

ISSUE 01

AN AIRSPRINT PRIVATE AVIATION PUBLICATION

# Gateways

MONTREAL//SAN FRANCISCO  
VANCOUVER//SCOTTSDALE//VANCOUVER  
KELLOWEEN//SCOTTSDALE



WHISTLER//NEW YORK  
CALGARY//MIAMI//NASSAU

**AirSprint**  
PRIVATE AVIATION

your possibilities are endless  
**WHEN YOU OWN A PRIVATE JET**



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MONTREAL//SAN FRANCISCO  
VANCOUVER//SCOTTSDALE//VANCOUVER  
KELOWNA//SEATTLE



WILLOW//NEW YORK//DOSTON//SAN ANTONIO//  
CALGARY//MIAMI//SAUL//CABO SAN LOPEZ

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**WHEN YOU OWN A PRIVATE JET**



# ...Time flies.

## 18 YEARS OF AIRSPRINT HISTORY.

Since 2000, AirSprint has been bringing our passion for aviation to the skies, providing successful Canadians an alternative to commercial travel. Guided by six core values – Safety, Service, People, Integrity, Humility and Community – AirSprint has become a global industry-leader in fractional ownership and has done so by enhancing the private jet ownership experience.

With industry-leading safety standards, exceptional turnkey service and increased flexibility, all at a fraction of the cost and personalized for their individual needs, AirSprint is a trust-worthy partner invested in your business and personal well-being. Like all good things, success is built over time.

There have been many important milestones along our 18 year journey. Let's look back and see how far we have come.

2000

Led by Judson Macor, AirSprint takes to the skies as a private aviation company, offering the first fractional ownership program to Canadians using the Pilatus PC12 aircraft.

2002

AirSprint enters the jet age with the addition of the Cessna Citation Excel/XLS aircraft to the fleet.

2006

AirSprint opens its first hangar at the Calgary International Airport.

2009

Judson Macor is featured on CBC's 'My First Million' and reveals how an injured pilot changed his life and helped create a booming business in jet sharing.

2012-2014

AirSprint begins and completes the transition from PC12 aircraft to an all jet fleet with the addition of the CJ2+.

2015

James A. Elia becomes President and Chief Operating Officer of AirSprint.

2016

AirSprint adds first CJ3+ aircraft to the fleet and signs an order for up to 12 Embraer Legacy 450 business jets. Embraer delivers the first Legacy 450 to the AirSprint fleet and together set a Legacy 450 speed record between California and Hawaii.

2017

AirSprint is recognized as the fastest growing fractional jet ownership company in the world and in the same year, AirSprint owners make the first North Atlantic crossing on-board the Embraer Legacy 450, flying non-stop from Moncton, NB, to Edinburgh, Scotland.

2018

With 15 jets in a fleet made up of Embraer Legacy 450 and Cessna Citation CJ2+ and CJ3+, AirSprint proudly operates the newest fleet of fractionally-owned aircraft in Canada. ✈️





# Gateways

an AirSprint Private Aviation Publication

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**AirSprint**  
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- 01 //** Legacy 450: Business & Pleasure Travel. pg. 1
- 02 //** Safety in the Skies. pg. 3
- 03 //** Numbers Behind the Destinations. pg. 7
- 04 //** Scotland... A golfers paradise. pg. 13
- 05 //** My Best Friend, Max. pg. 19
- 06 //** Requiem for an old friend: C-FJAS. pg. 21
- 07 //** Destination: ONTARIO. pg. 25
- 08 //** #Spotted – Around The Globe. pg. 29



# Legacy 450: Business & Pleasure Travel

By Kari Peperkorn Marlowe

**Whether you love aviation, have family around the world, travel extensively for work or want to bring people to you, AirSprint's model of fractional ownership means increased flexibility for your life.**

Creating a world where you spend less time waiting and more time doing. That's the AirSprint way. For Canadian business owner, Juan Speck, out of Brampton, ON, the fractional ownership model – and the idea of making the most of his time – made sense to him for personal and professional reasons.

**“It's about creating a world where you spend less time waiting and more time doing. That's the AirSprint way.”**

In 2013, Speck began looking at the number of flights he was taking and calculating the hours he was spending in the air. “I knew we were going to use enough hours to become a fractional owner, so we started small on the CJ2+,” remembers Speck. Since then, Speck has become accustomed to the service, convenience and accessibility fractional ownership offers. “We were looking for something less stressful that would maximize our time,” notes Speck. “The service, the simplicity and the ease of travelling is amazing. It's easier than booking a flight on the internet and you have the flexibility to change at any point or any time.”

With access to AirSprint's 24/7 personal flight coordinators, fractional owners can travel worry-free knowing that they have someone to help manage the trip, even if the itinerary changes.

As Speck's business grew, so did his ability to work AirSprint into his company's development. “We started using our jet to bring customers to us. We would pick them up, show them our facilities and have them home in the same day,” says Speck, who instantly saw value from impressing the clients and making their visits easy and joyful. Many of Speck's clients come from New York, Boston, Kansas City and even Omaha – international cities that require your arrival with a commercial airline, three hours in advance before travel even begins. With AirSprint, there is no waiting.

Not only does Speck use AirSprint for business travel, he makes use of the aircraft for personal trips as well. While he has traveled with his family to Florida, California and Mexico, he also uses it 10 – 20 times a year to go between Ontario and Massachusetts. Oftentimes he travels with his wife and even his two cats. “The cats go in the soft carry-on, then they go on the seat and stay there for the flight.” Being able to travel with pets aboard AirSprint's fleet has allowed Speck to travel comfortably, with less stress, knowing his pets are always safe and within reach.

Although Speck became an entrepreneur before, as he says, he even knew what that meant, he always knew how he wanted to conduct himself in business. “You can't cut corners, you need to deliver what you promise, build in a margin and pay your bills,” says Speck.

“If you deliver a good product at a great price, the customer will keep coming back.” It's for this exact reason he continues to be a fractional owner with AirSprint – because they share values. “I was excited when they decided to upgrade the fleet. We have been on the Legacy 450 program since day one and it's so enjoyable. You can go on a flight with six people and be so comfortable,” notes Speck.

Whether you're looking for innovative ways to reach customers, need to fly to meetings, or are looking for a more convenient way to move around in your personal life, AirSprint has a plane – and a plan – tailored to fit your individual needs.

“Once you've traveled with AirSprint on a plane like the Legacy 450, it's difficult to go back to a commercial airline,” reveals Speck. “You get to know the pilots and the crews – it really becomes an extension of the way you live your life.” Fractional ownership can open a world of travel possibilities for you to dream and plan. It's up to you to see where we fly next. ✈️



**“Whether you're looking for innovative ways to reach customers, need to fly to meetings, or are looking for a more convenient way to move around in your personal life, AirSprint has a plane – and a plan – tailored to fit your individual needs.”**

**Juan Speck | Legacy 450 Owner**



# Safety in the Skies

By Adam T. Fallwell

**“From the outside, it’s easy to look at these amazing flying machines and admire their beauty and sophistication without considering how much time and effort has gone in to ensuring the safety of the aircraft, its passengers and its crews.”**

The Wright Brothers first took to the skies 115 years ago, and since then the world has watched aviation grow exponentially into the massive worldwide network we see today. From general travel, to business, and commercial use, aviation now connects our world together in ways that would never have been imaginable – or possible – without the invention of the airplane.

From the outside, it is easy to look at these amazing flying machines and admire their beauty and sophistication without considering how much time and effort has gone in to ensuring the safety of the aircraft, its passengers and its crews. At AirSprint, safety comes first. It is one of our six core values and the safety of our fractional owners is always the number one consideration in our flight operations. Fractional aviation in general has one of the best safety records in the entire aviation sector.

Pilots are selected for interviews based on their previous flying experience, attitude, ambition and, more often than not, through internal references of someone we trust. After accepting a position with AirSprint, the new hire will undergo an intensive two week in-house training course covering Company Indoctrination, Standard Operating Procedures, Crew Resource Management, and Cockpit Procedure Training, just to name a few. The two weeks of in-house training allows AirSprint to ensure a pilot is meeting our

**“ At AirSprint, safety comes first. It is one of our six core values and the safety of our fractional owners is always the number one consideration in our flight operations.”**

AirSprint is no exception to this rule with a large number of safety initiatives to help ensure a safe and efficient operation for our fractional owners, our pilots, and everyone else involved with AirSprint. Aviation safety starts with a well-trained crew and AirSprint has always taken its training very seriously. We go well above the minimum training requirements set out by the industry for our type of operation, and through our rigid hiring process and initial training program, ensure we are getting the best of the best when it comes to your flight crews.

high standard before sending them away to simulator training with FlightSafety International.

Simulator training is a 17 - 23 day course depending on the aircraft type. At Flightsafety, the pilots are trained in every aspect of the aircraft. From systems and avionics, to weight and balance and aircraft performance, all areas are covered in the ground school portion of the course and concluded with a written examination. The simulators are full motion and replicate the exact flying characteristics of the aircraft type the crew is training on.





The simulator allows the crews to train in all normal and emergency procedures and learn the flight characteristics while in a safe environment. The crews run emergency checklists until the procedures become second nature and training line orientated flight scenarios where smoothness and comfort for our owners can be developed and perfected.

Once the crew reaches a minimum simulator training time and our expected level of performance, they will complete a flight test conducted by a Transport Canada representative. Upon successful completion of the flight test, the pilot may now proceed to flight operations under supervision of a Training Captain. Line indoctrination is what we call this portion of the pilots training. During this time the pilot will act as a crew member under supervision of the Training Captain. Once the required number of training hours are complete and the pilot is meeting AirSprint's level of performance, we will release the crew member as a full fledged First Officer or Captain.

AirSprint uses very detailed Standard Operating Procedures (SOPs) which standardizes everything – from normal callouts (such as heading or altitude changes), to complex route revisions and flight profiles to be followed during an emergency. We require our pilots to be exceptionally fluent in our SOPs, and pilot performance is regularly reviewed through annual recurrent simulator training, line checks, and performance reviews.

AirSprint is proud to have a modern fleet of aircraft with all the conveniences of the latest safety technology. Traffic Collision Avoidance Systems (TCAS) monitor all aircraft in

our vicinity and will give aural and visual cues to follow should another aircraft get a little too close and separation needs to be provided. The Enhanced Ground Proximity Warning Systems (EGPWS) is monitoring all the terrain around the aircraft as well as aircraft performance and the expected flight path. The system will alert the crew through visual and aural alerts should terrain clearance or aircraft performance become insufficient. Both the TCAS and EGPWS systems are designed to give the crew members adequate time to correct any issues prior to safety becoming compromised.

Such situations which might impact safety are extremely rare, but it's always nice to know that the additional safety measures are built in and available to ensure everyone's safety should they be needed.

**“ Having these systems means we can operate in the best airspace while conducting the best available approaches and getting you to your destinations more often than lesser equipped aircraft.”**

All of AirSprint's aircraft are equipped with the latest avionics and GPS systems allowing for precision route tracking and approach capabilities. Having these systems means we can operate in the best airspace while conducting the best available approaches and getting you to your destinations more often than lesser equipped aircraft.

Our avionics allow for maximum situational awareness and have multiple glass, or computer screen, displays. The information available to our crews through the avionics has come a long way in the last 20 years.

Our current aircraft have graphical XM weather feeds provided by satellite sources, advanced real time weather radar, WIFI, high resolution terrain mapping, and many other safety features that make today's business jets the safest form of air transportation available. Additionally, our Embraer Legacy 450 aircraft, being the most technologically advanced aircraft of their category, incorporate advanced Fly By Wire systems.

These systems ensure the airplane is always operated within a safe protection envelope while ensuring a smooth and gentle ride for our fractional owners. Fly By Wire is quickly becoming the future and reality of the business aviation and airline world. ✈



“When you consider our pilot training, advanced aircraft, rigid maintenance schedules, and adherence to regulations, it is easy to see why AirSprint has always been a leader in aviation safety. When I came to AirSprint 11 years ago I was incredibly impressed with just how serious safety was taken in our operation. It made me exceptionally proud to be associated with a company that never cut corners, always put safety first, and never ignored a safety concern that was brought up by a staff member.

Throughout the years I have only seen safety increase with a refined Safety Management System and newer, more advanced training and aircraft. I am proud to be a part of the development and progression of our flight department and look forward to seeing AirSprint continue to provide the safest and most comfortable form of travel available to our fractional owners, their friends and family.”

**Adam Fallwell**  
Director of Flight Operations



# Numbers behind the destinations...

By Adriana Bernal

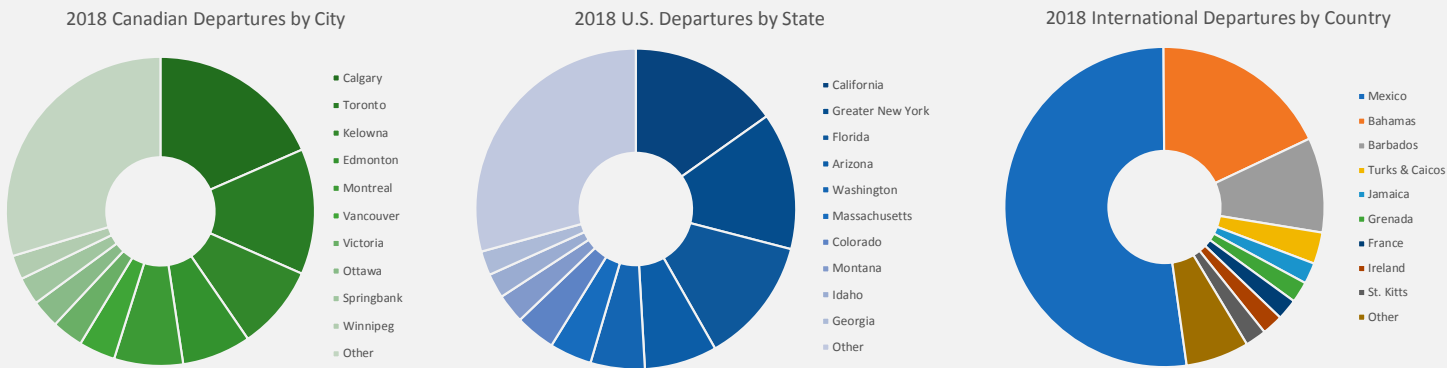
When you think of the word ‘destination’, do you first think of the noun – destɪˈneɪʃn/ – the place to which a person or thing travels or is sent to? Or do you think of it as an adjective, denoting an attraction, place or event to which people are motivated to travel a fair distance?

Regardless of what comes to mind first – destinations – are without a doubt an essential part of travelling. Without destinations, the verb travel would most likely not exist.

Whether most of your travels onboard your jet are for work, pleasure, or a little bit of both, AirSprint’s most important mission is to fly you and your travel companions in the most efficient, comfortable, safe and enjoyable manner to each one of your desired destinations. As our 19<sup>th</sup> year comes to a close we thought we’d take a moment to look back at some of the most popular travel destinations in 2018.

## 2018 OVERALL TRAVEL SUMMARY

Calgary, Toronto and Kelowna topped the domestic charts with the highest number of AirSprint departures. U.S.-based departures were highest in the States of California, Greater New York and Florida – with Palm Springs, Teterboro and Palm Beach being the most popular airports in these three states. If we look at the airport ranking based strictly on number of departures, Teterboro, Palm Springs and Scottsdale topped the charts. Mexico took the top spot within the International Departures segment with destinations like Los Cabos, Puerto Vallarta and Cancun being the most popular.



Fleet Activity Statistics, based on Total Number of Departures from Dec. 12, 2017 thru Dec. 12, 2018.

For travelers who are curious about numbers behind some off-the-beaten-track destinations with airports which do not make it to the Top 10 based on departure volume, the states of Maine, North Carolina, Tennessee, Wisconsin and Hawaii’s 2018 departure numbers all increased by over 100%. Alaska welcomed 67% more Owners this year over last year.

| U.S. State     | Increase |
|----------------|----------|
| Wisconsin      | + 122%   |
| North Carolina | + 105%   |
| Hawaii         | + 100%   |
| Maine          | + 100%   |
| Alaska         | + 67%    |

Domestic airports which displayed a significant increase in departure volume include Grande Prairie, Alberta which took the top spot with a 168%+ increase in departures over 2017, followed by Lethbridge (97%+), Regina (95%+), Saint Hubert (80%) and Bromont (69%) in Quebec. Destinations in Mexico such as Cancun and Los Cabos saw over four times the volume of AirSprint traffic.

| Canadian Airport   | Increase |
|--------------------|----------|
| Grande Prairie, AB | + 168%   |
| Lethbridge, AB     | + 97%    |
| Regina, SK         | + 95%    |
| Saint Hubert, QC   | + 80%    |
| Bromont, QC        | + 69%    |

“Caribbean islands such as Turks & Caicos, Bahamas, Barbados, Sint Marteen and others are both within the reach of the Citation CJ2+ and CJ3+, as well as the Legacy 450.”

| International Airport | Increase |
|-----------------------|----------|
| Cancun                | + 500%   |
| Los Cabos             | + 450%   |
| Puerto Vallarta       | + 133%   |
| Barbados              | + 125%   |
| The Bahamas           | + 114%   |

Increase percentage from Total Number of Airport Departures from Dec. 12, 2016 thru Dec. 12, 2017 vs. Dec. 12, 2017 thru Dec. 12, 2018.



C-GASL at Princess Juliana Intl. Airport © Alain Duzant!

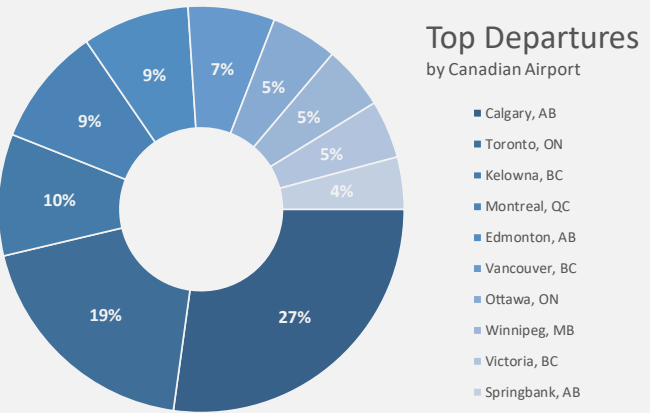
C-GASL at Edinburgh Airport © Mike Kell



HOLIDAY + EASTER TRAVEL

Calgary, Toronto and Kelowna led the list of top 10 Canadian departures during the 2017 / 2018 holiday season as well as Easter / Spring Break. Staying in line with overall flight trends, the top-three U.S. destinations included California, Florida and Arizona.

U.S. airports which saw the most AirSprint traffic based on departures during this time were Palm Springs, Scottsdale and Teterboro.



Fleet Activity Statistics, based on Total Number of Canadian Airport Departures from Dec. 1, 2017 thru Jan. 15, 2018.



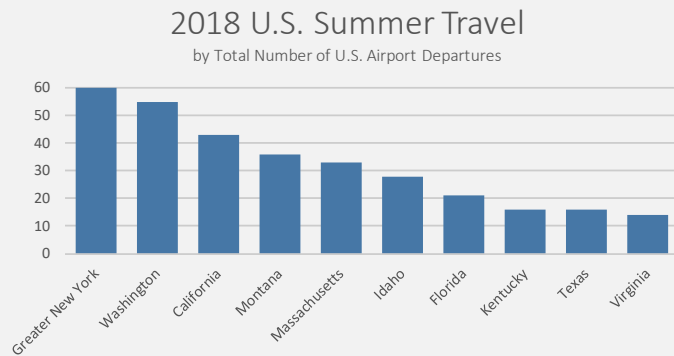
Fleet Activity Statistics, based on Total Number of U.S. Airport Departures from Dec. 1, 2017 thru Jan. 15, 2018.



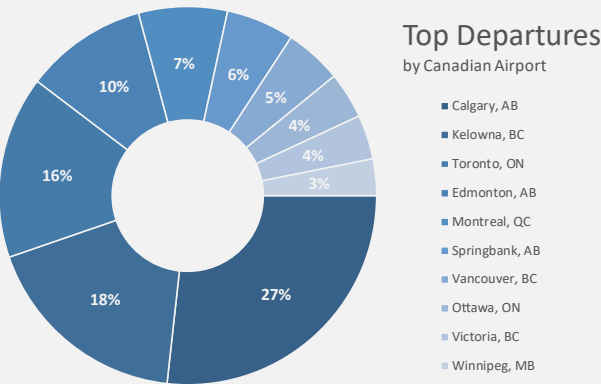
Fleet Activity Statistics, based on Total Number of U.S. Airport Departures from Mar. 15 thru Apr. 15, 2018.

SUMMER TRAVEL

By the time summer time came around, we saw a slight shuffle in the order of the top 10 Canadian cities. Kelowna’s departure numbers put it on the second spot behind Calgary; both Victoria and Ottawa climbed up the charts.



Fleet Activity Statistics, based on Total Number of U.S. and Canadian Airport Departures from Jun. 21 thru Sept. 22, 2018 accordingly.



The Greater New York area, Washington and California took the top-three spots in U.S. departures with Teterboro, Westchester and Seattle-Boeing Field being the most popular airports for those states. Orange County’s John Wayne Airport didn’t come far behind with 43 departures.

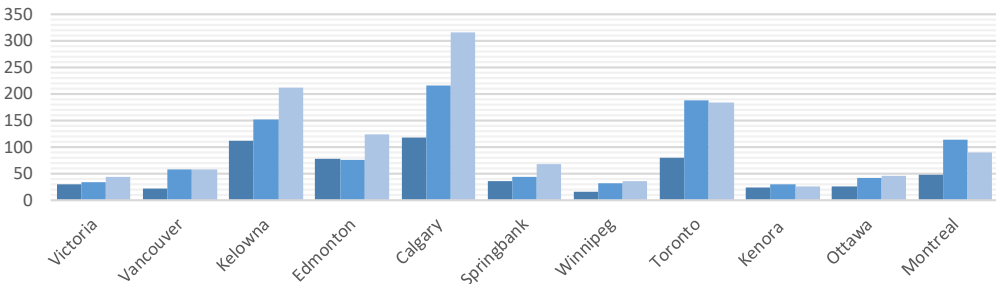
Did you know...

For the last three years, the top-three spots, also based on number of summer departures are: Calgary, Kelowna and Toronto.

In 2016, the top-three Canadian airports by departure volume were Calgary, Kelowna and Toronto. The following year, Toronto climbed to the second spot with 188 Summer departures. In 2018, Kelowna reclaimed the second spot on the list.

Historical Summer Travel Trends

by Total Number of Canadian Airport Departures

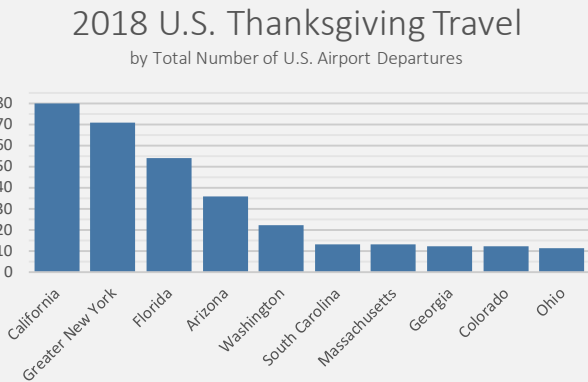


Fleet Activity Statistics, based on Total Number of Canadian Airport Departures from Jun. 21 thru Sept. 22, 2016 thru 2018

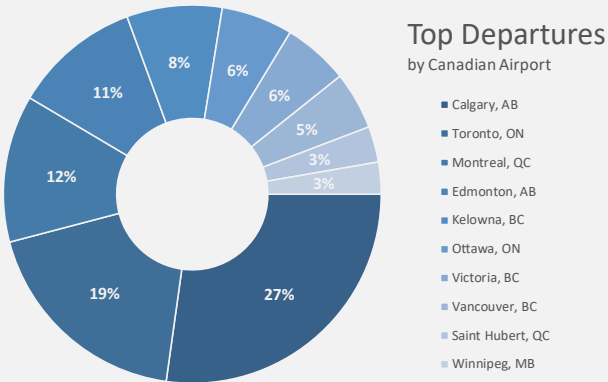


THANKSGIVING TRAVEL

The Thanksgiving travel season marks the official beginning of the busiest air travel period. Including both Canadian and American Thanksgiving dates, California, Greater New York and Florida saw the most AirSprint departures with Palm Springs, Teterboro and Palm Beach taking the top-three airport spots in these States. Based on overall departure numbers, Teterboro took the first spot, followed closely by Palm Springs and Scottsdale.



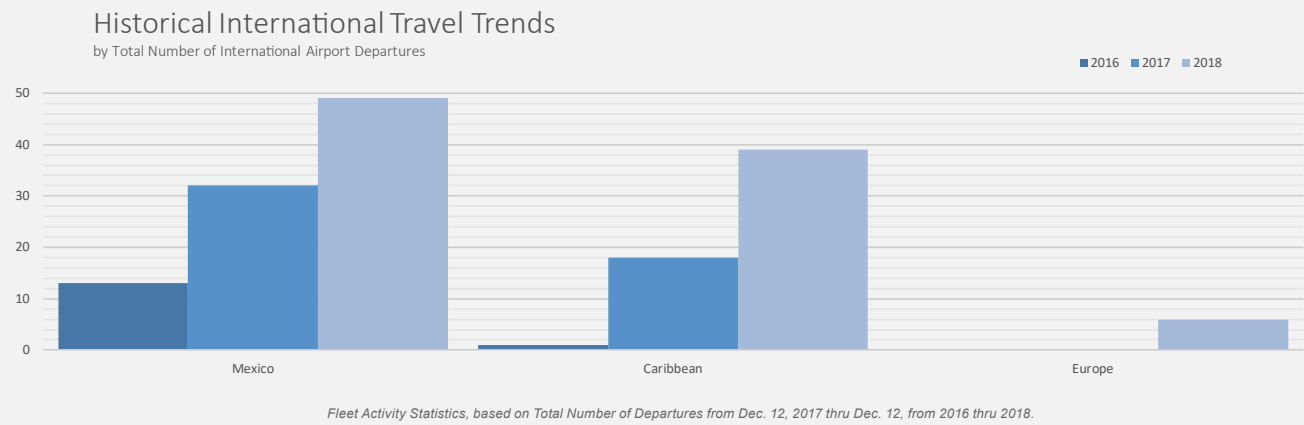
Fleet Activity Statistics, based on Total Number of U.S. and Canadian Airport Departures from Oct. 10 thru Nov. 30, 2018 accordingly.





INTERNATIONAL TRAVEL

Looking back to the past three years of international departures, not counting the United States, Mexico leads with the popular sunny destinations of San Jose del Cabo/Cabo San Lucas; Puerto Vallarta and Cancun as the top-three. The turquoise beach islands of Bahamas, Barbados, Turks & Caicos, Jamaica and Grenada take the five top spots in the Caribbean. With the introduction of the Embraer Legacy 450 in December 2016, and its 3,225 miles (5,190 km) maximum range, European destinations began to appear in our 2017 charts. In the last two years the United Kingdom, France, Ireland, Iceland and Portugal have all welcomed the AirSprint fleet.



Over the last few years with the introduction of the Citation CJ3+ and Legacy 450, we’ve been able to take our Owners further and faster. Whether it is getting to that hard-to-get-to destination to complete a deal, or to kick-start an incredible vacation, we are thrilled to have you onboard.

We can’t wait to see to what new and exciting destinations our Owners will want to travel to in 2019. ✈



“ The Citation CJ3+ offers the ultimate cabin for light-jet travel. It is the perfect combination of mid-size jet performance and range with light jet efficiency and operation costs.”

Latest Citation CJ3+ to join the AirSprint fleet: C-GAAS | Wichita, Kansas





# Scotland

“Imagine stepping onto your private jet in New Brunswick, Canada, and five hours later, stepping off in historic and picturesque Edinburgh.”

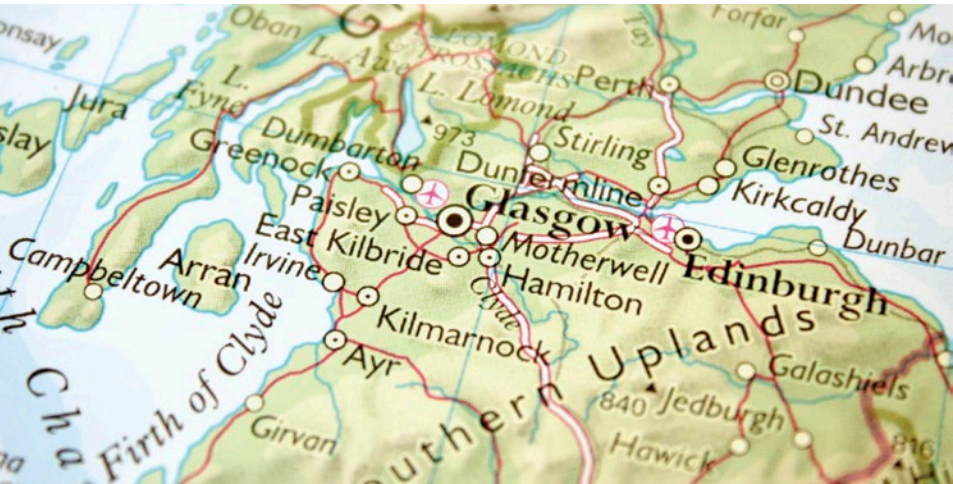
by Kari Peperkorn Marlowe

For AirSprint Owners, this dream is now a reality – and a trip that can take up to 15 hours on a commercial airline is suddenly as close as many domestic adventures.

With rolling hills and monuments aplenty, Edinburgh boasts incredible views, moderate temperatures (anywhere between an estimated +3°C to +15°C), and enough history to keep visitors of all ages entrenched in the land. Towering over the City is Edinburgh Castle, a monument that can be seen as the foundation of the City's skyline and perched atop Castle Rock. As one of the City's most popular tourist destinations, Edinburgh Castle features regimental museums, St. Margaret's Chapel (from the early 12<sup>th</sup> Century and Edinburgh's oldest building), the Crown Jewels (the oldest in the British Isles), the Royal Palace and the Scottish National War Memorial.

Offering beautiful panoramic views of Edinburgh Castle is The Royal Botanical Garden Edinburgh. This stunning garden has been blooming and growing just minutes away from the City's centre for nearly 350 years. Dubbed 'The National Treasure of Scotland,' this can't-miss attraction has 100,000 plants, 70 acres, 10 glasshouses and even a Botanic Cottage that was once a classroom where every medical student in the country was taught botany during the Scottish Enlightenment.





Little more than five minutes away from the famous gardens, is St. Giles Cathedral. Receiving its name in 1243, it is not only a stunning display of gothic-style architecture, but it’s one of the most sought-after sights in the city with over 200 memorials dedicated to famed Scots, including author Robert Louis Stevenson and James Graham, 1<sup>st</sup> Marquess of Montrose.

Outside the City the acclaimed sightseeing experiences keep growing. In around 60 minutes you can go from Edinburgh to Glasgow (to visit the City Chambers or the Tentement House, one of dozens of historic landmarks within the city) or to Stirling (to see the National Wallace Monument, the Old Town Jail and Stirling Bridge). Heading up the coast from Edinburgh, the rolling hills of green meet town and cityscapes as roads lead to some of the most amazing golf courses on earth.

The brisk golfing conditions at St. Andrews make it both a challenging and rewarding course, for, as Dr. Bob says, “If there’s nay wind and nay rain, it’s nay golf.”

St. Andrews, located along the east coast of Scotland, is home to some of the world’s finest golf courses and picturesque beaches. The Old Course at St. Andrews is often touted as the ‘Cathedral of Golf’ as it is the oldest golf course in the world. For one AirSprint Owner, this course is the precise reason he travels to Scotland. Having been there over 20 times, Dr. Bob (name changed for privacy) makes a plan to travel for their annual fall tournament as much as his schedule allows. The brisk golfing conditions at St. Andrews make it both a challenging and rewarding course, for, as Dr. Bob says, “If there’s nay wind and nay rain, there’s nay golf.”



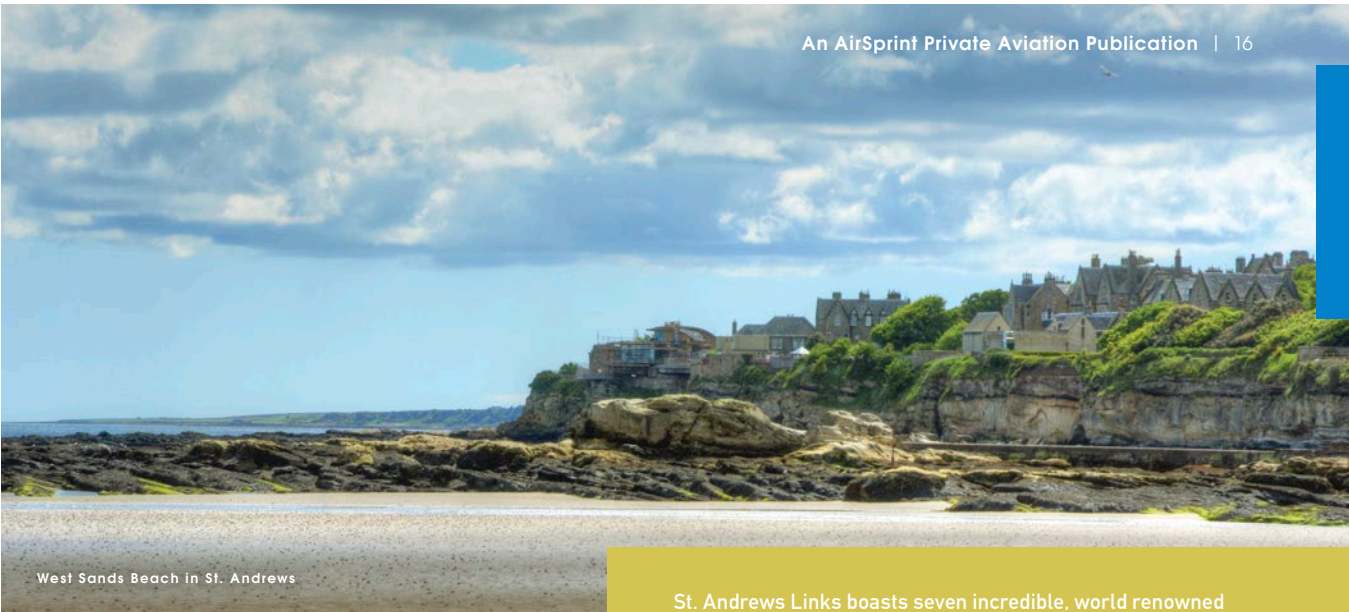
Circus Lane In Stockbridge, Edinburgh



Stirling Bridge, Stirling



View of Saint Andrews, Fife



West Sands Beach In St. Andrews

St. Andrews Links boasts seven incredible, world renowned golf courses. From new golfers (including children) to accomplished golfers, there’s something for everyone.

| Course             | Year | Yards | Par |
|--------------------|------|-------|-----|
| Old Course         | 1552 | 6,721 | 72  |
| New Course         | 1895 | 6,625 | 71  |
| Jubilee Course     | 1897 | 6,742 | 72  |
| Eden Course        | 1914 | 6,250 | 70  |
| Balgrove Course    | 1972 | 1,520 | 30  |
| Strathtyrum Course | 1993 | 5,620 | 69  |
| Castle Course      | 2008 | 6,759 | 71  |

Now, Dr. Bob not only enjoys more of the world at his fingertips with AirSprint, he is able to spend quality time with his family, doing the things he loves.

Having ventured there for years, St. Andrews is a special place for Dr. Bob and being able to travel there on a direct flight as an AirSprint Owner is “just a tremendous experience.”

Without delay, Dr. Bob can board his Legacy 450 in New Brunswick, travel in comfort with his wife, and land in Edinburgh five hours and 20 minutes later. “With AirSprint you never have to worry that your golf clubs might end up in Amsterdam,” he notes, for everything you bring with you, travels with you.



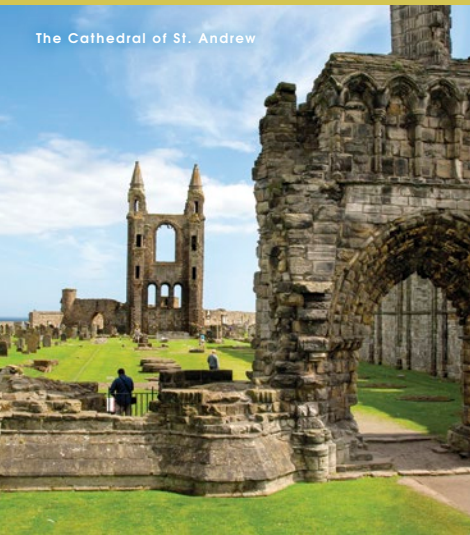
Swilcan Bridge at St. Andrews





Morar West Coast

“I get to know the pilots and they get to know me. It makes travelling around the world a wonderful experience.”



The Cathedral of St. Andrew

With 78 AirSprint flights (at the time of the interview) under his belt, Dr. Bob knows the convenience this type of travel can bring. “A friend of mine had been using a similar service... and he convinced me to take a look at fractional ownership – it was exactly what I needed.” Now, Dr. Bob not only enjoys more of the world at his fingertips with AirSprint, he is able to spend quality time with his family, doing the things he loves.

“I intend to go back there again this year,” says Dr. Bob. “If there’s something else I could recommend seeing in Scotland, it’s the Town of St. Andrews on the Old Course and the West Sands beach where they filmed Chariots of Fire.” Although the water is often dubbed as too cold to take a dip, the two mile stretch of beach is perfect for a long walk. It’s not unusual to spot someone riding a horse in the waves or taking their dog out for a game of fetch by the water.

Travelling overseas is now easier and faster than ever before. With the Legacy 450, destinations like Edinburgh are just hours away, making adventures and experiences closer than ever before. “One of the highlights of my trip to Scotland was being able to do it so quickly,” comments Dr. Bob. “I get to know the pilots and they get to know me. It makes travelling around the world a wonderful experience.”

Let your imagination guide you to where you want to go – and if Scotland is your next destination, the monuments, history and more than 550 golf courses in the country will keep you busy while we help you plan your next memorable trip! ✈

...Fore!50 Flight Times

Missing your favourite golf destination?  
Contact us to find out about specific travel times.

|                     | Monterey | Palm Springs | North Bend | Kelowna | Vancouver | Calgary | West Palm Beach | Toronto | Montréal |
|---------------------|----------|--------------|------------|---------|-----------|---------|-----------------|---------|----------|
| Monterey, CA        |          | 0:55         | 1:15       | 2:05    | 2:10      | 2:20    | 4:50            | 4:25    | 4:55     |
| Palm Springs, CA    | 1:00     |              | 1:55       | 2:30    | 2:45      | 2:40    | 4:20            | 4:05    | 4:40     |
| North Bend, OR      | 1:15     | 1:45         |            | 1:15    | 1:15      | 1:35    | 5:11            | 4:15    | 4:45     |
| Kelowna, BC         | 2:10     | 2:20         | 1:20       |         | 0:50      | 0:42    | 5:05            | 3:45    | 4:05     |
| Vancouver, BC       | 2:10     | 2:35         | 1:15       | 0:45    |           | 1:15    | 5:30            | 4:15    | 4:35     |
| Calgary, AB         | 2:40     | 2:50         | 2:00       | 1:00    | 1:30      |         | 4:55            | 3:30    | 3:50     |
| West Palm Beach, FL | 5:50     | 5:10         | 6:10       | 5:55    | 6:20      | 5:30    |                 | 2:35    | 2:55     |
| Toronto, ON         | 5:26     | 5:05         | 5:20       | 4:35    | 5:10      | 4:05    | 2:45            |         | 1:00     |
| Montréal, QC        | 3:30     | 5:55         | 5:45       | 4:55    | 5:26      | 4:21    | 3:00            | 1:00    |          |



“With 1,000 pounds of baggage capacity, golf trips with friends are just one short flight away — and, you never have to worry that your golf clubs might end up somewhere else.”





# My best friend, Max.

By Adriana Bernal

**“Commercial air travel is tough for us dogs, but I learned of an awesome way to fly on my latest adventure!”**

My name is Max, I'm a six-year-old black lab. I will be honest, the whole travelling thing has never been my favourite. Don't get me wrong, I love going on road trips with my family, but air travel, no thanks. Peter and Susan, my owners, have tried to take me on a couple of trips on airplanes, but things never seemed to work. At 70lbs, I'm not necessarily the smallest so the airlines don't allow me in the cabin. That's when the dreaded 'cargo' word brings chills down my tail. The thought of being away from my owners for hours, semi-sedated and stuck in a drowsy spell- no thanks!

**“ At 70lbs, I'm not necessarily the smallest so airlines don't allow me in the cabin.”**

Needless to say, whenever family trips involve flying, I end up having to stay back home. Sure, I have lots of fun with my furry friends at the kennel, but my family is always on my mind. Especially my pal, John, Peter and Susan's only son. We met in his last year of university and though the time spent together was short, he is truly MY best friend. After John's graduation, he moved to the West Coast, met his lovely wife Karen, had their first daughter, Caleigh, and are now expecting a baby boy who will be called Max, just like me! Our little family is growing.

Since Caleigh's arrival, Susan has been spending quite a bit of time in BC. I have been staying behind, keeping Peter company. He's been finishing up the sale of his business. He is so excited for retirement. He's eager to spend more time with Susan and the kids out West. Not to mention heading to Kelowna and Arizona to play golf with his best friends.

The whole thing gives me anxiety though. If he's planning to be travelling so much, where am I going to go? This retirement thing sounds great but too much air travel for an old dog like me is not good. I guess I could suck it up and fly in the cargo hold to spend more time with the kids, or perhaps I could think of calling Scottsdale home? Oh, the possibilities!

Ring....Ring... Peter's cell phone is buzzing. He runs to the kitchen to get the call. Karen's in labour, the baby is on the way, two weeks earlier than expected!! Susan and Peter are running everywhere. They need to get to Vancouver quick.

Then it hits me, where am I going to go? At this time of the year my kennel is fully booked. I can't stay with the neighbours; they are away in Hawaii. I get in the back seat of the car. If I could talk, I'd ask them where I will be staying? I guess I could bark, but they are too excited and rushed. Looks like we are on the highway, westward.

Wait, what?! Karen is having the baby in a matter of hours? No way we can drive to Vancouver and make it on time. Could we be driving to a new kennel? It's out of the way – we need to be heading to the airport! I feel I am holding them up. I keep moving from side to side wagging my tail. Suddenly I look outside and I see a big white jet, a control tower and a runway too! An airport!

Now I am even more confused. We pull into the parking lot and a very nice gentleman opens the door. They take our bags and guide us towards the jet. I don't see any crowds or any lines. After a few short steps, we are boarding the jet. It suddenly hits me, am I going to be allowed in the cabin?! I try not to make eye contact with the pilot, surely if I do, he will realize that I shouldn't be allowed on-board. I mean, as much as I like to think I am an important part of the family, I feel commercial airlines see me as just a dog. No one seems to be stopping me here though.

**“ I try not to make eye contact with the pilot, surely if I do, he will realize that I shouldn't be allowed on-board. I mean, as much as I like to think I am an important part of the family, I feel commercial airlines see me as *just a dog*.”**

Out of nowhere, the same gentleman who helped us out of the car is right beside me; I almost got away with it! I was so close to boarding, not only a plane but, a private jet. He kneels down and starts to pet my head, proceeds to give me a treat and says, “welcome on board, Max!” He turns around and tells Peter that the weather is great and that we should be in Vancouver in about an hour and a half! Midway through the flight, Peter calls John to let them know we are en route. Seems Karen's labour is a bit slow, I can feel Susan is a bit more relaxed as she takes another sip of her bubbly wine.

I'm not an expert flyer. I mean, two commercial flights hardly counts for experience, but this seemed to be a very smooth flight.

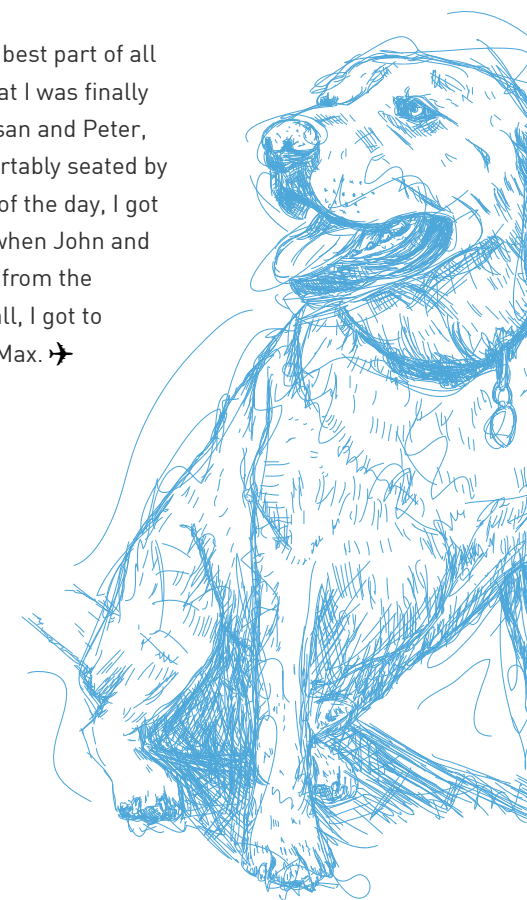
We land in Vancouver a little past 4:00pm. A rental car is waiting for us and we are on our way to John's house, which also happens to be on the way to the hospital. As much as I would love to go with them, I know better; There are no dogs allowed at a hospital. I don't make a fuss and quickly get inside. A neighbour is going to look after me, though there is little care needed with me. I go straight into the kitchen to take a nap. I wake up from dreaming of flying when I hear the door bell.

Turns out Susan and Peter have made it to the hospital just in time and were able to be there by the time baby Max arrived! From the time Peter got the call at 7:30 am letting them know the baby was on his way, it took them a little over two hours to get from our house in Calgary to the hospital in Vancouver.

I am getting old, so anything at regular speed seems fast but I'd say that was record travel time. They definitely would not have been able to get there so fast had they flown commercial.

I like to think that the best part of all this adventure was that I was finally able to travel with Susan and Peter, on an airplane, comfortably seated by their side. At the end of the day, I got to be with the family when John and everyone came home from the hospital and best of all, I got to meet my new friend, Max. ✈

At AirSprint, we know and understand your pets are an important part of your family; we love when they join you onboard. This is why we strive to make it easy to bring them along. All you need to do is let us know that they will be travelling with you at the time you book your trip; that's it! If travelling outside of Canada, keep in mind that you will need to make sure their travel documents and all required vaccinations are up to date. Your personal flight coordinator will be able to assist with any questions regarding travelling with your pets. We will make sure your entire family has a pleasant flight, including your furry friends.





# Requiem for an old friend: C-FJAS

By Fletcher R. Wade

Recently I said goodbye to an old friend. September 2016 marked thirty eight years since she came into my life, and saying farewell was difficult. I had waived for a long time but by later 2015 it became clear that she had to go. The loss of the local airport, the lack of hangar space, the concern for her upkeep, and other commitments spoke to the decision to send her on her way.

C-FJAS, a 1946 Luscombe 8A, was the culmination of my dream of owning an aircraft, a dream precipitated by one of my earliest and most treasured memories, that of sitting in my uncle Grant Gair's Piper Cub, CF-DSQ at Winnipeg Flying Club. I was only three-years-old, so I never had a chance to fly in her, but I still remember the smell, the dope, the oil, and the fuel.

Although she was often stored away due to damage in a wind storm and the demands of work and family, she was an ever-present-dream, one that I harboured for decades. As my Air Force career was ending, I started an award-winning restoration. I had no idea that in a few short years I would be standing at an airport in Seneca Falls, New York saying goodbye to this beautiful aircraft as her new owner prepared to fly her away. I walked away with a heavy heart because I knew that I was not only saying goodbye to the dream that was planted in the heart of a three-year-old boy, but with it, quite possibly, my days as a pilot; the defining part of my life.

Shortly after bidding her adieu and de-registering her as she went on to a new life in the United States - where she had come from in the late 1950s - I decided to secure her registration for a future aircraft that I hoped to build. Unfortunately, I was slow off the mark and having let too many months elapse after her sale, I found to my dismay, that her registration marks had been re-assigned to a beautiful new Embraer EMB 545. I guess you snooze, you lose, and although saddened to see her marks gone, I was gratified to see that my award-winning aircraft's registration was being proudly carried by one as worthy.

C-FJAS had an interesting history. In her life, which started in the Luscombe factory in Dallas, Texas in 1946, had experienced her share of mishaps. Her American log books were missing but I was able to access her archived Transport Canada records which included her history prior to her importation to Canada in the late 1950s. In that time, she had resided in the southern United States and had, as many Luscombe's do, at least one landing accident which ended in a swamp. After her arrival in Canada she was based in Dunnville, Stromness, and Hamilton (Mount Hope) on the Niagara Peninsula in Ontario. Sometime early in her life in Canada she had a landing accident that inflicted damage to her fuselage. The fuselage was thus deemed not economically repairable. As a consequence, she received a 1947 Luscombe fuselage imported from California. In the late 1960s she was involved in another landing accident and extensive repairs were carried out.

A year later she once again departed the runway while landing, which resulted in another indignity being inflicted on her. The Luscombe is an incredibly nice and balanced aircraft to fly but she has a reputation for being a challenge to land. In the hands of a competent pilot she is easy to fly, but she can bite you. She needs to be respected as she is short-coupled, sitting high on her landing gear and with a very effective rudder, that if not used properly, can send her dashing for the ditch. This time she was put in storage for five years before repairs were initiated. By 1973 she was in the air again, albeit, with ripples, bumps and lumps. She would win no awards for beauty, being rather a time builder, weekend 'bounce around-the-patch', honest type of aircraft. In 1978 she was put up for sale at MacFarland Aircraft Sales in Peterborough, Ontario. Around that time, a young naval officer in Halifax, dreaming of owning a Luscombe, was pouring through the aircraft classifieds and found her there. A new adventure was about to begin.

I was that young naval officer, a career that was later exchanged for one as an Air Force pilot. I flew some amazing aircraft in my career but C-FJAS remained my favourite aircraft of all. She was mine, her flying was all done on beautiful VFR days, and there was no mission imperative, no crew to manage, or as I liked to call it, there was no herding of cats, just me and her. I was inordinately proud of her and after her restoration, which resulted in what was essentially a zero-timed new aircraft, I gladly accepted her accolades.

I still recall the day that I met her. I was smitten! I failed to use reason, and against all advice, I pursued her with rose coloured glasses.

Despite her manifest faults, and they were many, I was passionately in love with her and although she was a three dressed up as a nine, I was blind to her faults. A friend delivered her to Stanley, Nova Scotia where I first had a chance to fly her.

**“I flew some amazing aircraft in my career but C-FJAS remained my favourite aircraft of all.”**

For the next year, when not at sea, I made the long journey out the Beaverbank Road to visit her on her cold and windy hilltop airfield in East Gore, Nova Scotia.

In 1979, a year after she came into my life, I had to leave her behind in the care of a friend as I embarked upon a year and a half of pilot training with the Air Force. Two months later, I received the phone call telling me that once again C-FJAS had suffered an indignity.

She was old fashioned and without a starter motor she had to be hand propped. While being started, she had jumped her wheel chocks and dashed across the airfield until stopped in her errant journey by a collision with a Fleet Canuck aircraft. This began her decade of neglect, waiting for someone to love her. Her damage was repaired but with being pre-occupied with flying, I had little incentive, after a long day in the air, to take her airborne. So, she sat out forgotten and unloved in the rain, wind and snow at the military airfield in Summerside, PEI for several years before being dismantled and removed to Debert Field near Truro, where she was resurrected.



C-FJAS Luscombe 8A at Arlington Municipal Airport © Nick Dean





“Before becoming a military pilot I was a naval officer. I purchased a 1947 Luscombe 8A in 1978. She had been imported from the USA in the late 1950s and registered CF-JAS. Her mark was eventually modernised to C-FJAS.”

Fletcher R. Wade | Retired Canadian Air Force Pilot

Back in the air by 1990, after an 11 year hiatus, she was once again sadly, little used. Other commitments once again relegated her to a period of stasis.

By now, she was perched at the Flying Club on the ramp at CFB Greenwood. In 1994, realizing that I did not have the time to fly her, I took her wings off and brought her home to store in my barn near Annapolis Royal, NS. I left her wings on the ground preparatory to putting them in the hay loft. It was beautiful day and there was no expectation of bad weather. Late in the afternoon that changed, and a squall came through. My six-year-old daughter, looking out the window declared: “Mommy, one of Daddy’s wings is flying all by itself.” With a badly damaged wing, C-FJAS was about to embark on another period of inactivity which saw her stored in a garage in Winnipeg for six years and eventually under a tarp in my back yard in Comox, BC for another four. In all of the years that I had owned her up to that time, she had accrued a paltry 34 hours of flying time. It was decision time. I either disposed of her or I resurrected her. I chose the latter, a good choice for her but for me, perhaps not as much.

They say that if one restores a car it will cost far more than what can ever be derived from its sale. So it is for aircraft, and in spades. In 2004, I embarked on the replacement of two rather gnarly, and to my perfectionist’ eyes, distractingly ugly bottom skins. In doing so, we opened up a Pandora’s box that had to be resolved before she could fly again. Unfortunately, being the optimist, I accorded the technician doing the work the authority to proceed with the repairs. My adage was that if you are going to do it, do it right. With the exception of two small skins, it resulted in the replacement of all of the skins on the fuselage and two of the frames as well as the firewall, windscreen, and instrument panel. Both the horizontal stabilizer and elevator were built new and all four wing spars, tips, and many skins were replaced. The cost far exceeded her value but I plugged on and after six years, a gem emerged.

## AIRCRAFT REGISTRATION REGULATIONS

Aircraft registration dates back to 1913, ten years after the Wrights Brother’s first flight. Just like cars, ships and yachts, all aircraft types have to be registered somewhere. It is a unique, alphanumeric string that identifies each aircraft and their nationality. Generally aircraft are registered in the country where they live and operate. There are two types of aircraft registration, commercial and private.

She had a myriad of friends. Everywhere she went she was photographed and bombarded by well-wishers who wanted to know her story. She was much admired and petted. She flew south to the Continental Luscombe Association’s 2011 fly-in at Columbia, California where against stiff competition, she won the Best Luscombe 8A Award. Two months later at the large Northwestern Regional Fly-in at Arlington, Washington near Seattle, she became the Classic All-Metal Champion.

“Everywhere she went she was photographed and bombarded by well-wishers who wanted to know her story.”

A year later, after flying across Canada to her new home in Nova Scotia, she won the Stanley Cup for the best aircraft on the field at the Atlantic Canada Fly-in. 34 years after she had arrived on that Thanksgiving weekend in 1978, she was back home in Stanley, where I had first flown her those many years before; but now she was no longer the tattered old girl that I had fallen for.

She was re-born and had many admirers and suitors. A well-respected Luscombe engineer declared as he inspected her during her importation into the United States, “she may well be one of the best Luscombe 8A’s in the world.” **I miss her, but I am proud of her. I am happy with her beautiful re-incarnation, the AirSprint C-FJAS carries on where she left off. ➔**







# DESTINATION • Ontario

By Matthew Beauchamp

You have had a busy week. Work in downtown Toronto led to new opportunities, and also business meetings in Hamilton at the end of the week. All you can think of now is kicking back and relaxing at your cabin in Parry Sound.

But who wants to spend six hours (or more) on Highway 400 driving from Hamilton to Parry Sound? And with construction season at its peak, who knows how long and frustrating of a drive it could turn out to be.





With cottage season just around the corner, there's a better way to ensure more of your time is spent enjoying your property and your family and less of it is spent in traffic.

Luckily, as an Owner, you are just a short 30-minute flight (or less depending where you are flying from/to) from being able to recharge. You get to bypass the snarling traffic below you and turn your thoughts towards serene days on the lake taking in the splash of jumping fish and gorgeous dockside sunsets.

With your free time there is a lot to see and do around Ontario.

## SO MUCH TO SEE AND DO

Whether you are travelling to Kenora, Muskoka, Ottawa or Midland there is a lot to keep you busy.

With over 1,600 lakes, there is plenty of space to explore either by boat or by land in the Muskoka area. Ottawa offers the Canadian Tulip festival or one of North America's top music festivals with Bluesfest.

The KEE to Bala is a music concert series dating back to 1942 and a great event to check out throughout the summer. The luxurious Spa Rosseau is ready to pamper you at any time, or why not take a boat ride to an unforgettable dinner in Algonquin Park?

**“ Ontario is a beautiful province with plenty to offer from border-to-border. Suddenly, there's more opportunities in front of you when you don't have to spend all of your time driving.”**

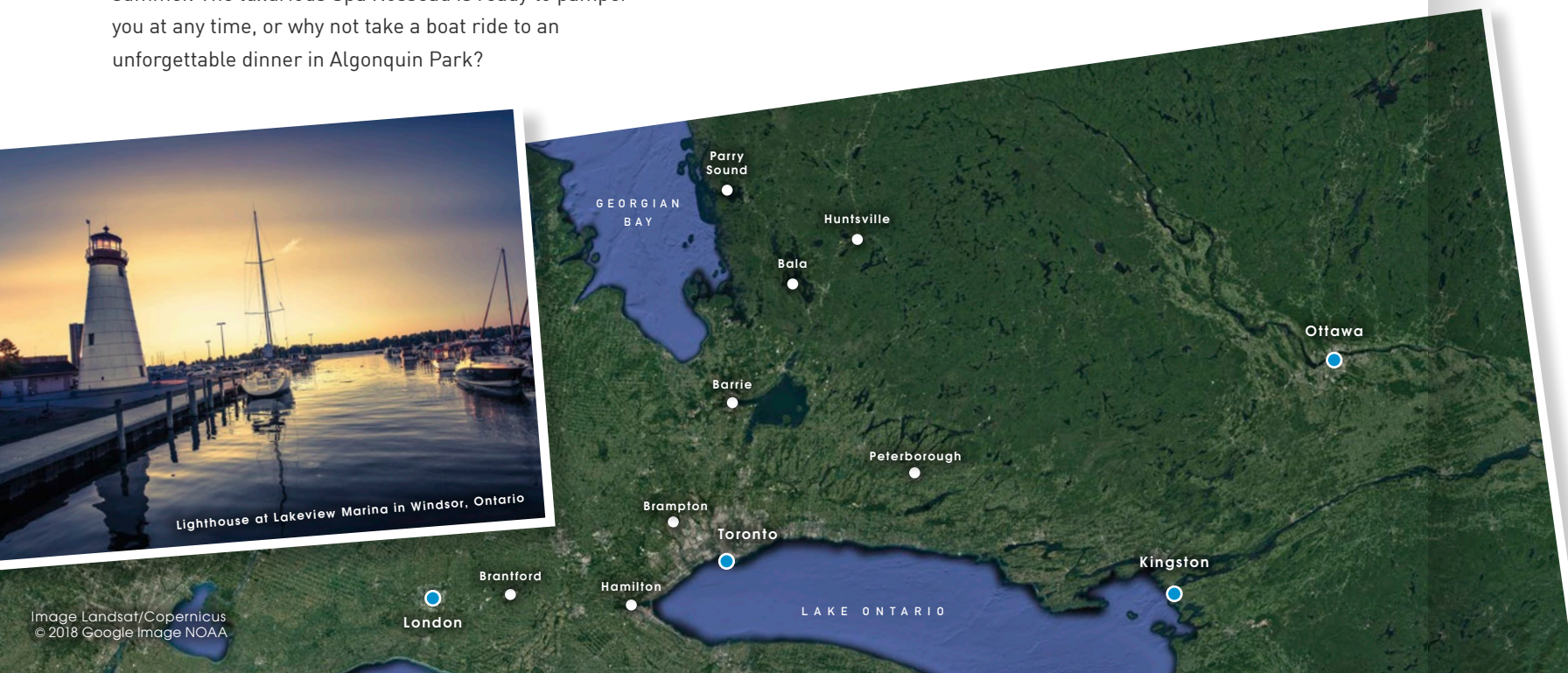
Are you a Blue Jays season ticket holder? You can catch a Friday night game, hop on a flight, and fall asleep in your bed at your cabin all in a matter of hours.

Additionally, the short flight gives you time to finish up any last-minute work or to just relax and unwind as you prepare for your weekend.

Ontario is a beautiful province with plenty to offer from border-to-border. Suddenly, there's more opportunities in front of you when you don't have to spend all of your time driving.

**While AirSprint makes it easy to capitalize on all the hours in a day, ultimately what we offer is time. More time with your family, less time in traffic. More time to yourself and less time travelling. More of doing what you love and less time getting to it.**

**In the end, that's what weekends away from the city are for; relaxing with friends and family and doing what it is that you want to do. ✈**



## January

11 - 27: Niagara Ice Wine Festival, Niagara Region

## February

7 - 9: Ottawa TD Winter Jazz Festival, Ottawa

## March

15 - 17: Toronto Comicon, Toronto

## April

27: Muskoka Maple Festival, Huntsville

## May

10 - 20: Canadian Tulip Festival, Ottawa

6 - 12: Canadian Music Week, Toronto

## June

3 - 9: RBC Canadian Open - Hamilton

21 - July 1: TD International Jazz Festival, Ottawa

28 - 29: Queens Plate Racing Festival, Woodbine

## July

12 - 14: Honda Indy Toronto, Toronto

4 - 14: RBC Ottawa Bluesfest, Ottawa

5 - 27: The KEE to Bala, Bala

## August

17: Dîner en Blanc, Toronto

## September

Aug 31 - Sept. 2: CineMuskoka Film Festival, Huntsville

6 - 16: Toronto International Film Festival (TIFF), Toronto

21 Sept: Toronto Biennial of Art (through December)

## October

11 - 19: Oktoberfest, Kitchener

4: The Great Canadian Woman Summit, Muskoka

## November

3: Muskoka Lakes Christmas Market, Muskoka

19: Santa Claus Parade, Hamilton

## December

Winter Festival of Lights, Niagara Falls



**Did you know...** The Canadian Tulip Festival started in 1952, and since then it has been held in Ottawa, the capital of Canada. Each year, thousands of tulips bloom throughout the city.



# #Spotted

AROUND THE GLOBE

Everywhere the AirSprint fleet goes, we are greeted with aviation enthusiasts, always keen & eager to catch the aircrafts' best angle for the camera. Aviation spotters go to great lengths to get their stunning shots - whether this means enduring cold temperatures during the winter, or simply waking up at very early hours in the morning just to get that perfect shot. **Thank you for these stunning captures!**



**AirSprint is Canada's premier fractional ownership program that will change the way you work, live and play.**

A passion for aviation and for providing exceptional service formed the foundation of AirSprint's introduction of Fractional Ownership to Canada in 2000. Today each of our dedicated staff are passionate about delivering a private aviation experience that positively contributes to the personal and professional lives of successful Canadians.

## OUR MISSION

AirSprint's Mission is to provide successful Canadians with a better choice for optimizing their time by enhancing the private jet ownership experience with industry leading safety standards, exceptional turnkey service, and increased flexibility, all at a fraction of the cost, and personalized for their individual needs.

## OUR VALUES

Safety • Service • People • Integrity • Humility • Community

Find out how AirSprint can help you take you to new heights.

**AirSprint.com**



From left to right and top to bottom: 1. Kent Matthiesen @ Vancouver Intl. Airport (CYVR); 2. Gurkirat Tumber @ Springbank Airport (CYBW); 3. Tyssen Toll @ London Intl. Airport (CYXU); 4. Luis Angel Hernández @ Saltillo Airport (MMIO); 5. Alex Pierzak @ Windsor Intl. Airport (CYQG); 6. Bill Campbell @ Vancouver Intl. Airport (CYVR) ; 7. Dave Wilson @ Grand Prairie Airport (CYQU); 8. Will Ross-Dushinski @ Calgary Intl. Airport (CYYC); 9. Brandon Siska. @ Victoria Intl. Airport (CYYJ) and 10. Bill Bewick @ Glasgow Intl. Airport (EGPF). All images are © to the respective photographer and are used with their permission.





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