

Hi everyone

Welcome to the October 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.

I was away for the first 18 days of September in Portugal, so clearly I was not around to see how the weather was or how active our light aviation friends have been this month.

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!)

SEPTEMBER WEATHER

As I mentioned above, I personally missed a major part of the month of September, but I have been assured by a few colleagues that the weather this month has been very much like we always hope for in the Summer. I'm told the first couple of weeks was very much a heat wave period but most definitely flyable, and since then, apart from a few less ideal days, the remainder of the month has also been mostly reasonable to enable pretty continuous flight training, and indeed significant private flying to take place at last.....

Now moving onto October and therefore the Autumn, we should keep our fingers crossed for even more good flying weather but, as we all know, the days are starting to shorten now and we normally expect to see a general deterioration in the weather as Winter is approached.

Let's hope that our GA organisations, in particular training organisations, manage to achieve sufficient aircraft hours so they generate enough income to enable them to get right through the winter months and into the Spring.

DUNCAN WILSON

Sadly in July this year our fellow Biggin Hill'ite Duncan Wilson passed away at age 74 following a serious illness.

Duncan was always an aviation enthusiast from a very early age.

He travelled from his roots in Aberdeenshire to join the Metropolitan Police. He had decided that promotion prospects would be better in London than in Scotland.

He always remained interested in aviation, but the unsocial hours as a uniformed Police officer made it very difficult to actually follow his ambitions. (But sometimes he at least managed to become personally involved in his favourite activity by taking charge of security at the famous Biggin Hill Air Fair.)

Then as time went on, his new position as a Detective Chief Inspector simply didn't allow both the time and the necessary continuity for him to commence learning to fly.

However finally, at the age of 55, he retired as a police officer but then rejoined the "Met" as a civilian and that at last enabled him to follow his lifetime ambition and join the Metropolitan Police Flying Club at Biggin Hill, where he commenced learning to fly in the PA28 Warrior aircraft. He subsequently obtained his PPL at the age of 57.

He used his pilot's licence to fly both in the UK and in the US where a fellow rifle shooter (another of his many hobbies) and US private pilot allowed him to fly his Cessna 172N, Cirrus and Stearman.

Unfortunately, his illness did cut short his flying activities. He did, however, continue to add to his substantial collection of aviation memorabilia.

His many friends and contacts at Biggin Hill Airport will definitely miss him and he will never be forgotten...

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

Rest in Peace Duncan, our old friend.....

MARTIN ISTERLING

Sadly yet another old Biggin Hill'ite has left us. Martin Isterling apparently passed away on Saturday 9th September in a hospice in his beloved Scotland. He had been ill for some years. His long term partner Wynne was at his bedside and reports his very last words as being "final three greens".

Martin was actually from the Wirral, but was Scandinavian by birth we believe. Seem to remember that he actually instructed at Biggin in the very early days.

After completing Instrument Rating at KingAir with Gordon King at Biggin, he then moved on to fly for Fairflight Charter's on their PA-23, PA-31, DH Heron and Rockwell 690B. (While with them he famously physically lost a propellor on one of the Heron's when flying near to the Channel Islands, and then flew it back to Biggin on the remaining three engines.)

When Fairflight started a new operation, Air Ecosse, at Aberdeen, Martin keenly relocated there where he flew their Bandierante's, Twin Otter's, and Shorts 330/360.

Subsequently he went on to fly for many other airlines, including BAF Viscounts, Air 2000 757's (although he hated commuting to Manchester for them), Brymon Dash-7's and Dash-8's, BA Citi Express BAE146/RJ's, City Star Dornier 328's, Bond on Beech 200's, and Eastern Saab 2000's. All of these, with the exception of Fairflight, Air 2000, and Citi Express were Aberdeen based which apparently he always loved.

An excellent and extensive aviation career which continued until cancer curtailed his career far too soon.

Outside of flying, his passion was shooting historic firearms and he used to drive to the ranges at Bisley twice a year, to indulge that hobby, which he continued to enjoy until quite recently, despite his illness.

We have been informed that a celebration of his life was held at Baldarroch Chapel, Deeside on the 19th September.

I'm sure many of you old Biggin Hill'ites will remember Martin from the old days, and he will be remembered. His name has been added to the BigginHillReunited Roll of Honour.

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

UPDATES TO VARIOUS OPERATIONAL PROCEDURES AT BIGGIN

Last month you should recall that I did include a significant reminder to everyone about the need to avoid the various NSA's (Noise Sensitive Areas) and also the Noise Abatement Routes to be followed for all departures and arrivals at Biggin (including VFR flights).

I also stressed in that same Newsletter the importance of:

- a) getting yourselves a Biggin Hill Airport photo ID security pass to enable you to have access to the airside through the card operated gates (which are no longer code operated!) and
- b) the importance of registering for the online Airport "Centrik" system to enable you to always be aware of what is happening operationally at the airport.

If you failed to read them, please do read last month's Newsletter and make sure you are familiar with the procedures to be followed, especially by Biggin Hill based pilots. (If you no longer have a copy of that Newsletter, it is of course available online at www.bigginhillclub.co.uk)

New R/T calls when taxiing...

The R/T calls for light aircraft departing for a VFR flight from Biggin was changed significantly but many people seem to not understand what is required and how to deal with it.

Basically the original location for aircraft pre-departure engine power checks was simply a stop off en-route to the departure runway holding point. Because of the use of the new "Bravo" taxiway for large jets, the new requirement is to go to a specific point on the way to the hold, carry out the power check, and then request further taxiing to the hold.

As a result, now aircraft need their first call to ATC to state their detail and location etc., and request taxi clearance to the runup area. ATC will clear the aircraft (when it is OK to do so) to the specific runup area and instruct you to call when completed and ready to go to the hold. The original clearance restricts your movement to where to go for the runup, but you must call once ready to go to the hold.

A typical R/T call follows here:

Biggin GABCD Local/Outbound

When you get their response, your call then should make it clear: who you are, what your PPR number is, what aircraft type you are, where you are located, the ATIS info name and what the QNH is, and request Taxi....

ATC will then give you taxi instructions and the route to follow to get to the runup area..

Once you have done your engine run and are ready to continue to the hold, you should call ATC stating your callsign and that runups are complete and request taxi to the hold...

In the case of a departure from runway 21, the initial runup area is the "Charlie" taxiway, passing over the white line to ensure you are sufficiently clear of larger aircraft taxiing along the "Alpha" taxiway behind you. Because of the limited space, only one aircraft can do the runup there at a time, so then another aircraft will probably either be held clear, or sent to the Runway 21's Alpha 1 holding point to do the runups there...

Please just remember that you cannot go to any point other than the one you have actually been initially cleared to! Once ready to proceed further, then it is necessary to request that taxi clearance.....

UPDATES TO OTHER RELEVANT AIRPORT MATTERS

AIRCRAFT LASER ATTACKS

The following is provided by Ben Spiers, who is the Head of Safety and Compliance at Biggin Hill Airport. Our thanks for this information Ben – much appreciated....

“As many of the based light aircraft pilots would be aware, from late 2021 some Aircrew operating into London Biggin Hill Airport were subject to a laser attack when on final approach into the aerodrome.

As pilots, I am sure you are fully aware of the dangers lasers pose to yourselves, during a critical phase of flight as well as being criminal offence under the “laser misuse (vehicles) Act 2018.” All the laser attacks reported to ATC; were reported to the police via 999 upon being reported on frequency, The Police would deploy a unit to the reported area, but as I sure you can appreciate, unable to find the offender as it is similar to the old saying “needle in a haystack”.

Following a collaborative investigation with the Airport Safety Department, National Police Air Service and Metropolitan Police; a repeat offender was narrowed down to a small number of houses in an estate in Farnborough Park area, resulting in the identified properties being visited by the police and the residents spoken with; in turn seeing a significant reduction in the laser attack frequency the airport was experiencing.

Whilst the frequency was reduced, there was a further laser attack to an aircraft in the following days to come. This time to an aircraft that may have appeared to the naked eye on approach into Biggin, but in fact was the police conducting a search for a vulnerable missing person in the Keston area. The laser attack was a continual attack, with the offender, clearly pointing the laser with the intent to dazzle the pilot, in turn resulting in the mission being ceased and efforts turned to the laser attacker.

With the onboard technology fitted to the helicopter and the manoeuvrability of the Eurocopter 135, the police were able to arrest the offender and prosecute under the criminal act. Following the court hearing in August 2023, the offender was sentenced at Bexley Magistrates Court after pleading guilty to the offence. The Magistrate sentenced the offender to a four month imprisonment with a further 12 month suspended sentence, 80 hours of community service, and a further imposed curfew for the duration of his suspended sentence, between 10pm and 6am.

With the combination of the laser attack information distributed to local schools to improve education and the combined efforts of the police, to which the prosecution information has been released in the public domain and in local news releases that the right message has been delivered within the community and the airport is confident that the laser attack shall take Biggin from being the second highest airport in the UK with laser attacks to the occurrence becoming an isolated occurrence once more.”

FORTHCOMING CHANGES TO THE BIGGIN HILL AIRPORT A.I.P. ENTRY

The following is an advance copy of the Air Pilot entry for Biggin Hill Airport – courtesy of Craig Alchin senior controller, as discussed at the recent Light Aircraft Steering Group, where I requested a copy to include in the Newsletter.

(Please also find textual data from AIP AIRAC 11, which can apparently be found here:

<https://nats-uk.ead-it.com/cms-nats/opencms/en/Publications/AIP/>)

Th UK Air Pilot new entry in November 2023.....

5 VFR/IFR FLIGHTS

- a. Traffic Services Outside Controlled Airspace
- i. VFR arrivals, departures, and overflights:
Pilots should state the type of service required. If no specific service is requested by the pilot, these flights will be provided with a Basic Service by default.
 - ii. IFR arrivals following an Instrument Approach and departures via Standard Departure Routes:
Unless otherwise requested by the pilot, these flights will be provided with a Procedural Service by default.
 - iii. IFR arrivals and departures:
Pilots of inbound flights intending to commence a visual approach and departing flights on routes other than standard departure routes should state the type of service required. If no specific service is requested, a Basic Service will be provided.
 - iv. IFR overflights:
Pilots of these flights should state the type of service required (Basic Service or Procedural Service).

b. VFR Arrival Procedures

All inbound aircraft should comply with ATC instructions where possible.

i. VFR Arrivals from the East:

Pilots should make first contact with Biggin Approach no later than 5 NM from Biggin Hill. Unless ATC issue alternative joining instructions, all aircraft should route and report 3 NM due east of Biggin Hill Airport (Note 1) descending to circuit height of 1000 FT QFE (altitude 1600 FT QNH) (Note 2), route over the mid-point of Runway 21/03 and turn downwind left-hand or right-hand as required.

Note 1: Due to Runway 03 departure procedures, pilots should at all times avoid routing towards the north-eastern section of the Biggin Hill ATZ. Pilots should not turn towards the Biggin Hill ATZ until south of M25 Junction 4 (remaining at least 5 NM away from Biggin Hill) or as directed by Biggin Hill ATC.

Note 2: Pilots should arrange their flight to be level at circuit height no later than 3 NM from Biggin Hill unless there is conflicting traffic. Caution: aircraft leaving the Biggin Hill ATZ between altitude 2000-2400 FT QNH eastbound.

ii. VFR Arrivals from the North, West and South:

Pilots should make first contact with Biggin Hill Approach at the earliest opportunity, in all cases, no later than 5 NM from Biggin Hill Airport. All inbound aircraft shall route as directed by Biggin Hill ATC and be level at circuit height of 1000 FT QFE (altitude 1600 FT QNH) no later than 3 NM from Biggin Hill unless there is conflicting traffic.

Caution: Aircraft joining from the west should avoid overflying Kenley Gliding site.

- c. Traffic Information is derived from pilots reports and Aerodrome Traffic Monitor (ATM) data.

OCTOBER BIGGIN HILL POSTED FUEL PRICES

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

£2:02.5 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)

£0:99.2 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

Greetings folks from all at Falcon & EFG

It's been a busy summer here both for our students and engineers.

There have been so many good news stories we don't know where to start, however I will say congrats to all our students who passed their various milestones - you've all done great.

Thank you to the hangar for keeping everything running smooth and on time.

The airport never overlooked but rarely mentioned therefore a big thanks to the ATC team, Ops, Refuellers, Ground Crew, and everyone in between. We are so privileged to work alongside the industries finest!

Check out the EFG social media for highlights and don't forget to like!

Till the next time

Fly safe, have fun, stay blessed.

Anoop Singh Bamrah

MONTHLY NEWS FROM THE CEO'S OFFICE

September has been a challenging month for the Airport with movements being lower than expected and for the early part of the month this represented a 10% reduction versus last year. That said, the Airport remained 30% up when compared to the same period in 2019. Additionally, the Airport saw its market share of the London market increase for the 4th consecutive month at just under 25% and on a par with Luton and only some 5% behind Farnborough. The Airport's performance mirrors that of the European market, which has seen movements 7% down when compared to last year but 11% up when compared to 2019.

The Airport continues to attract significant interest from the Business Aviation sector regarding further inward investment and the Airport will shortly publish its economic footprint assessment that provides compelling evidence that economic forecasts made in 2015 have been comfortably surpassed. Aligned to this, the Airport continues to progress options for the redevelopment 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. These plans will be developed in partnership with LBB and Heritage England.

The Airport held the annual Air Charter Expo on Tuesday 12th September with over 1500 participants enjoying what was the largest ACE event since it moved to London Biggin Hill Airport. I would like to extend my thanks to all involved in putting on an extremely impressive and successful event.

The Airport continues to progress the revised ACP for a 03 RNAV approach and produce a design that resembles the track proposed in the original submission. The design will use principles promoted by both the Future Airspace South Implementation and the Airspace Modernisation Strategy. Additionally, this approach will address all the concerns raised by the CAA in CAP2500.

The public consultation regarding the ACP for the 21 RNAV overlay has now started and the Airport has already conducted one walk in session in the Hub and 2 online consultations. Although there is no direct impact on the GA community, I would encourage anyone interested to engage in the consultation process.

Positive progress continues regarding the establishment of the Marshalls Skills Academy and the Airport is working hard to ensure this project is delivered as quickly as practicable. In the meantime, as previously reported, we are proving demand through the increased utilisation of the training hub and would encourage everyone to engage with the Airport to make best use of the training facility.

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.....

A few brief quickies.....

A few hours ago I took a Viagra and some sleeping pills .

Now I'm having a really hard time falling asleep .

After hot passionate sex last night with my girlfriend, she snuggled up next to me and said "You know, You are by far the biggest I've ever had"
Apparently, "Ditto" is not the right response...

I failed my audition as ROMEO through a mis-understanding over a simple stage direction. My copy of the script clearly said : Enter JULIET from the rear. I'm now barred from the theatre.

God decided he needed a vacation.

One of his aides suggested Venus. "Forget it," God said, "I went there 10,000 years ago and got sunburned."

Another aide suggested Jupiter. "No way," God replied. "I went there 5,000 years ago and froze my butt off."

A third advisor suggested Earth. "That's the worst of all," God answered angrily. "I was there 2,000 years ago and they're still accusing me of getting some Jewish girl pregnant."

A Scotsman asks God, " You created a paradise on Earth for us Scots, mighty mountains, splendid forests, incredible lochs, abundant game and wildlife, why are we so favoured in thy sight?".

God replies, "Don't count your chickens, wait until you see the next door neighbours I've given you!".

.....UNQUOTE

QUOTE.....

An old man in Miami calls up his son in New York and says, "Listen, your mother and I are getting divorced. Forty-five years of misery is enough."

"Dad, what are you talking about?" the son screams.

"We can't stand the sight of each other any longer," he says. "I'm sick of her face, and I'm sick of talking about this, so call your sister in Chicago and tell her", and he hangs up.

Now, the son is worried. So he calls up his sister.

She says, "Like hell they're getting divorced!" and calls her father immediately.

"You're not getting divorced!" She says, "Don't do another thing, the two of us are flying home tomorrow to talk about this. Until then, don't call a lawyer, don't file a paper, DO YOU HEAR ME?" and she hangs up.

The old man turns to his wife and says "Okay, they're coming for Christmas and paying their own airfares."

.....UNQUOTE

QUOTE.....

The Breakdown.

A man is driving down the road and breaks down near a monastery. He goes to the monastery, knocks on the door, and says, 'My car broke down. Do you think I could stay the night?

The monks graciously accept him, feed him dinner, and even fix his car.

As the man tries to fall asleep, he hears a strange sound; a sound like no other that he has ever heard.

The next morning, he asks the monks what the sound was, but they say, 'We can't tell you'. You're not a monk."

The man is disappointed but thanks them anyway and goes about his merry way. Some years later, the same man breaks down in front of the same monastery.

The monks again accept him, feed him, and even fix his car.

That night, he hears the same strange mesmerising sound that he had heard years earlier.

The next morning, he asks what the sound was, but the monks reply, 'We can't tell you. You're not a monk'.

The man says, 'All right, all right. I'm dying to know. If the only way I can find out what that sound was, is to become a monk, how do I become a monk?'

The monks reply, "You must travel the earth and tell us how many blades of grass there are and the exact number of sand pebbles. When you find these numbers, you will become a monk".

The man sets about his task.

Some forty-five years later, he returns and knocks on the door of the monastery. He says, "I have travelled the earth and devoted my life to the task demanded and have found what you had asked for. There are 371,145,236,284,232 blades of grass and 231,281,219,999,129,382 sand pebbles on the earth."

The monks reply, Congratulations, you are correct and now you are a monk. We shall now show you the way to the sound. The monks lead the man to a wooden door, where the head monk says, the sound is behind that door.

The man reaches for the knob, but the door is locked. He asks, "May I have the key?"

The monks give him the key, and he opens the door. Behind the wooden door is another door made of stone.

The man requests the key to the stone door.

The monks give him the key, and he opens it, only to find a door made of ruby.

He demands another key from the monks, who provide it.

Behind that door is another door, this one made of sapphire.

And so, it went until the man had gone through doors of emerald, silver, topaz, and amethyst.

Finally, the monks say, "this is the key to the last door".

The man is relieved to no end. He unlocks the door, turns the knob, and behind that door he is astonished to find the source of that strange sound. It is truly an amazing and unbelievable sight.

But I can't tell you what it is because you're not a monk.

.....UNQUOTE

QUOTE.....

A man joins a soccer team and his new teammates inform him, "At your first team dinner as the new guy, you will have to give us a talk about sex."

The evening arrives and he gives a detailed, humorous account of his sex life.

When he got home, his wife asked how the evening went and not wanting to lie, but also not wanting to explain exactly what happened, he said, "Oh, I had to make a talk about yachting."

His wife thought this a little peculiar but said nothing more and went to sleep.

The next day she bumped into one of his new teammates at the supermarket and asked, "I heard my husband had to make a speech last night. How did it go?"

His mate said smiling, 'Oh, it was excellent! Your husband is clearly very experienced!."

The wife looked confused and replied to his mate, "Strange, he has only done it twice and the second time he was sick."

.....UNQUOTE

QUOTE.....

Reporter: "Excuse me, may I interview you?"

Man: "Yes!"

Reporter: "Name?"

Man: "Abdul Al-Rhazim."

Reporter: "Sex?"

Man: "Three to five times a week."

Reporter: "No no! I mean male or female?"

Man: "Yes, male, female... sometimes camel."

Reporter: "Holy cow!"

Man: "Yes, cow, sheep... animals in general."

Reporter: "But isn't that hostile?"

Man: "Yes, horse style, dog style, any style."

Reporter: "Oh dear!"

Man: "No, no deer. Deer run too fast. Hard to catch."

.....UNQUOTE

QUOTE.....

Bitcoin Analogy

An analogy in Layman's terms the explanation how the Crypto Currency works?

Not long ago a merchant found a lot of monkeys that lived near a certain Village.

One day he came to Village saying he wanted to buy these monkeys! He announced that he would buy the monkeys at \$100 each.

The Villagers thought that this man must be crazy - - - How can somebody buy Stray Monkeys at \$100 each?

Still some People caught some monkeys and gave them to this merchant and he gave \$100 for each monkey.

This News spread like wildfire and People caught monkeys and sold them to the merchant.

After a few days, the merchant announced that he will buy monkeys at \$200 each.

The lazy villagers also ran around to catch the remaining monkeys! They sold the remaining monkeys at \$200 each.

The merchant then announced that he will buy monkeys for \$500 each!

The villagers start to lose sleep! They caught six or seven monkeys, which was all that was left and got \$500 each

The Villagers were waiting anxiously for the next announcement.

Then the merchant announced that he is going on Holiday for a week, but when he returns, he will buy monkeys at \$1000 each!

He also said that his employee will be in charge, and would take care of the monkeys he bought pending his return.

The Merchant went on holiday!

The Villagers were frantic and very sad as there were no more monkeys left for them to sell it at \$1000 each as was promised by the Merchant.

Then the Merchant's Employee contacted them and told them that he would secretly sell them some monkeys at \$700 each.

The news spread like wildfire. As the Merchant promised on his return that he would buy monkeys at \$1000 each, they would achieve a \$300 profit for each monkey.

The next day The Villagers queued up near the Monkey Cage. The Employee sold all the monkeys at \$700 each. The Rich bought monkeys in large lots. The poor borrowed money from money lenders and bought the rest of the monkeys!

The Villagers took care of their monkeys & waited for the Merchant to return!

However, nobody came!

Then they ran to Find the Employee However, he was not to be found!

The Villagers then realized that they have been duped buying the useless stray monkeys at \$700 each, and were now unable to sell them!

This Monkey Business is now known as Bitcoin!

It will make a lot of People bankrupt and a very few people filthy rich in this kind of Monkey Business.

I have some nice monkey cages for sale if anybody is interested.....
.....UNQUOTE

QUOTE.....

An older man was on his way back to his car when he was stopped by a game warden with two buckets of fish after returning from a lake well known for its fishing.

The game warden asked the old man, "Do you have a license for catching those fish?"

The old man replied to the game warden, "No, sir. These are my pet fish."

"Your pet fish?!" the warden replied with a frown.

"Yes, sir. Every day in the evening I take my fish here to the lake so they can swim around for a while in open water. When it's time to go, I whistle and they come swimming back and jump back into their buckets, and then I take em back home."

"That's a bunch of BS! Fish would never do that!" replied the warden in total disbelief.

The old man looked at the game warden for a moment and then said, "You know what, I'll show you. My pet fish are very well trained."

"O.K. show me, I've GOT to see this!" The game warden was really curious now.

The old man poured the fish into the lake and stood and waited there...

After several minutes had gone by, the game warden turned to the old man and said, "Well?"

"Well, what?" the old man responded.

"When are you going to whistle to call them back?" the game warden prompted.

"Call who back?" the old man asked.

"Your FISH," the warden said sternly.

"What fish?" the old man asked.

.....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"...))