

CLASSIC WINGS

Sopwith Camel V.2



http://en.wikipedia.org/wiki/Sopwith_Camel



Installation Instructions

1. Unzip into a temporary directory
2. There will be a folder called " MAIN FS FOLDER" inside the Sopwith_Camel folder
3. Cut and paste the effects and sound folders into you main FS directory

These directories contain the following files

Effects Folder

fx_smoke_camel.fx ----- engine smoke effects

fx_spandau_s.fx ----- machine gun effects

Sound Folder

wwi_guns.wav ----- machine gun sounds

4. Delete the now empty "Main FS Folder"
5. Cut the "Sopwith_Camel" folder
6. Paste into your main Flight Simulator X or Prepar3D/SimObjects/Airplanes folder.



The Machine Guns

To fire the machine guns, press and hold your brakes button on your joystick/yoke.

Optional Engine "Blip" Switch

The engine blip switch cuts the mixture to control speed if you prefer not to use the full throttle control, This is how some Sopwith Camels were controlled. To use the engine blip switch you will need to adjust the settings as follows

1. From the main menu go to Options->Settings->Controls
2. Under the "Tab Buttons and Keys" find the Primer (lock) event
3. Assign a button on you joystick/yoke for this and set the repeat to fast (full right)

Special Cowling Texture

Within the Sopwith_Camel folder you will find a folder called "SPECIAL_COWL_TEXTURE" this texture can be used for aircraft with spun metal cowlings, just copy and paste into appropriate texture folders.
DO NOT copy into the "texture.shared" folder

The Model

This exquisite model was originally created by Matt Ivey and then given to myself to create a virtual cockpit, animate and texture.

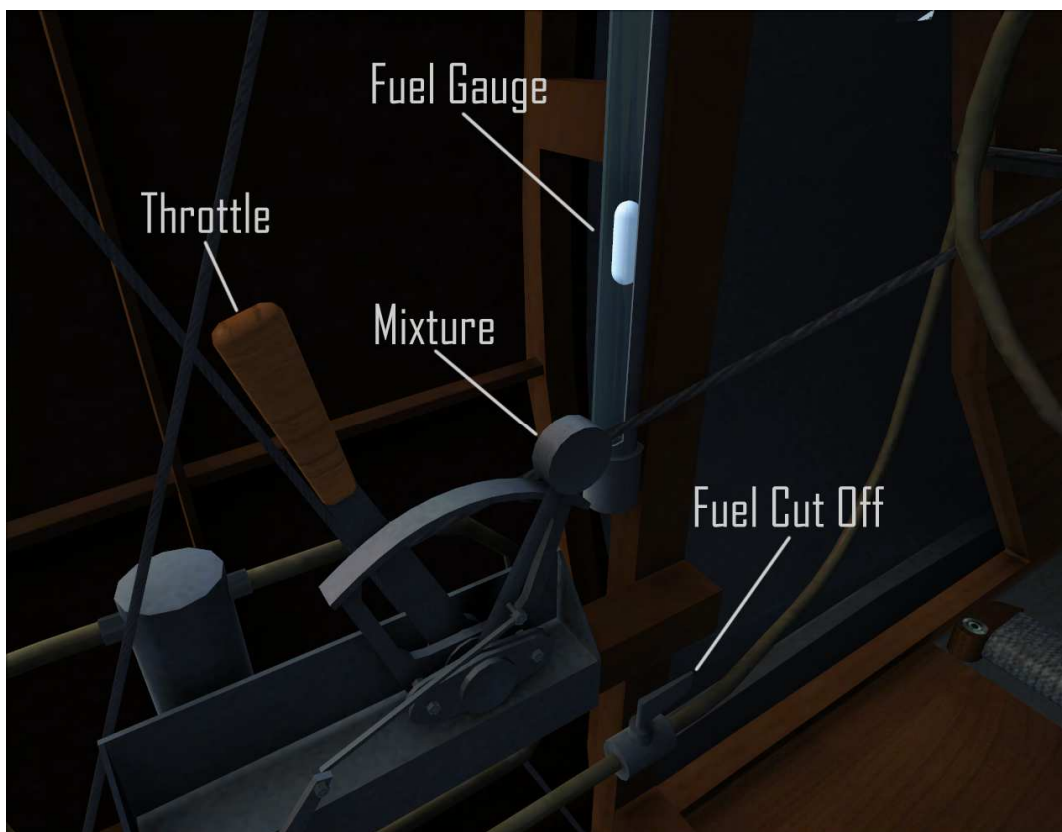
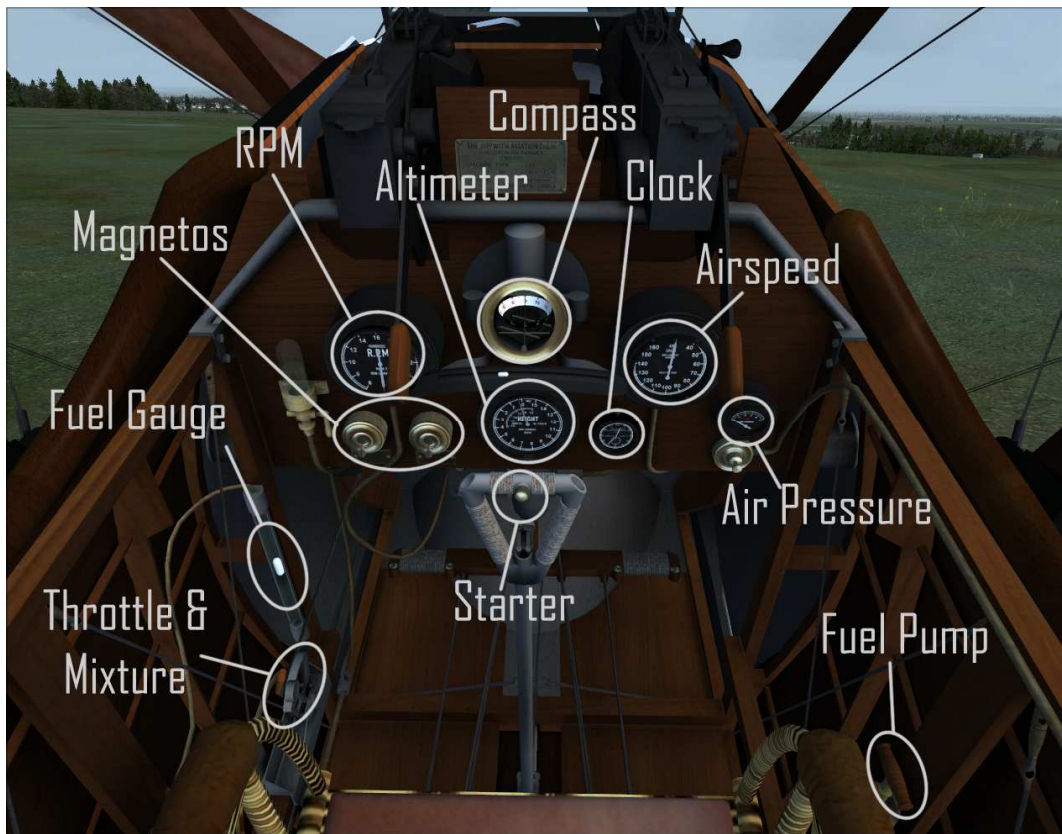
The Flight Model

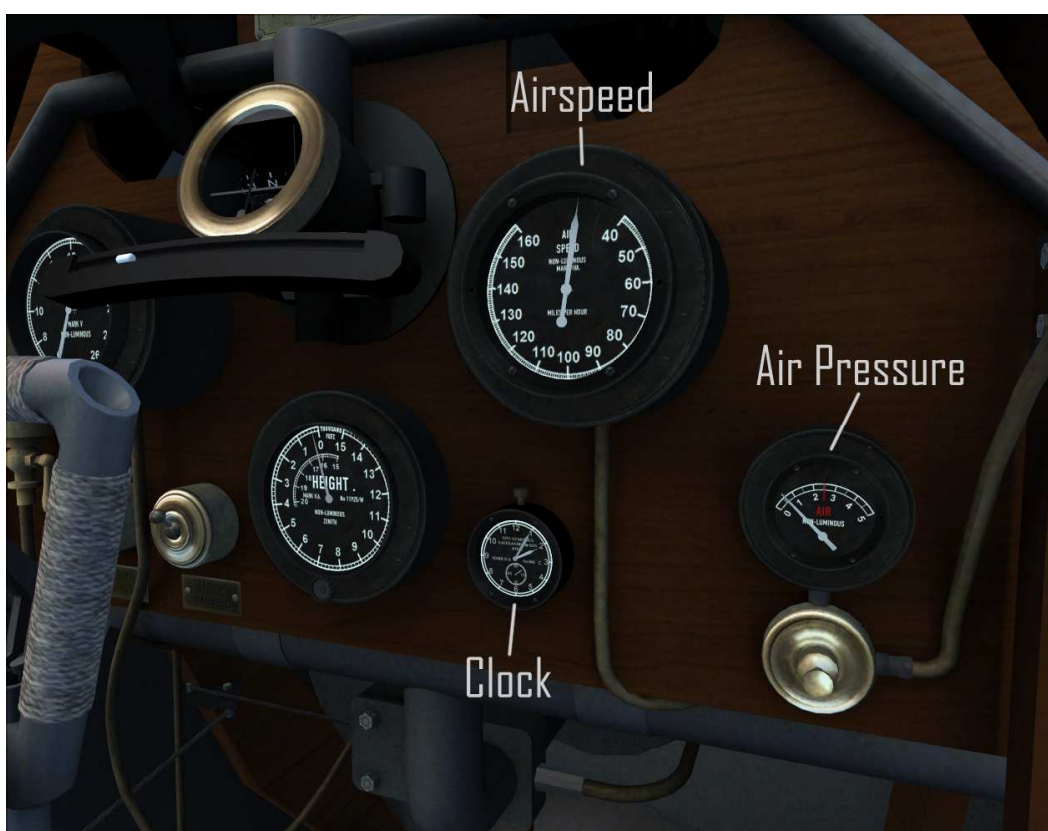
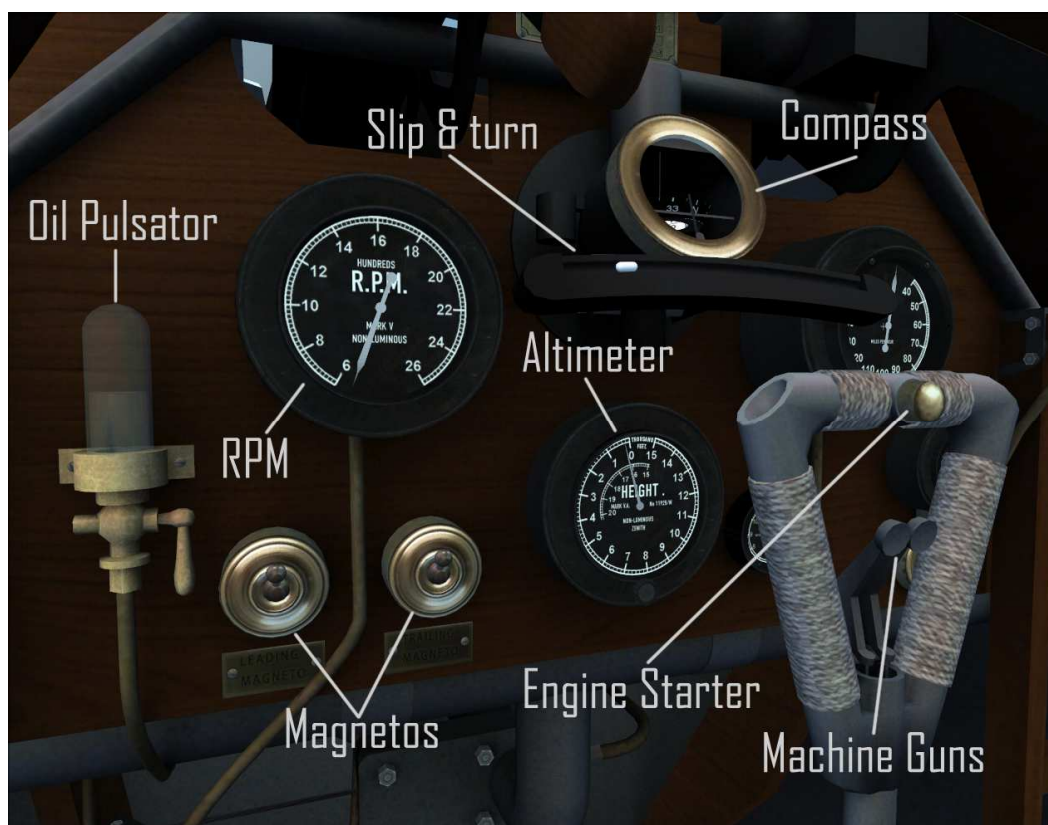
Pam Brooker and Paul Frimston have done the flight dynamics for the Sopwith Camel using pilot notes, stories/accounts and even video's to get it just right. On startup you will notice the aircraft pull to the left as the rotary engine fires up.

Take off

Before throttling up, move the stick about 80% of the way to the right and hold it there until you start to lift off. You'll also need right rudder to compensate for the p-factor from the prop, since the vertical tail was only 16 feet behind the prop and engine are set at about a 2.0* down angle, there is a lot of propwash hitting the rudder.

This means the plane never really quite fly's in the direction its pointed.. however, that is one of the more historically endearing things about this flight model, the takeoff roll is rapid. about 6 seconds total between throttle up and airborne. Landing is tricky !! come in flat or at a slight flare or she'll want to toss you over.. the rest of the landing procedure is an art form you'll have to develop....







Credits

Original Aircraft – Matt Ivey & Craig Richardson
Gauges – Craig Richardson
Flight Dynamics – Pam Brooker & Paul Frimston
Beta Testers – Matt Ivey, Pam Brooker & Paul Frimston
Textures – Craig Richardson, Jean-Robert Turcot
Sounds – James Banks
Gun effects & sounds – Stuart Green
Engine Blip Switch – John Terrell

Software used:

Air Wrench
Aircraft Container Manager
DXTBmp
3DS Max 9
Photoshop CS3



Conditions of Use:

This package is freeware.

This software may be freely used, copied and distributed with the following restrictions:

This document must be included in any redistribution.

DO NOT place these files anywhere that requires a fee for downloading.

DO NOT place any of these files in any commercial package or any CD collection without the authors consent.

If you have any question please don't hesitate to contact me at the email address below.

Craig Richardson.

Website <http://www.classicwings.net>

Forum <http://mainescenery.proboards.com/index.cgi?board=talk>

Email <mailto:craigs65bug@hotmail.com>