



## NEWSLETTER – November, 2013

### Committee 2013/2014

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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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Note the meeting location.

The next meeting of BRMFC is to be held on **Wednesday November 27<sup>th</sup> 2013** **out at the flying field** 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.

Please note the meeting location is at the Flying Field.

### Agenda Items for the next meeting

1. Wind Farm
2. Field Maintenance
3. 2014 Display Day
4. Xmas Function
5. Any further general business items
6. Agenda for next meeting
7. Location of next meeting

### 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 Working Party

Max Rowan reported that he discussed the offered field with G Fiskin, and that the field was not suitable. Nothing else has come to light.

##### II) SA State Titles

M Werner attended, but the wind was gusting to 80kph for most of the Saturday, but managed 1 round late in the day. On Sunday 3 rounds were managed, with Mat achieving a 3<sup>rd</sup> place. Winds rose towards the end of Sunday, but no crashes.

#### 7. General Business

##### I) Wind Farm

Covered under Reports. No change to the W-Wind web site. N Katsikaros will contact W-Wind and investigate the offer for assistance in moving from the currently leased site.

##### II) Field Maintenance.

(1) Some mower maintenance has been carried out, and K Giddens has mown the field.

(2) The water leak in the canteen kitchen roof has been investigated and repaired.

(3) M Werner and K Giddens advised that the mower is taking 6-8 hours to completely mow the Club area, and that consideration should be given to acquiring a faster mower. M Werner will investigate options.

(4) The donated Victa mower has been repaired and put into service.

##### III) 2014 Display Day

Secretary reported that approval from the VMAA has been received. The Display Day plan will be activated.

##### IV) Xmas Function

Members agreed that an "off the board" menu will be adequate. Final numbers will need to be advised to the Hotel in the week prior. The Function will kick off at 6:30PM.

##### V) Other Business

i) K Giddens noted that the First Aid Kit seemed rather lacking, that the dressings are most likely out of date, and volunteered to check into the kit and recommend any upgrade required. J Coughlan offered to donate an Off Road First Aid Kit.

Secretary to create a list of members with First Aid Certificates.

It was agreed to create the position of First Aid Co-ordinator. A call for nominations and appointment to be made at the next meeting. The Co-ordinator is to manage the Kit contents and maintain a list of members with First Aid qualifications.

#### ii) VPA Model Engines Trophy Event 2014

It was agreed that the VPA should hold the event over the weekend 12/13 April 2014.

#### iii) Passing of Ian McMullen

M Anstis reported the death of Ian McMullen, who had been a BRMFC member in the 1970's. T Weatherson's wife again passed on her thanks for the Clubs support.

#### iv) VMAA Trophy

N Katsikaros advised that the 2014 event at the State Field occurs at the same time as the VPA Model Engines Trophy. This is a Club competition with novelty events, and is a good fun day.

*Secretary to prepare a notice for the Display Board.*

#### v) Club Protocols

J McLennan raised the issue of the management of the Club, and the failure to have a properly constituted Management Committee. It was noted that while two general members had not been elected directly, the Officers in the positions of Safety Officer, Field Maintenance and Editor had been seen to fill those roles.

It was noted that the Constitution had been followed with the processing of the last two new membership nominations.

It was agreed that the Management Committee should be formally constituted and conform to the current Constitution.

*Secretary to call for nomination of two general members to the Management Committee.*

#### vi) 2.4GHz Frequency Keys

M Werner raised the issue of Frequency keys in the Board. It was agreed that 2.4GHz Frequency Keys do not need to be placed in the Frequency Board.

**Members are still required to use Keys for 27, 29 and 36 MHz transmitters.**

#### VI) October Agenda Items

As per the previous agenda.

#### Meeting location

The next meeting will again be held at *the Yendon Flying Field, 23rd November 2013.*

**Meeting Closed 9:18PM**



## VMAA News

Items below have been extracted from the October 10<sup>th</sup> meeting of the VMAA Executive.

- *The Bairnsdale club has negotiated the price of a 47ha parcel of land from \$260K down to \$230K and submitted this to the VMAA for funding. The VMAA has forwarded this proposal to the MAAA which has agreed to purchase the property on the proviso all conditions set by the local council, CASA & the RAAF can be met. Settlement has taken place and the MAAA now owns the land. The proposed field layout has been approved by the majority of Special Interest Groups and development will now proceed. The club is to layout the field according to the plans presented and has sought financial assistance from the VMAA which has been approved.*
- The 10<sup>th</sup> Anniversary of the State Field is being held on Saturday November 23<sup>rd</sup>. Prizes are to be handed out randomly throughout the day. Overnight camping is permitted however a donation for the use of power and showers would be appreciated.
- NFG has received and approved an application to hold large scale pylon racing at the State Field. NFG need to advise the Macedon Ranges Shire Council if numbers at the field are expected to exceed 30.



## New Models seen at field

Wayne Goodwin had a new Yak SP55m out at the field on Sunday October 27<sup>th</sup> for a test flight but was unable to get the motor to keep running. He thought there must be a problem with the fuel tank plumbing. Wayne said he's had the kit for quite a while now and thought it was about time he assembled it and got it flying.

The model is from a Dolphin Co kit, has a wing span 88" and is powered by a YDA 56.



*Wayne is pictured here on Sunday October 27<sup>th</sup> with his new Yak SP55m powered by a YDA 56 petrol engine.*

Stop Press! Wayne said he test flew it on Monday (18<sup>th</sup>) and it went well. "I remember Monday, the weather was absolutely perfect." Ed.



Another shot of Wayne's new Yak. Looks like it was a fairly busy morning going by the models in the pits.

John Coughlan had a very attractive Cessna 182 electric foam model to test on the same day. As you would expect it flew quite well; I understand Mat Werner was the test pilot. Reminds me of my TopFlite Cessna 182 with the almost identical colour scheme.



Doug Wallis had an unfortunate accident with a Boomerang 60 a few weeks ago. He has since replaced it with the new one pictured below. Doug has fitted a nose leg with a sprung trailing link to improve ground handling and realism.



Doug Wallis with his new Boomerang 60.



The Boomerang is getting a little bit of TLC.



### Club Uniform

Kevin Giddins has been busy following up on club T shirts etc. He called into Impact Teamwear in Ring Road and organized a T shirt for himself and Doug Wallis to see how they would look. They have our club logo on the front together with the owner's first name. On the back is Ballarat & brmfc.org.au.

On the day they called in I had a phone call from the proprietor asking for the club logo which I emailed through.

Max has ordered shirts as well for a couple of members.

If you would like a shirt the best way is to call in and find your size then ask them to do the club embroidery. Your first name on the front is optional of course.



### Tips & Tricks

#### Frequency Keyboard and 2.4GHz

This article appeared in the October 2013 newsletter edition which prompted a reader response pointing out that the MAAA does in fact recommend the use of the keyboard for 2.4GHz equipment. The opening paragraph in my article stated *Whilst it is not an MAAA recommendation nor a club regulation to use a frequency key for 2.4GHz radios, it might be prudent practice if you are still using 36MHz equipment as well.*

This is an extract from MOP 058 2.4GHz equipment:

3.11 The user cannot control the actual frequency of operation as this is determined by the technology used within the equipment. **However the MAAA still recommends that a keyboard, or similar system, identifies who the individual users of this band are.** This enables all radio users to identify who has radio sets in use at any time in order to be able to verify that the complete frequency control system is valid and operating correctly. It is also recommended that Clubs use a similar system to the one used by them for the other approved frequency bands, whether this is a Silvertone© type keyboard system or otherwise. This need only identify the name of the owner of transmitters actually either in use or ready for use.

The MAAA also spells out on their web site under FAQ number 9 the difference between requirement & recommendation.

**9. I have read in the MAAA Manual of Procedures that there are both requirements and recommendations. What is the difference?**

**Answer.**

Requirements have to be complied with, although clubs may decide to go beyond what the MAAA states.

Recommendations are not mandatory but may cover good practice including safety issues. Clubs and members should always carefully consider all recommendations and if they decide to do something different be prepared to justify their decision. For example in some safety cases, an implementation cannot be specified by the MAAA, as the layout and constraints on individual clubs vary. A mandated requirement might not be practical but a totally satisfactory alternative could achieve the same outcome.

The thrust of my article was all about if you are using both types of equipment. Being a requirement to use a frequency key for 36MHz and the other approved frequency bands, then as an aide-mémoire use a key for 2.4GHz as well. BRMFC does not require a key for 2.4GHz. (see *Points of interest from the last meeting* on page 2.)

***NiMh Batteries - check before you fly***

By Nick Katsikaros.

This is a general warning to check and cycle your NiMh and NiCad receiver batteries regularly, particularly older packs that don't get a lot of use. This applies to all types of batteries to a greater or lesser extent.

A while ago (4 years? A little before John opened his shop anyway) I bought two NiMh 5 cell receiver packs for use in some gliders. They gave good service over the intervening period but had been sitting unused for a few months, with the odd cycle to check them when the weather looked promising. On a Saturday night, in readiness for what I was hoping to be a big day's flying, I cycled one pack to find it was dead; only putting out and charging to

about 10% of its capacity. I then cycled the second pack to find it was even worse.

Given they were the same age but had fairly different usage it seems strange they both went at the same time. Maybe they both just reached their use by date after a reasonably long and productive life.

It's important to understand that just checking the voltage is not always good enough to pick up a problem; you need to check it under load and preferably through a full discharge cycle. Most modern chargers have a discharge function which allows you to measure the capacity of your packs; it empties your battery at a fixed rate and measures how long it takes. If you have less than about 70% of the new capacity or it changes rapidly from the last test treat the pack as suspect.

In the example above, the battery gave an acceptable voltage and current for about 15minutes, but it should have lasted about 3hours. It might have survived one flight but it would not have made it through a second.

So, if you have NiMh batteries, particularly older packs, that you don't cycle and check regularly I recommend you do check them before trusting them with your pride and joy. Remember that not only are you risking your model but you are putting people at risk, including yourself. In my case that dodgy battery was supposed to be controlling my 190kph glider which spends a lot of its time flying towards me, so there was absolutely no temptation to say "she'll be right."

Remember, no battery lasts forever, it's up to us to recognise when their time is up.

***Check your firewall***

Murri Anstis noticed the OS91FS engine in his Tiger Moth was shaking excessively. Following removal of the cowl it turned out to be a loose firewall. The model has clocked up quite a large number of flights now, so I guess some maintenance is in order. Murri says he has re-glued the firewall and added some internal bracing to hopefully prevent it occurring again.



*You can see where the firewall has let go from the fuselage skin and stringers. A common problem with many ARF's!!! (The Tiger Moth is pictured in the next photo.)*



The ARF's are great value – that's why we buy them after all. However, during assembly it pays to thoroughly inspect the glue joints particularly in the highly stressed areas and add more gussets, epoxy or cyano if in doubt.

I have been looking for a set of small size spanners for ages now and by chance came across this set in Supercheap Auto. They were quite cheap (well that's what you'd expect given the name) with \$6.99 as the shelf price but turned out to be only \$5.24 – must have been on special, my lucky day. It's not easy to find 4, 5 & 5.5mm sizes. These will fit the valve clearance rocker adjusters on most if not all four stroke motors.



While doing the newsletter this link came in from Trevor Pugh. [Hahnweide Old Timers Fly In and air show 6 to 08-09-2013](#) there are many flying shots of interesting old aircraft operating off a grass strip in Germany, close to Stuttgart.



### Events

#### Fun Fly – Ararat November 2<sup>nd</sup>/3<sup>rd</sup>

The Ararat club held their annual fun fly over the weekend of November 2<sup>nd</sup>/3<sup>rd</sup> and was well supported by aeromodellers from far and wide. BRMFC had a strong contingent on Saturday with ten members attending namely, Mat Werner (w/e), Peter Evans, Wayne Goodwin, Graeme Allen, Murri Anstis, Kevin Giddins, Doug Wallis, John Coughlan, Glenn White and Roger Carrigg.

We had been monitoring the weather forecast over the days preceding the event and the Saturday was definitely going to be the better choice with warm conditions and a light southerly breeze. Sunday was tipped to be windy and raining so that made it easy to choose the right day.

Glenn and I made the trip down in Glenn's van with the trailer on behind and arrived at around 10AM after sneaking in to Ararat for breakfast. Even at that time there were many models in the pits and in the air. Going by the trailers, tents and vans many must have arrived on Friday. We quickly got the models out, assembled registered and took advantage of the excellent flying conditions.



A few of shots (above & below) of the pits to give a feeling for the number of aircraft at the meet.



Most of us had a couple of models, Glenn had 1 ½ with his Extra and the little BAe Hawk.

After registering I fuelled up the Shoestring and had a good flight. Straight after landing gassed up the Super Stearman and had another enjoyable flight with several touch & go's to take advantage of the excellent runway at Ararat.



Glenn's Extra 300 & BAe Hawk and Roger's Super Stearman & Shoestring.

Glenn flew his Extra and had to land immediately after it gave control problems. The model did a similar thing at our field the week before prompting Glenn to change the PPM receiver to a PCM type. The very first time the model gave what appears to be interference was up at Albury back in August. He said it did strange things turning on to final approach and since then has been apprehensive about it. Soon after Albury he was away for 6 weeks overseas on holidays but on return moved the Rx aerial outside the fuselage but still got random glitches particularly on high throttle.

We had a close look at it at Ararat and noticed that there were two long servo extension leads running down the back of the fuselage along the bottom to the elevator servos. The aerial wire was taped on the outside of the fuselage and effectively only millimetres from the leads. We did a range test with the aerial away from the fuselage and it seemed okay. As soon as the aerial was brought near the servo leads the throttle closed because it went into fail safe. And that is exactly what it did when Glenn flew it minutes before.

The aerial wire was rerouted well clear of any servo or battery leads and brought out behind the cockpit. A range test was done again with the engine running and it all seemed okay. After that Glenn had several flights without any hint of interference. There's a lesson to be learned – make sure the aerial wire is well clear of leads. Ok, I know, if you have those little short aerals you probably won't have the problem!!!

The three jets put on an attention-grabbing display by taking off one after the other and flying around together doing their high speed passes down the strip. There was a Vampire flown by Ken Mollison from Melton, an F15 and

one of the introductory type jet models which was extremely fast.

They put on really good displays and were in the air for quite some time. On one of the landings the Vampire lost power on the final approach from the north and just clipped a low tree as it tried to make the strip. The impact slowed it and it finished on its nose with some damage but probably fairly minor given what happened. Then moments later the other jet (not the F15) clipped the trees at much the same spot but kept flying and landed safely. The runway is a little downhill to the south and makes stopping an issue which is probably why they came in so low.



Peter Evans, Kevin Giddins and Doug Wallis made it to Ararat on the Saturday and by all accounts enjoyed the day immensely. Must not forget Jules, lying down!!!



Wayne sold the Mitsubishi Zero pictured in the foreground to Murray Ellis down at Hamilton last year. Murray now has it flying and I think races it. Sometimes you see your old models as you move around the traps!!!



Peter Evans is assisting Glenn start the BAe Hawk and also did the hand launch. Surprisingly it flies quite well although a handful due to its small size.



I asked the Ararat club to clarify a few details on the event and Dave Lovell has been kind enough to send this article through.

We had 44 pilots register on the Saturday. Another 6 on Sunday to bring the total to 50. Last year we had a combined two day tally of 34.

The jets were flown by Ken Mollison, Shane Keddie, Barry Marx and Michael Whelan.

All of the above pilots except for Shane are members of our club as well as either Bacchus Marsh or Melton. Barry is only a member of Ararat.

Great to have Richard and Frank Mudge over again from South Australia with the large scale pylon racers. Also to have current world freestyle champion Ido Segev and designer of the T Link range of aircraft fly with us and display some of what he can do was just fantastic. There did appear to be a lot more 3D flying this year but the guys from 3D hobby store were there so I guess with them doing their thing may have been why.

Flying actually got underway Thursday afternoon and continued all of Friday as many people had started arriving and were very keen to get into it. The Flying on Saturday started just after 6AM much to the dismay of some of the campers. Flying continued all day and didn't actually finish until after 10PM.

Sunday saw a massive change in the weather with a very strong southerly blowing at about 25 knots. The local boys reckoned that it was only a slight breeze so decided to have a race with their scanners. A couple came a bit close to one another with the end result being half a stab and rudder missing from one and quite a bit of the leading edge and nose missing from the other. Not to be deterred repairs were carried out and they were back in the air in no time. Richard Mudge also put on several fabulous displays despite the quite strong wind. Several pilots turned up on Sunday hoping the weather may calm down. Two guys that stood out to me were from Mt Gambier. They had travelled all that way with little prospect of flying. I was talking to them and they informed me that they had committed to come and nothing would keep them away. They also said that they get so much out of meeting likeminded people and they reckon that is what it's all about.

Raffle was won by Robert Wilkins. 2<sup>nd</sup> Sharee Hunter. 3<sup>rd</sup> ?

Prizes were then awarded. Donated by KMRC JETS, Barry Veal, Rick and Pam Pimblott, Ken Gough, Stewart and Dellwin Muller. We also thanked our many sponsors that helped make the event such a success. A special thanks to the Ladies in the canteen was shown by a huge round of applause and we surprised them with a posy of flowers each. In conclusion this was perhaps our best fun fly yet. It was certainly our biggest in terms of pilot numbers and was a pleasure to be involved with the running. We are also holding a Scanner pylon racing event on Saturday Feb 1<sup>st</sup> 2014. Would love to see a few Ballarat pilots give it a go.

Thanks Dave for your contribution, an excellent write up on another great event. Ed. The article concludes with a few more pictures and captions.



*The F15 is an impressive and very realistic performer.*



*The three jets taxiing out to take off. F15 and Vampire on the right – not sure what the third model is called.*



*It was very enjoyable just relaxing under the shade tent. L to R, Karen & Wayne Goodwin, Dianne & Graeme Allen and Glenn White.*



*This probably won't show up well in print but I managed to snap four of the six scanners as they came around the pylon. Mat Werner was judged the winner of the Scanner race on Saturday.*



*One of the Scanners ended in a heap on Saturday! One hit the pole with its left wing tip and survived but momentarily took the attention of another pilot who lost control and crashed. Well that's what I believe transpired.*



*This is what happens when Scanner wing comes into contact with pylon pole – no damage to pole.*



*Murray Ellis is doing one of many display passes with his Me109. Looks like Glenn is in the air as well.*

### *VFSAA Scale Comp – Melton 17<sup>th</sup> November*

By Glenn White.

The weather for the last few weeks hasn't been too good for flying but the forecast for Sunday 17<sup>th</sup> looked promising so it was decided to make the trip down to Melton. Noel, Roger, Gavin and I attended. It was nice to see the sun again although the wind was a little on the strong side, fortunately it was blowing from the south straight up the runway. I say fortunately as if it had been from the east or west we would have had to take off and land cross wind.



*Noel's Fox Moth on the left (1<sup>st</sup> in F4C) and David Law's new Super Decathlon on the right (1<sup>st</sup> in Large Scale). The Decathlon is around 138" wing span and powered by a 100cc twin petrol engine.*



*A shot of the pits looking north with Gary Sunderland's Nieuport in the foreground.*

The runway was in great condition, it must be 250m long but you would be well punished if you were to go off the edge as the grass is more than a meter high. Unfortunately they are not allowed to cut it being home to legless lizards, wingless moths and moaning frogs so I am told!!!



*Roger's Super Stearman biplane in the centre. Came 1<sup>st</sup> in Flying Only, just pipping Noel Whitehead's RV-4. Glenn's Extra to the right and Gavin's Fly Baby in the foreground.*

There was a good turnout of models 13 in flying only 3 in giant scale and 3 in scale. Most of us were there by 9AM and ready to go but there is a 10AM curfew on Sundays. Even though two flight lines were run for flying only we could only get two rounds flown, With the smaller entries in the other two classes they got three rounds in.



Gavin Gedye is about to take off with his Fly Baby. Note the Melbourne City skyline in the background looking in an ESE direction. For a bit of useless information, Google Maps measures 29.5km on a heading of 101.6 degrees to the city centre.



Gavin's Fly Baby on a Touch & Go or landing. Note the long grass along the eastern edge of the runway which for some reason acts like a magnet.



Peter Stefurak's Extra 300 mid-flight. Came 2<sup>nd</sup> in Large Scale with two very good flights loaded with several complex manoeuvres.

All in all it was a good day with no major incidents just a couple of anxious moments with some of the landings (I won't mention any names Ian).

Noel and Roger took out first place in their respective categories. See the scores below and the photos throughout the article.

Scale Results

Entrant	Aircraft	Flt 1	Flt 2	Flt 3	Static	Total	
Noel Findlay	Fox Moth	2283	2062	2323	2745	5048	<b>1</b>
G. Sunderland	Nieuport 27	1957	1831	1940	1835	3783	<b>2</b>
Rob Dickson	FW 190F	1765	1965		1835	3700	<b>3</b>

Large Scale Results

Entrant	Aircraft	Flt 1	Flt 2	Flt 3	Total	
David Law	Super Decathlon	2397	2308	2478	2437	<b>1</b>
Peter Stefurak	Extra 300	2236	2393	2344	2368	<b>2</b>
Tony Grieger	Super Cub	2221	2206	2266	2243	<b>3</b>

Flying Only Results

Entrant	Aircraft	Flt 1	Flt 2	Flt 3	Total	
Roger Carrigg	Super Stearman	2076	2181		2129	<b>1</b>
Noel Whitehead	RV-4	2005	2242		2124	<b>2</b>
Greg Lepp	Piper Cub	2043	2055		2049	<b>3</b>
David Anderson	Mew Gull	2105	1933		2020	<b>4</b>
Glenn White	Extra 330L	1872	2116		1994	<b>5</b>
Ian Lamont	Yak 54	1825	2053		1940	<b>6</b>
Gary Thiele	P47	2017	1824		1921	<b>7</b>
John Lamont	Yak 54	1821	1939		1880	<b>8</b>
Gavin Gedye	Fly Baby	1953	1734		1843	<b>9</b>
Rob Dickson	P51 Mustang	1779	1870		1825	<b>10</b>
Joe Buttigieg	Clipped wing Cub	1627	1786		1707	<b>11</b>
Mark Peterson	RV-8	1572	1560		1566	<b>12</b>
David White	Sbach 342	1246	1803		1525	<b>13</b>

In winding up, many thanks to the Melton club for hosting the event and providing us with canteen facilities. It was definitely one of the better comps held, obviously the weather has much to do with it and we were certainly lucky in that respect.

Annual Fly-In and Swap Meet – Hamilton

Several BRMFC members made the annual trip down to Hamilton over the weekend of 23<sup>rd</sup>/24<sup>th</sup> November. It was wet all day Saturday but we still managed some flying. Fortunately the rain held off on the Sunday making it a much more enjoyable day with plenty of flying had by all. A full report with photos will be in the next newsletter due out mid-December.



Coming Events

Xmas Breakup Party – Sunday 15<sup>th</sup> December

It looks like we are holding the Christmas breakup party at the Brewery Tap Hotel on Sunday 15<sup>th</sup> December. A Sunday was chosen this time so it would be unlikely to conflict with work parties.

This will be confirmed at the coming meeting so stay tuned.



## Event Calendar

Nov 2 <sup>nd</sup> /3 <sup>rd</sup>	Fun Fly – Ararat
Nov 9 <sup>th</sup> /10 <sup>th</sup>	Float Plane weekend at Lake Narracan – LaTrobe Valley Model Aero Club
Nov 17 <sup>th</sup>	VFSAA Scale Comp – Melton
Nov 23 <sup>rd</sup>	VMAA State Field 10 <sup>th</sup> Anniversary Fly In
Nov 23 <sup>rd</sup> /24 <sup>th</sup>	Annual Fly-In and Swap Meet – Hamilton
Nov 24 <sup>th</sup>	Old Timer – Haddon Field, Ballarat
<b>Nov 27<sup>th</sup></b>	<b>BRMFC General Meeting – At the field</b>
Nov 29 <sup>th</sup> /30 <sup>th</sup>	Jet Models Weekend – Warrnambool
Dec 15 <sup>th</sup> (Sun)	BRMFC Xmas Party (Tentative)
Dec 28 <sup>th</sup> – Jan 6 <sup>th</sup>	MAAA 67 <sup>th</sup> Model Aircraft Championships – Albury/Wangaratta
Feb 28 <sup>th</sup> -Mar 2 <sup>nd</sup> 2014	Fun Fly weekend – Warrnambool
<b>March 30<sup>th</sup> 2014</b>	<b>BRMFC Annual Open Day – Yendon</b>
<b>April 12<sup>th</sup>/13<sup>th</sup></b>	<b>F3A Pattern Aerobatics Ballarat – Yendon (Model Engines Trophy)</b>

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.

### *Another Government Study provides outstanding Results.*



CSIRO Officials admitted that they found about 200 dead crows on the highway between Noonamah and Palmerston, in Northern Territory, where there was

concern that they may have died from Avian Flu.

The Territory Government approved and the CSIRO contracted a bird pathologist to examine the remains of all the crows and he confirmed the problem was definitely NOT Avian Flu, much to everyone's relief.

However, he determined that 98% of the crows had been killed by impact with trucks, and only 2% were killed by car impact. (Didn't know there was a difference!)

The Territory Government then hired an Ornithological Behaviourist to determine the disproportionate percentages for truck versus car kills. After 18 months of research and \$2.7 million spent, the Ornithological Behaviourist determined the cause in the deaths.

When crows eat road kill, they always set-up a look-out crow in a nearby tree to warn of impending danger.

His conclusion was that the lookout crow could say "Cah", but he could not say "Truck".

### *Funeral Procession*

A man was having his espresso at a café when he noticed a most unusual funeral procession passing through on the way to the nearby cemetery. A black hearse was followed

by a second black hearse about 50 feet behind the first one. Behind the second hearse was a solitary man walking a dog on a leash. Behind him, a short distance back, were about 200 men walking single file.

The man in the café couldn't stand the curiosity. He respectfully approached the man walking the dog and said: "I am so sorry for your loss, and this may be a bad time to disturb you, but I've never seen a funeral like this. Whose funeral is it?"

"My wife's."

'What happened to her?'

"She yelled at me and my dog attacked and killed her."

He inquired further, "But who is in the second hearse?"

The man answered, "My mother-in-law. She was trying to help my wife when the dog turned on her."

A very poignant and touching moment of brotherhood and silence passed between the two men...

The man from the café then asked "Can I borrow the dog?" The other man replied, "You'll have to get in line."

*It's all in the maths...*

Found on the refrigerator one morning:

My Dear Wife,

You will surely understand that I have certain needs that you, being 57 years old, can no longer satisfy. I am very happy with you and I value you as a good wife. Therefore, after reading this letter, I hope that you will not wrongly interpret the fact that I will be spending the evening with my 18 year old secretary at the Comfort Inn Hotel.

Please don't be upset----I shall be home before midnight.

When the man came home late that night, he found the following letter on the dining room table:

My Dear Husband,

I received your letter and thank you for your honesty about my being 57 years old. I would like to take this opportunity to remind you that you are also 57 years old. As you know, I am a math teacher at our local college. I would like to inform you that while you read this, I will be at the Hotel Fiesta with Michael, one of my students, who is also the assistant tennis coach. He is young, virile, and like your secretary, is 18 years old. As a successful businessman who has an excellent knowledge of maths, you will understand that we are in the same situation, although with one small difference - 18 goes into 57 a lot more times than 57 goes into 18.

Therefore, I will not be home until sometime tomorrow.

