



UNCOMPROMISING SERVICE. ON DEMAND.

Aviation, though having existed for more than one hundred years now, continues to not only play an integral role in our everyday lives, but to also inspire our imaginations with thoughts of the impossible. To even take to the air as the birds do seemed impossible just prior to aviation's birth. Fast forward some years, as barnstormers took disbelieving passengers into the sky in fabric covered biplanes, considered state of the art for their time. Fast forward again to the 21st century, where space tourism is now not only possible, but will shortly be available to those lucky enough to afford such a trip to the edge of space and back again. No spacesuit, no special training, just a quick ride in a cutting-edge rocket powered aircraft. A fascination and passion for aviation

drives all of us here at Executive Air Services (EAS), and so we wanted to share some of our favorite aviation stories with you. Along the way, you'll also find some information about EAS, our fleet and what we can do for you.

We hope that you enjoy this look into the important role that aviation has played in recent history, and when you're ready, let's make history together.

To The Moon,

Fabio Alexander V.

Principal



■ 1(800) 579.1694



“Aviation is proof that,
given the will, we have the
capacity to achieve the impossible”

— Eddie Rickenbacker

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CONNECTING THE DOTS

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WHY EAS

WHY EAS?

For over 19 years, Executive Air Services (EAS) has been offering clients superior management, aircraft sales and charter services. How do we do it? By focusing on the most important aspects of our business every day, including operational efficiency, fiscal transparency, charter sales expertise and strict adherence to the industry's highest safety standards.

EAS STANDARD

The EAS Standard was born out of a question we asked our team members "What are the ways in which we can differentiate ourselves from other operators?" The responses is that we wouldn't

stand for anything less than a new, higher standard of operation. The EAS Standard holds our clients' interests ahead of our own, including our financial reporting and our "make it right for the customer regardless of circumstance" service approach. Expect more from your management company. Expect The EAS Standard.

EAS QUALITY

Quality is pervasive in every corner of our company, from our experience handling the industry's most diverse fleet of aircrafts located worldwide to our all experienced professionals who've made their careers in aviation with us. Quality is more than a descriptor at EAS, it's our culture.

**PRIVATE JETS, CAMERAS, SEX,
MUSIC, AND SCANDALS,**

are all the result of mixing the Rolling Stones with Robert Frank. A controversial movie director, Frank followed the Rolling Stones during their second American tour in 1972. It was not the first time that the Rolling Stones had hired someone to follow them on their world tours. In 1969, photographer Ethan Russell was invited to follow the band for their first American Tour.

Remarkably, he found out that contrary to what people thought, it was not just sex, drugs, and rock n' roll. "The Stones were the biggest live draw in the world. Yet they flew in commercial planes, eschewed five-star hotels for friends' houses, and had only 11 people in their entourage", said Russell, not knowing that three years later the band would change trade in their conservative

travel choices and embrace a much more indulgent approach.

The Stones wanted to document the 1972 trip, and Robert Frank gave each of the band members cameras so that they could also record their own experience of the trip. That tour is considered to be one the best of the Rolling Stones, and included an entourage that had grown almost exponentially, including the most important addition, Bianca, Jagger's first wife. Many interesting indiscretions were caught on tape, and the movie was never released to the public. The Rolling Stones fought Frank vigorously to gain the rights to the film, but the best they got was permission to show it only once a year with Frank in attendance. ■



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**CLIENT PROFILE:
JULIO IGLESIAS**

A singing legend continues to connect with fans and make new ones worldwide with the help of aviation

For 45 years, Julio Iglesias has been helping the world fall in love with a string of hits that have made him the best-selling Male Latin artist of all time, according to the Guinness Book of World Records. Having sold over 300 million records to date, this Spanish crooner, who sings in languages including English, Spanish, French, Portuguese and German, among others, shows no signs of slowing down, with a worldwide touring schedule that includes 50 dates per year on average, from Mexico City to Moscow and everywhere in between. Maintaining such a schedule is possible thanks to his personal jet, a Gulfstream 550, which provides a range greater than twelve hours and a private rear bedroom, making it the perfect choice for globetrotting.

EAS AT A GLANCE

AGE 23
Number Of Years
in Business

FLEET 3 5 6
Light
Jets Midsized
Jets Heavy
Jets

OPS 20 1
Employees
Nationwide Operations
Centers

VALUE 20%
Average Managed Aircraft
Insurance Policy Savings

\$1.05
Average Managed Aircraft Fuel
Savings Per Gallon In 2014

28%
Average Managed Aircraft Fleet
Maintenance Savings In 2020

SAFETY 1 ^{OF} 79
Arg/US Platinum
Certificate Holders

1 ^{OF} 254
IS-BAO Stage II Certificate
Holders

1 ^{OF} 80
FAA Sms Pilot Program
Approved Operators

10,200
Incident Free Hours Flown

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SAFETY

At EAS, our commitment to safety goes far beyond adhering to the minimum standards required by the Federal Aviation Administration to operate as a qualified Part 135 air charter company. In our history we achieved the highest safety ratings including those shown below, but we decided to go even further and helped develop a new safety standard that exceeds anything seen before it. Read below to learn more and see for yourself.

Can you ever be too safe? Not in our book.

1. ARG/US Platinum

The highest level of ARG/US safety ratings is awarded to those operators who meet the criteria for Gold and successfully pass a comprehensive ARG/US on-site safety audit. The ARG/US audit is a true process audit

administered by trained and experienced aviation auditing professionals to evaluate the operator against industry best practice standards.

A Platinum rating requires a functioning Safety Management System, a clear and workable Emergency Response Plan, appropriate written standards, training, implementation and adequate historical records for all major aspects of Operations and Maintenance within a flight department or charter company.

2. IS-BAO Stage II

The IS-BAO standard was born of a cooperation between the International Business Aviation Council (IBAC) and the International Civil Aviation Organization (ICAO), in order to foster harmonization between worldwide operator operating procedures and requirements.

IS-BAO is a code of best practices designed to help flight departments worldwide achieve a high level of safety and professionalism.

IS-BAO requires such things as a comprehensive safety audit and a comprehensive and effective aviation safety management system.

3. FAA Safety Management System Pilot Program Member

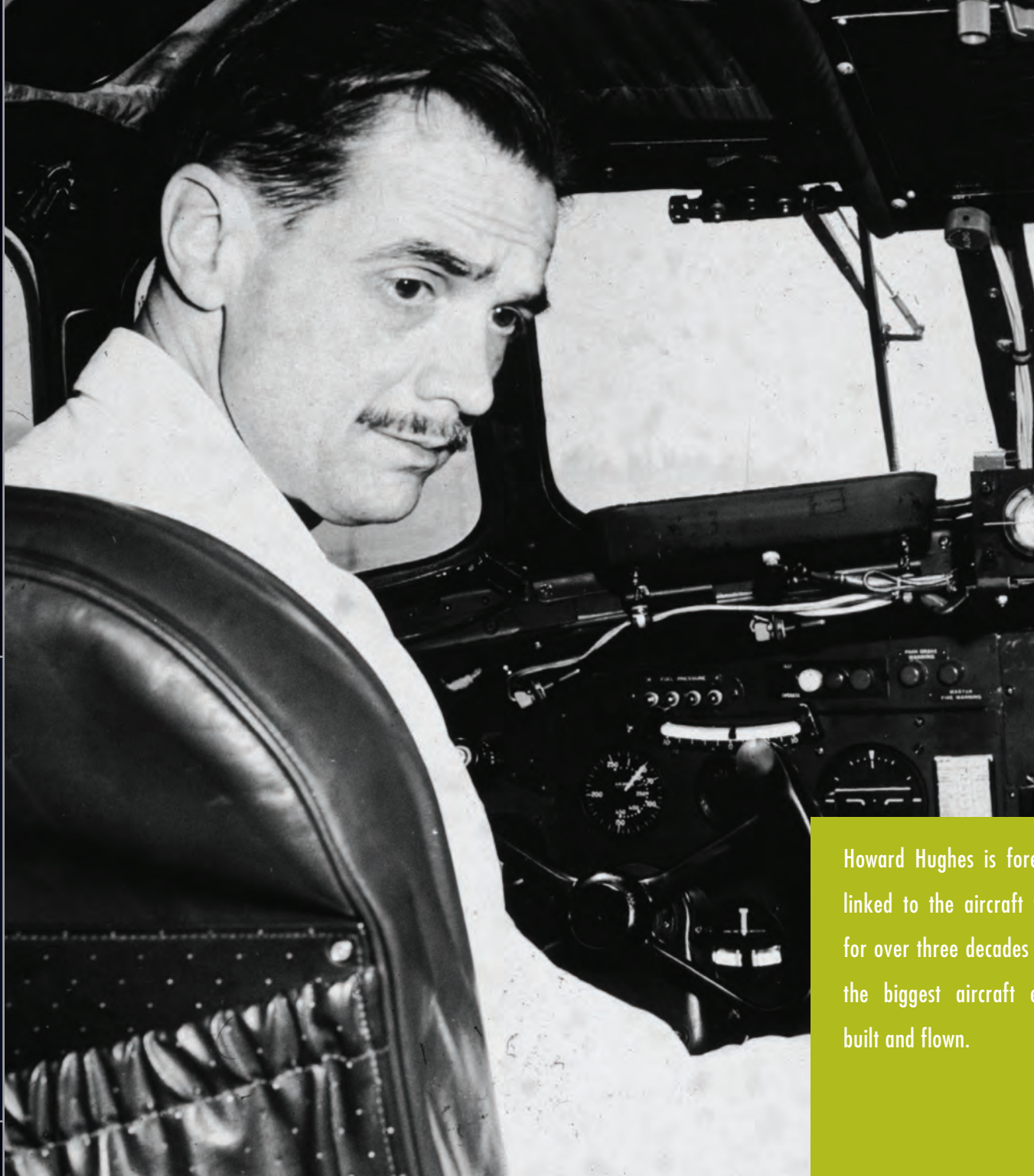
The FAA's Safety Management System (SMS) Pilot Program, currently in use by all U.S. airlines, is a voluntary program designed to align a Part 135 air carrier's operating and safety practices with the stringent SMS standards set forth by the International Civil Aviation Organization (ICAO).

SMS is the foundation in which a business manages risk in its systems and procedures. The FAA recognizes the air carrier's role in accident prevention and will eventually require all certificate holders such as EAS to maintain a Safety Management System if they do not already have one.

The SMS provides the air carrier with a structured risk management approach for sound decision making, managing risks, implementing and monitoring safety risk controls, knowledge sharing, and promoting a positive safety culture.



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Howard Hughes is forever linked to the aircraft that for over three decades was the biggest aircraft ever built and flown.

WHETHER YOU ARE A CELEBRITY OR NOT,

aviation can be an intriguing, yet fascinating world, often becoming a full blown obsession. No one understood that better than **Howard Hughes**. He could be described as a genius, visionary businessman, engineer, movie producer, or even investor. However, the description that seems to be most associated with Hughes is that of an aviator. He took his first flying lessons at the age of 14, only to end up buying and expanding Trans World Airline (TWA) years later, as well as two regional airlines, and an aircraft company.

Aside from the aviation world, he also owned casinos and hotels in Las Vegas, mining properties, a tool company, and a major motion picture studio. He set many world records, and eventually commis-

sioned an aircraft to be built for himself.

In an era where aviation was growing, Howard Hughes the movie producer always maintained his passion for aviation. In 1934 he won his first speed title for going 185 miles per hour, and only one year later set the new speed record at an indicated 352 miles per hour. By 1936 he set a new transcontinental speed record by flying from Los Angeles to Newark in nine hours and twenty-seven minutes. Some looked at him as a “second Lindbergh”, but his highest achievement yet came in 1938 with his round-the-world speed record. He circled the Northern Hemisphere in three days, nineteen hours, and eight minutes, and when he landed, a crowd of twenty-five thousand people came to greet him. Hughes’ aircraft company also won a government contract

to build a troop and cargo carrier, which became known as the “Spruce Goose”, or “H-4 Hercules”, and even the “Hughes flying boat”. With eight engines and wings longer than a football field, Howard Hughes is forever linked to the aircraft that for over three decades was the biggest aircraft ever built and flown.

For all of his great achievements in the field of aviation, in 1973 Hughes was formally introduced into the Aviation Hall of Fame in Dayton, Ohio. ■

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WORLDWIDE AIRCRAFT MANAGEMENT

NO HASSLES, JUST SAVINGS

Let us take the hassle out of day-to-day operations of your aircraft while saving you money via hangar, insurance and fuel discounts that can immediately reduce your overhead costs by as much as 30%. We offer turn-key management services, including crew selection, hiring and management as EAS employees, direct maintenance oversight and reporting to ensure that you never overpay for any work performed, completely transparent financial management and reporting that always keeps you in control and comprehensive scheduling that allows you to arrange an entire trip with a single quick phone call.

OFFSETTING COSTS HAS NEVER BEEN EASIER

Should you wish to help offset your aircraft's operating costs, EAS can charter your aircraft when you are not using it

just by placing it on our FAA approved charter certificate. Use your aircraft whenever you need, and we'll fill in the spaces in between with revenue generating trips based on your approval. Each charter trip comes with a custom profit and loss statement, making it easy to track precisely how much you're putting into your pocket every time.

EXPERIENCE YOU CAN TRUST

When you place your aircraft under management with Executive Air Services, you can be assured that you are dealing with a company with over 20 years of management experience that will handle every aspect of your aircraft's operation as if it were our own. With a current fleet based worldwide from the U.S. to the Middle East, we can handle your aircraft's management no matter where you are.

NOSE ART

"It's mid-winter 1943, you're twenty years old, it's 04:30 in the morning, it's raining, it's cold. You've got a slight hang-over, and you're walking in mud (there's always mud).

You're wearing a fur-line flying suit, because where you're going it's thirty degrees below zero. You've got an oxygen mask, because where you're going it's hard to breathe. You're carrying a map, because at 25,000 feet there are no signs. Prior to December 7, 1941, your main goal in life was to marry Ginger Rogers, but now it's just to stay alive another day, because you're a crewman on a B-17, and where you're going, people are going to die.

But not you, not your plane, not your crew, because you're special, and the special people always come back. They don't blow up in the sky, or go in at 400 miles per hour, one wing gone, no chutes, on fire – not the special ones; they always come back.

So we need a special name for our plane – and a special picture on it. Maybe a picture of Betty Grable, or one of those Vargas girls from Esquire. And we'll name it something like 'Sack Time,' 'Mister Completely' or 'Target For Tonight.' But it has to be special, and when it's finished it will be ready – Ready for Duty."

Such are the opening words to Gary Valant's book, *Vintage Aircraft Nose Art*,



BOMBARDIER CAPT. VB EVANS

The Movie

Memphis
Belle

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which depicts more than one thousand photographs of WWII aircraft nose art paintings.

The origin of nose art can be traced back to ancient times, when warriors would decorate their chariot with custom marks to make it distinguishable from the others. And so it was during WWII, when a thousand identical B-17's came off assembly lines, differing only in the identity bestowed upon them through the imagination and creativity of their crews. The ideas came from anywhere and everywhere, but most were inspired by artwork taken from magazines and calendars that were popular at the time, with some even coming from the history of the aircraft itself.

And what became of this amazing artwork, such as those adorning these pages? At the end of the war, surviving aircraft were decommissioned and subsequently scrapped. Salvage workers recognized that an important part of military history was about to be lost forever, and so many nose art specimens were literally hacked out of hulls with axes in order to save them.

Unfortunately, of the thousands of original nose art examples that were created, today less than 100 pieces exist. ■

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CHARTER

CONNECTING YOU TO THE WORLD

Whether you're traveling for business or pleasure, EAS can get you where you need to go in quiet comfort with a diverse fleet that can take you across the state or across the world. Our charter sales team is available 24 hours per day every day of the year to handle any request. If we don't have an aircraft available, our internal charter travel agency team will quickly find you the right plane at the right price anywhere in the world, making EAS your single source for aircraft charter services.

RELAX AND ENJOY THE RIDE

Sit back and relax while our experienced team of professionals takes care of every aspect of your trip while providing you with a comprehensive itinerary and

aircraft details before you ever walk out the door. We also provide aircraft position and estimated arrival time updates on a custom schedule set by you to anyone who needs to keep track of your progress, from takeoff to touchdown.

WE'VE GOT YOU COVERED

When your needs go beyond air transportation, our concierge specialists are standing by to deliver on your special requests. From ground transportation and hotel reservations to theatre tickets and everything in between, we've got you covered.

MAKING HISTORY AT THE PGA 2003 FORD CHAMPIONSHIP AT DORAL

How do you park a fully functioning private jet on a golf course without taking it apart first? That was the question facing EAS in 2003 when it took up the challenge to do exactly that.

Over the years, golf tournament sponsors have displayed cars, boats, motorcycles, and just about anything else that could be easily transported. However, never in the history of golf has a business jet ever been displayed until EAS placed a Cessna Citation Jet on the 15th hole during the PGA 2003 Ford Championship at Doral.

Moving the aircraft from its home in Wichita, KS to the PGA course in south Florida was a near herculean task that required complex planning to make it happen in the short time available prior to the start of the tournament. The five hour journey to the 15th hole began at the Miami International Airport and required close coordination with the Transportation Security Agency to remove



a large section of security fence just prior to towing the aircraft off airport grounds. Thereafter, the Miami Dade Police Department took over and provided a police escort over the planned 5 mile route to the golf course. Along the way, as the plane was slowly towed through the streets of Miami in the middle of the night, lamp and sign posts, among other obstructions, were removed wherever necessary as they were encountered. When the aircraft

finally reached its destination, it required placement on a specially prepared reinforced grass pad that could withstand the weight of the aircraft.

No sections of the aircraft were removed at any time, and tournament pros and spectators alike inquired as to where exactly the aircraft had landed on the golf course since it didn't seem possible that it could have arrived any other way.

Not content to rest on its laurels during the tournament, EAS decided to up the ante further by offering anyone scoring a hole in one on the par one 15th hole \$300,000 of flight time in the plane for one

year. A few came close, and one even very nearly made it, but no one walked away with the prize.

Shortly after the tournament's conclusion, the aircraft made its way back to the airport using the reverse route, and departed for home the following day with nothing more than a blade of grass or two in its landing gear to show where it had spent the previous two weeks. Beyond marking the successful end of the challenge that EAS embarked upon only 60 days before, this feat spawned nearly seven minutes of national airtime for the aircraft on ABC and an Emmy award winning video, which can be viewed on YouTube.



The history of the National Football League is replete with legendary players and coaches, but none more so than Don Shula. Having started his career as a defensive cornerback for the Cleveland Browns, Shula went on to also play for the Baltimore Colts and Washington Redskins before retiring and moving into coaching. Best known for his time with the Miami Dolphins, he set several records in his 33 seasons as a head coach, including having the only perfect season in NFL history in 1972, being the all-time leader in victories, coaching the most games ever as well as most consecutive seasons ever. He also coached five different quarterbacks to Super Bowl appearances, more than any other coach in history.

Shula took the experiences from his amazing career and used those same winning principles to build a chain of successful Shula Steak House restaurants throughout the southeastern United States, as well as a speaking career. As a man of great efficiency both on and off the field, Shula naturally turned to private aviation in order to make the most of his time. Using a number of EAS charter aircraft over the years, he has been able to open restaurants in multiple cities while meeting the demand for speaking engagements at the same time, dispensing his wisdom to those eager to learn from one of football's great legends.



**EAS CLIENT PROFILE:
DON SHULA**

Building a winning team of
restaurants one location at
a time



**“COME FLY WITH ME,
LET’S FLY, LET’S FLY AWAY”**

Sang Frank Sinatra, who just like for most celebrities, flying has been an important part of their lives.

Between their world tours, movie-shooting locations, philanthropic concerts and personal lives, celebrities’ would probably function very differently without the accessibility that aviation provides to them. In Sinatra’s case, his famous white and orange Lear, which was the first privately owned corporate jet in the United States, regularly shuttled the likes of Dean Martin and other Rat Pack members to and from Vegas, whisked an eloping Elvis and Pricilla to their wedding and, as the only civilian plane available that was fast enough to act as a filming platform, played witness to a spectacular crash of a B-58 Hustler bomber being filmed during testing by the government. ■

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SMARTFLIGHT AIRCRAFT ACQUISITION

Acquiring and operating an aircraft is no trivial matter, especially considering the many potential pitfalls that must be navigated to make the most of such an investment. After years of selling aircraft and performing acquisitions for clients, EAS has honed this experience into its SMARTFLIGHT aircraft acquisition and management program.

What is SMARTFLIGHT? Quite simply, it is a comprehensive turnkey service that will take you every step of the way through the aircraft acquisition process, including:

- Identifying your specific needs
- Performing a thorough market review, including off-market aircraft that do not show up in typical market searches
- Determining the optimal ownership structure – Lease or Purchase
- Selecting and evaluating candidate aircraft, including a comprehensive pre-purchase inspection and oversight of any corrective work that may be required
- Assisting with leasing/financing at the best rates via our banking relationships
- Negotiating pricing and purchase terms
- Managing sale closing and delivery of aircraft

ONE OF THE GREATEST POP ARTISTS OF THIS ERA,

besides the iconic Andy Warhol, is Roy Lichtenstein. Influenced by the comic book style and popular advertising, Lichtenstein is an icon of industrial painting. He often used commercial art sources, such as advertisements or comic images, and he understood how to use detached techniques with emotionally charged subject matter, such as war. Aviation is present throughout his career, and one of his most famous images is known as “Whaam!”. It depicts a fighter aircraft that has just fired a rocket into an enemy plane, and the explosion is shown in vivid colors. This powerful scene is based on the 1962 “All American Men of War”, published by DC comics. Like in many of his paintings, Lichtenstein leaves it up to the viewer’s imagination and feelings to interpret the meaning of the image. Some people argue that airplanes were to Lichtenstein what canned soup was to Andy Warhol. ■



LET'S GO BACK TO 1945.

The United States was still at war, and many women were working in factories to help with the war effort. One of these women was a pretty brunette who worked at Radioplane Munitions Factory, named Norma Jeane Mortenson Dougherty. Her duties included mounting propellers, inspecting parachutes and sometimes helping out painting the sides of fuselages.

She may not have known it back then, but she would grow up to become the most famous blonde in history. While Norma Jeane was working at Radioplane, U.S. Army photographer David Conover was sent to take pictures of women involved in war work. He noticed Norma Jeane, and stunned by her beauty, he snapped a photo of her for a Yank Magazine article. David Conover saw the potential in

her, and encouraged her to apply to the Blue Book Modeling Agency. She followed his advice but the agency was looking for someone with lighter hair. Norma Jeane bleached her hair to blonde, became the most successful model in the Agency, and a few years later changed her name to Marilyn Monroe. From working girl to international sex symbol, some wonder if the world would have ever met the iconic Marilyn if aviation had not changed her life. ■



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EXPERIENCE AVIATION

HELPING CHILDREN REALIZE THEIR POTENTIAL THROUGH AVIATION

How do you inspire disadvantaged youth to get excited about science, technology, engineering and math (STEM)? If you're Barrington Irving, founder of a non-profit organization called Experience Aviation, you let them build a real plane from scratch that will be flown in front of thousands of people.

At the age of 21, Jamaican born Irving founded Experience Aviation with the goal of helping children and youth to realize a better future, and a few short years later, he set out to take his message to the world by becoming the youngest person and first African American ever to fly solo around the world in a single engine airplane. The attention garnered from that historic flight has

helped his organization to raise funds used to create summer and after school programs that teach technical skills via hands on projects that have included building aircraft and cars, among other things.

Because Experience Aviation's programs are successfully bridging the gap between the classroom and STEM-related industries, Irving and his team are now hard at work replicating their success in the south Florida area by partnering with schools nationwide. Going a step further, Irving is planning another around the world flight in 2016, this time in an EAS Beechcraft 400XP jet set up as a flying classroom that will allow him to broadcast live from the aircraft to classrooms nationwide. EAS is a proud supporter of Experience Aviation and its goal of encouraging the next generation to look to the sky to realize their dreams.

**“A LITTLE LESS CONVERSATION,
A LITTLE MORE ACTION PLEASE”,**

is probably what Elvis Presley thought in 1975 when he was impatiently waiting for his new Convair 800 he had recently purchased. Named after his daughter, the Lisa Marie was once part of Delta Airlines’ fleet and was sold to Mr. Presley for \$250,000.

That same year, he purchased a Gulfstream G-I, leased a Fairchild F-27 and two weeks later, he cancelled the F-27 lease, bought an Aero Jet Commander, sold the G-I, and finally, a few days later, bought a Lockheed JetStar, naming it Hound Dog II. The JetStar was delivered to him in Memphis, Tennessee while they were still waiting for The Lisa Marie to be done with the renovations. Only sixty-five Convair 880 aircraft were produced between 1959

and 1962. There are only nine left today, but none are airworthy and only The Lisa Marie is properly preserved in Memphis as part of the Elvis museum.

His trusted personal pilot was Milo High, who was also Bob Hope’s pilot, as well as a former Air Force pilot. Captain High later also flew Fred Smith’s corporate jet for Federal Express, and he received many awards over the years, including the Wright Brothers Master Pilot Award. ■

Only sixty-five Convair 880 aircraft were produced between 1959 and 1962. There are only nine left today, but none are airworthy and only The Lisa Marie is properly preserved in Memphis as part of the Elvis museum.



FEBRUARY 7, 1964.

The Beatles arrive in the United States for the first time. At that time there was no Internet, “mass media” was a whole different (and much smaller) scale, and the only way to introduce oneself to the world was to show up in person. That day marked not only the beginning of their first American Tour, but also the official beginning of the British Invasion. Fans were already gathered at New York’s JFK airport waiting for the “Fab Four”, who were travelling on Pan Am flight 101 from Heathrow.

If the same were to happen today, fans would have had to gather at the city’s Executive Airport, where they would be waiting to see a GV in the sky. Pan Am was the status symbol of class, comfort and excellent service (and of course, pretty flight attendants). It was the airline of the rich and famous, as well

as the airline of the world. Today, flying privately has stolen the image Pan Am once had. Private jets are now the glamorous, most comfortable way of flying, not to mention the fastest. No airline today is able to top the level of service you can receive on a private jet. And it is no longer just about in-flight service, but about the whole package.

Some people want to know “what airplane do they own?”, “how many seats does it have”, and some even want to know what type (and how much) champagne they have on board. No one seems to think about the ways that the world of aviation has influenced, if not transformed some of these people’s lives, when in fact it has. ■





Pan Am was the status symbol of class, comfort and excellent service, and of course, pretty flight attendants.

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