

Hi everyone

Welcome to the December Newsletter for the Biggin Hill Airport Users Database. Welcome also to any new Database members who may be receiving this regular Newsletter for the first time.

You are reminded that for Database subscribing members, even if your Newsletter doesn't arrive by email at the beginning of the month, you can always view it online, as well as any back copies of this Newsletter by visiting the club website at [www.bigginhillclub.co.uk](http://www.bigginhillclub.co.uk)

*(If you have not received your copy within 24 hours of the beginning of the month, please check the club website above where you can find and draw it down for yourself!)*

### **NOVEMBER WEATHER**

Established now as Autumn/Winter for sure.... The month of November has been very difficult much of the time – the first few days were very much controlled by the forecast dramatically violent storms, which definitely kept most of us all well and truly on the ground!

The subsequent days during this month has been very constantly changing, so we have had one or two good days, then several non-flyable days before we getting a further few days that were flyable again. But in fairness such weather is exactly what we expect at this time of the year so not at all surprising really...

But even accepting that we are now established in the winter, let's hope we get some reasonable weather every so often, to enable flight training and private flying to continue to be possible, until we move towards Spring and the clock change again in late March...

### **SEVERAL SAD LOSSES OF OUR FRIENDS JUST RECENTLY.....**

Almost immediately after publishing the November Newsletter, I received several emails from database members to advise me of several losses of members and aviation friends.....

### **MARTIN EMERY**

Sadly on 15<sup>th</sup> September we lost another long-term Biggin Hill'ite, Martin Emery.

As many of us will know, Martin was initially training as an Air Traffic Controller in January 1968, but earlier in 1963, after having attended the Biggin Hill Air Show, he went on in 1964 to gain a gliding licence, and then learnt to fly and gained his PPL in 1966 with Rex Nicholls at Experimental Flying Group at Biggin (which was when he and I met while I was also doing my PPL). As someone told me, while on an Air Traffic Controller course, he used to disappear to Compton Abbas every course weekend to fly a Super Cub on glider towing. The aim was to build up hours towards a CPL, his course colleague told me was his aim in life at that time. His heart was apparently never in actually becoming a controller.

Whilst following various job training detailed above, he subsequently undertook an Instructors Course at Surrey & Kent Flying Club with Rex Nicholls and Peter Chinn and met Chris Bevan on the same course, then becoming an AFI during 1966 – 1968.

With his new rating Martin began instructing at County Flying Club with Mick Ronayne. He also joined the Tiger Club at Redhill about this time flying the Stampe for aerobatics. He also instructed at Derek McQuoid's South London Aero Club, and part time with Flairavia with David Quirk as

CFI, and all this coincided with the birth of the British built Beagle Pup training aircraft, a modern British built aircraft compared to some of the old fabric covered air machines of bygone days.

He became a full QFI soon after, and he took up the post of Chief Flying Instructor at Aeromart at Blackbushe Airport, which had around 21 aircraft from the Piper and Cessna range. By now he was also a twin instructor, as well as carrying out air taxi work with a Cessna 310. His continuing aviation work racked up the hours and by the time he was around 21 he had amassed getting on for 5,000 flying hours.

He eventually started his airline career flying with British Island Airways at Gatwick and Heathrow as a First Officer on night freight and daily passenger flying on a Dakota DC3. His airline experience progressed steadily! At the age of 24 he had graduated to flying on the Dart Herald TP7000. Then at 29 he joined Cyprus Airways and other flying jobs. He eventually chose Laker Airways and did his training for the Boeing 707 with American Airlines, at Dallas in 1978, and on his 30th birthday he converted to Laker Airways latest "Skytrain" DC10 wide body aircraft. Martin also flew for Caribbean Airways on their Boeing 707.

Following this life of aviation luxury, the demise of Laker Skytrain left Martin and others with a difficult and uncertain future. But Martin remained significantly busy in the airline world, and he became involved with some long haul sub charter flights over the next few years, being based in Cairo for a long time, Amsterdam and Air Seychelles and Venezuela.

But then on 31<sup>st</sup> March 1992 Martin's world of Boeing 707 flying became severely challenging for the entire crew – The following article in Wikipedia covers the event in detail:

QUOTE.....

*The Boeing 707 severe incident.....*

*The flight departed Luxembourg Airport at 07:14 UTC on March 31, 1992; it was carrying 38 tonnes of freight and was destined for Mallam Aminu Kano International Airport near Kano, Nigeria.*

*At approximately 08:11, while the aircraft was climbing through 32,000 feet (9,800 m) over the Drôme department in southeastern France, the crew noticed severe turbulence and heard a loud "double bang"; the aircraft subsequently began to roll to the right.*

*Captain Berglund then disengaged the autopilot and used control column and rudder inputs to regain control of the aircraft. In addition, the fire warning was continuously audible and could not be switched off by the flight engineer.*

*First Officer Emery subsequently observed that the number 4 engine (the right-most of the aircraft's four engines) had detached from the wing and sent out a mayday call. Emery subsequently noticed that the number 3 engine (the inner engine on the right wing) had also detached from the wing.*

*Captain Berglund subsequently started descending towards Marseille while Flight Engineer Boone began dumping fuel in preparation for an emergency landing.*

*During the descent, the crew noticed an airfield ahead; this was Istres-Le Tubé Air Base in Istres, France. The crew subsequently decided to land on runway 15 at Istres; this required a left hand circuit prior to landing. This left turn proved to be very challenging for Captain Berglund given the damage to the aircraft's flight controls; the cockpit voice recorder showed that First Officer Emery was encouraging Berglund by repeating the words "left turn" six times. Shortly before landing, the air traffic controller observed a fire on the aircraft.*

*The aircraft made an emergency landing at Istres at 08:35, approximately 24 minutes after the initial engine separation. During the landing roll, the aircraft ran off the left side of the runway. After the aircraft came to a stop, the crew noticed that there was a fire on the aircraft's right wing. All five occupants of the aircraft survived without any injuries; however, there was considerable fire damage to the right wing. The aircraft was damaged beyond repair.*  
.....UNQUOTE

What is clear to all of us who knew Martin, is that he was a lovely guy and a great aviator. He was a supporter of the Tiger Club when it was based at Redhill, but many people seem to be saying that they lost contact with him when the club left Redhill

He clearly loved owning aircraft and had a Sipa 903 as well as Morava twins, which were in storage in more recent times. A few of his friends flew with him, particularly in the Sipa, which did cease to be operational many years back. He was apparently a hoarder and had several cars too....

Many of his friends have expressed their respect for him. They point out that, when flying, he was detail oriented, very much into Dead Reckoning navigation where landmarks were precisely timed. His writing was small and neat, an indication of an accurate mind. His friends were always very pleased to see him, and they describe him as being open and friendly and that such a person's memory should always be treasured.

Sadly most of us didn't find out about Martin's passing until very recently, so most of us were unable to attend his funeral to show our respects. But he will never be forgotten.....

His name has now been added to the Biggin Hill Reunited "Roll of Honour".

Rest in Peace Martin, you will be very sadly missed and never be forgotten.....

### **DEREK BHOMICK-SHEPHERD**

Sadly on 4<sup>th</sup> November our old Biggin Hill'ite, Derek Bhomick-Shepherd (known to most of us as just Derek Shepherd), passed away at age 88 after a long illness.... His wife, Moitreyee, told me that he had been unwell for quite a while but went downhill extremely rapidly in the past few weeks.

I'm told by some of the early flying club members and Committee that he had been an active and very enthusiastic member of Alouette Flying Club for many years back in the 70's, where he attained his PPL and his Night Rating. He also apparently rented Robins from hirers at Biggin Hill. He had many friends who really enjoyed his gregarious personality. I'm told that those friends also remember him well for his Jaguar E-type car, various motorcycles, and a very positive can-do attitude for life.

His working life involved ITN news and the further news organisations in logistics and organisational roles.

In the late 60's he was a member of a PFA group constructing a Jodel D11 the Fledgling Flying Group along with some ITN colleagues, which was unfortunately destroyed in a fire when it was stored under the old Rochester Airport Terminal building shortly before it was ready to fly. (As a teenager, one of our database members was encouraged to take part having contacted the group. Derek's encouragement led him to a lifelong friendship and his subsequent aviation career.)

His wife explained that they actually moved to Normandy, in France, in April 2010. Derek loved his house there.

He is survived by his wife, Moitreyee, and daughter Alissa.

Derek's name has been added to the BigginHillReunited Roll of Honour.

Rest in Peace Derek, our old Biggin Hill'ite and friend of so many.....

### **VIC BEATTIE**

Sadly on 1<sup>st</sup> November yet another long term Biggin Hill'ite, Vic Beattie, passed away apparently quite unexpectedly.

He had only recently been moved into a nursing home as he had become rather frail. He had settled in well, and his passing was totally unexpected.

Vic turned 86 in August, and he had been quite well known since the Summer of 1964 when he joined Alouette Flying Club. Later, apparently several of the group of mates transferred to South London Aero Club, and it was there that Vic completed his PPL. Some time after that, he became very heavily involved with the parachute club at Headcorn aerodrome, and spent every weekend operating the Cessna 172 G-ATWJ – he must have flown thousands of parachutists over the years.

Vic had close friends in Australia, and he actually toured there with David Brown and his family in the 1970's. He and one of his other friends, airline pilot Robert Burgess, flew together many, many, times over the years, and he was also able to enjoy many jump seat trips with him to the USA and memorably to South Africa to visit a game reserve.

Vic worked as a TV and Radio Engineer and he spent some time in the Royal Observer Corps.

He had countless friends through his aviation connections who will miss him greatly.

His name has now been added to the Biggin Hill Reunited "Roll of Honour".

Rest in Peace Vic, the old friend of so many of us old Biggin Hill'ites.....

### **LIONEL VIZER**

On 21<sup>st</sup> November our old Biggin Hill'ite, Lionel Vizer, sadly passed away after a short illness...

Lionel was a very keen flying and social member at Biggin in the 1960's, but most of us sadly lost contact with him after those old days. To help us remember him and his activities, his family have sent me the following to remind us oldies of what he used to do back in those old days....

Lionel's journey started in the late 50's when he raced a formula 3 car at Brands Hatch for Don Parker, who at the time owned Pitts Cottage in Westerham. He soon progressed into racing speed boats and eventually won the offshore powerboat championship with his co-driver Norman Fletcher, who designed the boat.

Lionel became interested in flying at that time and obtained his PPL under instruction by Harry Harris at Vendair Flying Club in the early 60's. After getting his licence, he gained many flying hours in his Cessna and also the Piper Aztec and Cherokee aircraft under further instruction by Stuart Hoare. He even entered the Malta Air rally several times and flew with Ted White, Mark Campbell, and Mike Edmonton (The Flying Bank Manager).

From a social point of view, Lionel was to be found on many evenings and weekends at The Swordfish Bar, having a pint with his old mates; Charlie Vaughan, Bob Denward, JJ Dukes, Richard and Pam Ellis, Roy Saunders and Ted White, to name but a few.

Lionel spent his last years living peacefully by the sea in Telscombe Cliffs, on the outskirts of Brighton, with his now wife Joyce. He sadly leaves behind his wife and two daughters; Suzanne and Caroline.

Lionel's funeral will take place at 12.30pm on 13th December at the Downs Crematorium. Family flowers only please.

His name has now been added to the Biggin Hill Reunited "Roll of Honour".

Rest in Peace Lionel, a very old friend of lots of us very old Biggin Hill'ites from the 60's.....

### **AN INTERESTING AND UNUSUAL MEMORIAL STORY**

*The following story has been sent to us by our old Biggin Hill'ite, John Dodd's (known as "Doddsy" to most of us) daughter Anna Dodd. As most will remember, our old friend sadly passed away back in December 2022, just before his 90<sup>th</sup> birthday (JohnW).....*

#### **QUOTE.....**

Anyone lucky enough to see the magnificent sight of a Spitfire flying near Biggin Hill or in the Kent area on the 13<sup>th</sup> December 2023, could I ask you to take a moment to remember my father - John Dodd - possibly one of the most infamous of the members of the Biggin Hill community in the 70s and early 80s.

My dad kept his Piper Apache (GAPZE) at Biggin Hill for a number of years, and was a vibrant member of Joe Merchant's, Pilots Pal family. But he is infamous for another mode of transport.....

Coming into land at Biggin Hill around 1970, my dad introduced himself to a gentleman called Paul Jameson, who was testing a prototype vehicle on the runway. It had broken down and my dad (a well-known gearbox engineer specialising in Rolls Royce's) offered to help with the design.

A year or so later my dad took ownership of the same car - clothing it in a shell looking like a Capri on steroids, running a 27 litre Rolls Royce Meteor Tank engine, and sporting a Rolls Royce grill, naming it "The Beast". It was soon entered into the Guinness Book of Records as the world's most powerful car. The crucial component being my dad's ingenious gearbox design - an incredible engineering feat, even by today's standards.

That was just the start of a million amazing stories including:- having met up with the king of Sweden, the car caught fire on the drive back and had to be entirely rebuilt - cue the Beast Mk2 complete with MK35 Merlin Engine and most famous Top Gear video ever (as confirmed by the presenter Steven Berry).

Rolls Royce weren't too happy with the Beast sporting a Rolls Royce Grill, however after a high court case (including a day where my Dad attended on horseback in protest over being banned from driving the car) my dad moved to Spain (taking the car) to avoid a short jail sentence.

There he happily stayed, running and maintaining the Beast (and Merlin) until a week before his 90<sup>th</sup> Birthday last December.

Just before he died, I was surprised to learn that regrettably my dad had never flown in a Spitfire, despite wanting to be a pilot during his National Service and owning the most controversial Merlin engine in private ownership. I promised him that I would take his ashes for a flight and that is what I am doing on his Birthday on 13<sup>th</sup> December this year.

So, if you are lucky enough to witness a Spitfire in flight and hear the most wonderful of sounds, a Merlin engine on 'full chat', on the 13 December - please remember John Dodd, a man who only knew how to 'live life on full throttle'. *Anna Dodd*  
.....UNQUOTE

## **BIGGIN AIRPORT INFORMATION**

Not much to add here with regard to airport matters this month....

On 23<sup>rd</sup> of November there was another General Aviation Safety Awareness evening at the "Hub" on the airport adjacent to the end of the hangar that used to be Jet Aviation. The special event for Light aviation pilots who operate from Biggin Hill Airport is arranged, hosted, and presented, by the Airport Management's Head of Safety and Compliance, Ben Spiers, and EFG Flying School (see the section below). A very useful and important event which is attended by many private owners and flying club members. (regretfully I was unable personally to attend as I was at a funeral for a long-term Biggin Hill airport pilot who passed away quite recently).

Other than that, there were the normal meetings of SANARB and the Consultative Committee during the month. A few safety items were discussed and will undoubtedly be followed up with those involved in the issues to ensure such safety conditions are not repeated.

The CEO's section that is included below as normal, will keep us all informed about any of the latest airport developments and operational and other important updates at the airport.

## **GA SAFETY AWARENESS EVENING**

*This report for us provided as a courtesy by Ben Spiers, the Airport's Head of Compliance and Safety.....*

The Airport recently hosted its Winter General Aviation Safety Awareness Evening in conjunction with based flying school EFG and visitors from Damyns Hall, Fly About Aviation.

The evening saw overwhelming attendance from over 40 Biggin Hill GA pilots. The Winter series of the event introduced the GA community to recent airfield changes Biggin as well as changes airspace procedures to further enhance flight safety. With Winter weather posing its own hazards to light aircraft pilots, EFG's Chief flying Instructor delivered refresher training to the pilots to support in flying at night and adverse weather conditions.

The evening was rounded off with sharing with the community the new and emerging aviation technologies from Fly About Aviation, who train pilots in flying the only CAA approved Electric Aircraft the Pipistrel Velis Electro, which recently flew into Biggin Hill as well as sharing the airports future plans for sustainable aviation.

The Airport shall be looking to host another ahead of the start of the flying season in spring 2024.  
*Thank you Ben, much appreciated...*

## **AIRPORT COMMITTEE MEMBER'S**

As I informed you all last month, if any airport users (for example, Private Owners, GA Licenced Pilots, and Flying Training clubs/schools etc.) have any specific concerns or requests that they would like the management to be made aware of, and hopefully get a response, then they should feel free to contact either myself, or John High, or in the case of Flying club members they should make contact with Anoop Bamrah at EFG.

As explained, we would always make contact on your behalf with the appropriate airport management member, to ensure they are aware of your expressed concerns, and we will come back to you with any relevant responses we receive.

## **DECEMBER BIGGIN HILL POSTED FUEL PRICES**

The “posted” Biggin Hill Airport fuel prices, excluding VAT, for the calendar month of December 2023 are:

£1:85.7 per litre for 100LL Avgas if supplied from the Fuel Bowser (if uplifted using fuel account card Only from the Self-Refuel pumps = minus 5p per litre)

£0:92.8 per litre for Jet A1 and Sustainable Aviation Fuel (while in stock...)

**SPECIAL NOTES:** Users are advised that credit and debit cards can no longer be used at the self-refuel pumps. If you use self-refuelling, you will need your airport H-TEC fuel account card with you when you go there. (if you haven't got one with you, you will have to go over to the Main Terminal apron to uplift fuel from the bowsers instead).

## **FALCON / EFG**

Hello from all at Falcon and EFG - Greetings one and all

So, an interesting month with a few fair chances of good flying allowing students to reach various milestones but it has become a tad chilly! For those who were present for the Biggin GA Safety Awareness evening we hope you were interested by some of the topics we covered including night and the cold!

November saw our brilliant Falcon Family represent us at the Pilot Careers Live show in London Heathrow Sofitel. It was a great weekend with lots of interest and many familiar faces from our current and past members!

We are currently in the middle of various Night, IRR and CBIR courses in addition to our Ab Initio, if you would like some refresher training or even a taster please let Ops know.

The Falcon hangar been pushing forward with all manner of maintenance from scheduled, to defect rectification and the odd project, have you booked in for your next check yet?

Apart from that, in the lead up to Christmas time, I'd like to wish you all a great couple of weeks. Big thank you to John Willis for keeping us all in the loop and in contact. A huge thank you to everyone at both the school and the hangar, keep up the stellar work.

Stay safe, have fun, be blessed.

Regards  
Anoop Singh Bamrah

## **MONTHLY NEWS FROM THE CEO'S OFFICE**

November's performance mirrored that of October's and remained challenging for the Airport and, whilst movements were generally as expected, the traffic mix again saw a reduction in the long sector flights. The ongoing conflicts in both Ukraine and the Middle East only put further pressure on a challenging economic climate. That said, global bizjet activity is exceeding last year's November activity, still 1% behind November 2021, but almost 20% ahead of November 2019. Much of the lift is coming from strong demand in the US. European demand is wilting and Middle East has tapered from last year's heights.

The Airport's share of the London market has reduced to just over 22% just behind Luton and Farnborough but the Airport remains the 8th busiest business aviation airport in Europe. The current economic environment remains challenging and prudent cost control for any business remains the sensible course of action.

The Airport continues to focus on its enduring strategy of the creation of a cluster of engineering and aviation related support companies engaged in the business and general aviation sector. The Airport continues to attract significant interest in further infrastructure development across the site including enhanced aircraft completions facilities, additional hangarage, a dedicated skills academy, engineering accommodation and improvements to navigational aids. Aligned to this, the Airport continues to progress options for the re development of West Camp and plans have been developed to capture both Airport requirements and the potential to redevelop certain listed buildings within the old RAF camp.

The Airport has submitted a revised statement of need to the CAA to request a full operational trial of its preferred design for a new 03 approach. The initial assessment meeting with the CAA went well and the Airport is now developing its Trail Plan for submission to the CAA in the new year. Should the CAA approve the plan then it is hoped the trial would commence towards the later part of 2024. The trial will be instrumental in facilitating the implementation of an instrument approach to runway 03.

Although the Airport had completed the consultation on the runway 21 approach airspace change, the consultation identified factors that will enhance the design and therefore, once these are incorporated into an amended design, the consultation will recommence. The Airport continues work to remove any future dependency on the VOR.

I would like to take this opportunity to thank the Airport community for its continued support in ensuring the Airport continues to adhere to the Noise Abatement Plan and wish everyone and Merry Christmas and Happy New Year. Thank you.

Regards  
David Winstanley

## **ROLL OF HONOUR**

Thank you to members that continue to provide us with additional names of old Biggin Hill'ites who we had missed. The Roll of Honour can be seen on the website at [www.bigginhillreunited.co.uk](http://www.bigginhillreunited.co.uk)

(Anyone who flew from, or worked, or even socialised regularly at the airport since it became a civilian base in 1959/60 and who has passed away, should ideally be included on there. If you know of someone whose name belongs on the Roll, please email me with their names, and details at [john@bigginhillreunited.co.uk](mailto:john@bigginhillreunited.co.uk) )

## **DATABASE EMAIL ADDRESSES**

A constantly updated list of database members can be seen at <http://www.bigginhillreunited.co.uk>

Please remember to let me know if your email address is changed. If you know others who are not on the list but are eligible to join (i.e. if they currently fly from the airport, or work there, or ever have done so in the past) please let me know or tell them about us – Database membership is, of course, free.



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I would like to finally add both my normal best wishes but also wish all of you a very Merry Christmas and of course a Happy and Prosperous New Year

That's it again for this month. Do enjoy your flying - Please stay well and stay safe.....

John Willis - Biggin Hill Airport Users Database

And Finally: As usual, a few amusing stories that, according to the many comments I receive about this section, is very popular amongst the membership. (As always, no offence to anyone is ever intended!). - a few relatively amusing short stories....

I would like to thank everyone for sending their contributions for this section. To avoid me running out of jokes, please keep them coming by email to [john@bigginhillreunited.co.uk](mailto:john@bigginhillreunited.co.uk)

QUOTE.....

A few Christmas Quickies.....

'How much does it cost Santa to park his sleigh and reindeer?' 'Nothing, it's on the house!'

'How much does it cost to fly Santa's sleigh?' 'About eight bucks, nine during bad weather.'

'What do reindeer say before telling a joke?' "This one will sleigh you!"

'What's the difference between a knight and Santa's reindeer?' 'The knight is slaying the dragon, and the reindeer are dragon the sleigh!'

'What do reindeer say to their kids?' 'I love you deerly.'

'How do you get into a reindeer's house?' 'Ring the deer-bell.'

'What would a reindeer do if it lost its tail?' 'Go to a re-tail shop for a new one.'

'What kind of money do reindeer use?' 'Bucks!'

.....UNQUOTE

QUOTE.....

A lady goes to the doctor and complains that her husband is losing interest in sex.

The doctor gives her a pill, but warns her that it's still experimental. He tells her to slip it into his mashed potatoes at dinner, so that night, she does just that.

About a week later, she's back at the doctor, where she says, "Doc, the pill worked great! I put it in the potatoes like you said! It wasn't five minutes later that he jumped up, raked all the food

and dishes onto the floor, grabbed me, ripped all my clothes off, and ravaged me right there on the table!"

The doctor says, "I'm sorry, we didn't realize the pill was that strong! The foundation will be glad to pay for any damages."

"Nah," she says, "that's okay. We're never going back to that restaurant anyway."  
.....UNQUOTE

QUOTE.....

It was Christmas Eve. A woman came home to her husband after a day of busy shopping.

Later on that night when she was getting undressed for bed, he noticed a mark on the inside of her leg. "What is that?" he asked.

She said, "I visited the tattoo parlour today. On the inside of one leg I had them tattoo 'Merry Christmas,' and on the inside of the other one they tattooed 'Happy New Year.' "

Perplexed, he asked, "Why did you do that?"

"Well," she replied, "now you can't complain that there's never anything to eat between Christmas and New Years!"

.....UNQUOTE

QUOTE.....

Politicians and diapers have one thing in common: they should both be changed regularly... and for the same reason.

.....UNQUOTE

QUOTE.....

A priest tells a woman that she must give up smoking, drinking and sex if she wants to get into heaven.

The woman said she would try her best.

The priest visits the woman a week later to see how she was getting on.

"Not bad" said the woman, "I've given up smoking and drinking but then I bent over to get some stuff out of the freezer and my boyfriend caught sight of my long slender legs, and made love to me right then and there."

"They won't like that in heaven", said the priest .....

The woman replied: "They're not too happy about it in Waitrose either!"

.....UNQUOTE

QUOTE.....

Travel Plans:

I have been in many places, but I've never been in Cahoots. Apparently, you can't go alone. You have to be in Cahoots with someone.

I've also never been in Cognito. I hear no one recognises you there.

I have, however, been in Sane. They don't have an airport; you have to be driven there. I have made several trips there, thanks to my children, friends, family and work.

I would like to go to Conclusions, but you have to jump, and I'm not too much on physical activity anymore.

I have also been in Doubt. That is a sad place to go, and I try not to visit there too often.

I've been in Flexible, but only when it was very important to stand firm.

Sometimes I'm in Capable, and I go there more often as I'm getting older.

One of my favourite places to be is in Suspense! It really gets the adrenalin flowing and pumps up the old heart! At my age I need all the stimuli I can get!

I may have been in Continent, and I don't remember what country I was in. It's an age thing. They tell me it is very wet and damp there.

.....UNQUOTE

QUOTE.....

A family is at the dinner table.

The son asks the father, "Dad, how many kinds of boobs are there?"

The father, surprised, answers, "Well, son, a woman goes through three phases. In her 20s, a woman's breasts are like melons, round and firm. In her 30s and 40s, they are like pears, still nice, hanging a bit. After 50, they are like onions."

"Onions?" the son asks. "Yes. You see them and they make you cry."

This infuriated his wife and daughter.

The daughter asks, "Mom, how many different kinds of willies are there?"

The mother smiles and says, "Well, dear, a man goes through three phases also. In his 20s, his willy is like an oak tree, mighty and hard. In his 30s and 40s, it's like a birch, flexible but reliable. After his 50s, it's like a Christmas tree."

"A Christmas tree?" the daughter asks.

"Yes, dead from the root up and the balls are just for decoration."

.....UNQUOTE

(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" ...)