

FLYER

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

December 2014
Issue 90

THANK YOU FOR TWENTY-SIX GREAT YEARS THE 90TH (AND FINAL) PRINT ISSUE OF THE FLYER

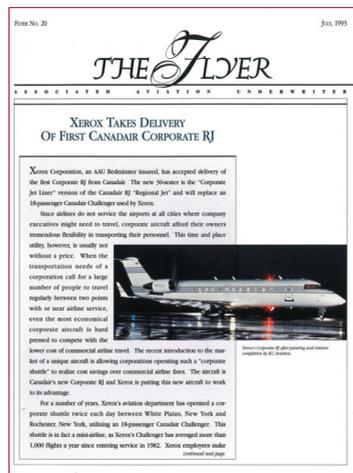
After twenty-six years and ninety issues, we are excited to announce that the *Flyer* newsletter will be redesigned and revitalised in 2015. We look back with nostalgia at past issues and forward with enthusiasm to the next one. Our new publication will be called *Flyer: A Market Report to the Aerospace Community* and will contain news and thought-provoking comment on topical issues. Our aim will be to provide something of interest to all of our worldwide audience, from the perspective of a global leader in aviation and aerospace insurance.



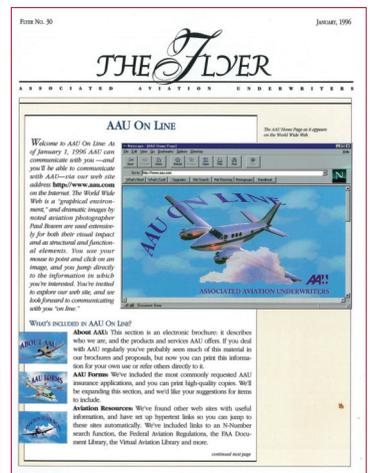
October 1988



July 1991



July 1993



January 1996

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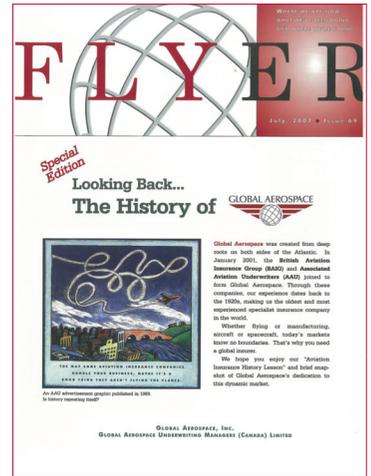
July 1998



April 2001



April 2002



July 2007

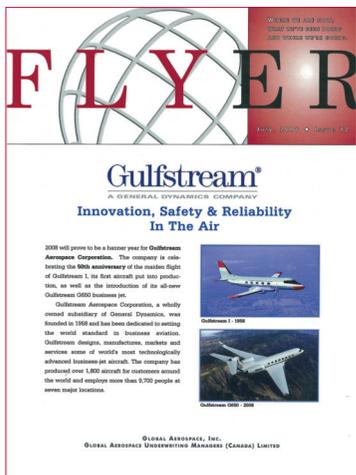
The new *Flyer* will feature articles focused on industry trends and developments, Global Aerospace products and services as well as executive summary pieces from our senior team around the globe. Plans for the new structure and design are currently underway and we intend to publish our first edition in April 2015. We will print and distribute this piece once a year to the broker community, our customers and industry contacts. The *Flyer* will also be available in an electronic format for readers on the go.

The *Flyer* was originally produced as an internal newsletter from the 1960s through the mid-1970s and it was officially launched externally in October 1988. Starting with a mimeographed memo, it evolved over time into a booklet featuring employee, company and industry news. The theme for the *Flyer* adopted in 1988, “Where we are now. What we’ve been doing. Where we are going” described the mission of the publication. This key message has stood the test of time and will continue to resonate in our new publication as well.

We will also be utilizing our newly designed website and social media, via LinkedIn and Twitter (@GlobalAerospace), to post up-to-the-minute news and announcements. We will use these online resources to promote our valuable broker and customer relationships, our participation in industry events, and to highlight the achievements of our people. We look forward to an exciting evolution into how we can use the power of social media to continue to build relationships around the world.

This final issue of our newsletter will include a look at our past, as well as innovative news about the future of aviation. We are confident that our new publication will continue to enlighten and educate. We will provide insight from our leaders regarding our wide range of aviation insurance resources and expertise. We will honor our past, and focus on the future.

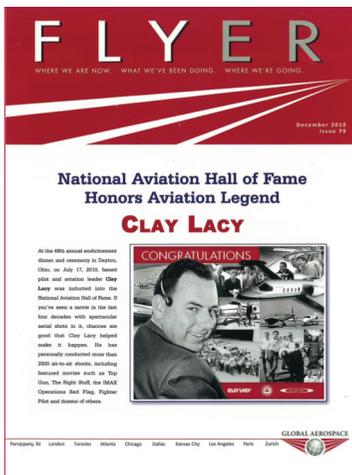
We would like to thank our valued customers and brokers as well as our employees who have contributed to the success of the *Flyer*. We will always be grateful for your dedication, loyalty and interest in this publication. Collectively, we all have an investment in our industry and in sharing our knowledge, expertise and experiences to make our skies safer and our horizon brighter. We sincerely hope that you will enjoy our final *Flyer* newsletter.



July 2008



December 2009



December 2010



April 2013

Dassault Aviation

A major player in the global aircraft industry

Dassault, the French Aerospace company, is a leading manufacturer of business jets and military fighters. Their head office is in St Cloud, Paris and the principal assembly facility is at Mérignac, near Bordeaux. Global Aerospace Underwriting Managers Limited has participated on the Dassault insurance programme for many years and has built a strong relationship with the Risk Management department. Over the years, our underwriting team has visited all of Dassault's major French and US operations.

The first military product created by Marcel Dassault (formerly Bloch) was during the First World War and was a high quality wooden propeller called an 'Eclair'. This was soon followed by his first aircraft, the SEA 1 followed by the SEA 2, 3 and 4. Whilst successful, with the end of the First World War, and a flood of aircraft on the market, he moved away from aviation manufacturing.

The company was founded in 1929 and developed mostly military aircraft with its fortunes following the growth in aviation after the First World War. However, the annexing of France during the Second World War left the company in limbo. Following the war and with the introduction of jet aircraft, Dassault's fortunes improved. Military aircraft produced included the Ouragan, Mystère, Mirage and Étendard. By 1965, Dassault had become the main supplier of aircraft to the French Air Force. Dominating the French market gave Dassault the opportunity to develop the Alpha Jet, Jaguar and the Mirage 2000, and more recently the Rafale.

Dassault's parallel growth within the business jet market started in 1965 with the Mystère 20, later to become the Falcon 20, followed by the Falcon 10 and Falcon 50 in the 1970's. The Falcon 900 and 2000 series were introduced in the 1980's. Over 2000 Falcons have now been manufactured by Dassault. This sector was particularly affected by the financial crisis in 2008 resulting in deliveries being almost halved.

Dassault is currently enjoying success in all sectors. The Rafale was selected by India to become their new frontline fighter with an order of 126 aircraft, although final terms are still to be negotiated. The aircraft continues to be built for the French Air Force, with the Indian contract represents the first export order for the type. Maintenance and midlife upgrades for the Mirage 2000 fleet also represents a significant military sector for the company.

On the business jet side of their operations, they have been extremely busy over the last few years. In October 2013, they debuted the large cabin Falcon 5X at the NBAA in Las Vegas and in May 2014, the 19 seat Falcon 8X was introduced at EBAS in Geneva. This most recent tri-engined jet now sits at the head of Dassault's fleet of business jets, with the longest cabin and longest range at 6,450nm of any aircraft they have produced. This now gives them a family of 6 business jets - the Falcons 2000s, 2000XLS, 900LX, 5X, 7X, and 8X.

The company has also been active in the UAS/UCAV sector with the nEUROn. This stealth aircraft has a wing span similar to the Rafale. It is a technology demonstrator and has been assembled in France with European partner countries Sweden, Greece, Italy, Switzerland and Spain, producing various component structures. First flight was in December 2012 and it is nearing the end of its flight test programme.

As mentioned, final assembly of both civil and military aircraft takes place in Mérignac, near Bordeaux, but most of the test flight program takes place near Marseilles at Istres. For North American sales, a completion centre at Little Rock, Arkansas receives the aircraft 'green' from Mérignac.

At a recent underwriting visit to Dassault's facilities in Istres, Global Aerospace and other participating underwriters were given a renewal update followed by a site visit. This included the opportunity for a closer look at the standard and carrier versions of the Rafale and the opportunity to see video/instrument/sound recording of a Rafale being put through a display routine, taking it up to 8G.

With such a fantastic heritage and ranking on the leading edge of both military and civil programmes, we wish Dassault every success in their various endeavours for the future.



Left to right: Dassault Rafale, nEUROn and Falcon 7X
Crédit : © Dassault Aviation - K. Tokunaga





WAYPOINT GLOBAL STRATEGIES JOINS SM4 PROGRAM

Providing Professional Training and Safety Awareness in Unmanned Aircraft System Operations

On September 29, Global Aerospace, Inc., announced a partnership with Waypoint Global Strategies to provide training and logistical support to the Unmanned Aircraft System (UAS) community and Global Aerospace customers through its industry leading SM4 Safety Program. Waypoint subsidiary company, Unmanned Safety Institute (USI), will also be providing our customers with innovative safety resources and training.

Waypoint and Global have designed a distinctive program to provide UAS customers with discounted consulting and data analytics services and access to training webinars. The unique Safety Certification Levels provided by USI will further enhance our SM4 program by providing industry leading resources, training and support to Global customers and the aerospace industry.

Chris Proudlove, SVP, Team Leader, Complex Risks at Global Aerospace said, "Global Aerospace continues to demonstrate its commitment to the exciting and rapidly growing sector of UAS. With our wide range of products developed specifically for UAS and partnerships with experts such as Waypoint Global Strategies, we are fully prepared to support this expanding industry."

"Our partnership with Global Aerospace will provide a comprehensive approach to UAS flight safety, and complements

Global's commitment to safety education through the SM4 Program," said Brandon Blackburn, CEO at Waypoint Global Strategies. "By focusing on core principles like human factors and technology reliability, our training programs will help individuals and organizations embrace best practices in UAS flight safety, and identify and minimize their exposure to risk during flight operations."

Global Aerospace was pleased to have Waypoint join our team at the recent NBAA Convention in Orlando, Florida. Waypoint and USI representatives were available at our booth to discuss their safety resources as well as to demonstrate an interactive UAS simulator.

Please visit Global Aerospace at booth #5288 at HAI Heli-Expo in Orlando on March 3 -5, 2015 to learn more about this program and meet Waypoint and USI representatives.

Training and Insurance for Drones Showcased at NBAA 2014

At right: Marilena Sharpell (SVP, Underwriting Executive) and Alex Mirot (President, Unmanned Safety Institute) featured on the cover of October 23, 2014 issue of B&CA Show News.



CONVENTION AND SEMINAR CALENDAR

LOOK FOR GLOBAL AEROSPACE AT THESE 2014-2015 INDUSTRY EVENTS

Event	Date	Location
17th Annual Conference for Global RPAS Community - The European RPAS Policy & Regulatory Forum Speaker: RPAS Insurance, The Next Steps - Jean Fournier	Dec 2-4, 2014	Royal Military Academy - Brussels, Belgium
Aviation Law and Insurance Symposium - Embry-Riddle Aeronautical University Keynote Speaker: Nick Brown (CEO)	Jan 28-30, 2015	Hyatt Regency, Orlando, FL
Heli-Expo 2015 - Helicopter Association International	March 3-5, 2015	Orlando, FL Booth #5228
RIMS 2015 - The Risk Management Society Annual Conference & Exhibition	April 26-29, 2015	New Orleans, LA Booth #439
SM4 Safety Day with Ohio Regional Business Aviation Association (ORBAA) Presented by: Mr. Don Chupp, Fireside Partners, LLC	April 29, 2015	The Blackwell Inn, 2110 Tuttle Park Place, Columbus, OH
SM4 Safety Day with Northern California Business Aviation Association (NCBAA) Presented by: Mr. Don Chupp, Fireside Partners, LLC	May 12, 2015	San Jose, CA
NBAA 2015 - Business Aviation Convention & Exhibition	Nov 17-19, 2015	Las Vegas, NV Booth #TBD

Meet our new SM4 Partner Waypoint Global Strategies at Heli-Expo 2015!

To learn more about Waypoint Global Strategies and the Unmanned Safety Institute, visit **Global Aerospace at Booth #5228** at the Heli-Expo in Orlando, Florida.

sm4.global-aero.com

Agribotix - UAVs for Precision Agriculture

As part of Global Aerospace's expansion into unmanned aviation, **Chris Proudlove** (SVP, Team Leader, Complex Risks) and **Scott Ross** (VP, Underwriting Aerospace Team Leader) recently visited new client **Agribotix** at their base in Boulder, CO. Agribotix is a drone based remote sensing company that provides imaging and analysis to agricultural clients interested in advanced precision techniques. The software provides high-resolution images of fields to allow for increased farming efficiencies.

Still in the testing phase, Agribotix required a comprehensive General Liability policy to cover their development and flight test risks. This policy was written through Terry Miller of Transport Risk Management Inc, based in Conifer, CO.

During 2014, Global Aerospace has provided risk solutions for a significant number of unmanned manufacturers and operators. Through this, Global has demonstrated its commitment to this exciting and rapidly growing sector. With a range of policy forms developed for the class and associations with some expert providers in the field, we are ready to fully support this burgeoning industry. For more information, please contact your broker or local Global Aerospace Underwriter.



Left to right: Chris Proudlove, Terry Miller (President, Transport Risk Management, Inc.), Scott Ross, Paul Hoff (President, Agribotix)



European Commission Revisits Regulation to Support RPAS Sector Growth



The **European Commission (EC)** is currently assessing the needs to revisit various regulations to adapt them to RPAS (Remotely Piloted Aircraft Systems), also known as UAS (Unmanned Aircraft Systems), in order to make the European RPAS Roadmap compliant with the SESAR (Single European Sky Air traffic management Research) Master Plan.

Global Aerospace has contributed to the study carried out on behalf of the EC on RPAS insurance related matters, both as a representative of the Aviation Insurance Clauses Group (AICG), and as an active member of UVS International.

Light RPAS weighing less than 25 kg, flying within visual range not beyond Extended Visual Line Of Sight (E-VLOS), in a segregated airspace (below 500 ft), represents 98% of the commercial market that is developing at an impressive pace in Europe. More than 950 operators are currently authorized to perform commercial RPAS operations in France where only 115 companies hold an Air Operator Certificate (AOC).

Long range RPAS are typically manufactured and operated by companies that are familiar with aviation requirements. However, light RPAS are becoming more accessible to a wide range of organizations that may not be as familiar with regulations and safety considerations. The aviation regulatory environment exists to protect citizens and property on the ground, and to ensure an appropriate level of safety in the air. The current challenge for the authorities is to figure out how to amend the existing regulations to enable this promising economic sector to develop.

A new web site, www.rpas-regulations.com, has been established and is totally dedicated to RPAS rules & regulations. The

site contains a remarkable database gathering the currently applicable regulatory documents concerning RPAS in more than 250 countries worldwide. It also includes references to applicable ICAO rules and standards on this matter.

Peter Van Blyenburgh and André Clot, respectively President and Board Member of UVS International, were invited in September 2014 to give presentations at the UAS China 2014 conference in Beijing, China. UVS International is a non-profit association that represents manufacturers of remotely piloted systems and related subsystems as well as companies supplying services with or for RPAS. For the sixth consecutive year, Peter had been invited to deliver a presentation on behalf of UVS International on the current regulatory situation in the world. He also gave a presentation on behalf of JARUS (Joint Authorities for Rulemaking on Unmanned Systems). André gave a presentation on beneficial aspects for China to adapt the use of Qualified Entities. This event confirmed the global interest in RPAS and the necessity for establishing relevant rules and regulations.

Global Aerospace supports UVS International initiatives and has a long term commitment to this sector. **Jean Fournier** (Managing Director, France) is a member of the UVS International Board of Directors as well as member of the RPAS Regulations Advisory Committee.

Global Aerospace has proposed the following considerations related to insuring RPAS:

- The existing European regulation 785/2004 does not need to be amended for RPAS; the SDR 750,000 (approximately USD 1,118,000 or Euro 878,000) third party liability insurance limit is appropriate and a competitive market exists to offer same;
- Light RPAS regulations, which are currently the responsibility of the national aviation authorities of the 28 countries of the EU, should be harmonized in order to widen the insurance market and result in more accessible insurance coverage;
- Accident data should be accessible to all stakeholders, including insurers. This measure would accelerate the safety learning curve of the industry (manufacturers & operators) and allow insurers to promote best practices. Data should be sanitized and not used for liability assessment purposes, in order to encourage reporting;
- A compensation fund should be implemented to cover instances where victims of accidents might not be indemnified due to the absence of insurance. A Light RPAS is quite comparable to a motor vehicle in terms of operations, as well as potential damages, and the fund could replicate the one that already exists for car and motorbike accidents.

ARE YOU PREPARED TO MANAGE A COMMUNICABLE DISEASE WITHIN YOUR FLIGHT OPERATION?



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With Ebola and other communicable diseases in the current international headlines, it's a good time for everyone to review the standard operating procedures their travelers should be practicing every day. Having a plan to support these best practices, along with the availability of the best resources, is critical.

The Ebola outbreak is evolving daily, so it's vital that companies engaged with the affected and surrounding countries keep up to date with the latest information.

International SOS and MedAire, Inc., have teams working around the clock monitoring developments and providing updates via a dedicated complimentary website – www.internationalsos.com/ebola. This free online resource helps educate and advise travelers about the Ebola outbreak. The site can be checked regularly for the latest travel

advisories, and provides a wide scope of related information and analysis along with various tools and resources.

“All contagious diseases should be managed with thorough assessments, advice and assistance. A well-prepared aviation solution always includes equipment, education, and expertise to aid in the prevention, identification, and management of infectious diseases,” says Paulo Alves, MD, MSc, Global Medical Director of Aviation Health at MedAire, Inc. Reminder: A key element is having this safety management plan in place BEFORE it is needed.

For more information on Best Practices, Equipment, Education and more, visit www.sm4.global-aero.com for full article details. To view a short educational video on EBOLA and other important information and resources visit www.internationalsos.com/ebola.

ASAP Program Supports Airport Safety

The Global Aerospace **Airport Safety Advocacy Program (ASAP)** was designed not only to provide airports with affordable and comprehensive insurance coverage, but also to enhance their safety efforts by bringing our industry-leading SM4 Safety Program's resources to its participants.

Global Aerospace understands that effective airport operation is crucial to a safe, reliable aviation system. As a result, we have designed ASAP for both general aviation and commercial airports in the United States.

ASAP provides financial support directly to the contracted state airport association for member airports that bind their insurance with Global, while extending safety tools and membership reimbursement opportunities to its members. This program is not exclusive to specific brokers and each airport can continue to use their current broker. Every airport and association that becomes part of this program will have access to our safety training webinars provided by our SM4 partner, **Aviation & Marine Safety Solutions International, LLC (AvMaSSI)**.

Airport Associations provide vital information, lobbying and support to airports while also giving them an opportunity to share best practices in meetings, conventions and forums.

ASAP Associations currently contracted with Global Aerospace:

- **Aviation Council of Pennsylvania**
- **Florida Airports Council**
- **Kentucky Aviation Association**
- **New York Aviation Management Association**
- **South Carolina Aviation Association**
- **Tennessee Aviation Association**



To view the current ASAP Webinar series visit www.global-aero.com/programs/asap.



Building a Family Assistance Team



by: Brian Manubay
Director, Humanitarian Response, Fireside Partners LLC

*“This is what you do for a living?
Why on earth would you subject yourself to this over and over again?”*

Up until the moment I heard those questions, our taxicab ride had been in silence. Before I could respond, she turned her head in my direction and added “But I’m glad you do.” That day was a difficult day among a string of such days for her. The sadness and exhaustion was evident in her eyes, words and gestures. She was a family member of a fatally wounded aircraft accident victim, and I (along with a colleague) was assigned to her to provide Family Assistance in the aftermath.

Even though she had only known me for a few days, she shared many details of her life with me. With that sort of candidness, you cannot help but start to feel – even with such limited scope – the loss.

The best way to assist her was to have presence, demonstrate compassion, communicate information in a timely and forthright manner, and help her connect to the needed resources at the appropriate times. If I delivered my objectives effectively, I would perhaps ease some of her burdens and provide some sense of direction in the midst of the chaos.

The ability to demonstrate compassion and support without becoming overly entrenched in the loss of the person we are assisting is an important skill for Family Assistance Team Members. On paper, the ideal behavioral traits look easy to identify: compassionate, emotionally mature, effective communicator, and so forth. But the reality is that the Family Assistance Team Members experience intense moments, stressful days and an ever-changing list of priorities when they are on a response. This work is not for everyone.

If you are tasked with building a Family Assistance Team for your organization, there are some important factors, beyond identifying compassionate and emotionally mature people, to consider:

Team Size

Ideally a ratio of at least two team members per family is appropriate with obviously additional team members added for larger families.

Volunteerism

Soliciting for volunteers within your ranks generally results in a more engaged and focused team. Training is more effective, ongoing interest and support is strong, and the likelihood of each individual’s willing participation in a real event is higher. Mandating employees to be team members exposes the organization to deploying individuals not well suited to or simply not capable of performing such duties, and may place your response efforts at risk.

Other Critical Job Functions

There are many people in your organization that will, in an accident response, have critical roles in supporting other functions. It would be a challenge for those individuals to meet the daily needs of the family in a timely manner while juggling other responsibilities beyond Family Assistance. Use caution when resourcing your team from workgroups that may have other roles in the accident response effort or in business continuity.

Skill Sets

Many employees are not suitable for this type of assignment. It is important to understand that it takes a unique personality with strong interpersonal communication skills to fulfill this role.

Availability

Can your Team Member travel on short notice? Be away from work and home for two weeks? The effort and time that you will invest in selecting and training new members for your team is all for naught if you are selecting people that have very limited availability of time.

The chance of an accident occurring after normal business hours and far from home base is real. Potential Team members need to understand that they could be called upon to perform their duties at any time, travel will be a given, and their hours will be extended and non-traditional.

Emotional State

In our personal lives, we occasionally suffer losses, illnesses, and other stressful situations. Provide your team members the flexibility to temporarily “opt out” of participation if they are currently experiencing such challenges.

This is a short-list of factors to consider as you build your team. There are more to add to the list, and a significant proportion of those may be determined by the unique needs of your organization. Do not underestimate the importance of supporting family members and friends. Providing compassionate support and sympathy on your organization’s behalf is not admission of guilt – rather it is the right and caring thing to do. Providing well-planned family assistance will help your organization build credibility with family members and should be the cornerstone of your post-accident activities.

Global Aerospace Proudly Participates

Global Aerospace is actively involved in a wide range of aviation and insurance professional organizations. Recently, **Stephen Riley** (Executive Director, London) was appointed President of the Insurance Institute of London (IIL). The IIL is an organization that supports the professional development of members of the Chartered Insurance Institute Group, including the Personal Finance Society and Society of Mortgage Professionals, living or working in London. Additionally, **Marilena Sharpell** (SVP, Underwriting Executive, Parsippany) was announced as Secretary of the NBAA Safety Committee. The Safety Committee provides insight to the NBAA Membership and Board of Directors by periodically identifying significant industry risks and serves as a center of expertise on a wide range of relevant business aviation safety matters.



Stephen Riley



Marilena Sharpell

Organization	Global Aerospace Representative	Role
Aviation Insurance Association (AIA)	Nick Methven Scott Ross	Education Committee and Speakers Committee Education Committee and Speakers Committee
Canadian Business Aviation Association (CBAA)	Joseph Zigrossi	Board Member
Federal Aviation Administration (FAA)	Scott Ross Global Aerospace Claims Team	Commercial Space Transportation Advisory Committee Claims Handler for FAA War Risk Program
German Business Aviation Association (GBAA)	Joerg Jakobs	Member
Insurance Institute of London	Simon Abbott Michael Bannon Stephen Riley	Aviation Committee Member Aviation Committee Member President
International Aviation Womens Association (IAWA)	Sharon Holahan	Advisory Board Member
International Underwriting Association of London (IUA)	Stephen Riley	Board Member
International Union of Aviation Insurers (IUAI)	Simon Abbott Jeffrey Bruno Jeff Cassidy Martin Cox Diego Suarez Joe Taccetta	Manufacturers, Airports and Service Providers Study Group Airline Study Group President, Executive Committee Manufacturers, Airports and Service Providers Study Group General Aviation Study Group Legal and Claims Study Group
National Business Aviation Association (NBAA)	Marilena Sharpell	Secretary, NBAA Safety Committee
World Space Risk Forum	Jeff Cassidy	Past Chairman



Northeast Office Broker Outing

On November 12, 2014 the Northeast office hosted their Broker Appreciation event at Madison Square Garden in New York City. All guests enjoyed a great night of basketball watching the New York Knicks take on the Orlando Magic.



L to R: Jeff Bruno (EVP, Chief Underwriting Officer, USA), Jay Innes (EVP, AON), Marilena Sharpell (SVP, Underwriting Executive), Colin Bruno (AVP, Underwriting Manager, Parsippany), Tom Klaus (VP, Willis), Bryant Dunn (Underwriter, NE), Mark Shichtman (Director, Frank Crystal), Dana DiPietro (AVP, Underwriter, NE), Chris Proudlove (SVP, Team Leader, Complex Risks, Parsippany), Dave Kinney (Vice President, Willis Aerospace – Americas), Steve Murray (Underwriter, NE), Kent Fera (AVP, Marsh), Michael Berliner -(Broker/Analyst, Marsh Aviation)

Congratulations to the April 2014 winner of "Where in the World?"

Jon R. Shimer, Jr.
Aviation Insurance Resources, Frederick, MD

Jon was the first to contact Global with the location of the photo below:
Jerry's One Man Band - EAA Airventure, Oshkosh, WI



Milestones

NEW EMPLOYEES

Tamer Ahmed - Claims Attorney, Parsippany
Lizzie Bradbury - Team Secretary, London
Bienjaven Cochangco - Financial Controller, Toronto
Andrew Dean - Agency Financial Assistant, London
Julia Faulkner - Legal & Claims Secretary, London
Wayne Gordon - Lead IT Technician, London

Jessalyn Hendricks - Underwriting Associate, Chicago
Linda Lorefice - Administrative Assistant, Toronto
Harriet McArthur - Head of HR Europe, London
Stacey Thomond - Survey Administrator, London
Elisabeth Zoske - Underwriting analyst, Cologne

WEDDINGS & NEW ARRIVALS

CONGRATULATIONS TO:

Brent Bassin (Senior Network Technician, Parsippany) on his marriage to Deidre Hurley on July 13, 2014.
Greg Doctor (SVP, Insurance Products Administration, Parsippany) on his marriage to Suzanne Hoagland on June 14, 2014.
Andrew Eddicott (IT Support Analyst, London) on his marriage to wife Anita on July 26, 2014.
Ivan Ianakiev (Group Database Administrator, London) and his wife Tess on the birth of their daughter, Lily on July 9, 2014. Lily weighed 3.46kg.
Gary Kasper (Human Resources Generalist, Parsippany) and his wife Tara, on the birth of their second child, Cailyn Alexis Kasper. Cailyn was born on September 23, 2014 and weighed 9lbs, 10oz.
Jenny Kingston (Space Insurance Adviser, London) on her marriage to husband Howard on April 11, 2014.
Anthony Murphy (AVP, Claims Attorney, Parsippany) and his wife Sue, on the birth of their daughter, Amelia Judith Murphy. Amelia was born on October 16, 2014 and weighed 6 lbs 9 oz.
Martin Seward (Technical Assistant, Operations, London) on his marriage to wife Nicola on August 27, 2014.
Ross Smiley (EVP, Claims, Toronto) on the birth of his granddaughter, Adeline Mae Smiley-Schulz born July 3, 2014.



Cailyn Alexis Kasper



Amelia Judith Murphy



Adeline Mae Smiley-Schulz

PROMOTIONS

Rachel Barrie (London) was promoted from Underwriting Manager Airlines to Underwriting Executive.
Akiko Hama (London) was promoted from Underwriter to Underwriting Manager Space.
Marcus Browne (London) was promoted from Head of Internal Audit to Group Chief Risk Officer.
Julia Pitkevits (London) was promoted from Agency Financial Assistant to Agency Financial Accountant.

RETIREMENTS

Everyone at Global Aerospace extends their gratitude and best wishes 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!

Mandy Collins (Claims Secretary, London) retired on September 12, 2014 after **7 years** of dedicated service.
Dan Heersema (AVP, Senior Claims Officer, Los Angeles) will retire on December 31, 2014 after **45 years** of dedicated service.
Gareth Jones (Head of HR Europe, London) retired on June 30, 2014 after **6 years** of dedicated service.
Christie Steggle (Secretary, Survey Team, London) retired on September 30, 2014 after **25 years** of dedicated service.
Ann Terry (Administrator, Company Secretarial, London) retired on September 30, 2014 after **29 years** of dedicated service.



Chicago Office Broker Outing

On October 2, 2014 the Global Aerospace Chicago Office held their annual broker outing. The event was held at Ditka's Restaurant where a Casino Night was part of the festivities. Guests were given pretend money to experience and/or learn a few popular casino games. Game tables were set up for Craps, Blackjack, Roulette and Poker. Thank you to all our guests who were able to join us for this wonderful evening of networking and fun!



Stephen Johns (President, LL Johns & Associates, Inc.) and Jon Riemenschneider (VP, Underwriting Manager, Chicago)



Anniversaries Congratulations to the following employees:

MAY

Patrick Brennan	Claims Adjuster, London	5 years
Jacqueline Johansen	Claims Operations Specialist, Parsippany	5 years
Quinta Franco-Dotson	Claims Operations Specialist, Parsippany	10 years

JUNE

Karen Oak	AVP, Project Manager, Parsippany	5 years
Clinton Johnson	Underwriter, Toronto	5 years
Estelle Savage	Secretary, Claims & Legal, London	10 years
Julie Kitto	HR Administrator, London	25 years
Therese Davis	Administrative Manager, Chicago	35 years

JULY

Imam Akhand	Claims Adjuster, Toronto	5 years
Claire Brown	Senior Underwriter, Parsippany	5 years
Colin Bruno	AVP, Underwriting Manager, Parsippany	5 years
Terrence Mingo	Supply & Mail Clerk, Parsippany	10 years
Erica Flavin	Accounting Specialist, Kansas	10 years
Theresa Gallagher	Deputy Manager, Claims, London	25 years

AUGUST

LuAnn Centanni	VP, Global Head of Human Resources, Parsippany	5 years
Yann Lantenois	Underwriter, Paris	5 years
Mike Ashton	IT Development Manager, London	15 years
Linda Dean	Account Representative, Kansas	15 years
Jared Seth	Manager Policy Wordings, London	15 years
Andres Camano	AVP, Senior Claims Representative, Parsippany	25 years
Paul Graham	VP, Claims Manager, Toronto	25 years
Rod Milton	AVP, Director of Hull Claims, Major Risks, Dallas	25 years
Peter Gass	Manager, Reinsurance, London	40 years

SEPTEMBER

Clotilde Landolfini	Claims Manager, Paris	5 years
Akiko Hama	Underwriting Manager, Space, London	10 years
Diego Suarez	SVP, Team Leader - Latin, Parsippany	10 years
Natalee Miles	Underwriting Assistant, Dallas	15 years
Aarron Rudkin	Account Representative, Kansas	15 years
Paul Sains	Financial Accountant, London	40 years

OCTOBER

Diana Micu	Senior Account Agency, Parsippany	10 years
Greg Harper	AVP, Claims Manager, Dallas	30 years
Jane Curson	Assistant Manager, Operations, London	25 years
Evelyn Fusco	AVP, Manager Coinsurance Credit Control, Parsippany	35 years

NOVEMBER

Pat Wirth	Business Analyst, Parsippany	15 years
Dan Heersema	AVP, Senior Claims Officer, Los Angeles	45 years

DECEMBER

Nick Brown	Group Chief Executive Officer, London	10 years
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Tom Saltsman and Jeff Bruno



Tom Saltsman, Jeff Bruno, Philip Smaje (CEO, Willis Global Aerospace) and Nick Methven (SVP, Underwriting Executive)

First Annual ABC Willis vs Global Ryder Cup

On September 21, 2014, Global and Willis held their first annual Ryder Cup golf tournament at The Breakers in Palm Beach, Florida. Tom Saltsman (SVP, Willis) challenged **Jeff Bruno** (EVP, Chief Underwriting Officer, USA) to 36 holes and the challenge was accepted.

The day started off with 18 holes best net and finished off with match play. Although no one took home a green jacket, team captain Tom Saltsman accepted the official Ryder Cup trophy, which is now prominently displayed in his office.

Better luck next year team Global!





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Supporting Women in Aviation

Global Aerospace (Canada) has been a proud supporter of the **Elsie MacGill Northern Lights Award Gala** for the past four years. Their mission is “To recognize women in aviation and aerospace to inspire and encourage increased participation in these industries by: heightening their visibility as role models; promoting awareness of the vast opportunities in all sectors; ensuring organizations recognize and benefit from women’s diverse and untapped talents.”

The Northern Lights Award was named after Elsie MacGill, the world’s first female aircraft designer. She was one of the top aeronautical engineers in charge of fighter plane construction at the Canadian Car and Foundry Company in Fort Williams, Ontario. She was known as “The Queen of the Hurricanes” during the Second World War. The 2014 Education award winner was Lynne McMullen (Chair for the School of Aviation at Seneca College of Applied Arts and Technology).

Joseph Zigrossi (President & CEO, Global Aerospace Canada) works closely with Lynne on the Advisory Board for the Aviation Program at Seneca.

This prestigious event was organized by the Northern Lights Award Foundation and hosted 265 attendees. The keynote speaker was pioneer award recipient, Dr. Roberta Bondar, who in 1992 became the first neurologist in space as well as Canada’s first female astronaut.



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