

1914
Schneider Trophy
Winner

Lotsa information on
the Tabloid @
www.fiddlersgreen.net

FLOATS

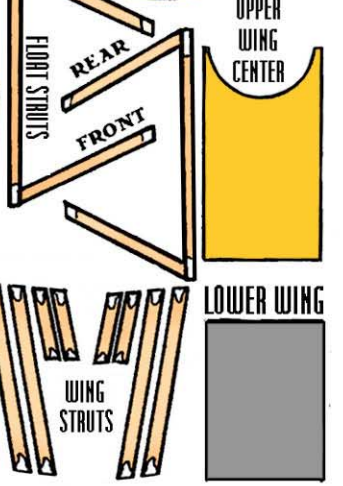
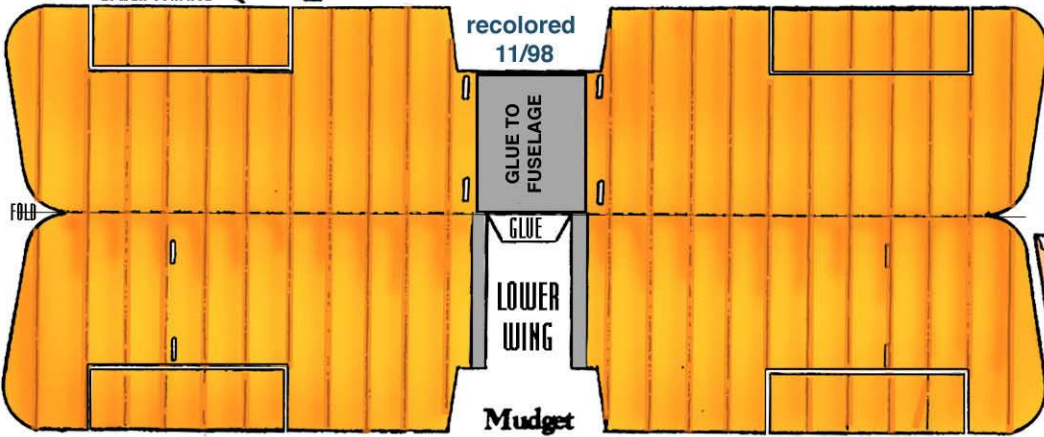
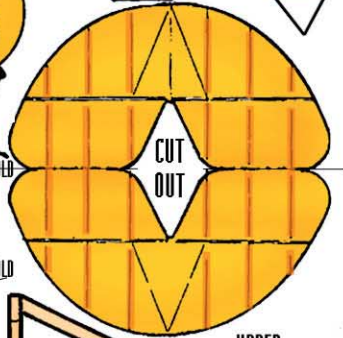
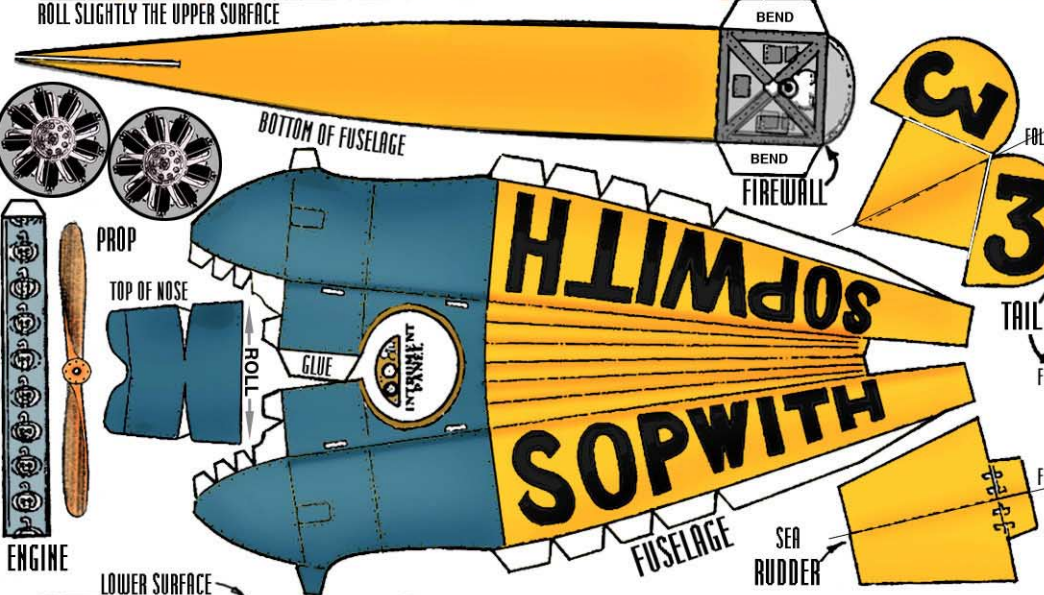
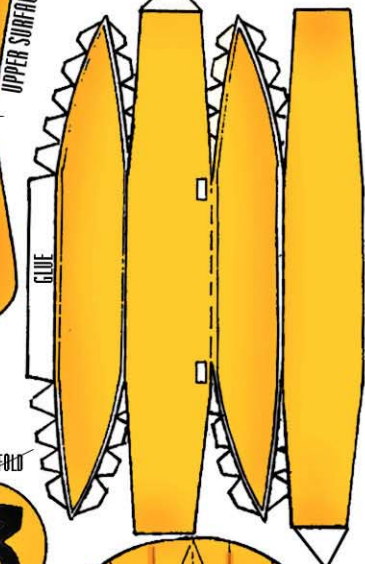
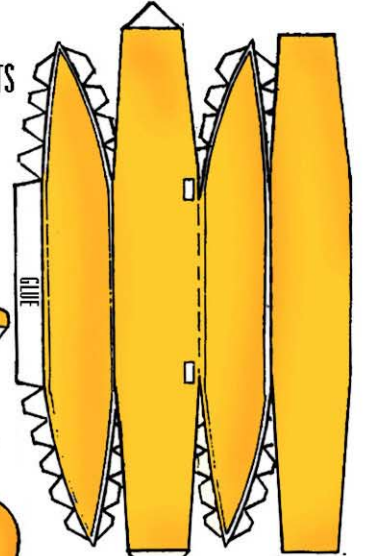
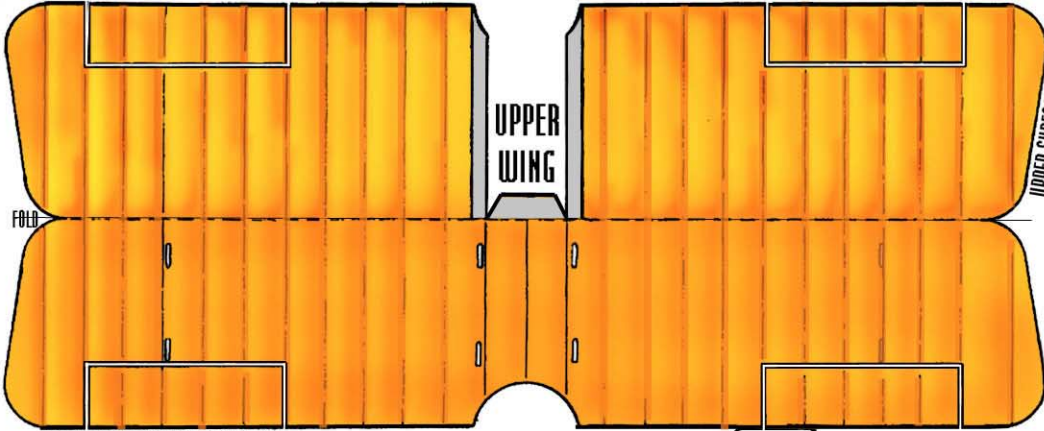
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SOPWITH

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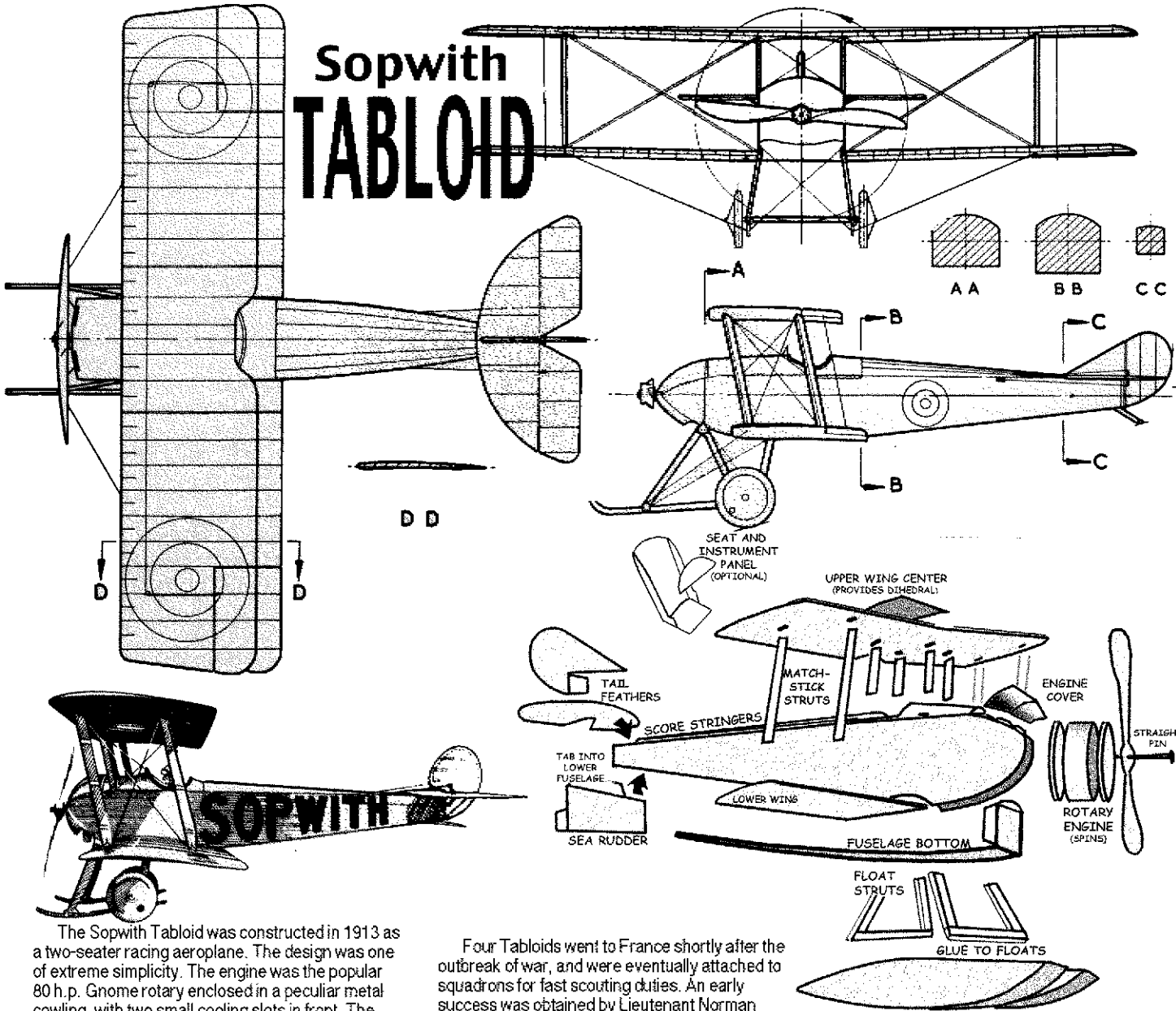
TABLOID



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Mudget

Sopwith TABLOID



The Sopwith Tabloid was constructed in 1913 as a two-seater racing aeroplane. The design was one of extreme simplicity. The engine was the popular 80 h.p. Gnome rotary enclosed in a peculiar metal cowling, with two small cooling slots in front. The fuselage, a wire-braced wooden box girder, was rather broad, for the pilot and passenger sat side by side in the one cockpit. The wings were of the usual fabric-covered wooden construction, with raked tips. Wing warping was used for lateral control. The undercarriage was equipped with twin skids.

Flown by Harry Hawker, the Tabloid performed excellently on test at Farnborough, reaching a speed of 92 m.p.h. and climbing to 1,200 feet in one minute, with pilot, passenger and fuel for two and a half hours' flying. Its first public appearance at Hendon was sensational: it easily outclassed the monoplane, which had hitherto been supreme.

The original machine was taken by Hawker to Australia: he returned in June 1914- by then the aeroplane had a plain vee undercarriage and the fabric had been removed from the rear end of the fuselage.

On April 20th, 1914, Howard Pixton, who had taken over Hawker's duties, piloted a seaplane version of the Tabloid to victory in the Schneider Trophy race. This model had the 100 h.p. Gnome Monosoupape engine and a plain rudder and fin.

Production commenced in the spring of 1914 for both the R.F.C. and R.N.A.S. The service machines were single-seaters, had rudders and fins resembling those of the Schneider seaplane, and twin-skid undercarriages. A few had extra bracing struts to each skid.

Four Tabloids went to France shortly after the outbreak of war, and were eventually attached to squadrons for fast scouting duties. An early success was obtained by Lieutenant Norman Spratt, who forced down a German machine by circling his Tabloid around it: his only 'armament' at the time being a bundle of steel darts! Some R.N.A.S. machines had Lewis guns fitted on their top wings to fire above the revolving airscrew. One naval Tabloid had a Lewis gun fixed on the starboard side of its fuselage to fire through the airscrew arc: deflector plates protected the blades from damage—a device invented by the French engineer Saulnier and used on the single-seater MoraneSaulnier monoplane.

The type scored its greatest success in the light bomber role. On October 8th, 1914, the first two R.N.A.S. Tabloids to reach the front. Nos. 167 and 168, took off from beleaguered Antwerp to raid the Zeppelin sheds at Cologne and DQsseldorf. Squadron Commander Spenser Grey, flying 167, was unable to find his target, and bombed the railway station at Cologne. Flight Lieutenant Marix dropped his 20 lb. bombs on the airship shed at DUseldorf and destroyed the new Zeppelin Z.IX. Both aeroplanes were forced to land, but the pilots reached Antwerp before the town was evacuated by the Allies.

Tabloids also saw service at the Dardanelles and in the Aegean, but proved to be of little use.

Later machines had ailerons for lateral control, in place of wing warping. It is believed that about forty of the type were built.

**MORE ABOUT THE
SOPWITH TABLOID AT:
www.fiddlersgreen.net**

Aircraft: Sopwith Tabloid
Manufacturer: Sopwith Aviation Co.
Year: 1914
Engine: Gnome 9-cylinder rotary, 100 hp
Wingspan: 25 ft 6 in (7.77 m)
Length: 20 ft 4 in (6.2 m)
Height: 8 ft 5 in (2.57 m)
Wing area: 241.3 sq ft (22.42 sq m)
Weight (empty): 730 lbs (331 kg)
Weight (loaded): 1,120 lbs (508 kg)
Speed: 92 mph (148 kph)
Frame: spruce, pine
Covering: aluminium, linen

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<http://www.fiddlersgreen.net>
chipfyn@uswest.net
Fiddlers Green
1960 West Ray Road 1C-2
Chandler, AZ 85224

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