

# WINGNUT WINGS



Sopwith's wonderful 80hp Scout (Pup) immediately impressed when unveiled in February 1916 and quickly went into service with the RFC (Royal Flying Corps) and RNAS (Royal Naval Air Service) and long term production (see Wingnut Wings models 32013 and 32016). Sopwith's follow up machine, the 110hp Clerget 9z powered Sopwith Triplane prototype N500 was approved on 28 May 1916, only 4 months after the Pup prototype. It was sent to France in mid June 1916 for trials with A Sqn (later 1 Naval Sqn) RNAS where it was reportedly sent into action as soon as it arrived. A 2nd prototype, the 130hp Clerget 9b powered N504, was flying by August 1916 and was similarly dispatched to France for trials. Even more powerful and maneuverable than the highly respected Pup, Sopwith's new Triplane or 'Tripehound' (often shortened to 'Tripe') as it became known, was an instant hit with the young RNAS pilots lucky enough to fly them. Although superficially similar to the Sopwith Pup, the Tripe fuselage was designed from the outset for the larger 110hp & 130hp Clerget engines. The wingspan was the same but the triple 'short chord' wings afforded greater visibility, more maneuverability and a phenomenal rate of climb. Although initially armed only with a single Vickers machine gun like the Pup, the Tripe could out-climb and out-maneuver the best German fighters of the time, the twin gun Albatros D.II & D.III (and later D.V), and it was faster too!

So promising was the new Sopwith design that the RFC had an order "under consideration" for 50 aircraft a mere 10 days after the prototype was unveiled, although ultimately the RFC would only receive 1 aircraft with the vast majority going to the RNAS. A handful were operated by the French Centre d'Aviation Maritime and at least one served with the Imperial Russian Air Service (and remarkably remains in existence today). The performance of the Tripe so impressed the Germans that much time and expense was expended by their aircraft industry in attempts to come up with their own Triplane. Ultimately the only successful design was the famous Fokker Dr.1 which started to appear at the front towards the end of 1917, about the time that Sopwith's design was being phased out of front line service in favour of their Camel. The arrival of the superior Camel meant that merely 150 Tripes were built by Sopwith, Clayton & Shuttleworth and an inexperienced company of shopfitters at Oakley & Co who had their contract cancelled after completing only 3 aircraft (one of which survives to this day).

WW1 aircraft colours are contentious at the best of times and we have done our best to provide what we consider to be accurate painting information. Sopwith Triplanes appear to have been doped with both PC10 and PC12, the latter being noted on Sopwith factory drawings for the Tripe. Service wear and tear required that they were frequently recovered and re-doped so the factory applied colour scheme would not last long. There is considerable controversy as to what colour PC10 (Protective Covering number 10) actually was. Made from mixes of yellow ochre, iron oxide and lamp black pigments it varied between olive drab and chocolate brown, depending on the mix and, presumably, time spent exposed to the elements. It appears that early, fresh PC10 appeared more olive drab while later mixes and aircraft exposed to the elements for some time would appear more chocolate brown. PC12 is slightly less controversial although previous reports of it being red brown are in error and it was actually a chocolate brown (original samples examined from a late production Sopwith Snipe are a very close match to FS26120). The undersides of the wings, tailplane and fuselage were CDL (Clear Doped Liner). Metal cowling panels were treated to a 'turned' finish on Sopwith built machines while those from Clayton & Shuttleworth were usually given a coat of camouflage paint approximating PC10 or PC12 dope. Small metal fittings and brackets were usually black although some appear to have been finished in grey. All surfaces exhibited a shiny gloss appearance when new which would lose its shine and fade relatively quickly.

Richard Alexander 2012

Wingspan:	Length:	Max Weight:	Max Speed:
26.5ft (8.07m)	19.5ft (5.94m)	1561lb (708kg)	113mph (182kph)
No. Manufactured:	Production:	Engine:	Ceiling:
146 (approx)	June 1916 to Nov. 1917	110hp Clerget 9z or 130hp Clerget 9b	20,500 ft (6250m)
Armament:			
1 or 2 .303 (7.7mm) Vickers machine gun.			
References:			
Windsock Datafile 22 Sopwith Triplane, J.M Bruce, 1990 - Osprey Sopwith Triplane Aces of World War 1, Norman Franks, 2004 - 1914-18 Aviation Heritage Trust - The Vintage Aviator LTD - Private Collections			

# Sopwith Triplane

1/32 Scale

- Warning:** Choking hazard. Keep small parts and plastic bags away from children. Use glue and paint in a well ventilated area. Always wear protective eyewear when cutting and a protective mask when painting, gluing and sanding. Do not breathe dust from polyurethane resin parts (if included). Beware of sharp edges on metal parts.
- Assembly:** **Read all the instructions carefully before starting assembly.** Use glue intended for plastic models. Assemble metal and resin parts (if included) using Cyanoacrylate (CA) or epoxy glue. Before assembly select a marking option and note optional parts required in instructions.
- Rigging:** If installing rigging please drill out all location holes with a 0.5mm drill bit to a depth of at least 1mm.
- Painting:** Only use paints **designed and suitable** for plastic model kitsets.
- Decals:** Cut out each decal as required. Soak in warm water for 15 seconds. Slide off backing paper onto **gloss painted surface of model (not just clear coated plastic)**. For large decals it is helpful to apply a drop of water to the area they are being applied to. This will make it easier to maneuver them into the correct position.

**Hints & Tips:** Please visit our website for additional photos, hints and tips to assist you in getting the best result from your Wingnut Wings model.

**1** Construction Step



Choose



Attention



Remove

**A1** Part Number



Do Not Cement



Option



Drill

**5** Decal



Cement For Metal



Other Side

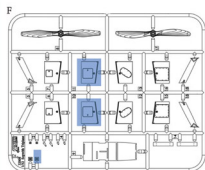
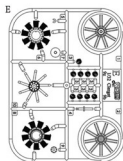
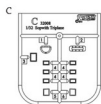
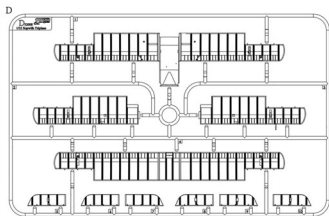
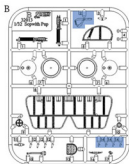
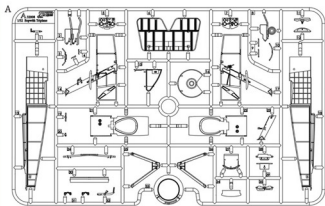


Paint Colour

**P1** Photo Etch Part

All colours	Tamiya	Humbrol	Misterkit
a Brass	X31	54	
b Copper	XF6	12	
c Gun Metal	X10	27004	
d Aluminium	XF16	27001	
e Steel	XF56	27003	
f Light Wood* - semi gloss	XF78	93	
g Dark Wood* - semi gloss	XF68	98	
h Leather - semi gloss	XF52	62	
i Clear Doped Linen (CDL) - semi gloss	XF55	121	BC05
j PC12 - semi gloss	XF10	98	BC02
k PC10 - semi gloss	XF62	155	BC03
l Black - semi gloss	X18	85	
m White	XF2	34	BC08
n Red - semi gloss	XF7	60	
o Rubber - matt	XF69	66	
p Grey	XF66	-	BC01
q German Grey	XF22	31	

**Note:** Apply clear varnish to achieve the desired gloss or semi-gloss finish. \*See our website hints and tips for painting wood.



Decals

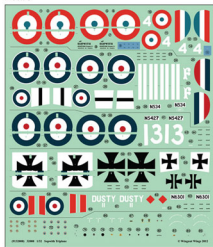
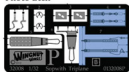


Photo Etch

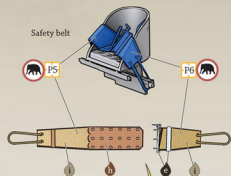
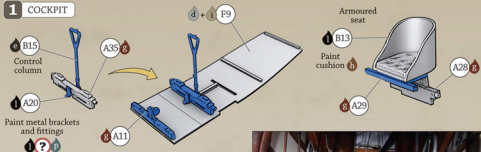


Decals

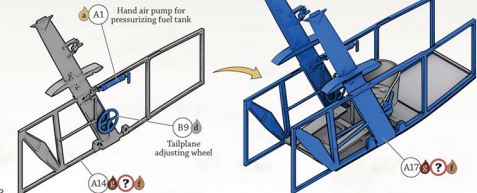
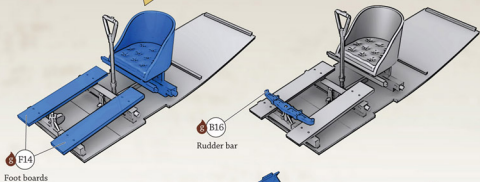


■ = Not Used

# 1 COCKPIT

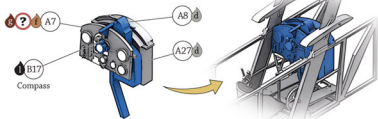


Cockpit and seat from The Shuttleworth Collection's beautiful reproduction Sopwith Triplane N6290. All following colour photos are of this aircraft (unless noted otherwise). Note the armoured steel seat, leather cushion, CDL fuselage fabric and pale wooden stringers. The aluminium wheel on the right is for adjusting the tailplane angle of incidence.

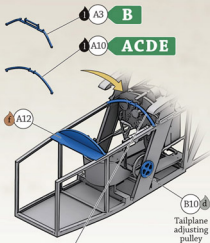
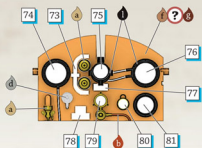
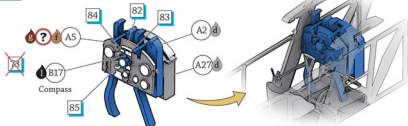


## 2 COCKPIT continued

### ACDE Instrument board for single Vickers gun



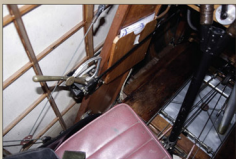
### B Instrument board for twin Vickers guns



Sopwith built Triplane N5430 was the only Tripe delivered to the RFC and is pictured here at Orfordness. Although the RFC had an order "under consideration" for 50 Tripes just 10 days after the prototype was unveiled, N5430 was the only aircraft they received. N5430 was delivered for evaluation by November 1916 but the RFC chose to forgo their production order in favour of increasing their allotment of the SPAD VII.

### Sopwith Triplane N6920 Shuttleworth Collection

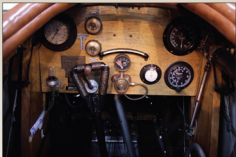
It is important to note that the details shown here on this remarkably reconstructed aircraft are not necessarily appropriate for the particular First World War Sopwith Triplane you are modelling.



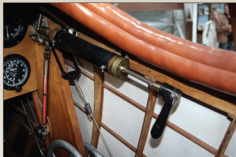
Spark advance lever fixed to the left cabane strut. The wooden document holder appears to be a recent fitting.



The bracing wires and control cables make for a rather cluttered appearance between the foot boards (F14) and empty shell chute (A8). Note the aluminium and linen areas of the fuselage bottom.



Instrument board showing one arrangement of instruments which could vary considerably from one aircraft to another. This aircraft is missing its Type 5/17 compass (B1). Note the cord wrapped around the spade grip of the control column which was not a feature of WW1 era Triplanes as far as we can ascertain.



Hand air pump for pressurizing the fuel tank. Note the fuel gauge positioned against the right cabane strut.

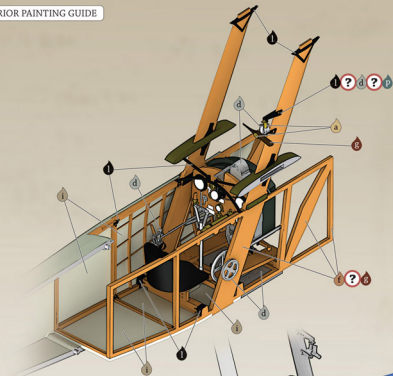


Tailplane angle of incidence adjusting wheel (B9) and pulley (B10) mounted through the right cabane strut.



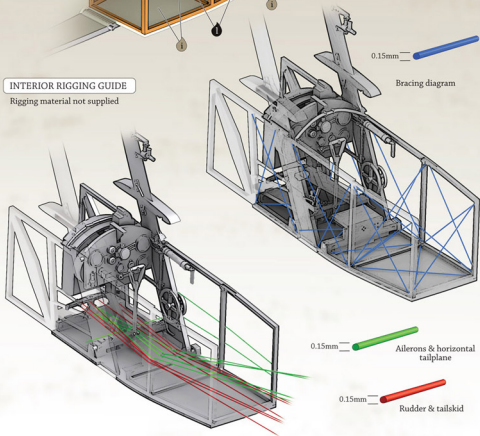
Storage locker at rear of cockpit (A13). Note the method of attaching the modern 4 point safety harness shoulder straps. The usual safety belt arrangement for RFC aircraft during WW1 was the wide 'waist belt' (P5) & (P6).

## INTERIOR PAINTING GUIDE

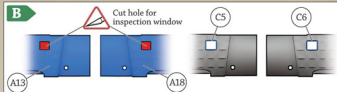


## INTERIOR RIGGING GUIDE

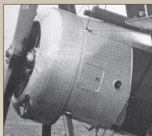
Rigging material not supplied



### 3 FUSELAGE



^ Small inspection window **C6** detail from the Clayton & Shuttleworth built Sopwith Triplane N5364 as seen on page 15.

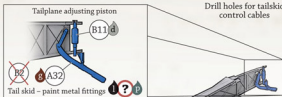
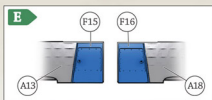
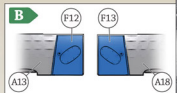


^ Small square access panel **F6** from Sopwith built Triplane N5438 as seen on page 21.

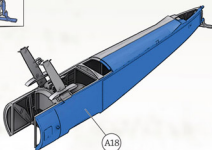
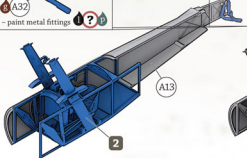


v Oval access panel fitted to Clayton & Shuttleworth built twin Vickers armed Triplane as seen on page 18.

Tail skid detail from the Suttleworth Collection Tripe.



Drill holes for tailskid control cables





#### 4 FUSELAGE continued

##### ACDE

Cockpit coaming  
single Vickers gun

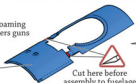
A21



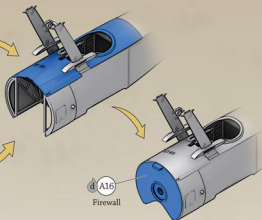
##### B

Cockpit coaming  
twin Vickers guns

A22



Cut here before  
assembly to fuselage



##### ACDE

Vickers gun

B1

P2

A9

A8

P1

D ?

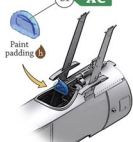
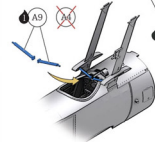
F1

DE

C1

AC

Paint  
padding



< Vickers gun and Sopwith padded windscreen detail from Sopwith built Triplane N6290 of 8(N) Sqn. Note the pale appearance of the leather padding on the windscreen. The metal brackets for the Rotherham fuel pump appear to have been painted grey (g) as opposed to being left in the unpainted state.



^ Unfortunately the best image available to us of a twin Vickers installation on a Sopwith Triplane, the unidentified Clayton & Shuttleworth built Tripe seen on page 17.

##### B

Vickers gun x2

A4

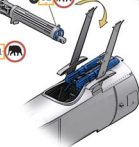
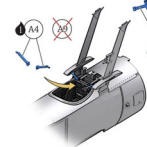
A9

P2

P1

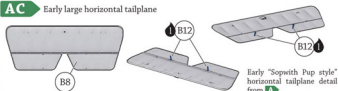
Paint  
padding

C2



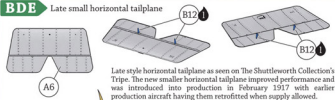
## 5 TAILPLANE AND BOTTOM WINGS

### AC Early large horizontal tailplane

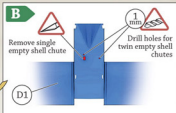
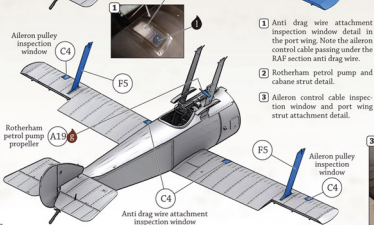
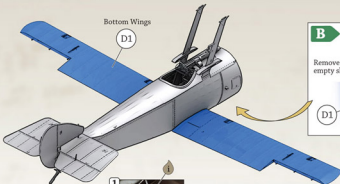
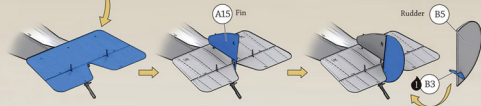


Early "Sopwith Pup style" horizontal tailplane detail from A

### BDE Late small horizontal tailplane



Late style horizontal tailplane as seen on The Shuttleworth Collection's Tripe. The new smaller horizontal tailplane improved performance and was introduced into production in February 1917 with earlier production aircraft having them retrofitted when supply allowed.



Remove single empty shell chute  
Drill holes for twin empty shell chutes



1 Anti drag wire attachment inspection window detail in the port wing. Note the aileron control cable passing under the RAF section anti drag wire.

2 Rotherham petrol pump and cabane strut detail.

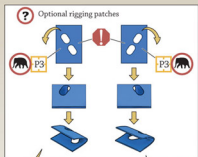
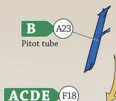
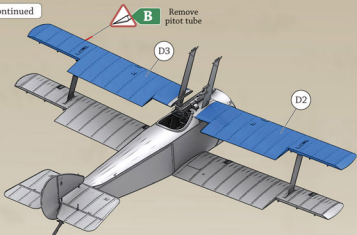
3 Aileron control cable inspection window and port wing strut attachment detail.



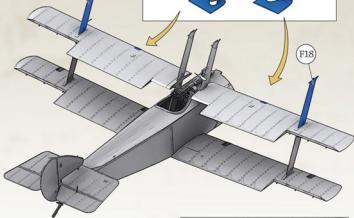
## 6 WINGS AND STRUTS continued



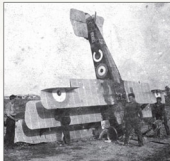
Single tube Pitot head and port wing strut detail from Sopwith built Tripe N5438. Although our model has split the wing struts into 2 parts for ease of assembly the real struts were one piece.



The twin RAF section flying wires pass through the leading edge of the middle wing as show here on Sopwith built Triplane "Peggy 15" (often misidentified as Clayton & Shuttleworth built Tripe N5387). Although there is no patch **P3** surrounding the slot in the leading edge of the wing this detail is found on the RAF Museum's Oakley built N5912. Almost all WW1 period photos are not clear enough to confirm if these were fitted or not so we have provided them as optional parts for you.

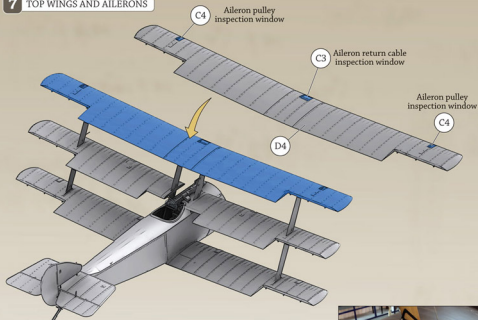


> Clayton & Shuttleworth built Sopwith Triplane N5371 "C" has come to grief after wiping off it's undercarriage. The smaller late horizontal tailplane is evident, as are the tail skid control cable exit holes & patches on the underside of the heavily stained CDL fuselage bottom. Note how the CDL rib tapes stand out against the CDL wing fabric, an effect caused by the translucent wing fabric appearing darker due to the PC10/PC12 top colour and the 'doubling up' of the CDL at the ribs etc. Also note the complete lack of PC10/PC12 top colour applied to the edges of the CDL lower surfaces of the wings.

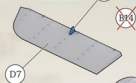


Twin tube pitot head detail from the Clayton & Shuttleworth built Tripe seen on page 18. While this pitot head is fitted to the port wing strut these have also been observed on the starboard wing strut.

## 7 TOP WINGS ANDAILERONS



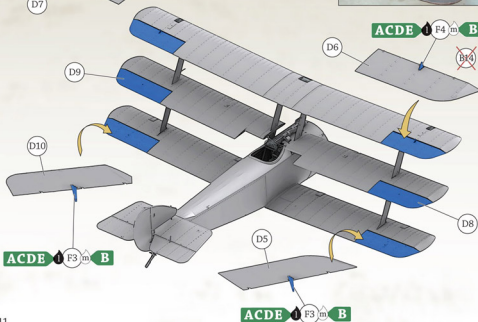
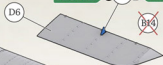
ACDE 1 F4 m B



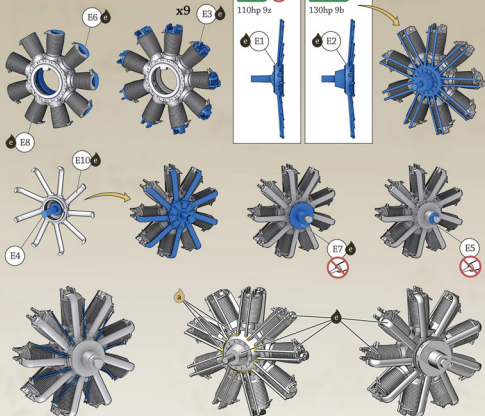
Port aileron detail from the bottom wing. Note the large "V" shaped gap caused by the Tripe ailerons being hinged on their bottom edge.



ACDE 1 F4 m B



## 8 Clerget 110hp 9z & 130hp 9b Engine



Wiring guide - wire not included

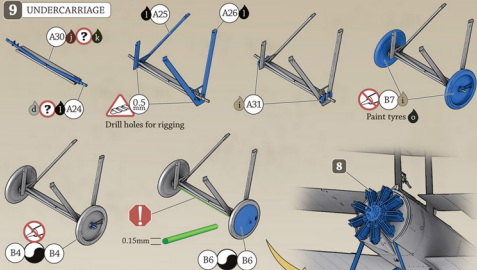
^ 130hp Clerget 9b engine which powered about 40 Sopwith built and all the Clayton & Shuttleworth built Tripes when originally delivered. The 110hp 9z and 130hp 9b could be interchanged as supply allowed.



^ In the event of the propeller or engine being removed the gun MUST be retimed **67**.



## 9 UNDERCARRIAGE



Drill holes for rigging

Paint tyres

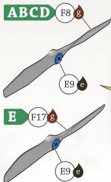
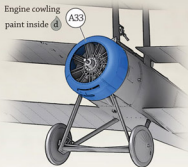


Undercarriage detail from Sopwith built Tripe N5438 as seen on page 21. Note the Sopwith factory decal **F1** on the front undercarriage leg and the pale (unpainted?) axle.

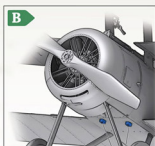


Twin empty shell chutes **F2** as found on Oakley built Tripe N5912 photographed (without any guns) at the No.2 School of Aerial Fighting and Gunnery in 1918. This is the same aircraft now preserved in the RAF Museum.

Engine cowling  
paint inside



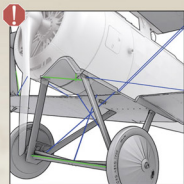
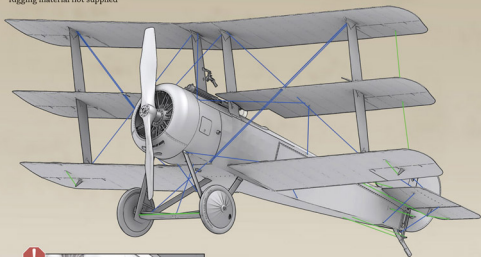
BC A34 Paint inside



Empty shell chutes for twin Vickers guns

## RIGGING DIAGRAM

Rigging material not supplied



RAF Aerodynamic wires

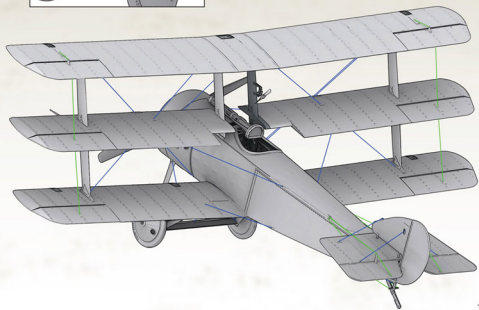
0.1mm



0.3mm

Control cables

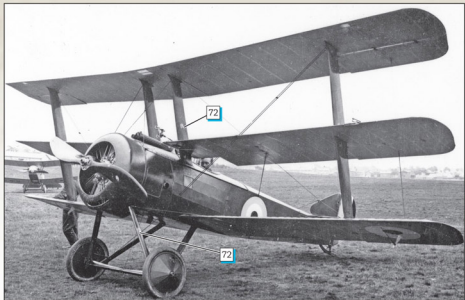
0.15mm







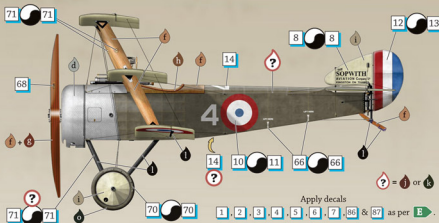
Clayton & Shuttleworth built Sopwith Triplane N5355 is from the 1st batch of 40 aircraft ordered in July 1916 (numbers N5350 to N5389). N5355 led a chequered career including service with 10(N) and 11(N) Sqns before being shot down by Josef Jacobs of Jasta 7 on 20 August 1917, the pilot, CH Weir of 10(N) Sq, was made POW. Note the engine access panel (72), inspection window (70) and characteristic aileron hinge gap. As far as we can ascertain all Clayton and Shuttleworth built Tripes had their aileron control horns painted white to match the cockades.



Clayton & Shuttleworth built Tripe believed to be N5364 from the same production order as N5355 above. N5364 served with 10(N) Sq from 16 June 1917 until it was shot down by 7 victory ace Helmut Diltthey of Jasta 27 on 24 July 1917. The wings folded back in a dive and the pilot, TC May, was killed. Note the inspection window (70) in the fuselage, white aileron control horns, the undercarriage axle appears to be unpainted and that there is a Clayton & Shuttleworth factory decal applied to one propeller blade. Also note that the PC10/PC12 top colour is not applied to the edges of the CDL bottom surfaces of the wings on this early production aircraft.

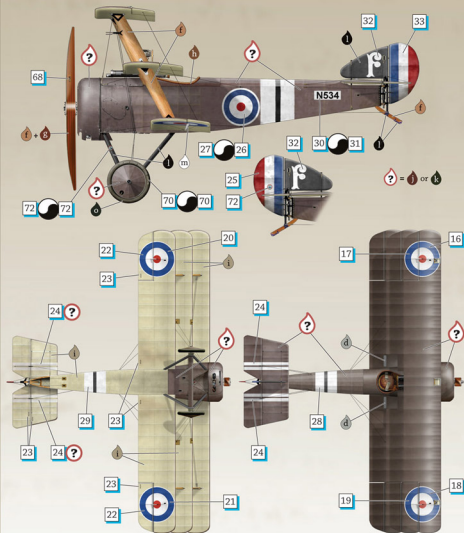


## A Sopwith Triplane F4 "4", Centre d'Aviation Maritime, Dec 1916 to Jan 1917



Sopwith built Triplane F4 (French Triplane #4) "4" of the Centre d'Aviation Maritime is one of the first 3 Triplanes supplied to the French in mid December 1916 and features an early horizontal tailplane and a factory applied PC12 (or PC10) finish with French cockades. We have provided cockades in French colours but it is possible that these were actually painted with British paints. Unfortunately F4 was written off after it crashed on take off on 14 January 1917 and, despite the apparent lack of visible damage in the photo at left, it is believed that this is a photo of the crash in question. The 16 or 17 Triplanes supplied to the Centre d'Aviation Maritime supplemented their SPAD VII and Nieuport 17 fighters and were considered fragile and the French do not appear to have been particularly inclined to repair them, with half a dozen being written off following, often quite minor, accidents. The unit's 1st of a total of 5 Triplane victories was awarded on 16 February 1917 while just 1 Triplane was recorded lost to enemy action. All surviving French Triplanes had been returned to the RNAS by early November 1917.

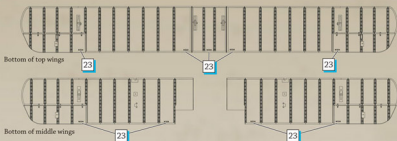
**B** Sopwith Triplane N534 "F", FHM Maynard (6 Victories), RP Minifie (21 Victories), RS Dallas (32 Victories), 1(N) Sqn, August 1917.



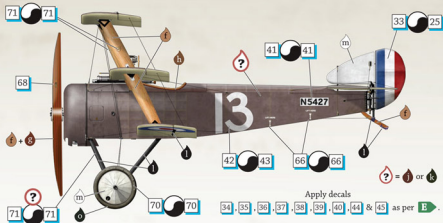
Clayton & Shuttleworth built Triplane N534 "F" was delivered to 1(N) Sqn on 21 July 1917 before going to 12(N) Sqn (12 Naval Squadron) in September 1917 and it was finally deleted on 19 December 1917. FHM Maynard (see **C**) was awarded 1 of his 6 victories while flying N534 on 10 August 1917. RP Minifie was awarded 1 of his 21 victories flying N534 early in the morning of 16 August 1917 while RS Dallas was flying it later that morning when he was awarded 1 of his 32 victories.

Richard Pearman Minifie was born in Victoria Australia on 2 February 1898 and joined the RNAS in June 1915. He was awarded his 1st victory in April 1917 with 1(N) Sqn while flying Tripe N5446 and had brought his total up to 21 before he was forced to land his Sopwith Camel behind German lines on 17 March 1918 and was made POW. Richard was a Squadron Leader in the RAAF during WWII and died in March 1969 aged 71.

Roderick Stanley Dallas was born in Queensland Australia, he joined the Army in 1913 and transferred to the RNAS in June 1915. He was awarded his 1st victory on 22 April 1916 and scored 2 more while flying prototype Sopwith Triplane N500 to bring his total up to 6 by September 1916. He commanded 1 (N) Sqn from 14 June 1917, then 40 Sqn RAF from April 1918 and had brought his score up to 32 (16 of which were achieved in Tripes) when he was shot down and killed in his SE.5a by Fokker Triplanes of Jasta 14 on 1 June 1918. Roderick was 26.

**B Continued**


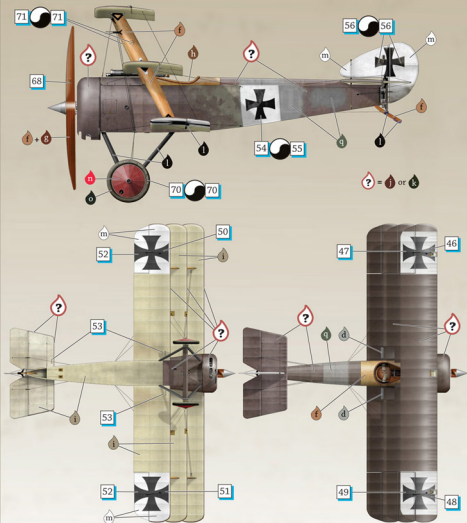
This photo shows an unidentified Clayton & Shuttlesworth built Sopwith Triplane which is one of 6 twin Vickers armed aircraft ordered in September 1916 (numbers N533 to N538). Note the factory logo **31** under the fuselage serial number, the white aileron control horns and cockades with a white outline, a feature which appears to be peculiar to these late production Clayton & Shuttlesworth built twin Vickers armed Triplanes.


**C Sopwith Triplane N5427 "13", FHM Maynard, 1(N) Sqn, April 1917 (6 Victories)**


Sopwith built Triplane N5427 "13" is shown here as it was in 1(N) Sqn service and features an early horizontal tailplane (B8) and the white fin and wheel markings of B flight with a large "13" on the side of the fuselage. N5427 was delivered to 1(N) Sqn in late December 1916 and achieved it's only awarded victory on 19 April 1917 while being flown by FHM Maynard. Following service in 1(N) Sqn N5427 went to 8(N) Sqn on 1 July 1917 and then 9(N) Sqn later that month before being deleted on 20 August 1917.

Forster Herbert Martin "Sammy" Maynard was born in Waiuku New Zealand on 1 May 1893 although his family returned to England shortly afterwards. He joined the Royal Navy in 1914 and transferred to the RNAS in 1915 where, following flight training, he served time as an instructor until 1916 and then with several Home Defense units before transferring to 1(N) Sqn in January 1917. He was awarded his 1st victory while flying Sopwith Triplane N5427 on 29 April 1917 and would be awarded 5 more, all in 1(N) Sqn Triplanes, before being transferred away from the front line in September 1917. He was injured in a crash in England and spent the rest of the war commanding a training depot. He continued serving in the RAF after the war and was Air Officer Commanding Malta in 1940-41 and 19 Group from 1944. He retired as an Air Vice Marshal in November 1945 and died on 26 January 1976 aged 82.

**D** Sopwith Triplane N5429, Kurt Wusthoff(?), Jasta 4, September 1917 (27 victories)

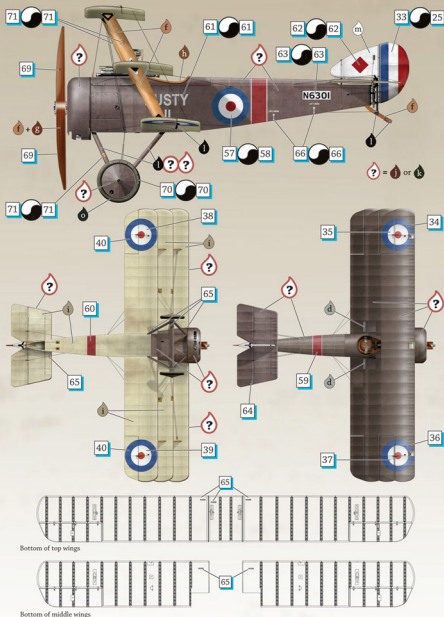


Apply decals 53 as per E.

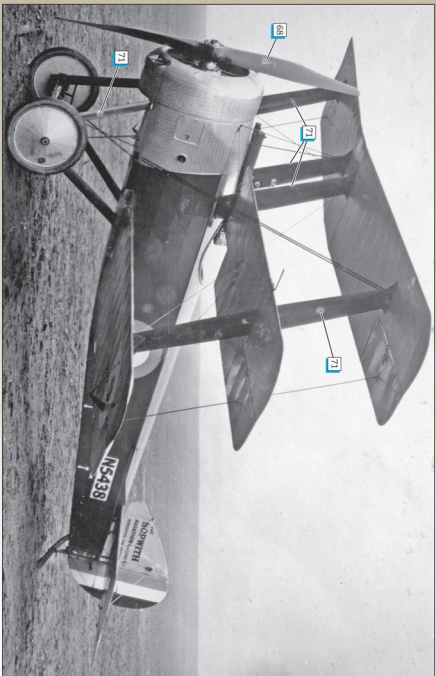
Sopwith built Triplane N5429 was delivered to 1(N) Sqn in late December 1916 but was with 8(N) Sqn two months later. By March 1916 N5429 was with 10(N) Sqn and was still there when CR Pegler was awarded a victory flying it on 7 July. HW Taylor was flying N5429 on 16 July when he was awarded a victory and again just 4 days later. By 20 August N5429 was back with 1(N) Sqn and was being flown by JR Wilford when he was shot down and captured on 13 September 1917 by 27 victory ace Kurt Wusthoff flying his Jasta 4 Albatros D.III. At the time of its capture N5429 was fitted with a late horizontal tailplane (M), had a white "2" painted on the fuselage sides and spine and the white "II" marking used by 1(N) Sqn after 26 August 1917. The wing cockades and the "2" on the sides of the fuselage have been overpainted with eisenkreuz while the serial number and 2 on the spine have been painted out with an unknown colour (possibly grey as shown). Presumably the experienced Wusthoff was allowed to fly his prize. Note that the Vickers gun had been removed by the time this photograph was taken and there is a sharply pointed spinner on the propeller.



**E Sopwith Triplane N6301 "Dusty II", R McDonald, 8(N) Sqn, May 1917 (8 Victories)**



Sopwith built Triplane N6301 "Dusty II" is shown here as it appeared in late May 1917 when flown by Roderick McDonald in 8(N) Sqn. From a production order for 20 aircraft placed in January 1917 (numbers N6290 to N6309) this late production Tripe does feature the PC10/12 top colour returned under the leading edge and tips of the CDL bottom surface of the wings and tailplane (but not the ailerons or elevators). Like most Tripes, N6301 transited between the various Naval Squadrons, arriving in France on 24 May 1917 it was with 8(N) on the 28th but was with 10(N) Sqn on 7 June. It was back with 8(N) Sqn on 12 June but was with 1(N) Sqn on 13 July where FHM Maynard and then HV Rowley were awarded victories while flying her. N6301 was eventually destroyed by fire in October 1917. Born in Canada on 31 October 1893, Roderick McDonald joined the RNAS in August 1916 and was posted to 8(N) Sqn in early 1917. He was awarded 2 shared victories on 24 May 1917 while flying Tripe N5472 and was flying N6301 "Dusty II" on the 28th when he scored his 3rd Triplane victory. He would score 5 more victories flying Sopwith Camels before being shot down and killed on 8 May 1918 by Julius Trotzky of Jasta 43 (Trotzky himself would be shot down and killed a mere 9 days later). Roderick McDonald was 24.



Sopwith built Triplane NS438 was from a production order for 75 aircraft placed in September 1916 (numbers NS420 to NS494). An unlucky aircraft, NS438 was damaged even before being delivered to 100th Sqn in March 1917 and was completely wrecked on 28 April when RF Collins crashed fatally from 50ft while attempting to land. Note the Lang propeller logo [58] (frequently applied to only one propeller blade) and Sopwith factory 'decal' [71] on each side of the wing struts and, faintly visible, on the leading edge of the cabane struts. Also note the black aileron control horns and lack of PC10/PC12 applied under the edges of the CDL bottom surfaces of the wings.

Sopwith built French Triplane "3" is prepared for flight. Attrition was high amongst the French Triplanes and the surviving aircraft were returned to the RNAS from mid to late 1917. Although very faint, the original Sopwith factory logo is still discernable on the fin (when our print is viewed in high contrast) so it may not have spent very long with the Centre d'Aviation Maritime, if it spent any time there at all.



This Tripe appears to feature the top PC10/PC12 colour applied under the leading edge and tips of the CDL bottom surface of the wings indicating that it is most likely from the final batch of 20 Triplanes ordered from Sopwith in January 1917 (numbers N6290 to N6309). Note the distinctive oil stains on the engine cowling (A33).



#### 3-D Modelling by Mark Miller



A background in technical illustration and long term passion for modelling and early aircraft has enabled Mark to produce some of the most stunning 3D renderings of aircraft anyone is likely to see. His artwork has appeared in numerous books and publications from Cross & Cockade, Over the Front, Schiffer and Windsock amongst others.

To see some examples of Mark's work please visit <http://www.swwi-models.org/Images/Miller/render/index.html>

#### Profile Art by Ronny Bar



Ronny Bar developed a keen interest in airplanes from an early age, living close to the El Palomar Air Force Base in Buenos Aires. He first flew in the back seat of a T-34 Mentor trainer at the age of ten, and was soon drawing airplanes and building models: Spitfires and Messerschmitt first... Camels and Fokkers later.

He became a successful bass player with a career lasting over 35 years in several Rock bands, recording ten albums (one of them being a National hit selling more than 100,000 copies) and performing countless concerts, TV shows and tours all over Argentina.

Now retired from the R'n'R scene, his interest returned to his early passion: Aviation Artwork. Visiting the WWI aircraft collection at Hendon focused his already growing interest for that historic period. His artwork is regularly appearing in journals and publications like Windsock Worldwide, Windsock Datafiles, Cross & Cockade and Over the Front.

Visit Ronny's website at: [www.ronnybarprofiles.com](http://www.ronnybarprofiles.com)



#### Box Art by Steve Anderson

Steve Anderson is an avid historian of military aviation, with a special interest in the many beautiful biplanes and triplanes of World War I. The aircraft and battles of famous World War I aces such as Baron Manfred von Richthofen (better known as the "Red Baron"), James McCudden, Raoul Lufbery, Ernst Udet, Werner Voss, and other pioneers of dogfighting are among Steve's favorite subjects.

An Artist Fellow of the American Society of Aviation Artists, Steve creates works that reflect scrupulous attention to historically accurate detail, from the colorful markings on the fuselages to the time of day of an actual battle.

Visit Steve's website at: [www.anderson-art.com](http://www.anderson-art.com).



#### Project Co-ordinator, Richard Alexander

A native of Wellington New Zealand, Richard Alexander has a long term interest in military history, race cars & local drivers from motor sports golden era of the '60's. Other interests include mountain biking, scotch and cigars.

An accomplished modeller Richard's models have twice been awarded Best Overall in Show at IPMS(NZ) National Conventions and earned him the inaugural TamiyaCon(NZ) Master Modeller award (along with the associated trip to Japan) in 2001. Many of his works are in private collections around the world, though he no longer accepts commissions.

Richard has been in the model and hobby industry since 1991 and brings with him a keen eye for detail and a passion for ensuring our models are enjoyable to build. So if there is anything you don't like about this model, you can blame him.

If you do have comments, requests or suggestions, Richard is contactable at [richard@wingnutwings.com](mailto:richard@wingnutwings.com)





32008	1/32 Sopwith Triplane	Qty
0132008A	A parts	1
0132013B	B parts	1
0132008C	C parts	1
0132008D	D parts	1
0132008F	F parts	1
0132008P	Photo-etched metal parts	1
132E0012	E parts Clerget 9b/9z Engine	1
7132008	Instructions	1
9132008	Decals	1
9132008b	Decals	1

If you have any damaged or missing parts please contact [help@wingnutwings.com](mailto:help@wingnutwings.com) for assistance.



32016 - 1/32 Sopwith Pup RNAS



32048 - 1/32 Fokker E.III Late



32009 - 1/32 Albatros D.V

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