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THE MAGAZINE FOR BUSINESS - SOCIAL LIFE - NEWS - POLITICS

Honorable Ambassador
Mário Ernani Saade
Consul General of Brazil in Houston

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Benedita da Silva

According to da Silva, "Racial democracy only exists in school books and official speeches; the elite in Brazil have promoted the myth of racial harmony to make people accept certain forms of discrimination and to deny the need for affirmative action.

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(Interview) Honorable Ambassador Mário Ernani Saade

How many people make up your staff at the Consulate? Is it sufficient?

The Consulate General in Houston has at present a staff of 27 people (including myself and two other diplomats). Among them, 12 belong to careers of the Brazilian Ministry of External Relations and the others are locally hired employees. As the Consulate has a large area of jurisdiction, comprised of seven states (Texas, Oklahoma, Kansas, Colorado, Louisiana, New Mexico and Arkansas) we carry out almost 20 mobile missions annually, what requires a good number of personnel in addition to special organizing skills. An increase in the number of our staff would contribute to better services. Nevertheless, one must take into account that Brazil has more than two hundred representations abroad, which have to be provided with a minimum adequate staff. For this reason, I can't complain about the number of my current staff.

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This time it was a different and magical night, marked by the prevalence of beauty, elegance, and sparkle provided by the female presence at the event. Contrary to the customary male majority of previous gatherings, when quiet conversations about business

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Brazil has by far the Latin America's fastest-growing commercial aviation market. Market forecast studies project for the Brazilian market more than 1,090 airplane orders worth more than $100 billion in the next 20 years. Boeing believes the Brazilian market growth rate will be faster than many others, placing it among the largest aviation markets in the world.

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Panama Canal

There were 4 major obstacles to the construction of a canal through Panama:A very complex mountain chain formation; The difficulties posed by the tropical jungle, with its annual average rainfall of 105 inches, and an average temperature of 80 degrees; Between 1904 and 1913, a total of 56,307 persons were employed during the construction of the Panama Canal;

B R A T E C C

2012 EVENTS

B R A T E C C

Editorial

Cascade and Chinook

The magnitude of the Cascade and Chinook project success is among the most important ground breaking oil and gas industry accomplishments of this decade. Daring innovation, corporate leadership, massive investments, highly sophisticated scientific and engineering knowledge, extreme environmental conditions control, high technology and custom solutions derived from long-term and intense Research and Development programs, health and safety commitment, disciplined and rigorous project execution, network of supply-chain vendors, a large pool of talented professional, industry records – all these enabling factors established the pre-conditions for the Cascade and Chinook oil production to become a reality. Another great victory claimed by brilliant minds in Petrobrás. Guided by enterprising leaders that were not intimidated by the risks and obstacles presented by this project due to Petrobras demonstrated broad and deep knowledge and experience in the Ultra-Deep oil and gas exploration and production. Competitive and enabling Technology, scientific knowledge, talented people and organizational competence allows decision-makers to move forward with confidence that success will be reached with excellence.

We have to take this opportunity to mention and recognize the hard work from all specialists, workers and "super-professionals" in this field who applied countless days and nights an enormous effort with determination of those brave and warrior labor technicians who contributed to a successful project so well elaborated as this. The human link with organizational success is sometimes forgotten. From our magazine and all our editorial staff we wholeheartedly recognize all oil-field workers, professionals and heavy machinery team collaborating in the Cascade and Chinook project. Congratulations! Job well done!

This important oil discovery rewards the tireless and arduous work to bring to the surface the first drop of oil from the ultra-deep reservoir in the Gulf of Mexico. We are very proud of Petrobras contribution to the development of U. S. energy resources in the Gulf of Mexico. This undertaking adds to Petrobrás worldwide achievements portfolio in deep water. Petrobras further consolidates its position as one of the largest energy companies in the world. We must also recognize the valuable project partners and all supply-chain vendors who provided products and services to make this investment a reality.

Petrobras has established its undisputed industry leadership in Ultra-Deep waters oil and gas exploration and development. Congratulations for the Cascade and Chinook achievements and we want to express here our wishes for its continued success in all future undertakings.

Sergio Lima

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The First Female and African-Descent Brazilian

Governor of Rio de Janeiro

Benedita Sousa da Silva Sampaio

Benedita da Silva

Marco Fonseca

It was supposed to go bad. After all, who would dare to believe in the future of that Afro-Descent Brazilian girl, Born on March 11th, 1942, at the Praia do Pinto "favela"? Who would have thought that, 61 years later that former favela-girl would have a seat on the highest administrative post of the State of Rio de Janeiro, as Governor of State, after being city representative, twice a member of the Federal House of Representatives and State senator, always with expressive number of votes, turning her into one of the most important leaders of her party (the Workers Party), nationally?

But the life of Benedita da Silva is just like that: an example of belief anself-determination, anchored at the self-esteem of a woman who knows her own value, and the value of her color. An asset that, added to her inner capacity to make politics and refined by years of experience, are the great triumphs with which Benedita has described an uncommon political career.

Benedita's family, shortly after she was born, moved from Praia do Pinto to "Morro do Chapéu Mangueira", in the neighborhood of Leme, where she lived for 57 years. Since May 1999, she's been living in Jacarepaguá, at the West Side of Rio de Janeiro, but until today she divides her time between the two houses. The house at Chapéu Mangueira, in time, is going under improvements to become the headquarters of a Foundation in the near future. It was at Chapéu Mangueira that she developed her incredible assertiveness and persuasion abilities, starting at a social level as a teacher at a community school, using the Paulo Freire approach to alphabetize children and adults. Her next step was to fund and chair the Chapéu Mangueira Women Association, when she gathered experience that was later used at the Women's Department of Faferj (State of Rio de Janeiro Federation of Favelas' Associations) and at the Favela and Outskirts Women Center), an organizations she co-founded and directed.

Despite all those activities, Benedita da Silva still found time to study, having graduated in Social Studies and Social Service. The political life of Benedita da Silva is a benchmark of the new moment of historical rising of the afro-Brazilians, which started during the 70s. During her career, she has always emphasized her identity, based on the triad which is a synthesis of the exclusion in Brasil – "woman, black and poor" – which she turned into a positive element. This way, her parliamentary initiatives reflect the demands of the social movements that fight discrimination against women, blacks and indigenous peoples, defending the environment, the protection of children and youths, and against the apartheid in South Africa.

In 1982, she was elected city representative by the Workers Party of Rio de Janeiro, on the first direct electoral dispute after the political amnesty. In 1986, she was elected to the Federal House of Representatives, chairing the first alternate post at the directing board of the House of Representatives during the National Constitution Assembly. Because of her works, she was re-elected to the Federal House of Representatives and, in 1994, she became the first African-Descent Brazilian female in the Brazilian Senate, with over 2 million votes. Both at the Federal House of Representatives as in the Senate, she was the author of 84 highly important bill projects, among which the regulation the social assistant and domestic employee professions, enlarging the scope of the benefits that were already guaranteed to other workers, 120 days maternal leave and the right to women prisoners to remain with their children during the breastfeeding period. Other important bills were the 20% quota for poor students at public and private higher education institutions (colleges and universities); the presence of at least 40% of black workers in all TV, movie and advertising pieces production; the regulation of the property rights of lands occupied by remaining quilombos[1]; the inclusion of African History and Culture in the elementary and high school, and at the History graduation course; protection against domestic violence crimes; the creation of the national program of food security and the punishment of sexual exploitation of children.

In 1988, Benedita da Silva was elected vice-governor of the State of Rio de Janeiro, in charge of all the governmental social programs until March 2000. In 2000, she chaired the National Congress on Fighting Racism, Racial Discrimination, Xenophobia and Related Intolerance, which gathered over 10 thousand people from all over Brazil, including NGO leaders and governmental representatives, in July, at the State University of Rio de Janeiro. The Conference set the National Plan to Combat Racism, and was a preparatory event to the III World Conference Against Racism, Racial Discrimination, Xenophobia and Intolerance, in Durban, South Africa. Benedita da Silva was one of the most active Brazilian delegates at the World Conference.

O**n the night of April 5th, 2002, Benedita da Silva became the Governor of the State of Rio de Janeiro**, as the former governor resigned. At the morning of April 6th, she stepped for the first time the red carpet at the main entrance of the Legislative Assembly of Rio de Janeiro to be nominated to her new post, becoming the first female to govern the State of Rio de Janeiro. Benedita da Silva finishes her term as State Governor of Rio de Janeiro and, without a break, starts on a new mission; On the 23rd of December 2003, she was indicated by President Luiz Inácio Lula da Silva as **Minister of Social Assistance**, at his new position ahead of the country's presidency. In **2010 she was elected to the Federal Congress** again.

INTERVIEW

Honorable Ambassador Mário Ernani Saade

Consul General of Brazil in Houston

Ambassador Mário Saade was born in Vitória, Espírito Santo. He graduated in Law and Social Sciences, from the Federal University of Espírito Santo, and in Economics from the University of the Federal District. He began his diplomatic career in 1970, when he entered the Brazilian Diplomatic Academy. He was ascended to the rank of Third Secretary in 1972. Since then, he held in the Ministry of External Relations (Itamaraty) positions in the administrative, economic and commercial sectors and in the area of international cooperation. Abroad, he worked in Consulates (Los Angeles, Boston and Houston), as well as Embassies (Uruguay, Washington D.C. and Mexico,where he also represented Brazil before the OPANAL) and in the Brazilian Mission before ALADI, in a total of 26 years of service abroad, so far. He was promoted to Ambassador in 2006.

Ambassador Mário Saade is married to Márcia Saade and has two children, Karina and Mário Júnior.

Birth registration–A Brazilian citizen, whose son was born abroad, is willing to travel with the child to Brazil without prior registration at the Brazilian Consulate. The minor has a birth certificate issued in the U.S. How can he travel to Brazil and return to the United States?

The Brazilian law requires that the child of a Brazilian national born abroad be registered at the Consulate to have the right to a Brazilian passport. Not too long ago, passports were granted to those children with the presentation of their local birth certificate, what is not allowed anymore. On the other hand, the child could only be registered at the Consulate until the age of twelve. Now, registration can occur at any age.We recommend that parents register their children at the Consulate, so that their future rights as Brazilian citizens are preserved. However, we cannot oblige parents to register their children. In this case, a visa on the foreign passport may be granted to the non-registered minor. It should be stressed that the child needs to have a passport in order to apply for a visa, since one cannot travel abroad without a travel document

The Consulate General in Houston has a telephone number for emergency calls. How is this service rendered?

This number 281-384 - 4966 should only be used for calls on absolutely urgent matters. For questions about the services provided and other consular matters, please consult our website:

(http://houston.itamaraty.gov.br)

to get acquainted with the requirements for each service. If specific information is needed, send an e-mail to the Consulate. In case further clarification remains necessary, an e-mail should be sent with a phone number for contact. Quite often we call back to elucidate doubts and provide specific guidance.

As for the recent strike of consular officers, to what extent has the movement hindered/delayed the performance of the services offered by the Consulate?

The strike was a comprehensive movement, not only abroad by also in Brasilia. At the Consulate in Houston, the participants took some time off, long enough to show their dissatisfaction, though not as significant to the point of disturbing the services provided by the Consulate. We have an excellent staff, aware of its responsibilities. We recognize, however, that the response time for some services was affected.

The website of the Ministry of Foreign Relations (MRE) says that it is the duty of the Consulates to ensure that Brazilians are well- treated abroad. If the Consulate is contacted and does not provide the required assistance, whom should the citizen report to upon returning to Brazil?

The Consulates perform various tasks, such as the issuance of passports for Brazilians, of visas for foreigners, of power-of-attorneys, birth, marriage and death registrations, the implementation of resolutions of the Electoral and Military Justices, the submission of processes for loss or reacquisition of the Brazilian nationality, etc. With the exception of the issuance of visas, all of them are designed to aid and provide assistance to the Brazilian national.

In order to process the requested services, the Consulate has to follow rules and abide by the Brazilian law. So, in order to obtain the assistance he seeks, the Brazilian national must be well-informed of what is required from him. Otherwise, it will be difficult for the Consulate to provide the service requested. That is why we insist so much on the need to access our website. By doing so, Brazilian nationals become acquainted with the requirements for each service and arrive at the Consulate with the appropriate documents for their request. The Consular Authority has the duty to provide adequate assistance, without, however, violating the legal standards of our country and those of the recipient country. Failure to provide assistance should be reported to the head of the Consulate or to the Ouvidoria Consular: ***(ouvidoria.consular@itamaraty.gov.br).***

Program "Science Without Borders"

The Ministry of Foreign Relations, through its Embassies and Consulates in most countries, is engaged in facilitating the Program "SCIENCE WITHOUT BORDERS", created and financed primarily by the Brazilian Federal Government. Launched in July 2011, it was the result of joint efforts of the Ministry of Science and Technology (MCT) and the Ministry of Education (MEC), through their respective sponsoring organizations, CAPES and CNPq, in addition to the Ministry of External Relations. The Program intends to grant 101,000 scholarships in four years (26,000 sponsored by the private sector), and aims to promote the expansion and internationalization of the Brazilian competitiveness in the areas of Science, Technology, Engineering and Mathematics (STEM).With the international mobility of faculty and students, the program "seeks to strengthen and expand the initiatives of science and technology, innovation and competitiveness", as well as to build a partnership in research between Brazil and other countries. The program aims to place undergraduate and graduate students (as well as Brazilian researchers), in universities/institutions of excellence, predominantly in North America, Europe and Asia. In addition it will receive professors and foreign researchers to work on projects which will contribute to the improvement of local professionals.Information about the program can be found ***at www.cienciasemfronteiras.gov.br***

The Brazilian citizen gets married abroad and upon returning to Brazil tries to transcribe the Brazilian marriage certificate at the Brazilian Cartório (notary). The Cartório refuses to issue the transcription due to the absence of information about the marital property system.What steps should he/she take to obtain the required transcription?

This has always been a controversial issue as far as marriage certificate registrations/transcriptions are concerned. Prior to 2000, there was no indication, in the consular certificate, of the property regime under which the marriage had been performed. This was due to the fact that American marriage certificates did not specify the local marital property system. In case of divorce, the judge would determine at his own discretion what belonged to each party. Due to the absence of this data, some Brazilian notaries (Cartórios) refused to transcribe the document. More recently, the inclusion of the property system in the consular marriage certificates became mandatory. The Brazilian law then determined that in the absence of a clear indication of the marital property agreement, or of a prenuptial agreement, the "partial community property system" would be effective between the spouses. When one of them was 70 or older, the couple would marry under the system of separate property. Luckily the problem with the transcription will be soon overcome: we have just been informed of the Resolution 155/2012 of the CNJ, which states, among other determinations, that notaries all over the country should transcribe all marriage certificates issued by the Consulates, even without the indication of a property system and in the eventual need of rectification. The applicant must contact the Cartório do Primeiro Ofício do Registro Civil of his /her County of residence in Brazil and request that the transcription be made. If he/she faces any difficulty, we recommend getting in touch with the Primeiro Ofício do Distrito Federal (Cartório Marcelo Ribas), which transcribes foreign certificates submitted by residents from all over Brazil.

I got married and divorced abroad. Am I married in Brazil?

Yes, whether or not your marriage has been registered at the Consulate, you are married. You cannot be married in one country and single in another. However, your marriage has to be registered to cause legal effects in Brazil. As for the divorce, the Brazilian law demands that your divorce sentence be first ratified by the Superior Court of Justice (STJ) to generate legal effects in Brazil. In other words, in order to remarry in Brazil, to be able to have your maiden name in your Brazilian documents, your divorce should be recognized by the Brazilian Justice. This "ratification" can only be granted by the Superior Court of Justice (STJ). Many women come to the Consulate and, because they are divorced here, they want to have a Brazilian passport issued in their maiden name. It's difficult to convince them that they will only be legally divorced in Brazil after the "Homologação" of the divorce sentence by the Brazilian Court. The Consulate can only legalize the divorce documentation (making sure it's been issued in our jurisdiction) for a subsequent sworn translation in Brazil and legal processing.

I am a Brazilian citizen and my husband is a national of another country. We live abroad and need to send a power of attorney to Brazil. Can we do it through the Consulate?

No, since your husband is not Brazilian and does not have a valid RNE (national registration for foreigners), he cannot request a public power of attorney (issued at the Consulate and signed by a consular authority). Foreigners will need to draw a private power of attorney and sign it in the presence of a notary public of our jurisdiction. The document, duly stamped and signed by the notary, must be sent to the Consulate for the required legalization prior to being sent to Brazil

What is your opinion about the results of Rio+20? Did Brazil perform well as the organizer of the event?

Brazil performed brilliantly as the organizer of the event. The participants expressed very favorable opinion about the logistics, the organization and the protocol of the conference. Rio+20 achieved what was possible. The final document, accepted by all parties, established the basis for the future of the planet. It was the kickoff needed to pave the way for future generations.

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Petrobras Ame
Update on Cascad
Cesar Pala

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Petrobras Reception

This time it was a different and magical night, marked by the prevalence of beauty, elegance, and sparkle provided by the female presence at the event. Contrary to the customary male majority of previous gatherings, when quiet conversations about business, and expected exchange of contact information, were the norm, this event was composed mostly of couples. The highlight of the program was the exhibition of Project Cascade and Chinook's video, showing the grandiosity of it, as well as emphasizing the work of the group. The presentation made use of fantastic images and music that transported the audience to the place of the facts. Furthermore, the dinner was delicious as always, demonstrating the good taste and refinement of the organizers of the event. My compliments!

Sergio Lima

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Following the growth trend of Airbus and Embraer fleets around the world, Polygon Aerospace has also expanded its facilities at its headquarters in Houston as well as started a manufacturing facility in Sao Jose dos Campos, Brazil – home of the Embraer regional aircraft plant. This development has further strengthened Polygon Aerospace's position as one of the leading suppliers of fasteners for the Embraer jet families.

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20
YEARS OF EXCELLENCE

Boeing Develops Stronger Brazilian Commerci

By Otto Fanini (alumnus, Universidade Federal do Rio de Janeiro – UFRJ)

Brazil has by far the Latin America's fastest-growing commercial aviation market. Market forecast studies project for the Brazilian market more than 1,090 airplane orders worth more than $100 billion in the next 20 years. Boeing believes the Brazilian market growth rate will be faster than many others, placing it among the largest aviation markets in the world. Boeing has a 90-year long history of business relationship with Brazil addressing its aviation market needs. Boeing is taking important steps to strengthen and establish a closer connection as a responsible corporate citizen in Brazil's socio-economic development.

A Humble Beginning

Boeing was incorporated in Seattle, WA by William Boeing, on July 15, 1916, as Pacific Aero Products Co. In May 9th, 1917 the company became the Boeing Airplane Company as we know today. After crashing his small seaplane, Mr Boeing was disappointed with what was left and the difficulty to get replacement parts. He then decided to design and build his own improved seaplane, called B&W. with the assistance of George Conrad Westervelt, a U.S. Navy engineer. Mr. Boeing had extensive wood knowledge, specifically spruce wood, acquired from his business experience in the timber industry. The Wright brothers' first aircraft, the Flyer, built for human flight (December 17, 1903) utilized spruce wood. The experience with wood characteristics and wooden structures helped him to successfully build the first wooden Boeing seaplanes.

Military Aviation Cooperation

During the next decade Boeing developed planes for various industries including the fighter model F4B-4 for military applications. Back in 1932 Boeing makes its first sales ever to Brazil by delivering fourteen (14) F4B-4 fighters to the Brazilian government. Following sales involved the following deliveries: twenty (20) Stearman A75L3 to the Brazilian Army in 1940, six (6) B17G'ss to the Brazilian Air Force in 1951 and seven (7) additional B17G's in 1952.

In 1985 VARIG Airlines transferred to Boeing four (4) airplanes model B707-320C (PP-VLK, PP-VJY, PP-VJX and PP-VJH). These planes were converted by Boeing to the model KC-137 tanker configuration standard for delivery to the Brazilian Air Force in 1986. Twenty three (23) A-4 Skyhawk planes used in Kuwait were delivered to the Brazilian Navy in the 1990's.

Commercial Aviation

Boeing's first commercial sales to the Brazilian commercial aviation market occurred following an order placed by Varig (Brazilian Airline) in the late 1950's for its international routes to New York and Los Angeles. Two (2) of the latest model available B707-441 were ordered as a replacement for the Caravelles (Sud Aviation SE-210 Caravelle I) which had less seat capacity and higher operational cost per available seat-mile. The first Boeing 707-441 received was registered as PP-VJA (S/N 17905) and started operation in the route to New York on July 2nd, 1960. The first flights operated between the brand new airport in Brasilia (BSB) and New York Idlewild Airport (IDL – known today as JFK) until the runway length in the Airport in Rio de Janeiro (GIG) was extended to technically allow its operation. The second B707-441 planned for the Los Angeles route arrived shortly after and was registered as PP-VJB (S/N 17906). This plane was leased to El-Al Airlines until 1961 for flights between Tel Aviv and New York. Later this plane was returned to Varig and had a fatal crash due to a navigation error during an approach procedure to the main airport (LIM) in Lima, Peru. This model had introduced new Doppler Radar assisted navigation and many more manual controls were required to operate the plane when compared to previous generation planes. This plane was quickly replaced by the third B707-441 acquisition which was delivered in October 22, 1963 and registered as PP-VJJ (S/N 18694). The upgraded stretched version, Boeing 707-320/320C, started to be operated by VARIG in 1966 with a larger wing area allowing more fuel tank capacity, longer range and more payload capacity to serve in international routes. Varig Airlines started service with Boeing 727-100 in 1970 followed by the Boeing model 737-200 in 1975. In 1975 two (2) airplanes model B737-200 were ordered and delivered to serve as presidential transport planes. In 1981 the legendary Boeing's wide-body Jumbo jet series model B747-200 was delivered to Varig in Brazil.

Ties with the Growing al Aviation Market

Satellite Communications Age

In 2000, The Boeing Company purchased the Hughes Space and Communications Co. unit from Hughes Electronics Corp who at the time had completed several satellite communication projects in Brazil. Some of these important projects include the Tangua (RJ) Satellite Ground Station which established connectivity with the Intelsat satellite network, Operations Control Center in Guaratiba (RJ), satellites designated Brasilsat A1 and A2 (1985 and 1986 launch), satellites Brasilsat B1 and B2 (1990 order), a third and fourth generation B satellite orders placed in 1995 and 1998. The Brazilian Institute of Space Research (INPE) was designated the site for the Brasilsat B2 system testing. Brasilsat B satellite generation provided integrated telecommunication services for telephone, television, facsimile, data transmission and business networks.

Brazilian Regional Airlines grow Internationally

Gol Airlines and TAM are two important Brazilian airlines that started as small regional airlines and rapidly grew to fly international routes. Gol Airlines emulated the proven and successful business model established by Southwest Airlines. GOL Airlines operates one of the largest 737 fleets in the world, and TAM Airlines will become the first Brazilian 777 operator. Boeing has been working in close partnership with its Brazilian airline customers enabling their competitive growth with product improvements and services for their fleets. Some examples of this customer focus are the Short Field Performance package for the 737NG, Boeing Sky Interior for GOL Airline Institute, spare part supply chain pilot projects with GOL and TAM Airlines, and the airplane performance monitoring and consulting solution with the remote toolbox for GOL Airlines. Boeing Commercial Airplanes business unit is also very keen in developing local partnerships and supplier relationships in Brazil.

Ultra-Large Aircraft market Race

Boeing industry leadership comes at a price which includes facing fierce competition and producing technological breakthroughs.

Boeing's initial evaluation of ultra-large aircraft market forecasts did not generate much interest until sales for the pioneering Airbus A380 airplanes started to develop a profitable market since its maiden voyage in April 27, 2005. The fact is that during last two decades Boeing has consistently been pessimistic about the 20-year market forecast for aircrafts in the 500-seat-plus category which was set at 300 passenger aircrafts. Reflecting this market forecast Boeing decided to drop once a project to produce a 550-seat jumbo jet. Conversely Airbus continued the A380 development believing market forecast research that the 20-year demand for ultra-large aircraft (450-seats plus) is in excess of 1,000 aircraft.

The Boeing 747-8 series was announced in 2005 and its maiden flight occurred 5 years later in February 8, 2010. The first commercial delivery occurred in October 2011. This commercial launch closes the gap between the A380 and Boeing's closest competing model. The B747-8 series is US$58.0 million cheaper and offers similar range, cruising speed, length and wing span. The B747-8 series is between 10 and 16% per seat lighter than the Airbus A380. The 747-8's OEW [operating empty weight] per seat is 453kg [998lb] compared with 498kg per seat for the A380. The B747-8 series makes faster landing approaches and faster take-off departure procedures from most airports. The 747-8 series is compatible with cargo handling equipment currently available worldwide. This equipment compatibility generated quick acceptance and a large number of orders from air cargo companies.

Boeing Develops Stronger Brazilian Commerci

Flying Wing Jets

Will the next generation of commercial wide-body ultra-large jets be Flying Wing Jets?

Many passengers today had the opportunity to experience commercial flights with several airplane generations ranging from propellers, to turboprops and jets of various sizes. A flying wing aircraft concept abandons the tail and tubular fuselage offering many important advantages and introducing some challenges as well. In theory, such an aircraft has a higher lift and lower drag than conventional tubular frames. Its construction would yield lower vibration, easier manufacturing but its main drawback is its rapid speed increase in a dive and limited flying stability margins requiring stricter fuel and cargo Center of Gravity (COG) management.

Northrop flight tested in 1947 the first jet powered Flying Wing Heavy Bomber Model YB49 prototype. The second YB49 prototype was lost in a fatal crash in June 5, 1948 apparently due to high loads during a stall recovery test which induced structural failures. This became a setback for Northrop who had been a strong supporter for flying wing planes.

Boeing and NASA are pursuing a joint project called X-48 to develop and flight test an experimental unmanned aerial vehicle (UAV) for investigation into the characteristics of Blended Wing Body (BWB) aircraft, a type of flying wing airplane.

The X-48 B version is an unmanned model that has been flight tested in 2010 and during 2012 the X-48C version is expected to be flight tested with vertical stabilizers moved inboard on both sides of the engines. The pure flying wing airplane concept presents serious passenger comfort and safety problems. Customer surveys revealed passengers want proximity and direct view to a window and a safe and fast escape in case of an accident or emergency. The door locations are completely different from those in a conventional aircraft. To address these passenger concerns the blended wing body (BWB) concept is being evaluated.

The Blended Wing Body (BWB) concept offers all the fundamental desired performance advantages in structural, aerodynamic and operating efficiencies over today's more conventional fuselage-and-wing designs. These features translate into improved range, cruising speed, fuel economy, reliability and life cycle savings, payload, lower vibration and turbulence plus structural manufacturing reduction cost opportunities. The BWB airplane design approach can increase lift-to-drag ratio by as much as 50%, reduce overall weight per seat or tonnage payload by as much as 25%, increase fuel efficiency by as much as 33%. The BWB potentially high airframe rigidity reduces vibration and turbulence what would result in less stress and fatigue induced airframe aging allowing more airframe land and take-off cycles and longer flying hours life. Operating a BWB plane with 10,000 Mile range, 1,000 passengers on board and a comfortable cruising speeds of 654 MPH (0.88 Mach) could be well within reach. The superior BWB operational performance envelope can provide ample advantage over speed limited tube-and-wing concept designed into the Airbus A380 (cruising speed = 570 MPH). BWB airplanes offer hopes for interesting developments in the commercial aviation industry.

Research and Development (R&D) Efforts

In October 2011 Boeing, Embraer and the São Paulo State Research Foundation (FAPESP) announced a joint agreement to work on long-term aviation biofuel-related research and development, an initiative that set the stage for the creation of a sustainable aviation bio-fuel industry in Brazil.

Ties with the Growing al Aviation Market

Boeing announced in April 2012 its decision to establish a Research and Technology Center in Sao Paulo. Boeing Research & Technology-Brazil (BR&T-Brazil) will develop a strong work relationship with the country's leading researchers and scientists to develop aerospace technologies in the areas of sustainable aviation bio-fuels, advanced air traffic management, advanced metals and bio-materials, and support and services technologies. This local Research and Development expansion is part of Boeing's long-term strategy and commitment to the Brazilian market. This Research and Technology Center investment will also enable Boeing to better serve the Brazilian aviation market needs and keep its competitive edge in the global aviation market.

Global Corporate Citizen in Brazil

Boeing is funding initiatives to preserve and restore the Araucaria Forest predominantly present in the southern part of the State of Parana. The Araucaria forest is a unique ecosystem of the Brazilian Atlantic forest located along the coast in Southern Brazil. The Araucaria forests are mostly populated with Araucaria pines and were originally distributed across more than 7 million hectares in the State of Paraná. Today only a shrinking 1% of all original forest areas are still remaining alive and time is quickly running out to save this important ecosystem. The Araucaria Forests were rapidly devastated in a few decades due to its fragmentation, disorganized farming developments, urban invasion and mainly preservation negligence and mismanagement. The Instituto Brasileiro de Desenvolvimento Florestal (Brazilian Institute of Forestry Development) has identified and declared no less than 28 species of trees and shrubs listed as threatened of extinction in the scarce remains of the Araucaria forests. The particular focus of the forest preservation and restoration efforts are directed to once abundant and basic habitat species, threatened and declining native trees, which are the Araucaria Angustifolia (Candelabra tree), Ocotea Odorifera (sassafras), Ocotea Porosa (Imbuia), and Ocotea Puberula (Canela sebo). This effort to conserve the surviving rich biodiversity in the region also includes a substantial contribution to the development of beekeeping and honey production not only as a sustainable business but also to support farming and pollination reproduction of flowering plants in the region.

Aviation Museum

TAM Airlines established an aviation museum which received a DC-3 donated by Boeing. The DC-3 maiden flight took place in December 17, 1935 and its production ceased in 1942 after the cumulative production of 16,079 units of all versions. It is interesting to note that at the time when the DC-3 was commercially launched its main competitor aircraft was the Boeing 247 which was serving primarily United Airlines. Douglas Aircraft and McDonnell aircraft merged in 1967 to form McDonnell Douglas (MD). Boeing later merged with its rival McDonnell Douglas in 1997. The DC-3 was one of the most important aircraft developments ever made in aviation history. This plane introduced to the aviation market step changes in speed, range, operational cost and reliability which revolutionized air transport in the 1930's and 1940's. The DC-3 certainly is a great display addition to the aviation museum established by TAM Airlines.

Boeing's broader and stronger involvement in the Brazilian aviation industry is a very important development and a clear recognition for its important market size and potential contribution to aviation technological developments. As a reliable and responsible global corporate citizen Boeing is providing wings for the realization of the Brazilian socio-economic and technology development potential and goals.

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Sergio Santos And Doris Santos

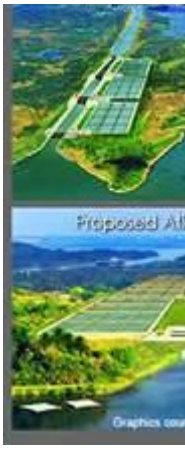
The Brazilian Texas Magazine could not miss the opportunity to express the love that we have for this couple. During the last 19 years they have been serving and supporting our community. Since 1994 the Travel Agency Sergio & Doris Travel Inc. specializes in trips to Brazil offering the lowest airfare prices without diminishing the quality of service. Money Remittance Services to Brazil from bank to bank are also offered with great efficiency and speed. Nine years ago they started their Real Estate Service business helping people achieve the "dream of owning a home." Now their company is also providing services in the Real Estate commercial sector further supporting commercial investments in the Greater Houston area. With their expertise they are assisting clients to invest in real estate opportunities here in Texas because of the attractive property value and low interest rates. "Buy and sell homes or commercial is very exciting and stressful at the same time, but with our experience, precision and dedication, this stress will be relieved. Negotiations will become more enjoyable with our assistance transforming this experience in a great victory for your life", said Sergio and Doris. Sergio & Doris also have always been part of Vida Brasil newspaper, where they have been featured in all our editions since the first issues by either participating in social events or through advertising. This couple is always present in almost all local Brazilian events whether they are social events, business meetings, church services , schools, etc.

The Ne

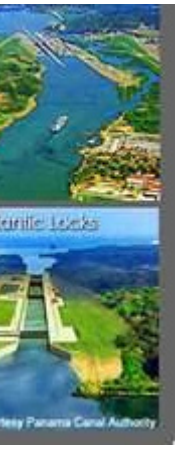
The program consists in the construction of two new sets of locks - one on the Pacific and one on the Atlantic side of the Canal. Each lock will have three chambers and each chamber will have three water reutilization basins. The program also entails the widening and deepening of existing navigational channels in Gatun Lake and the deepening of Culebra Cut. In order to open a new 6.1 km-long access channel to connect the Pacific locks and the Culebra Cut, four dry excavation projects will be executed. Workers of the locks contractor, Grupo Unidos por el Canal S.A. (GUPCSA), went on strike on 16 January on the basis of an alleged non-compliance by GUPCSA with the payment of their wages and demanded a salary increase, among other. As a result of the negotiations, GUPCSA paid revised wage amounts. Additionally, Decree No.6 of 23 January 2012 was issued to amend Decree 3 of 4 March 1980, which regulated the minimum wage rate for activities related to the use and maintenance of the Panama Canal, among other. Decree No.6 sets a new minimum wage of B/.3.34 per hour, only for general help workers for the Third Set of Locks construction project under the Panama Canal Expansion Program, who render the services established under Article 279 of the Labor Code.

The Decree also includes a general 12.5% hourly wage increase on the salaries agreed upon to that date for qualified manpower. On 24 January 2012, GUPCSA reached a contractual milestone by fulfilling all design requirements for the locks, gates, and valves. GUPCSA continues with design activities related to civil works, structures, dams, electro-mechanic systems, and gates. The Panama Canal Authority (ACP) received the final design for the excavation of the access channel to the Atlantic entrance, with a "proceed as indicated and resubmit" instruction. Off-shore oversight surveillance by NDE Associates Inc. (subcontractor for Expansion Program administration services consultant, CH2M Hill Panamá S. de R.L.) continues at both Hyundai Samho Heavy Industries Co. Ltd.'s facility in South Korea where the locks valves and associated elements are fabricated, as well as at the Cimolai S.p.a. facilities in Pordenone, Italy where the locks gates fabrication takes place. Presently, 34 culvert valves are in the process of fabrication at the Hyundai facility with one conduit valve completed and pending for coating. Fabrication of second phase embeds is underway. On the other hand, the manufacture of lock gate panels moves ahead with completed panels shipped to Cimolai's workshop at San Giorgio di Nogaro, where they are assembled into the block sections.

The first block for the first gate for the Pacific site has been assembled (there are 16 blocks to one gate). Several blocks are in process for the four Type B gates. Quality assurance verification is performed by SGS, S. A. (SGS), under subcontract with GUPCSA. SGS performed the independent audit of GUPCSA's material testing laboratories managed by Fall Line Testing and Inspection Panamá S. de R.L. Preliminary results of the audit for both site laboratories indicated general compliance with ASTM requirements, with only minor findings reported.GUPCSA has been mobilizing additional equipment and qualified personnel to the locks project in order to catch up on time that was lost due to the delay in the initiation of concrete-placement activities, which had been scheduled for January 2011. Because GUPCSA's previous concrete mixes did not comply with specifications, the contractor was unable to begin placement until July 2011. The ACP has repeatedly requested the contractor to submit an updated work programme reflecting present and future project execution status. The contractor continued setting up temporary facilities at the Pacific construction site. At the industrial park, the contractor finished



ew Panama Canal



building a silica fumes deposit; began installing water treatment clarifiers as part of the primary aggregates washing plant; built a conveyor belt to increase fine sand production; completed the construction of the hauling road section to the east of the main cofferdam; and continued maintenance of hauling roads, which are being rearranged as the excavation for the lower chamber and lock head 4 progress. The total cumulative excavation and dredging volume reported for the Pacific site is about 11.3 million cubic meters, excavated from the areas for the upper, middle, and lower chambers; lock heads 1, 3, and 4; upper, middle, and lower water saving basins; and the wing wall. The total overburden volume is around 5.9 million cubic meters; rock blasting and drilling, in progress at the upper lock chamber, wing walls, and Aguadulce Hill, reached a total of 2.7 million cubic meters; and the total cumulative dredging volume remains at 2.7 million cubic meters. Dewatering of the southern 1939 excavation and mud removal have been completed. The total cumulative structural concrete placement volume for the Pacific site is approximately 209,160 cubic meters. This concrete was placed in crossunders 1 and 2, which go underneath the chamber; in conduits 1, 2, and 3; in the east and west walls of the upper and intermediate chambers; in the west lower chamber; and in lock heads 1, 2, and 3. The contractor submitted a marine structural concrete mix design to be used on lock head 3 and the lower chamber; the design was reviewed and accepted by the ACP. Meanwhile, after the completion of the review and acceptance process, the ACP also accepted the proposed design for the pumpable mix to be used in the northwest approach structure; Gatun Lake's wing walls; the upper chamber (in all structures); the upper chamber's water saving basin; and lock head 1. On the subject of aggregates production, installation of an additional conveyor tunnel from the coarse sand stockpile to the rod mills was completed, and an additional cone crusher will be installed in order to increase the production to meet the increased fine sand demand when concrete production reaches its peak. Regarding the embeds for the lock valves and gates, the ACP has received a total of 83,008 units for the valves, and 50,140 for the first gate embeds phase; on the other hand, 69,080 tons of reinforcing steel have also been received. Electro-mechanic works on shore connections and mounting of first-phase embeds for the valves and bulkheads continue. The contractor has installed 5.8 kilometers of ground cables and 5.2 tons of first-phase embeds. Installation of culvert liners and first-phase embeds for the locks railing system has begun in lock head 2; and 30 lining units have been installed so far. Regarding the electrical relocation, the ACP awarded the contract to build a set of electrical conduits between Miraflores Power Plant and GUPCSA's border line. These conduits will be used to install the permanent power lines through crossunder 1, underneath the upper chamber. A series of meetings started during this period to follow up on and coordinate activities. GUPCSA is responsible for building the set of electrical conduits within its area (GUPCSA's polygon). Also during the period, GUPCSA signed a contract with Consorcio Borinquen, S.A. – formed by the companies Epsa International S.A. and Constructora Meco S.A. – for the construction of both Borinquen dams and excavation of the Pacific northern access. The consortium initiated clearing and grubbing activities on the northern side of the approach channel.Excavation of overburden and clay material from the foot of the 1W dam and the northern abutment to the south of the 2E dam also started. A series of internal hauling roads

for the excavation work fronts for the three dams (2E, 1W, and 2W) are under construction on the east and west sides of the northern approach channel. GUPCSA continues building temporary facilities on the Atlantic site. The industrial park continues in full operation. Construction of the silica fumes deposit adjacent to the batching plant also continues.

plant also continues. GUPCSA began installing an additional equipment at the crushing plant in order to increase fine sand production; continued with maintenance pumping activities on the north and south sides of the oceanside cofferdam, as well as with the direct construction of the drainage ditch system

to rainwater towards the lake, to the north of the cofferdam, and away from the concrete work. Mindi campsite has been used by around 700 workers.

The New Panama Canal

Who was the 1st Chief Engineer during the construction under US administration?

John F. Wallace was the first Chief Engineer of the Panama Canal, during the U.S. construction period. Wallace directed all the works until 1905, when he was replaced by John F. Stevens.

Who completed the construction of the Panama Canal?

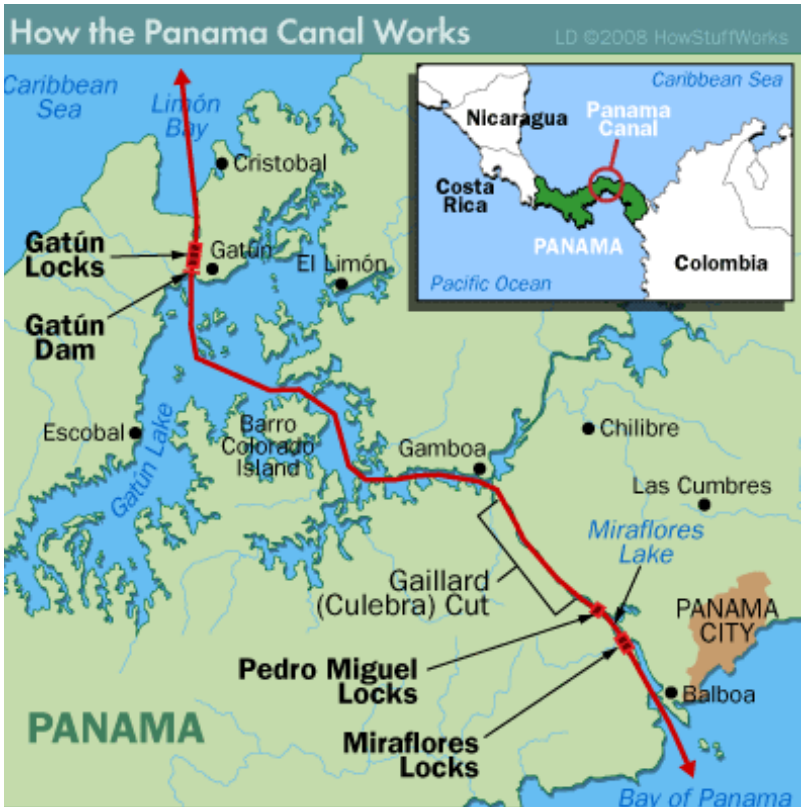
Colonel George W. Goethals has been credited with completing the construction of the Panama Canal. Goethals replaced John F. Stevens in April 1907.

How many employees were there during the construction of the Panama Canal?

Between 1904 and 1913, a total of 56,307 persons were employed during the construction of the Panama Canal; 11,873 were European; 31,071 were from the West Indies; 11,000 were from the United States; and there were 69 unclassified .

How many people died during the French and U.S. construction of the Panama Canal?

According to hospital records, 5,609 died of diseases and accidents during the U.S. construction period. Of these, 4,500 were West Indian workers.



A total of 350 white Americans died. The actual worker death toll during the French construction period will never be known, as the French would only record deaths at the hospitals, which were a small percentage of the total. According to a report by Dr. Gorgas, it is possible that some 22,000 workers died during the French construction period.

What was the total construction cost of the Panama Canal?

The total construction cost of the Panama Canal was of approximately US$375,000,000, which included the US$10 million paid to Panama, and US$40 million paid to the French Canal Company for the rights to the Canal. Some authors mention a cost of US$387,000,000, but this amount includes the expense of fortifying the Canal, which is a cost separate from the actual Canal construction.

What was the volume of material excavated during the construction of the Canal?

As of July 1, 1914, a total of 238,845,587 cubic yards of material had been excavated during the U.S. construction period. This volume, along with the 30,000,000 cubic yards excavated by the French,totals approximately 268,000,000 cubic yards, more than 4 times the volume originally estimated by Ferdinand de Lesseps for a sea level canal, and 3 times the volume excavated for the Suez Canal.

What was done with all the material?

The disposal of all the excavated material was a very important aspect of the excavation. Nearly hundreds of millions of cubic yards of earth and rock were moved and spread. Part of the material was used to turn an island into a peninsula 3 ¼ miles out on the Pacific Ocean, creating the Naos Island breakwater. Another part of the material was used to create nearly 500 acres along the Pacific Ocean coast to create the town of Balboa and the U.S. military post of Fort Amador. Despite all this, millions of cubic yards of earth were disposed of in the jungle. The largest disposal sites were at Tavernilla, Gatun Dam, Miraflores, and Balboa.

What were the major obstacles in constructing the waterway?

There were 4 major obstacles to the construction of a canal through Panama: A very complex mountain chain formation; The difficulties posed by the tropical jungle, with its annual average rainfall of 105 inches, and an average temperature of 80 degrees; The tendency of rivers to overflow; and The most mortal of all, malaria and yellow fever diseases, which were endemic in the area.

Who had the idea of building a canal through the Isthmus of Panama?

The dream of building a canal through the Isthmus of Panama to join the Atlantic and the Pacific dated back to the beginning of the sixteenth century, when Vasco Núñez de Balboa crossed Panama in 1515, and discovered that only a narrow strip of land separated both oceans. Emperor Charles V espoused the belief that there was no natural passage, and began efforts to build a passageway through the Isthmus.

When did the French begin construction?

On January 10, 1880, Count Ferdinand de Lesseps began the excavation work of the Canal with a blast at Culebra.

When did Gatun Lake join the Culebra Cut?

On the afternoon of October 10, 1913, U.S. President Woodrow Wilson pushed a button in Washington, D.C., to blast a dike at Gamboa.

The signal, sent by telegraph from Washington to New York, then to Galveston, and from there to Panama, was almost instantaneous. Culebra Cut had almost totally been flooded and became an extension of Gatun Lake.

Which was the first vessel to transit the Panama Canal?

Officially ,the SS Ancon was the first vessel to transit the Panama Canal on August 15, 1914. However, the first transit completed through the Canal was done as part of a work routine on January 7, 1914, when the crane Alexander La Valley crossed the Pacific locks without any type of ceremony.

Who was the first pilot of the Panama Canal?

The first Panama Canal pilot was Captain John Constantine, a Greek national.

Petrobras Pasadena Refinery System Inc. (PRSI)

Location: Pasadena, Texas
Area: 1.31 km2
Main products: Gasoline, Heating Oil, LPG, Coke and Sulfur

Background: Inaugurated as Crown Refinery in 1920 to manufacture lubricants, in 1925 it started producing fuels. As of 2001. it cut back on a major part of its activities due to economic restrictions. The refinery was taken over in 2005 by Astra Oil Co. and renamed as Pasadena Refinery System Inc. (PRSI). Then, in 2006, Petrobras acquired 50% of the Company's equity stakes and investments were made in the purchase of an additional area adjacent to the refinery for the planned investments. The refinery is expected to receive investments to adjust its facilities to process heavy oils.

Petrobras signs agreement on Pasadena Refinery

Petrobras executed an agreement today to end all existing lawsuits between the companies in the Petrobras System and the Belgian group Transcor/Astra, controller of Astra Oil Trading NV (Astra). The lawsuits stemmed from the partnership period between Astra and Petrobras America Inc. (PAI), a subsidiary of Petrobras, in the Pasadena Refining System, Inc. (PRSI), owner of the Pasadena Refinery in Texas and the Trading Company. The agreement also ends the ongoing legal issue regarding the arbitration process that had recognized Astra's put option for PAI's ownership interest (50%) of PRSI and the Trading Company.

PAI will pay the put option value, set by a report dated April 10, 2009, issued during the arbitration process mentioned above, plus interest and other legal expenses, totaling US$ 820.5 million. This amount had already been provisioned for payment, almost in full, in Petrobras' financial statements, with the remaining amount of approximately US$ 70 million to be included in the company's results for the second quarter of 2012. With this agreement, the parties give each other full and general release regarding all the lawsuits, one of which confirms the amount of the shares set by the arbitration report mentioned above, therefore confirming PAI's 100% control of PRSI and the Trading Company.

Published on 29/6/2012 19:56:29 Agencia Petrobras

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Arena Palestra Itália

Club:SE Palmeiras | Capacity: 45,000 seats|Scheduled opening: April 2013 | Status: under construction

Description

The Arena Palestra Itália is the currently under construction new stadium of SE Palmeiras. The stadium is being built at the same site as Palmeiras' old

Stadium Palestra Itália.

Palmeiras played its last match at their old stadium in July 2010. The majority of the stadium got consequently demolished and in late 2011 was started with the foundations of the new stadium. By the middle of 2012 most of these works had been completed and the first stands had been erected.

The project, budgeted at a total cost of R$ 330 million, is expected to be completed in April 2013. Palmeiras is currently looking for a naming rights sponsor, which will be an important contribution towards the financing of the project. The Arena will have a capacity of 45,000 seats, all covered, including a total of 2,000 places in VIP lodges.

The stadium is being developed as a multifunctional stadium and is expected to host concerts, conferences, and other events. The club has already signed a contract with entertainment group AEG to partner in operating the stadium.

Due to difficulties in obtaining planning permission for the construction of a new stadium, the club instead decided to use an existing permission for a redevelopment of the stadium. To have the project qualify as a redevelopment the north curve has been left standing.

Though the club hopes to still receive a permission for a new stadium, the current plans entail building over the old curve. As a result one of the short ends of the new stadium will have a more oval shape than the other more rectangular end.

Despite complying with FIFA requirements, the stadium will not be a playing venue during the 2014 World Cup.

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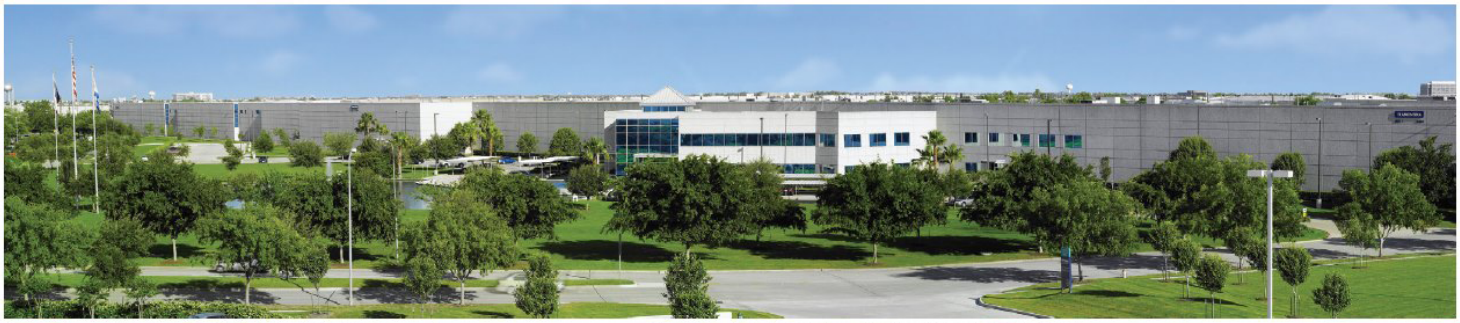

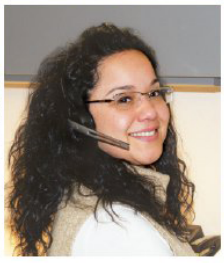

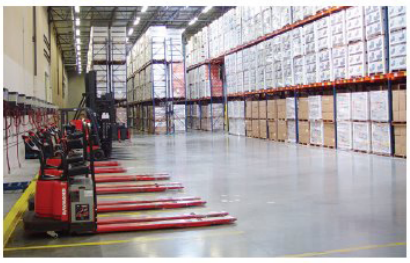

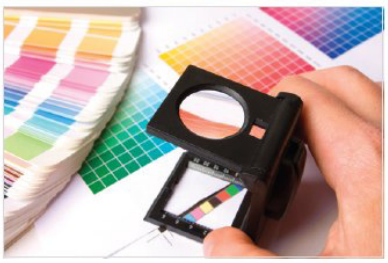

Tramontina's growing brand has been showcased in top media channels, including NBC The Today Show, Discovery Channel How It's Made, PBS America's Test Kitchen, Consumer Reports, The Wall Street Journal, The New York Times, Cook's Illustrated, Good Housekeeping, Fine Cooking, Cook's Country and more.

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