



NEWSLETTER – March, 2016

Committee 2015/2016

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Note the meeting location.

The next general meeting is to be held at the **Eastwood Street Leisure Centre in the Canteen**, on Wednesday March 23rd commencing at **7.30PM**. Don't forget to bring a plate for supper.

Agenda Items for the next meeting

1. Dynamic Flight Park Update
2. Strategic Plan Development
3. Field Maintenance
4. Asset Register
5. Burrumbeet Airstrip

Points of interest from the last meeting

Extract of newsworthy items from the minutes of the last meeting. Note: Some events/activities may have concluded or been modified as circumstances change.

7. Reports

I) Management Committee Report

Members' attention was drawn to the letter sent out by Graeme Allen regarding the possibility of using the City of Ballarat Sporting Complex, when acquired.

8. General Business

I) Future of Dynamic Flight Park

The sale of DFP has not completed to date.

In the event that the Club is forced to vacate DFP, a possible fall-back position would be to take out Associate memberships with the Bacchus Marsh club to use the new state field at Ballan, when completed.

II) Strategic Plan Development

Peter Hexter has prepared a survey to determine member's needs, which will be circulated for members to respond.

Peter will add in a question regarding whether members fly at other non-BRMFC fields.

III) Field Maintenance

a) Nil at Trawalla.

IV) Asset Register

John Coughlan has it as a work in progress.

V) Burrumbeet

Murri Anstis reported that the Burrumbeet strip has been mown.

VI) Drone Exhibition

The Exhibition organisers wanted BRMFC to pay for a stand, which was politely declined.

9. Other Business

I) Field Insurance

Secretary to check with MAAA to see if Club property is covered under the umbrella MAAA policy. The MAAA web site says that club property IS covered.

10. Agenda Items for next meeting

- I) DFP Update
- II) Strategic Plan Development
- III) Field Maintenance
- IV) Burrumbeet Airstrip
- V) Asset Register

11. Meeting location

The next meeting will be held on the 23rd March 2016, **in the Canteen, Eastwood St Leisure Complex, Eastwood Street, commencing 7:30PM.**

Meeting Closed at 8:39PM



From the President’s desk (21st March)

Dear Club Member

As promised in the last newsletter, I am writing to give you an update on current progress of our flying field and our investigation regarding the Sports Park Complex that the Greater City of Ballarat is putting together.

Firstly, there has been no change at our current site for at least the present as we believe the final bits and pieces of the transaction are only now being finalised.

We are continuing to work on finding a new site to call home and have no official notification from the new owners regarding a date as to when we would have to vacate so in the meantime, its flying as usual.

Secondly, we are still working hard with the Ballarat City Council and are very much in the mix going forward of being part of the proposed complex, we are currently waiting on some information back from the Council on what the next steps are but we can rest assured from feedback that the process is going ahead.

Hopefully we will have some more updates at our meeting on Wednesday night 23rd March, in the meantime, keep flying and we will continue to update everyone each month in the newsletter.

Regards,
Graeme Allen.



VMAA News

A few points extracted from the minutes of the VMAA February 11th meeting that may be of interest.

Ballan Land Purchase (BMMAA)

Purchase contracts have been drawn up subject to terms and conditions laid out by the MAAA legal team.

Vendors have been sent relevant information re purchase terms.

All surveying is complete and contracts have been signed subject to MAAA requirements. However some objections have been raised by adjacent and nearby land owners and these objections will be heard by the Moorabool council. Bacchus Marsh club will seek council from informed members to help with these negotiations. Land valuation has been carried out and accepted.

Other business

- Public display applications have been approved for the following clubs: Keilor, Bairnsdale, Echuca, Lilydale, Corangamite, Warracknabeal and Knox. (Shows that the display scene is alive and healthy.)
- Over 170 wings proficiency awards have been processed since last October.

- Clubs who wish to review their height restrictions and/or be noted on the Aeronautical charts should contact the VMAA Secretary.
- Proposed VMAA visit to the Valley Radio Flyers in Shepparton.
- Website to be updated by editor after some instruction.
- VMAA would like to see as many as possible club presidents attending committee meetings this year. Of course any VMAA/MAAA affiliate member is welcome.
- Sandown event was a success and the flight line director Jon Gouge was commended on his performance in coordinating the flying schedule.
- Discussion re setup of a Graeme Wilson Trophy event. Exact name of event and type will be determined.
- Max Haysom (President Australian Electric Flight association) talked about running F5J nationals. It was agreed that the VMAA would facilitate but the event would be run by AEFA, assistance would be in the form of Trophies and some financial assistance.
- Any Sig groups wishing to run their own nationals should contact the VMAA who may be able to be of assistance.



Goin’s on at the field

Glenn’s resurrected the Beagle Pup 100 as mentioned in the previous newsletter. Anyway on Sunday 28th February while landing with a pretty smooth touchdown it hit a bump towards the end of the strip lifting the nose off. As it came down it started to porpoise and continued a few times until the last one pulled the firewall out. It was all fixed in time for the following weekend at Warrnambool.



Oh dear!!! At least it was a clean break which made the repair not too difficult. Looks like a good opportunity to check out the fuel tank as well.



Fortunately the wood around the break wasn't fuel soaked which would have made a strong repair hard to achieve. (BTW. Auto degreaser does a pretty good job pulling the oil out of oil soaked wood, also good for cleaning fibreglass cowls etc. prior to repairs.)

On Sunday March 13th Wayne had his Great Planes P47 and I (Roger) had my WACO YMF-5 at the field taking advantage of the perfect flying conditions. Later in the day Mark Williams arrived with his electric P47 & WACO looking nearly identical to their larger counterparts from a distance. We thought that would make an interesting photo shoot for the newsletter.



During midweek following Warrnambool Wayne replaced the DLA 55 with a DLE55 rear exhaust in his P47. The DLE improved the performance enormously which was inspired by the lack of power the DLA exhibited at Warrnambool. (See the Warrnambool article further on.)



Tips & Tricks

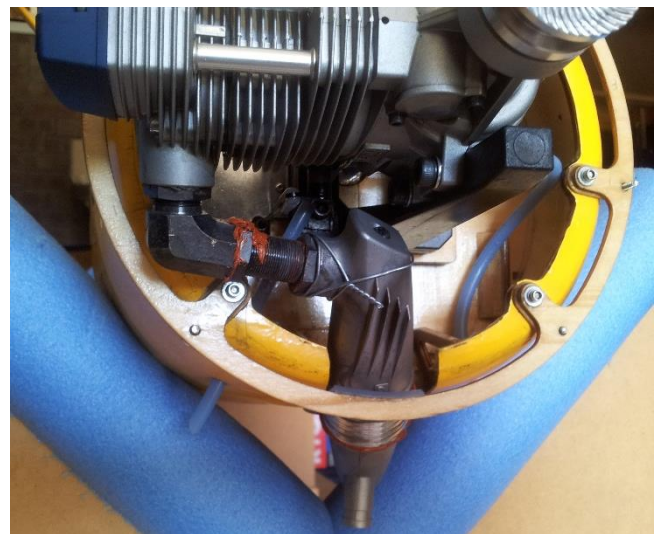
AKA, how to do it and not get it by one who did it and got it.

Ever since getting my WACO in the air late November 2014 I've had trouble with the muffler on the OS155 Alpha coming loose. The engine is side mounted and the muffler hangs down connected via the OS 90° (slightly less than 90)

adapter. With that configuration there is a fair bit of overhang which amplifies muffler movement from the engine vibration.

Just by tightening the locknuts (as much as I dare to), I would get two or three flights before it moved on the thread or came loose as the locknut backed off.

Some time back I tried a clamp around the muffler body tied back to one of the firewall engine mount bolts, but that didn't work. It only comes loose where the threaded extension pipe screws into the muffler body. No troubles where the adapter screws into the head or where the pipe screws into the adapter.



OS 155 Alpha muffler setup on WACO YMF-5 which comes loose after two or three flights.



Close up of lock wire around lock nut and muffler of OS 155 Alpha. Hopefully it is successful in the long term.

Before heading down to Warrnambool for their fun fly on March 5th I tried lock wiring the nut to the muffler and so far after 7 flights it has not moved which is an encouraging sign.

Fingers crossed 😊 it stays tight.



For Sale

We have a regular visitor at the field by the name of Nick who is a resident of Beaufort. He intended to take up modelling but doubts he would be able to learn to fly, he said he just likes to come out and watch the models. Nick bought a Seagull Cessna 152 and all the necessary accessories to assemble it and now has decided to sell.

He had it at the field a few Sundays ago and it looks a very tidy model and it appears he has done a good job of assembly. (Nick builds model boats so those skills would have helped enormously.) The model is fitted with a 90 sized two stroke. I'm sure he said OS so I guess a 95AX. It also has a Pitt's style muffler and Hitec HS-425BB servos throughout, 4 in the wing and no doubt 3 in fuselage.



If you are interested Nick can be contacted on his mobile number 0401 530 201. Otherwise contact me (the editor) and I will let Nick know the next time he is at the field.

The asking price is \$700 ONO.

Murri Anstis has a fair bit of Goldfields Model Supplies modelling stock for sale which he will have in his trailer and available to members at the field on a regular basis until sold.

Amongst the stock are props, wheels, Du Bro & Great Planes fittings and a fairly extensive supply of K&S aluminium and brass.

It's all about 50% retail price.



Events

Camperdown Leura Fun Fly February 29th

The Camperdown club CMAC held their annual Leura Fun Fly on Sunday February 28th at the Camperdown club field which is the centre of the Camperdown race course. From BRMFC Murri Anstis, Paul Ruddle, Peter Weston and Greg

Savage made the trip down to support the Camperdown club and I guess have a day out.

Murri has provided me with some info on the day.

There were 28 pilots registered and 42 models present and the day attracted a reasonable crowd although it was a bit windy. Modellers came from far afield as Mt Gambier SA and Melbourne to support the event. No doubt many support the event on a regular basis.

A good day was had by all and of particular note are the roast beef & gravy rolls the Camperdown club serves in the canteen which I am told they are renowned for.

Murri managed to take some photos which shows a small selection of the models present.



I see Rod Mitchell from the Warrnambool club attending his Grumman Tigercat. The Black Widow twin in front is also Rod's. I have no information on the biplane which looks like an S.E. 5a or the Spitfire.



Looks a nicely detailed model but unfortunately no info is on hand. Maybe one of our readers can cast some light on it and the Spitfire. It is probably an S.E. 5a. (Scout Experimental 5 variant a)



Murri's Tiger Moth in the foreground with a collection of sport models behind.

Warrnambool Annual Fun Fly - March 5th/6th

We had another great weekend away at Warrnambool earlier this month. Going by my count it was attended by 10 BRMFC members which showed great support for the local Warrnambool club. A quick search back through club archives confirms we have been going down there every year since 2006. That reflects on the fact it is a great field and the local members are a very friendly bunch.

Murri Anstis and Paul Ruddle went down on the Friday and camped the two nights at the field whereas most of us arrived Saturday morning and stayed the night in town at a motel. Other members were Wayne & Karen Goodwin, Graham & June Waterhouse, Nick Katsikaros, Greg Savige (Sat. only), Peter Evans (Sun only), Max Rowan, Glenn White and yours truly Roger Carrigg.



The BRMFC camp on the usual south side of the pit area.

The weather was reasonably kind on both days with a temperature hovering around 22-23 degrees. On Saturday the wind was probably 25-30 km/h from the south and straight down the main strip. On Sunday it was easterly until midday which makes take-off & landing awkward, but fortunately turned predominantly southerly by midday.

I'm not sure how many modellers were there overall but seemed more than last year. The jets with their speed and realistic sound (and smell) are always spectacular to watch for both modellers and the public alike. A member from the Melton club who was also there last year put on

several great flying displays with his Aero L-39 Albatros and new F15 Eagle.



Aero L-39 Albatros on landing approach.

We all know the F15 but the L-39 is a Czechoslovakian built jet trainer. I grabbed this opening paragraph from the [Wikipedia](#) article: *The Aero L-39 Albatros is a high-performance jet trainer aircraft developed in Czechoslovakia to meet requirements for a "C-39" (C for cvičný – trainer) during the 1960s to replace the L-29 Delfin as the main training aircraft. It was the first of the second-generation jet trainers, and the first turbofan-powered trainer produced, and was later updated as the L-59 Super Albatros and as the L-139 (prototype L-39 with [Garrett TFE731](#) engine).*



The Aero L-39 Albatros jet with Pitts Special known as "The Beast" also flown by the pilot of the L-39. The Beast was there last year as well.

I don't recall seeing any major mishaps although some of our members had a few incidents worthy of note.



A lucky escape from disaster. Port aileron pulled out in flight on Nick's Edge. Easily fixed and was back in the air soon after.

Nick had an aileron on his Edge pull out of the hinges; fortunately it must have gone back up against the rear fuselage hanging on by the control rod enabling Nick to land safely. Model has done a lot of flying and must be at least 4 or 5 years old – may be more.



Worse than that though, Nick was doing some low level manoeuvres with his OS 55AX powered

Yak 54 (inset) when he got into difficulty and couldn't quite pull out in time. It was intact although damage was considerable but Nick thought it was quite repairable. No doubt repairs are underway at present.

I (Roger) had a dead stick landing with my old faithful Shoestring. After 320+ flights the ASP91FS engine decided to quit in an awkward spot. It was heading north along the main runway while the fairly strong breeze was from the east. I thought about turning to land on the strip but decided against it as altitude was not in abundance. The Shoestring continued on well north of the strip and landed safely on what turned out to be a pretty smooth paddock. When it ran on for a while after touchdown I thought everything must be okay. At Warnnambool you have to watch out for the fences at either end of the field which they lay a section down for events. The locals say they don't bother on normal weekends. I put a new plug in and it was alright on the next flight – can't remember ever changing the plug which did look a bit frosty.



The camera Nazis were out!!! The walk of shame.



The Shoestring down safe-n-sound after a dead stick landing in the outfield north of the strip.

My second incident was minor but the outcome quite astounding. On one flight when I landed the WACO YMF-5 it wouldn't turn easily to taxi back which I thought strange

because it taxis well, even though the breeze was probably 25-30km/h. After some coaxing with rudder & throttle it finally managed a 180 degree turn and headed back. When it got close enough I noticed the tail wheel was missing – just the wheel not the assembly. A few moments later a guy amongst the spectators came up and said he saw the wheel fall onto the strip and pointed where he thought it landed. I waited for a quiet moment and walked out onto the strip to the far side as directed to begin searching. Ken Perret was also walking out and found the wheel much closer in. What a fluke that was, given all the flying field it could have fallen on. I asked Ken "any chance you spotted the wheel collet!!!" I won't tell you what he said. I know why it came off though – there was no flat filed on the axle. That's been covered in Tips & Tricks – I'd better go and have a read!!! Luckily Max had a spare collet, Glenn had a small file so it was easily fixed.



Roger Carrigg (ed.) readying the WACO YMF-5 for a flight.

Max had a few really nice flights with his electric ducted fan Me262 (just as well after the struggle we had fitting it in the trailer along with the other five models). It looks realistic in the air and takes off and lands extremely well. However on one flight the canopy section came off and fluttered down carried by the wind which fortunately was toward the strip. Max managed to land the Me262 safely. He also got several flights in with the Spitty.



Graham Waterhouse with his Kraft Super Fly. We kept on Graham's wheel to have a fly and he was glad we did because afterwards he said he enjoyed it.



Max had several flights with his Spitfire – another quite old model.

Wayne kept himself employed in the workshop when he got back home. The OS155 Alpha in the Bonanza was just not putting out enough revs and lifted off right at the end of the strip struggling to gain altitude. Fortunately it didn't get any worse allowing the Bonanza to slowly gain height. I think he might have done a couple of circuits and then decided to bring it in to land. Being a little frazzled (I didn't say shittin' himself but thought it) after the take-off the landing was a bit short and broke away the nose leg mounting structure and also damaged the mains to some extent. All quite repairable just takes time & effort. Wayne said he is going to take the engine out and try it in the PT17 Stearman which also has an OS155 Alpha to see how it compares. The one in the Stearman runs well and has plenty of power.



Wayne Goodwin with his Beechcraft Bonanza which unfortunately suffered some undercarriage damage in a hasty landing.

While on Wayne, he also had engine trouble with his P47. First up there was difficulty starting the DLA55 but I believe that was for some other reason and not the fault of the motor. A similar thing occurred on take-off to the Bonanza, it struggled into the air slowly gathering height. It wasn't misfiring just not revving hard enough. Wayne brought the P47 around and headed in for a landing. I think once again, the panic that sets in under stress upset his concentration when flaring for touchdown. It zoomed up and came down heavily collapsing the main wheels. (It was all repaired and flying the following weekend with a DLE55 fitted and

performed brilliantly. What a difference an engine makes – See **Goin's on at the field** earlier on.)

Rod Mitchell of the Warrnambool club had the port engine quit in his Grumman Tigercat mid-flight. I was watching it at the time and it didn't seem to show any violent reaction to the loss of power on one side. Rod just called a landing and brought it in as per normal. Well that's how it appeared – I'm sure he was working hard at the time. On examination afterwards Rod found that the muffler on the Saito FA 82 four stroke had come adrift causing it to lose back pressure to the fuel tank. He has the muffler outlet modified slightly to keep it scale and has had this trouble for a while and thought his latest modification had solved the problem. The engine setup on the starboard side which naturally is the same is no trouble.



Rod Mitchell wheeling his Grumman Tigercat out to the strip for take-off. The flight where the port engine stopped.



Grumman Tigercat safely back on the deck after losing port engine mid-flight. Here's a YouTube clip of a full size: <https://www.youtube.com/watch?v=e1IM6nXsdQc>

That's what I remember happening. Of course amongst the few incidents there were many flights had by all that don't rate a mention. Ironically flights are memorable when something out of the ordinary happens!!! Glenn flew the old Beagle Pup several times without incident after it was repaired mid-week following the firewall pulling out the week before at our field.

Murri had a lot of Goldfields Models stock to sell and managed to shift a fair bit for John who we understand has decided to move to Albury/Wodonga for personal reasons. Naturally we wish John all the best for the future and no doubt he will join one of the clubs in the area.



A DE Havilland Comet "Black Magic". Not sure if it flew or not but I was told it was used to create flying footage for a documentary on the Comet.



Rick & Pam Pimblott from the Ararat club are regulars at Warrnambool. Here Pam is helping Rick start the four stroke in his Fokker Eindecker monoplane.

Around 2:30PM Sunday, President Ken Perret invited all present to gather around to thank them for attending and to draw the pilot & public raffles. Ken has been President for a good number of years now (I think he said 9) and said he was standing down next to allow new blood to take over.

They had a lot of items as prizes so there were many winners. My ticket was one of those drawn out and I won a bottle of Coolpower pre mixed glow fuel as did several others.

Once again we must thank the Warrnambool club for putting on the event and hope they continue to do so for many years to come. I'm sure we will be down there again next year in force.

Lilydale Display Day 2016

Our roving reporter Max Rowan just happened to be in the Lilydale area on Sunday and decided to drop in and have a look at the LDMFA display. He has kindly provided us with his impressions.

The first thing that I came across was all the traffic, there were cars everywhere and the side of the road leading into

their club, had trouble getting a park. They certainly have no problems getting a crowd in this area.



Models on display at the Lilydale Club public display held on Sunday March 20th. It's a long time since I (Ed) have been to the Lilydale field – probably early 1970's. I guess a fair bit has changed since then. I know you weren't to fly over the gun club, I presume that is the same.

I decided to have a look around in the pits, had to talk my way in of course. This was a well-run event with people on the gates and all inside requiring bibs to enter.

There were at least 40 models on display and an ongoing commentary on every model in the air. They had a program going where they were putting up war birds together and then helicopters and gliders and so on keeping everything moving along so as to keep the crowd of spectators entertained.

This was a well-run event, and have taken note of a few things we could adopt for our open days.

Why was Max in the Lilydale area? Well it turns out his two daughters were doing a parachute jump at the nearby Lilydale airport. Max thought he had better go along for fatherly support. On arrival there was a third place available maybe due to a cancellation so dare devil Max did the jump as well.

Well done Max, our own Evil Knievel!!! We also have Nick who did a Bungee jump in Canada late last year – is this an emerging trend in the club?



Coming Events

VMAA Trophy Weekend Oct 08 to 09, 2016

To be held at P&DARCS (Pakenham)



The Trophy rules make it fair for smaller Clubs to have a go with a good chance of doing well against big Clubs. Enter as many events as you can. Your best six of the ten events will count.

A pilot can compete in two events only and 'assist' other pilots/team members in other events. All Clubs will be asked to provide people to act as judges or time-keepers for some events.

Trophy Events:

- Fun Scale
- 2 x Helicopter events
- Thermal Soaring
- Scale Aerobatics
- Electric Glider
- Old Timer Duration
- Sports Limbo
- Musical Landings
- Combat

The aim of this event is to encourage Association Clubs to have a go as a team over the two days. The event that has the emphasis on fair play, maximum fun and competition.

The event will be held at **P&DARCS, 30 Fowler Road, Cardinia**. Catering available both days and on site. Camping facilities available. Motels and caravan parks are available nearby.

If you need further information, please contact the VMAA CD; Joe Finocchiaro on Mobile: 0425 708 654, email contestdirector@vmaa.com.au
 Rules and conditions will be posted on the VMAA Website www.vmaa.com.au over the next couple of weeks



The Trophy weekend has been modified to ten (10) events. All rules are being reviewed for the 2016 competition



Event Calendar

Mar 5 th /6 th	Warrnambool Annual Fun Fly – WMAC
Mar 6 th (Sun)	VFSAA Scale Competition – BMMAA, Bacchus Marsh (Brought forward one week due to a clash with the Tyabb Air show on March 13 th)
Mar 12 th -14 th	VPA Australian Masters – P&DARCS
Mar 12 th -14 th	ACTIO(n) Scale Rally – State Field Bairnsdale
Mar 20 th (Sun)	VPA Competition – NMAA, Nepean
Mar 20 th (Sun)	Display Day 2016 – LDMFA, Lilydale
Mar 25 th -28 th	Easter Weekend
Mar 26 th (Sat)	VFSAA Scale Competition – GMAA, Geelong
Apr 3 rd (Sun)	Annual Twins & More – NFG, State field Darraweit Guim
April 3 rd (Sun)	Pylon Racing on the Mornington Peninsula – Westernport Model Aircraft Club
April 10th (Sun)	VFSAA Scale Competition – BRMFC Trawalla
April 17 th (Sun)	Model Engines Fun Fly – NFG, Darraweit Guim
April 24 th /25 th	ANZAC Weekend Warbird Fly-in – Hamilton
Apr 30 th – May 1 st	2016 Mildura Fun Fly Mildura – Sunraysia Aero Modellers
May 14 th /15 th	Annual Autumn Scale Rally Albury – TCMAC
May 21 st /22 nd	Wimmera Fun Fly Horsham – VMAA Field - Burnt Creek Drive. 40th Anniversary

Jun 11 th /12 th	VFSAA VicScale Trophy (TBC) – Shepparton
Aug 20 th /21 st	Large Scale Racing – Bendigo
Oct 8 th /9 th	VMAA Trophy weekend – P&DARCS
Nov 26 th /27 th	Hamilton Fun Fly & Swap Meet – Hamilton

That's all for now. Good flying.
G.W & R.C.

A few more pics from Warrnambool



An Air Tractor AT-401B owned by a Warrnambool club member and flown by John Hoy also of the Warrnambool club. I googled the rego number on the side and there is one registered in Warrnambool so I guess that is the inspiration for the model. John flew it several times over the w/e doing low level "crop dusting" runs over the field. Powered by a Moki 5 cylinder radial (petrol).



Max is ready to give the Spitty a fly while Wayne is readying his P47.



Another of Rod Mitchell's twins. This is a P38 Lightning which he has been flying for many years now.

Time for some Frivolity – the sealed section

Note: If easily offended please skip this item. It contains adult themes, but no crude language or nudity.

Frozen carburetor

People often complain about the police, but you rarely hear about the positive things they do, such as this incident involving a biker and a frozen carburetor.

Last January on a bitterly cold winter's day, a North Dakota State Trooper on patrol came upon a motorcyclist who was stalled by the roadside. The biker was swathed in heavy protective clothing and wearing a full-face helmet to protect the face from the cold weather.

"What's the matter? Asked the Trooper "Carburetor's frozen," was the terse reply.

"Pee on it. That'll thaw it out."

"I can't," said the biker.

"OK, watch me closely and I'll show you." The Trooper unzipped and promptly warmed the carburetor as promised.

Moments later the bike started and the rider drove off, waving.

A few days later, the local State Troopers' office received a note of thanks from the father of the motorcyclist.

It began: "On behalf of my daughter Jill..."

Indians don't use saddles

A woman from West Virginia was driving through a remote part of Arizona when her car broke down. An American Indian on horseback came along and offered her a ride to a nearby town.

She climbed up behind him on the horse and they rode off. The ride was uneventful, except that every few minutes the Indian would let out a 'Ye-e-e-h-a-a-a' so loud that it echoed from the surrounding hills and canyon walls.

When they arrived in town, he let her off at the local service station, yelled one final 'Ye-e-e-h-a-a-a!' and rode off.

"What did you do to get that Indian so excited?" asked the service-station attendant. "Nothing," the woman answered. "I merely sat behind him on the horse, put my arms around his waist, and held onto the saddle horn so I wouldn't fall off."

"Lady," the attendant said,..... "Indians don't use saddles."

Guido the Italian lover

A virile, middle-aged Italian gentleman named Guido was relaxing at his favourite bar in Rome when he managed to attract a spectacular young blond woman.

Things progressed to the point where he invited her back to his apartment and, after some small talk, they retired to his bedroom where he rattled her senseless.

After a pleasant interlude he asked with a smile, "So, you finish?" She paused for a second, frowned, and replied, "No."

Surprised, Guido reached for her and the rattling resumed. This time she thrashed about wildly and there were screams of passion. The sex finally ends and, again, Guido smiles and asks, "You finish?"

Again, after a short pause, she returns his smile, cuddles closer to him and softly says, "No."

Stunned, but damned if he was going to leave this woman unsatisfied. Guido reaches for the woman yet again. Using the last of his strength, he barely manages it, but they end together screaming, bucking, clawing and ripping the bed sheets.

Exhausted, Guido falls onto his back, gasping.

Barely able to turn his head, he looks into her eyes, smiles proudly and asked again, "You finish?"

Barely able to speak, the beautiful blond whispers in his ear, "No, I'm Norwegian."

