

# **GLOSTER GLADIATOR MK1**

## **DURAFLY 1100MM PLUG AND FLY**



# **INSTRUCTION MANUAL**



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 the 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 on the assembly, safe operation and maintenance of this hobby product. It is highly recommended that you read and follow 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 suitable open outdoors space.

- This is a radio controlled flying model and as such must always be flown with caution, this is NOT a toy.
- Always exercise great caution when using the recommended battery to power this product. For full safety notes and operating procedures please read the information provided by your battery supplier.
- Take great care when connecting/disconnecting the battery. Once again see your battery suppliers information for the full safety procedures.
- Never power up the model in a confined space and always keep the propeller clear of obstructions, clothing and parts of your body.
- This product is not a toy, children must be accompanied by an adult at all times when operating this product.
- Only fly this model in an open area away from crowds, people, buildings, trees, power lines, roads, airports and other 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 this product. A reminder that it is not suitable for children under the age of 14. THIS IS NOT A TOY.

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## INTRODUCTION:

The Gloster Gladiator was a British built biplane fighter, it was used by the Royal Air Force and Fleet Air Arm during the late 1930's. It was the RAF's last, and ultimate biplane fighter airplane to be manufactured, but it was also the first to feature an enclosed cockpit.

The Durafly version of this iconic biplane is a replica of the Shuttleworth Collections Gloster Gladiator Mk1 "K9785", believed to be the only airworthy example flying in the world today. "K9785" depicts the markings of No. 73 Squadron, that operated Gloster Gladiators at RAF Mildenhall in England from 1937 to 1938.

The Durafly Gloster Gladiator is manufactured in strong EPO foam, to the usual high standards you have come to expect from this range of RC airplanes. As all other Durafly models, it comes "Plug N Fly", this means it is supplied with an easy to assemble airframe, installed motor and ESC, and pre-installed servos. The attention to detail is superb from the blistered cowling, scale exhausts, and scale streamlined landing gear with scale wheels. The ribbed wings, tail, and stringered fuselage depicts a fabric covered airframe, and blistered machine gun housings make this a model you will be proud to own.



## SPECIFICATION:

Wingspan: 1100mm (43.3")

Length: 938mm (36.9")

Flying weight: 1600g (56.4 oz)

Motor: 3719-770KV brushless outrunner.

Battery: 2200mah 4S 30C or more recommended (not supplied)

Channels: 4-6 channel required.

ESC: Aerostar 40amp w/BEC

Servos: 4 x 9g digital

Prop: 2 blade 11x7

## CONTENTS:



- |                          |  |
|--------------------------|--|
| 1. Fuselage              | 6. Scale Spinner w/Prop Adapter  |
| 2. Main Wings            | 7. Scale Landing Gear.   |
| 3. Decal Sheet           | 8. Large Diameter Scale Wheels.  |
| 4. Horizontal Stabilizer | 9. Complete Accessory Pack Including 11x7 Prop, Linkages, Y Lead, and Tool Kit |
| 5. Scale Detailing Parts |  |

## REQUIRED TO COMPLETE MODEL:

In its 'Plug N Fly' format the Gloster Gladiator will still require some additional components to get it 'flight ready'. Durafly recommends the products below for optimum performance and great value. Available at [hobbyking.com](http://hobbyking.com)



OrangeRx Tx6i 6ch 2.4GHz  
DSMX Compatible Radio  
System  
SKU: 9171001330-0



OrangeRx R620X V3 6Ch  
2.4GHz DSMX/s.Link  
Compatible Full Range  
Receiver  
SKU: 9171001391-0



Turnigy Graphene Panther  
2200mAh 4S 75C Battery  
Pack  
SKU: 9067000372-0

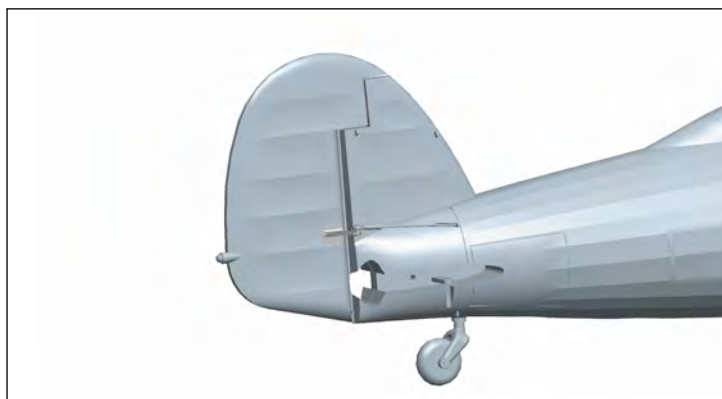
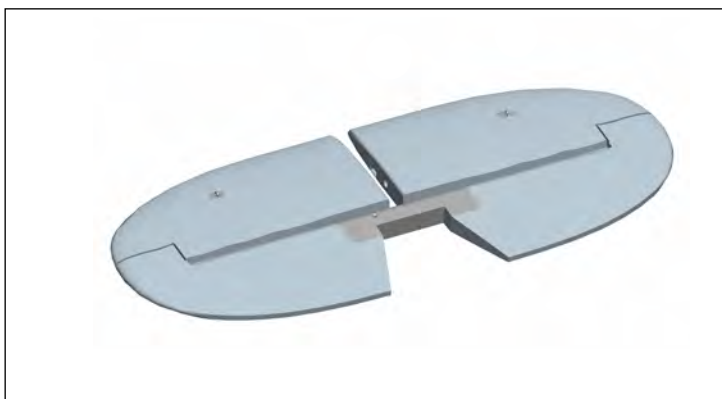
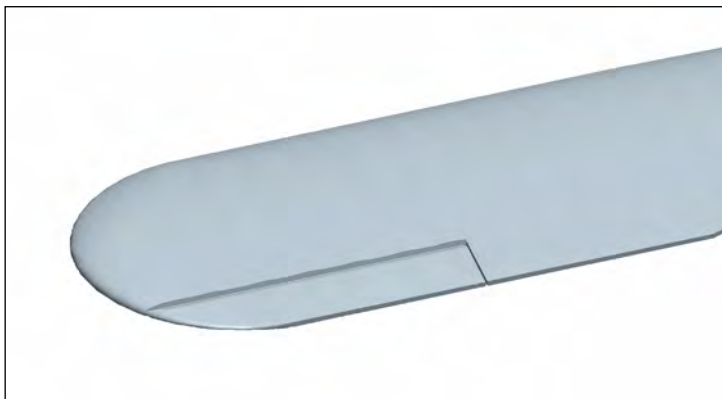


Rhino 2200mAh 4S 50C  
Lipo Battery Pack w/XT60  
SKU: 9952000026-0

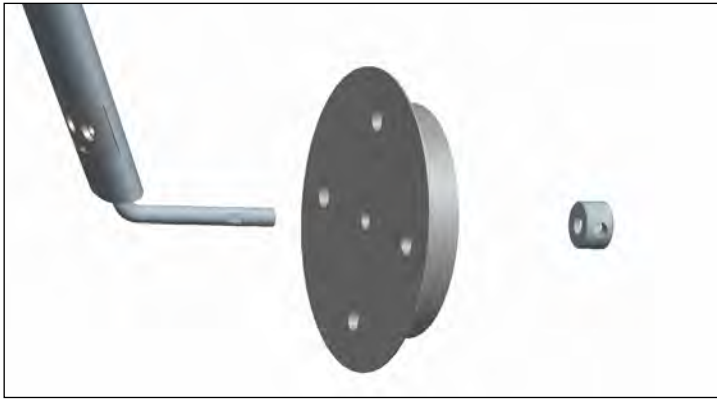


## ASSEMBLY of the Gloster Gladiator (PNF):

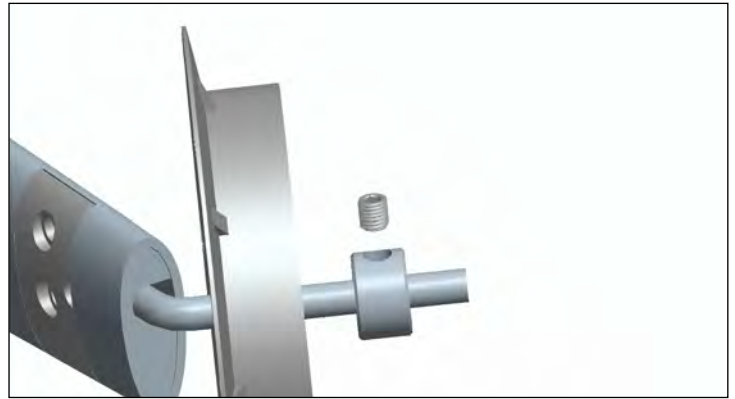
Note: If using the supplied stick on decals, we suggest you add these before building the model, you may find it a bit easier. For advice on applying the decals, please go to pages 10-12 of this manual.



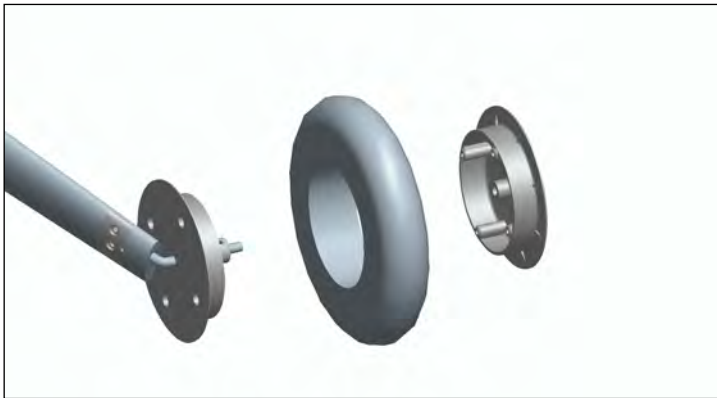
**1.** Out of the box your Gladiator comes with reinforced foam hinges. However before assembly each hinge line must be flexed back and forth 5-6 times to reduce tension and load on the servo. Do this for all control surfaces before continuing. If you wish for extra security you can add some hinge tape top and bottom to reinforce the hinge line.



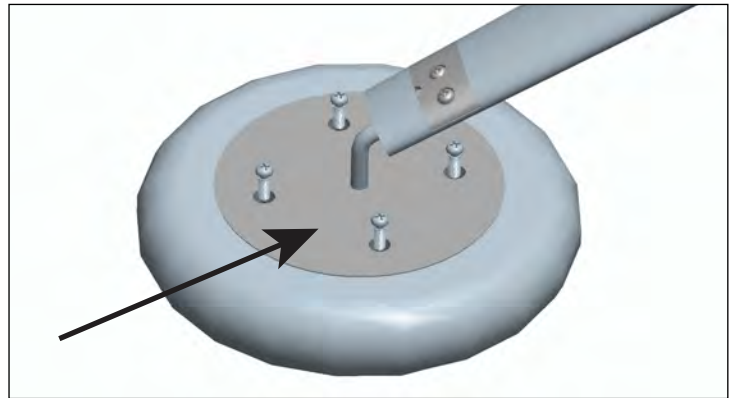
**2.** Remove one of the wheel collars from an axle. Remove the inner wheel hub from one of the wheels and slide it onto one of the axles as shown. Then slide the wheel collar back on to the axle.



**3.** Tighten the grub screw using the hex-key supplied, ensure the grub screw tightens onto the flat of the axle. A drop of thread locker can be used if you wish for extra security.



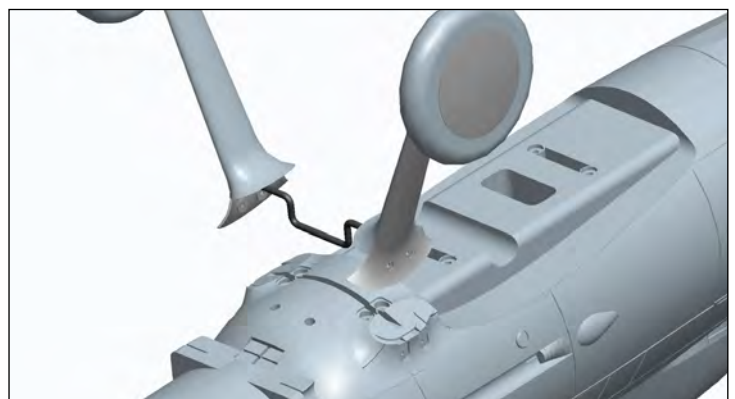
**4.** Remove the outer hub from the wheel, then slide the wheel back over the inner hub. Re-fit the outer hub and carefully line up the screw fixing holes.



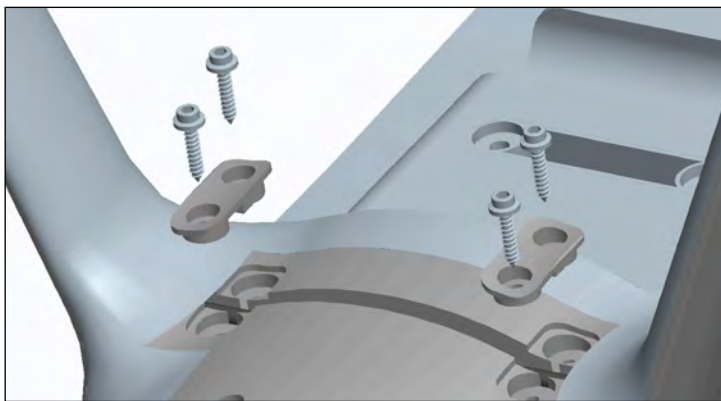
**5.** Using the supplied 2.3mm x 10mm self-tapping screws, secure the inner and outer hubs together. Do not over-tighten or you will strip the plastic out of the screw spigots.



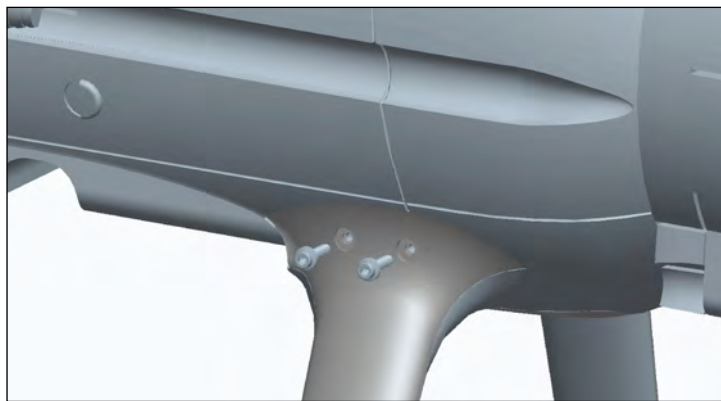
**6.** Out of the box, the cowling and dummy engine are just pushed on, they are not secured in place. For the next steps you will need to remove these from the fuselage.



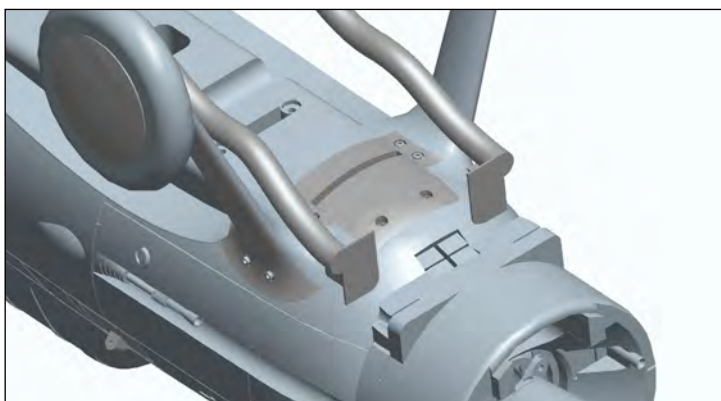
**7.** Slot the landing gear into the groove in the bottom of the fuselage, ensure the landing gear fairings are facing the correct direction. Look at the aerofoil shape.



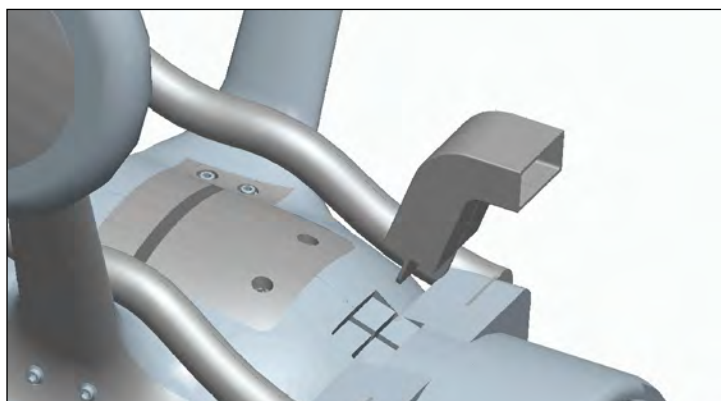
**8.** Use the supplied 2.3mm x 10mm hex screws with the molded on washer to secure the landing gear retaining straps in place.



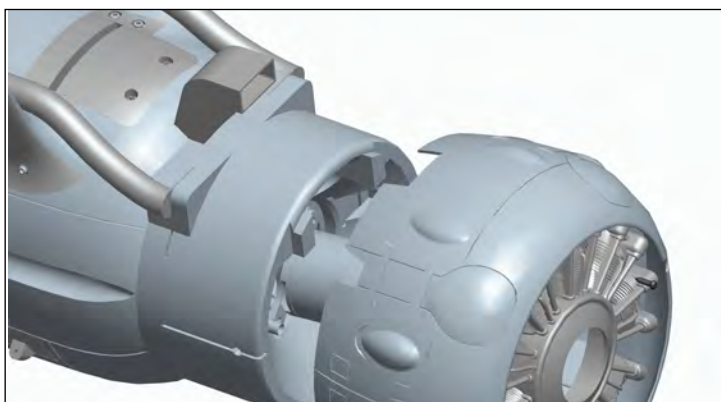
**9.** Also use 2.3mm x 10mm hex self-tapping screws to retain the landing gear fairings to the sides of the fuselage.



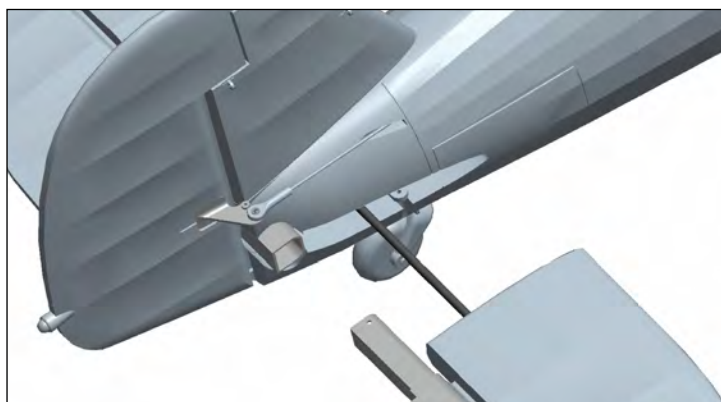
**10.** Use a good contact adhesive to glue the dummy exhausts into place. These slide in from the side slightly so that the box section at the front of the exhausts locate into the slots into the fuselage.



**11.** Once again using a contact adhesive, glue the air-scoop into place in the cross grooves between the exhausts.

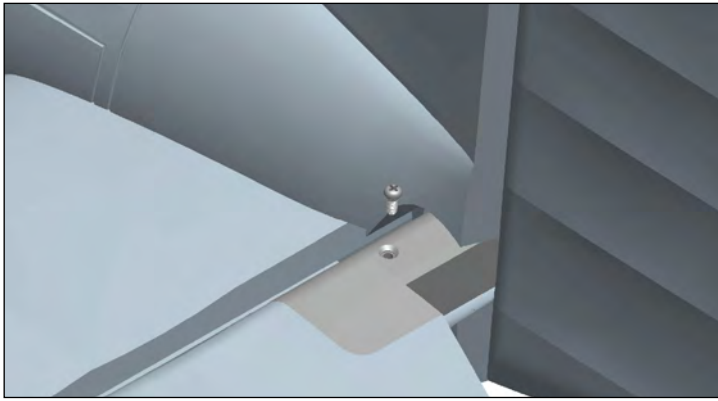


**12.** Replace the cowl and dummy engine and secure in place using 2 of the supplied 2.3mm x10mm self-tapping screws. Note: If the flange on the inside of the cowl slightly fouls the front of the dummy exhausts, then please trim a piece of the flange off with cutters to allow for the cowl to obtain a more snug fit.

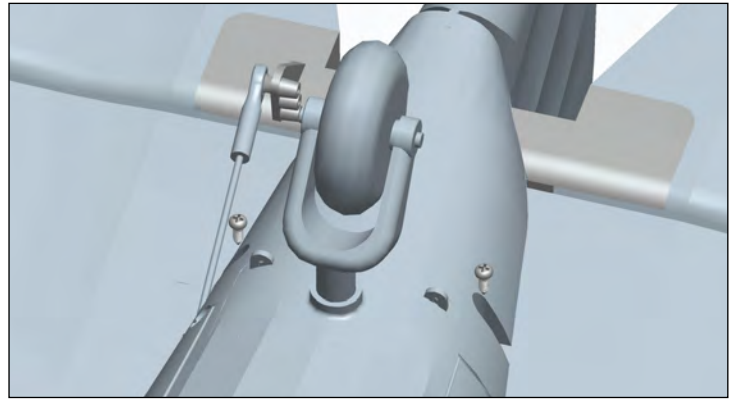


**13.** The horizontal stabilizer and elevator come pushed together in the box, pull these apart and slide them through the rear of the fuselage as shown. They are a good tight fit, so ensure they are fully pushed home and the screw holes line up.

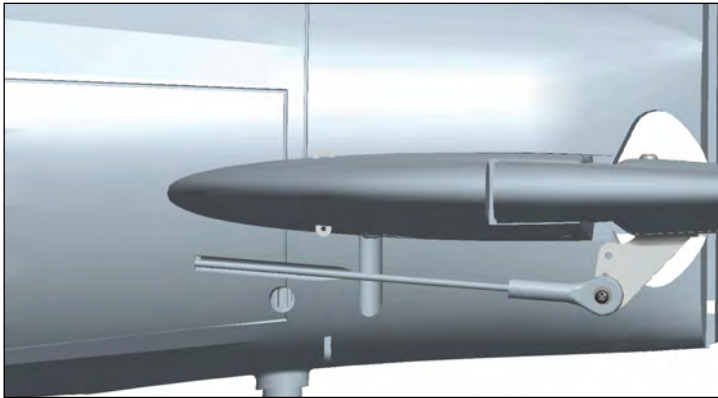




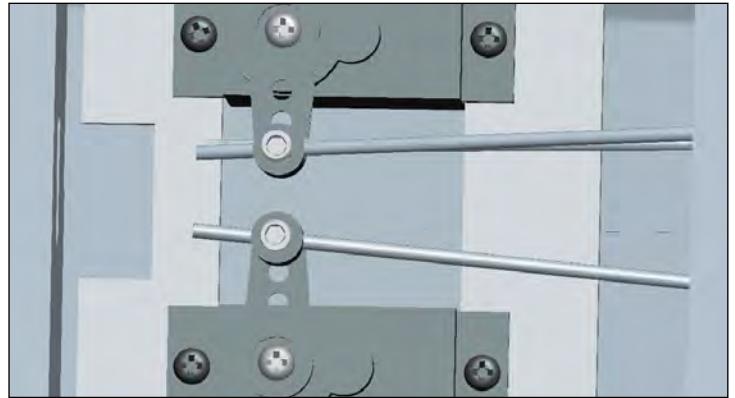
**14.** Connect the elevator halves using the supplied 2.3mm x 6mm self-tapping screw.



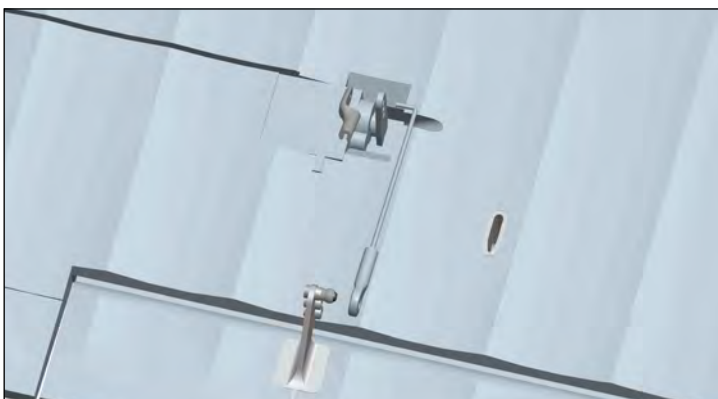
**15.** Secure the horizontal stabilizer halves to the fuselage using the supplied 2 off 2.3mm x 6mm self-tapping screws.



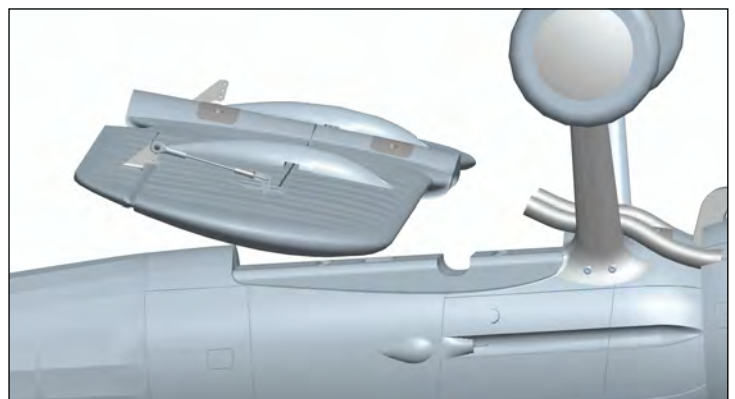
**16.** Connect the pushrod ball-link to the elevator control horn. You may need to clean some silver paint off of the ball first.



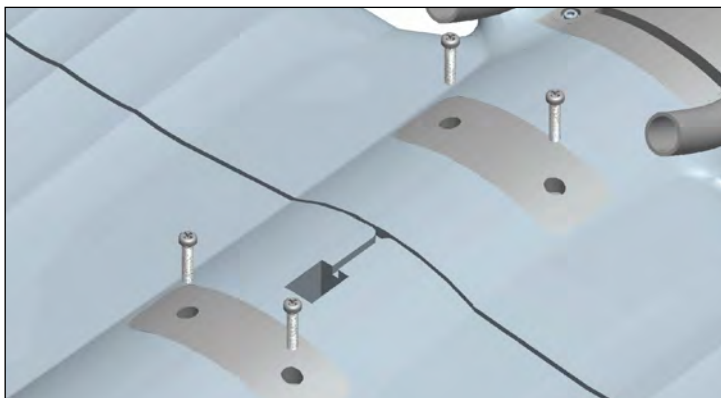
**17.** Center the elevator servo with either your radio or a servo tester. Hold the elevator in the neutral position and then tighten the grub-screw on the servo connector.



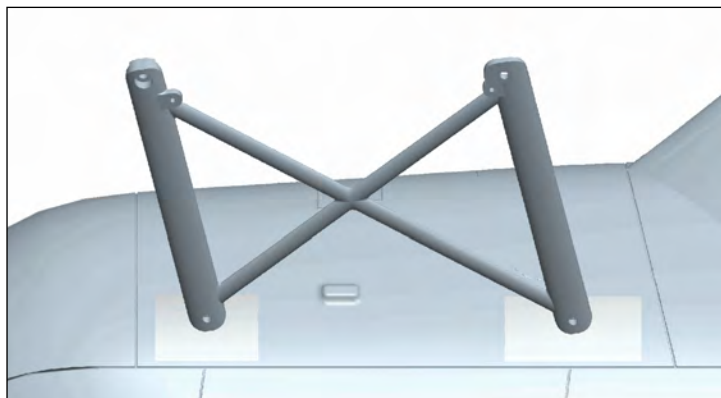
**18.** Select the 2 short aileron pushrods and feed the end with the 90° bend through the outer holes in the servo arms, secure with the supplied quick-keepers. Center the servos once more, set the aileron at neutral and adjust the ball-link as necessary. If this is a tight fit then there may be some silver paint on the ball.



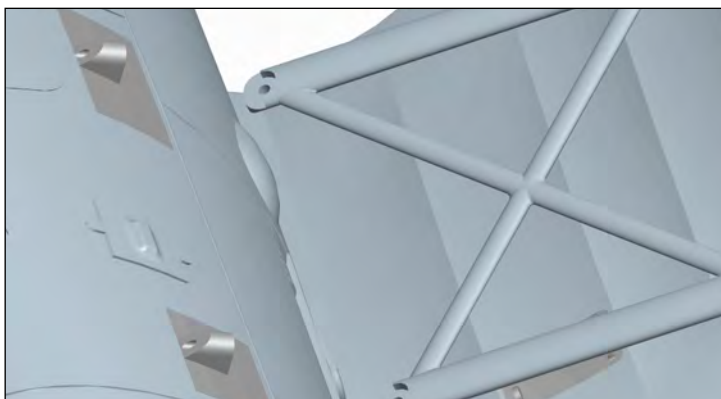
**19.** Slot the bottom wing onto the fuselage wing seat, ensure the aileron leads feed through the hole into the radio compartment and are not trapped beneath the wing. If you are using the supplied "Y" lead, then it is best to connect this now. If you are going to use separate aileron channels then it is also best to fit your extension leads at this point.



**20.** Secure the bottom wing to the fuselage using the 4 supplied M3 x 20mm machine screws.



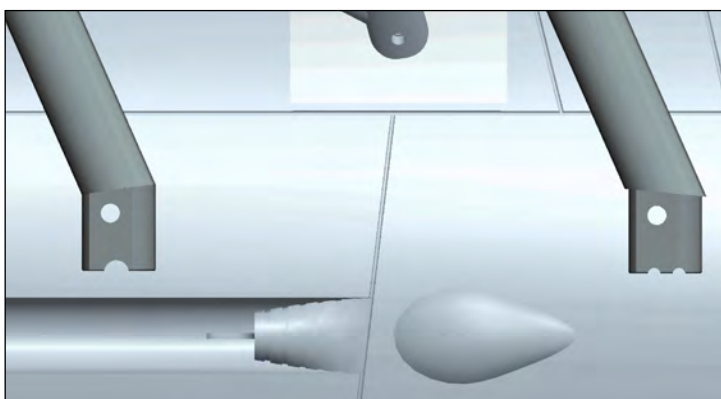
**21.** The next step is to attach one of the cabane struts to the fuselage.



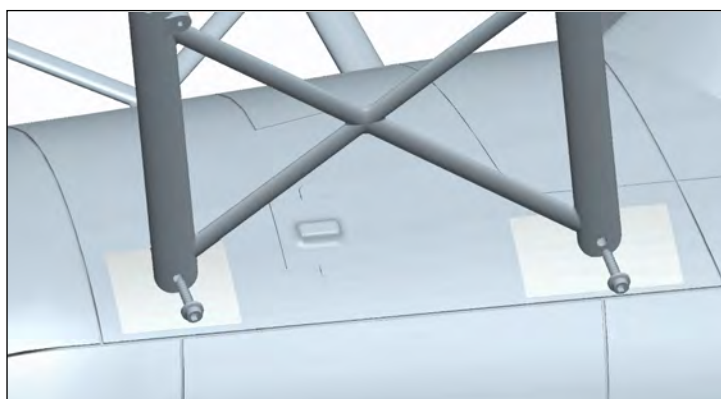
**22.** Carefully identify which strut goes where and which way around. The brackets for the flying wires go towards the top wing, and the top fixing hole that is countersunk goes to the front. Secure the cabane with 2 off 2.3mm x 8mm hex screws with molded on washers.



**23.** The interplane struts can now be added. Once again, very carefully identify which is which. They need to rake forwards when placed in the bottom wing, and the aerofoil shape needs to face the correct way, into the airflow.



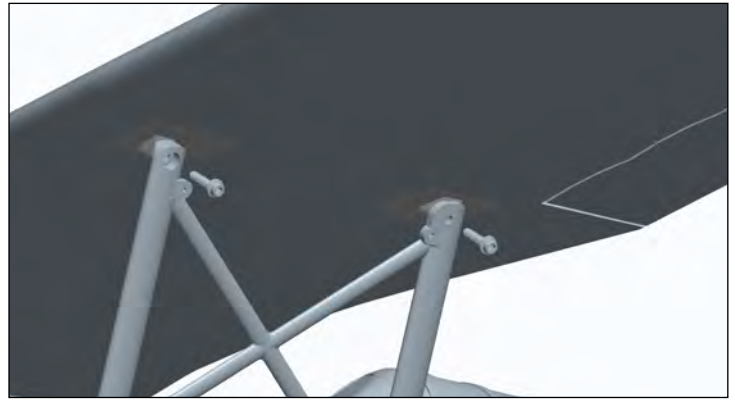
**24.** The interplane struts push into the wings, and the special fasteners that are factory installed hold them in place. Push them in until you hear a click, they are then secure. If you need to remove them then carefully push the locking tab away and pull out the strut.



**25.** Attach the second cabane strut, once again use the supplied 2.3mm x 8mm hex screws with the molded on washers.



**26.** Next step is to attach the top wing. It is best to start with one set of interplane struts and firmly locate them, then locate the other side.



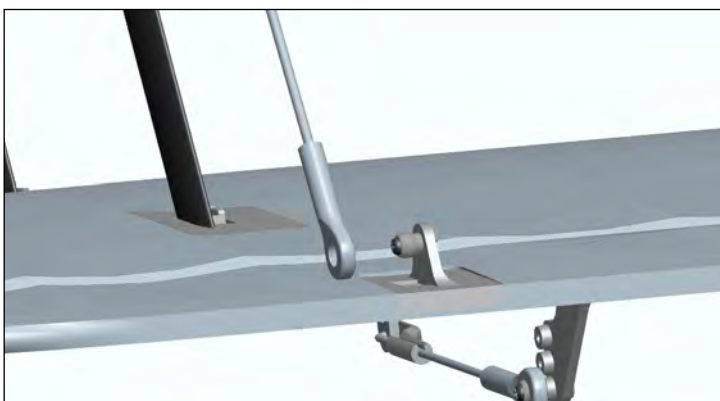
**27.** With the interplane struts firmly located, line up the cabane struts to the top wing fixings. Secure once again with the 2.3mm x 8mm hex screws with the molded on washers.



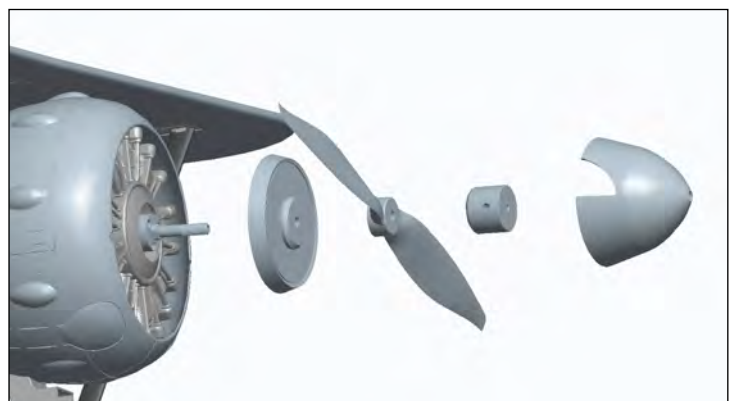
**28.** Use the long pushrods to connect the top and bottom ailerons. It is best to have the aileron servos connected to your radio or a servo tester and set the servos at neutral.



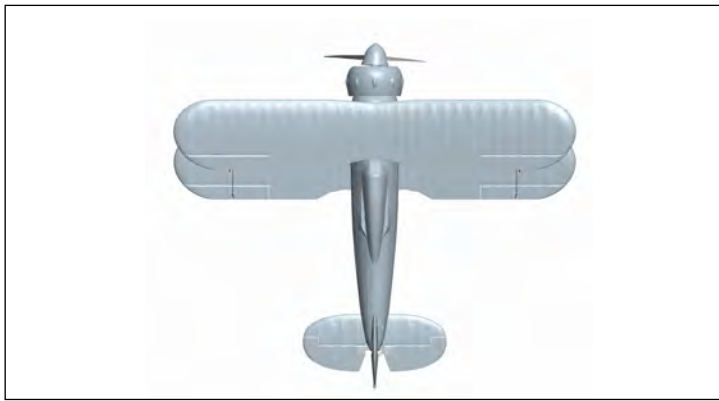
**29.** Connect the pushrod end with the 90° bend to the top wing aileron horn. Secure the pushrod in place using a supplied quick-keeper.



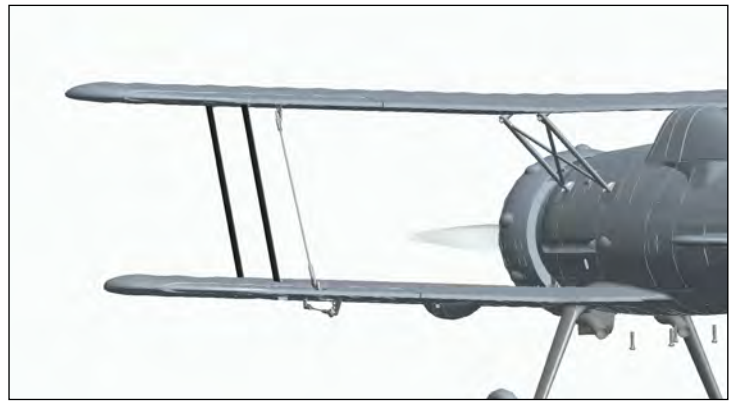
**30.** Adjust the length of the pushrod by screwing the ball-link clockwise or anti-clockwise until it perfectly aligns with the ball on the bottom wing aileron. Ensure the bottom aileron is still set at neutral, snap the ball-link into place. Repeat for the other wing. Once again, clean off any silver paint that may be on the ball.



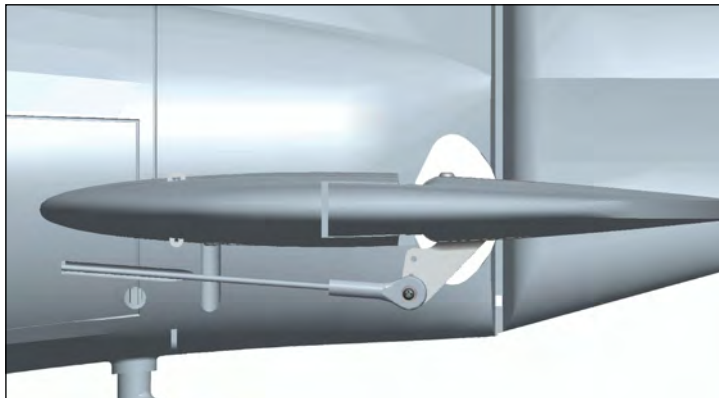
**31.** Slide the spinner backplate onto the motor shaft and locate it onto the hex driver. Next fit the propeller, then the heavy prop nut, tighten with a tommy-bar or similar. Then fit the spinner cone, ensure this locates correctly into the backplate, secure using the supplied M3 x 25mm machine screw. Note: Do not fit the prop if you haven't yet set up your radio and the ESC, ensure you do this before fitting the prop.



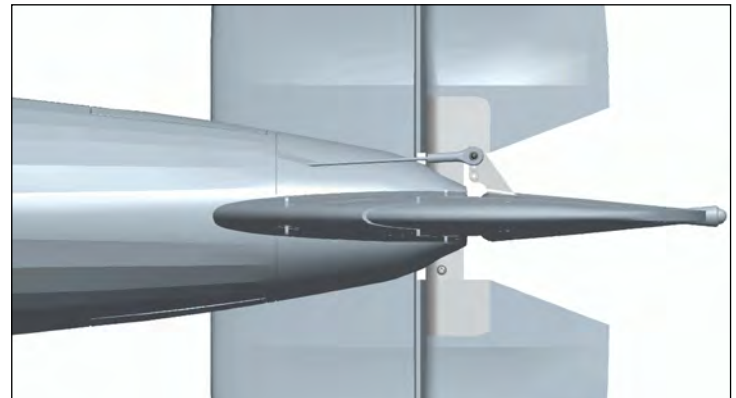
**32.** Do a final check that everything is square, and that both wings line up with each other.



**33.** Double check that when your aileron stick and the trim is at neutral that all the ailerons are at neutral.



**34.** Do the same with the elevator to ensure it is neutral.



**35.** Do the same with the rudder to ensure it is neutral.



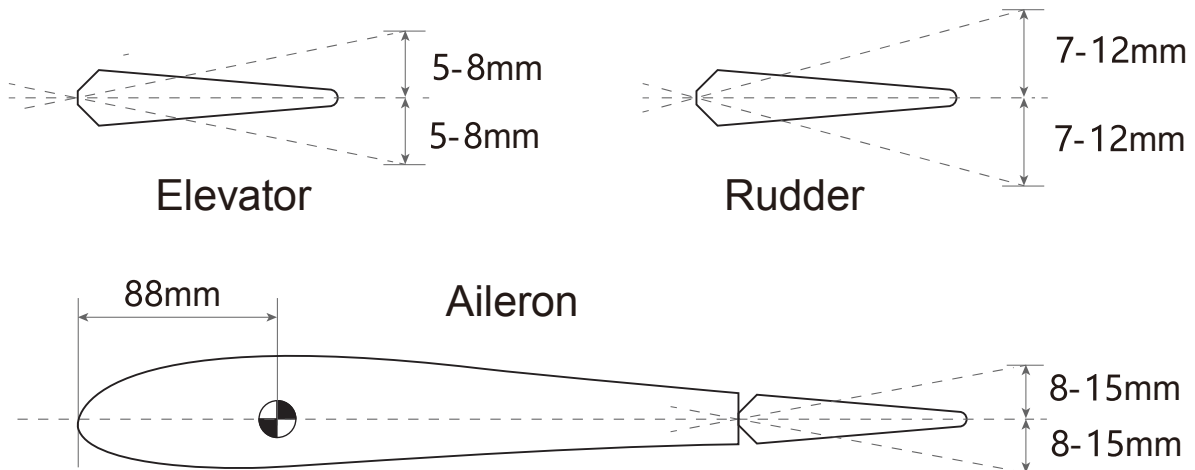
**36.** Using a contact adhesive, glue the 2 fuselage machine guns into place as shown.



**37.** Using a contact adhesive, glue the 2 wing machine guns into place as shown.

The Gladiator Mk1 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 Gladiator please follow the recommended settings below for optimum handling and performance.

## CONTROL THROWS:



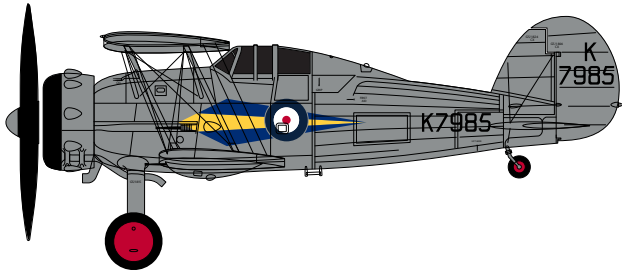
\*Elevator 'low rates' 5mm 'high rates' 8mm in either direction from neutral.

\*Rudder 'low rates' 7mm 'high rates' 12mm in either direction from neutral.

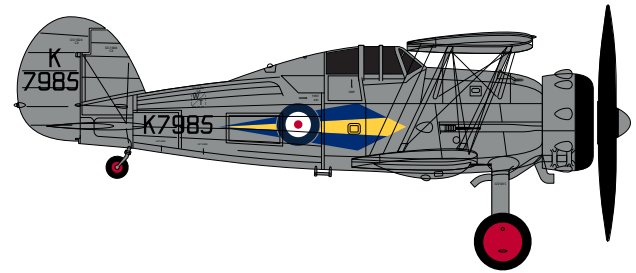
\*Aileron 'low rates' 8mm 'high rates' 15mm in either direction from neutral.

## DECAL APPLICATION GUIDELINES:

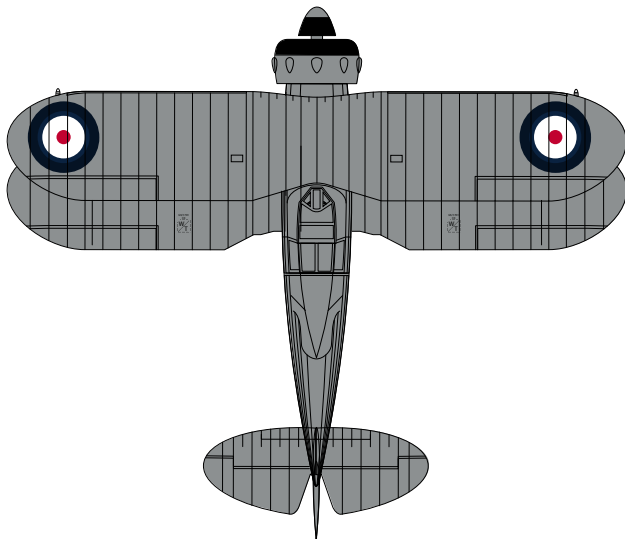
Applying the supplied decals will take you longer than assembling the model. This is because great care must be taken when doing so. Please follow carefully the guidelines below to achieve the best possible finish on your Gloster Gladiator.



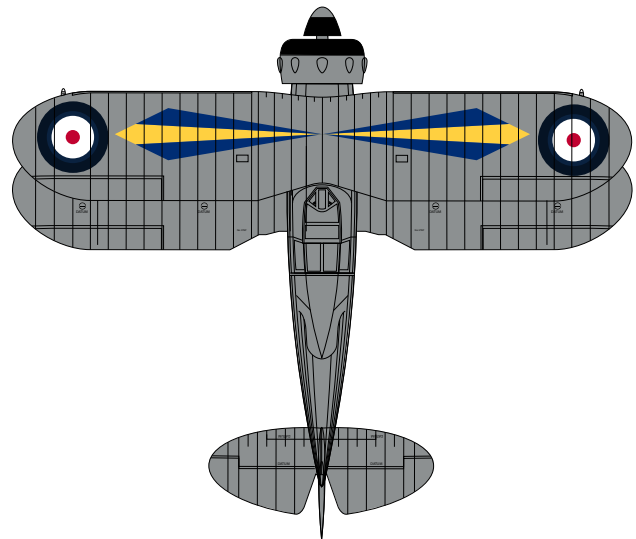
Port side decals.



Starboard side decals



Bottom wing decals.



Top wing decals.

**Note:**

*\* The decals are of the vinyl type and are supported on a clear adhesives fronting film. These will need care and attention when applying, please follow these guidelines carefully when applying this type of decal.*

1. Study the scheme reference sheet carefully and understand fully where each decal should be applied.
2. Position the decals carefully on the model according to the pictures above. Then gently rub (using a dry cloth) the decal in place, rub the decal from the center out to avoid wrinkles and air bubbles.
3. If air bubbles are present, use the tip of a sharp blade to make a small hole in the bubble then rub over it again to push the air out.
4. Once the decal is firmly rubbed down and any air bubbles are removed, you can slowly remove the front clear protective film. DO NOT pull this clear film upwards to remove it, instead pull the film slowly off to the side. This will ensure the decal doesn't lift up from the surface of the model when you remove the clear film.
5. Very gently rub the decal again with a cloth now that the clear film is removed to ensure all edges are firmly stuck down.
6. Finally, we recommended to seal the decals to the painted foam surface and prevent them from lifting at the edges over time using a covering iron. Use a sock to cover the iron to prevent damage to the foam and decal. Set the iron to a low temperature and gently run the iron lightly over the surface of the decal.

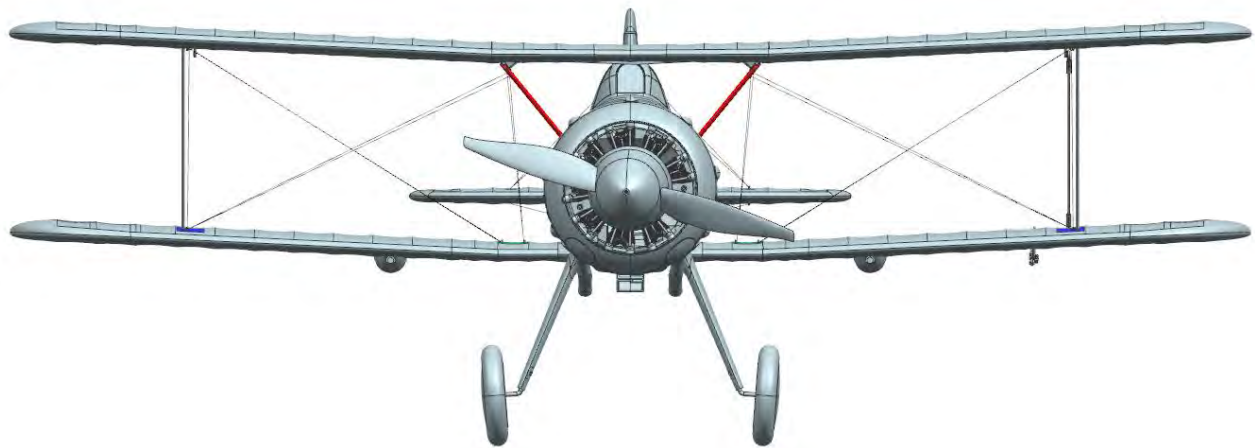
## **Rigging and Flying Wires:**

On the following pages of this manual are the instructions for fitting the rigging and flying wires. These wires are purely to give your Gladiator that finishing scale touch, if you wish to not fit them then the model flies perfectly well without them. If you need to dismantle the model for transportation then it is not recommended to fit the flying wires, if however you can transport the model in one piece then they will enhance the look of your model.

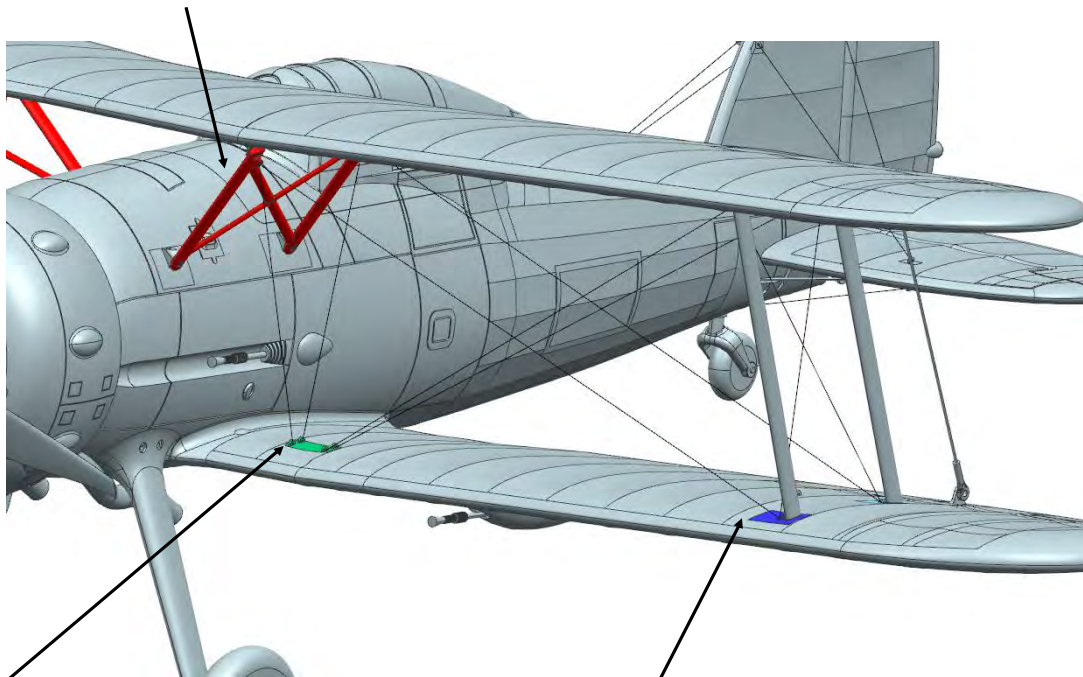


# FLYING WIRE INSTALLATION

GUIDE FOR DURAFLY 1100mm GLOSTER GLADIATOR  
CREATED BY TOM HUNT



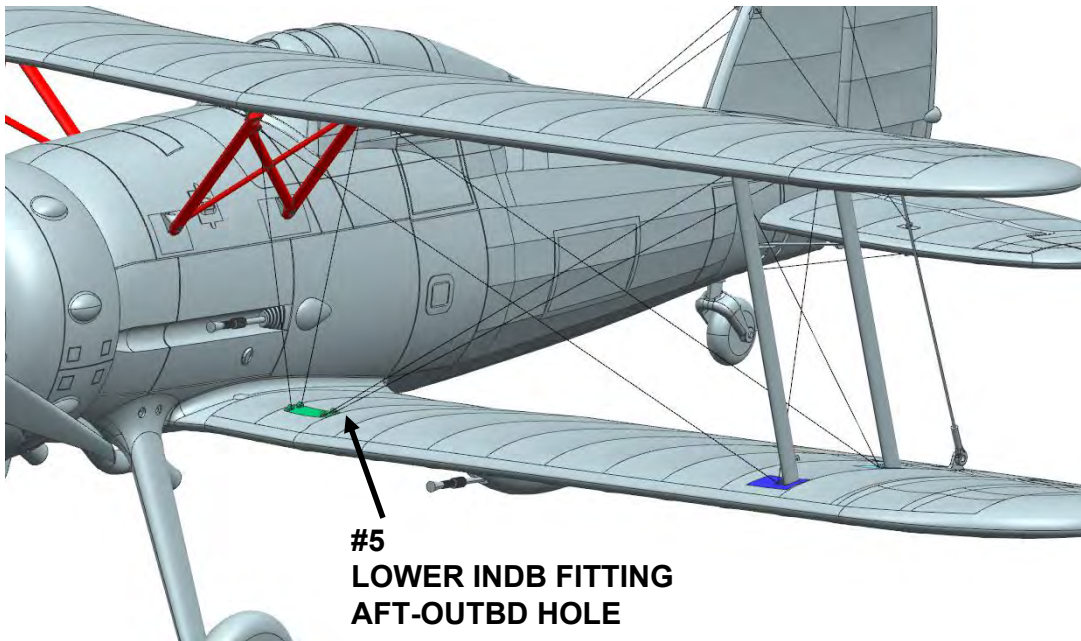
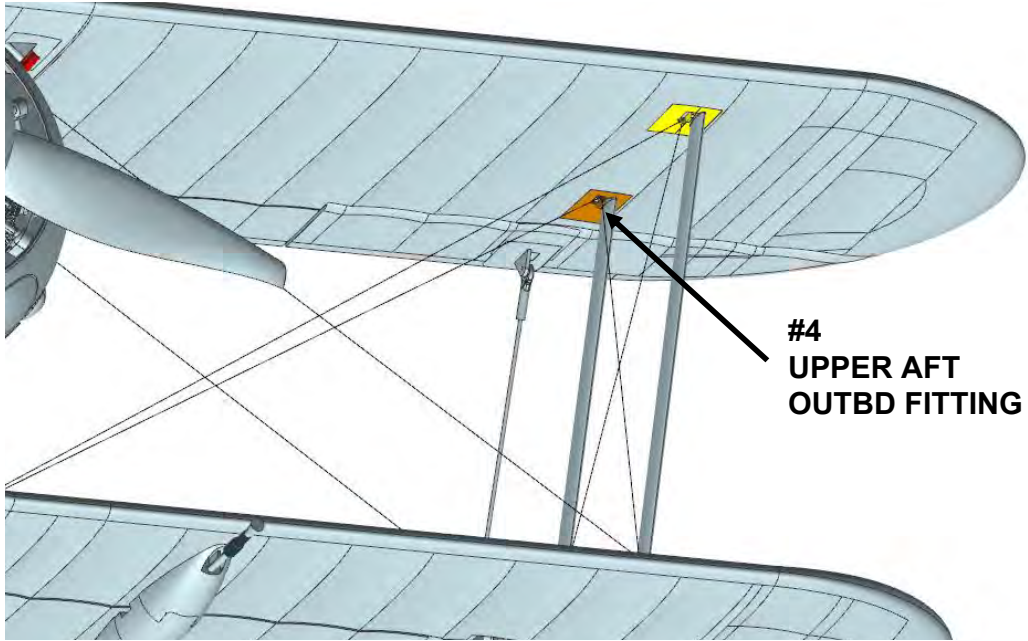
#2 FUSELAGE STRUT FWD HOLE



#1 START  
LOWER INDB FITTING FWD-INBD HOLE

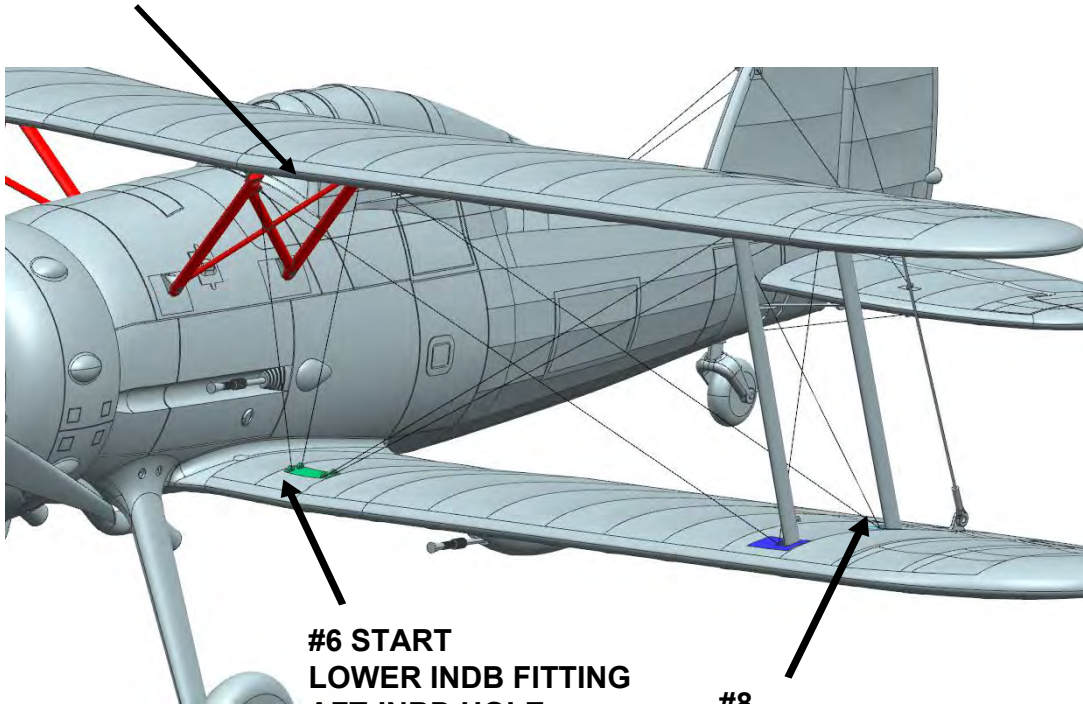
#3 LOWER FWD OUTBD FITTING





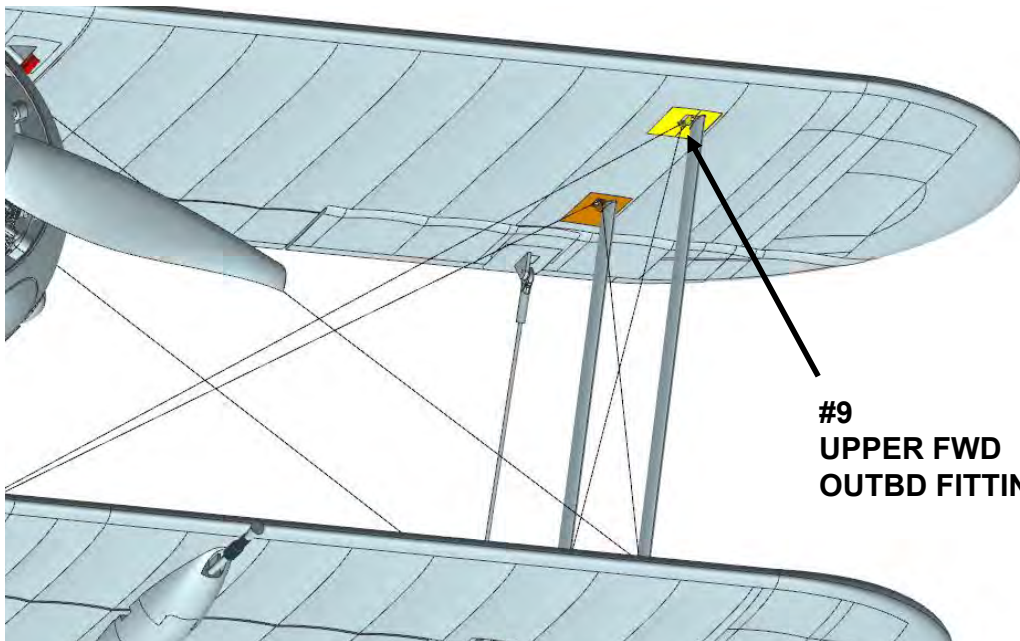


**#7 FUSELAGE STRUT AFT HOLE**

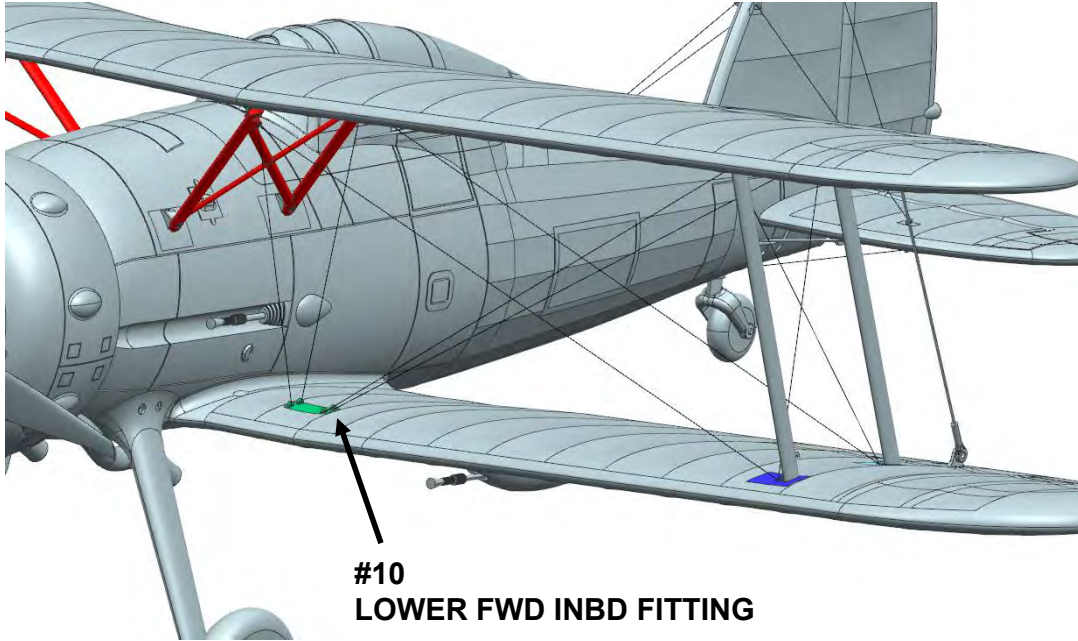


**#6 START  
LOWER INDB FITTING  
AFT-INBD HOLE**

**#8  
LOWER AFT  
OUTBD FITTING**



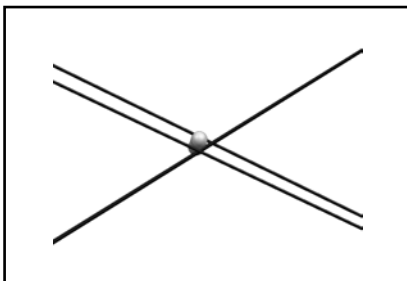
**#9  
UPPER FWD  
OUTBD FITTING**



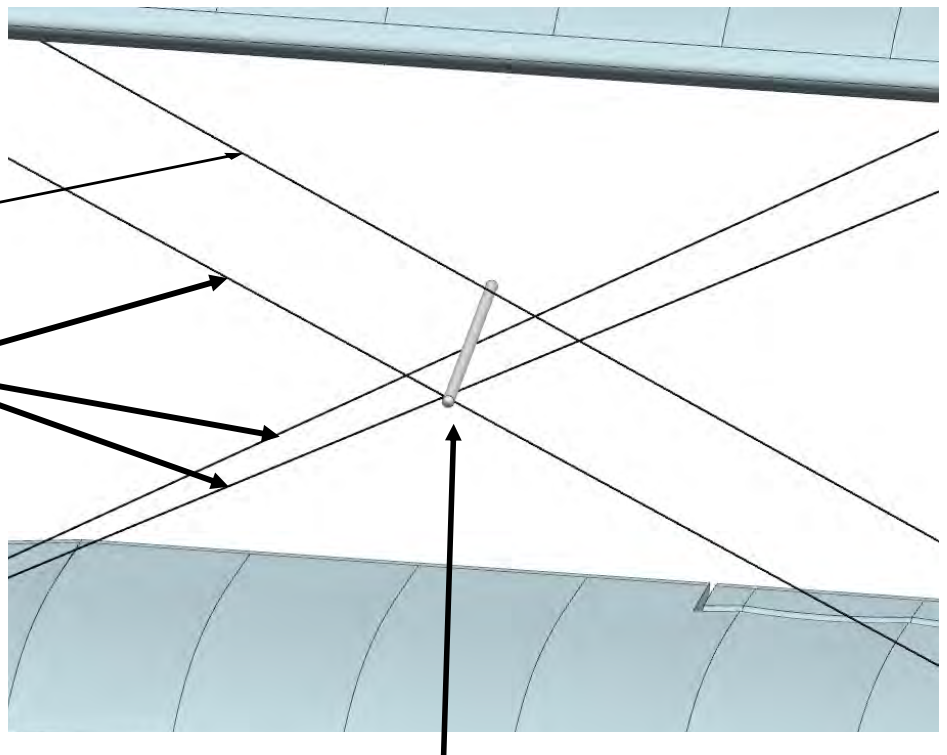
**#10  
LOWER FWD INBD FITTING**

**TUBE SITS BELOW  
THIS WIRE**

**TUBE SITS ON TOP  
OF THESE 3 WIRES**

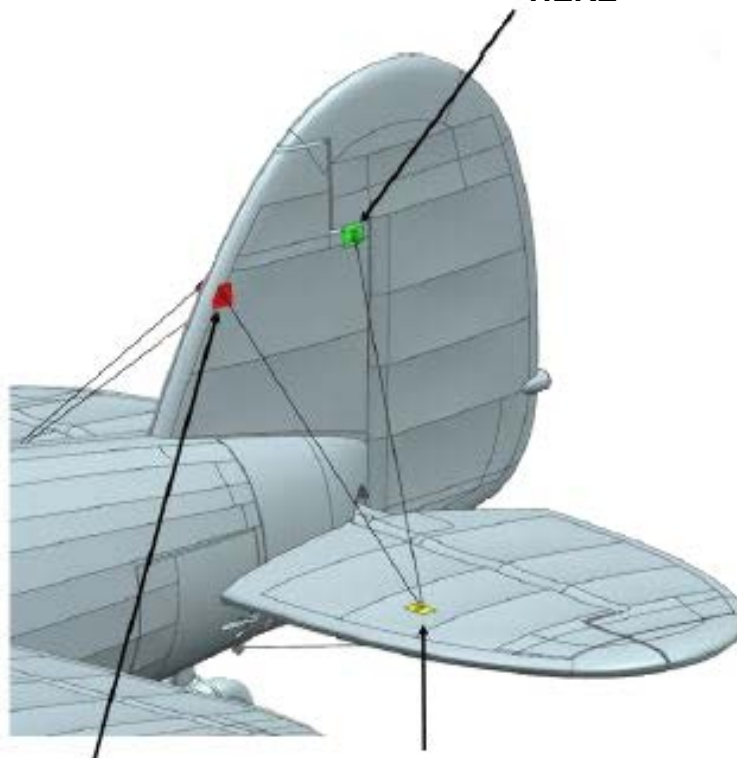


**TRUE FRONT VIEW**



**Ø2.5 mm X 108 mm LONG FLYING WIRE STABILIZING  
TUBE SUPPORT TACK GLUE TO WIRES USING FOAM  
TAC, UHU PHOR OR SIMILAR. NOTE: THIS TUBE IS  
OPTIONAL AND IS NOT SUPPLIED.**

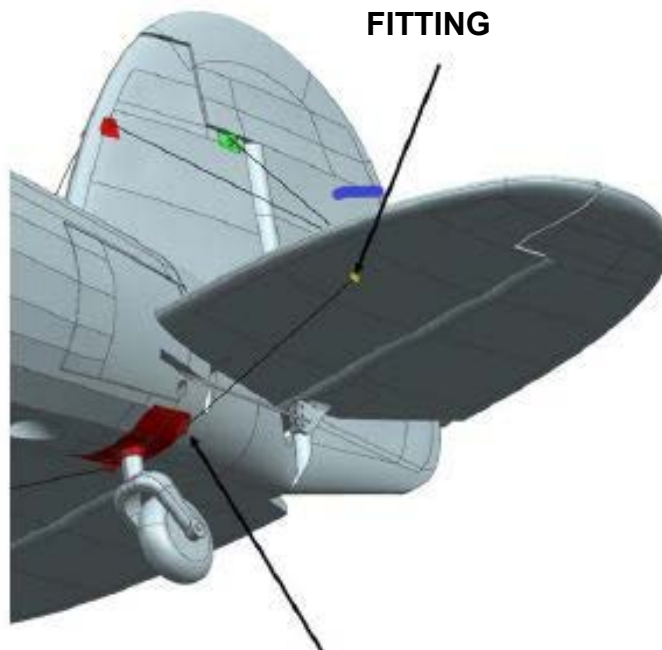
**#13 TERMINATE AFT  
FITTING TO VERTICAL  
FIN  
HERE**



**#11 START FWD  
FITTING VERTICAL  
FIN**

**#12 OUTBD HORIZTAIL  
FITTING**

**#15 TERMINATE LOWER HORIZTAIL  
FITTING**



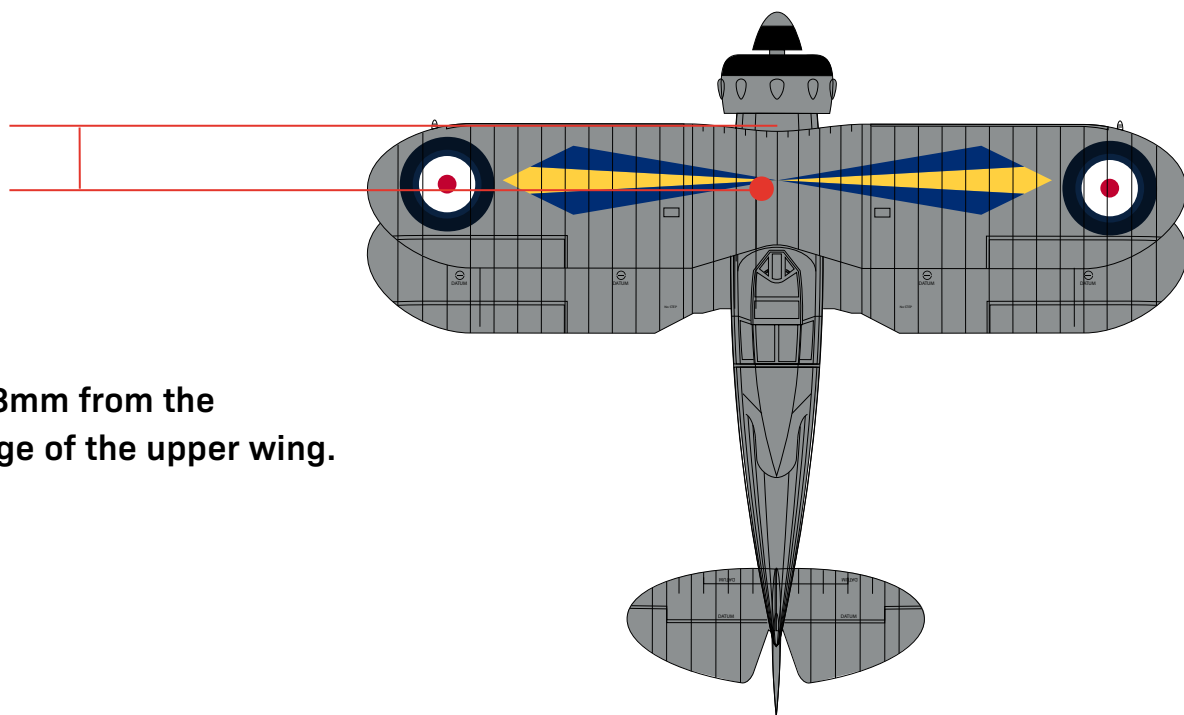
**#14 START LOWER FUSELAGE FITTING**



5. The center of gravity (CG) for the Gladiator is approximately 88mm from the leading edge of the upper wing. To obtain the correct CG, the 2200mAh 4S LiPo needs to go as far forward as possible. Once in position, the battery should be retained using the foam block supplied in the kit.

**CG LOCATION:**

CG 88mm



C of G is 88mm from the leading edge of the upper wing.

**With assembly and set-up now complete, your Duraflly Mk1 Gloster Gladiator should now be ready for flight. However we recommend you read and follow the advice given in the following pages of this manual before flying.**



## MODEL FLYING PRECAUTIONS

- Select your flight area carefully. Always choose an open space that is unobstructed from trees, 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 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 manufacturers safety guidelines when doing so.

## PRE-FLIGHT CHECKS

1. Always range check your models radio before any flight (especially when flying a new model for the first time). Follow your radio manufacturers guidelines for performing this check.
2. Check all screws/bolts and mounting points are firmly secured, including control horns and linkages.
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 surface are free from damage/obstructions, moving in the correct directions and freely with no binding.
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 rotation of the prop is 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 then seek the help and assistance of an experienced pilot to perform these final checks, and to test fly the model for you.



## FLYING YOUR GLOSTER GLADIATOR MK1.

Before flying make sure you have followed closely the set-up guidelines on page 10, and pages 17-18. Start by taxiing on the ground a little to get used to the handling. Be sure to always taxi with full up elevator, use high rates and gentle use of the throttle. This will keep the model tracking steady and true plus has the added bonus of looking far more scale. For take off you'll want to hold in some right rudder to counter the rotational torque on the initial roll out. Slowly advance the throttle whilst holding in just a little up elevator to keep the tail down as you begin to build up speed, correcting direction with rudder as needed. As speed builds, ease off the amount of up elevator you have held in, then as soon as you reach 1/2 to 3/4 throttle you'll start to see the Gladiator gently lift of the ground.

Once in the air you only need about 50% throttle for scale flying, remember that in real life the Gladiator was not a fast airplane. Of course opening up to full throttle is very exciting, the Gladiator handles it well, but generally full power is not required apart from for vertical manoeuvres. A full 'airshow' routine can be performed including loops, rolls, low banked passes, Split-S's etc, and all vertical manoeuvres can be as large as you wish with the supplied 4S set-up. Flight times vary according to battery being used and throttle use. An average flight of mixed throttle flying with the recommended battery will give you approximately 6-7mins duration Your Gladiator is very easy to fly, and the stall is very benign, it is easily recovered from at height by centering all sticks and an application of power. If full power is used then the Gladiator becomes a great looking sports flyer, it will perform all the advanced manoeuvres including flick rolls, inverted flight, and even knife-edge.

Landing the Gloster Gladiator Mk1 is a pleasure and a real treat for those who like to practice 'scale' type approaches, as the Gladiator likes to be 'flown' onto the deck through a powered decent and a 3 point landing. Once you have the Gladiator fully lined up to the runway and on the approach, keep a small amount of power on to overcome the drag, be sure to use good throttle management to maintain a steady descent. Round out and flare the Gladiator just above the ground and reduce power to achieve a 3 point landing, flick to high elevator rates as the model slows down to prevent nosing over.



## **Gloster Gladiator Mk1 TIPS**

- For optimum flight performance and model longevity, it is highly recommend that you always fly with a balanced prop and spinner. The supplied prop and spinner should be balanced, but it is 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).
- Inspect the propeller frequently, especially if you have suffered a hard landing or the prop has been knocked. If the prop is in any way damaged it must be replaced, and any loose fixings must be tightened.
- It is very important that your flight battery is as far forward as possible, and the supplied foam block battery retainer is in place to ensure battery security and the correct C of G. Ensure you set the C of G exactly as shown on page 17 of this manual before flying your Gladiator.
- Use one of the recommended 2200mAh 4S LiPo batteries to help achieve the correct balance point, and to give good mixed flying duration.
- To avoid any chance of your Gladiator tipping over onto its nose on landing and when taxiing, use high rates on the elevator.
- Do not leave your model in direct sunlight or in a hot car 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 Gloster Gladiator Mk1.  
We hope you'll have many happy days of flying and look forward to  
bringing you more Durafly models in the future.**

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





## SPARE PARTS



Fuselage  
Part No.  
9499000393-0



Main Wing Set  
Part No.  
9499000394-0



Horizontal Tail  
Part No.  
9499000395-0



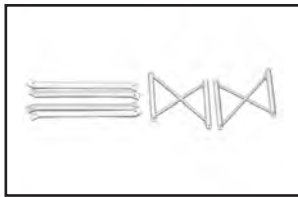
Canopy and Battery  
Hatch  
Part No.  
9499000396-0



Spinner Set  
Part No.  
9499000397-0



Cowl w/Dummy  
Engine  
Part No.  
9499000398-0



Strut Set  
Part No.  
9499000399-0



Main Landing Gear  
Set  
Part No.  
9499000400-0



Main Landing Wheels  
Part No.  
9499000401-0



Tail Wheel Assembly  
Part No.  
9499000402-0



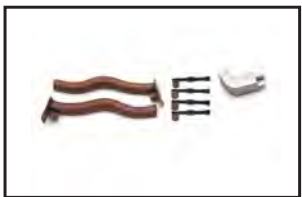
3719-770KV Brushless  
Motor  
Part No.  
9499000403-0



Prop Adapter  
Part No.  
9499000404-0



Accessory Pack  
Part No.  
9499000405-0



Scale Detailing Pack  
Part No.  
9499000406-0



Decal Set  
Part No.  
9499000407-0



Rigging Set  
Part No.  
9499000408-0

## TROUBLE SHOOTING:

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



**CONTACT:**

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

- [Duraflly.com](http://Duraflly.com)

Or see our Facebook page at:

- [Facebook.com/duraflly](https://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](https://youtube.com/hobbykinglive)

For your next Duraflly purchase be sure to visit:

- [hobbyking.com](http://hobbyking.com)

If you wish to contact us directly please email:

- [duraflly@hobbyking.com](mailto:duraflly@hobbyking.com)

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**NOTES:**

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