

KPM0165



Sopwith Scooter

Historie

V červnu 1918 vznikl u firmy Sopwith první prototyp letounu Sopwith Scooter, označený jako Monoplane No.1. Byl to hornoplošník typu parasol, který využíval trup a ocasní plochy z proslavené stíhačky Sopwith Camel. K pohonu sloužil devítiválcový motor Clerget 9B. S letounem létal Harry Hawker na různých předváděcích akcích až do své smrti v červenci 1921. Poté Scooter sloužil jako sportovní letadlo až do roku 1928.

Jako druhý byl vyroben s konstrukčními úpravami (vyšší posaz křídla, zvětšená křídélka) prototyp stíhacího letounu Monoplane No.2, který dostal název Sopwith Swallow. Byl upraven pro výzbroj dvou kulometů Vickers a byl poháněn výkonějším motorem LeRhône 9J. Testovaný byl u RAF až do května 1919. Do sériové výroby se nedostal. Oba letouny byly vyrobeny pouze v jednom prototypovém exempláři.

History

In June 1918, the Sopwith Aviation Company flew an unarmed parasol monoplane derivative of the Sopwith Camel, the Sopwith Monoplane No.1, also known as the Sopwith Scooter. It used a normal Camel fuselage, with the wing mounted just above the fuselage, with a very small gap. The wing was braced using RAF-wire (streamlined bracing wires) to a pyramid shaped cabane above the wing. It was powered by a single 130 hp (97 kW) Clerget 9B rotary engine. The Scooter, which was used as a runabout and aerobatic mount by Sopwith test pilot Harry Hawker, demonstrated excellent manoeuvrability, and formed the basis of a fighter derivative, originally the Monoplane No.2, and later known as the Sopwith Swallow. Like the Scooter, the Swallow used the fuselage of a Camel, but it had a larger, slightly swept, wing of greater wingspan and area, which was mounted higher above the fuselage to allow the pilot to access the two synchronised Vickers machine guns. It was powered by a 110 hp (82 kW) Le Rhône engine. The Swallow made its maiden flight in October 1918, and was delivered to RAF Martlesham Heath on 28 October 1918 for official testing. One possible role for the Swallow was as a shipboard fighter. Engine problems delayed testing of the Swallow, but when these problems were resolved, the Swallow proved to have lower performance than Le Rhône-powered Camels, and was discarded soon after testing was completed in May 1919.

The Scooter remained in use, and was given the civil registration K-135 in May 1919 (soon changed to G-EACZ). It was sold to Harry Hawker in April 1921, but was placed into storage when Hawker was killed in July. It was refurbished in 1925 and was used for aerobatic displays and for racing until 1927 when it was scrapped.

TECHNICKÁ DATA: / TECHNICAL DATA:

Délka/Length:	5,72 m
Rozpětí/Wing span:	8,79 m
Výška/Height:	3,10 m
Nosná plocha/Wing area:	15 m ²
Hmotnost prázdná/Empty weight:	403 kg
Vzletová hmotnost/Take-off weight:	644 kg
Motor/Powerplant:	1x LeRhône 9J nine-cylinder
Max. rychlost/Max. speed:	182,7 km/h
Dostup/Service ceiling:	5 600 m

REALIZAČNÍ TYM: / REALISATION TEAM:

Koordinace výroby:	Petr Muzikant
Production coordination:	
Předlohy model:	
Master model:	Petr Muzikant
Titulní kresba:	
Box art:	Gustav Hýbner
Návod:	
Instruction leaflet:	JardaŠ
Grafika a návrh obtisků:	
Graphic design, decals:	Gustav Hýbner
Tisk obtisků:	
Decal printer:	
Konzultanti:	KP Model
Consultants:	Slavomír Goldmund
	Miroslav Balous
	Václav Šorel
	Jaroslav Veic
	Michal Ovcáčík
	Pavel Šipka

POUŽITÉ PODKLADY: / REFERENCES USED:

Internet
personal files/osobní sbírky



VOLITELNĚ
OPTIONAL



VYVRTAT
DRILL HOLE



SYMETRICKY
SYMMETRICAL

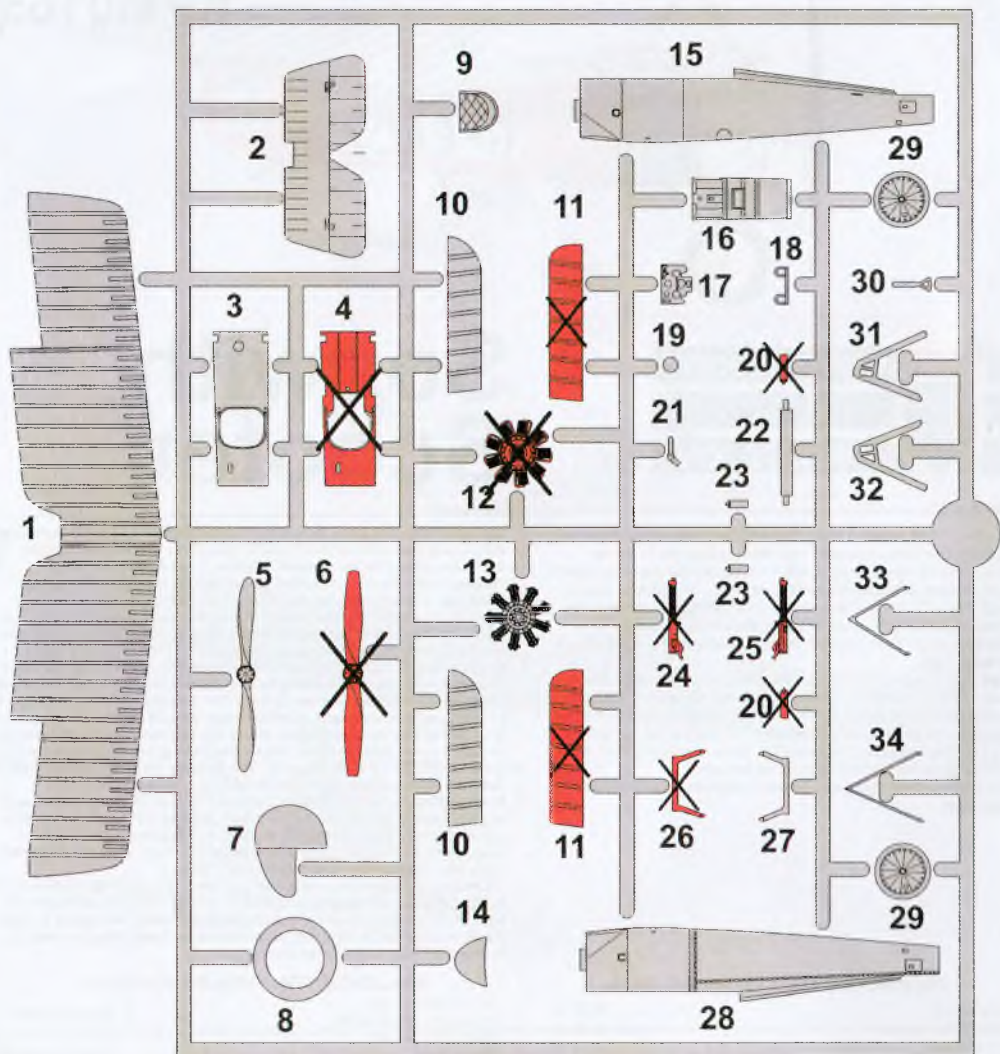


ODSTRANIT
REMOVE

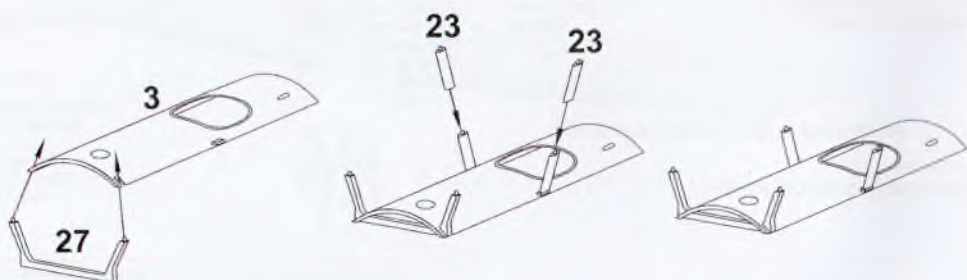
Před zahájením stavby si prostudujte návod. Používejte pouze vhodné nářadí, lepidlo a barvy. Během práce nesezte a nepijte. POZOR - obsahuje malé součásti, které mohou mít ostré hrany. Není vhodné pro děti.

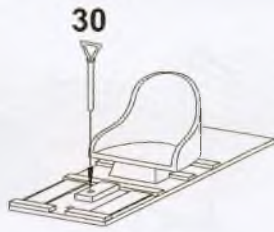
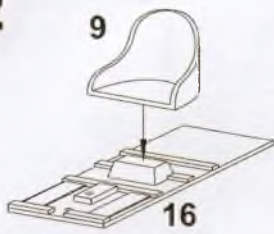
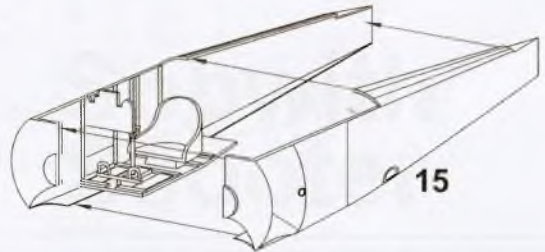
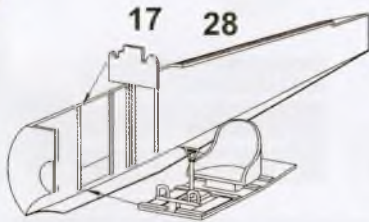
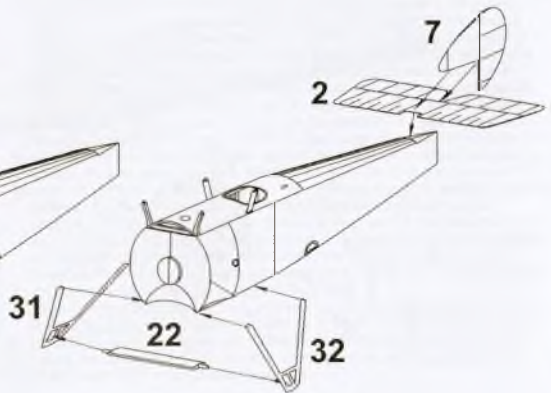
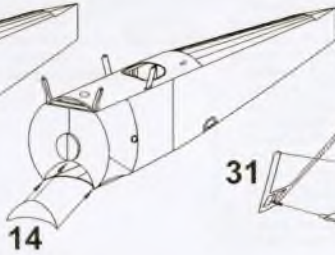
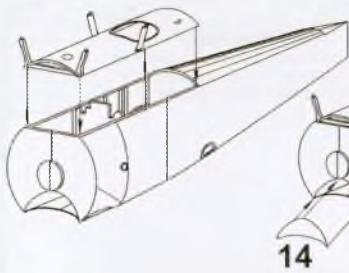
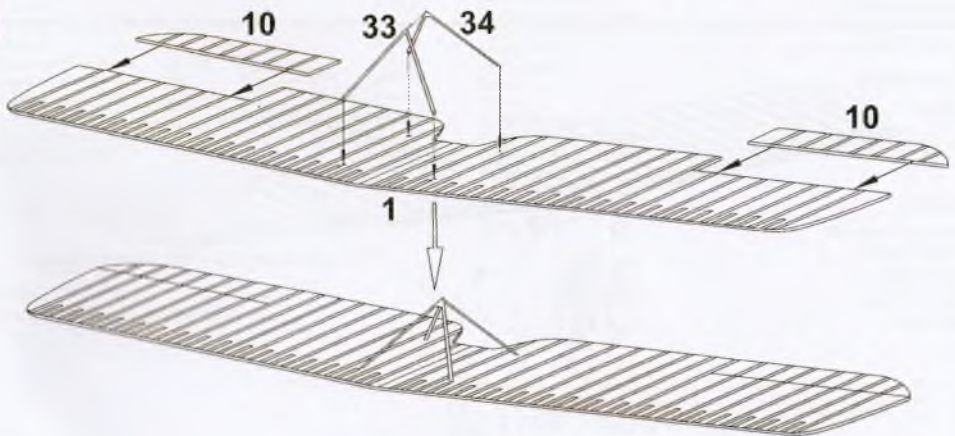
Read carefully the instruction leaflet before assembly. Use proper tools, glue and paints. Do not eat and drink during the work. WARNING - contains small parts with possible sharp edges. Not suitable for children.

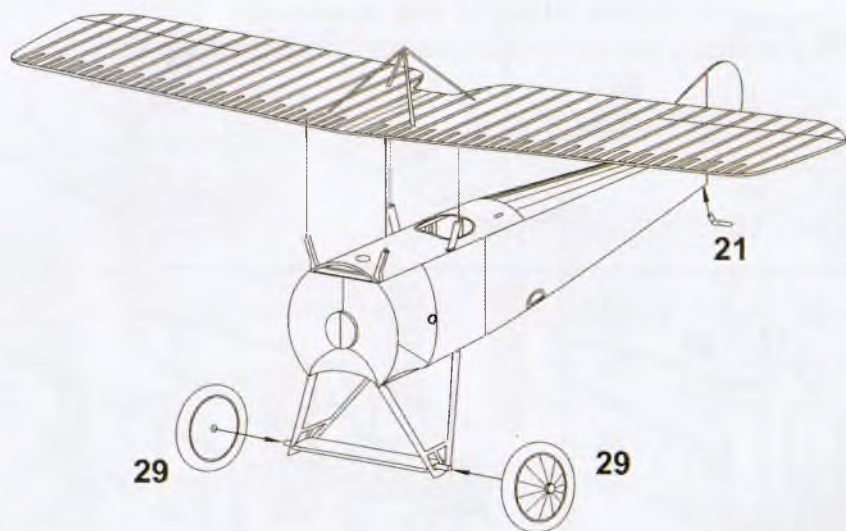
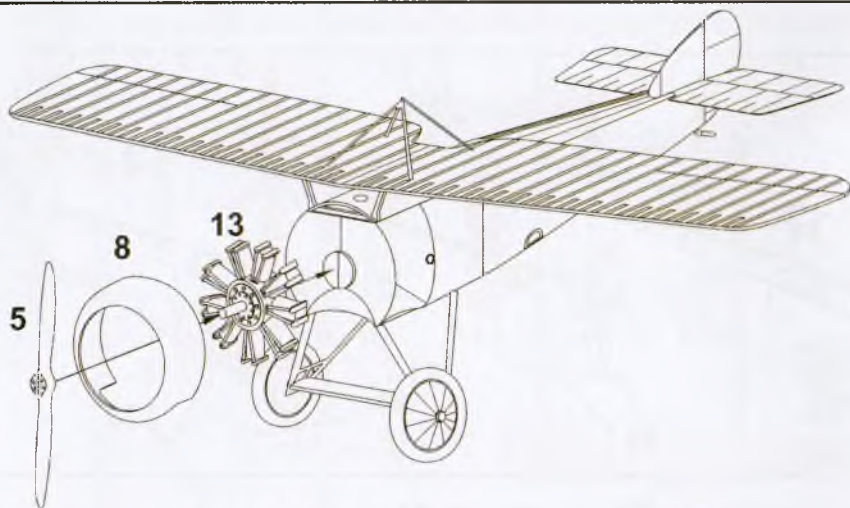
Plastikové díly - Plastic parts



1



2**3****4****5**

6**7****8**