

A 1½ INCH TO 1 FOOT POWERED SCALE MODEL

Designer Saunders poses his realistic Camel before one of its many flights over Fairlop. Pictures below show the "peppered" engine cowling which adds considerably to the realism.



DESIGNED BY
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Sopwith CAMEL

FOR MOTORS FROM 1 c.c. TO 1.8 c.c.

THE DESIGNER Aged 28 Member
Battersea and District Aeromodellers
Armament Fitter R.I.M. was an Air Gunner in
R.A.F. in Far East main interest is f/f power
scale has a radio controlled A.B.C. Robin.

THE Sopwith F.1 Scout, usually called the "Camel", was one of the most famous fighters of the 1914/18 war, and possibly because of the stories of their exploits, the most romantic.

This model 1½ in. : 1 ft. Camel is exceptionally stable, both under power and on the glide, which is unusually flat. Because most of its component parts are completely knock-off-able, it will stand up to any number of rough landings. The original has been in use since early 1949, and as shown by the photographs, carries the markings of No. 28 Sqdn., which served with Camels on Home Defence, and later on the Italian Front.

Fuselage The fuselage is basically a slabsided structure, with formers and stringers added. First build the two side frames on the plan, these are of ½ in. spruce, making sure to fit all the necessary pieces of ½ in. sheet balsa, where shown.

Remove the two sides from the plan, and fit the cross pieces starting at the nose. When joining the stern post, ensure that it is ⅜ in. wide, and that a hole is cut for the rudder pendulum. The centre section wire struts can now be bound and glued in position. Then bind and glue the brass tube for the front undercarriage leg. Fit all the necessary dowels where shown and also the paper tubes for the bracing wires to pass through. The tail skid formers, and stringers, can then be added, not forgetting the ½ in. sheet plywood let into the bottom of the fuselage for the rear undercarriage legs. All that remains now is the 1/16 in. sheeting round the nose as far back as the cockpit, and the tube for the lower rudder hinge at the bottom of the stern post.

Wings These are quite straightforward. The hooks for the bracing wires should be well bound and glued, and the short paper boxes very firmly attached. The paper boxes are made from gummed strip, wound round the base of one of the struts.

Tailplane and Elevators Are built separately and are joined together by stiff aluminium hinges to make the elevators adjustable for flying trim. It is important that the ¼ in. locating dowels should be very carefully fitted so that the tailplane is lined up properly.

Fin and Rudder The fin is glued to the tailplane and should be very carefully lined up, the top rudder hinge tube is bound and glued to the rear post of the fin.

The Rudder is quite simple, and operates very successfully providing that the balance weight on the pendulum is not too heavy. *It is important to remember that if the weight is too heavy, when the model starts a turn under power, that centrifugal force will force the pendulum outward and the rudder inward in relation to the turn, followed usually with fatal results.* The weight should be just enough to overcome the weight of the rudder.

Colouring The under surfaces of the mainplane and tailplane are left clear doped, the upper surfaces of the mainplanes and tailplane and the whole of the fuselage and fin are given a coat of drab-green dope.

The bracing wires are made from strong thread, with rubber bands attached, to ensure that they remain taut, and that they give when the mainplanes are knocked off in a collision.

