

FLYER

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

April 2014
Issue 89

FLY WITH AMELIA

THE LEGACY OF A LEGEND, THE TRIP OF A LIFETIME.

In 1937, American aviation pioneer Amelia Earhart began a flight around the globe and disappeared over the South Pacific, becoming one of history's greatest mysteries. Over 75 years later, her legacy continues to inspire through her bold courage and desire to open doors for women in aviation. In June 2014, Pilot Amelia Rose Earhart of Denver, Colorado will recreate and symbolically complete her namesake's legendary around-the-world adventure.

In fourteen stops and approximately 28,000 nautical miles, Amelia Rose will fly a Pilatus PC-12NG around the globe completing the flight that Amelia Earhart didn't get to finish. When the flight is complete, she will be the youngest woman to fly around the world in a single engine aircraft, honoring Amelia Earhart's tenacity and love for aviation. Global Aerospace and Lockton Companies are proud to be sponsors and partners for this historic adventure.



Amelia Rose Earhart



The Pilatus PC-12NG features precision Swiss engineering and offers a combination of reliability, speed, range and performance. The aircraft features state-of-the-art Honeywell Primus Apex avionics.

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FLYER: When and how did the idea come to you to recreate this historic flight?

AE: I have been rolling around the idea of an around the world flight for the last ten years or so. The inspiration to dive in and start the actual planning process started a year and a half ago when I was speaking to a group of high school students about flight and aerospace. I had been flying since 2004 and speaking about the thrill of adventure and the importance of pursuing one's goals. I decided after that talk that I needed to lead by example. I needed to take my skills as a pilot and use them to honor my incredible namesake.

FLYER: How have you prepared for this flight and what are your primary safety considerations?

AE: The primary preparations for an around the world flight include deciding which aircraft to fly, choosing your route, and organizing an experienced team that can help plan the flight. We chose the Pilatus PC12-NG because of its reliability as a single-engine turboprop aircraft. The aircraft has an incredible safety record and a powerful Pratt & Whitney PT6 engine. We are installing a 200 gallon fuel tank inside the cabin of the aircraft to make it possible to fly from Hawaii to Oakland, CA, which will be the longest leg of the 28,000 mile flight. Inside the cockpit, we will be equipped with Honeywell's Apex avionics, including synthetic vision, on board Wi-Fi and a fully integrated satellite communications system that will allow us to broadcast video and audio from the flight.

My primary safety considerations for the flight include a water ditching scenario, which is why my co-pilot and I have both completed ocean survival training courses. We have been taught how to safely use a life raft, escape from a submerged cockpit, and use flares and other supplies to remain safe if anything were to go wrong in flight. The likelihood of an engine failure in flight is incredibly low, but preparing for the worst case scenario is the best practice. 80% of our flight is over water, and knowing how to exit an aircraft and survive once in the water is critical.

FLYER: What is the furthest you have flown to date?

AE: My longest flight to date was from the Pilatus factory in Stans, Switzerland to Denver, CO as we ferried the aircraft we will fly on this mission back to the US headquarters. When we left the factory, the aircraft had only logged 3 hours. Crossing oceans between Iceland and Greenland and flying into exotic locations proved to be quite exciting. The aircraft performed perfectly and the views were breathtaking. We logged over 20 hours of flight time in three days.

FLYER: Can you tell us about the aircraft and navigation systems?

AE: The aircraft we have chosen is the Pilatus PC12-NG. It is equipped with the Pratt & Whitney Canada PT6A-67P engine and our max cruise speed is 280 knots. We will cruise at altitudes near 28,000 feet. The PC12 is also certified for flight into known icing conditions. The Honeywell Primus Apex avionics supplies dual GPS, synthetic vision, and an incredible flight management system that allows us to monitor every aspect of the flight. On board wi-fi even allows us to program our flight plan using the Honeywell app while on the ground.

FLYER: What is the route for your journey?

AE: Our flight path will begin in Oakland, CA, across the US, through Miami, into South America, into Africa through Senegal and Kenya. From Africa, we will travel through the Maldive Islands into Singapore, Darwin, Papua New Guinea, Hawaii and back to Oakland, CA. We are still determining our exact flight path with our Jeppesen planning team.

FLYER: Can you tell us about the Fly With Amelia Foundation?

AE: I created the Fly With Amelia Foundation, a Colorado non-profit organization, because I believe in sharing the passion of flight. The Fly With Amelia Foundation provides flight scholarships to young women ages 16 to 18, flight based educational STEM curriculum, and additional aviation related opportunities. The Fly With Amelia Foundation works in partnership with Wings Over the Rockies Air and Space Museum to connect the community with the general aviation world. To learn more about the scholarship process and the foundation, please send an email to: info@flywithamelia.org.

FLYER: What do you hope this mission will accomplish?

AE: I am a proud namesake of Amelia Earhart and there are countless ways that she has shaped my life, not only in my aviation career, but also in the way I see the world. By recreating and symbolically completing Amelia Earhart's flight, I hope to develop an even deeper connection to my namesake and also encourage the world to pursue their own adventures. Amelia believed that, "adventure is worthwhile in itself" and it is that attitude that spurs us to seek the unknown, push our limits and fly outside the lines.

FLYER: How can we follow your flight and get updates on your location?

AE: There are many ways to connect with our adventure! You can find links to social media, live streaming video during the flight, and a little history about the trip on our website www.flywithamelia.org. During the flight, we will use the hashtag: [#flywithamelia](https://twitter.com/flywithamelia) to stay connected. Thank you for following this incredible journey!

Flying Into the Next Decade

The London office recently hosted a one day seminar at the Royal Aeronautical Society's historic headquarters. Approximately 50 clients and brokers from the aerospace and aircraft leasing sectors were present for a program focused on topical risk management and safety issues.

After a welcome from **Nick Brown** (Group CEO), Paul Hayes of FlightGlobal spoke about the public perception of air safety and the impact modern media can have on it. He was followed by Ian Davis, Director of Engineering at easyJet., a Global Aerospace lead insured. Ian delivered a fascinating presentation reporting on the work they have undertaken with Nicarnica Aviation and Airbus in developing the 'Avoid' system to aid safe flight into volcanic ash contaminated airspace. Sue Hart, a member of a UK Government body, gave a Cyber Threat briefing to inform the group about the existence of ongoing threats to our sensitive data.

After lunch, **Stephen Walsh** (Group General Counsel), was joined by John Dillow of Perkins Coie and Stephen Stegich of Condon & Forsyth. Their discussion covered questions of liability arising from aircraft purchase agreements including an imaginary scenario involving a major accident. In a slight departure from the safety theme, Daniel Moylan, Aviation Advisor to the Mayor of London, spoke of London's future and why it needs a new airport hub. Speaking without any presentation material or notes, Daniel was challenging and thought provoking as well as being a passionate advocate for London.

The final presentation of the day was made by SM4 Partner Paul Deppe, of Calspan Corporation, concerning accident simulation and upset recovery training. By focusing on two past accidents, Paul gave the audience valuable insight into how scenario-specific training in Calspan's heavily modified Learjet can give pilots a more realistic and specialized training experience.

After closing remarks were delivered by **Marilena Sharpell** (SVP, Underwriting Executive), our guests departed having enjoyed an enlightening and informative day.



During testing, an A340-300 fitted with the AVOID sensor flew towards an artificial ash cloud and successfully identified it from distances of 60 km.

Linking Lloyd's to Illinois

Association of Lloyd's Brokers hosts Aviation Risks and Insurance Seminar

On Tuesday February 25, 2014 the Association of Lloyd's Brokers hosted a Seminar at the Chicago Cultural Center with a focus on Aviation Risks and Insurance. Presentations were given by Michael S. McGrory (SmithAmundsen Aerospace), John C. Geisen (SVP, Aon Risk Solutions) and **Jon Riemenschneider** (VP, Underwriting Manager, Chicago). Jon's presentation was titled "Today's Concerns for Your Aviation Underwriter" and focused on various aircraft operation considerations, economic conditions and the value of safety and risk management. The event was attended by approximately 150 people and the presentation material from the seminar is currently available on the Lloyds website: <http://www.linktolloyds.com>.

Since 1945, the Association of Lloyd's Brokers has offered education, information, and networking opportunities to the Illinois insurance community and Lloyd's stakeholders. They provide an important and necessary commercial partnership with Lloyd's that strengthens the competitiveness of the market, linking Lloyd's to Illinois.



Lloyd's of London

Unlike many other insurance brands, Lloyd's is not a company; it's a market where members join together as syndicates to insure risk.



RISE OF THE MACHINES

The reality of unmanned aircraft in our skies performing tasks including crop spraying, fire fighting, policing and numerous other 'dull, dirty or dangerous' missions is upon us.

For Global Aerospace, this new industry represents both exciting opportunities and interesting challenges. Across our regional network in North America and Europe, we have already integrated Unmanned Aerial Systems (UAS) into our industry leading range of coverages.

Aviation regulators around the world are actively working to establish guidelines for the safe integration of UAS into our airspace. In the US, Congress has given the FAA a late 2015 timeline for integration of UAS into national airspace.

The basic risk profile and insurance requirements for UAS are shared with piloted aircraft. However, the myriad of different models, operating systems and uses envisioned for UAS will require careful assessment, particularly during their rapid growth phase predicted over the next decade.

From multi-rotor helicopters to rail launched fixed wing models, some weighing no more than a few pounds, each have their own particular risk characteristics. There are thousands of units in development around the world and providing them all with the right coverage will be a challenge facing the entire insurance industry.

Policies underwritten by Global Aerospace provide coverage specifically designed for UAS. Specialist cover for any ancillary devices, including cameras, surveillance equipment or gyroscopes (which when combined can often make up the majority of the total unit value) has been addressed. Protection for the ground operating device can also be considered if required.

Global Aerospace is ready to serve both existing and new clients who wish to cover their operating exposure as well as product liability and related insurance risks.



Numerous organizations have been created to support the rapid growth of the unmanned sector and we are proud to be part of some of the most influential. **Jean Fournier** (Managing Director, Paris) is a board member of Europe based UVS International. UVS International is a non-profit association that represents manufacturers of remotely piloted systems (RPS), related subsystems and critical equipment, as well as companies supplying services with or for RPS, research organizations and academia. **Chris Proudlove** (SVP, Team Leader Complex Risks, Parsippany) is actively involved with the Association for Unmanned Vehicles Systems International (AUVSI) based in Virginia. AUVSI is the world's largest non-profit organization devoted exclusively to advancing the unmanned systems and robotics community. Finally, in Canada, we are members and contributors to Unmanned Systems Canada, the national non-profit association representing public and private innovation in UAS.

Our underwriting teams around the world look forward to working with our clients and brokers as this exciting market develops. Please do not hesitate to contact your local Global Aerospace underwriter or your broker for more information.

According to the Association of Unmanned Vehicle Systems International (AUVSI), drones in the U.S. are currently used to enhance public safety, support agriculture, help the environment, monitor the climate and mitigate and monitor disasters. The AUVSI is an industry group that has been lobbying the FAA to make changes to its regulations to free up air space for unmanned vehicles and allow for greater government and commercial uses of drones. Internationally, drones are used by several countries to assist in law enforcement and help monitor weather and disasters.



CONVENTION NEWS!

LOOK FOR GLOBAL AEROSPACE AT THESE 2014 EVENTS!

Event	Date	Location
RIMS 2014 - The Risk Management Society Annual Conference & Exhibition	April 27-30	Denver, CO Booth #1573
SM4 Safety Day with Ohio Regional Business Aviation Association (ORBAA) <i>Simplifying Safety: Maximizing the "Success" of your System</i> Presented by: Dr. Tony Kern, Convergent Performance	April 24	Columbus, OH
SM4 Safety Day with Northern California Business Aviation Association (NCBAA) <i>Advancing the Safety Culture Using a Hybrid Approach</i> Presented by: Sunshine McCarthy, Baldwin Aviation; Louis Sorrentino, ICF SH&E; Bob Hala, ARGUS International	May 6	San Jose, CA
NBAA 2014 - Business Aviation Convention & Exhibition	October 21-23	Orlando, FL Booth #TBD
Visit SM4.global-aero.com to view SM4 Seminar Agenda Details and Registration Instructions		

Global Aerospace at RIMS 2014!

"This year, RIMS 2014 Annual Conference & Exhibition is all about more—more educational sessions, more expertise, more inspiring keynotes, more networking opportunities and more discovery zones in the Exhibit Hall."
www.RIMS.org

Thanks for Your Support NBAA!

NBAA supports regional business aviation groups across the country in their ongoing efforts to bring educational and professional development opportunities to local communities. This spring, many of those groups are continuing their annual tradition of hosting valuable **safety and training programs** to help business aircraft operators enhance their strong record of safe flying.

IATA Loss Prevention Seminar

From November 19-21, 2013, **Andres M. Camano** (AVP, Senior Claims Representative) attended the 9th **International Air Transport Association (IATA)** Cargo and Loss Prevention Conference. The event was held in Limerick, Ireland and sponsored by the Shannon International Airport Authority.

Andres was invited to participate on a panel of insurance professionals which included aviation claims adjusters, underwriters and brokers as well as marine claims adjusters. The panel discussed the differences between the claims handling procedures in the United States and London, and marine and air cargo claims procedures. The insurance panel was well received by the 90 delegates that attended this year's conference.

The International Air Transport Association is the trade association of airlines, representing some 240 airlines or 84% of the total air traffic.



L to R: Patrick Tahany (Sr. Claims Adjuster, Xchanging), Steve Wilkinson (Managing Director, Marsh), Cheryl Abott (Mainstream Marine Cargo Mgr, Ace North American Claims), Jerry Flaxman (Managing Director, Flaxman Consulting), Andres Camano (AVP, Senior Claims Representative, Global Aerospace)



Around The World In Twenty Five Days

In September 2013 Global Aerospace insured **Mike Laver**, owner of **Air 1st Aviation Companies, Inc.**, flew a Mitsubishi MU-2 around the world to Nagoya, Japan to commemorate the 50th anniversary of the model's first flight. Mike has made many transatlantic / transpacific flights in the 40 years that he has been flying. The MU-2 aircraft has also been a significant part of his life for nearly 30 years. As part of the trip, Mike stopped in his native Australia where he first began operating the MU-2 27 years ago.

Mike departed from the Aiken Municipal Airport in Aiken, South Carolina on August 25, 2013 and returned 25 days later on September 17 (Monday, September 16 was repeated when he crossed the International Date Line). Accompanying him on the trip was the Technical Editor from AOPA Pilot magazine, Mike Collins. Collins had the enviable task of documenting Mike's journey as they made stops in 18 countries during the trip.

When Mike landed in Nagoya, Japan on September 13, he was greeted by a large group of Mitsubishi employees as he taxied up the ramp. While in Nagoya, Mike's gracious hosts from Mitsubishi Heavy Industries (MHI) escorted them around the city. They toured the Mitsubishi and Toyota museums and the city's most prominent landmark, Nagoya Castle.

The MU-2 is a twin-engine turboprop aircraft. Mitsubishi stopped manufacturing the aircraft in 1985, but they actively support approximately 300 of the planes that are still operating worldwide. The model Mike flew (N50ET) is a 40-year old, short-body, business-class aircraft that has modern engines, propellers, and avionics and can seat six passengers. The reliable aircraft flew 27,475 nautical miles in 101.5 hours, allowing Mike to keep to his itinerary each day and arrive back in Aiken on Day 25. Mike grew up in Leongatha, Victoria (Australia) and completed his initial flight training at the Latrobe Valley Aero Club where he received his private pilot's license in 1969. He later received his commercial license and has flown nearly 11,000 hours since. An around-the-world flight had long been on Mike's list of goals. When his good friend and fellow MU-2 enthusiast, Ross Russo, advised him of the important milestone in the history of the MU-2, the idea for the flight was conceived.

While the trip went off without a hitch, Mike attributes that success to detailed planning. For a full year Mike spent countless hours developing flight profiles for the aircraft in varying conditions and carefully choosing a route. He eventually selected a handler,

BaseOps International, to assist with customs, flight



Mike Laver flying past Ayers Rock



Mike Laver and the Mitsubishi MU-2

planning, weather briefing, and other international handling issues.

A stop in Straubing, Germany allowed Mike to visit the MT-Propeller factory—home to the 5-bladed propellers like the ones equipped on N50ET. Political sensitivities in the Middle East prevented a desired stop in Luxor, Egypt to see the pyramids and made for an anxious flight over Iraq. The return trip from Nagoya consisted of three stops in Russia including an overnight stop in Petropavlovsk. They crossed four time zones and the International Date Line to get back to the U.S. in Fairbanks, Alaska.

Mike is the owner and president of three businesses at the Aiken Municipal Airport (KAIK) in Aiken, South Carolina: Air 1st Aviation Companies, an MU-2 Sales firm and Fleet Operator under contract to the United States Air Force; Carolina Turbine Support, a Mitsubishi-authorized Major MU-2 Service Center; and Aiken Aviation Enterprises, fixed base operator at KAIK. **Congratulations on your commemorative flight, Mike!**

WHAT DO YOU DO WHEN THE WHITE HOUSE CALLS?

Do what you always do – start planning.

Global Aerospace Insured, **Phoenix Air Group, Inc. (“Phoenix Air”)** located in Cartersville GA, specializes in unusual missions for government and industry on a world-wide basis. It was an exceptional task when the White House recently engaged Phoenix Air to transport the Presidential Delegations to the Opening and Closing Ceremonies at the 2014 Winter Olympic Games in Sochi, Russia.

Why would the White House use a charter company for this transport instead of standard U.S. Air Force airlift capabilities? Primarily because the Russian government mandated that foreign military aircraft would not be permitted into Russian airspace. They set up a complex system to obtain entry permits including Sochi Airport landing permission and slot control reservations. Both Moscow Federal Agencies and Sochi Airport Authority staff were involved in issuing three different permits. Further complicating the task was the requirement that all foreign flight crewmembers hold a Russian Business Visa to land.

Confronted with the military ban into Sochi, the U.S. Air Force issued a solicitation to various USAF-approved commercial and contract air carriers seeking interest in transporting five or six passengers between Washington, D.C. and Sochi. The company submitted a bid and a technical operating plan the same day the solicitation was published. Phoenix Air was awarded the contract one week before Opening Ceremonies and five days before aircraft departure from Washington, DC.

During a conference call with the U.S. State Department’s Office of Protocol, the full implications of a “generic passenger charter” were revealed. The President’s Delegation consisted of Janet Napolitano, President of the University of California; Robert Nabors, Assistant to the President and Deputy Chief of Staff for Policy; Brian Boitano, Olympic gold medalist in figure skating; Caitlin Cahow, Olympic silver and bronze medalist in women’s ice hockey; and a State Department protocol officer.

Next, the complex permit process began. It was an arduous twenty-four hour team effort to complete a trip operational package which would normally require several weeks. Flight crews’ passports were overnighted to the State Department staff who processed Russian Business Visa applications with the Russian Embassy in Washington. The Department of Defense and FAA employees in the U.S. Embassy in Moscow worked with the Russian Civil Aviation Authority to obtain permits. Phoenix Air also retained the Russian



The two Winter Olympic Presidential Delegations flew onboard one of Phoenix Air’s Gulfstream G-III business jets outfitted with hush kits to meet European noise standards.

handling company, RusAero, for various flight support services.

The aircraft departed Andrews AFB in Maryland as scheduled. After an overnight flight and fuel stop in Shannon, Ireland, Phoenix Air’s Gulfstream jet landed at Sochi Airport. Due to limited ramp space, visiting aircraft were not permitted to remain in Sochi. Pilots could select from neighboring countries and international airports to fly to “holding areas” until time to pick up their passengers. The Phoenix Air crew departed Sochi and flew to Ankara, Turkey where the aircraft and crew waited several days until the delegation’s scheduled return to the U.S.

Two weeks later, a new solicitation was issued by the US Air Force for a business class aircraft to transport five or six persons from Washington, D.C. to Sochi and back. During this time tensions between Russian authorities and the U.S. Government were rising over the events in the Ukraine, which made acquiring the various Russian permits challenging.

Precious time was saved by re-enlisting the Opening Ceremonies flight crew. The Closing Ceremonies delegation consisted of - William Burns, Deputy Secretary of State; Billie Jean King, International Tennis Hall of Fame and recipient of the Presidential Medal of Freedom; Bonnie Blair, five-time Olympic gold medalist and one-time bronze medalist in speed skating; Dr. Eric Heiden, five-time Olympic gold medalist in speed skating; and a State Department protocol officer.

The second flight to and from Sochi operated on schedule and Phoenix Air wrapped up its work on February 24 when its Gulfstream jet returned to Cartersville, GA. **Well Done and Congratulations to Phoenix Air!**



WHY WE ARE LOSING THE SAFETY BATTLE



by: Dr. Tony Kern
CEO, Convergent Performance, LLC and SM4 Safety Program Partner

As I reviewed the past couple of years worth of depressing safety statistics, it became clear to me that if we want to improve we need to do something different. In short, I believe we need to make two major changes in the way we are approaching safety management. First, we need to simplify things, and second, we need to spend as much time motivating as we do educating, maybe even more.

Simplification

Let's start with simplification. Those of us embroiled in the daily battle for safer operations are steeped in safety science, but the average Joe working on the maintenance hangar floor or in the dispatch center is not, nor do they really want to be. What is needed are simple concepts that stick; easy to understand and embrace. A few years ago, I wrote over 400 pages on the topic of flight discipline. It was good work, deeply researched, and moved the industry safety meter a few clicks forward with regards to understanding this formerly vague concept. Then a few weeks ago, I had the unique honor and pleasure of having dinner with Navy Captain Donnie "Big Time" Cochran, former Commander and flight lead of the Blue Angels. As we were discussing the topic of flight discipline, he captured the entire concept in a single sentence: "Tony," he said, "flight discipline is just doing what you should when you don't want to." Wow. Straight to the point; something a new pilot fresh out of Embry-Riddle or Air Force pilot training could grasp and embrace. We need more of that type of clarity and I am going to spend the next few months thinking hard about how to create a core set of simplified concepts to synergize the advances in safety science with the common language needed to make it stick at all levels of an organization. But simplification by itself will not be enough to engage the vast majority of aviation professionals, many who work in less than optimal cultures of noncompliance and sloppiness. They need motivation to change.

All Brain and No Heart

The problem with current safety management approaches is that they are too formal and data driven; all brain and no heart. Before the SMS crowd out there lights their torches and comes after me, let me explain. Process is great, but process needs a willing, dare I say

enthusiastic, culture to work as intended. A few months back I was invited to attend a corporate call on their quality and safety management process. The head of the flight department was informed that they missed their SMS reporting quota the previous month. Therefore, they needed to go out and solicit at least six reports from their pilot/maintenance team by the end of the week if they did not want the PowerPoint briefing to the company executives to list them as missing a key metric. Of course they did so, and subsequently delegitimized what must be a robust and voluntary process. Numbers and data matter, but reporting must be enticed, not demanded, if the data are to be meaningful. Therein lies our biggest and most critical challenge in making the next safety breakthrough.

At the current stage of our safety management quest, inspiration is far more important than information. Put bluntly, current safety messages don't inspire change or action. That is one of the reasons I wrote *Blue Threat: Why to Err is Inhuman* and *Going Pro: The Deliberate Practice of Professionalism*. By framing safety elements in a personal excellence framework, some have embraced concepts that they previously thought beneath them. Our safety managers and supervisors at all levels need to be taught and encouraged to similarly motivate and inspire if we want to see the next level of safety achieved.

No Victories

To summarize, we are losing the battle for safety because we can never win. In the fight for safety, there are no victories, only a never-ending string of battles and inevitably, occasional losses. But that is what the safety management fight has always been, a never-ending contest to protect and expand the margins of safety. We need enthusiastic line employees to get over that hump. Don't mistake my opinions as a lack of optimism. The structures for improvement are in place, but the cultural aspects are not. This means that we are one step closer to the next big reduction in mishap rates. Our focus just needs to change from data collection and analysis to full employee engagement. Then we get the best of both worlds.

Calspan Training Success!



L to R: Paul Deppe (Calspan), Tom Benvenuto (Solairus), Kevin Prosser (Calspan), Richard Bailey (Discount Tire)

The week of February 10, 2014 marked Global Aerospace's first upset recovery training event in Mojave, CA led by our SM4 partner, Calspan. Global hosted pilots from six different flight departments to take part in a two day upset recovery training class. The agenda included ground school, simulator training, as well as flights in an aerobatic Bonanza as well as a Learjet. The Lear was outfitted to respond to input controls with the same motions as a larger cabin-class swept wing business jet. The pilots were provided the platform to perform maneuvers to get out of situations that could happen in a sudden and accidental upset of an otherwise normal flight. Some of the simulations included how to respond to runaway trim, mountain wave turbulence and loss of hydraulics.

Gary Davis (AVP, Senior Underwriter) and **Tim Boland** (SVP, General Aviation Team Leader - West) of the Los Angeles office were on-site to greet all of the participants and each had the opportunity to sit jump-seat on one of the Lear flights. As observers, they were able to see how quickly and abruptly these situations can happen. Calspan's training teaches pilots the necessary skills to get out of a potentially dangerous situation as well as how to avoiding being "reactive without forethought."

"The Lear flight was outstanding. I found all aspects of the various planned simulations to be relevant and significant. The wake turbulence simulations, control malfunctions (hydraulic failures) and CG changes proved most valuable in my humble opinion...overall it was an excellent experience."

Thomas Benvenuto
V.P. Flight Operations, Solairus Aviation

"Personally I consider myself fortunate to have participated in Calspan's training. The In-Flight training demonstrated that viable answers to deal with upsets are available and that they produce the required results. In my opinion the Calspan upset training that you have made available to pilots is the most realistic and effective specialized training solution available today."

Rick Bailey
Senior Captain, Discount Tire Flight Operation



Learjet In-flight Simulator

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



Congratulations to our December 2013 winner of "Where in the World?"
Jeff Gick, Commercial Pilot, CFI, MEI
D.R. Cox & Company, Inc.

Jeff was the first to contact Global with the location of the photo at right:
Juancho E. Yrausquin Airport (SAB) on the Caribbean Island of SABA.

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!



JetPhoto.Net - Image Copyright © Rogier van der Velde



Milestones

NEW EMPLOYEES

Simon Abbott - Underwriting Executive, London
Frank Ferlaino – IT Lead Technician, Toronto

Meghan Hering - Administrative Assistant, Toronto
Julie Wank - Underwriting Assistant, Toronto

WEDDINGS & NEW ARRIVALS

CONGRATULATIONS TO:

Farhat Khimji (Manager, Human Resources & Administration, Canada) on the birth of her granddaughter, Emma DaCosta Khimji on December 8, 2013.

Rose Buscema (Senior Executive Administrative Assistant-Claims, Parsippany) on the birth of her grandson, Vincent Michael Melgar on December 28, 2013.

James Rohan (Senior Underwriter, Atlanta) and his wife Stacie on the birth of their daughter Olivia Grace Rohan, born on January 9, 2014 weighing 6 lb, 13oz.



Emma DaCosta
Khimji



Vincent Michael
Melgar



Olivia Grace
Rohan

PROMOTIONS

CONGRATULATIONS!

Andres Camano (Parsippany) was promoted from Senior Claims Representative to AVP, Senior Claims Representative

Brandie Campbell (Kansas - PBO) was promoted from Claims Representative to Senior Claims Representative

Tim Carter (Atlanta) was promoted from Underwriting Manager to AVP, Underwriting Manager

LuAnn Centanni (Parsippany) was promoted from VP, Director of Human Resources to VP, Global Head of Human Resources

Sebastian Ciepiela (Atlanta) was promoted from AVP, Underwriting Manager to VP, Underwriting Manager

Gary Davis (Los Angeles) was promoted from Senior Underwriter to AVP, Senior Underwriter

Christopher Edwards (Parsippany) was promoted from Senior Claims Representative to AVP, Senior Claims Representative

Elizabeth English (Parsippany) was promoted from Cash Accountant to Treasury Operations Supervisor

Peter Golub (Parsippany) was promoted from Application Support Assistant to Application Support Analyst

Steve Hughes (Toronto) was promoted from Executive Underwriter to VP – Underwriting

Suzanne Keneally (Parsippany) was promoted from AVP, Manager Communications & Marketing to AVP, Group Head of Communications

Herman Loepp (Kansas City - PBO) was promoted from Senior Claims Attorney to AVP, Senior Claims Attorney

Arthur Meerdink (Toronto) was promoted from Senior Underwriter to AVP – Underwriting

Juliono Mudajanto (Parsippany) was promoted from Senior Business Systems Developer to Application Development Team Lead

Renate Muehlebach (Zurich) was promoted from Underwriting Analyst to Underwriter

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

Neima Nour (Toronto) was promoted from Underwriting Assistant to Assistant Underwriter

Mirvat Nusseiri (Toronto) was promoted from Administrative Assistant to Underwriting Assistant

Julian Ortega (Parsippany) was promoted from Network Technician to Senior Network Technician

Chris Proudlove (Parsippany) was promoted from VP, Team Leader Complex Risks to SVP, Team Leader Complex Risks

Ann Marie Rybka (Parsippany) was promoted from Claims Attorney to AVP, Claims Attorney

Cherise Stevenson (Toronto) was promoted from Underwriting Assistant to Executive Assistant

James Trevarthen (London) was promoted from Underwriting Analyst to Underwriter

Robert Wary (Parsippany) was promoted from Lead Application Support Analyst to Application Support Team Lead

Gracie Wells (London) promoted from Underwriting Support Technical Assistant to Team Leader Underwriting Support.



In Memoriam

It is with great sadness, that the FLYER reports the passing of **Denise Bilotti** (retired Workers Compensation Underwriter) and **Jim Sawyer** (former Assistant Controller).

Denise Bilotti worked for the company for more than 27 years and retired in October 2012. Denise is fondly remembered by her colleagues in Parsippany as a warm and loyal friend who always had a smile to share. She was a generous supporter of many charities, such as St. Jude's Childrens Research Hospital and the Disabled American Veterans. Denise is survived by her husband, Dominick (retired Senior Reinsurance Accountant), and their two sons Christopher and Nicholas.

Jim Sawyer started in the finance department in 1981 and finished his career in 1998. He was involved in reinsurance, statistical accounting and the development of financial systems during his time with the company. Jim was a kind and generous soul who spearheaded many children's charity drives within the company for organizations such as Toys For Tots. Jim is survived by his wife, Mary Anne, and son Christopher.

Denise and Jim will be truly missed and our sympathies are with their families during this difficult time.

Anniversaries Congratulations to the following employees:

JANUARY

Roger Eveleth VP, Underwriting - Airlines, Parsippany 25 years

FEBRUARY

Michael Bannon Chief Underwriting Officer, Europe, London 5 years

Vickie Adams Underwriting Analyst, Atlanta 10 years

John Butterer Sr. Support Analyst, Parsippany 10 years

Ann-Marie Friedman AVP, Compliance Officer, Parsippany 10 years

Martin Sutton Senior Claims Adjuster, London 15 years

Joseph Zigrossi President and CEO, Toronto 15 years

Sharon Holahan EVP, Director of Claims, Parsippany 30 years

MARCH

Randhir Bilkhu Management Information Analyst, London 5 years

Chrissie Steggles Secretary, London 25 years

APRIL

Sara De Palma Company Secretary, London 5 years

Jean Fournier Managing Director, Paris 5 years

Julie Damant Senior Policy Analyst, London 10 years

Bethanie Hayes Accounting Specialist, Kansas-CPF 10 years

David Millard Senior Hull Surveyor, London 15 years



Best Wishes Retirees!

Everyone at Global Aerospace would like to extend their gratitude to the following co-workers and friends for their long time service and commitment to Global. We wish them all a healthy and happy retirement!



- **Teer Eugene** (Accounting Manager, Toronto) retired on December 31, 2013 after **26 years** of dedicated service.



- **William Salmon** (Senior Underwriter, Dallas) will retire on April 30, 2014 after **33 years** of dedicated service.



- **Rose Buscema** (Senior Executive Administrative Assistant, Claims, Parsippany) will retire on April 30, 2014 after **45 years** of dedicated service.



- **Lee Demas** (Senior Advisor and former General Counsel, Parsippany) retired on On March 31, 2014 after **32 years** of dedicated service.



- **Gerald Knowles** (Underwriting Executive, London) retired on March 31, 2014 after **9 years** of dedicated service.





One Sylvan Way
 Parsippany, New Jersey 07054
 973-490-8500
 FAX: 973-490-5600
www.global-aero.com

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Celebrating with the Hopes!

In November 2013, the Global Aerospace Atlanta office visited with our friends and colleagues at Hope Aviation. The group enjoyed an afternoon of drifting in Canoes down the Congaree River and then celebrated the agency's 50th Anniversary with a glass of champagne!



Back, L to R: Tim Carter (AVP, Underwriting Manager, Atlanta), Kelli Feathers (Senior Account Executive, Hope Aviation), Emily Thompson (Account Executive, Hope Aviation), Kristen Hamilton (Account Executive, Hope Aviation), Jim Rohan (Sr. Underwriter, Atlanta), Eric Barfield (Broker, Hope Aviation), Sam Hayford (Account Executive, Hope Aviation), Kristie Patrick (Account Executive, Hope Aviation), Shannon Hope (Broker, Hope Aviation).
Front, L to R: Diana Bissinger (Sr. Underwriter, Atlanta), Stuart Hope (Broker, Hope Aviation), Kathy Kenyon (Broker, Hope Aviation), Marion Hope (Broker, Hope Aviation), Sebastian Ciepiela (VP, Underwriting Manager, Atlanta)

Editorial Staff

Suzanne Keneally

Editor/Design and
 Production

REPORTERS

Tom Assenza

Information Technology

Ruth Boyle

Northeast

Robert Corcoran

Claims

Brandie Campbell

Kansas City

Therese Davis

Chicago

Jean Fournier

Paris

Kim Halverson

Dallas

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Atlanta

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Human Resources

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Farhat Khimji

Canada

Peter Magee

Retirees News

Janette McGinn

London

Gülsen Taycimen

Zurich

Michelle Tomcho

Airlines

Jane Wakely

London

Jessica Wujkowski

Airlines

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

Diana Bissinger

Atlanta

Andres Camano

Parsippany

Nancy Karlen

Atlanta

Chris Proudlove

Parsippany

Jon Riemenschneider

Chicago

Jim Rohan

Atlanta