



The Shuttleworth Collection's Sopwith Pup, N5180, was originally a Dove two-seat civil version, G-EBKY, but was rebuilt as a Pup in 1937-38. Generally reckoned to be the most pleasant of the W.W.I scouts to handle, the Pup retained its excellent manoeuvrability up to about 15,000 ft. Production totalled 1,847, mostly by Standard and Whitehead; Sopwith's built 97 (Author's photo)



Above: A Pup taking off from a rudimentary platform on a ship—believed to be the seaplane-carrier H.M.S. "Manxman". The Pup also made history by being the first aircraft to land successfully on an aircraft-carrier, H.M.S. "Furious", on 2nd August 1917

Below: Probably the most famous aircraft of W.W.I, the Camel (F.1 version illustrated) is the type credited with destroying the greatest number of enemy aircraft—1,294. It will also be remembered for the rapidity of its right-hand turns—due to the gyroscopic force of its rotary engine. Production totalled 5,497 (Photo: Imperial War Museum)



Above: South to North view of a 1 1/2 Strutter showing the centre-section strut arrangement from which the aircraft got its name, the open section of the lower wing roots, the single forward-firing Vickers gun and the Scarff ring for the Lewis gun. Over 5,400 1 1/2 Strutters were built (about 4,200 of them in France) and one specimen is still preserved in the Brussels Military Museum

Below: Sopwith Triplane single-seat fighter powered by a 110-h.p. Clerget engine (although some had the 130-h.p. Clerget). It was the first triplane to enter service in W.W.I and 152 were built—103 by Sopwith's at Kingston, 46 by Clayton and Shuttleworth, and 3 by Oakley

