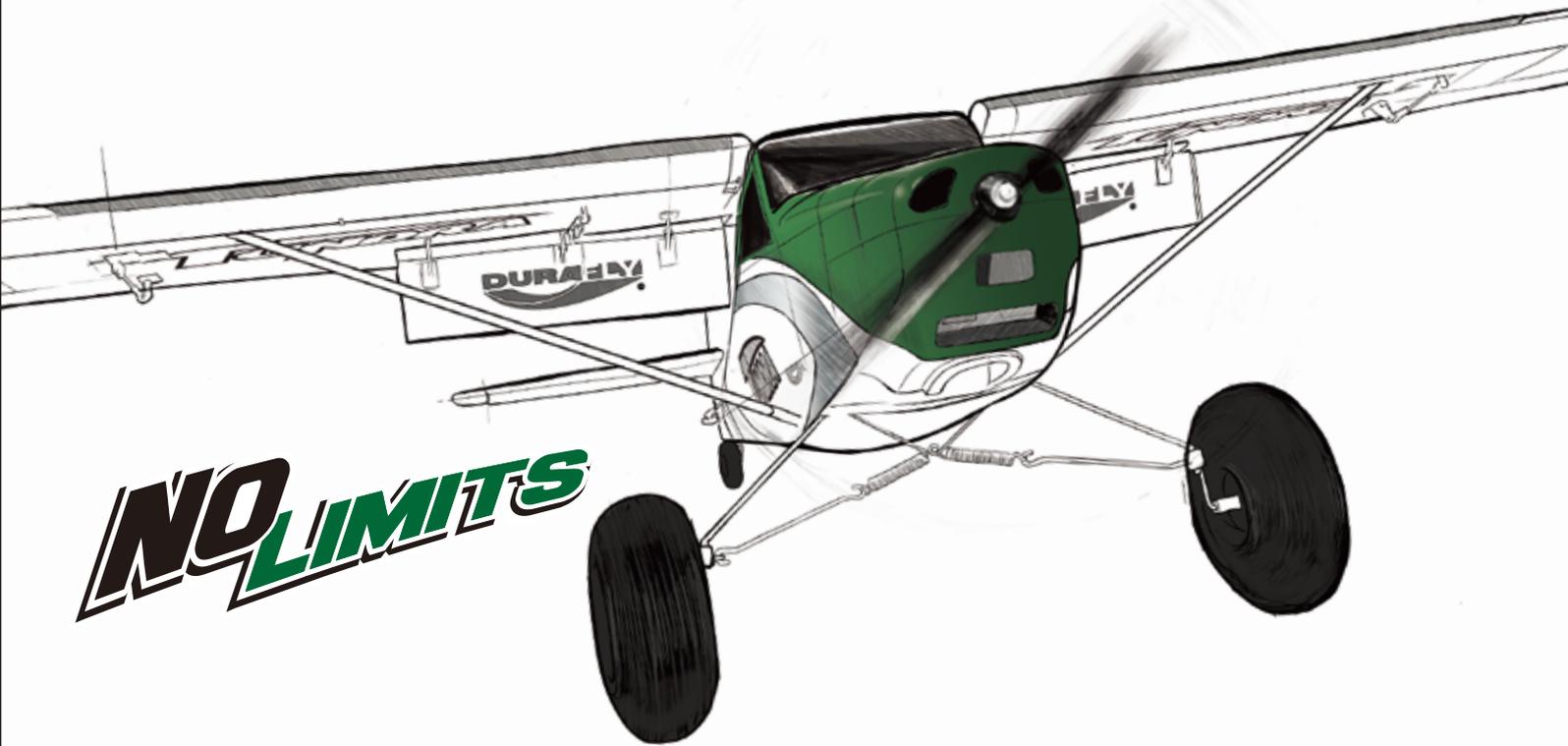
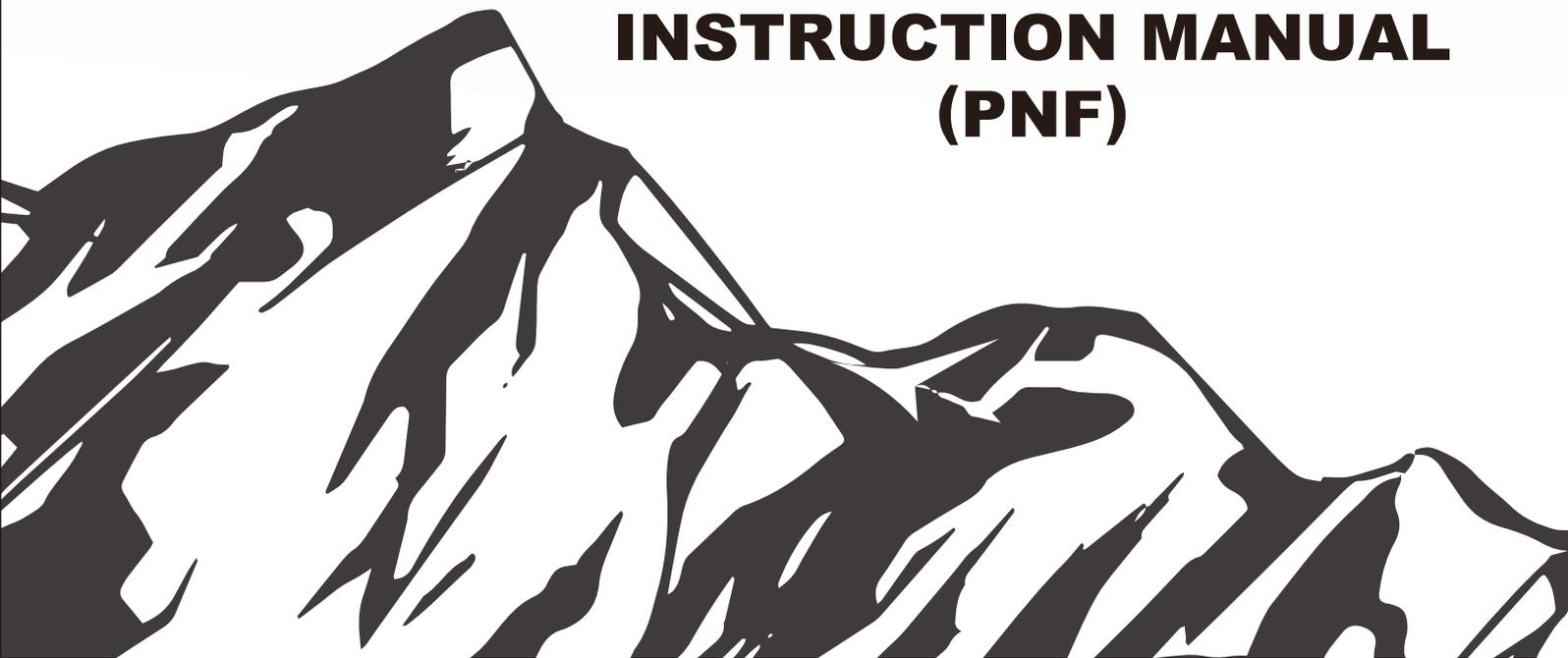


TUNDRA



NO LIMITS

INSTRUCTION MANUAL (PNF)



Please read this manual carefully
before operating this plane.



WARNING:

Read this instruction manual fully so as to become completely familiar with the features of this product before operating. Failure to operate this product correctly could result in damage to the product, personal property and cause serious injury. This is a sophisticated hobby product and is NOT a toy. It must always be operated with caution, common sense and some basic mechanical ability. This manual provides instructions as the the assembly, safe operation and maintenance of this hobby product. It is highly recommended that you follow and read fully the instructions and warnings stated in this manual including safety, assembly, set-up and flying guidelines in order to operate this product correctly and avoid damage or serious injury.

SAFETY PRECAUTIONS:

As the user of this product you and you alone are responsible for operating it in a manner that does not endanger yourself and others around you or result in damage to the product or property of others. This product is operated via a radio controlled system that in some cases can be subject to interference from sources outside of your control. Interference may result in a momentary loss of control so it is always recommended that this product be used in a suitably open outdoors space.

- This is a radio controlled flying model and as such must always be flown with caution and care. This is not a toy.
- This model is designed for intermediate to advanced pilots.
- Always exercise great caution when using the recommended battery to power this product. For full safety notes and operating procedures, please see information provided by your battery supplier.
- Take great care when connecting/disconnecting the battery. See battery supplier for full safety procedures.
- Never power up the model in confined spaces and always keep the props clear of obstructions.
- This product is not a toy. Children must be accompanied by an adult at all times if operating this product.
- Only fly this model in an open area away from crowds, people, buildings, trees, power lines and obstructions.
- Always put safety first when operating this model and consider the warnings stated above.
- The supplier/manufacturer accepts no responsibility for damage or injury caused through the use of the product. Not suitable for children under the age of 14. THIS IS NOT A TOY.

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INTRODUCTION:

Thank you for purchasing the Durafly Tundra. If you are looking for flying with no limits then you've found it with the Tundra! Whether its flying from rough brush fields, water, snow or sand, or FPV, aerobatics, glider towing, candy dropping or just good old fashioned super STOL slow flying, the Tundra takes on all with ease. Its light weight yet rugged construction, powerful brushless set-up and perfectly harmonized design gives you instantly a feeling of confidence on the sticks as quickly as it puts a smile on your face.

Simply put the Tundra is an immense amount of fun to fly and you will be flying soon enough due to a very straight forward and speedy assembly process and flying however you like too. With either the included floats, tow mounting point and FPV canopy or with optional skis and candy dropper, how you put your Tundra to work, is completely up to you.

Take on the very best mother nature can throw at you and still come up smiling. With the Tundra, there are no limits!



SPECIFICATIONS:

Wing span:1300mm(51.7")

Length:1190mm(47.2")

Flying weight:1150g(40.6oz)

Controls:5 Channel(Throttle,Ailerons,Elevator,Rudder,Flaps)

ESC: Aerostar 40amp Brushless ESC

Motor:3636 950kv Brushless outrunner

Prop: Durafly Carbon 12x6

Battery:1300-2200mAh 11.1v 3S lipo(30C min)

Radio system: Minimum 5 channel Rx and Tx required

CONTENT:



- | | | |
|--------------------------|--------------------------------------|---------------------|
| 1. Main wing halves | 4. Control and mouting accessories | 7. Main wheels |
| 2. Fuselage | 5. Wing, landing gear & float struts | 8. Carbon propeller |
| 3. Horizontal stabilizer | 6. Wing and tail spar | 9. Manual |

REQUIRED TO COMPLETE MODEL:

In its 'Plug n Fly' format the Tundra will still require some additional electronic components to get it 'flight ready'. Durafly recommends the products below for optimum performance and great value. Available at hobbyking.com



OrangeRx T-SIX 2.4GHz 6CH
Programmable Tx:
Part No. 9403000001 Mode 1
9403000002 Mode 2



OrangeRX R620X
6Ch 2.4Ghz:
Part No. 9171000757-0



ASPEC G2 1800mah
65C 3S Lipo:
Part No . 9472000001-0



Turnigy 2200mah
30C 3S Lipo:
Part No . T2200.3S.30

OPTIONAL ACCESSORIES:



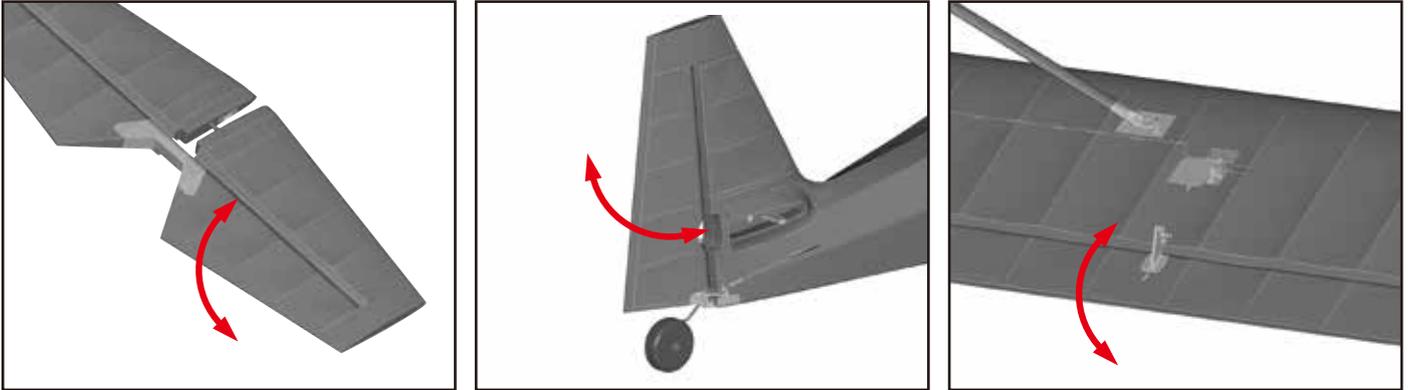
Hobbyking Candy Dropper:
Part No. 171000400-0



Durafly Skymule Ski Set:
Part No. 9310000176-0

ASSEMBLY(PNF)

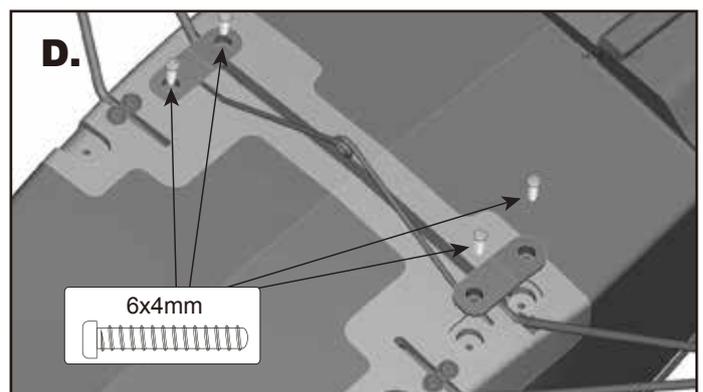
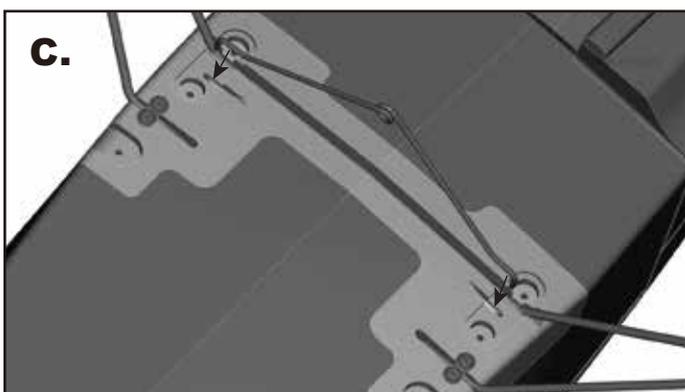
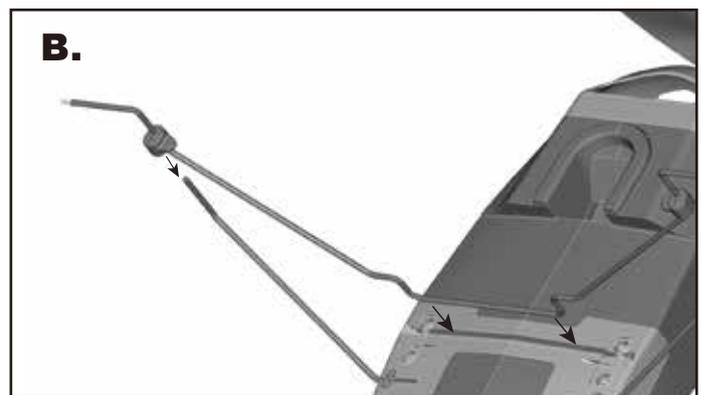
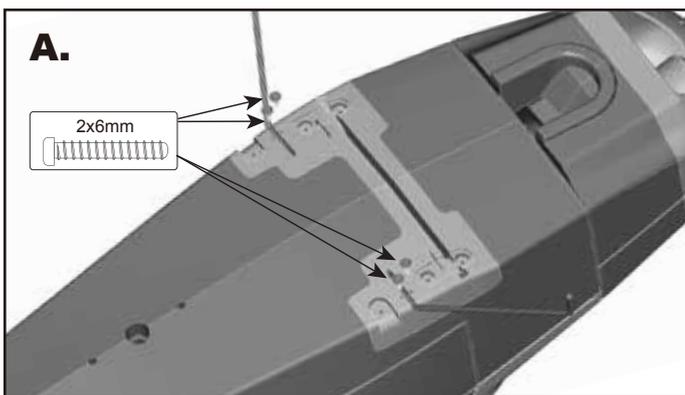
1. Out of the box your Tundra comes with reinforced foam hinges. However before assembly can begin, each hinge line must be flexed back and forth 5-6 times to reduce tension and load on the servo. Do this for all control surfaces before continuing.



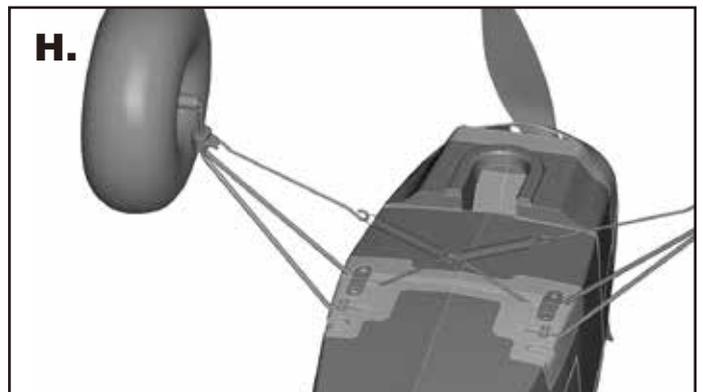
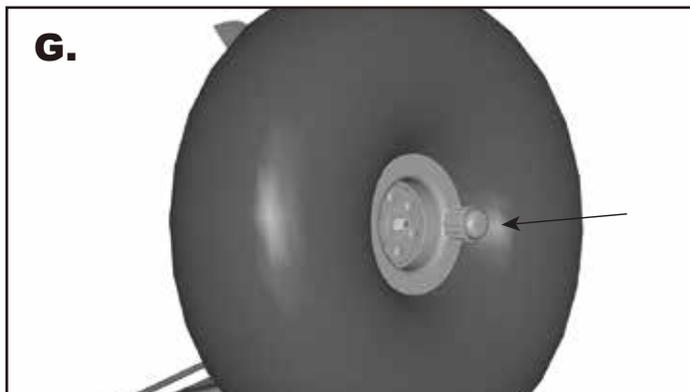
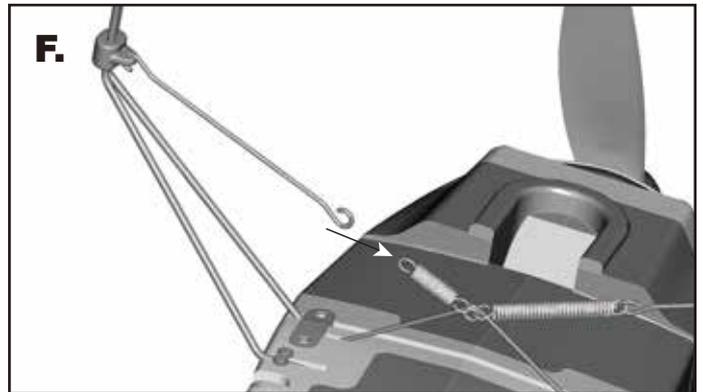
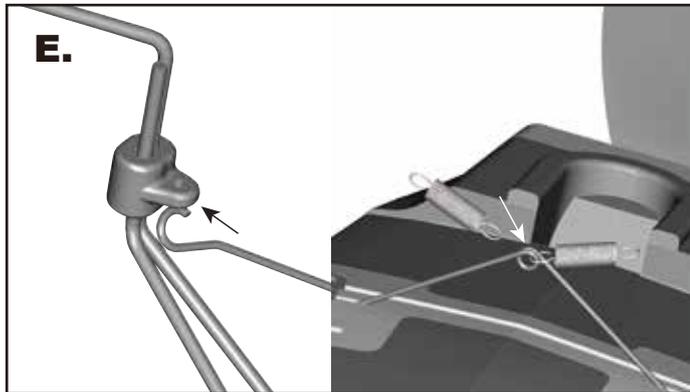
2A. To mount the undercarriage to the fuselage, start by inserting and securing the two rear braces with supplied 2x6mm screws (A). Now insert the main gear wire into the fuselage slot and slide the plastic brace keepers over the rear braces (B) to bring these two parts together. Insert the spring support wire between the main gear wire (C). Using supplied 6x4mm screws secure the main gear and spring support wire in place with the plastic undercarriage straps (D).

Notes:

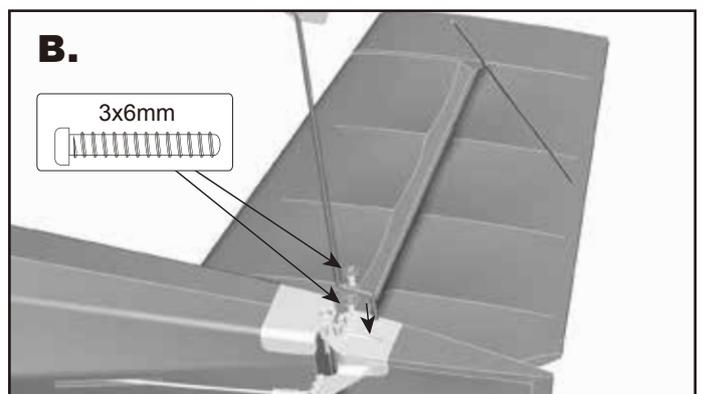
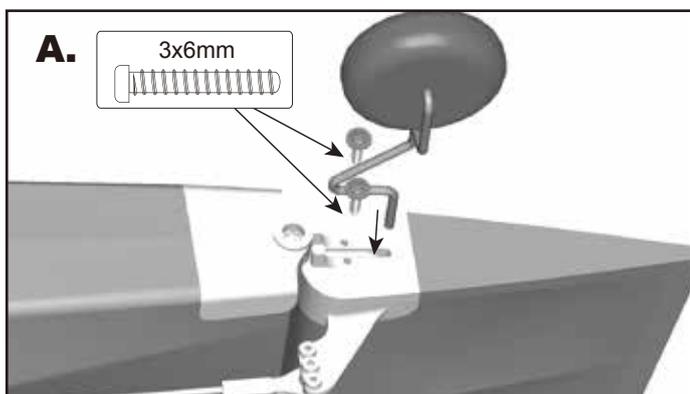
- Ensure the main gear rakes forward at stage B.
- Note left (L) and right (R) marked plastic straps and install accordingly during stage D.



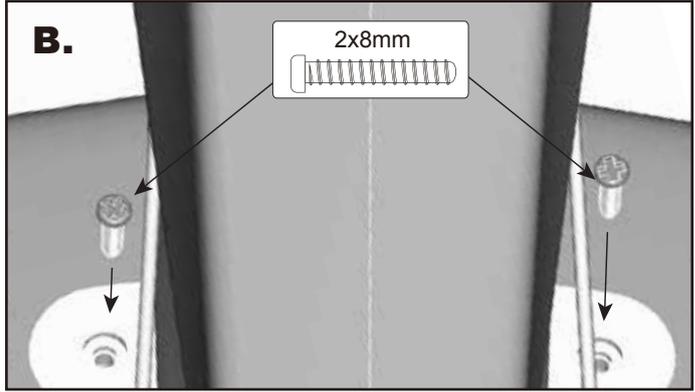
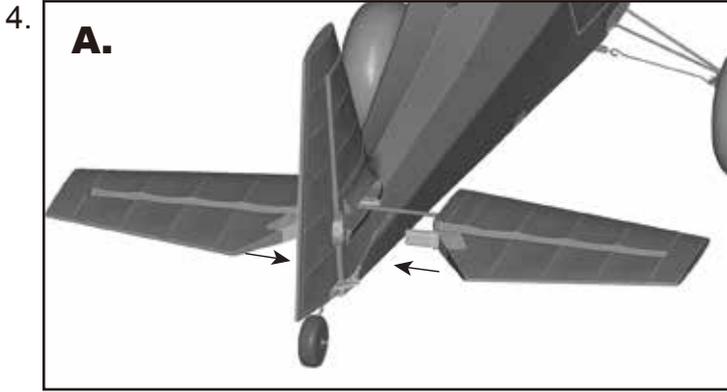
2B. Hook the supplied coil springs through the center ring of the spring support wire and the wire cross braces through the ring of the plastic brace keepers (E) to complete the sprung cross bracing assembly (F). Now slide the main wheels onto the axle and secure in place with the plastic grip nut (G). Assembly of the undercarriage is now complete (H.)



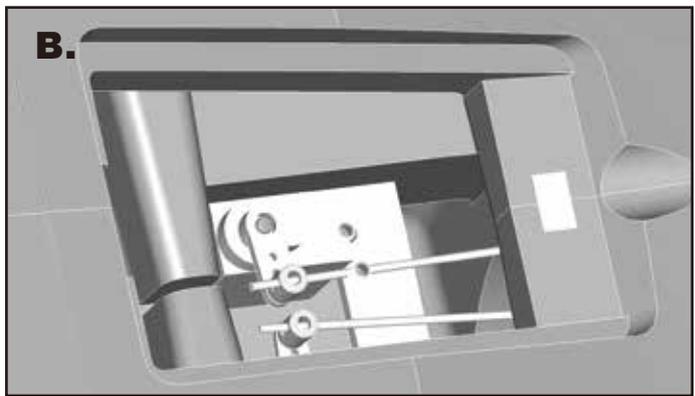
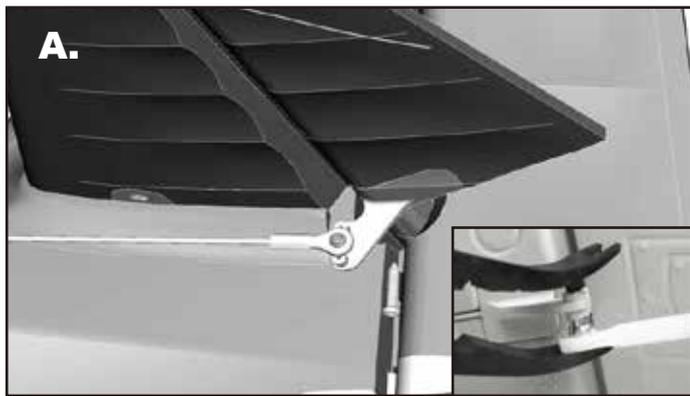
3. Insert the tail wheel assembly into the plastic slot on the bottom of the rudder and secure with two 3x6mm screws (A). The same method is used when mounting the water rudder (B)



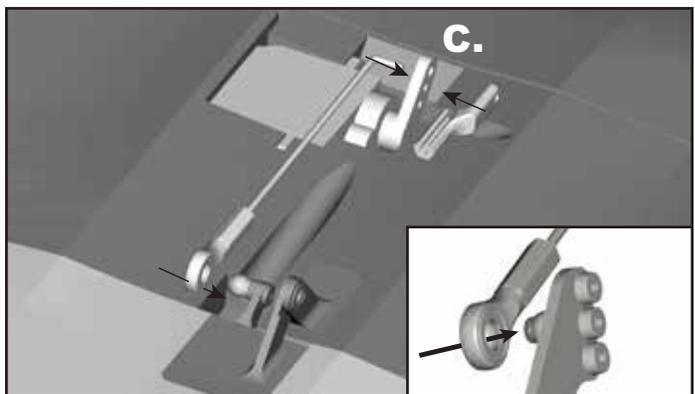
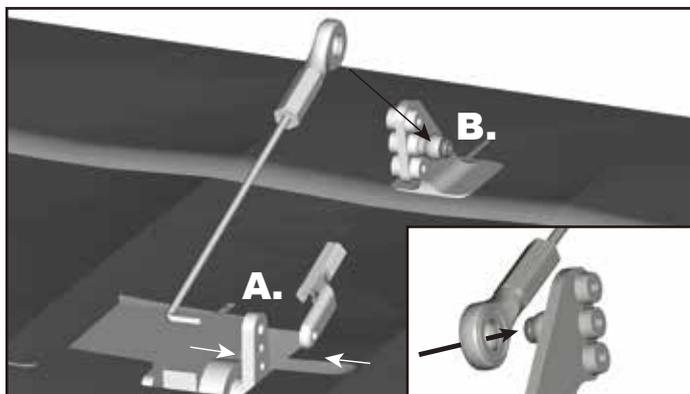
4. Insert one half of the carbon tail spar into one of the horizontal tail pieces before sliding this half into the tail slot on the fuselage. Now install the remaining tail piece (A). Secure both halves in place with the supplied 2.3x6mm screws and the elevator join with the single 2x8mm screw (B). This installation is self aligning, but do double check to ensure equal alignment to the vertical tail and wing.



5. Using a pair of pliers (ball link pliers preferably) connect the elevator push rod to the elevator horn (A). To ensure both the elevator and rudder are neutral (with the servos centered) loosen the grub screw of the piano wire fastener and slide push rods until both surfaces are neutral if required (B). Tighten firmly when done. For added security, the tail can be glued in place too.

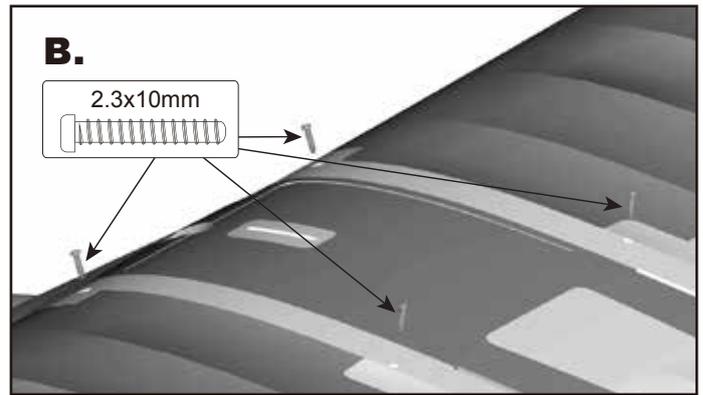
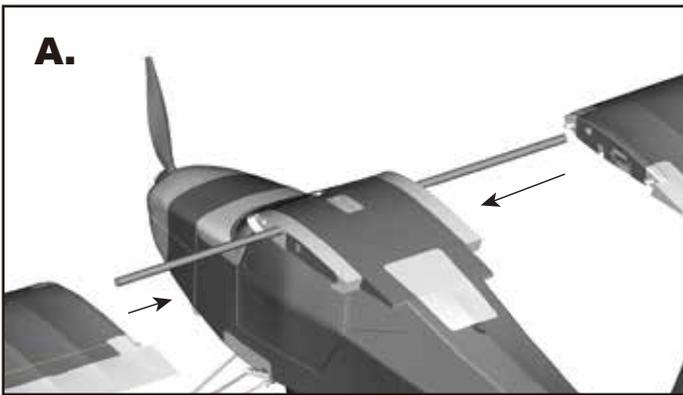


6. With the aileron control horns at 90 degrees to the wing surface (neutral) insert the aileron push rod and secure in place with plastic keepers (A). Connect the ball link to the aileron control horn as shown (B). Repeat this same process for the flaps, the exception being the flap servo horn must be positioned as far forwards as possible. This will give a flap neutral position with the push rod connected (C).



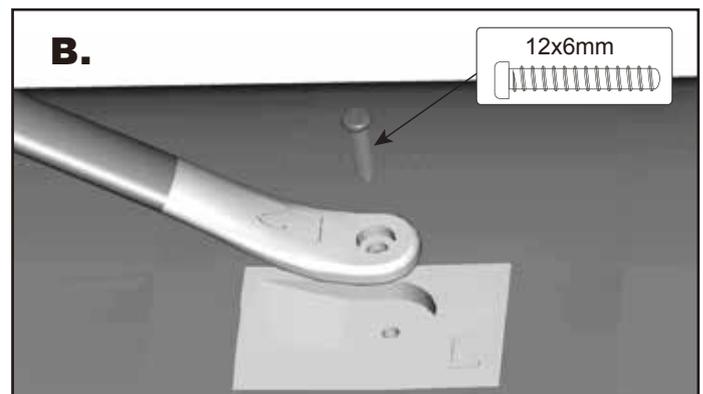
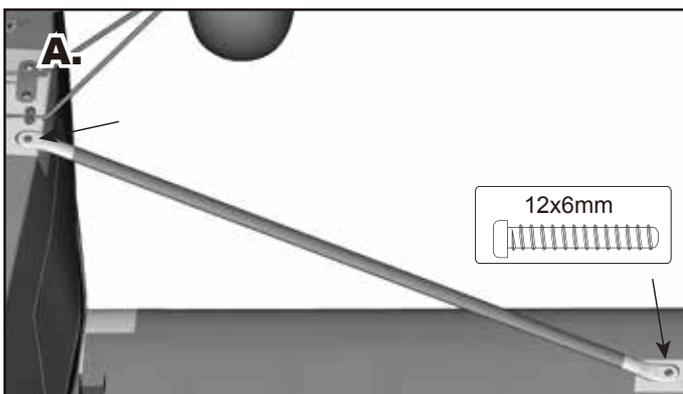
7. Insert the wing spar into the fuselage at the wing root (A) ensuring it is centered. Slide one wing half at a time onto the spar, pushing each panel firmly into place on the fuselage (A) and secure each panel with the provided 2x8mm screws (B). Take care to ensure the wing servo PCB is not damaged when connecting the wing to the fuselage.

7.

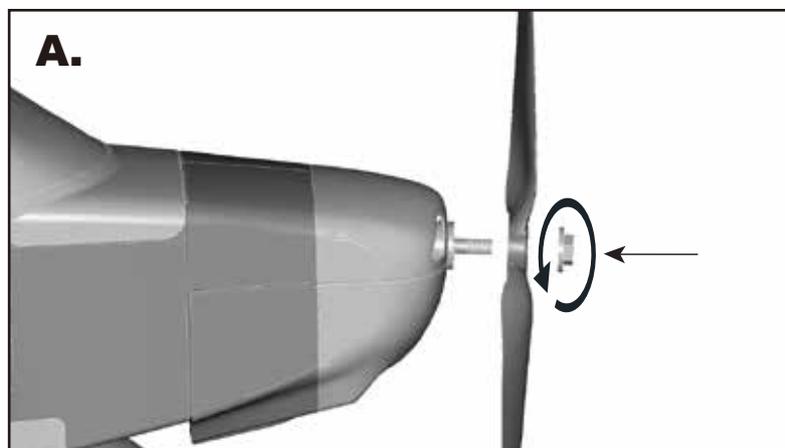


Note: For convenience clear tape alone can be used to secure the wing to the fuselage by running the tape along the entire span of the wing join. However this is not recommended if you intend to fly the Tundra aggressively.

8. Attach each wing strut to their respective sides (A), both struts are marked 'L' and 'R' to note left and right hand sides if looking forward from the cockpit. Secure firmly in place using the 2.3x10mm screws supplied (B).

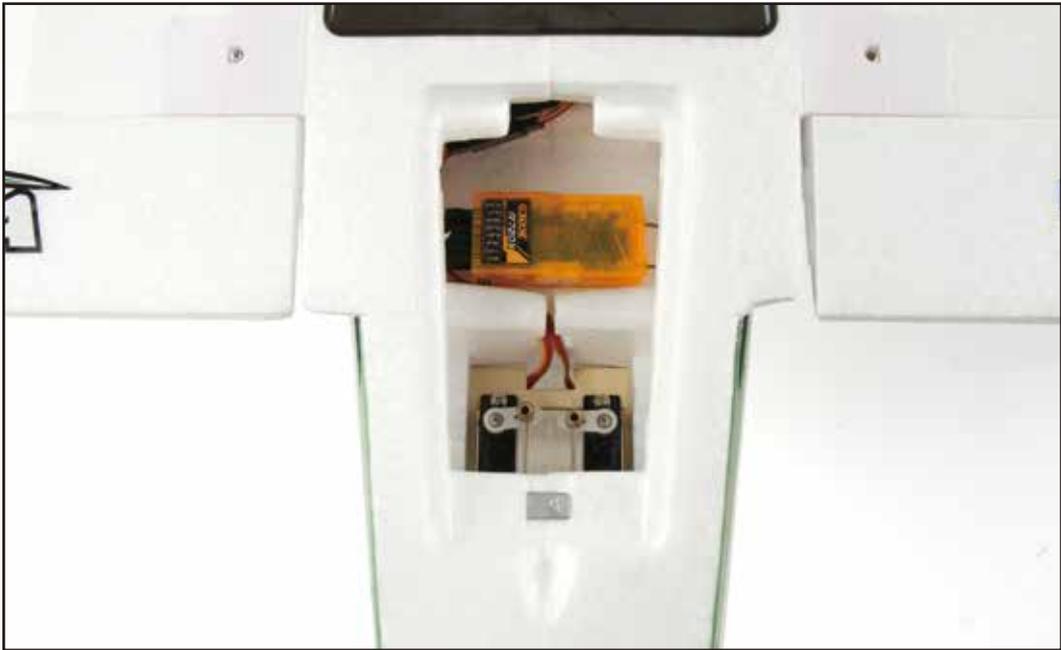


9. The final stage of assemble is to mount the Durafly 12x6 carbon propeller using the prop nut as shown (A). However at this stage is is HIGHLY recommended that all set-up and final checks of the model be done before finally installing the prop firmly in place.



Note: The propeller should be balanced out of the box, however it is recommended a final balance check be carried out before attaching to the model. A well balanced prop will greatly increase all round performance and efficiency of the model in flight.

10. Install you choice of 6 channel receiver (Orange X620 shown) using double sided foam tape or Velcro in the location shown (A) under the rear fuselage access hatch. Ensure Rx aerials are held away from the servos.



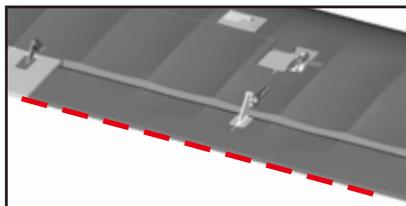
**Congratulations, basic assembly of your Tundra is now complete.
Please perform a final check on all screws, bolts and
components, ensuring all are secure
and firmly in place.**



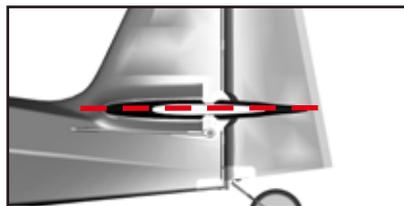
SETTING UP YOUR MODEL:

1. With your receiver installed and all servos plugged into their corresponding channels, connect the flight battery to the ESC to power up the electronics. With the model now armed, ensure all servos are centered and all control surfaces are level. If not, adjust by turning the control clevis's by hand accordingly until the control surfaces are level as shown.

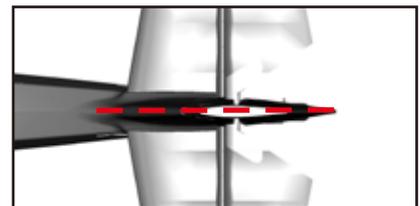
Note: For safety reasons, it is advised that this is done with the prop removed from the model.



Aileron

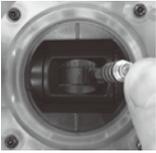
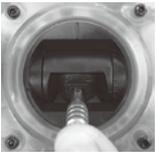


Elevator



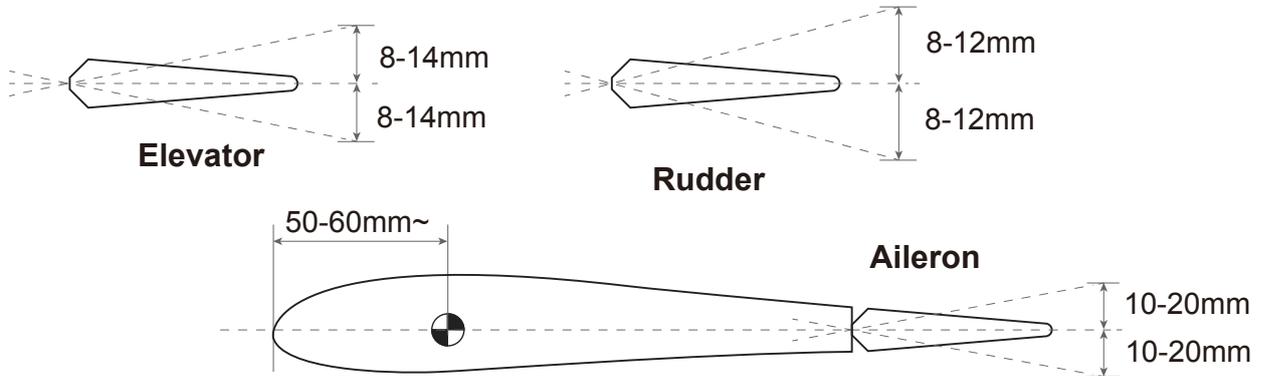
Rudder

2. Check all control surfaces are moving in the correct direction with the correct stick input (see below).

 	<p>Roll left</p> <p>Roll right</p>		<p>Aileron (Roll)</p>
 	<p>Pitch up</p> <p>Pitch down</p>		<p>Elevator (Pitch)</p>
 	<p>Yaw left</p> <p>Yaw right</p>		<p>Rudder (Yaw)</p>

3. The Tundra handles very well in flight and that's not down to good design alone, but a good pre-flight set-up too. Before you fly your Tundra please follow the recommended settings below for optimum handling and performance.

Control throws:

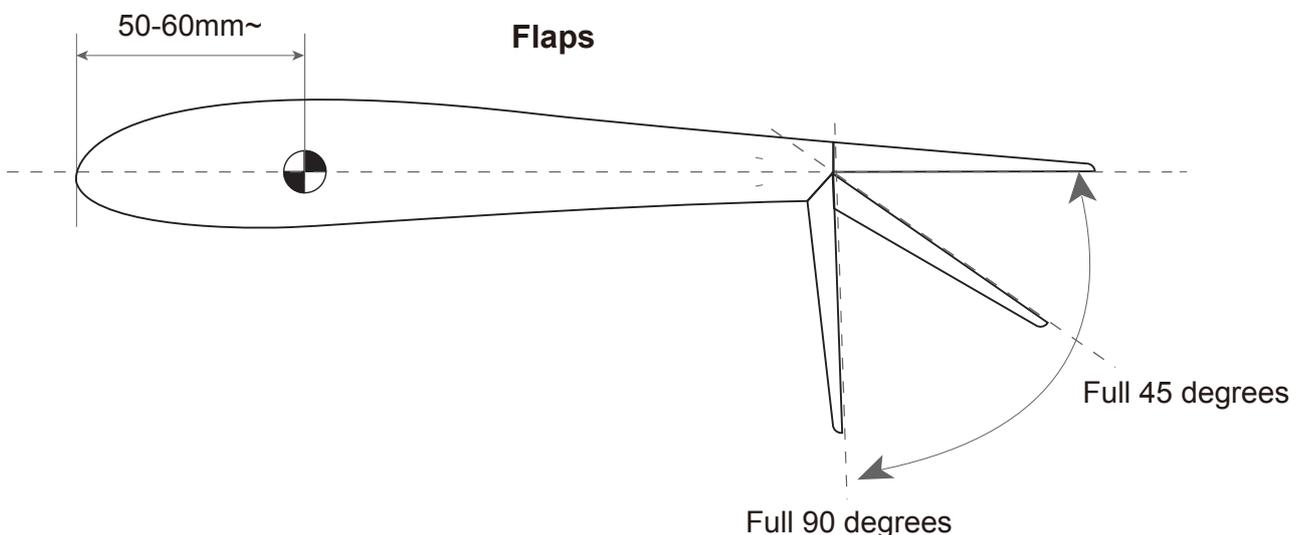


*Elevator 'low rates' 8mm 'high rates' 14mm in either direction from neutral.

*Rudder 'low rates' 8mm 'high rates' 12mm in either direction from neutral.

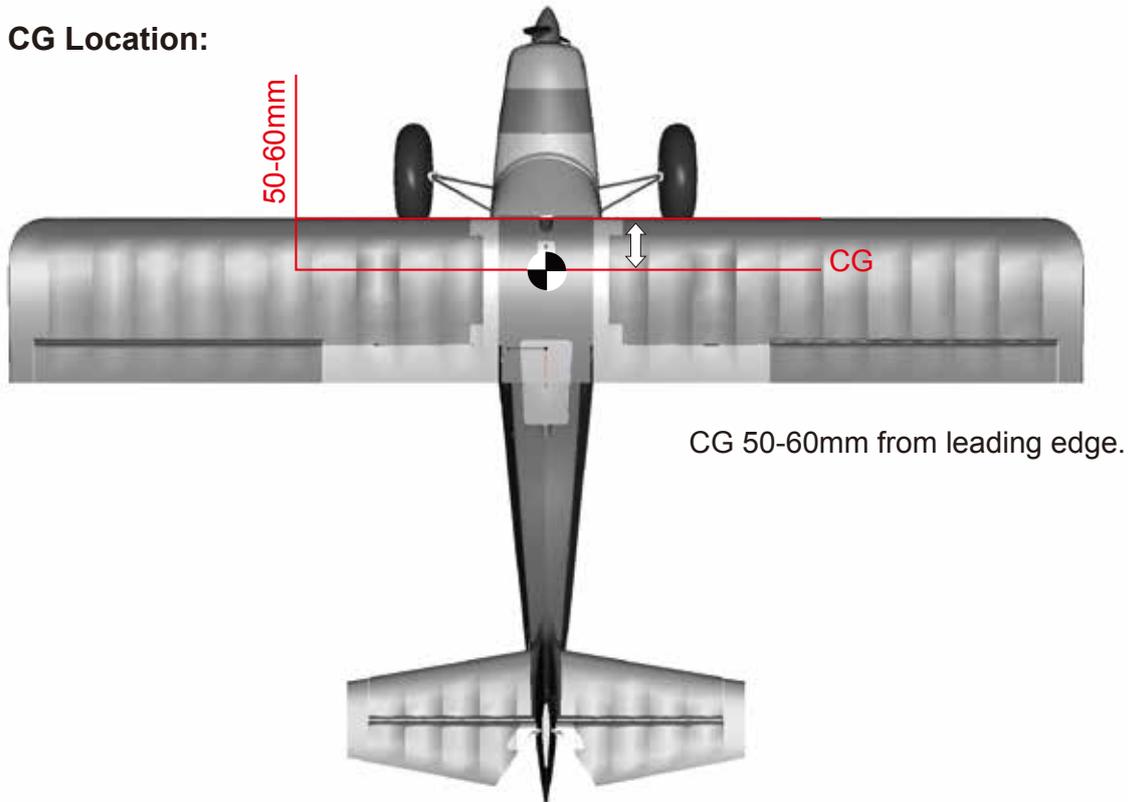
*Aileron 'low rates' 10mm 'high rates' 20mm in either direction from neutral.

4. Flaps on the Tundra will need to be set for 3 stages (up/no flap, mid flap and full down flap). Either via your radio or mechanically by turning the clevis's on the flap control rod (or via both in most cases), set mid flap to approximately 45°degrees and full flaps to approximately 90° degrees to the wing. In the 'up/no flap' position ensure the flaps close fully without straining the servos and are both level with the trailing edge of the neutral ailerons. Also check that both flaps deploy equally at every stage.



5. The recommended center of the gravity (CG) for the Tundra is approximately 50-60mm from the leading edge of the wing. Your Tundra should balance within this range with anything from a 1800mAh - 2200mAh 3S Lipo installed as far forwards as possible in the battery area. Your battery can be secured in the battery bay area with the velcro provided.

CG Location:



With assembly and set-up now complete, your Durafly Tundra should now be ready for flight. However we recommend your read and follow the advice given in the following pages of this manual before flying your model.

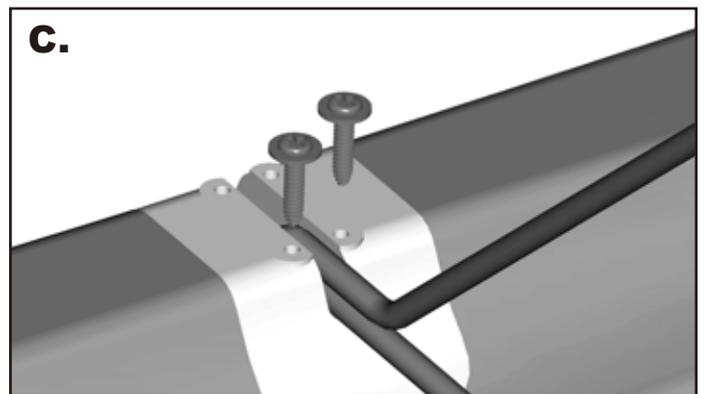
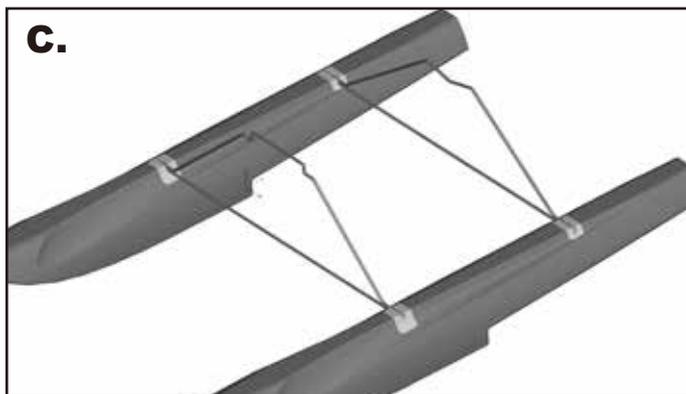
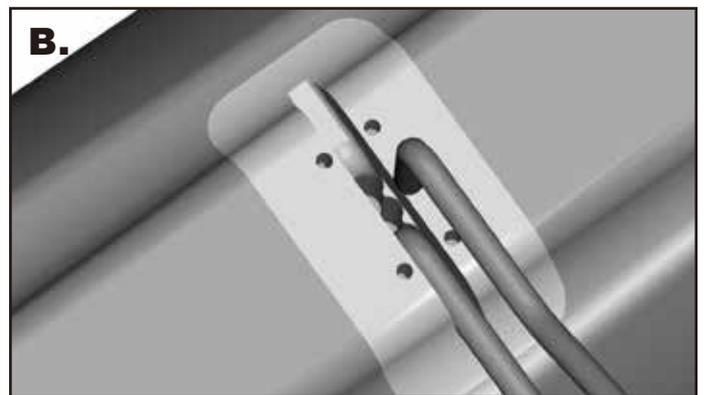
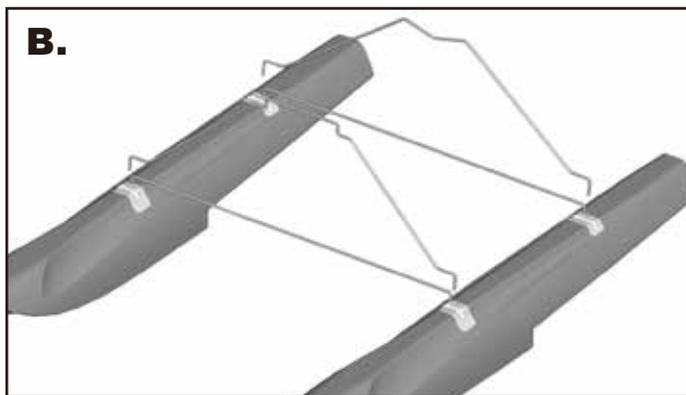
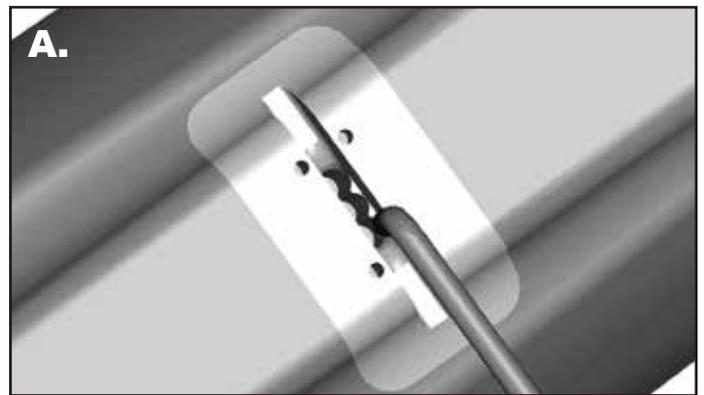
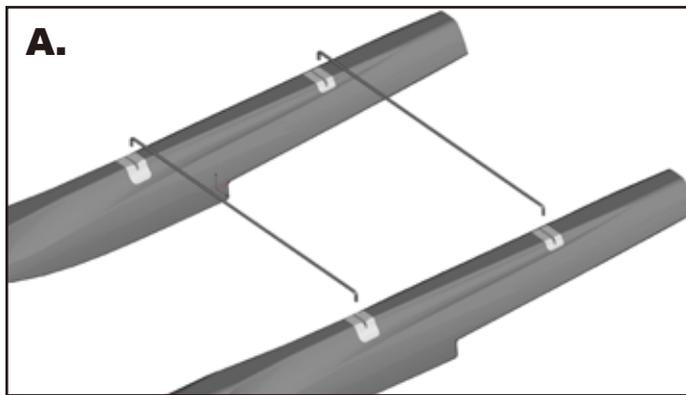


Tundra Options:

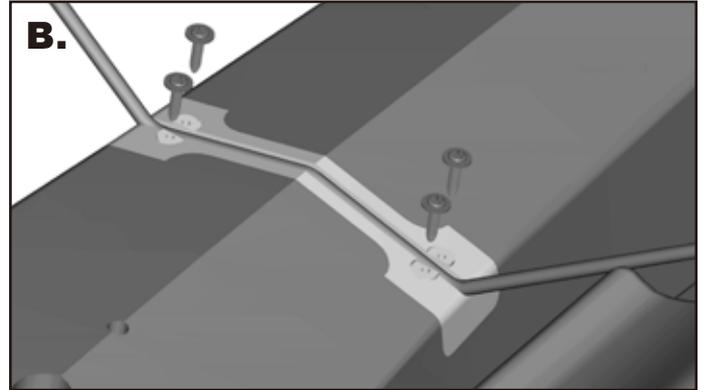
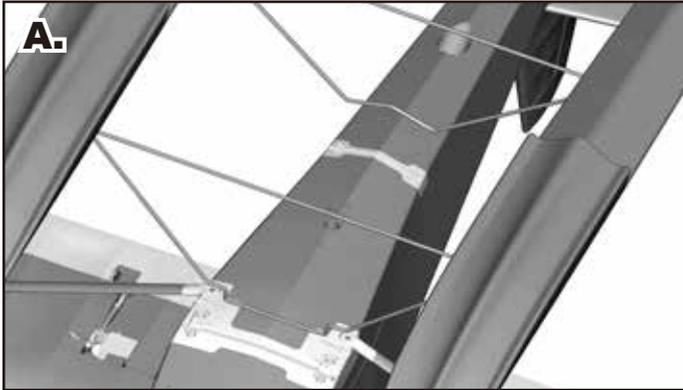
Your Tundra comes with several features available to you during the assembly. Floats , FPV canopy and tow mounting point are all included in the box. Use of a Candy dropper and skis are optional extra's not included. All however are covered in these following pages.

Floats

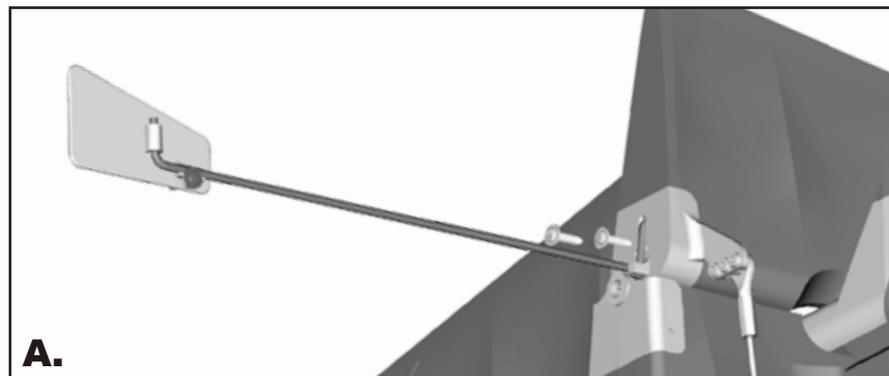
1. With each floats placed on a level surface and parallel to one other, add the front and rear cross bracing struts by inserting each end into the inner most hole of the float mounting plate (A). Now insert the ends of the front and rear fuselage mounting struts into the center holes (B). With all float struts installed as shown, secure in place using the 2x8mm screws (C).



2. With the floats now fully assembled and landing gear completely removed, insert the front fuselage mounting strut into the main gear housing and the rear onto the rear mounting plate (A). Secure the rear with supplied 2x8 screws (B) and the front using the original main gear mounting plate and screws.

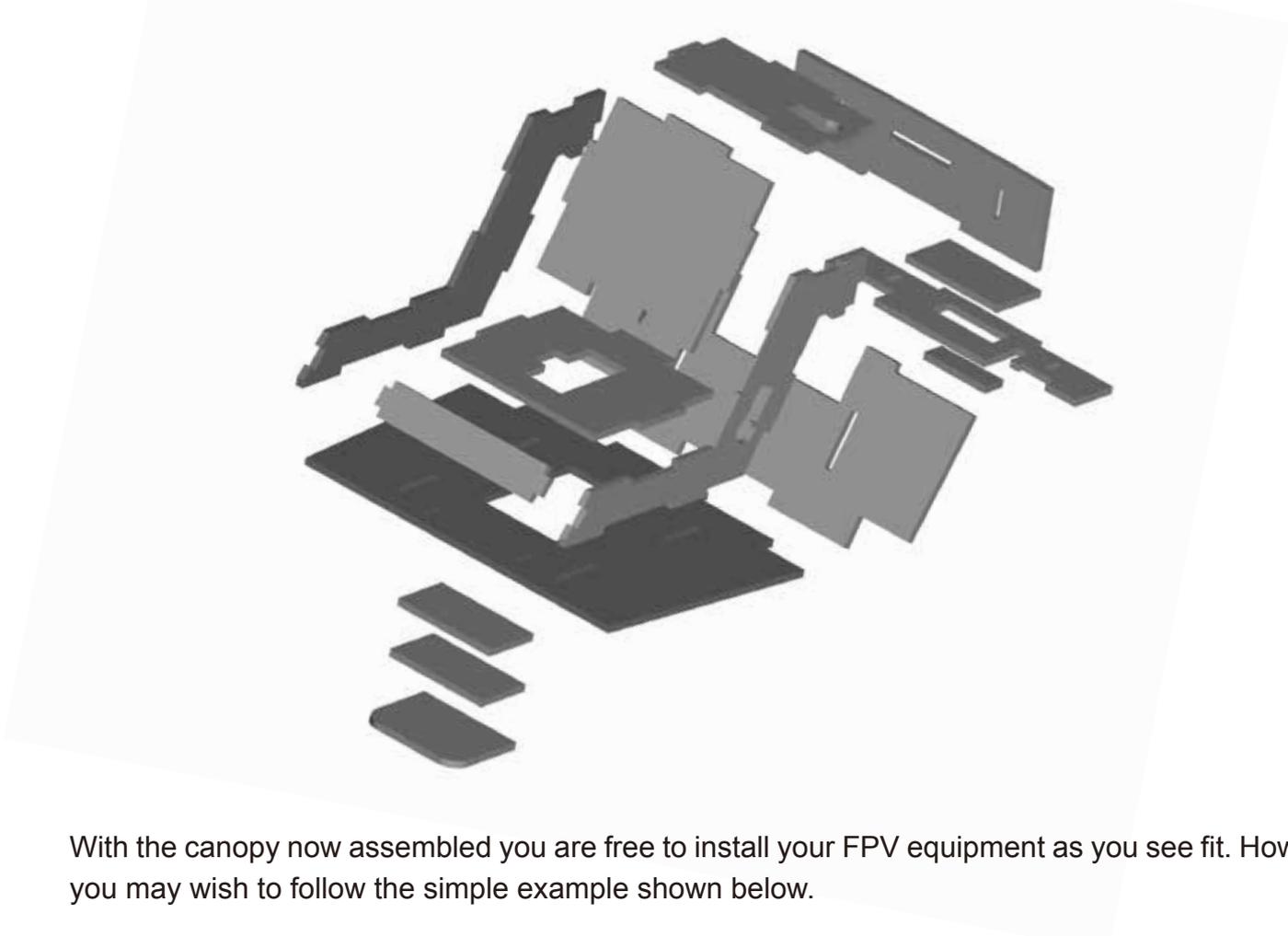


3. Although not always required, a water rudder does help with steering in less than calm water conditions. Simply remove the tail wheel and replace with the water rudder (A). Both tail wheel and water rudder mount in exactly the same way.



FPV Canopy

To assemble the plywood FPV canopy you'll need some CA and no more than 10 minutes to glue it all together. All parts are laser cut and following the below exploded diagram, the assembly should be self-explanatory. Note to allow some time for the glue to cure on the magnet so the bond is as strong as possible. Also be mindful not to let any glue get on the exposed surface of the magnet.



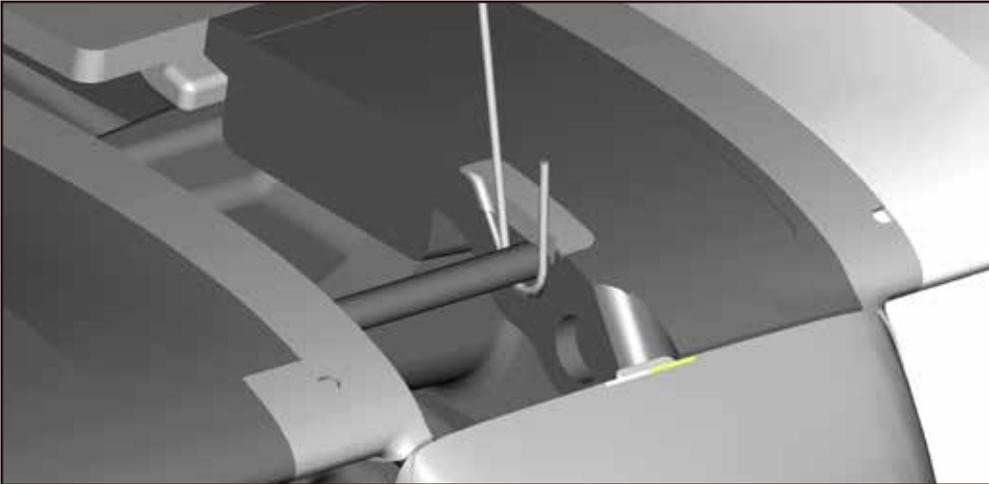
With the canopy now assembled you are free to install your FPV equipment as you see fit. However you may wish to follow the simple example shown below.



Tow line mounting point.

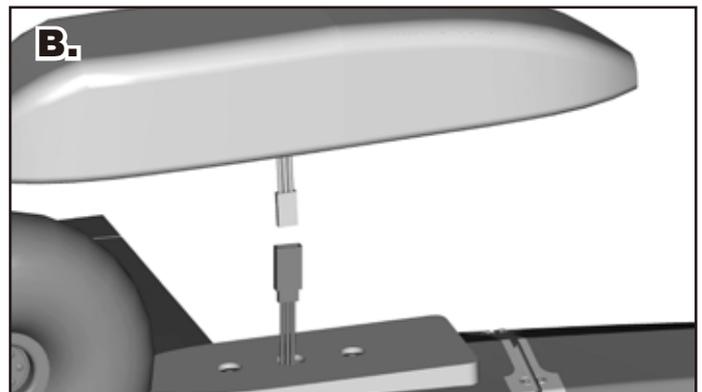
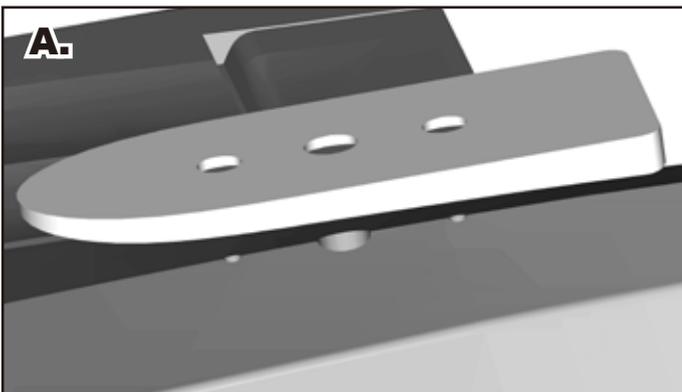
The built in tow line hard mounting point gives the Tundra a solid point close to the CG to attach a tow line for gliders etc. The below cut away shows how the tow line should be inserted and attached to the main spar through the tow line slot.

Note: *The model you are towing will need a tow release system of some kind. The hard point on the Tundra is for attaching of tow line only.*



Optional Candy Dropper

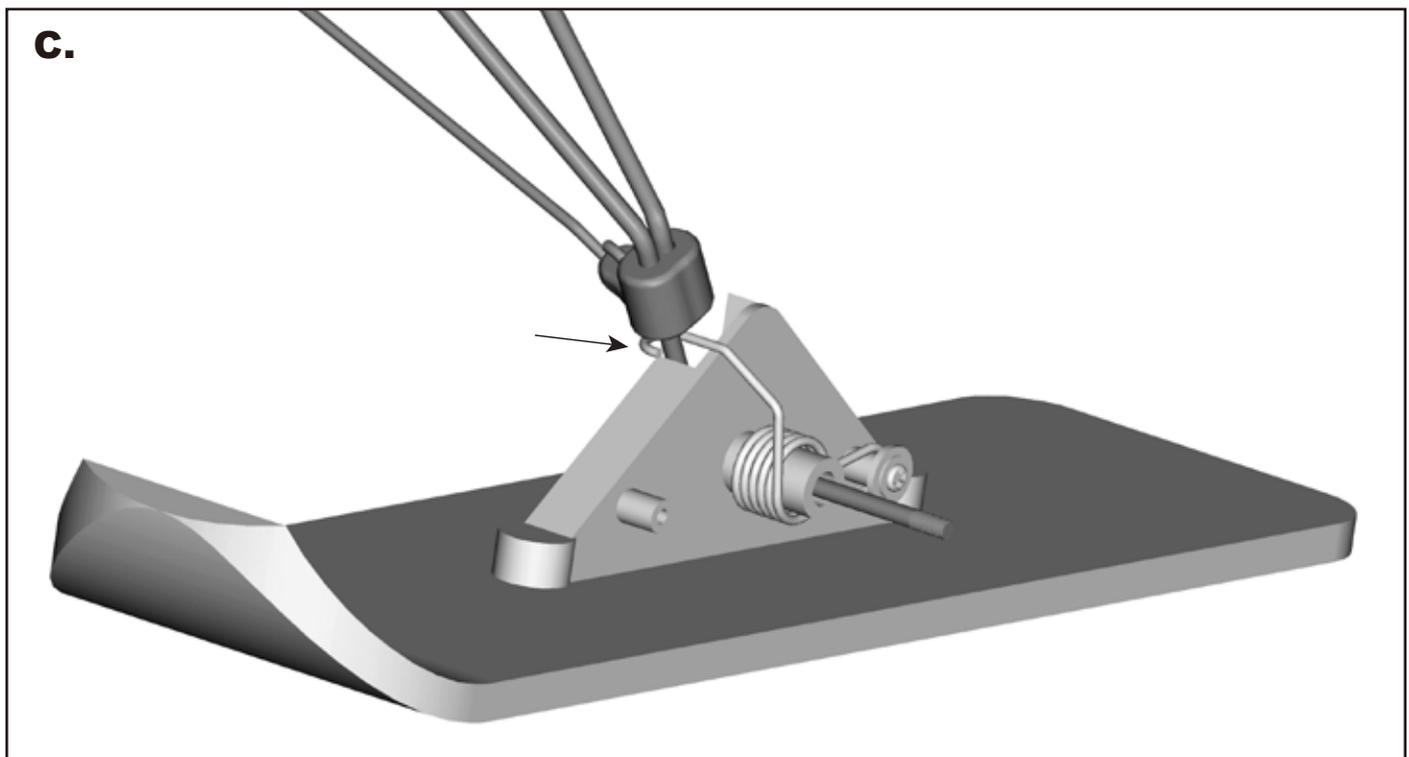
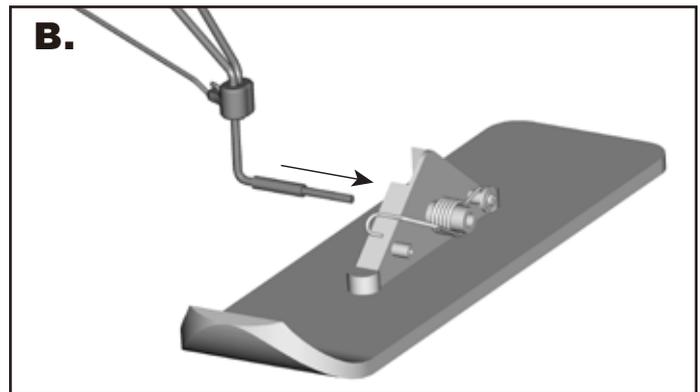
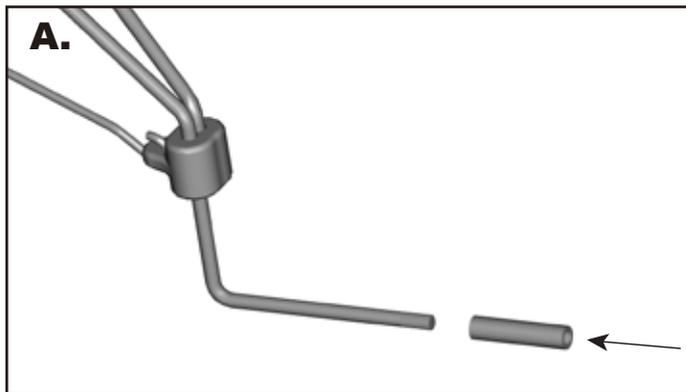
Mounting the optional Candy Dropper is quick and easy. Position the foam filler over the mounting holes on the underside of the fuselage (A). Feed the Y-lead supplied with the dropper through the center hole and connect to a spare channel on your Rx (B). Secure the dropper using the bolts that came with it to the fuselage (C).



Optional Skis

The optional skis are a worth while addition to the Tundra for flying from both snow and soft sand. First remove the main wheels and slide the plastic sleeve over both axles (A). Then slide each ski onto the axle/sleeve (B) and once in position hook the tension spring around the back of the landing gear wire (C).

Note: You may wish to add a collet to the axle to have the assembly additional security



MODEL FLYING PRECAUTIONS

- Select your flight area carefully. Always choose an open space that is unobstructed from trees and buildings and away from crowded areas. Avoid flying in areas with roads, electric/telephone poles/wires and water near by or within close proximity to full size air traffic.
- Do not fly this model in poor weather. High winds, low visibility, inclement temperatures, rain and storms are to be avoided.
- Never attempt to catch this model whilst in flight. Even a slow moving model can cause harm to yourself and/or others and risks damage to the model.
- This model is recommended for children no younger than 14 year old. All children, no matter what age, should always be supervised by a capable and responsible adult when operating this model.
- Always unplug your model battery when not in use. Never leave the battery installed in the model.
- Remember to keep clear of the propeller at all times when your flight battery is connected.
- Before flying, always turn on your transmitter first then plug your flight battery into the model.
- After flying, always unplug your flight battery first then turn off your radio transmitter.
- Exercise caution when charging your batteries and follow in full your battery manufacturer's safety guideline when doing so.

PRE-FLIGHT CHECKS

1. Always range check your model before any flight (especially when flying a new model for the first time). Follow your radio manufacturer's guidelines for performing this check.
2. Check all screw/bolts and mounting points are firmly secured, including control horns and clevises.
3. Only fly with fully charged batteries (both in your radio and model). Failure to do so could result in loss of control, damage to the model and/or persons/property around you. Check your batteries are fully charged.
4. With the model powered up (Transmitter on first, then receiver/model) check that all surfaces are free from damage/obstructions, moving in the correct directions and freely with stick input.
5. Inspect the model and prop for any damage that may have occurred during transit and listen for any unusual sounds from the electronics when powered up. If in doubt, do not fly.
6. With the model held securely and the prop free of obstructions, increase the throttle just slightly to confirm the rotations of the prop are correct. The model should want to pull straight forward with throttle.
7. If this is your first flight with the model double check the C/G is at the correct position. If not adjust battery position inside model accordingly.
8. If you are an inexperienced model pilot seek the help and assistance of an experienced pilot to perform these final checks and to test fly the model for you.



FLYING THE Tundra:

The Durafly Tundra is both an easy and versatile aircraft to fly and has no special considerations when it comes to flying but do make sure you've followed the set-up guidelines and recommendations in this manual thoroughly for the best flying experience.

Thanks to the powerful motor and prop combination you can be off the ground (or water) within just a matter of meters if you are looking for a nice long rolling take-offs, however where's the fun in that! Once you have your model trimmed, the real fun starts with the zero roll out, full flap take offs, just be ready to hold in some down! In the air the Tundra is super stable at any speeds too, full throttle sport flying allows you to explore the full aerobatic potential of the Tundra, where as at lower speeds and with an indulgent use of the flaps, the Tundra really comes into its own with almost full STOL type flying characteristics, flying slow has never been so much fun. On the ground too, with the very authentic bush style tires and functional sprung undercarriage, the ground never looked so inviting. With the Tundra rolling across the ground is just as exhilarating as rolling through the air.

Off water the only real consideration is getting of the surface of the water itself. This is greatly aided by the use of half flaps on all take off runs as they will help lift the Tundra up off of the surface of the water. For towing, just remember to always keep the line tight and to stay below the model being towed. In the snow or sand with skis, just be mindful that you have less prop clearance, but maybe you'll be having too much fun to notice!



TUNDRA TIPS:

- If flying from a hard surface (tarmac, asphalt, concrete etc) it is recommended that you remove the spring system from the undercarriage to void excessive bouncing on landings
- When flying with floats of water, it is advised to always use at least half flaps on takeoff. Semi deployed flaps will greatly increase the Tundra's ability to lift off the water's surface.
- When landing on water, always land with a good amount of forward momentum to help achieve the smoothest water landings possible.
- Use of water rudder should only be needed when flying from rough water. Generally the standard rudder alone is sufficient for flying off calmer waters.
- Due to the added weight of the floats, an 1800mah 3S would be a more suitable lipo to use rather than the heavier 2200mah 3S use when flying from land. This will keep the overall wing loading for going up.
- If you intend to perform STOL style landings often with your Tundra, it is suggested you use the optional tail brace upgrade supplied with most models. This will greatly improve the strength and rigidity of the tail which will be of great benefit with the higher forces at play with landing STOL.
- For optimum flight performance/model longevity, it is highly recommended that you always fly with a balanced prop. The supplied prop should be balanced, but it's always good to check first.
- Keep all leads within the fuselage area as tidy as possible. Tidy wires look better, allow for easier access to all internal components, better battery installation, increased airflow around electronics and a reduction in potential electronic signal interference (noise)
- Do not leave your model in direct sunlight for prolonged periods of time. This will have an adverse effect on the foam surface of the model.

**Thank you again for purchasing the Durafly Tundra,
we know you'll enjoy it immensely.**

**Don't forget, spare parts are available for this model,
please see opposite for details.**

SPARE PARTS LISTING



Fuselage:
Part No.
9499000062-0



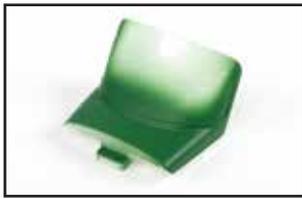
Main Wing set:
Part No.
9499000063-0



Horizontal tail:
Part No.
9499000064-0



Floats:
Part No.
9499000065-0



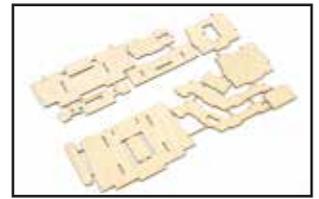
Foam Canopy
Part No.
9499000066-0



Main Wheel Set:
Part No.
9499000067-0



Rear Wheel:
Part No.
9499000068-0



FPV Tray:
Part No.
9499000069-0



Cowl:
Part No.
9499000070-0



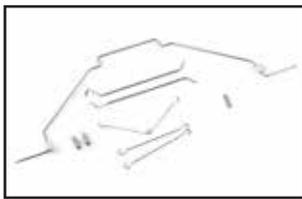
Prop Adapter:
Part No.
9499000071-0



Wing Sturts:
Part no.
9499000072-0



Hardware:
Part No.
9499000073-0



Main Landing gear:
Part No.
9499000074-0



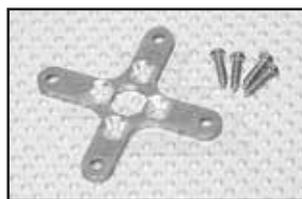
Sticker:
Part No.
9499000075-0



Motor:
Part No.
9499000076-0



Carbon Prop:
Part No.
9499000077-0



X Mount:
Part No.
9499000078-0

TROUBLE SHOOTING:

Problem	Cause	Solution
Motor does not turn	<ol style="list-style-type: none"> 1. Battery is not fully charged. 2. Transmitter battery low. 3. Motors not connected. 4. The motor is damaged. 5. Receiver is not bound to Tx. 6. ESC in set-up mode. 	<ol style="list-style-type: none"> 1. Charge the batteries. 2. Install a full charged battery. 3. Check for connection between the ESC and motor. 4. Replace motor. 5. Consult Radio manual and go through bind procedure again. 6. Hold model and move throttle to full position then back down to idle.
<u>Model moves backwards</u>	<ol style="list-style-type: none"> 1. Prop installed backwards 	<ol style="list-style-type: none"> 1. Swap the props around.
<u>Control surfaces not moving with stick input</u>	<ol style="list-style-type: none"> 1. The servo lead is connected to Rx incorrectly. 2. The servo is damaged. 	<ol style="list-style-type: none"> 1. Make sure the servo leads are connect properly. 2. Replace servo.
<u>Model does not fly straight</u>	<ol style="list-style-type: none"> 1. Control surfaces not centered. 2. CoG is not in the correct position. 	<ol style="list-style-type: none"> 1. Adjust the trims on the transmitter. 2. Re-position lipo as suggested.
<u>Model does not climb well</u>	<ol style="list-style-type: none"> 1. The battery is not fully charged. 2. Elevator servo is reversed. 3. CG too far backwards. 	<ol style="list-style-type: none"> 1. Charge the battery. 2. Change servo direction via Tx. 3. Move battery forwards.
<u>Limited Radio Range</u>	<ol style="list-style-type: none"> 1. Transmitter/Receiver batteries are flat. 	<ol style="list-style-type: none"> 1. charge/replace batteries.



CONTACT:

For more information on this model and the entire range from Duraflly please visit us at:

- Duraflly.com

Or see our Facebook page at:

- Facebook.com/duraflly

And don't forget you can see the product video for this model and the entire Duraflly range at:

- youtube.com/hobbykinglive

For your next Duraflly purchase be sure to visit:

- hobbyking.com

If you wish to contact us directly please email:

- duraflly@hobbyking.com

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