

# WINGNUT WINGS



The Sopwith 5F.1 Dolphin was designed during the 2nd quarter of 1917 to make use of the promising new 200hp Hispano-Suiza V8 geared "Hisso" engine which was also to power the SPAD XIII and SE.5a. One other overriding consideration was to overcome the staggeringly poor visibility caused by the top wing centre section of the otherwise quite remarkable Sopwith Camel. The initial Dolphin prototype 5F.1/1 rolled out in May 1917 and featured wide twin bay wings with negative stagger, a completely open top wing centre section, unbalanced Camel style rudder & fin and wooden undercarriage Vee struts. The very deep fuselage occupied the full height of the wing gap and featured a tall radiator in front of the engine. It's first flight was delayed due to problems securing a suitable example of the engine. The 2nd prototype 5F.1/2 appeared in late July and incorporated numerous improvements including a balanced rudder, cutouts in the bottom wings, removing the frontal radiator (which allowed the streamlining of the nose) and replacing it with twin radiators mounted in the top wings. These radiators proved ineffective so were in turn replaced by versions mounted on the sides of the fuselage. The cutouts in the bottom wings were deleted for prototypes 5F.1/3 & 5F.1/4 which appeared during October and introduced a more substantial fin, lowered rear decking and twin upwards firing Lewis guns.

It was pretty much in this form that the initial production Dolphins were delivered in late November 1917, except they had reduced negative wing stagger and steel tube undercarriage Vee struts. The twin Lewis guns proved heavy and cumbersome so the port gun was quickly deleted, and frequently the starboard gun was removed in service. Early production Sopwith 5F.1 Dolphins featured a Birch plywood tail skid, 4" radiators and vertical neck padding on the centre section. There were several attempts to provide "roll over" protection for the pilot's exposed head but none were adopted, although some late production aircraft featured a quick release for the port cockpit rigging to allow the pilot to escape from an upturned aircraft. Other improvements incorporated on late production aircraft included a steel tube tail skid, 8" radiators and a centre section with improved Aldis sight mounts and more streamlined padding.

Supply and reliability problems with the 200hp Hispano-Suiza V8 geared "Hisso" engine would continue to plague the Dolphin for most of it's service (as they did for the SE.5a "Hisso") but eventually it became well regarded as a high altitude fighter. The Sopwith 5F.1 Dolphin II was developed for the French in mid 1918 to utilize a 300hp direct drive Hispano-Suiza engine and the USAS ordered over 2000 to be built by SACA in France but the Armistice was signed before any were delivered and the order was canceled. The Sopwith 5F.1 Dolphin III was under development shortly before the Armistice and was to utilize the more reliable direct drive "Viper" version of the 200hp Hispano-Suiza. Only a handful of Dolphin II and III were produced and can be identified by their lower propeller thrust line and fully cowled Vickers guns. Nearly 1800 Dolphins were built by The Sopwith Aviation Company LTD, Hooper & Company LTD and The Darraac Motor Engineering Company LTD. The Sopwith 5F.1 Dolphin was officially declared obsolete by the RAF in September 1921 but a small number continued to see service with Poland.

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's "General Arrangement of Fuselage Fabric" drawing specifies that the fabric is "...to receive 5 coats of Cellon Dope & 2 coats of P.G(sic) No.10 Pigment known as 'Cellon' Scheme A". PC10 was made from mixes of yellow ochre, iron oxide and lamp black pigments and could vary between olive drab and chocolate brown depending on the mix and time spent exposed to the elements. The undersides of the wings, tailplane and fuselage were left clear doped Irish linen. Wooden fuselage panels, metal cowlings and struts were painted a dark battleship grey although some were clearly painted in a darker colour roughly matching the PC10 dope of the fabric areas. Metal brackets and fittings were usually battleship grey. All fabric surfaces exhibited a gloss appearance when new which would lose its shine relatively quickly in service.

Richard Alexander 2017

Wingspan:	Length:	Max Weight:	Max Speed:
32.5ft (9.90m)	22.25ft (6.78m)	2008 lb (911kg)	128mph (206kph)
No. Manufactured:	Production:	Engine:	
(all types) 1779	June 1917 to July 1919	200hp Hispano-Suiza geared V8	
Ceiling:	Armament:		
21000ft (6400m)	2x .303 (7.7mm) Vickers Mk.1*, up to 2x .303 (7.7mm) Lewis guns and 100 lb (45kg) of bombs		

## References:

Windsock Datafile 54 Sopwith Dolphin, J.M Bruce, 1995 - Sopwith Aviation Co Ltd drawings - The Sopwith Dolphin in RFC, RNAS, RAF & Polish Service, Cross & Cockade International 2012 - Technical Notes Sopwith Dolphin 5F.1, Royal Air Force 1918 - Flugsport VolXII #3, 5 February 1919 - Sopwith Dolphin and Snipe Aces of World War 1, Norman Franks, Osprey 2002 - 1914-18 Aviation Heritage Trust The Vintage Aviator LTD - Colin Owens - Private Collections

# Sopwith 5F.1 Dolphin

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. To make rigging as simple as possible we recommend using stretchy elastic type material like 'EZ Line' etc and not trying to replicate any turnbuckles.
- Painting:** Only use paints **designed and suitable** for plastic model kits.
- 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

**P1** Photo Etch Part



Cement For Metal



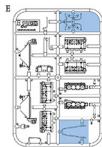
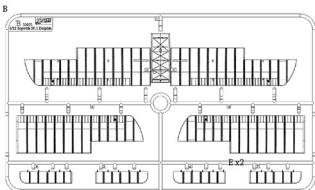
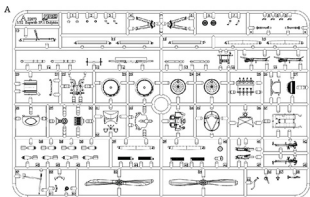
Other Side



Paint Colour

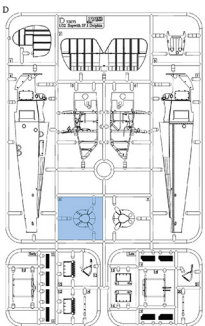
	All colours	Tamiya	Humbrol	Federal Standard
a	Brass	X31	54	
b	Copper	XF6	12	
c	Gun Metal	X10	27004	
d	Aluminium - matt	XF16	27001	
e	Steel	XF56	27003	
f	Light Wood* - semi gloss	XF78*	93*	20340*
g	Dark Wood* - gloss	XF68*	160*	20111*
h	Rubber - matt	XF69	66	35042
i	Leather - semi gloss	XF52	62	20219
j	Irish Linen - gloss	X2 (x10) + XF55 (x1)	22 (x10) + 148 (x1)	17886
k	PC10 dope (greenish) - semi gloss	XF62 (x2) + XF10 (x1)	-	26120
l	PC10 dope (brownish) - semi gloss	XF62 (x1) + XF10 (x1)	170	26120
m	PC10 paint - gloss	XF62	170	24083
n	Black - semi gloss	X18	85	
o	Dark Mustard Yellow - semi gloss	XF4 (x1) + XF59(x1)	94	-
p	Red - semi gloss	XF7	60	21350
q	Battleship Grey (BSG) dark - semi gloss	XF24 (x2) + XF74 (x1)	123	26081
r	Rust - matt	XF9	113	30061
s	White - semi gloss	XF2	34	
t	Clear Red - gloss	XF27	1321	-
u	Linen - matt	XF57	121	30475
v	Battleship Grey (BSG) light - semi gloss	XF82	106	25164
w	Clear Green - gloss	X25	1325	-

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

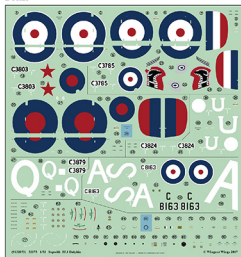


■ = Not Used

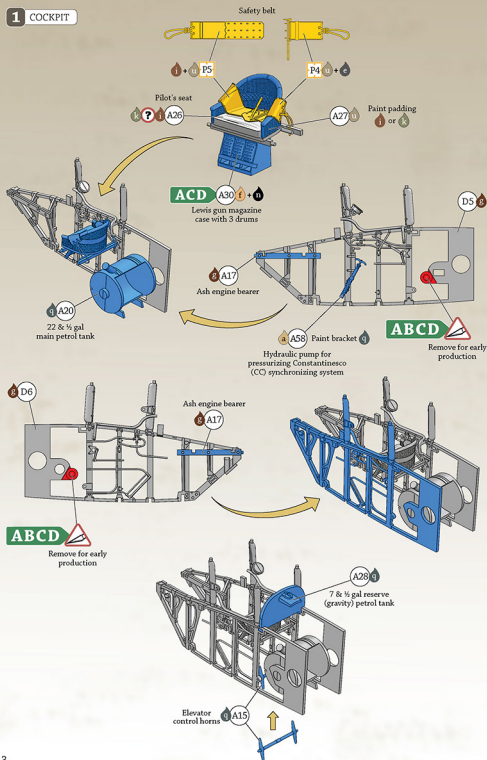
Photo Etch



Decals

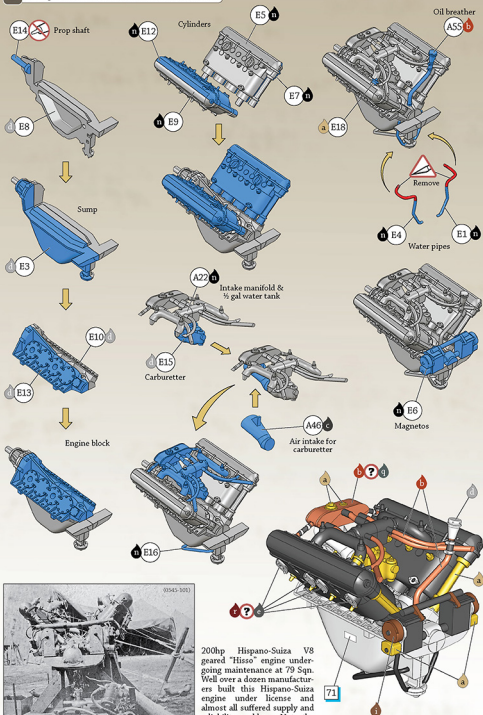


# 1 COCKPIT



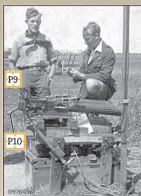
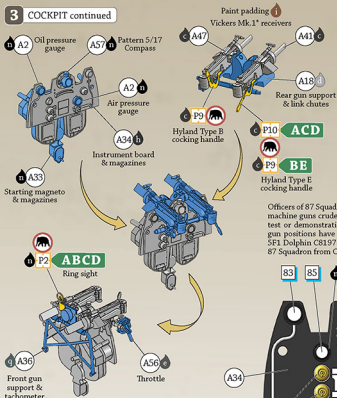


## 2 200hp HISPANO-SUIZA GEARED V8 ENGINE

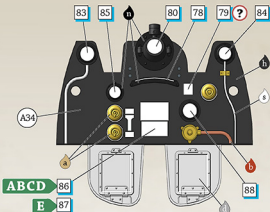


200hp Hispano-Suiza V8 geared "Hisso" engine undergoing maintenance at 79 Sqn. Well over a dozen manufacturers built this Hispano-Suiza engine under license and almost all suffered supply and reliability problems. Note the magnetos and disassembled carburettor & intake manifold.

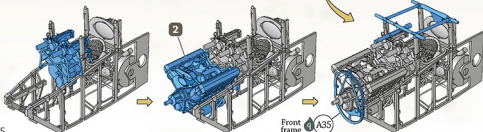
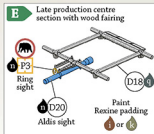
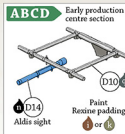
### 3 COCKPIT continued



Officers of 87 Squadron photographed with twin Vickers Mk.1 machine guns crudely arranged in Dolphin configuration for a test or demonstration. Interestingly the port and starboard gun positions have been switched for this mock up. Sopwith SF1 Dolphin C8197 "M" visible in the background served with 87 Squadron from October 1918 until January 1919.

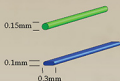


Engine bay detail from 79 Squadron early production Sopwith built Dolphin C3905 which was captured on 23 March 1918 and extensively examined by the Germans. Note the gears of the Constantinesco (CC) synchronizing system (A25). This photo and all following photos show 200hp Hispano-Suiza V8 geared "Hisso" powered Sopwith SF1 Dolphin 1 unless specified otherwise.

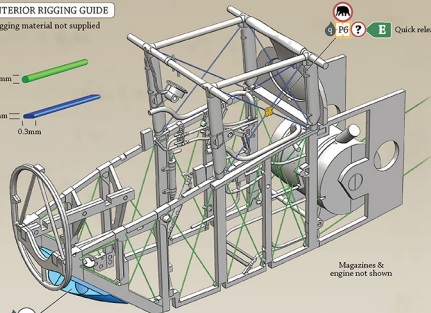


# INTERIOR RIGGING GUIDE

Rigging material not supplied



Quick release fitting



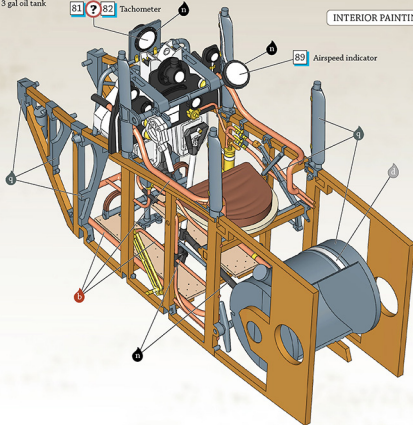
Magazines & engine not shown

3 gal oil tank

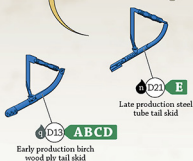
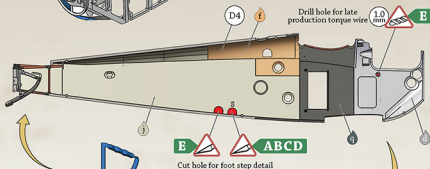
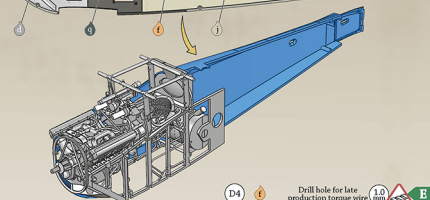
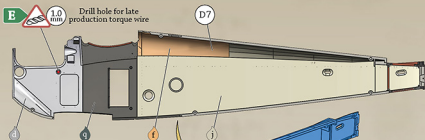
Tachometer

## INTERIOR PAINTING GUIDE

Airspeed indicator



# 4 FUSELAGE



Generator for pressurizing Constantinesco (CC) synchronizing system

**A29**

Remove raised detail, fill & sand smooth (both sides)

**E**

**P8**

Foot step surround

# 5 BOTTOM WINGS & TAILPLANE

CDE

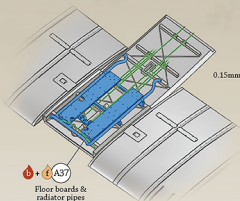
1.0 mm

Drill holes for bomb carrier



Bottom wings B1

Paint inside undershields d & f



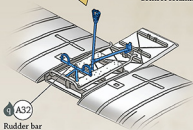
Floor boards & radiator pipes A37

0.15mm

Rigging material not supplied

A52 Spade grip

A49 Control column



A32 Rudder bar

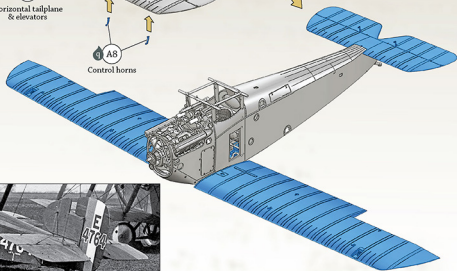
Control horns

A8

D2

Horizontal tailplane & elevators

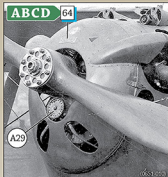
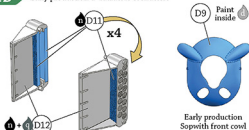
A8 Control horns



< Tailplane detail from late production Sopwith built Dolphin E4764 as seen on page 21.

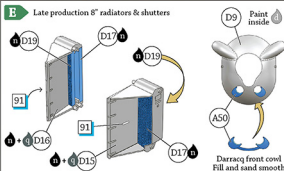
## 6 RADIATORS & INTERPLANE STRUTS

### ABCD Early production 4" radiators & shutters



Front cowl D9 detail from the early production Sopwith built Dolphin shown on page 22.

### E Late production 8" radiators & shutters

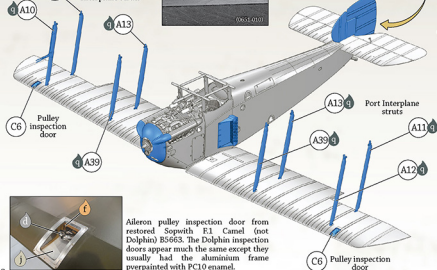


Fin and rudder detail from the late production Hooper built Dolphin D5263 shown on page 19. Note the patchy appearance caused by the various matt and gloss areas.

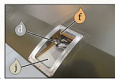
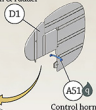
Early production 4" radiator detail from the Sopwith built Dolphin shown on page 22. Later in the war some units installed long tubes from the ejection chutes or wire mesh to prevent spent shell cases from damaging the radiators. Note the Sopwith Factory decal on the shutter.



Starboard Interplane struts

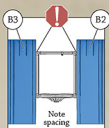


Fin & rudder



Aileron pulley inspection door from restored Sopwith F.1 Camel (not Dolphin) B5663. The Dolphin inspection doors appear much the same except they usually had the aluminium frame repainted with PC10 enamel.

## 7 TOP WINGS & AILERONS



Cabane and Lewis gun detail from an unidentified late production Sopwith built Dolphin, possibly with 90 Squadron.

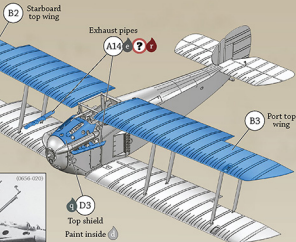
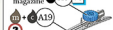
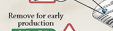
A	8
B	37
C	43
D	50



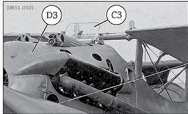
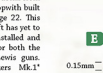
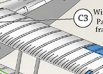
Cabane and Lewis gun detail from early production Sopwith built Dolphin C3816.

ABCD

Remove for early production



We recommend leaving this off to better display your engine detail.

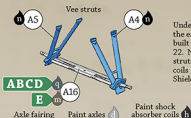


Top shield and cabane detail from the early production Sopwith built Dolphin shown on page 22. This early production aircraft has yet to have its Aldis sight installed and still carries brackets for both the port and starboard Lewis guns. Note that the Vickers Mk.1' cooling jackets appear to have been painted battleship grey.

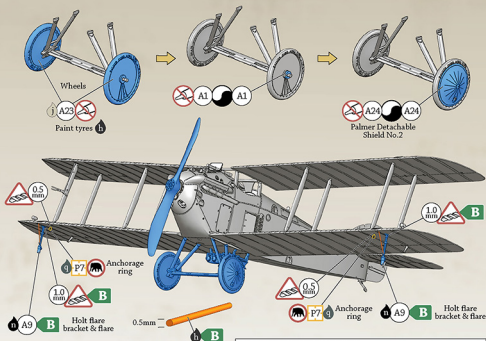
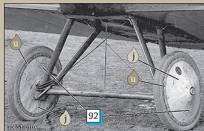




## 8 UNDERCARRIAGE & FINAL ASSEMBLY



Undercarriage detail from the early production Sopwith built Dolphin shown on page 22. Note the steel tube Vee struts, dark shock absorber coils and Palmer Detachable Shield No.2.



Palmer Detachable  
Shield No.2

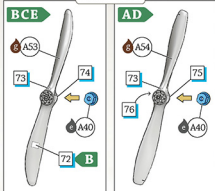
**p7**  Anchorage  
ring

Holt flare  
racket & flare

 **P7**  **Anchor**  
ring

Holt flare  
racket & flare

## PROPELLERS

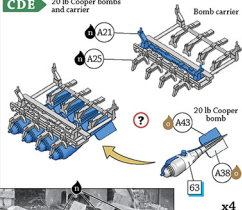


—

1



**CDE** 20 lb Cooper bombs and carrier



20 lb Cooper  
bomb

x4



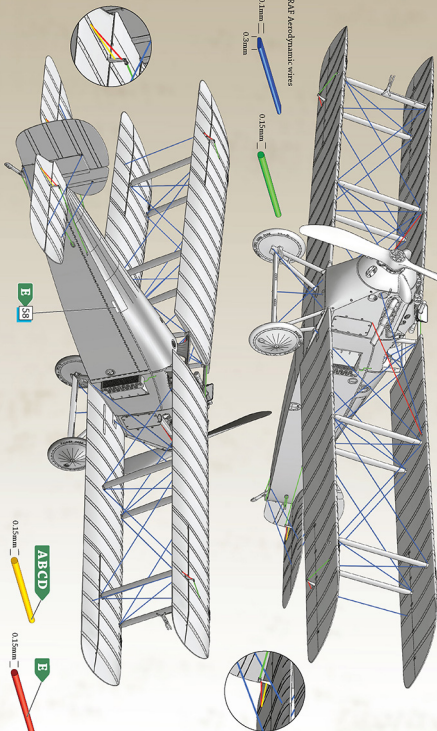
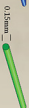
C1016-0530

<sup>b</sup>20lb Cooper bombs as carried by Dolphins on ground attack duties from the middle of 1918.



If you choose to install the rigging phase drill out all location holes with a 0.5mm drill bit to a depth of at least 1mm. To make rigging as simple as possible we recommend using stretchy elastic type material like EZ Line etc and not trying to replicate any turnbuckles (which are not really applicable to the Sopwith SFL1 Dolphin anyway).

RAF Aerodynamic wires

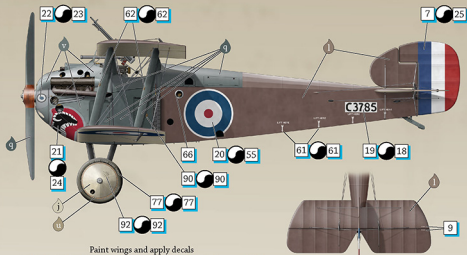


ABCD

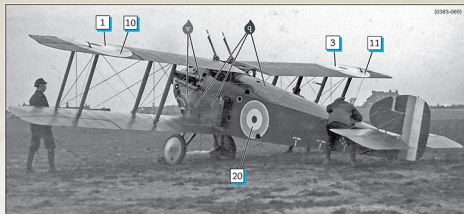


E



**A** Sopwith 5F.1 Dolphin C3785, RNAS Dover, early 1918

Paint wings and apply decals

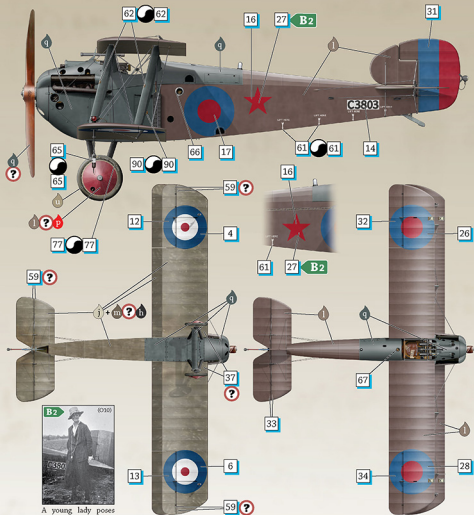
1, 3, 4, 6, 8, 10, 11, 12, 13, 19, 20, 21, 22, 23, 24, 25, 39, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100 as per **D**

Sopwith 5F.1 Dolphin C3785 is from a production order for 500 aircraft placed with the Sopwith Aviation Company Ltd in June 1917 (numbers C3777 to C4276) and was delivered to RNAS Dover in January 1918. Dolphin C3785 was one of the very first few aircraft to enter service and as such has the original twin Lewis gun armament installed. Note the early production 4" radiators and interesting "boar's head" nose art.

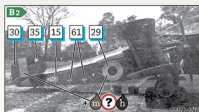


Sopwith 5F.1 Dolphin C3785 remained at Dover until June 1918, by which time the RNAS & RFC had combined to form the RAF 2 months earlier, then served with 23 Sqn RAF from late October 1918 until it was damaged in a crash landing in December 1918 when a wheel fell off.

**B1** Sopwith 5E.1 Dolphin C3803 "Red Star 6", SARD, March 1918



A young lady poses beside C3803.



Sopwith SE.1 Dolphin C3803 is from thame Sopwith production order as **A**, **C**, & **D**, and was stationed at Southern Area Repair Depot (SARD) by March 1918. It was fitted with night flying equipment and repainted with low visibility markings that appear to have been further dulled down by the time the number **6** **27** was applied, perhaps with a thinly applied glaze of black or PC10. The type of film used in these photos has rendered the red star **16** indistinguishable from the PC10 fuselage but in other photos it is quite clear, as are the Holt flares and night flying lights. Dolphin C3803 was serving with 91 Squadron RAF by April 1918 until it was destroyed in the fatal crash of WJ Co in June 1918.



**C** Sopwith SF.1 Dolphin C3824 "U", JW Pearson (12 victories) & CE Walton (1? victory),  
C Flight 23 Sqn RAE, May to July 1918



Paint wings and apply decals

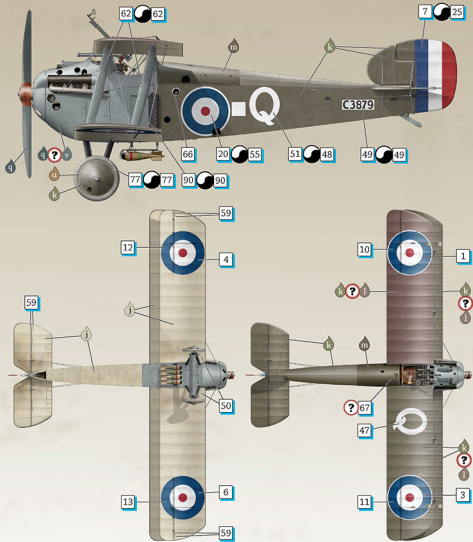
1, 3, 4, 6, 10, 11, 12, 13, 43, 59 & 67 as per D

Sopwith SF.1 Dolphin C3824 "U" is from the same production order as **A**, **B** & **D** and was completed in December 1917. It was delivered to 23 Sqn in May 1918 where it was a regular mount of 12 victory American ace JW Pearson until it was wrecked in a crash by CE Walton on 1 July 1918. The 23 Squadron unit marking at this time was the white disc seen behind the fuselage cockade with C flight aircraft using letters T, U, V, W, Y & Z, repeated on the fuselage spine. Reportedly all 23 Squadron aircraft had their wheels painted white but photographic evidence tends to indicate that C Flight had red or simply PC10 wheels. At least one late production 23 Squadron Sopwith SF.1 Dolphin "U", evidently also flown by Pearson, appears to have had it's wheels finished as red, white and blue cockades. C Flight also reportedly painted the letter "C" on the nose but photographic evidence supporting this appears to be lacking. Although the cowlings are illustrated here as dark battleship grey **q** it is possible they were camouflaged with a PC10 equivalent paint **m** for service with 23 Squadron. The Cooper bomb carrier under the fuselage is evidence of the desperate situation in mid 1918 when even high altitude fighters like the Dolphin were mercilessly thrust into ground strafing duties.

James William Pearson was from Bridgeport Connecticut USA and traveled to Canada to join the RFC in 1917. After training in Canada and the UK he was posted to 23 Squadron in early 1918. Pearson was flying Sopwith SF.1 Dolphin C3824 when he was credited with his 1st victory on 30 May, his 2nd on 3 June and 3rd and 4th in the morning of 1 July 1918. His 12th and final victory was awarded on 1 November 1918. Pearson left the RAF in September 1919 and went home to New Jersey to run a successful textile business. James died in January 1993 aged 97. CE Walton was also from the USA and served in 23 Sqn from 9 May 1918 until 22 July 1918. Walton was flying C3824 in the evening of 1 July 1918 when he was credited with a victory over an Albatros. On the way home Walton became lost in the dark and foggy conditions and C3824 was wrecked in the resulting crash landing. Walton was OK.

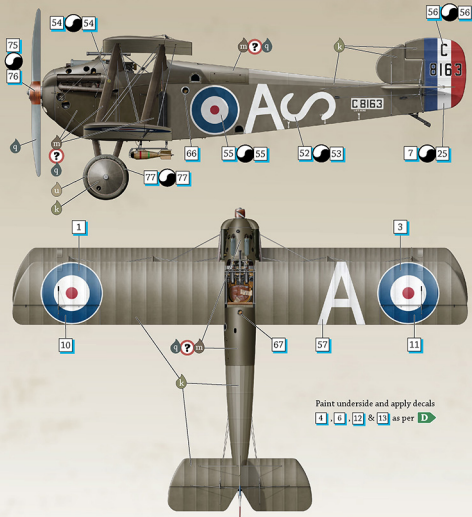


23 Squadron Sopwith SF.1 Dolphin C4150 "Y" is from the same Sopwith production order as **A**, **B**, **C**, **D** and served with C Flight from early May 1918 until it was damaged after it's engine failed during take off in late June 1918.



Sopwith SE.1 Dolphin C3879 "Q" is from the same Sopwith production order as **A**, **B** & **C** and was delivered to 79 Sqn in late June 1918 where it was a regular mount of 17 victory New Zealand ace RB Bannermann. C3879 had accumulated 189 flying hours by the time it was written off as "unfit for further service" in early November 1918. The 79 Squadron marking during this period was the white square seen behind the fuselage cockade and C flight aircraft used letters N, O, P, Q, R & S, repeated on the starboard top wing. A photo of C3879 with the port top wing being replaced due to flack damage shows that the rear decking behind the cockpit was overpainted a darker colour, almost certainly an enamel paint roughly matched to PC10. This same photo confirms that the original Sopwith factory applied PC10 and stencils had been overpainted with fresh PC10, probably following maintenance at 79 Squadron. The Cooper bomb carrier under the fuselage is evidence of the desperate situation in mid 1918 when even high altitude fighters like the Dolphin were mercilessly thrust into ground strafing duties.

Ronald Burns Bannerman was from Invercargill in New Zealand, where he learned to fly in 1916. He joined the RFC in March 1917 and was posted to 79 Squadron in time to be credited with his first victory, over a Fokker D.VII, on 4 August 1918 while flying C3879. He would ultimately be credited with 14 of his 17 victories while flying Sopwith SE.1 Dolphin C3879. Bannerman returned to New Zealand after the war to become a barrister and solicitor, only interrupting this career to serve in the Royal New Zealand Air Force (RNZAF) during the Second World War. He died in August 1978 aged 87.



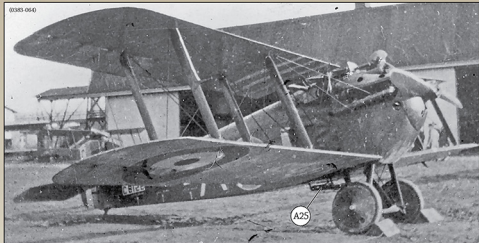
Paint underside and apply decals

4, 6, 12 & 13 as per **D**

Sopwith 5F.1 Dolphin C8163 "A" is a late production aircraft from an order for 200 aircraft placed with the Darraq Motor Engineering Company LTD in July 1917 (numbers C8001 to C8200). It was delivered to 87 Sqn in late August 1918 where it was a regular mount of 11 victory Australian ace HJ Larkin. The 87 Squadron marking at this time was the horizontal "S" seen in front of the serial number with A flight aircraft using letters A, B, C, D, E & F, repeated on the starboard top wing. At least some earlier serving aircraft appear to have had the letter repeated under the fuselage and/or port bottom wing but this practice appears to have ceased by the time C8163 arrived. The cowlings appear to have received a coat of PC10 equivalent paint. The Cooper bomb carrier under the fuselage is evidence of the desperate situation in mid 1918 when even high altitude fighters like the Dolphin were mercilessly thrust into ground strafing duties. Some 87 Squadron Dolphins were modified to carry the unwanted cabane mounted Lewis guns on the bottom wings but it is not confirmed if C8163 was ever fitted with these during it's service with the Squadron.

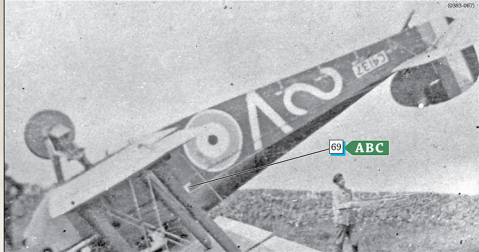
Herbert Joseph "Jimmy" Larkin was from Brisbane Australia and joined the Royal Australian Engineers as soon as war was declared. He served as a signaller in Egypt and Gallipoli until he was wounded in September 1915 and evacuated to the UK. He joined the RFC in early 1916 and initially flew two seat aircraft with 5 Squadron. In April 1918 he was posted to 87 Squadron as commander of A Flight and would be awarded his first two victories on 3 June while flying Sopwith 5F.1 Dolphin C4173. His remaining 9 victories were all awarded while flying C8163 between 21 August and 16 September 1918. Larkin returned to Australia in mid 1919 where he continued flying as a barnstormer before setting up commercial aviation interests that survived until the early 1930s. Larkin returned to Europe in 1937 and died on the Channel Island of Guernsey in 1972 aged 77.

(0383-064)



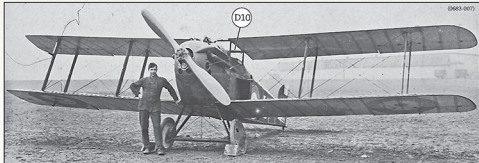
Late production Sopwith SF.1 Dolphin C8122 "A" is from the same Darracq production order as **E** and was delivered to 79 Squadron in late 1918.

(0383-067)



Early production 87 Squadron Sopwith SF.1 Dolphin C4137 "V", presumably from C Flight, is from the same Sopwith production order as **A**, **B**, **C** & **D** and served from mid May 1918 until August 1918 when a wheel fell off causing enough damage that it had to be sent away for repair.

(0683-007)

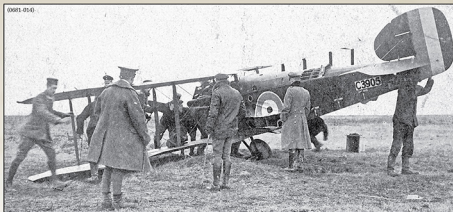


Late production Sopwith SF.1 Dolphin F7065 "U" is from a production order placed with Darracq in June 1918 and served with 79 Squadron until 10 April 1919. Note that by the time F7065 was finished in very late 1918 or early 1919, Darracq was a little more generous with the application of its factory decals, being applied almost as liberally as those of Sopwith.

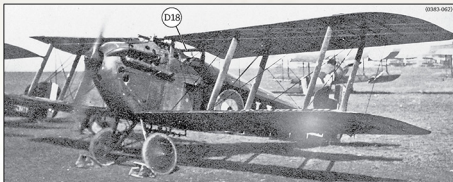




Late production Sopwith 5F.1 Dolphin D5263 is from a production order for 200 aircraft placed with Hooper & Co Ltd in June 1917 (numbers D5201 to D5400) but does not appear to have been completed until very late 1918. Note the very pale battleship (service?) grey interplane struts (1) and how the matt black serial number on the fuselage appears paler than the gloss PC10 because of how it is reflecting the light. Also note the very late production front cowl (D8).



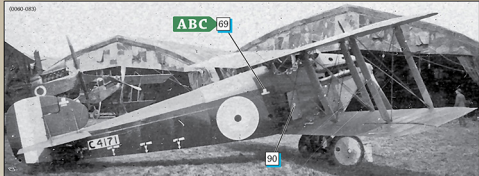
Early production Sopwith built Dolphin C3905 was delivered to 79 Sqn on 15 March 1918 and was lost in action 8 days later having amassed just under 7 hours flying time. The pilot, AGF Clarke, became a POW. See also page 5.



Unidentified late production Sopwith built Dolphin "H" or "U" reportedly with 87 Squadron. Note the 70 Squadron Sopwith 7F.1 Snipe in the background indicating this photograph was taken sometime during occupation duties in early 1919.

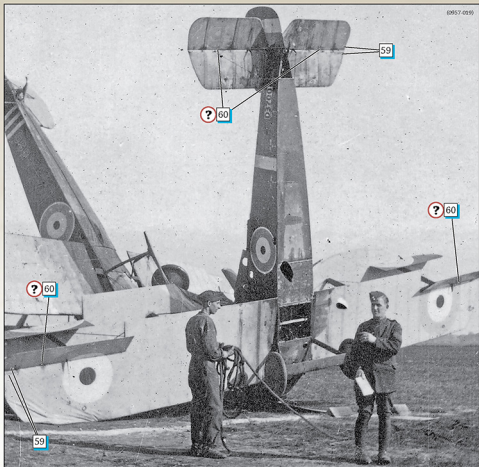


00000-0000



Unarmed Sopwith built 5F1 Dolphin C4171 is from the same production order as **A**, **B**, **C** & **D** and was serving with 4 Training Depot Squadron by April 1918. Note the Sopwith factory stencils on the fin and fuselage. A pair of RE.8 can be seen in the background.

0257-0290



Sopwith built Dolphin D3700 had come to grief, apparently after the wheels of 90 Squadron Avro 504 C560 clipped it's top wing. D3700 was subsequently repaired and continued to serve in 90 Squadron until it was destroyed in a fatal crash in July 1918 after the port wing folded up in flight killing MC Brown. Note the heavily stained clear doped linen fuselage bottom and missing undershell. Decals [\[66\]](#) are for inspection markings applied to moving surfaces and, although not visible in any photos known to us, should probably be in the locations shown here and on page 22.



^ Late production Sopwith 5F.1 Dolphins of 1 Squadron Canadian Air Force including Sopwith built E4764 & E4776, Darracq built F7085 & F7076 and Hooper built J3 & J1 (or J14) photographed in late November 1918.



^ Sopwith Dolphin 2nd prototype in its initial form with radiators mounted in the top wings. Note the cutouts in the bottom wing intended to improve downward visibility which in practice turned out to be completely useless.



< Sopwith Dolphin 1st prototype in its latter form with extended rear decking. Note the somewhat challenging appearance brought on by the full frontal radiator.



Sopwith Dolphin 3rd prototype in its initial form before the rear decking was lowered.



Sopwith Dolphin 4th prototype appears very similar to production aircraft except for the wooden undercarriage Vee struts. It was allocated the serial number B6871 and went on to serve with 19 Squadron from November 1917 until JL McClintock was shot down and killed on 26 February 1918.



Although the serial number of this early production Sopwith 5F.1 Dolphin is partially obscured it is almost certainly D3734 or D3754 from a production order for 200 aircraft placed with the Sopwith Aviation Co Ltd in November 1917 (numbers D3576 to D3775).



#### Product Design by Darren Mildenhall

Born and raised in Wellington, New Zealand, Darren harnessed his creativity by attending the School of Design, graduating with a major in industrial design. During the degree he developed a passion for form and the aesthetic

appeal of a product and how to utilise CAD software to realise and develop a concept. Joining Wingnut Wings as a 3D modeller has furthered his skill in these areas through the creation and manipulation of complex 3D forms.

When not designing WW1 model aircraft, Darren enjoys graphic based art and t-shirt design, a lot of which is influenced by his interest in pop culture, typography and the retro 1950s. Outside all that, Darren is a self confessed movie buff and sports fan.



#### 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 WW1 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).



#### General Manager, 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)



32073	1/32 Sopwith SE.1 Dolphin	Qty
0132073A	A parts	1
0132073B	B parts	1
0132073C	C parts	1
0132073D	D parts	1
132E0002	E parts 200hp Hispano-Suiza	1
0132073P	Photo-etched metal parts	1
7132073	Instructions	1
9132073	Decals	1

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



32019 - 1/32 Pfalz DXII



32071 - 1/32 Sopwith E.1 Camel "LeRhône"



32067 - 1/32 Fokker D.VII (Fok) "Early"

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