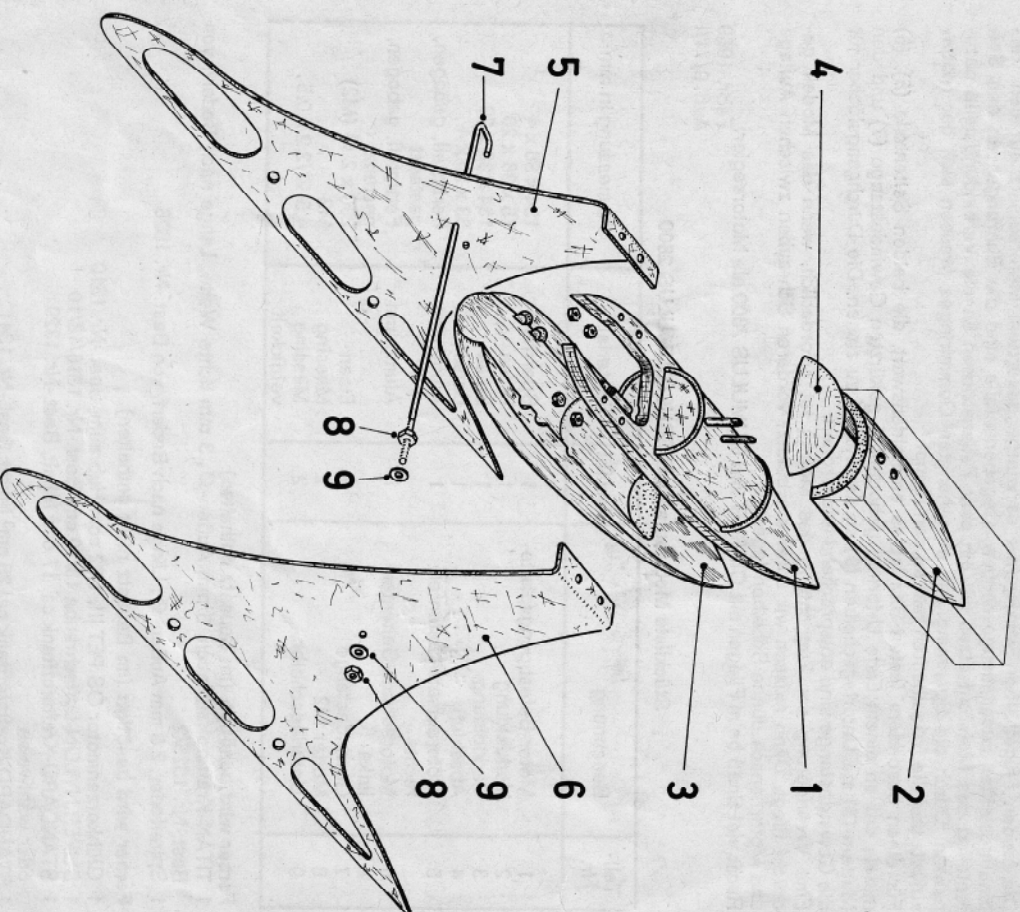


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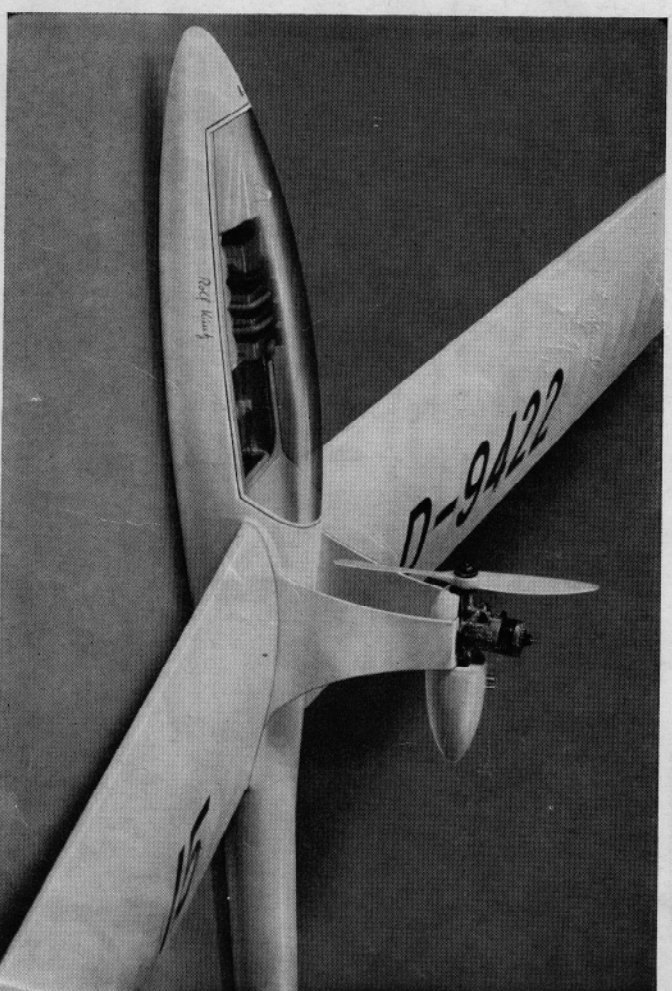
**Bauanleitung**  
**Motoraufsatz**

# CIRRUS

## Cumulus 2800



Motoraufsatz CIRRUS / CUMULUS 2800







## Pylon engine mount CIRRUS / CUMULUS 2800

This engine mount converts the CIRRUS resp. CUMULUS 2800 sailplane to a powered glider. Requiring no tools it is easily and firmly attached to the model. The reconversion from powered glider to sailplane requires but a few simple steps and is done in a jiffy.

Flights of longer duration are attainable with the aid of the pylon engine mount, so neither a handy slope nor a helper for tow launching are required.

A new feature of this engine mount are the two die-cut and bent aluminium pylon sides. This reduces the building time considerably.

Installation of the 1.62 cc = 0985 cu.in. OS PET II glo engine indent No. 1307 is recommended.

Do not use more powerful engines, otherwise the resulting stresses may prove unduly high.

Design of the engine mounting plate is such as to permit the use of either a 17 cc = 1.02 cu.in. capacity fuel tank, indent No. 1329 or a 25 cc = 1.5 cu.in. capacity tank, indent No. 1341. The smaller tank permits flights of ample duration. He who wants engine runs of very high duration should install the 25 cc tank.

In case the model CIRRUS with pylon engine mount is to be flown with working ailerons, the wing panels should preferably be secured in position by white Tesa tape, indent No. 717. This prevents the wing panels from being displaced by engine vibrations, thereby possibly spoiling the aileron adjustment in flight.

### Assembly

Carefully saw out the appropriate engine mounting plate (1) once you have decided which type of fuel tank you are going to install. Carefully fit engine and STANDARD fuel tank to plate. Trace and drill holes for the engine mounting bolts.

In order to permit removal and re-installation of the engine nuts M3 are cemented to the bottom face of the plate with UHU-plus (neither contained in the kit).

The tank is then installed and secured in position with UHU-plus. Now provide appropriate recesses for engine and tank in fairings (2) and (3), then fit the latter in position and cement to part (4). When dry they are sanded to streamline shape. Plug all tank openings and vents prior to sanding in order to keep the tank free from dust and dirt. Apply coats of GLATTFIX, indent No. 207, and SPANNFIX-IMMUN indent No. 1408/1—15 (both not contained in the kit).

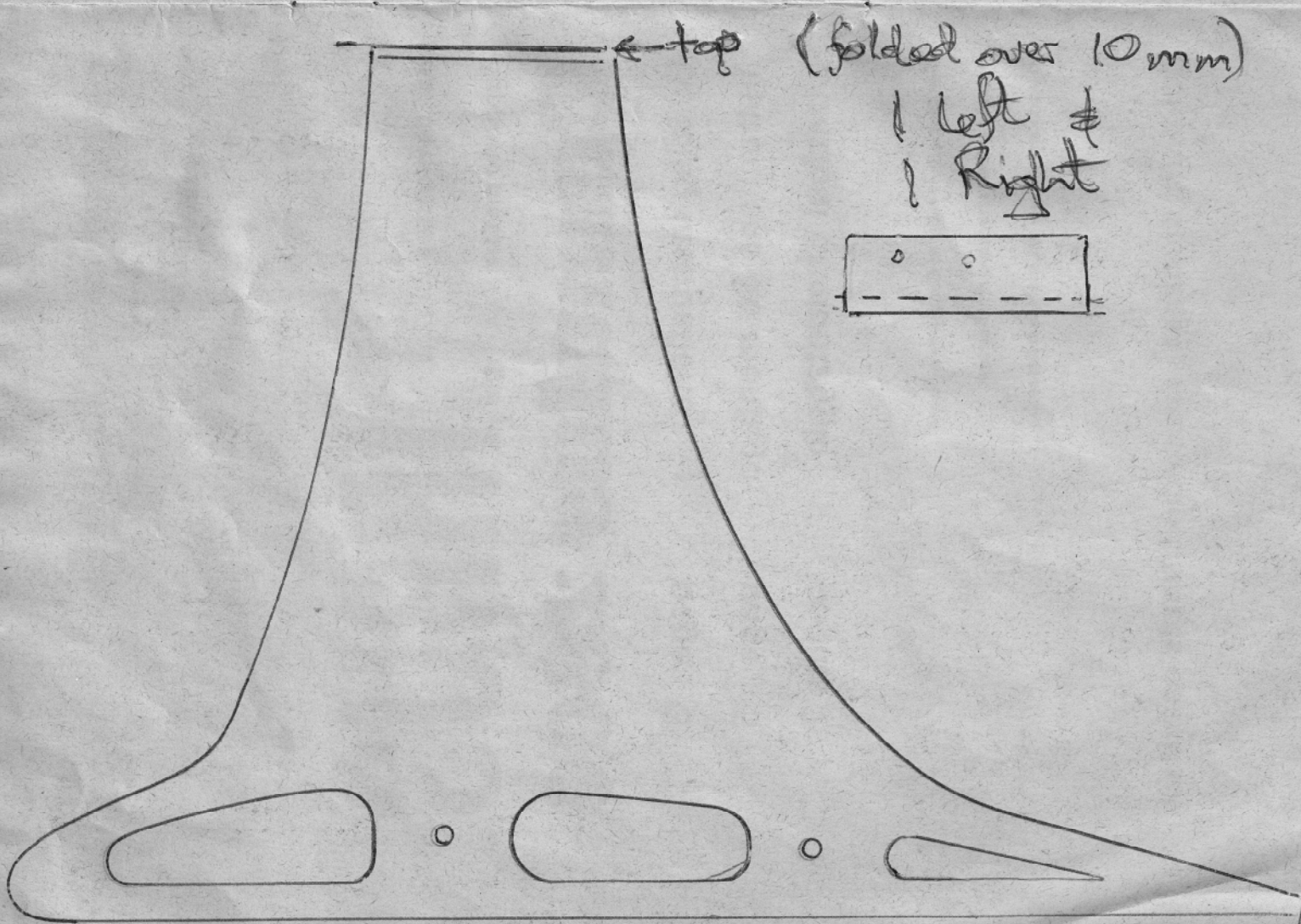
Permit GLATTFIX coats to dry and sand between intermediate coats with very fine sandpaper indent No. 700/2.

Mark position of the engine lug holes on the flanges of the pylon engine mount sides (5) and (6), then drill. Be sure to drill the holes symmetrically on both parts. If so desired the pylon engine mount sides may be painted too. Then slip the fuel line (contained in the kit) onto the lower fuel tank tube. Slip a suitable length of helical spring (supplied in the kit) into the fuel line, this prevents the latter from kinking.

Now assemble the two pylon mount sides, the engine, the tank with fairings and the mounting plate.

The engine is bolted to the flanges of parts (5) and (6), the latter are attached to the mounting plate (1).

The four M3 bolts are approximately 1/2" long. Use indent No. 706/20 bolts, shortened to suit! (not contained in the kit)



# Assembly

The two wing panels are pressed together on the joiners (dowels) with the engine mount sandwiched between them. The tension of the elastics firmly presses engine mount and wing panels to the fuselage.

In order to obtain proper fit, pull the two side parts (5), (6) against the fuselage with the aid of a suitably shortened thread rod (7), bent over to U-shape at one end, with nuts (8) and washers (9). Position holes for threaded rod to suit.

Thrustline adjustments are required should the model dive under power. Insert thin washers between flanges and engine lugs at the front bolts.

Here's wishing you much fun flying your CIRRUS and CUMULUS 2800 powered-glider fashion.

edition 9/71/1

## List of parts pylon engine mount CIRRUS/CUMULUS 2800

Part. No.	Designation	Amt. req.	Material	Dimensions in inches
1	engine mounting plate	1	plywood	5 9/32 x 1 1/2 x 5/32
2	fairing	1	balsa	2 61/64 x 1 1/2 x 51/64
3	fairing	1	balsa	
4	plug	1	balsa	1 1/2 x 51/64 x 5/32
5	pylon engine mount right side	1	aluminium	comm.item, bent and die-cut
6	pylon engine mount left side	1	aluminium	comm.item, bent and die-cut
7	threaded rod	1	iron	7 7/8 x 5/64 Ø (M2)
8	nut M2	2	brass	M2 (5/64)
9	washer	2	brass nickel-plated	11/64 OD, 3/32 ID x 1/64

## Also required and contained in the kit:

- 1 TITAN fuel line 13/64 O.D., 1/8 I.D., length to suit, ex indent No. 1325/2
- 1 helical spring, 764 O.D., length to suit, ex indent No. 1626

## Required, but not contained in the kit:

- 1 glo engine OS PET III, 1.62 cc = .0985 cu.in. capacity, indent No. 1310
- 1 SUPER NYLON airscrew 18 x 10 cm (7 x 4") indent No. 1316/18/10
- 1 STANDARD fuel tank, approx. 1.02 cu.in. capacity, indent No. 1329 or optionally
- 1 STANDARD fuel tank, approx. 1.5 cu.in. capacity, indent No. 1341
- 4 roundhead M3 bolts 1/2", ex indent No. 706/20 (shortened)
- 4 hexagonal M3 nuts, ex indent No. 712
- 1 tube UHU-hart or RUDOL hart-333, indent No. 534/11 or 611/2, resp.
- 1 tube UHU-plus or HENKEL STABILIT-Express, indent No. 950/7 or 960, resp.
- GLATTFIX-porefiller, for priming balsa surfaces, indent No. 207
- SPANNFIX-IMMUN, for the colour finish, colour to suit, indent No. 1408/2—15