

PLEASE TAKE ONE

LEADING EDGE

LIFESTYLE MAGAZINE

VOLUME 09 | EDITION 01 | 2016

QUADROFOIL

MONTRÉAL
EN LUMIÈRE

ECO
COUTURE

ALL-STATE
INDUSTRIES

CABIN
ILLUMINATION

COVER STORY
**WORLD
VIEW
EXPERIENCE**

IOWA 80
TRUCK STOP

CAMBRIA

SUNDANCE
FILM FESTIVAL

ST. MORITZ
SNOW POLO

EVERGREEN
AVIATION MUSEUM

Brought to you exclusively by **ELLIOTT JETS** & **ELLIOTT AVIATION**



**ELLIOTT
AVIATION**



3 Quadrofoil

This "eco-friendly sports car of the water" lets you explore some of nature's most stunning places in luxurious comfort, cleanly and efficiently.

7 Montréal en Lumi  re

Montr  al en Lumi  re is the city's most eagerly anticipated winter arts, music, and food festival. Coinciding with Montr  al's 375th anniversary celebration, this year's edition is expected to be exceptional.

13 Eco Couture

Pioneers like Livia Firth and Suzy Amis Cameron are bringing global consciousness into high fashion, and Hollywood A-listers are joining their cause.

17 Cabin Illumination

Although it may seem like a simple decision, recent advancements in cabin lighting give aircraft owners a wealth of new technologies to choose from.

19 All-State Industries

Unsatisfied with his underpaid position as a top salesman, Bob Pulver staked his own claim in the conveyor belt industry. Since then, he's expanded the family business organically, in direct response to his customers' needs.

23 Iowa 80 Truck Stop

Since its beginnings in the early 1960s, this king of truck stops has grown up with the U.S. highway system.

27 Cambria

Minnesota's own Davis family has nearly a century of success under its belt in two very different industries.

30 In-Flight Entertainment

Cutting-edge in-flight entertainment systems are simpler, more convenient, and more cost effective than ever before.

31 World View Experience

Stratospheric tourism may become a commercial reality as early as 2017. Meet the company that's forging ahead into this new frontier.

37 Keeping Avionics Updates Simple

Elliott Aviation gives five tips to simplify your decisions about making avionics upgrades.

41 Sundance Film Festival

Park City, a historic silver-mining town turned ski resort in Utah, will once again host the largest independent film festival in the USA.

45 St. Moritz Snow Polo

Elite international players come together to participate in the world's most prestigious polo tournament.

51 Evergreen Aviation Museum

Visit the home of Howard Hughes' unique masterpiece, and take a tour through a century of aviation history in this impressive, under-the-radar Oregon museum.

Interested in Advertising?

Contact Andrew Evans
aevans@elliottaviation.com
309-558-2079

Contents

VOLUME 09 | EDITION 01 | 2016

Contributors

Andrew Evans

Executive Editor
(309) 558-2079
aevans@elliottaviation.com

Micah Hartmann

Writer, Graphic Designer

Blue Frog Marketing

Publisher
(515) 221-2214
www.bluefrogdm.com

Jamie Pfeiffer

Writer

Rhett DePauw

Graphic Designer
rhettd@bluefrogdm.com

Diane Campbell

Editor

Erin Menardi

Graphic Designer

Kiss THE SEA



BY DIANE CAMPBELL

Envision flying smoothly over the ocean, cruising in comfort with your favorite companion along a pristine coastline. Your craft moves almost silently, etching only the slightest wake in the water's surface. You're moving in harmony with your surroundings, experiencing the sea as you imagine a heron might. You admire the clear water and the thriving wildlife, your conscience at ease with the knowledge that your Quadrofoil will do them no harm.

WHAT IS QUADROFOIL?

Quadrofoil has been called “the eco-friendly sports car of the water.” This personal hydrofoil vehicle is the only watercraft of its power and size that produces zero emissions. It seats up to two people, is 100% battery powered, and can navigate waterways in as little as one meter (approximately 39 inches) of depth and in up to 20-inch waves. Quadrofoil’s precision engineering and supremely aerodynamic design make its Q2S model capable of speeds up to 21 knots (just over 24 mph), but the sensation of flying over the water’s surface can make it seem much faster.

WHAT IS A HYDROFOIL?

A hydrofoil is a watercraft fitted with foils—structures shaped and angled to create lift as speed increases, raising the hull out of the water, reducing drag, and significantly enhancing the vehicle’s efficiency and speed.

WHAT'S IT LIKE TO DRIVE THE QUADROFOIL?

The Quadrofoil is exceptionally easy to pilot. According to the company, anyone who has experience with boats and cars should be able to learn in 5-10 minutes, and those without experience need only a few quick tips to get started. The only component you need to operate is the steering wheel, which controls the craft’s steering system as well as its speed. The integrated display provides all the essential information you need—your speed, battery usage and percentage remaining, and remaining range. As you turn the wheel, all four foils and the outboard motor turn simultaneously, making the Quadrofoil highly responsive and able to handle turns with speed and precision. When the Quadrofoil approaches 6 knots, its aluminum C-foils begin to lift the boat out of the water, creating the feeling that you’re flying effortlessly over the surface. Despite its speed capability, the Quadrofoil’s passengers remain comfortably dry in their soft, ergonomically designed seats.

IS IT SAFE?

Quadrofoil is safe to operate within its specifications and in appropriate conditions. The company warns users to remain aware of their environment, including wave height, depth, and obstacles, and to operate the watercraft only in appropriate conditions. Quadrofoil is, however, virtually unsinkable: its hollow fiberglass hull keeps it afloat even in unfavorable conditions, and its integrated steering system also provides stability that works to keep it horizontal and make it extremely difficult to heel. Quadrofoil’s easy maneuverability and quiet operation make it far easier to avoid collisions than on notoriously dangerous jet skis; nonetheless, a built-in anti-collision system absorbs shock to reduce impact in case you do happen to hit something. A kill switch with lanyard ensures the engine will be cut if you manage to fall out, and on the faster Q2S model, seat belts are available on request. In case of emergency, Quadrofoil also comes equipped with a paddle, safety whistle, first aid kit, and two life jackets.

WHERE CAN I TAKE A QUADROFOIL?

While it’s not designed for the open sea (note the 20-inch wave limit), Quadrofoil is perfectly suited for exploring calm coastlines, even in marine protected areas. You only need a meter of depth to drive it, and the foils can easily be lifted to accommodate docking in or launching from even shallower waters. You can also take your Quadrofoil on lakes and rivers—the boats have reportedly become popular on Lake Geneva in the Swiss Alps.

Before planning your trip, make sure to check local boating regulations, which can vary widely, and plan your course. Quadrofoil is in the same classification as a normal boat, so the same laws will generally apply. The range of the more powerful model, the Q2S, is approximately 100 km (54 nautical miles), depending on speed. The Q2A model’s smaller battery accommodates a 50-km range and maxes out at a speed of 16 knots.



THE DETAILS

Quadrofoil requires very little maintenance. In fact, the company estimates its running cost at approximately €1 per hour and claims that it's several times more efficient than any other type of personal watercraft. Charging the battery takes about 2 hours, and you can use either a 220V or 110V outlet with the provided charger.

Quadrofoil is easy for one person to handle and store. It's made of lightweight composite materials, comprising a total 100 kilos (220 lbs). Standing less than 4 feet tall with a length of less than 10 feet, its dimensions are similar to those of other personal watercraft. Locking your Quadrofoil is simple—just detach the steering wheel and take it with you. The boat is inoperable without it.



ON THE HORIZON

Quadrofoil has announced that it's working on a four-seater model as well as the Quadrofoil Taxi, which it calls "the evolution of public transport," and the Q1 racer for speed enthusiasts.

HOW CAN I GET ONE?

Quadrofoil is available for order online or through dealers, but unfortunately, there are no dealers in the U.S. (or anywhere else in the Americas) yet. The Slovenian company currently has dealers in Dubai, Qatar, Singapore, Mauritius Island, Australia, and a handful of locations across Europe. Quadrofoil is also developing a network of service providers, prioritizing locations where their current customers reside. From the U.S., your best bet for obtaining one of your own is to go to the company's website, quadrofoil.com, and place an order. Choose your model, and make a 35% deposit to reserve your place in the production queue. The Q2S comes with higher end features like navigation, rear-view mirrors, and an aft platform (in addition to the much more powerful battery). One month prior to production, Quadrofoil will call to go over additional features that you may choose, let you know your delivery date, and collect a 50% payment (the final 15% is due ten days prior to delivery). Then, just arrange to pick up your new Quadrofoil, and get out on the water!





“ As a Hawker operator I have experienced firsthand the level of expertise needed for Hawker maintenance is hard to find. I heard from other operators that Elliott Aviation consistently delivers high-quality maintenance, and I had to find out for myself. Elliott not only lived up to their history and excellent reputation, but the highly-trained and highly-skilled crew went above and beyond my expectations. After having the opportunity to actually sit down and talk with one of Elliott’s Hawker technicians, I knew they were the right company to work on our aircraft. I continue to visit Elliott Aviation for my Hawker needs because the level of expertise is exceptional. Elliott consistently delivers our Hawkers squawk free, on time and on budget. ”

JOHN SOLITO
DIRECTOR OF MAINTENANCE
WADDELL & REED

UNMATCHED QUALITY AND UNCOMPROMISING INTEGRITY DELIVER UNBEATABLE CUSTOMER SERVICE

For nearly eight decades, we've thrived on customer feedback from around the world. With full paint, interior, maintenance, avionics and accessories capabilities, we're big enough to handle all of your needs but small enough to give you the personal touch you deserve. From King Airs, Beechjets, and Hawkers to Phenoms, Citations, Lears and so much more, connect with Elliott Aviation and you'll land a better experience...

because of our service experience.



800.447.6711

MOLINE

DES MOINES

MINNEAPOLIS

ELLIOTTAVIATION.COM



1 2

Montréal en Lumière

By Diane Campbell

The title is written in a large, flowing white script font. It is set against a dark background that features a large, semi-transparent blue circle on the left side. In the bottom right corner of the main title area, there is a small number '3'.

3



4 5



5

From February 23 through March 12, 2017, Montréal will host the 18th edition of its winter festival of art and culture, Montréal en Lumière. Since its inception in 2000, Montréal en Lumière has grown into the city's biggest winter arts, music, and food festival. Its long list of attractions encompasses a variety of live music, theater, and dance performances, dazzling pyrotechnics and light shows, and circus acts. The festival now also provides a large, free outdoor site packed with fun things for kids and adults alike. There is something for everyone to do, including children's activities, dance parties, ice sliding, ice-skating, and zip lining.

The biggest night of the event is Nuit Blanche, an all-night arts-focused party filled with over 200 indoor and outdoor activities. The tradition began in 2003 and was modeled after similar events across Europe, including the Helsinki Festival's Night of the Arts and the Festival des Allumées, which began in Nantes, France, in 1990. Montréal was the first Canadian city to host its own "White Night," and Toronto, Halifax, and Calgary have since developed their own, as have several other cities across the globe. Attractions at Montréal's Nuit Blanche are mostly free of charge, and a free shuttle service provides transportation throughout the event. This year, Montréal's Nuit Blanche will begin on Saturday, March 4, and continue into Sunday morning.

Montréal en Lumière continues to evolve from one year to the next, each year featuring a different international city and highlighting its culture, art, and cuisine. This year's festival is expected to be exceptional because it coincides with Montréal's 375th anniversary celebration. The 2017 edition's grand featured city will be Lyon, France, so you can expect to find plenty of French (and particularly Lyonnaise) cuisine as well as aspects of the city's culture reflected throughout the festival.

A Cornucopia of Cuisine

Montréal en Lumière's Finest Tables showcases the talents of some of the city's prominent chefs as well as international culinary masters. Since its beginning, the festival has welcomed over 500 chefs, winemakers, and speakers who provide unforgettable meals as well as activities created especially for this event. In 2017, chefs from Lyon and more than 20 other international cities will be invited to present their own creations for Finest

Tables' chef pairings. The cities are all part of the Délice Network, an organization that facilitates communication and partnership among leading culinary professionals throughout the world, founded in Lyon in 2007. Délice member cities span four continents. The vast majority are European, and Montréal is the group's only Canadian member so far.

In addition to its Finest Tables, the festival offers dozens of opportunities to learn about and sample culinary delights from Montréal and around the world. In 2016, various attractions highlighted Quebecois cheeses, Boston (2016's featured US city) seafood, Chinese cuisine (in honor of Shenzhen, the grand featured city), oyster and drink pairings, French black truffles, cocktails infused with winter spices, "Snout to Tail" (a "pork-tastic journey" through five courses incorporating locally sourced pork), and many other delectable treats.

Outdoor Fun

In addition to its incredible selection of food, the outdoor site is a playground of art, music, dance, theatre, and activities. Through its Illuminart project, the festival encourages artists to create interactive displays that make use of light. In 2016, L'îlot de Chaleur (the Little Island of Heat) enchanted visitors—controlled by body heat, the "bonfire" of incandescent bulbs glowed, flashed, warmed, and played music in response to their presence and movement.

Thrill seekers mustn't miss out on riding the Milk Urban Slide and RBC Zip Line. The slide is a 120-yard illuminated luge-like ride. Kids have to be at least 42" tall to enter, but there's also a mini slide available especially for the smaller ones. The zip line lets you soar across the festival for a breathtaking bird's-eye view. Because riders must wear festival-provided harnesses for the zip line, height and weight restrictions apply. Check the festival website for further restrictions and recommended attire for this ride. Want an even better view? Hop on the Ferris wheel, which is traditionally lit up in kaleidoscopic color.

For those who prefer to stay on the ground, Espace Casino de Montréal provides a Polynesian-style retreat in the wintery landscape. Enjoy delicious food and cocktails, ice sculptures, music, and Polynesian-inspired activities, décor, and entertainment.



Themes from the grand featured city run throughout the outdoor site attractions. In 2016, Kongzi (a common name for Confucius in China) made a prominent appearance throughout the festival with support from the Hello Kongzi project. Hello Kongzi works to promote the universal values of kindness, rectitude, propriety, wisdom, and sincerity, which are prominent in Chinese culture. It invites the world to discover China and its culture from a different perspective. The Hello Kongzi Dome held an information kiosk, a Chinese shadow puppet workshop where visitors could create their own short films, and a workshop for making Chinese lanterns. The Kongzi Exhibition displayed a vast collection of miniature figures of Confucius and other revered Chinese philosophers, and a nearly 15-foot-tall Kongzi ice sculpture presided over the area. How will the festival represent Lyon throughout the outdoor site? Exhibits and attractions haven't yet been announced, so you may just have to show up and see for yourself.

If You Go Language

When planning travel in Quebec, remember that it is a French-speaking province. Although you'll find plenty of

English speakers, it wouldn't hurt to brush up on common phrases. You'll understand more of what's going on around you, and it's just friendlier to make the effort to speak to people in their first language.

Transportation

Montréal is very accessible on foot and via public transportation. Unless you have special needs to consider or plan to travel outside the main city, you probably don't have to worry about renting a car.

Attire

Remember to dress for the cold! In February, Montréal sees high temperatures averaging approximately 25 °F and lows around 10 °F. Also be sure to wear warm, comfy shoes so you won't have to stop the fun to nurse cold, sore feet.

Lodging

You can book directly with hotels or arrange event packages on the festival's website, www.montrealenlumiere.com (click "EN" in the upper right corner if you'd rather not have to read the site in its original French). Alternatively, you can book at one of Montréal's renowned, top-ranked hotels:



The **Ritz-Carlton** offers classic luxury with modern amenities for the most discerning guests. The hotel restaurant, Maison Boulud, features renowned chef Daniel Boulud's modern interpretations of classic French cuisine.

The exquisite **Hôtel Le St-James** has received numerous awards for its service, ambiance, and resident XO Le Restaurant. For the supreme luxury experience, try to reserve the 3,500-ft², two-bedroom penthouse suite, accessible by private elevator and complete with fully equipped gourmet kitchen and 1,500 ft² wrap-around terrace that provides stunning panoramic views of Montréal.

The **W Hotel** offers the ideal luxury accommodations for those who like to travel with their canine or feline friends. The W offers dog walking, dog sitting, grooming, and a special pet room service menu, from which you can choose rare sirloin or fresh salmon, bone cookie treats, and toys for your furry friend to play with after dinner. If it happens to be your pet's birthday, you can even treat her to a special cake.

All of this doting on pets doesn't mean the W's human guests get any less attention. The hotel prides itself on providing exceptional concierge service, which it dubs "Wherever/Whenever." Not sure how to make good use of this? The W Hotel website offers some ideas: "A bathtub full of whipped cream and chocolate? Last minute tickets to a concert? A focaccia with salmon at 3 am? Birthday party in a private jet? We're on it," the W boasts. Accommodations range from the 250-ft² Cozy Room to the 1,000+-ft² "Extreme Wow Suite" with separate living room, 8-person dining room, and expansive terrace overlooking Victoria Square Park. You can also step into one of the W's three bars: the hip, multilevel Wunderbar, the tiny Bartini (showcasing rare whiskeys), or the comfortable Plateau Lounge with its extensive cocktail menu and inspired snacks. For a full meal, Être Avec Toi (E.A.T.) specializes in fresh seafood dishes served in an art- and music-filled environment.

Photo Credit | 1. Benoit Rousseau | 2. Victor Diaz Lamich
3–5. Frédérique Ménard-Aubin | 6. Victor Diaz Lamich
7. Dori Costa | 8. Benoit Rousseau | 9. Victor Diaz Lamich
10–11. Frédérique Ménard-Aubin

Raisbeck's EPIC gives

MORE EFFICIENCY

- » Reduced operating costs
- » Improved range

MORE PASSENGER COMFORT

- » Less noise
- » Smoother ride



Simply more of what you

Visit us at NBAA, Booth 434

Available through all Elliott Aviation locations
and over 100 Authorized Dealers worldwide.

your King Air *more...*



MORE PERFORMANCE

- » Better takeoff, climb, cruise and landing performance
- » Improved airport access

*Raisbeck's EPIC Platinum Performance Package
installed on featured aircraft by Elliott Aviation*

bought your King Air for!

info@raisbeck.com
(800) 537-7277

(206) 723-2000
www.raisbeck.com

**RAISBECK
ENGINEERING**





ECO COUTURE

By Diane Campbell

CHANEL CELEBRATES NATURE

At Chanel's 2016 spring couture show, fashion icon Karl Lagerfeld unveiled the results of his recent foray into sustainable fashion. Willowy models in Picasso-inspired rolled hairdos showcased earthy creations of wood, recycled paper, hemp, linen, and wild cotton in a tranquil garden setting by a lotus-strewn pool.

"At the moment, sustainability is part of an expression of our times, what fashion is supposed to be," Lagerfeld explained. This statement may well reflect the tenuous nature of Chanel's flirtation with sustainability; the company has been criticized for its failure to disclose information about its supply chain and its lack of goals related to improving environmental and social conditions within it. Following Chanel's 2010 fall/winter show (which featured a 265-ton glacier flown in from Sweden) Lagerfeld himself mused that "maybe [global warming is] all nonsense." Regardless of his eco-credibility, however, Lagerfeld's nod toward sustainability is a notable gesture, given Chanel's leading position in the industry. The mere fact that the design house devoted its spring and summer collection to natural elements and recycled materials

gives power to others who are making strong efforts to transform the fashion industry into one that takes greater responsibility for its global effects.

CHANGING THE WAY WE THINK ABOUT LUXURY

Despite Lagerfeld's gibe that "everything is about ecology, but it's never done in a very luxurious way," other fashion enthusiasts would disagree. Livia Firth and Suzy Amis Cameron have been promoting global consciousness in fashion and persuading A-listers to don sustainable designs for years, and they're gaining more converts all the time.

Eco-Age

Livia Firth (néé Giuggioli, now wife of actor Colin Firth) began her career as a producer. In 2007, her documentary, *In Prison My Whole Life*, won Best Documentary at the International Human Rights Awards in Geneva. That same year, she and her brother, Nicola, co-founded sustainability consultancy Eco-Age. The organization sponsors the Green Carpet Challenge (GCC) and awards its GCC brandmark to products that meet their strict sustainability criteria, which include the maker's open communication about sustainability goals and performance, refusal to tolerate

forced or child labor in the supply chain, respect for worker rights, health, and safety, and minimization of pollution, resource consumption, and other environmental impacts of the production processes.

The Green Carpet Challenge operates as Eco-Age's communications arm and seeks to raise awareness by putting sustainable fashion in the spotlight at the world's highest profile events. GCC has collaborated with scores of top brands and designers, including Prada, Victoria Beckham, Giorgio Armani, Gucci, and Stella McCartney, who came out with a 13-piece GCC eveningwear collection. Notable celebrities who have used their cachet to flaunt GCC-certified sustainable creations include

Cameron Diaz, who wore a Stella McCartney dress of organic silk and tiny glass beads to the 2012 Met gala ball; **Meryl Streep**, who donned a gold Lanvin gown made from sustainably sourced fabric for the 2012 Oscars; **Emma Watson**, who pledged to wear only eco-friendly designs throughout her 2015 promotional tour for Regression; and **Michael Fassbender**, a regular GCC promoter. Fassbender sported GCC-certified Tom Ford tuxedoes at both the Oscars and the Golden Globes this year. His first Green Carpet Challenge was in 2012, when he wore an Armani tux crafted from ethically sourced wool and recycled-fabric accents to the BAFTA awards.

Livia Firth herself is well known for appearing at events in ethical fashion. She has worn many stunning and sustainable ensembles on the red carpet (including some made of fabric spun from 100% recycled plastic bottles) designed by the likes of Giorgio Armani, Valentino, and Antonio Berardi.

Red Carpet Green Dress

Suzy Amis Cameron, former model and actress and wife of famed director James Cameron, founded Red Carpet Green Dress in 2009. Red Carpet Green Dress is a design competition that challenges budding designers to create dazzling sustainable garments fit for the world's most elite red carpet events. Winners get the privilege of seeing their designs worn on the red carpet as well as international recognition for their talents.

Winning designs have incorporated a wide range of ethical and sustainable elements. Michigan State University design student Jillian Granz won the first challenge; her no-waste design made of "peace silk" (silk processed in a way that avoids killing the larvae that spun it) and a reclaimed lining was worn by Suzy Amis Cameron herself at the 2010 Oscars. Missi Pyle (*The Artist*) wore the 2012 winner, a flowing blue mineral-dyed organic and peace silk gown with recycled polyester lining by Venezuelan-born designer Valentina Delfino. In 2013, Naomie Harris wore the winning dress designed by Ghanaian-born Michael Badger, a golden creation made from GOTS (Global Organic Textile Standard)-certified silk and adorned with repurposed



Photo courtesy of Red Carpet Green Dress



© Honggang Hu



© Vasilis Ververidis

chocolate wrappers and vintage beads. At this year's Oscars, actress Sophie Turner (*Game of Thrones*) wore a head-turning, figure-hugging, slit-to-the-thigh gown by ethically-focused brand Galvan, and Lily Cole (*Snow White and the Huntsman*) wore a festive silver recycled-plastic-bottle dress by Vivienne Westwood in support of the Red Carpet Green Dress initiative.

WHY ECO COUTURE?

With the exception of the petrochemical industry, the fashion industry is responsible for more pollution than any other on the planet. Pollution, however, is just one of the many ways fashion (and especially the trend toward "fast fashion") threatens the planet and those of us who share it. Mass production often leads to depletion of natural resources as well as labor and trade practices that are unfair or even dangerous to workers in production and in the supply chain.

Pollution

Over 8,000 chemicals are used to turn raw materials into textiles, and 25% of the world's pesticides are used for the sole purpose of growing non-organic cotton. These chemicals often make their way into water systems, affecting public safety on a massive level. In China, where it's common for dyes and chemicals from clothing manufacture to be dumped directly into rivers, the government reports that 60% of groundwater is now unfit for human contact. Mass-produced garments are shipped all over the world,

contributing to carbon emissions. According to *Forbes*, the apparel industry alone is responsible for 10% of global carbon emissions.

Even with all of the harmful agents that go into producing clothing, two thirds of a garment's carbon footprint occurs *after it's purchased*. Microfiber accounts for 85% of human-made fiber found along shorelines. A single synthetic garment can shed thousands of tiny fibers. Many small organisms readily ingest these micro plastics, introducing them at the lowest levels of the planet's food chain (where they can ultimately cause the greatest harm).

Overconsumption of Resources

Even when garments are made from natural materials, overconsuming them contributes to environmental degradation. Rayon (also known as viscose), for example, is made from wood pulp. While this is a renewable resource, the high demand for rayon has led to deforestation and displacement of small farmers to make room for pulpwood plantations. These plantations consume massive amounts of water, and the conversion of the wood pulp into rayon requires use of hazardous chemicals such as sulfuric acid. Similarly, the soaring demand for natural cashmere, obtained from goats, has led to desertification in China. Cashmere goats consume more than 10 percent of their body weight in vegetation each day, often destroying plants because they nibble them down very close to the roots. Add this to the fact that it takes four goats a whole year to produce enough

fiber for just one sweater, and it becomes clear that even before considering any problems related to pollution or toxic chemicals, excessive production alone can have devastating effects.

Human Rights

The trend toward making the latest fashion trends quickly available at low prices is widely recognized as one of the main sources of unfair and unsafe labor practices worldwide. It is estimated that 170 million children are engaged in child labor, which the UN defines as “work for which the child is either too young... or work which, because of its detrimental nature or conditions, is altogether considered unacceptable for children.” Child labor is rampant in the fashion industry because the supply chain demands low-skilled labor, some of which is better suited to children’s small hands. In countries like India and Bangladesh, recruiters persuade parents to send their daughters to spinning mills with promises of good wages, comfortable accommodations, and educational opportunities, while in fact, the girls arrive to find themselves working in slave labor conditions and often unable to leave.

Textile factories have long been notorious for poor working conditions. In the U.S., the Triangle Shirtwaist factory fire of 1911 killed 145 workers (mostly young immigrant women), bringing national attention to safety lapses in the industry and sparking widespread reform in this country. However, workers in other parts of the world, where most of our garments are now made, still lack essential protections. In November 2012, Tazreen Fashions in Bangladesh was engulfed in flames, killing 112. The building lacked emergency exits, and windows were bolted shut, trapping workers as if in a cage. At the time, it was regarded as the country’s worst garment factory disaster, although since 1990, 33 factory fires had claimed over 500 lives in Bangladesh. Then, in 2013, the collapse of a factory complex in Bangladesh’s Rana Plaza building cost more than 1,100 lives. Still, in 2014, 65% of fashion executives surveyed said they expected to increase their sourcing in Bangladesh. The country’s workers earn some of the lowest wages in the world, which is precisely what makes Bangladesh (and other impoverished countries, such as India and Cambodia) so very attractive to today’s manufacturers.

The processes and chemicals used in the creation of textiles also pose dangers to worker health and safety. It is estimated that the global cultivation of conventional cotton alone

results in the pesticide poisoning of 44 million to 77 million workers every year. Many of the dyes used in textile productions are known to cause genetic damage, and dust from dyes and the spinning of fibers causes respiratory illnesses.

WHAT CAN I DO?

You can help to shape the course of the industry and push it in a more ethical direction by being discriminating in how you spend your fashion dollars. Clothing made of organically grown, sustainably sourced fibers has lower environmental and health impacts than clothes made from synthetic or conventionally grown fibers. Supporting (and encouraging others to support) brands that have made statements about and set goals for their sourcing to ensure environmental stewardship and fair trade will empower them to thrive in spite of their refusal to utilize the least expensive means of production. Buy clothes that are made to last, and keep usable clothing in circulation if at all possible by handing down, consigning, or donating it when you are ready to part with it. In these ways, you can help reduce the demand for new garments and increase the proportion of new garments that are made responsibly.

See a list of brands and designers that have collaborated with the Green Carpet Challenge at eco-age.com/green-carpet-challenge. Find hundreds of ethical fashion brands at stylewithheart.com and ecofashionworld.com.



© Eugenio Marongiu



© Mauricio Jordan De Souza Coelho



SHEDDING LIGHT ON ADVANCEMENTS IN CABIN ILLUMINATION

BY ADAM DOYLE
PAINT AND INTERIOR
SALES MANAGER

Lighting is one of the most important elements of cabin design. It serves multiple functions like providing safety, assistance in performing tasks, creating an atmosphere, and in general pulling together the overall design. Understanding cabin lighting technology can assist in making the right decision for your cabin.

At first cabin lighting choices may seem relatively simple, but with recent advancements there are a large amount of new lighting technologies to choose from. This is a great thing for aircraft owners and operators because lighting can make a big difference in the upgrade of a cabin and cost considerably less than other available upgrades.

The cost of upgrading lighting varies depending on the specific aircraft model and the choice of upgrades. Manufacturers are providing multiple options for almost all different airframes.

LED TECHNOLOGY

The recent influx in lighting advancements is no surprise to the industry because consumer electronics drives what goes into an airplane. As new options are available in the consumer market they are adapted into the aviation market as well.

Recently in the consumer market there has been a rapid rate of Light Emitting Diode (LED) technology change

being driven by the idea that the brighter, the better. This has created new advancements for aviation, too.

Most general aviation aircraft with any kind of up-wash or down-wash lighting come from the factory with Compact Fluorescent Lighting. The problem with CFL is consistency and long term cost for replacement bulbs and/or power supplies. Don't forget about the labor involved and potential for damaging interior components that comes with replacement.

LED LIGHTING

Generally, when deciding to upgrade cabin lighting, the choice is more often than not whether to make the change to LED lighting. LED technology is typically the line between newer and older generation aircraft. Lamp brightness, color, power consumption, heat management, and lamp lifetime are a few of the main differences between the two technologies.

Problems with individual power supplies, hot ballasts and individual bulb replacement are nearly eliminated with an LED option. Also, when a CFL bulb burns out it is easily noticed, but when individual diodes fail at different times within an LED cluster, they contribute incrementally to illumination decline.

LED technology also offers an overall 50 to 75 percent power savings for an aircraft lighting system. This means

problems with individual power supplies, are virtually eliminated with LED.

The technology has safety and aesthetics benefits, too. LEDs are shock resistant, emit low heat, and have no bulb breakage. Also, they emit color consistency and a brighter light. Prior to installation you can even pick different colors as several manufacturers are also beginning to offer optional colored lights.

However, there are different LED options or upgrades.

PLUG & PLAY

A major switch the industry is seeing is from incandescent bulbs for reading lights to LED plug and play. The major benefit is cost savings. This option allows you to retain the original fixture. When replacing the fixture don't forget you'll incur labor and plating fees along with light longevity.

With plug and play you can pull the face off the light, unplug one bulb and plug the new one in. Plug and play lights are also easy to replace. Once done, that's the last time you will ever replace it. This means when converting to LED you don't have to rewire the whole plane and you can do it as needed instead of all at once.

It typically costs anywhere from \$300 to \$600 to replace just one CFL bulb. On top of that, there is also labor. CFL bulbs have a much shorter life span than LED so it needs replaced when the LED typically does not.

Unlike CFL, LED lighting is relatively maintenance-free once installed. The technology has a considerably longer life than fluorescent bulbs. At about 500,000 hours, the useful life of an LED is roughly five times that of an incandescent light, according to IDD Aerospace.

This saves labor, materials, and downtime. There is more initial investment for the plug and play LED technology but when it comes to the overall life of the aircraft, LED out performs and will cost less.

SELF-BALLASTED

Self-ballasted lights are another LED upgrade. Un-ballasted lights run off of the aircrafts power supplies while self-

ballasted lighting provides its own power. The owner can get rid of extra power supplies because it has its own power.

The need for less power supplies creates a weight savings, which leads to less fuel usage.

DISADVANTAGES OF LED

While offering many advantages, LEDs also present challenges to operators. The rapid rate of LED technology change in the consumer market brings concern to the aviation industry. The idea that brighter is better is driving components to be replaced or updated at a rapid rate. This kind of change rate creates parts obsolescence for the future.

Choosing a source for a particular aircraft interior lighting task ultimately is not as simple as it may seem. Before making a decision it's best to evaluate all of the options and pick which one is best for the specific aircraft and use.

ADAM DOYLE joined Elliott Aviation in 2000 as an interior technician after graduating from Wyoming Technical Institute. While at Elliott Aviation Adam has experienced many different promotions on the shop floor including Install Team Lead, Soft Goods Team Lead, Assistant Interior Shop Manager and Seat Shop Manager. Adam's most recent promotion has been to Paint and Interior Sales Representative for Elliott Aviation. He uses his experience with various vendors, products and processes to educate our clients by providing direction and helping plan for future investment with realistic and accurate figures.

ELLIOTT AVIATION is a second-generation, family-owned business aviation company offering a complete menu of high quality products and services including aircraft sales, avionics service & installations, aircraft maintenance, accessory repair & overhaul, paint and interior, charter and aircraft management. Serving the business aviation industry nationally and internationally, they have facilities in Moline, IL, Des Moines, IA, and Minneapolis, MN. The company is a member of the Pinnacle Air Network, National Business Aviation Association (NBAA), National Air Transportation Association (NATA), and National Aircraft Resale Association (NARA). More information can be found at www.elliottaviation.com.



ALL-AMERICAN ENTREPRENEURSHIP AT

ALL-STATE INDUSTRIES

BY ANDREW EVANS

All-State Industries is a company that you may not recognize, but you are likely familiar with some of the equipment that contains their products. From truck cabs to agricultural equipment and more, their American-made components go into machines you likely see everyday.

It all began in 1974, when Bob Pulver was working for Goodyear Tire and Rubber company selling conveyer belts to customers in the Midwest. As one of their top sales representatives that year, Bob sold millions of dollars worth of conveyer belts but was not offered a raise. Earning only \$18,000 per year, but with little debt and no children at the time, Bob took \$1,000 and started his own business selling conveyer belts. Bob's business, All-State Belting, grossed nearly a million dollars that first year.

After a few years in business, Bob started to think of ways to grow beyond just selling conveyer belts to provide more solutions his customers. In the early 80s, he began to notice that many of his customers had a large amount of scrap rubber. At that time, he was attending a lot of agricultural and construction trade shows, and he realized that every piece of heavy equipment integrated many small pieces of rubber.

GROWING AND DIVERSIFYING THROUGH CUSTOMER SERVICE ↓

"I just knew that someone was supplying all of these parts and thought, *Why not me?*" Pulver said in an interview this summer. "So I started approaching some of my current customers to see what else I could provide. I approached Winnebago and Vermeer. The first thing they were interested in was mud flaps. I started manufacturing mud flaps out of scrap material, and I started to earn their business."

"I didn't want to stay in just one niche because I knew it was incredibly important to diversify my business," Pulver continued. "To give you an example of what all we were manufacturing at the time, we got introduced to the Nordic Track team. At their peak, we were manufacturing 25,000 rubber toe straps per day to fulfill their orders."

Although it started with rubberized parts, All-State Industries is run like a true American company by a true American entrepreneur. By listening to his customers and responding to their requests, Bob Pulver has been able to go well beyond his roots.

"I was approached by John Deere," Pulver said. "They really liked working with us, and they said they wished we made more of the items they used. At the time, they were unhappy with their current plastics supplier. I asked them what types of plastics they needed and then worked on a plan on how to get into that business. At the time, I didn't know the plastics business, but I was determined to figure it out, so we became a plastics manufacturer."

"The same thing happened with our polyurethane products," Pulver continued. "I was approached by Caterpillar to see if that was something my company could provide. I jumped at the opportunity to try and figure it out."

Critical Components You've Probably Never Seen

"In most cases," Pulver states, "You have never seen anything that we manufacture unless you truly get into the bowels of the machine. If you have ever been on or seen an assembly line for items like truck cabs or heavy equipment, you've probably seen All-State Industries; you just didn't know it at the time."

EACH LOCATION ↓

Des Moines, IA

The headquarters in Des Moines serves as the main location for machined plastics. This ISO-certified facility specializes in low-quantity parts. When a company needs a specific part but doesn't want to incur a new die fee, All-State specializes in fulfilling these low-quantity requests. They also manufacture polyurethane parts for better wear characteristics.

Fun fact—All-State Industries in Des Moines is a leading manufacturer of the bowling wheels you see returning your ball to you at the bowling alley.

Chicago, IL

The 125,000-ft² location in Chicago is a multi-use facility that manufactures die-cut non-metallic parts, rubber parts, and plastic cut pieces and parts.

Dallas, TX

The Dallas facility focuses on insulation for noise and thermal control in agricultural, construction, and industrial equipment and Class 8 highway trucks. The insulation



manufactured in this facility ranges from floor mat underlays and headliner insulation to firewall and engine insulation and shielding.

Elkhart, IN

In 2014, All-State Industries acquired this 90,000-ft² facility, which focuses on vacuum forming plastic fabrication and assembly and has room to operate several die-cut machines. If you are not familiar with vacuum forming, the application can range from trim on a vehicle or a formed plastic trim on an ATM machine to small plastic parts like the ones found on a remote controlled car.

A FAMILY TRADITION ↓

Pulver has involved his two sons as leaders of the business: Reed now serves as sales manager and Scott as chief operating officer.

When asked about the transition of bringing them into the business, Pulver states, "It's been fun. I always thought it would be really great to be able to bring them into the business, but you don't ever really know until you try."



I never had a mentor, so I guess that's why I enjoy teaching them. They get the opportunity to have what I never did. They're hard workers and they're smart. Throughout the process, my philosophy in teaching them the business was to allow them to make mistakes, just not let them make big mistakes. They come to me with questions, and I relate a time earlier in my career where I encountered a similar situation. I rarely make decisions for them, just act as someone they can turn to for difficult decisions so they can make up their own minds."

THE FUTURE ↓

"I've been fortunate to have some amazing employees," Pulver said. "Because I have so many people I trust, some that have been with me nearly 40 years, I can spend more

time with vendors and customers talking about ways to further develop our company. We are at a point where there is only limited potential. We are looking at expanding into other product lines with current customers as well as acquisitions in the heating and air conditioning and lawn and garden sectors."

Whatever product lines and industries All-State Industries serves, they maintain their dedication to creating the best products and delivering the best customer service for their customers. As Bob puts it, "You go to work and do what your customer wants; it's that simple. We'll guarantee on-time delivery and wonderful customer service. The only reason we've been successful is because we make them successful."

TEXAS



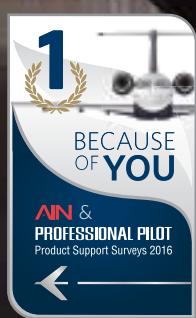
IOWA

Rethink Convention.

EMBRAER
Executive Jets



We are excited that Embraer Executive Jets has earned the No. 1 ranking in AIN and Pro Pilot's 2016 Product Support Surveys. We greatly appreciate our customers' valuable feedback as we continually strive to provide unsurpassed support and services throughout the world.





THE WORLD'S LARGEST TRUCK STOP

BY ANDREW EVANS

Located just a short half-hour drive northwest of Elliott Aviation's headquarters in Moline, IL, you will find the world's largest truck stop, Iowa 80. The size of a small city, Iowa 80 has eight restaurants, a convenience store, gift store, super truck showroom, barber shop, chiropractor, dentist, movie theater, workout room, Verizon Wireless store, laundry facilities, library, a Truckomat truck wash, truck repair facility, Dogomat pet wash, CAT Scale truck scale, 24 private luxury showers, and an antique trucking museum. Open 24 hours, seven days a week, the truck stop has over 900 truck parking spaces and serves over 5,000 customers a day. Earning a title like "world's largest truck stop," however, doesn't just happen overnight. It happens with determination, innovation, and providing unbeatable customer service.

It all started in the early 1960s, when a young chemist, Bill Moon, started working for the Standard Oil Company. Living in Kansas at the time, Moon was asked to find locations for their pumping stations. At the time, Interstate 80, a road that was to cross the country from New York City to San Francisco, was currently under construction. Seeing

the importance of the expansion coming with Interstate 80, Moon suggested a location in the small town of Walcott, IA. The town was directly in line with the expansion of the road and positioned nearly midway on the future completed road.

When Standard Oil built the Walcott location, they placed a family in charge of running the operation. When that couple decided it wasn't for them, they called Moon to take over in 1965. He agreed and moved his family to start running the business. They operated the company for Standard Oil until they were given the opportunity to purchase the location in 1984.

As full-time owners, the Moon family were continually listening to truck drivers and taking advice on how to improve their location. One of the early additions was the Truckomat truck wash, one of the first of its kind.

A BETTER WAY TO WEIGH

In the early 1970s, drivers were frustrated by having to weigh their trucks one axle at a time. This proved not only to be a very long and complicated process but also one

that ultimately led to major discrepancies in truck weight. Seeing an opportunity, Moon began developing what was to be the first ever platform truck scale that would could accommodate and weigh the entire truck at once.

First installed in 1977 at a location in South Holland, Illinois, CAT Scale began its journey to today's popularity of over 1,725 locations nationwide. Covered by an unconditional guarantee, if a driver is issued a fine after their scale showed them as legal, they will immediately check their scale. If their scale is incorrect, they will reimburse the driver the cost of the fine. If the scale is correct, a representative of CAT Scale Company will appear in court as a witness for the driver.

LISTENING TO CUSTOMERS SPARKS INNOVATION

While CAT Scale was one of the first major innovations for Bill Moon, that was only the beginning. Earning the title of world's largest truck stop was never an aspiration for Bill Moon; it just happened over time as he listened and responded to customer requests. Customers would approach the Moon family with an idea, and if it made sense, they would do everything possible to incorporate it into their business. This led to expansions such as the Super Truck Showroom, movie theater, chiropractor, dentist, 7-day-a-week truck service, and the Dogomat pet wash.

MUSEUM

Bill Moon loved everything trucking, and that is evident in the Iowa 80 Trucking Museum. The Moon Family's personal collection of over 200 trucks and trailers represents Bill Moon's goal of preserving trucking history and sharing all aspects of it with the general public. The collection's earliest model is a 1910 Avery farm wagon with steel wheels; the latest was made in the 1970s.

As the museum has recently expanded, you can now see nearly a hundred of these trucks at a time, while they rotate through the museum year round. Some of the highlights include

- 1917 Velie truck (Grandson of John Deere)
- 1911 Walker all-electric truck (which got 50 miles to a charge)
- 1930 Ford A snowmobile truck (equipped with tracks and skis)
- Fageol brand trucks
- Studebaker trucks



JAMBOREE

What began as a small customer appreciation event in 1979 with a cookout and the latest and greatest trucks, the Trucker's Jamboree has become one of the world's largest trucking events. With activities for the entire family, the



Jamboree attracts over 44,000 attendees annually from around the world for the three-day celebration. Events include a super truck beauty contest, an antique truck display, trucker Olympics, carnival rides for the kids, national headlining concert attractions, and fireworks. The Trucker's Jamboree is held annually in July. As with Iowa 80's other innovations, this event has grown organically into its current popularity as the facility continually strives to better serve its customers.

EXPANDING BEYOND IOWA

In 1982, Iowa 80 Group, the parent company of the Iowa 80 Truck Stop and CAT Scales, decided to expand its footprint beyond Iowa to Bill Moon's home state of Missouri. They purchased a truck stop just outside of Kansas City. At the time, the Oak Grove Truck stop had a small store, restaurant, and diesel fuel pumps. In 1997, the Oak Grove 70 received a \$10 million investment to upgrade with a new restaurant, main store building, fuel center, truck shop, and food court.

The Iowa 80 Group further expanded in 1987, when the company selected a site in Joplin, Missouri, to construct a truck stop from the ground up. Built on 30 acres, the Joplin 44 has undergone eight expansions and remodels in its nearly 30 years, including a 15,000-ft² Super Truck Showroom, additional restaurants, and a custom vinyl and embroidery shop.



In 2004, yet another truck stop joined the Iowa 80 family: the Kenly 95 Petro located on Interstate 95 in Kenly, North Carolina. Originally built in 1980, the truck stop was known as Truckland Truck stop and included a small store, sit-down restaurant, and diesel fuel islands. There have been many expansions at Kenly over the years, but the most recent came in 2010 when they added their flagship lighthouse, located on the building's exterior.

WHAT'S NEXT?

As the world's largest truck stop, Iowa 80 never rests. It is constantly evolving to meet driver needs and requests. Recently, the gasoline islands were moved to accommodate more traffic, and planning is underway to allow for more truck parking. So, what's next for Iowa 80? You can always be sure that any future plans will be made with the customer in mind. Customer service is what the Moon family has built their reputation on, and it will remain Iowa 80's focus for many years to come.

For men of a different mettle.

Pete McLeod | Professional Aerobatic & Race Pilot



Ti
47867

D2™ Bravo Titanium

GPS NAVIGATION
MULTISPORT FUNCTIONS
AUTOMATED LOGBOOK INTEGRATION
GARMIN.COM/D2BRAVO



A DOWN-HOME SUCCESS STORY

Quartz countertops are one of the hottest choices in home remodeling and new home construction right now, and Cambria is the only American company in the quartz surfaces business. Its patented, unique designs are stunning—and almost as interesting as the company that makes them.

80 YEARS OF MINNESOTA EXPERIENCE

Stan Davis began his career by taking an apprenticeship at a creamery near his home in Norseland, Minnesota in 1936. Seven years later, he partnered with his mentor to buy the St. Peter Creamery. They were able to keep the business afloat during the difficult WWII years by making butter for the US armed forces, and in the post-war era, the company transitioned to cheese making and acquired numerous other small cheese companies. In 1969, Davis bought the Le Sueur Cheese Company from one of his former dairy

school classmates, and his son, Mark, became its manager. He united the businesses into Davisco Foods International, which became a pioneer of new dairy industry technology and an international leader in the dairy industry. Although the conglomerate was sold in 2014 to a large Canadian dairy cooperative, the cheese company still is based in Le Sueur and retains the Davisco name.

By 2000, with decades of success in the dairy business under their belt, the Davises decided to branch out. Mark's sons Mitch and Marty had both joined the family business, and their fresh ideas helped take the company in a new direction. It was Marty's idea to acquire the quartz processing equipment of a failed Iron Range tabletop-making business and explore the opportunities it offered. Initially, the new company manufactured quartz tile and slabs for DuPont. Within a few years, as home builders began to turn to quartz as an alternative to marble or stone, it ventured into the countertop sector on its own. It initially offered 33 unique designs and opened a fabrication facility, an installation service, and a design shop. Nothing about Cambria's beginning was



WORDS // JAMIE PFEIFFER

PHOTOS // CAMBRIA

particularly strategic. "It just kind of happened," says Marty, now Cambria's President and CEO. But the risk paid off: By 2007, Cambria was named #4 on *Entrepreneur* magazine's "Hot 500" list of fastest growing businesses.

CAMBRIA'S RICH LEGACY

The Davises called their new venture Cambria. The word is the Latinized form of the traditional name for Wales, "Cymru," which means "fellow countryman" or "compatriot." "Cambrian" also describes the geologic period between around 542 million years and 488.3 million years ago, named after studying distinctive rocks of that age in Wales. Cambria's logo includes another nod to Welsh heritage: the iconic dragon, first made significant to the region in Arthurian legend and an official symbol of Wales for centuries.

Those beautiful Welsh rocks contained significant quantities of quartz, one of Earth's most abundant minerals. There are many different varieties of quartz, some of which have been prized as semi-precious gemstones for thousands of years and others that are useful in modern technology (like semiconductor manufacturing). Natural variations

like amethyst, Tiger's eye, agate, and citrine are due to the presence of other minerals, gasses, elements, or differences in the microstructure of the crystals; colors can also be engineered synthetically.

Modern quartz countertops are manufactured composites of crushed quartz mixed with color pigments and polymer resin in a ratio of 93% quartz to 7% resin. This creates a very durable natural rock surface without pores or cracks. It can be manufactured in a variety of different patterns and colors, and the slabs are strong, compact, and easy to work with.

SELLING THE PUBLIC ON QUARTZ FOR COUNTERTOPS AND SURFACES

When Cambria began its production of quartz countertop surfaces, granite was one of the most popular choices for homebuilders and remodelers. Granite is a type of rock that is partially composed of quartz (40-60%), along with softer minerals and impurities. It looks beautiful and natural but has some significant drawbacks: it requires regular resealing and maintenance, is prone to staining, and, due to its natural composition, has obvious visible seams and can fracture unexpectedly.

Quartz countertops are as strong as granite but are non-porous and never require sealing. Plus, the seams are easier to hide because of its standardized manufacturing process. Some of Cambria's designs have the look and feel of granite, marble, and other quarried stones with the added benefits of superior strength and durability. Cambria's surfaces are popular choices for a wide variety of uses, including kitchen counters, bathroom vanities, shower and tub surrounds, furniture tabletops and accent pieces, fireplace surrounds, desktops, wet bar areas, and window sills.

Cambria has two innovative showrooms in Minneapolis, Cambria Gallery at IMS and Cambria Gallery on 7th in the heart of downtown. These spaces are designed to foster creativity, inspiration, and collaboration. It has other showrooms and distribution centers in cities around the world as well, including Atlanta, San Francisco, Toronto, Palm Desert, and Rochester. Cambria supports local teams

and is featured in premium suites and clubs in sports facilities across North America. In Minnesota, Cambria is featured at TCF Bank Stadium, Excel Energy Center, Target Center, Target Field, and U.S. Bank Stadium.

BALANCING SUCCESS AND COMMUNITY

As the popularity of its quartz surfaces has snowballed, the company has thrived and expanded to other aspects of the home renovation and construction industry. It now operates a title insurance company for buying or refinancing homes, Cambria Title, and a mortgage and financial services company called Cambria Financial, which helps Cambria customers finance home improvement projects. Cambria's newest division, Cambria International, has expanded the company to reach a global market for its quartz products.

With their company's success, the Davis family has developed a dedication to philanthropic contributions and community involvement. Since 2014, the company has operated Camp Cambria, a no-cost, six-day residential camp for children ages 8-17 living with childhood arthritis. At its original location in Maple Lake, Minnesota, and its newest location in Ontario, Canada, the camp helps provide important tools and resources for building positive self esteem and effective disease management while allowing kids to feel the joy of being in

a community of campers who share a common struggle. The Camp Cambria Foundation and annual Camp Cambria Classic golf tournament help promote research and support for children suffering from juvenile arthritis.

Cambria and its employees commit to supporting its communities through contributions of time, resources, and income. It partners with organizations including Big Brothers Big Sisters, the Veterans Fund, Matter—a nonprofit committed to expanding access to health care in local communities and around the world, and Bolder Options—a group focused on the healthy development of at-risk youth through goal setting, physical activity, tutoring, and community involvement.

Cambria's worldwide operation has more than 2,000 employees, including 700 at the Le Sueur plant. The Davis family is only the fourth from Minnesota to make *Forbes'* list of richest families in the U.S., and they continue to support the local economy and community. As the housing market rebounds locally and nationwide, Cambria hopes to continue to lead the way in innovative, high quality, American-made building materials.

LEARN MORE ABOUT CAMBRIA'S EXCLUSIVE NETWORK OF PREMIUM, INDEPENDENT SPECIALTY RETAIL AND TRADE PARTNERS AT CAMBRIAUSA.COM.





THE EVOLUTION OF IN-FLIGHT ENTERTAINMENT

BY CONRAD THEISEN

Avionics Sales Manager for Elliott Aviation

Historically, cabin entertainment systems have been very heavily reliant on hardware. They have required several cabin monitors, potential cabinet modifications to accommodate other monitors, DVD players and large receivers to run the system. In addition to bulky equipment, older systems included complex and expensive repair to mounted in the drink rails and armrest. Many times, when a switch was added, interior had to be sent out for plating adding additional cost and downtime.

Also, many membrane type switches were notorious for going bad and could be very expensive to replace. Eliminating all of the switching saves literally hundreds of hours in engineering, custom design and installation.

Luckily, cabin avionics has evolved with consumer electronics to allow streaming entertainment, nearly eliminating the need for a heavy and expensive cabin entertainment system for many customers.

Gogo Business Aviation recently announced business aviation's first turn-key, on-demand in-flight entertainment system, Gogo Vision. Gogo Vision is an in-flight streaming entertainment system that works directly with your laptop,

tablet or iPhone to give you a full library of movies, TV episodes, news, destination weather, flight progress and moving maps.

This service is available with the installation of the Gogo Business Aviation UCS 5000 smart router and media server, which can be purchased for about \$40,000 plus installation cost and requires Gogo Biz or Swift Broadband on board.

Compared to other cabin entertainment options, Gogo Vision is lightweight and affordable. In addition to equipment and installation, the Gogo Vision service fee is \$395 per month and includes 3G/4G modem service, mailed USB updates, unlimited content updates at participating Gogo Cloud locations, news, weather, flight progress and moving maps. Each movie is \$10 extra and each TV episode is an extra \$6. Gogo Vision's costs will be in addition to your monthly data provided by your Gogo Biz or SwiftBroadband package.

Comparatively speaking, the Gogo Vision can be cheaper, lighter weight and easier to maintain than most cabin entertainment options out there today.

Conrad Theisen has been with Elliott Aviation since 1996. He started his career as an Avionics Installer and was promoted to Avionics Manager in 2001. In 2009, he led the Customer Service and Project Management teams for all in-house aircraft. He joined the Avionics Sales team in 2012.

WORLD VIEW

OFFERS A GLIMPSE OF DIVINITY

By Jamie Pfeiffer

A shimmering, diaphanous craft hovers in the sky above Roswell, New Mexico, eerily quiet as it drifts in the wind. But the year isn't 1947, and there's no conspiracy theories or cover-ups afoot. In fact, there's a significant number of witnesses on hand, cameras out and ready, to celebrate the scaled test flight of World View's high-altitude balloon system.

VIEW ENCL





And the June 2014 test did not disappoint. The company's first full-system test of its revolutionary high altitude flight system was a smashing success, breaking the record for the highest parafoil flight and putting the company on the world's radar. By 2017, it hopes to offer commercial flights to the edge of space to the general public.

Pushing the Limits of Earth: The First Forays Upward

Even before the first manned space flight, individuals ventured high into the reaches of earth's atmosphere. In 1959 and 1960, US Air Force Colonel (then Captain) Joseph Kittinger made a series of parachute jumps, wearing a pressurized suit, from helium balloons in the stratosphere. (The stratosphere is the second layer of the atmosphere, ranging in altitude up to about 160,000 feet, with a lower limit that varies depending on the global position—26,000 feet at the poles and 59,000 feet over the equator.) The purpose of the experiment, called Project Excelsior (“ever upward”), was to test a multi-stage parachute system developed by the USAF for pilots ejecting from high altitude.

The system uses a drogue or “drag” parachute: a small chute that deploys in order to slow a fast-moving object, providing increased control and stability, or as a pilot parachute to automatically deploy a larger parachute (even if the pilot is unable to do so). This helped prevent Kittinger from spinning out of control at a deadly rate, which otherwise can reach 200 revolutions per minute. During the first jump, from an altitude of 76,400 feet (23,287 m), an equipment malfunction caused him to lose consciousness, but he landed safely. In the next test, Kittinger jumped from an altitude of 74,700 feet (22,769 m) and free-fell for 55,000 feet (16,764 m) before opening his main parachute and landing without incident.

During the third test, the pressure seal in Kittinger's right glove failed, and he began to experience severe pain and lost the use of his right hand due to exposure to the extreme low pressure. The balloon climbed to an altitude of 102,800 feet (31,333 m) over one hour and 31 minutes, breaking the previous manned balloon altitude record of 101,516 feet (30,942 m). After cruising for 12 minutes, he began a four-minute free-fall (another world record), reaching a top speed of 614 mph (988 km/h). The descent took a total of 13 minutes and 45 seconds and set a world record for the highest parachute jump.



**“My view of our planet was
a glimpse of divinity.”**

-Edgar Mitchell, Apollo 14 astronaut

Project Excelsior helped the USAF develop and implement improved safety equipment for pilots. Kittinger was awarded his second Distinguished Flying Cross. But for the next fifty years, civilization stayed out of the upper atmosphere, focusing on using manned shuttles and satellites for outer-space exploration.

“Stratos”-pheric Enthusiasm at the Speed of Sound

In October 2012, the Red Bull Stratos project picked up where Project Excelsior left off—but this time, entirely for sport. Australian skydiver and BASE jumper Felix Baumgartner jumped from a record-breaking 38,969 m (127,851 feet), with Ret. Col. Kittinger acting as his capsule communicator and advisor. During the descent, Baumgartner reached a top speed of 843.6 mph—Mach 1.25—and became the first human to break the sound barrier without any form of external power.

Baumgartner’s descent was extreme, to say the least. During the first part of the freefall, he began to spin wildly. “In that situation, when you spin around, it’s like hell and you don’t know if you can get out of that spin or not. Of course it was terrifying. I was fighting all the way down because I knew that there must be a moment where I can handle it,” he observed. At that point, “[i]t’s not about breaking records any more. It’s not about getting scientific data. The only thing you want is to come back alive.”

Just a few years later, in October 2014, an engineer named Alan Eustace quietly repeated Baumgartner’s barrier-breaking feat, jumping from even higher—135,890 feet (41,419 m). Eustace, a Google VP who is also a recreational pilot and skydiver, worked with Tabor MacCallum, one of the founding members of the Biosphere 2 project, to design a pressure suit that resisted the atmospheric temperature changes and allowed him to breathe pure oxygen during his ascent and fall. Because of this, he ascended without a capsule enclosure, tethering himself directly to the balloon. His 15-minute jump was relatively unheralded because instead of aspiring for publicity, his main focus was on scientifically testing the life support system he was wearing in order to allow exploration of the stratosphere. Eustace’s team, meanwhile, had even bigger plans on the horizon: commercial stratospheric balloon tourism.

The World View Experience

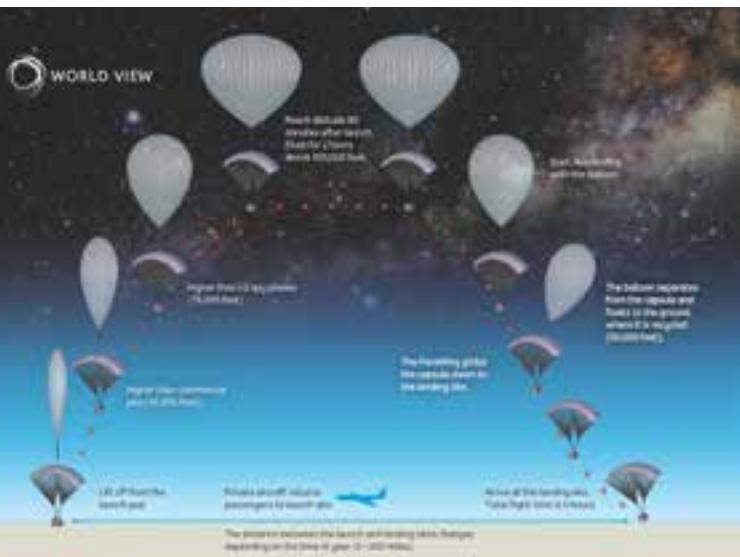
“My dream for World View is that people have the experience of a lifetime. And really, firsthand, viscerally get that we live on a planet suspended in space. And this planet is all we have.”

-Taber MacCallum, Chief Technology Officer,
World View Experience

World View hopes to unite the peace and serenity of balloon travel with the excitement of skirting the boundary of space—no space suit or death-defying leap of faith required. Instead, World View will employ crafts they call Voyagers: pressurized, luxuriously appointed capsules in which passengers can glide peacefully along the edge of space, dangling from a high-altitude balloon.

Many members of Eustace's successful experiment crew are now part of the World View team, which brings together retired NASA astronauts, designers and crew members of Biosphere 2, International Space Station scientists, a former NASA associate administrator for science, and international experts in high-altitude ballooning and human spaceflight. They've used their experience and expertise to develop the remarkable World View Experience craft.

Voyager is comprised of a huge, helium-filled balloon, which gently lifts a 10,000-lb. (4,535 kilograms) pressurized capsule that can accommodate six passengers and two crewmembers. Unlike a rocket-powered blast into space, the serene, low-energy balloon ascent takes from 90 minutes to 2 hours. Once the gondola has reached altitude, at about 100,000 feet, World View anticipates cruising for about two hours: enough time to see the clouds drift over the curving horizon and marvel at the feeling of hanging between heaven and earth.



When it's time to descend, the pilot will start venting helium from the balloon, beginning a slow downward drift. After a while, at about 50,000 feet above the earth, the capsule will separate from the balloon and descend with the

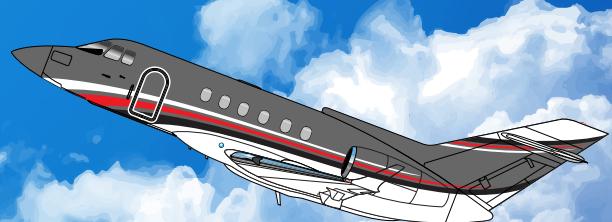
aid of a steerable, parachute-like device called a parafoil. (The balloon will be recovered and recycled.) World View expects that the entire flight will last for five or six hours. The distance between predetermined launch and landing sites could be as great as 300 miles (480 kilometers), depending on winds, World View representatives say; helicopter support will return passengers to the launch site.

The June 2014 Roswell test was the first time all components of the spaceflight system were tested together. It was a huge success and a major milestone for the company. The system and each of its components are now undergoing extreme testing with excessive flight heights, threatening weather conditions, and other adverse occurrences far in excess of normal expectations in order to mitigate as much risk as possible. So far, testing has been promising, and World View anticipates beginning commercial flights in 2017.

Other organizations are taking notice of World View's potential for scientific advancement as well as experiential tourism. NASA plans to use one of World View's Stratollite balloons to measure the radiation environment at altitudes up to 130,000 feet and to test the technology that keeps World View's balloons nearly stationary at altitude, which uses a proprietary air-ballast system to make altitude adjustments and give the impression of effortless hovering. Stratospheric balloons are also expected to revolutionize the current satellite industry, since balloon-borne satellites can hover 60,000–130,000 feet above the earth for days, weeks, or months for a fraction of the cost of an orbiting satellite. Applications like weather observation, agricultural monitoring, and globalizing internet access are among countless additional uses for World View's technology.

How to Reserve Your World View Experience

Although there is no firm timeline for the first launch dates, you can reserve your spot in line with a nonrefundable reservation fee of \$7,500; the remainder of the \$75K ticket price will be due 180 days prior to flight date. Special pricing will be available for reserving a private (6-person) capsule. The launch site will be located either in Florida or in Arizona, but a final determination has not yet been made. To learn more and make reservations for the first Voyager flights, visit worldviewexperience.com.



OVER 100 HAWKER 48 MONTH INSPECTIONS COMPLETED

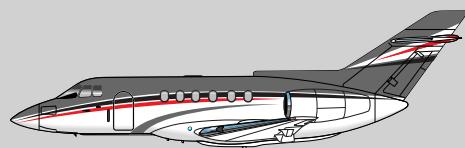


200,000
Square Foot Midwest
Headquarters



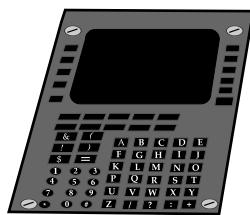
60+
Skilled
Paint & Interior
Technicians

Over **125** Years of Collective
Hawker Maintenance Experience



THOUSANDS of Paint and
Interior Options Available

HAWKER AVIONICS INSTALLATIONS AND STC SOLUTIONS



FMS 6.1

Upgrade STC



ADS-B

STC's Including



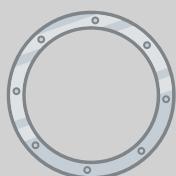
Both **OUT** and **IN**



WiFi
STC's

30,000+

Airframe
Parts in Stock



3,000+

Aftermarket
Avionics
Parts in Stock



We're Hawker Experts - Contact Us to Find Out More
ElliottAviation.com 800.447.6711





FIVE PRACTICAL TIPS

TO KEEPING AVIONICS UPDATES SIMPLE

BY CONRAD THEISEN
DIRECTOR OF AVIONICS SALES

There are so many different systems, components, and airframes flying today that finding answers to what is the best avionics upgrade for you can be incredibly difficult. Here are some pointers...

There are about 30,000 turbine-powered aircraft in the US that have been manufactured during the past 50 years. Within that timeframe there have been many major advances in technology and government regulations. These, along with parts obsolescence, all impact the components in the cockpit.

Significantly complicating the situation, many of these airplanes have had avionics upgrades over the years, whether to improve safety or to take advantages of new features that became available.

With so many systems being built over the past half-century, the only easy part to understand is that there is no simple, 'one-size-fits-all' solution to the operator looking to

upgrade their cockpit avionics. While many operators see value in a complete avionics retrofit, for many, that option is neither practical nor cost effective.

Thus, understanding your options and knowing the right questions to ask your service provider will be critical to making the right decision for what will be the best solution for your aircraft and mission.

1 UNDERSTAND INTEGRATED VS. NON-INTEGRATED SYSTEMS

An integrated avionics system is one in which all of the components are made together as a group in one system, including the autopilot system. A non-integrated avionics system, meanwhile, is one that has newer components working with older ones. This may be displays, transponders, flight management systems, or other components.

Keep in mind that a non-integrated system is just that: it involves the replacement of components. The new components weren't originally engineered to pair with your system as one fully-integrated package. To illustrate,

imagine trying to hook up a VCR to an HD smart television at home...you're likely to find the right parts to make it work, but you will not realize its entire value without streaming in HD, or hooking up to a Blu-ray player.

Many times, these non-integrated systems include equipment from two or more OEMs. Non-integrated systems can seem an attractive option because they can initially cost less, but it can be a very expensive and time consuming process to engineer a new autopilot. Thus, you should approach a cockpit upgrade understanding the full extent of any non-integrated system upgrades.

2 UNDERSTAND UPCOMING FAA REGULATIONS

The FAA's upcoming mandate requiring all aircraft flying in controlled U.S. airspace to be Automatic Dependent Surveillance–Broadcast (ADS-B) compliant draws ever closer. ADS-B Out will essentially eliminate the need for old, unreliable radar systems by using GPS technology, allowing air traffic controllers to safely reduce separation minimums.

While ADS-B Out does not give aircraft operators any direct benefit, ADS-B In will. When choosing an ADS-B Out solution, there are some that offer you ADS-B In benefits of getting graphical traffic and weather either on your primary flight displays or on a Bluetooth-connected mobile device.

Thus, an operator, while seeking to comply with the FAA's NextGen mandate ahead of the 2020 deadline, may find it well worth their while more fully-exploring the options available to them, along with the cost for any added benefit to themselves.

3 UNDERSTAND AVIONICS OBSOLESCENCE

Similar to consumer technology, avionics technology becomes outdated. New FAA mandates are passed, safer ways of operating aircraft are introduced, better ways of communicating with the ground and other aircraft are available and better, and easier ways of displaying your information are developed.

Ways to fly airplanes with the latest avionics are continually evolving to make air transportation safer, easier, and more efficient. As with advances in consumer technology, advances in avionics eventually leads to obsolescence. In fact, many of the items that are in airplanes have been driven by consumer technology.

Take Cathode Ray Tubes (CRTs) as an example. A CRT is a vacuum tube that uses phosphor to display an image on a screen. Every television manufactured since the 1930s had a CRT display until plasma and LCD (and now LED) displays began to be made. As demand for then new televisions began to rise, the demand for CRT declined to the point of obsolescence.

During their peak, CRT displays were used as primary flight displays. Now that there is no consumer demand, there are no factories willing to manufacture new CRT displays, making locating a replacement incredibly difficult and expensive.

This can be particularly concerning for aircraft operators as primary flight displays experience long periods where they display a static image and doing so causes a CRT to be prone to phosphor burn on a screen. A primary flight display that shows phosphor burn beyond tolerances can essentially ground an airplane until a replacement unit can be located and installed.

Thus, an operator using obsolete avionics equipment should shop around the many alternatives, understanding their related benefits.

4 UNDERSTAND YEARLY AVIONICS MAINTENANCE COSTS

With factors like meeting upcoming mandates, upgrading software, and trying to keep older technology from failing, it can be very expensive to maintain an aging avionics system. In many cases, it can cost about \$30,000 per year.

If you run into an issue where one of your more expensive components (a radar, for example) malfunctions, the cost of repair or replacement could be more than \$50,000. OEMs do offer avionics programs that cover a portion of yearly avionics maintenance costs, for a fee, which may or may not suit your own operating needs.

You do have an alternative to signing up for an OEM avionics program, however: A good aftermarket avionics supplier will give you trade-in credit on old parts that are in working order, potentially making for an extremely competitive price on replacement equipment purchased from them.

With the success of the Garmin G1000 system as a retrofit for older aircraft panels, for example, there is now a thriving market for aftermarket equipment; particularly for high-fail items such as tube driven primary flight displays.

Thus, an operator might consider having a full set of spare equipment on hand at their facility in case one of their components fails. If a primary flight display goes out of tolerance, for example, an operator may be scrambling to find a replacement without incurring unnecessary downtime and cost on their annual budget.

5 UNDERSTAND AVIONICS OBSOLESCENCE

Maintaining your current avionics will not increase aircraft value, but upgrading to a fully integrated avionics system can increase the value of your airplane when it comes time to sell.

While you are not going to see a 100% return on your investment, we have seen major value increases. For example, having installed over 200 Garmin G1000 systems in King Airs, we have seen increases in value to a retrofitted aircraft of \$275,000, representing close to an 80% return on the investment.

WHAT'S BEST FOR YOU?

Understanding what to do when faced with the decision of upgrading your avionics can be tough. Ultimately, you have to make the decision that will be best for you. Do your research, talk to reputable shops, and talk to other operators.

Never feel pressured into making a decision without fully understanding all of your available options. Weigh the pros and cons, and when you come to your conclusion, you will know that you made the right call!

AUTHOR BIO

Conrad Theisen is Director of Avionics Sales for Elliott Aviation, having been with Elliott since 1996. He started his career as an Avionics Installer and was promoted to Avionics Manager in 2001. In 2009, he led the Customer Service and Project Management teams for all in-house aircraft. He joined the Avionics Sales team in 2012.



THE CONNECTIVITY REVOLUTION IS CALLING YOU

(and texting, and emailing)



AFFORDABLE, PREDICTABLE IN-FLIGHT WI-FI
FOR LIGHT JETS & TURBOPROPS



\$99 hourly service
plan with no
minimums



Complete ATG 2000
equipment package
for \$47,000



Call and text
using your own
phone



Send and receive
email with
attachments



Work, live and
play on the web

Find out more: gogo.to/connectedskies



BY MICAH HARTMANN
PC JONATHAN HICKERSON

THE SUNDANCE FILM FESTIVAL

for First-Timers

"STORYTELLERS BROADEN OUR MINDS: ENGAGE, PROVOKE,
INSPIRE, AND ULTIMATELY, CONNECT US."

- Robert Redford

32 MILES

southeast of downtown Salt Lake City, framed by the rugged Wasatch Mountain Range, lies a historic silver-mining town turned ski resort called Park City, Utah. From January 19–29, 2017, the small town will host the famed 10-day independent film festival, screening hundreds of films for thousands of attendees—from local movie buffs to Hollywood big shots. Over 40,000 typically flock to Sundance, greatly exceeding the town's population of fewer than 8,000.

The Sundance Film Festival has been a launch pad for many independent films since Robert Redford and Sundance Institute took over the United States Film Festival in 1985. Every year after Sundance, some of the entries find fame in movie theaters across the country. For the films that don't receive such acclaim, Sundance offers a moment in the limelight. Attendees feel privileged to view soon-to-be box office hits before the masses as well as experience films that few will set eyes on again.

THE FILMS

Sundance showcases a broad range of films, including documentaries, short films, episodic content (created for broadcast TV or online platforms), and virtual reality. The most popular category by far (and the one that receives the most media attention) is the narrative feature film. Each year, 118–125 feature films are selected from more than 4,000 submissions—a lower acceptance rate than hopeful students face at Harvard or Stanford.

Many low-budget, independent films that debuted at Sundance have gone on to earn millions of dollars at the box office, including *Little Miss Sunshine* and *Napoleon Dynamite*. *The Blair Witch Project*, produced by two college friends for \$25,000, was screened at Sundance in 1999 before earning \$249 million worldwide. *Winter's Bone*, starring Jennifer Lawrence, (*500*) *Days of Summer* with Joseph Gordon Levitt and Zooey Deschanel, and dozens of other well known films also got their start at the festival.

HOW TO GET YOUR TICKETS

It can be tricky to acquire tickets for Sundance if you're not a habitual festivalgoer or a film industry insider. If the upcoming festival is your first, don't worry; there are a few different ways to acquire tickets. It's important to understand them beforehand, however, so you don't miss the films you really want to see.

ADVANCE TICKETS

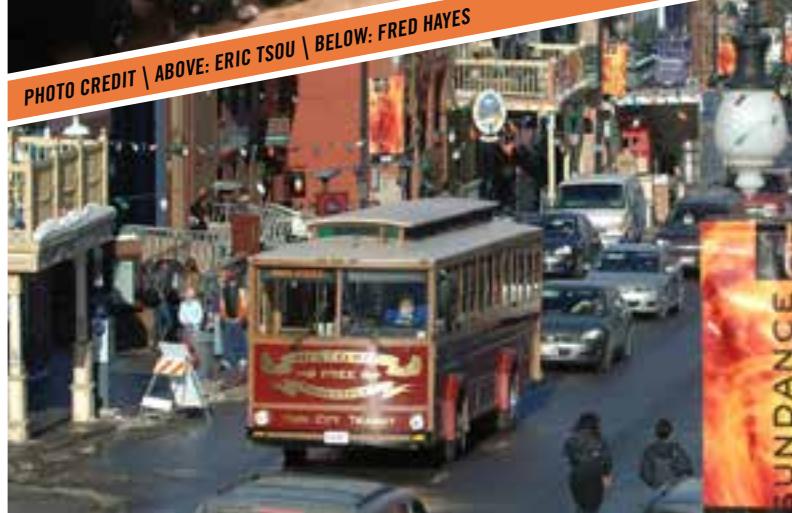
To purchase a festival pass or ticket package in advance, go to the Sundance website in October, and choose from the available options. Prices will range from a few hundred to a few thousand dollars. Individual tickets (those left over from ticket packages) won't be available until January.

WAITLIST TICKETS

To fill open seats at individual shows, tickets are sold to those who sign up on the eWaitlist. On average, 15% of the audience is admitted through the waitlist, and it can be a great



PHOTO CREDIT | ABOVE: ERIC TSOU | BELOW: FRED HAYES



way to get into a popular show at the last minute. To sign up, register online at ewaitlist.sundance.org. Two hours before a film screens, the eWaitlist will open, and you'll be able to "check in" on your smart phone to receive a waitlist number (telling you where you are in the lineup). Make sure you're standing in the physical waitlist line at least 30 minutes before the screening is scheduled to begin. If chosen, you'll have the opportunity to purchase a ticket for \$20 cash. Cards are not accepted for waitlist tickets.



PHOTO CREDIT | 1. STEPHEN SPECKMAN | 2. JILL ORSCHEL | 3. JONATHAN HICKERSON



SAME-DAY TICKETS

To see individual shows without purchasing passes or advance tickets, you can often purchase extra tickets from other festivalgoers at face value. Because several films play at once, it's common to come across people with tickets for shows they won't be able to see. A limited number of same-day tickets will also be available at the box office every morning starting at 8am.

The sprawling festival is spread across Park City, Ogdensburg, Salt Lake City, and the Sundance Mountain Resort. A 30–75-minute drive separates these locations, so make sure to leave at least a couple of hours between screenings to give yourself plenty of time. To avoid long lines and crowded venues, consider taking the shuttle to Salt Lake City, where you can view screenings of Sundance films in all categories.

PLAN YOUR TIME

After the schedule is released online, you can go through the Sundance lineup and make note of which films you'd like to see, jotting down their times and locations. Make a rough schedule of the films you'd really enjoy seeing, but make sure you have a couple of backups for each one in case you miss it or can't get into a certain venue. Keep in mind that early morning shows are often less busy than showings later in the day since many attendees stay up late enjoying Park City nightlife.

There's no shortage of things to do during Sundance, so if one plan doesn't work out, make another! Check out the Sundance ASCAP Music Café to listen to live music and collaborate with musicians, or attend one of the festival's free film panels. Park City native Rob Lea offers some advice: "Don't set your mind on just one event or idea, because at Sundance things can change on a minute-by-minute basis. If you're flexible, you can always find something to do."

LODGING

You have several options when it comes to lodging, but don't wait until the last minute to book something, or you may find yourself out of luck. From ski resorts to luxurious lodges to rental houses, Park City has it all. Do your research to find the best fit for you and your festival cohorts.

TRANSPORTATION

Don't worry about driving through congested streets or searching for a spot in the very limited parking space available. Instead, use the free shuttle bus system from as early as 5:45 AM to as late as 2:30 AM.

DINING

Grab a tea or coffee at Atticus on Main Street to start off your morning. For lunch, check into Fresh Market on Park Avenue for groceries or pop into Zoom, a casual restaurant opened by Robert Redford himself in the mid '90s. If you'd like to relax with a drink after running around catching

movies all day, Park City has nightclubs, breweries, and even a whiskey distillery. Whether you're enjoying fine dining at an award-winning restaurant or sipping hot cocoa in a local café, you may find yourself sitting next to a movie star or noted filmmaker, likely dressed in jeans and a Sundance cap.

HOW TO DRESS

Winters in Park City are generally cold and snowy. The average temperature in January lingers in the 10°–20° Fahrenheit range. Be sure to bring a warm coat, snow boots, gloves, a hat, and extra socks, and clothing that you can layer underneath it all. You'll want to stay warm while waiting in lines and walking to venues and restaurants around town. For most attendees, dress is casual. If you want to blend in with the Hollywood crowd, pack a black leather jacket. Bring sunglasses as well; the sun reflecting off the white snow can be blindingly bright.

If you're interested in hitting the slopes while you're in town, be sure to pack appropriately for that as well. In and around Park City are some of the best ski resorts in the country, and they're virtually empty while the festival is taking place.

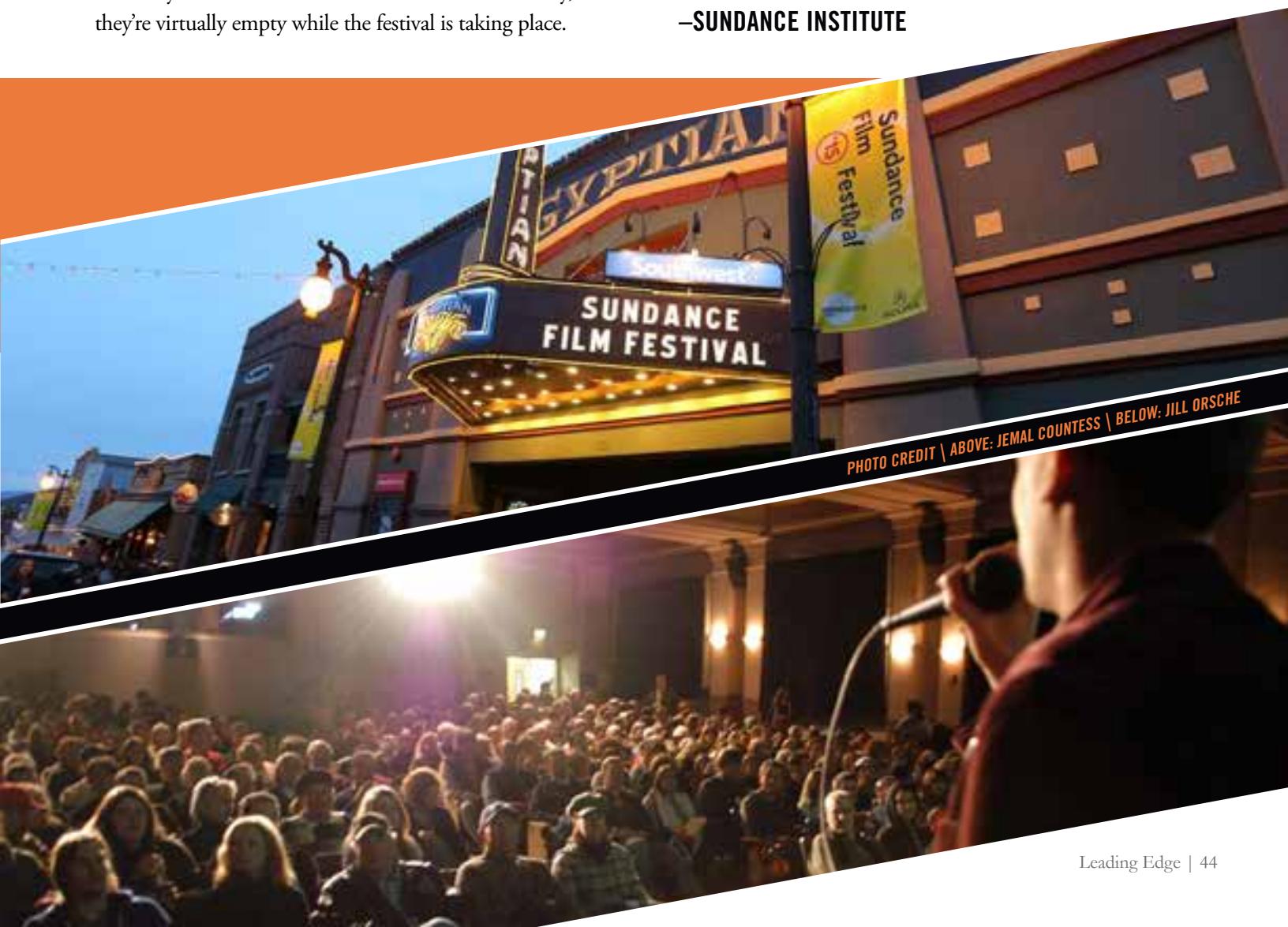
FESTIVAL FLU

Festival flu is a real thing, so take precautions by washing your hands frequently or carrying hand sanitizer. Also consider taking vitamins throughout the week, and be sure to drink lots of water every day. Too many people get too little sleep over the 10-day festival, making it harder for their immune systems to fight off all the germs that the thousands of extra people bring into the small community.

As long as you plan ahead, come prepared, take a few precautions, and stay flexible, you'll love your time among the mountains, the movies, and the celebs at the largest independent film festival in the USA.

CELEBRATING INDEPENDENCE, CREATIVITY AND RISK-TAKING, THE SUNDANCE FILM FESTIVAL PLAYS A VITAL ROLE IN IDENTIFYING EMERGING INTERNATIONAL TALENT AND CONNECTING THEM WITH AUDIENCES AND INDUSTRY IN THE UNITED STATES.

—SUNDANCE INSTITUTE





"Polo is my life where
winning is second to none."

This is no ordinary game."

"Second to None," Evviva Polo St. Moritz Ltd.

St. Moritz Snow Polo

second

One hundred horses wait anxiously in their stables, prepped and ready to go to battle on a frozen, snow-packed lake. All are equipped with special traction boots to keep snow out of their hooves and allow them to twist and turn safely and abruptly on the blanket of ice crystals. Steam billows from their nostrils as they breathe the brisk Swiss air.

Spectators, bundled up in parkas and fur coats, sip on hot drinks and ready their cameras as they eagerly wait for the athletes to take the field. Some of the world's most talented polo players have come together to participate in the world's most prestigious polo tournament, and each player has one end in mind—victory.



Since 1985

tonone

By Micah Hartmann



Snow Polo in St. Moritz

British cavalry soldiers brought polo to St. Moritz in 1899, first used as a form of military training. In 1959, locals founded the St. Moritz Polo Club, which held a major summer competition between 1960–64. In 1965, however, the polo field at St. Moritz became an altitude training ground for 1968 Olympic athletes. In 1978, Reto Gaudenzi formed a local team, which was quite successful in international tournaments. In 1985, Gaudenzi had the idea to bring polo back to St. Moritz, this time for a winter tournament played on the frozen lake. Snow polo quickly became popular in other countries, but the Snow Polo World Cup in St. Moritz remains the most distinguished event of its kind and the only high-goal snow polo tournament in the world. 2017 will mark the 33rd anniversary of *the Wimbledon of snow polo*.

St. Moritz | Top of the World

St. Moritz rests peacefully in the snow-capped Upper Engadin valley of the Swiss Alps, 1,856 meters above sea level, enjoying an average of 322 sunny days per year. St. Moritz has twice hosted the Winter Olympics and will host the Alpine Ski World Championships for a fifth time in 2017. Renowned for its location, climate, culture, and sporting events, home to the legendary Cresta Run, and an official Swiss Olympic Association training site, it's no wonder St. Moritz is the world's most celebrated winter holiday destination. In addition to its strong appeal to winter sports enthusiasts, the town's luxury hotels, restaurants, mineral springs spas, and boutiques entice visitors from across the globe.





The Game

The climate and altitude of St. Moritz make snow polo more physically demanding than traditional polo (on grass). Movement is slower (much like running on firm sand), and playing conditions can change more quickly. The ball is also more lightweight and difficult to control than a standard polo ball. To account for the added difficulty, the snow polo field is smaller, and the ball is colored bright orange instead of white to contrast with the snow.



"You have the snow, the cold, the blue sky,

the mountains—the horses, you see the steam—it's high class polo.

It's the best tournament in the world." —*Reto Gaudenzi*



2017's three-day tournament will begin Friday, January 27. Four four-player teams will compete: the captain is in charge of tactics; the back plays defense; and two attackers work offense. The four teams will face off in a total of six matches, consisting of four 7–7½-minute periods called chukkas.

Right of way is the chief rule in snow polo. The player on the *line of the ball* (the ball's path) has the right to go after and strike the ball with his mallet; all other players must stay back to avoid collision. A player may be *ridden off* the path by another player or hooked. *Hooking* is when a player uses his mallet to keep another from holding the right of way, driving him off course. The player's mallet must remain in the right hand at all times but may be swung on the right, left, front, or rear side of the horse.

Snow flies as horses and riders race down the polo field, chasing an unruly orange target. At the end of the hard-fought battle, only one team prevails, claiming the coveted Cartier Trophy.



EVERGREEN AVIATION MUSEUM

CELEBRATING FLIGHT THROUGH THE AGES

BY JAMIE PFEIFFER
© PENG GE

Sitting in a modern luxury jet, it's easy to forget that humans' first forays into flight were shaky, perilous launches in experimental crafts. Looking at WWI-era planes, built just years after human flight ascended from myth into reality, the most striking feeling is just how small and fragile they are...and how very, very brave their pilots must have been, soaring hundreds of miles above the earth in, essentially, a matchbox.

It's this aura of overwhelming audacity and spirit that pervades the Evergreen Aviation Museum in McMinnville, Oregon. Properly titled the Captain Michael King Smith Evergreen Aviation Educational Center, the museum grew out of Oregon-based Evergreen International Aviation's private collection of helicopter and flight memorabilia. When the opportunity arose for the company to acquire a priceless piece of aviation history to complement its collection, it eagerly constructed the current facility—and the legendary Spruce Goose found an unlikely home in the rolling hills of Oregon wine country.

A PUBLIC TREASURE JOINS A PRIVATE COLLECTION This unassuming, rural museum sits squarely among miles of vineyards and

farmland, a backdrop that obfuscates its actual sprawling, expansive footprint. The remote, pastoral location seems like an unusual place for a museum dedicated to aviation, but it was an obvious choice for the headquarters of Evergreen International Aviation, which was across the street until 2013, when the company folded. Founded in 1960, Evergreen was primarily known for commercial helicopter operations in agricultural and forestry applications, although its airline division, Evergreen International Airlines, operated all-cargo Boeing 747 freighters.

Evergreen nurtured a private, unheralded collection of vintage aircraft and space memorabilia until, in 1992, it was offered the opportunity to acquire the famed Spruce Goose. Disney was closing its exhibit in California. Evergreen offered the winning bid, and its new museum was designed specifically to showcase the craft. The Spruce Goose was disassembled, shipped north, and reconstructed.

It was worth it. Howard Hughes' remarkably eccentric all-wood airplane, the Flying Boat HK-1, is a massive, breathtaking symbol of American industry, innovation, and determination. Its sheer scale is impressive: approaching the plane from a distance, you realize that there are actually three

separate, unrelated planes tucked under its wings, like goslings snuggled into a protective mother, with plenty of space to accommodate the attendant crowd waiting to board and explore.

Inside the vast cargo bay, Hughes' mad genius is apparent and awe inspiring. The Spruce Goose was a prototype strategic airlift flying boat, designed and built by the Hughes Aircraft Company. It was crafted entirely of wood because of World War II restrictions on the use of aluminum and concerns about weight. Commissioned by the government, it was intended as a transatlantic flight transport, but it was not completed in time to be used in the war. The aircraft made only one brief flight on November 2, 1947, and the project never advanced beyond the single example produced. Despite its nickname, the plane is made almost entirely of birch. It has the largest wingspan of any aircraft in history, and it still sports some of the marks of Hughes' madness as well as his genius: the wings and belly are packed full of colorful beach balls, which he believed would improve his chances of survival if his plane careened into the sea.

ARTIFACTS OF PROGRESS AND DESTRUCTION

Hughes' masterpiece is the leading lady of the museum but isn't, by far, the only star. Evergreen's impressive collection of vintage aircraft includes a B-17 Flying Fortress, best known for its surprisingly successful daylight raids on Germany during World War II. 316 of these aircraft took part in the famous bombing of Dresden (a joint operation with the British), creating a massive firestorm that could be seen for hundreds of miles. Veteran volunteers, whose stories are as fascinating as the craft's firepower, lead tours of the fully restored bomber.

Numerous other aircraft and artifacts from World War II are on display in a progression of time and technology to the present day. Standouts include a P-40 Warhawk, F-5 Tiger, F-14 Tomcat, F-106 Delta Dart, A-7 Corsair II, T-34 (the quintessential Soviet Red Army tank), C-47 Skytrain (the "Greyhound bus of the sky," which dropped soldiers in by the thousands to the European theater), F-4 Phantom II, and F-15 Eagle. The impressive Russian Mig-29 (NATO designation "Fulcrum") was originally a Soviet-era aircraft built in tandem with the heavier SU-27 "Flanker" as part of a complementary pair; it's considered one of the supreme fourth-generation Russian-built fighters of the modern age. The P-51 Mustang is likely the most recognizable American

air-superiority fighter of WWII; one of its many claims to fame is that it was the second aircraft adopted by the famous WWII Tuskegee Airmen.

Stop to see Rockwell Collins' 1964 T-39 Sabreliner Model 50 (tail number N50CR), which was utilized for many significant flight-test projects that helped shape modern commercial and military avionics. The workhorse aircraft was flown approximately 8,000 hours with more than 5,000 landings, helping to drive forward the grueling process of testing and improving flight craft over the decades.

The SR-71 Blackbird, on the other hand, soars straight into the modern era of warfare and aerospace technology. It is one of the highlights of modern technological warfare—and it is a dead sexy plane, all curves and thrust. This reconnaissance plane skirted the limits of the earth's atmosphere at speeds well over 2,000 miles an hour. It's one of the fastest unclassified aircraft ever built, the Air Force's perfected two-seat descendent of the CIA's A-12. No missile ever shot one down because, allegedly, no missile could ever catch it. It was the world's fastest and highest flying operational manned aircraft throughout its career. It still holds the "speed over a recognized course" record for flying from New York to London, a distance of over 3,461 miles, in 1 hour and 54 minutes, on September 1, 1974. During its flight, it reached Mach 3.2+, with an average velocity of Mach 2.72: 1,806.964 miles per hour.

The SR-71 leaked fluids like a sieve because the seals between the components of the fuselage didn't fit quite right unless it was travelling at its optimal high speeds of Mach 3 and above—at which point the air friction would cause the fuselage to heat up sufficiently, expand those components, and seal up the cracks. It leaked so much as it took off that it had to be immediately refueled in air before continuing its mission. Pilot lore holds that the air-fueling portion is what made or broke a prospective pilot: the refueling tanker would be flying as fast as its little engines could carry it alongside the jet, while the Blackbird would be pitched up and threatening to stall from lack of velocity as it desperately slurped gas from the refueling craft.

An aviation history exhibition from a prominent helicopter company wouldn't be complete without an extensive display of military and civilian helicopters, from the early Sikorsky models through the Bell 47 (famous for its prominence in



© JASON C. MILLER

the hit movie and TV series M*A*S*H* and use in actual mobile army hospital evacuation), the UH-1 Iroquois "Huey" models, and the AH-1 Huey Cobra attack helicopters.

FROM VIOLENCE TO VISIONARIES

Curiosities of the wartime collection unwittingly bridge the gap from World War II through the postwar years into the prominence of the competitive race for space. The German V-2 and V-1 rockets (the latter painted, peculiarly, with American logos), demonstrate the country's ambitious attempts to make revolutionary missiles for use in World War II. Although barely utilized in actual combat, these missiles were beyond anything anyone else had for long-range destructive capability. After the end of the war, the German scientists who worked on those programs were quickly scooped up by Soviet and American governments in an attempt to direct their destructive, innovative creativity towards exploration rather than explosives. These scientists were the key players—on both sides—of the space race between the U.S. and the Soviet Union over the next few decades.

As the world moved into the second half of the 20th century, it turned its sights outward. Rebuilding from the wars, countries focused on exploration and empire-building...in outer space. Satellites shot into orbit, progressively evolved species took flights into space, and finally, humans left the surface of the earth and propelled



© PENG GE

into the great, dark beyond. Evergreen has a number of significant artifacts chronicling this journey beyond the earth's bounds, including a T-38 Talon, which NASA used as a training aircraft, and a Titan II missile display with a Lunar Excursion Module ("LEM" - moon lander).

What strikes you most poignantly when you approach the LEM is how fragile it seems: like tinfoil stretched on a chickenwire frame. The early spacesuits don't inspire much more confidence, either; the clunky, restrictive suits appear to offer laughable protection against the blistering heat, freezing cold, atmospheric pressure, and hostile environment outside the earth's protection. Paintings, photographs, and video clips tell the stories of the pioneers willing to wrap themselves in these rudimentary protections and risk their lives to further the passionate dream of exploration, expansion, and enhancement of human knowledge and experience.

The complete experience is interactive and awe inspiring, if necessarily a little dated. It includes the excitement of a simulated launch sequence from the launch room, outfitted with original 60s/70s-era equipment and furniture from Vandenberg Air Force Base. The Titan II launch missile sits upright in a specially constructed two-story silo display. Interactive flight simulators allow visitors to experience landing the space shuttle as well as docking a Gemini capsule and performing a moon landing of the Lunar Excursion Module. This particular Titan missile is the last of 14 Titan IIs that were selected to be converted and used for science, weather, and military satellites, although this one was never launched. It also holds the distinction of being the last Titan-II ICBM fabricated, bearing Serial Number 66-4319 or B-108: the last of its kind.



© JASON C. MILLER



© LINDA WILLIAMS



© LINDA WILLIAMS

All in all, the Evergreen museum experience highlights that the real story of the transition from the fighter jets and aeronautics accessories of the wars through the dawn of the 21st century has been one of hope and unity, as humans reach outward from our tiny biosphere. New exhibits offer a glimmer of the next technological horizons, showcasing drones and other UAVs (unmanned aerial vehicles). These scaled-down aerial marvels (many of which look like charmingly elf-sized versions of the helicopters one room over) have the capacity to revolutionize warfare—and offer new opportunities for interstellar exploration and expansion.

BEYOND FLIGHT: EDUCATION AND OUTREACH

In addition to the exhibits, the museum focuses on community programs that appeal to all ages. Volunteer docents with military service records from World War II through Operation Enduring Freedom lead tours and educational events, offering uniquely personal perspectives on the weapons of war. Outreach programs to schools bring programming and exhibits into the communities and enable students of all ages to visit the museum. An onsite theatre shows educational documentaries as well as aviation-related box office hits on a supersize, wraparound screen. Scholarships, teacher grants, summer camps, and future astronaut programs fire on all cylinders to engage future aeronautics enthusiasts.

Also on site at the facility, Wings & Waves, Oregon's largest waterpark, features a wave pool and 10 slides—one descending from a real Boeing 747 on the roof of the facility. Waterpark visitors learn about the power of water and its effects on society through dozens of

interactive exhibits and learning tools. And for special occasions, there's a 1930's-style nondenominational chapel, constructed of locally sourced Douglas fir logs, which hosts weddings, funerals, and other small events. The charming building is tucked behind the museum in the Oak Grove and boasts cedar ceilings, oak floors and pews, two wood burning, stone fireplaces, and expansive windows with views of the surrounding wheat fields and vineyards.

IF YOU GO...

McMinnville is approximately 40 miles southwest of Portland, Oregon. It's located squarely in the middle of one of the best areas of Oregon wine country, boasting award-winning vineyards and wine festivals. The annual International Pinot Noir Celebration takes place here in late July, hosting more than 800 consumer, industry, and media guests along with winemakers and representatives from at least 70 wineries. September and October harvest festivals in the area see winemakers and vineyards opening their doors for celebrations of food, wine, music, and art. Local food features staples of the Pacific Northwest, with farm-to-table contemporary cuisine being the highlight. New owners have purchased the museum now that Evergreen Aviation has shuttered, and they have guaranteed the museum a 30-year lease. Future museum plans include a luxury hotel with restaurant, but until it makes its debut, you can get a room at a local B&B, the top-notch Allison Hotel & Spa, or the artistic, historically unusual McMenamin's Hotel Oregon.



“ As a virtual DOM representing many aircraft, customers trust me to make sure their aircraft are properly taken care of. Elliott Aviation has impressed me on many major Hawker inspections and complete refurbishments. I recently had a Hawker in their facility for an eight-year inspection with structurals and new paint and interior. Their extensive mechanical knowledge of the airframe is impressive and attention to detail on the paint process is unlike anything I have ever seen. Throughout the process, I was kept informed of even the most minor issues. This led to the aircraft being delivered squawk-free and on time. It's an impressive feat to make an eight-year old aircraft look and perform as new but Elliott Aviation did it. ”

J. DAVID WOOD
PRESIDENT, BKT AVIATION
STRATEGIC PARTNER FOR 88 WEST, WWW.88WESTJETSALES.COM

UNMATCHED QUALITY AND UNCOMPROMISING INTEGRITY DELIVER UNBEATABLE CUSTOMER SERVICE

For nearly eight decades, we've thrived on customer feedback from around the world. With full paint, interior, maintenance, avionics and accessories capabilities, we're big enough to handle all of your needs but small enough to give you the personal touch you deserve. From King Airs, Beechjets and Hawkers to Phenoms, Citations, Lears and so much more, connect with Elliott Aviation and you'll land a better experience...

because of our service experience.



800.447.6711

MOLINE

DES MOINES

MINNEAPOLIS

ELLIOTTAVIATION.COM

QUADROFOIL

1. Quadrofoil. "About." Facebook.com. 16 July 2014. Web. 16 Aug 2016.
2. Quadrofoil.com
3. "Quadrofoil: The eco-friendly 'sports car of the water.'" Boatsandoutboards.co.uk. n.p., 15 March 2016. Web. 16 Aug 2016.
4. "Quadrofoil: The eco-sustainable two-seater hydroplane with an aerodynamic style." Tovel.com. Tovel Premium, 12 May 2016. Web. 16 Aug 2016.

MONTRÉAL EN LUMIÈRE

1. D'Alimonte. "Everything You Need To Know About Montreal's Nuit Blanche 2016." MTLBlog.com. Narcity Media Inc., 25 Feb 2016. Web. 18 Aug 2016.
2. "Délice, Special Guest of Montreal In 2017." Delice-Network.com. Délice Network, 18 May 2016. Web. 18 Aug 2016.
3. Hope-Johnston. "45 Things To Do At "Montréal En Lumière" Festival 2016." MTLBlog.com. Narcity Media Inc., 28 Jan 2016. Web. 18 Aug 2016.
4. "Hôtel Le St.-James Montréal." HotelLeStJames.com. n.p., n.d. 18 Aug 2016.
5. MontrealLumiere.com. Montréal en Lumière, n.d. Web. 18 Aug 2016.
6. "Montreal Travel Tips." Travel.USNews.com. U.S. News and World Report LP, n.d. Web. 18 Aug 2016.
7. "Ritz-Carlton Montréal." RitzCarlton.com. The Ritz-Carlton Hotel Company LLC, n.d. Web. 18 Aug 2016.
8. "W Montréal." WMontrealHotel.com. Starwood Hotels & Resorts Worldwide, n.d. Web. 18 Aug 2016.
9. "White Night festivals." Wikipedia.org. Wikipedia Foundation Inc., 27 April 2016. Web. 18 Aug 2016.

ECO COUTURE

1. Challa. "Impact Of Textiles And Clothing Industry On Environment: Approach Towards Eco-Friendly Textiles." Fiber2Fashion.com. Fiber2Fashion Pvt. Ltd., n.d. Web. 25 April 2016.
2. Moulds, "Child labour in the fashion supply chain: Where, why and what can be done." Labs.TheGuardian.com, UNICEF (sponsored content), n.d. Web. 25 April 2016.
3. Conca. "Making Climate Change Fashionable - The Garment Industry Takes On Global Warming." Forbes. Forbes Media LLC, 3 Dec 2015. Web. 22 April 2016.
4. "Facts." ResponsibilityInFashion.org. Responsibility in Fashion, n.d. Web. 22 April 2016.
5. Jamieson, Hossain, Bhasin. "How Bangladesh Garment Industry Traded Workplace Safety For Jobs." HuffingtonPost.com. TheHuffingtonPost.com Inc., 23 May 2013. Web. 25 April 2016.
6. Jamieson, Hossain. "Bangladesh Factory Fire Victim Calls On Walmart To Pay Compensation."

HuffingtonPost.com. TheHuffingtonPost.com

- Inc., 12 April 2013. Web. 25 April 2016.
7. Singh, Chadha. "Human Health Hazard Posed by Textile Dyes: A Genotoxic Perspective." Journal of Human Health. Wolters Kluwer, 22 Sept 2015. Web. 25 April 2016.
 8. "Soft Cashmere is Hard on the Environment." NRDC.org. National Resources Defense Council, Aug 2011. Web. 25 April 2016.
 9. "The thing that makes Bangladesh's garment industry such a huge success also makes it deadly." qz.com. Quartz, 24 April 2015. Web. 25 April 2016.

CAMBRIA

1. Cambria. Cambria Company LLC, n.d. Web. 14 Sep 2016.
2. "Is the Welsh dragon the most important object in Welsh history?" Wales Online. Media Wales Ltd, 27 Apr 2013. Web. 14 Sep 2016.
3. Nace, Trevor. "Quartz Vs. Granite Countertops - A Geologist's Perspective." Forbes. Forbes, Inc., 26 Oct 2015. Web. 14 Sep 2016.
4. Phelps, David. "From cows to quartz, Davis family cuts a wide business swath." Star Tribune. StarTribune, 18 Dec 2014. Web. 14 Sep 2016.

WORLD VIEW EXPERIENCE

1. Beal, Tom. "NASA-funded experiments will take place on World View balloons." Tuscon.com. Arizona Daily Star, 12 Aug 2016. Web. 23 Aug 2016.
2. Chan, Norman. "Project Stratos vs. Project Excelsior: Breaking the Sound Barrier in Freefall." Tested. Whalerock Industries, 25 Apr 2012. Web. 19 Aug 2016.
3. Dorminey, Bruce. "Stratospheric 'Space-Balloons' Set To Revolutionize Global Satellite Industry." Forbes. Forbes, Inc., 30 Jun 2016. Web. 20 Aug 2016.
4. Markoff, John. "Parachutist's Record Fall: Over 25 Miles in 15 Minutes." The New York Times. The New York Times Company, 24 Oct 2014. Web. 19 Aug 2016.
5. Thompson, Kilee. "Falling up: why former Googler Alan Eustace broke the world free-fall record." PopSci.com. Popular Science, 11 Aug 2015. Web. 21 Aug 2016.
6. Wall, Mike. "World View's Balloon-Based Space Tourism to Lift Off in 2017." Space.com. Purch, 6 Oct 2015. Web. 23 Aug 2016.
7. World View. World View Enterprises, Inc., 2016. Web. 23 Aug 2016.
8. "World View Breaks World Record with Successful Test Flight." World View. YouTube, 23 June 2014. Web. 18 Aug 2016.
9. "World View Experience mp4." Quentin Davis. YouTube, November 26, 2013.
10. "World View: Join Our Mission and Voyage to the Edge of Space." World View. YouTube, 16 Jul 2014. Web. 18 Aug 2016.

SUNDANCE FILM FESTIVAL

1. Bachelor, Blane. "Sundance Film Festival: A Survival Guide for Non-celebrities." Fox News. FOX News Network, 27 Jan. 2015. Web. 26 Aug. 2016.
2. Fear, David. "Park City's Places to See and Be Seen." Conde Nast Traveler. Conde Nast, 20 Jan. 2016. Web. 26 Aug. 2016.
3. Freudenheim, Ellen. "A Non-Insiders Guide: 8 Strategies for Getting Sundance Film Tickets." The Huffington Post. n.p., 29 Jan. 2015. Web. 26 Aug. 2016.
4. Friedman, Megan. "Sundance Film Festival." Time. n.p., 27 Jan. 2010. Web. 26 Aug. 2016.
5. "Get Tickets." Sundance Institute. n.p., n.d. Web. 26 Aug. 2016.
6. Iwasaki, Scott. "Sundance Film Festival 2016 Passes and Packages Go on Sale Wednesday." Park Record. Swift Communications, 9 Oct. 2015. Web. 26 Aug. 2016.
7. Klassen, Anna. "9 Sundance Film Festival Truths I Wish I Knew." Bustle. n.p., 24 Jan. 2015. Web. 26 Aug. 2016.
8. "Park City Weather and When to Go." TripAdvisor. n.p., n.d. Web. 26 Aug. 2016.
9. Shenefelt, Mark. "Sundance 2016: Buses, Trains, Shuttles." Standard Examiner. Ogden Publishing Corporation, 21 Jan. 2016. Web. 26 Aug. 2016.
10. Shields, Ann. "Outsider's Guide to the Sundance Film Festival." Travel + Leisure. Time Inc., 26 Feb. 2001. Web. 26 Aug. 2016.
11. "Sundance Film Festival Guide." Travel Channel. n.p., n.d. Web. 26 Aug. 2016.

ST. MORITZ SNOW POLO

1. Davies, Gareth A. "St Moritz's Snow Polo World Cup." The Telegraph. Telegraph Media Group, 28 Jan. 2015. Web. 23 Aug. 2016.
2. "Engadin St. Moritz." MySwitzerland.com. Switzerland Tourism, n.d. Web. 23 Aug. 2016.
3. Ocampos, Alejandra. "Reto Gaudenzi." PoloLine. PoloLine International, 29 Jan. 2013. Web. 23 Aug. 2016.
4. "Snow Polo World Cup St. Moritz." SnowPolo-StMoritz.com. Evviva Polo St. Moritz Ltd., n.d. Web. 23 Aug. 2016.
5. "Training Base." StMoritz.ch. St. Moritz Tourismus, n.d. Web. 23 Aug. 2016.
6. Williams, Ollie. "Snow Polo in St Moritz Takes on China Rival." CNN. Cable News Network, 4 Feb. 2015. Web. 23 Aug. 2016.

EVERGREEN AVIATION MUSEUM

1. "Deal set for Evergreen Aviation & Space Museum property, averting foreclosure." OregonLive.com. The Oregonian, 24 Aug 2016. Web. 24 Aug 2016.
2. Evergreen Museum Campus. Evergreen Museum, 2016. Web. 23 Aug 2016.
3. McMenamins. McMenamins Inc., 2016. Web. 24 Aug 2016.
4. Willamette Valley Oregon Wine Country. Willamette Valley Visitors Association, 2016. Web. 24 Aug 2016.

ELLIOTT JETS

An Elliott Aviation Company



2007 Challenger 300 - S/N: 20132 - \$9,495,000
One US Owner Since New, Only 1,463 Hours TT



PRICE REDUCED BY \$500,000

2003 Citation X - S/N: 750-0213 - Call for Price
One Fortune 200 Owner Since New, WiFi



2004 Hawker 400XP - S/N: RK-370 - Call for Price
2,000 Hours TT, Over \$400,000 in Upgrades, JSSI



2011 Phenom 300 - S/N: 50500063- \$5,395,000
1,345 Hours Total Time, One Owner Since New



2002 Beechjet 400A - S/N: RK-339 - \$1,195,000
Elliott Aviation Maintained Since 2010



1990 Hawker 800A - S/N: 258179 - \$1,095,000
6,600 Hours Total Time, 2014 Updated Interior



1995 Citation Ultra - S/N: 560-0338 - Call for Price
2015 Paint and Interior, WiFi



PRICE REDUCED!
1990 Citation II - S/N: 550-0631 - Call for Price
Low Time Engines, Cessna Service Center Maintenance

844.937.5387

elliottjets.com

309.558.2050 (Int'l)

sales@elliottjets.com

ELLIOTT JETS+

An Elliott Aviation Company



Lear 40XR Coming Soon - Call for Details
Engines on MSP Gold, Paint to Customer Specifications



G5000 Equipped 2006 Hawker 400XP - \$2,795,000
Garmin G5000, 400E Interior, Recent Overhauls



2000 Lear 60 - S/N: 60-0180 - Call for Price
Engines on ESP Gold, APU on JSSI



2015 TBM 900 - S/N: 1072 - Call for Price
250 Hours Since New



2000 Lear 60 - S/N: 60-0181 - Call for Price
Engines on ESP Gold, APU on JSSI



2002 King Air C90B - S/N: LJ-1671 - Call for Price
Over 1.3 Million in Improvements!



2008 Citation Encore+ - S/N: 560-0785 - \$3,995,000
For Sale or Lease, On Power Advantage Plus



2016 TBM 930 - S/N: 1118 - Call For Price
New Dealer for MN, IA, NE, ND, SD

844.937.5387

elliottjets.com

309.558.2050 (Int'l)

sales@elliottjets.com



“When choosing a facility for major MRO work, I always look for recommendations from fellow members of the aviation community. Prior to working with Elliott Aviation, I heard great things about their quality and commitment to stand behind their work. Our first major project involved a total overhaul of our King Air for a Phase 1 through 4, Garmin G1000, Blackhawk engines and a complete customized paint and interior refurbishment. That project being completed on budget and ahead of schedule made the decision easy to bring our Falcon to Elliott for complete paint and interior. Throughout the process, the paint and interior design was incredible, the project management was exceptional and the final product was flawless. When we work with Elliott, we are not just a customer we feel like we are part of their family.”

Brendan Goss

Chief Pilot

Ballengee Aviation - Dallas, TX

CREATING PARTNERSHIPS THAT LAST SINCE 1936.

For eight decades, we've thrived on customer feedback from around the world. With full paint, interior, maintenance, avionics and accessory capabilities at our one-stop-shop in Moline, IL, we're big enough to handle all of your needs but small enough to give you the personal touch you deserve. From King Airs, Phenoms, Hawkers, Citations, Beechjets, Falcons and so much more, connect with Elliott Aviation and you'll land a better experience...

because of our experience.



ELLIOTT
AVIATION

MOLINE

DES MOINES

MINNEAPOLIS

800.447.6711

ElliottAviation.com