

Hi everyone

Welcome again to the Biggin Hill Users Database February Newsletter....

JB's February edition of the Biggin Hill Airport "BUGLE" is also 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.*** As always, please keep those stories coming in for inclusion in future issues. (JB's direct email address is [johnbryan13@sky.com](mailto:johnbryan13@sky.com), or you can send items directly to me to pass on: [john@bigginhillreunited.co.uk](mailto:john@bigginhillreunited.co.uk))

## **EMAIL ADDRESSES**

Welcome to the new Database members who may be receiving this regular Newsletter for the first time. A full and current list of member names can be seen at <http://www.bigginhillreunited.co.uk> Please remember to tell us if you change your email address. If you know others who are not members but are eligible to join (ie. if they currently fly from the airport, or work there, or ever have done so) please let me know or tell them about us – it is, of course, free.

## **CAN YOU HELP?**

We have been contacted by a young lady who currently works in aviation asking for any information about her late father, who died in 1996 when she was just 10 years old. She doesn't remember that much about him, but she knows that he held a pilot's licence in the late 80's/early 90's, and she believes he spent quite a lot of time at Biggin Hill. Her father's name was Len Perry.

If you have any information that you think may help or be of interest to her, please drop me an email at: [john@bigginhillreunited.co.uk](mailto:john@bigginhillreunited.co.uk) with your thoughts or anything you may want me to pass on directly to her. Thanks for your help.

## **FLY IN A SPITFIRE AT BIGGIN**

Do you want to buy that special someone the perfect aviation gift, or simply want to treat yourself to the ultimate flight experience? For first time ever the Biggin Hill Heritage Hangar (BHHH) can now offer flights in their two-seater Supermarine Spitfire.

Their aircraft is a Spitfire Mk9 MJ627, which was built in late 1943 and went on to serve over Arnhem and can actually claim one Me109 destroyed. The aircraft was subsequently converted into a two-seater by Vickers Armstrong Ltd for the Irish Air Corps in the 1950's. After service with the IAC, it went into private ownership and was briefly at Biggin Hill in the late 1960s. Now, having joined the spectacular BHHH warbird fleet, this unique aircraft is available for your very special flight..

For More information or to book a flight please call 01959 576767 or visit [www.flyaspitfire.com](http://www.flyaspitfire.com)

## **THE AIR SHOW MARQUEE IN JUNE 2015**

Thank you to everyone who has reserved their places in the Biggin Hill Reunited Marquee at the 2014 Festival of Flight show on 13<sup>th</sup> June. At the time of writing, around half of the maximum 200 places have already been reserved. Reservations are still being taken for the time being, with priority given to the earliest received reservations – just send me an email stating the number of places required to [john@bigginhillreunited.co.uk](mailto:john@bigginhillreunited.co.uk)

Persons holding reserved places will be emailed directly during February requesting payment of the £18 per ticket with instructions. Reservations not taken up by the end of February will be returned to the 'pot' for general purchasers, who will be able to buy their tickets after release date in March. (Actual Air Show entry tickets will be required in addition to Marquee tickets, and these will be available from the end of March from [www.bhfof.com/tickets](http://www.bhfof.com/tickets))

The Marquee (with a prominent display line position with a furnished garden area looking over the airport from which to watch the display, and a licenced bar) is available to anyone who is, or ever has been, a Biggin Hill Airport user and of course all airport tenants, plus any guests of those persons. So, if you work there, or run a business there, or fly there, or even did in the past, you are welcome to buy tickets to use the Marquee on the day - just email me on the above email address!

I will look forward to your support again and to see you on 13<sup>th</sup> June.

### **THE 2003 BUMP REUNION – BIG SCREEN – NEXT VIDEO**

This month's video from the Big Screen presentation at the 2003 Bump Reunion has now been published. This month features a film about our friend the late Bill Webb entitled "Last Flight Out". The film features the DH Heron flying from Croydon when that airport closed

Click on the link below (or copy and paste it into your browser) to view:

<http://youtu.be/YxO8ryRipPM>

Enjoy.....

### **SHARE IN BIGGIN HILL BASED AIRCRAFT AVAILABLE**

Friendly Biggin Hill -based group is looking for a new member to buy a 1/5th share of this very well-equipped & comfortable 2 seat touring aeroplane, for just £10,000.

N518XL is only 8 years old and is equipped with a Garmin 530, 2nd nav/comm, a Mode S transponder, DME & 2nd Altimeter (complete IFR fit). Total time on engine & airframe is 1112 hrs. The Liberty XL2 is a state-of-the-art aeroplane, with FADEC engine control and a 115kt cruise at 6.0 US Galls/hr. The aircraft is hangared at Biggin. The ideal group member will have 200+ hrs.

Ongoing costs: £160/month and £80/hr wet. Excellent availability via internet booking system. An FAA licence required for flights outside the UK, as aircraft is on the N-Register. (With a JAA / EASA licence, acquiring an FAA licence is possible without a skill test or exams.)

Further details and demo flight available on request, contact:

Bill Roberts 0207 564 5461 [weroberts2@aol.com](mailto:weroberts2@aol.com)

Bob Bailey 0208 355 8065 [bobbailey778@yahoo.co.uk](mailto:bobbailey778@yahoo.co.uk)

### **AIRPORT EXTENDED HOURS PROPOSALS**

Members will recall that late last year, at the request of the Council, and at the airport's expense, a major consultation with local area residents was undertaken by the airport. The subject was a request by the airport to extend the hours a little within the lease, in return for major changes in noise controls and routings, a new instrument approach for Runway 03, the provision of an aviation college located at the airport to help train the estimated 2,300 new employees that the proposals would be expected to generate. Encompassed in that were a number of improvements to airport facilities and services, both for the executive Jet traffic and the GA community. This set of proposals received a massive 15,000 submissions of which approximately 80% were in favour

(one of the largest ever responses received at the Council). A second, completely independent, survey was also carried out by Populus, whose results mirrored those obtained by the airport.

As the results did not produce the answer that the Council expected, and prompted by absolute terror within the anti-airport brigade in their multi-million pound gated communities in Keston, Farnborough, and Crofton areas, the Council has been persuaded that they must ignore those results, and carry out a completely new survey, at the expense of local ratepayers, for a likely cost of circa £100,000 if carried out properly (whatever happened to austerity and cost savings?).

This new online survey can be accessed at: [www.bromley.gov.uk/bigginhillairport](http://www.bromley.gov.uk/bigginhillairport)

The anti-airport lobby are determined to get this support reversed to stop any changes to the airport and will adopt any means, fair or foul, to do so – we expect to see massive scaremongering tactics, multiple voting, votes cast for false or dubious addresses, etc., to slant things in their favour!

Don't let them get away with dictating their minority views on the rest of the electorate using their extensive private funding. If you live in the local area – ie. London Borough of Bromley, or Sevenoaks and Tandridge Council areas – please show your support by voting online as above – it takes by a few seconds to do, and could make all the difference. 80% of the local area population have supported the proposals rather than eventually see airline style operations forced on us all, so ask your friends and neighbours to register their support too. We don't want to stoop to the "anti's" level, but we do want to see a legitimate result returned yet again.

You may also care to lobby the leader of the Council, Stephen Carr, for wasting ratepayer's money by emailing him personally expressing your disgust: His email address is:

[Stephen.carr@bromley.gov.uk](mailto:Stephen.carr@bromley.gov.uk)

Whilst doing that, you may also care to show your disgust of local MP, Jo Johnson's, reaction to the proposals – he has publicly come out totally against any changes to the way the airport operates, whilst still claiming to support the airport! Joke!

On meeting him recently at Biggin Hill, I challenged him face to face on why he was going against 80% of the electorate in favour of the 20%, most of whom of course were the ones in multi-million pound homes who effectively wanted the airport closed or strangled into submission. He was most embarrassed to be challenged and simply claimed to have been elected on the pledge to stop the airport changing or improving, and wasn't prepared to go against that – (rather similar to the pledge fellow Tory, David Cameron, was elected on when he promised a referendum on our European Community membership, which I seem to believe was conveniently forgotten once elected. Clearly election pledges actually mean very little, as demonstrated by Jo's leader, so he should not be concerned to change his opinions)..

We all know who pulls Jo Johnson's strings, and it certainly isn't Jo Johnson! If you would like to email him directly to let him know your feelings, please feel free to contact him at:

[Jo.johnson.mp@parliament.uk](mailto:Jo.johnson.mp@parliament.uk)

## **JUDICIAL REVIEW ON NORTHOLT OPERATIONS**

Congratulations to Biggin Hill and Oxford airports on the successful outcome in their Judicial Review – It seems the CAA is, after all, responsible for ensuring that Northolt and other MoD operated airports operate to exactly the same standards as any other airport in the UK that accepts civilian aircraft. Once Northolt is forced to do this, they will at least have to operate on a level playing field.

More in the entry from Will Curtis on this below...

## **NEWS FROM AROUND THE CLUBS & BUSINESSES**

If you would like me to include your business in the Newsletter, either on a regular basis, or just occasionally, please drop me an email with your contact details and I'll be in touch directly. (John Willis - [john@bigginhillreunited.co.uk](mailto:john@bigginhillreunited.co.uk) )

## ***FALCON FLIGHT ACADEMY (inc EFG) & FALCON FLIGHT SERVICES***

Greetings from a very chilly Falcon Camp!!

It seems this weather simply won't make its mind up. With snow and wind in the North, clear skies in the South, and everything in between, we are working hard to stay in the air.

As usual for this time of the year it's been relatively quiet but plenty of booking have come in for next month and beyond, so don't forget to call us on 01959 540 400 for your Trial Flight Gift Vouchers for that special occasion, or for training for PPL, Night, IMC, CPL, MEP, IR, or FIC

Some of you may be aware of Southend's plans for new Class D Airspace, (they currently have an RMZ), if you are not sure how this will affect you or simply want some dual training please give us a call!

Till next time  
Be safe, Flight Straight, Stay Blessed.  
Anoop Singh Bamrah

## **MONTHLY REPORT FROM THE OFFICE OF WILL CURTIS**

A very belated Happy New Year to you all!

As you will probably be aware, Bromley Council are still sitting on our application for a change to the airport operating hours. They say that a decision will be made in March. Let's see. Their consultation has now begun and the NIMBYs from the big gated communities in Farnborough, Crofton and Locksbottom are out in force pushing misleading fliers through everyone's letter boxes. We will be responding with our own circular, but if we are not careful the "antis" will yet again ensure that a minority of vocal opponents carry the day.

Please therefore visit the Council's consultation at:

[http://www.bromley.gov.uk/info/200074/planning/1012/biggin\\_hill\\_airport\\_limited\\_consultation](http://www.bromley.gov.uk/info/200074/planning/1012/biggin_hill_airport_limited_consultation)

and vote in support of our proposals. Thank you for your kind support.

It seems that our local MP, Jo Johnson, has now come out in opposition to our revised operating hours. He supports the creation of 2,300 more jobs, he supports an Aviation Technical College (for which we now have £3.5 million allocated by the Council with more to come from the GLA) and he supports our plans to reduce noise by 50%. But he doesn't support the change in airport hours!

I explained to him, using short, easy, words, that the two were entirely interdependent - that we had been trying for 20 years to develop business aviation at Biggin Hill within the current airport hours but that, in a global economy, this had proven impossible. To cap it all, the Prime Minister has announced that a future Conservative government will create 3 million new apprenticeships. Not if Jo Johnson has anything to say about it, and certainly not in Bromley. If you would like to email Jo Johnson to tell him what you think, you can do so at [jo.johnson.mp@parliament.uk](mailto:jo.johnson.mp@parliament.uk) . I suspect it will do him good to receive some frank feedback regarding the ease with which he

consigns the future opportunities of youngsters in the Borough of Bromley to the dustbin in order to protect his friends in their £2 million homes in gated communities which, in the main, they only recently purchased, whilst knowing that they were moving next to an active business aviation airport.

We are pleased to report that the judgment has now been handed down in respect of our Judicial Review over the conduct of RAF Northolt and the MOD. The judge has now clarified the respective responsibilities of the Civil Aviation Authority (CAA) and the Ministry of Defence (MOD). For the past 32 years, since the 1982 Transport Act, the CAA has misdirected itself, believing erroneously that it is the Military Aviation Authority (MAA) and not the CAA that is responsible for the safety of civil registered aircraft using military aerodromes in the UK. It is now clear that it is the CAA who are responsible for safety of civil registered aircraft using a UK military aerodrome. The CAA do not have any power to tell the MAA how to operate its aerodromes, only the power to decide whether those aerodromes are safe for civil aircraft and, if needs be, to impose limitations of conditions on their use - for instance they might impose a day/VFR only restriction or raise the aerodrome minima to a higher limit than is applicable to military aircraft.

The CAA must now consider the safety of RAF Northolt for use by civil aircraft. The judge went on to say that the government could not continue to accept civil traffic at its aerodromes if those aerodromes were any less safe than their privately owned civil counterparts. If one looks at Northolt, the runway end safety areas (RESA's) are a case in point. At all civil aerodromes they must, under ICAO conventions, be a minimum of 90 metres in length, both in the overshoot and the undershoot. RAF Northolt does not offer 90m RESAs and for this reason, if they wish to comply they will need to shorten their declared runway distances to match civil standards - either that or the civil standards must change. The CAA are in denial - they have not yet realised the implications of this judgement, but within the coming weeks I believe we will see some limitations imposed upon RAF Northolt and not before time!

Until next month safe flying!

Best regards  
Will Curtis  
MD – Biggin Hill Airport Ltd

### **BIGGIN HILL AIRPORT SOCIAL CLUB**

Thank you to those who have already sent in their membership fees for 2015 – your support is very much appreciated and is used to fund the costs of servers for the BigginHillReunited and BigginHillClub websites. Hopefully, I should have got all the photo membership cards out to you by the time you read this, unless you have sent the payment within the last few days.

Full membership details can be found at [www.bigginhillclub.co.uk](http://www.bigginhillclub.co.uk) When sending anything to us by post, please remember to use the new address on the site. Existing members renewing do not need a further form, so just send the appropriate fee. (if you need to replace the existing photo, please include a new head and shoulder shot with your name on the reverse – or you can email the photo to me). If you are a new member, please send both the fee, head and shoulder photo, and a completed application form.

*(In all cases, please include a self addressed stamped envelope for the return of the membership card(s)).*

That's it for this month.....

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 intended!). Thanks to everyone for sending their contributions.... )

QUOTE.....  
TWO DIFFERENT DOCTOR'S OFFICES

Boy, if this doesn't hit the nail on the head, I don't know what does

Two patients limp into two different medical clinics with the same complaint.

Both have trouble walking and appear to require a hip replacement.

The FIRST patient is examined within the hour, is x-rayed the same day and has a time booked for surgery the following week.

The SECOND sees his family doctor after waiting 3 weeks for an appointment, then waits 8 weeks to see a specialist, then gets an x-ray, which isn't reviewed for another week and finally has his surgery scheduled for 6 months from then.

Why the different treatment for the two patients?

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The FIRST is a Golden Retriever.

The SECOND is a Senior Citizen.

Next time take me to a vet!  
.....UNQUOTE

QUOTE.....  
Two well-dressed ladies happened to start up a conversation during an endless wait in the Brisbane Airport Terminal.  
The first lady was an arrogant Victorian married to a wealthy business man. The second was a well-mannered elderly woman from Mount Isa, Queensland.

After a little while the Victorian woman started by saying, "When my first child was born, my husband built a beautiful mansion for me."

The lady from Mount Isa commented, "Well, isn't that fantastic?"

The first woman continued, "When my second child was born, my husband bought me a beautiful Mercedes-Benz."

Again, the lady from Mount Isa commented, "Well, isn't that fantastic?"

The first woman went on, "Then, when my third child was born, my husband bought me this exquisite diamond bracelet."

Yet again, the Mount Isa lady commented, "Well, isn't that fantastic?"

The first woman then asked, "What did your husband buy for you when you had your first child?"

"My husband sent me to charm school," declared the Mount Isa lady.

"Charm school?" the first woman cried, "Oh, my Lord! What could they teach you??"

The Mount Isa lady responded, "Well as an example... instead of saying, "Who gives a F\*\*k?" I learned to say, "Well, isn't that fantastic?"

.....UNQUOTE

QUOTE.....

Finally, the true story as told by Hillary Clinton to world leaders.

"Some years ago, nearing dinner time at the White House, our regular cook fell ill and they had to get a replacement on short notice.

He wasn't the smartest looking guy, in fact he seemed a bit dirty. The President voiced his concerns to his Chief of Staff but was told that this was the best they could do on such short notice.

"Just before the meal, Bill noticed the cook sticking his finger in the soup to taste it and again complained to the Chief Of Staff, but he was assured that many chefs did that.

"Dinner went okay, although Bill thought that the soup tasted a little funny. By the time dessert came, he started to have stomach cramps and nausea. It was getting worse and worse until finally the President had to excuse himself.

"By now, he was desperately ill with violent cramps and was so disorientated that he couldn't remember which door led to the bathroom. He was on the verge of passing out from the pain when he finally found a door that opened.

"As he unzipped his trousers and ran in, he realized to his horror that he had stumbled into Monica Lewinsky's office with his trousers around his knees. As he was about to pass out, this naive girl bent over him and heard the President whisper in a barely audible voice:

"Sack my cook"

"And that, ladies and gentlemen, is how the whole misunderstanding occurred."

.....UNQUOTE

QUOTE.....

If there was a shred of doubt the world is totally insane, this will remove it. This says it all.

Pythagoras' Theorem: .....24 words.

Lord's Prayer: ..... 66 words.

Archimedes' Principle: .....67 words.

Ten Commandments: .....179 words.

Gettysburg Address: .....286 words.  
US Declaration of Independence : .....1,300 words.  
US Constitution with all 27 Amendments: .....7,818 words.  
EU Regulations on the Sale of CABBAGES: .....26,911 words

.....UNQUOTE

QUOTE.....

And now some interesting historical facts to educate us all.....

1. Why do men's clothes have buttons on the right while women's clothes have buttons on the left? When buttons were invented, they were very expensive and worn primarily by the rich. Since most people are right-handed, it is easier to push buttons on the right through holes on the left. Because wealthy women were dressed by maids, dressmakers put the buttons on the maid's right! And that's where women's buttons have remained since.

2. Why do ships and aircraft use 'mayday' as their call for help? This comes from the French word m'aidez - meaning 'help me' - and is pronounced, approximately, 'mayday.'

3. Why are zero scores in tennis called 'love'? In France, where tennis became popular, the round zero on the scoreboard looked like an egg and was called 'l'oeuf,' which is French for 'the egg.' When tennis was introduced in the US, Americans (naturally), mispronounced it 'love.'

4. Why do X's at the end of a letter signify kisses? In the Middle Ages, when many people were unable to read or write, documents were often signed using an X. Kissing the X represented an oath to fulfill obligations specified in the document. The X and the kiss eventually became synonymous.

5. Why is shifting responsibility to someone else called 'passing the buck'? In card games, it was once customary to pass an item, called a buck, from player to player to indicate whose turn it was to deal. If a player did not wish to assume the responsibility of dealing, he would 'pass the buck' to the next player.

6. Why do people clink their glasses before drinking a toast? In earlier times it used to be common for someone to try to kill an enemy by offering him a poisoned drink. To prove to a guest that a drink was safe, it became customary for a guest to pour a small amount of his drink into the glass of the host. Both men would drink it simultaneously. When a guest trusted his host, he would only touch or clink the host's glass with his own.

7. Why are people in the public eye said to be 'in the limelight'? Invented in 1825, limelight was used in lighthouses and theatres by burning a cylinder of lime which produced a brilliant light. In the theatre, a performer 'in the limelight' was the centre of attention.

8. Why is someone who is feeling great 'on cloud nine'? Types of clouds are numbered according to the altitudes they attain, with nine being the highest cloud. If someone is said to be on cloud nine, that person is floating well above worldly cares.

9. In golf, where did the term 'Caddie' come from? When Mary, Queen of Scots went to France as a young girl, Louis, King of France, learned that she loved the Scots game 'golf.' He had the first course outside of Scotland built for her enjoyment. To make sure she was properly chaperoned (and guarded) while she played, Louis

hired cadets from a military school to accompany her. Mary really liked this and when she returned to Scotland (not a very good idea in the long run), she took the practice with her. In French, the word cadet is pronounced 'ca-day' and the Scots changed it into caddie.

10. Why are many coin collection jar banks shaped like pigs?

Long ago, dishes and cookware in Europe were made of dense orange clay called 'pygg'. When people saved coins in jars made of this clay, the jars became known as 'pygg banks.' When an English potter misunderstood the word, he made a container that resembled a pig. And it caught on.

11. In George Washington 's days, there were no cameras. One's image was either sculpted or painted. Some paintings of George Washington showed him standing behind a desk with one arm behind his back while others showed both legs and both arms. Prices charged by painters were not based on how many people were to be painted, but by how many limbs were to be painted. Arms and legs are "limbs," therefore painting them would cost the buyer more. Hence the expression, "Okay, but it'll cost you an arm and a leg."

12. As incredible as it sounds, men and women took baths only twice a year (May and October)! Women kept their hair covered, while men shaved their heads (because of lice and bugs) and wore wigs. Wealthy men could afford good wigs made from wool. They couldn't wash the wigs, so to clean them they would carve out a loaf of bread, put the wig in the shell, and bake it for 30 minutes. The heat would make the wig big and fluffy, hence the term "big wig." Today we often use the term "here comes the Big Wig" because someone appears to be or is powerful and wealthy.

13. In the late 1700s, many houses consisted of a large room with only one chair. Commonly, a long wide board folded down from the wall, and was used for dining. The "head of the household" always sat in the chair while everyone else ate sitting on the floor. Occasionally a guest, who was usually a man, would be invited to sit in this chair during a meal. To sit in the chair meant you were important and in charge. They called the one sitting in the chair the "chair man." Today in business, we use the expression or title "Chairman" or "Chairman of the Board."

14. Personal hygiene left much room for improvement. As a result, many women and men had developed acne scars by adulthood. The women would spread bee's wax over their facial skin to smooth out their complexions. When they were speaking to each other, if a woman began to stare at another woman's face she was told, "mind your own bee's wax." Should the woman smile, the wax would crack, hence the term "crack a smile." In addition, when they sat too close to the fire, the wax would melt . . . Therefore, the expression "losing face."

15. Ladies wore corsets, which would lace up in the front. A proper and dignified woman, as in "straight laced" wore a tightly tied lace.

16. Common entertainment included playing cards. However, there was a tax levied when purchasing playing cards but only applicable to the "Ace of Spades." To avoid paying the tax, people would purchase 51 cards instead. Yet, since most games require 52 cards, these people were thought to be stupid or dumb because they weren't "playing with a full deck."

17. Early politicians required feedback from the public to determine what the people considered important. Since there were no telephones, TV's or radios, the politicians sent their assistants to local taverns, pubs, and bars. They were told to "go sip some ale" and listen to people's conversations and political concerns. Many assistants were dispatched at different times. "You go sip here" and "You go sip there." The two words "go sip" were eventually combined when referring to the local opinion and, thus we have the term "gossip."

18. At local taverns, pubs, and bars, people drank from pint and quart-sized containers. A bar maid's job was to keep an eye on the customers and keep the drinks coming. She had to pay close attention and remember who was drinking in "pints" and who was drinking in "quarts," hence the term "minding your "P's and Q's."

19. In the heyday of sailing ships, all war ships and many freighters carried iron cannons. Those cannons fired round iron cannon balls. It was necessary to keep a good supply near the cannon. However, how to prevent them from rolling about the deck? The best storage method devised was a square-based pyramid with one ball on top, resting on four resting on nine, which rested on sixteen. Thus, a supply of 30 cannon balls could be stacked in a small area right next to the cannon. There was only one problem...how to prevent the bottom layer from sliding or rolling from under the others. The solution was a metal plate called a "Monkey" with 16 round indentations. However, if this plate were made of iron, the iron balls would quickly rust to it. The solution to the rusting problem was to make "Brass Monkeys." Few landlubbers realize that brass contracts much more and much faster than iron when chilled. Consequently, when the temperature dropped too far, the brass indentations would shrink so much that the iron cannonballs would come right off the monkey. Thus, it was quite literally, "Cold enough to freeze the balls off a brass monkey."

.....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"...)