



Plane & Simple

We outline the options for traveling in **true jet-set style**

Think flying private is only for celebrities and trust fund babies? Though they might be the most obvious passengers, skipping the security lines and overly familiar pat downs is becoming more accessible for the rest of us.

The reasons to fly private are as numerous as the ways to do it. It could be an emergency that demands an overnight flight from a small airport; a snowstorm that cancels a flight, stranding desperate skiers; or simply the desire to travel in style to a blow-out birthday celebration.

2018 Lincoln Navigator



2018 Lincoln MKC



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Kim-Marie hops aboard VistaJet



ONE AND DONE

If you need a jet and you need it now, but you don't plan on making it a regular thing (though you may change your mind after seeing how the other half flies), you'll need a jet broker. There are 2,500 different charter operators. We suggest checking out **Magellan Jets**. It offers on-demand charters that will meet your specific needs (this travel writer used them to book a flight from Jackson Hole to Joplin, Missouri—you won't find that on a Delta itinerary). All of its charter planes meet such rigorous safety standards that it was the **first private jet broker accepted by the Air Charter Safety Foundation**.

While it's hard to compare prices, an approximate quote for a flight from **White Plains to Turks and Caicos on a Hawker 400XP that seats seven, is roughly \$32,000 round trip**. A single first-class Delta flight runs around \$3,200, so it's not that much more for a serious upgrade. Magellan also offers the option to buy a jet card and book flights against your balance. magellanjets.com

PART OF THE CLUB

If you want to fly private all the time but don't want to take on the hassle of actually owning a plane (I mean, who does?), consider a jet club membership. **Fractional**

ownership means that the whole plane is yours—no shared flights, just shared ownership.

NetJets makes life simple—you buy a Jet Card and book flights against the balance. **A twenty-five-hour membership card on a light jet starts at \$170,000**. Need a bigger plane because the whole squad is coming? NetJets says it has the largest fleet of private planes and prides itself on making upgrading easy. Members can book and board in as few as four hours. **Dogs are not only welcome—special doggy meals are offered. If paparazzi are a problem, NetJets will provide**

discretion and access to private entrances. netjets.com

WHEN REGULAR PRIVATE ISN'T ENOUGH

VistaJet is all over celebrity Instagrams. Spotted deplaning its distinctive aircraft? **Will and Kate, George Clooney and Dwayne "The Rock" Johnson**. Flying private is already pretty swank, but flying **VistaJet is even better**. Its flight attendants are trained at the Butler's Institute of London, its Nobu partnership takes in-flight fare up a notch and it even promises better cabin air. They pressurize at



CONTRIBUTED

4,000 feet versus 10,000, which means more oxygen, less exhaustion. **The least expensive contract available is \$600,000 per year for fifty hours of flying time. Membership requires a three-year commitment—shoulder-brush with Clooney not included.** vistajet.com

YOU'RE OKAY WITH SHARING

With a membership to JetSmarter, no miles are clocked. **You fly “free” as often as you want throughout the year.** The catch? You're sharing the plane with other members, itineraries can be limited and flights longer than three hours can cost extra.

There are two levels of membership. For \$15,000 annually you can fly unlimited on scheduled flights that are under three hours. However, you can only book two legs at a time. So hopping from destination to destination needs to be booked as you go.

For \$50,000 annually you don't pay a surcharge for flights longer than three hours and you're able to book four legs at a time.

There is a \$2,500 initiation fee for the less expensive membership, but we have it on good authority that it can be negotiated.

Membership at both levels allows you to book seats on JetSmarter shuttle flights between cities or spend-up and charter a flight that suits your specific need but only pay for the seats you use. In addition to the regular flights, **JetSmarter creates routes for popular events like SXSW, Art Basel and Sundance Film Festival.**

Booking is done through the app. This service is perfect for the gadabout who is free to jet to Miami last minute to escape the frigid temps and doesn't need a specific date or time. jetsmarter.com



LINCOLN NAVIGATOR BLACK LABEL

Price as Tested:
\$96,570

Drivetrain:
450-hp 3.5-liter V6 twin turbo

EPA Mileage Ratings:
16 city/
24 highway

Lincoln's New Glory

The Navigator: Max-sized luxury



In its drive to be noticed again, Lincoln's designers have determined their new grandees should have what they call “a captivating stance.” Indeed, the freshly remade Navigator SUV creates quite the presentation in your driveway with its blockbuster face and stylin' rims. The looks might dazzle, but what's amazing is how they made a vehicle of such Alpine size handle so damned well. The Navigator takes a big leap forward in the Big Luxury niche.

As you approach the Navigator with key fob in your pocket, it senses your arrival and lights twinkle hello. A running board emerges to help you step inside, where ambient lighting (of your hue choice) soothes your brow. The interior surfaces are elegant. The dash has real buttons for many critical functions, which makes it easier—not to mention far safer—than the touch-screen controls once in fashion. The nav unit is a snap.

When you move away from the curb, the Navigator just feels, well, nimble. It steers with a creamy ease. The insanely tight turning

radius makes braving a crowded parking lot a mere trifle, and the ten-speed transmission is always in the right gear and ready to leap. Don't ask me how they got a three-ton, 450-hp vehicle to average 20 mpg.

In inclement weather, the Navigator's various AWD driving modes (such as “slippery”) can be accessed with a quick turn of a dial. Hard braking feels as easy as laying your head on a feather pillow.

On a long drive, you feel as though your salon chair is calmly sailing through space. It's tall enough that you feel you can peer over the dark side of the moon, but there is none of the top-heaviness that used to bother these big fellows. The second row can be ordered as a bench for three or with two captain's chairs, a console and video screens. The second- and third-row seats can be flattened with a touch of a button.

In a crowded field of contenders, the new Navigator really steps out. Our tester was the maxed-out Black Label edition, but other versions start in the low \$70,000s.

—Chris Hodenfield