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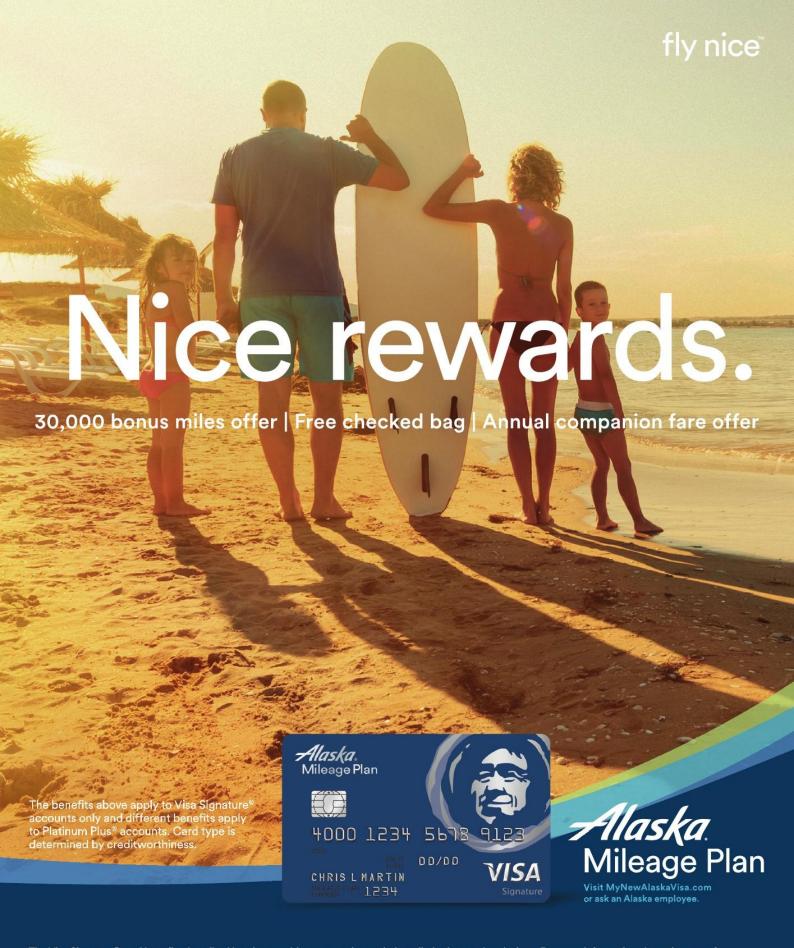
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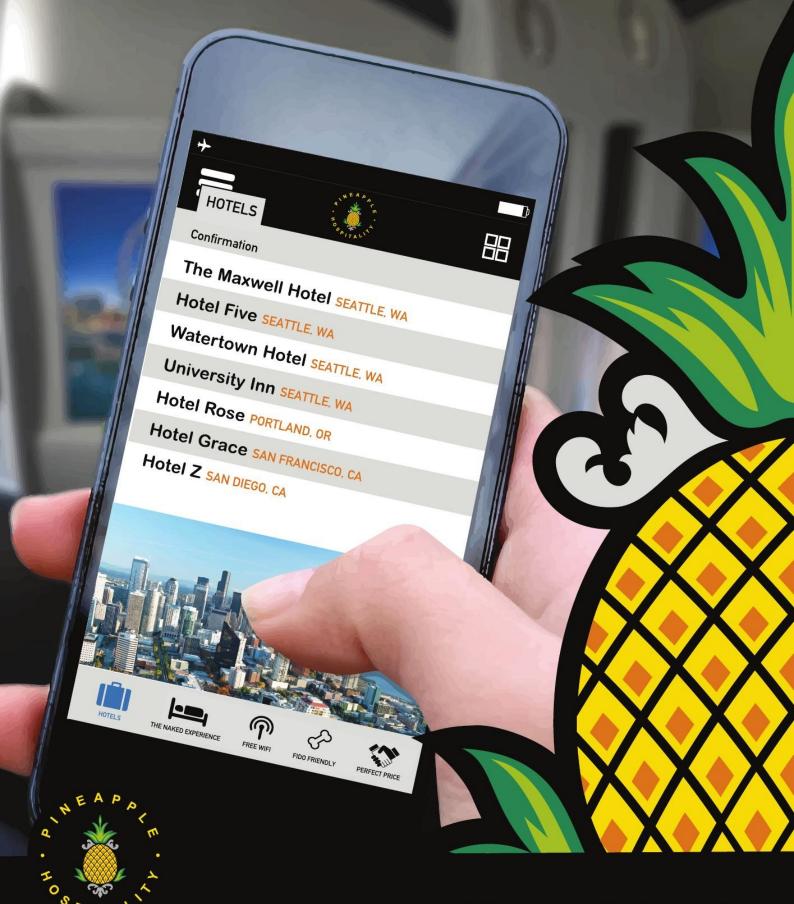
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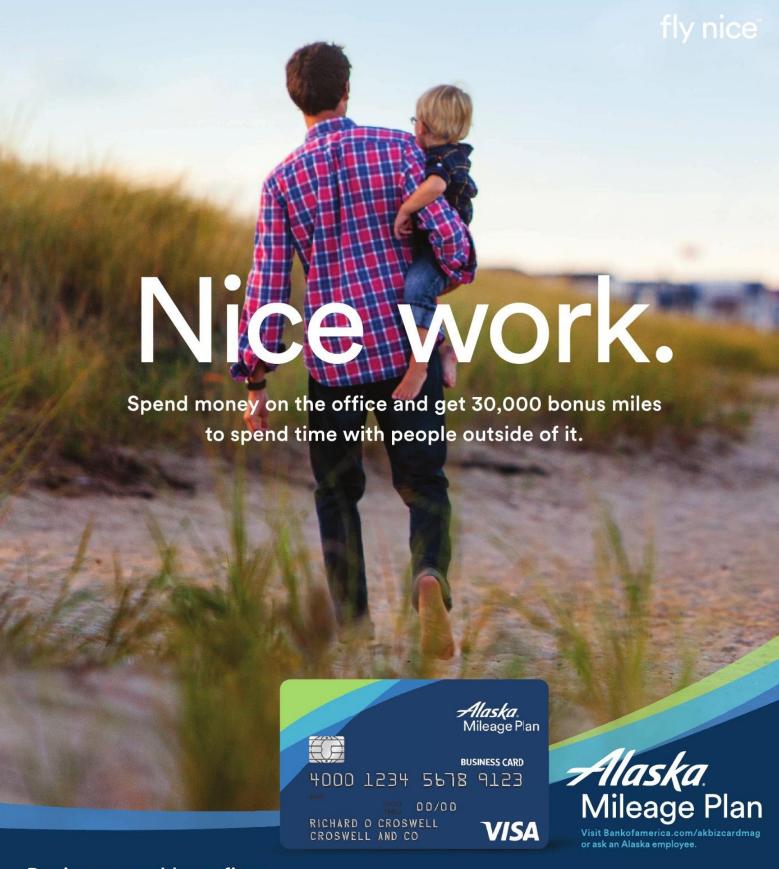
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Spirit of Alaska

A century of innovation

This month, The Boeing Company celebrates its 100th anniversary. With its Commercial Airplanes division based in Seattle, the company traces its beginning to July 1916, when Bill Boeing and a few fellow engineers



Chief Executive Officer

formed Pacific Aero Products Company, which was renamed The Boeing Airplane Company in 1917.

Boeing employees include some 77,000 who live and work in the Pacific Northwest. Together, these folks build incredible airplanes. Boeing is our country's leading exporter and has been a driver of economic growth in the Pacific Northwest for many decades. Houses have been bought, mortgages paid, kids sent to college and food put on the table-not only for the people who work directly for Boeing, but for untold families and communities that have benefited from the thousands of jobs created to support the manufacture and sale of Boeing airplanes.

airplanes built by Boeing employees. From Bill Boeing's determination to design a more efficient biplane to the launch of the first dedicated passenger aircraft in 1933, to the multidecade evolution of the B737—the most popular commercial jet aircraft ever made-to today's Dreamliner, Boeing has had a lasting impact on air transportation throughout the past century.

In honor of Boeing's 100th anniversary, we painted an airplane in a special livery. You'll see it flying this month. For those who have worked or provided support for Boeing over the years,



Celebrating with Boeing in the air.

With Alaska Airlines' home base located a mere 5 miles from where our airplanes are built, it has been our privilege to work with and get to know the people who run Boeing. Ray Conner, Boeing Commercial Airplanes' talented CEO, is truly a hometown guy, having attended Highline High School just west of Sea-Tac. Ray joined Boeing as a mechanic on the 727 program in 1977 and, after serving in a number of roles throughout the company, was appointed CEO in 2012.

Over his nearly 40-year career, Ray has earned a reputation for doing the right thing, both for customers and for employees. Many leaders aspire to this worthy goal, but Ray has actually done itand it is our honor to know Ray and the rest of his leadership team.

As you'll read in the article on page 48, it would be difficult to overstate the impact Boeing has had on the economy of the Pacific Northwest and on aviation globally. If you doubt this, visit virtually any airport on the planet and you are likely to see

I hope you will join us in celebrating a century of achievements by The Boeing Company. Thank you for flying with us today.

Buch

Also this month, we salute former CEO and Chairman Emeritus of Alaska Airlines Ron Cosgrave, who passed away May 12. Read more about Ron's legacy on page 19.



Brad Tilden, Jefe Ejecutivo

Espíritu de Alaska

Un siglo de innovación

Este mes la compañía Boeing celebra su centenario. Un increíble fabricante con sede en Seattle, la compañía tuvo sus inicios en julio de 1916 cuando Bill Boeing y otros ingenieros fundaron Pacific Aero Products

Company, que en 1917 pasó a llamarse The Boeing Airplane Company.

Boeing emplea unas 77.000 personas que viven y trabajan en la región del noroeste del Pacífico de los Estados Unidos. En conjunto, estas personas construyen aviones increíbles. Son el principal exportador del país y han sido un motor de crecimiento económico en la región del noroeste del Pacífico durante muchas décadas. Han comprado casas, pagado hipotecas, enviado a sus hijos a la universidad y alimentado a sus familias, no solo quienes trabajan directamente con Boeing, sino las incontables familias y comunidades que se han beneficiado de los miles de empleos creados para apoyar la fabricación y venta de aeronaves Boeing.

tenido en la economía de la región del noroeste del Pacífico y en la aviación mundial. Si tiene alguna duda, visite virtualmente cualquier aeropuerto del planeta y es probable que vea aviones construidos por los empleados de Boeing. Desde la determinación de Bill Boeing para diseñar un biplano más eficiente hasta el lanzamiento en 1933 del primer avión dedicado para pasajeros, de la evolución de varias décadas del B737 (el avión más popular fabricado en la historia) hasta el Dreamliner actual, Boeing ha creado un impacto duradero en el transporte aéreo durante el último siglo.

En honor a los 100 años de Boeing, pintamos un avión con una decoración especial. Lo verán volando este mes. Para aquellos que han trabajado o



Celebrando con Boeing en el aire.

> Con la base de operaciones de Alaska Airlines localizada a tan solo 8 kilómetros (5 millas) de donde se construyen nuestros aviones, ha sido nuestro privilegio trabajar y conocer a las personas que dirigen Boeing. Ray Conner, el talentoso director ejecutivo de Boeing, es realmente una persona del pueblo; estudió en Highline High School al oeste del área de Seattle-Tacoma. En 1977 Ray se unió a Boeing como mecánico del programa 727, y después de desempeñarse en numerosos roles en toda la compañía fue electo como director ejecutivo de Boeing Commercial Airplanes en 2012. Durante su carrera de casi 40 años, Ray se ha ganado la reputación de ser una persona que hace lo correcto, tanto para los clientes como para los empleados. Muchos líderes aspiran lograr esta digna meta, pero Ray lo logró, y es para nosotros un honor conocer a Ray y al resto de su equipo de liderazgo.

Como podrá leer en el artículo de la página 48, sería difícil exagerar el impacto que Boeing ha brindado apoyo a Boeing durante los últimos años, esta decoración es nuestro homenaje para usted y para los magníficos aviones que ayudó a construir.

Espero que se unan a nosotros en la celebración de un siglo de logros de The Boeing Company, y gracias por volar con nosotros el día de hoy.

Buch

También este mes, saludamos al ex-CEO y presidente emérito de Alaska Airlines Ron Cosgrave, quien falleció el 12 de mayo. Usted puede leer más sobre el legado de Ron en la página 19.





Be your best. Feel strong & vibrant. Awaken ageless beauty.

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Dr. Dedomenico, renowned cardiovascular surgeon, utilizes his collective experience, expertise, and research in a vast number of fields to guide the expert care in the My Best 10 program.







PURVI LOST 22 LBS & 10 YEARS IN 10 WEEKS

I've always been athletic. I fell in love with running at a very young age. Later in life, even during hectic international business trips, I always found the time to fit in an early morning run. After my son was born, I ran my first half marathon. I thought of it as being "the gift of a healthy mom." However, as my career became busier, the long hours combined with the demands of being a mother cut into my sleep and workout time. My overall energy declined significantly and I realized I had deviated from my once-healthy lifestyle.

My husband gave me the best gift – twenty sessions with a personal trainer. At first, I dreaded the thought of getting up early and going to exercise. However, the sessions had been paid for. So, after being away from exercise for three years, I went back to work out with a trainer.

As I began getting stronger, I thought about running a half marathon again. My trainer was so supportive. She kept emphasizing the importance of a holistic and balanced lifestyle which included proper sleep, nutrition, water and exercise, and even noted the importance of having a job aligned with one's life and health goals. She suggested the My Best 10 program to gain the tools and knowledge I needed to attain my goals.

In 2015, I decided to hit the "reset" button. I quit my job, which wasn't aligned with my life or health goals, and signed up for My Best 10 that same day. It allowed me to set the foundation for what I desired in my overall lifestyle going forward. When I look back at the strength I've gained and the incredible lifestyle I enjoy, I couldn't be happier with the reset. It took courage, but it was worth it.

I love to learn new things. So when I joined My Best 10, I thought of it as gaining a health and lifestyle education. I'd have just as easily invested in another executive program, so why not one that would teach me how to live a better quality of life?

I could tell my dietitian about my specific tastes and she'd work hard to find healthy and equally tasty alternatives. I didn't have to resort to eating cottage cheese! Instead, I discovered crunchy, spicy and tasty foods I loved, but now loaded with the right nutrition. I also learned valuable cooking tips aligned with my personal tastes. That was the best surprise!

My Best 10 delivered much more than I'd expected. Quite frankly, I wasn't sure I'd be able to stick to the guidelines. I'd planned a hectic summer with lots of visitors, travel and, of course, summer parties with the food and alcohol that accompany them. But My Best 10 helped me develop a discipline I didn't know I had. I used to reach for a glass of wine to relax. Now, I find that a strenuous workout combined with a long walk is far more relaxing.

I recently ran a half marathon. The temperature was 45 degrees and it rained during the last five miles – it was such a thrill! I'll be running my second half marathon after completing the My Best 10 program soon. I've made a commitment to run at least one half marathon each year, hopefully for many decades ahead! I also switched careers and found work that I love to do, which is more aligned to my overall lifestyle goals. By being in peak health, I'm able to get the most out of every aspect of my life. My Best 10 truly changed my life for the better. And it can change yours as well.

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Artistry is what you get when you see Dr. Brian Goertz. As a board certified hair transplant surgeon and the founder of Hair Transplant Seattle, he takes great pride in his artistry of creating natural hairlines, achieving amazingly natural results and helping his patients regain the appearance they've been looking for.



Brian O. Goertz M.D. Founder of Hair Transplant Seattle

Patients meet directly with Dr. Goertz who takes a very holistic approach to caring for his patients. He counsels each individual on appropriate diet and supplements not only for their "hair health" but also for their general well-being and longevity.

Today there are still many misconceptions about hair transplantation, the results that can be achieved and the process by which the procedure is performed. With Dr. Goertz those misconceptions are gone; people will only know you've had a hair transplant if you tell them.

"It is important for today's patients to understand that the results that can be achieved can look completely natural and amazing when done properly," says Dr. Goertz. But patients should not be fooled with promises of new machines or instruments doing hair transplants. "The instruments are developed to aid the doctor," says Dr. Goertz. "Ultimately, natural results are achieved by the surgeon who has the surgical and aesthetic skill to create results that are completely natural." When a hair transplant can pass the scrutiny of a hair stylist, you know you have a great hair transplant. "Dr. Goertz has an eye for artistry in making it look natural, which is why I refer my clients to him," says David Cheung, master designer and owner of MARGIDAVID SALON in Seattle.

"My goal is to be sure that my work is completely natural and undetectable," says Dr. Goertz. "I recently had a physician come to me because a mutual patient finally revealed to him that he'd had a hair transplant. When that physician realized that he couldn't detect the transplanted hairs, he decided to come in for his hair transplant. It is a great compliment when a physician chooses me as the hair transplant surgeon for themselves and their patients."

Hair transplantation is not just for men. Many women also experience hair loss or are born with a high hairline that can be treated with hair transplantation. As difficult as it is for men to lose their hair, women often suffer in silence experiencing emotional pain. After all, society tells us that women are not supposed to lose their hair. Hair transplantation can make

a dramatic change in a woman's life. In some cases, hair transplantation is even appropriate for children with areas of hair loss caused by trauma, burns or radiation treatment. Hair transplantation can also be performed for eyebrows, sideburns, mustaches and beards.



Eyebrow Transplantation Before & After

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Hair Transplant Seattle

What's new



Respect and dignity for fallen soldiers

Last month, Alaska employee volunteers arrived in Washington, D.C., to deliver to Reagan National Airport ground crews a customized cart designed to carry the remains of fallen service members. The cart is the most visible component of the Alaska Airlines Fallen Soldier Program, which ensures that remains are treated with respect and dignity upon arrival. The process and protocols were developed by a volunteer group of maintenance employees in 2011. Alaska Airlines has similar carts in Seattle, Portland, Anchorage, Los Angeles and San Diego. "I respect people who risk their lives for our freedoms, and I feel like this is a small thing I can do for them in return," says John Van Dyke, a line aircraft technician in Seattle who volunteered his sheet metal skills to help customize one of the carts used at LAX.

Cutting-edge flight training

Alaska Airlines recently became the world's first commercial airline to receive Federal Aviation Administration certification of an enhanced full-stall model in a flight simulator. Pilots often train for the worst-case scenarios, and this latest enhancement will allow the airline's pilots to recognize and recover from a full aerodynamic stall. Alaska has been a longtime leader in aeronautical technologies: The airline was the first to use Head-Up Guidance Systems to



offer more reliable service to fog-prone Southeast Alaska; it pioneered the use of Required Navigation Performance (RNP) to fly more precise approaches and departures; and it introduced iPads in the flight deck—another first—to replace paper flight manuals.

Awards season

Alaska's employees, we think you'll agree, are the best in the business. Last month the airline received three more awards recognizing the passion, dedication and hard work of the airline's 15,000 team members. For the ninth year in a row, Alaska Airlines was ranked "Highest in Customer Satisfaction Among Traditional Carriers in North America" by J.D. Power. The firm's survey also ranked Alaska's frequent-flyer program, Mileage Plan, "Highest in Customer Satisfaction with Airline Loyalty Rewards Programs" for the third consecutive year. In addition, Alaska, and its sister airline, Horizon Air, each won a 15th Diamond Award of Excellence from the Federal Aviation Administration recognizing the airlines' technicians



for their commitment to training. Separately, two teams of Alaska technicians participated in the 2016 international Aerospace Maintenance Competition (AMC), with the airline's Seattle team taking first place overall, surpassing 50 teams from around the globe.

Focus on sustainability

COMPOSTING IS GROUNDS FOR CHANGE

You may be sipping a cup of freshly brewed Starbucks coffee as you read this. Alaska Airlines serves 37,000 cups of coffee each day, brewing more than 250,000 pounds of Starbucks coffee each year. Ensuring that those grounds go back into the earth and not into the trash is the goal of a new composting effort at the airline. Gardeners know that coffee grounds make great plant food and that they are environmentally friendly. But gathering the used grounds and filters on more than 500 flights a day is a challenge, says Alaska Airlines Food and Beverage Specialist Kathy Hues. The effort started with a



trial involving just 25 flight attendants; now the airline composts at 12 flight kitchens, including its largest at Sea-Tac International Airport.

The people behind the spirit

Captain iPad

CAPTAIN JIM FREEMAN

Some at Alaska Airlines consider Captain Jim Freeman a bit of a geek. He can fly a 737 with the best of them, but he's also been as much an IT guy as a pilot, well-known for his expertise in information management—and his determination to travel light.

Until a few years ago, every pilot was required to board a flight with 25-plus pounds of paper manuals and maps in a large flight bag. Freeman had long been engaged in making pilot duties more efficient: As Director of Flight Standards in 2002, he led a project focused on standardizing manuals for the three fleets of aircraft the airline utilized. Then, in 2010, when Apple introduced its iPad—revolutionary in its ability to store huge amounts of data and process it quickly—Freeman saw an opportunity and a new mission: project "Bye-Bye Flight Bag."

"Jim has always been somewhat of a technology geek and has maintained a vision like no other for using technology to improve efficiency," says Captain Tom Kemp, Vice President of Flight Operations. Freeman's project was groundbreaking. By the end of 2010, he had 100 pilots testing iPads in flight. He navigated the lengthy regulatory-approval process; he fine-tuned the navigational map applications; and he even designed and found a manufacturer for a device to mount the tablet in the cockpits.

By May 2011, he'd cleared the final hurdles that an airline must overcome for such a significant inflight change, and Alaska became the first major domestic airline to replace flight manuals with iPads.

Freeman grew up in rural north Georgia, watching the acrobatics of local crop dusters. He earned an appointment to the U.S. Naval Academy, and after he graduated, he flew P3-Orion marine surveillance aircraft for the Navy. Following his second tour of service, he flew corporate jets for a few years before joining Alaska Airlines in 1984 as a flight engineer based in Seattle. In 1991, Freeman upgraded to check airman, conducting periodic evaluations of his fellow pilots. He also worked with the development of the airline's Advanced Qualification program, helping to bring recognition to Alaska as an industry leader in training.

Freeman recalls fondly the days in the early '90s when Alaska flew scheduled service into four cities in the Russian Far East. He served as a relief pilot as well as a check airman, teaching other pilots about the unique challenges of flying into Russia.

And Freeman was crucial to the airline's transition from its fleet of MD-8os to an all-Boeing 737 fleet. "Jim's astute knowledge, keen sense of humor and exceptional leadership traits made him the perfect choice for this endeavor," Kemp says.

These days, such traits are best appreciated by his wife, Lynn. Freeman retired in May, and the couple is currently cruising their 40-foot trawler along the coast of British Columbia. "I'm always trying to go where no one else is," Freeman says. It's a familiar mantra for his many projects at Alaska, "Always looking to go farther." —Paul Frichtl



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employees, such
as Captain Jim
Freeman, as
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Volunteer spirit

EMPLOYEES DRIVE DONATIONS

Just as in Alaska Airlines' fledgling days of flying vital supplies to remote Alaskan villages, we see ourselves as an extension of the diverse cultures of those communities. Through charity drives, volunteer days and educational-support campaigns, our community giving embodies the passions of our employees and customers around the country.

Alaska supports employee community involvement with two programs: Dollars for Doers and Matching

Gifts. With Dollars for Doers, employee volunteers earn funds that they can contribute to their non-profit of choice. More traditional Matching Gifts set aside funds to support donations. Alaska encourages employees to hit the maximum payout for both programs. Last year, employees influenced nearly half a million dollars in company-donated funds.

Learn more at alaskaair.com/sustainability, and watch for employee stories right here each month.



Alaska supports education with events such as Aviation Day.

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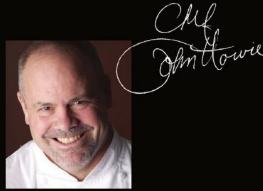
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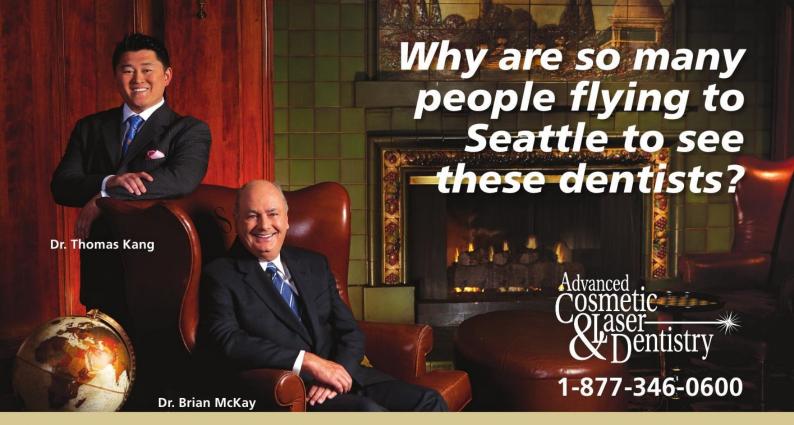
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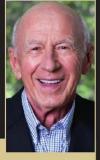
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Lasting legacy

Ron Cosgrave set Alaska Airlines on a steady and successful path

By Paul Frichtl

mid the corporate lore of Alaska Airlines,
Ronald Cosgrave stands as the man who
saved the airline from almost certain
financial disaster.
Forty-four years ago, Cosgrave, a

businessman in Fairbanks more accustomed to real estate transactions than airline operations, led an effort that ousted a sitting CEO and set the airline on a path of prosperity. As the new chairman of the airline, Cosgrave went on to push for federal deregulation of the airline industry, paving the way for the airline's expansion along the West Coast and beyond.

Cosgrave died on May 12, 2016, but left a lasting legacy. As CEO from 1972 to 1979, he established not only a foundation for economic stability but also the airline's reputation for excellence in customer service. He served on Alaska's board of directors until he retired in 2004, and he had held the title of Chairman Emeritus since 1981.

"Ron certainly can be considered one of the founders of 'modern' Alaska Airlines," says current CEO Brad Tilden. "Ron was instrumental in saving the company from near bankruptcy in the early 1970s and setting it on a path of multiple decades of growth and success. Along the way, he took time to personally mentor me and many other leaders of the company."

COSGRAVE, BORN IN 1932, grew up in upstate New York as the fifth of 11 children. He enlisted in the



Ron Cosgrave (left) and Bruce Kennedy check out a 727-200 at the Boeing plant in Renton,

Washington.

Marines, and upon return from the Korean War, he enrolled at the University of Alaska Fairbanks in 1954, where he earned the institution's first chemical engineering degree.

In Fairbanks, he met Bruce Kennedy, a 20-year-old student whom Cosgrave hired to help run Alaska Continental Development Corp (ALCO), which owned and developed real estate near the university and other areas. One of their properties was a trailer park, which rented living space to Alaska Airlines for its flight crews—rent was paid in stock.

At the time, Alaska Airlines was run by Charles Willis, an innovative marketer who had served as president and CEO since 1957. His colorful style had served the airline well in the 1960s, but in the tighter economic times of the '70s, it became increasingly clear that the airline's financial situation was troubled.

Willis was impressed by Cosgrave's ability to handle property transactions, and he brought Cosgrave on as an executive vice president and a member of the board of directors.

Cosgrave and Willis agreed to transfer ALCO property to Alaska Airlines in exchange for airline stock, making the land company the airline's largest shareholder, according to interviews conducted by Robert J. Serling for his book *Character & Characters: The Spirit of Alaska Airlines.* The real estate provided the airline with saleable assets that might help secure loans, but the airline was already \$16 million in debt and unable to pay its







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Concerned about ALCO's and other investors' interests in the airline, which was facing either bankruptcy or a merger, Cosgrave engineered an emergency board meeting on May 12, 1972. Willis was forced out. Cosgrave, 39 at the time, was installed as chairman and chief executive officer, if somewhat reluctantly.

"Actually, I knew nothing about running an airline," he told Serling years later, "and all of a sudden I found myself running one."

Some called it a coup; others a second founding. Cosgrave quickly made Kennedy vice president of properties and a board member, and the CEO began grooming his eventual successor.

In an effort to sustain the company in the months to come, the airline cut flights and employees, and dropped its freight business. Management introduced strategic planning and professionalism, won back the trust of creditors, and worked on setting goals and bringing people together, and the airline took steps to put an end to its unflattering image as "Elastic Airlines."

Under Cosgrave, this new phase of reliability was symbolized by the introduction of the now-iconic symbol on the tails of the planes.

By 1973, the airline's performance had improved, and it was already turning a small profit—for only the second time in 17 years. One contributing factor was the buildup toward construction of the trans-Alaska pipeline, which entailed transporting workers, supplies and equipment. Led by Cosgrave, Alaska decided to differentiate itself by offering outstanding customer service. This approach was so well received that it became the platform to grow the company, with an unprecedented record of 19 straight years of profitability. That focus on customers continues to be paramount today.

Cosgrave oversaw construction of the airline's corporate headquarters building near Angle Lake in the city of SeaTac, south of Seattle; it was his idea to save most of the trees and vegetation, creating a parklike setting.

During the '70s, Cosgrave also recognized opportunity in the rising momentum for change in the airline industry, which resulted in the Airline Deregulation Act of 1978. Alaska Airlines was one of only three carriers that pushed for deregulation, knowing that as long as the federal government controlled the assignment of flight routes, significant growth would be impossible for a small airline such as Alaska.

At the time, Alaska served 10 cities in Alaska and only one city—Seattle—in the Lower 48. Its fleet consisted of

only 10 aircraft.

Deregulation opened the doors for Alaska to focus on secondary cities and airports, and to establish new routes into

Oregon, California, Arizona, Mexico and more.

In 1979, the real estate arm of the company was broken off into a separate company, Alaska Northwest Properties. Cosgrave became chairman of the new firm, and relinquished the reins of the airline to Kennedy, although Cosgrave remained on the board another 25 years. Kennedy served as CEO of the airline until he retired in 1991; he died in 2007.

In 2002, the airline named new 737-900s in honor of Cosgrave and Kennedy.

"People like to say Ron and I took over the company," Kennedy said in 2002. "Truth is, it was Ron's leadership, vision, courage and charisma that made it possible—that, and a very spirited group of employees."

As CEO from 1972 to 1979, Ron Cosgrave led the financial turnaround of Alaska Airlines.

Paul Frichtl is editor-in-chief.

Remembrances

Alaska Airlines employees responded to Ron Cosgrave's death with postings on social media, sharing fond recollections and gratitude for his years with the airline. Following are excerpts from a few of those comments:

- A great man who made this little bush operator into the premier airline we are today. Thank you for your insight and business acumen, as well as your belief in your vision.
- Those of us who survived the dark days of the \$100 paychecks will always remember Ron as our savior. This quiet and unassuming man led us back to profitability. Because of him, we were once again able to walk through the airport without holding our
- heads down in embarrassment.
- As we look back on the history of our airline, it is evident that Ron took positive steps to get our airline out of bankruptcy at that time and to put the emphasis on customer service. With all the millions of people who now fly worldwide daily, it is so important to maintain the high quality of customer service.
- Such a wonderful man, smart and kind.
 He did so much for

- Alaska Airlines and along with Bruce Kennedy, they were amazing leaders. The two opened and led the way for us to be where we are today. Ron was a quiet man, but bold in his leadership.
- When our airline was at a critical crossroads, Ron exhibited a steady hand, firm vision, keen leadership and determination to see the "little airline" decidedly and comfortably into the future.



Dating can be fun and invigorating - from that instant attraction you feel the first time you meet to jumping in the car for an impromptu weekend getaway. Unfortunately, it can take a lot of work to get to that stage of dating.

rom spending hours sorting through online profiles looking for a good match to trying to connect via pokes, winks and email, dating can suddenly feel like a full-time job. Wouldn't it be nice if you could just fast forward to the fun part of dating? That's exactly what Desireé and Michael Schlitt say It's Just Lunch, a dating service for busy professionals, did for them. The matchmakers at It's Just Lunch took the time to learn what they were looking for in a partner and then delivered.

With so many dating options out there, why did you choose It's Just Lunch?

: I travel a lot for work, so I'd read about It's Just Lunch in airline magazines, and then I ran into a friend who was attending the wedding of an attorney in town who'd met her husband through IJL - the fact that those two events happened so close together, I thought I should call them. At the end of my work day I didn't want to come home and go look at profiles online. I felt like it was a waste of my time.

What would you tell a friend who was apprehensive about investing the money on IJL?

M: I'd ask, "Are you looking for a relationship

or not?" With online dating you never know who's on the other side of the line. IJL had better quality people who were interesting. It truly was an experience that was tailored

Tell us about your first date with one another.

I never went on lunch dates because I was always busy at work so I met Michael after work at a downtown restaurant. The conversation just flowed. I was attracted to him from the start. I remember it turned into dinner.

What was your favorite part about dating through IJL?

: I met my husband, so I guess I would say that! It's Just Lunch - it's just a lot of fun. I remember I'd get off a plane and have a voicemail from the matchmaker saying she had a potential date for me. With online dating, you can go back and forth and waste a month with someone and not really get to know them. With IJL, you go meet your match and if you like them, you see them again, and if you don't, you're done.

Find out what an It's Just Lunch matchmaker can do for you by calling 800. 858.6526 or visit ItsJustLunch.com.



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Of singles want to date others with similar political opinions and beliefs.

1 IN 3

Singles think talking politics on a first date is a bad idea.

20%

Of singles think talking politics is sexy.

Singles could date someone who didn't have the same political beliefs but long term believe it won't work out.

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JOURNAL



OREGON

Off to the Races

THIS SUMMER, 1,050 teams of runners (eight to 12 per team) will race 198 miles from Oregon's tallest mountain, through the state's biggest city and out to the Pacific Ocean in the 35th-annual **Hood to Coast Relay**, August 26–27. The race's participants will represent 36 countries and each U.S. state; they will include Olympians as well as novice runners.

Participants and fans can catch stunning views of the mountaintop from the starting line near Timberline Lodge on Mount Hood. At Hawthorne Bridge in Portland, an additional 4,000 walkers and 600 high school runners—participating in affiliated PDX to Coast events—will join the Hood to Coast runners as they head out to the finish line in Seaside, on the coast. This town will host an awards ceremony, beer garden, VIP food area and live music on August 27.

Alaska Airlines is a sponsor of the Hood to Coast Relay. Visit hoodtocoastrelay.com to learn more. —Jaime Archer

Runners in the Hood to Coast Relay start on Mount Hood (shown above, in a prior year) and finish on the beach at Seaside, Oregon (shown below).





Wood bowls, mugs and utensils crafted by San Francisco's Hannah Quinn.



A handmade dress created by San Franciscobased fashion designer Jamie Lau.



SAN FRANCISCO GETS CRAFTY

Visitors to the 41st-annual American Craft Council Show in San Francisco will be able to see and purchase crafts from around the country, meet with more than 200 leading and emerging designers and craft makers, and participate in making craft objects and sampling artisanal foods and drinks. The show will take place at Fort Mason's Festival Pavilion, August 5–7.

This year's event will feature four exhibitions—"Make Room: Modern Design Meets Craft," "Hip Pop," "Let's Make" and "Style Slam." In "Make Room," interior designers will display room vignettes with their takes on "the essence of style in the north, south, east and west." The "Hip Pop" pop-up shops will show crafts by emerging artists. "Let's Make" will provide hands-on experiences. "Style Slam" will spotlight handmade apparel, jewelry and accessories, curated by professional stylists. Call 612-206-3100 or visit shows.craftcouncil.org/sf. —Jaime Archer

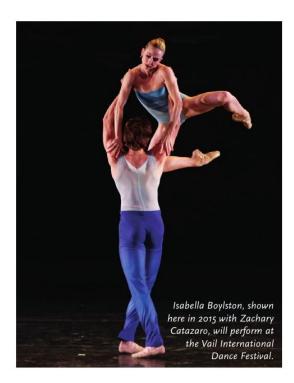
VAIL, CO

Peak Pirouettes

Sun-splashed mountains won't be the only picturesque forms on view this summer in Vail, Colorado. Dancers from around the world will display the beauty of human movement at the **Vail**International Dance Festival, July 30–August 13. Festivalgoers can attend performances celebrating diverse dance styles, including ballet, contemporary, street and tap.

Opening Night performers will include this year's artist-inresidence, Isabella Boylston. Born in Sun Valley, Idaho, and trained in Denver, Colorado, Boylston has been dancing since she was 3 years old; in 2014, she became Principal Dancer of the renowned American Ballet Theatre.

Dancers from Argentina, Japan, India, Russia, Brazil and Spain will perform during **The International Evenings of Dance**, August 5–6. The event **"NOW: Premieres,"** on August 8, will showcase six new works by distinguished choreographers commissioned by the festival. Call 970-777-2015 or visit vvf.org. —*Emily Fourcroy Smith*



Also of note ...

The Divide Music Festival, July 22–24; Colorado Adventure Park, Fraser/Winter Park, CO; the inaugural year for this festival near the Continental Divide will feature major acts such as Edward Sharpe and the Magnetic Zeros; Cake; Kid Cudi; Passion Pit; The Fray; Miike Snow; and Blondie; 303-777-6887; dividemusicfestival.com.



20/20 LIFESTYLES GAVE ME THE MOTIVATION TO TAKE CHARGE OF MY HEALTH.

I'm a 45-year-old mom with two teenage boys who led a completely sedentary lifestyle. I was the typical corporate employee who spent time working at a desk or sitting in meetings. When I wasn't working, I'd sit around the house and watch TV or play on the computer. Although I grew up playing sports, I never learned how to live a truly healthy lifestyle. I also ate a lot of processed, frozen foods. As I became less and less active, the pounds began to add up.

I had heard about 20/20 LifeStyles at work. Some of my colleagues had successfully completed the program and had great results. So I decided to give it a try. From all of the advertising you see on late night TV, I was a bit skeptical that a program could actually completely transform someone's health and fitness in five months. 20/20 LifeStyles is not a gimmick and I know it can be done, because I did it. I lost 48 pounds in 30 weeks. Completing the 20/20 LifeStyles program changed my life. It gave me the motivation and strength to separate myself from unhealthy habits and stand up for the lifestyle I desired.

20/20 LifeStyles addresses how to change your lifestyles, behaviors, and habits so you overcome factors in your life that cause weight gain and metabolic problems like high cholesterol, high blood pressure and stress.

My trainer, dietitian, counselor, and doctor helped me to create a home-away-from-home,

corporate health care costs.

both physically and emotionally. It was a place I looked forward to visiting, and on the days I couldn't show up, how I missed them! They became my family of supporters.

I continue to meet with my trainer a few times a month and rely on the nutritional knowledge

Being sedentary at work, made me less active, and the pounds really began to add up.

I gained to re-balance myself after a vacation or when I find that my eating habits have become less healthy. I have muscles in places I didn't know I could have muscle! I'm muscular and lean-who knew?!

This program truly helped me transform from a sluggish, unhappy caterpillar into someone who feels, both emotionally and physically,

> 20/20 LifeStyles effectively addresses how to change your behaviors and habits that cause weight gain and metabolic disorders.

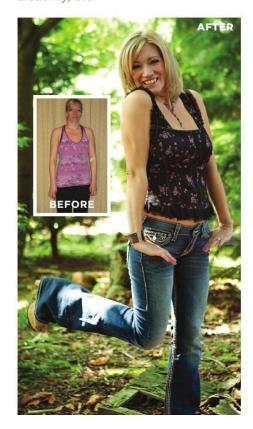
beautiful, gracious, light, and strong-like a butterfly. I'm also healthier, happier and more mentally charged at work. When you feel your best, you perform at your best in every aspect of your life. 20/20 LifeStyles was a game changer for me.

>>> Call (425) 376-3333 or visit 2020lifestyles.com/wellness-program to learn more about proven techniques for lowering

20/20 LIFESTYLES SAVES COMPANIES HEALTH CARE DOLLARS.

FACT: 20% of employees' with metabolic disorders cost companies 80% of their total health care dollars.

FACT: 32% of benefit dollars are spent on soft costs such as medical claims, absenteeism, short-term disability, etc.



Seafair Season in Seattle

Seattle celebrates summer and the sea with its annual 10-week, citywide party, **Seafair**. With events running through August 21, Seafair revelers can enjoy lunchtime concerts, a **Fourth of July** bash, a Seafair Pirates landing and many other events.

One of the highlights, the Alaska Airlines Seafair Torchlight

Parade, takes place July 30, and features Hollywood actress and

Seattle-area native Anna Faris as grand marshal. Spectators will line

Fourth Avenue to watch floats, dance groups (including the Alaska

Airlines flight attendant drill team, shown above, in a prior year),

marching bands and more proceed from Seattle Center to downtown.

U.S. Navy vessels and other ships will provide tours and shows during **Seafair Fleet Week**, August 3–7. And **Seafair Weekend**, August 5–7, will have something for everyone. Crowds will gather around Lake Washington to watch the **Boeing Seafair Air Show**, hydroplane races and, new this year, the **Bolt on the Blue** water-ski race expo. Nearly a dozen water skiers are expected to dazzle spectators on the hydroplane course, in between hydroplane races. Call 206-728-0123 or visit seafair.com to learn more. —*Emily Fourcroy Smith*



Harold E. Edgerton, Bobby Jones Golf Swing, Side View (c. 1938) gelatin silver print.

Also at MFAH ...

"Kusama: At the End of the Universe," through Sept. 18; two of artist Yayoi Kusama's celebrated mirror-lined "infinity

rooms."

HOUSTON, TX

Quick as a Flash

Harold Edgerton, also known as Papa Flash, was a 20th century innovator in photography who broke boundaries with stopmotion images that revealed sequential stages of brief intervals. Edgerton is one of the photographers spotlighted in "Infinite"

Pause: Photography and Time," which runs through September 5 at The Museum of Fine Arts, Houston. The exhibition features about 50 photographs from the museum's collection, exploring the camera's ability to freeze moments in time, often through stop-motion or long-exposure techniques. With images by Edgerton and other pioneers—such as Harry Callahan, Eadweard Muybridge and Hiroshi Sugimoto—the exhibition brings together works by a diverse set of artists from the 19th century through today. To learn more, call 713-639-7300 or visit mfah.org. —Jaime Archer



SEAFAIR BY THE NUMBERS

1950 THE YEAR SEAFAIR BEGAN

75 THE NUMBER OF SANCTIONED SEAFAIR EVENTS

250,000 EXPECTED ATTENDEES AT THE ALASKA AIRLINES SEAFAIR TORCHLIGHT PARADE

30 THE APPROXIMATE NUMBER OF HYDROPLANES EXPECTED TO RACE THIS YEAR

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200+ TOP SPEED (IN MILES PER HOUR) OF A MODERN UNLIMITED-CLASS HYDROPLANE

Roman Treasures in Kansas City

In 1830, just 100 miles northwest of Paris, the remnants of an ancient Roman temple were discovered by farmer Prosper Taurin while he plowed his fields. This find, which would become known as the Berthouville Treasure, provided insight into Rome's silversmith artistry—and Roman opulence. Items from this discovery are part of the touring exhibit "Luxury: Treasures of the Roman Empire," showing July 9-October 2 at the Nelson-Atkins Museum of Art. The exhibition's 180-plus artifacts have been curated by the J. Paul Getty Museum, in Los Angeles, and the Bibliothèque Nationale de France, in Paris. Museumgoers will see striking examples of luxury goods dating back 2,000 years. Call 816-751-1278 or visit nelson-atkins.org. - Meagan Wehe



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Pterosaurs Take Flight

Pterosaurs, those magnificent flying creatures that shared the planet with dinosaurs, came in many shapes and sizes—ranging from one so small it could have stood in the palm of a person's hand to another with a wingspan of 33 feet.

From July 3 through October 2, the Natural History Museum of Los Angeles County (NHM) is hosting "Pterosaurs: Flight in the Age of Dinosaurs," a traveling exhibition organized by the American Museum of Natural History in New York. The exhibition features displays including five large, life-size pterosaur models, a cast of a fossilized pterosaur egg, and intriguing films that provide insights into the research and lives of pterosaur paleontologists. Museumgoers will also be able to simulate the flight of these creatures through whole-body motion-sensing technology at the interactive "Virtual Flight Lab" display. The NHM will complement the exhibition with displays of dinosaur models, fossils and bone collections from the museum's own permanent collection, shown in its Dinosaur Hall. To learn more, call 213-763-3466 or visit nhm.org. —Kevin Lee-Simion





A cast replica of a Nyctosaurus skull, above, shows the long, thin bones that protruded from the head of this pterosaur.

In this rendering, a Quetzalcoatlus northropi has its wings folded. This pterosaur's wingspan is thought to have been 33 feet or more.

A Landmark LA Venue Reopens

The historic hillside John Anson Ford Theatres amphitheater is reopening July 8 after a two-year renovation. It will feature a variety of multiarts performances scheduled to run through October 15. The site has housed theaters since 1920; its castlelike 1,200-seat outdoor amphitheater was built into the hillside in 1931. The renovation retains the venue's historic appeal. Upgrades include a new dining terrace, a redesigned stage, and new lighting and sound systems to enhance audience experiences. One highlight of the performance series will be "The Lost Concert," on September 22 and 23, with music from the TV show Lost, conducted by Oscarwinning composer Michael Giacchino. For more information about the renovation and performances, call 323-461-3673 or visit fordtheatres.org. -Kevin Lee-Simion



This rendering shows the renovated John Anson Ford Theatres amphitheater, set into the hillside.









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TOP

JOURNAL



SAN JOSE, CA

All That Jazz

Known particularly for its Latin jazz and salsa, the **San Jose Jazz Summer Fest**, which runs August 12–14 this year, will transport the Big Easy into the heart of Silicon Valley. The festival will spotlight New Orleans talent alongside Puerto Rican artists, such as alto saxophonist Miguel Zenón. Other jazz genres will also be represented by the 120 performers at the festival, with shows on 12 stages across downtown San Jose. Grammy Award—winning vocalist Cécile McLorin Salvant will be another highlighted performer. The festival will also include Catholic masses with accompanying jazz music at the Cathedral Basilica of St. Joseph. And a family fun zone will feature "The Swings: An Exercise in Musical Cooperation," an interactive swing set whose motions trigger musical notes. To learn more, call 408-288-7557 or visit summerfest.sanjosejazz.org. —*Jaime Archer*

Relics of the Presidency

This month, attendees of the 2016 Democratic National Convention, along with others in Philadelphia, can brush up on presidential history at an intriguing exhibition at the Academy of Natural Sciences of Drexel University. "Presidential Archives: Letters, Hair, and Fossils," July 1-29, explores presidential history through documents, fossils, and, yes, hair clippings from five U.S. presidents. The documents include a letter from Theodore Roosevelt expressing early

conservationist sentiment. The fossils include those of a mastodon from Thomas Jefferson's private collection.

In the Victorian era, it was common to collect hair from people whom one loved and admired. Peter A. Browne, a



Items in the "Presidential Archives" exhibition include letters, fossils and locks of hair from past presidents.

Philadelphia attorney, collected clippings from prominent individuals, including presidents. In 1860, his collection was donated to the academy. The exhibition marks only the second public display of the presidential locks, which are mounted on paper with decorative margins.

The items in the exhibition showcase the 204-year-old museum's extensive connections to presidents from all major political parties. Call 215-299-1000 or visit ansp.org.

—Emily Fourcroy Smith

CALENDAR

Through August 21,
"Splendor on the Range:
American Indians and the
Horse," tribal cultures
before and after the arrival
of horses; The Witte
Museum, San Antonio,
TX; 210-357-1900;
wittemuseum.org

July 2-September 25, "Toys of the '50s, '60s and '70s," historical and hands-on displays; Museum of History & Industry, Seattle, WA; 206-324-1126; mohai.org

July 16–23 (Session I) and 23–30 (Session II), Sitka Arts & Science Festival, conversations, excursions and workshops; Sheldon Jackson Campus, Sitka, AK; sitkafestival.org

July 20–23, World Eskimo-Indian Olympics, traditional athletic competitions, dances and other cultural events; Carlson Center, Fairbanks, AK; weio.org

July 27–31, Oregon Brewers Festival, 88 craft breweries, 30 beer styles, food, music; Tom McCall Waterfront Park, Portland, OR; oregonbrewfest.com

August 4-7, Seattle Art Fair, art from the Pacific Northwest and around the world; CenturyLink Field Event Center, Seattle, WA; seattleartfair.com



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IN THE NAVY

The U.S. Lightship Chesapeake, with its bright red hull, is the most colorful of four historic ships docked in the Inner Harbor that are open for tours. The vessels



Baltimore

Camden Yards

include the USS Torsk submarine, the U.S. Coast Guard Cutter Taney and the three-masted USS Constellation, which was built in 1854 and served in the Civil War.

SPOTLIGHT: BALTIMORE

The Heart of Charm City

In the 1790s, Baltimore's Inner Harbor was the center of American shipbuilding, producing the fast Baltimore Clippers, among other vessels. The Inner Harbor subsequently became a center of oyster canning and steel manufacturing. Today, the area is one of Charm City's major destinations, boasting a variety of attractions, including the Harborplace shopping and dining center and the National Aquarium. Here are a few of the Inner Harbor's top destinations. —Andrew Waite



O'S, SAY, YOU CAN SEE

Camden Yards, home of the Baltimore Orioles, was built in 1992 and set the standard for ballpark design. It quickly became a fan favorite. If you attend a game, listen for the loud "Ohhh"—in honor of the Orioles—during the singing of the National Anthem. Francis Scott Key wrote the song's words after witnessing the Battle of Baltimore during the War of 1812. Baseball fans will also want to visit the Babe Ruth Birthplace and Museum, near the ballpark.

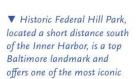


WEST LOMBARD STREET



Ripley's Believe It or Not! Baltimore is packed with quirky, fun and bizarre displays. From shrunken heads to matchstick structures to 12-foot Transformers made from old car parts, the "odditorium" lives up to its name. You won't have trouble finding the building—just look for the giant sea monster out front.







FISH AND MORE

The National Aquarium has nearly 20,000 animals, including the bonnethead shark and the Atlantic puffin. The nearby Maryland Science Center features the permanent exhibit "Science & Main," which examines the impact of science on our lives.





Nice Spice

■ Eat like a local by seasoning your food with Maryland's own Old Bay, which is on tables in many Baltimore restaurants. For more than 75 years, the spice-and-herb mixture has been adding flavor to everything from seafood to burgers to pizza. Its name comes from a steamship line that traveled up and down Chesapeake Bay from 1840 to 1962.

FOR THOSE WHO LIVE LIFE ALASKAIN



Richly malty, with just enough hop backing to make this beautiful amber colored "alt" style ale notably well balanced.

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HIKING HIGHLIGHT

Across the Beartooths

SUMMER IS PRIME TIME FOR A TREK ACROSS ICONIC MONTANA MOUNTAINS By Peter Potterfield

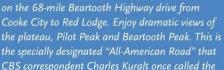
THE MAGNIFICENTLY VARIED LAND-

scape of 943,377-acre Absaroka-Beartooth Wilderness beckons with wild allure. The signature route here follows the East Rosebud Trail, a stunning traverse of the Beartooth Mountains past granite peaks, rushing waterfalls and rock-bound alpine lakes filled with cutthroat trout.

This traverse—26 miles of well-maintained, well-marked trails—is an exceptional route that can be hiked east to west to finish near the edge of Yellowstone National Park. This approach begins at East Rosebud Lake, accessed via an 85-mile drive southwest from Billings or a 143-mile drive roughly southeast from Bozeman.

Even jaded locals consider the East Rosebud Valley, at the start of the hike, among the most dramatic in Montana. From the trailhead, the path climbs about 16 miles up to the 10,000-foot Beartooth Plateau and barren, windswept Fossil Lake. The route reaches a divide and then descends 10 miles along the Clarks Fork Yellowstone River to Cooke City.

This popular route—locals call it "The Beaten Path"—can be covered in two or three days. Yet this is no place to hurry. The best strategy is to savor the experience over five days and four nights: Camp the first night near Rainbow Lake (7 miles in), the second near Dewey Lake (6 miles farther). Spend another night at Dewey and explore unrivaled alpine splendor, and side trips, before hiking up to Fossil Lake and along the Clarks Fork to a final camp near Russell Lake (6 miles from Dewey Lake). On your last day, you can descend almost lazily through lodgepole pines to the big Clarks Fork trailhead on Highway 212.



"most beautiful drive in America."



East Rosebud Lake to Yellowstone N.P.

Distance: 26 miles. Elevation gain: 3,800 feet east to west; 2,000 feet west to east. Details: This trek through majestic, world-class wilderness can be hiked in five days of reasonable mileage with moderate elevation gains. Put a car at either end, or have groups start at opposite ends. Hiking permits are not required. Group size is limited. Food storage needs to be bear-resistant, or you risk a fine. Be "bear aware" as you hike. Info: Call the Custer Gallatin National Forest office at 406-587-6701 or visit www.fs.usda.gov/detail/custergallatin/.

Surfboards of the West

From the enticingly untamed rollers of the Pacific Northwest to the peeling, world-renowned breaks of Hawai'i, West Coast waves inspire surfboard shapers to create alluring designs suited to the particular cultures and styles of surfing along different stretches of coast. —Anna Jacobson



Hale'iwa, Hawai'i
Kent Senatore's design,
the Circa 72, is a version
of the popular keel-fin
fish board. This is a style
of board with deep roots
in surfing culture that
was inspired by legendary
Hawaiian surfer and
shaper Mark Liddell.



Surfboards;
Bend, Oregon
Originally from Maui,
surfing legend Lopez
migrated north for
wide-open spaces—and
snowboarding. His Mako
Class board is useful for
holding a line down
massive ocean swells.

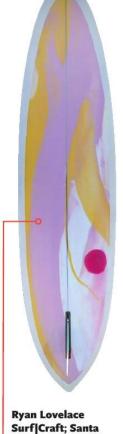


Columbia
Stefan Aftanas, who gained recognition when he shaped a board for one of Canada's first professional surfers, Sepp Bruhwiler, now operates a shop creating boards such as the Raddysh, whose art showcases the raw beauty of Canada's western coastline.

Tofino, British



Hollow Surfboards;
Olympia, Washington
Paul Jensen's boards are
constructed out of
sustainable woods that
are primarily beachharvested or locally
grown in the Pacific
Northwest. The boards
are enticing because of
their beauty, yet they are
also engineered for
quality and strength.



Barbara, California
Lovelace creates
surfboards with unique
and inspired designs. The
v. Bowls board glides well
in small- to medium-size
Santa Barbara waves,
boasting the easy ride of
a longboard with the
smooth versatility of a
shortboard.

Research and care go hand...



Better together.

GEAR

Life's a Beach

ACCESSORIES TO MAKE THE MOST OF YOUR FUN IN THE SUN By Emily Fourcroy Smith

A trip to the beach is a generally pleasant summer pastime, and it can be even more enjoyable with the right sun, sand and surf supplies. If you feel that the items in your beach bag need an update, this set of coast-customized gear may make your vacation just a little bit brighter.



CGear Sand-Free Mat A patented weave allows sand to slip out through the mat without letting it in from beneath. Made from the same material used by the military for deployable helicopter pads, this mat comes in two-person and six-person sizes (cgear-sandfree. com; \$69.95 for the two-person mat shown above; \$149.95 for a six-person mat).

MORE BEACH GEAR

Dry Pak Gear (airhead.com/ manufacturer/dry-pak; prices vary), waterproof wallets and cellphone and camera cases, many with lanyards or straps to wear around the neck or wrist.

Great Coasters (greatplate.net; \$12 for a pack of six), threelegged coasters that give users places to set drinks on uneven surfaces, such as sand.

My Cabana Boy Spray Applicator (my-cabanaboy. com; \$13.99), a wand that connects to most spray sunscreen bottles and allows users to protect hard-to-reach areas such as the back.

Sport-Brella (sport-brella.com; \$59.99), a beach umbrella with flaps that reach the ground for full protection from the sun.

Waboba Ball (waboba.com; prices vary by type), a toy that bounces on the water's surface to add an element of stoneskipping to playing catch.



Superfeet Outside Sandals Superfeet—the employeeowned Washington-state company known for producing affordable, professional-grade podiatric insoles—recently released this series of sandals that will keep wearers' feet well supported in the sand (superfeet.com; \$59.95).



Matador Droplet Wet Bag The 10.5-inch-by-9-inch waterproof polyester bag is useful for holding wet items or for keeping water out. When not in use, it stuffs into a handy silicone keychain fob *(matadorup.com; \$14.99)*.



Blue Water Bento Seal Cup Trio Three nesting, stainless steel containers, each with a colorful silicone lid, allow for easy packing of beach snacks and picnic lunches. The containers and lids are nontoxic and dishwasher-safe (ecolunchboxes.com; \$29.99). continued on page 44

in hand...



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Trend Analysis

Safety Compliance

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Policy Guidance

Program Evaluation

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JOURNAL



Safego This water-resistant, portable safe allows beachgoers to lock up important items when they swim—with a key or a combination. The flexible steel cable connects to the lock to secure the safe to a post or other fixed object (safego.us; \$39.95).



LuminAID PackLite 16 Originally created for earthquake-relief efforts, this inflatable, buoyant, solar-powered, lightweight, waterproof lamp can be used while camping, playing or reading on the beach after sunset (luminaid.com; \$19.99).



Frogglez In place of the usual rubber straps that pull at kids' hair and don't stay in place, these goggles have a neoprene headband and adjustable Velcro straps to improve comfort and fit (www.madebymydad.com; \$19.99-\$24.99).

...in hand

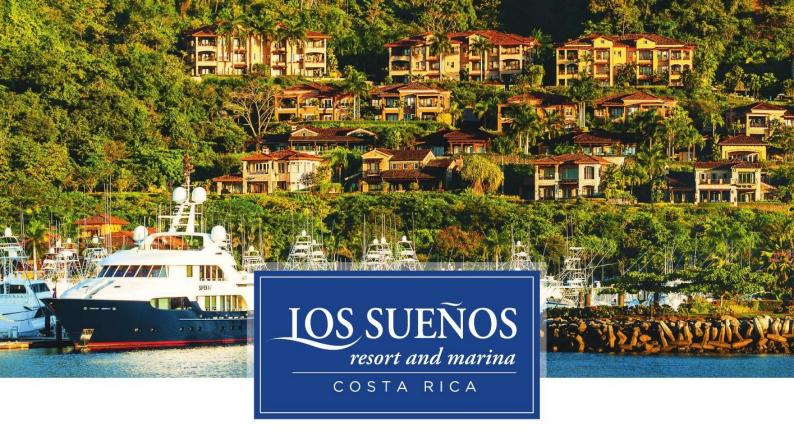


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Ranked among the top five cancer hospitals in the nation by *U.S. News & World Report*, Seattle Cancer Care Alliance brings together the leading research teams and cancer specialists of Fred Hutch, Seattle Children's and UW Medicine. One extraordinary group whose sole mission is the pursuit of better, longer, richer lives for our patients. Find out why working together is better at SeattleCCA.org.



Better together.



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Making life-changing connections. One community at a time.

It took the combined commitment and resources of two companies – GCI and Ericsson – to connect rural Alaska with the rest of the world. Ericsson has a long history of delivering the latest technologies – like mobile broadband (4G LTE) – and working with network providers throughout the world, including GCI. And for more than 35 years, GCI, the leading telecommunications company in Alaska, has pursued its mission to deliver state-of-the-art communications to all regions of the state.

Working together, Ericsson and GCI have ushered rural Alaska into the Networked Society, giving Alaskans the power to create new communities, engage across boundaries and change the way they do business.

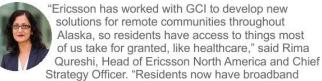
"GCI is the only statewide wireless communications provider in Alaska. From Southeast Alaska to the Arctic Circle, our job is to keep Alaskans connected," said Greg Chapados, Executive Vice President and Chief Operating Officer, GCI.





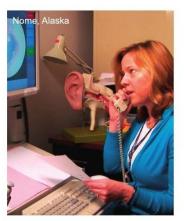
From secluded to included

When you are 500 air miles from the nearest medical trauma center, speed matters. That's why having access to high-speed terrestrial connectivity is so important to Alaska's rural communities. Today, high-speed connectivity puts rural Alaskans in touch with key resources, such as medical experts, educators and up-to-the-second weather specialists.



cell service and broadband access to the internet – services that seemed beyond their reach just a few years ago."

"Of course high-speed terrestrial connectivity also supports broadband cell service and broadband access to the Internet's resources. Bringing this service to the most remote places in Alaska is no easy feat. That's why we partnered with Ericsson," said Chapados. "Together with Ericsson. GCI has been able to help rural Alaskans connect with the world in ways previously only dreamed of. We value our collaboration with them as their products



and solutions have played a crucial role in transforming the lives of rural Alaskans."

Looking ahead

On the horizon for Ericsson in other parts of the world is the next-generation mobile network. Ericsson is making 5G a reality to increase the network's speed, capacity, reliability and sustainability, enabling new, innovative use cases that will help improve lives.



Learn more about the possibilities of our connected future at gci.com/ericsson



BOEING 100

Boeing celebrates a century of leadership and innovation

STORY BY STEVE WILHELM | PHOTOS COURTESY OF BOEING

BOEING ENTERED THE COMMERCIAL JET AGE with an acrobatic and very public stunt. The company had spent \$144 million to build the first 707 jetliner, a four-engine aircraft that was to lead the way for all Boeing jetliners to follow. But when test pilot Alvin

"Tex" Johnston in 1955 took the first plane into an unauthorized barrel roll above a crowd of thousands gathered for Seattle's Seafair festival on Lake Washington, Boeing President Bill Allen was infuriated. Then Johnston turned the plane upside down again. The hometown crowd loved it.

That legendary story illustrates a key element about the 100year history of Boeing: The people who built the world's leading aerospace company have loved their aircraft. And at times they've pushed the edge a bit, just for the joy of flying.

More than any other single company, Boeing over the last century has created the innovative and technology-rich economy of Washington state. Even Microsoft, now 41 years old, is a relative newcomer, and its total of 44,000 Washington state employees still trails Boeing's 77,000.

The face of industry has largely changed in Washington, but Boeing still builds machines—spectacular, technology-laden jetliners that for decades have carried people across countries and oceans, making the world a more connected place.

With its combination of commercial and military jet aircraft, most of which are still built in the Puget Sound area, Boeing continues to be the world's leading aircraft builder.

To be sure, rival Airbus has mounted a challenge that has driven both companies forward in technology innovation and marketing. In addition, the lure of building and selling aircraft globally—Boeing being the No. I U.S. exporter—has drawn rivals from around the world to mount multiple challenges. China is slowly building its first C919 jetliner, while Russia is assembling the MC-21—both feature advanced technologies.

But this is where Boeing's century of experience bears fruit: While the Chinese and Russian companies are struggling to get their first jets right, Boeing is pouring 737s out at a rate—42 aircraft each month—that its engineers never imagined when the company built that first 707 jet in the 1950s.

Left: When complete, Boeing's 777X series will be the world's largest and most efficient twin-engine jet. Right: Bill Boeing built his first airplane in Seattle in 1916.



For that matter, when William E. Boeing founded the company in 1916 in Seattle, he couldn't have dreamed what his operation would become. At the time, Boeing built wood-and-stretched-cloth biplanes—aircraft with twin wings, one above the other—that took off and landed on water. The company's first building, known as the Red Barn, a wooden structure along the banks of the Duwamish River, is now part of The Museum of Flight in Seattle, where a replica of Boeing's first plane, the B&W Model 1, hangs from the ceiling.

"Boeing is a company with a history like no other," says Boeing Commercial Airplanes CEO Ray Conner. "Our products and services impact hundreds of millions of people around the world every day. This centennial is a celebration of our community. We're proud of where we come from, where we've been and where we're going."

Lean and smart

Inside Boeing's Renton plant, with three commercial 737 assembly lines running

Top: A Boeing 787-9 makes a test flight in 2013 near Washington's Mount Rainier.
Right: The original Red Barn where Boeing got its start building seaplanes along the Duwamish River, south of Seattle.

next to each other in two adjoined buildings, the atmosphere is deceptively calm. The fact that the site is operating at a record production rate—scheduled to go to 47 planes per month in 2017 and then to 57 per month in 2019—does not mean that people are running to keep up.

Instead, over years of refining "lean

manufacturing," the company's workers have learned to reduce wasted motion, to build smart.

You may have seen lime-green jet fuselages on railcars at various places around the state, crossing Eastern Washington or passing through Seattle as they make their way to Renton from the Spirit AeroSystems



50 ALASKA BEYOND MAGAZINE JULY 2016



Right: Boeing President Bill Allen (left) and Pan Am CEO Juan Trippe celebrate the launch of the Boeing 747 "Jumbo Jet" in 1968.

Inset: The 747 allowed airlines to add a touch of luxury.

assembly plant in Wichita, Kansas. This is part of how Boeing has grown, by handing off portions of manufacturing to outside companies, and focusing on final integration and unique technology systems, such as wings, at its own plants in Washington and South Carolina.

Once the fuselages arrive in Renton, workers begin loading them with electrical and other systems. The fuselages are shifted to one of the three continuously moving production lines. Wheels, wings and aft-control systems are installed as the jets slowly roll across the floor. In a matter of days the jet is assembled and rolled out the main door for painting, and test flights, before it's delivered from the new showroomlike 737 delivery center at Boeing Field.

Boeing's lean-manufacturing strategy underlies the fact that even as aircraft



production has increased to record levels in Renton, the site has actually gotten smaller. These days, Boeing Renton covers just 145 acres.

By simultaneously driving to cut costs while expanding sales, Boeing has become one of the world's largest corporations, generating \$5.2 billion in profits in 2015, on \$96.1 billion in revenues. Its seven-year

backlog of more than 5,700 yet-to-bedelivered jets—commercial and military models—is worth about \$424 billion.

Fit for Alaska

If you're sitting in an Alaska Airlines jet as you read this, you're sitting in a Boeing 737.

Alaska flies only Boeing 737s.

Bill Boeing WAS A MAN WITH A PRE-CISE MEMORY and a driving imagination, who left Yale University in 1903 to make his fortune in the Northwest timber industry. Then he turned to building aircraft.

He saw his first flight demonstration at the Alaska-Yukon-Pacific Exposition in Seattle in 1909, and first flew in 1914. He quickly decided he could improve on the designs then available, and in 1916 took to the air in his first Seattle-built seaplane, the B&W Model 1.

Boeing was so dedicated to quality and technical advancement that he paid the University of Washington to construct a wind tunnel so he could test the aerodynamics of new planes. In

exchange, he asked the university to start offering courses in the new field of aeronautics, partly to provide his company a source of skilled engineers.

When the United States entered World War I in 1917, Boeing was ready with advanced designs, and his just-founded Boeing Airplane Company



Bill Boeing, left, and Eddie Hubbard flew the first international mail flight, from Seattle to Vancouver, B.C., in a Boeing Model C.

built 50 Model C trainers for the U.S. Navy. After the war ended and demand for military aircraft collapsed, Boeing proved his flexibility by turning the company to building furniture, phonograph cases and boats. But the entrepreneur also kept looking ahead, and in 1919 he personally delivered the first international air mail from the United States to Canada. Just a few years later he landed a contract to build 26 Model 40A mail planes, which he delivered in 1927. While the biplane seems primitive by today's standards, it became Boeing's first passenger aircraft, able to carry four passengers.

Boeing eventually left the aircraft company he had created, continuing with his timber-products enterprises. Still, he kept a hand in aerospace, acting as an adviser to the company during World War II. In 1954, when the company rolled out its first Dash-80 jet transport, Boeing and his wife, Bertha, were there to christen the new aircraft. — S.W.



Happy birthday, Boeing.

Celebrating 100 years strong.



Proud to fly Boeing 737s.

The May 14, 1954, rollout of the 367-80 predecessor to the 707—ushered in an era of jet travel, and launched Boeing's dominance in commercial aviation.

"Our team in Renton takes incredible pride in every 737 that rolls out of the factory," Conner says. "It's very special to have a customer and hometown partner like Alaska that flies the 737 exclusively. It means something special to every one of our employees to see 'Proudly all Boeing,' written on the nose of an Alaska jet."

Boeing workers *should* be proud: The company so far has delivered more than 9,000 of the various versions of the 737 to customers around the world, more than any other commercial jet builder has delivered of anything.

And the run isn't over: The company has more than 4,425 model 737s on order as of early June, and new orders continue to arrive.

Boeing launched the twin-engine 737 in 1965, as a short-range aircraft evolving from the four-engine 707—Boeing's first jet. In the 51 years since, Boeing has continued to keep the jet current and able to meet the needs and expectations of airlines.



The first run of 737s are now called 737 classics, which were replaced in the late 1990s by the Next-Generation 737 models, still being built today. The Next-Generation 737s were a substantial jump forward with new and more efficient engines, redesigned wings and an upgraded flight deck. Over time Boeing added winglets for greater fuel efficiency, the "Boeing Sky" interior and modern flat-panel displays for the pilots.

Boeing will deliver the third version, the

737 MAX, in 2017. This newest model will feature new engines that offer a 14 percent boost in fuel efficiency. The company has more than 3,200 orders so far—including 37 for Alaska.

As Boeing has evolved the 737, its engineers have worked closely with Alaska and other airlines to meet those airlines' needs. Some of the unique features Boeing developed with Alaska have included "gravelkitted" 737s able to land on unpaved

Boeing and its workers DON'T

JUST BUILD AIRCRAFT, they build community, as well.

Last year Boeing gave \$190 million to communities across the United States and in many of the 65 nations where its people work.

In Washington state—home to 48 percent of Boeing's global employees, as well as its two largest labor unions—the giving is greatest. In 2015, Boeing, its employees and retirees contributed more than \$50 million to Washington community organizations.

Over the course of its 12 years, the Boeing Classic golf tournament has raised \$5.5 million for charity and medical research. Boeing has also

donated 1,200 surplus bicycles to developing nations, and transported about 30,000 pounds of humanitarian supplies.

Machinists District Lodge 751 members also conducted their own projects, completing 397 community outreach events in 2015, including building



Members of Machinists Union District Lodge 751 volunteer prefabricating sections of a wheelchair ramp to be installed at a Seattle family's home.

wheelchair ramps, completing home repairs for low-income residents and many others.

During the last year, Boeing's engineers' union, Society of Professional Engineering Employees in Aerospace (SPEEA), gave \$101,459, mostly to science and math education.

Boeing particularly focuses on youths, math and science education, and empowering young women. In Washington state, such efforts are championed by Boeing Commercial Airplanes CEO Ray Conner, who formerly served on the board of the Boys and Girls Club of Bellevue.

"Partnering with Alaska, we were able to provide hundreds of Chromebooks to Chinook

Middle School students in SeaTac and help increase the number of girls in computer science classes," Conner said. "It's just one of the ways we're investing in our future and our communities. At the end of the day, it's our people who make the difference." — S.W.



boeing 100.com

1916 | 2016 [MM] BOEING



runways; "combis" that convert to carry variable numbers of people and amounts of freight; and a "head-up display" to help pilots land at Southeast Alaska airports, some of the world's most difficult.

Most recently, Boeing and Alaska developed a new and roomier overhead bin that holds bags on their sides, allowing space for six carry-ons in each bin instead of the usual four.

Such responsiveness is why Alaska continues to buy 737s, with 19 to be delivered this year, for a fleet of 150.

"It's an incredible airplane, because of the capability of the airplane, its range, size, reliability, performance," says Alaska Airlines CEO Brad Tilden.

Alaska and Boeing Commercial CEOs Tilden and Conner are consummate Puget Sound–area locals. Both attended Highline High School, just a few miles from Seattle-Tacoma International Airport.

Tilden remembers a time when Alaska had asked Boeing, in a series of pointed letters, to resolve a contractual issue. Nothing much was happening until Conner took over the account, and then Tilden's fax machine buzzed. Across the top of one of Tilden's formal letters, Conner had handwritten a note.

"Brad, don't worry, we're going to take care of this," the note said.

Tilden says the note's personal touch reflected part of what makes Boeing great.

"They are a company that, in our experience, always does the right thing," he says. "They're committed to customer success."

Conner is a steady and understated man, who has navigated many storms in his 39-year career at Boeing. He started at Boeing as a mechanic on the 727 line in Renton. His father also worked at Boeing—origins that give the CEO deep understanding of how planes are built, and of the people who build them.

Conner carries that understanding and experience as a strategic strength. He's now leading Boeing's aircraft unit into its 21st century future, as new competitors vie to



A Boeing 737 MAX sits in the first position on the Renton plant's new production line, where mechanics are refining the production process.

best each other with new technologies.

In a 2013 interview with *Puget Sound Business Journal*, Conner said, "My job is to be two steps ahead, thinking down the road, looking at what may be the next issue."

Boeing around the Sound

From the Renton complex in the south, Boeing's aircraft assembly plants are stretched north along the Interstate 5 corridor for nearly 40 miles, with Boeing Everett at the north end.

Everett, a far-larger site at 1,025 acres, is where Boeing assembles its biggest aircraft, the "wide-bodies" or "twin-aisles." While the 737s are defined by a single aisle running along the center of the jet, wider Everett-built jets have two aisles and three sections of seats across the width of the plane.

Building these jets takes space, which is why Boeing's primary assembly plant in Everett is the world's largest structure by volume: 495 million cubic feet.

If you fly overseas, you've likely been in one of these jets. The Boeing 787, 777, 767

Timeline

1916, January—William Boeing begins final assembly of the B&W Model 1 seaplane.

1918, April—The Boeing Airplane Company begins delivery of Model C trainers to the Navy.

1919, December 27—Boeing's first commercial aircraft, the B-1 mail plane, makes its first flight.

1927, January 28—Boeing contracts with U.S. Mail Dept. to fly mail between Chicago and San Francisco.

1935, July 28—Prototype of the B-17 Flying Fortress makes its first flight.

1938, December 31—Model 307 Stratoliner, the first American pressurized commercial transport, makes its first flight.

1941, July 18—B-17s fly into combat in Europe in WWII.

1943, June—Boeing engineers begin studies for first jetpowered aircraft.

1949, February 8—Boeing sets transcontinental speed record with B-47, averaging 607.8 mph.

1957, October 28—First 707-120 rolls out at Renton.

1967, April 9—737 makes its first flight.

1968, September 30—First 747-100 rolls out at Everett.

1971, July 31—Boeing Lunar Roving Vehicle rolls on moon.

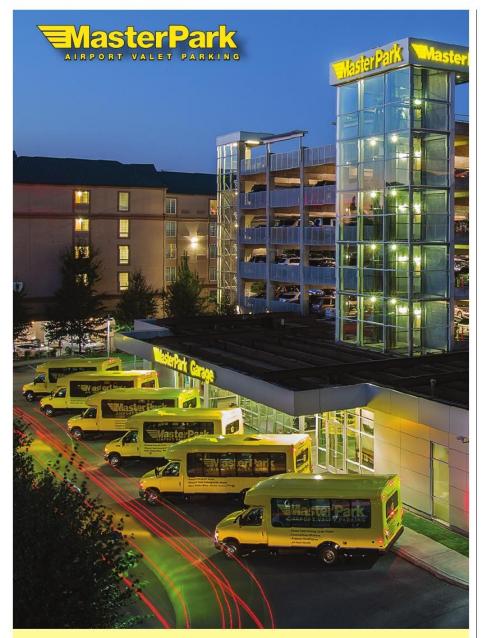
1978—Production begins on 757 and 767.

1997, February 9—Next-Generation 737 makes first flight.

2004, April 26—787 Dreamliner program launched.

2011, September 26—First 787 Dreamliner delivered to All Nippon Airways.

2014, October 21—Ground-breaking for new 777X Composite Wing Center in Everett.



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and 747 all feature big cabins and long range. But like members of any family, they have very different personalities.

The 787 Dreamliner, which Boeing has been delivering for just five years, is the newest and most innovative in design. For starters, the 787 Dreamliner is primarily built of carbon-fiber composites that are both lighter and stronger

Boeing's big-plane future will be driven by the 777X, an enlarged, upgraded version of the 777.

than the aluminum that for decades has dominated aircraft construction. The carbon-composite material doesn't stretch and crystallize as metal fuselages do when repeatedly pressurized for high-altitude flights, so airlines can keep Dreamliner cabin pressure more comfortable for passengers.

"To say the 787 has revolutionized air travel would be an understatement," Conner says. "The airplane is doing things we never even imagined."

Building the dream

Back in 2003, the composite material's virtues weren't so obvious. All Nippon Airways was to be the jet's launch customer, but the company's chief engineer had misgivings about whether the material would stand up to the battering that jets receive from luggage carts and other vehicles on the tarmac.

The jet at that time was still called the 7E7, and Boeing Chief Engineer Tom Cogan and Sales Director Joe McAleer knew they had to act fast if they were to save the All Nippon order. So they let the All Nippon engineers test a fuselage section by beating it. The All Nippon engineers slammed the 6-foot-by-3-foot



carbon-composite section with a sledgehammer and a steel punch, but the dense carbon-composite material didn't yield. The All Nippon engineers were convinced, and they went on to launch the new jet with a 2004 order.

This was just the beginning of the 787 Dreamliner's challenges, and Boeing's current corporate CEO, Dennis Muilenburg, based in Chicago, recently conceded that Boeing tried, with the 787, to advance in too many ways at once, contracting out much of the design and completion of major assemblies to suppliers around the world. Boeing finally delivered the first 787 to All Nippon in September 2011, three years late.

Yet the mettle of Boeing's engineers and members of the machinists union showed through these difficult years as they worked long hours and many week-



Boeing's B-17 was critical to WWII success.

ends. Gradually, the 787 production issues were ironed out, and production lines in Everett and Charleston, South Carolina, began to hum. The jets have been proving themselves, and passengers love the comfortable interior experience, the larger windows, even the graceful curve of the windows. Boeing has now delivered more than 400 of the jets, and is producing 12 of

them each month—a world-record rate for wide-body airliners.

With that expansion, Boeing has also dropped the production rate on its largest and most iconic aircraft, the 747 jumbo jet. More than any other jet, the four-engine 747, with its distinctive fuselage hump and its ability to traverse the globe, has been identified with Boeing. The plane for decades dominated international routes, and numbers of the huge jets often were lined up at big international airports.

Interest in more-efficient twin-engine jets, such as the 787, has undercut demand for the 747. Boeing has delivered more than 1,500 of its 747s over a 47-year run; the order list has dwindled to just 23, but the company still sees the 747-8 Freighter contending for future orders.

Boeing's big-plane future will largely be driven by the 777X, an enlarged, upgraded



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and repowered version of the world's largest two-engine passenger jet, the 777.

Over two decades, Boeing has delivered more than 1,200 of the 777 model. Now, the 777X will boast the longest carbon-fiber wings in the world, and new levels of efficiency in its class.

To that end, a \$1 billion 777X wing plant just opened in Everett in mid-May.

"The new 777X wing center isn't just a \$1 billion investment in Boeing's future," Conner says. "This is an investment in our employees and a commitment to the Puget Sound community as a whole."

Continuing expansion

Hidden on the north side of Boeing's Everett plant is another production line, which is beginning to build Air Force tankers that will refuel military jets inflight for decades to come.

These jets reflect a little-known aspect of Boeing's prowess with commercial jets: Those same airframes also make exceptional military jets.

For its first 40 years, Boeing was much more a builder of military jets than passenger jets. The company's first big contract, in 1917 during World War I, came from the U.S. Navy for 50 of Boeing's Model C seaplanes.

Between the wars, Boeing continued to advance flight technology, designing the world's first single-wing metal passenger plane, then the first passenger plane with a pressurized cabin.

Boeing's best-known aircraft during World War II was the B-17, the legendary Flying Fortress that helped turn the war for the Allied effort in Europe. Boeing produced the aircraft in such high volumes—peaking at 363 a month, or more than eight times the current 737 production rate—that the company hired many women to build the planes during the war.

In Everett, Boeing expects to build more than 200 of its KC-46 Pegasus tankers, based on the 767 airframe, once



the final model is fully approved by the U.S. Air Force. And in Renton, Boeing is building the P-8A Poseidon, based on the 737 airframe, as an aircraft the U.S. Navy will use to find and destroy submarines.

Work on these two models means that the Puget Sound area likely will become the epicenter of Boeing military aircraft assembly during the next decade.

Looking to the future

As Boeing turns the corner of its first century, company executives say it is preparing to stay in the lead for the next 100 years.

This is by no means guaranteed, because the governments of Russia and China are pouring billions of dollars into their nations' efforts to become aerospace leaders, while Boeing shoulders the risks, and expenses, of technology innovation here. Boeing spent \$3.3 billion on research and development last year, a figure that's going up this year.

Innovation also will be the key if Boeing is to maintain market dominance against Airbus in coming decades. Both companies will be pressing forward with new materials and designs, possibly including forms of hybrid electric power or new fuselage shapes. Reducing consumption of fossil fuels will be a primary driver.

If Boeing has demonstrated anything over its first century, it's that the company and its employees are as committed to innovation today as Bill Boeing was 100 years ago in his Red Barn on the Duwamish.

Seattle-based journalist Steve Wilhelm has covered Boeing for more than 28 years.

To learn more about The Museum of Flight's ongoing celebration of Boeing's centennial, through December 31, 2016, visit museum offlight.org.





Alaska's wild Arctic

The majestic beauty of the northern Great Land By Craig Medred





ush with growth under summer's midnight sun, the Arctic attracts migrant birds from as far away as South America and from all across North America. They breed, quickly raise their young, and fly south before this fleeting paradise is swallowed by the cold of winter.

Award-winning photographer Richard Murphy first saw the Arctic in 1984, after spending his time in the midst of wilderness in such places as Chile, the Rocky Mountain West and Southcentral Alaska. Years later, on a three-week dogsled and skiing trip through Alaska's Brooks Range, he was unexpectedly overwhelmed by Arctic Alaska's raw wildness, and he ended up falling in love with the rugged beauty of the region's otherworldly landscapes. "It is so different from any other land I've been familiar with," Murphy says. "I've never come across anything like the Arctic. There is just this vastness."

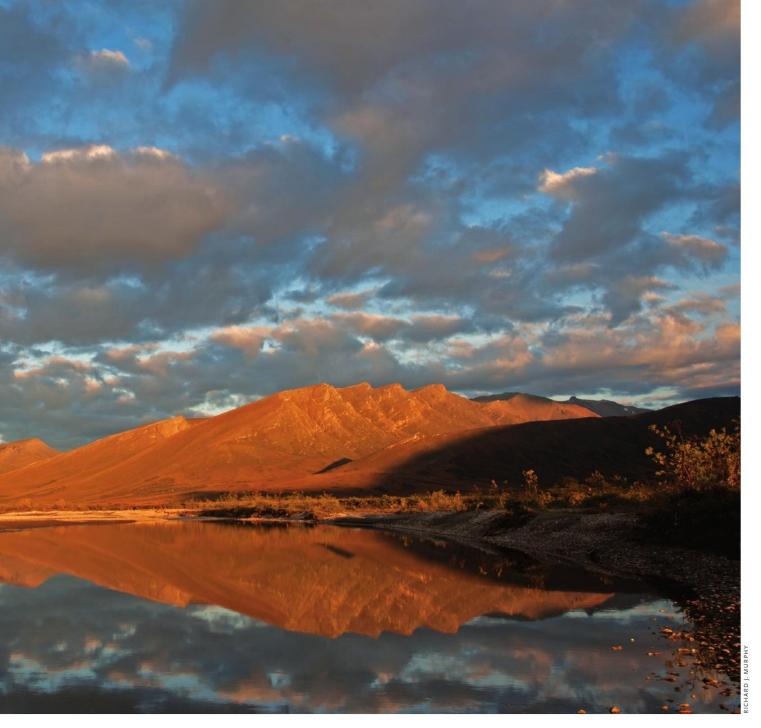
Partly to get closer to the Arctic, he pulled up stakes in Anchorage, the urban center of Alaska, and spent two years as the Snedden Chair of Journalism at the University of Alaska Fairbanks. Fairbanks is a city that reflects the natural rhythm of Alaska, a land alive with light and life in the summer, but is also known for a cold and unforgiving winter. A top photo editor, Murphy is an artist who specializes in the shape and texture of landscapes. He grew up admiring legendary Yosemite National Park photographer Ansel Adams and how he used light in his mainly black-and-white works.

"The light in the Arctic is gorgeous, and it can be very long-lasting," he says. "I don't think necessarily that the quality of light is different, but [the soft, sunset-esque light] certainly lasts for an extended amount of time, and that's a very cool thing. The air seems to be cleaner. There is a purity to the light, because it's not obscured by smog or dust."

However, this is also a land of optical illusions. Sizes seem to shift and change in relation to the landscape and the weather. Colors trade off being brighter than normal and more muted. The sun vividly paints the landscape only to have clouds and fog gray the canvas. The pure light can result in distortions that make some objects appear closer and others farther away than they really are. The terrain can become both flatter and steeper than it appears. Normal measures of time and space often become distorted. Time also changes, as the days expand into the 24-hour light—complete with a midnight sun—and then dissolve into the 24-hour darkness of winter.



Above: The Schwatka Mountains, located in Gates of the Arctic National Park & Preserve, are reflected in the calm waters of Noatak River. Right: An enormous herd of barrenground caribou migrate across the tundra north of the Brooks Range, near the trans-Alaska oil pipeline.



Science explains some of the visual phenomena by pointing out that the atmosphere is thinner over the Arctic—only 4 miles thick at the North Pole versus 12 miles thick at the equator. The intensity of the sun is thus at times far greater in the Arctic.

A Remote Beauty

The Arctic light does its magic on an already spectacular canvas, which, in the summer, includes carpets of green tundra flowing toward the massive Brooks Range



JULY 2016 ALASKA BEYOND MAGAZINE 63





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The village of Kaktovik, on the tip of Barter Island, is a popular location to begin trips to local parks and refuges. It is also known as a prime spot for viewing polar bears.

that runs roughly east to west and divides Arctic Alaska into northern and southern regions. The late author John Kauffmann, in his book Alaska's Brooks Range: The Ultimate Mountains, described the range as "gauntly beautiful," and writes how glaciers and time have carved its fantastic crags and canyons. The mountain range rises quickly from the relatively flat tundra to a series of peaks that are more than 8,000 feet high. The mountains are made of a fascinating combination of limestone, granite, black shale, blue schist, marble and dolomite. The conglomeration of rock types will make you wish you had studied geology once you enter this area of Alaska.

Still, the Arctic is far more than its unique scenic beauty. As Murphy notes, there is a sense of remoteness that touches the soul, an emptiness so large you can feel it in your bones. Such a sense of remoteness impacts the thoughts of modern



humans used to the governing rules and guideposts of civilization.

Murphy got his introduction in a packraft float down the Hulahula River, with its waters running cold and fast, and every gravel bar dug up in such a way it looked as Iñupiat subsistence-whaling crew members paddle a bearded seal–skin boat back to their camp, located on ice in the Chukchi Sea, near Barrow, Alaska.



The midnight sun glows over the Chukchi Sea, near the town of Barrow. From May until August, the sun never sets in this northernmost American community.

if it had been hosting a group of grizzly bears—despite the fact that grizzly densities here are the lowest in Alaska.

"It is dramatic country both visually and experientially," Murphy says. "There's no place in the Lower 48 that is wild like that country. I don't know that there's a location that I can compare to it. There are some places that are like it in their bareness, but [in Arctic Alaska] you've got polar bears roaming around. That one thing, alone, makes it so different."

He contends that while much of what makes this land so unique is its visual

quality, there is another aspect that is extremely powerful: Here, you are all alone in the vastness. "Intellectually, knowing there are no trails anywhere is different," Murphy says. "It's not like being in the backcountry of Yellowstone. Here, there's no trails for hundreds of miles."





FINANCIAL UPDATE

BY ANTHONY GRASST, Vice President, Builder Division Manager anthony.grasst@homestreet.com 206-753-3734

Bridging the Housing Affordability Gap: Tips for Builders and Buyers



One of the biggest challenges home builders face today is building an affordably priced home amid ever-rising land prices and construction costs. Fast-rising home prices can create an affordability gap for buyers. This gap is the difference between what the average buyer can afford and the price of the home.

The affordability gap is worsened by two other factors: limited wage growth and the threat of rising interest rates. Just a 1% increase in interest rates will reduce buyers' purchasing power as much as 13%. The combination of these factors can quickly snowball to create an affordability gap large enough to reduce demand for builders' projects.

Buyers' reaction to the affordability gap

The most common response is for buyers to purchase a lower-priced home to get to mortgage payments they can afford. Builders often see lots of traffic at their open houses with no offers and feedback like, "We love your home, but it's outside our price range," or, "We only qualify for a home priced \$20,000 less." Buyers don't always understand their financing options, nor do they usually ask.

The Sellers' Reaction

Common reactions are simply to cut the price or offer incentives. Cutting the price is not very effective at lowering the payment. A 1% cut generally only lowers the principal and interest portion of the payment by 1%. In addition, price cuts can negatively impact builders' future sales

and appraisals, and buyers may still need financial help. Incentives can create interest, but all too often the "offer" is a buffet of options like upgrades, appliances, and closing costs that don't directly address the affordability issue.

Bridging the Affordability Gap with Financing Options

For builders, financing options—dollar for dollar—are two to three times more powerful than price cuts and can better bridge the affordability gap for buyers. Through financing, builders can create an affordable mortgage payment for thousands less than the cost of cutting price, and the ratio of price cut to payment change is 2-3 to 1.

Greenstone, an Inland Northwest home builder with more than 30 years in the business, is partnering successfully with HomeStreet Bank to offer finance options. Rather than running promotions to cut sales prices, Greenstone offers incentives that allow buyers to leverage financing options, such as a rate buy-down. This typically reduces buyers' total monthly payment, or it allows additional upgrades within the buyers' original budget.

Instead of applying \$3,000 of builderlender incentives toward closing costs to offset short-term out-of-pocket expenses, savvy buyers working with HomeStreet and Greenstone will leverage financing for a permanent rate buy-down that significantly increases their purchasing power and savings over the life of the loan.

Example:

A buyer seeking a \$1,700 monthly payment at 4% interest rate on a 30-year mortgage can afford a \$275,000 home.

However, a buy-down option lowers the rate to 3.625%. Now the buyer has more options:

Option 1*

\$1,700 monthly payment remains + \$10,000 in upgrades = total loan amount of \$285,000.

Monthly payment lowered to \$1,650 on same \$275,000 loan = feels like price cut of \$20,000.

Financing concessions are paid for at the time of the sale, so there is no upfront cost until the closing. But more importantly, home prices are not cut up front.

Generally, builders spend up to 1% to 2% of the sales price on upgrade incentives. The challenge for builders and their sales teams is to translate these incentives into meaningful and impactful financing options that bridge the affordability gap.

The key to being successful with financing structures is for builders to know the market and partner with a knowledgeable lender. More specifically, they must understand buyer-financing preferences and patterns in the market where they are building. Working with a lender to design simple yet powerful financing promotions that bridge the affordability gap is critical for today's builders. It's equally important to ensure sales teams are trained and have a clear and simple message to deliver to potential buyers.

Call me today to discuss the affordability gap, available financing options, and helping buyers get into homes.

*All loans subject to underwriting approval.

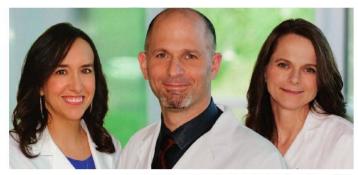
About the author:

Anthony Grasst is Vice President of Home Street Bank's Single Family Lending Builder Division and leads all builder mortgage services. He is also the host of "The New Home Sales Training Series," an online sales education program attended by builders and sales professionals from across the country. Anthony is an accomplished real estate finance professional with over 20 years of experience in real estate lending and sales.





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An adventurer rafts the rapids on the Sadlerochit River in Northeast Alaska's Arctic National Wildlife Refuge.

Large-Scale Wilderness

This region of Alaska also quickly reminds us of what comfortable lives we Americans live, and how much different the wild world is from anything in our modern, day-to-day existence. The Arctic is so different from our everyday life that it can sometimes seem more like another planet than another place.

Fly from Seattle to Tokyo or London or Dubai, and you land in places where people speak different languages and practice different customs, but much remains largely the same: roads, shops, hotels, office buildings, traffic and the crush of people.

The Arctic has none of this. Many find just flying over the landscape an adventure. You can be in the air for hours and never see a sign of humankind, just large expanses of spectacular wilderness and occasional wildlife.

The region's greatest attraction for adventurers—wilderness on a scale that can be found in few other places on the

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planet—is also its greatest danger. However, this immense scale draws increasing numbers of adventure-minded people north. For some, the Alaska Arctic is a travel goal. They have spent their lives dreaming of the opportunity to witness pristine wilderness on a size and dimension experienced by the migrating pioneers of the American West.

In the Arctic, today's adventurers will find caribou still roaming in large herds as wild and free as the bison that once populated the Great Plains. The four main Arctic caribou herds—the Western Arctic, Teshekpuk, Central Arctic and Porcupine—number more than 500,000 animals. But the land is so vast, the herds can shrink to specks on the slopes of the Brooks Range mountains or disappear altogether into Brooks Range valleys.

Seeing the Great Land

Until you spend time in the Arctic, it is simply hard to fathom how the land is so sparsely settled. The region is crossed by only one road, the Dalton Highway, which runs from Interior Alaska to Prudhoe Bay. The trails that do exist are usually those of animals, and every village is an outpost. Sociologists Lawrence C. Hamilton and Angela M. Mitiguy from the University of New Hampshire estimated there were 7,334 people living in all of the Alaskan Arctic in 2006, only 19 more than in 1800. There might be a lot of talk about the Arctic these days in the context of future development and global warming, but the region remains much as it was hundreds of years ago.

In some ways, in fact, one could almost argue that the region has grown wilder and more deserted with each passing year. As the human population has increasingly consolidated into 43 communities, the human footprint on the ground has actually shrunk.

For those interested in visiting this Arctic region, a good place to start is Nome. Although not quite an Arctic community, Nome is a popular destination on Arctic continued on page 173

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Skilled Artisans

Expert craftspeople create beautiful and functional objects

By Lora Shinn

Saddlemaker Rick Bean, who lives and works near
Boise, Idaho, ascribes finding his calling to luck.

His
parents gave him a leather-crafting kit when he was 12—
the kind used to make simple objects, such as key-chain fobs.

When he ran out of kit materials and projects, he knocked on the neighbors' door—the Pennys were a family of saddlemakers. Bean noticed scrap leather on the floor and asked to have it to continue his

projects. He soon started assisting the family with their business, and

reading the books of F.O. Baird, a professional saddlemaker.

"The Pennys taught me the fundamentals, but then I got a Ph.D. in the school of hard knocks," he says, referring to challenges he faced later. He explains that it took time to build a career in the field.

Today, Bean's saddles sell for an average of around \$40,000 each, with a minimum order of \$20,000. His commissioned works include a saddle created in honor of a bucking bull that won a national championship three times in a row.

To achieve mastery in a field takes at least 10,000 hours of practice, along with innate talent, wrote journalist and best-selling author Malcolm Gladwell in his 2008 book *Outliers*. Gladwell was popularizing a body of research that indicates the great amount of effort it takes to become an expert at complex pursuits. To truly become a master requires ability and smart practice, plus a drive to go beyond the basics of

an acquired skill set to achieve new forms and demonstrate artistry.

The boundary between craft and art is a murky one that is debated by everyone from basket weavers to art-school professors.

Some take into account a work's materials, its intended presentation or use, or its maker's style of training.

This discussion aside, people who have mastered skills used to *make* things have practiced extensively and taken creative acts to artistic levels—whether their specialties are saddlemaking, cutting stone, making hats, brewing beer, blowing glass or something else. Here are a few of their stories.

The Saddlemaker

RICK BEAN: STAR, IDAHO

"A lot of people buy paintings and sculptures," says Rick Bean. "A saddle is just a



Saddlemaker Rick Bean (above) thinks of a saddle as a "sculpture made out of leather." His Ponderosa saddle (top) features depictions of 40 wild creatures among various branches, pine cones and pineneedle patterns.

TOP TO BOTTOM, NATIONAL COWBOY & WESTERN HERITAGE MUSEUM, OKLAHOMA CITY, OKLAHOMA, 2009; COURTESY: RICK BEAN

ALAIN HAIN (2)

sculpture made out of leather. It can sit in a den or living room, or in a personal gallery." Bean is best known for his highly detailed saddles, intended as art, though he also makes common saddles, used for riding.

Each of Bean's showpiece saddles has a name and theme. In addition to leather, he often incorporates his own metalwork. One of his most popular designs is *The Outlaw*,

a saddle that features art of four horses riding with gun-toting desperadoes, and one horse mysteriously missing its rider.

only on Sundays.

Among Bean's specialties—
called "Sunday saddles"—are
Western-style works based on
saddles brought to the United
States by Mexican vaqueros (cowboys). These saddles are upscale pieces that
would traditionally be seen on horseback

According to Bean, a typical saddle takes 40 hours to carve and craft; an elaborate Sunday saddle takes more like 400 hours—and sometimes longer. "I've spent over a thousand hours on just one saddle," he says.

When Bean makes a saddle, he starts with a wood-frame, rawhide-covered saddle tree. He shapes the leather on top of the rawhide. He then selects from hundreds of tools to shape and mold 45 to 65 different pieces of leather (in total, for a detailed saddle) into delicate leaves and scenes, compressing and cutting the designs with a knife to make three-dimensional shapes that are attached to the saddle.

A member of the Traditional Cowboy Arts Association (TCAA), Bean partners with a group of fellow artisans from disciplines such as silversmithing, rawhide braiding and bit-and-spur making.

"We work to preserve and promote excellence in our fields, but the world is changing fast, and we're fighting an uphill battle," he says. Even in the realm of saddles made as art, mass-produced options are on the market. "A single man in a single shop can't produce like a factory can," says Bean.

Sebastian Martorana has carved stone for St. Patrick's Cathedral in New York and for national museums in Washington, D.C.



"You can walk past signage or letters on a building, and may not take into account the work that went into it, or how long it took to learn to do the thing you're looking at." —Sebastian Martorana

Bean hopes to inspire future generations to take up saddlemaking via the TCAA's Fellowship Award, which provides scholarships to two young craftspeople per year for on-site internships. "We open the doors to our shops and tutor them," he says.

As for his own work, Bean says he could sculpt saddles for more than a lifetime, if only that were possible. "I never have a shortage of ideas," he says. "I dream saddles. I have all kinds of saddles lined up."

The Stoneworker

SEBASTIAN MARTORANA; BALTIMORE, MARYLAND

Sebastian Martorana straddles the line between art and craft, utility and beauty.

At age 21, he apprenticed with a company outside of Washington, D.C., as

an undergraduate student, under the lead of experienced stone carver Tim Johnston. In addition to learning to carve, Martorana polished stone and made granite countertops, benches and bathtub surrounds.

"It was the wax-on, wax-off school of learning," he says, indicating that he honed his craft through work. "If I never polish another granite countertop in my life, I'll be happy, but it gave me an understanding of the material, which is vital for my understanding and control." During his training, Martorana also recognized the long-lasting impact stonework could have—one of his last projects as an apprentice was lettering on the entranceway signage for the Woodrow Wilson Memorial Bridge, which connects Virginia and Maryland.

Soon after, Martorana took his skills to the next level, earning a Master of Fine Arts



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from the Rinehart School of Sculpture at the Maryland Institute College of Art (MICA) in Baltimore, one of the nation's oldest graduate-level sculpture programs.

More than a decade later, Martorana's recent projects include lettering and carving for St. Patrick's Cathedral in New York City; working in Maryland to reclaim discarded marble stairsteps to create new works, such as public benches and chessboards; and carving names in stone bases for busts found in federal government buildings. Martorana's artworks have been shown in numerous galleries, as well as at the Smithsonian American Art Museum in Washington, D.C., and The Walters Art Museum in Baltimore.

He doesn't make much of a distinction between art and craft; he says much is about intention—did the creator intend the piece to be an artwork, or a craft? "You can walk past signage or letters on a building, and may not take into account the work that went into it, or how long it took to learn to do the thing you're looking at." He appreciates art and craft alike—for creating lasting works. He also enjoys public art because it is touchable and can be experienced by multiple generations. He grew up near Washington, D.C., and considers himself lucky to have had access to free museums and galleries.

For Martorana, stone carving is a sensory pursuit. The process releases a scent as crystals are crushed; to him, shattering silica smells like a spark of fire, and limestone has a distinctive woody smell.

Tactile and visual aspects are also important. Martorana uses hammers and chisels to carve stone, and he makes custom chisels to impart different textures. He loves white marble as the closest thing to blank canvas, with the greatest opportunities to make use of light and shadow.

Martorana has posted on his website directions on how to make inexpensive mallets and chisels. "There's a barrier to stone carving because it gets expensive,"



"I don't really worry about selling a hat, so much as trying to interest people in the possibilities of what a hat can do." —Dayna Pinkham

he says. But he notes that with handmade tools, it can be relatively inexpensive.

Hiring a stone-working artist such as Martorana is also expensive; 100 years ago, stone craftsmen were more common.

To help reach a new generation, Martorana is an adjunct professor at MICA, where he has taught stone carving and illustration. He also recently led a sculpture workshop in a Baltimore public school. As a "Let's Make" partner with the American Craft Council, he demonstrates stone carving and encourages craft-show attendees to try wielding a hammer and chisel.

It remains to be seen whether Martorana will pass his skills on to his 3-year-

old son. "Definitely not going to push him into doing this," Martorana says. "He needs to find something he wants to do. He comes in and plays in my studio with little safety goggles, and hammer and chisel. If you ask him what I do, he says, 'Daddy bangs sculptures.'"

The Milliner

DAYNA PINKHAM; PORTLAND, OREGON

As a girl, Dayna Pinkham loved the film *A Woman's Face*. In the movie, Joan Crawford hid herself by wearing a hat. *My Fair Lady*'s show-stopping hats also delighted Pinkham.

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TEVI SAYLER PHOTOGRAPHY (2)

Pinkham's parents, both interior designers, helped her develop an eye for proportions and measurements. "Mom had games where she told me to draw an inch, and she'd take out a tape measure to check," Pinkham says.

But it was also necessity that inspired Pinkham's craft. Pinkham has alopecia, a hair-loss condition that meant she was bald by age 24.

"Not wanting to wear a wig at 24, I looked for alternatives," she says. "I was introduced to a milliner, John Eaton, who worked and taught out of his home."

Eaton and Pinkham hit it off, and she went on to apprentice under him for four more years. "He was a fascinating man, very particular about precision and attention to detail, and he never used glue."

Pinkham utilizes more than 100 wood blocks to develop hat shapes, sizes and styles. Most of the blocks are more than 100 years old. Although she works with traditional equipment, her products are contemporary. "That's the challenge, to be current and fresh and modern—even avant-garde," she says. "Same old blocks, fresh colors."

For the future, Pinkham envisions incorporating computer-aided drafting to design and produce hats. For now though, she crafts hats in a time-tested manner.

When visitors walk into Pinkham's store, they are excited by the way a hat can change the way they feel. "I don't really worry about selling a hat, so much as trying to interest people in the possibilities of what a hat can do," Pinkham says. Brims can be broad or close-fitting, formal or casual.

Big-name rock stars have come to Pinkham for caps, including alternative rocker Perry Farrell and the duo in Heart, Ann and Nancy Wilson.

To create a custom hat, Pinkham and the client choose a shape and material, and Pinkham measures the customer's head. There's a fitting, then a final pickup. From start to finish, it's a meticulous two-weeklong process.

Jamie Floyd, co-founder of Ninkasi Brewing Company, innovates with beers such as Ground Control Imperial Stout, which features yeast that was flown into space and bourbon-barrel aging conducted on Earth.





Pinkham says that she hasn't decided on her favorite hat. "I've gotten really close," she says. But she always sees ways that she would further tailor her work. "My eye's gotten too clever; I see that I should've gone longer on that corner."

She does have some favorite hat memories, however. One is of Wimbledon winner Maria Sharapova stepping off a plane in Japan while wearing Pinkham's custom creation: a beautiful off-white velour cap. "That was big," the milliner says.

The Brewmaster

JAMIE FLOYD; EUGENE, OREGON In 1991, Jamie Floyd brewed his first batch of beer. He was attending the University of Oregon, and he picked up the hobby between his classes. After college, he served as the training and lead brewer at Steelhead Brewing Company (based in Eugene) for 11 years.

In 2006, Floyd opened Ninkasi Brewing with Nikos Ridge, whom he had met in a local bottle shop in Eugene.

"The Eugene water source is incredibly pure and clean," Floyd says. It was a good fit for a craft brewery, so the two partners put down roots in town. Their first batch of Total Domination IPA took 17 hours to brew, inside a leased German restaurant space that had once run a brewery.

The former two-man operation now has more than 100 employees, and the company's new brewery features a 55-barrel and

a 90-barrel brewing system. Floyd remains intimately involved in the brewing process, including with recipe development, ingredient selection and tasting.

Today, Ninkasi's Flagship beers—which include Total Domination IPA, Tricerahops Double IPA, Easy Way IPA, Dawn of the Red India-style Red Ale, Quantum Pale Ale, Helles Belles Helles Lager and Vanilla Oatis Oatmeal Stout—are sold in 14 states, and Ninkasi has been honored by the Good Food Awards organization for the brewery's sustainably crafted beer. Ninkasi has also won gold medals at the Great American Beer Festival, which hosts one of the country's most prominent beer competitions.

"Brewing is the perfect balance between science and art," Floyd says, noting that the process manages to include chemistry, physics, biology and creativity. He also



points out that a brewer learns to manage raw ingredients and equipment much like a woodworker might learn woods, grains and tools. Floyd says his father was a woodcarver, and was also involved in painting and pottery. His son's profession reflects a similar artistry.





Preston Singletary (opposite page) creates glass art inspired by his heritage. His *Tlingit Crest Hat* (above) incorporates tribal motifs.

"I put a lot of my creative passion into brewing," Floyd says.

An average beer batch has 70 points of human testing before its release to the public. While modern beers are analyzed by machines and equipment, Floyd says "the cheapest and most important equipment in the brewery is your own tongue."

To become better at tasting, Floyd says, he took a beer-tasting class. He discovered that he had a sensitive palate and was able to pick up on components such as diacetyl, which imparts a butterscotchlike flavor. He received mentorship from Lauren Salazar, of New Belgium Brewing Company, who is an expert on the sensory aspects of beer. He also took a Siebel Institute of Technology class that Salazar helped teach.

Floyd is passionate about educating the next generation and the general public. He

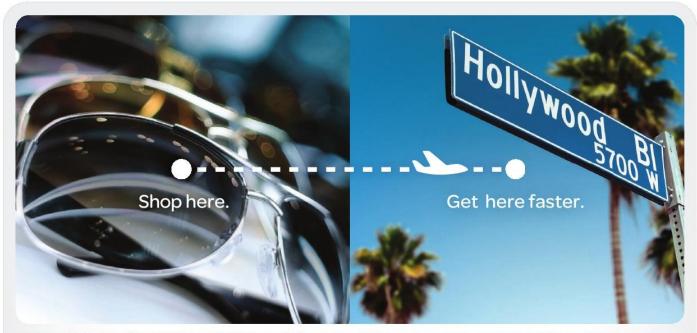
hires graduates from Oregon State University's Fermentation Science program and from other schools. Ninkasi hosts homebrew competitions and teaches beer tasting, which helps people learn about "sweet, salty, bitter, sour and umami" beer qualities.

Floyd is also passionate about the arts, and Ninkasi hosts visual artists at its Artist in Residence program, recording artists in an in-house studio, and metalworking students in a fabrication shop. This support of the arts seems to fit—it's consistent with the creativity Floyd pours into beer making.

The Glassblower

PRESTON SINGLETARY; SEATTLE, WASHINGTON

Glass artist Preston Singletary brings together two ancient traditions: European



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America's Top Ten Club 12 Greenway Plaza, Suite 1100 Houston TX 77046 glassblowing and Northwest Native art. His works can be found in galleries and collections worldwide, from The British Museum in London to the Smithsonian Institution in Washington, D.C.

Singletary started from humble beginnings: a job in a glassblowing factory, right out of high school. Enchanted by the possibilities, he began apprenticing under Seattle glassblowing artists, including Benjamin Moore and Dante Marioni, as well as Venetian glass master Lino Tagliapietra.

"I learned a good vocabulary as far as working with the materials [and] how to control glass, and I was working on teams that were demanding [in terms of] their skills and ability," Singletary says.

Confident with his practical, hands-on knowledge, Singletary began to experiment outside of "functional" or utilitarian items, such as bowls.

Today, Singletary's Tlingit ancestry informs his artwork, and he has studied under fellow Native craftspeople, including Joe David and Steve Brown. He has crafted glass Northwest Coast masks, and he has created a 7-foot-tall totem pole that retold the story of the grizzly bear his great-grandmother raised as a pet. Each of his works tells a story in shape or design.

"Everything I do today is a narrative piece, attaching more thought process to representing action within a story, my tribe," he says. The pieces are intended to be heirloom works that pass stories through generations.

Collectors and museums alike are eager patrons of Singletary's work. For instance, the totem pole went to a collector willing to fund the project (which also involved master Czech glass artisans knowledgeable about working with supersize structures).

The commission approach has a long history. Traditionally, tribal leaders would have commissioned works such



MAKING IT

The Maker Movement, which has gained prominence in the past few years, draws on enthusiasm for crafty expertise. It takes do-it-yourself know-how and mixes in technology and innovation to create functional objects or art. Maker-culture interests include everything from electronics to robotics, to metalworking and woodworking. Maker Faires (produced by the Maker Media organization) are held around the United States and internationally. These events encourage people to share work and ideas, and to learn new skills.



Fobots from Amy Flynn's "The Wizard of Odds and Ends" set.

Modern makers and craftspeople turn their efforts to a variety of projects. One example is Raleigh, North Carolina-based Amy Flynn, who started making "Fobots" (foundobject robots) in 2008, after demand for her illustration work decreased during the economic slowdown. Flynn deconstructs and reconstructs items such as spice cans, wrenches and cameras into robotlike sculptures, each with a number, date of birth and name. "The names get fun," she says. Her set "The Wizard of Odds and Ends" features characters from the fictional Land of Oz. She named an Uncle Sam-themed robot E Pluribus Aluminum.

Visit makerfaire.com to learn more about makers or find a Maker Faire in your area. —L.S.





The "Shopping Mall Gorilla" – **Ivan** Returns in Bronze to Tacoma, Washington

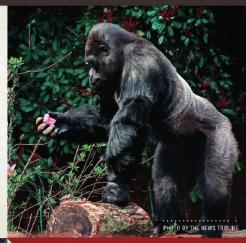
This iconic gorilla, raised by a family and loved by visitors to Tacoma's B&I Shopping Mall and Zoo Atlanta, will be cast, life-size bronze, by artist,

Douglas Granum.

The sculpture, placed at the entrance to Pt. Defiance Zoo and Aquarium, in Tacoma, WA, honors Ivan's legacy of human connections by inspiring generations of families to care about gorilla conservation.

WITH IVAN'S ASHES IN EVERY BRONZE POUR, IVAN IS TRULY RETURNING.

HOTO BY THE NEWS TRIBUNE



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SKILLED ARTISANS

as masks, totem poles, hats, garments and other important objects, often used as art and sacred ceremonial objects, and early painters were supported by patrons or a church.

To create a piece, Singletary plans out an idea mentally, then starts the process of bringing it to life. After throwing glass in the kiln, he blows and shapes the molten material, which is then put into a mold. After the glass cools, he wraps it in rubber tape, and then he hand-illustrates designs and cuts them out of the tape. He sandblasts the exposed designs to etch them into the glass.

"We always like to say, it takes 35 years and 20 hours," he says, if you include the time and effort put into learning techniques, plus the time to actually create a work. "I deliberately take time, and manipulate shapes in a controlled way."

The art is connected to history, yet contemporary, he says—he hopes that he's firing up a new tradition. "I like to see it as part of the continuum," he says. "I'm the guy doing this today, but there will be generations after me that will continue the process."

Singletary says he's working to create a mentoring program with other artists who are concerned about traditional arts' longevity. "I didn't really know where to go initially, when I was learning," he says. Once he found his mentors, he recognized that they were invaluable. "They're not watching over my shoulder every minute of the day, but if I have a question, I know who to ask, who might have insight into specific things."

Singletary recognizes the important role that he and other artists have for carrying on traditions.

"We're keepers of cultural knowledge, which is an honor—and a responsibility, too," he says.

Lora Shinn practices her craft as a freelance writer based in Seattle.







84 ALASKA BEYOND MAGAZINE JULY 2016



Resort Retreats

Vacation homes as year-round residences By Susan G. Hauser

"Ted hasn't worn pants in eight months," Anne said, matter-of-factly. Her husband, Ted, agreed that switching to a daily work uniform of shorts and flip-flops was one of the many benefits of moving to the Big Island from San Diego.

The couple was ticking off the advantages of working remotely while living full time at a vacation resort in Hawai'i.

Another plus: "Now it's like I go on vacation every day, with a little work on the side," said Ted.

Anne and Ted are part of a growing trend of urban dwellers moving to the homes of their retirement dreams, but in some cases decades before retirement age. Still working full time, this new type of resort resident first sets his or her sights on a dream location with great amenities (for example, a golf course, marina, fitness center, etc.) and then gets the employer's permission to work remotely from paradise. People now building or buying residences at vacation resorts range from young families to empty nesters. They are relocating to resorts in tropical locales, or even just a short commute from their former homes.

At Suncadia, a vacation resort in Cle Elum, just

■ Mauna Lani's KaMilo Resort residence on the Big Island's Kohala Coast.



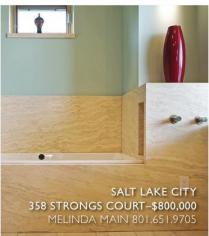




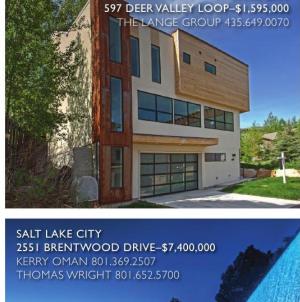




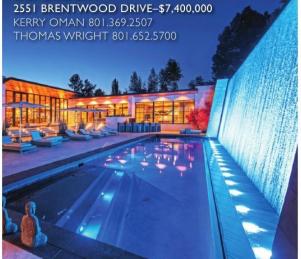
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▲ Above: Arthur and Tony's home offices are separated by a courtyard and pool. Below: Tony (left) and Arthur (right).

80 miles east of Seattle, this new trend is already changing the resort's demographics. More and more homeowners are residents for all seasons. Richard Seay, vice president and director of sales and marketing, said he first noticed the trend about two years ago when two couples, still working in the Seattle area, sold their longtime homes to move to Suncadia. They spread the word, and the population of full-time residents working from home expanded.

"Now, in the past six to eight months, we've been starting to see more full-timers who actually commute," said Seay. "They drive back every day—and they love coming home every night."

Chris Fair, president of Resonance Consultancy, a Vancouver, B.C., market-research company that tracks recreational real estate, said two main factors have contributed to the trend of full-time resort living. "First is that over time people have been using their vacation homes more than in the past, as a result of technology," said Fair. "The second factor is

that as home prices have escalated and accelerated in key gateway cities—like San Francisco or Seattle or Vancouver, B.C., or New York—the economics are incentivizing people to make a lifestyle change. If they're able to work from what they would have called their vacation home in the past, it now becomes their primary residence."

In the case of Ted and Anne, they had been vacationing in Hawai'i for 10 years, mostly at the Mauna Lani Resort on the Big Island's Kohala Coast, before they decided to make their vacation spot their home. "We always loved it," said Ted. "We said, 'Someday we'll go there and maybe retire.' Then we said, 'We're tired of waiting—let's start now!"

Ted had worked in San Diego for 16 years when he told his boss he'd like to keep working for the company—in Hawai'i. His boss agreed that Ted could perform his IT job remotely. On Ted and Anne's next trip to the Big Island, they visited KaMilo, a private community in the Mauna Lani Resort, and chose a Brookfield Homes residence.

"We'd seen them when we vacationed here," explained Ted. "Since it was on the same property where we'd stayed when we were vacationing, it was high on our list."

Still working on San Diego time, Ted wraps up his workday at 2 P.M., Hawaiian time. More often than not, he and Anne spend the rest of the day snorkeling or hanging out at the resort's beach club.



EXTRAORDINARY

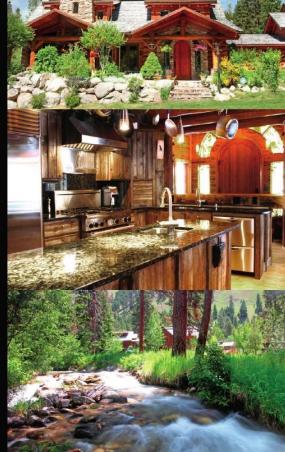
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They also can enjoy the golf course, fitness center and two swimming pools. "It's like our vacation will never end," said Ted.

Similarly, Tony and Arthur made their vacation destination their home, after years of frequent trips to ever-sunny Palm Springs. But the married couple was also lured south by the affordable prices of resort residences compared to the soaring home prices in San Francisco, where they each had lived for 30 years, 20 of those years together.

When they saw the stylish, ultramodern architecture of homes constructed by Alta Verde Builders in the private golf community of **Escena**, they realized that although such a home was out of their range in San Francisco, in Escena it was affordable. "Because space is so expensive in San Francisco," said Arthur, "there's no way we could have had there the home we have here." Now in a 2,800-square-foot, single-level

home, they have more than doubled the space they had in a twostory condo in San Francisco's Castro District.

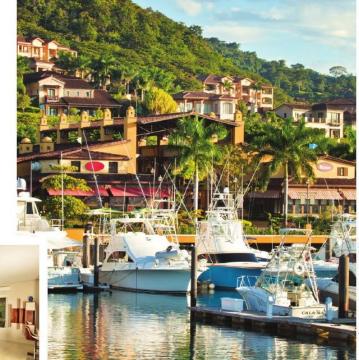
Both Arthur, a mortgage broker, and Tony, who helps line up benefits for expat employees, received their employers' permission to work remotely.

And there's no problem with both of them working from home: Their new home is U-shaped around their pool with the two offices at either end of the U.

Continuing to work while living in what once would have been considered a retirement community holds benefits that Tony and Arthur didn't realize until after they had relocated and begun creating a new circle of friends. Tony noted that instead of attempting to meet people in a new community after retirement, he would "rather be working while living in a new environment, because that's where you develop contacts and friendships."

Boats were the benefit that Ed and Valerie looked forward to when they chose to have a four-bedroom villa built for them at the **Los Sueños Resort &**Marina, on Costa Rica's Pacific coast. Living on the Chesapeake Bay in Maryland, the couple went fishing as often as Ed's commercial heating-and-air-conditioning business would allow. Vacations, too, were all about the fish—mostly game fish.

"We do it as a sport and consider ourselves to be somewhat accomplished," said Ed. "It's all catch and release," he explained further, noting that the Pacific sailfish, marlin and assorted billfish swim away, tired



Right: Los Sueños home interior. Far right: Costa Rica is an ideal place for boaters.

but alive, after encounters with Ed and Valerie. The couple keeps a 65-foot boat on the East Coast; their 50-footer is moored at Los Sueños.

"What got us here was the fishing, but once we spent some time here, it's just a great place," said Ed. "There's everything you could want: restaurants, a marina, numerous pools, a golf course, a Marriott hotel for guest overflow, a grocery store, beaches and a fitness center. Close by is a zipline, waterfall hikes, four-wheel trips and horseback riding on the beach."

Other amenities include a 24-hour medical clinic and pharmacy, and two full-service spas.

The couple hasn't made a complete break. For now, Ed manages to run his

Right: Steve and Vida. Below: The couple's resort home in Bend, Oregon.



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WATERFRONT WASHINGTON

Populations are rising on the cooler northern end of the Pacific Coast, where resort residents can slow down by the sea, roll up jean cuffs to go clamming on the beach, or stroll to a number of shops and cafes.

Next to the 683-acre Oyhut Wildlife Recreation Area in Ocean Shores on Washington's southwest coast sits **Oyhut Bay**, a beachfront property with cozy cottages. Oyhut Bay homes are within walking distance via paved trails to natural driftwood beaches such as Damon Point, as well being within strolling distance of the wildlife recreation area, an ideal locale for birders to watch blue herons, snowy owls and plovers on protected wetlands. From the Oyhut Bay development, explorers can fish or paddle nearly 23 miles of freshwater canals. Residents can choose to relax at the community indoor pool, bistro, wine bar, or at home on a large, covered front porch. They can also walk to the neighborhood grocery store, or to the Farmers and Artisan Market that will be open Saturdays, July 2 through autumn. For owners who aren't quite ready for full-time resort living, the houses in Oyhut Bay can be placed in the development's rental pool (oyhutbay.com; 360-209-1886).

Seabrook, north of Ocean Shores in Washington, is designed as a pedestrianand bike-friendly vacation community. Trails run through the property, allowing residents to walk to the core shopping district or to the beach. They can also swim year-round in the indoor heated pool, play basketball on the full-size court or craft at the pottery-painting studio. For those with kids, the familyfriendly village has two playgrounds, a Montessori school for children ages 3 to 12 years, and Wind Gate Equestrian, a horseback riding company that offers lessons and a Saddle Club (seabrookwa.com; 360-276-0099). "That's at the top of the hierarchy of needs, being in a place that you love and enjoying the things that you want to do."

business from Costa Rica only during wintertime. But already he and Valerie have noticed a big difference between vacationing at a resort and actually living in one.

"When you live there, you don't get up thinking, 'I've got to do something today,' like you do when you're on vacation," said Ed. "You're not trying to find a way to entertain yourself. It's not a vacation. You're just living in a different place."

Steve and Vida were living in a very different place before buying a home at the **Tetherow Golf Club** in Bend, Oregon. With their two daughters, Steve and Vida were located where Steve's tech job



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had taken him after San Francisco: Sydney, Australia. But after four years Down Under, the couple was feeling the urge to settle in a permanent location, one well suited for raising children and enjoying life. Bend topped the list. After a weekend visit, Tetherow was the place.

"Place matters," explained Steve. "And if you can call a place that you love 'home' and still be able to work, to me that's at the top of the hierarchy of needs, being in a place that you love and enjoying the things that you want to do."

"On special occasions [the resort] turns the golf course's driving range into a campground for stargazing and s'mores."

Steve's description of their new neighborhood, full of kids riding bikes and scooters in the street, and playing soccer in front yards, sounds like an idyllic *Leave It To Beaver* lifestyle.

"We think we live on about the best street in the entire world," said Steve. "It's an S-curve cul-de-sac with about eight other families, most of whom have children in the same age bracket."

The resort caters to all those kids, too, and on special occasions turns the golf course's driving range into a campground for stargazing and s'mores.

Steve said there's a special connection between all the families that have recently moved to Tetherow. "Being one of a couple hundred families who are all new together, it's kind of like freshman year," he said. "You're all in this new place building community and relationships and bonds together."

Steve continued to work remotely for a year after the family moved to Bend, time enough for him to decide that he





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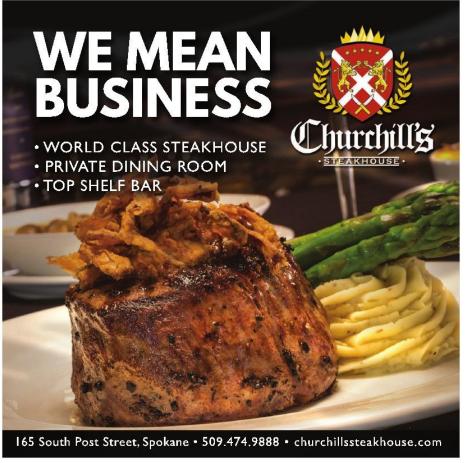
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wanted to put down roots in a local business. Now his commute to work at a venture-capital firm takes him four minutes by mountain bike.

Jon and Monica's 70-minute drive west to their jobs in Issaquah, Washington from their peaceful, 3,000-square-foot mountain home in the Suncadia Resort in Cle Elum may seem a bit long. Actually, most of their commute is practically a spiritual experience, they say, as they drive through Snoqualmie Pass, taking in the grandeur of vast forests, mountain lakes and snowy peaks.

En route to their jobs, Jon as a pharmacist and Monica as an e-commerce buyer, they get caught in traffic just a few miles from their destination—quite a switch from when they lived near Redmond, they say. Jon adds that they enjoy seeing "all that beauty" along the way.

Originally, the couple was thinking of building a vacation home on property they owned in Colorado. They arranged to meet with a timber framer, who just happened to be showing a home in Suncadia. By the end of their meeting, they were discussing with him the prospect of building a home there instead. They decided to sell their vacation property, as well as their longtime home, and moved to Suncadia.

When they're not working, Jon likes playing golf on one of Suncadia's three courses, while Monica enjoys hiking on the 40 miles of surrounding trails or working out at the fitness center.

It has been hard to keep their happiness a secret. "We know several people who are considering a move or who have already moved to Suncadia," Monica said. "For people who are willing to make that commute every day, it's pretty amazing. It's exactly like being on a microvacation every day."

Susan G. Hauser writes from Portland.



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TWO LINCOLN TOWER





The Southport community, near Seattle, offers mixed-use living at The Bristol apartments (inset).

Multiuse Developments

Modern designs make space for life, work and play

By Renee Brincks

In July 2014, Nick and Kyla moved from a Salt Lake City suburb to the Seattle area. They had been living in a house 45 miles outside of Utah's capital, but when they moved to the Pacific Northwest, they decided to rent an apartment. The couple chose a one-bedroom, one-bath residence in The Bristol at Southport, a mixed-use development in Renton, Washington—about 15 miles southeast of Seattle and about 11 miles south of Bellevue.

Apartments in The Bristol's two buildings feature high-end fixtures, and access to a shared fitness center, rooftop deck, game room and picnic area. The 383 residential units sit on a campus that's adjacent to Lake Washington and 57-acre Gene Coulon Memorial Beach Park. A 12-story Hyatt Regency property will open in the Southport area in 2017, followed by several commercial office towers. The first two office buildings are scheduled to open in 2018.



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The Chophouse Row project, in Seattle, integrates commercial and residential spaces within new buildings and remodeled historic structures.

Proximity to the lake and parkland, along with convenient access to freeways, attracted the couple to the Southport development. The Landing, a shopping and entertainment complex located less than a mile away, also added appeal.

"This location has everything you could need, including groceries, a gym, restaurants and a movie theater," says Kyla. "There's a city feel, but it's quiet. We have the lake and the views and the trees. It's really the best of both worlds—urban and natural."

SOUTHPORT AND SIMILAR MIXED-USE com-

plexes have become increasingly popular across the U.S. landscape in recent years, bringing residential, retail, hospitality and spaces with other uses together in a single site or structure. Today's builders are taking bold approaches to multifamily developments, from new downtown high-rises with ground-floor coffee shops and clothing stores to suburban office parks reconfigured with housing, retail and recreational features.

Demographics are one factor shaping the trend. "Baby boomers are downsizing and selling their large-lot homes," says Ed McMahon, senior resident fellow at the nonprofit Urban Land Institute, based in Washington, D.C. "They like to live closer to services and amenities. They want to be closer to their children. Often, those children are millennials who are interested in walkable, mixed-use neighborhoods."

At 27 and 24 years old, respectively, Nick and Kyla fall squarely in that millennials bracket. And their interest in mixed-use living seems unlikely to wane in the coming years. As they consider starting a family, the couple has discussed upgrading to a bigger apartment in their waterfront complex.

"I think there is room here for families to grow," Kyla says, citing the park, lakeside walking trails and a comfortable sense of community as benefits. "It's very safe and very family-friendly, but you also get that hip, modern, city-living vibe."

WITH BUYERS AND RENTERS OF ALL AGES

looking to live, work and play in one place, some communities are finding that demand for single-family, suburban residences is decreasing, and that new developments with studios and small apartments are booming. Meanwhile, there are opportunities for more diversified housing options.

"We're seeing lots of small mixed-use units coming on the market, but sometimes options are missing," says McMahon. "There is a gap in Portland, for example, between single-family housing and high-rises. There's not enough in between." He lists alternatives such as duplexes, backyard accessory units and developments with design flexibility.

One project opening in early 2017 aims to diversify Portland's housing options while incorporating retail, parking and public spaces over four city blocks. Commonly called Goat Blocks after the animals that controlled grass here before construction began, the LOCA development includes 347 apartments ranging from 416-square-foot studios to two-story, three-bedroom, two-and-a-half-bathroom townhomes. The campus will include a hardware store, a supermarket, and cafes and services aimed at Portland's wider Central Eastside neighborhood.



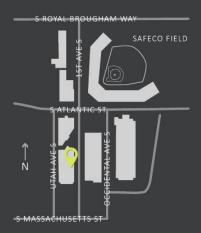
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The Portland project known as LOCA, or Goat Blocks (shown here in renderings), features a range of residential options with convenient access to restaurants, stores and services.

"We brought a meat-and-potatoes sensibility to the retail mix," says Noel Johnson of Killian Pacific, the development company behind LOCA. "We want restaurants and coffee shops that give people a reason to linger, but it's also nice to make it convenient to pick up a box of nails, and glue for kids' art projects all in one trip."

To integrate the LOCA campus into the neighborhood, designers applied distinctive architectural touches to all seven buildings and tucked pedestrian plazas throughout. Residential units occupy four structures of varying heights, each with a different interior aesthetic. Amenities include high-speed data connections and an automated locker system to accept deliveries when residents are away, plus a barbecue area, and facilities and parking for cyclists.

SUCCESSFUL MIXED-USE OFFERINGS require a creative design approach and comforts tailored to residents' needs. Thoughtful connections to surrounding communities are also crucial, Johnson says.

"You have to listen to a variety of parties—neighbors, retailers, residents—because you're trying to do a lot of things at once," he notes. "That can make the difference between a really compelling mixed-use

development and something that is cookie-cutter or doesn't function quite right."

"Integrating a development into a neighborhood is a complicated undertaking," agrees Benjamin Grant, urban design policy director at the San Francisco Bay Area Planning and Urban Research Association (SPUR). The nonprofit conducts research, education and advocacy related to planning and development. He says the challenges related to modern mixed-use development trace back to the Industrial Revolution, when heavy manufacturing moved into urban areas and employees needed to be within walking distance of factories. As a result, many families lived in crowded conditions that exposed them to disease and pollution. "This was the urban crisis of the day," Grant says. "Zoning was created to separate incompatible uses, and detach residential living from canneries and slaughterhouses and factories."



























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Two Lincoln Tower (at center in this rendering), part of The Lincoln Square Expansion in Bellevue, Washington, will house 218 luxury apartment homes and the 244-room W Bellevue hotel.

As American cities created distinct industrial, commercial and residential districts, the rise of the automobile enabled more families to live in one place while traveling elsewhere to work, shop and study. Many institutions that financed new buildings evolved to focus either on commercial loans or residential loans, making it more complicated for mixeduse projects to secure funding. Plus, the isolation of daily activities became so normal—and, in many cases, so influenced by traditional, well-intentioned zoning laws (that have been made less relevant by environmental-health regulation)—that it took systemic reform to make mixed-use projects work.

"Mixing uses was essentially illegal in American cities. Even putting a cafe on the ground floor of a residential building required changing the rules," says Grant. "For the past 30 years, there's been a lot of zoning and planning reform to make these developments possible."

Designing a mixed-use structure that houses a coffee shop, a pharmacy and apartments, for example, means navigating different dining, retail and residential building codes. Some projects go a step further, introducing small-scale production or repair services in retail zones and residential corridors.

REINFORCING COMMUNITY

At the 12th Avenue Arts building in Seattle's Capitol Hill neighborhood, artists and nonprofit organizations share a creative mixed-use space with 88 studio, one-bedroom and two-bedroom apartments.

Capitol Hill Housing, a community development and housing organization serving low- and moderate-income residents, developed the complex after consulting with neighbors about what was missing in the area. The structure holds restaurants and storefronts, performing-arts theater spaces, meeting venues and offices. Residents have access to shared patios and laundry machines on each floor, and individual units feature dishwashers and natural light.

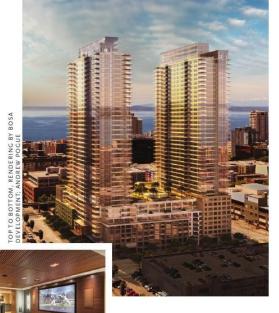
"[The building] responds to what the neighborhood needed," says Kelly Mann of Urban Land Institute Northwest. "The developers and designers did a lot of listening and tapping unmet demand."—R.B.

Flexible ground-level workshop spaces and live-work studios in walkable, nonindustrial neighborhoods could house—for example—an artisanal coffee roaster, craft brewer or custom clothier.

"For a long time, zoning was a tool to separate industry from residential environments," says Grant. "Anything associated with production was considered industrial, and therefore relegated to areas away from people. But not all production is smokestack industry, so it's OK for more uses to be in neighborhoods where people can interact. The fluid mixture of activities makes for a very interesting city."

INTEGRATING HISTORIC BUILDINGS also makes for interesting mixed-use opportunities. In Seattle's Capitol Hill neighborhood, the Chophouse Row project combines a new office tower and a 1924 structure that once housed an auto-parts store. The development brings ground-floor restaurant and retail space, loft-style offices and penthouse apart-

REAL ESTATE



ments together in Seattle's Pike/Pine Corridor area. The project also has coworking and event spaces,

exercise facilities and a dog day care business.

Architects incorporated salvaged and sustainable building materials throughout the Chophouse Row project, which earned one of just 26 nominations for the Urban Land Institute's 2016 Global Awards for

Insignia Seattle has a highly walkable setting near shops and restaurants, and many amenities, such as the screening room shown here (inset).

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"The greenest building is the one you don't tear down," says Kelly Mann, executive director of ULI Northwest, in Seattle. "The Chophouse Row project has been incredibly successful, and it demonstrates the power of a complementary collection of uses."

Across Lake Washington, in Bellevue, Kemper Development Company's Lincoln Square Expansion combines mixed-use components for a luxury experience. Existing shopping and entertainment highlights include restaurants, a 16-screen theater, and retail, office and hotel space. The addition of two new towers will bring, in total, 31 floors of new offices, 180,000 square feet of shops and restaurants, and a 13-story W Hotel topped by 218 upscale apartments.

The expansion's residential structure, Two Lincoln Tower-which will house one-, two- and three-





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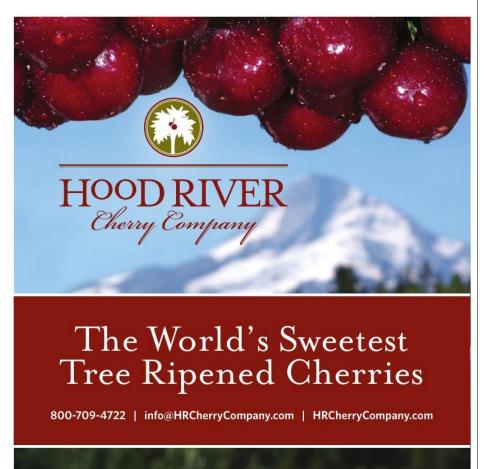
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bedroom luxury apartments and two-story penthouses—will have upscale amenities such as a fitness center, pet facilities and a media room. And these Two Lincoln Tower residences will also offer views of the surrounding city, Lake Washington, the Cascade Range and beyond, plus a posh 41st-floor common-space terrace for residents. It's all within walking distance of downtown shopping and services.

"The convenience of the walk-and-go lifestyle is a huge selling point," says Bemi Jauhal of Bosa Development, the company behind **Insignia**, another project, located in the Belltown area, near

"People want to get more connected with their living experience." —Bemi Jauhal, Bosa Development

downtown Seattle. The development's two residential towers have 698 units that have attracted urban-minded technology employees and empty nesters alike. "People want to get more connected with their living experience," she says. "They want access to parks, grocery stores and restaurants, and it's easier to do that on foot than it is by car," says Jauhal.

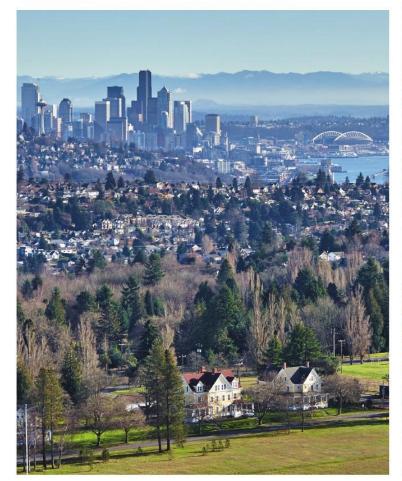
Getting back to the basics of urban living, in which goods, services, schools and jobs occupy a small footprint, isn't merely convenient, it's also efficient in terms of land use and transportation, says SPUR's Benjamin Grant.

"This isn't just something for intrepid kids who want to spend five years in the city before moving to the suburbs," he says. "It's a way you can live your life that's much more efficient and much less impactful on the environment. It provides a rich, wonderful quality of life."

Renee Brincks writes from San Francisco.



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Sophisticated Studios

Creating a backyard room of one's own By Debra Prinzing

Nestled away in urban gardens, suburban backyards or rural properties, small-scale structures are popping up all across the country. These "mini-me" dwellings aren't always inhabited full time, but they do serve as alluring retreats for practical and creative pursuits, from holding meetings to making art to meditating.

For many of us, space is at a premium, so we look at that patch of lawn and reimagine it as the corner office. Or, we ask our real estate to work harder for us (Airbnb is a prime example). Whatever the motivation, there's probably an ideal sanctuary of your own imagination that can be attained with the addition of a few hundred square feet.

Lynette Y. White-Gustafson, Ethan Allen's design center manager in Lynnwood,

▲ Better Built Barns creates customizable sheds for studio and storage options.

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▲ Above: Modern-Shed's slanted-roof aesthetic adds a contemporary, clean look to small backyard structures. Right: The interior of a Modern-Shed structure.

north of Seattle in Washington, is fascinated with backyard cottages. "The 'she shed' got on my radar because we kept seeing books and TV shows about tiny houses. They can be everything from a garden getaway to a place where an elderly parent lives with a sense of independence, or an art studio," she says. "We all need a space away from the TV, the phone and all that bombards us every day."

In May, Ethan Allen staged a "She Shed Style Showcase," an exhibit of backyard hideaways furnished and decorated by its designers.

For the exhibit, designers converted a 10-by-16-foot cedar storage shed into a romantic guest room, complete with robin's egg—blue beadboard walls, a gallery of prints, a bed with an upholstered headboard and a tiny chandelier.

They also transformed an 8-by-12-foot shed into a home-office space with French doors, operable windows, clerestory glass and skylights to ensure that the interior was bright and inviting. The response from customers was positive—in fact, one shed was sold before it was unloaded from the delivery truck.

Demand for sheds is up, at least at Better Built Barns Inc., a Salem, Oregon—based builder. Michael Fishbaugh, Better Built Barns' regional manager for Washington and Colorado, says sales have increased between 15 and 25 percent each year for the past four years. Customization options, including windows, doors and rooflines, are likely the reason one-quarter of customers purchase a shed for nonstorage purposes, Fishbaugh says.

The ultimate size of the structure you choose can

be a big consideration, depending on where you live and municipal building codes. For example, the city of Seattle defines a shed as "a small, single-story building used to store tools or other items." According to the Seattle Department of Construction and Inspections, a permit may not be required provided the structure measures 120 square feet or less; is single-story; is mounted on a simple concrete slab, pier blocks or soil; is not attached to a house; and is not in or near an environmentally critical area such as a steep slope or wetland.

Larger structures in Seattle fall under "accessory dwelling unit (ADU)." These require a building permit and can range in maximum size from 650 to 1,000 square feet if attached to the primary residence, or 650 to 800 square feet if detached. Many such structures can be habitable, with a kitchen and bathroom, but further thought should be spent on aspects such as electricity, plumbing and a septic system or sewer connection. Each of these luxuries will require a separate, additional permit, which can be obtained through city and county offices.

Ryan Grey Smith and Ahna Holder were early innovators in the industry. The architects formed Seattle-based Modern-Shed in 1998 after moving into a home lacking a garage or basement.



"We could have purchased a shed from a home center, but that didn't match our modern aesthetic," Smith says. The couple used a slanted-shed roof as their design vernacular, which inspired requests from others.

"The recent curve with the tiny-home movement has gained a lot of traction," he says. "And there is a general trend in real estate to want smaller and simpler. In places like Silicon Valley or Seattle, real estate markets have fundamentally changed, and a backyard shed makes a ton of sense. Cities are full, and there isn't extra land lying around."

Regardless of what a shed may contain, it meets a basic human urge for solitude, Smith of Modern-Shed says. "Everyone has a need for that basic sense of shelter, which is why people often connect to

Above: The repurposed shed where Maura (left) creates floral designs and wreaths.





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▲ Top: Paula's writing cottage is painted sage green to match her 1921 Los Angeles bungalow. Above: Inside the cottage, complete with desk and bookshelves.

memories of a childhood playhouse. We're seeing both an emotional attachment and pure functionality with these buildings."

When Seattle florist Maura first started Casablanca Floral, she used her children's tree fort, a mere 36-square-foot shelter just large enough to hold her wreath-making equipment. Maura later graduated to an existing potting shed, but had to work among tools and kids' bikes.

Success has now allowed Maura to act on a dream of having her own backyard design space.

"My new studio will have high ceilings, two greenhouse-style walls of glass



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1. Identify the activities that draw you out of the

home. Are you creating art, making music, writing poetry, growing flowers, playing with children, stargazing, entertaining friends or meditating? You can tailor a home for almost any pursuit in a small, but distinct, garden shed.

2 Check local building codes for zoning guidelines.

Sheds are usually categorized as an "accessory building" or "temporary building." There may be a maximum size under which you can build a backyard shed without a permit. Adding electricity, water or other utilities will likely require permits. Be sure to ask how close the shed can be located to your property line or main residence, and to follow local zoning and home occupancy restrictions.

3. Consider the shed's architectural role in the land-

scape. Is it a design focal point or intentionally hidden from view? Will its outer walls support vines and climbing roses? Or will the shed be a backdrop for displaying flowerpots, artwork or sculpture? Will it camouflage an unsightly view? Is it for pure function or pure fun—or a little of both? A bit of purposeful planning will go a long way.

4 Choose its placement in the landscape. Where will you situate the pavilion, potting shed or garden house? Can you orient it to allow sunlight to stream through the continued on page 118

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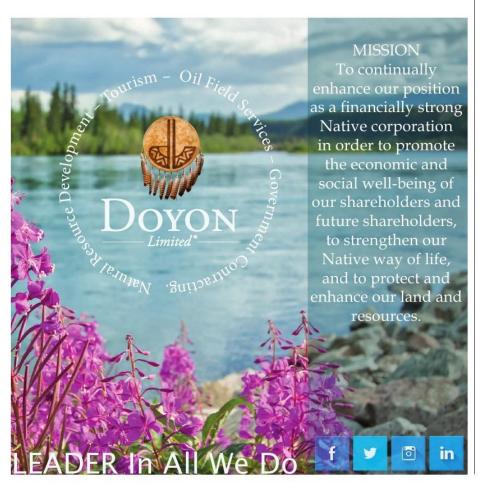
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from page 116

windows and French doors? Or will it be nestled beneath a shade tree to provide a cool summer respite? Is the ground level enough to accommodate the structure, or will you need to excavate or add fill? Working with the existing land-scape can enhance the qualities you seek in your new space.

6. Add homelike details that emulate your primary resi-

dence. Windows should be operable so you can create ventilation, adjust temperatures and hear the sounds of your garden while inside. Try including a deep ledge for displaying potted herbs or anything else that makes you happy. Don't settle for an ordinary door from a big-box home center when you can find something special. A salvaged door, especially one with multipaned glass, is a nice choice. Coat it with a brilliant color or allow it to weather with time.

6. Remember: This is an outdoor structure. A concrete floor is practical, but consider staining it with an accent color or adding a drain in the center for easy cleanup of gardening projects. Shed floors can also be finished with wood planking, colorful vinyl tile, terra cotta pavers, flagstone or wall-to-wall carpeting. —D.P.

and an outdoor deck where my wreathmaking machine will now reside," she says. "I'm calling the design 'Brooklynmeets-Paris' because I want a very elegant, beautiful, clean space."

For people like Maura who don't own a garage, the shed is a great alternative, says Fishbaugh of Better Built Barns. "In cities with smaller lots, there's no room to grow, and height restrictions mean you often can't build up." The price tag is appealing, too. For example,

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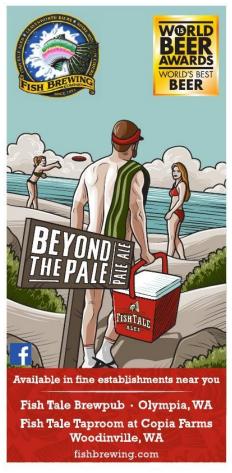
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a 10-by-16-foot Better Built shed costs an average of \$6,000 built on site.

Some people are lucky enough to inherit their garden getaway. When Los Angeles—based writer and artist Paula eyed the charming cottage behind a 1920s bungalow she wanted to buy, she immediately knew that it would become her writing studio.

The 10-by-20-foot building is tucked into the corner of a tiny backyard bursting with plants. It is painted sage green to match the nearby one-car garage (now Paula's printmaking studio) and the bungalow in which she resides. There is a broad step that spans the front of the cottage, perfect for garden seating and as a ledge for potted succulents.

The writer often rises early in the morning and steps through her fragrant garden to the cottage, a quiet place furnished with a comfortable chair, ceiling-to-floor bookshelves, photography and prints, and a desk that is situated for a view of the garden. "I love opening the window of my writing cottage and looking at my bench and Japanese maple tree," Paula says of the secluded area she calls her "story garden."

Even if your shed is mainly home to gardening projects, it can be transformed into a spalike hideaway if you designate one corner for R&R. Include items such as a wicker chair and reading lamp, and a desk for your reference books, correspondence or even a small tea party. Create a unique interior that suits you.

In the end, your shed should be designed for your goals and desires. It is the space where you will feel free to create and contemplate, and take refuge from the everyday demands of life.

Debra Prinzing is a Seattle-based writer and co-author of Stylish Sheds and Elegant Hideaways (Clarkson Potter, 2008).



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FISHING

TO HAWAIIAN ANGLERS, BANANAS CAN BE GOOD LUCK, BAD LUCK OR JUST AN EXCUSE BY JIM RIZZUTO

LORE







An angler rigs deep-sea fishing poles on a boat off the North Shore of O'ahu.

banning the yellow fruit. "We will not catch fish if you take bananas on board or consume them just before departure," the deckhand cautions today's fishermen. "Please leave bananas in the office to pick up after your trip." The rule works for Captain Kent Mongreig and his *Sea Wife II* team. Each day, groups of novices rarely return without a fish. The only irony? The boat is painted a rich, ripe banana yellow.

Of course, captains and crew of other vessels welcome bananas as charms, while other fishermen believe all these banana superstitions are a little, well, bananas.

While there's no definitive explanation for the taboo's origins, a common opinion says it came about because bananas emit a gas (ethylene) that causes other fruits and vegetables to ripen more quickly. In the days of months-long voyages when supplies had to last, crews were careful not to pack bananas because doing so risked spoiling all of their food.

The earliest record I found of the banana jinx relating to fishing in Hawai'i was in the 1952 book Fishing Behind the Eight Ball by angler Harlan Major. "I asked about the banana story especially and was told that it was absolutely true," Major wrote. Kona fishing publicist Bert Biehl then included the superstition in a series of pamphlets produced annually during the 1950s to promote Kona fishing. The myth has been bandied about ever since.

I recently surveyed some of the top fishermen on the Island of Hawai'i, Kaua'i, Maui, Moloka'i and O'ahu to get their takes on all this banana business and to learn more about where, when and what to fish in the Aloha State.

Most importantly, they say the banana myth is a reminder to learn in advance what to expect and to research your many fishing options on all the islands to identify opportunities that meet the experience you're looking for, your preference to release or keep your catch, and your expectations for what is done with fish that are kept.

THE ISLAND OF HAWAI'I

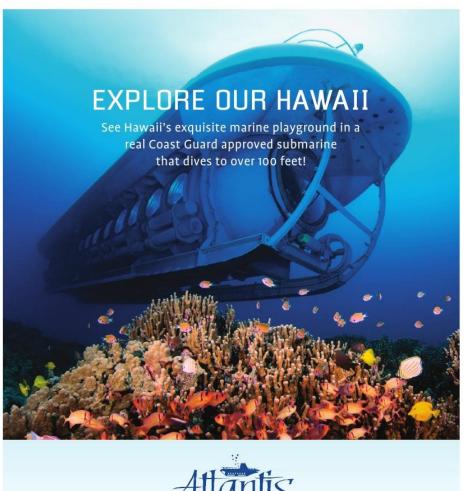
All year, big fish feed in calm water near
Kona's shores, making it a prime spot to
find blue marlin that top 1,000 pounds. Six
"granders" were caught in 2015, including a
1,368-pound marlin hooked in July. Though
big fish are out all year—anglers reeled in a
1,058-pound blue marlin in February 2015—summer is peak season and tournament time. The
competition schedule is filled with more than a
dozen big-name events, such as the World Cup
Blue Marlin Championship, the Hawaii Marlin
Tournament Series and the Hawaiian International Billfish Tournament. (Recreational fishermen take note: Even when the prestige boats are in
highest demand during the summer, visitors can



Good luck?

OR

Bad luck?



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find options among the fleet of more than 100 charter vessels of all sizes and rates.)

So, are the big-fish pros banning bananas or stocking up before tournaments? That depends. Take anglers Parke Berolzheimer and Captain Marlin Parker—can you tell he's a fisherman's son?—who each have granders to their name. While Berolzheimer thinks bananas are good luck, Parker subscribes to the notion that bananas keep the fish away. So who's right? The two decided to fish together, bananas aboard, to settle the matter once and for all.

Parker reluctantly brought bananas onto his boat, *Marlin Magic II*, but crew member Carol Lynne may have gone overboard when she added banana slices to the fruit salad. Berolzheimer, Parker, Lynne and another crewman ate the fruit with varying degrees of enthusiasm.

Then, while they were trolling the top corner of Kona's world-famous grounds along a 150-fathom ledge, a 300-pound blue marlin raced in, grabbed the short corner lure and quickly shook free. The anti-banana Parker was just about to say, "I told you so," when he watched in stunned silence as a much bigger blue marlin pounced on the lure.

Berolzheimer had caught grander black marlin in Australia, but he was here from California specifically to catch a grander blue. At first glimpse, this fish looked bigger than 600 pounds, but not big enough. Then it tail-walked, completely out of the water, and Berolzheimer announced, "We're taking this fish. I think it's going to be over 900."

With the smell of bananas in the air, Parker was pessimistic. The fish might be 700 pounds. Maybe 800. But surely it wouldn't top 1,000. After a 22-minute struggle, Berolzheimer pulled the blue aboard. "It's definitely over 900," Parker said.

They measured the short length (tip of lower jaw to fork of tail) at 136 inches.





scary-big-fish area. I saw
a 1,500-pound marlin eat
a 100-pound 'ahi last year
in that channel. And those
weights are conservative
estimates."

"The Ni'ihau channel is a

-Darrin Auger

Reeling in a blue marlin in Kona can be hard work.

That beat the 134-inch length of the 973-pounder the *Marlin Magic II* had caught during the previous Hawaiian International Billfish Tournament. Could this be the grander blue Berolzheimer sought? Had the bananas paid off? The fish lit up the scales, but alas, it came in at "only" 940 pounds. A successful

trip nonetheless. Not just the 940-pound marlin, but also a 52-pound mahimahi and a 134-pound bigeye tuna—Berolzheimer's first bigeye.

Needless to say, future trips on the *Marlin Magic II* will start with a banana breakfast, so long as the crew inspects anglers' bags to make sure nothing is







going to fall out. No one wants to slip on a stray peel.

KAUAI

Darrin Auger is one of about a dozen charter captains who fish the rich waters off Kaua'i. He's undeterred by worries about bananas, but he tells his guests aboard the *Nemesis* that some of his

friends get upset if you bring along the fruit. Auger himself thinks bananas might actually carry good fortune.

"Sometimes if fishing is slow, I will bring along a bunch, make a teaser out of bananas and tow it behind the boat," he says, showing me an image of bananas bouncing in the



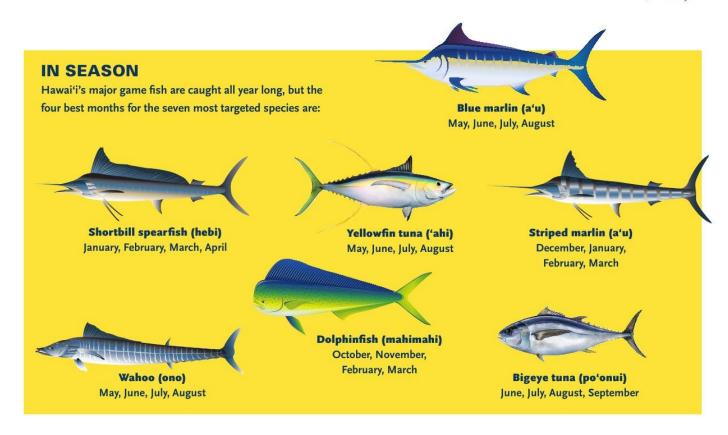
Many anglers visit Kaua'i fishing grounds, looking to catch big yellowfin tuna ('ahi'), which can weigh more than 250 pounds.

wake. Auger says successful fishing on Kaua'i depends less on luck and more on when different masses of fish reach the western Hawaiian island.

Hawai'i fishermen associate Kaua'i with big yellowfin tuna ('ahi) that, when mature, range from 100 to 250-plus pounds. Migrating schools of adult 'ahi reach Kaua'i first among the islands, typically in March, and stay through October, Auger says. This year, they showed up early in February.

When the 'ahi are running, Kaua'i boats hook them in bunches. "I've had too many multiple-'ahi days to count," Auger says. "Our hottest bite was five at once, and we caught them all, weighing













140 to 220 pounds."

During winter and spring, Kaua'i gets a lot of spearfish and striped marlin, much like Kona does. "Our typical blue marlin numbers are not as strong as Kona's, but at times there are moments of madness with blues everywhere," the captain says. "But remember, we have far fewer boats out here targeting them."

Deepwater trenches that plunge near Kaua'i's shores keep big fish close. "The 1,000-fathom ledge is 3.4 miles from Port Allen harbor, and the Ni'ihau channel is within an hour's ride," Auger says. "The Ni'ihau channel is a scarybig-fish area. I saw a 1,500-pound marlin eat a 100-pound 'ahi last year in that channel. And those weights are conservative estimates."

Kaua'i waters are usually rougher than the lees around larger islands, but you can find welcoming seas on the Port Allen side. In fact, the Port Allen side not only has nicer ocean conditions but statistically more fish than the windward side, Auger says.

MAUI

To Captain Jeff Kahl, who operates *Piper* on Maui and has logged nearly 7,000 days taking guests on game-fishing trips in the waters surrounding Maui, Kahoʻolawe and Lānaʻi, bananas are just bananas. Though they happen to be his favorite fruit. "They do offer a great excuse when no fish are caught," Kahl says. "Don't blame me, you brought the bananas!"

Kahl may not buy into the banana jinx, but as is the case with most skippers who fish out of Lahaina and Mā'alaea, Maui's two sport-fishing harbors, he believes "Maui nō ka 'oi" (Maui indeed is the best).

"Maui is by far the most scenic and beautiful of all the major islands to charter fish," Kahl says. "Within minutes of



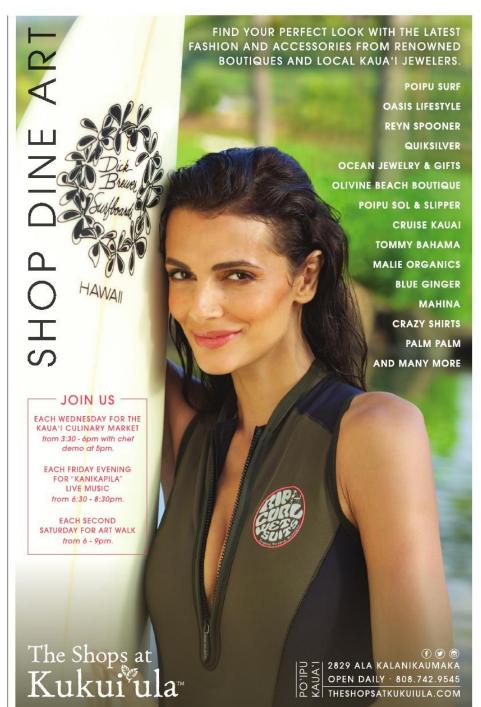
leaving the harbor we see four major islands along with Molokini crater [a crescent island renowned for snorkeling]. Depending on wind direction and velocity, we have a multitude of island hot spots to fish."



Captain Jeff Kahl surveys Maui County's waters aboard his charter boat Piper. He's logged nearly 7,000 days taking guests on fishing trips.

Maui is known to be windy, but because of the island's position and structure, there are many protected lees. "We may troll for 70 to 100 miles on a full-day charter, but we are rarely more than 5 to 7 miles off an island coastline," Kahl says.

The conditions and variables offer a broad range of fish to target, and Maui is similar to the other islands as far as time of year and species to go after. "Personally, my heartbeat goes up a bit from May through August, when blue marlin and big 'ahi are more prevalent," Kahl says. "Like fishermen on all islands, we tend to downsize our tackle options during the rest of the year, knowing the smaller species—striped marlin, spearfish, mahimahi and ono-are more likely to





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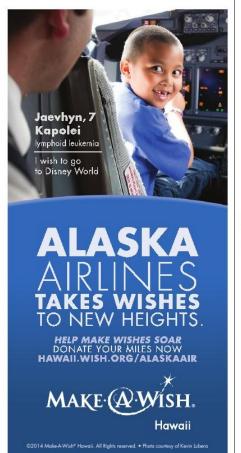
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Captain Clay Ching scoffs at the banana superstition. "People have to blame something for their lack of success when the fish aren't biting."

find their way into Maui County waters. Sometimes we pay the price for using lighter tackle because we have hooked large blue marlin in each month of the year."

MOLOKA'I

The big attraction on Moloka'i is the "banana fish," a blazing silver bonefish that streaks across the shallow water with heart-stopping speed and power. Captain Clay Ching of Hallelujah Hou Fishing knows where these fish live and can show visitors how to catch them on a fly rod. He's the only U.S. Coast Guard-licensed fly-fishing guide on Moloka'i.

Maybe it's just because he's fishing for something that bears the fruit's name, but Ching scoffs at the banana supersti-





Captain Clay Ching of Hallelujah Hou Fishing holds a bonefish caught on the Moloka'i flats.

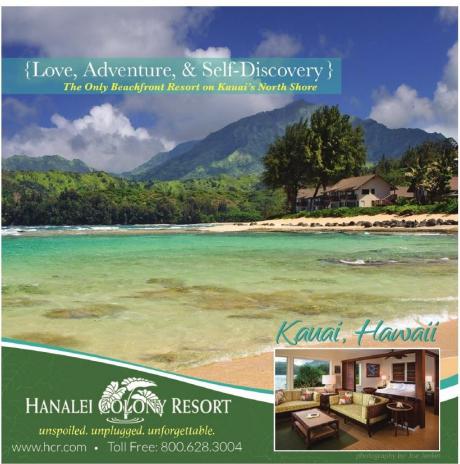
tion. "People have to blame something for their lack of success when the fish aren't biting."

Moloka'i bonefish weigh 5 to 8 pounds on average, but occasionally Ching and his clients reel in something with more bulk. The biggest bonefish ('ō'io) ever caught in Hawai'i weighed 18 pounds, 2 ounces. That's the number Hawai'i 'ō'io fishermen hope to top as they search the Moloka'i flats.

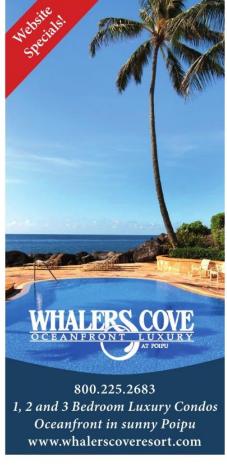
Bonefish share the shallows with other hard-fighting game fish such as bluefin trevally ($\bar{o}milu$) and giant trevally (white ulua). All are worthy opponents on fly tackle.

Bonefish enthusiasts usually bring their own gear, Ching says, but he does have tackle to lend. "Many anglers are fly-fishers but have never fished salt water or just don't own an 8-weight outfit." Ching suggests anglers bring appropriate wading shoes and polarizing glasses so they can see fish through the surface glare.

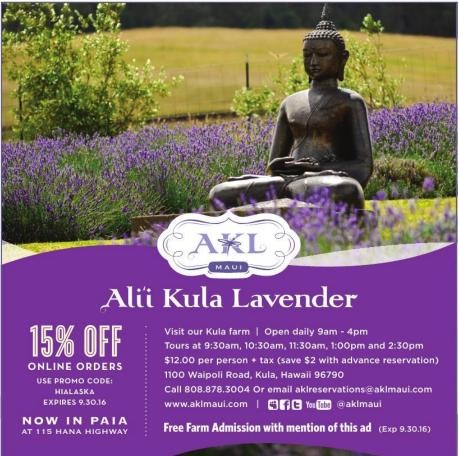
"This is a sight fishery," Ching notes.
"We don't normally blind cast, so seeing
fish is important to fishing success.
Sometimes anglers can't see fish, so I

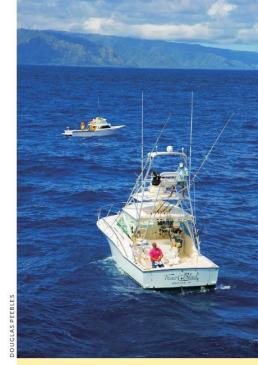












CHARTER CHOICES

Finding fishing charters in Hawai'i doesn't exactly take a deep dive, but here are a few options:

The Island of Hawai'i

- The Charter Desk at Honokohau Marina, Kona, charterdesk.com
- Marlin Magic Sportfishing, Kona,
 Captain Marlin Parker, marlinmagic.com

Kaua'i

• Nemesis Sportfishing, 'Ele'ele, Captain Darrin Auger, nemesissportfishing.com

Mani

• Piper Sportfishing, Māʻalaea Harbor, Captain Jeff Kahl, pipersportfishing.com

Moloka'i

• Hallelujah Hou Fishing, Kaunakakai, Captain Clay Ching, hallelujahhoufishing.com

O'ahu

- Magic Sportfishing, Honolulu, Captain Russ Tanaka, magicsportfishing.com
- Hawaii on the Fly, Kailua, Captain Mike Hennessy, hawaiionthefly.com
- Bonefish Hawaii, Honolulu, Captain Rick Lee, bonefishhawaii.com



end up casting and hooking a fish for them. It's all about making memories and helping when needed, but only if they request that I do so."

The majority of Ching's clients fly in and out of Kona, O'ahu or Maui without staying over on Moloka'i. "Most anglers take their families to the other major islands for vacations and come out for the day to fish with me and return that evening," he says.

O'AHU

On the most populous island, it's fitting that O'ahu fishermen are civilized about their superstitions. In an informal survey of several dozen O'ahu boats, only one showed enough concern about bananas to ban them. Although, that boat's name is Wild Bunch.

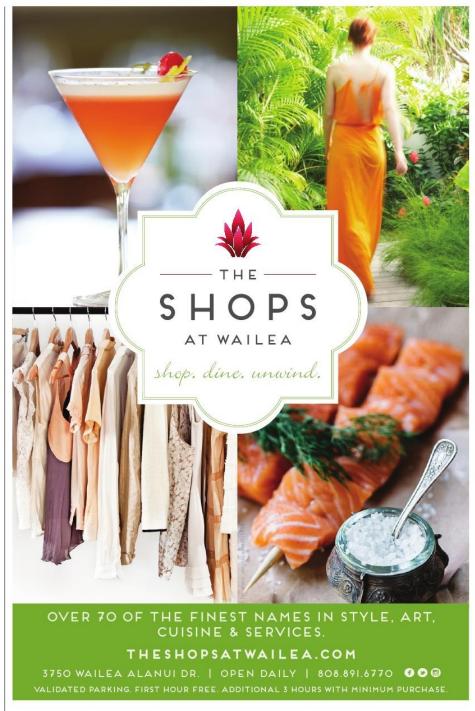
From billfish to bonefish, O'ahu has it all, including the largest blue marlin ever boated on rod and reel (1,805 pounds).

O'ahu charter boats can round the point west of Honolulu and fish a lee as calm as Kona's or head east across the Moloka'i Channel in search of rarely fished grounds. Bonefish aficionados can drive across the island to meet fly-fishing guides who will show them where to cast on bright, sandy-bottomed flats for the elusive "gray ghost."

Captain Russ Tanaka runs the charter boat *Magic* out of Honolulu's Kewalo Basin. With 35 years of fishing experience, he has a 95 percent success record for fishing trips, which says a lot about the opportunities available to the great number of visitors to Hawai'i's popular destination.

Magic holds O'ahu records for the most blue marlin in one day (seven), most striped marlin in one day (II), most mahimahi on a charter (85) and most 'ahi weighing more than 100 pounds in one day (I6).

Captain Rick Lee of Bonefish Hawaii







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says his clients get good shots at large 'ō'io daily. O'ahu bonefish average 6 pounds, and fish of 10 or more pounds are seen regularly. Captain Mike Hennessy of Hawaii on the Fly reminds his clients that they fish by the tide, wind and sea conditions—not the clock. So guests must adjust their plans according to the dictates of nature.

Fly-fishing is the main draw for experts. Guests who are not experienced fly casters should check with their guides about the option to use spinning tackle. Hawaiian Islands bonefish grounds are all-release, designed to conserve a very special game-fish population.

BELIEVE IT OR NOT

It's not really important whether you believe the banana superstition; it's more of a test to see how well you can follow the captain and crew's instructions. Doing so is the best way to ensure a safe and successful adventure in some of the world's most comfortable and easily accessible big-game fisheries.

No matter where you ultimately land on the whole banana thing, be glad modern anglers don't typically subscribe to the old Polynesian superstition that just talking about fishing would upset the gods. Where's the fun in that? If you can't be out on the water, the next best thing is sharing a good fishing story.

Jim Rizzuto has written 15 books on Hawai'i fishing, and his weekly column appears in the Kona newspaper.

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The Natural

Ken Griffey Jr., blessed with amazing athleticism and a winning smile, takes his place among baseball's greatest in the Hall of Fame | BY JOHN HICKEY

For millions of baseball fans, he will always be known simply as "Junior."

The kid with the infectious smile and sweet swing who burst on the scene as a 19-year-old phenom with the Seattle Mariners, Ken Griffey Jr. was one of the most electrifying and gifted athletes to ever play the game.

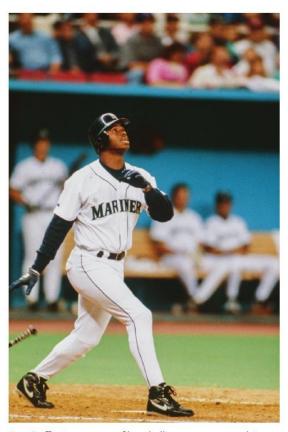
His major-league career spanned 22 years, and included eight and a half seasons with the Cincinnati Reds and a short stay with the Chicago White Sox. However, it was his 13 seasons with Seattle that solidified his reputation as one of the game's greatest players.

In his prime, Griffey made baseball look easy, whether he was climbing the center field wall to steal a home run from an opponent, running the bases or hitting a long ball to the upper decks. He was unique in his ability to combine a swagger and a joy for the game.

"It was a privilege for me, and I think for everybody in Seattle, to have the opportunity to watch a kid go from being drafted to turning into the greatest player of his generation," says his friend and former teammate Jay Buhner. "I had a front-row seat to a human highlight reel. We used to kid with Junior about the way he played. Basically, just when you think he'd absolutely topped himself, he added to the highlight reel. He was doing something every day no one else was doing, on a consistent basis."

Such consistency helped Griffey dominate the 1990s. He ended up playing in 13 All-Star games and being named the 1997 American League MVP. He is currently sixth on the all-time home run list, with 630; 15th in RBIs, with 1,836; and 13th in total bases, with 5,271. Between 1993 and 1999, he posted six seasons with at least 40 home runs. He hit 56 home runs and had more than 140 RBIs in 1997 and 1998.

As good as Griffey was at the plate, he was equally dominant in



Ken Griffey Jr. was one of baseball's greatest power hitters. Over 22 seasons, he hit 630 home runs (sixth all-time) and had 1,836 RBIs (15th all-time).

(+K()

"Veteran's from soldiers to gardening entrepreneurs"

Archi's Acres is a small-scale certified organic farm that is giving jobs and entrepreneur training to veterans. The farm is hydro-organic using 1/10th the water, while producing 3-5 times the crops, of regular farming. Colin and Karen Archipley purchased the farm between Colin's 2nd and 3rd tour in Iraq for the U.S. Marine Corps, with the idea of farming organically and sustainably.

> The farm was not intended to be a full time operation, but upon returning home from his third tour, Colin realized that many veterans were experiencing challenges entering the employment market. Some friends were "choosing to re-enlist due to the reality of not finding employment that could come close to what they earned in the military," Karen said, so Colin took action.

> > The pair created a co-operative training program in partnership with Cal Poly Pomona called VSAT or Veteran Sustainable Agriculture Training. There, veterans can sign up for the training program, earn 17 academic credits and learn sustainable farm ownership and management skills.

"We feel like we are part of something greater, we feel like we are giving back," says Colin. Since the VSAT program started there has been over 300 graduates. "As a military spouse I'm proud to say we found that perfect union in becoming hydro-organic farmers and proudly run the Archi's Institute for Sustainable Agriculture," says Karen, With the help of Sunlight Supply products, such as greenhouse lighting fixtures, controllers and other equipment, Colin and Karen are not only growing plants, but a sustainable future for their community.

Sunlight Supply is the largest wholesale distributor and manufacturer of year round gardening supplies. There are over 5,000 products Sunlight Supply offers that are helping organizations like VSAT make the world better.

For more information on VSAT, visit www.archisacres.com.

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the outfield, winning 10 Gold Glove awards in a row between 1990 and 1999. His range and speed in center field were unsurpassed, and he played the game with such a fearless attitude that no ball seemed out of reach. Junior was so influential while in Seattle that many people point to his popularity as a main reason the Mariners were able to build Safeco Field, one of the finest parks in the country.

SAVING BASEBALL IN SEATTLE

On July 24, Griffey will be the first player in history to be inducted into the National Baseball Hall of Fame representing the Mariners. He was voted into the Hall by 99.3 percent of the Baseball Writers' Association of America members in 2016—the highest percentage for any player in baseball history.

While Griffey spent the second half of his career in Cincinnati, he says there was no doubt how he'd go into the Hall. "It's a very easy decision for me to put on a Mariners cap to go into the Hall of Fame," Griffey says. "That wasn't even a question."

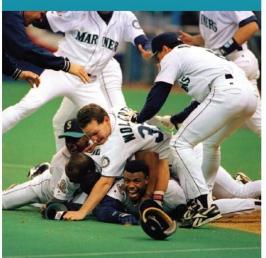
If it weren't for Griffey, the franchise might not even be in the Emerald City, and he might be tipping his cap at the induction ceremony as a Tampa Bay Mariner. It had appeared the club might leave town when the 1995 miracle season changed the fate of professional baseball in Seattle.

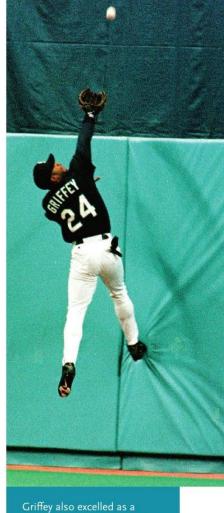
The Tampa area had a baseball-ready stadium in St. Petersburg, and the community was eager for a franchise. At the same time, the Mariners had struggled to draw fans to the Kingdome, a building built for football, not baseball.

The 1995 season wasn't looking much more promising after Griffey broke his wrist running into an outfield wall in late May. Coming back in mid-August, he joined the team's stars, including Buhner, designated hitter Edgar Martinez and fellow future Hall of Fame pitcher Randy Johnson to launch a historic comeback.

The Mariners erased an II.5-game deficit down the stretch to catch the Los Angeles Angels and beat them in a one-







Griffey also excelled as a defensive standout and was one of the best center fielders in baseball history. He was famous for his athleticism, fearless style and ability to scale outfield walls to catch home-run balls.

game playoff for the American League West title. The Mariners went on to defeat the New York Yankees in the AL Division Series of the playoffs, before losing to Cleveland in the American League Championship Series.

There is an iconic image on display at Safeco Field that shows Griffey—his smile as wide as Puget Sound—engulfed by his celebrating teammates after sliding into home plate to win Game 5 and beat the Yankees in the AL Division Series.

"It was a group effort to get Safeco Field built," Mariners radio announcer Rick Rizzs says. "Without Ken Griffey Jr., though, doing what he did, and Edgar Martinez doing what he did, the Mariners would not be in Seattle. Junior was the best player on that club. He was the best player in baseball. Junior's legacy was to make fans enjoy the game and give us a reason to wrap our arms around this baseball team."

BORN TO PLAY

George Kenneth Griffey Jr. was born in 1969 to a baseball family. His father, Ken Sr., became an outfielder for the Cincinnati Reds during the 1970s, and Junior grew up hanging out at the ballpark, watching the famed Big Red Machine win the World Series in 1975 and '76.

In Cincinnati, Griffey would visit the clubhouse, get to know the players and play baseball in the stadium. He learned to feel



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^{The} Natural

comfortable in the unique environment of the professional athlete. He even grew up with players such as Dave Winfield, Eddie Murray, Rickey Henderson and Kirby Puckett saying, "We're going to take care of you, just like your dad took care of us," Griffey says.

He can remember taking the field, as a youngster of 8 or 9, to play father-son games in front of 30,000 fans at River-front Stadium before the Reds played a home game. "Everybody talks about the Big Red Machine being the greatest baseball team on earth. I keep saying they were the second-best, because they could not beat us 9-year-olds every year when we played them," Griffey jokes.

A gifted athlete even as a child, Junior was named the U.S. High School Baseball Player of the Year in 1987, the same year he was made the first overall pick in the draft by the Seattle Mariners.

After only a year and a half in the minor leagues, the 19-year-old came to spring training and amazed everyone with his athleticism. Announcer Rizzs says Junior was simply the best player in camp that year. They couldn't keep him off the team.

"That spring we saw this 19-year-old kid do things that 19-year-olds aren't supposed to do," Rizzs remembers. "He ran like a deer and caught everything. It was all pure, raw natural ability, and he could hit, drive the ball the other way, the ball just jumped off his bat. The first thing you noticed was that he was a kid playing the game. He had so much fun doing what he did. He had all this amazing ability all rolled up into this one youthful spirit."

But Griffey had arrived in camp as close to being a finished product as any 19-year-old has ever been in the history of baseball. "I wasn't intimidated by pitchers. I wasn't in awe of being in the big leagues, because I had stepped into a clubhouse before," Griffey says. "So, then to do it at 19, it wasn't that big a difference, because I was prepared for it."





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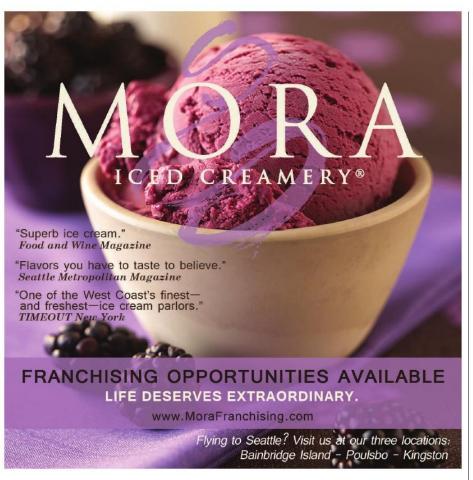
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^{The} Natural

TALENTED TEAM

Griffey was a natural, but he needed help from teammates such as Mickey Brantley, Harold Reynolds, Edgar Martinez, Alvin Davis and Jim Presley to learn how to act in the major leagues. "All these guys took me under their wing and said, 'This is how we act, this is how we're supposed to do things," Griffey says. "It helped to have these guys with me."

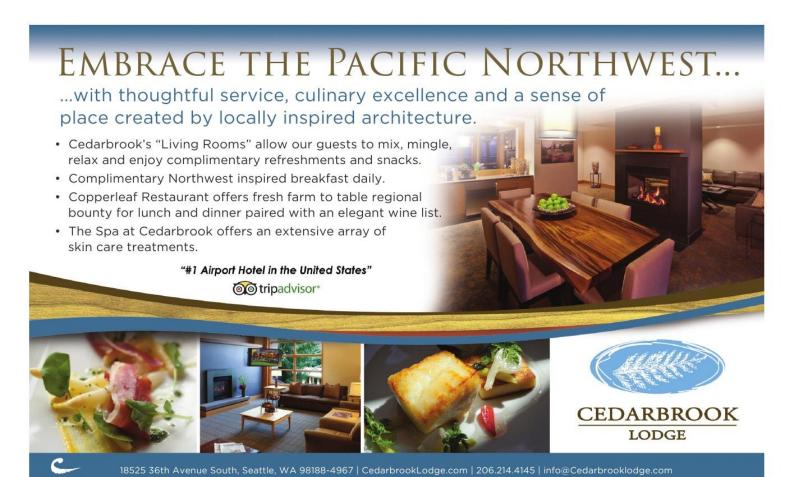
To help Griffey acclimate to the game, the Mariners even brought in Ken Sr. in the middle of the 1990 season. He played with the team for the 1991 season, before retiring. The move allowed Junior and his dad to make major-league history, becoming the first father and son to play on the same team. The two even hit back-to-back home runs during the 1990 season. The other players, including fellow outfielder Buhner, knew they were seeing something special.

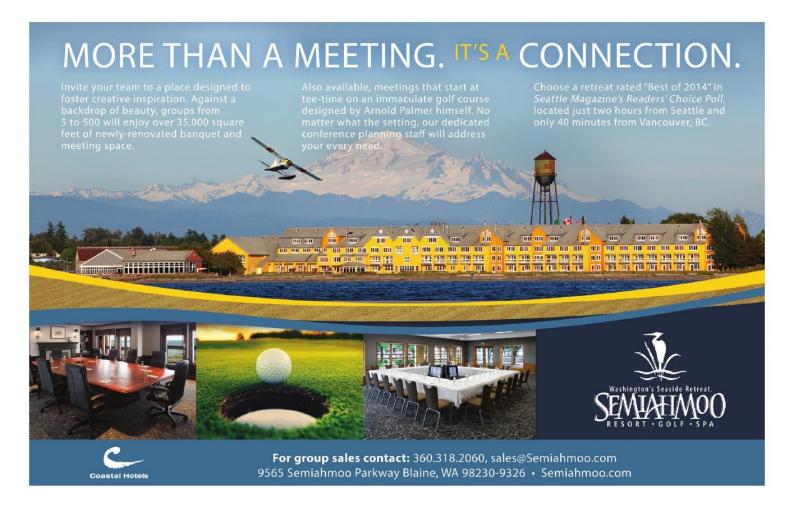
"He carried himself so well," Buhner remembers of Griffey. "He came here, and he was The Natural. He was Junior. The Kid. He had so many nicknames that you couldn't keep up with him. He felt so comfortable that all he wanted to do was play baseball, always smiling ear to ear."

TURNING POINT

By 1995, the Mariners began to gel under the leadership of manager Lou Piniella. Pitcher Randy Johnson would win his first Cy Young Award that year, Buhner was hitting for power and Martinez hit with surgical accuracy. Still, it was Griffey who led the team when he came off the disabled list on August 15. "That's Junior's legacy, helping to save baseball in the Northwest." Rizzs says.

Family has always been important to Junior, and in 2000, the Mariners agreed to his request to be traded to the Cincinnati Reds so he could be closer to his extended family. Unfortunately, a string of injuries slowed the All-Star, and his eight and a half seasons with the Reds were not as productive. He played a short stint with the *continued on page 151*





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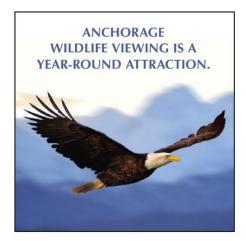


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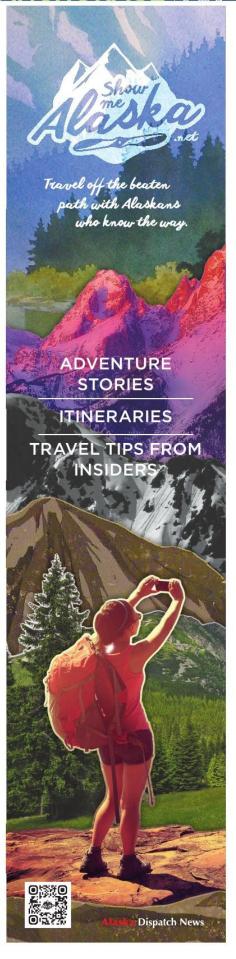




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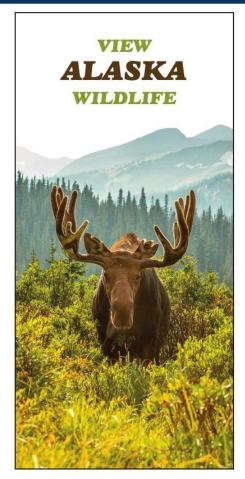


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ANCHORAGE | AK







™ Natural

from page 144 Chicago White Sox before returning to the Mariners in 2009 and retiring in 2010.

MAKING A DIFFERENCE

Saving baseball in Seattle is just part of the Griffey legacy. He was also legendary for the time he gave to Seattle-area community causes. "What he did off the field was just unbelievable," Buhner says, "especially with the Make-A-Wish Foundation. He was willing to do anything they needed. He didn't want people to know. He just wanted to do it."

Or, as Rizzs puts it, "[Griffey] used his superpowers for good. We saw it with Make-A-Wish, but we also saw it in other ways all the time. If he saw a kid, he'd sign an autograph. He signed more autographs than anybody I've ever seen. He made so many people happy. Fans just loved him. He did so much in the community. If there was a need, he filled that need without any fanfare."

Junior has continued the tradition of giving, including on the field. When he came back to the Mariners in 2009, he wanted to help new players learn the lessons he had learned during his career. "One of the things I learned from my dad was to give back," Junior says. "You can help somebody else with the knowledge you have of the game. I watched my dad do it during the time he played, and now it was my job to do the same thing, to help the younger kids achieve."

In a recent tribute to Griffey, the Mariners selected Trey Griffey, Junior's son, in this June's baseball draft. They used their 24th draft pick—Junior's number—to choose Trey. The decision was probably more honorary than strategic. Trey currently prefers football and is a wide receiver at the University of Arizona. Still, it was one more chance for the organization to show their appreciation to Griffey, one of the greatest players to ever wear a Mariners uniform.

John Hickey writes from Oakland.

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Kiwi Culture

Treasured history and art in Waiheke and Auckland

By Chaney Kwak

I'm on a ferry crossing the shimmery Hauraki Gulf off Auckland's eastern shore, where the water is dotted with more than 50 islands. Among them, Waiheke stands out with its inviting beauty of sandy beaches, rolling hills and intimate coves. Just a 35-minute boat ride from New Zealand's largest city, the island is a popular weekend getaway or day excursion.

Once on Waiheke Island, I'm struck by the rustic clapboard cabins sitting on gentle, sunny knolls. I'm eager to visit the quilted terraces where olive groves and grapevines thrive next to the studios of more than 100 artists who specialize in crafts such as glassblowing, metalwork, painting and carpentry.

Waiheke Island, in the Hauraki Gulf, is a 35-minute ferry ride from Auckland. The landmass is home to about 8,000 residents, a mix of artists, vintners and commuters.

Visual artist Ngahina Hohaia, who moonlights as a travel guide for the Māoriowned Potiki Adventures, explains that before the arrival of Europeans in the early 1800s, Waiheke's rich fishing grounds and hilly landscape made it a strategic camp for warring Māori tribes. Indeed, archaeologists have discovered more than 40 terraced forts.

Over the past 200 years, Waiheke has developed at the leisurely pace preferred by

many of its artistic residents. Major changes came in the late 1980s when a merger between the Waiheke County and Auckland City councils, along with new high-speed ferry service, transformed the island from a hideaway for writers, sculptors and painters to an Auckland commuter and weekend locale.

The current population tops 8,000, a harmonious mix of artists and white-collar workers, making Waiheke a creative utopia blended with fine-wine tasting and gourmet dining.

Hohaia, a nationally known artist who incorporates traditional weaving designs into her contemporary work with metal and wool, leads me on a hike through Whakanewha Regional Park. Fringing Waiheke's 36 square miles are alternating strips of rocky inlets, soft sand and lush greenery. I've spent most of my life in the Northern Hemisphere, and the landscape here feels almost like a different planet. The lulling surf gives way to a canopy of trees such as the ash-colored kānuka, the slender nīkau palm and the põhutukawa, which blooms

At the top of a hill, Auckland Hohaia pulls traditional instruments Tasman Sea from her satchel. She plays a kind South Island of flute fash-NEW ZEALAND ioned from the shell of a snail and then swings an intricately carved whale-bone pūrerehua that hums the sound of a gentle fan. Hohaia's instruments draw from history and fauna to create music that is somehow natural and otherworldly.

with crimson flowers.

"And it's up to us to continue passing down our culture," she says. "That's why I make these instruments myself."

After the hike, I head out on my own to Oneroa, the island's main hub. I walk up a



Little Oneroa Beach is an ideal location to swim, kayak and picnic, just minutes from the cafes, shops and restaurants in Oneroa.

short street lined with art galleries, gift shops and, increasingly, real estate offices catering to those turning to Waiheke in search of their own idyllic plot of land.

Oneroa offers beloved restaurants such as The Oyster Inn, with its whitewashed walls and leisurely spinning ceiling fans. I feast on fresh oysters, sirloin char-grilled with chestnuts, and sourdough served proudly with the island's olive oil.

Waiheke

Wellington

Pacific

Ocean

North Island

After the meal, I stroll as I eat my waffle cone topped with fig and Marsala scoops

from Island Gelato, which has been selling frozen treats from a converted shipping container since 2014. I leave Oneroa and resist the urge to make sand angels on Palm

Beach, a quiet, horseshoe-shaped bay with lapping surf.

On a veranda at Mudbrick Vineyard & Restaurant, I sip Velvet, a blend so rich and chocolaty that it could compete with the best of Saint-Émilion. The ocean air has been helping the approximately 40 vineyards on Waiheke produce impressive Bordeaux-style blends, Chardonnay and

Syrah since vintners first planted grapevines here about 30 years ago.

Many of the wineries make such small batches that their bottles don't get far from Auckland before selling out. One of the most established Waiheke winemakers, Stonyridge Vineyard, is popular for its aromatic red Larose, which is a mix of Cabernets, Merlot and Petit Verdot.

Around the vineyards, knotty groves of Waiheke olive trees bear green berries, the result of decades of cultivation that is finally earning international recognition.

"The island has really changed in the past few years," says Anne Stanimiroff, managing director of the Rangihoua Estate, which makes oils from distinct olives such



Mudbrick Vineyard & Restaurant.





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Built between 1994 and 1997, Auckland's Sky Tower is the tallest building in the Southern Hemisphere, at 1,076 feet.

as the picual, with a fresh aftertaste reminiscent of tomato salad. "Even people outside New Zealand are starting to recognize the name Waiheke," she says.

Speaking of, the Māori first dubbed Waiheke "Te Motu-arai-roa," which translates to "long sheltering island." Given the rich culture and gourmet tastes tucked away in this beautiful landmass, I think the original name still fits.

AUCKLAND

After a slow-paced stay on Waiheke, I find Auckland, on New Zealand's North Island, is a surprise to my system. With a population of about 1.4 million residents, this bustling multicultural town has long been one of the country's biggest draws.

The city's skyline of steel and glass buildings, and the iconic Sky Tower, seemingly rise from the emerald water of the two bays flanking the city. The beauty of this striking setting has no doubt contributed to Auckland's growing popularity

among visitors and migrants arriving from Australia, Asia and Europe in recent years.

Karangahape Road, K' Road to locals, is in the central business district, where I feel the youthful energy reinvigorating this town.

At Coco's Cantina, which specializes in Italian-style preparation of New Zealand fish and free-range meat, my waitress says, "Auckland used to be boring."

But it's turned around in the last five years, she explains. Young people who left for jobs in Australia and Europe are coming back.

After lunch, I visit galleries and fashion ateliers and then stop at Eighthirty Coffee Roasters for the signature blend that can be found in cafes all across town.

Next I find a seat in one of the pink sheepskin chairs at The Caker and tuck into a delectable plum, lime and coconut dessert. Satisfied, I head to offbeat St. Kevins Arcade, brimming with secondhand shops and knickknack stores.

The unassuming building turns out to be an *Alice in Wonderland*—like portal to Myers Park, a narrow greenery cutting through the urban landscape from directly



Auckland Art Gallery.

behind the shopping center. A plaque says that before the park was established in 1915, the area was noted for its "shanties and rubbish tip." Walking along grass and under palm trees, I'm amazed how a city can revive itself.

WHEN YOU GO

Lodging

The Boatshed: A beautifully renovated family-run business on Waiheke that uses homegrown veggies for its intimate terrace dining. Choose from five guest suites and two bungalows; boatshed.co.nz.

Hotel DeBrett: In the heart of Auckland, colorful carpet and furniture give Pop Art flair to a building that dates back to 1841; hoteldebrett.com.

Dining

Ostro: A Southern Hemisphere interpretation of the European brasserie treats Auckland diners to dishes such as freshly shucked Local Oysters and Cloudy Bay Surf Clams (right)—as well as sweeping waterfront



views; seafarers.co.nz/ostro.

Depot Eatery: Get your fill of local clams; sweet potatoes charred with smoked butter; and the New Zealand Meat Board, with locally sourced charcuterie; eatatdepot.co.nz.

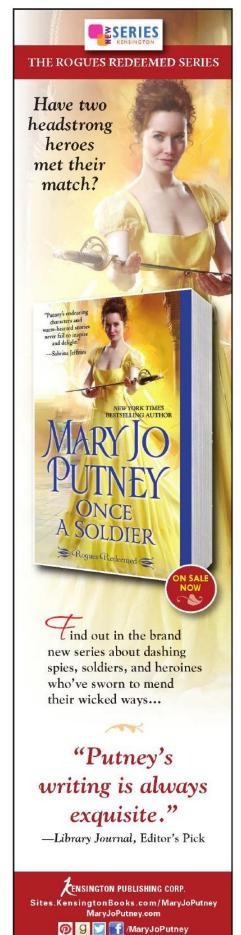
Sightseeing

Potiki Adventures: On Waiheke, the Māori-owned and -operated business offers tours through the island's culture and landscapes; potikiadventures.co.nz.

Auckland Seaplanes: See Auckland and its surrounding waters aboard a de Havilland Beaver, a single-engine seaplane touted as the Harley-Davidson of the sky; aucklandseaplanes.com.

Auckland War Memorial Museum:

Discover an extensive collection of Māori taonga (treasures), New Zealand natural history and war memorials; aucklandmuseum.com.





Queen Street takes me past gleaming office centers and crowded shops. A few blocks from the major thoroughfare, the popular Auckland Art Gallery features a roof canopy of kauri wood complementing the original 19th century chateau. Along with the architecture itself, the art inside the museum reflects the country's combination of Native roots and international influences.

The downhill walk toward the water-front is an exercise in time travel—historic buildings of the Britomart Precinct becoming increasingly futuristic until I arrive at Wynyard Quarter, an approximately 90-acre piece of reclaimed land. Public plazas as well as commercial and residential buildings are taking over industrial warehouses.

I pass shipping containers that have been repurposed as shops and watch sunbathers enjoying the green spaces speckled throughout the neighborhood. I also pass a busy fish market, wind sculptures and a promenade from which I admire many yachts—Auckland is nicknamed "The City of Sails." The ambitious reformation here, a quarter century in the making, embodies the city's scrappy spirit. Auckland has blossomed from a remote outpost into a cosmopolitan center.

Chaney Kwak writes from the Bay Area.

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KIWI COUNTRY

Down South

On the southern tip of North Island, visitors will find Wellington, the capital of New Zealand, home to nearly 500,000 residents and cultural gems such as the New Zealand Symphony Orchestra. From Wellington, take a gorgeous 3.5-hour ride aboard a Cook Strait ferry to South Island, bigger in area but much more sparsely populated than its northern neighbor. As a country, New Zealand has approximately 4.7 million people and 29.5 million sheep. Queenstown, toward the southern end of South Island, is touted as the birthplace of bungee jumping and provides a perfect, ahem, jumping-off place for exploring the fjords of Milford Sound (left) and seeing firsthand how the Remarkables mountain range earned its name. -C.K.

Tracing New Zealand history

According to one version of Māori legend, Polynesian navigator Kupe chased an octopus through the modern-day Cook Strait, on a mission to capture the creature that had been disturbing fishermen in the Polynesian homeland of Hawaiki. This quest led to the discovery of New Zealand between 1200 and 1300 A.D., and other Māori groups soon followed. Living in separate tribes, the Māori ate a hearty diet of sweet potatoes and fish, and passed down rich oral histories.

In 1642, Dutch explorer Abel Tasman was the first European to discover New Zealand, before British explorer James Cook arrived and began mapping the region in 1769, leading to British colonization with the Treaty of Waitangi in 1840. The agreement established a British governor while recognizing Māori ownership of the land.

With British colonization, railroads and other developments followed, paving the way for migrants. Today, most New Zealanders are of European descent, but the largest minority group (about 15 percent of the population) can trace Māori ancestry.



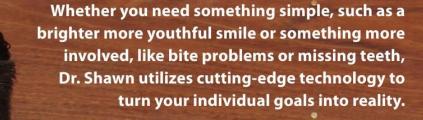
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Camaro's Comeback

By Bengt Halvorson

The Chevrolet Camaro has long been the Ford Mustang's bad-boy counterpart, beloved since 1966 for its unfinished edges, sparse technology set and tire-smoking drives. ■ That could change, though, because Camaro has cleaned up its act. Some loyalists might be disappointed, but most luxury coupe and sports-car enthusiasts will be stoked to see how this affordable American car

has transformed into an alluring, nicely equipped, satisfying drive.

Skeptics could be tempted to size up the 2016 Camaro as a modest refresh—Detroit automakers changing out the trim or making a few nips and tucks to the sheet metal and calling it brand-new.

The 2016 Camaro, however, is truly a complete reboot. Chevy half-jokingly says the only two parts carried over from last year are the SS model's badge and the rest of the lineup's rear bowtie.

The new Camaro, launching the sixth generation, completes quite the comeback for this long-established General Motors nameplate, discontinued between 2002 and 2009. During that stretch, it seemed as though Camaro would remain as the sports car never taken seriously, a legacy lost

forever in the Mustang's shadow.

Camaro got a second chance, however, when muscle-car mania swept American automobile culture in the mid-2000s, leading to record prices at auction for 1960s and early 1970s models, strong sales of new Mustangs, and the reintroduction of Chrysler and Dodge rear-wheel-drive vehicles. Seeing these trends, GM greenlighted the reintroduction of the Camaro for the 2010 model year.

The fifth-generation Camaro, which accounts for all models made from 2010 to 2015, didn't race back as an immediate success, though. Cars in the first wave were overtly retro-styled, plagued by low, headroom-limiting rooflines and a driving position that didn't work well with the space constraints.

While these fifth-generation Camaros, with big V-8 engines available, underscored the model's affordable and high-performing pony-car heritage and still qualified as bona fide muscle cars, the latest Camaro is muscle and more, now riding on the same sophisticated underpinnings as the Cadillac ATS, which is said to have the body of a sedan with the soul of a racecar.

THE NEW GENERATION Camaro, including the convertible, benefits from lighter, stronger materials, including some aluminum, and a serious weight-loss plan through smart consideration of every bolt and bauble. In all, the 2016 Camaro SS trimmed nearly 225 pounds off last year's model, while the base four-cylinder version weighs 390 pounds less than the 2015 base V-6 model.

The Camaro now offers a turbocharged 2-liter four-cylinder engine with 275 horse-power and 295 pound-feet of torque, earning up to 31 mpg on the highway. Though the Ford Mustang also has a turbo four available, the 2016 Camaro's four is the true base engine rather than being a niche choice as it is in the 'Stang.

In between the base Camaro and the V-8 SS, the V-6 model makes 335 horse-power and 284 pound-feet—actually a little less than the four—from a 3.6-liter engine.

In the SS, all the right bad-boy engine sounds still rumble. The big 6.2-liter V-8 wakes up with a crackle and roar, and settles to a low burble.

At low revs, this engine sounds as if it would fit right into a performance-oriented pickup, yet blip the throttle and push the engine into its upper reaches, and the car purrs—sonorous and just the right amount of savage.

The six-speed manual gearbox in my test car (with all three engines, you choose between an eight-speed automatic or six-speed manual) showed off the Camaro's performance. The shifter's throws have a bit of a hitch, but the clutch takeup is remarkably precise and easy to manage for

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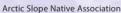
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a V-8 engine that's rated at 455 horsepower and 455 pound-feet of torque levels high enough to compete with the Italian cars of a previous era.

All that force under the hood means Camaro's a quick coupe, with the SS automatic and manual transmissions both clicking off o- to 6o-mph dashes in less than 4.5 seconds, and the turbo, the slowest package in the group, reaching 6o mph in 5.5 seconds or fewer in both the automatic and manual.

THE CAMARO'S TRANSFORMATION goes

beyond shedding pounds. Aided by the lighter yet stronger and stiffer body structure, the ride-and-handling balance in the new model is phenomenally good—especially in the SS, with firm suspension allowing for quick direction changes without upsetting the car's poise.

Somewhat surprisingly given the firmness, there isn't the road harshness and general din of cabin noise often expected in a performance model.

There's a trick to that. The SS includes Magnetic Ride Control, a system employing a special fluid that reacts to electrical current and some very sophisticated control systems, allowing the dampers to soften or stiffen their response in milliseconds. It's technology that's already been proved on the Corvette and on the previous limited-edition Camaro ZLI, but it's great to see Camaro adopt it widely.

Nearly all luxury or performance models now offer multiple drive modes to help cater the car's behavior to your mood, and for the first time the Camaro navigates into this world.

A Drive Mode Selector lets those behind the wheel toggle between eight different modes, including Snow/Ice, Tour, Sport and (on SS models) Track. The modes also let loose the full sound of the V-8 through some sophisticated exhaust baffling, which restricts airflow and optimizes the engine's capability.

The SS builds on the suggestion that



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it's track-ready with some true upgrades for closed-circuit driving, such as 20-inch summer performance tires, Brembo brakes, and extra coolers for the engine oil, transmission and rear differential.

There are even some engineering innovations that help the Camaro get better mileage without detracting from the driving experience. For instance, the SS has GM's skip-shift system that lets drivers pass over second and third gear when driving gently, and for the first time the V-6 model has Active Fuel Management, allowing the engine to run as a four-cylinder some of the time.

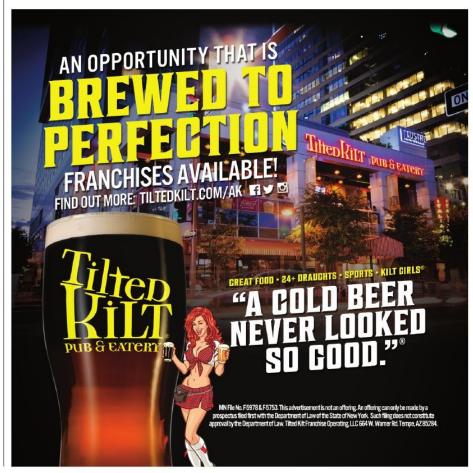
ANYONE WHO'S EVER BEEN in a Camaro will be pleasantly surprised by the new interior. The seating position is lower, right where it should be for a performance car, and while the outward visibility isn't great for parking—the one serious weakness to the whole package, despite a backup camera—the streamlined dash layout and emphasis on technology and connectivity should help satisfy the minimalists and gadget-oriented alike.

For the minimalists, GM reduced the number of buttons and general clutter in the dash. For instance, rather than using individual buttons or a separate dial to change the climate control's temperature setting, drivers rotate the ring surrounding the vent.

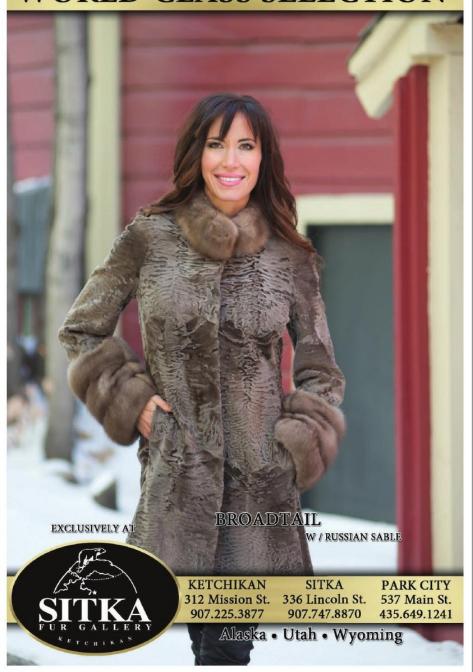
For the techies, Apple CarPlay is built into the Camaro's touch-screen system—which, by the way, is bright and easy to use—and every model comes with 4G LTE capability. It's a great configuration for those who regularly use their smartphones for streaming music or plugging in directions.

The technology is included for good reason. According to research released last year by industry think tank Experian Automotive, consumers under 40, especially young men, are more likely to buy muscle cars such as the Camaro, Mustang, Dodge Challenger, etc., than other types of vehicles. Yes, that means millen-





WORLD CLASS SELECTION



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AUTOS



nials see the Camaro as a new kind of retro-cool design statement.

Because a big chunk of the buyer base wasn't even born during the original muscle-car craze that began with the Mustang in 1964, Chevy was less wedded to nostalgia and free to simply make a great car with a few nods to Camaro's heritage.

Thanks to styling that's not too heavy-handed on the retro influences, a diverse engine lineup, and modern features and technology in the cabin, it might be time to start thinking of the \$25,700 Camaro as a budget-priced alternative to offerings from BMW, Lexus and Jaguar.

THERE'S SOME BIRTHDAY celebrating to do, as the 2017 Chevrolet Camaro 50th Anniversary Edition gets a Nightfall Gray color scheme, styled with orange striping and orange-accented brake calipers, plus satinchrome trim and a honeycomb grille that's never been used on any Camaro.

Inside, the 50th Anniversary Edition gets black leather with orange suede inserts and orange stitching, and there are upclose detail and badging differences that should make this one worth seeking—especially for buyers who've owned a Camaro before and appreciate all the subtle (and not-so-subtle) nods to the past.

In addition to the birthday version, Camaro's ZLI and Z/28 models follow a traditional Camaro formula of packing impressive horsepower under the hood. Keeping up a reputation is a long and winding road.

Bengt Halvorson is an independent automotive journalist writing from Portland.

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KAYAKING I PADDLE BOARDING I SNORKELING I HIKING I SKIFF EXPLORATION



The Power of Voice

By Skip Ferderber

Imagine waking up in the morning and telling your home to turn on the lights. Your home is a tad chilly, so you command that the temperature be raised by a couple of degrees. Then, you order up a song you want to listen to while brushing your teeth. To check the latest news headlines, you ask the television to turn on and find CNN. To pay a bill, you simply command it to be done, and as you walk

outside to go to work, you start your car engine with a quick comment. While this scenario might sound futuristic, many such innovations are available today, and technology companies are working to make them a part of our everyday lives. We generally think of voice controls in terms of talking to our phones, but that is just the beginning. Many futurists say that our voices will be used to control a variety of home appliances, utilities, and entertainment systems, and even our cars. Technology companies say we will soon live in a

world where internet-connected machines perform complex tasks based on our instructions.

Technology systems are even learning how to listen and interpret what we mean in the same way another human being might. That may not make them "intelligent," but it certainly makes them far more powerful.

Gaining Momentum

The implications, and the technology behind them, are staggering—and perhaps

a little concerning. However, this movement doesn't appear to be slowing down. Many of us are already veterans of saying "OK, Google" to our Android devices or calling "Siri" on our iPhones and having their respective search engines talk to us about current traffic issues, driving directions, stock market results and more. The newer generation of such devices—sometimes called voice-controlled personal assistants—are performing tasks far beyond the simple instructions we're accustomed to giving such machines.

Although not the first company to launch a voice assistant, Amazon is generally credited with kicking off the current sophisticated voice-control boom with its 2014 introduction of Echo, the company's internet-connected voice-activated personal assistant device. GeekWire.com estimates that 3 million of the systems have already been sold.

Costing about \$180, Echo is a 9-inch-tall sleek black cylinder with a built-in speaker that connects to the internet through your home Wi-Fi network. The "voice" of Echo is named Alexa, and acts much like Siri. Ask it a question and a ring of blue lights located around the top of the cylinder glows. When you're finished talking, Echo's pleasant female voice will respond.

However, Alexa can do much more than Siri. There are roughly 300 "skills" currently in Alexa's toolkit: It can play a specific song from your paid Spotify, Amazon Prime or Pandora music accounts, or tune into a radio station. You can even have it read one of your Audible Audiobook choices to you. (I recently asked Alexa to "read me my *Slaughterhouse Five* Audible book," and the narration started instantly.)

The Echo system can be your alarm clock, your meditations reader at night or the soothing sound of falling rain. It is also moving into new areas such as ordering pizza. If it's your first time doing the task, Alexa tells you how to adjust Echo's settings, which requires you to download the Alexa app on your smartphone to input the



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pizza parlor's telephone number, for instance. Hiring an Uber taxi? Want to lower your home thermostat, which is connected to the Nest system, or turn off the hall light you've set up with a Belkin WeMo smart switch? Echo will oblige. It will also monitor your car's gas gauge and engine controls with an Automatic car

monitor plugged into your auto diagnostic port. Once Echo is set up for a task, it will continue to perform it at your request.

While several Echo services are Amazon-owned—Audible is an example—the company is also involving other companies and services. For instance, Capital One will let Echo users pay their bills by voice. Citigroup, Wells Fargo and other banking institutions are also exploring ways to use Echo, according to the publication American Banker.

The Ford Company is looking into having Echo be able to start your car. It can also be used to open or close the garage door.

Thousands of new uses are on the way as many developers work to expand its connected services. Echo also has a setting called "flash briefing," which, when requested, will supply the latest sports scores or news headlines.

Getting Into the Act

Amazon isn't the only tech titan creating voice-recognition devices. In mid-May, the Alphabet Company announced the development of Google Home, its own version of a voice-activated personal assistant, which is scheduled to go on sale later this year. Google Home is expected to include many of the same services as Echo (playing music, controlling connected accessories) but will add the enormous resources of Google's all-encompassing search technology. Think about how often you use Google to look up information on the internet, and you'll understand how Google can be a

major competitor to Amazon.

Apple has also entered the voice-control sector with its Home iPhone app, which lets you talk via Siri to control various home devices that you've linked together with Apple's HomeKit system. While Home has limited capabilities, Apple is working to expand the features so it can

better compete with Amazon Echo and Google Home.

And it's not just the big companies planning our voice-controlled future.

SoundHound Inc., known for its popular music app, recently released Hound, the voice search and assistant app. It provides a conversational voice interface to control home sound systems, appliances, coffeemakers, mobile devices, cars and much more.

Katie McMahon, Sound-Hound's vice president and general manager, says Hound will perform tasks "we haven't even imagined." The company's Houndify platform, she notes, can handle compound and complex interactions. I tested the Hound app myself, asking it to show me hotels for

a two-night stay in San Francisco, beginning tomorrow, that cost between \$200 and \$300 per night and are pet-friendly and have a gym and a pool. Houndify worked flawlessly.



Amazon Echo's sleek black cylinder can control your home thermostat, read audio books aloud and even pay your bills.

Challenges Remain

Despite the strides such systems have made, industry officials acknowledge they are in the early stages of voice-assistance technology and plenty of problems still need to be ironed out.

For instance, most systems are limited on what commands and questions they understand. If you ask the popular Roku set-top box for your TV to see a listing of "romance movies," you'll get no response. Ask for "romance" and you'll see a list of





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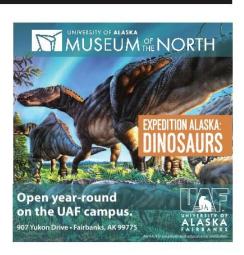


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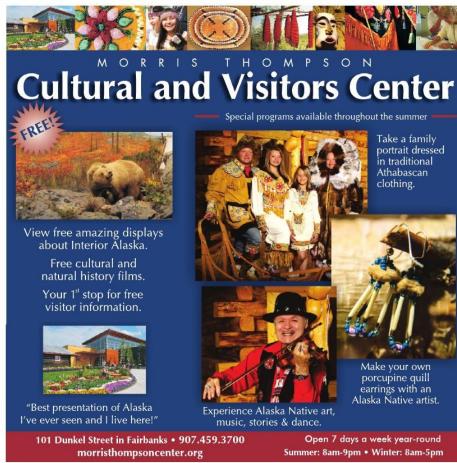
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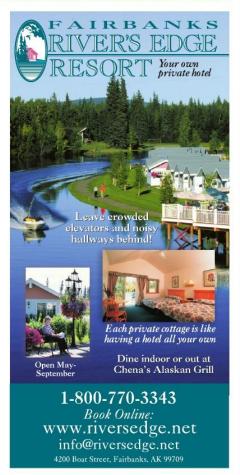








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movies with "romance" in the titles. The systems also can cause some confusion and miscommunication. I was watching TV recently when a Lexus commercial aired. Suddenly, in the midst of the Lexus voice-over, I heard Alexa chiming in to the discussion, "I'm sorry. I don't have an answer to your question." It appears the Echo device heard the word "Lexus" and interpreted it as "Alexa," and was confused by what it heard.

The same kind of confusion happens with voice-activated Google devices. I was recently watching television when an actor in an Alphabet commercial said, "OK, Google," causing the voice-controlled smartphones and tablet in my living room to suddenly awake with that familiar Google chirp.

What is needed are machines that understand the complexities of how we actually think and speak: the exchange of factual information, the mutually understood nuances, the tying together of multiple strands of data that humans simply know and machines need to figure out.

Progress is being made on all these fronts, according to Dan Miller, lead analyst and founder of Opus Research. He maintains that the development of what he describes as "intelligent assistance" is progressing quickly. The voice-recognition systems used by these programs are also quite good.

"Accuracy is really high [because] machines have learned from their mistakes," Miller says. "The more we use them, the better they get."

According to Vlad Sejnoha, chief technology officer at Nuance Communications, which develops speech, natural-language understanding and imaging applications, the industry is developing sophisticated, humanlike assistance systems that will be able to communicate and carry out increasingly complex tasks.

Any conversation between human beings carries various levels of communication, explains Sejnoha, whose company produces the Dragon NaturallySpeaking dictation software and the technology behind Apple's Siri, and produces virtual assistance for the automotive, customer care and health care industries. For computers to become conversational requires incredibly sophisticated programming: an approach that allows back-and-forth communication to occur with machines and humans in real time.

Nagging Concerns

As we move into this new world of voiceenabled assistance, industry experts are expressing many concerns, including whether such systems would be safe from hackers seeking access to homes, cars or bank accounts.

On a larger scale, can corporations or governments use such systems to spy on individuals or groups of people? Who would control the information collected by such systems and how would it be securely stored?

Amazon and other tech companies have offered assurances that the information collected is secure, protected and will not be misused. But some pundits wonder if it's ever possible to truly secure information from hackers in this modern world. After all, Mark Zuckerberg, the founder and CEO of Facebook, was a recent victim of hackers gaining access to some of his social-media accounts. If a tech giant such as Zuckerberg isn't safe, how can the rest of us hope to be secure?

Despite such worries, this type of technological innovation appears to be only growing in popularity, with sales booming and a growing number of companies offering new products that perform increasingly complex tasks. It may be just a matter of time before a soothing mechanical voice emanating from a sleek cylinder tells you it paid the bills, and then reminds you of an afternoon meeting and to pick up some milk on the way home as you head out the door.

Skip Ferderber writes about technology from Seattle.





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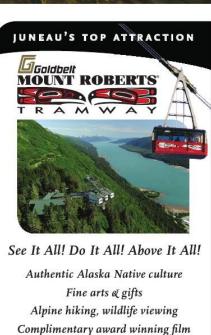
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from page 70 tours. Home to about 3,800 people, it seems much bigger, with its busy summer hum and a downtown core boasting saloons, restaurants, gift shops and stores. And it is the entryway to the Seward Peninsula, where a visitor will find remnants of the area's gold-mining past.

A modern-day Alaskan Gold Rush is also underway in the Nome area. People are continuing to pull gold out of the ground and the sea around Nome, and popular reality television programs, such as *Bering Sea Gold*, have been created to document the modern characters who are now involved in this industry.

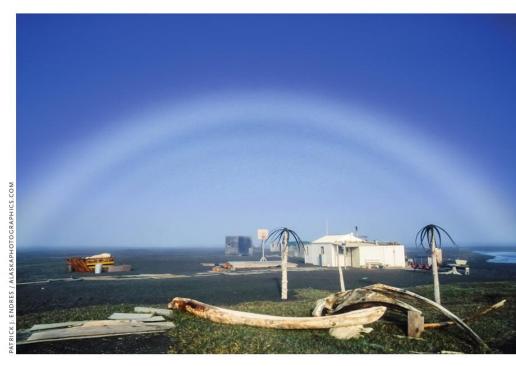
About 180 miles north of Nome you'll find Kotzebue, an Arctic community of about 3,300 people located at the end of Baldwin Peninsula on the Kotzebue Sound. It is one of the main launching points for visiting the Arctic. This charming town is home to the Northwest Arctic Heritage Center, which includes exhibits on the region's natural and cultural history. Here, you can learn about the history of whaling in the region and about how the Native tribes live.

The heritage center also serves as the visitor center for Cape Krusenstern
National Monument, Noatak National
Preserve and Kobuk Valley National Park,
most of which are located relatively close to
the city. Kobuk Valley is about 100 miles
east of town. A second park, Gates of the
Arctic National Park & Preserve, is about
300 miles to the east. Both parks are isolated, pristine places, with no roads or
paths. Instead, visitors usually hike or fly
into the parks. In Kobuk, herds of caribou
roam the park's broad wetland on the
southwestern flank of the Brooks Range.

Wilderness advocate Robert Marshall, who explored the Gates of the Arctic area in the 1920s and 1930s, championed the park and coined its name when he wrote that two peaks, Frigid Crags and Boreal Mountain, were the "gates" from the Brooks Range to the Arctic's far north.

If you want to visit these areas, book a charter flight from Kotzebue that will put you on the ground in either park unit.

A stunning fogbow arches over a summer camp at Point Barrow, Alaska. The phenomenon occurs when fog water droplets reflect sunlight.



Top of the World

Barrow, known as the "Top of the World" community, is the largest U.S. city in the Arctic, with 4,500 residents. It is home to a long, jet-served runway, and to more than half of all American Arctic residents.

Visitors will find the Iñupiat Heritage Center fascinating. An affiliate of the New Bedford Whaling National Historical Park in New Bedford, Massachusetts, the heritage center provides a window into the world of aboriginal whalers who plied the waters of this harsh land for thousands of years. It also describes the commercial whalers who made their way into the Alaskan Arctic in the 19th and 20th centuries.

Following the end of industrial whaling, the mighty mammals have made a comeback. In recent years, aboriginal whalers have resumed their whale-hunting traditions. Currently, Alaska Natives have a quota system on the number and type of whales they can harvest for subsistence purposes, including a limit of up to 75 bowhead whales each year.

If you are lucky, you might find some of

them at the heritage center working on construction of a new skin whaling boat, made of walrus and seal skins.

About 200 miles southeast of Barrow is Prudhoe Bay, where an oil find in 1968 changed the fortunes of the entire state of Alaska. The oil fields at Prudhoe Bay sparked a 1970s-era oil rush that dwarfed the economic impact of the Nome Gold Rush of 1899. Today, it remains the state's main source of revenue.

A Distorted Land

The top of the world can be a confusing place, where the terrain and your mind can play tricks. One example is found in hydrolaccolith mounds—better known as frost blisters—which may stand only inches high, but look like they are hills rising on the pancake-flat Beaufort Sea coast.

On a 43-mile hike across the coastal plains from the Hulahula River to the small village of Kaktovik, located on Barter Island on the Arctic Ocean, about 100 miles east of Prudhoe Bay, friends and I once wandered toward what we thought were hills

far away on the horizon. They turned out to be frost blisters less than a foot tall that we found only a few hundred yards from where we first saw them. The experience was otherworldly and disorienting. There were no hints of civilization anywhere. There was no trail to follow, not even a caribou track.

As hours passed with our only means of navigation being a compass and an altimeter with which to track a contour line on a map, we began to wonder if we were actually walking in circles, with objects, including the frost blisters, all looking the same.

When Kaktovik appeared, rising like an ancient fortress over Barter Island, we realized our goal was in reach. After a week in rafts and on foot across the Arctic, we wanted a shower, a decent sit-down meal and a soft bed.

If you want a real taste of what the Arctic

lands are like without exposing yourself to such wilderness extremes, book a room at the Marsh Creek Inn or Waldo Arms in Kaktovik. While not luxurious, both hotels are comfortable, and the food is good. Kaktovik's location on the northern edge of the Arctic National Wildlife Refuge makes it something of a hub for the entire northeast Arctic. River paddlers from the Brooks Range make their way here to connect to flights home.

A former U.S. Air Force runway serves the area. Ravn Alaska, out of Fairbanks, has regularly scheduled weekday flights to this unusual and interesting community that traces its roots to a 1920s-era trading post established on Barter Island.

It was a quiet, isolated settlement until the U.S. military began using it as a radar station in the late 1940s. Today, most visitors are either passing through, on their way to visit area parks or refuges, or they have come to see the polar bears, an Arctic icon. The big carnivores can be seen in the Kaktovik area almost any time of the year, but they tend to congregate in the fall.

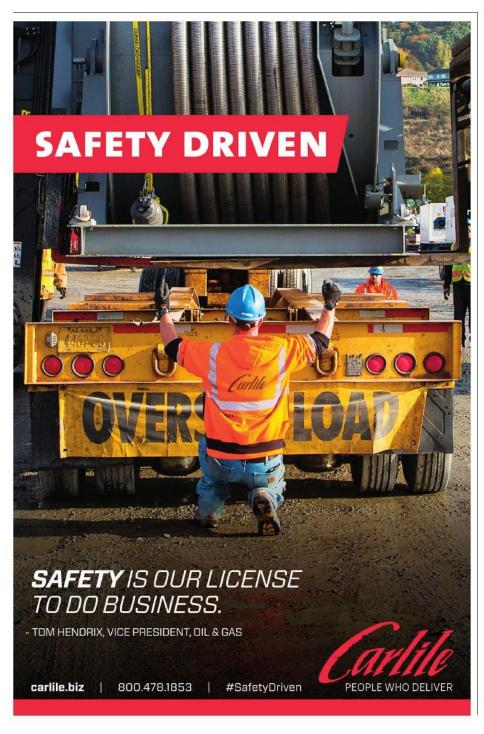
Bear viewing has become a major attraction in recent years and at least half a dozen businesses based out of Kaktovik or Fairbanks lead bear tours. A guide is highly recommended, and it's important that visitors keep a healthy distance from these magnificent but extremely dangerous creatures.

Nothing stays the same forever, not even the remote and unspoiled lands of Arctic Alaska.

Still, when you see these large bears on the beach and look out across ice that runs to the horizon on the way to the North Pole, it can be hard to imagine this land could ever change.

Craig Medred writes from Anchorage.

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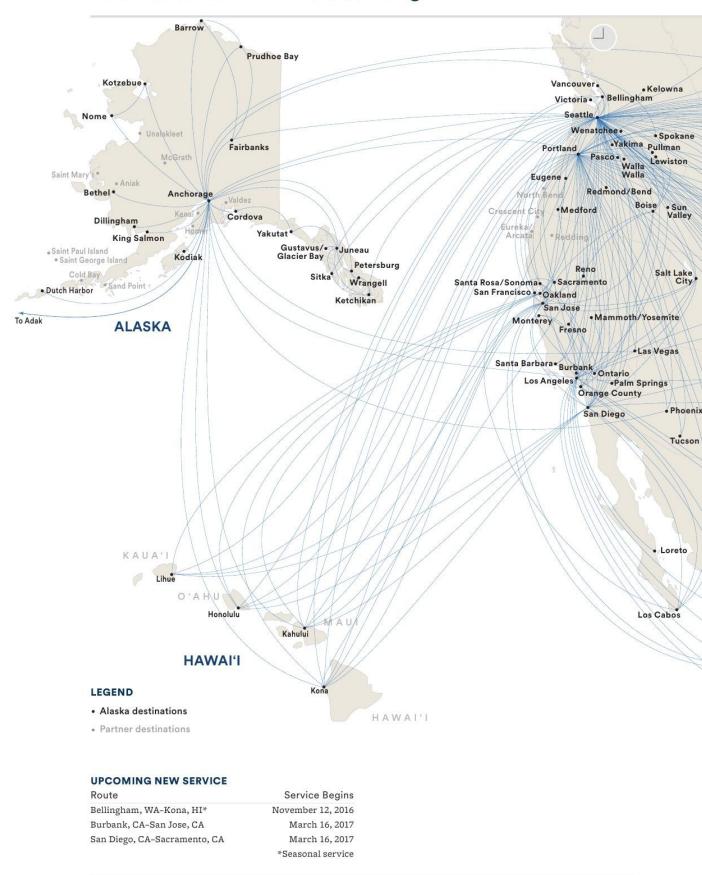




Dubai, UAE Emirates

Where we fly

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Some Alaska Airlines service operated by Horizon Air or SkyWest Airlines.

Some routes shown operate seasonally.

Airport terminal maps

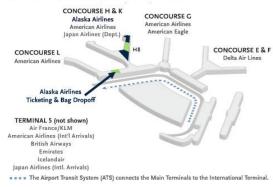
A quick guide to help you make easier connections.

ANC Anchorage International Airport



ORD

Chicago O'Hare International Airport



LAX

Los Angeles International Airport



DFW

Dallas/Fort Worth International Airport



SEA

Seattle/Tacoma International Airport



PDX

Portland International Airport



SFO

San Francisco International Airport



SAN

San Diego International Airport



Customs and immigration

Customs and Immigration forms are distributed by flight attendants during your flight. Prior to landing, complete all forms that pertain to you, following the tips below. Completed forms are presented immediately upon entering the International Arrivals building. Las formas de Aduana y Migración son distribuidas por los sobrecargos durante el vuelo. Antes del aterrizaje en su destino final complete las formas correspondientes usando las indicaciones que se porporcionan a continuación. Las formas completas seran presentadas en la Terminal Internacional.

Please use all capital letters with blue or black ink.

Por favor use letra mayúscula en tinta azul o negra.

TO THE UNITED STATES

PASSPORT CONTROL KIOSKS

Automated Passport Control kiosks expedite the entry process. Eligible travelers scan their passport, take a photograph and answer a series of questions at the kiosk. Once complete, present the printed receipt from the kiosk to a Customs Officer.

Helpful tips

- Only citizens or nationals of the U.S., Canada or Visa Waiver Program countries are eligible to use the kinsk
- · Customs declaration forms are unnecessary.
- Kiosks available in Los Angeles (LAX), Portland (PDX), San Diego (SAN), San Francisco (SFO) and Seattle (SEA).

U.S. CUSTOMS DECLARATION

All travelers to cities without Passport Control kiosks must complete this form.

Helpful tips

- One form per person or one per family (family defines those in the same household who are related by blood, marriage, domestic relationship, or adoption).
- Lines 5, 6—If not using a passport, leave these lines blank.
- Line 9-Enter "AS" for Alaska Airlines
- Sign at the "X."

QUIOSCOS DE CONTROL DE PASAPORTES

Kioscos automatizados de control de pasaportes acelerar el proceso de entrada y se encuentran en muchas ciudades servidas por Alaska Airlines. los viajeros elegibles escanear el pasaporte, tomar una fotografía y contestar una serie de preguntas en el quiosco. Una vez completa, presentar el recibo impreso en el quiosco a un oficial de aduanas.

Datos de ayuda

- Sólo los ciudadanos o nacionales de los países del Programa de Exención de Estados Unidos, Canadá o Visa son elegibles para utilizar el quiosco.
- Formularios de declaración de aduanas son innecesarias.
- Kioscos disponibles en Los Ángeles (LAX),
 Portland (PDX), San Diego (SAN), San Francisco (SFO) y Seattle (SEA).

DECLARACION DE ADUANA

Los viajeros a ciudades sin quioscos de control de pasaportes deben completar este formulario.

Datos de ayuda

- Una forma por persona o por familia con la misma dirección.
- Línea 5, 6—Si no tiene pasaporte, deje esta sección en blanco.
- Línea 9-Use "AS" para Alaska Airlines.
- Firme en la "X."

Global Entry is a U.S. Customs & Border Protection program that offers expedited customs entry with no processing lines, no paperwork, TSA Prev® eligibility and access to expedited entry in other countries. Apply at www. cbp.gov.



INTERNATIONAL TRAVEL TIPS

TO MEXICO

- All travelers must complete a Mexico Customs
 Declaration form; one per traveler or family with
 same address.
- All travelers, except for citizens of Mexico, must complete the FMM; one per traveler or family.

TO COSTA RICA

- All travelers must complete a Customs Declaration form; one per traveler or family.
- All travelers must complete an Immigrations Form; one per person.
- Costa Rica requires a \$29 departure tax for each traveler. For tickets purchased before June 1, 2016, pay fee prior to check-in with Alaska Airlines at the service centers in terminal check-in area.
 The fee is included in the price of tickets purchased after June 1, 2016.

CONSEJOS DE VIAJE INTERNACIONALES

A MEXICO

- Todos los viajeros deben completar un formulario de declaración de aduanas México; uno por cada viajero o familia con la misma dirección.
- Todos los viajeros, excepto para los ciudadanos de México, deben completar la FMM; uno por cada viajero o familia.

A COSTA RICA

- Todos los viajeros deben completar un formulario de declaración de aduanas; uno por cada viajero o familia.
- Todos los viajeros deben completar un formulario de Inmigración; una por persona
- Costa Rica requiere un impuesto de salida de \$29
 para cada viajero. Para los boletos comprados
 tarde del 1 junio, 2016, pagar la cuota antes de
 check-in con Alaska Airlines en los centros de
 servicio en el área de registro de entrada en el
 terminal. La tarifa está incluido en el precio de
 los boletos comprados el 1 de junio 2016.

Your safety and comfort

The Federal
Aviation
Administration
(FAA) and
Alaska Airlines
have set these
rules and
regulations to
assure your safety
and comfort.

SEATS

- Your seat belt must be fastened whenever the "FASTEN SEAT BELT" sign is illuminated. Keep your seat belt fastened at all other times in case of undetectable clear-air turbulence.
- Seatbacks and tray tables must be in the upright, locked position during taxi, takeoff and landing.
- Child-restraint devices must bear the FAA approval sticker.
- Seat-belt extension use is not allowed in exit rows for the safety of all passengers due to the possibility of entanglement by the extensions.

CARRY-ONS

- All carry-on baggage must be stowed under a seat or in an enclosed overhead bin upon boarding and prior to landing, as directed.
- Please use caution when opening an overhead bin, as items may have shifted.
- Prior to takeoff and landing, service items provided by Alaska Airlines must be picked up or properly stowed under the seat in front of you, in carry-on luggage that is properly stowed or in an overhead bin.

LAVATORY

 Customers are requested to use the lavatory in their assigned cabin and are required to do so on inbound international flights; exceptions may be made for customers with special needs.

CREW SAFETY

• Interference with crew members' (including flight attendants') duties is a violation of federal law. Under federal law, no person may assault, threaten, intimidate or interfere with crew members in the performance of their duties aboard an aircraft under operation. Penalties for crew interference include fines up to \$11,000, imprisonment or both. An incident report may be filed

with the FAA regarding a customer's behavior.

DEVICES

- During taxi, takeoff and landing, portable electronic devices and headphones may be used.
 Larger electronic devices such as laptops must be stowed during taxi, takeoff and landing.
- Cellphones may be used while the boarding door is open until advised by your flight attendant that cell service must be turned off. Upon landing, your flight attendant will advise when cell service can be enabled.
- During flight, electronic voice communications of any kind (e.g., cell/VoIP calls) are prohibited.
- Headphones must be worn when using electronic devices such as personal music players,
 Inflight Entertainment Tablets, etc.

PETS

 Pets must remain in carrier for entire flight.
 Carrier must be stowed for taxi, takeoff and landing.

ALCOHOL AND TOBACCO

- Alcohol may not be consumed aboard an aircraft unless it has been provided by a flight attendant.
 No alcohol may be served to any person who appears to be intoxicated, or who is under 21 years of age.
- Smoking, chewing tobacco and electronic cigarette use are not permitted on any Alaska Airlines flight.

OTHER PROHIBITED ITEMS

 Alaska Airlines prohibits the use of items that do not meet FAA Regulations or Company regulations. This includes the use of seat-belt extensions not provided by Alaska Airlines, devices that restrict the recline of seats, self-heating meals or beverages, air filters placed on overhead vents and personal airpurifying devices.

CONTACT US

Customer care: 800.654.5669 (Mileage Plan, Web Support, Customer Care)

Toll-free reservations: Within the U.S. and Canada: 800.Alaskaair (800.252.7522) (TTY 800.682.2221) alaskaair.com

En Español: 800.858.5525 From Mexico: 001.800.252.7522

Alaska Airlines Vacations: 844.276.5297 vacations.alaska-

USING YOUR DEVICES

We know use of your electronic devices is important, and we've adjusted our procedures to give you more time with those devices.

Allowed on the ground and in the air

- Laptops (must be stowed for taxi/takeoff/landing)
- Tablets/smartphones (Airplane Mode after door closure)
- · Wireless mouse/keyboard
- · e-readers
- Media/CD/DVD players
- Noise-canceling headphones
- Cellphones (prior to door closure only)

Not allowed during flight

- · Voice calls of any kind, including VoIP
- · Devices with cell service enabled
- · AM/FM radios or TVs
- · Personal air purifiers
- · Remote-control toys
- Electronic cigarettes



Complete each sudoku grid by placing a number in each box so that each row, column and small nine-box square contains the numbers one to nine exactly once. Solutions are on page 164.

Difficulty: Easy

	3				8	1		9
9	8	5			1			2
		6	5	2		8		
2			4		3	9		
	7						3	
		4	9		7			5
		7		5	4	3		
4			8			5	2	1
5		8	3			0	4	

Difficulty: Medium

		6			2			3
	2						7	1
3	7		5		1			
		3			8	1		9
		7		2		5		
8		9	1			3		
			6		5		3	2
4	3						9	
7			2			8		

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 Grand Canyon 	8 days	\$1395
California Coast	8 days	\$1495
Mount Rushmore	8 days	\$1295
New England	8 days	\$1295

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Plastic Injection Molding



WORD GAMES

23

51

62

82

87

91

118

123

127

27

Our National Pastime

21

25

29

64

22

26

30

48

20

24

28

92

104

ACROSS

- 1 Riverbank clown
- 6 Likewise
- 10 Crocus base
- 14 Photographer Adams
- 19 Superman star
- 20 Accomplishes
- 21 Samoa's capital
- 22 Italian economist
- Foot the bill
- 24 Stage successes
- 25 Fast time
- 26 Cream of the crop
- 27 Rare round-tripper
- 31 Coax
- 32 Creek
- 33 ___ generis
- 34 Logger's skidway device
- 38 Choreographer Bob _
- 40 Samples
- 45 Choir section
- Educ. for immigrants 46
- 48 Actor Beatty
- Resign 50
- New Zealand owl
- 52 Critical count
- 57 Exhort
- Food 58
- 60 Jerry _
- 61 Leipzig life
- Watertight coatings
- 64 Composer Bernstein
- Trotsky and Uris
- Hesitation sounds 66
- Auditor's inits. 70 Field
- 71 News pub.
- 72 Corpulent
- Gunwale pin
- 77 Certain verse
- 82 Preserves, in a way
- 83 Alike
- 86 Sicilian port
- 87 87 across, for instance
- 88 Grand slam setup
- 90 ___ Rose
- 91 Can. province
- 92 Courbet canvas
- 93 Louis or Carrie
- 94 Comic-strip unit
- 95 One-___ (short film)
- 97 Tear
- 101 Ore analysts
- 104 Squeal
- 106 Feel poorly
- Evening in Paris 107
- 108 Late-inning respite
- 118 Eradicate
- 119 Turkish notables
- 120 Hawaiian isle
- 121 U.S.-Can. military group
- 123 Wrong
- 124 Alaskan seaport
- 125 Film _
- 126 Tendency
- French impressionist

- 128 Important periods
- 129 Wine vessel

DOWN

- 3
- 5 Fixes, as a roof
- 6
- 8

- 10 Strait of Dover city
- Puccini offerings 11
- 13
- 14
- 15 Long river
- 16 The slammer
- 17
- 18 Debtor's burden

- 130 Germs

- 1 Table tidbit
- 2 Actress Garr Mall habitué
- 4 Peron and Gabor

- Stick
- 7 Laggard
- Clockmaker Thomas
- 9 Prefix for bone

- Skater's milieu
- Oxford subject
- Lack of vigor
- __, Brute?"

- 28 Demand payment from
- - 30

119

124

- 39
- 41

- 44 British weapons
- Rel. school
- 49 Pitcher
- Presidential monogram
- 54 Mature 55 Nonexistent

- 61 Andean climber

60

63

- 29
- Best
- 35 Sidestep
- 36 Heart parts
- 37 Synchronized larceny
- Bunting maneuver

- Roman household spirits
- 59

- Big leaguer
- 34 Ventures

- 38 Bowser's bane
- Plead
- Jet starter 42 Chemistry Nobelist
- Manfred _
- 47
- 52 Change for a twenty
- 53
- 56

63 Metamorphic rocks

102

107

Apple or pear

120

125

- Ms. MacGraw et al. Encircle
- 72 Playwright Wilde
- 73 Gendarme's bullet 74
- Remove by dissolving 75 Ivan or Peter
- 76 Right angle AAA recommendation 78
- French historian
- 80 One who finishes 81
- Bread from Iran 84 Tipton
- 85 Beam
- 88 Sulawesi squall
- 89 University office 94 Inventor's rights
- Papa Hemingway Canal country 98
- 99 Flushes with water
- 100 Yalie 102 Stitch

121

126

130

103 Mister 105 Scottish baron 122

- 108 Jacket junction 109
- Writer Bombeck 110 Conceited
- 111 Being, to Cato
- 112 Borodin's prince 113 Taboo item
- 114 Liverpool lockup 115 Ripped

Algonquian language

Round of applause 117 122 Dental deg.

SOLUTION ON PAGE 168.



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