



# Sopwith Aeroplanes

Our full-size Sopwith aeroplanes, manufactured using the original factory drawings and specifications, are comprised of period correct wood, metal fittings, cables and hardware. No welding is required as complex metal pieces come pre-formed and pre-assembled. These Sopwith aeroplanes – the 1½ Strutter, Pup, Triplane and Camel – are available in kit-form or assembled. Assemble by yourself or have the experts at KipAero assemble one for you.

## What's Included in a Kit:

The following sub-kits are included in a Complete Aeroplane Kit:

- Fuselage Kit: Wooden longerons (ash) and cross-members, metal fittings, turnbuckles, wire and cable
- Wing Kit: Spruce spars and ribs, metal fittings, wire and cable
- Tail Kit: Wooden structure, stabilizers, rudder, elevators, wire and cable
- Undercarriage Kit: Left and right undercarriage struts, axle fairing, wheels, axle, tail skid, and bungees.
- Strut Kit: Cabane and interplane struts with socket assemblies.
- Cowl & Panel Kit: Engine cowling, fuselage metal panels and access doors
- Flight Controls Kit: Pulleys, cables, joy stick, rudder bar, airbrake controls, elevator controls.
- Single Pilot/Gunner – one armored pilot seat and gunner's stool (Strutter only)
- Dual Pilot – adds stick & rudder to 2nd cockpit with two armored pilot seats (only Strutter)
- Fuel Tank Kit: Size varies depending on type of aeroplane.
- Oil Tank Kit: Size varies depending on type of aeroplane.
- Windscreen Kit: pilots' and gunners' windscreens (Strutter only)
- **Complete Kit:** all kits listed available priced as one.



## What You Need:

The vintage enthusiast supplies the following according to their preference:

- Engine (We recommend the Gnome Rotary engine by CAMS)
- Propeller (we recommend a Fox propeller)
- Instrumentation
- Flying wires
- Fabric covering – originally covered in linen; there are several FAA approved synthetic coverings available.

## Time Frame for Easy Build:

We estimate approximately 2,000 man hours to build the Sopwith Strutter and Triplane; approximately 1500–1800 hours to build the Pup and Camel. No welding is required, just varnish wood components and assemble. Just think of it as a giant erector set.

Assemble by yourself or have the experts at KipAero assemble one for you.

## Time Frame to Receive Kit:

Although we inventory many of the metal fittings for these kits, most wood and other components will not be fabricated until receipt of your order. Please allow 4–6 months depending on back-log. Questions? Please give us a call at (888) 243-0440 or use our contact page at [www.KipAero.com](http://www.KipAero.com).

# Sopwith Strutter

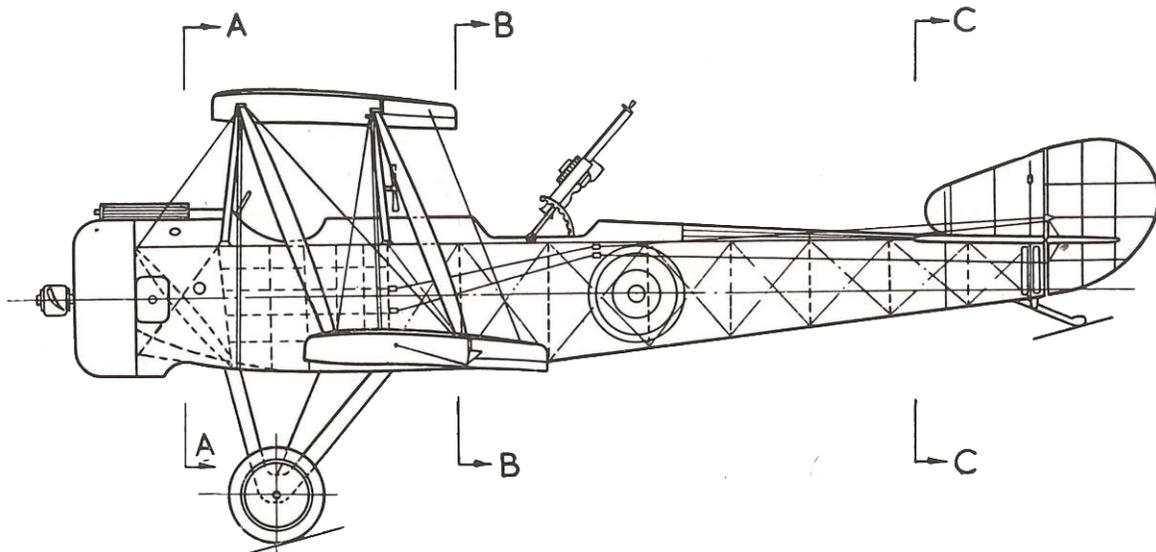
*A two-seater fighting scout available with single or dual controls*

Strutters were used for fighting, escort duties, reconnaissance and day bombing. A vast improvement over the ‘pusher’ type machines previously used for such work, they were soon outmatched by the new Albatros and Halberstadt single-seater scouts. Even so, the type was used by the air services of many countries throughout the war and became one of the mainstays of the American Expeditionary Forces. It continued in service into the early 1920’s with the United States and Royal Navies in observation duties, flying from wooden platforms fitted to the turrets of battleships.

Stable and very pleasant flying, yet maneuverable with good performance. Suitable for training or sharing the vintage aeroplane experience.

## Specifications:

Engine: 110–130 hp rotary	Empty Weight: 1305 lbs
Span: 33 ft. 6 in.	Gross Weight: 2342 lbs
Length: 25 ft., 3 in.	Max Speed: 100 mph at 6,500 ft
Height: 10 ft., 3 in.	Rate of Climb: 540 ft/min
Crew: 1 or 2	Service Ceiling: 15,500 ft
Type: Scout, Observation, Bombing, Training	Armament: Single fixed Vickers for pilot; One free Lewis gun aft



## Sopwith Pup

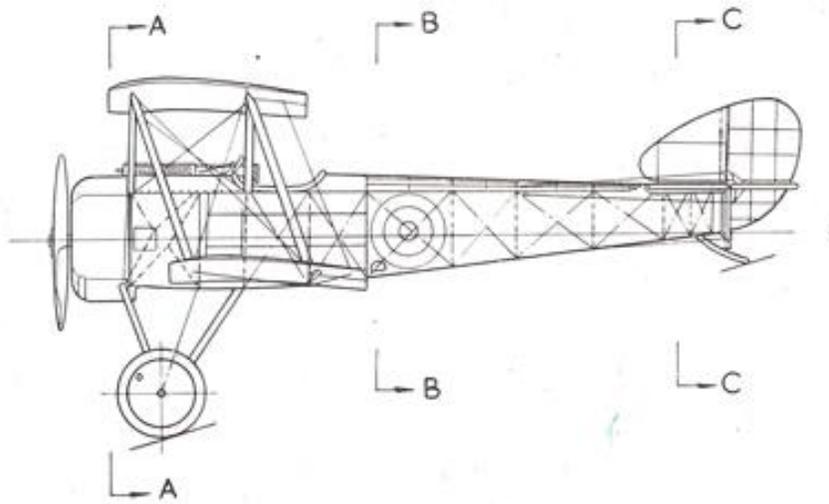
*A single-seater scout. The most delightful flying machine of the Great War.*

The Sopwith Pup was used by the RNAS from early 1916. By the end of that year it had entered service with the Royal Flying Corps, becoming its' predominant single-seater throughout 1917. During its existence it maintained the reputation of being one of the most delightful flying machines ever built. The performance attained with as low-powered an engine as the 80 Le Rhone, is astonishing.

As a flying machine, it was able to be force-landed on the smallest of fields, making it a good deal safer than the average aeroplane of the time. As a military machine its' most useful feature was that it could hold its height better than any other Allied or German aeroplane of the period. With sensitive controls and powerful elevators, the machine was fully aerobatic up to 15,000 ft.

### Specifications:

Engine: 80-100 hp rotary	Empty Weight: 856 lbs
Span: 26 ft., 6 in.	Gross Weight: 1313 lbs
Length: 19 ft., 4 in.	Max Speed: 106 mph at 6,500 ft
Height: 9 ft., 5 in.	Rate of Climb: 650 ft/min
Crew: Single-seater	Service Ceiling: 17,500 ft
Type: Scout	Armament: Single Vickers .303



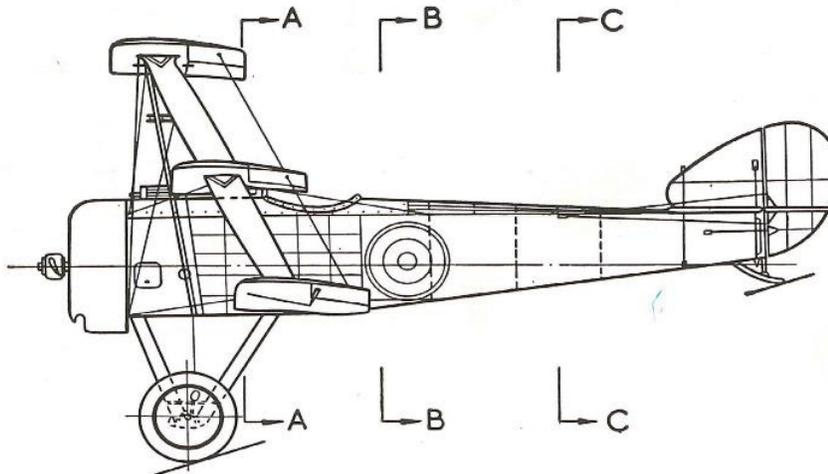
## Sopwith Triplane

*A highly maneuverable single-seater and one of the most feared aeroplanes of its' day.*

An ideal flying machine with qualities similar to those of the earlier Pup, the Sopwith Triplane entered service with the Royal Naval Air Service in early 1917. Fully aerobatic, the Triplane could out climb all German scouts, and many an enemy pilot must have paid with his life for not realizing this fact. Many held that the Triplane pilots had a strong psychological advantage because the mere sight of a “Tripehound” going through its’ paces was enough to instill fear in the heart of many an enemy pilot. Triplanes replaced Pups, Strutters and Nieuports in naval service and became so well liked that its’ pilots were reluctant to part with them when their replacement Camels arrived later in the year.

The Sopwith Triplane dispels the fallacy that the first triplane scout was developed by Anthony Fokker for the Germans. Probably as a result of the Sopwith’s astonishing success, Fokker was induced to try the novel layout.

Engine: 110-hp rotary	Empty Weight: 1101 lbs
Span: 26 ft., 6 in.	Gross Weight: 1541 lbs
Length: 19 ft., 4 in.	Max Speed: 117 mph at 6,500 ft
Height: 10 ft., 6 in.	Rate of Climb: 1,100 ft/min
Crew: 1	Service Ceiling: 20,500 ft
Type: Scout	Armament: Single Vickers .303



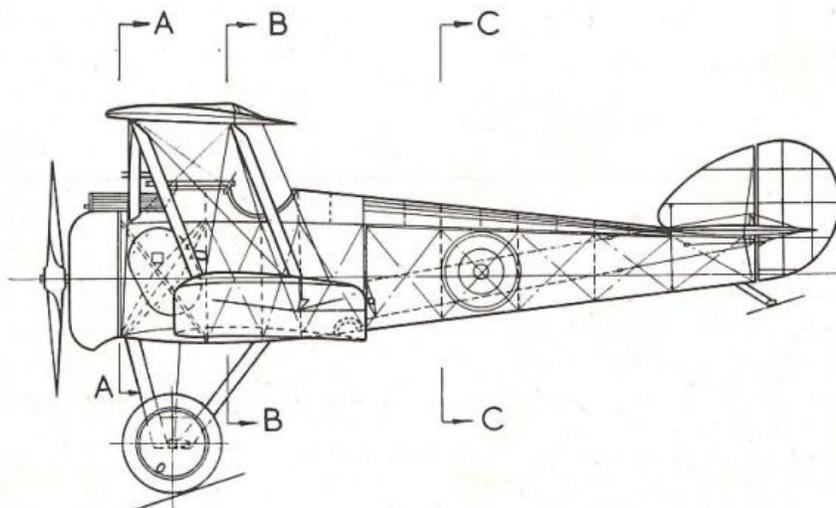
## Sopwith Camel

*A single-seater fighting scout, it destroyed more enemy aircraft than any other single type.*

Probably the most famous flying machine of the period, the Camel was often referred to as “a fierce little rasper”. It was amazingly maneuverable and a deadly weapon in the hands of a skilled pilot. It spun quickly, had extremely sensitive elevator control and was very fast on left hand turns, owing to the gyroscopic force produced by the rotary engine in combination with its’ short fuselage. It was also the undoing of many a rookie pilot. Novices regarded the Camel with horror as such an alarming number of pupils were killed during their first flight in the machine.

This high performance and extremely maneuverable aeroplane should only be flown by seasoned pilots with previous rotary engine experience.

Engine: 110–180 hp rotary	Empty Weight: 889 lbs
Span: 28 ft.	Gross Weight: 1453 lbs
Length: 18 ft., 8 in.	Max Speed: 118 mph at 6,500 ft
Height: 8 ft., 6 in.	Rate of Climb: 1000 ft/min
Crew: Single-seater	Service Ceiling: 19,000 ft
Type: Scout	Armament: Twin fixed Vickers .303





# Sopwith Kit Pricing

*Authentic Reproductions for the Original Experience*

Sub-Kit	Pup	1 ½ Strutter	Triplane	Camel
Fuselage	\$25,665	\$30,415	\$25,190	\$25,190
Wing	\$35,225	\$39,840	\$60,945	\$44,905
Tail	\$9,620	\$11,195	\$8,440	\$9,195
Undercarriage	\$8,945	\$9,155	\$8,945	\$8,945
Struts	\$4,250	\$4,575	\$5,225	\$4,320
Cowl & Panel	\$3,750	\$3,750	\$3,750	\$3,750
Fuel Tank	\$1,985	\$1,925	\$1,495	\$1,925
Oil Tank		\$995	\$495	\$795
Windscreen	\$1,350	\$2,600	\$1,350	\$1,350
Controls - Single	\$4,825	\$7,525	\$5,825	\$5,825
Controls - Dual	NA	\$9,100	NA	NA
<b>Complete Kit</b> (unassembled)	\$95,615	\$111,975 Single Control	\$121,660	\$106,200
		\$113,550 Dual Control		
ACCESSORIES				
Gnome Monosoupape Rotary Engine (new production)				\$62,000
Gnome Rotary Engine with Electric Self Start (new production)				\$65,400
Fox Wooden Vintage Propeller (hand crafted, new production)				\$6,200

NOTE: Vintage Aero enthusiasts supply their own power plant, propeller, instrumentation, flying wires, and fabric covering according to their preference. These items are not included in kit pricing.

**Payment:** A 10% deposit is required to confirm order; 45% due when order goes into production; 45% balance due upon completion prior to shipping. Kits are produced in order of receipt; allow 4 to 6 months production time depending on backlog.

**Shipping:** All kit prices shown are FOB Dallas, Texas. Gnome engines and propellers are FOB Blenheim, New Zealand.

**Authenticity:** Our kits contain period correct wood, metal fittings, cables and hardware and come ready-to-assemble. No welding is required. These Sopwith kits are based on the original factory drawings and specifications. Upon purchase of any Complete Kit, a complimentary set of Replicraft drawings will accompany your order.