

Hi everyone

Welcome to the December 2013 Biggin Hill Users Database Newsletter – last one of 2013, an extra large, bumper edition, this month....

JB's December edition of the Biggin Hill Airport "BUGLE" is now available online on the Social Club's website at <http://www.bigginhillclub.co.uk> ***As always it is NOT included here - to view it, once in the Bugle section, via the link on the homepage, click on the appropriate month's link – this will open it in a new browser window so you can read it or print it.***

As always, please keep those stories coming in for inclusion in future issues. (JB's direct email address is johnbryan13@sky.com, or you can send items directly to me on john@bigginhillreunited.co.uk to pass on).

EMAIL ADDRESSES

Welcome to the new members of the Database who are receiving this regular Newsletter for the first time. Current member names can be seen at www.bigginhillreunited.co.uk using the link to the database members list.

If you ever change your email address, please remember to let me know (and also, please feel free to introduce new Biggin Hill'ites to the database).

BIGGIN HILL SECURITY CHANGES

For all Biggin Hill'ites who may have heard of the apparently threatened changes to Security Pass requirements at Biggin Hill that were circulating over the weekend, I am pleased to say that Will Curtis (the Airport Managing Director) has been able to clarify one or two anomalies that existed in the original plan that was negotiated with DfT by Jenny Munro. As a result there will now be a formal classification of part of the airport as a Demarcated Zone requiring just a "DMZ ONLY" pass for those not wishing to go to the trouble and expense of gaining a full airside pass. This new category of pass will enable private owners and aircraft users to have access to their aircraft in the DMZ via the various card operated security gates without needing to have a full pass with its required CRC checks.

In the future there will therefore be two classes of airport pass instead of the current one - a Full Pass that will give access as we currently have, and which will require the holder to have a valid CRC, and a second version that will give access only to the Demarcated Zone, an area East of the Alpha Taxiway as shown on the map included in the PDF document shown on the web link below, and that pass will not require the holder to have a CRC check but will still enable access to the DMZ area via the card operated security gates.

The full email from Will Curtis together with the Airport plan showing the various security areas can be viewed here:

http://www.bigginhillreunited.co.uk/bh_security_cards.pdf

We are grateful to Will for ensuring that this issue will now be less onerous that it had sounded initially. A seriously damaging issue has been narrowly averted....

(It is stressed that, whether we like it or not, the Department of Transport would have obviously preferred that the entire airport within the perimeter boundary fence was all

treated as "Airside", and consequentially all users within that area subject to CRC checks. As such, we should treat this compromise solution seriously, as any lapse in security will almost certainly result in tighter requirements, which may include a reclassification of the DMZ to Airside, with the associated need for us all to be CRC checked to enable us to gain access to our aircraft. It is imperative that we all help to keep the area fully secured and do not allow any security gates to be left open at anytime. There are likely to be random inspections from time to time during which, if unauthorised and unaccompanied persons are found anywhere inside the boundary, such persons may well leave themselves open to DfT prosecution AND it could also result in the DMZ classification being permanently withdrawn, adversely affecting all of us! We all know that there are some people who don't take Airport Security requirements as seriously as they should, and in some cases even seem to take some pleasure in circumventing any such rules. Please try to be vigilant for all our sakes and, where any breaches are witnessed, impress on these people the importance of the continued DMZ classification for us all, and not to do anything to jeopardise it.)

CRC CHECKS FOR THOSE WHO CHOOSE THAT ROUTE.

Following on from the article above, I thought I would check how difficult it is to obtain a CRC check online.

I visited the website at:

<https://www.gov.uk/government/publications/criminal-record-checks-in-the-aviation-sector-regulated-by-dft>

It asks the applicant to have a passport or drivers licence, plus a current utility bill handy, and also have your National Insurance number and place of birth to hand. Once these were all available, I started the application. It took just 5 minutes to complete and was very basic, (remembering to not tick the box for something to go to an employer as that isn't applicable in this case) including paying the £25 by credit card. All that is then necessary is to scan the ID document and the Utility bill used in the application and email them to the address shown.

The site says that the application normally would be approved within 14 days.

Not at all daunting. Very painless, and only required, of course, at all (at this stage) if you want the full pass, as opposed to the "DMZ Only" one.

LORD WATERPARK

Many real oldies at the airport will almost certainly remember Lord Caryll Waterpark, who sadly passed away on 16th October 2013, aged 87. He will be remembered as one of the bosses of Piper Distributors, CSE Aviation, at Biggin before they moved their operations to Oxford (Kidlington).

He was Sales Director of the company when it was Britain's leading general aviation operator. With 11,000 hours in his log book, a massive total for a non-airline pilot, he had enormous experience of all types of planes and was responsible for the first certification of a Learjet and the introduction of Embraer into the UK.

Caryll's flying career was unique. In getting on for 70 years flew 158 types, ranging from single to multi-engined piston, turboprop to jet, gliders and helicopters, to seaplanes and flying boats.

He was educated at Eton and commissioned into the Grenadier Guards in 1944. He was a leading light in The Air Squadron, a network of like-minded aviation types, flyers all of them.

He is survived by his French wife of 62 years Danielle, by his children Caroline, Juliet and Rory (BA pilot) and by his sister Pat.

TWO OLD BIGGIN HILL'ITES PASSING ALMOST MISSED!

Both the following have just been notified to us...

ROGER SHERRON

Some of the real Biggin Hill Oldies will remember Pan Am skipper, Roger Sherron, who first appeared on the scene in the very early 60's. I think he was first attracted by the great nosh provided by Mary Dillow in the airport restaurant, but he rapidly became a great friend to many of us who frequented there.

He was then a Captain on the London route out of San Francisco on Boeing 707's, which called for a stop-over in the UK – and that, of course meant Biggin Hill. Whilst here he regularly flew any tail-draggers he could get his hands on, and in particular his favourite, the Tiger Moth.

His enthusiasm was infectious and he became very popular and mixed with everyone on the airfield, particularly befriending Mick Ronayne, who ran County Flying Club, operating a number of Tigers. Roger always had an ambition to own one of these aircraft and eventually bought one, and had it shipped out to his local airfield in California in 1967.

Roger was always ready to help anyone at Biggin, and helped Mick and at least one other person to gain their US Commercial Licences's at San Jose airport near Roger's home.

Roger was with Pan Am for some 37 years, and amongst other things, one of his claims to fame was to manage to fly Holland's Queen Wilhelmina out of the country right under the nose of the Nazis! A really wonderful character. We have only just heard that Roger died on Aug 9th 2012 at his home in Sabastopol, California, at the age of 95.

PETER HOPLEY

I just heard from Peter's son, André, that his father, who was an instructor at Kingair Flying Club in the 1970's and 80's, sadly passed away a couple of years ago, on 12th February 2011.

He did his PPL at King Air and progressed up to flying instructor, flying the range of Cessna's, Piper's and twins at the club. André recalls that his father owned a printing firm called Granby Press in Herne Hill and did all the print for King Air and also printed the Pilots Pals calendars. People will almost certainly remember he always drove Jaguars and was probably one of the most frequent visitors at Le Touquet from Biggin in those days. He was trained by Gordon King and Cyril Knight.

All three, gone but not forgotten. For those that knew them, I'm sure you would like to know that their names have both been added to the Roll of Honour on the Reunion website at www.bigginhillreunited.co.uk

SOME INTERESTING VIDEOS

1) For those of you that haven't already had the pleasure of seeing this - A fantastic film by Arena TV at Biggin Hill of the recent Remembrance Day flypasts from the Biggin Hill Heritage Hangar's fleet at the beginning of November 2013.... Beautifully filmed – stunning flying – makes one very proud of our airport

<http://vimeo.com/79927701>

2) A pilot landing at the enchanting inland airport of Queenstown, New Zealand, recently put a GoPro camera in his cockpit, recorded in stunning HD the last minutes of his flight, using amazing technology. Very precise guidance – fortunately, given the terrain! - around 4 minutes

<http://www.gereports.com/fulton-queenstown-rnp/>

3) Bhutan - the world's most dangerous landing! – about 8 minutes

<https://www.youtube-nocookie.com/embed/YsZqN-uEgQU?rel=0>

4) And finally, audio only, an emotional departure of Concorde from Heathrow – the very last ever departure, and the Captain's last flight too.. You can hear the sadness in Les Brodie's voice as he makes final ATC requests at LHR for G-BOAF's take off for Filton.– around 5 minutes

<https://www.youtube.com/embed/mml5sDq05ow>

MONTHLY REPORT FROM THE OFFICE OF WILL CURTIS

Most readers will already have recently received communications regarding the security processes affecting East Camp. I admit that I was more than a little disappointed by the immature manner in which several parties, who should undoubtedly know better, attacked the airport management for simply undertaking its statutory duty to keep the airport safe and secure. It was also sad that those purporting to represent the private owners at BHAL failed to wait for my response to their treatise related to security passes before broadcasting reports of impending doom and starting a storm in a tea cup!

It may be that users the airport do not realise the full extent of the legal exposure attaching to BHAL and to the Accountable Manager of BHAL, namely me. The Accountable Manager is held accountable in law for the safety of all parties using or working on the surface of the aerodrome, so please forgive me if I sometimes need time to take legal or professional advice or find time to review the regulations before giving an answer to a query. You must also forgive me if I do not always see things in the same way as Jenny Munro did – ultimately I have to assess the risks to which I am exposed on personal level.

We should understand that whatever regulations the CAA or the DfT may publish, they are only the minimum standard acceptable to the regulator and not necessarily the standard we would wish to apply. In the case of airport security, for example, adherence to DfT regulations is not an assurance that security at the airport is either adequate or infallible. BHAL must decide if it wishes to enforce a higher level of security than the minimum standard acceptable to the DfT. If current BHAL procedures prove to be inadequate and a

security breach occurs, it will be deemed to be BHAL's fault with the ultimate accountability for that failure accruing to me. For this reason (and I am sure you will understand), I must take my responsibilities in these areas very seriously or I may end up as an obligatory long term live in guest of Her Majesty!

Let's have a quick history lesson:

The precedent for corporate responsibility goes all the way back to the year 1879 when the Tay railway bridge collapsed at night and 75 passengers in the train crossing at the time were tragically drowned.

Joseph Chamberlain, President of the Board of Trade who conducted the subsequent investigation stated that:

"If any public department were entrusted with the power and duty of correcting and guaranteeing the designs of engineers who are responsible for railway structures, the result would be to check and control the enterprise....and to substitute for the real responsibility, which rests upon the railway engineer, the unreal and delusive responsibility of a public office."

The EU Commission recently enhanced corporate manslaughter law and it is now almost impossible for anything to be considered a pure accident! It is always someone's fault and Brussels wants to be absolutely sure whose fault it is, so they insist upon the appointment of an Accountable Manager who can be jailed to make everyone feel better whenever things do go wrong. In the parallel universe of the EU, accidents can never be the fault of the person that actually caused the accident, perhaps through their own stupidity or negligence, but rather it is the person who failed to foresee the accident might happen that is held accountable, be that a business or a local authority. You see, whilst responsibility can be delegated accountability cannot – the Accountable Manager always remains accountable. The consequence is that as an airport authority we have no option but to apply a cloying level of superannuation on just about every area of our operations. We have no option but to force you all to follow procedures because if we do not we have failed in our statutory duties. Just another wonderful thing that Brussels has done for us all!

So to continue from our earlier history lesson, whilst the UK CAA and the DfT accept our published procedures and protocols as being compliant with the regulations currently in force, they do not approve them nor do they take any ownership of them. The regulatory authority simply states that, on the day of inspection, the systems appeared to comply with the appropriate regulatory framework. It is for BHAL (and for all airport users) to ensure that those systems remain effective and to ensure this we must rely upon our Quality Management System and our Safety Management System. You will all soon be able to feed into the Safety Management System using a Biggin Hill Airport smartphone and I phone "app". Further details will follow.

As reported, we have been granted an alleviation against the normal DfT requirements for granting of an airside pass applications which usually need to be accompanied by a Criminal Records Check. This alleviation is not a right, but rather a concession which can, as John Willis has pointed out, be withdrawn at any time by the DfT or indeed by BHAL if we judge that security is being unacceptably compromised by the policy. We rely upon our security approval to service our private jet customers. It would be quite impossible to operate the airport without the income these larger aircraft bring to us so we must naturally do everything necessary to protect our security approvals. It is therefore in everyone's interests to prevent unauthorised access to the aerodrome and to ensure that we work together to prevent the wrong people from obtaining access. If you see anything suspicious, please report it to Security immediately. If we find that current access arrangements are causing any deterioration in the integrity of our airport security then we will need to review the entire concept of a Demarcated Zone which may not any longer be

appropriate. I am sure you will all join the effort to keep this historic airfield secure and to keep our rights of use and access as hassle free as may be possible in this modern risk averse world.

Let me finish by wishing you all a Happy Christmas and a prosperous New Year.

With my very best regards,

Will Curtis

MD – Biggin Hill Airport Ltd

BIGGIN HILL AIRPORT SOCIAL CLUB

A new year soon begins and the club membership renewals become due from 1st January 2013 and I hope you will all continue to support us again – it is appreciated. Full details can be found at www.bigginhillclub.co.uk

Existing members just need to send a cheque payable to Biggin Hill Airport Social Club Ltd for the due fee as listed on the website, plus a self-addressed stamped envelope for the return of the new card. No new membership card is needed unless you have changed address, and no photos are needed unless you want us to use a new one.

But please remember, if you are a new member applying, we need a completed application form with your contact details, a head and shoulder photo for each person the application covers, a Stamped addressed envelope so we can send back your membership photo-card – and of course your cheque for the appropriate membership fee payable to Biggin Hill Airport Social Club Ltd (if you don't supply a photograph, we can't produce the card)...

A STORY OF GOODWILL

With all the bad things in the news nowadays, I thought this final Newsletter of the year is an ideal time to include this true story from a flight attendant on Delta Flight 15, written following 9-11:

QUOTE.....

We were about 5 hours out of Frankfurt flying over the North Atlantic and I was in my crew rest seat taking my scheduled rest break. All of a sudden the curtains parted violently and I was told to go to the cockpit, right now, to see the captain. As soon as I got there I noticed the crew had one of those "All Business" looks on their faces. The captain handed me a printed message. I quickly read the message and realized the importance of it. The message was from Atlanta, addressed to our flight, and simply said, "All airways over the Continental US are closed. Land ASAP at the nearest airport, advise your destination."

Now, when a dispatcher tells you to land immediately without suggesting which airport, one can assume that the dispatcher has reluctantly given up control of the flight to the captain. We knew it was a serious situation and we needed to find terra firma quickly. It was quickly decided that the nearest airport was 400 miles away, behind our right shoulder, in Gander, on the island of Newfoundland.

A quick request was made to the Canadian traffic controller and a right turn, directly to Gander, was approved immediately. We found out later why there was no hesitation by the Canadian controller approving our request. We, the in-flight crew, were told to get the airplane ready for an immediate landing. While this was going on another message arrived

from Atlanta telling us about some terrorist activity in the New York area. We briefed the in-flight crew about going to Gander and we went about our business 'closing down' the airplane for a landing. A few minutes later I went back to the cockpit to find out that some airplanes had been hijacked and were being flown into buildings all over the US. We decided to make an announcement and LIE to the passengers for the time being. We told them that an instrument problem had arisen on the airplane and that we needed to land at Gander, to have it checked. We promised to give more information after landing in Gander. There were many unhappy passengers but that is par for the course.

We landed in Gander about 40 minutes after the start of this episode. There were already about 20 other airplanes on the ground from all over the world. After we parked on the ramp the captain made the following announcement. "Ladies and gentlemen, you must be wondering if all these airplanes around us have the same instrument problem as we have. But the reality is that we are here for a good reason." Then he went on to explain the little bit we knew about the situation in the US. There were loud gasps and stares of disbelief. Local time at Gander was 12:30 pm. (11:00 AM EST)

Gander control told us to stay put. No one was allowed to get off the aircraft. No one on the ground was allowed to come near the aircrafts. Only a car from the airport police would come around once in a while, look us over and go on to the next airplane. In the next hour or so all the airways over the North Atlantic were vacated and Gander alone ended up with 53 airplanes from all over the world, out of which 27 were flying US flags.

We were told that each and every plane was to be offloaded, one at a time, with the foreign carriers given the priority. We were No. 14 in the US category. We were further told that we would be given a tentative time to deplane at 6 pm. Meanwhile bits of news started to come in over the aircraft radio and for the first time we learned that airplanes were flown into the World Trade Center in New York and into the Pentagon in DC.

People were trying to use their cell phones but were unable to connect due to a different cell system in Canada. Some did get through but were only able to get to the Canadian operator who would tell them that the lines to the US were either blocked or jammed and to try again. Some time late in the evening the news filtered to us that the World Trade Center buildings had collapsed and that a fourth hijacking had resulted in a crash.

Now the passengers were totally bewildered and emotionally exhausted but stayed calm as we kept reminding them to look around to see that we were not the only ones in this predicament. There were 52 other planes with people on them in the same situation. We also told them that the Canadian Government was in charge and we were at their mercy. True to their word, at 6 PM, Gander airport told us that our turn to deplane would come at 11 AM, the next morning. That took the last wind out of the passengers and they simply resigned and accepted this news without much noise and really started to get into a mode of spending the night on the airplane.

Gander had promised us any and all medical attention if needed; medicine, water, and lavatory servicing. And they were true to their word.

Fortunately we had no medical situation during the night. We did have a young lady who was 33 weeks into her pregnancy. We took REALLY good care of her. The night passed without any further complications on our airplane despite the uncomfortable sleeping arrangements. About 10:30 on the morning of the 12th we were told to get ready to leave the aircraft.

A convoy of school buses showed up at the side of the airplane, the stairway was hooked up and the passengers were taken to the terminal for "processing" We, the crew, were

taken to the same terminal but were told to go to a different section, where we were processed through Immigration and customs and then had to register with the Red Cross. After that we were isolated from our passengers and were taken in a caravan of vans to a very small hotel in the town of Gander. We had no idea where our passengers were going.

The town of Gander has a population of 10,400 people. Red Cross told us that they were going to process about 10,500 passengers from all the airplanes that were forced into Gander. We were told to just relax at the hotel and wait for a call to go back to the airport, but not to expect that call for a while. We found out the total scope of the terror back home only after getting to our hotel and turning on the TV, 24 hours after it all started. Meanwhile we enjoyed ourselves going around town discovering things and enjoying the hospitality. The people were so friendly and they just knew that we were the "Plane people". We all had a great time until we got that call, 2 days later, on the 14th at 7 AM. We made it to the airport by 8:30 AM and left for Atlanta at 12:30 PM arriving in Atlanta at about 4:30 PM. (Gander is 1 hour and 30 minutes ahead of EST, yes!, 1 hour and 30 minutes.) But that's not what I wanted to tell you. What passengers told us was so uplifting and incredible and the timing couldn't have been better.

We found out that Gander and the surrounding small communities, within a 75 Kilometer radius, had closed all the high schools, meeting halls, lodges, and any other large gathering places. They converted all these facilities to a mass lodging area. Some had cots set up, some had mats with sleeping bags and pillows set up. ALL the high school students HAD to volunteer taking care of the "GUESTS".

Our 218 passengers ended up in a town called Lewisporte, about 45 Kilometers from Gander. There they were put in a high school. If any women wanted to be in a women only facility, that was arranged. Families were kept together. All the elderly passengers were given no choice and were taken to private homes. Remember that young pregnant lady; she was put up in a private home right across the street from a 24 hour Urgent Care type facility. There were DDS on call and they had both male and female nurses available and stayed with the crowd for the duration. Phone calls and emails to US and Europe were available for everyone once a day.

During the days the passengers were given a choice of "Excursion" trips. Some people went on boat cruises of the lakes and harbors. Some went to see the local forests. Local bakeries stayed open to make fresh bread for the guests. Food was prepared by all the residents and brought to the school for those who elected to stay put. Others were driven to the eatery of their choice and fed. They were given tokens to go to the local Laundromat to wash their clothes, since their luggage was still on the aircraft.

In other words every single need was met for those unfortunate travellers. Passengers were crying while telling us these stories. After all that, they were delivered to the airport right on time and without a single one missing or late. All because the local Red Cross had all the information about the goings on back at Gander and knew which group needed to leave for the airport at what time. Absolutely incredible.

When passengers came on board, it was like they had been on a cruise. Everybody knew everybody else by their name. They were swapping stories of their stay, impressing each other with who had the better time. It was mind boggling. Our flight back to Atlanta looked like a party flight. We simply stayed out of their way. The passengers had totally bonded and they were calling each other by their first names, exchanging phone numbers, addresses, and email addresses.

And then a strange thing happened. One of our business class passengers approached me and asked if he could speak over the PA to his fellow passengers. We never, never, allow

that. But something told me to get out of his way. I said "of course". The gentleman picked up the PA and reminded everyone about what they had just gone through in the last few days. He reminded them of the hospitality they had received at the hands of total strangers. He further stated that he would like to do something in return for the good folks of the town of Lewisporte. He said he was going to set up a Trust Fund under the name of DELTA 15 (our flight number). The purpose of the trust fund is to provide a scholarship for high school student(s) of Lewisporte to help them go to college. He asked for donations of any amount from his fellow travellers. When the paper with donations got back to us with the amounts, names, phone numbers and addresses, it totalled to \$14.5K or about \$20K Canadian. The gentleman who started all this turned out to be an MD from Virginia. He promised to match the donations and to start the administrative work on the scholarship.

He also said that he would forward this proposal to Delta Corporate and ask them to donate as well.

The fund now has \$1.5 million in donations and has helped send 134 students to universities or trade schools.

In spite of all the rotten things we see going on in today's world this story confirms that there are still a lot of good people in the world and, when things get bad, they will come forward.

.....UNQUOTE

(Whilst there are a number of variations on this story on the internet, the one thing that is common in all of them is that the basic story is true. Some say that it was actually the crew that made the request, not for donations, but for pledges, and that no passenger was involved in the announcement. The Scholarship fund ended up being called the "Lewisporte Area Flight 15 Scholarship Fund" and it is apparently administered by the Columbus Foundation. Whatever the finer detail, the event and the subsequent fund do exist – Ed.)

On that pleasant note all that remains for me to do is to wish everyone a very Merry Christmas and a Happy and Prosperous New Year from John Bryan and I – and Happy Flying....!

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That's it for 2013.....

John Willis
Biggin Hill Airport Users Database

(And Finally: More than normal, a good selection of jokes to finish off 2013, dissing virtually everything, including marriage, Blondes, and the Irish (no offence to anyone intended!). Thanks, as always, to everyone for sending their contributions....)

QUOTE.....

A Fottle

I went to the Patent office to register some of my inventions.

I went to the main desk to sign in and the lady at the desk had a form that had to be filled out.

She wrote down my personal info and then asked me what I had invented.

I said, "a folding bottle".

She said, "Okay, what do you call it?"

"A Fottle."

"What else do you have."

"I have also invented a folding carton."

Again she said, "what do you call it?"

"A Farnton."

She sniggered and said, "Those are silly names for products and one of them sounds kind of crude."

I was so upset by her comment that I grabbed the form and left the office without even telling her about my folding bucket.

.....UNQUOTE

QUOTE.....

Marriage (Part I)

Macho man married good-looking lady, and after the wedding, he laid down the following rules:

'I'll be home when I want, if I want and at what time I want -- and I don't expect any hassle from you. I expect a great dinner to be on the table unless I tell you that I won't be home for dinner. I'll go hunting, fishing, boozing, and card-playing when I want with my old buddies, and don't you give me a hard time about it.

Those are my rules. Any comments?'

His new bride said:

'No, that's fine with me. Just understand that there will be sex here at seven o'clock every night...whether you're here or not.'

(DARN SHE'S GOOD!)

Marriage (Part II)

Husband and wife had a bitter quarrel on the day of their 40th wedding anniversary!

The husband yells, 'When you die, I'm getting you a headstone that reads, 'Here Lies My Wife -- Cold as Ever!'

'Yeah?' she replies. 'When you die, I'm getting you a headstone that reads, 'Here Lies My Husband -- Stiff At Last!'

(HE ASKED FOR IT!)

Marriage (Part III)

Husband (a doctor) and his wife are having a fight at the breakfast table.

Husband gets up in a rage and says, 'And you are no good in bed either,' and storms out of the house.

After some time he realizes he was nasty and decides to make amends and rings her up.

She comes to the phone after many rings, and the irritated husband says, 'What took you so long to answer to the phone?'

She says, 'I was in bed.'

'In bed this early, doing what?'

'Getting a second opinion!'

(YEP, HE HAD THAT COMING, TOO!)

Marriage (Part IV)

A man has six children and is very proud of his achievement.

He is so proud of himself, that he starts calling his wife, 'Mother of Six' in spite of her objections.

One night, they go to a party. The man decides that it IS time to go home and wants to find out if his wife is ready to leave as well. He shouts at the top of his voice, 'Shall we go home Mother of Six?'

His wife, irritated by her husband's lack of discretion, shouts right back, 'Any time you're ready, Father of Four.'

(RIGHT ON, LADY!)

Marriage (Part V)

A man and his wife were having some problems at home and were giving each other the silent treatment.

Suddenly the man realized that the next day he would need his wife to wake him at 5:00 AM for an early morning business flight. Not wanting to be the first to break the silence (and LOSE), he wrote on a piece of paper, 'Please wake me at 5:00 AM.' He left it where he knew she would find it.

The next morning the man woke up, only to discover it was 9:00 AM and he had missed his flight.

Furious, he was about to go to see why his wife hadn't wakened him when he noticed a piece of paper by the bed. The paper said, 'It is 5:00 AM. Wake up.'

Men are simply not equipped for these kinds of contests.

.....UNQUOTE

QUOTE.....

The Grandmother of all Blonde Jokes:

This blonde decides one day that she is sick and tired of all these blonde jokers and how all blondes are perceived as stupid so, she decides to show her husband that blondes really are smart.

While her husband is off at work, she decides that she is going to paint a couple of rooms in the house. The next day, right after her husband leaves for work, she gets down to the task at hand.

Her husband arrives home at 5:30 and smells the distinctive smell of paint.

He walks into the living room and finds his wife lying on the floor in a pool of sweat..

He notices that she is wearing a heavy parka and a leather jacket at the same time.

He goes over and asks her if she is OK. She replies yes. He asks what she is doing and she replies that she wanted to prove to him that not all blonde women are dumb, and she wanted to do it by painting the house..

He then asks her why she has a parka over her leather jacket. She replies that she was reading the directions on the paint can and it said...

"FOR BEST RESULTS, PUT ON TWO COATS."

.....UNQUOTE

QUOTE.....

The Irish

Due to a water shortage in Ireland, Dublin swimming baths have announced they are closing lanes 7 and 8.

I got a letter from Screw Fix Direct thanking me for my interest, but explaining they were not a dating agency.

Paddy thought his new girlfriend might be the one for him; but after looking through her knicker drawer and finding a nurse's outfit, a French maid's outfit and a police woman's uniform, he finally decided if she can't hold down a job, she wasn't for him.

Paddy was doing some roofing work for Murphy. He neared the top of the ladder and started shaking and becoming dizzy. He called down to Murphy and said, "I tink I will 'ave to go home, I've come all over giddy and feel sick." Murphy asked "Ave yer got vertigo?" Paddy replied "No I only live round the corner."

After 100 years lying on the sea bed, Irish divers were amazed to find that the Titanic's swimming pool was still full.

And a bit less Irish:

A Muslim was shot in the head with a starting pistol; police say it's definitely race related.
.....UNQUOTE

QUOTE.....

The Psychiatrist

A psychiatrist was conducting a group therapy session with five young mothers and their small children. "You all have obsessions," he observed.

To the first mother, Mary, he said: "You are obsessed with eating. You've even named your daughter Candy."

He turned to the second Mum, Ann: "Your obsession is with money. It manifests itself in your children's names, Penny, Goldie and Frank."

He turned to the third Mum, Joyce: "Your obsession is alcohol. This too shows itself in your children's names: Brandy and Sherry. You even called the cat, "Whisky".

He then turned to the fourth Mum June: "Your obsession is with flowers. Your girls are called Rose, Daphne & Poppy."

At this point, the fifth mother, Kathy, quietly got up, took her little boy by the hand and whispered: "Come on, Dick, this guy has no idea what he's talking about. Let's pick up Fanny and Willy and go home."

.....UNQUOTE

AND FINALLY A SEASONAL JOKE.....

QUOTE.....

A CHRISTMAS STORY

Four of Santa's elves got sick, the trainee elves did not produce toys as fast as the regular ones, and Santa began to feel the Pre-Christmas pressure.

Then Mrs Claus told Santa her Mother was coming to visit, which stressed Santa even more.

When he went to harness the reindeer, he found that three of them were about to give birth and two others had jumped the fence and were out, Heaven knows where.

Then when he began to load the sleigh, one of the floorboards cracked, the toy bag fell to the ground and all the toys were scattered.

Frustrated, Santa went in the house for a cup of apple cider and a shot of rum. When he went to the cupboard, he discovered the elves had drunk all the cider and hidden the liquor. In his frustration, he accidentally dropped the cider jug, and it broke into hundreds of little glass pieces all over the kitchen floor. He went to get the broom and found the mice had eaten all the straw off the end of the broom.

Just then the doorbell rang, and an irritated Santa marched to the door, yanked it open, and there stood a little angel with a great big Christmas tree.

The angel said very cheerfully, 'Merry Christmas, Santa. Isn't this a lovely day? I have a beautiful tree for you. Where would you like me to stick it?'

And so began the tradition of the little angel on top of the Christmas tree.

Not a lot of people know this!

.....UNQUOTE

AND THAT REALLY IS IT FOR 2013 – SEE YOU ALL IN 2014.....

(If anyone else has good examples of, for example: - Governmental stupidity and removal of the population's right to live a normal life, or simply any funny, unusual and interesting stories or anecdotes that you feel may interest or amuse our readers, please email them to me as a possible inclusion in a monthly "and Finally"....)