

# *The Sport Flyer*

*The Official Newsletter of the Georgia Sport Flyers Association, Inc.  
February 2006*

## A Winter Wonder

### Club News On The Lighter Side

#### **This Month's Words of Wisdom:**

You start with two bags: one bag full of luck and one bag empty of experience. **The trick is... to fill the bag of experience before you empty the bag of luck!!!** - *Budman*

#### **Next Club Meeting:**

Second Saturday

Etowah Bend

**February 11**

10:30 Fly-In and Gossip

**11:00 Starts Promptly**

Bring Your Bird

(weather permitting)



### ***"Final Moments"***

(This 8x10 Pix is Available to you in .jpg)

#### **This Month's Special Guest Speaker:**

Mr. Jon D. Hansen President of Hansen Aero Inc. The subject will be " Converting Present Ultralight's to LSA's." Also, cover briefly 103 and Trike's.

#### **Officer's Reports:**

**President** - Frank Eck.

**Secretary/Treasurer** - John Euchner

**Safety Officer** - Michael Prosser

**Website Editor** - Brad Methvin

**News Letter Editor** - Wayne Evans

**Trip Coordinator** - Kim Arrowood

#### **"ATTA-BOY (GIRL) OF THE MONTH"** (new this month):

Mark Shaddock - Just passed his Sport Pilot Written Test - Good Job, Mark.

## **"PRESIDENTS COCKPIT"**

I have not been able to spend much time at the airports since last month's meeting. Physical Therapy and Doctor appointments almost everyday took most of my time.

We have gotten the year off to a good start with the announcement of the first flight of the Ferguson Aircraft model F4x1 a two place LSA. We wish them much success.

We will attempt to produce a calendar of events for the year at the next officers meeting. Please submit any suggestion to the Secretary for consideration.

Anticipating warmer than normal weather this month, I hope to see a lot of you at the airports doing what GSFA members do best. Let us set a safety record for our group and report hours flown each month to our safety officer. See you at the airport - Frank

## **"THE VP'S CORNER"**

Here we are in the midst of the winter, periodically when the weather cooperates, there are some great days to fly with low humidity and cool temperatures, unless you have an open cockpit! Unfortunately, these days are few and far between the periodic winter cold fronts and the high winds they often bring. Add to this a full time job and the shorter days of winter and there are not that many days to go flying.

Take this time to do the maintenance that we normally do not do on a daily or weekly basis. I usually do very detailed inspections to find accumulated wear & tear that builds up, look for cracking and stress fractures in places that are not normally inspected or hard to get to. Inspect mounting bolts, throttle and brake cables for fraying, spark plug cables, etc.

Also this is a good time to change lubricants and fuel lines. I change my gearbox oil in the winter. This should be done at least once a year. Inspect all fuel lines and fittings as a leaky fuel line can make the difference between a happy flying experience and a close inspection of a field far from home. I usually replace all my fuel lines, fuel filter and inspect grommets for cracking where the fuel lines pass through the tank. For you guys with water cooled engines, this would also be a good time to change your coolant.

These steps will lead to a continued happy flying experience on the occasional good days, hopefully we will have one during one of our club meetings soon. - Richard

## **"SAFETY OFFICER'S REPORT"**

### **First Quarterly Airport Authority Meeting Report**

I attended the January 17<sup>th</sup> quarterly, Cartersville-Bartow County Airport Authority meeting. We, the GSFA presence, was well received. No complaints were revealed regarding the GSFA or UL operations at VPC; yes, several VPC Airport Authority members expressed appreciation! Keep up the great work!!!

### **Issues:**

- Local public complaint concerning "noise" from the engine test/run-up of Phoenix Air G1's at the south end maintenance facility. No resolution required/necessary, because of the nature of maintenance & test requirements for Phoenix Air operations; this is an airport - aircraft noise is expected adjacent to the maintenance facility & taxiway run-up area. The correct run-up location was utilized.

- Local public complaint concerning “noise” and low operation of helicopters on the east side & southern end of the airport. This was believed to be an aerial survey of tree lines and growth. This was not believed to be military helicopter traffic.

### Projects:

- **EPA “T” Hanger site construction has been approved.** The Airport Authority hopes to have hangers completed by December ’06. There are some new issues to be overcome before contracts are made. Appears that some new law changes may require public bid on municipal contracts.  
The new hangers will be on the northwest end of the field. The plan is to build a total of 30 new T-hangers: (22) in one cluster, with a 34’ depth (for large or twin engine aircraft). Another cluster of (8) T- hangers will be built with a 24’ depth (small or single engine aircraft). Discussion indicated that both hanger clusters would have a 40’ wingspan capability.
- **Runway lighting and signage work is complete**, per the original contract scope. However, I asked about the omission of taxiway intersection signage/lettering. Mr. Bob Hite stated that he didn’t think that it was necessary for a non-towered airport. Mr. Don MacMillan, Chairman, asked Mr. Hite to look into the issue further.
- **Georgia Power - Plant Bowen (Cartersville)** has asked the Airport Authority for its issues or concerns, relating to Georgia Powers plans to build one (1) new cooling tower or smoke stack on the Plant Bowen site. The Airport Authority expressed that it would not have any objection to the expansion.
- **Georgia DOT** continues with the planning phases for the road-widening project for Highway 113, at the north end of the airport property. No expected impact to flight operations.
- **Expect development of the property on the south side of Old Dallas Road and adjacent to Highway 61** (approx. 500 ft. deep along hwy.61 S). This is private property and the Airport Authority does not have any easements in effect for this property. Yes, this is directly off of the departure end of Runway 19. Because of the “Protection Zone” these structures are/will be single story buildings such as: storage buildings, service stations or convenience stores, etc.

### Cautions/Admonishments From The GSFA Safety Officer:

- **Please observe the 15 mph speed limit**, for all automobiles and motorcycles traffic while on the airport premises.
- **Continue to abide by the Cartersville Ultralight Pattern and Procedures** while operating at VPC. This is included in this month’s newsletter. Pattern diagrams are available on the GSFA website. All documents are available from me and should be available from GSFA UL instructors and Club Officers. The “ACKNOWLEDGMENT OF RULES” letter is required for all Cartersville-Bartow County Airport ultralight **operators**.
- **Please do not park** automobiles, ultralights or aircraft in non-authorized areas; do not block hangers or taxiways. Please be a good neighbor.

- **All self-fuelers** please be careful! Ground all fuel containers before and during refuel operations – no smoking please! Also, please remember that fuel leaks or spillage is very dangerous, both within & outside the cockpit and should be cleaned up or repaired ASAP.
- Thank you all for your good work and participation at VPC (Cartersville-Bartow County Airport).- Michael (Budman)

## Special Safety Review

### Cartersville Ultralight Pattern and Procedures

Diagrams available on our web site <http://www.georgiasportflyers.com/>

1. Yield right of way to all aircraft, fixed wing or rotary wing, civilian or military.
2. Visual flight rules apply. Weather minimums are established as 1000 ft. ceiling & 3 miles visibility.
3. The use of a radio is strongly recommended; keep personal chatter to a minimum. Ask for an airport advisory & runway in use, on 123.05 mhz, prior to taxi and on approach – 10 miles out. Local traffic operating less than 10 miles from VPC should obtain/provide advisory information as soon as practicable.
4. Use the runway directed by Unicom, unless safety dictates otherwise. Advise traffic of an immediate safety issue or declare an emergency.
5. The “Default Runway” is runway 19. This is defined as the preferred “use runway” when winds are not a major factor (usually less than 5 mph), there is not a Unicom advisory to use runway 01 and traffic is not currently using 01. This will coordinate a common runway for IFR & VFR traffic during default conditions.
6. Left hand traffic only, is authorized at VPC.
7. The ultralight traffic pattern altitude is 1300 ft. MSL (540 ft. AGL). The ultralight pattern downwind, base and crosswind legs are normally well inside & parallel to, the aircraft traffic pattern.
8. The runway “middle third” is designated as an ultralight take-off and landing area. All routine take-offs are to be initiated from this area, unless safety or training issues dictate otherwise. This will expedite vehicle departures and will alleviate potential traffic congestion on the taxiways and run-up areas. However, ultralights that are landing may land anywhere on the runway (excluding the over-run) from the threshold to the “middle third,” at the pilots discretion.
9. Pattern entry should be performed on the 45-degree entry leg to downwind at 1300 ft. MSL (540 ft. AGL), in level flight. Straight in approaches are legal, but are discouraged, due to their potential for conflict and disruption of traffic flow.

10. Ultralights may cross / over-fly the active runway at 1300 ft. MSL (540 ft. AGL), via dedicated crossing points, to go to the pattern entry on the opposite side of the runway. Dedicated crossing points are approx. 2000 ft. from the approach end of the active runway. Ultralight pilots shall ensure that there will be no conflict with conventional traffic.
11. When landing and established on the downwind leg, fly the 1300 ft. MSL pattern (540 ft. AGL) past the approach end of the runway in use, prior to turning base leg. Example: when on downwind for 01, turn base south of "Old Alabama Rd." A good rule of thumb is to turn base leg at approx. 45 degrees past the end of the runway. Do not turn base leg north of "Old Alabama Rd." - inside the airport perimeter fence.
12. Do not land or take-off on the "over-run" at the extreme south end of 01.
13. Upon landing, clear the active runway as soon as possible and notify traffic when you are clear of the active.
14. Do not make departure turns prior to reaching the end of the runway. Depart the pattern straight out or exit at a 45-degree angle until clear of the aircraft traffic pattern.
15. Upon take-off or pattern departure, do not exceed 1300 ft. MSL (540 ft. AGL) prior to exiting the aircraft pattern area.
16. Use beacons, strobe lights and/or landing lights, if so equipped. The FAA has sanctioned a "lights on for safety program".
17. If equipped for flying after official sunset, ultralights shall land prior to the expiration of the thirty-minute grace period. - Budman

### **Birthday Bios and Bird Pix:**

Chuck "Catkiller" Goodrum

Born in Nashville Tennessee, February, 1942. Oldest of three children. Obtained Eagle Scout 1957. Moved with family to East Point, GA at age 16 - July 1958. Won a national science fair award from the US Navy in 1959. Prize was a five-day visit on the USS Constitution Aircraft carrier, where I became even more enthusiastic about flying. Worked my way through and graduated in Psychology from Georgia State College, 1966, where upon I was

commissioned an Infantry Officer from advanced Army ROTC. Also married. First born doing it all. I entered active duty that year on indefinite status and received my US Army Aviator wings in 1968. Considered a career in the military. However, I remained in the active Army for eight years, reaching the rank of Captain. I qualified as a dual rated aviator (helicopter and airplane). Served two combat tours in the Vietnam War. Flew the O-1 bird dog during those tours in the 21st and 220th



Reconnaissance Airplane Companies. Also stationed in Germany as a Corp HQ aviation staff officer and airfield commander. Left military service in 1974. Returned to Georgia.

I compliment my military flight training by qualifying as an FAA certificated commercial pilot with single and multi-engine airplane, and single helicopter, with instrument rating. As a certified pilot, I primarily flew the 182RG airplane and Robinson 22 helicopter as a private pilot. In the late 80's, I began ultralight, hang glide training. During training, I discovered the best keep secret in aviation, "powered ultralights", during a trip to Sun 'n Fun, Florida. I did not return to hang gliding. Instead, I flew a variety of fixed, rotor, and flexed wing "aircraft" eventually leading to one gyro copter and four trikes. During this time, I was a member and newsletter editor of the Georgia Rotorcraft Club, located in Rome Georgia. Currently, I fly a two-seat 582 Airborne EdgeX from Australia as a registered EAA UL powered weight shift pilot and instructor. I am also studying to add the new "weight shift control" category to my FAA pilot certificate as well as CFI-Light Sport rating. The flying call sign "Catkiller" stuck after flying buddies quizzed me about flying in the Army. The 220th RAC in which I served during Vietnam was named the "Catkillers".

Concluding military service in 1974, I left a marriage of ten years and continued graduate school for the purpose of transitioning into a new career. I have one child Christopher from the marriage. He owns and operates an jet maintenance service in California. He is an Embry Riddle University Graduate. I essentially stopped being a Warrior to become a Wizard. That is, I left the army to attend college and this time graduated with a Masters and Specialist degree in Counseling Psychology, and then was Licensed as a Georgia Professional Counselor. During my time in this career, I worked in mental health centers, private practice, colleges, and lastly at Kennesaw State University. After 25 years at the university, I retired June 2003.

I am a GFSA charter member and a co-founder (with Pierce Day). I wrote the by-laws. Served as President, Secretary, and Newsletter Editor. While President, I originated the first Air Rally (which became an annual event) and appointed Ben Cole as the first Air Rally coordinator. It was held at Bob Wheeler's private airstrip near Winder, GA. I also founded the Atlanta Trikers (<http://ksuweb.kennesaw.edu/~cgoodrum/AT/index.html>) and published a magazine, Trikes R Us.

Having almost killed myself on October 15, 2003 with my red ST1100 Honda motorcycle in Memphis on a cross the USA road trip, I substituted a BMW Z3 sports car to roam the mountains of NC, TN and GA, when not flying my trike. At age 63 and no longer gainfully employed, I now loaf, spend time with friends, fly my trike (which is in hangar 17 at Tom B David Airport in Calhoun, drive my sports car, steer my Seadoo jet boat, live part-time in Kennesaw and the other time in Fort Walton Beach, Florida with a girlfriend, Karen. Otherwise, I manage my aging. Going for another PSA evaluation this month. So far so good. More information about me can be found at my website, <http://ksuweb.kennesaw.edu/~cgoodrum/Chuck/chuck.html> .

PS - I do not kill cats. Never have and have no intentions of doing so.

Live until I drop. Triking forever

Chuck "Catkiller" Goodrum

**"THE AIRPLANE SPORT LIGHT PILOT " By Ben Methvin (FAA CFI-SP, DPE):**  
**Second Installment**

Last month we saw that **Dan Doneitall**, our local Flightstar operator training students under the USUA/FAA waiver has until January 31 2007 to get and use his letter from USUA (or EAA or ASC) as proof of his aeronautical experience. Using that letter as authorization he can then take the computer Sport Pilot knowledge test at a local testing center. He will also be required to present the letter as part of his package to the Sport Pilot Examiner in order to take the Practical (Oral and Flight Check ride).

Friend Dan is a good pilot with much experience but he is likely deficient in some area of the Sport Pilot knowledge test. In the Ultralight world we did not spend much time in the FAR/AIM. In order to pass the test Dan will have to study many of the FARs (recently renamed CFRs). Questions like (*How many hours can your ELT be used before the batteries must be changed ?*) may challenge him. He may not even know that he must have an ELT (Emergency Locator Transmitter) in his Airworthy and Registered Sport Light airplane. There are many questions on regulations and limitations which will be new. Weight and balance computations take on a new importance. Greater detail of operations in Airspace will be necessary even if the new Pilot does not intend to get a logbook certification for operations in Airspace other than E and G.

There are many ways Dan can prepare for the three exams he faces to become a Sport Pilot. What three exams ? One will be the Sport Pilot FAA Knowledge Test to be taken at a computer test center (McCullum Airport and others), two is the two hour Oral test the Designated Pilot Examiner will put him through in the Practical test and the last is the Flight test coincident with the Oral. Like many, he can order the study guides on each of these subjects from ASA, Gleim, Kings or Sporty's. He can go to a ground school and he can fly with a CFI . If he did not have the USUA letter he would have had to do at least 15 hours with a CFI including three hours within 90 days of the Practical Test and would have had to have the CFI certify the he is ready for the Practical.

The FAA web site offers much to the training program and has many of the questions on the test ready for download. The entrance to this wealth of info is EAA.gov. Forms and data are also available at USUA.org and EAA.org. There is no shortage of information. One factoid you may not know is that the Oral test is an open book test and you can bring any thing you need for the test with the DPE. You must know where to find the answer in a reasonable time however. For those of you who are members of AOPA, you can find many interactive tests on line from them on such subjects as airport markings, weather, airport security, etc. Should you pass online, they will issue you a completion certificate on each subject which may impress your DPE when the time comes. See you in March with more on **Dan Doneitall - Ben**

**"A Better Bird - Airworthiness"** By Steve Walton (FAA DAR):  
Second Installment

Boy the months sure fly by when your having fun and I did have some fun at the Sebring Sport Light show last month. We, meaning Wifey Rambo (Dog)and me headed on south in our motor home to see what the industry had to offer, we weren't disappointed as there were about 50 or 60 Light Sport Aircraft. Every aspect of designs were represented, High Wing,, Low Wing , No Wing (Powered Parachutes), Trikes Something for everyone, as long as you have a fat checkbook. It seems that just about every airplane can be yours for only a mere 70 or 80 K some a little more some a little less, but that's in the ballpark. Sounds like a lot of dough, and it is, but if you got a hankering to fly a brand new sexy airplane , and considering and a new SUV can set you back close to 40K, and a new Cessna 172, don't even think about it. Plus you can fly your new flivver with only your drivers license. I know you guys are doing that now with your heavy ultra lights, but that is going to end (2008) soon. Of course you may convert to Experimental Light Sport before that. I suggest that you put your mindset to that end soon. The first step I would pursue would be to start learning the Sport Pilot rules and regs to prepare for the SP license. There's tons of info on the web and if your not a member of the EAA now may be a good time to sign up .they sell a sport light package that walks you through the process of converting your ultra light to Sport light for \$12.95 if a member or 20 bucks if not, It also includes all the necessary forms. Both Ben and I are available to answer your questions, (If there not to hard). Till next month, Keep the Blue Side Up - Steve

**"WHAT WOULD YOU DO?"** A New Series By Richard Johnston (BFI).

It is a beautiful day to fly. The air is still, no clouds in sight, and visibility well over 10 miles. You got out to the airport early and fueled up your bird, performed a good pre-flight and then did another one just for good measure. The engine started without hesitation with the normal purr that is expected and you warm up the engine in anticipation of a great day of flying.

You taxi out to the end of the 2000' runway as your bird lopes along on the ground barely breaking a sweat. As you hold short for takeoff, you scan your instruments, EGTs and CHTs are normal, everything looks perfect. As you are the only aircraft here today, you make your radio announcement and begin your roll.

Everything is running perfectly as you begin to climb and reach mid-field as you notice that something just does not sound quite right in your engine so you continue as you don't have enough runway left to land. Now your climb rate is virtually non-existent, you are at tree-top level with higher terrain ahead as you cross the end of the field.....What would you do??????????

What are your options? You could continue to fly on and hope that your engine starts running better. With the higher terrain directly ahead, this is not a good option. Perhaps you can do a 180 and return to the field but your altitude is low and your ability to do so safely is unlikely.

There is no clear solution to this problem but you can dramatically improve your chances with prior preparation and familiarization with the local area. If you look at it statistically, the majority of your flying time is spent around your local flying fields so if there is a problem, this is where it probably will occur. Given that, it is a wise policy to familiarize yourself with every possible place around your field that you could land if an emergency occurs. Altitude is your friend and gives you more options

making the takeoff phase of your airport operations the most critical and knowledge of your local area the most important. Knowing where you could land in an emergency without thinking is critical.

This situation actually happened to me. I had just taken off from my home field which is a 1400' grass strip. As I reached tree-top level 2/3 of the length of the field I noticed that the engine just did not seem to be running correctly and I was no longer climbing. I could hold altitude but with higher terrain ahead there weren't many options.

Study your field and know where every possible location that you could land if you had to without thinking. Problems can not be scheduled and made to occur at convenient times. The shorter the field, the more critical this philosophy is. In my case, I knew that off the north end of the field is a 2 lane highway that had no power lines for a ¼ mile. As I cleared the end of the field by reflex I looked down at the highway and saw that there were no cars in either direction and within a millisecond I had chopped the power and pushed the nose down on my Phantom and landed on Hwy 140. I took out two mailboxes but did only slightly bent one tube which was easily replaced later and had no injuries (except my pride). I hope that sharing this experience will help someone else minimize a dangerous situation. - Richard

### **Flight Instructors:**

**Ben Methvin** - BFI, AFI,  
CFI-SP, DPE ( 770) 509-6753  
Training Field - Cartersville (KVPC)

**Chuck Goodrum** - FAA - Comm  
SMEL, airplane and helicopter,  
instrument, EAA UFI pws (powered  
weight shift).

**Brad Methvin** - BFI (678) 461-4463  
Training Field - Cartersville (KVPC)

**Kim Arrowood** - BFI (706) 292-0525  
Training Field - Cartersville (KVPC)

**Bob Smedberg** - BFI (706) 235-2147  
Training Field - Cartersville (KVPC)

**Richard Johnston** - BFI (770) 345-7180  
Training Field - Cherokee Co. (47A)

**Mark Shaddock** - BFI (678) 699-2787  
Training Field - Cartersville (KVPC)

**Tony Castillo** - BFI pws (Power weight shift)  
(404)561-7632  
Training Field - Jackson Co. (19A)

### **This Month's Mystery Plane:**

Do you know what it is ?????

From Mike Hausenauer

(Answer Next Month)



## **Sport Pilot Certificates:**

### **Who Passed What So Far?**

Mark Shaddock - Sport Pilot Knowledge Test and working on Practical Test  
Charles Spegele - Sport Pilot Knowledge Test and working on Practical Test  
Wayne Evans - Sport Pilot Knowledge Test and working on Practical Test

### **Who is Studying What?**

Kim Arrowood - Sport Pilot Knowledge Test  
Richard Johnston - Sport Pilot Knowledge Test

## **Super Training Tips:**

AOPA Cross Country Introduction.

[http://flighttraining.aopa.org/members/get\\_help/articles/3535.cfm](http://flighttraining.aopa.org/members/get_help/articles/3535.cfm)

## **FAA Sport Pilot Q & A:**

**Review of January's question # 1.** "I have had a Private Pilot Certificate for a number of years and as such have been allowed to fly a registered Light Sport Aircraft. But I recently failed my 3rd class medical. Can I continue flying my light sport aircraft using my drivers license???"  
What do You think?

**Answer (Maybe):** Initially, one of the most exciting parts of the Sport Pilot Rules was that with proper training and testing or previous experience almost anyone could fly an LSA in their class using just their drivers license to show adequate medical fitness - UNLESS (Government Fine Print Intended) that person had Failed their last 3rd class medical. Of all the misunderstandings of the new Sport Pilot Rules this 3rd class medical failure type question has caused probably the most confusion and in many cases considerable Anger, especially among Older, Experienced Pilots who wanted to get back into the joys of flying.

There is Good News, though. In attempts to get around this well intended exception (probably for some safety concerns), within the past year a special Aviation Medical Examiner Assisted Special Issuance (AASI) Program has been developed to provide alternate "time Limited" medical certifications to those caught in this 3rd class failure dilemma. Many of the medical conditions that previously would have been cause for mandatory disqualification under FAR part 67 have now been revised. Many Government and Organizational web sites can provide detailed information. One such place is AOPA's Pilot Information Center (800)/USA-AOPA) weekdays from 8:30 a.m. to 6 p.m. EST.

At this time it is doubtful that anyone has all the answers on this confusing subject but we are extremely fortunate to have some one in our club, Ben Methvin who has the experience and training that can get us started in the right direction. For those caught in this situation, don't miss out on all the flying fun. - Go For It. You never know unless you try. Ed.

## Buy and Sell:

Sell Flightstar SCII (Lonnie Sand 770-578-9808)  
Sell Phantom (Richard Johnston 770-345-7180)

## Wanted - Feedback from You about Our News Letter:

Our Embarrassing Mistakes  
Any Accidental Oversights  
Anything you Don't Like  
Anything you would like more of  
Suggestions for Improvements  
Email to <mailto:wevansee@mindspring.com>  
Use "Club Member Feedback" on the Title Line

## Hot Web Links:

Georgia Sport Flyers - <http://www.georgiasportflyers.com/>  
Atlanta Ultralights - <http://atlantaultralights.com/>  
USUA - <http://usua.org/>  
EAA - <http://eaa.org/>  
AOPA - <http://aopa.org/>  
AOPA Flight Training - <http://flighttraining.aopa.org/>  
FAA Written Test Questions: [http://www.faa.gov/education\\_research/](http://www.faa.gov/education_research/)  
FAA Test Question Answers from Ed. Send Request to <mailto:wevansee@mindspring.com>  
See Preceding "Note from Wayne Evans" or [Adobe Reader Download - All versions](#)

## Member's Web Sites to Visit: (New This Month)

Chuck "Catkiller" Goodrum - <http://ksuweb.kennesaw.edu/~cgoodrum/Chuck/index.html>  
This Next Space is Reserved For Your Site. Please send it in.

## Pilots Can Read Too: (New, Starting Next Month)

Down to Earth (Greaser) Books you Must Read - A WW II Pilot Training Manual ??????

**It's Your Club and Newsletter, so Keep Those Great Contributions Coming.**

Be Proud - for as Strange as we may appear to others -  
**"Pilots are just Plane people with a special Air about themselves"**

Until Next Month, think about where YOU would like to fly this year - Eds.