



## NEWSLETTER – March, 2013

### Committee 2012/2013

<i>President:</i>	Peter Evans	(0438 643 949)	<i>Public Officer:</i>	(The Secretary)
<i>Vice President:</i>	Max Rowan	(0409 011 160)	<i>Safety Officers:</i>	Noel Findlay (0412 801 287) Mat Werner (0450 483 838)
<i>Treasurer:</i>	Nick Katsikaros	(0438 559 985)	<i>Newsletter Editors:</i>	Roger Carrigg (0437 842 277) Glenn White (0412 641 188)
<i>Secretary:</i>	Jeff Dowsley	(0427 565 791)	<i>Field Maintenance:</i>	Mat Werner (0450 483 838)
<i>Publicity Officer:</i>	Graeme Allen	(0418 534 983)		
<i>Returning Officer:</i>	(The Secretary)			

*Contacting BRMFC:* Secretary: Jeff Dowsley.

Ph: (03) 5341 3589, Mob: 0427 565 791, Email: [secretary@brmfc.org.au](mailto:secretary@brmfc.org.au)

*Newsletter Editor:* Roger Carrigg.

Ph: (03) 5334 2189, Mob: 0437 842 277, Email: [editor@brmfc.org.au](mailto:editor@brmfc.org.au)

Note the meeting location.

The next meeting of BRMFC is to be held out at the flying field on Wednesday March 20<sup>th</sup> 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.

**\*\*\* Our Annual Display is to be held on Sunday 24<sup>th</sup> March \*\*\***

### Agenda Items for the next meeting

1. Wind Farm
2. Field maintenance
3. Club History Compilation for Web Site
4. Annual Display Planning
5. Roy Gladman Schedule
6. Display Day Duty Rosters

### 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 lots out towards Napoleons are very expensive (\$400k). The search continues.

II) **Mat Werner** took 3 planes out to the Horsepower Extravaganza held at the Ballarat Airport, and created some interest with his static display. Some attendees said they would attend our Display Day.

Mat also attended several fun flies. Pakenham (*PARCS I think. Ed.*) where a world champion 3D pilot gave an excellent 3D flying demonstration and to Camperdown.

#### 7. General Business

##### I) Wind Farm

Noted that W-Wind is setting up a site at Mt Mercer.

##### II) Field Maintenance.

Working Bee (Mat Werner) repaired the BBQ area rabbit damage, even though they are exploring sites for new burrows. The trees were trimmed, fences tightened and rubbish removed.

##### III) Club History Compilation for Web Site

Murray Anstis reported some progress.

##### IV) Annual Display Day.

Roger Carrigg noted that after an email of the flyer to the local schools, he has noticed a large increase of hits on the BRMFC web-site.

Nick Katsikaros will see if car stickers can be produced at Officeworks.

It was agreed that 12 month membership for new flyers would be offered as part of the raffle prize.

Noted that while 3BA have the Display Day on the website, there has not been any on-air announcements.

##### V) Roy Gladman Competition

GW suggested that the competition should be held in February, however the calendar is very full. Item deferred until the next meeting

##### VI) VicScale Competition March 9

A canteen roster will be circulated. A float for the canteen and food supplies are also required.

##### VII) BRMFC Facebook

It was agreed to create a Facebook entry to the BRMFC web site. Roger will investigate.

**VIII) Meeting location**

The next meeting will again be held at *BRMFC Flying Field, Yendon on March 20.*

**Meeting Closed 9:10PM**



**Annual Display – Sunday 24<sup>th</sup> March**

*Message from the President*

Twelve months have rolled past again and the BRMFC Annual Display for 2013 is happening this coming Sunday. Hopefully the good weather we have been having lately returns and encourages a good turnout of pilots and spectators.

Thanks to everyone for the effort that has been put in up to this point and I also remind you that there is still a little prep work that needs to be undertaken to make the event run smoothly on Sunday. On Saturday there will be a working bee at the field to have a bit of a clean up around the place, erect signs and barriers, mark out flight lines and start up boxes, etc. The field was already looking in great shape for the scale event the other weekend so it shouldn't take long to bring things up to scratch if there is a reasonable turnout.

There will be some tasks to be done in the lead up to, and on the day of the event that will require some specific commitment by members, so if you haven't already volunteered and been nominated for a task and are asked to be involved please try and make yourself available. If you find you can't subsequently complete your task, please let someone know so it won't be missed.

Members could also help with publicity by printing out some flyers and posting them at work or where ever else they think is appropriate.

Also, on the day, even if you are not flying, it would help to enhance the day if as many of your models as possible were on display in the pit area.

I hope to see you all at the meeting this Wednesday night, and next weekend as we prepare for and deliver a massive Annual Display Day.

*May I reiterate Peter's request for you to attend the meeting and our display day. Ed.*

**Display Raffle**

We now have the raffle underway. The prize is a Tri 60 Sports Trainer by Super Flying Models. Radio & Engine is required to get it in the air. This is an ideal model for the beginner and also a bit of fun for the experienced pilot.

It has a wingspan of 1845mm and takes a 60 2 stroke or 60 to 90 four stroke.

It was decided at the last meeting to include a bonus for the winner if they are not already MAAA members. The club will pay their full BRMFC membership for the next

financial year if they choose to take it up. In other words we waive our club component and pay the VMAA/MAAA affiliation for the winner if they not MAAA members.



**Ballarat Radio Model Flying Club Inc.**  
**Annual Display and Fly-In Raffle – 2013**

**Win:** Radio Control 60 size Trainer Aircraft.  
 Requires engine and Radio gear. Bonus 12 months BRMFC 2013/14 financial year full membership for new MAAA members.

500 tickets only. Drawn on Sunday 24<sup>th</sup> March 2013 towards end of flying display  
 Winner notified, name and ticket number will be posted on BRMFC's web site.

Our flying field is located at the corner of Yendon-Egerton and Spreadeagle Rds, Yendon. <http://www.brmfc.org.au>

**Tickets \$2**

Several members bought their tickets at the field on Sunday. In fact about 80 tickets have already been sold. Hopefully on the day we will be able to sell a reasonable number to make it worthwhile. Anyway it's a bit of fun.

**Advertising**

Our advertising banners are up around town like the one below on the eastern entrance to Ballarat. They are certainly highly visible and I believe have been very successful in the past.



*One of our banners outside Ballarat East Secondary College on the eastern entrance to town off the Western Freeway. This is one of the new banners.*

The others are outside Zagame's Tabaret in Main Road, on the entrance to Sebastopol coming from Buninyong and Sturt Street near the Ring Road intersection. There

may be a fifth one if BRI managed to find a slot for it so keep your eyes peeled for it. John has the sixth one displayed very prominently outside his shop Goldfields Model Supplies.

Nick has made up some A4 stickers to go on car windows and hopefully a few members will be able to display them.

We don't seem to have had much luck so far with 3BA putting it on air as part of their community events promotion. However I plan to ring Mike Cooper on Thursday between 11AM & 12 Noon during the Buy, Swap & Sell segment as I've done on previous years. Mike's father was into aeromodelling and apparently was a member of the Lilydale Club many years ago. On previous occasions he has mentioned our display on air over the weekend following the direct contact.

**W**e always have a few lolly drops for the kids and approached Mars Confectionery for a contribution. It appears they don't market to children which is rather mind blowing. This is the reply we got from them which was addressed to the secretary.

*Thank you for approaching us to contribute to your Annual Display day*

*As a responsible company, Mars Chocolate has marketing commitments that prevent it from undertaking activities that involve children.*

*We do this to ensure that we do not market to children and cannot be seen marketing to children, whether directly or indirectly, as there are many concerns around this in our community*

*We commend you on your efforts for your event and wish you the best with your day however we regret we are unable to provide chocolates for you to give to the children.*

What the heck, we'll just buy some lollies. Perhaps Maltesers!!!



### Web Site Stats

On the 27<sup>th</sup> February (the night of the last meeting) our web site clocked up 100,000 visitors. Visitor count differs from a hit count as it records a new browser session. The hit count would no doubt be several million on the assumption most people would click around the site a bit.



### New Models seen at field

Doug Wallis is the proud owner of one of the new tail dragger Boomerangs. Doug had Mat do the test flight and as it turned out was just as well. A short while into the flight Mat said the ailerons weren't responding and had to land with only rudder for lateral control.



*Mat at the controls of Doug's new tail dragger Boomerang on its maiden flight on Sunday 10<sup>th</sup> March.*



*Doug's new Boomerang on its maiden climb out.*

Mat landed it safely and the faulty ailerons were investigated. The wing was removed and of course they worked perfectly. It appeared the aileron linkage was fouling inside the fuselage. Doug modified the pushrods to ensure there was no chance of a clash inside. The adjustments enabled Doug to follow with more successful flights.

**W**ayne had his DC3 out at the field on Sunday 17<sup>th</sup> to run the motors again to see if the fuel feed changes he's made have been successful. It appears they haven't and he still can't get reliable engine operation. Wayne is now resigned to going electric which given the circumstances is the only viable solution.



*Wayne Goodwin pictured on Sunday March 17<sup>th</sup> with his Top Flite DC3 with Magnum 52 four strokes. Looks like being converted to electric.*

The problem is with the retracts there is no room in the engine nacelles for the tanks. Wayne fitted a central tank and of course that means long fuel lines and with that comes fuel draw problems. If any reader has tips for Wayne I'm sure he would appreciate your help.

**N**ick has a new electric flying wing and has been kind enough to supply us with the following info.

It's a Beevolution flying wing glider with a detachable homemade power pod.

Construction – EPP foam, carbon fibre spars and reinforced tape.

Details: Wingspan; 48inch (1.2m), Mass – 600g as glider or 900g with power pod. (You can tell Nick's an engineer, uses mass instead of weight!!! Ed.)

Also has glow in the dark covering – yet to be "night tested"



*Our Treasurer (not treasure) Nick Katsikaros pictured with his latest foray into electric flight. A Beevolution flying wing glider with a detachable homemade power pod.*



### Goin's on at the Field

The day after the scale event (March 10<sup>th</sup>) Noel had the Fox Moth out for an airing – literally. He said it's the first time it has flown since the world Scale Championships in Spain last year. Noel seems to be comfortable flying it now that it's got a number of flights under the belt and also with not having the pressure of the World Champs on his mind. And of course it will be going through extensive modifications shortly to improve the scale fidelity for the next world scale champs.



*The Fox Moth on takeoff.*



*A flypast for the cameras. Glenn was photographing as well and must have got a real close up.*



*This is either a landing or touch & go.*

**M**urri also had his Bleriot out on the same day for a test flight after replacing the old 48 (I think it was a 48) four stroke with an electric motor. It seemed to fly around okay although not sure if it performed any better. I didn't manage to get a photo in the air so this ground shot will have to suffice. In fact all three models are Murri's.

The Miles Sparrowhawk was undergoing engine tests as Murri grapples with his first petrol motor a DLE 55. It all takes a bit of getting accustomed to the different starting procedure.



*Murri Anstis' Tiger Moth, Miles Sparrowhawk and Bleriot.*



*Stop press. Glenn got a photo of the old Bleriot in flight.*



### Events

#### Annual Fun-Fly weekend – Warrnambool

By Glenn White.

The first weekend in March heralded the Warrnambool fun fly weekend. The weather as we all know has been extremely hot this year as was the case at Warrnambool. Roger and I travelled down on the Saturday morning, we were in no hurry to get there as it was blowing a gale.

When we arrived there wasn't much happening as the wind was blowing directly into the pits. We were the only ones from Ballarat but did meet up with Rick and Pam. Rick said that he had a few flights earlier.

The Geelong and Hamilton boys were there in force, there was a lot of noise coming from their camp but not much flying!!!

Roger had three flights with his CAP231 and I flew my Hornet. It was okay in the air but a little tricky getting down. We didn't stay out there too long, making our way back to town to find our digs get some supplies and a few beers.



The camp! Rick & Pam's igloo was a life saver in all that sunshine. Mat's Extra is in the foreground with Rick's Eindecker and my Super Stearman.

Sunday was a much better day the wind had dropped and changed to a better direction. Arriving back out at the field we found Mat entertaining the onlookers. He had left Ballarat at some ungodly hour to be one of the first out there. It was also the day to get the cameras out.



Guess who? You guessed it, Mat polluting the pristine Warrnambool atmosphere with his smoker while doing his signature 3D stuff.

The weather was still very hot, fortunately we were able to share Rick and Pam's shade tent, Moss Heard and Brodie Hunter joined us. There were not as many models there as for the last couple of years but there were models in the air at all times, there was also a helicopter that put on a good display.



A shot of the pit area. Mat just happened to be doing a knife edge pass as the shutter clicked.



I think this is a Miles Sparrowhawk like Murri's mentioned earlier on. About the same size as well. Not sure who was flying it.



Roger starting the OS200FS in the 'old' Super Stearman. There's a yellow Stearman on the way – it's actually a Waco YMF-5 but they like to call it a yellow Stearman to p@#\$ me off but I just ignore it!!!



*Coming in for a landing or touch & go. My wings were level! Glenn must have been holding the camera crooked.*



*Mat wheeling the big Extra 260 out for another sortie assisted by Brodie from the Ararat club.*

Roger had several flights with his old Stearman (he hasn't the new yellow one put together yet) and also the older Shoestring. I had resurrected my little Hawk and gave it a go; it must be ten years since it was last flown. The OS 15 started with no problems and the Hawk flew well. The model has no rudder so I built a steerable dolly, it looks stupid (Roger gets embarrassed carrying it out to the runway) see photo.



*We didn't get a photo down at Warrnambool however a photo was taken when Glenn flew it (terrified us) at our field on Sunday March 10<sup>th</sup>.*

There were one or two "incidents" over the weekend unfortunately Rick had a momentary lapse and lost his low wing Scanner big time with damage to the motor and a smashed receiver.

Mat put on a great display with both of his large models a real crowd pleaser with the smoke system.

Things wound down mid afternoon and the usual trophies were awarded. Mat got best display, Pam got a trophy for

best helper and Brodie Hunter got the junior encouragement award.

I think a good time was had by all and we look forward to returning next year. More of our members should put this event on their todo list. It's not that far to go, is a great field and the Warrnambool members are very friendly.

### *VicScale Scale competition*

BRMFC hosted a round of VicScale competitions on Saturday March 9<sup>th</sup>. As forecast the temperature was in the low to mid 30's and although perhaps a little too hot for some it was still very pleasant. A light to moderate northerly breeze tested the mettle of a few as it causes some turbulence at certain heights rolling over the plantation to the north.



*Nick's Edge 540 in the foreground with Gavin's Corby Starlet behind (Came 3<sup>rd</sup> in scale.)*

We were however a little surprised by the large entry and I think the VFSAA organizers were as well. While in Scale there were only three, we had seventeen in flying only which if not a record must go extremely close to being one.



*The 'Flying Only' judges during round one. From left, Phil Shufflebotham, Glenn White and Gary Sunderland. They really appreciated Mat's shade tent.*

From our club the competitors were, Noel Findlay and Gavin Gedye in scale; Peter Evans, Mat Werner, Nick Katsikaros and Roger Carrigg in flying only.

Noel Whitehead had bad luck landing his Robin 2160. I happened to be watching at the time and thought this is going to be a good landing. On touchdown which may have been a little harder than ideal the starboard main

gear pulled out from the mount causing the Robin to slew around as it came to a stop. Doing so put side loads on the nose leg bending that as well. Noel didn't have a good day at all because the engine lost power on the takeoff run forcing an abort. One cylinder wasn't firing. On the second takeoff attempt it ran okay but of course no points are awarded for the takeoff in that situation.

Steve Malcman seemed to have the onboard electric starter and Magnum 150 twin cylinder four stroke engine running reliably in his clipped wing Cub after all the troubles he had down at Geelong last month. As it turned out the ESC did not fail down at Geelong, he is now using one of the slider control channels to activate the starter so it engages softly.

Just digressing a little, I (Roger) had a 70<sup>th</sup> birthday party to attend down at Wallington Geelong so had to leave early and asked the organizers beforehand if I could fly at the top of the flight order. They obliged and also slotted me in for a second flight before round one had finished which was very much appreciated. It was Colin Gissing's 70<sup>th</sup> on the day and his party was held at the Purple Duck restaurant on the Queenscliff Road not far before the Banks Road turnoff to the Bellarine Club field at Mannerim. Colin and I met back in 1967 as members of D&DARCS (forerunner of P&DARCS) where we learnt to fly R/C at the Brady Road field in the Police Paddocks North Dandenong. By the way the spot where D&DARCS flew is still there and appears to be used by some sport such as hockey.

As I was about to leave I saw Peter Evans' Tucano in the midst of a dead stick landing on the north/west corner of the field. Thankfully it was safe. I thought to myself that is very unusual given that Peter flies the model most weekends clocking up what would have to be hundreds of flights without the hint of engine failure. I asked him about that at the field on Sunday 17<sup>th</sup> and he said it must have been karma. What's that all about!!! Well Peter was calling for me and on my first round; we got through to one of the last manoeuvres when the judges said you've missed one. It was the loop – not to worry I was off to a birthday party anyway.

I asked the guys at the field the day after the event what else happened and they said Greg Lepp crashed his Yak 54 caused by radio interference from the engine ignition system. The plug lead braiding had worn through where it rubbed on the cowl and that allowed interference through to the receiver.

Apart from those few incidents/accidents it was a very successful day. Having 20 competitors at an ordinary scale event is quite exceptional and is very encouraging. I guess the only downside is you don't get as many flights in. Let's hope it is a sign of the times. By the way, Noel Findlay was active last Sunday encouraging members who enter in the scale events to join the VFSAA. The scale association web site can be found at <http://vfsaa.org.au/>

We must thank those who looked after organizing lunch. Nick purchased all the food while Richard Turner kept the canteen running during the event. From what I've been told Peter Evans was on BBQ duties during lunch time.

Around 3PM the presentations were made to the top 3 place getters in each category. Joe Buttigieg from the Bacchus Marsh club received an encouragement award.

Going by the calendar it looks like the next scale event is at P&DARCS Pakenham on Sunday 21<sup>st</sup> April.

Scale Results

Entrant	Aircraft	Flt 1	Flt 2	Flt Tot.	Static	Total	
Noel Findlay	Gipsy Moth	2044	2248	2146	2675	4821	<b>1</b>
G. Sunderland	Nieuport 23	1915	1975	1945	2427	4372	<b>2</b>
Gavin Gedye	Corby Starlet	1259	1395	1327	1912	3239	<b>3</b>

Flying Only Results (Engine shown if known)

Entrant	Aircraft	Flt 1	Flt 2	Total	
Mat Werner	Yak 55 (DLE 111)	2569	2557	2563	<b>1</b>
David Law	SBach (OS GT55)	2345	2499	2422	<b>2</b>
Tony Curzon	Corby Starlet (OS200FS)	2308	2292	2300	<b>3</b>
Roger Carrigg	Shoestring (ASP91FS)	2200	2375	2287	<b>4</b>
Steve Malcman	Piper Cub (clipped)	2191	2287	2239	<b>5</b>
Daniel Wheeler	Yak 54	2208	2179	2193	<b>6</b>
Tony Grieger	Piper Cub	2126	2256	2191	<b>7</b>
Joe Finocchiaro	Miles Sparrowhawk	2169	2211	2190	<b>8</b>
Paul Winter	Spacewalker	2207	2106	2156	<b>9</b>
Nick Katsikaros	Edge 540 (OS91FX)	2058	2185	2121	<b>10</b>
Greg Lepp	Yak 54	2195	1971	2083	<b>11</b>
Bill Wheeler	Ultimate Bipe	2077	2068	2072	<b>12</b>
Mark Peterson	RV 8	2042	2068	2055	<b>13</b>
David Anderson	Mew Gull (OS120FS)	1996	1969	1982	<b>14</b>
Joe Buttigieg	Piper Cub (Clipped)	1936	1953	1944	<b>15</b>
Peter Evans	Tucano (OS46AX)	536	2196	1366	<b>16</b>
N. Whitehead	Robin 2160 (OS300FT)	1436	DNC	718	<b>17</b>

A few more photos with captions follow to round off the article. Enjoy.



David Law is giving Noel Whitehead a hand starting the twin cylinder four stroke engine in the Robin 2160. This is actually quite a large aircraft.



A line up of some of the models entered. Noel's venerable Gypsy Moth (1<sup>st</sup> in scale), my Shoestring, David Law's Sbach (2<sup>nd</sup> in flying only) and Steve Malcman's clipped wing Cub.



Mat Werner's Yak 55 (1<sup>st</sup> in flying only) and Steve Malcman's clipped wing Cub behind. Gary Sunderland apparently landed in the grass and can be seen here retrieving his model. The judges were setup a bit too close to the edge of the strip making it rather narrow.



Gary Sunderland from Bacchus Marsh is manoeuvring the Nieuport 23 out of the pits for one of his flights.



Paul Winter and his wife relaxing in the shade during the long wait between flights.



Greg Lepp's ill fated Yak 54. During the second flight (might have been on landing approach going by the scores) it lost radio control and crashed. Apparently the plug lead braiding wore through where it was rubbing on the cowl. The braiding is to shield against radio interference whether 36MHz or 2.4GHz. Rotten luck Greg! Photo was taken while getting ready for first flight. Noel W's Robin less right u/c leg is still on runway in the background.



Tony Curzon's OS200FS powered Corby Starlet. Tony is also from the Bacchus Marsh Club. Came 3<sup>rd</sup> in flying only.



### Coming Events

Sausage Sizzle Bunnings Ballarat – August 31<sup>st</sup>



Following our last Bunnings sausage sizzle on 1<sup>st</sup> December another application was submitted along with our sales results which they require. On Thursday March 7<sup>th</sup> I received a letter to say we have been allocated Saturday August 31<sup>st</sup>.

At least it's a Saturday again which is preferable to Sunday from a flying point of view and probably a better trading day. This time it will be during the cold weather so working over the hot plate will be a sought after job.

Please mark the event on your calendar so you can be available to help out on the day?



### Event Calendar

- Mar 1<sup>st</sup> - 3<sup>rd</sup> Annual Fun-Fly weekend – Warrnambool
- Mar 1<sup>st</sup> - 3<sup>rd</sup> Avalon Airshow 2013 (Trade days Feb 26<sup>th</sup> to Mar 1<sup>st</sup>)
- March 9<sup>th</sup> (Sat)** VicScale Scale competition – Yendon.
- March 17<sup>th</sup> Monty Tyrell Scale Rally – P&DARCS
- March 24<sup>th</sup>** BRMFC Annual Open Day – Yendon
- April 5<sup>th</sup> – 7<sup>th</sup> Autumn Scale Rally TCMAC – Albury
- April 7<sup>th</sup> OS Engines Fly-in – P&DARCS
- April 13<sup>th</sup>/14<sup>th</sup>** F3A Pattern Aerobatics Ballarat – Yendon (Model Engines Trophy)
- April 13<sup>th</sup>/14<sup>th</sup> VMAA TROPHY inter-club FUN competition – NFG (State Field)
- April 21<sup>st</sup> (Sun) VicScale Scale competition – P&DARCS.
- April 26<sup>th</sup> - 28<sup>th</sup> WWII and Military Scale Event Wagga
- April 28<sup>th</sup> Annual Twins & More – NFG State Field
- May 4<sup>th</sup> (Sat) Victorian State Scale Champs – BRCAC.
- May 17<sup>th</sup> – 19<sup>th</sup> MAAA Council Conference – Mantra Hotel Tullamarine.
- May 25<sup>th</sup>/26<sup>th</sup> Horsham Fun-Fly – WMAA.
- June 8<sup>th</sup> - 9<sup>th</sup> VicScale Trophy weekend – Shepparton
- August 31<sup>st</sup> (Sat)** BRMFC Sausage Sizzle – Bunnings Ballarat

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.

#### Plumber’s you know what

After receiving numerous customer complaints, about their employees' "plumber's bum", a German plumbing firm bought their plumbers a new t-shirt, designed to make their employees more attractive to their customers.



**C**ouple in their nineties are both having problems remembering things. During a check up, the doctor tells them that they're physically okay, but they might want to start writing things down to help them remember ...

Later that night, while watching TV, the old man gets up from his chair. 'Want anything while I'm in the kitchen?' he asks.

'Will you get me a bowl of ice cream?'

'Sure..'

'Don't you think you should write it down so you can remember it?' she asks.

'No, I can remember it.'

'Well, I'd like some strawberries on top, too. Maybe you should write it down, so not to forget it?'

He says, 'I can remember that. You want a bowl of ice cream with strawberries.'

'I'd also like whipped cream. I'm certain you'll forget that, write it down?' she asks.

Irritated, he says, 'I don't need to write it down, I can remember it! Ice cream with strawberries and whipped cream - I got it, for goodness sake!'

Then he toddles into the kitchen. After about 20 minutes the old man returns from the kitchen and hands his wife a plate of bacon and eggs.. She stares at the plate for a moment.

'Where's my toast?'

**M**orris, a 92 year-old man, went to the doctor to get a physical.

A few days later, the doctor saw Morris walking down the street with a gorgeous young woman on his arm.

A couple of days later, the doctor spoke to Morris and said, 'You're really doing great, aren't you?'

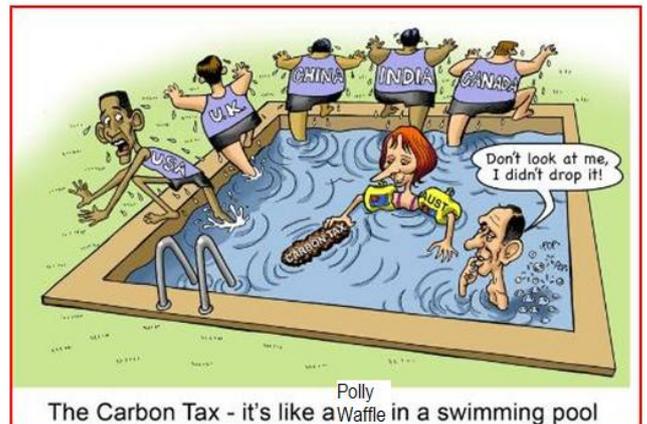
Morris replied, 'Just doing what you said, Doc: 'Get a hot mamma and be cheerful.''

The doctor said, 'I didn't say that. I said, 'You've got a heart murmur; be careful.''

**A** little old man shuffled slowly into an ice cream parlour and pulled himself slowly, painfully, up onto a stool. After catching his breath, he ordered a banana split.

The waitress asked kindly, 'Crushed nuts?'

'No,' he replied, 'arthritis.'



The Carbon Tax - it's like a Waffle in a swimming pool

