

Practical hints for assembling a Tundra

You might find that some of the holes for the undercarriage wires are not drilled out, or not completely so. I found this annoying and had to use a small drill - 2mm I think - to open them up.

You will probably find that the motor starts in reverse. Both my Tundras have been like this. Just swap two of the wires from the ESC to the motor. I found it helped to hold one of the connectors with a pair of small pliers while you pull them apart or push them back together, as there is little slack and it's fiddly. Incidentally the ESC has an extra wire to allow you reverse the motor for use on water. Just coil this up as you won't need it unless you are fitting floats.

The control surface connectors use push-on ball joints. These are very good but really need ball-joint pliers. When you push them together they normally go too far and you have to ease the plastic part back a bit to centre it on the ball.

The wings just plug on but I found that before long, after some heavy landings, the plug-together connectors made poor contact. I now cut them away from the wing root and the fuselage and run extension wires from the servo wires direct to the receiver. I open up the cavity in the wing root a little to take the extension wires and security clips then cover it over with glass fibre reinforced tape.

Then there is the propellor. It is a real pig to get tight without a special tool. You can sort of hold the motor body by putting your fingers in through the underside of the cowl. You can apply reverse force with a rod such as an Allen key or a screwdriver in the hub slots while you tighten the nut. I never felt happy about the tightness but the prop never flew off. It helps if you tighten it as much as you can then leave it a day for the backplate to make dents in the prop hub and then tighten again.

In the end though it's best to buy motor grip pliers. Hobby King sells them for £5.93 (9107000422-0). They fit neatly through the slot in the underside of the cowl. The plastic inserts give you a really good grip on the motor casing.



One last moan and a demonstration of how dense I can be. The excellent wheels are held on by some really poor plastic nuts. These are a very tight fit on the thread and are easily damaged especially when removing and replacing. The thread is a weird one. It is close to M3 but a nut of this size would have to be forced on as the thread is very fine. I guess it's a US thread, perhaps Unified National Fine. Because the wheels bulge out it is difficult to get an allen key in to tighten the grub screw in a collet. One day a light suddenly came on in my head. I realised that all I needed to do was grind an allen key down so it was short enough to fit. You need to take off the rough edges with a stroke across a diamond or glass paper block.

Here is a picture of the modified key and the collet in place.



Phew! However its all worth it. Its a great plane to fly and I love mine. Make sure you set the control throws to minimum to start with as it can be quite responsive. If you can land a Tundra without bouncing you can land anything.

Peter Scott
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