

Duraflly Tundra from Hobby King

It is a very nice looking model. It is based on a full-size plane produced by the Canadian company Dream. The large wheels allow takeoff from longish grass. Fully assembled, the model fits into a medium size car so I can be flying within five minutes of arriving at the field.



It all went together easily, apart from the quality points below. You need ball-joint pliers for the excellent control horns.

There is a load of room in the fuselage for the radio, ESC and battery. I used a 3S 2.2Ah graphene battery, which was the larger of the two suggested sizes, but there is room for an even larger one.

The manual suggests a three position switch for the flaps: 0, 45 and 90 degrees. I used a rotary control, which gives finer control with a mid-travel detent. There are well labelled servo and ESC leads, plus an extra one to reverse the motor if you use the supplied floats and get stuck in reeds. A colleague assures me that reversing the motor in flight gives some very interesting manoeuvres. A mount for a camera is also supplied.

It is a very stable model. The suggested centre of gravity position is correct. Including a battery, the model weighs 1200g so it can be used to get a BMFA A certificate. It would make an excellent second trainer.

The propellor nut is very difficult to tighten as the boss was hard to reach. The design of the motor makes it impossible to replace it with a collet version. In the end I bought motor case pliers that have soft plastic inserts. They just fit through the underside hole in the cowl.

There were a few examples of poor quality control.

The thread on one front wheel hub was not fully cut so it was oversize and it was very difficult to screw the nut on. I would have used collets but the width of the tyre made it impossible to get an allen key in. After losing a nut I ground down an allen key so it was short enough to tighten the grub screw in a collet.

One side of the plastic moulding in the undercarriage area was poorly finished so there

were two dents instead of holes for the U/C wires. I had to drill them out.

The tailplane spar was such a tight fit in the tubes in the tailplane halves that at first I thought it would not go in. Eventually I did manage to get it started but had to be very careful when pushing hard on the fairly fragile tailplane.

I don't like the plug-in connectors in the wing roots for the aileron and flap servos. They are not heavy duty and after one heavy landing the ailerons stopped working. After testing it was clear that it was the connections that had failed. I removed the wings, then cut out the connectors from the fuselage sides making a hole for new wires. The connectors on the wings pull out easily. Normal servo plugs fit into these connectors. All that was needed was to enlarge the recess in the wing a little to take Y extension lead connectors and the locking devices. Pushed back in with some glass fibre tape over the top, it all looked very neat. Most important, I now trust it. I think I'll do this from the start on a future Tundra.

Peter Scott © 2017
Last edit 11 May 2018