



**VIC KING'S**  
perfect scale

# Sopwith Triplane

**T**HE charm of the biplane needs no emphasis—add a wing and make it a triplane—the result is sheer fascination.

Vic King's Sopwith Triplane augments the A.P.S. stable which already includes the 40 in. Pup and 42 in. Camel. This is a sound reliable scale design, with pendulum rudder for auto stability and is a veteran of many flights using one of the older type Amco .87 diesels. Advised power is around .75 c.c. and since the area of the three wings totals up to no less than 417 square inches, the loading is reduced to a favourable 4.1 oz./sq. ft.

The full-size Triplane arrived at a time when the German Air Force on the Western Front was being re-inforced by the early types of Albatross single seaters, which were so vastly superior to the F.E.2.'s, B.E.'s and Sopwith One-and-a-half Strutter's, etc., in service at that time in the R.F.C.

In the hands of a pilot who understood the vices and virtues of the machine it was a potent weapon. It had an extremely good rate of climb and it was exceedingly manoeuvrable at heights up to and above 17,000 feet. One of the most famous Squadrons to be equipped with this type of machine was Naval Squadron No. 8, commanded by the famous Canadian Ace of over 60 victories, Captain Ray Collishaw. The original model is finished in the latter Squadron colours.

## Model detail

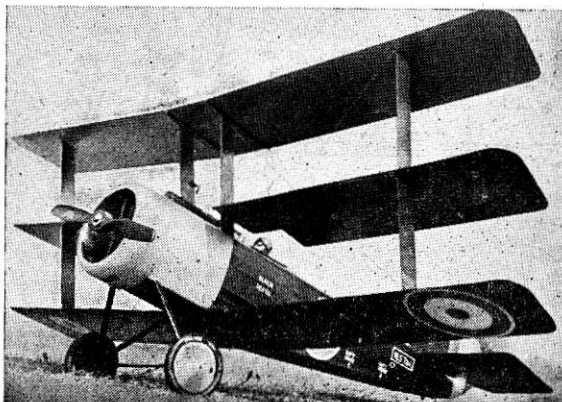
Since this is a scale model for the reasonably experienced modeller, constructional details do not require full description although the following points should be kept in mind.

Care should be taken to select only the hardest wood for the longerons. Ensure that the wire wing supports are well bound in. The wire tongues should be soldered carefully and accurately in place, and bent to the dihedral angle *after* soldering.

Use good hard stock for all the wing spars. Do not forget to put the small hooks in to take the flying wires and wing strut tensioners. Check the incidences for the middle and bottom wings relative to the top longeron, as this is parallel to the datum. Make sure that the wing tip struts are a good fit in their slots. When fitting the pendulum rudder, check that the amount of movement is greater to the right than to the left.

Dope the fuselage well around the fire wall before covering and use a good grain filler on the cowling. The model may be coloured in the normal khaki and pale cream of the period with a black or polished alloy cowling. Alternatively, it may be done in the R.N.A.S. No. 8 Squadron colours of black fuselage, wings and tail surfaces, with a silver cowling, decking and wheel hubs. U/C legs, wing struts, and fuselage struts should be stained mahogany and varnished. Add pilot and gun detail.

The glide of this model is extremely good and superior to many "sport" models. Try to get a very gentle left turn. When this has been obtained power flights may be attempted, with the engine at half maximum revs. Avoid a right turn. This model has a slow flying speed but a deceptively fast rate of climb, just like the full-size aircraft



*All W.W.I 'plane fans will readily acknowledge the accuracy of Vic King's faithful interpretation of the "Tripe." Plan opposite is a one-fifth reduction of the full-size drawing, now available, price 6/- post free, from Aeromodeller Plans Service.*