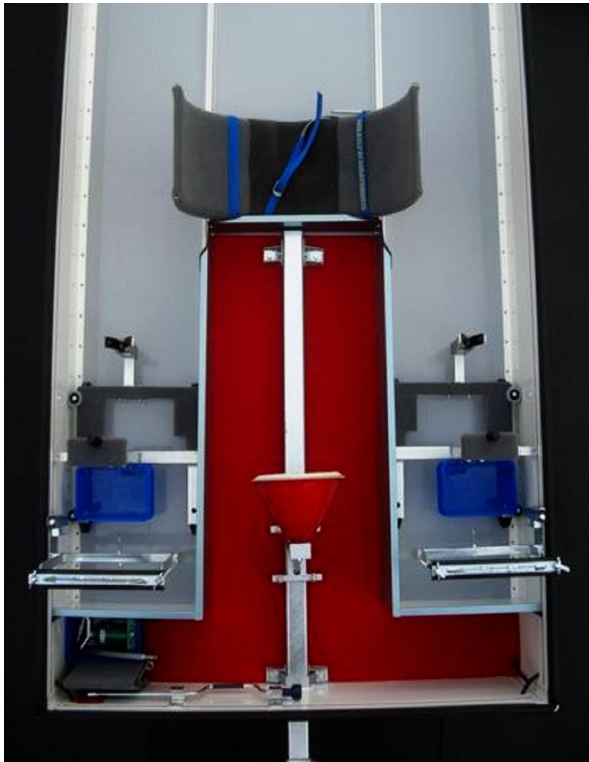


## *Arcus*

We thank you for your interest in a COBRA trailer for your *Arcus*

Your *Arcus* is quite a special sailplane . its arched, forward-swept and upwards curved wings give it a distinctive appearance, however, it also creates the need for special installations in your trailer.



In spite of the long fuselage and the long wings of your *Arcus*, the storage box (standard) in the COBRA trailer, with its fully utilized outline, offers a lot of space for your accessories. Also the tow bar, the wing support and a lot more will fit in comfortably. In the picture you can see the little blue boxes on the wing dollies meant for tape, grease and cleaning rag.

At the wing dollies you will also find brackets to hold the shear force bolts at the root rib of your *Arcus* (mandatory option, no. 337).

With the help of these brackets you can easily drive your wings in and out of the trailer.

In the front left hand: a set to change a wheel (option no. 43), a double piston hydraulic jack and an extendable wheel nut spanner.



If you do not want to derig your *Arcus* on vacation every day: the COBRA Tie down set (option No. 30) will hold your sailplane safely. The two crosswise linked steel pegs are easy to drive into the ground and as easy to pull out again one by one. However, because of the linkage, they offer the biggest possible holding power.

Scope of supply: 3 ground anchors, 3 padded belts, 1 hammer in a bag.

Please, see: <http://www.cobratrailer.com/>

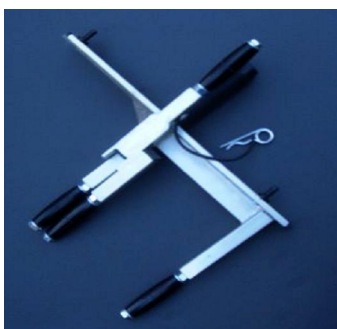


For extra easy rigging of your *Arcus*:  
The hydraulic ramp (option No. 10) for the *Arcus* trailer is a very special design. It lowers almost to the ground and, for the high undercarriage of the *Arcus*, rises up to 350 mm. With this ramp you can lower the fuselage completely to the ground and mount the inner wing panels. Like that, you can still comfortably reach the handles at the wing parting in spite of the upwards curved wing ends. With the strength-optimised double piston lift unit you can raise the rigged glider from the ground high enough to get the wheel out.

And the small black strip at the rail? If this strip just touches the level ground, the ramp is aligned to push the fuselage into the trailer by means of the tail wheel rails with safe clearance to the fuselage underside.

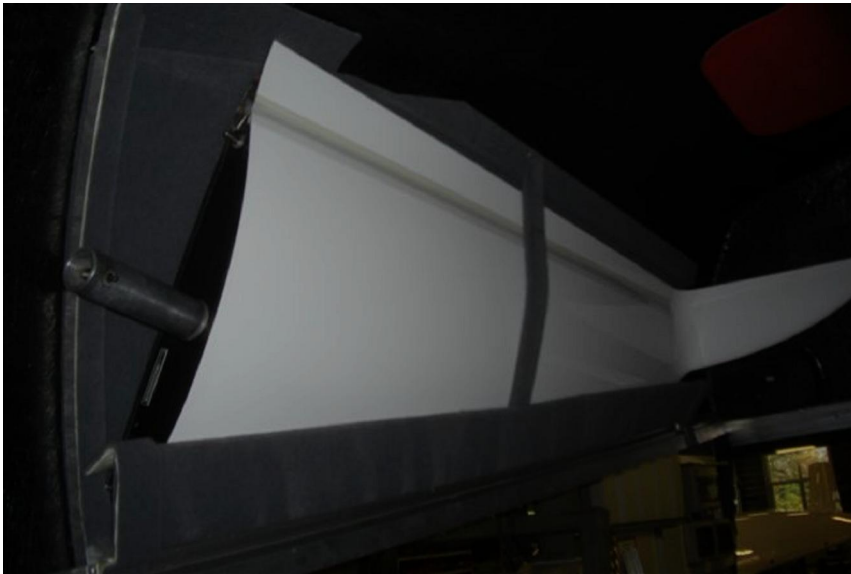


The wing dollies in the *Arcus* trailer have an additional bracket to hold the shear force bolt at the root rib (mandatory option No. 337). Because of this even the curved wings of the *Arcus* will roll safely into the trailer without tipping over.



With the carrier handles for the outer end (mandatory option, No. 336) you can turn the wings without changing your grip and with a fold out second lever somebody else can even give you a hand. While on the road the wings are secured in the trailer by means of these handles so no pressure will hurt the ailerons.

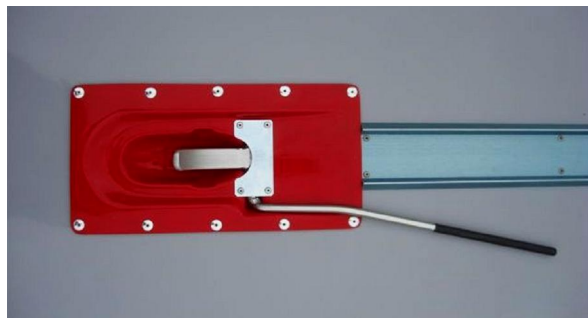




For easy reach the wing tips are placed at the rear side ends in the trailer in even holders and secured with a padded safety lever (mandatory option No. 11)



The lifting device for the tail wheel . step on the lever with your left foot and the fuselage of your *Arcus* will roll out almost by itself. Recommended for motor gliders with high tail weight (option No. 17)

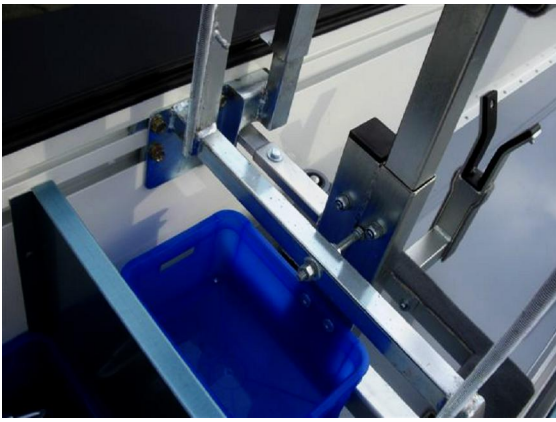


And if you need lots of space (eg. for deck chairs etc): our underneath drawer (option No. 46). Nearly at the balance point just behind the axis with a ground clearance of 180 mm (which is about double the clearance most cars have). Easy to drive with bearings it locks automatically when fully closed, lockable, splash/waterproofed, holds 180 liters. (left picture)

On the right you see the two tail wheel rails (option No.15 + 16). Ideal for motor gliders, with rounded insertions for the protection of your tail wheel.



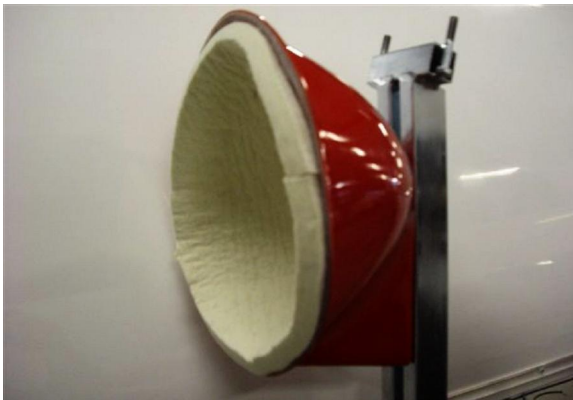




Automatic locking devices for the wing dollies (standard). Because of the quite different thermal strain of the carbon fiber wings to the aluminum of the trailer, the wings do need some centimeters of longitudinal tolerance in the trailer. This would mean your wings would be sliding back and forth in the trailer with each acceleration or slowdown, and cause abrasion of the wing nose after a while.



To prevent that, Cobra has locked the wing dollies in the trailer at the spot for a long time. Now these locking devices are refined (see photo). A handle loaded with two springs in two different directions releases the wing only after the trailer top is lifted open. And if you failed to push the wing into the trailer all the way to the front? At the first slow down, the handle will lock the dolly automatically (standard beginning in 2010)



The nose holder for the fuselage: GRP . moulding padded with 20 mm of white sheep felt (standard)



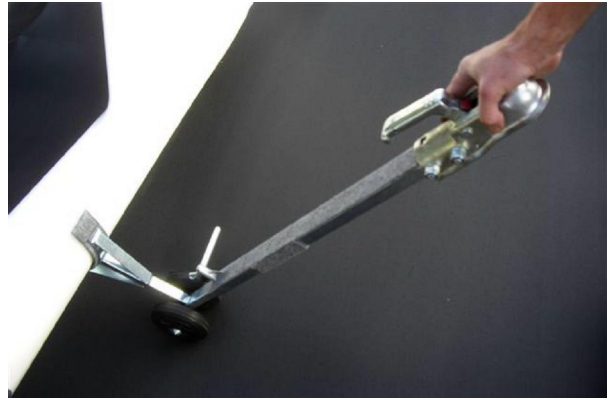
The wing nose rest: easy to change top layers of natural white felt always protect the surface of your wings (standard, spare felts part no 354)

Also for your rigged *Arcus* we have something special:

The telescope . tow bar with lifting device to attach the tail dolly (option No. 599).  
Easy to use and strength saving, particularly with motor gliders!



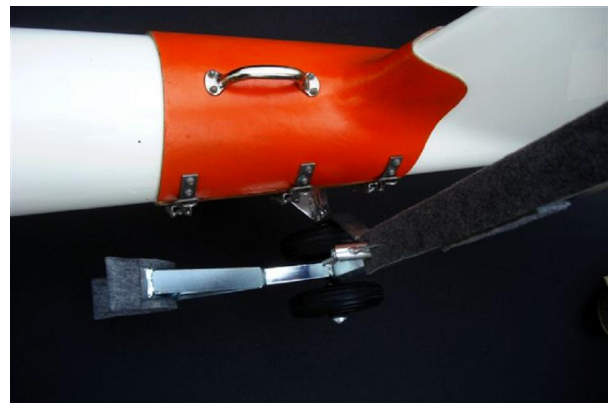
Before the first use mark the front position of the tail dolly at the fuselage. Now you always know exactly where to attach the lifting device.



Lift up ♂



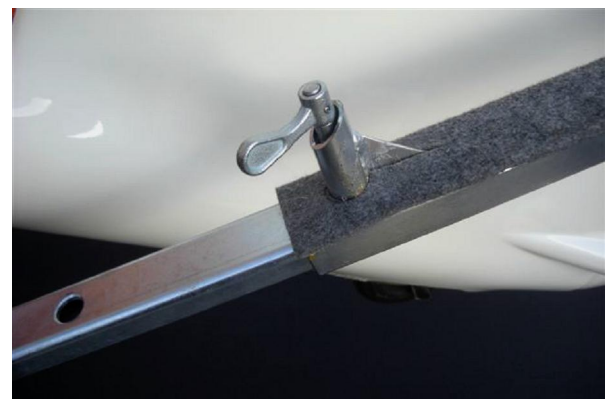
Attach the tail dolly  
Lower it to the ground



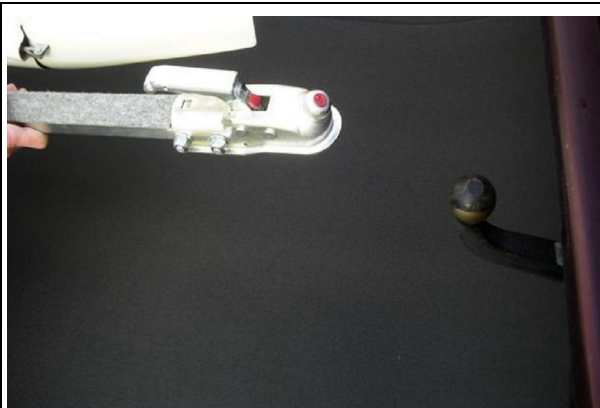
♂ ♂ . and plug the pin of the tow bar into the tube at the dolly in a vertical position



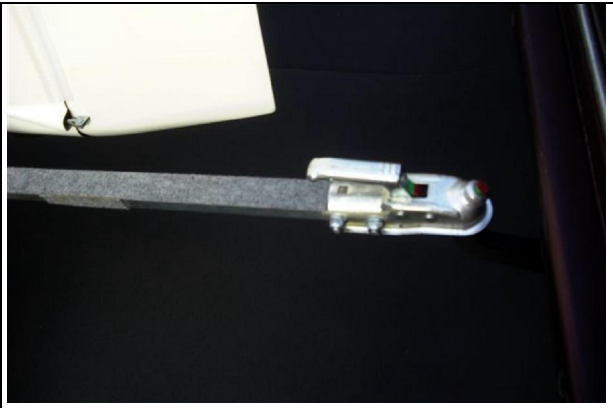
Then lower the towing end to the ground



♂ ♂ . and check the locking of the bolt head at the tube. Open the spring loaded lever and move out the bar.



Bring your car close



... and hook it on



Slowly move on



...and the spring loaded lever will lock the telescope automatically.

**For easy attachment of the tail dolly and connection of the glider to the car without lifting and pushing.**