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The 2011 GMAA Board Members



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Capt. Ed Cook





Christopher Furlan





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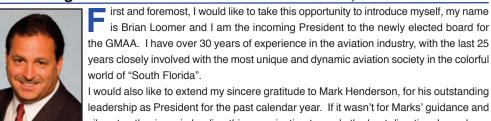
Director Mansour Rasnavad







Welcoming Letter from the new GMAA President, Mr. Brian Loomer



leadership as President for the past calendar year. If it wasn't for Marks' guidance and vibrant enthusiasm in leading this organization towards the best direction, I may have very well passed on the opportunity to accept the challenge of leading this distinguished

organization for the upcoming calendar year. Nevertheless, after spending a year on the board with Mark and an outstanding group of people, who are so committed to the South Florida Aviation Community, it made my decision to run even easier.

As we move forward this upcoming year, we must challenge ourselves and also ask, what else can we do to

help one another succeed, prosper, reward and show the industry that we are true leaders to this terrific South Florida Aviation community. Our monthly luncheons, and the newly appointed dinners are a great resource to invite other colleagues of the industry to gather and share our knowledge and extensive experience in the aviation industry locally and worldwide. These gatherings could also benefit the increase of the GMAA membership forum, which in turn help our future charities, scholarships, etc. I would like to reach out to all of you, my constituents, to assist GMAA reach its target goal and hopefully advance towards an all-time membership forum record for 2011-2012. It is up to all of us, the members, to work hard to continue to grow GMAA's profitable success. I would also like to share with everyone the future commitments from the South Florida aviation community,

and the milestones it is striving to achieve, with the outstanding support of the Beacon Council and Miami Dade County. In latter part of 2012 they will host the first Miami International Airshow at the Homestead Air Force Base site. This event should and will live up to the reputations of the notable Paris and Farnborough Air Shows. Both entities continues to work hard on this upcoming event, to execute the approved \$7.5M of infrastructure improvements to modernize, improve and beautify the location for the inaugural MIAS in late 2012. I believe this is a true testimony from our government leaders towards the commitment to the South Florida aviation community

On behalf of myself and the entire AAR family, we look forward to working with the GMAA family towards a rewarding, productive and prosperous upcoming year!

Brian Loomer | GMAA President | brian.loomer@aarcorp.com | T: (786) 265-4226 - The 2011 Air Race Classic:

An Amazing Cross Country Flying Journey by Tamra Sheffman

returned from the 2011 Air Race Classic, the annual transcontinental all-female pilot air derby. This year's race was originally planned to start in lowa City IA and finish in Mobile, AL. Due to stormy weather over the original northern route, the air race judges decided for safety to cancel the first four legs (approx. 1078 statute miles) and moved the start of the race to Alliance. Our race number this year was 18 so we were designated Classic 18. We installed the numbers on the tail of our Cessna 182 Skylane and on June 15th we celebrated with a send-off party with our supporters at Opa-Locka, FL (OPF), our base airport. First

amra Sheffman and Sonia Bortolin have



visited famous landmarks such as the Ryman Theatre, the County Music Hall of Fame, and the Bicentennial Mall State Park, a 19-acre urban state park. Next stop, Iowa City, IA (IOW). We barely shut down our engine when air race board member and fellow pilot, Terry Carbonell, comes over and says, "Are you ready for inspections?" So of course, we started up the engine and taxied over to the inspection area. This was followed by three days of inspections, seminars, workshops, talking to Girl Scouts, meeting all the racers, getting ready for the start, and this year, keeping an eye on the bad weather to the north, resulting in

the aforementioned change in the race starting airport. Each racer was instructed to get to Alliance, NE (AIA) by noon Wednesday June 22 for the rescheduled start. The next 3 days tested all our aviation skills - mountain flying, chart reading, navigation, fuel consumption, weight calculations, weather, searching for the best tailwinds - while flying the course under visual flight rules

(VFR), as well as our new iPad. Timing lines had been set up at 6 airports along the multi-state route: Alliance, NE (AIA) - Great Bend, KS (GBD) - Borger, TX (BGD) - Norman, OK (OUN) - El Dorado, AR (ELD) - Mobile, AL (BFM) This gave us the opportunity to land, refuel, eat, plan the next leg, analyze the weather and decide to continue

to the next stop or stay for the night. As we flew across the USA, it was amazing to see so much farmland, so many red barns and windmill farms,

so many rivers and unusual markings on the ground. Our country truly is remarkable. What a unique way to see the USA and share the spirit of aviation! Finishing the race on time in Mobile, AL (BFM) we were greeted by Girl Scouts and lots of aviation and

community members - it was all very heartwarming. Post-race days included debriefings, meetings, more inspections and scoring. The Air Race committee organized visits to the Continental Motor Company to see how our Cessna's engine is assembled (very interesting) and to Battleship Memorial Park on Mobile Bay, home to the SS Alabama battleship. There we had lunch in the aircraft museum hangar and attended a presentation for the Girls Club of Mobile. 46 teams finished this exciting cross country trek, which made us all winners!!! All in all we logged 2750

nautical miles (3164 statute miles), 34 hours of flight time, 13 airports, flew across 13 states, and used 23 charts (15 VFR and 8 IFR).

Copa Airlines Expands Miami Flights by Fernando Fondevila opa Airlines Expands Miami Flights, Increases Latin

American Travel Options. Copa Airlines' recent expansion plans include an addition

of a fourth daily flight from Miami to its Hub of the Americas at Tocumen International Airport in Panama City, Panama. Flights depart from Miami to Panama at 8:25 a.m., 12:19 p.m., 3:27 p.m., and 5:57 p.m., with connections throughout Latin America. The airline also transitioned from four to six flight banks at

Latin America and the Caribbean.



Copa offers more international flights and destinations within Latin America of any hub on the continent. Copa Airlines operates the most modern fleet of aircraft in the Americas. For information on flights or reservations, visit www.copaair.com

Spinneybeck Leather Remains Strong in South Florida by Kirstin Lincoln

pinneybeck is the leading supplier of full grain Italian upholstery leather to the Greater Miami aviation industry. Leather is a smart specification in this market as it is a comfortable, breathable material regardless of heat and humidity. With more than 20 different styles in 700 colors, Spinneybeck has a standing inventory of three million square feet. Spinneybeck leather is both a high performance and luxury selection. Spinneybeck offers technical

presentations and leather training seminars to further educate clients in southern Florida. Expert custom coloring, unique textures and special finishes for stain resistance are available to enhance customer designs.



the big winner at Le Bourget. Although the A320NEO promises a 15% reduction in fuel burn and lower CO2 emissions, the 737NG's operating costs are already as low as what the A320NEO promises. Therefore, whatever Boeing comes up with, re-engine or new narrowbody, it will surely have an advantage with respect to the A320NEO. Operators and lessors alike will flock to fill Boeing's order book and rapidly catch up in orders. My only concern: timing. The industry wants to know what Boeing will do next. Aircraft & Engine Technical Solutions www.ttt.aero

he general consensus is that Airbus was

The Boeing Supremacy by Rodolfo Tancredi

George T. Baker Aviation School News

n Wednesday, June 27, 2011, starting shortly after midnight, a 500 ton crane, donated by Allegiance Crane, lifted the Boeing 737, gently placing in onto Lejune Road. Once landed, Commercial Jet donated a tug and pulled the 737 another 200 feet, and one 90 degree turn to its resting place snuggled only feet away from their American Airlines MD 80 Aircraft. The acquirement of the 737 was no small feat! The donation efforts were the brainchild of Benny F. Benitez, founder and CEO of 94th AeroClaims-Aviation Consultant Group based in Miami, FL., who secured it from Freeman Leasing, L.L.C. Benitez has been a long time supporter of Baker Aviation and deeply understands how important industry support is to providing authentic - up to date education and Securing the donation was only one small part of the project. A multi-agency coordination with



approximately 15 various non-aviation businesses was spearheaded by Ana DePriest, Project Manager for MCM - (Munilla Construction Management), Lonnie Craven synchronized support from the aviation Dr. Sean Gallagan, Principal at Baker Aviation said, "In these tough economic educational times, public --schools are in dire need of more industry support. During this project some supported monetarily while others gave service and manpower, advice and expertise. The coordination meetings were

incredible when everyone was willing to offer more and more. It is crucial to our survival."

"This project has only been able to come to fruition through the collaboration and cooperation of multiple agencies in the private sector donating time and effort in support of public schools. MCM's involvement in this project is a prime example of how crucial it is for industries to partner with educational programs. It has been amazing to see how a number of non-aviation companies volunteered to help with the move". MCM Construction Manager, Ana DePriest said.

Sean Gallagan, Ph.D. I Principal I sgallagan@dadeschools.net I T: (305) 871-3143 Miami-Dade College News n April and May, the Miami Dade College Eig Watson School of Aviation was featured in two local news programs. Both of the television stations, Channels 10 and 41, were doing stories about air traffic control. Channel 10 interviewed faculty and students about current

Miami Dade College FLORIDA MEMORIAL

the global GDP's.

UNIVERSITY

be characterized as a sub region in the Americas.

GMAA Past President and Aerospace Committee Chairman

For the full article go to:

Homestead Campus were impressed with the simulation equipment for the students. Florida Memorial University News he Department of Aviation and Safety at Florida Memorial University will be offering a new Bachelor of Science degree program in Aeronautical Science with a concentration in Air Traffic Control beginning Fall 2011. This program will provide fundamental knowledge and technical competency through a mix of classroom

instruction, computer-based instruction, and state of the art ATC laboratory simulations. Interested parties may contact the

air traffic control concerns. Channel 41, a Hispanic channel, did a three-part series on air traffic control and featured our Hispanic students and faculty in the three segments. The reporters visiting the School's air traffic control simulation lab at the Miami Dade College

Captain A.J. Tolbert | Director of Aviation & Safety | arnold.tolbert@fmuniv.edu | T: (305) 623-4277 Aerospace Outsourcing in Latin America is Flying High

BOEING STRUCTURE SUPPLIERS

Parts built by the IAM union of Boeing workers

2011-2030 forecast consensus from both private and public sector project global growth two to three times A lot has been said in the media regarding Boeing growing pains due to the new 787's "extreme outsourcing" fiascos, resulting in more than two years of delays, cancellations, revised profits projections and break even points. Indeed, if a picture is worth a thousand words, looking at the one to the right clearly shows how outsourcing has exponentially grown on Boeing's 787 programming as compared

with previous Boeing programs in less than two decades. It is well known in aerospace circles, that the cost advantages of aerospace outsourcing to emerging countries have a 10% "hidden" buffer to account for these intangibles; cultural, yet subtly powerful supply chain cultural traits. It is my educated opinion, that Latin American aerospace outsourcing takes no more than 5% of that buffer, whilst some of the other emerging powers, such as those using symbols rather than words (yes, I have

Director at (305) 623-4277.

he aerospace industry has emerged from the brutal 2008-2010 global recession unscathed,

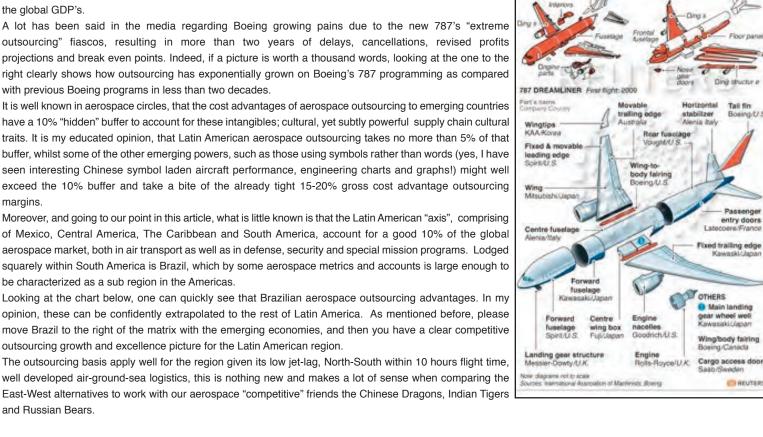
relative to other capital intensive industry sectors. Excluding some of the lower segments of the general

aviation sector, small private aircraft, the 2010 industry wide production and financial results were robust. The

seen interesting Chinese symbol laden aircraft performance, engineering charts and graphs!) might well exceed the 10% buffer and take a bite of the already tight 15-20% gross cost advantage outsourcing margins Moreover, and going to our point in this article, what is little known is that the Latin American "axis", comprising of Mexico, Central America, The Caribbean and South America, account for a good 10% of the global aerospace market, both in air transport as well as in defense, security and special mission programs. Lodged

Looking at the chart below, one can quickly see that Brazilian aerospace outsourcing advantages. In my opinion, these can be confidently extrapolated to the rest of Latin America. As mentioned before, please move Brazil to the right of the matrix with the emerging economies, and then you have a clear competitive outsourcing growth and excellence picture for the Latin American region.

well developed air-ground-sea logistics, this is nothing new and makes a lot of sense when comparing the East-West alternatives to work with our aerospace "competitive" friends the Chinese Dragons, Indian Tigers



The outsourcing basis apply well for the region given its low jet-lag, North-South within 10 hours flight time, and Russian Bears. Oscar S. Garcia, Aerospace Economic & Business Development Advisor

http://www.interflightglobal.com/english/releases/2011/may/globaltodaymag.html Wings is a Quarterly Publication of the Greater Miami Aviation Association I All rights reserved for the GMAA, 2011 I Designed by Enrique Perrella I July, August and September 2011