

Turning the speed controller on/off

Brushless speed controllers do not normally come with an on/off switch, so to enable an ESC you need to plug the battery into the ESC. Prior to that you do need to ensure your throttle is set to idle/low and it is switched on. Normally a set of beeps or tones will indicate it's being armed. To turn off or disarm an ESC just unplug the battery source.

Disabling BEC

To disable BEC on speed controllers, where a separate receiver pack will be used, is done by removing the middle cable from the servo, receiver cable which goes from the speed controller to the receiver. In OPTO speed controllers this is not required.

I WAS IN THE PUB YESTERDAY WHEN I SUDDENLY REALIZED I DESPERATELY NEEDED TO "BREAK WIND". THE MUSIC WAS REALLY, REALLY LOUD, SO I TIMED MY "RELEASE" WITH THE BEAT. AFTER A COUPLE OF SONGS, I STARTED TO FEEL BETTER. I FINISHED MY PINT AND NOTICED THAT EVERYBODY WAS STARING AT ME. THEN I SUDDENLY REMEMBERED THAT I WAS LISTENING TO MY IPOD.



The Boeing 307 Stratoliner at the National Air and Space Museum's Steven F. Udvar-Hazy Center in northern Virginia, is the final survivor of 10 Stratoliners built in the late 1930s as the world's first pressurized airliners. Named the *Clipper Flying Cloud*, the Museum's airplane has played a number of roles over the years—as an airliner for Pan American in South America in the early 1940s, personnel carrier for the Army during World War II, personal transport for Haitian dictator Francois "Papa Doc" Duvalier in the 1950s, and, finally, freight hauler in the 1960s and early 70s.

The Museum acquired the Stratoliner in 1972 in a trade for a Lockheed C-121C Constellation, and exhibited it at the Pima Air Museum in Tucson, Arizona. There, the airplane was "discovered" by

several Boeing employees who were visiting to recover a 367-80 (known as the "Dash 80"), the prototype of the Boeing 707—the United States' first production jet airliner.

Boeing offered to restore the Stratoliner with original parts and materials, and the Smithsonian agreed. The six-year restoration was finished in June 2001, and everyone expected the gleaming silver airplane to take its place in the Museum's soon-to-be-opened Udvar-Hazy Center.

But the storied Stratoliner had one more role to play—as a lifeboat—when it ran out of fuel on a final test flight and ditched into Elliott Bay, just west of downtown Seattle, in March 2002. Damage was significant, but all four crewmembers escaped serious injury, and Boeing volunteers restored the airplane a second time. After taking a final bow at the Experimental Aircraft Association's annual fly-in at Oshkosh, Wisconsin, the *Clipper Flying Cloud* was finally delivered to the Museum in August 2003.



For more information go to the following web address.
<http://www.airspacemag.com/history-of-flight/Last-of-its-Kind.html>

Received the following e-mail from Will Gallant to pass along to the club. Thanks Will. CB

While contemplating the start of a 1938 design *Flying Quaker* short kit and its curved wing and tail tips, I came upon this site. It contains most of the current and obsolete construction manuals for Great Planes kits. Their now obsolete *Old Timer* kit assembly manual suggests more than one way to bend balsa, basswood or cane. I found it helpful.

If you would like to see how others suggest assembly of kits or implement design solutions then have a look at this site.

<http://www.greatplanes.com/parts/index.html>

Regards,

Will Gallant

More editors' notes: Received the following e-mail from X TRCC member David Morales concerning his excellent model of a famous PBJ (B-25) bomber. As the article is way too long to put in the newsletter, I would recommend you go to his web address (at the end of his e-mail) and check it out for yourself. But I did want to include a couple photos from his site of