Welcome on board this Global Aircraft. In this issue of the Global Aviation Magazine, we will take a look at two more Global Lines cities San Juan, Puerto Rico and Paris, France. We also take another look at a featured aircraft in the Global Fleet. This month’s featured aircraft is the Saab 340B.

We wish you a pleasant flight.

2. San Juan, Puerto Rico – The Walled City

5. Paris, France – The City of Light

8. Pilot Information


16. In-flight Movies/Featured Music
San Juan, officially Municipio de la Ciudad Capital San Juan Bautista (Municipality of the Capital City, Saint John the Baptist), is the capital and most populous municipality in Puerto Rico, an unincorporated territory of the United States. As of the 2010 census, it had a population of 395,326 making it the 46nd-largest city under the jurisdiction of the United States. San Juan was founded by Spanish colonists in 1521, who called it Ciudad de Puerto Rico (“Rich Port City”). Puerto Rico's capital is the second oldest European-established city in the Americas, after Santo Domingo, in the Dominican Republic. Several historical buildings are located in San Juan; among the most notable are the city's former defensive forts, Fort San Felipe del Morro and Fort San Cristóbal, and La Fortaleza, the oldest executive mansion in continuous use in the Americas.

Today, San Juan is one of Puerto Rico’s most important seaports, and is the island's manufacturing, financial, cultural, and tourism center. The population of the Metropolitan Area, including San Juan and the municipalities of Bayamón, Guaynabo, Cataño, Canóvanas, Caguas, Toa Alta, Toa Baja, Carolina and Trujillo Alto, is about 2 million inhabitants; thus, about half the population of Puerto Rico now lives and works in this area. San Juan is also a principal city of the San Juan-Caguas-Fajardo Combined Statistical Area. The city has been the host of numerous important events within the sports community, including the 1979 Pan American Games, 1966 Central American and Caribbean Games, 2006 & 2009 World Baseball Classics, the Caribbean Series, the Special Olympics and MLB San Juan Series in 2010.
San Juan features a Tropical monsoon climate. San Juan enjoys an average temperature of 79.9 °F (26.6 °C) although 90 °F (32 °C) or higher temperatures are often felt during the summer, especially if the winds come from the south. In the winter, temperatures can drop to the 60s, though the average winter low is 71 °F (22 °C). The coldest temperature ever recorded was 60 °F (16 °C) on March 3, 1957, and the hottest was 98 °F (37 °C) on October 9, 1981. Rainfall is well-distributed throughout the year, but the months of January, February, and March are the driest; as February averages just under 2.36 inches (60 mm) of rain, the city falls under the tropical monsoon category. Rain averages nearly 51 inches (130 cm), falling on an average 194 days per year; despite this dampness, the city averages nearly 3,000 hours of sunshine per year, or just over 2/3 of the possible total.

San Juan experienced significant economic growth following World War II. During this period the city underwent an industrial revolution. The city's economy relies mostly on companies dedicated to the manufacture of several products, including: bleach and house cleaning products, medicines, rum and other beverages, fertilizers, electric tools, plastics, textiles and food-based products. Tourism is also a key industry, based on San Juan's proximity to Puerto Rico's main airport, the Luis Muñoz Marín International Airport. The tourism focus of the city is located in the district of Condado Beach where there are numerous luxury hotels. El Morro, Old San Juan and El Cuartel de Ballaja are promoted in tourism campaigns. The district of Hato Rey contains the headquarters of numerous local and international banks.
San Juan is the birthplace of numerous artists and musicians, locally known as Sanjuaneros, who have significantly influenced Puerto Rican culture. During the 20th century, the musical aspect of the city was influenced by performers including Afro-Caribbean dancer and choreographer Sylvia del Villard and José Enrique Pedreira who became a renowned composer of Puerto Rican Danzas. International musicians such as renowned opera singer Justino Díaz and Grammy Award winners Raymond Ayala and Ricky Martin were born in the city. Other notable residents include writers Giannina Braschi and Tomas Blanco, award-winning actors Raúl Juliá and Benicio del Toro, and comedian José Miguel Agrelot. Rafael Cordero was influential in the development of Puerto Rican education and is renowned as "The Father of Public Education in Puerto Rico." The city is also the home of numerous contemporary and classic art museums. The Puerto Rico Arts Museum owns the largest collection of contemporary art in Puerto Rico, housing over 1,100 permanent art pieces and displaying numerous temporary exhibitions containing artwork from various locations through Latin America.

As one of Puerto Rico's 78 municipalities, San Juan's government is comprised of two branches, the executive and the legislative. Those citizens eligible to vote directly elect a mayor and the municipal assembly for four-year terms. The municipal government is housed in City Hall or Casa Alcaldía, which is located at 153 San Francisco Street, facing the Plaza de Armas or Military Square at the center of Old San Juan. City Hall was constructed based on Madrid's City Hall starting in 1604 and finally completed in 1789.

The executive branch is headed by a popularly elected mayor. In addition to running the city's day-to-day operations and supervising associated departments, the mayor is also responsible for appointing a secretary-auditor and a treasurer.
Paris is the capital and largest city in France, situated on the river Seine, in northern France. The city of Paris, within its administrative limits largely unchanged since 1860, has an estimated population of 2,193,031 but the Paris aire urbaine has a population of 11,836,970 and is one of the most populated metropolitan areas in Europe.

An important settlement for more than two millennia, Paris is today one of the world's leading business and cultural centers, and its influences in politics, education, entertainment, media, fashion, science, and the arts all contribute to its status as one of the world's major global cities. Paris was ranked among the three most important and influential cities in the world, among the first three “European cities of the future” according to the Financial Times and among the top ten most livable cities in the world. Paris hosts the headquarters of many international organizations such as UNESCO, the OECD, the ICC and the informal Paris Club.

Paris and the Paris Region, with €552.1 billion in 2009, produces more than a quarter of the gross domestic product of France. 2008 estimates Paris is, scantily after London, Europe's second biggest city economy and the sixth largest in the world. The Paris Region hosts 34 of the Fortune Global 500 companies in several business districts. According to the latest survey from Economist Intelligence Unit in 2010, Paris is the world's most expensive city in which to live. With more than 70 million tourists per year (28 in city proper of which 17 million are foreign visitors), Paris is one of the most visited cities in the world. The city and its region contain 3,800 historical monuments and four UNESCO World Heritage Sites.
The earliest archaeological signs of permanent settlements in the Paris area date from around 4200 BC. The Parisii, a sub-tribe of the Celtic Senones, inhabited the area near the river Seine from around 250 BC. The Romans conquered the Paris basin in 52 BC, with a permanent settlement by the end of the same century on the Left Bank Sainte Geneviève Hill and the Île de la Cité. The Gallo-Roman town was originally called Lutetia, but later Gallicised to Lutèce. It expanded greatly over the following centuries, becoming a prosperous city with a forum, palaces, baths, temples, theatres, and an amphitheatre. The collapse of the Roman Empire and the 5th-century Germanic invasions sent the city into a period of decline. By AD 400, Lutèce, largely abandoned by its inhabitants, was little more than a garrison town entrenched into a hastily fortified central island. The city reclaimed its original appellation of "Paris" towards the end of the Roman occupation.

On 14 June 1940, five weeks after the start of the Battle of France, an undefended Paris fell to German occupation forces. The Germans marched past the Arc de Triomphe on the 140th anniversary of Napoleon's victory at the Battle of Marengo. German forces remained in Paris until the city was liberated in August 1944 after a resistance uprising, two and a half months after the Normandy invasion. Central Paris endured World War II practically unscathed, as there were no strategic targets for Allied bombers. German General von Choltitz did not destroy all Parisian monuments before any German retreat, as ordered by Adolf Hitler, who had visited the city in 1940.

Since the 1970s, many inner suburbs of Paris (especially the northern and eastern ones) have experienced deindustrialization, and the once-thriving cités have gradually become ghettos for immigrants and oases of unemployment. At the same time, the city of Paris and the western and southern suburbs have successfully shifted their economic base from traditional manufacturing to high-value-added services and high-tech manufacturing, generating great wealth for their residents whose per capita income is among the highest in Europe. The resulting widening social gap between these two areas has led to periodic unrest since the mid-1980s.
In order to alleviate social tensions in the inner suburbs and revitalize the metropolitan economy of Paris, several plans are currently underway. The office of Secretary of State for the Development of the Capital Region was created in March 2008 within the French government. Its office holder is in charge of overseeing President Nicolas Sarkozy's plans for the creation of an integrated "Greater Paris" metropolitan authority, as well as the extension of the subway network to cope with the renewed growth of population in Paris and its suburbs, and various economic development projects to boost the metropolitan economy such as the creation of a world-class technology.

In parallel, President Sarkozy also launched in 2008 an international urban and architectural competition for the future development of metropolitan Paris. The goal is not only to build an environmentally sustainable metropolis but also to integrate the inner suburbs with the central City of Paris through large-scale urban planning operations and iconic architectural projects.

Meanwhile, in an effort to boost the global economic image of metropolitan Paris, several skyscrapers (984 ft) and higher have been approved since 2006 in the business district to the west of the city proper. Paris authorities also stated publicly that they are planning to authorize the construction of skyscrapers within the city proper by relaxing the cap on building height for the first time since the construction of the Tour Montparnasse in the early 1970s.

The name Paris derives from that of its earliest inhabitants, the Gaulish tribe known as the Parisii. The city was called “Lutetia of the Parisii,” during the Roman era of the 1st to the 6th century, but during the reign of Julian the Apostate, the city was renamed Paris. It is considered that the name of the Parisii tribe comes from the Celtic Gallic word parisio meaning "the working people" or "the craftsmen."
Anyone who is paying attention around any of the Global Line hangars may have noticed that there are always some subtle changes to our fleet. Recently we had an entire article in Global Aviation Magazine about the new B737-900 which was added to our fleet. However, if you were really paying attention to the hangars you may have noticed that slowly but surely, we have seen other aircraft additions such as the B747-8i and soon we will be seeing even more.

As newer models of aircraft come out, we are replacing older ones with the newer models/versions of the aircraft. We have already or will soon be seeing changes to the B777, A340 and Fokker 100 at Global Air. We will also be seeing additions to the flight schedules to add more cities and flight options to offer to the Global Line Pilots as well.

So with that in mind, below are several different cockpit pictures. Not all are commercial airliner cockpits so you may have to reach back in history or to military aircraft. How many of them can you identify without peeking?

Boeing 777 Cockpit
Boeing 787 Cockpit
So how many did you identify without looking at the label first? You won’t find any B24, P3C Orion or even U2 Spy Planes in the Global fleets but you will find the B777, B787 and the Airbus A340 in our fleet. Along with all of the updates and upgrades, you will also find new paint schemes thanks to our CEO and expert plane painter Roy Cantu. There are some very subtle changes to the Global Air International paints that have been rolling out this past year and so far, only a few of the Pilots have noticed it and ALL have approved. You will also find that we will have special paints for our special 2X events such as our recent South America, Hawaii and New York events.

Although every effort is made to keep these paints available to our Pilots in the hangar, with so many of them rolling out, this may not always be possible. You are encouraged to download and save each and every one of these collectables for your collection. For those of you who use the various different sim sites on the Internet, please remember that these paints are the intellectual property and of Global Air International and Global Express Airways and all rights are reserved. Please do NOT upload any of these paints to Internet sites without first obtaining permission first. We would hate to get the legal team involved (yes one of our Pilots is a lawyer and is our legal counsel too) in something that is easily avoidable. Keep in mind that there is a reason our paints are kept behind a password protected area available only to our Pilots and we want to keep it that way. Thanks for your cooperation in this VERY IMPORTANT matter.
Last month I wrote about a visit I made to the Boeing factory in Everett, Washington and this month I am going to touch on a visit to the Boeing factory in Renton, Washington and a little information on the factory in Charleston, SC.

Boeing Renton opened its facility in 1941 and produces aircraft to this day. The Renton plant rests on a 278-acre site and is the production home of the current and future 737's including the newest aircraft, the 737-900. Although not as dynamic as the Everett plant, it is equally important when one considers that it is the single production center that builds the widely used aircraft used throughout the world. Portions of the fuselage assembly is completed in Wichita, Kansas and while at an electronics store I happened to see a B737 fuselage wrapped in green heavy duty clear plastic go by on a flatbed rail car headed for the Renton plant a short distance away.

Unfortunately, the Renton plant does not have a tour as does the Everett plant but the museum far surpasses that of the facility to the North. This museum includes an airpark, an indoor building with historic aircraft from turn of the century aircraft to the now retired SR-71 Blackbird. Nearby is the original "Red Barn" where classic first generation aircraft are kept. There is also a small section of the museum that houses aero-space material such as a lunar rover and a mock up a section of the space lab.

**The Airpark:**
Within the airpark across the street from the main building are numerous historic aircraft and a stroll through this location will take you to a variety of aircraft from the Constellation through the Concorde. Several of these aircraft are open for visitors to walk through. Two particular aircraft I found enjoyable are VC-137B known as "Air Force One" during the administrations of presidents Eisenhower, Kennedy, Johnson, and Nixon.

Across from VC-137B is G-BOAG (Alpha Golf) a British Air Concorde. Alpha Golf set a new record from New York to Seattle in 2003 in the flight that took 3:55:12 seconds to complete. The first impression when boarding is that it is very narrow and quite long. The flight deck looks familiar if you ever read up on Concorde.

There is plenty to see in the airpark but the meat of the exhibits is located in the main museum building.

**The Museum:**
Upon entering the museum, the first thing one does is look up at all the aircraft suspend from the ceiling and over those on the floor. The second thing one notices is the 25,000+ kids ranging from 8 to 12 years old. It was kid’s day and you cannot help but wonder how many of them will become tomorrow's future aviators. If there are kids out there who have any interest in aviation, this museum will probably hammer that interest even harder so no doubt some of these youngsters will be in the left seat one day.

Going further into the museum you will find not only the older aircraft but a display of space exploration equipment which includes a lunar rover and also a segment of Skylab that you can walk through. Throughout the area are museum volunteers who will help you with questions and experiences, some of these people worked in the aerospace industry and serve as assistants. I ran across a former Skylab engineer and also a few former pilots and you can tell they have as much fun as the visitors.

Nearby is the old Red Barn also known as Boeing Airplane Company, building 105 where a fair number of vintage aircraft are also kept. This building was restored and moved to become the Museum of Flight in 1983 and additions were made to complete the museum to the way it is today. Due to time limits I was not able to visit the building but I did so several years ago during an earlier visit.

Probably the only negative thing I found at the Renton Museum was the gift shop, lots of toys for children but not much for the adults and let’s face it, adults need toys too! However, there are several Boeing retail outlets around the city and one can find most anything Boeing related at those outlets or online.
Museum tickets run around $16 and the first Thursday every month from the hours of 5 pm - 9 pm admission is free but it's probably a good idea to call them if you happen to be in the area.

The Future of Boeing

Last February we took a trip to the East Coast stopping over in Disneyworld for a week then continuing up to Charleston, South Caroline. As a former Navy submariner, I was stationed there over 20 years ago and we thought going back to see what changes have taken place would be a good thing to do.

The big talk going around Charleston is the new Boeing 787 facility that was recently built and they will be doing a lot of 787 constructions at that location. This is fantastic for the local economy but building a plant is not a simple matter because if you have kept up with aviation events you will find a lot of disagreement with Boeing union representatives. I do not wish to get into the political issues of the pro and cons of Boeing but I do remember what an employee at the Boeing plant at Everett told me and it was up front and straight forward. He said that if anyone tells you that they lost jobs in Everett, it is not true, not one job was lost at Renton or Everett and they actually did more hiring at those plants. The Charleston factory will help to keep the aviation industry booming for Boeing and they don't want any Boeing jobs going to China and he stated that this is not an employee issue, it is a Union issue.

Again and without going into the political aspects of Boeing, if they create jobs then it is a winning situation for all of us. I would not be very comfortable to see "Made in China" on our aircraft although somewhere in the system there probably are Chinese parts but as a subscriber to the CPSC recall notices involved in the recall and manufacture of Chinese goods, I prefer to see less of it in Boeing aircraft.

These are my personal feelings and do not reflect upon any of the pilots or crews at Global Air International or Global Express Airways. I as many of you have a passion for aviation and I want to see our manufacturers keep up the traditions and high standards associated with the aviation industry, it is I who would rather be concerned about what movie to watch in flight and not if we will arrive at destination.

I hope you enjoyed the short articles of my trip to Boeing and I hope you will visit as well, and if you do I am certain that you will have a grand time. On my next visit up to Everett I plan to sit in a chair, with the video camera on a tripod and watch the runway for takeoffs and landings, I only hope it isn't raining.

I have added a few photos of the Boeing, Museum of Flight but photos never do any exhibits justice, your best bet is to make a trip to Boeing and enjoy what it has to offer. One of the guys said "If it ain't Boeing, then I ain't going". It is a great trip and worth the time. Boeing Museum of Flight: http://www.museumofflight.org/

Air Force One - VC137B
You know those big windows in the airliners? Not in Concorde!
Rear Passenger Compartment - G-BOAG

Flight Deck G-BOAG

Interior of the museum building
The Saab 340 is a Swedish two-engine turboprop aircraft designed and initially produced by a partnership between Saab and Fairchild Aircraft in a 65:35 ratios. Under the initial plan Saab built the all aluminum fuselage and vertical stabilizer, and also performed final assembly in Linköping, Sweden, while Fairchild was responsible for the wings, empennage, and wing-mounted nacelles for the two turboprop engines. After Fairchild ceased this work, production of these parts was shifted to Sweden. The aircraft first flew on 25 January, 1983, but due to declining sales, production of the Saab 340 ended in 1998.

Originally designated as the SF340, the aircraft first flew on 25 January 1983. When Fairchild exited the aircraft manufacturing business in 1985 after about 40 units, Saab dropped the name Fairchild from the project and continued aircraft production under the designation Saab 340A and 159 A models were built. An improved version, the second generation 340B, introduced more powerful engines and wider horizontal stabilizers in 1989 and the later 340Bs also had an active noise control system. The final third generation version, the 340B Plus, was delivered for service in 1994 and incorporated improvements that were being introduced at the same time in the Saab 2000.
One of the improvements introduced in the 340B Plus was the installation of an active noise and vibration control system in the cabin, reducing noise and vibration levels by about 10 dB during cruising flight. This optional feature carried over from the 340B was standard in the 340B plus along with extended wingtips which were an option on the 340B plus. Another change from earlier models was a more modern interior design and the moving of the lavatory compartment from the aft of the passenger cabin to just aft of the flight deck in most 3rd generation units. This increased total available cargo volume as the original location intruded into the cargo bin area. While the active noise control became standard on all Saab 340Bs in 1994 the first ever 340B Plus was delivered new to Hazelton Airlines in Australia in 1995, later operating for Regional Express, and currently for the Japanese Coast Guard.

As of June 2009, Saab Aircraft AB reports there were 413 Saab 340s in service with 61 operators in 30 countries having accumulated 13,499,000 flight hours on over 15 million flights. SAAB is considering extending the airframe lifespan, which initially was 60,000 hours and 90,000 cycles, up to 75,000 hours. The highest time aircraft in the fleet (-028) has reached over 57,000 hours as of March 2011 and over 60,000 cycles
**13 Assassins**

Based on actual events that served as the inspiration for the 1963 film of the same name, Takashi Miike's 13 Assassins follows a group of noble samurai as they seek to slay a tyrannical, politically connected lord before he seizes control of the entire country. Japan, 1844: as the era of the samurai winds to a close, a sadistic young lord uses his powerful political ties to commit heinous atrocities against the common people. Recognizing the dangers to both his country and its citizens should the lord manage to gain any more power, a concerned government official secretly recruits 13 of the most skilled swordsmen he can find to defeat the evil lord once and for all. Action/Adventure/Martial Arts

**Arthur**

The immature heir to a billion-dollar empire finds himself cut off from the family fortune after rejecting his arranged marriage to a *nouveau riche* socialite, and instead falling for a free spirited unlicensed tour guide in this remake of the sentimental 1981 comedy starring Dudley Moore. Arthur was raised in the lap of luxury. His family is wealthy beyond compare, and ever since he was a child his every whim has been catered to by his nanny, Hobson, and his chauffeur, Bitterman. But the party starts to wind down when Arthur's domineering mother insists that he marry Susan, the daughter of a self-made millionaire who isn't above intimidating his future son-in-law into marriage. Comedy

**Limitless**

A struggling writer unlocks the full potential of his brain by taking a cutting-edge pharmaceutical, only to find that his newfound abilities have made him a target for some of the most greedy and dangerous men on the planet. Eddie Morra is an author without a novel. No matter how hard he tries, he just can't summon the inspiration to write a single word. That all changes when an old friend wanders back into Eddie's life, and opens his eyes to a powerful new drug called NZT. The moment Eddie takes NZT, his brain begins functioning at 100 percent, giving him the ability to quickly recall every event in his life. When Eddie's supply of NZT runs out, the party is over. Suspense/Science Fiction

**The Lincoln Lawyer**

Matthew McConaughey stars in this legal thriller as a low-rent defense attorney named Mickey Haller. Most of the time, Mickey barely keeps his head above water, representing low-life clients and working out of the back of his car. He thinks he's landed the case of a lifetime when he's hired to defend a rich playboy who stands accused of rape and attempted murder, and eagerly accepts his new client and the massive payoff that's sure to come with him. But Mickey soon discovers that he's become ensnared in a twisted plot where no fee in the world is high enough to pay for the deadly workload, and his only hope of survival may just lay in his own skills as a long-practiced double-crosser. Thriller

**Take Me Home Tonight**

A floundering MIT graduate sends out the '80s with a bang after being invited to an end-of-summer bash by his former high school crush in this nostalgia-flavored comedy. Matt Franklin has just graduated from MIT, but he's content to spend his days stacking the shelves of his local Suncoast Video instead of going to work for a Fortune 500 company. Meanwhile, his sarcastic twin sister, Wendy, knows he can do better, and his best friend, Barry, has a wild streak the size of the Mississippi River. When Tori happens into the video store one day, he compulsively lies about having a job at Goldman Sachs. Incredibly, Matt and Tori hit it off, and she invites him to join her for a massive summer blowout. Comedy
Christina Maria Aguilera is an American recording artist and actress. Aguilera first appeared on national television in 1990 as a contestant on the Star Search program, and went on to star in Disney Channel's television series The Mickey Mouse Club from 1993–1994. Aguilera signed to RCA Records after recording "Reflection", the theme song for the animated film Mulan. In 1999, Aguilera came to prominence following her debut album Christina Aguilera, which was a commercial success spawning three number one singles on the Billboard Hot 100. Her sophomore and her debut Latin-pop album, Mi Reflejo, a Christmas third studio album, My Kind of Christmas, and several collaborations followed which garnered Aguilera worldwide success, though she was displeased with her lack of input in her music and image. After parting from her management, Aguilera took creative control over her fourth studio album, Stripped. The album's second single, "Beautiful," was a commercial success and helped the album's commercial performance amidst controversy over Aguilera's image. Aguilera followed up Stripped with the soul, jazz and blues inspired, Back to Basics, released to positive critical acclaim

Brooks & Dunn were an American country music duo consisting of Kix Brooks and Ronnie Dunn, who were both vocalists and songwriters. They were paired by record producer Tim DuBois in 1990. Before the duo's foundation, both members of the duo were solo recording artists. Brooks wrote songs for John Conlee, Nitty Gritty Dirt Band and Highway 101 and released a solo album for Capitol Records; both he and Dunn also charted two solo singles apiece in the 1980s.

Signed to Arista Records in 1991, the duo recorded ten studio albums, one Christmas album and three compilation albums for the label. They also released fifty singles, of which twenty went to number one on the Hot Country Songs charts and nineteen more reached top ten. Two of these number-one songs, "My Maria" (a cover of the B.W. Stevenson song) and "Ain't Nothing 'Bout You", were the top country songs of 1996 and 2001, respectively, according to the Billboard Year-End charts. The latter is also the duo's longest-lasting number one, at six weeks. Several of their songs have also reached the Billboard Hot 100, where the duo's highest peaks are "Ain't Nothing 'bout You" and "Red Dirt Road", both at number 25. Brooks & Dunn also won the Country Music Association Vocal Duo of the Year award every year between 1992 and 2006, except for 2000. Two of Brooks & Dunn's songs also won the Grammy Award for Best Country Performance by a Duo or Group with Vocal: "Hard Workin' Man" in 1993 and "My Maria" in 1996. All but two of the duo's studio albums are certified platinum by the Recording Industry Association of America. Their highest-certified is their 1991 debut Brand New Man, which is certified sextuple-platinum for shipments of six million copies.