

WFC Flyer

Downtown Rochester (Chris Houston)

Important Dates:

General Meeting
January 9, 2020
7:00 pm, Clubhouse

Board Meeting
February 6, 2020
7:00 pm, Clubhouse

Annual Meeting and Elections
February 13, 2020
7:00 pm, Clubhouse

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Williamson Flying Club Newsletter

January 2020

From the President's Desk by Mike Malec

Looking Back – Looking Ahead



As my duties as Club President end, I would like to take the opportunity

to review the progress the Club has made in the past two years. There were several goals we set out to achieve over these years. The focus areas were to modernize our fleet of aircraft, increase member participation in events, and to provide more reasons for our members to fly.

The ADS-B 2020 FAA mandate provided an opportunity for us to upgrade the avionics in all planes with more advanced navigation and communications systems. For our cross-country airplanes, we added ADS-B in and out to make long trips easier to plan and navigate on-route. Additionally, we structured the new avionics to help students become familiar with modern navigation equipment to help the transition to aircraft that use more complex avionics. We up-

graded the interior in our airplanes, providing a clean and more comfortable environment for trips with family and friends. Two of the airplanes received rebuilt power plants to meet the engine overhaul schedule.

In the Club's long term plan is a goal of expanding the airport grounds to accommodate more aircraft on the field and attract commercial business. The NYSDOT grant approval for the new hangar was a big win as we look to relieve our waitlist for enclosed hangars. We have added accommodations for larger commercial aircraft or business to lease space and base these businesses at the airport. Our Jet-A grant will provide fuel on the grounds for commercial aircraft for both transient and locally based turbo aircraft. This grant will provide a critical need for many commercial aircraft owners who currently must travel to other airports for their fuel needs. We hope that these measures will attract more members who own larger aircraft.

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Williamson Flying Club

Williamson-Sodus Airport (KSDC)
5502 State Route 104
Williamson, NY 14589

Find us on the web at:
www.williamsonflyingclub.com

Board of Directors

President: Mike Malec
Vice President: Ian Fair
Treasurer: Bob Herloski
Secretary: Steve Murray

Director, 2017: Brad Roehrig
Director, 2018: Dick Swingly
Director, 2019: Paula Sippel

Contact: bod@williamsonflyingclub.com

Medical Advisor: Dr. Pam Tarkington

From the President's Desk by Mike Malec

*It is through members
who sacrifice time and
provide their expertise
where the Club can
continue to grow and
thrive in the future.*

Aviation Quote

"It is possible to fly without motors, but not without knowledge and skill. This I conceive to be fortunate, for man, by reason of his greater intellect, can more reasonably hope to equal birds in knowledge than to equal nature in the perfection of her machinery."

*Wilbur Wright
in a letter to Octave
Chanute, 13 May 1900*

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My personal goal during my time on the Board of Directors was to encourage more membership participation in Club activities and group flying. We started noon lunches to get members together and to provide an opportunity to meet new or potential members. Thanks to Tony Alesci who tirelessly prepared and managed these lunches every weekend. Through his efforts, we were able to get a steady crowd most Saturdays. We also noted an increase in participation this year as members became more aware of the event. Several non-members stopped in during the summer to exchange experiences from their respective clubs or airports. It was always a great time to enjoy the company of the members and use this time as a reason to come to the airport and perhaps take a flight.



With the help of Chris Houston, we gave several seminars with presentations from members and external speakers. These topics varied from a travel log of unique trips to experienced aviation professionals who shared their expertise with the membership. The purpose of these seminars was to get members together to learn, share stories, and to provide ideas for pilots to try new ideas for their trip planning. It was inspiring to hear about the experiences of our members and local aviators.

One of the more ambitious goals I had was to find a way to get more members flying on a regular basis: beyond the traffic pattern. Chris Houston and the members of his Activities Committee were instrumental in coming up

with new places to fly, planning the trips, sending out event announcements and accommodating passengers on these trips. These activities were extremely valuable in getting members to do more with their pilot's license and showing new members and students what could be achieved with an airplane. I also praise the efforts of Mike Shippers who invited members to join his Saturday breakfast fly outs. These short trips provided a method for members to get together to fly without a large effort or expense. I express my gratitude to these people who selflessly work to keep members engaged and provide a purpose for being a member of the Club.

I want to thank the many volunteers who work hard to keep this Club running smoothly and keep it the jewel of our nation's small airports. From those who maintain the grounds in the heat of summer and in the blustery winters to the Breakfast Committee and all of the members who run this spring event every year and pull it off successfully. The Club would not function without your help. Lastly, I want to thank all the Board members who diligently worked through some very difficult problems, yet remained focused on solutions that benefited the members and the airport. It is through members who sacrifice time and provide their expertise where the Club can continue to grow and thrive in the future.

Next month we will be electing new members to the Board of Directors and I know they will work hard to maintain the strong Club environment we currently enjoy and prepare the Club for

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President by Mike Malec

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the new decade and beyond. The future will provide many challenges as we build the new hangar, work with the FAA to relieve our runway obstructions, secure government funding for our needs, and provide an environment that is safe and attractive for current and future members. I hope that all members provide the support they gave to me in the past, and to join in to continue to make the Williamson Flying Club the best Club in the nation!

Let's go flying!

2020 Rate Changes

In order to continue to provide the highest quality instructors, to attract new flight instructors, and to provide prompt maintenance for our aircraft, we find it necessary to make a change in the rate we charge for flight instruction and aircraft rental. The Williamson Flying Club Board of Directors is announcing increases in the following services:

Instruction rate will increase from \$36 to \$45/hr.

Aircraft rental rate changes:

- N9855W from \$73 to \$70/hr.
- N1185X from \$83 to 90/hr.
- N701DT from \$78 to \$84/hr.
- N736ES from \$93 to \$98/hr.

This new pricing will be in effect on January 1, 2020.



N736ES at Re-Dun 17NK (Chris Houston)

Member Spotlight by Don Henry



Member: Don Henry
 Ratings: ATP, CFI (ASEL)
 Flight Hours: 8,800
 Joined WFC: 2014

[Editor's Note: For this month, WFC member and professional pilot Don Henry volunteered to share his story in his own words. It's an inspiring tale and gives some insight into a type of professional flying that most of us as private pilots have not experienced. Thanks to Don for contributing!]

How do you know there is a pilot in the room? They will tell you! Well, that's how the old joke goes anyway. It's funny because of its very pointed alignment with the personality typical of that small percentage of individuals able to fly an aircraft. It should also resonate a personal sense of overwhelming accomplishment in one's abilities beyond just the physical attributes of guiding an aircraft large or small through the air.

As the years go by, I find myself realizing more and more that that joke, as funny as it is, reflects a sense of pride. Pride in the alignment of hard work, personal discipline, and sacrifice. It is the culmination of so many things that, when one sits down to think about it, the path to flying an aircraft is truly amazing. Recognize it or not, all pilots have travelled their own long road to garner experiences few ever reach. With that, this is a

small recollection of my journey and of what it took for me to do what I truly enjoy: flying airplanes.

Aviation wasn't in my blood initially and my road didn't start with a long lineage of pilots. It wasn't something that really ever crossed my mind except for occasional "wouldn't that be cool to do" thoughts as I watched teenager Doug Masters race a Cessna 150 into a blind canyon, then gracefully perform a wing-over before becoming part of the cumulo-granite while listening to some serious tunes on his very large Walkman. Does anyone remember *Iron Eagle*? I must have watched that movie a hundred times that first year our street was wired for cable TV.

So, how did I get from there to flying for [NetJets](#), the largest fractional ownership company in the world? That story begins with my

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Member Spotlight by Don Henry

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grandfather.

Before Eugene Haughey (the very same who owned Haughey Ford in Wolcott) settled down with my grandmother Grace in the great town of Wolcott, NY, he had an insufferable itch to fly airplanes and aspired to fly as a pilot during WWII. However, a childhood bout of tuberculosis disqualified him to enter any branch of service, let alone as a pilot. It was frustrating for him. With his unwavering desire to be part of the aviation world, he decided that, if he couldn't fly airplanes for the war effort, he would fix them. And fix them he did.

My grandfather was hired by Bell Aviation in the early 1940s and took part in servicing and repairing P-39 Airacobras. His talent was recognized by the higher ups at Bell and, shortly after his arrival, they chose him for a top secret project to help build the first jet the United States ever had: the P-59 Airacomet. While my grandfather didn't boast about this endeavor, probably because the Airacomet was a bit of a disaster as a fighter compared to piston fighters, he was certainly proud of his work and of one story in particular.

As the top secret jet emerged from its veil of secrecy in 1944, my grandfather was tasked with checking out and answering questions from United States Army Airforce and Bell company pilots. As he recalled some years later, one pilot was outfitted in a leather helmet and sitting in my grandfather's aircraft cockpit when he answered "affirmative" to the question my

grandfather posed: "Are you Colonel Charles Lindburgh?"

My grandfather recalled that Colonel Lindburgh was both a finished workman as a pilot and very inquisitive. He and the Colonel found themselves talking about airplanes and the P-59 often that day. It was one of his most cherished moments in life. My grandfather and his stories were the spark that

helped lead me down my path in life. I will always be grateful for his kindness and wisdom.

With the aviation bug growing thanks to my grandfather, I became infatuated with helicopters as a high school junior. I read every book about them I could lay my hands on. Collective, cyclic, rotor RPM, and how one could settle

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Outings: Breakfast in Dansville (KDSV), 21 Dec 2019



Unlike take-offs and landings, the number of plates does not always equal the number of people pictured when you have one abstention.



Tom Mueller and Chris Houston (Chris Houston) EY



Paula's 180 and N701DT at DSV (Chris Houston)



Mike Shippers and Lee Shippers (Mike Shippers)

Cold? So what? Ten people flew in five airplanes to land on a lightly snow-covered runway at Dansville. As usual, the manager of the Country Pride diner came to visit with us and the food was great. For everyone who asks, "Do you actually fly in the winter?" The answer is clear. Yes...yes we do.

Member Spotlight by Don Henry

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with power might not be on every teenage boy's mind, but it was on mine and I was seriously keen on getting my license. However, much like my grandfather, my physical abilities would put up one significant roadblock. I was legally blind without glasses. The military was never going to put my butt into anything that resembled anything that flew and, with zero financial resources, going it alone in the civilian sector was a nonstarter. Frustratingly, my dream of helicopters was slipping away. I was given a gift at such a young age. When most kids hardly even know who they are, I understood exactly where I wanted to be, but had no way to get there. Fortunately for me, I had a blueprint. Recalling my grandfather's path and with some coaxing from my father, I decided that if I couldn't fly Helicopters, I would fix them. And fix them I did.

I joined the Marines in 1987. My first hitch was six years long in order to guarantee helicopter maintenance. I twisted wrenches on, inspected, and trained others to keep the Marine CH-46 Seaknight aircraft aloft for the better part of 10 years. While this opportunity opened many doors for me, I still had the desire to fly something...anything.

Still financially strapped, I started flying friends' ultralights in Memphis, TN (where I taught Helicopter maintenance for three years) in the early 90's while still in the Marines. No license required, just learn and go. To this day, it is some of the best flying I think one can do. Low, slow, and in the

breeze. Uniquely interesting, I imagined it was probably as close to flying helicopters that I would get. Those light aircraft just levitated off the ground.

Ultralight flying introduced me to other wonderful aviators in Memphis who saw in me a kid who liked to fly. Before too long, I found myself flying some of the very things my grandfather only dreamed about: North American T-6s, a T-28, a Super Stearman, a Yak 52, a couple of Christian Eagles, and a very spirited clipped wing Cub affectionately named Yoda for its uncanny ability to provide wisdom without you hurting yourself. (Well, other than a bit of your ego from time to time.) There were many great days flying those planes in Memphis with some of the best aviators in the world.

But, wait! I'm getting ahead of myself. First I had to get my ratings.

It all started on a beautiful morning with no wind while a couple of us were flying just over the cotton. It was already warm hours before the sun would heat up the farmers' fields, which would create bumps that made one appreciate just how great flying without bumps really is. In a word, it was perfect.

We made a last minute decision to visit Dewitt Spain Airport (M01) just north of Memphis to check in on Dr. Dave Peeler and his North American T-6. Dave was a young radiologist who practiced in Memphis, but wasn't your typical "doctor pilot". Aviation was in his blood. He was a pilot way before becoming a successful doctor and

Contribute to the Newsletter!

Do you have anything that you want to share with the WFC membership?

- Destinations?
- Favorite flying photos?
- Trip reports?
- Great experiences?
- Opinions?

Submit your photos and stories, to the newsletter by emailing:

Newsletter@williamsonflyingclub.com

is probably one of the finest stick and rudder pilots I will ever know. Dave was also generous. Without even knowing me on that day, he asked if I wanted to go for a ride in his T-6 Texan! What do you think I said?

I spent the next hour or so doing some of the most exhilarating flying I ever experienced. Formation aerobatics, dog fighting, and flying over the Mississippi River so low I could have kissed the water with the wingtip of that T-6. I was sold on getting my pilots license that day. In August 1995, I started my private pilot training at the Naval Air Station in Millington, TN with the Navy flying club.

Having a year or so left before I was discharged from the Marines meant that, if I was disciplined and gave up spending on things that every 20-something year old spent money on, I could at least pay for my private training. While I was able to figure out a way to pay for every rating after my private up to

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Member Spotlight by Don Henry

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my CFI thanks to the GI Bill and working, I would be remiss in not mentioning that Dave and all the wonderful folks that surrounded him also taught and supported me whenever they could. Dr. Morris Ray, a neurosurgeon and chairman of the Semmes-Murphey Clinic in Memphis, would offer me opportunities to fly his Baron twice a week. Dave Hirschman, author of *Hijacked* (the story about FedEx flight 705) and now a senior editor of *AOPA Pilot* magazine, taught me how to fly taildraggers and do aerobatics. There's Captain Fred Johnson (FedEx), Captain Bill Koveleski (Northwest), and Denny Stokes (Stokes' Flying Services). With their help, I never had to live with my parents or stay in mice-infested apartments built inside of hangars.

With so much help, my road to pro-

fessional flying wasn't nearly the struggle that some have had. While washing and fixing airplanes for free helps (which I did), being genuinely nice and appreciative plays a large part. People tend to recognize these things — along with dedication and hard work — and they will typically help when they can. If I have any advice for upcoming pilots, it's to have a few of these things going for you because they are very well recognized in the flying community.

I haven't seen many of those folks in 20 years or more, but on occasion I'll be cruising at flight levels just over Memphis and get a chance to talk to Members of the West Memphis Boys Club if they are up flying. It's always good to hear their voices and I enjoy the few minutes of catching up we get before flipping the switch back to

the center frequency. I owe these aviators a great deal of what I have in my life now and will always be grateful for their kindness. Flying with them will probably be the most cherished flying I will ever do.

In the late 90s flying jobs opened up again after a dearth of openings for years. With me having all the right piloting time, the help of everyone at Dewitt Spain Airport, and a bit of flight instructing time (mostly tailwheel and aerobatic training), I joined a small flight department at Anderson-Tully lumber company with an A36 Bonanza, Be58 Baron, and a Citation I all based at Dewitt Spain. I had my first real flying job!

There aren't many stories to be told about my days at Anderson-Tully, but I built a considerable

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Outings: The West Wind, St Marys, PA (KOYM), 22 December 2019



Dawn at KSDC (Alicia Carter)



Paula Sippel and Ed Ciolkowski (Ed Ciolkowski)



Group photo on the KOYM ramp (Chris Houston)



Alicia and Tom Carter in N736ES (Alicia Carter)



A glory seen from N736ES (Alicia Carter)



"Traffic, three o'clock, same altitude." (Chris Houston)

When winter sets in, but still allows a journey out of the local area, those opportunities need to be seized! Seven people took advantage of the stellar day to visit St Marys (KOYM) for breakfast.

Member Spotlight by Don Henry

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amount of time and experience in a short period there. They were nice folks and I was grateful to be part of the business for awhile. However, with time building also comes more opportunity and I had to say a bittersweet goodbye to very close friends and overwhelmingly gracious aviators at Dewitt Spain airport. With that, I started my next chapter by moving back to New York and working for Seneca Flight Department.

Seneca Flight Department was a 91/135 charter operator out of Penn Yan, NY (KPEO). Penn Yan would be sort of a homecoming for me and, with my parents having a summer home on the departure path of Runway 28, it provided cheap living and a great view of aircraft coming and going from the airport.

Seneca Flight was a great place to gain experience. I flew a Citation I

and II and also a Falcon 10, which is still the best flying jet I have ever flown. While Memphis brought significant thunderstorm avoidance experience, winter flying in the Northeast is...well let's just say it's a whole different experience as many of us know. I learned what the word Nil means when it comes to braking action more times than I cared to and what flying into severe icing really means. Nothing was unsafe, but it sure helps you create a gauge for future reference and I owe it all to my job at Seneca Flight.

Flying for Seneca Flight was a great opportunity, but it was a stepper job and I only spent about 20 months at Seneca. I was grateful to those who gave me the opportunities there, but the job market was booming and I was hired by NetJets in July 2000.

So here I am today! I have been at NetJets for almost 20 years and I

love it. I spend most of my days at work like we all do, doing what the boss tells me to do – my boss being a phone, that is. My phone keeps me abreast of what's expected of me via a briefing app that is constantly updated throughout the day. One minute I might be ferrying an empty plane from St. Louis to Chicago and the next, I'll receive an update to fly passengers from Toronto to New York City. Things are always changing. When I wake up in the morning, the only constant is that I'm going to have coffee within 10 minutes. The rest is up in the air, so to speak.

NetJets is a very complex business. With over 6,000 owners and card lease arrangements, 3000 pilots, and 750 aircraft worldwide, it is the 4th largest jet aircraft operator in the world and represents a juggling act not for the faint of heart. All it takes is for one owner

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FAA Safety Seminar: "Alton Bay Ice Runway Operations for 2020!" (webinar), Saturday, 11 Jan 2020, 9:30 am EST



This annual FAA-sponsored seminar was cancelled last year due to the government shut-down.

The FAA will be hosting a safety seminar about Alton Bay operations on January 15. Sign up at FAASafety.gov ([direct link](#)).

We last featured the Alton Bay Ice Runway in the [February 2018 edition of the WFC Flyer](#). Club members wanting to fly club aircraft to Alton Bay are required to have at least 150 hours and a grass checkout with a club instructor. The runway usually opens mid-late January once the ice is 12+” thick.

Chris Houston gave a presentation to the club about visiting Alton Bay on 09 Nov 2019. That presentation is available at this [link](#) and a video taken by Jamie Oliver of landing at Alton Bay is available on YouTube at this [link](#).



Short final, rwy 01, B18 on 17 Feb 2018 (Ed Ciolkowski)



Jamie Oliver & Scott Lasky, 17 Feb 2019 (Chris Houston)

Member Spotlight by Don Henry

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to call up last minute with the need to get somewhere, or a pilot ending up with a case of the flu overnight, and all bets are off and prior plans go out the door. As we all know, pilots do not like surprises very much, so it takes a certain type of pilot to fly in such a dynamic environment. I enjoy the changing nature of it and it certainly keeps one polished in regards to flight and contingency planning.

As dynamic and challenging as the job is, it is also weirdly uncomplicated after 20 years. While many part 91 and 135 operators fly two different aircraft models, which presents a whole set of challenges in itself, I only fly one aircraft type, a Citation Latitude. With a Garmin 5000 suite in conjunction with auto throttles, I become a systems manager more than an actual pilot at times. I do the same job airline pilots do: take people where they want to go safely. I just do it in smaller numbers per planeload compared to the airlines.

I have flown people from all levels of notoriety, from Secretaries of State to radio show shock jocks and everyone in between. For those looking for juicy client gossip, I'm sorry to disappoint. There is no high drama or high maintenance with my clientele. The folks I fly around are great. I have gotten to know some of them very well over the years and it always makes me feel great when passengers arrive and smile in recognition that it's me.

Now it's not all peaches and cream. There are days when I feel

like I'm driving a bus with wings. But when that happens, I just look down and it makes me smile. I get to see some of the most impressive scenery one could ever imagine and it's strictly reserved for those of us able to fly aircraft. That makes it one of the best jobs anyone could have.

Well, that sums up my aviation journey up to this point. Like I said at the beginning, it is truly amazing how many things need to come together for one to have a career in this industry. Persistence, hard work, discipline, and good friends are certainly the foundation of what I do for a living today and I'm thankful for every bit of it.

Some may be wondering, "If he flies jets for a living, why did he join the Williamson Flying Club?" The truth is that, once you get in a jet, you find yourself wanting to be back in the types of aircraft that brought you to the party. There is

simply no substitute for cruising along at lower altitudes. Before joining the WFC, I owned a Rans S12 that I based at Le Roy (5G0). In January, I plan to earn my sea-plane rating and am investigating the purchase of an amphibious SeaRey.

So, what do I do when I'm not flying? I spend my days off with my wife Amanda and my two children, Madelyn and Zach (10 & 8 years old). I have the best family in the world. When I'm not hanging out with them, I am an avid practitioner of Jiu Jitsu 5 or 6 times a week. I'm not sure why getting my face ground into a mat or grinding someone else's face into a mat appeals to me, but it does. With that, flying, and my family, my life couldn't be more enjoyable.

I hope to meet more of you in the future, as my time will surely free up as the kids get older. I will see you all around the patch.

Cool Places To Fly by Chris Houston

Destination: Sussex Airport, Sussex, NJ (KFWN)

Distance: 165 naut.miles, direct

Why It's Cool:

A fact of life for those of us who live and aviate in the northeast is that the occasional visit to New Jersey will occur. And when it does, it is always useful to have a good meal stop in your back pocket.

To that end, I'll recommend the "New Airport Diner" at Sussex Air-

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Sussex Airport (Chris Houston)



Leo Loudenslager monument (Chris Houston)

Cool Places To Fly by Chris Houston

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port. Our group stopped there after this past summer's excursion along the Manhattan skyline (which was a simply amazing experience). It was a last-minute replacement for Cherry Ridge (N30), which we discovered to be temporarily closed on the day of our trip.

The Airport Diner claims to make the "Best Burgers in Sussex County". While I'm not really in a position to assess that claim, I think everyone who participated that day would agree that the food was good and worth a return visit.

As an interesting historical footnote, Sussex was the home airport of famed aerobatic pilot Leo Loudenslager and a monument to him stands on the edge of the ramp. It depicts the Laser 200 aerobatic monoplane that Leo made famous in the 1970s. Loudenslager is generally credited with popularizing aerobatic monoplanes of the type that so dominate high energy aero-



WFC aircraft parked at Sussex (Chris Houston)

batic performances today. Because of that, his Laser hangs in the Smithsonian's Udvar-Hazy Center. It is the only place in the entire facility where you will find a beer ad (Loudenslager was sponsored by Bud Light).

With an active skydiving operation, Sussex is a busy place and perhaps a bit run-down, but it made for an affordable fuel stop and a great place to enjoy a tasty burger before flying home to Sodus.

Tips:

- The fuel farm at Sussex can accommodate multiple aircraft at once—there are four nozzles. The fuel pump controller is an unusual type, but all of us



The New Airport Diner at Sussex (Chris Houston)



Matt Palmer refuels 6ES (Chris Houston)

were able to figure it out. Fuel is currently \$4.95/gal.

- Sussex is an active skydiving airport. The drop zone is adjacent to the ramp on the southwest side. Exercise caution when flying near Sussex while jump operations are active.
- The New Airport Diner is immediately adjacent to the airport, northwest of the ramp, and directly on the main road.

Opinion: Night Currency by Chris Houston



Are you night current? Should you be? Night flying may not be for everyone and certainly represents increased risk in the event of an emergency while aloft. For those reasons, I think it's critical to choose nighttime routes and

weather carefully. Deer at KSDC definitely pose a concern at night.

However, now that we are firmly in the season of short days (that are getting longer now that the solstice is passed), I think there is value in maintaining night currency. Primarily because it takes the pressure off when we are flying with passengers near the end of the day. Unexpected headwinds can cause delays in getting back to KSDC and I think that racing the sun home adds stress that creates opportuni-

ties for errors. A pilot who is night current (and proficient) won't have to rush back to KSDC with their passengers when the sun disappears behind the horizon. They can take their time and enjoy their flight.

And, let's face it, the constellations are beautiful at night, even the manmade ones spread across the landscape.

What do you think?