



## NEWSLETTER – November, 2011

### Committee 2011/2012

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<i>Treasurer:</i>	Nick Katsikaros	(0438 559 985)	<i>Newsletter Editors:</i>	Roger Carrigg (0437 842 277) Glenn White (0412 641 188)
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The next meeting of BRMFC is to be held out at the flying field on **Wednesday November 23<sup>rd</sup> 2011** 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.

### Agenda Items for the next meeting

1. Wind farm
2. Field maintenance
3. Club History Compilation for Web Site
4. 2012 Annual Display
5. Xmas Function

### 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

##### a) Relocation Sub-Committee

Matt Porter inspected the road pegging for the highway at Trawalla, and found that the new alignment will mean that flying will be looking north into the sun. Noel and Max are still looking for a suitable property.

##### b) VFSAA

A reasonable turnout, but several planes did not fly due to excessive wind, in the visiting pilots' opinion. Visitors also thought that there is reduced interest in the BRMFC field as the strip is regarded as too short. The competition round may not be offered to BRMFC next year.

##### c) Warracknabeal Fun Fly

Mat Werner attended, but it was very windy with few attendees (8).

##### d) Other Fun Flies/Competitions

Ararat Sunday fortnight, followed by Hamilton 26<sup>th</sup>/27<sup>th</sup>.

#### 8. General Business

##### a) Wind Farm

Nil report.

##### b) Field Maintenance

- Rubbish bins need to be emptied.

- Some additional parts have been ordered for the mower to eliminate the belt coming off.

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

Murri is close to completing the history, and has uncovered much of the early pre-club activities. Some local aeromodelers have been flying since the 1930s, and are still recalling their early experiences.

##### d) Trophy Shields

Matt Porter will obtain a quotation for another batch.

##### e) Roy Gladman Event

A novelty round for the Roy Gladman Trophy will be held on the 13<sup>th</sup> November. (The 20<sup>th</sup> will be a backup date if inclement weather.)

##### f) Past Presidents

Noel Findlay has volunteered to manufacture a board, but will be delayed due to his current workload.

##### g) Xmas Function

Members agreed that the Barclay was acceptable, and we should try again.

##### h) Meeting location

Next meeting will again be held at the **BRMFC Field** at Spredaeagle Road.



### President Retires

Matt Porter advised the October meeting that due to work and other commitments, he was tendering his resignation as President. He felt that for some time he had not been able to do justice to the position. Members expressed regret that Matt was unable to continue in the role of President, as he has been a capable and active President.

Matt assured members that he would continue flying as time permitted.

Our Vice President Peter Evans will assume the role of President until the position is formally voted on.

Matt had been president for quite a few terms now and on behalf of the club we would like to extend our thanks for all the hard works he done particularly with organizing events.



### Scale World Champs

Congratulations are in order for Noel Findlay as he has been selected as part of the team to represent Australia at the scale world championships to be held in Spain during August 2012.

Noel has certainly put in the hard yards with both his latest model the Fox Moth below and the Bristol Bulldog. We wish Noel every success with the Fox Moth.



Noel's magnificent scratch built DH Fox Moth. The maiden flight is not far off now.



### VMAA News

- Anthony Mott has submitted notification that he is attempting another Aust/World endurance record for I/C powered model aircraft. This is expected to take place during November/December 2011 at the GMAC Field. Anthony is an Associate member of BRMFC.
- The Hard Surface Control Line Circle at the TCMAC field (Albury) has come under the spotlight regarding payment by control line users. Maintenance of the area has also been inadequate.

The Executive moved and carried: "That the VMAA is to take over the upkeep of the hard Surface Control

line area, with a proviso, on gaining an area to maintain a grass Control Line Circle."

The Executive also moved and carried, "that all users, other than VMAA members will be subject to the previous motion, if other States wish to use the Facilities usage fee of \$200 per weekend or part thereof will be charged."

- The BADMAC (Bairnsdale and District Model Aero Club) with VMAA assistance is investigating purchasing a State Field. The proposed field was 100 acres for \$250k, however the vendor has recently reneged on the sale due to the belief Model Activities, might make it difficult to sell two adjoining blocks of land. (This is an interesting development given our need for a new field in the not too distant future.)
- On the safety front there have been a couple of incidents reported to the VMAA where members have been injured at the field using club equipment. *It can't be stressed too strongly how we must always take care when using mowers, tractors etc to maintain the field.*



### New Models seen at field

There have been a few new models seen at the field over the last month. Unfortunately, there have also been a couple of departures but more on that later!!!

**M**at Werner had his racing Nemesis out for another shake down flight on Sunday 13<sup>th</sup> November. It was test flown a couple of days prior to that. The Nemesis is a Seagull ARF of 80.5" wingspan and powered by a DLE 55 petrol engine. The engine almost fits inside the cheek cowl. It is quite fast although Mat is still trying to squeeze a few more knots out of it. I understand Mat intends to do some pylon racing with it.



Mat Werner with his latest beast. The Nemesis is fast but I think Mat is still looking for more speed.

The Nemesis is a modern formula one racing aircraft modelled on the Shoestring racer from the 1950's. At 80.5" wingspan it is 33% scale and weighs in at 5.7kg. The

full size is only 20 foot span which is the same as the Shoestring. Radio is Hitec Aurora 9, 2.4GHz.

Model appears to handle okay and doesn't have any unexpected surprises on landing.



The Nemesis looks pretty quick standing still!!!

Max Rowan flew his CM Pro Cessna 182 today (Sunday 20<sup>th</sup> November). Model was previously owned by A1 after it became surplus to his requirements so we have seen it before. Max has replaced the composite material main legs with aluminium to raise the tail. All the CM Pro Cessnas I've seen sit too low in the rear due to the "soft" L/G legs.



Max with his CM Pro Cessna 182 after a very successful flight.



Max is bringing his Cessna 182 in for landing – only moments from a smooth touchdown. A few smoke puffs can be seen from the ASP 120 FS and shadow on runway.

The ASP 120 FS pulled it around the sky with authority. Takeoff was nice probably would have scored an 8 or 9 from the judges. After several circuits Max lined it up for

landing but came in a little too high and did an overshoot so powered on for a go around. The next approach was right on track and Max managed a gentle touch down – no doubt worth a 7 or 8.

Model looks nice, but spats would really set it off.

When I (Roger) arrived at the field today (Sunday 20<sup>th</sup> November) Max was flying his new Christen Eagle while Murri Anstis was doing heavy model certification. The 3MM 53cc petrol motor certainly pulls it around okay so it's not under powered. On the test flight last week Max got into difficulty doing some manoeuvres; it stalled, rolled out and pan caked heavily causing some damage to the bottom wing where the cabane struts attach. Max repaired the damage over the last week and was out for another crack at it.

For all you aficionados, the **Christen Eagle II**, which later became the Aviat Eagle II in the mid-1990s, is an aerobatic sporting biplane aircraft that has been produced in kit form in the United States since the late 1970s. It is designed to compete with the Pitts Special.

This model has a 66" wingspan and is 27.5% scale which makes the full size around 20 feet. Like the Nemesis and Shoestring it is quite a small aircraft.



This is the only photo I have which was taken at Springfest on October 30<sup>th</sup>.

This time Max managed to get it down safely now that he knows to treat it with respect. You can't fly this type of model like you can a small electric. It is fairly heavy (around 8.5kg) which means quite high wing loading. Coming in to land it needs to be flown on – try to stall it in for a three pointer and it is likely to drop a wing. On landing it did just begin to drop the left wing causing it to settle heavier than it should.

Let's hope Max can get on top of the Christen Eagle.

Glenn is now the owner of a Turbo Raven. The model in question is all composite construction and was originally owned by Mike Faulkner. I remember seeing it fly some ten or so years ago at Bowes Road. Mike had an OS91FS pumped, while Glenn has fitted one of the new OS95FS four strokes. It doesn't have any control surface hinges – the top skin flexes so there are no gaps. Surprisingly little amount of movement is required for control.

We understand the kit for the model was produced by the manufacturers of the full size aircraft.



The Turbo Raven is all composite construction. I would say fairly heavy for its size and wing area.

The model sustained some serious damage at our field a couple of years ago when Mike flew it. I remember it getting into trouble at the top of a loop and spinning in.

Graeme Waterhouse then acquired it from Mike a while ago and repaired it. Glenn has always liked this model and some arrangement was worked out between them.

Glenn did the final fit out of radio gear and by then it was time for a test flight. CofG was a concern as the specified location was unknown. After much checking and discussion in the shed we were pretty sure it was okay.

A tank of fuel was run through the engine the previous week to break it in. It was now time for a flight this weekend (November 20<sup>th</sup>). The engine runs smoothly and starts easily by flick starting. With the composite spinner cone an electric starter can't be used.



Glenn with the Turbo Raven after a challenging test flight!

The Raven was taken out to the end of the east/west runway. Glenn gunned the OS95 and it sped off down the runway lifting off a little sooner than it should have. This necessitated some rapid control input to enable a steady climb out. By this stage Glenn knew he had a tiger by the tail. Although it only needed a couple of clicks of elevator trim to achieve level flight, it was way too sensitive on the controls particularly elevator.

Now that it (and Glenn) had settled down it was time to try some manoeuvres. Even with the small amount of aileron travel the way it is set up it did very fast rolls. Next

was a loop – then the fun began. As soon as it got to about 45 degrees past the vertical it snap rolled while still going up. (This is what happened to Mike as mentioned earlier on.) Glenn managed to gain control and tried it again. Alas it did the same thing! We think it probably needs to be going faster but the OS95FS is still pulling it up through the loop with what appears to be plenty of authority.

After about five minutes in the air Glenn decided to bring it in. He was thinking the worst – how am I going to get this wretched thing down but as it turned out the landing approach and touchdown was uneventful. In fact it was a smooth landing.

No doubt there will be more to report on this model.



### Crash Report

Max Rowan damaged the Christen Eagle on initial test flight and is being repaired. See new at field for details.

Mat Werner rang me a couple of days after the Ararat Fun Fly on another matter and said have you heard anything about Ararat. I said no. He then said he had an in flight structural failure with his blue MX2. The structural failure was caused by Richard Mudge's new Corsair taking out the tail section while they were doing pseudo pylon racing for the crowd. Mat said it continued on in a shallow dive destroying itself as it hit the ground. Fortunately there was no one big impact sufficient to damage the engine and the onboard electronic equipment.

Richard's Corsair apparently continued on still flying but the engine had stopped and with nowhere to go finished up in a tree on the northern boundary of the field.

Matt Porter dinged his low wing sport model during the Roy Gladman carrier deck landing. See event report further on.



### Events

#### Springfest – October 30<sup>th</sup>

Typical of Ballarat to turn on miserable weather for Springfest! They must hold it on the wrong weekend! It was a shocker and we had the worst possible location being on the north/east side of the lake with a strong south westerly wind blowing off the water. So we were facing the brunt of it all day long.

We were all there early and got the site marked out but nobody was eager to set up their models. It was blowing as well as misty rain or "sea spray" off the lake. Thankfully Max had his large courier van with tea/coffee making facilities. In fact we all took it in turn thawing out inside. By mid morning there were a few people braving the weather so we decided to get the models out and on

display. Actually once we had all set up we had quite a substantial display of models, some not seen before. Some won't be seen again!!!



People were rugged up on the day but some still had shorts on.

As the day progressed there was a steady flow of people going past. Many stopped to have a look and ask a few questions. We sold one can of soft drink. I don't know what was wrong with the person who bought it!!!



It was getting a bit boring by early afternoon so we decided to start up a couple of motors for the public and make a bit of noise.



As you can see we had a substantial number of models on display – 20 in all from memory.

It was a disappointing day after all the time and effort that went into the organization. However we don't have any control over the weather.

Many thanks to Noel for organizing the event and to all the members who donated their time and models. At least we were promoting the club and our hobby – it is something we need to do.

### Ararat Fun Fly – 5<sup>th</sup>/6<sup>th</sup> November

By Nick Katsikaros

Ararat had their annual two day fun fly earlier this month. Although the state Scale championships were on the same two days there was a good turnout of planes and pilots on both days. Ararat as usual were very hospitable and put on good food and drinks with a big smile. The weather, although changeable, also cooperated both days and even the float planes got a fly on Sunday.

Ballarat was represented by Mat Werner on both days (and Saturday night) while Max attended Saturday and Matt Porter and Nick (your reluctant scribe) attended Sunday. There was a good turnout of pilots and planes from far and wide, including Richard Mudge from South Australia and "Cowboy" from the Riverina (I think). It was good to catch up with the Ararat guys including Rick and Pam Pimblott, who split their time between the two clubs.



Richard Mudge performing a low pass with his Mew Gull. This model is extremely fast and I believe is powered by an 80cc petrol engine.

There were lots of big planes and impressive flying, and I apologise for not getting more names, details and photos. The big planes included Richard Mudge's Mew Gull, Spitfire (?) and new Corsair which kept everyone entertained. Mat Werner contributed to the entertainment with his familiar nonstop 3D and hovering displays, including wetting his rudder in the water on more than one occasion. The two intrepid pilots joined forces to produce a display of a different type on Saturday afternoon flying in low level formation down the strip, and resulting in a balsa shower, when Richard's new scratch built Corsair cut the tail off Mat's MX2. The MX2

exploded onto the runway while the Corsair flew on and into a tree at the end of the field.

Mat continued to delight and disappoint the locals even further by being the first to fly under the Ararat clubs new "carport" on Saturday night with his night flying foamy – an honour a few Ararat members apparently had their eye on.



Mew Gull taxiing in after another flight with a Tiger Moth in the foreground.

Of the other Ballarat pilots on Sunday (when I attended) Matt Porter flew his sportster in his usual emphatic style, Rick flew both glow and electric including his Beaver floatplane and I flew my Edge and Rifle, which got the usual comments of "where is it?"

There was an assortment of prizes awarded to pilots for the usual range of flying exploits, by the Ararat members. It was a very enjoyable weekend of flying and thanks go to Ararat for their welcoming hospitality. (Nick Katsikaros)

**Victorian State Scale Championships 2011**

By Glenn White.

The Victorian State Scale Championships were hosted by the Northern Flying Group at the VMAA State Field on the weekend of Saturday/Sunday 4<sup>th</sup>/5<sup>th</sup> November. Noel, Gavin and I (Glenn) were the only competitors from Ballarat.



Noel's trusty steed! The ever faithful Gypsy Moth has been a steady campaigner for about 15 years now. Old models fly well – they don't get old if they don't!!!



Gavin's Corby Starlet which was entered in F4C. This is only Gavin's second attempt at scale competition flying.



Glenn's Great Planes Extra 300 flown in ARF.

Noel flew his Gypsy Moth in large scale, Gavin his Corby Starlet in F4C and I my Extra 300 in ARF. The weather on the Saturday was reasonable with a cloudless sky and a moderate wind coming from the North. There were 21 entries with as usual the majority flying in ARF. Two rounds were flown in each category throughout Saturday and as the weather forecast was not looking good for Sunday it was decided to end the comp and count the first two flights

**ARF Results**

PILOT	MODEL	FLT 1	FLT 2	FLT 3	TOTAL
T. GRIEGER	GEE BEE	1998	2262		
M. BAILEY	EXTRA 300	2389	2452.5		
N. WHITEHEAD	RV4	2354	2527.5	②	
G. LEPP	C150	2115	2356.5		
S. PALCMAN	C192	2116	2374.5		
J. FINCHAM	SPRINT	1932	2122.5		
P. WHITE	YAK 54	2065	2320.5		
G. WHITE	EXTRA 300	2241	2434.5		
P. BAILEY	EXTRA 300	2546	2476.5	③	
D. LAW	PI-9	2588	2619	①	
G. WEEKS	EDGE 540	2389.5	1945		

**F4C & Large Scale Results**

F4C		STATIC			TOTAL	
PILOT	MODEL	FLT 1	FLT 2	FLT 3		
1	G. SANDERLAND	PFALZ DIII	1872	1863	2295	4165.50
2	N. WHITEHEAD	CORSAIR	2055	2351	2067	4270
3	C. GEDYE	CORBY S	1517	1784	1912	3562.5
4	R. DICKSON	BN155	1842	2026	1915	3849
5	D. LAW	PIITS	2238	2343	2880	5170.50
6						
LARGE						
8	N. FINDLAY	GIPSY MOTH	2318	2365	2562	4903.50
9	G. SANDERLAND	Nieuport 107	1675	792	2427.5	3661
10	R. DICKSON	TA152	2231	2201	1915	4131
11	B. WHELAN	TURBULENT	1760			



Noel Findlay is being presented the trophy for first place in Large Scale by VFSAA president David Law.

### Roy Gladman – Novelty Competition

At the October club meeting we scheduled this event for Sunday November 13<sup>th</sup> with the following Sunday as a back stop in case of bad weather. Anyway the weather was okay, we had everything organized and there were enough entries to make a worthwhile fun competition.

Some history was made on the day; Len Astbury entered a competition. Well has that changed Len, I think he's now a trophy hunter.



Looks like adjudication in progress while Len doing one of the timed flights.

We ran the usual events:

- 3 minute timed flight
- Climb and Glide
- Balloon Burst
- Carrier Deck Landing
- Spot Landings

They are only fun events but they do challenge and therefore improve your flying. Climb and glide sounds simple enough, doesn't require any complex manoeuvres. However to ensure you position your aircraft as it descends so the field can be reached without powering on takes some flight skills. It is very easy to stall while stretching a descent in the heat of the moment. In fact over the years there have been some mishaps with what seems a trivial exercise.



A shot of the pits on the day.

In all we had eleven entries and started with 3 minute timed flight followed by climb and glide. To get through we ran two or three at a time. Entrants just started their models and went out to the flight line and flew when a timer was available. This seemed to work rather well and quicker than rigidly maintaining a flight order. In fact that mode was adopted for all the events. Obviously only one at a time could fly in the other events.

Glenn's muffler came loose on his Extra during the first event the 3 minute timed flight so he was unable to continue on.

Richard had his prop come off in flight during the second event (*Climb & Glide*) which was both unfortunate and unusual. The only part remaining on the new OS 95FS was the prop driver. A quick search was made of the area where the bits were seen to fall but it was like trying to find a needle in a hay stack now that the crop is growing. I think the spinner cone was found.

Most of the events ran through without incident. Jeff Dowsley was the official scorer throughout the day and summed up the scores so we had a winner at the end.

Matt Porter was trying a bit too hard during Carrier deck landing. On one attempt he aborted and turned very tightly and headed back down wind and while again turning very tightly he exceeded the safe flight envelope of the model, stalled from a low altitude and went in vertically. The nose of the model was demolished – fortunately not an expensive model to replace.



This is what happens when you exceed the safe flight envelope. Keeping GW in work!!!

During the balloon burst most entrants managed one or two on takeoff and about half the field got one or two on landing. Many thanks must go to Murri's stepdaughter Marcelle for blowing up the balloons.



Our new competition pilot (Len) lining up the balloons on takeoff.

We adjourned for BBQ lunch before the last event. Matt organized the food and from memory cooked the snags & onions as well.

Following lunch we ran the spot landing event. This went through without incident. Of the three attempts allowed most managed to get within the outer circle and a few got the inner circle to get the high points.

After the event Jeff summed up the scores and Mat Werner came out on top with 313 points.

1 <sup>st</sup>	Mat Werner	313	Trainer
2 <sup>nd</sup>	Roger Carrigg	285	CAP231
3 <sup>rd</sup>	Noel Findlay	265	LA Special
4 <sup>th</sup>	Gavin Gedye	260	Corby Starlet
5 <sup>th</sup>	Len Astbury	250	Trainer
6 <sup>th</sup>	Nick Katsikaros	244	Boomerang
7 <sup>th</sup>	Peter Evans	240	Decathlon
8 <sup>th</sup>	Matt Porter	217	Low wing sport
9 <sup>th</sup>	Max Rowan	213	Electric delta
10 <sup>th</sup>	Richard Turner	150	Extra
11 <sup>th</sup>	Glenn White		Extra

All in all it was a successful club day enjoyed by all who participated whether by flying, scoring or adjudicating.



## Coming Events

### Xmas Party – Thursday 15<sup>th</sup> December

Our Secretary Jeff Dowsley has booked the Barkly Motor Lodge for our Xmas party to be held on Thursday 15<sup>th</sup> December. This is where we held it last year and it was enjoyed by all. Jeff has passed on the menu so I've included it in the newsletter so you know what's on offer.

Last year Max & Judy Rowan organized some prizes throughout the night which went well. Maybe we can get them to do it again this year. You know what they say practice makes perfect!!!



## Christmas Function Packages

Available for groups of 10 or more

### Entree

Roasted Pumpkin Soup with sour cream & chives

Prawn & Avocado Cocktail with baby cos leaves & lemon

### Main

Traditional Roast Turkey served with roasted vegetables, cranberry sauce & gravy

Sea Bass coated in cascade beer batter served with chunky chips, crisp garden salad and hom made tartare sauce

Roast Beef served with roasted vegetables & rosemary gravy

### Dessert

Chocolate chunk ice cream terrine with fresh cream & strawberry

Traditional Plum Pudding with brandy anglaise & ice cream

**2 Course Menu – Main & dessert** **\$25.50pp**

\*Lunch bonus – free glass of house wine or soft drink

**3 Course Menu – Entree, Main & Dessert** **\$29.50pp**

\*Lunch bonus – free glass of house wine or soft drink

- All Christmas packages include table decorations & bon bons
- Prices do not include tea/coffee
- Bill will be presented based on final numbers given – no shows on the night will be charged for



## Sausage Sizzle – Bunnings 1<sup>st</sup> January 2012



We have our next Bunnings sausage sizzle on

Sunday 1<sup>st</sup> January 2012. That is less than 6 weeks away now and yes it's New Year's Day. It's not really convenient but we don't get to

choose the day. You just take what you are given. As usual plenty of helpers are required and to facilitate this, a duty roster will be put together shortly by consultation with you the members. Last time we had AFL Grand Final day which went quiet in the afternoon as expected. This time it's hard to know what to expect. Probably be quiet in the morning but will get busy by midday.

Please let me (Roger) know if you can make it. The roster will have three shifts as usual made up of 4 or 5 members. We do need five members on hand all the times to make light work of it. Four would be the absolute minimum.

It normally turns out to be a fun day – a bit of jocular and most people should be in a good mood after New Year's Eve.

Please note this on your Xmas calendar. (to help not avoid ha ha)



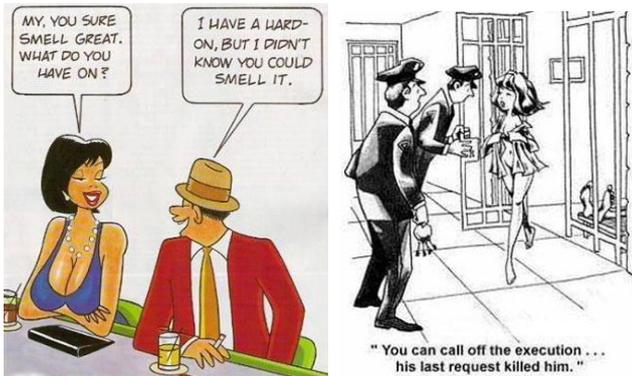
### Event Calendar

- Nov 5<sup>th</sup>/6<sup>th</sup> State Champs: F4C, Large Scale & ARF Scale – State Field.
- Nov 5<sup>th</sup>/6<sup>th</sup> Fun Fly Weekend – Ararat
- Nov 26<sup>th</sup>/27<sup>th</sup> Annual Fly-In & Swap Meet – Hamilton
- November 27<sup>th</sup> OS Engines Fly-In – P&DARCS
- December 4<sup>th</sup> VFSAA Scale Rally/Mini Comp – Nepean
- December 15<sup>th</sup> BRMFC Xmas Party – Barkly Motor Lodge**
- January 1<sup>st</sup> 2012 BRMFC Sausage Sizzle – Bunnings Ballarat**
- Mar 2<sup>nd</sup> – 4<sup>th</sup> Fun Fly & Fly In – Warrnambool
- Mar 31<sup>st</sup>/Apr 1<sup>st</sup> VMAA Trophy – State Field
- April 1<sup>st</sup> BRMFC Annual Open Day – Yendon**
- Apr 27<sup>th</sup> – 29<sup>th</sup> WW2 & Military Scale Comp – Wagga Wagga

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.



**Devoted husband ... This is for all you women out there who think all men are heartless**



“I figured you should have breakfast in bed on your birthday. Can you reach the stove okay?”



*“Well, lucky you! Today we’re giving out a free phone number with every purchase of extra-large condoms!”*

