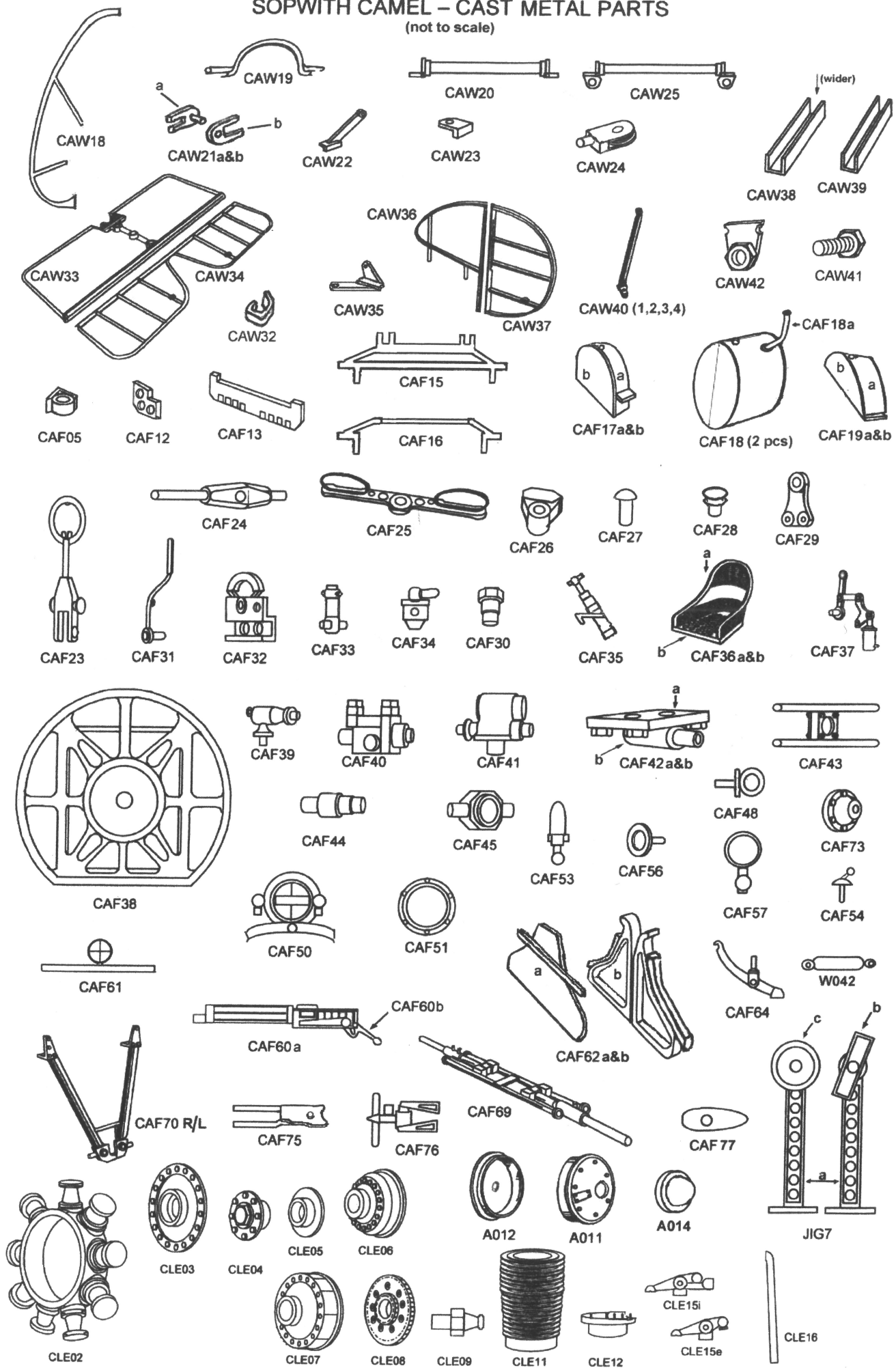


# SOPWITH CAMEL – CAST METAL PARTS


(not to scale)




# UPPER & LOWER WING RIBS - FUSELAGE PARTS

Please use this sheet to identify parts by numbers and quantity on the laser sheets.

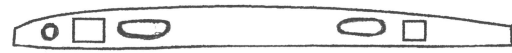
**ELEVATOR RIBS**



CAW09 = 8 pc.



CAW10 = 6 pc.



CAW01 = 2 for U.W



CAW02 = 28 pc. (14 for U.W + 14 for L.W.)



CAW04 = 4 pc. (2 for U.W. + 2 for L.W.)



CAW03 = 8 pc. (4 for U.W. + 4 for L.W.)



CAW05 = 16 pc. (8 for U.W + 8 for L.W.)



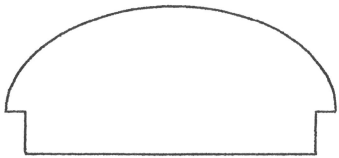
CAW06 = 4 pc. (2 for U.W. + 2 for L.W.)



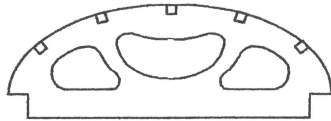
CAW07 = 4 pc. (2 for U.W. + 2 for L.W.)



CAW08 = 51 pc. (27 for U.W + 24 for L.W.)



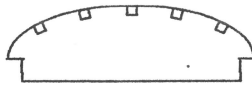
CAF21



CAF08



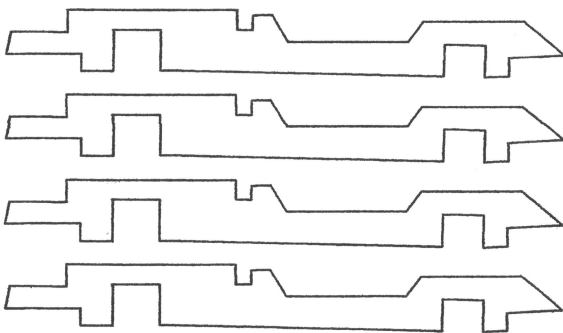
CAF09



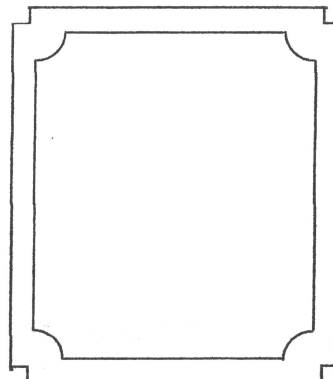
CAF10



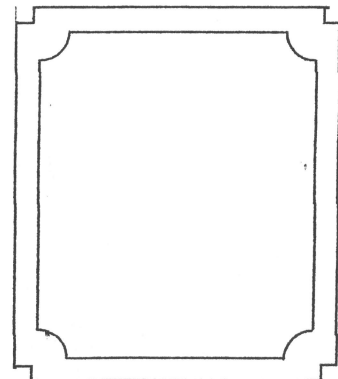
CAF11



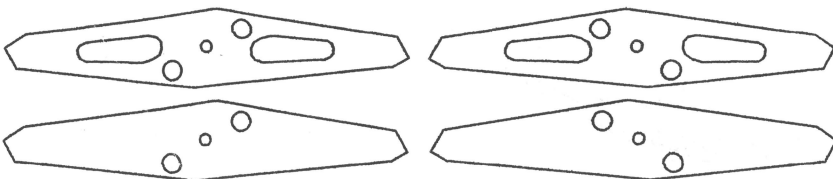
CAF03



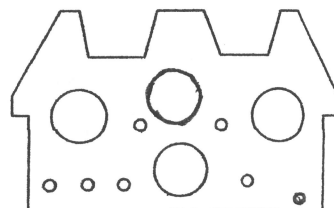
CAF06



CAF06



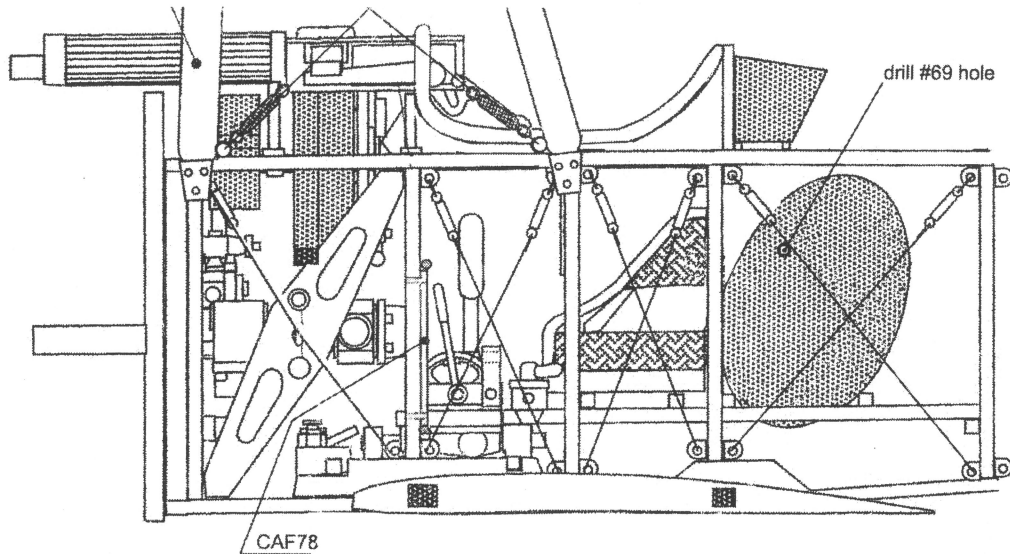
CAF04



CAF49

## CORRECTION TO FUEL SYSTEM

The extra fuel line from the bottom of the main fuel tank is routed to the bottom of a tubular fuel gauge (CAF78) and from the gauge's angled top fitting back to the main fuel tank. Drill a #69 hole in the side of the main fuel tank and mount the fuel gauge to the left forward cockpit vertical frame with two 1/8" strips of copper tape so the gauge's top angled fitting faces out, as below.



Using the provided copper wire, pipe the fittings per the new schematic Fig.25. Note that Fig.25 does not purport to show the actual piping runs. These should be kept as short as possible while considering neatness and clearance -- especially where the air line passes the rudder bar. The line from the wind-driven air pump (CAF76) should be connected to the line from the hand pump by means of the T-connector (CAF79).

