

FLYER

WHERE WE ARE NOW. WHAT WE'VE BEEN DOING. WHERE WE'RE GOING.

December 2013
Issue 88

UPSET RECOVERY TRAINING MAKING YOU A BETTER PILOT

**Calspan Corporation and Global Aerospace Announce Partnership
to Provide Advanced Training for Commercial Jet Pilots**



On October 10, 2013, Global Aerospace was pleased to announce a new partnership with **Calspan Corporation** as part of the industry leading SM4 Safety program. Calspan and Global have designed a unique program to provide a comprehensive Upset Recovery Training course, which includes instruction in an In-Flight Simulation (IFS) aircraft, to qualified Global Aerospace customers. These aircraft are unique in that they can be made to replicate the characteristics of other aircraft using sophisticated on-board computers. IFS capabilities make it possible to re-create aircraft upsets which provide pilots with the experience of encountering potentially disastrous real-world flight conditions in a controlled in-flight environment, thus equipping them with the awareness, skills, and knowledge to safely recover from actual upset conditions.

continued on page 2

Loss of Control (LOC) in-flight is one of the leading causes of aircraft crashes and crash-related fatalities and airmanship skills is currently listed as one of the NBAA Top 10 Safety Focus Areas. We recognize that pilots in our industry have become increasingly dependent upon automated systems and many do not have the opportunity to regularly practice and develop their airmanship skills. Calspan's Advanced Maneuvering & Upset Recovery Training (AM-URT) program will provide our customers with genuine and technically advanced upset training specifically designed for business jet pilots.

An underlying premise of Calspan's AM-URT is that a well-trained pilot is the best defense against an LOC accident. In particular, for situations involving the types of Jet Upset that can lead to LOC, a pilot's singular ability to recognize a unique problem, develop a strategy, and apply it to the recovery process may be the only means available to avoid an accident.

"We have found that pilots can excel in a ground-based simulator, but when presented with the same conditions in-flight, they often freeze," said Lou Knotts, Engineering Test Pilot and President of Calspan. "Calspan's URT training program significantly enhances the skills and confidence of the pilots who complete the program, as they gain real-world loss of control experience and obtain the knowledge they need to correct for upsets."

Calspan's curriculum is derived from real-world aviation accidents presented in a completely safe airborne simulation environment. These proven training methods are based on 14 years of government and industry sponsored research and focus on the most effective upset recovery techniques. The training includes classroom instruction and in-flight training in an aerobatic Beech Bonanza and our unique Learjet In-Flight Simulators.

The Calspan research has shown that in order to execute a successful recovery from a Jet Upset, a pilot must have sufficient situational awareness to be able to recognize the state of the aircraft (i.e. attitude, airspeed, failures, etc.) and sufficient knowledge to know what to do about it. The critical skill set required for a successful recovery includes an alternate control strategy necessary to deal with the upset event itself. Calspan's study results confirm the positive influence of the AM-URT on a pilot's ability to respond to an in-flight upset. The discovery that the magnitude of

In-flight simulation training allows pilots to fully assimilate the maneuvers - the real-world environment provides realistic stress and boosts pilot confidence.



Paul Deppe (Senior Director of Flight Operations, Calspan Corporation) gave a short presentation at the Global Booth at NBAA 2013 highlighting Calspan's advanced upset recovery training.



Marilena Sharpell (SVP, Underwriting Executive) was pleased to present our insured, Jim Buchanan (AT&T), with an award of one URT training slot with Calspan. Jim won the raffle at the Global Aerospace Reception at NBAA 2013.

improvement was similar across pilots with very different experiences indicates this training is important for all pilots, regardless of total flight time. The addition of in-flight simulator training to your current ground-based training program will further increase skills and boost pilot confidence.

Calspan IFS aircraft have a fail-safe simulation system that ensures flight safety both automatically, with a computer-controlled limit monitoring system, and manually by virtue of a safety pilot. The limit monitoring system continually tracks the simulation to ensure that preset safety limits are not exceeded. In the event a trainee is not performing up to standards, the safety pilot disconnects the simulation system and takes over flying the aircraft. The Calspan pilots are highly experienced and go through an extensive flight-training program. Most are military-trained test pilots. All have many thousands of hours experience flying high-performance jets and IFS aircraft.

Jeff Bruno (EVP, Chief Underwriting Officer) said, "We have pledged to continuously develop the SM4 program and the addition of Calspan will provide our customers with expert training designed to develop aviation skills and improve airmanship."

CELEBRATING 50 YEARS WITH NATIONAL GRID

Article by: Caitlin Manion, National Grid

FROM THE BEGINNING

In 1963, **Niagara Mohawk** took their first aviation insurance policy through the former Associated Aviation Underwriters. Fifty years later, Global Aerospace is proud to honor Niagara Mohawk (now known as **National Grid**) for our 50-year partnership. National Grid is a member of a very short list of companies in the 50 year category with Global Aerospace, including Goodyear Tire and Xerox. *“As a company you do everything you can to establish long-term partnerships through thick and thin,”* said **Frank Turtola**, SVP Team Leader East. *“We’re very honored and thank Niagara Mohawk/National Grid for their partnership.”*

IN THE HANGAR

The National Grid Hangar located in Syracuse, NY currently has one Beechcraft 1900D and a Bell 206L helicopter. When the company was still Niagara Mohawk, the plane was used only to transport executives. Today it’s used to shuttle numerous employees from Syracuse to Bedford, MA and back. The Bell 206L is used annually for forestry and line patrols, as well as unscheduled line patrol during storms.

The hangar is run by a fantastic crew made up of Pete Cook, 1900D Pilot; Dave Massett, 1900D Pilot; Adam Wiediger, Helicopter Pilot; Mike Capucilli, Supervisor Aircraft Maintenance; David A. Morse, Aircraft Maintenance Tech; Michael Lawyea, Manager of Aviation; and Joe Gianetto, Aviation Staff Assistant.

FLYING HIGH

For the fiscal year 2012— 2013, the Beechcraft 1900D flew 425 hours, carried 5,000 passengers and flew 425 flights. The Bell 206L Helicopter flew 490 hours in support of Transmission Line Services, Forestry, Gas department, and unscheduled line patrol (i.e., during storms). Congratulations to National Grid and here’s to 50 more years!



Back, L to R: Colin Bruno (AVP, Underwriting Manager, Airlines/Complex Risks), Mike Capucilli (Flight Department, National Grid), David Massett (Flight Department, National Grid), David Morse (Flight Department, National Grid), Pete Cook (Flight Department, National Grid), Adam Wiediger (Flight Department, National Grid)
Front, L to R: Dorothy Golebuski (Marsh), Barbara Schnettler (Risk Management, National Grid), Michael Lawyea (Flight Department, National Grid), Frank Turtola (SVP, Team Leader East)

Thank you Panther Helicopter!

On November 17, 2013, **Bill Salmon** (Senior Underwriter) and **Tim Carter** (Underwriting Manager) flew to visit **Panther Helicopters** and their broker, Leslie Quinn (Falcon/Houston). The group had the opportunity to tour the Panther facility followed by lunch.

Panther Helicopters has been flying the Gulf Coast and beyond for more than 22 years and has earned a reputation as one of the top air charter services in the South.



L to R: Lance Panepinto (Owner, Panther Helicopters), Holley Brassette (Administrative Manager), Paula Panepinto (Lance’s wife), Bill Salmon (Senior Underwriter), Leslie Quinn (Falcon Insurance), Tim Carter (Underwriting Manager)



Global Participates in ABA’s Annual Aviation and Space Law Litigation Conference



The American Bar Association (ABA), Tort Trial and Insurance Practice Section (TIPS), conducted its annual Aviation and Space Law Litigation Conference on October 17th and 18th in Washington, D.C. The mission of TIPS is to unite the knowledge and experience of the plaintiff and defense bar, the insurance industry and in-house counsel by providing a forum to meet, interact and discuss what new issues lie ahead for the aviation industry.

The focus of this year’s conference was emerging legal, insurance and regulatory trends with the advent of commercial space activities and advanced technologies such as unmanned aircraft. **Jeff Cassidy** (President & COO), **Anthony Moschetta** (SVP, General Counsel), **Angela Savino** (VP, Claims Attorney) and **Tracey Campbell** (SVP, Airline Practice Leader) attended the event this year. Jeff Cassidy was a speaker on the Liability for Orbital and Suborbital Commercial Space Activities panel. Jeff commented on the risk of orbital debris to in-orbit satellites and potential liability exposures faced by our clients.

Together with other industry claims representatives, Angela Savino also served as a panelist and discussed emerging legal issues and the changing relationships between insurers, insureds and their outside counsel and what they foresee as the greatest areas of potential growth in aviation legal services. Tracey Campbell served as Co-Chair of the conference and is Chair Elect of TIPS. Representatives from several Global insureds were also panelists including Richard A. Fiore, Associate General Counsel, Litigation & Intellectual Property for United Airlines, who discussed legal issues on the horizon from the perspective of in-house counsel.

2013 Aircraft Builders Council Conference

This year’s record breaking fall conference took place in San Diego, California on September 22-24. The conference attracted record attendance of risk managers, underwriters and brokers at over 200. Conference presentations covered various topics including Maturing Technologies for Future Unmanned Aircraft Systems, Criminalization of Air Accidents, Next Generation Composites in Aircraft Engines, Gulfstream G650, and Air Safety and Risk Management.

Over 100 delegates attended an additional session at this year’s conference entitled Supply Chain Management Workshop with Global jointly participating with PricewaterhouseCoopers and ACE.

A full list of the 2013 presentations can be found at www.aircraftbuilders.com.



CONVENTION NEWS!



The NBAA represents one of the most efficient opportunities for Global Aerospace to conduct business. We met with key brokers, customers and industry leaders for a very active and productive three days! Thank you to all who visited with us at our booth, cocktail reception and various meetings during the show.



L to R: Stephen Murray (Underwriter, Northeast), Dana DiPietro (AVP, Underwriting Mgr., Northeast), Colin Bruno (AVP, Underwriting Mgr., Complex Risks), Diego Suarez (SVP, Team Leader-Latin America)



L to R: Tim Boland (SVP, Team Leader, West), Alejandro Galioto (True Course Aviation), George Huggins (True Course Aviation), Kevin Fetsko (Good Year Flight Operations), Bill Volk (Good year FLight Operations).

LOOK FOR GLOBAL AEROSPACE AT THESE 2014 EVENTS!

Event	Date	Location
Heli-Expo 2014	February 24-27	Anaheim, CA Booth #808
RIMS 2014	April 27-30	Denver, CO Booth #1573
NBAA 2014	October 21-23	Orlando, FL Booth #TBD

Visit SM4.global-aero.com to view updates to the 2014 SM4 Safety Seminar Schedule



L to R: Carla Tirel (Fireside Partners), Scott Langevin (Avion), Suran Wijayawardana (ACP Jets), Chris Conroy (Avion), Don Chupp (Fireside Partners)

SCALED COMPOSITES SHOOTS FOR THE STARS

This past summer, Gordon Schick (Senior Vice President, AON) set up a tour with **Scott Ross** (VP, Aerospace Team Leader) to visit with Global Insured **Scaled Composites** located at Mojave Airport in California. Scaled Composites, founded in 1982 by Burt Rutan, is owned by Northrop Grumman. Scott and Gordon met with Ben Diachun, Vice President of Engineering, who was most informative concerning many current projects that are paving the way for space transportation.

Scaled Composites is currently working on large programs with Virgin Galactic (a Sir Richard Branson company) and Stratolaunch (a Paul Allen company). Virgin Galactic is looking to start its commercial space tourism operation in the next year. To this end, Scaled Composites has built WhiteKnightTwo and SpaceShipTwo and has conducted two manned powered launches so far this year. With respect to Stratolaunch, Scaled Composites is in the process of building a huge composite carrier aircraft with a wingspan of 117 meters. They describe this model as a scaled up version of WhiteKnightTwo. Stratolaunch expects to fly in 2016 with the purpose of providing a low-cost satellite launching system. For more information, visit www.scaled.com.



Scott Ross

Broker Appreciation Outings

Global is pleased to host these events to show our appreciation and personally thank the Broker community for their loyalty and continued trust in Global Aerospace.



Los Angeles



Allison Spa & Hotel - Newberg, Oregon

The Los Angeles Office held its annual Broker outing in Oregon wine country this year. A fantastic turnout as always, with a relaxing stay at The Allison Inn & Spa. The Willamette Valley has some truly incredible countryside and our lunch at Red Ridge Farms was right in the middle of it all.



L to R: Ron Hill (Area Chairman AIS Gallagher), Marilena Sharpell (SVP, Underwriting Executive), Angie Harris (VP, Ladd Gardner Aviation Insurance Agency, Inc.) and her husband, Clint Coe



Dallas

On October 3 our Dallas office held their annual Broker Appreciation Event. This year's event was held at Lone Star Park, which is a horse racing venue. We had a great turnout for this new event. While no one made enough for early retirement, there were some satisfied customers! Thanks to all our guests for making this an exciting and fun-filled event.



L to R: Jason Hendrix (AON Risk Services), Nick Methven (SVP, Underwriting Executive), Chris Cooper (Claims Representative)



L to R: Ladd Gardner (Ladd Gardner Aviation Insurance), Jason Hendrix (AON Risk Services, Inc.), Kathy Petty (Falcon Insurance Agency), Rolf Halverson (AVP, Underwriting), Bill Tabbert (Transport Risk Management)



L to R: Barry Dowlen (Falcon Insurance Agency), Phil Dressen (AON Risk Services, Inc.), Chris Proudlove (VP, Team Leader Complex Risks)



Chicago



Clockwise from front-center: Chris Howard (Sterling Risk Management), Scott Kennedy (VP, Parrish-O'Neill & Associates), Shirley Crowley (Marsh), Karole Bair (Marsh), Ed Wagner (SVP, Marsh), Karen Scumaci (AVP, Willis), Kris Campton (Service Center Mgr, NationAir), Jeff Bauer (President, NationAir), Tom Kaiser (VP, NationAir), John Howard (Silver Eagle Agency)



Clockwise from front-left: Lindsay Cochrane (Marsh), Monica Abens (Marsh), Amy Fraser (VP, Marsh), Nicole McCormack (VP, Marsh), Cindy Wood (Underwriting Assistant, Global), Chris Fostiak (AVP, Hays), Debbie Fanjoy (Managing Director, Marsh), Chris Proudlove (VP Team Leader, Complex Risks).

On September 12 the Chicago office hosted their Broker Appreciation event at the Field Museum of Natural History in Chicago. The centerpiece of the party, with 58 Teeth and a killer smile, was dinosaur Sue. At 42 feet long and 13 feet tall at the hip, Sue is the world's largest and most complete Tyrannosaurus Rex. Everyone had a great time walking back in time and finding answers to quiz questions regarding science, aviation and the great City of Chicago.



Chicago, Michigan and Ohio Producers with Global staff.



London

Ahead of the busy airline renewal season, **Nick Brown** (Chief Executive Officer) and his London colleagues recently hosted a series of tapas evenings for London brokers. Each of the four hosted events were extremely well attended, with each guest being able to sample Spanish cuisine, beer and wine, and of course improve their Spanish!



Parsippany

On November 19 the Northeast office hosted their Broker Appreciation event at Madison Square Garden in New York City. Everyone enjoyed the newly renovated arena while watching the New York Rangers face off against the Boston Bruins.



L to R: Kent Fera (AVP, Marsh), Terry Rolfe (Aviation Practice Leader, Integro), Joshua Starr (VP-SR Broker, AON), Dana DiPietro (AVP, Underwriting Manager), Rich Nocella (VP, Marsh), Diego Suarez (SVP, Team Leader Latin America)



L to R: Scott Ross (VP, Aerospace Team Leader), Diego Pazmino (Account Manager, Willis), Jon Doolittle (President, Sutton James), Jay Innes (EVP, AON), Frank Turtola (SVP, East Team Leader) Nilza Santos (SVP, AON), Gayle Michener (SVP, AON), Barbara Lane (VP, AON)





OSHA IS COMING TO GENERAL AVIATION



by: Bob Conyers
Director of Safety Management, Baldwin Aviation, Inc.

General Aviation operators have always been subject to Occupational Safety & Health Administration (OSHA) regulations, but have historically been under the radar of regulators, who have bigger fish to fry. Also, in some respects it has been unclear to regulators and operators alike whether OSHA or the FAA have jurisdiction in certain aspects of aircraft operation. Recent news releases, however, report that our community will be getting greater scrutiny in the near future.

The changes stem from a Memorandum of Understanding between OSHA, the FAA, and the U.S. Department of Labor, reached in August 2000. By that agreement the FAA was to issue a new policy statement “setting forth the circumstances under which the regulatory requirements of OSHA will apply to the working conditions of employees on aircraft in operation (other than flight deck crew.)” Thirteen years later we have an answer.

On the Aircraft: A coming change affects cabin crewmembers on aircraft in operation. Note that this specifically excludes pilots, but includes others who have assigned duties in the cabin, whether they are called flight attendants, cabin attendants, technicians, observers, or any other name. It also includes those who may occupy the jump seat during takeoff or landing if they fulfill any duties in the cabin. An aircraft is “in operation” from the time it is first boarded by a crew member, preparatory to flight, until the last crew member leaves the aircraft after completion of flight, including stops on the ground during which at least one crewmember remains on the aircraft even if the engines are shut down.

By the new policy, the FAA has agreed that OSHA regulations apply to cabin crew members in three specific areas:

- hearing conservation inside the aircraft;
- bloodborne pathogens, and
- hazard communication

Primarily, the operator’s responsibility falls in training to recognize these hazards and, where necessary, to mitigate risk.

For its part, OSHA anticipates that it can respond to and investigate complaints without a need to inspect aircraft in operation. Enforcement will rely on OSHA’s regulations on record keeping and access to employee exposure and medical records. Where states and localities have their own regulations for occupational health and safety, federal OSHA will ensure that aircraft operators are not subject to multiple sets of rules.

In the Hangar: In a broader application of the hazard communication standard, a new OSHA regulation requires training of all flight department personnel by December 1, 2013. Additionally, new labeling and a standard format for safety data sheets (SDS), formerly called material safety data sheets (MSDS), is required for all hazardous chemicals stored in the workplace. A large multi-aircraft flight department that performs its own aircraft maintenance might easily have 150 potentially hazardous substances in the hangar, according to one experienced aviation maintenance manager.

Labeling on hazardous material containers must contain the name, address, and phone number of the manufacturer or distributor. Training must cover recognition of “Danger” or “Warning” signs on hazardous materials, reference to and use of safety data sheets, and information on minimizing the effects of exposure to a hazardous chemical. More information about this requirement can be obtained at www.osha.gov/dsg/hazcom/index.html.

In 2011, Andreas Bentz of Chantilly Air, Inc. gave an excellent presentation at the NBAA annual meeting that covered OSHA requirements for business aviation (prior to these changes). Check out his presentation at www.nbaa.org/events/amc/2011/news/presentations/1010-Mon/NBAA2011-1010-1500-OSHA-Business-Aviation.pdf.

If you think this doesn’t affect you, you’re wrong. Aviation managers often tell me that their responsibilities regarding OSHA regulations are covered by the FBO with whom they rent hangar and office space. While it is fair to seek assistance and cooperation from the building owner, it must be understood that the employer is responsible for the safety of employees in your work place, not any third party. The employer has both a moral and a legal obligation to protect the safety and welfare of its employees. That responsibility falls to the Aviation Manager.

Propel Your Health To A New Altitude, Come FLY With Us!



The mission of the Global Aerospace Employee Wellness Program is to educate, support, and empower its employees to improve and maintain their overall health and well-being through healthy lifestyle choices and to create a culture of wellness throughout the Global community.

With objectives to promote good health, create a sense of engagement and encourage employees to adopt healthier behaviors, Global's U.S. offices launched an Employee Wellness Program entitled "FLY - Fitness, Lifestyle & You."

The July 2013 kickoff of FLY began with optional in-office biometric screenings performed by licensed nurses. The screenings served as a metric by which employees could measure important characteristics of their health and get advice on areas for improvement. Aggregate reporting of health statistics from the screening also yielded topics for educational opportunities. A monthly electronic newsletter was launched, and is distributed to all U.S. employees, covering a variety of health related topics.

Encouraging employees to be physically active is a focus of the program. In September 2013, the 10K-a-Day challenge encouraged employees to walk 10,000 steps every day to earn a raffle ticket toward a cash prize. The challenge was a huge success and the winners were: **Kevin Twiss** (AVP, Claims Manager, Atlanta), **Natalee Miles** (Underwriting Assistant, Dallas), **Veronica Daniels** (Support Assistant, Kansas), **Diana Hong** (Payroll Specialist, Parsippany), **Adam Martz** (AVP, Claims Manager, Los Angeles), **Jennifer Schwertfeger** (Policy Specialist, Kansas), **John Webster** (VP, Underwriting, Los Angeles), **Rufus Falae** (Business Analyst-General Aviation, Parsippany), **Mary Rand-Allison** (Administrative Manager, Atlanta), **Trish Coughlin** (Manager Pool Reporting & Treasury Operations, Parsippany)

In 2014, educational seminars will be introduced on a variety of topics to include nutrition, stress reductions, lowering cholesterol, weight loss, healthy heart, controlling blood pressures, smoking cessation and more. As the program evolves, we look forward to planning additional health challenges for employees to participate in.

Where In The World? Can you guess the location of this photo?



JetPhoto.Net - Image Copyright © Rogier van der Velde

To participate, email your guess to safety@global-aero.com. Be as specific as possible - the first, most accurate, guess wins!

The Winner will be announced in the next issue of the FLYER...and receive a signed copy of Dr. Tony Kern's book, "Going Pro: The Deliberate Practice of Professionalism" and a Global Aerospace tote bag filled with prizes!

Congratulations to our August 2013 winner of "Where in the World?"
Daniel Brochu, PAA

Commercial Damage Insurance Broker, Aviation Account Executive
Daniel was the first to contact Global with the location of the photo at right: **Gibraltar International Airport**



Milestones

NEW EMPLOYEES

Florian Wuersch - Operations Analyst, Parsippany
Dorothee Cresp - Claims Adjuster, Paris
Yasmin Adan - Underwriting Assistant, Zurich

James Borgmeyer - Technical Analyst, Toronto
Courtney Corbeil - Administrative Assistant, Vancouver

WEDDINGS & NEW ARRIVALS

CONGRATULATIONS TO:

Ann-Marie Rybka (Claims Attorney, Parsippany) and her husband Chad, on the birth of their son Harrison Edward Rybka, born June 4, 2013. He was 8lb, 1oz.

Greg Harper (AVP, Claims Manager, Dallas) on his marriage to Nancy Callahan on September 20, 2013.

Mark Rawling (Agency Financial Controller, London) and his wife Esther as they are the proud parents of a baby boy, William Alexander, born on November 19, 2013 weighing 6lb, 5oz.



Harrison Edward Rybka

PROMOTIONS

CONGRATULATIONS!

David Alfson (Dallas) was promoted from VP, Claims Manager to VP, General Aviation Practice Leader

David Nelson (Chicago) was promoted from AVP, Claims Manager to AVP, General Aviation Practice Leader

Greg Harper (Dallas) was promoted from AVP, Assistant Claims Manager to AVP, Claims Manager

Gerard Knowles (London) was promoted from Senior Underwriter to Underwriting Executive

Martin Cox (London) was promoted from Senior Underwriter to Underwriting Executive

Rachel Barrie (London) was promoted from Underwriter to Underwriting Manager Airlines

Chris Jones (London) was promoted from Underwriter to Underwriting Manager Aerospace

Reece Vowles (London) was promoted from Underwriter to Underwriting Manager General Aviation



Congrats 2013 Regional Office Service Award Recipients!

Jeff Cassidy (President and Chief Operating Officer, Parsippany) recently honored the 2013 Service Award recipients from our U.S. regional offices. In addition to the Atlanta and Los Angeles offices recipients pictured at right, the following additional regional employees received awards this year:

Chicago: David Nelson (30 years), Tom Applegate (10 years), Lisa DeMichael (5 years)

Dallas: Clare Paulsen (20 years), Chris Cooper (5 years)

Kansas City: Paul Martin (20 years), Kelly Freeman (15 years), Trisha Shields (15 years), Angella Vogt (10 years), Sarah Shintaku (5 years), Deborah Vanoy (5 years), Tamara Scherer (5 years), Nicole Ziesenis (5 years), Kristina Clayton (5 years)



Los Angeles: Liz Birch (15 years), Adam Martz (10 years) and John Webster (20 years)



Atlanta: Nick Methven, Jeff Cassidy, May O'Shields (15 years), Sebastian Ciepiela (5 years), Nick Brown, Mary Rand-Allison (40 years)

Anniversaries Congratulations to the following employees:

SEPTEMBER

Tamara Scherer	Policy Specialist, Kansas - CPF	5 years
Nicole Ziesenis	Policy Specialist, Kansas - CPF	5 years
Rebecca Watkins	Agency Financial Accountant, London	5 years
Christopher Trapani	AVP, Claims Attorney, Parsippany	10 years
Simon Daville	Facilities Manager, London	15 years
Thomas Kopacz	AVP, Claims Manager, Parsippany - Northeast	25 years
Martin Kanolik	Underwriter, London	35 years

OCTOBER

Judith Bailey	Senior Accountant, Parsippany	5 years
Christopher Cooper	Claims Representative, Dallas	5 years
Melissa Dunford	Business Analyst, Toronto	15 years
John Webster	VP, Underwriting Manager, Los Angeles	20 years
Paul Herman	Supply & Mail Clerk, Parsippany	25 years
David Nelson	AVP, General Aviation Practice Leader, Chicago	30 years

NOVEMBER

Julian Ortega	Sr. Network Technician, Parsippany	5 years
Lisa DeMichael	Senior Underwriter, Parsippany	5 years
Jessica Wujkowski	Senior Policy Analyst, Parsippany	5 years
Sebastian Ciepiela	AVP, Underwriting Manager, Atlanta	5 years
Mark Lucas	Decision Support Analyst, London	5 years
Angella Vogt	Policy Specialist, Kansas - CPF	10 years
Marina Mazour	Decision Support Analyst, Parsippany	15 years
Jenny Dionissiou	Chief Cashier, London	15 years

DECEMBER

Mirvat Nusseiri	Administrative Assistant - Operations, Toronto	5 years
Robert Corcoran	AVP, Claims Attorney, Parsippany	5 years
Kristina Clayton	Policy Specialist, Kansas - CPF	5 years
Stephanie Cruchandeau	Policy Analyst, London	5 years
Suzanne Keneally	AVP, Manager - Communications and Marketing, Parsippany	20 years

*MAY (omitted in August Issue)

Sandy Viggiani	Senior Underwriting Assistant - Toronto	10 years
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Best Wishes Steve!

On December 3rd the Parsippany office held a celebration cocktail reception in honor of **Steve Gormley** (VP, Manager Policies and Compliance). Steve retired with **39 years** of dedicated service to the company. In 1974, Steve joined Associated Aviation Underwriters (AAU) as an Underwriter in its Eastern Branch office in New York. He was subsequently promoted to Assistant Manager of the Dallas office and then to Manager of the Eastern Branch Office 1989. He assumed his current role in underwriting administration in 1995.

Everyone at Global Aerospace would extend their gratitude to Steve for his long time service and commitment to Global and we wish him a healthy and happy retirement!



Steve in 1982...



and today!

Did you grow up and become a pilot?

...In the third grade our teacher said, "Quit staring out the window, because when you grow up, no one will pay you to just sit there and look out the window."

Guess I showed her...

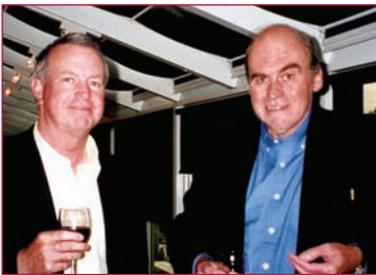




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In Memoriam



Kevin Hilliard (Part Time Claims Attorney) and Ken Walder

It is with great sadness, that the FLYER reports the passing of Ken Walder (former Director of Operations and Chief Legal Advisor) and Frank S. Wright (former President and Chief Agent for Canada).

Ken Walder was called to the Bar in 1966 and joined British Petroleum's exploration department the following year. He became deputy head of legal,

group legal adviser and then group general counsel at BP before joining British Airways as Legal Director in 1994.

Ken joined the British Aviation Insurance Group (BAIG) in September 1998 as its Director of Operations and Chief Legal Advisor. He oversaw the legal side of BAIG's capital restructuring and the merger with Associated Aviation Underwriters (AAU) that created Global Aerospace. Ken was involved in handling a variety of claims, most notably those arising out of the 9/11 attacks. Ken retired from Global in October 2005.

Ken had a fine, wry sense of humor and was always good company. He was a wise counsellor and a true gentleman. He will be truly missed and our sympathies are with his wife, Sue, and their children.

Frank S. Wright served in World War II on the Canadian Corvette "Bittersweet" and thereafter had a long career with the British Aviation Insurance Company culminating as President and Chief Agent for Canada when he retired in 1991.

Frank is fondly remembered by the staff who were in the Toronto office and the aviation insurance industry at the time. He had many qualities including great patience dealing with younger entrants to our industry, both inside and outside the company. Frank had a wonderful sense of humor and was known to 'lead by example' with his strong work ethic. He will be greatly missed and our sympathies are with his family at this difficult time.

Editorial Staff

Suzanne Keneally

Editor/Design and Production

REPORTERS

Tom Assenza

Information Technology

Ruth Boyle

Northeast Zone

Robert Corcoran

Claims

Brandie Campbell

Kansas City

Therese Davis

Chicago

Jean Fournier

Paris

Kim Halverson

Dallas

Susie Henderson

West Zone

Gareth Jones

London

Nancy Karlen

Atlanta

Gary Kasper

Human Resources

Suzanne Keneally

General Aviation/Marketing

Farhat Khimji

Canada

Peter Magee

Retirees News

Janette McGinn

London

Gülşen Taycimen

Zurich

Michelle Tomcho

Airlines

Jane Wakely

London

Jessica Wujkowski

Airlines

A special thank you to additional Global employees who contributed to the **December** issue:

Colin Bruno

Parsippany

Lisamarie Cortez

Parsippany

Martin Cox

London

Scott Ross

Parsippany

Bill Salmon

Dallas