



## NEWSLETTER – September, 2011

### Committee 2011/2012

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The next meeting of BRMFC is to be held at **Findlay Engineering** on **Wednesday September 28<sup>th</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 afterwards.

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

### Agenda Items for the next meeting

1. Wind Farm
2. Field Maintenance
3. Club History Compilation for Web Site
4. Roy Gladman
5. BRMFC AGM (July)
6. Springfest Site

### 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.*

#### 4. Business arising from the previous meeting

**Springfest** : Agreed we should proceed. Also agreed that Noel Findlay will co-ordinate the model list for the display.

**Mooroobool Grants:** Secretary to forward an application for a grant for a marquee and radio pound tent.

#### 7. Reports

##### Relocation Sub-Committee

Max Rowan advised that Rowan Holtkamp of Dynamic Flight at Trawalla has offered 7.2Ha (~18 acres) at \$2000/acre. Members agreed that another inspection on September 10<sup>th</sup> would be of interest.

#### 8. General Business

**I) Wind Farm** Geoff Fischen advised Max Rowan that the wind farm construction should start in the summer of 2012-2013.

##### II) Field Maintenance

The access track is becoming impassable for sedans. Some discussion took place on possible solutions. Max advised that it would possibly cost about \$800, with Martin

Tuddenham offering to do the spreading. It was agreed that the Club should proceed with the repair.

Mat Werner recommended that the grass on the North-South runway is now so good that we may as well lift up the runway matting and revert to a grass strip.

Max Rowan will bring out a more powerful pressure sprayer and attempt another clean of the pits matting.

**III) Club History Compilation for Web Site** Nil report.

**IV) Roy Gladman Event** Waiting until later in the year when the weather improves. (Matt to print out the VMAA events calendar, laminate and affix to the Club room wall.)

**V) Past Presidents** Noel Findlay has volunteered to manufacture a board, but will be delayed due to his current workload.

**VI) Food Handling Registration** Roger Carrigg forwarded on a registration form **Food Act 1984 (Vic) Notification by a community group: temporary food premises** sent by the City of Ballarat. Roger and Jeff Dowsley will fill in and return.

**VII) Meeting location** Next meeting will again be held at the Board Room at Findlay Engineering.



## VMAA News

- VMAA Web Site – The VMAA is looking for someone to maintain the VMAA web site. Any person interested in this position should contact Greg Lepp. A design brief for a new web site has been tabled and anyone who has skills in this area and is interested should also contact Greg Lepp.
- State Field – A shipping container has been delivered and is on site. Research into veranda, paving and access gate to the east/west runway is continuing.
- VMAA Executive is considering a new meeting venue and has been offered a place free of charge which would save \$600 annual fee.
- It was suggested that VMAA minutes be sent to club secretaries via email. (BRMFC would prefer that.)



## Bronze Wings

On Sunday 25<sup>th</sup> September Mike Smith passed his Bronze Wings accreditation flying his Boomerang trainer. There was a light to moderate breeze at the time which subsided as the morning progressed.

Mike has been coached by Max Rowan and has managed to get to bronze wing level in only a few short weeks.

Congratulations Mike!



## New Models seen at field

Sunday 18<sup>th</sup> September was a perfect day for flying at our field and no doubt contributed to quite a large rollup of members. Mat was conspicuous by his absence – maybe he went to the Shepparton Mammoth scale event!

**D**ave Lacy brought his new Westland Widgeon out for some exercise. The model was scaled up from an Aero Modeller magazine plan and has a wing span of 72 inches. It is powered by a Merco 40 two stroke engine.



Dave Lacy with his latest creation – a 72" span Westland Widgeon powered by a Merco 40 two stroke engine.

Construction is balsa, tissue/silk and dope. Model is finished quite nicely and definitely looks the part in the air. I noticed Dave had a couple of engine outs but managed to glide back to the runway okay. The benefits of light wing loading!!!

Everyone finds it very refreshing to see a model that has been scratch built and not out of a box.



I noticed Dave bringing the Widgeon in for a dead stick landing and managed to get this shot as it came in over the edge of the runway.

I thought my P39 was the oldest flying model in the club but Len has gone and upstaged me! The model featured below was built by Len back in 1967 when he was a mere 26. (Now there's a coincidence, I built my P39 in '76 when I was 26.)



Len brought his 41 year old LA Special out for an airing. Model is in excellent condition for its age. 3m wingspan and powered by an Enya 60 four stroke.

It's a large model, has a 3 metre wingspan weighs in at 13 pound and is powered by a Enya 60 four stroke with an OS 15 carby for good measure.

As you would expect it is all balsa, ply, tissue and dope construction – none of that fancy carbon fibre stuff. At some stage later in its life the wingtips were made detachable so that Len could fit it in his Ford Laser hatch.

Back in 1967 when it was built it originally flew with Silverstone digital radio and was powered by a Taipan 61 two stroke motor. Now there's a bit of history for you.



As you can see it is quite a large model.

The day was perfect for Len to put the old beast through its paces. With many low passes, tight turns and loops etc all very close to mother earth it made quite a spectacle.



One of many low passes over the strip. It would make a good lolly dropper on our display days!!!

This is definitely aero modelling from a different era and like Dave's Widgeon makes a very refreshing change from all the modern stuff we fly these days.



About 8 inches of each wingtip is detachable so it will fit in Len's small car.

**G**erard is a potential new member and has a Decathlon powered by an ASP 46 two stroke. Both Glenn and I have flown it a few times and advised Gerard on a few things to make it fly better. Gerard's had a few goes on the controls and seems to be getting the gist of it.



Potential new member Gerard with his ASP 46 powered Decathlon.

On his first visits to the field Gerard told us his first model was a Boomerang that he tried to fly himself. Well you all know where that leads and it did. That is why he now has the Decathlon and decided to seek help from a club.

The Decathlon flies quite nicely although it has a lot of down elevator trim and the trim changes a lot with power setting. Last Sunday (18<sup>th</sup> September) some down thrust was added to the engine which reduced the amount of trim change, but it still needs an excessive amount of down trim. Maybe the incidence on the tail plane is not correct in the design and construction.

**N**ick has been kind enough to give us a write up on his latest electric powered model so I'll hand over to Nick.

I bought this plane on an impulse (midlife crisis?) with a gift voucher just before it went out of date. It had just hit the Aussie shops. I guess I was feeling the "need for speed".



The Rifle is built by Great Planes from fibreglass with a few strands of carbon fibre in the bottom of the wing for extra strength. Aileron-elevator, hand launch and belly landing; it's a slippery little sucker with nothing hanging out. At 31" span and 18oz (785mm, 510g) it is a small, pretty little plane designed to give you a taste for speed, and send you to the optometrist for a new set of glasses.

I fitted digital HS5055 servos (9g) for precision and a HK450 3200kVA outrunner so I can use my existing speed controller and batteries. I thought I can later use a bigger prop and upgrade the controller and battery if I feel the

need for more speed (not likely!). I'm using a 4.3"x4.2" prop turning at about 25000rpm and pulls about 30A on the ground. That's about 300W or 0.4HP for the unconverted.

Construction was simple but a little fiddly to get the elevator linkage running smoothly with no binding. The hinges took a lot of time to remove the excess paint and get them free. The only really bad point was the wing - tailplane misalignment, which was way, way out, especially for a moulded fibreglass plane. I built up the starboard wing saddle with epoxy/fibre mix to get everything square.

After the recent incidents with batteries coming loose at the field I went beyond the recommended strip of Velcro. I used a piece of fibreglass reinforced tape to form a sling around the front of the battery which is stuck to the sides of the fuse just under the wing. A piece of Velcro keeps it from sliding backwards.



Great Planes Rifle – at 31" span it is small, but it's fast!

The maiden was on Sept 18<sup>th</sup>; it flew smooth and precise without a click of trim. It was "out of sight" fast at less than half throttle but went exactly where it was pointed – the problem was seeing where it was pointed! Now I realised what all the warnings in the Instruction Manual were about (this is not a toy, do not fly in poor light, do not fly on cloudy days, do not fly if you are not in peak physical and mental condition, plan every flight, plan your first turn immediately after launch). After just 3 long minutes I brought it in for a landing just like the instructions said – long and shallow. The landing was a little hot and it skated through off the end of the strip into the ploughed stubble. On inspection I'd lost a motor mount screw and had a slight firewall separation so that was it for the day. I made the minor repairs and had three more flights Sept 25<sup>th</sup>. Each flight I slowly got more comfortable, but this is not a plane you can relax with; it is too small and too fast. I have had a few moments where it disappears in a turn or against a cloud but then it reappears exactly where you expect it to be.

The skill required is to fly it fast without getting too far away; you have to stay ahead of this thing. I recommend a good strong cup of coffee before flying! I haven't had it on full throttle for more than 3 seconds yet and after a three minute flight my hands are shaking from the

adrenalin. GP claim 150kph for the standard 200W "sport" setup, but on the internet some people have put 600W set ups into these (double my power) and have clocked well over 210kph. By the way that's slow compared to a "proper" pylon plane.

To quote the world's worst gigolo, "It's not big, but it's quick".

Gavin Gedye also had his latest scratch built Corby Starlet at the field on Sunday 25<sup>th</sup> September. Model has a wingspan of around 60" and is powered by a Saito 65 four stroke. We've seen Gavin with several Corby Starlets so they must be a favourite. It certainly appeared to fly well.



Gavin with his Saito 65 four stroke powered Corby Starlet.



### Crash Report

Murri Antsis recalled yesterday that a couple of weeks ago while flying his electric powered high wing trainer (a Classic I think) the battery pack jettisoned. Remember this happened to Duncan Fumi a few weeks ago as well and was featured in the August 2011 newsletter.

Murri said he was doing an outside loop when the battery pack popped out through the upper forward hatch. With no battery this produced three challenging flight conditions: a) Severe change of CofG, b) No engine power and c) No controls. With all of the above occurring the model started porpoising until it hit the ground. As luck would have it, it gently landed on its wheels as it came out of a dive without sustaining any damage.

Make sure those battery packs are well secured.

It was very unfortunate to see our Secretary lose his aerobatic machine on Sunday 18<sup>th</sup> September after mysteriously going out of control and crashing into the southern plantation. Richard was standing alongside Jeff at the time and confirmed that it wasn't responding to input. Jeff had only bought new radio gear recently but in all probability it is very unlikely to be a radio failure. The most plausible cause is a break in the power supply somewhere or a pushrod has detached.

Given all the flying at the field by a multitude of radio sets both new and old we see very little radio malfunction. Batteries are a bigger concern.

Let's hope Jeff can pinpoint what went wrong. It's heart breaking when something goes wrong and it all seems out of your control.



### Field Maintenance

#### Access Track

Over winter the driveway has deteriorated with ongoing wet weather. It was decided at the last meeting that something had to be done to address the situation before someone became bogged.

Max had some prices for coarse road base and delivery which from memory was around \$800 for the amount deemed necessary. This seems a lot to spend as we may not be there much longer but the alternative of doing nothing may well have meant no access to the field for several months. It was put to a vote and carried unanimously.



*This photo was taken on Sunday 25<sup>th</sup> September. Only a couple of weeks ago the track was under water. The drainage channel, the crushed rock and the recent dry weather has saved our scalps!!!*

A working bee was scheduled for the following Saturday 27<sup>th</sup> August. Martin Tuddenham had offered his time and machinery to excavate the top fill off the track so the road base could be spread out. Max and Mat pumped the water from the track into the plantation so Martin could dig channels either side of the track to help drain the water from the paddock out to the drain along Spredaeagle Road.

The job isn't finished yet and is still a bit soft in places so you still have to be careful. Several members went out a couple of Sundays ago after a few days of heavy rain and expecting the worst but were pleasantly surprised how serviceable the track was.

Now that it has dried out the original topping excavated off the track can be spread back over and levelled out.

### Runway

The matting has been taken up off the north/south runway. Unfortunately we couldn't stop the grass growing underneath causing severe undulations.

Once it has had a couple of mows we should have a reasonable runway again.

Unfortunately the plantations are now getting to a height where turbulence is becoming a problem again when the wind is northerly.



### Tips & Tricks



You might be wondering what this is! Well, A1 (aka Graeme Allen) brought his RV-8 out for a fly on Sunday 18<sup>th</sup> September the first since Albury. Whilst starting the engine a Magnum 91 four stroke, it made a strange noise when the electric starter

was applied and a bearing about 13mm diameter dropped out of the cowl on to the matting. With a little shaking and coaxing the bearing housing with one attaching screw (shown above) also fell out on to the mat. It was quite opportune that I had my camera close at hand and captured the evidence.

I might add that this happened after the carburettor barrel retaining screw fell out at Albury during the VFSAA weekend in late August.

There must be a tip we can all glean from this. It pays to check all bolts on a motor even a new one. If they are done up securely it is unlikely any will come loose, so it points to the fact that the bolts were not tightened adequately in the factory.

The only other thing I can think of is A1's getting on a bit now. He'll be 60 by the time you read this!!!



### Events

#### VFSAA Comp & Rally at Albury August 27<sup>th</sup>/28<sup>th</sup>

It is always a pleasure to go up to Albury for the weekend and meet up with a few friends also the weather is usually so much warmer. This year seven of us attended Roger, Noel, Graeme and Diane, Rick and Pam and I (Glenn).

With Albury being so far away we like to travel up there on the Friday making it a long weekend. Most of us stay at the same motel as the other VFSAA members giving us a chance to have a few beers and to catch up with the latest news from some of the other clubs.

The weather on Saturday started off on the cool side but gradually warmed up to be a perfect day with a light

variable breeze. The competition part of the weekend was flown on the Saturday starting off with ARF. There were 11 entered in ARF and 8 in scale. Three from Ballarat flew in ARF and two in scale. Graeme had his RV-8 Roger his Super Stearman and I my Extra, Roger also competed in scale with his P39 Airacobra along with Noel and his Gypsy. Knowing how much Noel likes ARF's he was asked to be one of the judges.



David Balfour's ever reliable Curtis Robin. A consistent performer coming 3<sup>rd</sup> place in scale.

Things got underway around nine thirty and moved along at a brisk rate. Anthony Mott put in the best flight with his large Cessna followed closely by Roger. My first flight was dismal; I had problems with the motor again. Graeme had no luck with the RV-8 as his motor cut halfway through the round giving him a low score.



Mark Collins' very impressive Beechcraft Staggerwing. Came 1<sup>st</sup> in scale after 2 consistent flights.



Glenn's Extra and Roger's Super Stearman which came 3<sup>rd</sup> and 2<sup>nd</sup> respectively in the ARF category

There were some nice models in scale and the competition was very close. David Balfour had a good flight with the Curtis Robin as did Mark Collins with his Beechcraft Staggerwing. Noel had one of the worst flights I have seen him fly; it transpires that there were problems with the rudder and elevator servos which have since been replaced. Roger on the other hand put in a good one with the old P39 putting him in third place.



The Ballarat contingent – Noel, Glenn, Graeme and Roger with Noel's Gypsy Moth in the foreground which came 2<sup>nd</sup> in scale. The first 3 places were very close indeed.

After a short break for lunch it was straight into round two. There was a marked improvement in the quality of flying and I think everyone improved on their first round scores. The motor on Graeme's RV-8 played up again cutting his round short, it turned out that the carburettor barrel retaining screw was missing!

**ARF results**

Entrant	Aircraft	Rnd 1	Rnd 2	Total	
Anthony Mott	Cessna	2313	2388	2350.5	1 <sup>st</sup>
Roger Carrigg	Stearman	2305	2337	2321	2 <sup>nd</sup>
Glenn White	Extra	2196	2316	2256	3 <sup>rd</sup>
Greg Lepp	Cessna	2138	2324	2253.5	4 <sup>th</sup>
Ian Lamont	Extra 300	2085	2318	2201.5	5 <sup>th</sup>
Tony Greiger	Gee Bee	2107	2213	2160	6 <sup>th</sup>
Trevor Pugh	Giles 202	2097	2139	2118	7 <sup>th</sup>
Gary Sunderland	Me 109	1940	2241	2090.5	8 <sup>th</sup>
John Lamont	Extra 300	2017	2163	2090	9 <sup>th</sup>
Ryhs	Mustang	1664	1893	1778.5	10 <sup>th</sup>
Graeme Allen	RV-8	1319	1284	1301.5	11 <sup>th</sup>

The second round of scale saw some quality flying; Noel managed a better flight but was unable to catch Mark Collins

**Scale results**

Entrant	Aircraft	Rnd 1	Rnd 2	Total	
Mark Collins	Beach	2260.5	2367	2313.7	1 <sup>st</sup>
Noel Findlay	Gypsy Moth	2228	2379.5	2303.5	2 <sup>nd</sup>
David Balfour	Curtis Robin	2301.5	2291.5	2296.5	3 <sup>rd</sup>
Chris Henry	Spitfire	2204	2334	2269	4 <sup>th</sup>
Roger Carrigg	P39	2238.5	2278.5	2258.5	5 <sup>th</sup>
John Lamont	Spacewalker	2199.5	2277	2238.5	6 <sup>th</sup>
Gary Sunderland	Neiuport	2155.5	1510.5	1833	7 <sup>th</sup>
Neville Glew	Spitfire	1442	2202.5	1822	8 <sup>th</sup>

We finished in good time giving us plenty of time to pack up and get back to our motel for a few drinks before heading off to the Newmarket Hotel for a meal. (Many thanks to Ian & John Lamont for giving Noel, Roger & I a lift) Most of the contestants and Albury club members were there, we nearly filled the dining room and we must have overwhelmed the kitchen as we had to wait nearly an hour for our meal. The hotel staff were very apologetic and plied us with bottles of red wine causing a few hangovers the next day.



*Rick (left) with his electric powered Nemesis on the Sunday.*

Sunday morning was a carbon copy of Saturday we couldn't have wished for a better day.

No competitions today just relaxed flying, there were a few more

models there but we never had to wait for a fly. It's funny how you fly so much better when you are not being judged. David Belfour had an interesting model a Heston Phoenix

There was only one major incident; it was with an ARF Chiltern. The model was electric powered and was flying way to slow when it tip stalled causing a spin into the ground resulting in considerable damage.

Shortly after lunch we reluctantly packed up so as to make the long trip home before dark. Again we all had a great weekend and look forward to returning next year.

Once again, many thanks must go to the Albury club (TCMCA) for their hospitality and of course the perfect weather.



**Coming Events**

**VFSAA Sportscale 23<sup>rd</sup> October**

The club is hosting a round of VFSAA sportscale on Sunday 23<sup>rd</sup> October. This competition is open to all club members and caters for both scale and ARF scale.

This is basically a fun event with no static judging designed to encourage more modellers into scale competition flying. Remember, competition flying definitely improves your flying. It would be nice to see a good roll up from our members as we know there are scale models eligible to enter.

As usual we will run a canteen and BBQ lunch.

Let's hope the weather is kind and we get a good rollup of VFSAA members.

**SpringFest 30<sup>th</sup> October**

BRMFC has booked a stall for the event to be held around the shores of Lake Wendouree on Sunday 30<sup>th</sup> October.

**About SpringFest - A Season of Rotary Events**



Just about to go into its tenth year (2011) of managing SpringFest, it is the long-term vision of the Rotary Club of Ballarat to continue to expand SpringFest for the benefit of

the Ballarat community. During its first 9 years SpringFest was a single event concept and focused solely on the successful execution of a Market with stalls circling the shores of Lake Wendouree.

The SpringFest Season of Events continues to evolve and we are proud to present a bigger, better and more dynamic package for the enjoyment of the Ballarat community and beyond each year.

**Beneficiaries**

As the major fund raising initiative of the Rotary Club of Ballarat Inc, the net proceeds raised from the Bendigo Bank SpringFest Season of Events are distributed back into both the Ballarat and, to a lesser extent, the International communities.

Since taking over the reigns of SpringFest in 2002 the Rotary Club of Ballarat Inc has distributed funds to many worthwhile charities and organisations.

The information above has been taken from the SpringFest web site <http://www.ballaratspringfest.com.au> Click on the link for more info.

**We are participating this year**

Noel Findlay is the event coordinator for the club and as such is organizing our exhibition. He has put together the following brief on how it will be run.

As some of you will know already, the Club has decided to participate in Springfest. We have been allotted an area

on the east end of the Rowing Course in the North East Corner (See maps further on), the Organisers are keen for us to participate and have given us an area much larger than the standard sites as we are a not for profit organisation.

We will also be allowed to sell drinks, but no BBQ or Food as this will clash with Food Vendors, also they are running a Raffle so we cannot compete with that either.

As we will be putting the Club out to the Public with a view for potential new members we need to impress! I will be asking members to bring along aircraft on the large and impressive size, I have a list of aircraft that I would like to have on Display and I will be asking members to bring these particular aircraft along. At this stage I think that we can get cars and trailers parked within our display area, however, if you are asked to participate at this display we will need to co-ordinate times to get vehicles and trailers parked and the area will then be cordoned off with barrier mesh.

We will be talking with and answering a lot of questions with the public so neat dress is essential (Club shirts and coats if you have them) also we will need some tables and if you bring 3 aircraft you need 3 rain covers (with tie downs). If you think your legs will get tired bring a chair with you!

Car parking space allotted to us will be limited and must be reserved for those asked to bring models along. If you are not asked to bring a model please don't be offended. First and foremost we are trying to present a coordinated display that showcases our beloved hobby in a very professional manner. All club members are encouraged to attend and help out but car parking cannot be reserved. By knowing which models are on display, A4 laminated display cards on pegs can be prepared in advance.

We don't have access to power but it would be nice if we could run some Videos in one of the trailers using our Generator (still working on that one)

Please do not be offended if I don't ask you to bring an aeroplane, but if you would like to participate on the PR side you are more than welcome.

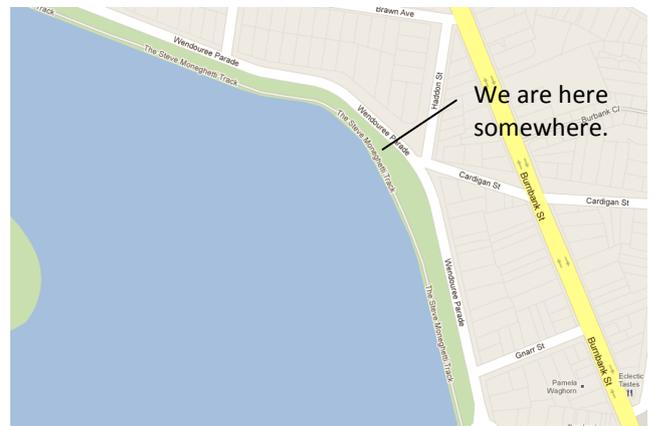
This plan is still being worked on and may yet be changed.

The following two maps show where our stand will be located.

When I know more you will too.

Cheers  
Noel

Ps All members will be responsible for tying down their aircraft.



### Event Calendar

- September 11<sup>th</sup> Monty Tyrell Scale Rally – P&DARCS (Cancelled due to wet field)
- Sept 17<sup>th</sup>/18<sup>th</sup> Mammoth Scale Fly-In – Shepparton
- October 23<sup>rd</sup> **VFSAA Sportscale – BRMFC**
- October 30<sup>th</sup> **Springfest – Lake Wendouree Ballarat (We are holding a static display)**
- Nov 5<sup>th</sup>/6<sup>th</sup> State Champs: F4C, Large Scale & ARF Scale – State Field.
- 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
- January 1<sup>st</sup> 2012 **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.

#### FLAWLESSLY LOGICAL

The older you are and the longer you have been married, the funnier this is...



The wife and I were sitting around the breakfast table one lazy Sunday morning.

I said to her, "If I were to die suddenly, I want you to immediately sell all my stuff."

"Now why would you want me to do something like that?" she asked.

"I figure that you would eventually remarry and I don't want some other wanker using my stuff."

She looked at me and said: "What makes you think I'd marry another wanker?"

### *COSTCO Doctor*

One day, in line at the company cafeteria, Joe says to Mike, "My elbow hurts like hell. I guess I'd better see a doctor."

"Listen, you don't have to spend that kind of money," Mike replies.

"There's a diagnostic computer down at Costco. Just give it a urine sample and the computer will tell you what's wrong and what to do about it. It takes ten seconds and costs ten dollars. A lot cheaper than a doctor." So, Joe deposits a urine sample in a small jar and takes it to Costco. He deposits ten dollars and the computer lights up and asks for the urine sample. He pours the sample into the slot and waits. Ten seconds later, the computer ejects a printout:

"You have tennis elbow. Soak your arm in warm water and avoid heavy activity. It will improve in two weeks.

Thank you for shopping at Costco."

That evening, while thinking how amazing this new technology was, Joe began wondering if the computer could be fooled. He mixed some tap water, a stool sample from his dog, urine samples from his wife and daughter, and a sperm sample from himself for good measure. Joe hurries back to Costco, eager to check the results. He deposits ten dollars, pours in his concoction, and awaits the results. The computer prints the following:

1. Your tap water is too hard. Get a water softener. (Aisle 9)
2. Your dog has ringworm. Bathe him with anti-fungal shampoo. (Aisle 7)
3. Your daughter has a cocaine habit. Get her into rehab.

4. Your wife is pregnant. Twins. They aren't yours. Get a lawyer.
5. If you don't stop playing with yourself, your elbow will never get better.

Thank you for shopping at Costco!

(Note: Costco is spelt with a zero instead of the letter o.)



### *A few more photos from Albury:*

I have posted 80 odd photos on our web site photo album which is hosted by Google Picasa.

Go to <http://www.brmfc.org.au/PhotoGallery.aspx> and click on the image titled *VFSAA Albury August 2011*.

