



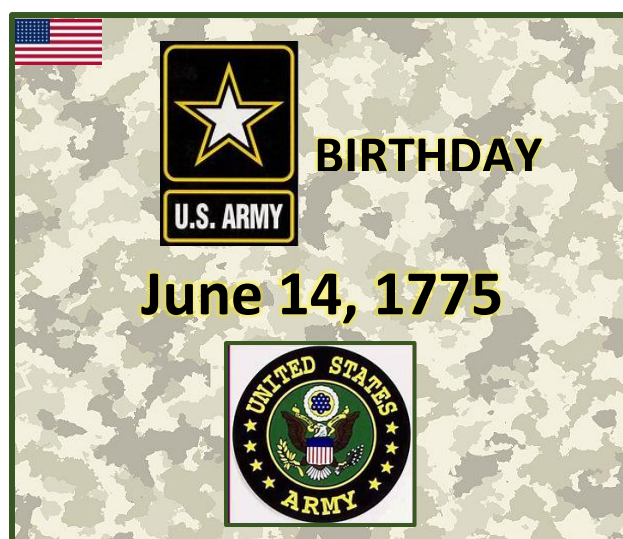
# THE WESTWIND JOURNAL

June 2020

Issue 20-6



WestWind Airlines



## May 2020 Flight Hours



WestWind

**Total WestWind Hours:** 4185.2  
**Total On-Line Hours:** 977.3  
**Total Off-Line Hours:** 3207.9  
**Passengers Carried:** 108,682  
**Cargo Hauled:** 26,383,048 lbs.

## May 2020 WestWind Hub Rankings

### On-Line

1. CYYC
2. KCVG
3. EHAM
4. KMIA
5. KSEA
6. YSSY
7. KORD
8. KDFW
9. KDEN
10. EGLL
11. KLAX
12. KATL
13. KJFK

### OFF-LINE

1. KMIA
2. KDEN
3. KDFW
4. EHAM
5. KATL
6. KSEA
7. KLAX
8. KJFK
9. EGLL
10. KCVG
11. YSSY
12. KORD
13. CYYC

(All On-Line hours verified via VATSIM/IVA0)



The WestWind Journals publisher experienced a complete system crash May 8 and was finally able to get back up and running May 11 after purchasing a new computer system, flight sim and all the related software he had before. Unfortunately, all the WestWind related information on the old system was lost, to include a large selection of screenshots. So, bear with us as we get this first issue out on the new system. Also, please send some screenshots to the WestWind Journal for inclusion in future WestWind Journals!

[cjramblet@outlook.com](mailto:cjramblet@outlook.com)





## WestWind Airlines

### May's Top On-Line Pilots

CYYC	Ron Oines WWA2894	146.5
EGLL	Brian Sutherland WWA3177	19.3
EHAM	George Forster WWA2379	114.4
KATL	Bill Peterson WWA1698	7.3
KCVG	Edward Harper WWA2683	147.3
KDEN	Larry Horton WWA3241	29.3
KDFW	Chris Trott WWA3382	47.4
KJFK	Jim Keil WWA1832	7.0
KLAX	Vic Alesi WWA136	9.4
KMIA	Ron Henderson WWA209	64.5
KORD	Chris Cramblet WWA3592	67.0
KSEA	Erwin Michael WWA2244	69.4
YSSY	Andrew Wheeler WWA49	77.4

*Flying AS Real As It Can Be*



WestWind



Airlines

## WestWind Airlines

### May's Top Off-Line Pilots

CYYC	Matthew Decker WWA3163	47.3
EGLL	Patrick Conner WWA2106	78.5
EHAM	Hal Morse WWA3615	267.2
KATL	Jim Short WWA3191	131.2
KCVG	Bob Sturm WWA230	68.1
KDEN	Andrew Cleveland WWA3117	178.9
KDFW	Edward Bingler WWA2845	168.4
KJFK	Paul Williamson WWA1750	115.8
KLAX	Brody Larsen WWA2700	81.8
KMIA	Steven Vide WWA2940	107.8
KORD	Vince Storelli WWA1116	59.6
KSEA	Martin Douglas WWA3620	76.4
YSSY	Kenneth Haynes WWA2055	94.3

*Flying The Jetways Every Day*



WestWind  
AIRLINES



### Newest Pilots - May 2020

Fred Koch WWA3631, EHAM Hub

Steven Song WWA3632, KLAX Hub

Please welcome these new WestWind Pilots and show them why  
WWA is the best virtual airline out there!







functions. Most training of both pilots and mechanics was conducted by the Department of Air Training within the Field Artillery School at Post Field, Okla., although the Army Air Forces conducted some primary training of organic Army Aviation personnel.

After the creation of the Army Air Forces, the Army Ground Forces retained the use of light aircraft for artillery forward observation and reconnaissance in June 1942. First use of the helicopter in combat is credited to the USAAF 1st Air Commando Group in Burma in 1943. The 1ACG operated six Sikorsky R-4 helicopters primarily for air rescue and medical evacuation.



When the United States Air Force was established as a separate service in 1947, the Army developed its light planes and rotary wing aircraft to support its ground operations. The Korean War and Vietnam War proved the growing capabilities of these aviation assets to perform a variety of missions not covered by the Air Force.

The Korean War provided new challenges and opportunities for Army Aviation. Organic Army Aviation had acquired its first helicopters, thirteen Bell H-13 Sioux, in 1947, shortly before the U.S. Air Force became independent of the Army. In Korea, the Army employed the Cessna O-1 Bird Dog and other improved fixed wing planes, but also helicopters. The Army used its H-13s primarily for medical evacuation, command and control, and transport of lightweight and valuable cargo. Because of the rugged terrain of the Korean peninsula, the value of helicopters came to be recognized by all the services; the demand for both helicopters and trained aviators consistently exceeded the supply. In 1951 the Army began organizing five helicopter transport companies and training Warrant Officer pilots. There was, however, an ongoing rivalry between the Army and the Air Force concerning responsibility and resources for the aerial support of ground forces. Because of this rivalry, and because of the shortage of helicopters, only two Army transport companies were supplied with Sikorsky H-19 Chickasaw helicopters in time to participate in the Korean War. Transport helicopters nevertheless proved themselves by moving cargo and personnel during the final months of the war and then by participating in prisoner exchanges and other functions after the cessation of hostilities. During the Korean War, the Department of Air Training at Post Field expanded, and in early 1953, it became the Army Aviation School. As a result of the expansion of both aviation and artillery training, Post Field became overcrowded, and the Army decided to move the Army Aviation School to a different post. When no satisfactory permanent Army post was found, a temporary post, Camp Rucker, Ala., was chosen.

Camp Rucker is now Fort Rucker and the center of Army Aviation.



WestWind  
Airlines

is pleased to  
announce the following!

Members of the Executive Staff are currently hard at work setting up and establishing a monthly:

## Screenshot of the Month Contest

The exact date it will begin is still up in the air, however the WestWind Chief Information Officer George Forster says that pilots will be able to begin adding screenshots the first part of June, with pilots nominating a June screenshot the first part of July for the 'July Screenshot of the Month'. The winning screenshot will be announced at the end of July, posted on the WestWind Site and be featured in the WestWind Journal each month. Be sure to check the FORUMS for more and complete information as it become available!

## BIRTH OF ARMY AVIATION (1942)



Following a final series of experiments with organic Army spotter aircraft conducted in 1942, the Secretary of War ordered the establishment of organic air observation for field artillery—hence the birth of modern Army Aviation—on 6 June 1942. It was this new World War II-era phenomenon with its few small single-engine spotter planes, organic Army Aviation, that eventually evolved into today's Army Aviation Branch.

Organic Army Aviation first entered combat in November 1942 on the coast of North Africa. During World War II, Piper L-4 Grasshoppers and a few larger Stinson L-5 Sentinels were used to adjust artillery fire, gather intelligence, support naval bombardment, direct bombing missions, and perform other



The first armed helicopter company was activated in Okinawa in 1962. It was deployed to Thailand and then to Vietnam, where it flew escort for lift helicopters. The Department of Defense did not abolish mission restrictions on the Army's rotary-wing aircraft, thereby technically authorizing the Army to arm helicopters until 1966. The "Howze Board," or "Tactical Mobility Requirements Board," was established in 1962 to develop and test the concept of air mobility. After test exercises, war games, and concentrated study and analysis, the Howze Board recommended that the Army commit itself to organic air mobility – later known as air assault. The Howze Board recommended the extensive use of helicopters to transport infantry troops, artillery, and supplies, as well as to provide local aerial fire support. These recommendations were tested by the 11th Air Assault Division (Test) from 1963 to 1965. In 1965, the 1<sup>st</sup> Cavalry Division (Airmobile) was organized and sent to Vietnam, where it repeatedly demonstrated the validity of the airmobile concept in actual combat.

Army Aviation has since grown to be the premier helicopter force in the entire world, flying the most advanced helicopters and standing unchallenged!



Take and send a few screenshots in to the **WestWind** Journal! They will be in an issue of the **WestWind** Journal!!! Just send them to: [cjcramblet@outlook.com](mailto:cjcramblet@outlook.com)

## The Greatest Lies in Aviation

- I am from the FAA and I am here to help you.
- All that turbulence spoiled my landing.
- Do not worry about the weight and balance -- it will fly.
- Me? I have never busted minimums.
- I am always glad to see the FAA.







## The FORUMS



This Month The **WestWind** Journal  
Salutes The Aviators of the



**United States Army**

### *Things which do you no good in aviation:*

- Altitude above you.
- Runway behind you.
- Fuel in the truck.
- A navigator.
- Half a second ago.
- Approach plates you forgot.
- The airspeed you don't have.





The **WestWind** Journals

## Screenshot of the Month



- Phil Cohen WWA1573, KCVG Hub -



After a completing a flight, we suggest that you log it then! Do not wait days or weeks to get your time logged! Make it a part of your post flight!



Are You Flying On-Line Via



If Not, You're Missing Out Big Time!



**WestWind Airlines**  
**Select June 2020 VATSIM Events**

June 5	PHNL, PHOG, PHTO	2300Z-0200Z
June 7	KMCO	2300Z-0300Z
June 9	KHJC, KGIT	2359Z-0500Z
June 11	KALB, KBTX, KRME, KSYR	0100Z-0400Z
June 13	KSEA	1600Z 1900Z
June 14	MYNN (WWA Fly-In)	2100Z-2200Z
June 19	KMEM	2300Z-0230Z
June 20	KMOD	2000Z-2359Z
June 21	KSAV	2100Z-2359Z
June 23	KPVD, KMHT, KBDL	0100Z-0400Z
June 27	KEWR	2300Z-0400Z

**VATSIM**  
Virtual Air Traffic Simulation Network

Promoting Aviation  
Through  
Simulation!








## Thank You to the Following U.S. Army Career Officers



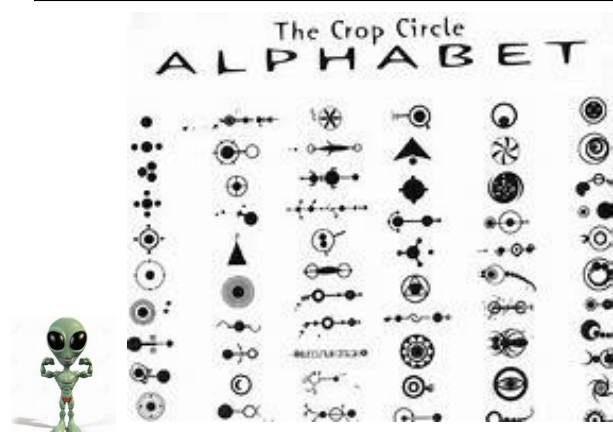
Lieutenant Colonel Paul Steele  Retired

WestWind Chief Operations Officer



Chief Warrant Officer 4 Chris Cramblet  Retired

WestWind Chicago Hub Mgr.



5th of June, 2020 | 2300-0200z  
Honolulu, Maui, Hilo, and more...

## HCF Overload

presented by the Pacific Control Facility



## HOW TO DO SOCIAL DISTANCING



NO HANDSHAKES  
OR HUGS



KEEP YOUR  
DISTANCE  
(about 6 feet)



WORK  
REMOTELY



AVOID  
CROWDS



STAY  
AT HOME



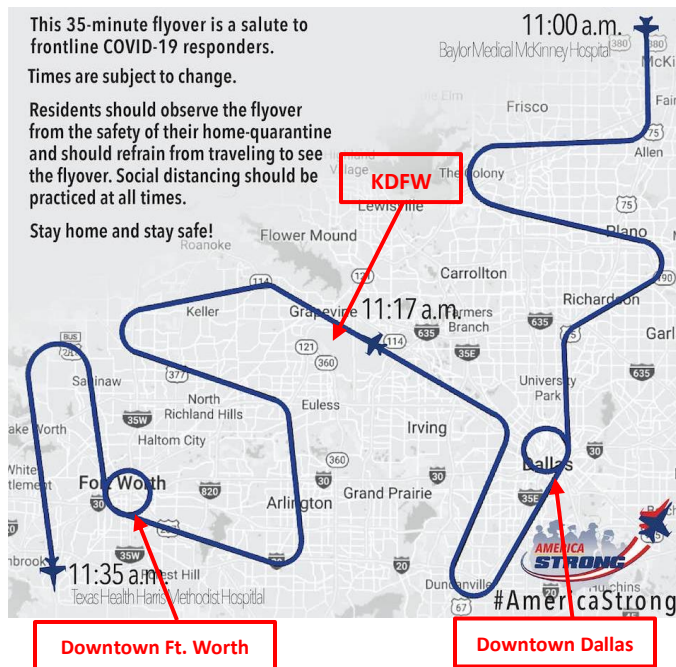
WASH  
YOUR HANDS



## Blue Angels Fly-Over Major Cities



The U.S. Navy's *Blue Angels* toured the United States during May performing flyovers of major cities across the country! Each performance was outstanding. The Flyovers were in dedication to all Health Care Workers!



The Fly-Over at DFW on May 6 was super, they crossed KDFW into Grapevine at 1000 feet before turning towards Ft. Worth.



## Home Delivery Available

Would you like your own copy of the **WestWind Journal** emailed to you each month? If so, just email [cjcramblet@outlook.com](mailto:cjcramblet@outlook.com) and say so, include your name, pilot I.D and the email address you want the monthly issue sent to!

*That is all there is to it!*



- Emailed in PDF format on the first day of each month -

## Blue Angels Changing Planes



The Blue Angels reports the team plans to switch from the F/A-18 Hornet to the F/A-18E Super Hornet in 2021 to mark the team's 75th anniversary.

"The jet is more powerful, especially at lower altitudes, so we believe that our maneuvering will be more visible to the crowd and more impressive overall," Cmdr. Frank Weisser, a former Blue Angel pilot, told the Journal. "If you're looking at the planes from a distance, they may look exactly the same to you, but get up close, there are noticeable differences."

The Super Hornet is 25 percent larger wing surface and has a "sawtooth" design on the outer part of the wings. It can carry more weapons than the Hornet. The Super Hornet also boasts a larger, rectangular air intake compared to the smaller, rounded one of the Hornet. The Super Hornet will be the tenth different plane the Blue Angels have flown, and the first change since 1986.







**EWR**  
Saturday  
27 June 2020  
from 23Z  
to 04Z



## Southwest Has 1<sup>st</sup> Quarterly Loss In Decade

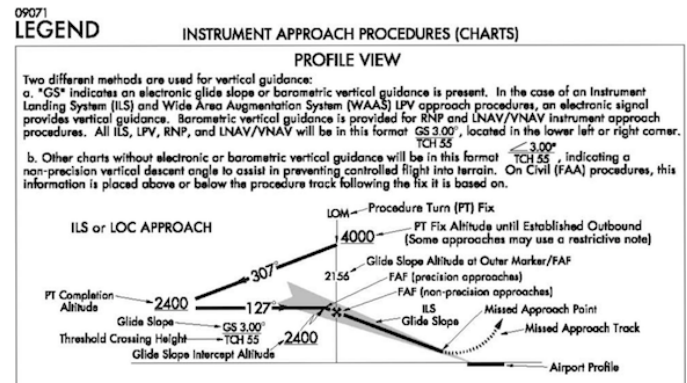


Southwest Airlines posted its first quarterly loss in nearly a decade and said that the downturn in air travel that began in late February shows no signs of letting up. The airline said trip cancellations have pulled back from a peak in March but remain at levels that Southwest has never seen, as customers scrap plans to travel during the coronavirus pandemic. Southwest expects revenue to drop by 90% to 95% in May compared with a year ago, with only 5% to 10% of seats on its planes filled. With little revenue coming in, Southwest is burning through \$900 million in cash a month.

Bookings for June are weak, and they have been outnumbered by cancellations. Southwest hopes that as states ease their stay-at-home orders and some businesses and tourist destinations reopen, more people will want to fly — maybe by midsummer, the traditional vacation season. “We have decent bookings in place for July,” CEO Gary Kelly told reporters. “We just have no way to predict what cancellations will be.”

Airlines for America, a trade group for the leading U.S. carriers, said the average domestic flight in the past week had

17 passengers and there have been incidents with many passengers not wearing face masks.



## From The 737 Abnormal Procedures Checklist

### ENGINE FAILURE/SHUTDOWN

**Condition:** Loss of all thrust on an engine accompanied by illumination of the **ENG FAIL** alert or abnormal engine indications. Accomplish an engine shutdown only when flight conditions permit.

**AUTOTHROTTLE (if engaged):** DISENGAGE

**THRUST LEVER (affected engine):** IDLE

**ENGINE START LEVER:** CUTOFF

**APU (if available):** START & ON

**BUS PACK SWITCH (affected side):** OFF

**FUEL:** BALANCE

**If wing anti-ice is required:** AUTO

Plan to land at the nearest suitable airport. **ACCOMPLISH ONE**

### ENGINE INOPERATIVE LANDING CHECKLIST (BELOW)

**Thrust Lever** ..... CLOSE C

**Start Lever** ..... CUTOFF C

**Fuel Pressure** ..... AVAILABLE FE

**Bleed Air Valve** ..... OPEN FE

**Engine Ignition (Sys 1 and Sys 2)**

Above 250 KTS ..... FLT START FE

250 KTS and Below ..... GND START FE

**Start Lever** ..... RICH/IDLE C

**Engine Instruments** ..... STABILIZED ALL

**Start Lever** ..... IDLE C

**Engine Ignition** ..... AS REQUIRED FE

**Electrical Power** ..... RESTORE FE

## GA Fly-In

Set the parking brake on your airliner and knock the cobwebs off your favorite general aviation aircraft!

### Springtime in the Adirondacks

KALB, KBTW, KRME, KSYR

Thursday, June 11 | 8-11pm ET

Boston Virtual ARTCC is an integrated community of pilots and air traffic controllers operating in the ZBW ARTCC

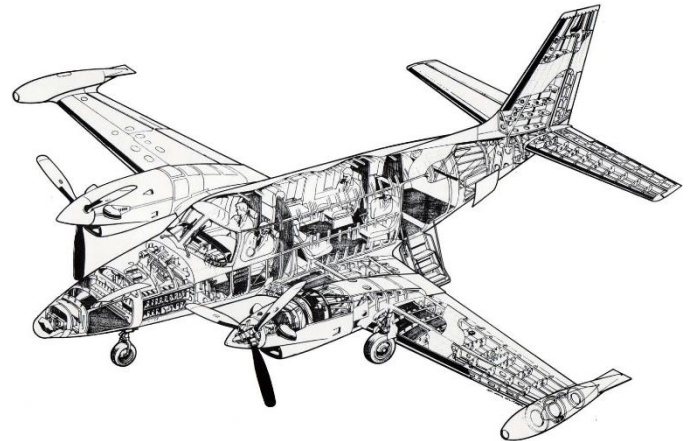
VATCOM

Boston  
Virtual  
ARTCC



**NASSAU**  
LYNDEN PINDLING  
INTERNATIONAL AIRPORT  
**LPIA**

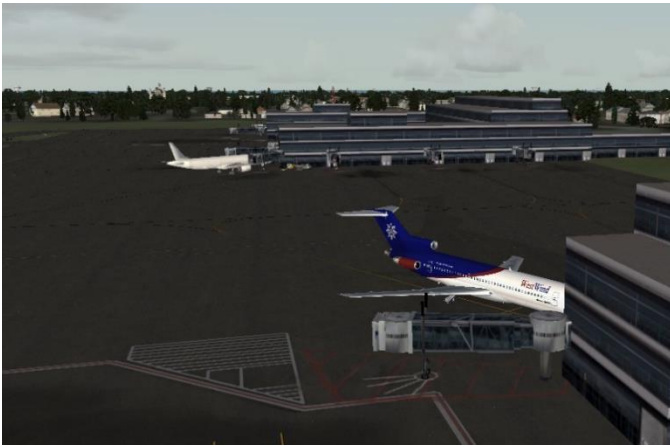
Lynden Pindling International Airport (IATA: NAS, ICAO: **MYNN**), formerly known as Nassau International Airport (1957–2006), is the largest airport in the Bahamas and the largest international gateway into the country. It is a major hub for Bahamasair, Western Air and SkyBahamas and is located in western New Providence Island near the capital city of Nassau. The airport is named after Lynden Pindling, the first prime minister of the Bahamas.



**Bell**  
Helicopter







## - The Starship Disaster -



When one examines a failure of such monumental scale as the Beech Starship program, the inevitable question is, "Why did they do that?" As in almost every instance where things go terribly wrong, it was a series of decisions made under shifting circumstances that led to the ultimate disaster.

To understand the roots of the Starship program decisions, we must think back to the early 1980s when they were made. Beech had been acquired from the founders by Raytheon, a leader in high tech of the day. A recession — that hit general aviation particularly hard — cast a pall over the future. And so did memories of the crushing oil embargos of the 1970s. Serious and knowledgeable people predicted the world would run out of oil, not just run out of cheap oil. Beech dominated the turboprop market with its King Air family. In fact, other makers of turboprop twins had dropped production, or gone out of business entirely. We could not then predict the steady and impressive gains turbofan engines would make in fuel efficiency, so the turboprop held important advantages in an oil worried world.

When an aviation decision maker goes looking for great leaps forward there is always somebody with an unproven idea ready to fulfill their dreams. In the early 1980s one of the most talked about bits of aviation magic looming on the horizon was

composite construction. Using carbon fiber reinforced plastic could cut airframe weight by huge amounts, proponents claimed. And we all know that a lightweight airplane is everything good. It is faster, carries more, and is more fuel efficient.

Once the Raytheon decision makers bought into the incredible weight savings promise of composites, and the benefits of the pusher propellers, the other design decisions — most of which turned out to be awful — cascaded down on them.

To get that futuristic look and make the airplane practical in terms of CG location the Starship wing needed a large amount of sweep. Wing sweep looks fast and does reduce drag above critical Mach that is usually faster than Mach .70, but at turboprop speeds sweep adds headaches and penalties with no benefits. A swept wing is less structurally efficient, which means it's heavier than a straight wing. And sweep degrades stability, particularly in yaw-roll coupling. Because the forward wing sweep was obviously critical to airplane performance and stall behavior, lots of monitors and backup equipment were required. The result was more weight and complexity with not much, if anything, in the way of measurable performance benefit.

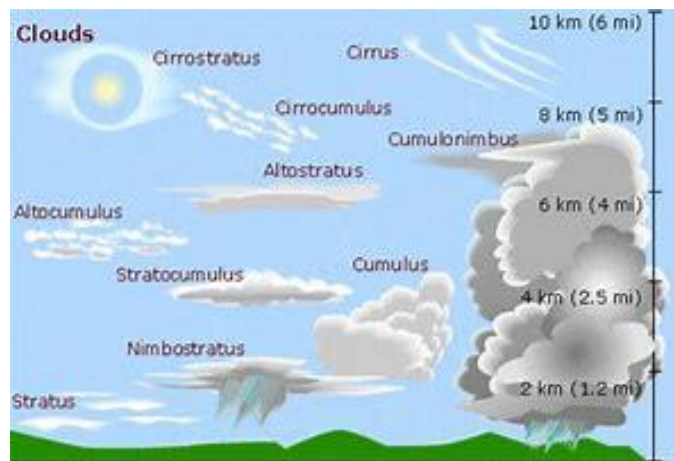


It did not take long to learn that composite construction could not deliver the promised weight savings. As the Starship empty weight soared, the whole program would have collapsed except for a new FAA certification program called commuter category. The "small" airplane category the Starship was launched under maxes out at 12,500 pounds takeoff weight. In exchange for more stringent structure and performance requirements the commuter category allows takeoff weight to go higher. Those commuter category requirements undoubtedly added even more weight but did allow the program to continue. The eventual maximum ramp weight of the Starship topped 15,000 pounds.

Beech built 53 Starships and only a handful were sold. The rest were leased because almost nobody wanted to sign on for an open-ended conventional ownership. In the end Beech tried to buy back all of the Starships to put a couple in



museums and destroy the rest to end the cost of supporting the tiny but complex fleet. But the Starship was a disaster for all of aviation in terms of lost opportunity. The billion bucks — closer to two billion in today's dollars — that Raytheon spent going down the wrong technology paths could have been, and should have been, spent on an improved conventional turboprop. Today's King Air 350 is a terrific airplane, and a best seller, but if that billion dollars had gone into building on the King Air instead of chasing a dream we would have an airplane now that is several inches larger in cabin section, more fuel efficient because of a newer wing design, and less costly to maintain because of modern system design and materials use.



The general flow of air in any airplane is from front to back. So, if you are really concerned about breathing the freshest possible air or not getting too hot, sit as close to the front as you can. Planes are generally warmest in the back.

## What is an Army Chief Warrant Officer?



Warrant Officers are the officer technicians in the Army. They have specific technical or tactical specialties (e.g., helicopter pilots), and manage and maintain many of the Army's combat systems, vehicles and networks. Once they reach the rank of Chief Warrant Officer Two (CW2), the President of the United States gives them the same status as a Commissioned Officer. Chief Warrant Officers are the ultimate technical experts of the U.S. Army. They provide guidance and valuable skills to the commanders in the field. More specifically, Chief Warrant Officers train officers, advise on the best course of action during combat and missions as well as command detachments, units, activities, vessels and aircraft.







## Delta Retiring Its Entire 777 Fleet



**D**elta Air Lines announced its plans to retire the whole of its fleet of widebody Boeing 777 aircraft by the end of this year as a result of the COVID-19 pandemic's calamitous impact on air travel demand. The move will work to simultaneously condense and modernize its overall fleet, as the 777's role will be assumed by newer, more cost-efficient planes.

Delta had already announced plans last month to move up the retirement of its MD-88 and MD-90 fleets to June 2020 as part of its response to the pandemic. As soon as COVID-19 began taking its toll on the airline industry, Delta reacted promptly to park aircraft and contemplate early aircraft retirements in an effort to minimize its operational costs and complexity.

The trusty 777 widebody jet has continued to serve as a workhorse for Delta's continued cargo and mail operations, as well as repatriation flights for U.S. citizens, amid the COVID-19 crisis, in place of its pre-pandemic principle role of international passenger travel.

## As a pilot only two bad things can happen to you and one of them will be:

- A.** One day you will walk out to the aircraft knowing that it is your last flight.
- B.** One day you will walk out to the aircraft not knowing that it is your last flight.



### Rescheduled June Cup Races

June 7	Atlanta Motor Speedway
June 10	Martinsville Speedway
June 14	Homestead-Miami Speedway
June 21	Talladega Superspeedway



## Regional Circuit

Gate-to-gate ATC coverage between regional airports

**KPVD, KMHT, KBDL**

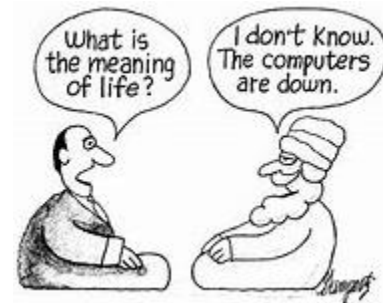
Providence, Manchester, Bradley  
Tuesday, June 23 | 8-11pm ET

Boston Virtual ARTCC is an integrated community of pilots and air traffic controllers operating in the ZBW ARTCC

VATSIM

**Boston Virtual ARTCC**





## Exemption for Transporting Cargo on Airplane Seats

The FAA issued an exemption that allows U.S. airlines to carry cargo on seats in airplane cabins when no passengers are being transported. The FAA determined the exemption would reduce the chance that movement of critical cargo would be interrupted as a result of the COVID-19 public health emergency. To exercise the exemption, airlines must submit a letter of intent and receive specific authorization from the FAA and observe several conditions and limitations. The exemption is effective through Dec. 31, 2020.



## V Speeds – Aircraft Velocities

**V1 Speed** - The maximum speed at which a rejected take-off is still possible and safe. After **V1** is reached, the take-off run should be continued (almost) no matter what. Exceptions to that rule would be large system failures, or an uncontrollable aircraft, e.g. because of a wing that falls off or a great fire, for instance.

A simple reason for not rejecting the take-off after **V1** is that the aircraft cannot be brought to a full stop on the runway safely after having reached this V speed. Yes, you heard that correctly. It is safer to take-off with, for instance, only one running engine than to try to abort the take-off past the point of no return. The V speed will change from airport to airport as well as weather conditions.

Modern aircraft have no trouble to safely fly and land with only one engine running. An airplane is, after all, built to fly and not to wheel over a narrow strip of concrete at ridiculous speeds! Furthermore, to break down the plane past **V1** stresses the tires and brakes enormously. They can even catch fire.

**Vr Speed** – The Rotation Speed. The take-off run is in full swing, we are way past **V1**, time to rotate. “Rotating” describes the process in which the pilot gently pulls back the yoke (or side stick) of the aircraft to lift the nose gear off the ground. This “rotation” happens at the so-called rotation speed, or **Vr**. In order to prevent a tail strike, the pilot flying should avoid pulling the yoke too abruptly.





# THE WESTWIND JOURNAL

June 2020

Issue 20-6

WestWind Airlines

A good rule of thumb is to lift the nose by approximately 3° per second. This rate, of course, differs from plane to plane. The exact rotation point is reached when the nose wheel leaves the ground.

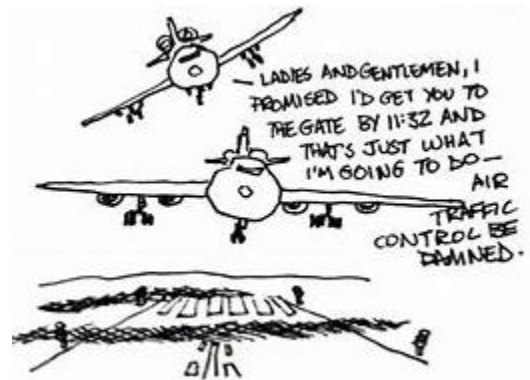
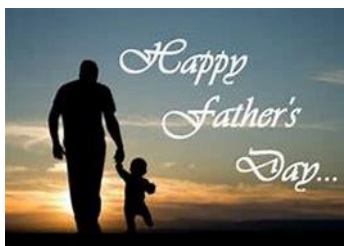
**The V2 Speed** - The minimum velocity that is required to safely climb even with one engine off. Until a plane reaches the "acceleration altitude" this speed is, most of the time, V2+10 knots. As soon as the Primary Flight Display (PFD) shows a positive rate of climb. The pilot not flying calls "positive rate". Thereupon, the pilot flying orders "gear up", that is then executed by the pilot monitoring.

By the way. All the speeds **V1**, **Vr** and **V2** depend on several factors like the type of aircraft, aircraft's weight, the wind conditions, as well as the airport elevation, for example.



## **Do Not Make This Army Crew Mad!**

(AH-64D Apache – The most lethal attack helicopter on earth)



## ARMY UNITS

UNIT	SIZE*	RANK of Senior Enlisted	RANK of Commander
Squad	10	Staff Sergeant ("Squad Leader")	
Platoon	40	Sergeant First Class ("Platoon Sergeant")	1st Lieutenant
Company	175	First Sergeant ("Top")	Captain
Battalion	700	Command Sergeant Major	Lieutenant Colonel
Brigade	4,500+	Command Sergeant Major	Colonel
Division	15,000+	Command Sergeant Major	Major General
Corps	30,000+	Command Sergeant Major	Lieutenant General

\*Sizes are approximate and will vary depending on the type of unit.





## 2020 Atlantic Hurricane Season



We are entering the 2020 Atlantic hurricane season, but AccuWeather meteorologists have already been hard at work examining the factors that could influence tropical activity this year. Forecasters are anticipating another busy year for the Atlantic Basin in 2020, on the heels of an active 2019 season.

Led by Dan Kottlowksi, AccuWeather's top hurricane expert, meteorologists released a 2020 Atlantic hurricane forecast. Kottlowksi's team is calling for 14-18 tropical storms during this upcoming season, which runs from June 1 through Nov. 30. Of those storms, seven to nine are forecast to become hurricanes, and two to four are predicted to strengthen into major hurricanes.

This year, forecasters predict two to four impacts are in the cards for the country. "These could be direct hits or a storm scraping the coast but still causing impacts," he said.

Early in the season, meteorologists will keep a watchful eye on parts of the Caribbean Sea and areas east of the Bahamas, where the water is already very warm. Water temperatures in the Caribbean have already hit 80 degrees Fahrenheit in late March, according to data from a NOAA station.

For many, particularly now that the coronavirus pandemic is disrupting life in unprecedented ways, hurricane season may seem to arrive in no time. Some of the names that early storms to develop this year will be given are **Arthur, Bertha, Cristobal and Dolly.**



All screenshots are taken by the publisher (WWA3592) except those annotated with the Pilots ID in the lower right corner.

So, send your screenshots in to [cjcramblet@outlook.com](mailto:cjcramblet@outlook.com) for inclusion in the WestWind Journal!







**Remember the basics!**  
*remember the basics!*

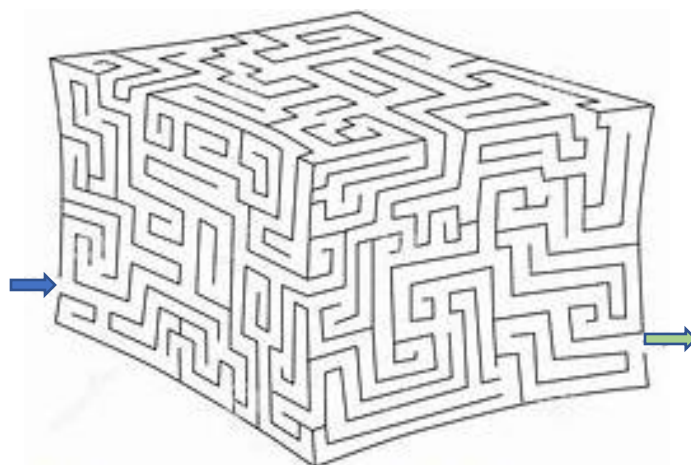


## What is an Army Lieutenant Colonel?



A Lieutenant Colonel is the second field grade commissioned officer rank. A Lieutenant Colonel generally serves as a Battalion Commander of a battalion consisting of up to 1,200 soldiers. As a Battalion Commander, Lieutenant Colonels are assisted by one or more Majors, many junior officers and non-commissioned officers, and a Command Sergeant Major as principal enlisted advisor. A Lieutenant Colonel may also serve as an Executive Officer or Staff Officer in a variety of high-level units or command posts.

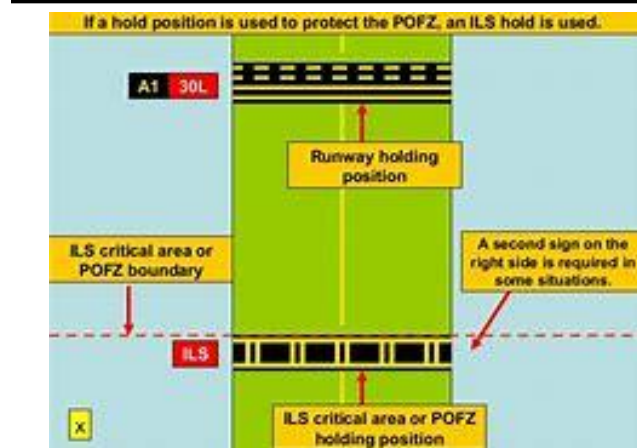
Lieutenant Colonels routinely serve as principal staff officers, under a colonel as chief of staff, on a general staff ("G" staff) of a division. These staff positions include G-1 (administration and personnel), G-2 (intelligence), G-3 (operations), G-4 (logistics).



## ON-LINE BASIC COMMUNICATIONS

**W**hen flying on-line without ATC, remember to announce your basic intentions (voice or text). For example, when getting ready to push, announce; "KORD Trfc, Push/Start Term 1, gate 12." [if you do not know the gate number, just give the Term info]. Once you are ready to taxi, again announce; "KORD Trfc, taxi from Term 1 to 10L via A8, B, T10, L, AA." Once you are holding short and ready to take off, state; "KORD Trfc, Line up and roll 10L, EON Departure", then taxi into position and go.

The point is so that other aircraft in the area are made aware of what you are doing, which is important. When arriving do the same thing, announce what you are doing to let other aircraft know.





## Air France Suddenly Retires A380



**A**ir France has announced the immediate retirement of its Airbus A380 fleet as it no longer sees the demand for the 500-seat aircraft amid a slow return to normal for an industry plagued by the coronavirus pandemic.

The abrupt retirement ended an 11-year run between the French carrier and Airbus' towering creation that replaced the Boeing 747 as the world's largest passenger plane when it first took flight in 2005. While once the flagship of the European manufacturer, the A380's success has been slow-going, with only a handful of major airlines taking on orders for the type.

Initially intended to increase capacity between major cities and, in turn, reduce the number of frequencies that airlines would need to fly, the arrival of efficient next-generation aircraft like the Boeing 787 Dreamliner quickly made the A380 obsolete. Qantas CEO Alan Joyce, whose airline operates both the A380 and 787, noted that two Dreamliner flights could be flown cheaper than one A380 flight. Air France itself only purchased 10 of the type and later focused more on the new twin-engine next-generation aircraft from Boeing and Airbus.



Find us on 

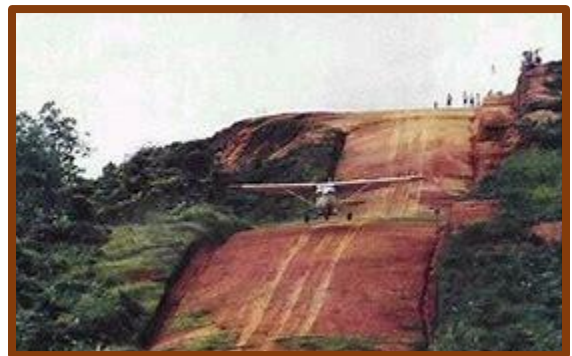




## NOTAM (Notice To AirMen)

Prior to departure and during flight planning, NOTAMS should always be checked.

Temporary NOTAMS have 120-day life. *Notices to Airmen* publication A/FD is printed every two weeks. *Once a NOTAM is printed it will be dropped from the FSS briefing unless a search is specially requested. If you do not have a current A/FD, make the request.*



Reminder

AIM 5-3-3 says that the "time and altitude of flight level upon reaching a holding fix or point to which cleared" should be made without ATC request. In some cases, ATC may be waiting for your report of crossing the holding fix to enter the hold before issuing a clearance to another aircraft...if you wait until you have completed an entry, or a turn in the hold, you are just screwing up the timing for someone else.





# THE WESTWIND JOURNAL

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Issue 20-6

WestWind Airlines



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Chief Pilot & Administration Officer  
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CATEGORY	Insignia of the United States Army					
	E-1	E-2	E-3	E-4	E-5	E-6
ENLISTED (Green and Gold)	no insignia	Private	Private 1st Class	Corporal	Specialist	Sergeant
						Staff Sergeant
WARRANT OFFICER (Silver and Black)	W-1	W-2	W-3	W-4	W-5	
	Warrant Officer	Chief Warrant Officer	Chief Warrant Officer	Chief Warrant Officer	Master Warrant Officer	
COMPANY AND FIELD GRADE OFFICER (Gold and Silver)	O-1	O-2	O-3	O-4	O-5	O-6
	(gold) 2nd Lieutenant	(silver) 1st Lieutenant	(silver) Captain	(gold) Major	(silver) Lieutenant Colonel	(silver) Colonel
GENERAL OFFICER (Silver)	O-7	O-8	O-9	O-10	O-11	
	Brigadier General	Major General	Lieutenant General	General	General of the Army	



This concludes the June issue (20-6) of THE WESTWIND JOURNAL, we hope that you have enjoyed it. Look for the July issue full of updates and several **special items** too! **Stay Safe!**

## - THE WESTWIND JOURNAL -



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WestWind



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