

## Chapter 1 : Sopwith Triplane | Military Wiki | FANDOM powered by Wikia

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With pleasant flying characteristics and good manoeuvrability, the aircraft proved very successful. The Pup was eventually outclassed by newer German fighters, but it was not completely replaced on the Western Front until the end of . Remaining Pups were relegated to Home Defence and training units. Sopwith next developed a larger fighter that was heavily influenced by this design, though more powerful and controlled laterally with ailerons rather than by wing warping. The cross-axle type main landing gear was supported by V-struts attached to the lower fuselage longerons. Armament was a single 0. A prototype was completed in February and sent to Upavon for testing in late March. Deliveries commenced in August Deliveries did not commence until the beginning of The Pup quickly proved its superiority over the early Fokker , Halberstadt and Albatros biplanes. After encountering the Pup in combat, Manfred von Richthofen said, "We saw at once that the enemy aeroplane was superior to ours. Agility was enhanced by installing ailerons on both wings. The Pup had half the horsepower and armament of the German Albatros D. It was so extremely light and well surfaced that after a little practice one could almost land it on a tennis court. By the spring of , the Pup had been outclassed by the newest German fighters. The RFC soldiered on with Pups, in spite of increasing casualties, until it was possible to replace them with Camels in December Home Defence duties Pup with hp Gnome Monosoupape engine The raids on London by Gotha bombers in mid caused far more damage and casualties than the earlier airship raids. The ineffective response by British interceptor units had serious political repercussions. Two new Pup squadrons were formed specifically for Home Defence duties, No. These aircraft were distinguishable by the addition of vents in the cowling face. Dunning was killed on his third landing when the Pup fell over the side of the ship. Landings utilised a system of deck wires to "trap" the aircraft. Later versions reverted to the normal undercarriage. Pups were used as ship-based fighters on three carriers: A number of other Pups were deployed to cruisers and battleships where they were launched from platforms attached to gun turrets. Training duties The Pup saw extensive use as a trainer. Student pilots completing basic flight training in the Avro k often graduated to the Pup as an intermediate trainer. The Pup was also used in Fighting School units for instruction in combat techniques. Nomenclature The Pup was officially named the Sopwith Scout. The name never had official status as it was felt to be "undignified," [6] but a precedent was set, and all later Sopwith types apart from the Triplane acquired animal names Camel , Dolphin , Snipe etc.

## Chapter 2 : Sopwith Atlantic - Wikipedia

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After studying the photographs, drawing up the 3-views and then building models of both the Bee and the SLTBP, I am convinced that it was the latter rather than the Pup that provided the inspiration and perhaps even the hardware for the Bee. They share the same type of engine, fin, tailplane and control system, whereas the wing is a real one-off, owing nothing to SLTBP or Pup. In order to start somewhere, I assumed that the wing chord was, like the STLB, a fraction over 5 ft and made nearly all the other measurements and assumptions from there. I had to take a deep breath when fixing the dimensions of the cabane struts and the wing cutout, but they do tie in with other measurements, even though the distortions in the photographs make it hard to be absolutely certain. For instance, I show only one set of rear cabane struts, and even these lean backwards, but that is the only solution I can see: Harry Hawker must have clambered into the cockpit from above the top wing, but once inside, he sat behind a little windscreen in a very snug cockpit, quite like the Scooter and Swallow. The national markings are very clear in the photographs and imply that the Bee was made up to look just like an operational aircraft, with PC10 and natural linen in the usual places. The wheel covers are not painted and the cowl and side panels are brightly burnished alloy. The top panel, from the cowl to behind the cockpit, is probably varnished ply, though it is difficult to be sure. What is most unusual is that there is no Sopwith trademark on the fin or rudder, although it does appear in transfer form on the main struts. Drawing the plans and making the model has been a fascinating exercise, but I make no claim that this is the definitive interpretation. H Stephens known in concentric circles as Steve, so he says from Richmond, Surrey, with many more details and his own analysis of this unique aircraft. He enclosed photocopies of pages from Flight Magazine, the Crowood and the Putnam Sopwith books, as well as a wonderful photograph of Hawker himself standing by the Bee and one from his personal collection showing the Bee from the rear quarter. These high-quality pictures revealed a number of points that were previously hidden, and one of the books gave its dimensions: This is slightly smaller than I had estimated and although I was prepared to believe the wingspan, I think that the length is an error and 15 ft 3 in is more likely. But each time I studied the pictures, more details came to the fore and more contradictions: I could have drawn a different plane each time. I doubt if there is a single production item in the aircraft. Made from Pup components? It owes more to the Camel the wing may be the same chord, and the tip shape is similar and the SLTBP fin and rudder shape than anything else. The tailplane may be a production item but looks more like a left-over SS3 Tabloid item than anything else. There is a bracing wire from the top of the rear cabane to the bottom of the front cabane. I should have anticipated this, I suppose. The curve of the alloy side cheeks carries back to the rear of the fuselage about 3 ft in front of the roundel in accordance with Sopwith practice, rather than ending abruptly as I have shown. The lighting on the Putnam photo suggest this, that on the Harleyford side view does not, but it is confirmed by all other photos. The top wing centre section cut-out is very difficult to be precise about, but is definitely not the semi-circle I drew, but more a curved triangle, and has an additional cut-out at each wing training edge. The roundels are edged in white, but are definitely of non-standard proportions – most unusual for Sopwith. I still cannot tell whether the cabane struts, which lean backwards, are in the vertical plane or whether they splay outwards in the usual way. The perspective is difficult to interpret, but Steve and I favour the vertical. Performance must have been pretty dismal! The nose moment is also unusually long, allowing a longer motor to be fitted.

Chapter 4 : Sopwith Snipe | Military Wiki | FANDOM powered by Wikia

*The Sopwith Antelope was a British three-seat transport aircraft built after the end of the First World War. A single-engined biplane based on the Sopwith Wallaby long-range aircraft, only a single Antelope was built.*

The fuselage and empennage closely mirrored those of the earlier Pup , but chief engineer Herbert Smith gave the new aircraft three narrow-chord wings to provide the pilot with an improved field of view. Ailerons were fitted to all three wings. By using the variable incidence tailplane, the aircraft could be trimmed to fly hands-off. Within three minutes of takeoff, Hawker startled onlookers by looping the aircraft three times in succession. One observer noted that the aircraft looked like "a drunken flight of steps" when rolling. It proved highly successful. N first flew in August and was eventually sent to France in December. III , though the Triplane was slower in a dive. Their efforts resulted in no fewer than 34 different prototypes, including the Fokker V. Collishaw himself scored 34 of his eventual 60 victories in the aircraft, making him the top Triplane ace. In service, the Triplane proved difficult to repair. The fuel and oil tanks were inaccessible without substantial disassembly of the wings and fuselage. Even relatively minor repairs had to be made at rear echelon repair depots. Moreover, spare parts became difficult to obtain during the summer of , and No. One aircraft, serial N, was fitted with additional mid-bay flying wires on the upper wing while used as a trainer. Another drawback of the Triplane was its light armament. Efforts to fit twin guns to the Triplane met with mixed results. The aircraft saw no combat service and instead served with No. After the war, the Imperial War Museum displayed the aircraft in a temporary exhibition until In Russia, the aircraft was fitted with skis and used operationally until captured by the Bolsheviks. The aircraft then served in the Red Air Force, probably as a trainer, and was rebuilt many times. Northern Aeroplane Workshops built a notable reproduction for the Shuttleworth Collection.

## Chapter 5 : Sopwith Antelope - Wikipedia

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Armament was to be two Vickers machine guns. This took advantage of a licence that had been granted to allow construction of four Sopwith Rhino bomber prototypes, only two of which were built. The first prototype Snipe, powered by a Bentley AR. This promised better performance, and prompted an official contract for six prototypes to be placed, including the two aircraft built as private ventures. An oxygen supply and heated clothing were to be provided for the pilot to aid operation at high altitude. While there was little difference in performance between the aircraft, the Sopwith was selected for production, with orders for 1, Snipes placed in March. Although not a fast aircraft for , it was very maneuverable, and much easier to handle than the Camel, with a superior view from the cockpit - especially forwards and upwards. Further modifications were made to the Snipe during the war and postwar. Its fixed armament consisted of two 0. The design allowed for a single Lewis gun to be mounted on the centre section in a similar manner to those carried by the Dolphin - in the event this was not fitted to production aircraft. The Snipe began production in , with more than 4, being ordered. Production ended in , with just under being built, the rest being cancelled due to the end of the war. An armoured version entered production as the Sopwith Salamander. He stated that the aircraft was tail heavy and had "a very poor rudder", but that otherwise manoeuvrability was good. After spending much of September training, it flew its first operational patrols equipped with the Snipe on 24 September. VIIIs destroyed and two more driven down out of control for the loss of one of 15 Snipes. Barker attached to No. E had been brought with him for personal evaluation purposes in connection with his UK-based training duties and was therefore operationally a "one-off". The engagement with enemy aircraft occurred at the end of a two-week posting to renew his combat experience as Barker was returning to the UK. While on his last operation over the battlefields of France, Major Barker attacked a two-seater German aircraft and swiftly shot it down. However, Barker was soon attacked by a formation of at least 15 Fokker D. The ensuing melee was observed by many Allied troops. In the engagement, Barker was wounded three times, twice losing consciousness momentarily, but managing to shoot down at least three D. VIIIs before making a forced landing on the Allied front lines. Barker was awarded the Victoria Cross for this action. This force was quickly run down, however, and by the end of , only a single squadron, No 80 was equipped with the Snipe.

**Chapter 6 : Sopwith Wallaby | Revolvry**

*The Sopwith Sociable (or sometimes Churchill or Tweenie) was a British single-engined two-seat tractor configuration biplane designed and built by Sopwith for the Royal Naval Air Service.*

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## Chapter 7 : Sopwith Salamander, WW1 Service in France

*The Sopwith 7F.1 Snipe was a British single-seat biplane fighter of the Royal Air Force (RAF). It was designed and built by the Sopwith Aviation Company during the First World War, and came into squadron service a few weeks before the end of the conflict, in late*

The fuselage and empennage closely mirrored those of the earlier Pup , but chief engineer Herbert Smith gave the new aircraft three narrow- chord wings to provide the pilot with an improved field of view. Ailerons were fitted to all three wings. By using the variable incidence tailplane , the aircraft could be trimmed to fly hands-off. Within three minutes of takeoff, Hawker startled onlookers by looping the aircraft three times in succession. One observer noted that the aircraft looked like "a drunken flight of steps" when rolling. It proved highly successful. The second prototype, serial N, was fitted with a hp Clerget 9B. N first flew in August and was eventually sent to France in December. III , though the Triplane was slower in a dive. Collishaw himself scored 34 of his eventual 60 victories in the aircraft, making him the top Triplane ace. In service, the Triplane proved difficult to repair. The fuel and oil tanks were inaccessible without substantial disassembly of the wings and fuselage. Even relatively minor repairs had to be made at rear echelon repair depots. Moreover, spare parts became difficult to obtain during the summer of , and No. One aircraft, serial N, was fitted with additional mid-bay flying wires on the upper wing while used as a trainer. Another drawback of the Triplane was its light armament. Efforts to fit twin guns to the Triplane met with mixed results. The aircraft saw no combat service and instead served with No. After the war, the Imperial War Museum displayed the aircraft in a temporary exhibition until In Russia, the aircraft was fitted with skis and used operationally until captured by the Bolsheviks. The aircraft then served in the Red Air Force, probably as a trainer, and was rebuilt many times. Northern Aeroplane Workshops built a notable reproduction for the Shuttleworth Collection.

## Chapter 8 : Sopwith Camel Fuel Tank capacities

*The Sopwith Atlantic was an experimental British long-range aircraft of It was a single-engined biplane that was designed and built to be the first aeroplane to cross the Atlantic Ocean non-stop.*

## Chapter 9 : Sopwith Antelope | Revolv

*The Sopwith Pup was a British single-seater biplane fighter aircraft built by the Sopwith Aviation calendrierdelascience.com entered service with the Royal Flying Corps and the Royal Naval Air Service in the autumn of*