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# LEADING EDGE

LIFESTYLE MAGAZINE

VOLUME 07 | EDITION 01 | 2016

SCANDINAVIA  
IN THE SUMMER

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POLARIS  
SLINGSHOT

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GIRAGLIA  
ROLEX CUP

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WEARABLE  
TECH

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COVER STORY  
BASE JUMPING  
IN NORWAY

OSKALOOSA  
CELLAR  
PEANUT PUB

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MINNEAPOLIS  
EXTREME  
SANDBOX

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JOHN  
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COPA AMÉRICA  
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# 10 Reasons to Visit SCAND

By Jamie Pfeiffer

Thinking about Scandinavia often brings to mind cozy images of snowy sports, Northern Lights, and jumping into hot saunas after heart-stopping dips in polar ice pools. Scandinavia in the summer is a much different experience, offering glimpses back hundreds of years in time, breathtaking natural beauty, and richly unusual cultural traditions.

Technically, “Scandinavia” only includes Norway, Sweden, and Denmark, but Finland is commonly included in the designation (as are, sometimes, the nearby islands of Iceland and Greenland). The farthest northern regions have a subarctic climate, but the southern parts and coastal areas enjoy more temperate, mild weather, experiencing only occasional frost and snow during winter. Summers are pleasantly warm, averaging 60-85° Fahrenheit during the days – perfect for getting out and enjoying the best the region has to offer.

**10. Tour Norway’s villages and glaciers by bike.** Norway is famous for its deep fjords, steep mountains, and charming wooden churches. The Scandinavian mountains slash vertically across the country, looming steep and rugged on the Atlantic side and declining gently toward the country’s border with Sweden to the east. This variety of terrain and the rural, traditional culture makes it a popular destination for bike tourists of all abilities. The Tour of Norway, a professional racing event associated with the Tour de France, is held every May through the winding peaks. Galdhøpiggen, in Norway’s Jotunheimen national park, is the tallest mountain north of the Alps (2,469 meters) and is surrounded by spectacular glaciers; challenging bike tours up it allow unparalleled views of the sea and landscape. Coastal Norway bike tours explore the fishing villages and farms of the islands and fjords, allowing access by bike and ferry to remote enclaves. The fjord Geirangerfjord is famous for its beauty, while Sognefjord is the largest. Be sure to stop in Bergen, a waterfront town with cobbled streets, a world-famous fish market, and one of the oldest and most well preserved castles in the country.



# INAVIA

## *In the Summer*

### 9. Explore Viking history.

Although Viking-era settlements and historical depictions are all over Scandinavia, they are most preserved and prevalent in Norway. Gudvangen's Viking market, held every July, features activities for children, fighting, instructional courses, and legendary tales. In the year-round Viking settlement at Avaldsnes, every aspect of the day-to-day life of the Vikings is preserved, including farming, fishing, handicrafts, commerce, art, and culture. Many buildings typical of Viking times have been reconstructed using original techniques, making the town an interactive historical experience.

### 8. Ride the single track.

If you're more of a thrill seeker than a history buff, explore the extensive network of single-track mountain bike trails that spiderweb across Sweden. About 300-400 kilometers (180-250 miles) of mountain bike trails weave through the area surrounding Gothenburg and are accessible from downtown. The terrain is most challenging because of the rocky outcroppings and dense vegetation in the forests. Rugged trails climb short, steep hills and descend viciously through bald bedrock fields,

a challenge for even the strongest, most experienced riders. One of the unusual features of Swedish riding is the concept of Allemansrätten, or "every man's right," which guarantees everyone the right to stay or camp on any uncultivated land for one or two nights as long as you respect certain cultural norms, stay out of sight of any residents, and leave no traces of your visit when you leave.

### 7. Watch the whales from a historic Baltic schooner.

If biking isn't for you, a sailing tour on a majestic, multi-masted schooner is another off-the-beaten-path way to see the famous Norwegian fjords. These traditionally rigged sailing vessels nimbly dart in and out of the narrow sea inlets, stopping at villages and historical sites. One advantage the schooners have over bike tours is an up-close-and-personal opportunity to see the pods of whales that mate in spring off the Vesterålen coast. During the summer, sperm whales are most common, but viewers also frequently spot families of pilot whales, minke whales, humpbacks, dolphins, and killer whales.



Brygga 11, Geir Skeie



Kristoffer Andersen, Tour of Norway.

## 6. Catch big fish (or just eat them).

Fishing is an integral part of Scandinavian culture, economy, and culinary tradition. In addition to commercial fishing, fly fishing and sport fishing are enormously popular both in lakes and at sea. The pike fishing in Sweden is among the best in the world, with ample stocks of pike in lakes, rivers, and coastal waters, often weighing in at up to 20 kilos (44 lbs). Atlantic and Baltic salmon, trout, grayling, whitefish, and char are also abundant throughout Scandinavia.

As for culinary delicacies, Lutefisk is the most widely known. It's a traditional, gelatinous fish preparation, made by soaking aged, dried, and salted whitefish (usually cod) in a lye mixture before washing and cooking it. It is a celebratory dish in Scandinavian countries, frequently served at holidays, accompanied by boiled potatoes, green peas, and various sauces. Surströmming, Swedish for "sour herring," is a type of fermented Baltic Sea herring that is legendarily foul smelling. (According to a Japanese study, it has one of the most putrid food smells in the world.) Just enough salt is used to prevent the raw fish from rotting over its fermentation process of at least six months. This noxious delicacy has been a staple of traditional northern Swedish cuisine since at least the 16th century; a traditional Swedish saying warns that "if there is no herring on the table, there is no party!"

## 5. Rock your socks off at a music festival.

Each summer, Scandinavia's outdoor music festivals are some of the biggest and hardest rocking in the world. They feature the gamut of experimental techno/electronica, growling death metal,

sugar pop, and hard rock. Traditional festivals also celebrate centuries-old ballads and new compositions on dulcimer, fiddle, harmonica, and accordion.

The Roskilde Festival (June 25 – July 2) is Denmark's largest; it offers 70,000 tickets and is one of the world's most famous rock festivals. Both international and local musical acts and fans alight on the tiny island of Zealand, 30 km west of Copenhagen, for a week-long celebration. Similarly, Finland's largest music festival, Ruisrock (July 8-10), which also attracts nearly 70,000 spectators, is held on an island near Turku over the course of a weekend. Sweden's smaller Arvika festival (August 4-6) embraces alternative rock, pop, metal, and electronica from local and European acts, and the G! Festival showcases mainly local and Scandinavian rock, pop, folk, and indie bands in the Faroe Islands (a self-governing archipelago that is part of the Kingdom of Denmark).

## 4. Get medieval on an island.

Sweden is Scandinavia's largest country, and tens of thousands of islands line its coast; the Swedish Archipelago is the second largest in the Baltic Sea. One of the most attractive and popular islands is Gotland, boasting quaint medieval streets in the town of Visby, the ruins of Visborg Castle, remains of 13th-century-built town walls, and numerous old churches and cathedrals. It also has a mostly undeveloped pastoral landscape, pristine beaches, and traditional throwback festivals such as Medieval Week.

## 3. Go to Elsinore (Hamlet's castle).

*What is your affair in Elsinore? We'll teach you to drink deep ere you depart.* Whether you educate



yourself in the style of Hamlet or not, you can visit the castle where Shakespeare set his masterpiece in Helsingør, Denmark. Kronborg Castle, originally built in 1420, has been burned to the ground and been rebuilt, always maintaining its stature overlooking the Øresund Sound as a gatekeeper for ships passing into the Baltic Sea. Tours are available of the castle and its crypts and catacombs, and in the summers it hosts the Shakespeare Festival at Hamlet's Castle, during which you can enjoy live performances of Shakespeare's greatest plays, performed by both Danish and international companies, including the Royal Shakespeare Company.

## 2. Carry your mate at the world wife carrying festival.

Hundreds of thousands of islands and lakes dot the remote landscape of Finland, but the best reason to go in July is to participate in this unusual competition. You don't actually need a *wife*, per se – just a willing partner who you are able to carry in whatever manner you choose. The contest, which has been a tradition for hundreds of years in the tiny town of Sonkajärvi, seems to have been inspired partly by the once-common practice of wife-stealing (from neighboring villages) and partly by a notorious local robber named Rosvo-Ronkainen. (Legend has it that in the late 1800s, he made potential gang members complete an arduous obstacle course while carrying big, heavy sacks on their backs as a way to test their speed, strength, and endurance.)

The modern race draws over 40 male/female couples each year (who do not, in fact, have to be married) and almost 10,000 spectators. Competitors take it very seriously, and, although contestants come from all over the world to compete, it seems to be primarily a duel between the Finns and the Estonians. The current world record is 55.5 seconds to complete the 253.5-meter sand and grass course. The track has two dry obstacles (usually log hurdles) and one water obstacle. The minimum weight of the wife must be 49 kilograms (108 lbs), although underweight wives can wear weights. The contestants run two at a time in "heats"; if the man drops the wife, a time penalty is added. There's also a wife-carrying triathlon, a team competition, a sprint, and even a wife-carrying "senior" series for people over 40. And the first prize? The wife's weight in beer!

## 1. Party under the midnight sun.

Because of its far northern position on the Earth, on the longest day of the year in Scandinavia and for several weeks around it, residents enjoy sunlight for all or most of the night. Midsummer ("Midsommardagen"), which falls this year on Saturday, June 25, is a national holiday in Sweden. Most towns celebrate it and its eve ("Midsommarafton") with dancing, especially around a traditional, festive maypole festooned with flowers and ribbons. There are also epic bonfires, known as Slinningsbålet; Alesund, Norway holds the record for the tallest, in 2010, towering 40.45 meters (132.71 ft) before it was lit. Revelers feast on copious traditional food and drink, such as gravadlax, pickled herring, dilled potatoes, and aquavit. Festivals can be found in towns large and small throughout Scandinavia – it's one of the region's most beloved holidays. Midsummer night is thought to be full of magic, mystery, and fertility – for crops, new endeavors, and revelers.



Whether you visit to explore the history, the adventure, the culture, or the scenery, Scandinavia in the summer has something oddly appealing for everyone.

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# THE POLARIS SLINGSHOT

By Micah Hartmann

**The Polaris Slingshot** has been called many things: Transformer, Batmobile, and a vehicle you'd find in a Marvel movie with Captain America behind the wheel. It's not a car, and it's not a motorcycle. The classification of this thing has been debated since its invention. It's even been banned in several states because, frankly, they don't quite know what to do with it. The Polaris Slingshot is one of a kind. When driving it, you might feel like an honorary Avenger. You might feel like you can fly. You'll turn every head as you speed down the road in this almost toy-like, three-wheeled... motorcycle?

## 3 Wheels. 2 Seats. 1 Purpose.

Four models of the Slingshot are now available—the base model in Gloss Black, the SL offered in Red Pearl and Turbo Silver, and the SL LE (Limited Edition) in White Pearl. Each model comes with a 5-speed manual transmission, electronic power-assisted steering and stability control, ABS disk brakes, tilt steering, and adjustable seats. All but the basic version have a small windshield and a media console with a backup camera, Bluetooth hookup, and six-speaker audio system. The wheels are also bigger on the loaded models. Instead of 17" wheels in the front and a single 18" wheel in the back like in the base model, they have 18" and 20" cast aluminum wheels in the front and back, respectively.

Hop into the rear-wheel drive, doorless roadster and sink into one of the two lightly padded, waterproof bucket seats. Make sure to strap on your 3-point seatbelt – you're going to need it. It will be the only thing keeping you inside the cockpit as you race down the road. Don't worry about precipitation; the entire interior is weatherproof. Lock away anything that can fly out (like your wallet or purse) in the glove box in the front, and pull your helmet out of the storage bin behind your seat. Now, you're ready to roll.



The Slingshot is small and has a minimalist design, including just what's required to hold it together, carry two passengers, and stay on the road. Its high-strength spaceframe is thin-walled, rustproof, and impact-resistant low-alloy steel. The reverse-tilt hood opens to reveal a 2.4-liter DOHC engine. Its curb weight is 1741 pounds, and it's approximately 12.5 feet long, 6.5 feet wide, and 4.3 feet tall – large enough to carry two passengers comfortably and small and modern enough to look like it was brought back from the future or taken straight out of the latest superhero movie.

## Pure Driving Freedom

This lightweight but sturdy three-wheeler has some power behind it with its 173-horsepower four-cylinder engine that runs at 6200 rpm. Once you're in the cockpit with your partner by your side, helmets on, seatbelts fastened, open freeway before you, step on it. You'll find that although the Slingshot is not the fastest thing out there, its size-to-speed ratio is enough to give anyone a blood-pumping ride. It can go from zero to sixty in a little under 5 seconds, which is slow for a motorcycle, but fast for a car. Going from zero to 100 takes about 12 seconds, and its top speed is 130 mph – enough to thrill any rider.

What really gets your adrenaline going is the open cockpit design and low stance. No doors. No roof. You're sitting in this bare-bones configuration less than a foot from the ground with almost nothing between you and your

outdoor surroundings. That's what makes it such an exquisite experience – as Polaris puts it, “A 360-degree rush of sight, sound, and smell.”



Copyright Ldionisio | Dreamstime.com

This may not be the safest thing to hit the road; there's virtually nothing to protect you if you get hit, no airbags or sides to blanket impact. Then again, the same can be said of a motorcycle. Keep a sharp eye out for animals, debris, potholes, and even small rocks because the Slingshot only has five inches of clearance from the ground. Straddling a pothole with your tires as you would to safely avoid one in your car won't work with this reverse tricycle. With the single, centered back wheel, dropping into a pothole might feel like a swift, hard kick in the back. Needless to say, the Slingshot performs best on clear, smooth roads.

**“The stability systems are dialed to allow drivers to have fun, hovering on the fine line between control and chaos, to teeter on the edge but still maintain control.”**

–Bryan Harley, Cruiser Editor for *Motorcycle USA*.

The Slingshot's handling is one of its strong points. It can take tight corners fast and directly without losing control, more like a motorcycle than a car, due to its electronic stability control. With this being said, it's unlike anything else, so you should practice before shifting into high gear and pushing





this thing to its limits. It's a stable vehicle, even on the interstate with wind and traffic, but the way it speeds up, takes curves, and brakes is different than any other vehicle. "It's thrilling and unique, but whether you're trading in a car or motorcycle for one, I suggest working your way up to it."

—Gary Gastelu, *Fox News*

## Is It Legal? Sometimes...

In states where the Slingshot is considered a motorcycle (which is most of them) you're required to carry a driver's license and either a motorcycle license or endorsement, depending on the state. California requires only a driver's license. Several other states classify the Slingshot as something else entirely. North Dakota considers it an "unconventional vehicle," and in states like Connecticut, Alabama, and Idaho, it's an "auto-cycle." Fortunately, you only need a regular license to drive it in these places, too.

The Slingshot was initially illegal in Texas. The state didn't want to categorize it as a motorcycle and didn't know exactly how they should classify it, so they settled the matter by banning it completely. In May 2015, however, the governor decided to lift the ban and allow the Slingshot to be registered and classified as a motorcycle. It's still illegal in Hawaii and Maryland.

## A Whole Lot of Crazy for Not Much Money

"You can't buy more attention for less money than the Polaris Slingshot," said Micah Muzio, Managing Editor for *Kelley Blue Book*, after test-driving the auto-cycle for himself. He's right. Compared to somewhat similar machines, you get the most bang for your buck with the Slingshot. The Ariel Atom, the KTM X-Bow, and the Campagna T-Rex are all three to four times the price. The Slingshot ranges from \$21,499 to \$26,499.

Drivers and owners seem to love the Slingshot. Here are some of the ways it's been described in action:

**"Crazy, stupid, ridiculous, insane fun."**

—Peter Valdes-Dapena, *CNNMoney*



**"It's kind of like you're driving Mad Max's Saturn Iron...A whole lot of crazy for not much money."**

—Ezra Dyer, *Car and Driver Magazine*

**"The semis made me feel like I was in Princess Leia's transport ship in the opening scene from Star Wars.... Nothing with four wheels can compete with the elemental, riding-around commando experience of the Slingshot."**

—Gary Gastelu, *Fox News*

## Get Behind the Wheel

Want to take the Slingshot for a spin? Go to [polaris.com/en-us/slingshot/test-ride](https://polaris.com/en-us/slingshot/test-ride), and schedule a test drive. Simply fill out your contact information and select a model to search for local dealers. Make sure you have the correct type of license to drive a Slingshot in your state by going to [polaris.com/en-us/slingshot/license-requirements](https://polaris.com/en-us/slingshot/license-requirements). Read through the list of what to bring the day of your ride, and when the day comes, you'll go through a short on-site training and safety course. Once that's finished, it's time to step into the Polaris Slingshot and hit the streets to experience the electrifying thrill of this roadster.

**"...the Slingshot is so low, elemental, and raw. It feels as if you're getting away with something. And who knows? Maybe you are."**

—Ezra Dyer, *Car and Driver Magazine*



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# *Ships Ahoy!*

GIRAGLIA ROLEX CUP RAISES SUMMER'S SAILS

BY JAMIE PFEIFFER

PHOTOS: GIRAGLIA ROLEX CUP

As the sun sets over the crashing waves, the Giraglia lighthouse readies its lamps to warn sailors away from the rocky outcroppings of the tiny French island. This night, the tower is particularly vital. Over 200 yachts will pass below its flickering beams, halfway through the Mediterranean's longest and oldest regatta.

The Giraglia Rolex Cup is the "grand old lady" of racing. She's hosted all the world's champions, survived countless disasters and triumphs, and sailed through six decades with grace. Approaching the beginning of the 64th annual display of power, style, and skill, she shows no signs of losing her allure.

## A RACE BORN OF WAR TO RENEW A FRIENDSHIP

France and Italy have endured centuries of territorial and cultural disputes. Genoa's defensive fortifications, which still punctuate the rolling landscape, date back to Roman times. For more than a century, there was peace between the countries after they were last updated in the early 1800s, but they were pressed into service again during the brutal air and sea battles of World War II. Following the end of World War II, the neighboring countries struggled to rebuild trust and friendship.

In 1953, over spirits in a Parisian bistro, members of the Yacht Club de France and the Yacht Club Italiano (YCI) hatched an idea: a week-long, jointly-sponsored regatta for amateurs and professionals alike. 22 ships sailed in the inaugural race, and from the bonhomie was born an enduring tradition. Ever since, the clubs have collaborated closely with each other and the Société Nautique de Saint-Tropez on the annual event. Rolex became the official sponsor of these partner yacht clubs in 1997 and provides luxury prizes to the winners.

The tradition of close friendship and fraternity has swelled far beyond the race's nations of origin; in 2015, the starting fleet numbered 240 craft from 20 different countries. Giraglia unifies dozens of historically important yachting clubs, team members, and owners, and is one of the highest-profile events on the calendar. Naturally, it also encompasses a week of extraordinary parties and social events in some of the most luxurious and naturally beautiful parts of the Mediterranean. The yachts themselves

run the gamut of sizes, shapes, and styles – keelboats, including elegant Swans, modern Maxi Yachts, and ultra-competitive one-design boats.

## CHANGE IS THE ONLY CONSTANT

This year's week of races and events will begin in San Remo, Italy, with a night training race to St. Tropez, France. Over the following three days, St. Tropez will host a number of shorter, inshore competitive races out of its harbor, each under 35 nautical miles. Each night, the camaraderie will build, and the parties will creep later and later into the nights, culminating in a gala event for over a thousand guests. Then begins the main event: a journey of 243 nautical miles (450 km).

Over the race's six decades of history, there have been at least 13 different courses and a number of different starting and ending cities. In 2014, to celebrate the opening of the new Monaco Yacht Club (a sister club to YCI), the finish line was in Monte Carlo, where the royal family christened the stunning new clubhouse and welcomed the victors lavishly.

Despite differing locations, the course distance is the same each year. In each of the various routes, the majestic passage through the Îles d'Hyères near Giraglia, just off the coast of Corsica, remains a constant.

## WINNING ISN'T EVERYTHING... BUT IT'S STILL GLORIOUS

The "Spirit of the Giraglia" is not about winning; it's about the camaraderie, rivalry, and tradition between the crews, owners, and participating nations. As the winds pick up, however, so does the competitive nature of the participants. Winning line honors (the first yacht to finish the race) is a mark of distinction and achievement, especially if it includes the toppling of a time record. For the rest of the participants, the complicated system of handicapping known as the IRC rating system ensures that almost everyone remains competitive in the quest to be the "corrected time winner."

The somewhat mysterious IRC system is managed by the United Kingdom's Royal Ocean Racing Club and requires owners to apply each year for certification and rating. This





rating considers such features as asymmetric spinnakers, carbon masts, canting keels, and water ballast, but its rules and ranking system are not published. Its objective criteria are reviewed annually in light of new developments and past race results. The secrecy and fluidity of the certification process makes it in some ways more of an art than a science; it is designed so ships cannot be built to “game the system.” IRC can apply a rating to any mono-hull yacht; applications can be submitted directly, using an online system. Any small-to-midsize keelboat with an IRC certification, whether professional or amateur crewed or owned, may participate in the Giraglia. Past corrected time winners have been notably diverse, and as a result of the handicapping, the race remains competitive long after the initial waves cross the finish line.

One of the most important factors in a competitor’s success is utterly out of their hands – the prevailing winds. Some contests, like 2012’s brutal and record-setting course, enjoy winds of 35+ knots, while others, as in 2015, see competitors marooned for hours on calm, windless seas. In 1998, only five yachts out of 78 completed the race due to an almost complete absence of wind. If sailors are especially lucky, the strong, cold, northwesterly Mistral wind blows

from southern France into the northern Mediterranean Gulf of Lion. Its sustained winds often exceed forty kilometers an hour, and its gusts have been recorded over one hundred kph. Periods of the wind exceeding thirty kph lasting more than *sixty-five hours* have been reported.

In years of light to medium wind, strategy becomes more important. Extensive advance study and planning of the course, competing teams and ships, prevailing winds, tides, and currents all play strong roles in winning. Skillful execution of the tactics is also essential, allowing teams to position their boats in ways that allow them to implement their strategies. An excellent start, conservative sailing through the first leg, and strategic battles through the middle stage enable crews to maintain a consistent final stage and, with luck, sail to victory.

## TO THE VICTOR GO THE SPOILS

The record for fastest finish time belongs to Igor Simic’s 100-foot Maxi “Esimit Europa 2,” which made it to Genoa in 14 hours, 56 minutes, and 16 seconds during the viciously windy 2012 race. The next ship crossed the finish nearly 3 hours later, very close to what had previously been the fastest completion time on record. Many boats suffered damage along the course, folding up the sails before pulling into Genoa harbor, but Esimit’s sailcloth was as sound as her determined crew.





Esimit Europa 2 is one of the fastest and technologically most advanced sailing yachts in the world. Her collaborative team is composed of 18 world-class sailors from 11 nations, who are unified under the direction of and financed by a collaborative project that aims to “successfully [unite] sport with diplomacy, social responsibility, culture and business.” The team’s 2012 strategy was to reduce the weight of the ship itself, execute viciously precise maneuvers, sail with as few crew members as possible, and avoid unnecessary risks. Shortly after the Esimit set sail, one member suffered an emergency and had to be taken off the craft and back to the harbor, reducing the ship’s weight even further, but pressing an already-lean team to the limit. The punishing winds taxed her skeleton crew, but conservative maneuvering choices around Giraglia Island ultimately assured their victory.

Despite vastly different conditions in 2015, Esimit Europa 2 won line honors again, proving that strategy, planning, and skill can be just as important as favorable winds (although her time that year – 29 hours 11 minutes and 58 seconds – certainly set no records). In fact, Esimit Europa 2 has taken line honors each of the four times she’s participated, while the rest of the fleet may take up to three days to complete

the course. Compared to other offshore races, the Giraglia’s shorter course ensures the fleet remains relatively compressed. Crews often have their main rivals in sight, creating interesting tactical duels and strategic battles. Some of the finishes have been notoriously tight, including the 2005 battle in which Black Dragon overtook Magic Carpet only 300 meters from the finish line, finishing a mere minute ahead of the her rival.

## JOIN THE FRAY

In the spirit of open competition, the Giraglia is open to anyone with a sailing yacht above 9.34 meters that has an IRC measurement certificate. 2016’s race runs from June 10 to 18th, beginning in St. Tropez, France and ending in Genoa, Italy. Opportunities abound, as well, to join an established ship’s crew for an unforgettable international nautical experience.

Apply for IRC certification online at the home of the Royal Ocean Racing Club Rating Office, [www.rorcrating.com](http://www.rorcrating.com).



# Going from a **TURBOPROP**



## **THE DIFFERENCES YOU SHOULD KNOW**

**By Jim Mitchell – Executive Sales Director for Elliott Jets**

Owning a jet has its advantages over owning a turboprop. You have a significant improvement in altitude to get you on top of most weather, your pressurization is improved for a more comfortable cabin, you have a quieter flight with a smoother ride, and you are going a lot faster over the ground. However, when going from a turboprop to a light jet you might not understand some of the differences. With the latest technology in newer single pilot jets, such as the Citation CJ series, it is important to know what to expect when considering moving into one.

Before we get into the differences, let's look at a couple of similarities. The newer CJ series will cost about the same per mile to operate as a comparable King Air model. This may seem hard to believe, but as an example, a CJ2 has a nearly identical cost per mile as compared to a King Air B200. Also, you will have to do initial and then recurrent training at an insurance-approved provider such as Flight Safety or Simcom. With a light jet, your training will be a little more demanding and you will end up with a type rating for your aircraft. Once you receive your type rating, you will need another 10-20 hours additional training with a mentor pilot.

There are other differences between your twin-engine turboprop and a newer light jet. Many of the later model light jets have engines that are controlled by a FADEC control system. On take off, you move your power levers to the take-off detent. At 2,000 feet AGL, you move the power levers to the climb detent. At cruise, you move the power levers to the cruise detent. FADEC engine controls are very simple and efficient. Another difference is that the newer jets do not have thrust reversers to help with stopping on a contaminated runway. Instead, they rely on big flaps, big brakes and drag inducing spoilers to slow you down. What this means for you is that in some instances, with a runway that has rain or snow on the surface, you are going to need additional distance to land and stop over normal operations. Finally, the newer technology light jet engines such as the Williams FJ44 almost always are on an engine support program such as TAP Blue. This program will cover scheduled and unscheduled maintenance on your engines and in the case of TAP Blue, the program will even address corrosion issues. The majority of twin turboprop engines do not have an engine program due to the high costs from the providers.



# to a Single Pilot LIGHT JET

Moving from a King Air, your standard phase inspection 24 month cycle and the required landing gear and prop overhauls go away. Your major maintenance cycles are longer and maintenance tracking is far more important with a light jet. You will, however, see more small inspections occurring.

Going from a turboprop to a single pilot light jet does not have to be difficult and has many advantages to you and your company. Just make sure you fully understand each difference and have a partner to help guide you through the transition.

**Jim Mitchell joined Elliott Aviation in 2010. He has been in the aviation business for over 30**

**years, holds a Bachelors Degree in Business, and has over 2,500 hours of flight time with Commercial, Instrument, and CFI ratings. Jim first started selling used piston aircraft while also managing a full service FBO business. In those years Jim saw first hand all facets of the aviation business including maintenance, charter, aircraft management, fuel sales, and hangar storage. Prior to joining Elliott Aviation Jim worked for Cessna Aircraft selling new and used Citations.**







Left: **MakeFashion Tech Tie 1.0**, by Jeff de Boer, Grant McKee, and Shannon Hoover | Center: **Sakura Dress for MakeFashion**, by Kenzie Housego, Stacey Morgan, Sophia Amin | Right: **Fan Jersey**

# wearable tech

By Diane Campbell

When you think of “wearable technology,” what comes to mind? While fitness trackers and smartwatches are some of the most widely known examples, designers and engineers are working together to continually push the limits of how fashion and technology can come together and change the ways we think about and interact with both.

Innovations in wearable technology are being developed to appeal to a diverse audience, from sports fans and athletes to fashionistas and pop stars. These are just a few of the creative ways today’s cutting-edge designers are fusing form and function in the latest wearable tech.

## wearable experiments

Wearable Experiments is a company founded by designer Billie Whitehouse and electrical engineer Ben Moir, whose stated mission is “to bring together fashion and technology with a functional design aesthetic, and use creative problem solving to help us live well and have a better quality of life.” While that could mean many different things, these are some of their latest endeavors:

### Alert Shirt

The Alert Shirt was developed with Foxtel for subscribers to its Australian-rules football channel, “Fox Footy.” Wearable Experiments gathered data from athletes in action to enable them to recreate the kinds of sensations they feel during gameplay through haptic motors embedded in the garment. During the game, real-time action is translated into sensations of pressure, impact, adrenaline, exhaustion, and even the despair evoked by costly mistakes, which the wearer can feel when the shirt is connected via Bluetooth to a smartphone app. According to Ben Moir, “Alert Shirt is about connecting humans across vast distances and bringing the emotions, frustrations and joys of the active game to life in a way that we’ve never been able to experience before.”

Wearable Experiments expanded this technology to fans of American football with the introduction of the Fan Jersey at Superbowl 50. Wearers at the product’s unveiling had direct sensory experience of events like first downs, interceptions, field goals, fumbles, and touchdowns. “As a leading innovator in wearable technology, we are thrilled to unveil Fan Jersey to help promote and enjoy the biggest sporting event of the year,” said Billie Whitehouse.

“There’s no better place to demonstrate the power of deeply connecting fans to their favorite sports moments. By using the skin as an interface, Fan Jersey allows the excitement of the game to literally be felt in ways they never have before.”

## Nadi Tights

A product for active participants rather than fans, Nadi tights use haptic vibrations to improve the wearer’s athletic performance. Designed for use during yoga, Nadi uses a physical language to communicate feedback to correct your form; vibrations change in frequency and intensity with changes in your body position. This kind of constant, real-time correction has the potential to be an effective alternative to a personal yoga instructor.

## Navigate

Navigate is a jacket that guides you where you need to go. Billed as “the first incarnation of a product that gives consumers their eyes back and removes the screen

from their hands,” the blazer works with a customized mapping app to cue you with vibrations on your right or left shoulder when you need to turn and with two buzzes on both shoulders when you’ve arrived. LEDs on the sleeve alert you when you’re approaching a turn and mark progress toward your destination. Wearable Experiments has expressed intent to release Navigate in major European cities through fashion bloggers and websites, and the product has already been introduced in New York, Sydney, and Paris.

## *chromat*

Chromat draws from founder and designer Becca McCharen’s background in architecture and urban design. The company describes its focus as “structural experiments for the human body,” and its unconventional style has adorned such stars as Madonna, Taylor Swift, Beyoncé, and Nicki Minaj. According to McCharen, “Clothing should

Nadi Tights





act as a tool or a machine to make your body the strongest version of yourself.” Her pioneering work earned her finalist status for last year’s CFDA/*Vogue* Fashion Fund awards.

## Momentum

Chromat partnered with Intel to create a line of smart apparel powered by the Intel Curie module. Garments in the 2015 Momentum Collection were designed “...to customize their shape and adapt to the wearer’s environment.” According to Chromat, “By serving as an extension of our sensory systems, the responsive garments reflect a concept known as biomimicry, where nature is used to solve complex human problems.” Examples include the Aeros Bra, which opens vents to cool the body when the garment senses an increase in respiration, perspiration, and body temperature, and the bizarre Adrenaline Dress, which incorporates a carbon fiber network that responds when it senses a rise in the wearer’s adrenaline level. The frame expands into “an imposing hourglass shape – signaling an augmented, empowered silhouette” that resembles black wings composed of heavy, intersecting lines. While perhaps not the most practical form of self defense, it just might freak out potential attackers enough to scare them off.

entering a darkened runway appears from distance like the shining eyes of a wild cat emerging from the forest gloom. (These lasers nearly had to be pulled from the runway at New York Fashion Week for fear they would blind members of the audience.) The Laser Chakra Dress takes the concept further, employing 3-D printed laser ports positioned at the body’s seven chakra points to represent the body’s energy vortices.

## 2016 Lumina Collection

Chromat’s Fall/Winter collection integrates colored light, controlled by the wearer’s hand gestures. “I was thinking of bioluminescence,” McCharen said. “In the natural world, organisms use light to communicate, for connection and protection. We wanted the models to control their own lighting, so that when she clenched her fist the sensors detected a change and triggered the lighting to power on and power off.”

In addition to integrating technology into the clothes, Chromat has begun using Intel’s Real Sense 3-D camera technology to allow them to easily customize clothing to fit individual buyers. As one who has always embraced a variety of body types and included plus-sized models in her runway shows, McCharen sees this as a step toward breaking down the elitism that pervades high fashion: “In the future, when people want to have garments that fit well, no matter their body size, they’ll be able to download the files online, apply it to their body scan, and print it out in the color of their choice.”

## *phi illuminated design*

Phi Illuminated Design was created by Amie Mae, Stacey Morgan, Kenzie Housego and Dan Demron, who met while studying fine arts at the Alberta College of Art and Design. As you may guess, their fashions also incorporate light, but with a much different effect than what Chromat produces.

## 2014 Illuminated Vintage Collection

Their first collection, Illuminated Vintage, draws upon classic styles from the early to mid 20th century, each piece in a different color and expressing a different piece of fashion history. Light is integrated into each design, creating a fusion of past and future. Accessories such as fans and parasols contain sensors, allowing lighting effects to respond to the wearer’s movements and other body signals.



**Hagoromo for MakeFashion**, Designer: Erina Kashihara, Photographer: Kelly Hofer, Model: Danuta, Hair: Jason Mellor of Love Hair by J, Makeup Artistry: Lyana Gilbert

## Mindfiles

In Chromat’s 2015 Mindfiles collection, “garments function as artificial augmentation and enhancements of the human body,” incorporating laser light to achieve this effect. In the Laser Bra and Harness, lasers shine out from the bust apex at the front and spinal column at the back, such that a model

## The 2015 Gilded Fractals Collection

The Gilded Fractals collection is decidedly modern and feminine, inspired by the geometry of nature. Again, accessories play an important role, as they are designed to respond to movement and the environment via a smartphone app to control lights within the clothing. The Origami Dress uses a sensor worn on the wrist to control the level of backlighting. In the Shooting Star Dress, LED matrices display animations of constellations, while an LED strip creates the effect of shooting stars that streak across the garment. The Clutch can be controlled with a smartphone app to flash color and even text.

These elegant examples illustrate wearable technology's increased integration of human and machine to enhance our daily lives. These small glimpses of the possibilities of wearable tech suggest enormous potential for future developments. Whether the goal is to improve our health, enhance our entertainment experiences, equip us with tools for everyday problem solving, or simply to expand the ways in which we can express our individuality, there are visionary designers working on apparel that may help us reach it.

### *how to purchase*

Wearable Experiments' designs are not currently available to the public, but you can sign up to receive news about Nadi tights here: <http://wearableexperiments.com/nadi/>

Find information about purchasing Chromat designs at <http://chromat.co/pages/about-us>.

Stacey and Kenzie invite artists, performers, presenters, and fashion enthusiasts to contact them about creating custom wearable tech designs at <http://www.phifashiondesign.com/contact-us/> or [phifashiondesign@gmail.com](mailto:phifashiondesign@gmail.com).







About an hour southeast of Des Moines, you'll find the small town of Oskaloosa, IA. Nestled in the midst of cornfields and pastures, this blue collar town of just over 11,000 is primarily made up of farmers, machine operators, and other manufacturing professionals. While it may be off the beaten path, this Iowa hidden gem has been visited by patrons all over the world to experience its unique former-train-depot atmosphere, Cicerone-certified beer servers, and over 50 beers on tap (30 from Iowa) and over 300 beers total.

The Cellar Peanut Pub has been recognized nationally multiple times by the Craft Brewing Association and also by the Food Network. Recently, it was recognized by *craftbeer.com* as the best beer bar in Iowa of 2016, beating out competitors in much larger and better established markets. You may wonder how a pub seemingly in the middle of nowhere has gained so much attention, but it takes just one visit to find out what makes this place special.

## YOUNG ENTREPRENEUR GETS AN OPPORTUNITY

In 2002, a young Martin Henry Ryan Duffy V was attending college at the nearby William Penn University. He worked to pay for college at the original Cellar Peanut Pub location.

Shortly after being hired as a bartender, Duffy's boss wanted to get out of the business. Intrigued with the profession and with dreams of how he could improve the operation, Duffy seized the opportunity. He purchased the rights to the business along with the inventory and leased the space.

Located in the basement (hence the name) of an old hospital turned halfway house, the pub was small with limited seating and dim lighting. The owner of the building was an old man who stole light bulbs from the hallway and toilet paper from the bathrooms. The police were continually called to break up fights among residents of the halfway house above the pub. Needless to say, it had its challenges, but it also had its charm.

Duffy's friendliness and ability to throw a great party led to the pub quickly gaining a reputation as the best place in town to hang out. Patrons liked the way Duffy made drinks, kept the juke box going, and more importantly, how he treated everyone with respect. It's here, in 2005, that Duffy met his wife, Betsy, who is now operations and marketing manager of the two Cellar Peanut Pub locations.

**THE BEST DIVE BAR IN IOWA** The Duffys continued to operate the establishment while raising their kids, Lily and Hank. Betsy juggled a full-time job and a part-time job helping manage the pub. In 2012, a popular radio station in nearby Des Moines, Laser 103, decided to hold a promotion to find the best dive bar in Iowa. Betsy heard about the promotion and decided to rally the "Pub Nation" to get the attention of morning show host, "the Morning Moose." Loyal patrons emailed, called, and voted. That fall, Laser 103 visited and declared the Cellar Peanut Pub the Best Dive Bar in Iowa, a title they proudly embraced. The radio station hosted an event at the pub, which it heavily promoted, and brought busloads of patrons from Des Moines. Thousands of people showed up, and the pub had their single biggest night on record.

**EVOLVING THE DREAM** Shortly after the event in 2012, the owner of the building died, and his wife followed a week later. Faced with having to negotiate new lease terms with a family trust, the Duffys took this as a sign that they should go in a different direction with the business. Marty had had his eye on an old Rock Island Line train

depot on the south side of town for several years. It had been run down and vacant for many years but had since been restored, housing several failed bars and restaurants. As it was up for sale again, the Duffys decided to venture into the unknown and relocate to their new and current location. With much work to do and a new addition to the Duffy family on the way, Betsy could justify quitting her job and working full time on pub operations and raising her children.

The Duffys wanted to make sure the new location had a similar vibe to the old pub but wanted to create something that they both loved, so they focused on beer. Not at all interested in serving food, they ripped out the kitchen and put in a large walk-in cooler. With a spacious interior, they had plenty of room to add taps. The challenge wouldn't be converting the building; it would be converting the people.

As Betsy puts it in a phone interview, "Our town was made up of big-time Busch Light drinkers. I knew it was going to be incredibly difficult to try and sway their opinions, so we started small with a nearby brewery and introduced Millstream's Windmill Wheat. It's an accessible beer to just about any palate, and it got our customers interested to try new things." In addition to the efforts of the Duffys, the brewery continually visited the pub and educated patrons on beer styles and gave free samples. "Our relationship to Millstream was the push that not only Marty and I needed, but what kept our customers coming back looking for more."

From there, Marty and Betsy adopted a mantra that became a pervasive attitude among the staff and customers: "Talk about beer, not about people." They didn't merely treat their staff with respect; they invested in their futures by taking the time and money to certify each of their "pubtenders" as beer servers under the Cicerone Certification Program, which certifies and educates beer professionals in order to elevate the beer experience for consumers. The program provides in-depth training on beer styles, glass styles, storage issues, and the brewing process.

Betsy had always heard that women don't like beer. A beer aficionado in her own right, she decided to single-handedly challenge that notion by starting a women's pub club. Open only to women, the club meets monthly and is treated to exclusive flights of beer offered by distributors and breweries like Millstream, Surly, Green Flash, Rogue, and many others.







Five months, nine city council meetings, a zoning meeting, a board of adjustment meeting, a petition with over 1,100 signatures, and two public hearings later, the Cellar Peanut Pub held the grand opening of its second location on Monday March 7th, 2016.

Their “No Crap on Tap” philosophy translates to 50 beers on tap with no mass-produced light American lagers. The Pella location makes its own syrup, squeezes its own juice, and carries only top-shelf spirits. The pub is starting a “beer school,” a non-gendered version of the Oskaloosa women’s pub club, which will be held on the first Saturday of each month.

**CREATING A POSITIVE IMPRESSION** “The pub has been such a learning experience for my kids, Hank and Lily,” said Betsy. “They see how incredibly hard their dad works but still makes time for the family. He eats dinner with us every night, and our kids are his number one priority. When not in school, the kids help mom and dad clean the bar, where they not only get the value of hard work but have fun while they’re at it.” In a recent career day at school, Hank made a cutout of himself with a Cellar Peanut Pub t-shirt, a bar rag, and carrying a craft soda can. He says he wants to be a “Cellar Peanut Pub Guy” when he grows up.

Betsy has seen patrons from all over the country. “It’s awesome,” she says. “People continually comment that they have never seen anything like this. The atmosphere, the education, the customers... all in the middle of nowhere. People are blown away.” As far as the future is concerned, she comments, “I don’t really know. We seem to get bored every three years. Whatever we do or however we grow or change, we want to stay true to our philosophy that we welcome all.”

## IF YOU GO

**Oskaloosa:** 206 Rock Island Ave. Oskaloosa, IA 52577

**Pella:** 629 Franklin St. Pella, IA 50219

**Twitter:** @cellarpeanutpub

**Facebook:**

[www.facebook.com/thecellarpeanutpub](http://www.facebook.com/thecellarpeanutpub)

[www.facebook.com/thecellarpeanutpubpella](http://www.facebook.com/thecellarpeanutpubpella)

**Free rides home (or to your hotel) within 15 miles.**

**Be nice or leave.**

**FOOD NETWORK FAME** Betsy saw an ad in *Draft* magazine for a Best Bloody Mary in America competition. The winner would be invited to the New York City Food and Wine Festival to have a showdown with the Food Network and the Chopped judges. She not only heard from many customers that Marty made the best Bloody Mary; she had tasted it herself. She decided to enter him and forgot about it for a few days. A couple of weeks later, she checked and found they were leading Iowa. Once again, the “Pub Nation” showed its enthusiasm by voting. Duffy’s Bloody Mary was voted in the top three for 2013 and 2014. The pub now has people from all over the state coming in to make a pit stop for the prized drink.

## THE PEANUT PUB PELLA – YOU DON’T HAVE BUD LIGHT??

Looking for a new challenge, the Duffys wanted to try opening a location just half an hour northwest, toward Des Moines, in the small Dutch community of Pella. Having heard that it was a very conservative community, they explored the option. In addition to the typical challenges in opening, the Duffys had a major challenge in the local law.

Based on the town’s prior experience, people in the community told them they would never get a “cocktail lounge” on the square. In fact, the town’s past troubles were so extensive that there was a law prohibiting establishing a “cocktail lounge” on the town square. The Duffys talked to city council members, gathered their support, and began the arduous process of repealing the law.



# THE HIDDEN COSTS OF MAINTAINING OUTDATED AVIONICS

By Mark Wilken – Vice President of Avionics Programs and Operational Logistics

With many companies currently budgeting for 2016, it's important to consider some of the hidden costs of maintaining outdated avionics, specifically old CRT (tube) EFIS displays. CRT display manufacturing is becoming obsolete and will inevitably become non-existent. This means that the pricing for these units is going to increase substantially and the availability is going to continually decrease. Let's take King Airs as an example.

## Avionics Maintenance Costs

By current market pricing, typical yearly costs just to maintain a Collins Pro Line 2 equipped King Air is about \$20,000 per year. If you plan on keeping the aircraft for another five years under current market conditions and a traditional ADS-B mandate solution for about \$75,000, you would be paying about \$175,000 just to continue to maintain your current avionics package.

## Traditional Upgrade

If you want to make additions to a Pro Line 2 avionics system, a WAAS/LPV upgrade would cost about \$95,000 and RVSM would cost another \$83,000. Combined with maintaining current avionics and ADS-B compliance, the total cost for five years of ownership with traditional upgrades is going to

cost around \$353,000. Not only are these costs high but these upgrades do not add value to your aircraft.

## G1000 Upgrade

While an average base install of a Garmin G1000 in a King Air costs around \$325,000, it adds an average value increase to your aircraft of around \$275,000. In addition, it includes all of your upgrades like WAAS/LPV, ADS-B, RVSM and is safer, lighter, more reliable and can be completed in just 15 days.

## Upgrade or Maintain

While some operators may choose to maintain their current avionics system, older avionics are becoming obsolete and will continue to increase in price and be less reliable. Your avionics system is critical to the operation and safety of your aircraft. An upgraded avionics system will ensure you are getting the most out of your aircraft.

Mark Wilken joined Elliott Aviation in 1989 as an Avionics Bench Technician. He was promoted to Avionics Manager in 1996 and joined the sales team in 2003. Mark has led many highly successful avionics programs such as the King Air Garmin G1000 avionics retrofit program. He recently led efforts for Wi-Fi solutions in Hawkers, King Airs and Phenom 300's. Mark holds a Bachelor's Degree in Aviation Management from Southern Illinois University and is a licensed Pilot.





“ We needed a reliable avionics solution but could not afford downtime. After evaluating our options, the Garmin G1000 made the most sense as far as capabilities, product support and overall value. When choosing a service center, Elliott Aviation stood out because of their 15 day guaranteed downtime. And, I knew of their excellent King Air reputation. Although it was a three-hour flight each way, I wouldn't have gone with anyone else. Their customer service went above and beyond - including a training session on my new G1000 system. It was one of the best experiences I have ever had. ”

**TJ HORN**  
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# **EXTREME** **SANDBOX**

**Unlock Your Inner Child**

by Ginny Zink





**Who said you couldn't act like a kid as an adult? Who said you had to grow up? If you want to unlock your inner child, you need to check out Extreme Sandbox, located in Minneapolis, MN. Their motto is "We Let the Kid in You Play."**

Back in 2012, Randy Stenger started the company Extreme Sandbox because of a comment made by one of his three boys. According to their website, Randy Stenger was driving past a construction site when one of his boys stated, "Dad, wouldn't it be fun to go play on those trucks?" From there, a company was born. With years of perfecting the Sandbox concept, they are now ready to go national. Extreme Sandbox was featured on Season 7 of Shark Tank, where Randy made a deal with Mark Reuben and Kevin O'Leary to each contribute \$75,000 for a 10% stake in the company. This partnership allowed Extreme Sandbox to move forward and open its Dallas, Texas, location on April 15, 2016.

Extreme Sandbox allows anyone a chance to be a big kid and play in a 10-acre sandbox with a real excavator, bulldozer, skid steer, and fire truck. They even have obstacle courses for you to try with the heavy equipment or duel with someone you know. Oh... and did I mention you can crush a car?

## EQUIPMENT

Extreme Sandbox partnered with Ziegler CAT for their heavy equipment. The skid steer is a Caterpillar 247, which is often used on farms or in landscaping. It's 6,700 pounds of power. The bulldozer is a Caterpillar D4 and is commonly used for grading soil. It weighs 17,960 pounds and has 92 horsepower. The excavator is the Caterpillar 315 at 38,095 pounds; it's a workhorse for the construction industry. Finally, the fire truck is a 1992 Pierce Lance Custom. It can hold 10 passengers and can pump 1,500 gallons per minute of water. This fire truck was in active service until March 2013.

## PACKAGES

Extreme Sandbox offers many packages to choose from, and each package has add-ons.

**The Mini Sandbox** offers a one-hour adventure with 15-20 minutes of instruction and 40 minutes of skid steer use.

**The Classic Sandbox** is an hour-and-a-half adventure with 20-30 minutes of instruction and 60 minutes of any one piece of equipment use. You can choose among the excavator, bulldozer, and the skid steer.

**The Ultimate Sandbox** is a three-and-a-half hour adventure with 30 minutes of instruction and 3 hours use of two pieces of equipment of your choosing.

**The Extreme Sandbox** is a seven-hour adventure with one hour of instruction and six hours of equipment use on all three pieces.

Extreme sandbox also offers group rates that range between standard packages for up to 10 participants and custom packages for groups of 10 to 100+ participants. From corporate events for team building, to birthday parties, reunions, and bachelor of bachelorette parties, Extreme Sandbox has the space to accommodate most needs. Their 10-acre sandbox is the perfect indoor/outdoor event.

**Social Team Gatherings- five to 100 participants:** This package is ideal for corporate events for the team to have a fun and memorable experience.

**Formal Team Training- up to 20 people in teams of six to eight:** This package consists of a team-building activity using the heavy equipment. This is perfect to get your team outside of their comfort zone.



**Station Based Training- up to 30 participants in teams of four or five:** This package includes rotating to several team-building stations with an hour at each station. Each team works together to compete against the other teams – in other words, “Sandbox Olympics.”

**Special Events- product demos:** Showcase your own products on the Extreme Sandbox’s 10-acre site and large indoor facility. Anyone can display their products and create excitement with their customers.

Upgrades can be added to the packages. You’ll have to check out *ExtremeSandbox.com* to see complete information on them. Each package has different add-ons you can choose from, including

- **Splitting the package between two people**
- **More equipment, allowing you to add another piece to the adventure**
- **Car Crush!** (Who wouldn’t want a chance to crush a car?) Head-to-head competition with Dueling Adventures.

**The fire truck packages are among the newest available.**

**Extreme Transportation:** A fire truck shuttle of up to nine passengers with a two-hour minimum. Riders can arrive at their designation in style and inspire awe. Riders must be at least 10 years of age. Extreme Sandbox even has a package that lets you fire off the water hoses!

**Birthday Parties:** The fire truck comes to you with lights and sirens on, and kids of all ages can play on the truck. It is an hour and a half minimum and, if the guests would like a ride on the truck, they must be 10 years of age or older. This brings a whole new level to a fire truck-themed birthday party.

## EDUCATION

Extreme Sandbox not only has exciting and fun adventure packages, but they also offer camps and programs to educate students. The Extreme Sandbox Heavy Equipment camps educate students who are interested in the construction industry. They offer half-day camps for school groups of either eight or 16 participants that include lectures, hands-on shop experience emphasizing maintenance and repair, and behind-the-controls experience to learn the basics of operating heavy equipment. These camps are typically coordinated by career counselors for students who are between the ages of 15 to 18.



Extreme Sandbox also offers individual Heavy Equipment Explorer programs. Sessions are three hours long and are held at least twice a month. Individuals selected for this program will check in on their progress of entering the heavy equipment field along with building their skillset. This program does not offer any official certificates and is not formal training. However, it does expand students' knowledge of the equipment and prepares them to enter into a formal two-year program or union apprenticeship with a possibility for an entry-level operator or mechanic job. Students between ages 15 and 20 are welcome, though the maximum class size is ten, and preference is given to students who are supported or recommended by their schools. Both the camp and the explorer program offer financial assistance.

Whether you want to become educated about heavy equipment or you just want to have some good fun, Extreme Sandbox is the place to check out. Cross off your bucket list item to drive heavy equipment while having a blast. Don't believe me? Check out these testimonials.

**From Trip Advisor, paulrX887UU states in his 5-star rating,**

Brothers gone wild! 4 grown men digging holes, moving cars, blasting "golf" balls off a home made tee, maneuvering through obstacles. We went in

February and the cabs have heat! What else needs to be said? Really fun, and now the Wives who came out and watched want to go. Probably this summer.

**From Yelp, Tricia A. gave 5 stars and said,**

"This was so much fun!!!! After a brief set of instructional videos we headed out to the equipment. The two gentlemen that run the business were very friendly and funny! The instructions they provided allowed us to start using the equipment quite efficiently with minimal effort. We chose to do the dueling excavators for a little friendly husband and wife competition...it was so much fun as the headsets they give you allow you to speak with your instructor but also each other. The obstacle course for the excavators was challenging but not too difficult. Overall...we couldn't stop smiling after we were done...we would recommend this to anyone looking for a great time!!!"

**Jessica Madsen rated 5 stars on Google reviews, remarking,**

"Everyone and everything at Extreme Sandbox was an absolute blast! We had a top-notch experience and would definitely recommend it to others. What a unique, fun concept, and it's executed with perfection at



Extreme Sandbox! Don't take my word for it, though—find out for yourself how much fun you can have playing in the dirt.”

**In another review on Trip Advisor, Tom G from Albert, IA also gave 5 stars:**

“Team Building event. Our team had a great time at Extreme Sandbox. We had been looking for something unique to do with the team to celebrate a successful sales campaign and as a team building event. When I saw this on Shark Tank, I knew I had to check it out. From the first moment of contact through the end of the event, everyone was super helpful and FUN! One of the employees said he could now scratch that off his bucket list. This was a great way to get away from the office, have fun, and strengthen employee relationships.”

**Get out there and try this fun adventure with Extreme Sandbox!**

**Minnesota Sandbox**  
1901 Glendale Rd, Hastings, MN 55033  
855.DIG.4.FUN  
[www.extremesandbox.com](http://www.extremesandbox.com)

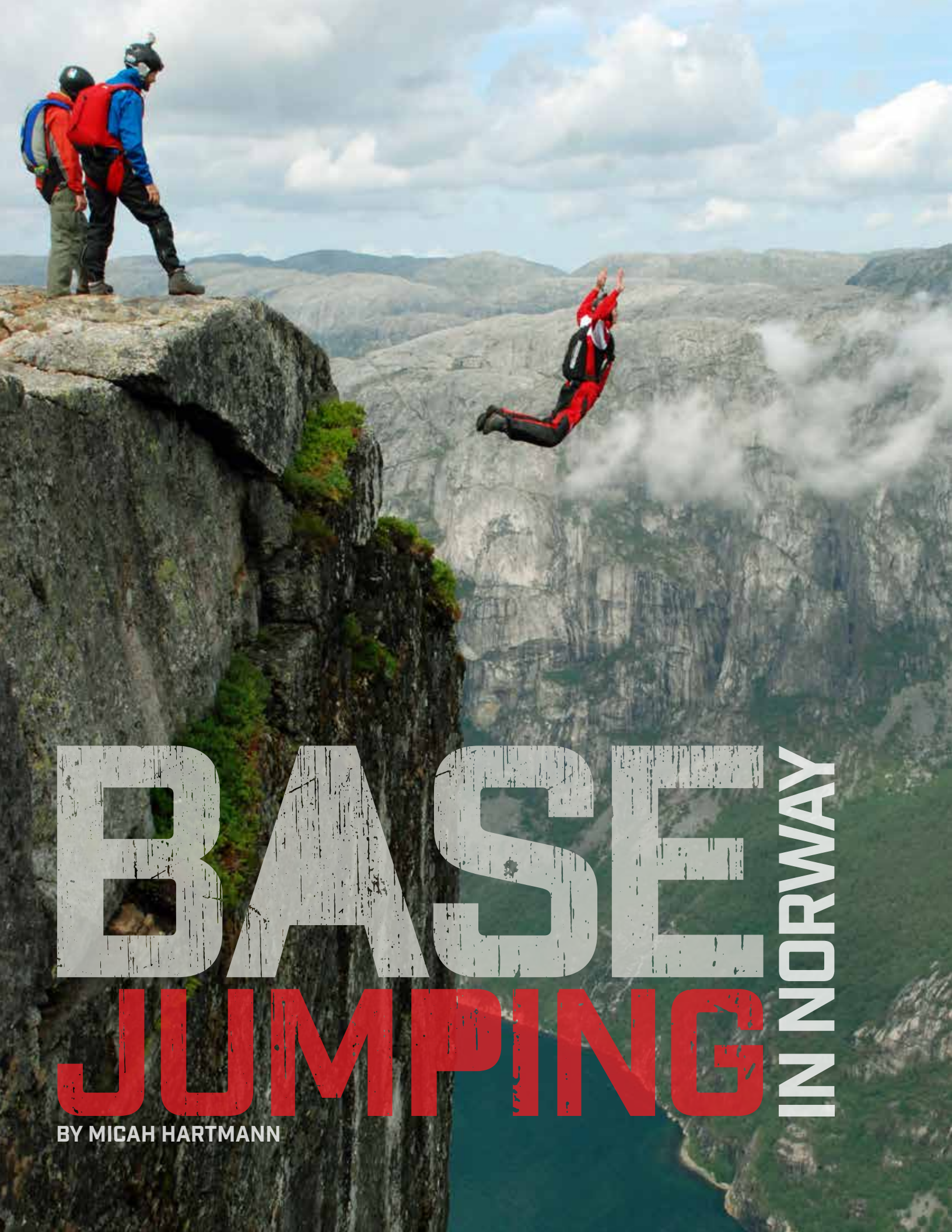
**Hours of operations:** by reservations.

They are generally available Wednesday through Saturday during daylight hours (around 8am-7pm). However, depending on demand and group size, they can be available other days as well. They operate rain, snow, or shine. All equipment has climate-controlled enclosed cabs, so they are always able to offer a unique experience no matter the weather conditions.

- Original Extreme Sandbox location in 2012
- 10-acre sandbox
- 6,200 square-foot facility with meeting space available
- Activities available: construction equipment adventures, fire truck experience, RC adventures, heavy equipment camps, car crushing, group events








# BASE JUMPING IN NORWAY

BY MICAH HARTMANN



# SKYDIVING

– Jumping from an airplane thousands of feet above the earth and falling freely until it's time to deploy a parachute to slow your rapid approach to the ground – is a torture to which most of us refuse to subject ourselves. To BASE jumpers, however, skydiving is a bit tame. They take the already extreme sport up a notch and raise the stakes considerably. As BASE jumping has grown in popularity over the last few decades, Norway has become a major hotspot for BASE jumpers to exploit and hone their skills. Norway's colossal cliffs, majestic mountains, and breathtaking backdrops are just too good for the world's most daring adventurers to pass up.

## ► BREAKDOWN OF BASE JUMPING

BASE is an acronym for the four types of fixed locations from which jumpers leap: buildings, antennas, spans, and earth. The first option isn't largely accessible, mainly because jumping from most buildings in the world is illegal. Even for skilled jumpers willing to flout the law, it's very difficult to climb to the top of a tall building if security is doing its job.

Antenna towers are often easier to access than many buildings, and they can be as tall as some of the highest buildings in the world, making them popular targets for BASE jumpers. Many of them are located away from cities and in secluded areas with little security.

Spans are bridges. For a bridge to be high enough for BASE jumping, it needs to cross over a gorge or canyon. The 876-foot high New River Gorge Bridge in West Virginia is the most famous BASE-jumping bridge in the world. It's open to legal jumping only one day a year on Bridge Day, a single-day festival that attracts around 100,000 visitors.

Popular natural ("earth") BASE-jumping locations include cliffs, fjords, gorges, and canyons. The modern version of this sport was invented on

a vertical rock formation in Yosemite National Park, El Capitan, by a free-fall cinematographer named Carl Boenish. In 1978, he and some friends hiked to the top and used skydiving equipment to make the jump. He came up with the acronym, which stuck, and he became known as the father of BASE jumping. Sadly, he died six years later in Norway, just hours after setting a new world record for highest recorded jump, which he made alongside his wife. Later that day, Boenish decided to stray from his original plans and jump from an area of the Troll Wall in Norway that he and his wife had previously decided was too dangerous. Unfortunately, his initial instincts had been correct; he failed to clear an outcropping in free fall and was killed by the impact.

BASE jumping leaves precious little room for error. You have much less time to react than in skydiving; meticulous timing and implementation of jumps is critical. In other words, you had better know what you're doing. You have only a few seconds to free fall before deploying your chute to avoid lethal impact with the ground. Even the world's best jumpers can be seriously injured or killed. Because the sport is so eminently dangerous, it's illegal in all U.S. national parks.

## ► DEFYING GRAVITY

Wingsuit flying can be done from both BASE-jumping and skydiving locations. The wingsuit, also called a birdman or squirrel suit, has extra fabric ("wings") under the arms and between the legs. These wings are made of highly durable fabric that increases lift, allowing jumpers to glide horizontally through the air and descend much more slowly than normal free fall speed, greatly increasing their airtime.

With the greater degree of control in a wingsuit come greater consequences of error. Every slight movement can make a huge difference in your direction, speed, and lift. It usually takes years to master the art of wingsuit flying. Before you can even take your first flight in a wingsuit at a U.S. Parachute Association Group Member dropzone, you must rack up at least 200 skydiving jumps within an 18-month period or 500 jumps total. It's also recommended that you take at least 50 BASE jumps without a wingsuit before your first jump with one.



## ► WHY NORWAY?

Norway possesses some of the most magnificent cliffs on earth, attracting thrill seekers from all over the world. The mountains aren't the only lure; the deep fjords cutting through the mountainous landscape and the lush green hills rising up on both sides of the narrow inlets create U-shaped valleys and breathtaking scenery. The glaciers of the last ice age carved over a thousand blue saltwater fjords into Norway's landscape – some of them thousands of feet deep and holding some of the largest coral reefs in the world.

### ► Troll Wall, Troll Peaks

The Troll Wall is one of the most famous (and infamous) BASE-jumping spots in the world. With a 3,600-ft vertical drop from its peak to its base, it's the tallest cliff in Europe. It's now illegal to jump from the Troll Wall due to its loose, jagged rock face and frequent rockfalls, but many daring jumpers embrace the additional challenge and do it anyway. Carl Boenish was the first recorded fatality at this location, and seven others have died there since his demise in 1984. Still, the Troll Wall remains a popular jumping spot. If you're caught, you face heavy fines, and your equipment can be confiscated.

### ► Preikestolen, Pulpit Rock

It takes about two hours to hike up to Pulpit Rock, an almost perfectly square plateau with unparalleled panoramic views of the winding fjord 2,000 feet below in the Ryfylke valley. Pulpit Rock is one of the most popular tourist and BASE-jumping destinations in the country, bringing in around 200,000 guests annually. Lucky for jumpers, this location is also leap legal.

### ► Kjerag

Have you ever seen the famous shot of someone standing on the boulder hanging thousands of feet above the ground, wedged in between two rock walls? This boulder is called Kjeragbolten, and it's suspended over 3,200 feet above sea level in a huge crevasse in Kjerag mountain. The mountain is a magnet for BASE jumpers because of its monstrous heights and majestic views of the canyon and fjord. Approximately 29,000 jumps have taken place on Kjerag; 10 of them have ended fatally.

PC: Håvard Myklebust / fjellfotografen.net / www.fjordnorway.com







## ► HOW IT FEELS

Skydiving is jumping from an already moving plane, so you don't feel that huge drop in your stomach like you do on a roller coaster. Many first-time skydivers find it to be a much calmer experience than they had expected. "It's like being on a cloud of air," says Larry LeMaster of Skydive NRG. "You're already moving in a plane, so there's not the falling sensation you'd expect." BASE jumping is a whole different story. You're jumping from a *fixed* platform. Will you feel the drop? Oh yeah. "You'll get a little upset stomach for a couple seconds, and then it settles out," said Landon Gates, skydiver and BASE jumper.

While BASE jumping is certainly not for the faint of heart, it's not for the reckless, either. If jumps are not carefully executed and practiced by highly skilled and knowledgeable jumpers, the outcome will almost certainly be deadly. Even with years of practice, the fear of the fall doesn't go away. "You're very apprehensive and you're nervous. But you know in your mind you can do it, even though your physical body says you better not do it."

—Carl Boenish, *Sunshine Superman*

Why do people BASE jump? An outsider looking in may view the feat as reckless, stupid, selfish, or perhaps even suicidal, but experienced jumpers have a different perspective on their unusual hobby. Mark Hall, who's been skydiving for over 15 years and BASE jumping for three, explains how he feels when he's in the air.

**“It’s an incredible buzz as I step off the platform. It’s very cleansing; it’s very exciting; and it’s highly addictive.... It gives me a moment of absolute clarity, where you’re just admiring the view, concentrating on the next six seconds.”**





PC: Håvard Myklebust / fellfotografen.net / [www.fjordnorway.com](http://www.fjordnorway.com)

Many BASE jumpers say it only took one jump to become hooked. Seeking suitable jumping spots quickly becomes an obsession. Jumpers travel thousands of miles to jump legally or even break the law just to feel that adrenaline rush. People jump for different reasons: to overcome fear, to feel liberated, to feel a sense of accomplishment, for fun, as a travel experience, to do something few others have the guts to try, and, yes, to look death in the face.

“Our sport is often misunderstood as being driven by either total lunacy or a death wish or both,” said Taya Weiss, experienced skydiver. “The truth is that for most of us, it’s about feeling alive, about savoring every moment, forcing our minds into the present.”

Addressing an all-too-common accusation that BASE jumpers are inadvertently or unconsciously acting on suicidal impulses, Chris McDougall retorts, “That’s

just ridiculous. If I wanted to die, I can guarantee you I would be dead already. We don’t jump because we want to die—we jump because we really want to live!” McDougall, known as Douggs, is a world-renowned professional BASE jumper and BASE-jumping instructor. “It’s really all about stepping off that edge for the first second. Just once you hit that point of no return and you don’t think about the past; you don’t think about the future; it’s nothing but the present.”

**“You have a feeling of freedom and power and confidence—almost euphoria. You think, ‘Wow, I feel like Superman.’”**

—Carl Boenish



# ECONOMIC & FUNCTIONAL OBSOLESCENCE PART 3

## Can you fly away smiling in an older airplane?

**Previously, we considered economic and functional obsolescence in older aircraft and when it makes sense to shop for an older aircraft. Yet there are still many factors to ensure that you are ultimately happy with your older purchase, warns Elliott Aviation's Jim Becker.**

Let's assume you've decided to take advantage of the low purchase-price for an older aircraft. What can you do to a) determine whether follow through with the purchase, and b) avoid the potential minefields associated with shopping for this class of aircraft? Once you have decided which aircraft types fit your mission profile, you really need to do your homework to determine which models are practical to operate.

**Operating Costs:** First, get a good idea of what the operating costs will be. There are several services that specialize in determining operating costs for the various models available, including Conklin & de Decker, Aircraft Cost Calculator, and several other online resources.

**Maintenance Costs:** Next, decide where the maintenance will be done. Just because there is a maintenance facility in your area, it doesn't mean it will be capable – or even willing – to work on your prospective vintage aircraft.

A suitable maintenance facility should have technicians who are experienced in your model of aircraft. They will also have the tooling and maintenance manuals necessary to maintain your aircraft. Identify that suitable maintenance facility before buying the aircraft.





**Parts Availability:** Another issue for older aircraft can be parts availability. In some cases, the OEM is no longer in the business of building corporate aircraft. It is always a good idea to determine parts availability before you commit to buy. You can do this by contacting flight departments who operate that model of aircraft – these are probably your best source to find out just how abundant parts are for that particular model.

Bear in mind that the available parts will likely be more expensive than those for newer aircraft. Depending on the aircraft, you might investigate the availability of spare parts to stockpile. For example, items such as EFIS tubes are becoming increasingly difficult to find as no new ones are being manufactured.

**Forecast Expenses:** This is also the time to get a handle on future expenses. Some aircraft are more expensive to maintain than others. Find out the maintenance schedule for your prospective purchase and determine what the expensive events will be. The engine manufacturer or authorized overhaul facility will be helpful in determining engine expenses. Maintenance facilities and aircraft operators of similar aircraft can also be a good source in determining maintenance costs.

Do some research online, too: many of these models have pilot forums where they discuss various issues regarding their aircraft – pilots, especially, love to talk about their aircraft and are usually a good source of information.

## Telling the Time...

When a specific model is identified, there are many factors to consider. One of the most obvious is airframe time. Typically, the lower the better, but on an aircraft of this class, that may not always be true. While abnormally high airframe times can be a red flag, the same can hold true for abnormally low airframe times.

For example, if the average fleet of what you are considering has 12,000 airframe hours, a 2,000-hour machine may look highly attractive. Scratch below the surface: if that particular aircraft has been sitting around for an extended period of time without having been run or flown, it could be a particularly troublesome buy!

Engine times are another factor to consider. The lower the time since overhaul or mid-life inspection, the better. And consider the retables: examine the log books to get an understanding of the amount of time and cycles remaining on critical (i.e. expensive) engine components. If the engines are enrolled on a maintenance service program, be sure to contact the plan administrator to check that the account is fully paid.

## Satisfactory Service >

The aircraft's service history is another key factor. The inspection status of an aircraft at this price point can have a huge effect on the aircraft's overall value. Have the logbooks and maintenance status reviewed before making an offer on the aircraft. It is imperative to get a clear picture on what

inspections are coming due. Some of these inspections may cost more than the purchase price of the aircraft.

Following are some important questions to ask:

- *Who has been maintaining the aircraft?*
- *What are their qualifications?*
- *Where is the aircraft being operated?*

If possible, get copies of the work orders for the last few inspections. This will give a good indication of whether the aircraft has had good maintenance care. You don't want to be the one who is paying for someone else's deferred squawks.

Some of the usual factors of aircraft value actually have little influence on an aircraft of this vintage. For example, the age of the aircraft, damage history, and certain missing records will not have the same effect on this class of aircraft as it will a much newer and more expensive one.

### **Other Key Considerations** ➤

Consider the avionics and other equipment installed in the prospective aircraft. It can be more cost-effective to find an aircraft that has the avionics and equipment that you want already installed. For an aircraft of this vintage, these upgrades can add marginal value, regardless of what the owner spent to have them installed.

The final thing to consider is price. For an aircraft of this vintage, the prices can vary hugely. For example, a Beechjet 400s lowest published ask price currently is \$249,000 while

the highest is \$950,000. Be sure to fully analyze the reasons why the aircraft are priced as they are, and take the items we've listed above into consideration.

Once you have identified a specific serial number, it is time to involve your maintenance facility, and it would be a good idea to have the same maintenance facility that will perform the regular maintenance undertake the pre-purchase inspection. This way you won't be caught between two shops if there are squawks that were missed in the pre-purchase inspection.

Keep in mind that you may only be allowed to perform a limited scope inspection. The values of these aircraft have fallen so low that many owners will not allow their aircraft to have the full exposure of a traditional pre-purchase inspection. You need to consider this when budgeting for future expenses.

As we have discussed in this article series, if it fits your mission profile and budget there is no reason why you can't continue to operate, or purchase, an older jet aircraft. If you do your homework, you can obtain a safe reliable aircraft at an unbeatable price, and fly away smiling!

**Jim Becker is a valued and respected Accredited Senior Appraiser with the American Society of Appraisers. He also holds an FAA Airframe & Power Plant Mechanic license. With nearly 25 years in the aviation industry, 20 of those years have been with Elliott Aviation in the capacity of valuing aircraft. Contact him at [jbecker@elliottaviation](mailto:jbecker@elliottaviation) or call 515-285-6551.**







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**T**he Quad City area has long been associated with the farm industry in general and tractor building in particular. One of the most easily identified tractor manufacturers is John Deere.

## HISTORY

John Deere, Founder and President of John Deere, was born in 1804 in Vermont. His father disappeared when he was very young; it is assumed he died at sea. Deere was raised by his mother in Middlebury VT, receiving a common school education and beginning a four-year apprenticeship in the blacksmith trade at age 17.

Business conditions in Vermont were gloomy and, in 1836, Deere traveled to Grand Detour, Illinois, to make a fresh start. Watching the problems farmers in the area had with their cast-iron plows, Deere came up with a new and innovative plow that immediately proved to be better suited to the prairie soil. He realized that he needed to be proactive in his manufacturing process and began making plows before they were ordered. This allowed his customers to see what they were getting and to purchase them on the spot. By 1841, he was manufacturing 100 plows a year with his partner. He dissolved that partnership in 1848, moved to Moline, and was soon manufacturing many more plows annually – reaching 1,600 in 1850.



A John Deere combine harvester is shown in the foreground, partially obscured by the golden wheat it is harvesting. The sun is low on the horizon, creating a warm, golden glow and lens flare effects across the scene. The background shows a line of trees under a clear sky.

# The Green Machine Built in Moline JOHN DEERE

By Carol Ewoldt

After transferring leadership of the company to his son, Charles, Deere became more involved in civic and political activities, even serving for two years as mayor of Moline. Evidence of his philanthropic influence on his family is present in the Deere-Wiman House/Butterworth Center in Moline. Charles Deere, son of John, built the Deere-Wiman House in 1872 for his wife and children, and it served the extended family for four generations. Charles built the Butterworth Center as a wedding gift for his youngest daughter, Katherine, and her husband, William Butterworth. These two homes have been donated for public use and are now operated by the William Butterworth Foundation. They serve as year-round sites

for quality educational and cultural events, meeting space for not-for-profit organizations, and tours for local, national, and international visitors. Free tours are available by appointment only Monday through Friday. For more information or to schedule a tour, call 309.743.2701 or e-mail [gsmall@butterworthcenter.com](mailto:gsmall@butterworthcenter.com).

## CURRENT COMPANY ▲

Following the innovations of the company's founder, the current John Deere Company continues to design and manufacture equipment for all types of uses and industries. From agricultural to groundskeeping, from sports to





forestry, from commercial to residential, the John Deere name continues to be known for quality and functionality. Their mission is still to serve those linked to the land, and its core values still include integrity, quality, commitment, and innovation. Among John Deere's basic precepts was his insistence on high standards of quality. John Deere vowed, "I will never put my name on a product that does not have in it the best that is in me."

Known for their leaping deer logo and distinctive paint scheme, John Deere tractors have been loved and treasured by farmers for years. Newer additions to the product line have taken on different logo colors but are always identified by the characteristic "John Deere green." Many families still use equipment purchased by their fathers and grandfathers. Enthusiasts around the country band together in clubs, such as Green Collectors and the Two-Cylinder Club, to celebrate all things Deere. The website [johnnypopper.com](http://johnnypopper.com) seeks to bring clubs together with links to other groups and pictures of refurbished tractors.

An annual event, held in the Quad Cities in the spring, brings together Deere aficionados for "the Gathering of the Green." Sponsored by four local antique tractor clubs, collectors bring their extra parts, large and small, to sell to other enthusiasts. Technical and historical workshops are held as well as an auction and banquet.

John Deere is so well known in the farming community that country songs have specifically referred to the company by name. "John Cougar, John Deere, John 3:16" is a recent song by Keith Urban that went to the County Music's Top 30 Digital Singles list in 2015. Another classic is "John Deere Green" by Joe Diffie and Jason Aldean, which references that classic color in "Big Green Tractor."

## HEADQUARTERS

An interesting fact about the World Headquarters building of John Deere is that it was designed by Eero Saarinen, who also designed the Gateway Arch in St. Louis, MO. William Hewitt, President of Deere & Company in the mid-1950's, considered moving the headquarters from Moline to New York or San Francisco. Instead, he decided to build a new headquarters building. While he wanted a headquarters that was unique, he felt it must reflect the character of the company and its employees. He found his architect in Saarinen. The distinctive building at One John Deere Place in Moline has won architectural awards, such as:

**Twenty-Five Year Award, 1993**  
American Institute of Architects

**First Honor Award, 1965**  
American Institute of Architects

**Architectural Award of Excellence, 1965**  
American Institute of Steel Construction

**Silver Medal of Honor, 1965**  
The Architectural League of New York

**Collaborative Medal of Honor, 1965**  
The Architectural League of New York

**Office of the Year, 1964** - Silver Plaque Award  
Administrative Management Magazine

**National Plant America Award, 1964**  
American Association of Nurseryman

While housing the corporate offices of Deere, this building also contains a display floor with old and new examples of equipment and a mural depicting important events of the years since the Deere self-scouring steel plow was invented. It is a great place to visit with the kids, it is open daily, and it's free!





## CREATING A DESTINATION

Another fun and free Deere destination is the John Deere Pavilion in downtown Moline, where kids of all ages love climbing into the cabs of huge tractors and combines, watching videos of forestry equipment, and learning about our planet and how we can sustain it. To further the excitement, there are simulators that look, sound, and feel like the real thing. Right next door is the John Deere Store, which sells all things Deere, from cups to blankets, shirts, and the ever popular John Deere cap.

The Quad City area has gained national attention following the creation of the John Deere Classic, held annually in July at TPC Deere Run Golf Course. Deere Run is a 7,256 yard, par-71 course built on a former Arabian horse farm. Designed by PGA Tour Professional D.A. Weibring, the

course follows the natural rolling hills alongside wooded ravines and the Rock River. As he stated, "We wanted to create a course that had memorable holes with dramatic views of the rolling hills and vistas." The John Deere Classic serves as a qualifier for the Open Championship and is played the week prior to the British Open. For several years, a special charter flight has taken golfers from Moline to play in the British Open. Winners of the John Deere Classic include Jordan Spieth, Zach Johnson, Steve Stricker (three years in a row!) and Vijay Singh. Tiger Woods even played the Open when he was a fledgling golfer in 1996.

From a humble beginning in Grand Detour to a mighty corporation in Moline, John Deere has made a name that is truly known worldwide. To truly experience all things Deere, a trip to the Quad Cities may be in order!





PC: JOHN TODD

**SOCCER** is the fastest-growing sport in the United States. In the rest of the world, the game known as “football” has been the dominant competitive sporting event of local clubs and international rivals for many years. As a relatively new adopter of the “footie” passion, the United States frequently sits at the kids’ table when it comes to international competitions. That is about to change this summer, as the Copa América Centenario takes place in a dozen stadiums around the United States from June 3-26. This, as they say, is a BIG DEAL.

### **COPA AMÉRICA'S *Golden Pedigree***

International soccer hosts a worldwide competition for national teams, the FIFA World Cup, every four years. Winning and high-ranking teams from certain significant regional tournaments are invited to compete in the World

Cup. The oldest of these tournaments is the Copa América (the “America’s Cup”), a competition that began in 1916. Argentina hosted the first tournament, inviting Chile, Uruguay, and Brazil to the competition.

Today, the Copa América is an annual, month-long competition among 12 teams. CONMEBOL, the South American Football Confederation, organizes the event, and one of its member countries hosts. Since it only has 10 teams, CONMEBOL traditionally invites two “guest” teams from other international soccer conferences to participate.

The member teams of CONMEBOL are some of the best in the world, with many of the most exciting and popular players in the sport. Thus, the conference invites guest teams to the Copa that will be equally competitive and that





## OF THE CENTURY

will draw an enthusiastic audience. Guest participants have hailed from Central America, North America, Asia, and the Caribbean. The U.S. has participated only twice, logging its best performance in 1995, when it reached the semifinals. Uruguay has won the most Copa America titles (15); Argentina trails with 14 titles, and Brazil has won eight. Ecuador and Venezuela are the only two CONMEBOL countries that have never won the tournament.

The Copa América is one of the most prestigious and widely viewed sporting events in the world, drawing millions of spectators both on Spanish-language and English TV channels. Its winner may earn an invitation to the next FIFA Confederations Cup, the second-most prestigious international tournament. Held every four years, it is contested by holders of each of the six FIFA confederation championships – CONMEBOL,

CONCACAF, UEFA (Europe), CAF (Africa), AFC (Asia), and OFC (Oceania) – along with the reigning FIFA World Cup holder and the host nation's team.

### COPA AMÉRICA CENTENARIO SUPERCHARGES *US Soccer*

Although Mexico is a yearly invitee to the Copa América, the tournament has never been held outside of South America. This year's Copa América Centenario will take place in stadiums around the United States and feature a competitive field of sixteen instead of twelve teams. The ten CONMEBOL teams will join the United States, Mexico, and four other teams from the CONCACAF (Confederation of North, Central America, and Caribbean Association Football).





Hosting the Centenario is huge for the US, as it is by far the biggest and most important tournament it has hosted for men's soccer since the 1994 World Cup. For the US team, participating in the Centenario means a chance to become more competitive in prestigious international competition, although this year's winner will not be invited to the Confederations Cup (because the 2015 winner, Chile, has already secured a berth). The Centenario is intended to be a one-time celebration of the tournament's centennial, but rumors have swirled that it is a step towards greater inclusion of the US in international competitive events and may develop into a recurring tournament.

US fans are ready for growth – and recognition. Soccer is now the fourth most watched sport on US television. The triumphant US Women's World Cup team drew 26.7 million viewers of its victory over Japan in the final match. US Men's Major League Soccer averaged 21,023 attendees per game last season, an increase of almost 40% over the past 10 years. TV viewership is strong for the European teams as well, averaging 425,000 viewers per English Premier League match broadcast on NBC Sports Network last season. And 40% of the MLS television viewer base is made up of the advertiser-coveted 34-and-younger

demographic. Supporters' clubs around the country thrive with almost religious fervor, loosely united by the American Outlaws national club, organized to "support the United States National Soccer Teams through a unified and dedicated group of supporters."

After some wavering, FIFA (the governing body of all international soccer) added the Centenario to the official FIFA International Match Calendar. This means that local-level clubs must release players called up to the competition on behalf of their countries. This ensures that the best players will participate in the competition, assuring a highly competitive, exciting, and well-attended tournament. For many major league soccer fans in the United States, the Centenario will be the first chance to see some of their favorite players from other leagues play live.

## **SUPERSTARS AND FIERCE** *Competition*

International competitions collect the best players from each nation involved. With countries all through North, Central, and South America playing, attendees and viewers will get to see the hottest stars from a variety of powerhouse clubs. Lionel Messi, for example, is widely regarded as the best player in the world (and more than a few put

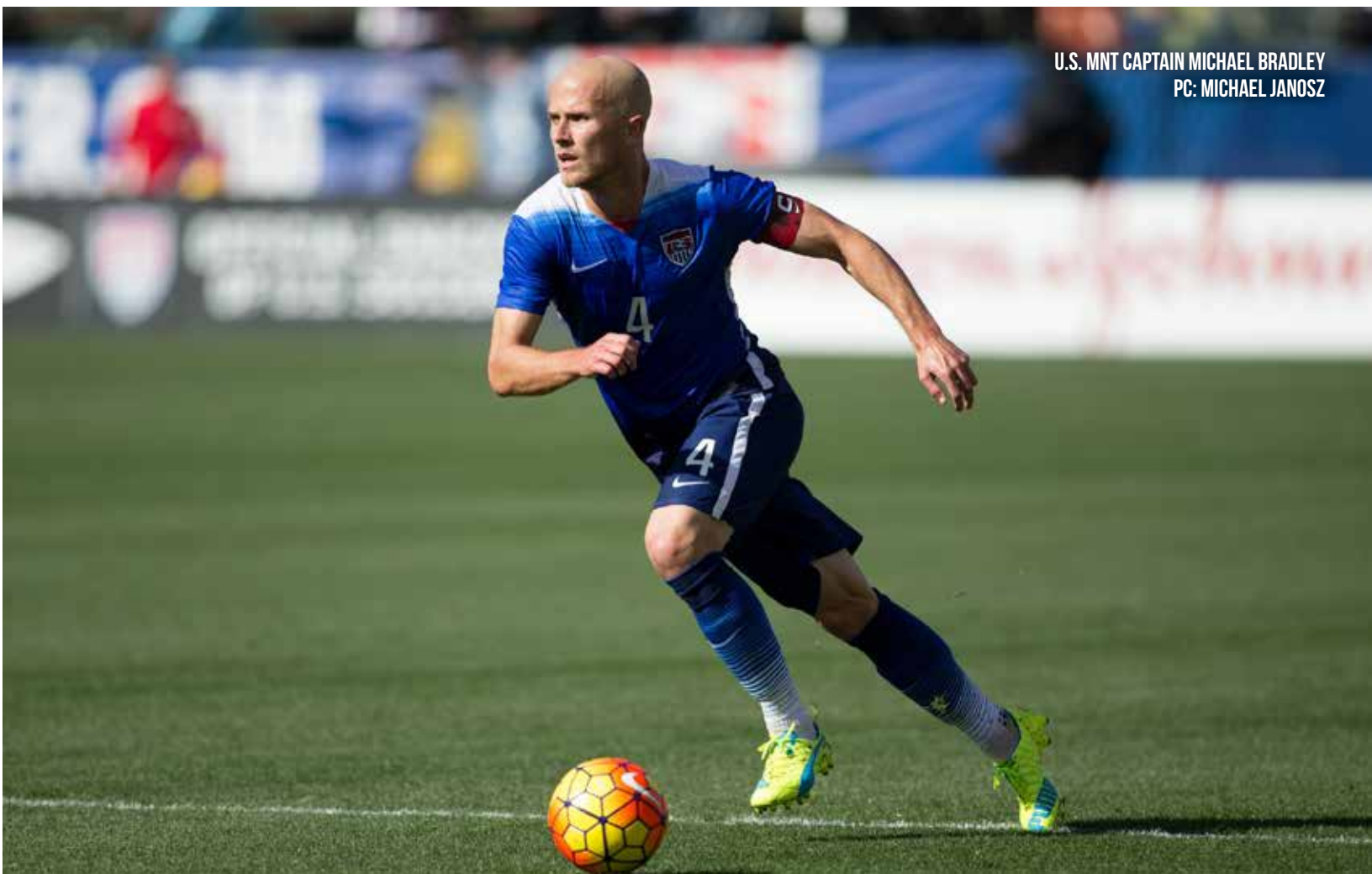


him among the best ever to play the game). He's in his prime now, and he'll play for Argentina (returning home from his usual Spanish professional club, FC Barcelona). Superstar players expected to exhibit their extraordinary skills for Brazil include Neymar (also an FC Barcelona star), David Luiz (a member of the Paris Saint-Germain club), and Kaka (playing for the MLS Orlando City FC). Javier "Chicharito" Hernandez is expected to come from Manchester United to represent Mexico, while James Rodriguez will take a hiatus from Real Madrid to represent Columbia. Michael Bradley, from Toronto FC, and Clint Dempsey, of the Seattle Sounders, are expected to lead the US national team.

The Centenario's 16 teams are Argentina, Brazil, Mexico, the United States, Colombia, Chile, Ecuador, Uruguay, Costa Rica, Haiti, Jamaica, Panama, Bolivia, Paraguay, Peru, and Venezuela. The teams are divided into four groups of four. Each team will play the other teams in its group once, and the top two in each group will advance. The eight remaining teams will be reseeded and play each other in a single elimination bracket, with the final game on June 26th.

The matches will take place in Seattle, San Francisco, Pasadena, Chicago, Houston, Philadelphia, Orlando, Glendale (AZ), Foxborough (MA), and East Rutherford (NJ). The venues are some of the largest venues in the country, including Soldier Field and the Rose Bowl. All are expected to sell out. The United States team will play its first match in Santa Clara, California on June 3 to kick-off the tournament; Argentina will also begin in Santa Clara a few days later, on June 6. Brazil begins the tournament in Pasadena on June 4, and Mexico will play its first match in Phoenix on June 5. All matches will be televised and live-streamed in both English and Spanish.

**THIS SUMMER WILL BE A BUSY TOURNAMENT SEASON, WITH THE EURO 2016 TOURNAMENT, WORLD CUP QUALIFYING MATCHES, AND THE OLYMPIC SOCCER TOURNAMENT ALSO SET TO TAKE PLACE. IF YOU'VE NEVER FOLLOWED SOCCER BEFORE, THIS YEAR'S COPA AMÉRICA CENTENARIO IS THE BEST TIME OF THE CENTURY TO START.**



U.S. MNT CAPTAIN MICHAEL BRADLEY  
PC: MICHAEL JANOSZ





# FLYING HIGH

## AT THE FARNBOROUGH INTERNATIONAL AIRSHOW

BY JAMIE PFEIFFER

Whether you want to scope out the latest in aerospace technology or watch dazzling throwback WWII-era performances, the Farnborough International Airshow is one of the most exciting aviation events of the summer. The weeklong conference is a major trade exhibition for the aerospace and defense industries, showcasing the most advanced, stylish, and innovative military and commercial aircraft to potential customers and investors. But the real fun of Farnborough starts once the weekend arrives, as enthusiasts of all ages flock to Hampshire, England, to see performances, vintage memorabilia and aircraft, and first-look demonstrations.

This year's show, running from July 11-17, promises 1501 exhibitors (68% from outside England), 179 flying aircraft on display, 81 military delegations from 50 countries, 13 civilian delegations from 9 countries, and 100,000 trade visitors from all over the world.

### A HIGH-FLYING HISTORY

The Farnborough International Airshow (FAI) originally began as part of the Royal Air Force Airshow at Hendon, England, which was held annually from 1920 to 1939 (and was also called, in certain years, the Royal Air

Force Display or Empire Air Day). These spectacular "air pageants" showcased the capabilities of the RAF aircraft in choreographed displays. In 1932, the Society of British Aircraft Constructors held its first exhibition of 35 aircraft by 16 companies at Hendon as a showcase of the British aircraft industry to the public. When World War II began in 1939, however, all air resources were dedicated to the war effort, and the air pageants gave way to real-life air battles.

At the end of the war, the Society revived the airshow and exhibition in the nearby village of Radlett at an airfield owned by the United Kingdom's first publicly traded aircraft manufacturing company, Handley Page. The show was held there from 1946 until 1948, when it moved to Farnborough, Hampshire, the birthplace of the Royal Air Force (RAF), British Army, and Royal Navy and the current home of the Royal Aircraft Establishment.

### SPECTACLE AND SHOWMANSHIP

While the exhibition is a major arena for the announcement of new developments in the aviation industry, the airshow also attracts the public and extensive media coverage. Manufacturers and pilots demonstrate their top-of-the-line commercial, military, and passenger aircraft of all sizes and

styles. Spectators enjoy demonstrations of everything from military helicopters performing backflips to choreographed aerobatics teams. Pilots show off the capabilities of fighter planes like the Avro Vulcan XH558 as well as perform stunts like near-vertical takeoffs in enormous commercial jets, such as the Airbus A380 (the world's largest passenger aircraft, which made its debut at FIA in 2014).

Some of the most popular acts have been performing for decades, returning each year to impress new generations of aviation enthusiasts.

### The Red Arrows

This nine-pilot RAF aerobatic team is one of the most prestigious technical show teams in the world. They use the same two-seat jet aircraft used for RAF advanced pilot training, currently the BAE Systems Hawk Trainer Mark 1 (TM1) model (until 1979, the Hawker Siddeley Gnat model). The Arrows' TM1 Hawks are enhanced with uprated engines and a modification to allow them to generate colored smoke; they mix the diesel fuel with colored dye to produce either red, white, or blue exhaust smoke as part of the show.

The Red Arrows are the current incarnation of the RAF aerobatic display team, but numerous others have flourished and performed at the FAS throughout history. At the 1958 show, the Black Arrow team executed a

22-plane formation loop. This was a world record for the greatest number of aircraft looped in formation, and it remains unbroken to this day.

### The Breitling Wingwalkers

Since 1989, the Breitling Wingwalkers have been an anachronistic throwback to WWII-era pinup ladies and biplanes. Founded by a veteran aerobatics pilot, the team of four Boeing-Stearman Model 75 biplanes takes off uneventfully. When the crowd realizes what's special about these planes, however, audible gasps rise from children and adults alike: on the wings of each plane balances a woman. As the planes begin to execute swooping, aerobatic maneuvers, the female acrobats match them with style and death-defying athleticism. Each Wingwalker is tethered with a safety harness, of course, but their dexterity and grace ensures that it is very rarely tested.

### The Great War Display Team

Continuing the vintage theme, the Great War Display Team is a group of dedicated enthusiasts who pilot nine WWI- and WWII-era aircraft, including two German Fokker Dr1s, a single-seat Sopwith Triplane, two German Junkers CL1 monoplanes, three Royal Aircraft Factory SE5a biplane fighters, and an RAF BE2c single-engine biplane. Begun in 1988 as the Wombats, the GWDT is a constantly changing team of eccentric show pilot-owners who have lovingly restored or rebuilt their own aircraft. The current flying team includes singer Bruce Dickenson of the British heavy metal band Iron Maiden.







During performances, the GWDT executes dramatically choreographed dogfight routines to delight the crowds, accompanied by narration and sometimes music. After the demonstration, the old-school planes are on display for perusal and pictures.

## Aerostars

The Aerostars are a precision aerobatic demo team who also fly vintage-style aircraft. Unlike the GWDT, however, their Yak-52TW planes look and sound like classic warbirds but are actually only 12 years old. This design is a tailwheel derivative of the famous Yak-52 aerobatic trainer designed in the late 1970s. The Aerostars' draw is their mastery of elegance and skill as they fly in tight formation, executing spectacular stunts. They excel at technically precise loops and barrel rolls with sometimes no more than three feet separating their planes. They are masters of inversions and breathtakingly close passes as well as signature aerobatic maneuvers like the "heart in the sky," the "twinkie roll," and the "flip and flop."

While the danger is part of the thrill of all Farnborough airshow performances and demonstrations, accidents have been rare. In 1952, 31 people were killed (twenty-nine spectators, one pilot, and one navigator) when a British de Havilland DH.110 Sea Vixen jet fighter disintegrated in flight and crashed into the crowd. Otherwise, Farnborough has largely avoided serious malfunctions and injuries.

**INNOVATIONS AND EXPECTATIONS** ➤ Farnborough International Airshow has always been a showcase of innovation as well as a celebration of aviation history and

accomplishment. In 2012, Sir Richard Branson's Virgin Galactic made its European debut at FIA, showing off a full-size replica of SpaceShipTwo and announcing that the company would take commercial payloads. With technology ever advancing toward manned and unmanned private space travel, it would not be unrealistic to expect another space-related announcement at FIA in the near future.

FIA's innovations can be traced back many decades. In 1976, the "Wisp" was introduced at FIA. It was one of the first "unmanned helicopters" bearing an onboard camera – in other words, a drone. This year, an entire section of Farnborough will be dedicated to unmanned craft in the first-ever UK Drone Show.

In 2014, Boeing took the stage to introduce its 787-9 Dreamliner, an improvement on what was already a technological leader in the industry. The 787-9 boasted improved efficiency, performance, and capacity over the 787-3 and 787-8 model Dreamliners, along with increased passenger comfort for lengthy international flights. In addition to being exhibited to industry leaders and potential customers, two former military pilots put the craft through its paces, executing a near-vertical takeoff and an impressive display of its maneuverability.

Initially, all aircraft at FIA were British made; eventually, the show began to allow partially foreign-made craft (so long as some parts were made in Britain), and now exhibitors from all over the world showcase their newest technology. During the Cold War Era, the Soviet bloc avoided FIA. Russia returned to introduce a pair of Mig-29s in 1988, marking the first appearance of Soviet combat aircraft in the West.

In 1992, Russia exhibited its Tupelov Tu-22M-3 Backfire. This supersonic, long-range nuclear missile bomber is a strategic and maritime strike craft with throwback styling and 21st-century capabilities; it is now used heavily by Russian military forces.

The Business Aircraft Park is a special section at FIA for private consumers. Past exhibitors have included Bombardier, AvCraft, Embraer, and Rolls-Royce Centenary celebration aircraft. Cessna has debuted numerous Citation models at the show, including the CJ1, CJ2, Bravo, Excel and X. The Boeing Business Jet and Alenia ATR42 Maritime Patrol aircraft also made feature appearances at Farnborough.

Many exciting, cutting-edge projects are kept secret until the hangar doors open on the first morning. Some scheduled highlights of the 2016 show, however, are already public and eagerly anticipated, including the European debut of Lockheed Martin's F-35 Lightning II joint strike fighter (JSF). In addition to being showcased and displayed in numerous presentations and demonstrations during the trade week, up to five F-35 JSF aircraft are expected to participate in a flying display during the public portion of the event. (A full-size replica will also be on display for examination and photo ops.)

This will be the first opportunity for many of the organizations involved in the development of the F-35 aircraft to showcase it together to a major international trade audience. The UK Ministry of Defense, the US Marine Corps, and the US Air Force plan to bring a total of five JSF aircraft, in both the F-35A and F-35B models, from their fleets to demonstrate at the show. The F-35 models' advanced airframe design, autonomic logistics, avionics, propulsion systems, stealth, and firepower are designed to make them more affordable, lethal, supportable, and survivable than any other combat aircraft. These are the most technologically advanced fast jets in the world with the capability of operating both from land and from aircraft carriers.

The Comac C919 model is expected to make its European debut. Parts of Lockheed Martin's new permanent hospitality building at the airshow site should be open, expanding the display and concession facilities of its existing building. The Farnborough Flyers, a new volunteer initiative, will also debut this year, allowing aviation enthusiasts a chance to

get up close and personal with the aircraft and technology while helping to support the event. Friday, July 15th is "Futures Day," geared toward getting kids involved in and excited about careers in aviation and aerospace technology with special demonstrations, discussions, and activities, including the International Rocketry Challenge. This event includes teams from the UK, USA, and France and in 2014, it attracted over 7500 students between 11 and 21 years old.



**THINGS TO DO IN HAMPSHIRE** ➤ The Farnborough Airport/Aerodome complex is about 30 miles (48 km) southwest of central London. If you're planning a trip to Farnborough, the surrounding Hampshire County has many attractions to engage your interests before and after the airshow. Since it is located on the south-central coast of England, tourists flock to its many upscale seaside resorts and two national parks (the New Forest and the South Downs). Hampshire County's long maritime and naval history center on two of Europe's largest ports, Portsmouth and Southampton, as well as its airfields and military establishments.

Hampshire county is famous for being the historical home of numerous significant literary figures, including Jane Austen and Charles Dickens, and the popular TV historical drama Downton Abbey is set and filmed there. One of the most distinguishing features of the pastoral countryside is its large free-roaming herd of red deer, including more than 6,500 stags during busy seasons. Hunting is carefully regulated by the government but is used to control the numbers and reduce crop damage and is one of the most popular local pursuits. "Deer stalking" season opens August 1st for stags and lasts until April 30th; many experienced local guides can arrange permitting and excursions.



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