



## NEWSLETTER – May, 2014

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Note the meeting location.

The next general meeting is to be held at the **Field Air Offices at Ballarat Airport** on **Wednesday May 28<sup>th</sup> 2014** 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. Display 2014
4. Any further general business items
5. Agenda for next meeting and 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.

#### 7. General Business

##### I) Wind Farm

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

##### II) Field Maintenance.

(1) Some discussion of the need to repair the 240V AC wiring, as a dead short has developed. M Rowan will have a look at the situation, as he has some knowledge of the history of the cabling of the shed and van;

(2) M Werner noted that some spares for the mower are required – M Rowan will follow up; and

(3) Rabbits are still an ongoing problem.

##### I) 2014 Display Day

Display Day was very successful, but car parking issues arose due to some inconsiderate drivers. Nick K sent an email to the Committee re some feedback on how we could possibly improve the Display Day. Secretary will distribute the email to facilitate discussion.

### Ted Rivett's Funeral & Eulogy

It was with deep sadness that we brought to all in the April newsletter that Ted Rivett had passed away at home on Thursday the 17<sup>th</sup> April 2014.

Ted's funeral was held at Doveton Park Funeral Centre at 2PM on Friday 2<sup>nd</sup> May and was attended by a large gathering of family and friends. The club was well represented with Murri Anstis, John McLennan, Doug Wallis, Tim Carter, Merv Quinn, Dave Lacy and Roger Carrigg attending. We also met a past member Terry Dimond (*doesn't have the a*) from back in the Ross Creek days. We hope to see Terry at the field in the not too distant future. Murri brought along Ted's big Corby Starlet and displayed it up the front for all to see which conveyed Ted's interest in aviation and aeromodelling.

The service was officiated by celebrant Jackie Warner and with her permission and that of Ted's family a condensed version of the eulogy focusing on Ted's aeromodelling activities is included here. In omitting much of Ted's personal life it may seem a little disjointed in places, but this is not the forum for family personal details and would be inappropriate. The following is an extract of the eulogy which gives an insight into Ted's involvement in aeromodelling.

*Edward Andrew Rivett, known as Ted, Teddie, or Texas Ted, was born in Ballarat on February 29<sup>th</sup> 1948, a leap year baby, a fact he often reminded people of. He was the youngest child of Lily and Mick Rivett, and was born quite a*



few years after the last of his older siblings: Margaret, Donald, Zellie, Irene, Allen, Stan and Ernie. The family lived in a simple home at Miners Rest, later moving to Beverin Street, Sebastopol. During his primary school years he had an interest in music and was a member of the Banjo Club. He got through his schooling with a little help, but always showed an aptitude for the workings of technical and electrical things. He was quite young when he first discovered bike riding, and this was an interest that continued through his life. He also discovered the joys of model aeroplanes after being given his first balsa wood plane and it wasn't long before he became a plane enthusiast, another interest which stayed with him until the day he died, hence the plane you see on display, the last one he made. On leaving school, Ted had been interested in joining the air force, but this had not been possible due to poor vision in one eye. He left school and started work fixing TVs and VCRs and doing installations. He worked for a number of businesses over the years, including Homecraft and Owen Crowl, and it was during these years that he made many lifelong friends including Barry Foss and the late Ken Eyers.

Ted's involvement in model planes was a major part of his life, which started age twelve when he was flying Control Line models, later moving into Radio Control models. At age fifteen, he was one of the original ten members that formed the Ballarat Radio Model Flying Club, which still remains operating, fifty two years later, with only one original member still actively involved today (Must be Murri!!! Ed). Ted achieved many accolades during this time, including numerous local, State and National championships flying at Masters Level. He went on to win the Australian Championships in aerobatics which qualified him to compete in Mexico in 1981 at the World Titles, and making him one of the top thirty fliers in the world. The jacket that you see on the coffin was his souvenir of the event and a source of great pride. He also competed in numerous trans-Tasman competitions between Australia and New Zealand. Ted often gave his time to teaching newcomers to build and fly their models and encouraging them to share in his passion. In the mid-eighties, Ted was presented with a Life Membership to the Ballarat Radio Model Flying Club, in acknowledgement of his outstanding clubmanship and promotion of the hobby, and for being an all-round good bloke.

It was in 1986 that Ted decided to venture out into business on his own, at first working from the shed at the back of the house, eventually purchasing the premises on Creswick Road and going into business with various partners over the years. The business opened on April 1<sup>st</sup>, which may have been a bad omen, but all went well, as Ted was well known in this field. It is a strange coincidence that there was an article in the Ballarat Courier about the new business, and that article was printed on April 17<sup>th</sup> 1986, and it was April 17<sup>th</sup> that Ted left us. After building up a successful business, Ted eventually sold his share in 2000 and went to work at the Good Guys as a storeman.

1989 brought a big change for Glenda and Ted, with the arrival of their surprise but much loved son Aaron. Ted loved having Aaron around, and Aaron would follow Ted everywhere like his shadow, and it wasn't long before Aaron, now aged twelve was fixing TVs and VCRs with his Dad. This early apprenticeship obviously made an impression with Aaron entering a similar profession.

Unfortunately Ted had an accident at work which left him with neck and back problems, and the inability to work which led to other health issues. He then had a serious car accident in 2011, but with the love and support of his family, and the great work of the doctors and nurses at the Epworth he recovered and returned home to Ballarat a year later. Life was becoming increasingly difficult for him and he relied more and more on friends, family and various services. Throughout this time, he maintained his sense of humour, although it was black at times, and often talked about the good times in his life. He had an answer for everything, could still charm anyone, and it was always possible to glimpse the loveable larrikin underneath.

On April 17<sup>th</sup> this year, Ted passed away suddenly and unexpectedly from a heart attack, at home in his unit. He leaves behind to mourn his passing, family and friends who will always treasure the times they shared with him. We remember him as a generous, kind and decent man, who loved and was loved. Despite the grumpy exterior at times, it was always possible to see the man with the great sense of humour and heart of gold underneath. He will be dearly missed.



This shot was taken when Ted won the Victorian State Aerobatic Championships in 1979 or 1980. We are reasonably certain it was at Camperdown Victoria.



Another photo from the same event. With Ted is one of his mentors and great mate, the late great Johno McGrane (also a past life member of our club).



Photo of young Ted from the mid 1960's holding one of his first proportional models. (I presume Beverin Street, Sebastopol where he grew up in Ballarat.)



## BRMFC Flying Field Situation

### Summary of Relocation Activities to 23 May 2014

Contact was made with Adam Ludbrook regarding potential fields further north along Spreadeagle Road just over the rail overpass. A number of members inspected the field, and met with Adam for preliminary discussions, during which the continuing use of the field for grazing cows was a condition. We raised this as an issue, and Adam offered another field just south of the rail overpass. This field would have cattle on it for only 2 – 3 months of the year, but had more trees and a windmill in the flight-path. The second field is usable as a flying field, but is not ideal.

At about this time, the solicitors acting for the purchaser of the Fiskin property responded favourably to our request for an ongoing lease, and has agreed to a month-by-month lease, which is being prepared.

The project manager for West-Wind, Steve Crowe, advised that the foundations for the turbines would be poured Q1 - Q2 2015, but the turbines would probably not be erected until 12 months after the foundations are poured. The Club should be able to continue using the field for 12 - 18 months.

Subsequently it has been found that VicTrack have 2 properties to the east of Adam Ludbrook's first field. Members have inspected the field and adjudge it as most suitable for flying, even with the restrictions that apply to flying near rail easements (30M horizontally, and ~100M vertically).



Potential VicTrack property looking south. Photo taken from about 150m south of railway easement boundary. This block is also off Spreadeagle Road, about 3.5km north and about 400m east of our existing field. (See Google map further on.)

An expression of interest has been lodged with VicTrack, and we are awaiting for a decision on whether VicTrack will consider the Club as suitable tenants, after which negotiations will proceed. This process may take some time, as many government departments are involved.

Jeff Dowsley BRMFC Secretary.



## VMAA News

The MAAA has a new quarterly digital magazine named **WINGSPAN**. Visit [www.maaamag.com.au](http://www.maaamag.com.au). All MAAA members will have received an email notification via their state associations. Looks very professional.

- The VMAA need to consider how to control clubs that may wish to have members affiliated thru the MAAA and also membership affiliated with an alternative association.

*The VMAA Executive reminds Clubs that it is inconsistent with the aims and objectives of the MAAA and the VMAA to allow mixed affiliations within the same member Club. This means that for a club to avail itself to the management and support framework of the MAAA/VMAA, they must assert that each and every member of that club is affiliated with the MAAA/VMAA. (That is a logical and understandable condition particularly as the VMAA/MAAA provide infrastructure funds to many clubs. Ed.)*

- **Control Line** – Victorian Control line State Champs went well even with the weather that that had to be dealt with. Approx. 45 Entries.
- **Control Line World Champs** – Poland 2014. There will be approx. 42 people from Australia attending this event, comprising team and supporters.
- **Wings ratings** – Members are advised that completed wings forms are to be sent to the VMAA SFI, and NOT to the VMAA Registrar.
- **Display Applications** – With the newly updated Display Application MAAA MOP, all display applications are to be submitted with a risk assessment. The VMAA vets these risk assessments, and to date there is quite a difference of what is being sent into the VMAA. This is due to the fact that some clubs are not familiar with risk assessments, or what is actually required of them. The VMAA President is writing a short "Risk Assessment Guideline" paper that will assist clubs in completing the MAAA Risk Assessment requirement.
- **VMAA Fees 2014/2015** – The VMAA Treasurer recommended that the fees remain the same for the following financial year. The fees for 2014/2015 will be Senior \$54 and Junior \$27.
- The next VMAA Newsletter is due out at the end of June.



### New Models seen at field

John Coughlan has been expanding his fleet with the addition of an Extra and an Edge. He has provided us with a few details on both aircraft.

The Extra is a 3D Hobby shop ARF running an OS55GT engine, Hitec metal gear servos and receiver. It is equipped with 3 x 1200mAh LiPo batteries with battery share and on board fail safe system. It is an excellent model to fly.



John Coughlan and grandson Jack with John's new 3D Hobby Shop ARF Extra. Powered by an OSGT55 petrol engine. Photo taken on 11<sup>th</sup> May.

The Edge was purchased from Kevin so I don't know what brand of ARF kit it was. Motor is an OS120 two stroke glow. Will be running metal gear servos after the failure of the original HS-5485HB servos with Karbonite gears when I get around to replacing them. Fitted with a Hitec receiver.



John with the new Edge that had a very lucky escape after both aileron servos failed on its first flight on Sunday 11<sup>th</sup> May. See Tips & Tricks further on for what happened.



Jack Blee with electric powered trainer on Sunday 11<sup>th</sup> May.



Jack is receiving some tuition on flying the electric trainer from Murri Anstis watched on by Granddad John.



### 2014 FAI Scale World Championships



Noel Findlay is making his second attempt at the FAI World Championships for Scale Model Aircraft to be held at Marmande-Virazeil France between July 19<sup>th</sup> and 26<sup>th</sup>. Here is a link to the organizer's official web site:

<http://wc2014f4c.ffam.asso.fr/home.html>

As well as Noel, the other competitors from Australia are David Law and Noel Whitehead with Greg Lepp as team captain. David is competing with his Pitts S2A which we saw at our field during the VFSAA event on the 8<sup>th</sup> March, while Noel W. is entering a new CT4 Airtourer featured further on in this article.

Since competing in the 2012 Scale Championships in Spain with his Fox Moth Noel has been building a new Fox Moth paying much more attention to scale fidelity in particular the outline of the model. This time Noel managed to get hold of the original drawings of the full size aircraft and drew up his construction plans in AutoCAD to ensure accuracy of scale. The finished product certainly pays testament to his dedication and hard work.

Noel test flew the new model at our field on the Thursday before Easter and again down at P&DARCS a week or so later when the team had a practice day.

The new model (Fox Moth Mk2 as we know it) is the same size as the Mk1 but is powered by an OS155α four stroke whereas the Mk1 has an OS120FS. The extra power gives

the model much more authority in the climbing manoeuvres. Noel said it is also much easier to nail the landings with this one.

Let's wish Noel and the rest of the team the best of luck in France. No doubt it will be gloves off when they all get over there!!!



Noel's new DeHavilland Fox Moth on a low pass over the runway at P&DARCS field on Friday 25<sup>th</sup> April.



It was noticed that the model in this flying shot is in a very similar attitude to the old photo of the original aircraft modelled. It shows a striking resemblance – well Noel would certainly hope so after all the hard work!!!

Noel Whitehead has been kind enough to provide some interesting info on his CT4 Airtourer... I don't have a photo of the finished model (mainly because it isn't finished). It is getting close and most of the interior is in place now. Just the odd item like antennae and lights to be attached.

The photos were taken a few weeks ago and the lack of interior at that time is quite evident. Actually, the model can be described as a canopy with a plane attached. You can see also that I always bring my starter along. (I was

looking for the starter in the photos then it twigged – you mean David!!! Ed.)

The model is 2.4m wingspan, which doesn't seem that big these days, but with the bulk of the fuselage the impression is that the model is huge. I have to have the nose leg sitting on the centre arm rests of my Commodore wagon, with the prop in my left ear. It is much too big to handle by myself.



David Law (Noel's starter) is firing up the Zenoah 80cc twin down at P&DARCS on 20<sup>th</sup> April.

I have battled for about 3½ years to get it under the 15kg weight limit. We finally got there by making a thinner canopy saving about 170g, lighter batteries about 140g and a lighter spinner 100g. However, by the time I get a pilot in, there will be bugger all spare weight left.



I decided to build this as a quick and easy replacement for my Winjeel. In fact it has been the hardest model I have built and I figure I have actually built it three times to get it under weight.



The CT4 Airtourer in RAAF markings looks very realistic taxiing along the runway.

One of the issues has been the motor. We could only find one motor that would (just) fit and that was a Zenoah 80 twin I had bought from Leo O'Reilly. On its first flight the supposedly brand new motor stopped suddenly. Examination showed it was full of a gritty black sand. No-one has a clue as to why. Cliff McIver tried to get it going again but the cylinders were too badly scored and there was little compression. I bought two new cylinders but we still had problems getting it to run properly. We took the carby apart and found it had the wrong diaphragm. This was replaced and finally it ran properly.

Anyhow it actually flies really well. David thought it did not have enough flap movement so I increased it but the model became almost uncontrollable with this extra deflection. We don't know why but I've put it back now.



### Tips & Tricks

#### Select those servos carefully

We had another incident at the field again involving servo failure. **I must stress the failure is not the fault of the servos in question but rather the application to which they have been assigned.**

What happened? The model in question is John Coughlan's Edge featured earlier in this newsletter under *New Models seen at field*. John asked Mat Werner to test fly it. After take-off it flew around for a circuit or so then Mat opened up the throttle and came through on a high speed pass. As it went across the field the ailerons fluttered badly and immediately there was no aileron control. Mat cut the power and skilfully managed to coax it around on rudder only bringing it in for a safe landing which was no mean feat. On immediate inspection the ailerons were both hanging down and there was no response from the aileron control stick on either aileron servo.



*The Edge is about 72" span and powered by an OS120 2 stroke. The ailerons are large on these aerobic models and therefore impose high load on the servo.*

The model was taken into the shed to diagnose the failure and it was found that on one servo the output shaft had sheared under torque load and the other, the gears must have stripped internally. On the servo where the output shaft sheared the arm was still in place because the screw

was long enough to extend beyond the shear point. The shaft sheared flush with the underside of the output arm as shown in the accompanying photo.



*The Karbonite output shaft has sheared under excessive torque load. The ailerons were just too large for this type of servo.*

The message here is to make sure you select servos that adequately meet the requirements of the task at hand.



### Events

#### Albury Autumn Scale Rally 17<sup>th</sup> & 18<sup>th</sup> May

By Graeme Allen.

As the only representatives of the Ballarat Club heading north for the Albury Autumn Scale Rally, Dianne and I arrived about 5PM on the Friday afternoon.

A good meal was enjoyed at the Commercial Club that night and a couple of glasses of nice wine was also enjoyed.

Saturday Morning brought one of the best days for weather that I think I have ever seen in the times that I have gone flying at the Albury field.



*A line up of some of the models at the meet. David Balfour's large scale Boeing 40C on the left. Ian Lamont's new naval Spitfire is next on the right. I understand it was test flown at Albury. (Photo courtesy John Lamont.)*



Graeme's Piper Cub on what must be a forced landing approach. It looks like the prop is stationary or John Lamont used very fast shutter speed. You can just make out the missing tail wheel Graeme mentions in this article.



Graeme took this shot of David Balfour's Boeing 40C on take-off. Looks like there's a white line down the runway now. Model is powered by an OS200FS.



A flying shot of Ian Lamont's new naval Spitfire. It's from a Seagull kit, powered by an OS120FS and around 65" wing span.

The field in general looks fantastic and they have certainly done an excellent job with the concrete run way they have put in (I guess it helps as an incentive when you own the field)

I had a few dramas at the outset with a broken tail wheel that I never even noticed until one of the Albury guys asked me what I had done to the wheel. (It used to be nose wheels, now its friggin' tail wheels!!! Ed.)

The only thing I could put it down to was it broke in the trailer on the way.

I would have to say that the Albury guys were fantastic in as much as a couple of them were going to go home and see if they could find me a spare tail wheel assembly but I decided to try it just as a skid which worked out ok. (What about the scratches in the concrete!!! Ed.)

The days flying was good with no mishaps and Ian Lamont test flew his latest acquisition, a Spitfire which flew quite nicely and what do you know, I even had about four flights for the day with the assistance of my new apprentice, "one Dianne Allen" who didn't do too bad a job in wheeling the model out onto the flight line for take-off and retrieving it when I landed, I'm sure she will improve further as time goes on. (I guess Dianne would have got her daily exercise retrieving it from the far reaches of the field. Ed.)



Ian Lamont (Greensborough club) with his new Seagull naval Spitfire. OS120FS power and retracts.

The Saturday evening was once again back to the Commercial Club as part of a booking the Albury Club had made for Dinner which ended up being about 14 or so.

I must say, Ian Lamont likes his sweets, especially chocolate "something", not really sure what it was he licked off the plate apart from the Pavlova, but he certainly enjoyed it.



How could you Ian!!! Looks delicious though.



*This Chipmunk belongs to local member Rod McCrae and is from a Black Horse ARF kit, 88" wing span and powered by an OS160 2 stroke. Photo John Lamont.*



*Waco YMF5 belonging to Bill Pierce of the Greensborough club. Powered by a Saito 125. Photo John Lamont. Gotta get my Waco flying!!!*

The Sunday proved to be a little overcast but the flying was just as good as the Saturday and again, I don't think there were any mishaps.

The general flying finished around 2PM and the presentation was done which there is only one trophy that is handed out for the event being pilot's choice.

This went to one of the locals for a model (that he did fly on the Sunday) of an aircraft which I believe his family had been involved with in building some generation ago and I think is still in Albury, I must admit, I didn't get all the detail.

At the presentation, David Balfour noted that we had 30 flyers registered at the event and was the highest turn out they had ever had for the event.

Well, that's about the brief overview for the weekend, but I must say, we had a good time with flying, and a good time in sharing some laughs with the guys from Melbourne on the Saturday night and we are heading back next year.

Thanks for the write up Graeme. Ed.



### Coming Events

*VFSAA Trophy Shepparton 7<sup>th</sup>/8<sup>th</sup> June*

The VFSAA (Victorian Flying Scale Aircraft Association) is holding the annual VFSAA Trophy event at Shepparton over the Queen's birthday weekend.

This is always a great event attracting a good rollup of members. Shepparton's a great field and usually good weather.



### Correction

In the write up for our open day in the last newsletter I made a mistake with the name of Peter Hexter's model. I called it an SE5A whereas it is a Sopwith Pup. Another senior moment!!!

I asked Peter to clarify the model... There is not much to say about my plane other than it is a Sopwith Pup, 1/3 scale from a Balsa USA kit. I have modified it to make parts more scale. It is ready for covering, I have just put it off. To power it I have a Saito FG-57TS four-stroke flat twin gas motor.



*L to R, Secretary Jeff Dowsley and Peter Hexter with Peter's 1/3 scale Sopwith Pup – a long term project.*



### For Sale

Murri Anstis has the following modelling items to sell.

- BOOMERANG 40 trainer complete with an OS46AX engine, a SPEKTRUM DX7s Radio with 4 servos, battery and a 2.4GHz receiver and wall charger, all as new and has only had 4 flights.....a bargain at only **\$425.00**
- DX7 radio with 2 x 2 piece (satellite receiver type) receivers all on 2.4GHz with some leads and 1 switch, all is as new condition and priced right at **\$210.00**
- Hand crank fuel pump with fittings and fuel tube, good cond. **\$15.00**
- Top Flyte 182 CESSNA SKYLANE ARF Kit, 81" wing span (2060mm) to suit a 60-91 2 stroke or 91-120 four stroke (10-20cc) engines. Assembly has only been started. It also has the cockpit kit included and is priced at little over half new cost at **\$495.00**
- OS95AX 2 stroke engine NEW IN BOX **\$245.00**

If interested please contact Murri Anstis on 0413 353 739.



## Event Calendar

May 3 <sup>rd</sup> /4 <sup>th</sup>	VFSAA State Champs – BRCAC, Bendigo
May 17 <sup>th</sup> /18 <sup>th</sup>	MAAA Council Conference – Northern Territory.
May 17 <sup>th</sup> /18 <sup>th</sup>	Autumn Scale Rally Albury – TCMAC.
June 7 <sup>th</sup> /8 <sup>th</sup>	VicScale Trophy weekend – Shepparton
June 29 <sup>th</sup> (Sun)	VFSAA Scale competition – P&DARCS
July 19 <sup>th</sup> -26 <sup>th</sup>	2014 FAI World Championships for Scale Model Aircraft - Marmande-Virazeil (France)
Nov 1 <sup>st</sup> /2 <sup>nd</sup>	Annual Fun Fly and Swap Meet – Ararat
Nov 29 <sup>th</sup> /30 <sup>th</sup>	Annual Fly-In and Swap Meet – Hamilton

## BRMFC Flying Field Investigation

This Google Earth map below shows the area where we are currently investigating the options of relocating our flying field.



*Legend: C is our current field, 1 Ludbrook's first field, 2 Ludbrook's second field, while 3 is the VicTrack possibility.*

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.

### Cowboy boots

Bert always wanted a pair of authentic cowboy boots, so, seeing some on sale, he bought them and wore them home.

Walking proudly, he sauntered into the kitchen and said to his wife, "Notice anything different about me?"

Margaret looked him over. "Nope."

Frustrated, Bert stormed off into the bathroom, undressed and walked back into the kitchen completely naked except for the boots.

Again he asked Margaret, a little louder this time, "Notice anything different NOW?"

Margaret looked up and said in her best deadpan, "Bert, what's different? It's hanging down today, it was hanging down yesterday, and it'll be hanging down again tomorrow."

Furious, Bert yelled, "AND DO YOU KNOW WHY IT'S HANGING DOWN, MARGARET?"

"Nope. Not a clue", she replied.

"IT'S HANGING DOWN, BECAUSE IT'S LOOKING AT MY NEW BOOTS!!!!"

Without missing a beat Margaret replied, "Shoulda bought a hat, Bert. Shoulda bought a hat."

### Nurses Don't Laugh

"Of course I won't laugh," said the nurse. "I'm a professional. In over twenty years I've never laughed at a patient."

"Okay then," said Bob, and he proceeded to drop his trousers, revealing the smallest male part the nurse had ever seen. In length and width was almost identical to an AAA battery.

Unable to control herself, the nurse tried to stop a giggle, but it just came out. And then she started laughing at the fact that she was laughing. Feeling very badly that she had laughed at the man's part, she composed herself as well as she could. "I am so sorry," she said. "I don't know what came over me. On my honour as a nurse and a lady, I promise that won't happen again. Now, tell me, what seems to be the problem?"

"It's swollen," Bob replied.

She ran out of the room.

### Male Logic

This story is perfectly logical to all men:

A wife asks her husband, "Could you please go shopping for me and buy one carton of milk, and if they have eggs, get 6."

A short time later the husband comes back with 6 cartons of milk.

The wife asks him, "Why did you buy 6 cartons of milk?"

He replied, "They had eggs."

### Frozen windows

Wife texts to husband at work .....

"Windows at home frozen - what should I do?"

Husband - "spray some de-icer or pour hot water on them"

Wife a few minutes later – "Done that - now computer won't work at all"!

