

Hi everyone

Welcome to the May 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

(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!)

APRIL WEATHER

I would normally have expected to be reporting how wonderful the weather had been during the month of April (ie. the Spring!). But this year, the weather has been pretty disastrous with more days unflyable than flyable. The weather has been consistently poor with frequent rain and low cloud, and/or strong gusty winds, for a major percentage of the days during this April.

Based on the significantly better weather the last few days prior to publication of this newsletter, I am sure that most of us are now seriously keeping our fingers crossed and hoping for a genuine long-term improvement in conditions for the month of May and onwards. That could and should enable us all to start to have normal Summer weather enabling us to fly on most days, rather than just two or three days a week as it has been for so long now....

NSA FILES IN SKYDEMON

I'm sure most of our readers who currently fly probably does so using the impressive programme known as "SkyDemon".

The airport has finally managed to get SkyDemon to replace the Noise Sensitive Areas (NSA's) in the SkyDemon rolling map. But it seems that, although much more accurate than they were, these actually don't display the whole time as it is dependent upon the map scale in use. Our Biggin Hill'ite, Timothy Nathan, has managed to create and set up a Custom Data file that removes that problem.

Timothy kindly sent the following to me to circulate to Biggin Hill Reunited members as it is felt this may well help us all....

FROM TIMOTHY NATHAN.....

Following the discussion in the standardisation notes, the way that the Noise Sensitive Areas are represented in SkyDemon is not particularly helpful as they disappear in all but a narrow range of map scale and they don't give warnings of impending penetration. The NPRs are not well represented either.

I have reproduced both NSAs in SkyDemon Custom Data as Restricted Areas and NPRs as lines. NSAs are not Restricted Areas, obviously, but it is helpful to get the warnings and to have them at all levels of zoom.

(I have also put Sevenoaks and Swanley back as VRPs, as the CAA/NATS saw fit to remove them.)

If anyone would like the files and instructions how to install them in SkyDemon, I am very happy to send them. It's quite straightforward.

Timothy can be contacted by emailing him at: timothy@tdn.email or call his mobile 07785 503543

ALOUETTE – GONE BUT NOT FORGOTTEN

As you will know from previous updates from Stuart Taylor, Alouette has closed its doors for the final time. But I feel it would be sad for there to be nothing remaining to record its long existence, and as I am now in possession of some old documentation from when the clubhouse was cleared out, and other Alouette information and pictures from Don Perch's aviation archive (I am Don's son-in-law), I would like to compile a record / archive of the club. Alouette trained a great many pilots and had many members for much of its existence, and there must be many stories, memories and photo's held within this group of people.

So, before these things are lost forever, if you have anything that you would be able to contribute, please get in touch. Similarly, if you know of others who might also have something to add, please pass on my contact details. Of course, many of the early members will no longer be with us, but there must be many dusty boxes of old photo's in lofts that would add greatly to the story of the club, so if you know of the sons and daughters of previous members then please ask them if they might have anything to contribute.

With reference to what sort of thing would be of interest? well almost anything to do with the club:

- Notable events or incidents (flying or otherwise) in the club's history, of for example, when certain aircraft were obtained and what they were, when the club moved premises. The up's and down's of say, the good times / bad times and how the bad times were got through etc.
- Flying anecdotes. All pilots have these, and there must have been many told (and re-told) over a pint in the Alouette bar.
- People: Who were the founder members ? What was their (RAF?) background? Or those stalwarts who always seem to be present in any club, or other individual 'characters'.
- Photo's.

All original material and photo's will of course be returned intact.

Gary Palmer 0771 214 0138 gary@northbyeast.co.uk

(Please note that I do not receive emails on my mobile 'phone and only check emails on my computer a couple of times a day. If something is urgent please send a text to my mobile number)

AIRPORT DEVELOPMENT PROGRESS

A normal quick review of the various Airport developments/improvements.....

The "Landings Hotel" is now completed and is formally open. Not only accommodation for visiting aircraft and engineers and staff who work at the airport for some of the large new maintenance organisations (who are often significantly distant from their own homes and their families) but also excellent bar and restaurant facilities.

Taxiway "Bravo" joining the "Foxtrot" taxiway to the current "Alpha" and "Charlie" taxiways is apparently progressing well and is targeted to be completed and into operational service towards the end of May or thereabouts.

Biggin Hill Airport has definitely moved up in the world, albeit predominantly the commercial one, which of course is likely to secure its long-term future as an airport.

Whilst it is of course understood by the airport management that the costs for light aircraft flying and training are significantly higher than the more traditional small training airports and grass strips, the management has stressed that they are still supportive of light aircraft flying at Biggin, but clearly it is

the commercial nature of the airport and the associated higher costs that will clearly ensure its long term future, even if it is not ever going to be the cheapest place to operate from for light aircraft.

NEW BOOK ABOUT BIGGIN HILL AIRPORT

There is a wonderful new hardback book about Biggin Hill Airport, which has just been launched at a special airport run group meeting and product promotion by the airport's Chairman, Andrew Walters.

The book's author, Alex, has spent much time contacting many people (including me!) and organisations to collect data and stories that make up the history of the wonderful place. I'm sure many of you old Biggin Hill'ites, both past and present, will find this a great book to read and add to your collections.....

About the book.....

"Nine Lives: The Story of Biggin Hill" written by Alex Martin

From Battle of Britain fighter station to commercial airport, this is the inspiring story of Biggin Hill. Biggin Hill, world-famous as a Battle of Britain fighter station, has had many lives.

First used as an airfield in 1917, Biggin Hill saw brutal action in both World Wars, never losing a day's operations despite devastating enemy attacks. Since 1959 two dynamic figures have kept this historic airfield open against the odds: fighter ace Jock Maitland, creator of the renowned Biggin Hill International Air Fair, and army pilot Andrew Walters, who has turned it into London's No 1 business airport, with a thriving aviation community that includes air charter companies, engineering firms, flying schools, storage and restoration, and major Formula 1 and Bombardier operations. Meanwhile a new Museum and St George's Memorial Chapel keep memories of its days as a Royal Force Station alive.

The first full history of this great airfield, Nine Lives looks behind the scenes of a busy modern airport, digs deep into its dramatic past, and tells an inspiring tale of enterprise, innovation, teamwork and determination.

Publisher: Unicorn Publishing Group ISBN: 9781914414152 Number of pages: 256

Here follows some of its key features:

Historic photographs of Biggin Hill, carefully restored and many never published before.

New material on less well-known figures in the Battle of Britain: WAAFs, maintenance and repair crews, office staff, fighter pilots from France, Belgium and the British Empire.

A cast of unforgettable characters:

- Hardit Singh Malik, one of only three Indian pilots to serve in the Royal Flying Corps in the First World War.
- Bob Holland, the Battle of Britain pilot and jazz pianist.
- Richard Grice, the station commander who blew up one of his own hangars - for a good reason.
- Felicity Peake, who led the WAAFs at Biggin Hill in 1940.
- Elva Blacker, the professional artist in the Motor Transport unit.
- René Mouchotte, commander of the Free French, who shared the honours for shooting down the 1000th enemy aircraft in World War Two.
- Sailor Malan, Bob Stanford Tuck, Alan Deere, Neville Duke and other heroes of the skies.
- Jock Maitland, the Korean War veteran who created the Biggin Hill Air Show and kept the airfield open against all the odds through the Sixties, Seventies and Eighties.

- Amarjit Singh who came from East Africa and set up a family engineering business at Biggin Hill.
- Peter Monk, with his historic war bird restoration business, as seen on Channel 4's series *Inside the Spitfire Factory*.
- Andrew Walters, successor to Jock Maitland and his battles with the bureaucrats.

Interviews with Cold War jet fighter pilots.

How the RAF chose its personnel: a unique study of the Officer and Aircrew Selection Centre at Biggin Hill (1959-92), admired and visited by organisations all over the world.

Behind the scenes at the legendary Biggin Hill International Air Fair, including interviews with display pilots, commentators and organisers.

The full story, never before told, of Biggin Hill's struggle to survive as a civilian airport after the Second World War. The Luftwaffe couldn't destroy it, but the British Government very nearly did...

PUBLISHER'S WEBSITE

<https://www.unicornpublishing.org/page/detail/nine-lives/?k=9781914414152>

MAY BIGGIN HILL POSTED FUEL PRICES

The "posted" Biggin Hill Airport fuel prices, excluding VAT, for the calendar month of May 2023 are:

£1:92.2 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)

£0:84 per litre for Jet A1 (or £1:55.5 per litre for "Sustainable Aviation Fuel"!))

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).

NEWS FROM AROUND THE CLUBS, BUSINESSES & OTHER AIRPORT USERS

If you would like me to include your business or personal comments in the Newsletter, either on a regular basis, or just occasionally, please drop me an email with your contact details and the requested contribution and I will try to include it in the next Newsletter. I will acknowledge anything sent to me for inclusion. (Please email: John Willis at john@bigginhillreunited.co.uk)

FALCON / EFG

Hi folks from at all Falcon / EFG

The first quarter of 2023 brought rain, wind, sleet but also some fine flying days. We are continued to push forward with both flight training and PPL hire here at EFG.

We are delighted with our Q1 progress of:

13 First solo
6 Qualifying Cross Country flights
7 Skill test pass

Falcon has dedicated itself to providing opportunities for everyone since 1977, of course EFG has been flying the flag since 1947. A huge thank you to all our staff at Falcon and EFG!

Big news in that CBIR (Competency Based Instrument Rating) courses have now been approved, as have AUPRT (Advanced Upset Prevention & Recovery Training) courses conducted out of Shoreham under our Falcon ATO- 0144.

But the really big news comes in the form a new scholarship scheme - the Falcon Flying Fund announced last weekend.

The programme is aimed at supporting underprivileged and underrepresented individuals within the STEM (Science, technology, engineering, and mathematics), aerospace and aviation communities.

Working in collaboration with [London Biggin Hill Airport](#), the [BSA - British School of Aviation](#), Talent Squared GmbH and [Modul University Vienna](#), the Falcon Flying Fund will support the next generation of aviation professionals by investing in their training – helping kickstart a career in our thriving industry, starting with £50,000 towards the lucky individuals.

Further details will emerge in the coming months, in the meantime we are grateful for your support and that of our partners.

A few words on Alouette, Falcon had supported Alouette Flying Club for nearly 40 years. We are saddened to hear of the closure but know that the committee did everything to support the club and closing was a last resort. We thank the committee and London Biggin Hill Airport for their many years of support to the industry and always bringing a smile to the many faces here at Biggin!

Till the next time, be safe, be happy, be blessed.

Anoop Singh Bamrah

MONTHLY NEWS FROM THE CEO'S OFFICE

March has been yet another solid month for the Airport in terms of traffic movements, although these April has seen a slight reduction in movements when compared to April 2022, which reflects a more representative level of movements when compared to 2022. The early part of 2022 was, to some extent, busier than normal with a release of repressed demand built up during COVID. That said, generally the Airport is seeing a higher utilisation of assets and an increase in the sector lengths being flown, which results in an increase in fuel uplift. Staff recruitment and retention have improved as a result of a series of initiatives that have increased based salaries and improved direct and indirect employee benefits.

The Landing Hotel moves from strength to strength, with glowing feedback from crews, F1 and other tenant companies. The Airport has completed the road and footpath resurfacing on Churchill Way from the roundabout to Wireless Way and the cul-de-sac to Hangar 170. The Airport has now finalized the design of the Churchill way gatehouse and will start construction shortly. The Airport held a meeting with Heritage England and LBB to discuss development options for West Camp. The consensus was that it was a positive meeting and the Airport will now review the advice and guidance from Heritage England and LBB with regard to next steps. The Airport continues to see a strong demand for additional hangars and is meeting this demand through emerging contractual discussions. Construction of the new taxiway Bravo continues at pace and is due for completion around 10th May

The Airport's conversion of the old Jota building into a multiple user training facility has proved to be a great success, with many resident companies using the facility to conduct both regulatory and personnel development training. Additionally, the Airport will utilise the facility for important external meetings such as the Biggin Hill Airport Consultative Committee.

The Airport is please to confirm that a new statement of need for a 03 RNAV approach has been submitted to the CAA by 26th April 2023. The statement will ensure the new ACP aligns with both

FASI and the Airspace Modernisation Strategy (AMS). The statement of need will also highlight that the proposal will meet the requirement for Airports to account for the needs of GA within the AMS.

Again, I want to thank the whole Airport community for its continued support in adhering to the Airport's Noise Abatement procedures and in helping the Airport to continue to act as a good neighbour

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

(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)

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.

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

Best wishes

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

QUOTE.....

My mate just hired an Eastern European cleaner, took her 15 hours to Hoover the house. Turns out she was a Slovak.

After years of research, scientists have discovered what makes women happy. Nothing.

A man in a pub asks the man standing next to him, "Does your dog bite?"

"No", came the reply.

Man reached down to stroke the dog and it bites him.

"I thought you said your dog didn't bite?"

The man replied, "It's not my dog!"

.....UNQUOTE

QUOTE.....

Manure :

In the 16th and 17th centuries, everything for export had to be transported by ship. It was also before the invention of commercial fertilizers, so large shipments of manure were quite common.

It was shipped dry, because in dry form it weighed a lot less than when wet, but once water (at sea) hit it, not only did it become heavier, but the process of fermentation began again, of which a by-product is methane gas. As the stuff was stored below decks in bundles you can see what could (and did) happen. Methane began to build up below decks and the first time someone came below at night with a lantern, BOOOOM!

Several ships were destroyed in this manner before it was determined just what was happening. After that, the bundles of manure were always stamped with the instruction 'Stow high in transit' on them, which meant for the sailors to stow it high enough off the lower decks so that any water that came into the hold would not touch this "volatile" cargo and start the production of methane.

Thus evolved the term 'S.H.I.T', (Stow High In Transit), "So it's really not a swear word" which has come down through the centuries and is in use to this very day.

You probably did not know the true history of this word.

Neither did I.... I had always thought it was a golfing term.
.....UNQUOTE

QUOTE.....

Air Traffic Control Gems

Tower: "Delta 351, you have traffic at 10 o'clock, 6 miles..."

Delta 351: "Give us another hint! We have digital watches!"

TWA 2341, for noise abatement, turn right 45 degrees."

"Center, we are at 35,000 feet. How much noise can we make up here?"

"Sir, have you ever heard the noise a 747 makes when it hits a 727?"

O'Hare Approach Control to a 747:

"United 239 heavy, your traffic is a Fokker, one o'clock, three miles, Eastbound."

United 239: "Approach, I've always wanted to say this... I've got the little Fokker in sight."

A DC-10 had come in a little fast and thus had an exceedingly long rollout after touching down.

San Jose Tower noted: "American 751, make a hard right turn at the end of the runway, if you are able. If you are not able, take the Guadalupe exit off Highway 101, make a right at the lights and return to the airport."

A Pan Am 727 flight waiting for start clearance in Munich overheard the following:

Lufthansa (in German): "Ground, what is our start clearance time?"

Ground (in English): "If you want an answer you must speak in English."

Lufthansa (in English): "I am a German, flying a German airplane, in Germany. Why must I speak English?"

Unknown voice from another plane (in a beautiful British accent): "Because you lost the bloody war."

One day the pilot of a Cherokee 180 was told by the Tower to hold short of the active runway while a DC-8 landed. The DC-8 landed, rolled out, turned around, and taxied back past the Cherokee.

Some quick-witted comedian in the DC-8 crew got on the radio and said, "What a cute little plane. Did you make it all by yourself?"

The Cherokee pilot, not about to let the insult go by, came back with a real zinger:

"I made it out of DC-8 parts. Another landing like yours and I'll have enough parts for another one."

While taxiing at London's Gatwick Airport, the crew of a US Air flight departing for Fort. Lauderdale made a wrong turn and came nose-to-nose with a United 727.

An irate female ATC ground controller lashed out at the US Air crew, screaming: "US Air 2771, where the hell are you going? I told you to turn right onto Charlie Taxiway! You turned right on Delta! Stop right there. I know it's difficult for you to tell the difference between C and D - but get it right!" Continuing her rage at the embarrassed crew, she was now shouting hysterically: "God! Now you've screwed everything up! It'll take forever to sort this out! You stay right there and don't move till I tell you to! You can expect progressive taxi instructions in about half an hour and I want you to go exactly where I tell you, when I tell you, and how I tell you! You got that, US Air 2771?"

"Yes, ma'am," the humbled crew responded.

Naturally, the ground control communications frequency fell terribly silent after the verbal bashing of US Air 2771. Nobody wanted to chance to engage the irate ground controller in her current state of mind. Tension in every cockpit out around Gatwick was definitely running high.

Just then an unknown pilot broke the silence and keyed his microphone, asking:

"Wasn't I married to you once?"

.....UNQUOTE

QUOTE.....

The priest asks, "Is that you, little Joey Pagano?"

"Yes, Father, it is."

"And who was the girl you were with?"

"I can't tell you, Father. I don't want to ruin her reputation."

"Well, Joey, I'm sure to find out her name sooner or later so you may as well tell me now. Was it Tina Minetti?"

"I cannot say."

"Was it Teresa Mazzealli?"

"I'll never tell."

"Was it Nina Capelli?"

"I'm sorry, but I cannot name her."

"Was it Cathy Piriano?"

"My lips are sealed."

"Was it Rosa DiAngelo, then?"

"Please, Father! I cannot tell you."

The priest sighs in frustration. "You're very tight lipped, and I admire that. But you've sinned and have to atone. You cannot be an altar boy now for 4 months. Now you go and behave yourself."

Joey walks back to his pew, and his friend Franco slides over and whispers, "What'd you get?"

"Four months vacation and five good leads..."

.....UNQUOTE

QUOTE.....

Definitions:

ADULT -A person who has stopped growing at both ends and is now growing in the middle.

CHICKENS - The only animal you eat before they are born and after they are dead.

COMMITTEE - A body that keeps minutes and wastes hours.

DUST - Mud with the juice squeezed out.

EGOTIST - Someone who is usually me deep in conversation.

HANDKERCHIEF -Cold Storage.

INFLATION - Cutting money in half without damaging the paper.

MOSQUITO - An insect that makes you like flies better.

SECRET - Something to tell one person at a time.

SKELETON - A bunch of bones with the person scraped off.

TOOTHACHE - The pain that drives you to extraction.

TOMORROW - One of the greatest labour saving devices of today.

YAWN - An honest opinion openly expressed.

OLD - I quietly confided to my friend that I was having an Affair. She turned to me and asked, "Are you having it catered?" (That my friends is the definition of OLD)

.....UNQUOTE

QUOTE.....

Why We Need to Change all our Members of Parliament Regularly.....

If you start with a cage containing four monkeys, and inside the cage hang a banana on a string from the top, and then you place a set of stairs under the banana, before long a monkey will go to the stairs and climb toward the banana. ALL the monkeys are then sprayed with cold water.

After a while, another monkey makes an attempt with same result -- As soon as he touches the stairs, you spray ALL the monkeys with cold water.

Pretty soon, when another monkey tries to climb the stairs, the other monkeys will try to prevent it.

Now, put the cold water away. Remove one monkey from the cage and replace it with a new monkey. The new monkey sees the banana and attempts to climb the stairs. To his shock, ALL of the other monkeys beat the crap out of him. After another attempt and attack, he knows that if he tries to climb the stairs he will be assaulted.

Next, remove another of the original four monkeys, replacing it with a new monkey. The newcomer goes to the stairs and is attacked. The previous newcomer takes part in the punishment - with enthusiasm - because he is now part of the team.

Then, replace a third original monkey with a new monkey, followed by the fourth. Every time the newest monkey takes to the stairs, he is attacked.

Now, the monkeys that are beating him up have no idea why they were not permitted to climb the stairs. Neither do they know why they are participating in the beating of the newest monkey.

Finally, having replaced all of the original monkeys, none of the remaining monkeys will have ever been sprayed with cold water. Nevertheless, not one of the monkeys will try to climb the stairway for the banana.

Why, you ask? Because in their minds, that is the way it has always been!

This is how today's members of Parliament operates; and this is why, from time to time, ALL of the monkeys need to be REPLACED AT THE SAME TIME!

DISCLAIMER: This is meant as no disrespect to monkeys.

.....UNQUOTE

QUOTE.....
SIX LESSONS OF LIFE.....

Lesson 1: Naked Wife

A man is getting into the shower just as his wife is finishing up her shower when the doorbell rings. The wife quickly wraps herself in a towel and runs downstairs. When she opens the door, there stands Bob, the next door neighbor. Before she says a word, Bob says, "I'll give you \$800 to drop that towel." After thinking for a moment, the woman drops her towel and stands naked in front of Bob. After a few seconds, Bob hands her \$800 dollars and leaves. The woman wraps back up in the towel and goes back upstairs. When she gets to the bathroom, her husband asks,...

"Who was that?" "It was Bob the next door neighbor," she replies. "Great!" the husband says, "Did he say anything about the \$800 he owes me?"

Moral of the story:

If you share critical information pertaining to credit and risk with your shareholders in time, you may be in a position to prevent avoidable exposure.

Lesson 2:

A sales rep, an administration clerk, and the manager are walking to lunch when they find an antique oil lamp. They rub it and a Genie comes out. The Genie says, "I'll give each of you just one wish"

"Me first! Me first!" says the administration clerk. "I want to be in the Bahamas, driving a speedboat, without a care in the world." Poof! She's gone.

"Me next! Me next!" says the sales rep. "I want to be in Hawaii, relaxing on the beach with my personal masseuse, an endless supply of Pina Coladas and the love of my life." Poof! He's gone.

"OK, you're up," the Genie says to the manager. The manager says, "I want those two back in the office after lunch."

Moral of the story: Always let your boss have the first say.

Lesson 3:

A priest offered a lift to a Nun. She got in and crossed her legs, forcing her gown to reveal a leg. The priest nearly had an accident. After controlling the car, he stealthily slid his hand up her leg.

The nun said, "Father, remember Psalm 129?"

The priest removed his hand. But, changing gears, he let his hand slide up her leg again.

The nun once again said, "Father, remember Psalm 129?"

The priest apologized "Sorry sister but the flesh is weak."

Arriving at the convent, the nun went on her way.

On his arrival at the church, the priest rushed to look up Psalm 129. It said, "Go forth and seek, further up, you will find glory."

Moral of the story: If you are not well informed in your job, you might miss a great opportunity.

Lesson 4:

A crow was sitting on a tree, doing nothing all day.

A rabbit asked him, "Can I also sit like you and do nothing all day long?"

The crow answered: "Sure, why not."

So, the rabbit sat on the ground below the crow, and rested.

...A fox jumped on the rabbit and ate it.

Moral of the story: To be sitting and doing nothing, you must be sitting very high up.

Lesson 5: Power of Charisma

A turkey was chatting with a bull "I would love to be able to get to the top of that tree," sighed the turkey, but I haven't got the energy."

"Well, why don't you nibble on my droppings?" replied the bull. "They're packed with nutrients."

The turkey pecked at a lump of dung and found that it gave him enough strength to reach the lowest branch of the tree.

The next day, after eating some more dung, he reached the second branch.

Finally, after a fourth night, there he was proudly perched at the top of the tree.

Soon he was spotted by a farmer, who shot the turkey out of the tree.

Moral of the story: Bullshit might get you to the top, but it won't keep you there.

Lesson 6:

A little bird was flying south for the winter. It was so cold the bird froze and fell to the ground into a large field. While he was lying there, a cow came by and dropped some dung on him.

As the frozen bird lay there in the pile of cow dung, he began to realize how warm he was. The dung was actually thawing him out! He lay there all warm and happy, and soon began to sing for joy.

A passing cat heard the bird singing and came to investigate. Following the sound, the cat discovered the bird under the pile of cow dung, and promptly dug him out and ate him.

Moral of the story:

1. Not everyone who shits on you is your enemy
2. Not everyone who gets you out of shit is your friend
3. And when you're in deep shit, it's best to keep your mouth shut!

.....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"...))