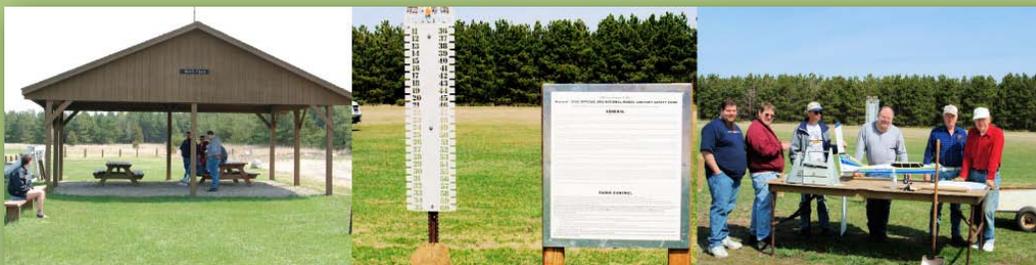


# The Wright Flyer



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Newsletter of the WRIGHT FLYERS R/C Club

Website: [www.joeld.net/wfrc](http://www.joeld.net/wfrc)

## Meeting Highlights

by Leo Davids, WFRC Secretary

On Tuesday, October 9th, the Wright Flyers held the monthly membership meeting at the Monticello Middle School room #29. This was the first of a series of seven monthly meetings held indoors for club business and entertainment.

The meeting was called to order at 7:00 PM by Garth Landefeld. There were 3 officers and 3 members present.

A motion to approve the September meeting minutes as published in the October newsletter was made, seconded and affirmed by voice vote.

A treasurer's report was not available.

The newest club member, Ted Wallace, attended the meeting. Ted has been active in model aviation for some time. He started out in control line and moved to Radio Control. He has various types of planes and looks forward to next year's flying season.

Garth will notify the portable toilet vendor to discontinue service at the field as of the end of October.

Jeff Nelson reported that the lawn service mowed the field five times this season which is about average for previous years where a lawn service was contracted for the task.

The club's event committee was successful in setting up and holding the past season's picnic and flying events. We need to re-staff the committee so they can begin to work on next year's events. So far, Jeff Pederson and Clair Madsen have volunteered to be on the new committee. There still needs to be at least two more volunteers to fill out the committee and serve as

The next meeting is scheduled for **7:00 PM** on Tuesday, **November 13th, 2012**. It will be held in **Room 29** of the **Monticello Middle School**.

individual coordinators for the particular event dates.

With the success of last winter's club build day, Joel Dirnberger will begin work to schedule another session this winter. The likely subject of the build would again be the BluFO electric that Joel designed and has been upgrading since the last build. All those interested in participating should let Joel know so he can get a handle on the supplies needed and cost to each participant. The time and place for this one-day event is yet to be determined so suggestions are welcomed for that, too.

The meeting was adjourned at at 7:30 PM.

## Meeting Show & Tell

by Leo Davids, WFRC Secretary

Clair Madsen presented a new motorized glider that he just finished and is hoping to get flying before the winter season sends him south to his winter retreat.

## Upcoming Events

**MARCEE Metrodome Flying** - For the month of November, the Minnesota Sports Facility Authority has granted the MARCEE electric fliers seven days to fly in the Metrodome. They are the 6th, 8th, 9th, 12th, 13th,

19th & 20th. On each of these days, the dome is available from 6 AM to 3 PM. Information on the requirements, rules and parking can be found at <http://www.marcee.org/HHHDomeFly.htm>. If you desire to fly as a guest, Joel Dirnberger, John Kossieck and Leo Davids are all dual members of our WFRC Club and of MARCEE and may be able to get you in if they are going themselves.

## Tactic AnyLink 2.4GHz Radio Adapter Rejiggered

*by Leo Davids, WFRC Secretary*

Now the first thing anyone familiar with this device is going to say is, isn't the AnyLink already a rejiggering device? Well yes, it does allow a variety of transmitters to control a host of receiver equipped RTF planes from Hobbico's Flyzone and Great Planes lines. This includes a number of micro sized park fliers as well as some 4-5 ft wingspan aircraft. Currently this list is comprised of 18 aircraft, most of which come with the AnyLink adapter included free.

Basically, if you have any of a variety of Futaba, Hitec, JR or Spektrum radios, the AnyLink adapter can be connected to the trainer port of the transmitter (and sometimes to the charging jack) so that the radio will bind and transmit to the Tactic brand 2.4GHz receiver included in their so called transmitter ready (Tx-R) line of aircraft.

But a number of the JR radios that do work with the AnyLink are themselves configured with an external removable RF module which is actually all the AnyLink adapter is in the first place. So wouldn't it be great if the AnyLink came in the same form as the plug-in RF module for JR transmitters? Yet it doesn't and probably never will. But that doesn't put the elegance of such a solution beyond the grasp of the avid RC modeler.

You see, the folks at Spektrum brand radios already addressed this with a module they produced for JR transmitters so you could fly their series of Bind-n-Fly aircraft without owning a Spektrum transmitter. The module is the DM9 and plugs into the external pocket of JR RF module transmitters in place of the old 72MHz module.

But alas, it took Spektrum two tries to get it right. The first module they produced was kind of like an AnyLink adapter in that it had external cable that ran to a tagged-on antenna. This was a bit clumsy and probably prone to cable breakage that would be catastrophic to flight under the right circumstances. So

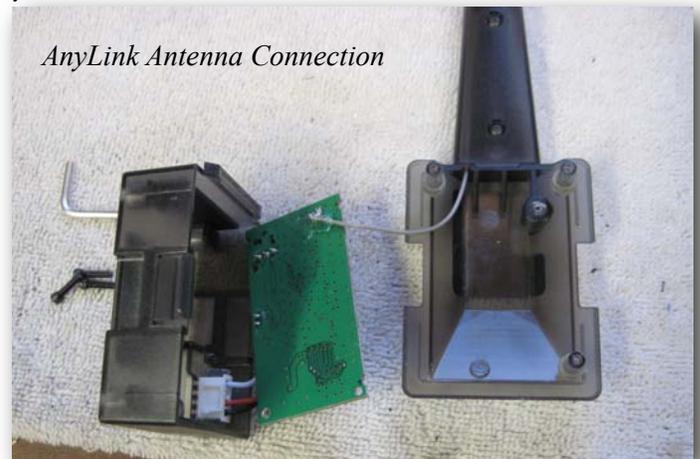
they took a second cut at the module design and built the antenna right into the back of the module.

So all was good in Spektrum land but they felt bad about all the people who had that original "dangling cable" module, so they offered the new module's case only to anyone interested for the paltry sum of \$9.50. Then you could transplant the RF module circuit board out of the original and have the same clean functionality as the new module without spending another \$110.

Now when I got my hands on one of those Spektrum DM9 module cases and a Hobbico's AnyLink adapter, I proceeded deep into the bowls of my RC laird where many a mad scheme has been hatched. Under the eerie glow of my new high efficiency fluorescent shop lights, I was able to transplant the AnyLink's circuit board into a DM9 case. The only other bit I needed was a balance connector plug from a LiPo battery to serve as the plug in the case to mate to the pins in the JR XP783 transmitter I have.



So there you have it, I can now fly any of the Hobbico Tx-R aircraft with what appears to be a stock JR transmitter. And it gets even better. This is so addictive. Once you get started you can hardly stop yourself. I do have one of the authentic DM9



Spektrum modules so my JR transmitter can also fly any Bind-n-Fly aircraft. And then I put a FrSky DIY 2.4GHz module in a DM9 case so I can fly any aircraft I want to put a FrSky ACCST receiver in. If you haven't heard, FrSky is a respected maker of inexpensive (\$15-\$30) 2.4GHz 4 to 8 channel receivers sold around the world.



*AnyLink Board Wired Into DM9 Case*



*JR Module Trio*

## Engine Maintenance 101

*Richard Dvorin, Tri County RC Club, New Jersey*

The objective of this article is not to make each person who reads it an engine mechanic, but rather to pass on a few tips that I have learned over the years that will help to make an engine last longer. After each flying season, I take the engines out of my airframes and clean them down.

I do so by plugging the carburetor and the muffler exhaust port with rolled up pieces of paper towels. Then I get a toothbrush (hard) and brush the engine off. After the dirt is off, then I spray on Dawn Power Dissolver. This will remove the burned-on grime and dirt. Wash the engine down with hot water being careful not to burn yourself, and then dry with paper towels or use a small air compressor, if available, to blow dry the engine.

When you are satisfied that the engine is clean enough, remove the back plate being careful not to damage the backplate screws or the gasket. Look for signs of metal filings in the crankcase and scrap marks on the backplate. These marks and filings are an indication that the connecting rod is rubbing the



*Tx-R Fleet for AnyLink*




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backplate. This condition can be caused by jamming an electric starter up against the spinner or spinner nut when starting your engine. If this condition exists, make sure that you wash the inside of the engine with kerosene or gasoline. If you use gasoline, do this outside for ventilation and do not work near open flame or spark and do not smoke!

When satisfied that the engine is clean, take a 1/2-inch dowel and a brass hammer and tap the back of the crank shaft to make sure that the connecting rod does not scrape the backplate. Check the rear bearing for dirt, rust, or corrosion. If rust or corrosion is present, send the engine back to the manufacturer for repair. Coat the inside parts with some after-run oil and close it. Make sure you inspect the backplate and if the screws are damaged, replace them with proper size socket head screws.

Check the rubber O ring seal that sits between the base of the carb and the crankcase for leaking or damage. Make sure the carb is tight. Remove the muffler, place a few drops of after-run oil on the

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### 2012 Club Officers

Pres .....	Garth Landefeld .....	763-497-0986
VP .....	Joel Dirnberger .....	763-878-2252
Treasurer ....	Perry Dzuik .....	763-477-6865
Secretary .....	Leo Davids .....	763-263-3577
Safety Off ...	Jeff Nelson .....	763-295-2575
News Ed .....	Jean Davids .....	763-263-3577

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### Café Express

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If you have news or ideas for articles you would like to see, you can email me at [jedweb@charter.net](mailto:jedweb@charter.net) or call me at 763-263-3577. Jean Davids

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piston and then on top of the piston. Place some after run-oil in the carb and then, with the aid of the propeller, turn the engine over several times to work the oil around.

Check the head screws and make sure the screws are tight. When you turn the engine over with the propeller, check the seat around the head and backplate.

If you see bubbles seeping out, you will have to replace the gaskets. Most parts can be purchased from your local hobby shops.

Reinstall the engine, hook up the throttle linkage, replace the muffler and you are now ready to take your airplane outside and start the motor. Make adjustments as necessary for throttle response and idle.

Now you're ready to go.