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## **COBRA Rigging Aids for Single-Seaters and Two Seaters**

- **effortless rigging due to wing hold in center of gravity**
- **electric upward / downward and forward / backward drive**
- **with remote control and battery pack**
- **tracking stability, even on grass fields**
- **equipped with 2 pneumatic running wheels and 2 support wheels**
- **alternately in simple design with 5 caster wheel chassis**
- **easy to take apart, folding**
- **Electric drive up to 120 kg wing lifting capacity**

**Adjustable height 700 to 1000 mm, corresponding to a travel of approx. 700 mm at wing tips, lateral adjustment 230 mm, corresponding to approx. 550 mm at wing tips, adjustment angle regulation by means of a tommy screw, other heights possible on request, weight approximately 15 kg**

### **Version 1:**

**Rigging aid, handdriven upward/downward and forward/backward drive, with 2 pneumatic wheels**

### **Version 2:**

**Rigging aid, electric upward/downward and forward/backward drive, with 2 pneumatic wheels, remote control by wire, incl. battery**

### **Version 3:**

**Rigging aid, electric upward/downward and forward/backward drive, with 2 pneumatic wheels, with infrared remote control, incl. battery**

### **Version 4,5,6:**

**As before, but with 5 wheel caster chassis, adjustable only in height**

### **Additional for the second wing:**

**Wing support with electric height adjustment, stabil tripod, folding, incl. battery**

**or the Wing support with mechanical height adjustment, stabil tripod, foldable**

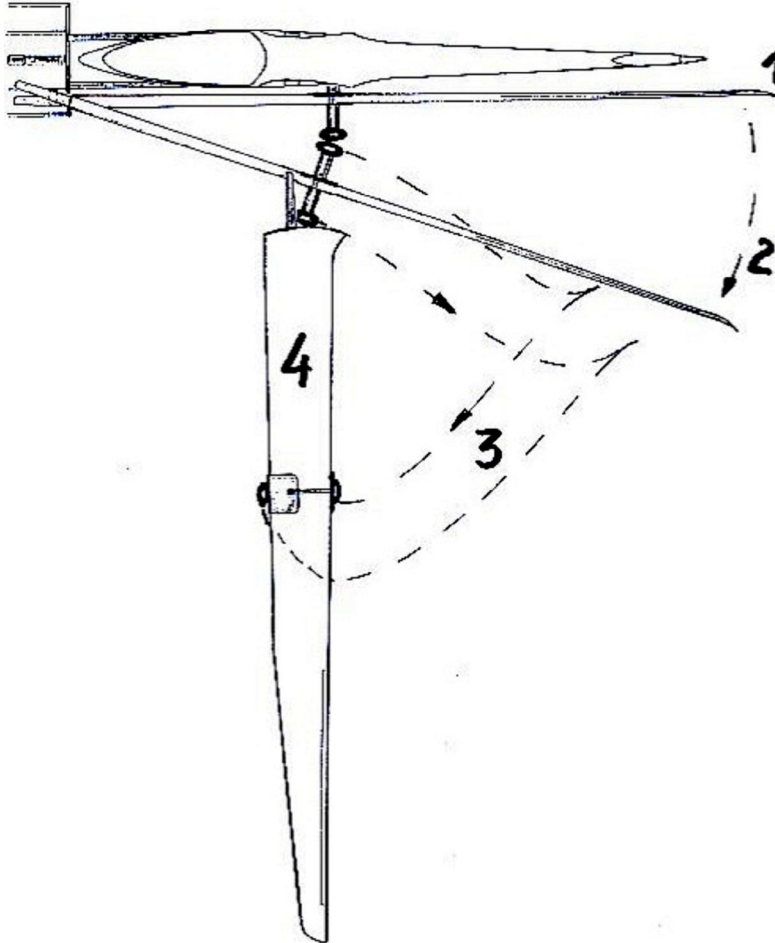
**Eccentric pin for wing assembly, aligns the holes to get the bolt in**

**(all prices + tax)**

**More information on: <http://www.cobratrailer.com/catalog/>**

## RIGGING INSTRUCTIONS:

Please take your time when you start first time rigging or derigging. Once you have gained a little practice, you will soon be able to assemble your glider fast and effortless and make it safer than before. **ATTENTION:** in windy weather conditions (e.g. föhn, mistral), it may be necessary to employ additional persons for assistance in coping with wind resistance. Please make sure to choose a level space for rigging or derigging your glider. Potholes and larger stones require long adjustment travels and tend to hamper advance. Remove the fuselage from the trailer and adjust it to level. During your first operation, you should define the optimal position of the rigging aid on the wing. To perform this, place the rigging aid at a distance of approx 3 m from the trailer end, right next to the fuselage.



1. Then remove the wing from the trailer and place it into the wing shell.

Secure it by means of the upper clamp. The spar stub should now lie with a load of approx. 3 kg on the wing dolly. If necessary, alter position of the rigging aid until the load has been adjusted. A small marking line or a piece of scotch tape stuck onto fuselage and wings will always help you to spot the correct position again.

2. Move the wing with the rigging aid attached by lifting at the wing tip as far as possible from the fuselage, rotating with the spar on the wing dolly in your trailer (be careful not to damage your wing at the outer trailer panel) and turn the supporting wheel rod in parallel position alongside the main shafts.

3. Lift the wing spar from the wing dolly and travel the wing to a 90° angle to the fuselage-wing junction.
4. Turn wing horizontally and insert spar stub into the fuselage.
5. Adjust regulating angle by means of tommy screw (required with uneven ground only).
6. Proceed to electrical upward/downward and forward/backward drive  $\ddot{E}$  precise to the millimetre and effortless  $\ddot{E}$  by pressing button.
7. Fully insert wing and tape the fuselage-wing junction for additional security.
8. Place the wing support into position. Take the rigging aid to the opposite side. Assemble the second wing using the same procedure and put your bolts in. If this is difficult, the eccentric pin might help to align the wings. For further procedure please refer to the operating manual of your plane. Derigging process analogous in reverse order.

**Note: For the simple version with caster chassis, there ist no longitudinal adjusting mechanism. Item 2 of the assembling instructions is also redundant. Overall, the tracking stability is more complicated than with the two-wheel chassis, mainly on grassy or poor ground, with certain airplanes it is therefore preferable to fit two bolts to the outer trailer panel to provide for defined wing revolving. Then the wing will swivel around the rotating point of the wing dolly bolt or the extra bolt fitted to the board panel.**

**HAVE FUN AND A PLEASANT FLIGHT!      Your COBRA Team**