

WHERE IN THE WORLD IS IT SAFE TO TRAVEL?

Reports of brutal rapes of foreign tourists in India and Brazil in recent months have rocked the international travel industry.

According to data cited by The Atlantic, visitors to India have dropped 25 percent since December's fatal gang-rape of a young woman on a bus in the capital of New Delhi, and 35 percent among female travelers. And that data was compiled before March 16, when a Swiss woman who was touring the central Indian state of Madhya Pradesh by bicycle with her husband was gang-raped by a group of eight men.

In Madhya Pradesh, there are nine reported rapes every day, according to the Washington Post.

In Brazil, where an American tourist was raped by three men over the course of six hours on Monday, reports of rapes there have risen 150 percent since 2009, The Atlantic reported.

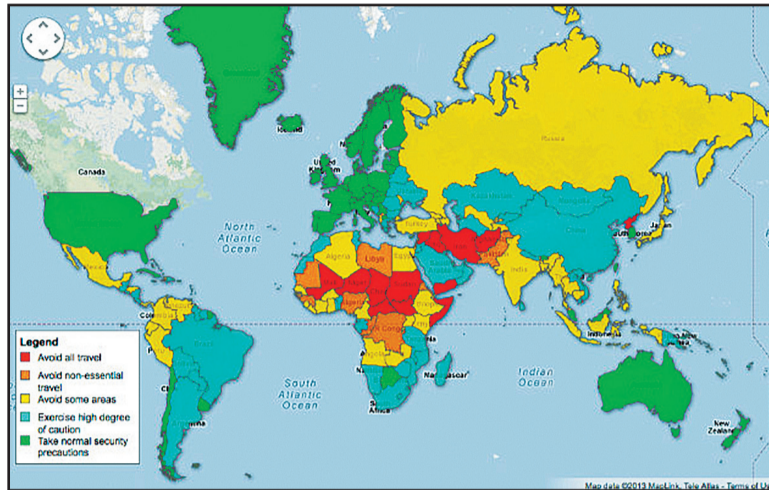
Not surprisingly, Brazil and India are among the most dangerous places to travel, according to an interactive map produced by Canada's Department of Foreign Affairs.

But they're not the most dangerous: North Korea, Syria, Iraq, Iran, Afghanistan, Mali, Niger, Sudan, South Sudan, Central African Republic and Somalia are where would-be tourists are warned to "avoid all travel."

For other countries, like Libya, visitors are cautioned to "avoid non-essential travel."

The color-coded danger map also includes region- and time-specific warnings. In Pakistan,

including the city of Quetta; - the Khyber Pakhtunkhwa province, including Swat, the city of Peshawar and the Khyber Pass; - and the Federally Administered Tribal Areas. In Mexico, those "required to



- tourists are told to avoid:
- areas reporting military or militant activity;
 - all border areas, except the Wagha official border crossing point;
 - Kashmir region, including Azad Kashmir;
 - the province of Baluchistan,

travel to Monterrey, in the state of Nuevo Leon, should avoid movement after dark and stay within the suburb of San Pedro Garza Garcia."

So where, exactly, is it safe to travel? Australia, Botswana, Canada, Chile, most of Europe, Greenland, Iceland, New Zealand, Malaysia, South Korea, the United States and Uruguay, according to the agency.

"No matter where in the world you intend to travel," the department's website advises, "make sure you check the travel advice and advisories page twice: once when you are planning your trip, and again shortly before you leave. ... The decision to travel is the sole responsibility of the individual."

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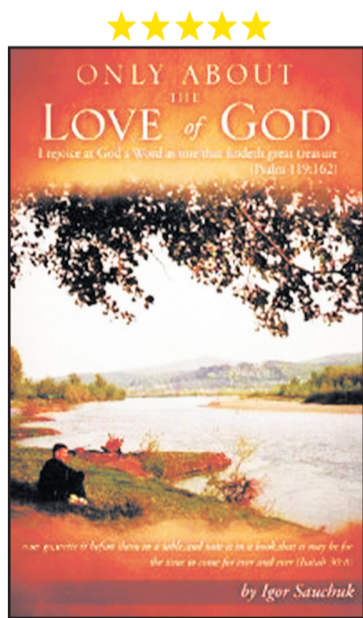
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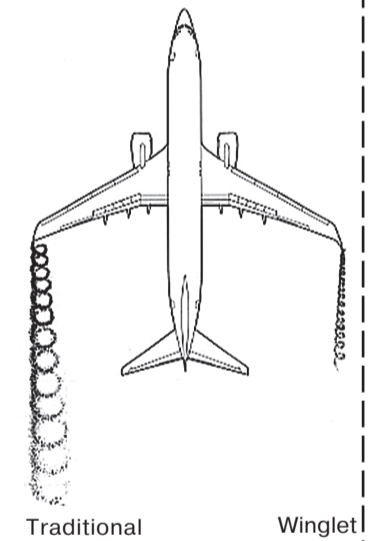
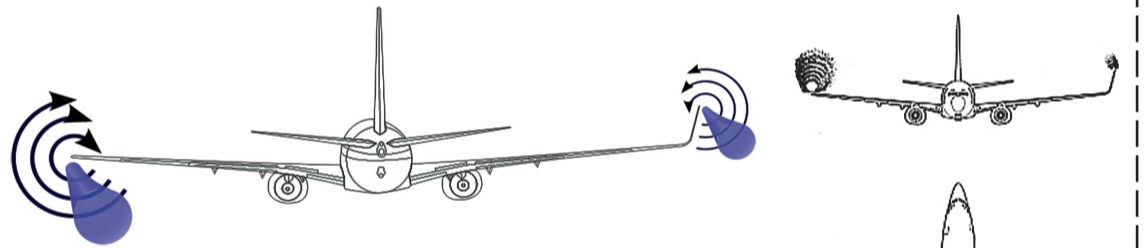
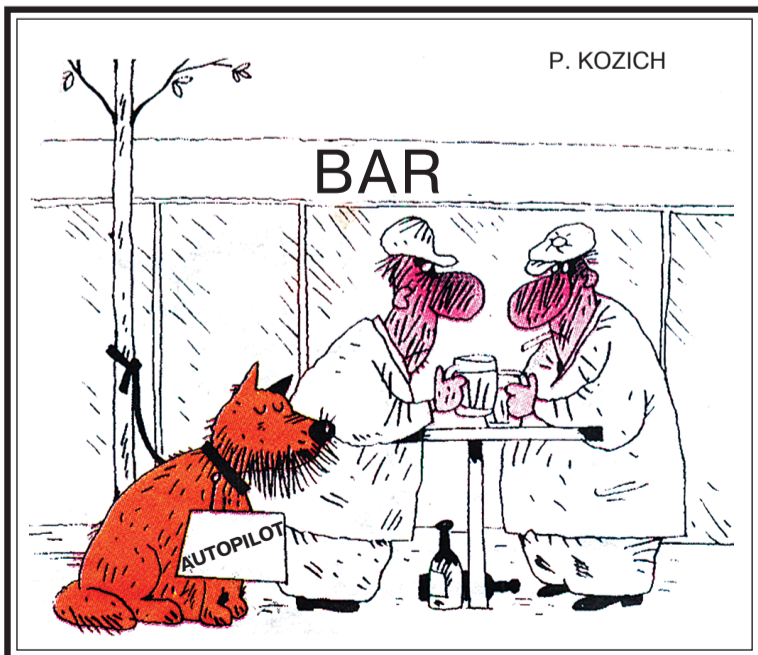
ONLY ABOUT THE LOVE OF GOD



I have known Igor from work about a year and just recently read his book. It is an emotional roller coaster that takes you for quite a ride. If you are not moved after reading this, you have no heart.

I was in Europe and in the military during the time of these events. From an outsiders view into the USSR they gave little clue on what reality was inside the worker's paradise. Since the 1990's visiting the Russia and later meeting some evangelical pastors in the heart of the beast I began to have that awakening on the sacrifices and costs that the people endured. It has really come home after finishing the book. I could not put it down.

While written in a less refined style, it brings home the heart of the author in describing the events he experienced and should sound a warning on how a people and culture can easily and thoroughly they can break all but the strongest believers. The lesson also is to appreciate the freedom and protection that most take for granted to worship as they want. This book should open your eyes and humble your heart. RT.



TO MOST THE SKY IS THE LIMIT. TO THOSE WHO LOVE AVIATION, THE SKY IS HOME.

Early NASA development: engineer Richard Whitcomb, with careful aeronautical design, showed that correctly angled and shaped winglets could maintain the same or lower bending moment with a smaller wingspan and greater flight stability than tip extensions. tests tookk in 1979-80 by a joint NASA/Air force team, using KC-135 Stratotanker and Mc Donnell Douglas DC-10, later derivative MD-11 in 1990. Learjet prototype blended winglets, employed the first winglets ever used on a jet and a production aircraft, either civilian or military. Also Gulfstream. Boeing announced a new version of the 747 in October 1985, using a combination of winglets and increased span to carry the additional load. The winglets increased the 747-400's range by 3.5% over 747-300, which is otherwise aerodynamically identical but has no winglets. In 2002, Boeing first flew a production Next-Generation 737 with its new Blended Winglets, six-foot extensions that decrease fuel consumption by about 3-4%. Airbus tested two candidate blended winglets, designed by Winglet Technology and Airbus, for A 320 family. In December 2008, Airbus announced that in conjunction with Aviation Partners, Inc., they are restarting their winglet testing program for the A 320. Sharklets are expected to result in a reduced fuel consumption of at least 3.5% over longer sectors, corresponding to an annual CO2 reduction of around 700 tonnes per aircraft. The A 320 is the first model fitted with sharklets, which were delivered in 2012.

