

## Linden & Austin Blue, Spectrum Aeronautical LLC

VLJM: Austin, how did you find your passion for aviation?

AB: My father was a major inspiration in that, some of my earliest memories are of the Lear Jet factory in Wichita, the sound of the rivet guns and awesome complexity of the airplanes coming together. It was of course inspirational to ride right seat with my dad at a young age too. Later in life it was a natural step to learn to fly, but the business of aviation is something that I have learned to appreciate more and more. Aircraft manufacture is wonderfully challenging and stimulating and I what we are doing on Spectrum is very rewarding because we are making a real difference in the value equation for aircraft and building something that should have a positive impact on the future of aviation.

VLJM: Tell us about your career path.

AB: In college I earned a Masters in History and then went on to an MBA. I've done a number of things including lobster fishing, construction, and , but for some time now I've been dedicated to Spectrum. At 35 most of my professional life has been dedicated to making this airplane happen.

VLJM: What is the division of work between you and your father at Spectrum?

AB: Together we make a good team. My dad is more focused on the technical aspects of the airplanes and I tend to concentrate on business development, but the essence is that we are both heavily involved in the day to day operations of the company and there is a great deal of synergy to how we work together. I'm very fortunate to have such a knowledgeable and helpful boss.

VLJM: Describe the Spectrum aircraft.

AB: Both the Independence S-33 and the Freedom S-40 are built on innovative carbon-fiber/epoxy composites technologies that enable exceptional performance and fuel economy. They are unique because our team has been working on their development for well over two decades, patiently developing and refining the technological approaches that apply composites in a way that makes the best use of their physical properties. Because of this they have the best cabins, range, and payload performance in their classes as well as the best economy.

VLJM: Linden, how did you start flying?

LB: when I was 19 and attending college, but I became enamored with aviation when, as a child I watched men clearing brush from the site that was to become the Meeker, Colorado airport--a few years after the end of WWII.

VLJM: Linden, how did Starship shape your vision for Spectrum?

LB: Starship was a very good idea that ended up being inadequately executed. If the production development had gone as we envisioned it, Starship's history would have been quite different.

VLJM: You are the pioneer of composites. Has the development of composite technology as applied to business aircraft reached a plateau?

LB: No, it is just beginning.

VLJM: Many of us in aviation aspire to work with our sons and daughters in the business. What is your advice for us?

LB: Austin has been very important in Spectrum's development from the outset and the spectacular team we have working on Spectrum assures it success. They inspire me and I believe everyone is given the responsibility to get their jobs done.

Making the perfect airplane has been an elusive goal for many years--maybe throughout my career--but when you work on it hard enough and long enough, some times you get there. I think we are well along the way now.

VLJM: How can our readers get in touch with Spectrum for additional information?

AB/ LB: Please check out our website at <http://www.spectrum.aero/>