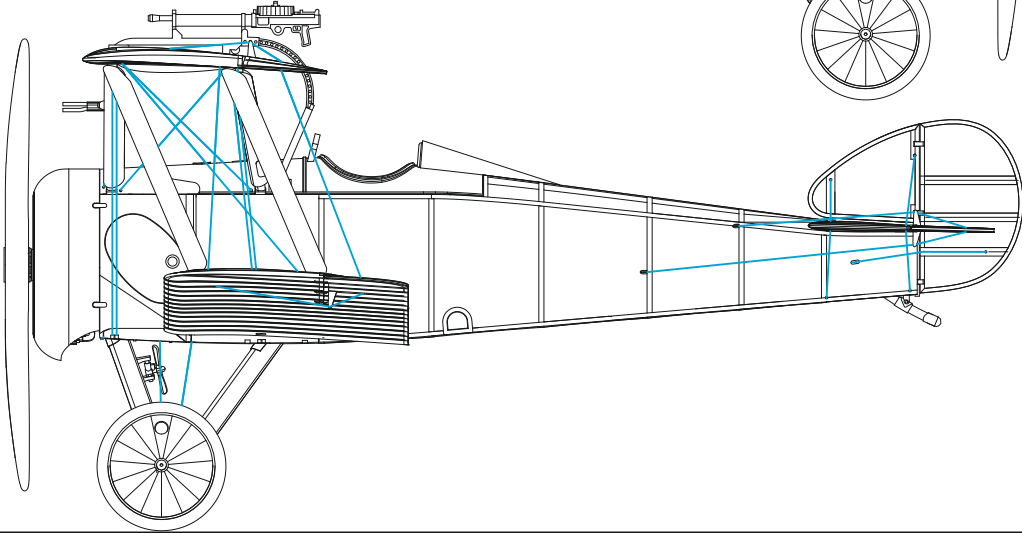
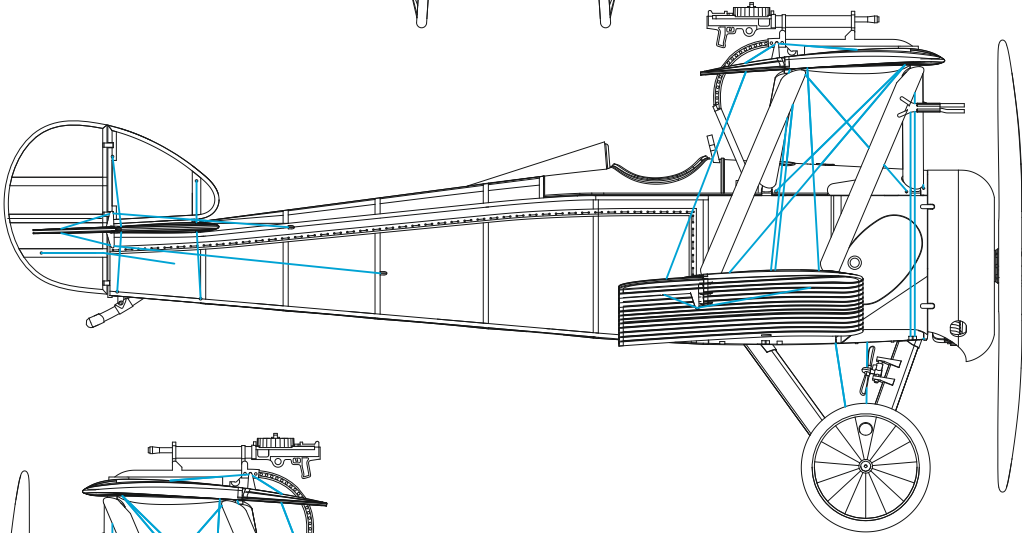
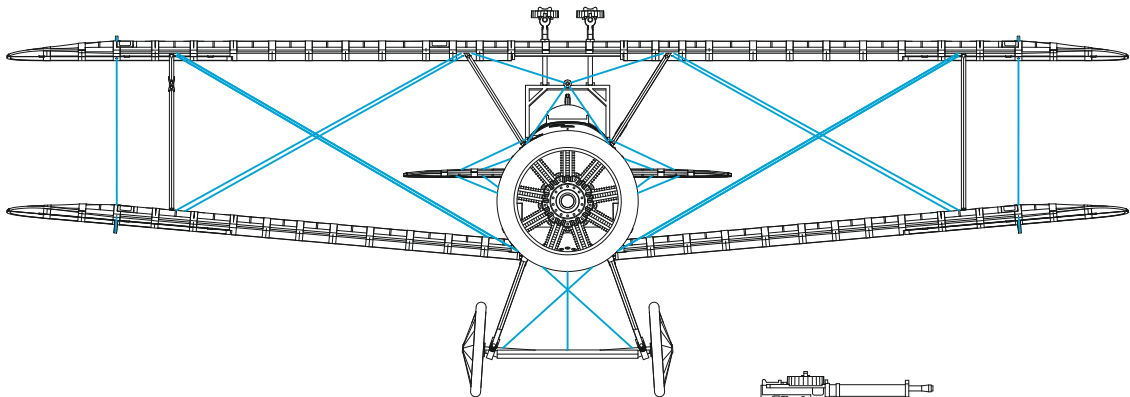
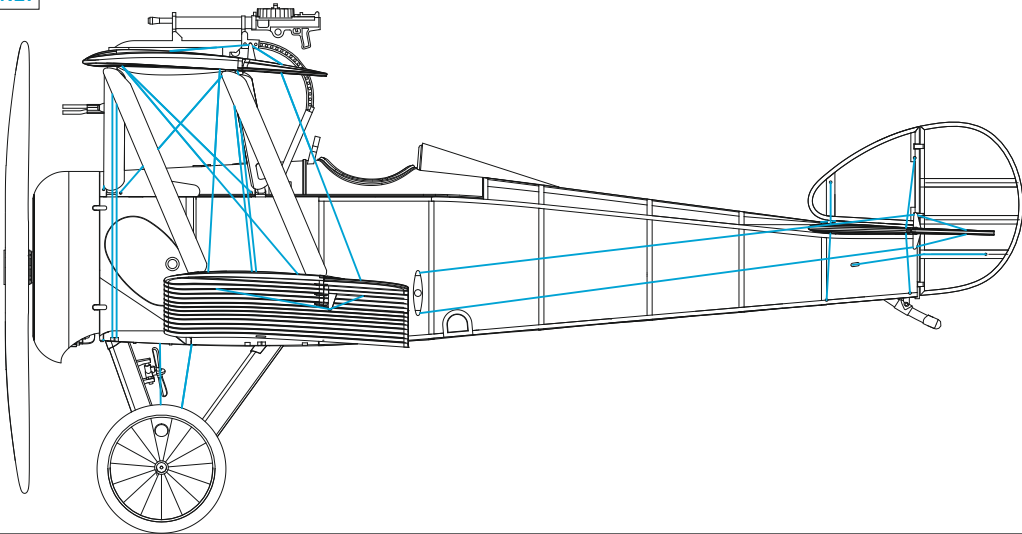


E30



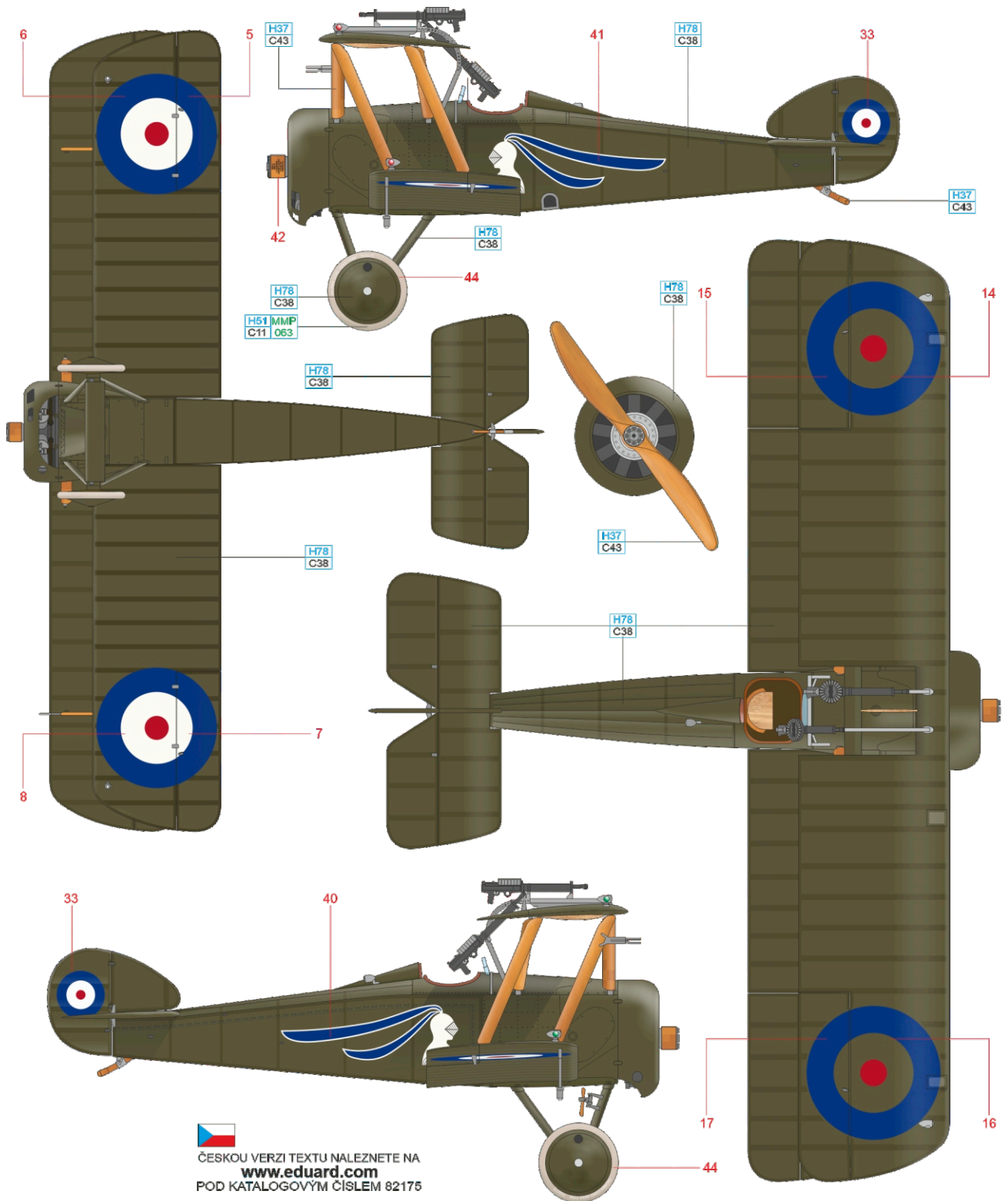
RIGGING DIAGRAM

MARKING **A** ONLY



C flight, No. 44 (HD) Squadron, Hainault Farm, United Kingdom, October 1918

Comic of unknown serial number served with No. 44 Squadron, specifically with its C flight. Originally, No. 44 (HD) Squadron aircraft were sporting white number markings, but these were repainted after assignment to night fighter units. Also, the insignias were modified. This aircraft was given a non-standard small cockade on the rudder while instead of fuselage cockades, an emblem was painted on both sides in the form of a knight's head in a helmet with a crest. A total of 13 Camel Comics served with No. 44 (HD) Squadron (B2402, B2517, B3815, B3816, B3827, B3852, B4614, B5192, B5206, B5411, B5412, B9287, C6712). The drawing of the knight was the emblem of C flight.



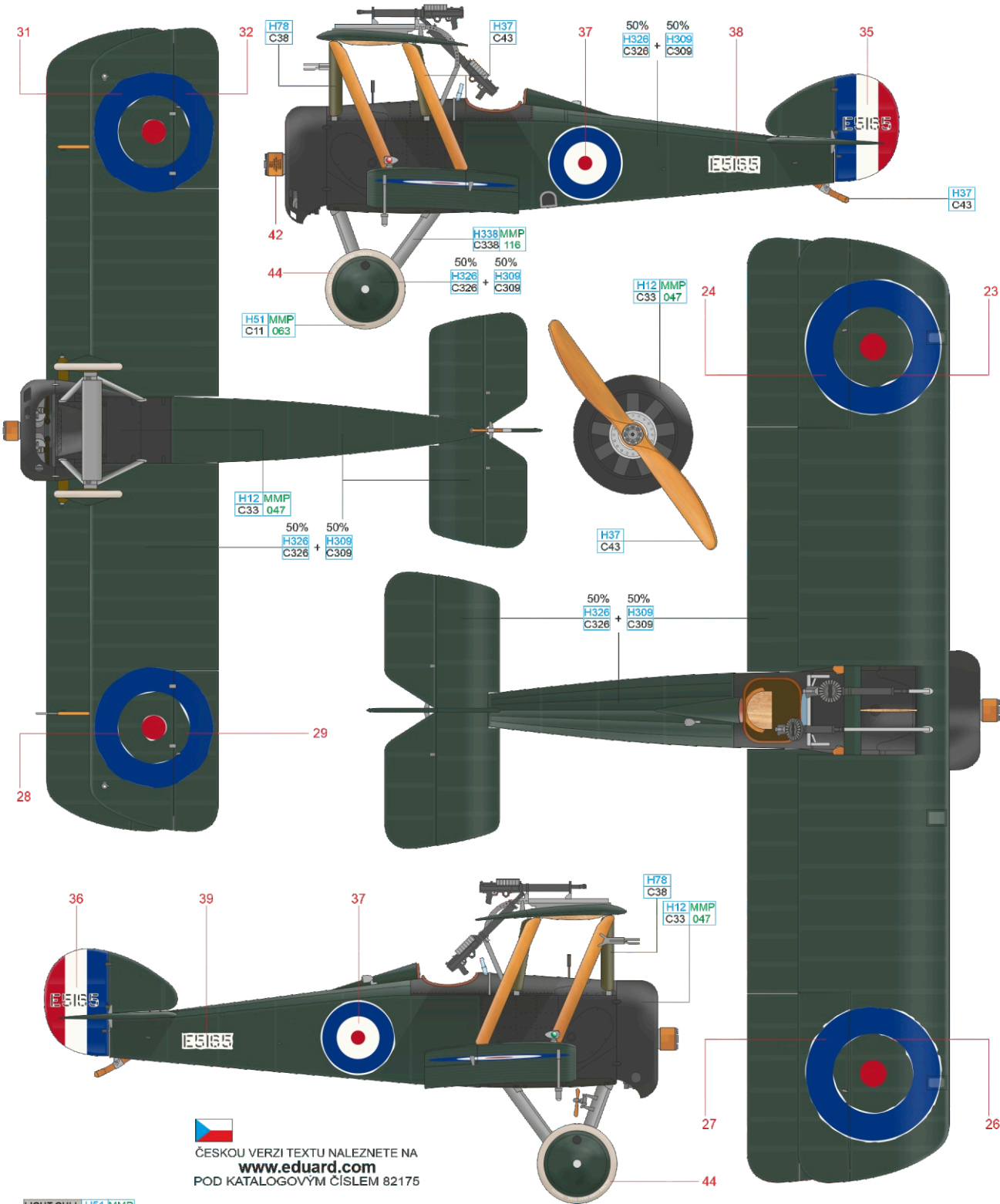

 ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 82175

LIGHT GULL	H51 MMP	WOOD	H37	OLIVE	H78
GRAY	C11 063		C43	DRAB	C38

eduard

E E5165, Lt. L. C. Sheffield, No. 151 Squadron, Vignacourt, France, September 1918

Comic E5165 was transferred from No. 8 (Training) Squadron AFC to No. 151 Squadron, which was only formed on June 12, 1918, as the first offensive night fighter unit. It was made up of three flights, one each from No. 44, No. 78 and No. 112 Sqn, with Maj Murlis-Green taking command. Its mission was to attack German night bombers when they were still above France territory. E5165 also served there from September 13, along with E5164, to the trials of a new night color NIVO (Night Invisible Varnish Oxfordness) paint. An emergency landing on September 19 ended the trials in this case, the pilot Lt. L. C. Sheffield escaped uninjured. The damaged aircraft was taken to the Aircraft Service Depot on September 20 for repair but was scrapped on October 2. At the time of testing, the fuselage and probably the wing cockades were preserved, but their edges bore signs of irregularity due to careless repainting of the aircraft. The dark nose was either black or also in NIVO color. This color was eventually not used operationally during the war but became the standard coloring for post-war RAF night bomber aircraft. Its use was discontinued in the mid-1930s.

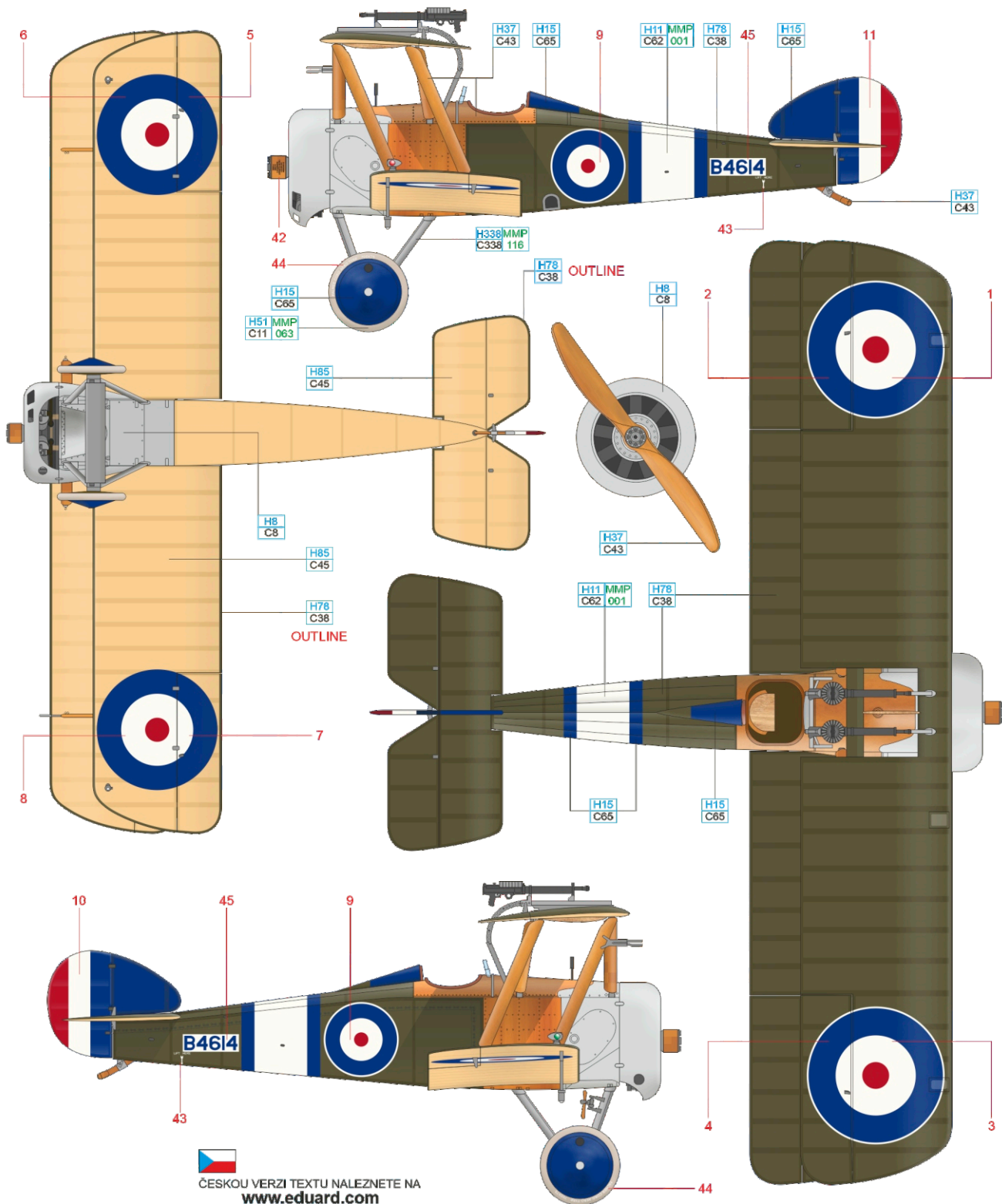


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 POD KATALOGOVÝM ČÍSLEM 82175

LIGHT GULL GRAY	H51 MMP C11 063	WOOD	H37 C43	SAIL COLOR	H85 C45	OLIVE DRAB	H78 C38	BLUE	H326 C326	GREEN	H309 C309	BLACK	H12 MMP C33 047
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F B4614, B flight, No. 44 (HD) Squadron, Hainault Farm, United Kingdom, February 1918

This Comic was manufactured as a standard Camel F.1 by Portholme Aerodrome and subsequently converted. It served with No. 44 (HD) Squadron from February 16, 1918, the very next day it took part in a night Anti-Gotha patrol with Lt. R. G. H. Adams at controls. Another operational flight with this aircraft is documented from May 19, 1918, when the aircraft was flown by Lt. W. E. Nicholson. Although this Comic was used for night operational flights, it retained, at least according to available photographs, the standard cockades on the fuselage as well as the serial number, which appears in the photograph to be blue rather than the standard black. The appearance of the wings cockades remains unknown, they might be standard, as the fuselage ones, or toned down somehow.



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SILVER	H8 C8	WHITE	H11 MMP C62 001	LIGHT GULL GRAY	H51 MMP C11 063	LIGHT GRAY	H338 MMP C338 116	WOOD	H37 C43	SAIL COLOR	H85 C45	OLIVE DRAB	H78 C38	BLUE	H15 C65
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