

£ Back in the '70s, Lucas decided to diversify its product line and began manufacturing vacuum cleaners. It was the only product they offered which did not suck.

Q: Why do the British drink warm beer? A: Because Lucas makes their refrigerators.

£ Lucas is an acronym for Loose Unsoldered Connections and Splices.

£ Lucas denies having invented darkness. But they still claim "sudden, unexpected darkness".

£ Lucas dip-switch positions: HIGH and BLOW

£ "I've had a Lucas pacemaker for years and have never experienced any prob.....

£ Did you hear about the Lucas powered torpedo? It sank.

£ It's not true that Lucas, in 1947, tried to get Parliament to repeal Ohms Law. They withdrew their efforts when they met too much resistance.

£ To owner of a Land Rover: "How can you tell one switch from another at night, since they all look the same?" Owner: "It doesn't matter which one you use, nothing happens!"

£ How to make AIDS disappear? Give it a Lucas part number.

£ Lucas won over Bosch to supply electrics for the new Volkswagens so cars from the Black Forest have electric systems made by the Prince of Darkness.

This has been referred to as the smoke theory when the smoke comes out its finished, cooked or done for.

And finally, DO NOT use a British electrical part or component in your model aircraft for fear that the Prince may have had a hand in its design, development, or manufacture. That is if you want to keep it flying!!!!

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*There have been*

*numerous crashes at the field lately. Please look*

*closely at your planes pre-flight and do a thorough inspection. The general feeling is that a little pre-flight would have saved some of these aircraft. The following is a reprint from the 1997 issue of the NOISE. Read carefully. CB*



**Technical Stuff**

**Experience is a wonderful thing. It enables you to recognize a mistake when you make it again!**

*Boy can I identify with that statement. Thought I might pass on a couple ideas you might consider during your first flight of the day or the first flight of a new aircraft.*

*Ever make a beautiful take off straight out from the runway only to hear your engine quit and there is no way you can make it back to the field? ME TOO! My first take off is done with the "intent" of making a dead stick landing should the engine quite at a bad time. In other words, I take off and immediately make a turn and then turn again along the north fence. If the engine quits, I should be able to make the field with little or no trouble.*

*Have you ever run out of fuel while having a great flight? Yea me too! There is a very simple cure for this problem. Use the "timer" on your transmitter. if your transmitter doesn't have a timer, then buy one! You know the ones Radio Shack sells. Hang it on your hat next to an ear so you will have no doubt when your timer has gone off.*

*Do you check your controls and the transmitter before turning off your radio AFTER each flight? I do now after I almost lost my airplane due to a bad transmitter battery.*

*Remember: Buy a timer, check the transmitter meter and servo speed AFTER the flight, and stay*