



NEWSLETTER – May, 2013

Committee 2012/2013

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The next meeting of BRMFC is to be held at **Findlay Engineering** on Wednesday May 22nd 2013 commencing at **7.30PM**. Please come along to the meetings and support your club and be part of the decision making process. Don't forget to bring a plate for supper afterwards.

Please note the meeting location: **12 Neerim Crescent, Wendouree Industrial Estate**

Agenda Items for the next meeting

1. Wind Farm
2. Field Maintenance
3. History Compilation for Web Site
4. 2014 Display Day
5. Call for Nominations BRMFC Office Bearers

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.

6. Reports

I) Relocation Sub-Committee

Max Rowan reported that the Napoleons and Yendon lots were still on the market. Jeff Dowsley reported that some time had been spent attempting to contact Carl Bison, VMAA President, with limited success. Eventually contacted Chris Caulcutt, VMAA Secretary, who responded with questions regarding shire zoning, CASA height restrictions and lot locations.

II) Annual Display Day

Public attendance is still too low. Announcing admission fees may be a deterrent.

Advertising is still an issue. Noted that car stickers were effective, as was the banner at Goldfields Models. Special thanks Mat Werner for his herculean piloting effort in the windy conditions. Insufficient members assisting in the canteen at times, even though a roster had been prepared.

Date for 2014 Display Day is March 30. Secretary to arrange Banner bookings with BRI, and notify VMAA Events Director.

III) Vic Pattern Day Report

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The pattern flyers had another successful event, though a bit windy on the Saturday.

IV) Flyins

Mat Werner attended a Barossa Valley fly-in, and achieved a second place in his class.

The event was attended by pilots from all over Australia, including WA and Qld.

Noel Findlay and Glenn White attended the P&DARCS Scale Day.

7. General Business

I) Wind Farm

Nil report. Noted that some site works have commenced.

II) Field Maintenance.

Murri Anstis has poisoned the European wasps that attacked and stung him whilst mowing.

III) Club History Compilation for Web Site

Murray Anstis reported considerable progress and has typed up notes to 1998, and requested access to the electronic copies of the minutes. Access to the Newsletters is available on the BRMFC web site.

IV) Roy Gladman Competition

First round is scheduled for Saturday 25 May at 9:00AM with a BBQ lunch.

V) BRMFC Facebook

A Facebook page for the Club has been created.



Wind Farm

Up to 40 turbines to be installed at Yendon \$300m wind project begins

WORKS on the Lal Lal Wind Farm project have started in preparation for WestWind Energy installing wind turbines next year.

The 64 turbine project, costing about \$300 million, is expected to generate electricity to power 44,000 average Victorian homes.

WestWind Energy managing director Tobi Geiger said primary work had started at the Yendon site of the project.

"We have commenced with civil works on site - which is moving earth," Mr Geiger said.

"Hopefully, next summer ... we will be building a concrete slab for maintenance and building foundations for the wind turbines.

"We will have a formal announcement to inform the community."

Mr Geiger said the project was granted a permit in 2009 and was expected to finish in 2015.

"We anticipate to install 40 wind turbines at Yendon and 24 at Elaine," he said.

"During the operation of both sites, we would expect somewhere between 12 to 15 permanent positions."

Mr Geiger said the Lal Lal wind farm project would pay more than \$215,000 per annum in rates to the Moorabool council.

"We will also spend in excess of \$50,000 per annum for local community projects and initiatives," he said.

"It's good thing for the community."

However John McMahon, a resident near Yendon, said there was a lot of community concern regarding the wind farm.

"We live near Yendon and, for some years, have had concerns regarding the very large Lal Lal wind project," Mr McMahon said.

"This project has the potential to negatively impact 229 homes within two kilometres of the project sites - probably well in excess of 500 people this close."

"Understandably, there is huge concern in our community about this project."

Mr McMahon said the planning permit issued by Planning Minister Justin Madden in 2009 was due to expire this month.

"We believe the earthworks to be an attempt to create a 'project start' in order to keep the project alive," he said.

Mr Geiger said WestWind Energy had spent a lot of time writing detailed development plans, including environment, traffic and emergency response plans.

"They have all been signed off by the department and now we can commence," he said.

neelima.choaham@fairfaxmedia.com.au

The article above appeared in the Ballarat Courier on Saturday 27th April 2013 which confirms that the wind farm has started earth works. Of course we know that as well because evidence can be seen near the south/west corner of Yendon-Egerton Road and Duggans Lane. Duggans Lane runs south from Yendon-Egerton Road, 700m west of Spreadagle Road. The residents group that opposes the project believes work has started to keep the project alive because the planning permit issued in 2009 was due to expire in April.



A Google Earth snapshot showing where the site works have started. The 'eye in the sky' has been over this region recently. The imagery date is now 7th March 2013 and shows the field the way it is now.

I took the following photos on the way home from the field on Sunday afternoon 19th May. The construction site

is on the other side of Yendon-Egerton Road with respect to our field.



Stay tuned for further developments!!!



Wishing Glenn all the best

Last Monday Glenn went into hospital for a common surgical procedure and as expected was discharged the following day for a week at home recuperating. However on Wednesday he was suffering a lot of discomfort from an infection that had set in and was admitted back into hospital on the Thursday for treatment. I called in to see him in hospital on Sunday afternoon and while waiting for nursing staff to leave Noel & Sharon arrived.

Glenn said that it has really slowed him down making it difficult to get interested in anything. Hopefully he is now on the road to recovery and may even be discharged today (Monday 20th May).

On behalf of the club Glenn, all the best for a speedy recovery. We hope to see you out at the field ASAP.

It just goes to show you that you can't take anything for granted when you go under the knife.



VMAA News

- Maintenance of the control line circles at TCMAC (Albury) is causing some heartache. The VMAA and TCMAC are yet to come to an agreement over how the area is to be maintained.
- Echuca State Field - Land has been purchased at Echuca by the VMAA and will be leased back by the local club. Settlement date was 28th Feb 2013.



New Models seen at field



Our Secretary Jeff Dowsley sent me some info on his new Boomerang 60.

I bought the Boomer 60 from John Mac, and flew it yesterday (Monday 29th April). A little bit of trimming, and it flies extremely well.

It comes with flaps – didn't need them yesterday a reasonable breeze so with the flat wing it lifts off easily.

I fitted it with an ASP 91 4 stroke which has survived a few Extras – so the Boomer has plenty of power.

Certainly is very steady coming in to land. The 6' wingspan plus its weight made it very stable. Nowhere near the adrenalin rush generated by the Quickie 500 coming in to land!

Gavin Gedye had his recently finished scratch built Fly Baby at the field on Sunday 19th May. It turned out to be a perfect day for flying – hardly a breath of wind and as such there was quite a roll up of members.



Gavin Gedye with his recently finished scratch built Fly Baby powered by a Saito 45 four stroke.



The Fly Baby on takeoff.



And a low pass for the camera!

As stated before the model is scratch built and constructed from Twin Cities plans to 1/5 scale. It is powered by a Saito 45 four stroke and tissue covered. Gavin was putting the Fly Baby through its paces and from what I saw it performed well and Gavin flew very realistically.

Nick Pavlovic, a potential new member brought out his recently acquired Yak 54 by Groupe Tranchant. The model is electric and of foam construction and as you can see it is a reasonable size and looks extremely eye catching. I don't know what motor and speed controller were part of the kit, but it flew with a 5000 mAh Li Po battery pack. Mat did the test flight and put the Yak through its paces. On the second flight Nick fitted a 4000mAh battery which is a bit lighter and still has ample capacity.



Nick Pavlovic with his Groupe Tranchant Yak54 electric powered foam model. Foam models have certainly come a long way.



The Yak 54 on a display pass for the camera – what a great colour scheme.



About to touch down on its maiden flight. Nick should be pleased with it. All he needs now is something a little easier to learn to fly on.



Going's on at the Field



Mat was flying his Scanner on Sunday (Sunday May 19th) – nothing out of the ordinary about that until he said it was another one. Oops what happened to the other? Mat said he was at the Ararat field last Saturday. They had the pylons out and he was mixing it with local modeller Brodie Hunter when the unexpected, no expected, its pylon racing after all, he came into contact with Brodie's Scanner and came off second best. The prop on Brodie's cut through the port wing near the fuselage and of course you know what happens next. And as it happens so often with mid-air's; the other model comes away unscathed. If my memory serves me correctly that's the second mid-air Mat's had at Ararat! Remember this model; it had its tail chewed off by Richard Mudge's, at the time new high performance Corsair during Ararat's Fun Fly in early November 2011. May be Mat just needs to go faster and keep out of the way!!!



File photo of Mat's MX2 taken on 23rd October 2011

Another quick trip to Goldfields Model Supplies and the Scanner is back in the air again. A bit expensive after only ten flights – works out around ten bucks a flight!!!

While mentioning Goldfields Model Supplies it needs to be pointed out that John's level of support for our recent Open Day was under estimated in the previous newsletter. John outlaid half the cost of the Hitec Aurora 9 radio (the other half from Model Engines) and provided numerous lucky draw pilot prizes. The club thanks John for his very generous support.

Goldfields Model Supplies

John McLennan

819 Doveton St. Nth,
Soldiers Hill 3350.



Ph: 03 5331 5990
Fax: 03 5331 5824

Email: gold819@bigpond.com

ABN: 76 171 209 218

We must also remember DUO Mobile's generous donation supporting the Open Day. So if you have any car servicing or repair needs why not give them a call.



Duo Mechanical Repairs and LPG
Shed 9 Caravan Street,
Wendouree 3355.
Enquiries (03) 5339 2334

Murri had his recently acquired Sparrowhawk out for its maiden flight last Sunday (May 19th) to take advantage of the excellent conditions. It's powered by a DLE55 petrol engine which obviously will make it a lively beast.



Murri, assisted by Mat, is about to do his first takeoff with the DLE55 powered Sparrowhawk.

Murri's had it out on previous occasions to test run the motor, which is his first foray into petrol power plants so there are a few new things to become accustomed to.

After some final adjustment of the throttle linkage to achieve a low idle which required wing and cowl removal

it was all systems go. I noticed the JR R700 receiver and questioned whether that is suitable with spark ignition. The engine had been ground run before and it obviously behaved okay.

The DLE55 started easily following the choke on, flick over until it fires then choke off procedure; a couple more flicks and the DLE burst into life.

A range test with the engine running was done and with the Tx aerial down I guess 30 feet was achieved before interference set in. Can't remember whether that was on full power or not, I suspect it wasn't.



The Sparrowhawk on climb out – all looking good at this stage.

Mat assisted Murri and lined the Sparrowhawk at the end of the runway. The throttle was opened and it tracked nicely down the strip and eased into the air climbing out with the authority you'd expect from the DLE55. I thought gee this looks good then as it got further away it all started to turn to crap (that's the best word I could think of and I'm sure Murri thought the same!). As it was negotiating the 180 degree turn it entered into a flat if not the opposite bank, then it was up & down all over the place. Murri kept a cool head and realizing what was happening cut the power and managed to gain control while bringing it around for an immediate landing. To be safe he stopped the engine on final approach using the ignition cut off and brought it in for a text book landing.



Seconds from a safe touchdown – what a relief!!! The photo is a bit fuzzy unfortunately.

Looks like Murri's Aurora 9 2.4GHz set is going in the Sparrowhawk pronto.



Odd Spot



Here's something you don't see very often. A vintage steam train crossing the Yendon-Egerton Road at the Yendon rail crossing. Noel took this photo through the windscreen on the way home from the field on Sunday 12th May. I'm not sure where it was heading but the line runs from Ballarat to Geelong. I believe the train is garaged, hangared (don't know what the correct term is for trains) at the Ballarat railway sidings.



Tips & Tricks

Don't use old FM receivers such as JR R700 with spark ignition engines. We had an example at the field last Sunday that fortunately ended safely. See previous article. Soon after takeoff as the model gained height under a high power setting it began to experience considerable interference. For a time there it looked like it might be doomed but pulling the power back the interference diminished. The model was brought in straight away with the engine being stopped using the ignition cut off on final approach.



Events

VFSAA Scale Comp – P&DARCS 21st April

By Noel Findlay, photos Glenn White.

I had planned on attending this round of Scale by myself as it is an early start and long drive to get to the P&DARCS field before 9.00am however when Glenn found out I was going he decided to forgo his Sunday of painting and mounting the TV on the wall (sorry Judy!) what a good friend!

It turned out to be a nice day with a moderate easterly breeze in the morning with the wind tending more northerly in the afternoon. Both directions easily catered for with the multiple strips that P&DARCS has laid out.

I can't remember numbers but there was a good turn out with 3 rounds being flown in *flying only* and 2 rounds in F4C. Two flight lines were run allowing us time to get through the large entry in flying only.

My flying was not up to scratch and when you come up against current World No 5 you can guess what happens, as David takes no prisoners.

All in all a great day and as it turns out the trip is not that bad as the traffic is light in the morning and not much worse in the afternoon, and the facilities are definitely worth the drive.

Thanks Noel. I've followed up with some of Glenn's photos including a snapshot of the results.



David Chivers' Caribou. I zoomed up on the original photo and it has two petrol motors so it must be fairly large.



Noel's Fox Moth – came 2nd in Scale and like David's Pitts below also competed in the 2012 World Scale Champs in Spain.



David Law's Pitts Special – 100cc twin cylinder engine from memory. Came 1st in Scale and 5th at 2012 World Scale Champs in Spain.



Large cracks on the edge of runway swallowed up one of Noel's wheels but no damage done

Noel Whitehead seems to be having wheel problems these days. His F4U Corsair found a large crack in the runway.



Noel Whitehead's F4U Corsair looks very realistic on this pass over the field and nicely caught on camera by Glenn. Makes up for the embarrassing moment on the previous photo.



Going by the results this Stinson Reliant SR8 belongs to Greg Mitchell. Don't know if it is scratch built or from a kit.



Gary Sunderland's Albatross – looks like it might be coming in for landing.

VICTORIAN FLYING SCALE AIRCRAFT ASSOCIATION							
PILOT	AIRCRAFT	FLT1	FLT2	FLT3	FLT4	STATIC	TOTAL
VFSAA - SPORT SCALE Comp-							
FLYING ONLY							
Bill Wheeler	ULTIMATE	1914	1594	1830	1862	⑧	1868.5
Greg Lepp	CESSNA	2227.5	2178	2340	2277	*③	2281.5
Cliff McIvor	EXTRA	2187	2191.5	2301	2330	④	2274
Peter Harrison	PITTS	1344	1422	1718	1413	⑨	1517.5
Roly Gammann	PORTER	873	2223	2232	2403	*②	2286
MARK SMITH	PC9	2194.5	2209	2307	2366	*①	2294
STEVE MULLAN	CUB	2329.5	2230	2171	2031	⑤	2246
DAVID CHIVERS	CARIBOU	1762.5	2007	2117	2186	⑦	2103
PETER HARRIS	GBY	1753	2167.5	1971	2313	⑥	2150.5

SCALE							
ROBERT JACKSON	ZERO	1866.8	1894			2122.5	6005.4
NAL SCHUBERT	CUB	1405	1514.5			0	15378.5
Noel Fiddling	FOX MOTH	2413.5	2574		②	2299.5	4792.25
GARY SUNDERLAND	ALBATROSS	2185.5	2114.5		⑤	2415	4566
NOEL WHITEHEAD	CORSAIR	2301				2067	3217.5
GREG MITCHELL	SR8	1225.5	1471.5			1590	2938
DAVID LAW	PITTS	2643	2708.3		①	2860.3	5555.95
ALAN MALE	EXTRA	1768.5	1503			0	1635.75



Wally & Pearl Schubach. I've known Wally since circa 1968 when P&DARCS was D&DARCS and we flew at Brady Road North Dandenong.

Scale State Champs – 4th/5th May

The Victorian Scale State Championships were hosted by NFG at the State Field over the weekend of 4th/5th May. The event was originally scheduled to be held at Bendigo but at the last minute it was discovered that no accommodation was available due to a major event being held that weekend. Fortunately NFG came to our rescue and hosted the event and ran the canteen over both days.

Glenn and I (Roger) hitched a ride with Noel, leaving at 6:30AM for the trek down to the State Field. As usual we stopped at Gisborne for breakfast and then continued on for the remaining 20 minute drive to the state field. Upon arrival about 8:15AM there were already a few cars in the car park.



First thing Saturday morning! Unpacking and assembling the models. The trolley carts are a godsend – much better than jiggering your back carting heavy flight boxes to the pits.

We unpacked the models – Noel had his world champs veteran DH Fox Moth while I had my trusty old Shoestring affectionately known as buyer's remorse. As we assembled the models more modellers were arriving for what looked like the beginnings of a challenging competition.

About the only thing you can rely on is the wind. Whilst it wasn't particularly strong it managed 25 – 30 gusting to 40km/h for most of the weekend. (They were the readings from the Kilmore weather station about 15km away.)

After the entries were taken and a practice flight by some (I managed to sneak one in) flying got underway shortly

after 9:30AM with *flying only* category and as luck would or would not have it I was first cab off the rank. That's what you get for having your entry form on the table first thing. Noel Findlay, David Law & Glenn White were the judges. The conditions weren't too bad but that flight was my lowest flight score and I managed a modest improvement for the next four flights over the weekend.



The judges look happy so far – they just haven't frozen yet. Noel W. is taxiing his Robin out in the background.



Glen Weeks from Bendigo is starting the OS Super Gemini in his Cessna 188 Agwagon. As you can see it is a large model and flies very well with the 50cc power. I believe it has been converted to spark ignition.



The Agwagon on final approach – the shed in the background is 200m away at least.

Noel Whitehead doesn't seem to have much luck with his Robin. The model flies well but as is the case with many (probably most) ARF's the undercarriage design and construction quality lets it down.



David Law's vampire looking very realistic on takeoff. Came 1st in F4C. Nothing like the whiff of kero for that added touch of realism!!!



Noel's Fox Moth captured here on a touch & go. The cross wind made life challenging at times. Came 2nd in F4C.



Peter Harris' Gee Bee Y lifting off on what would have scored well for takeoff. Note the houses in the background in the adjoining properties. Apparently there is a bit of friction with one of the neighbours to the south.



Mark Smith's (P&DARCS) PC9 powered by an OS155 Alpha four stroke assisted by Peter Harris also of P&DARCS. The OS155 certainly powers the PC9 with authority. Mark came 3rd in flying only, and I note 1st in the scale event held at P&DARCS back in April.

I almost forgot to mention that the runway was water logged except for the 20 foot strip on the western edge. The automatic sprinkler system had been on overnight and thoroughly drenched the strip. Those that had a

practice flight found that out first hand. I had to takeoff on that 20 foot wide strip on the western edge on both practice and competition flights otherwise the Shoestring would not have made it, and landing there was also essential to prevent the wheels digging in. All pilots were told about the waterlogged strip during pilot briefing and to keep to the edge of the strip nearest the pits.

Anyway Noel was a bit too far out to the centre of the strip at least that's what I thought at the time after having flown. He powered up the Robin and it accelerated down the runway probably heading slightly to the centre over a soft bare patch, the nose wheel fully enclosed in a spat dug in and the force on it broke it away from the firewall. Noel has been strengthening the nose leg assembly which has bent or broken previously and in doing so it finds the next weakest link which was the firewall attachment. That put pay to Noel's *flying only* flights and brought his Corsair the next day to fly in Large Scale. That left Noel free for the rest of the day to do the scores on the computer. At least he was in the warmth!!!

The remainder of the flying only entrants went through the first round without incident. After that we had two rounds of F4C & Large Scale. By the time the first round had been flown the wind was getting quite strong so Noel Findlay and David Law elected to skip the second round.

After those two rounds, we held another round of *flying only* followed by another round of F4C and Large Scale. With Gary Sunderland and Rob Dixon the only entrants flying it didn't take long to get through even though they both had a model in each category. Even so it was after 3:30PM and getting colder and quite uncomfortable for the judges – the wind was rather lazy, it just went straight through you.

Once the three rounds had been flown we were effectively half way through the comp and all ready for a repeat performance on Sunday. The hope was that it would be a bit warmer and less wind.



Tony Grieger's Gee Bee on takeoff – Powered by a 45cc Zenoah.

I just remembered that Tony Grieger had an ignition cut-off servo failure that showed up when he tried to stop the motor in his Gee Bee after the first round. The engine had

to continue running at the end of the field until it ran out of fuel. Before we packed up and left for the day I asked Tony what type of servo it was. As it turned out I had a Hitec HS81 mini servo at home and said I would bring it with me the next day.

After that we headed back to Ballarat and set out again the next day. Mat and Tony were camping at the field so we were able to leave the trailer there saving lugging it back and down again.



Noel's Fox Moth and my Shoestring in the pits.



Mat's Yak 55 on takeoff. Came 1st in flying only.

We arrived back at the field on Sunday just after 8AM following the traditional Maccas breakfast at Gisborne. Tony fitted the servo in his Gee Bee, Noel had some minor undercarriage work to fix on the Fox Moth (Same problem that occurred today at the field resulting in the same fix.)

The much hoped for warmer day and less wind didn't really eventuate but we soldiered on regardless and just about everyone flew two more rounds before we called it quits just before 3PM. Fortunately the field had dried out a lot overnight so the track wasn't as heavy to use racing parlance.

The judges were certainly doing it tough as it gets soooo cold sitting in the one place for a couple of hours. To have fitted in another round we'd have been there until well after 5PM, so a collective decision was made to call it quits after having flown 5 rounds all up.

Following the flying we packed the models into the trailer while Noel Whitehead finished entering the scores into the computer. By a little after 4PM the presentations were held in the warmth of the NFG club house.

The results were as follows:

F4C – 4 entries

1 st	David Law	Vampire	5233
2 nd	Noel Findlay	Fox Moth	4537
3 rd	Gary Sunderland	Pfalz	4435

Large Scale – 3 entries

1 st	Noel Whitehead	Corsair	3577
2 nd	Rob Dixon	FW190	3356
3 rd	Gary Sunderland	Albatross	3197

Flying Only – 9 entries

1 st	Mat Werner	Yak 55	2472
2 nd	Roger Carrigg	Shoestring	2277
3 rd	Mark Smith	PC9	2263
4 th	Peter Harris	Gee Bee Y	2261
5 th	Glen Weeks	Cessna 188 Agwagon	2238

In wrapping up we must thank NFG for their hospitality. They ran the canteen all day both days and they serve delicious hamburgers. Overall it was a good w/e, just a pity there weren't more entries, I guess the weather kept a lot away and possibly the prospect of travelling to the field twice.



Coming Events

Roy Gladman Novelty Comp

At the last meeting we scheduled a round of the Roy Gladman Novelty event for Saturday May 25th with a BBQ lunch. If the weather is against us we may decide to hold it on the Sunday morning or the next Saturday.

I suggest you keep your ear to the ground to make sure you don't miss this fun event.



Event Calendar

May 4 th (Sat)	Victorian State Scale Champs – BRCAC.
May 17 th – 19 th	MAAA Council Conference – Mantra Hotel Tullamarine.
May 18 th /19 th	IMAC Scale Aerobatic – TCMAC Albury.
May 25th (Sat)	BRMFC Roy Gladman Novelty Comp.
May 25 th /26 th	Horsham Fun-Fly – WMAA.
June 8 th - 9 th	VicScale Trophy weekend – Shepparton
July 6 th	Annual P&DARCS AUCTION at the Dingley Village Community Centre, 1pm start.
August 24 th /25 th	VFSAA Scale competition – TCMAC Albury
August 31st (Sat)	BRMFC Sausage Sizzle – Bunnings Ballarat
Sept 21 st /22 nd	Mammoth Scale weekend – Shepparton
March 30th 2014	BRMFC Annual Open Day – Yendon

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

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.

When is it time?

How do you know when it's time to "hang up the car keys"? I say when your dog has this look on his face! A picture is worth a thousand words!



Another dumb blonde joke

A blonde gets home from work early & hears strange noises coming from the bedroom.

She rushes upstairs only to find her husband lying naked on the bed, sweating and panting.

'What's up?' she asks. 'I think I'm having a heart attack,' - cries the husband.

The blonde rushes downstairs to grab the phone, but just as she's dialing, her four-year-old son comes up and says, "Mummy, Mummy! Aunty Glenda is hiding in the wardrobe & she has no clothes on!" The blonde slams the phone down and storms back upstairs into the bedroom right past her husband.

She rips open the wardrobe door and sure enough, there is her sister, totally naked and cowering on the floor.

'You rotten bitch', she screams.

'My husband's having a heart attack, and you're running around naked, playing hide and seek with the kids!'

