THE WESTWIND JOURNAL

May 2020 Issue 20-5 WestWind Airlines

April 2020 Flight Basics

Total WestWind Hours:	4191.4
Total On-Line Hours:	901.6
Total Off-Line Hours:	3289.8
Total Passengers:	93776
Total Cargo:	28,313,594 lbs.

April 24, 2020 -- FOR IMMEDIATE RELEASE

WestWind Pilot Discovers Logged Hours Total Difference

It has come to our attention that there is a difference in pilot total hours and hours reflected in the flight log. The difference was found by a pilot auditing their personal records and reporting the problem. Investigation within IT has verified that the difference found does exist and affects pilots, both active and inactive, who flew between 1997 and 2006.

From our beginning in 1996 until August 2006 WestWind did not track individual flights, only total hours were tracked. During August 2006 WestWind changed the design of the database and began tracking individual flights via the current dispatch system. Bulk PIREPS, although still allowed, soon became the exception instead of the norm, and were eventually removed completely. When the flight log database was added it was not thought necessary to retrospectively add a record for each pilot to ensure that the number of hours in

the flight log matched the pilot's total hours. We are now aware of this and are in the process of correcting it. Any pilots that were active prior to August 2006 will see an additional entry in their log dated 1st August 2006 to account for the difference in total hours versus log entry hours. We believe that this applies to all pilots with an ID below WWA1771.

WestWind owes a debt of gratitude to Captain Waldemar Penna Filho, WWA76 for the discovery of this error. His steadfast record keeping and willingness to audit those records lead to this discovery. Please join me in expressing our gratitude to Waldemar for his diligent actions in bringing this error to light.

Sean McConnell WWA659
New York KJFK Hub Manager
Chief Pilot/Administration Officer
WestWind Airlines

April 2020 WestWind Hub Rankings

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

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

WestWind Airlines
April's Top On-Line Pilots

EHAM	George Forster WWA2379
KATL	Rich Tillery WWA3240
CYYC	Ron Oines WWA2894
KORD	Chris Cramblet WWA3592
KCVG	Edward Harper WWA2683
KDFW	Chris Trott WWA3382
KDEN	Larry Horton WWA3241
EGLL	Bryan Sutherland WWA3177
KLAX	Mark Kusiak WWA3480
KMIA	Ronald Henderson WWA209
KJFK	Jim Keil WWA1823
KSEA	Erwin Michael WWA2244
YSSY	Andrew Wheeler WWA49

Flying As Real As It Can Be

VATSIM IVAO

WestWind Airlines
April's Top Off-Line Pilots

EHAM	Hal Morse WWA3615
KATL	Mike Jones WWA3381
CYYC	Matthew Decker WWA3163
KORD	Vince Storelli WWA1116
KCVG	Timothy Essex WWA3209
KDFW	Edward BinglerWWA2845
KDEN	Andrew Cleveland WWA3117
EGLL	Johnny Kasimatis WWA2132
KLAX	Nathaniel Miller WWA1055
KMIA	Steven Vide WWA2940
KJFK	Steve Bunker WWA1328
KSEA	Kim Stolt WWA138
YSSY	Kenneth Haynes WWA2055

Flying The Jetways Every Day

Newest Pilots – April 2020

Joseph Russ WWA3629, KORD > KDFW Hub

Matt Decker WWA3630, KCVG Hub

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

May 25th, 2020

Memorial Day is a federal holiday in the United States for remembering and honoring the military personnel who died while serving in the United States Armed Forces. The holiday is now observed on the last Monday of May, Memorial Day having been observed on May 30 from 1868 to 1970. Formerly known as Decoration Day, it originated after the American Civil War to commemorate the Union and Confederate soldiers who died in the Civil War. Memorial Day became an official holiday in 1868. Union war hero General John A. Logan organized the first Memorial Day and designated May 30, 1868, as the first official celebration. By the 20th century, Memorial Day had been extended to honor all Americans who have died while in the military service.

WestWind Airlines

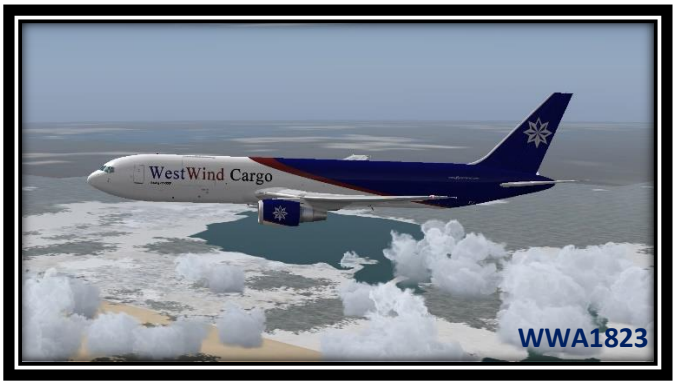
Selected May 2020 VATSIM Events

May 1	KCVG, KIND, KSDF	2359Z-0400Z
May 2	KIAH, KATL	2300Z-0400Z
May 3	KSEA	2100Z-0100Z
May 6	KBFI	1900Z-2300Z
May 8	PHOG, PHNL	2300Z-0300Z
May 10	KMIA (WWA Fly-In)	2100Z-2200Z
May 16	KLGA	2300Z-0300Z
May 17	KPDX, CYVR	2200Z-0100Z
May 22	KORD, KDTW, KMSP	2300Z-0300Z
May 23	KLAX	2300Z-0300Z
May 24	KTEX, KASE, KEGE, KGJT KDRO, KCOS	0100Z-0400Z
May 28	KAUS,KSAT,KLCH,KMSY,KNTR KMOB,KGPT,KPOE,KAEX	2300Z-0400Z
May 29	KHOU, KIAH	2359Z-0400Z
May 30	KDFW, KDAL, KAFW	2300Z-0400Z

May 16, 2020

Thank You To All Who Have Served!

Screenshot of the Month

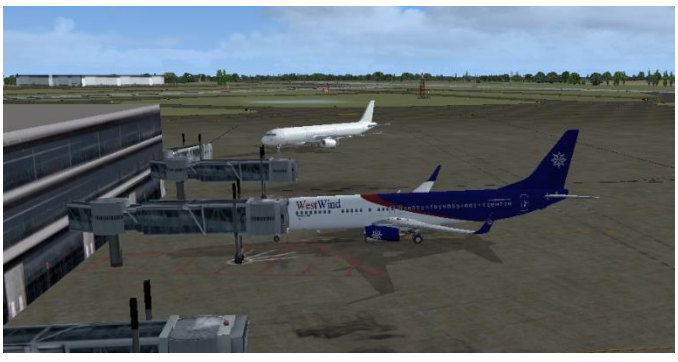


– Jim Keil WWA1823 (KJFK Hub) –

Send your screenshot in and you could be next month's WestWind Journals 'Screenshot of the Month'!

> > Submit your screenshots < <

cjcramblet@outlook.com



Automatic Flight Control System (AFCS)

An aircraft autopilot with many features and various autopilot related systems integrated into a single system is called an automatic flight control system (AFCS). These were formerly found only on high-performance aircraft. Currently, due to advances in digital technology for aircraft, modern aircraft of any size may have AFCS. AFCS capabilities vary from system to system. Some of the advances beyond ordinary autopilot systems are the extent of programmability, the level of integration of navigational aids, the integration of flight director and autothrottle systems, and combining of the command elements of these various systems into a single integrated flight control human interface.

It is at the AFCS level of integration that an autothrottle system is integrated into the flight director and autopilot systems with glide scope modes so that auto landings are possible. Small general aviation aircraft being produced with AFCS may lack the throttle-dependent features.

Flight Director Systems

Essentially, a flight director system is an autopilot system without the servos. All of the same sensing and computations are made, but the pilot controls the airplane and makes maneuvers by following the commands displayed on the instrument panel. Flight director systems can be part of an autopilot system or exist on aircraft that do not possess full autopilot systems. Many autopilot systems allow for the option of engaging or disengaging a flight director display.

Flight director information is displayed on the instrument that displays the aircraft's attitude. The process is accomplished with a visual reference technique. A symbol representing the aircraft is fit into a command bar positioned by the flight director in the proper location for a maneuver to be accomplished. The symbols used to represent the aircraft and the command bar vary by manufacturer. Regardless, the object is always to fly the aircraft symbol into the command bar symbol.

The instrument that displays the flight director commands is known as a flight director indicator (FDI), attitude director indicator (ADI), or electronic attitude director indicator (EADI). It may even be referred to as an artificial horizon with flight director. This display element combines with the other primary components of the flight director system. Like an autopilot, these consist of the sensing elements, a computer, and an interface panel. Flight director systems vary in complexity and features. Many have altitude hold, altitude select, pitch hold, and other features. But flight director systems are designed to offer the greatest assistance during the instrument approach phase of flight. ILS localizer and glideslope signals are transmitted through the receivers to the computer and are presented as command indications. This allows the pilot to fly the airplane down the optimum approach path to the runway using the flight director system.

Callsign	Pilot	Origin	Dest.	Aircraft	Route
WWA11	Steve Canham KARB	MYAP	MYMM	DHC2	
WWA1813	Cory Robinson KCLT	KHSV	KATL	B721/W	RMG RMG6
WWA215	Tim Maleski KCVG	KCVG	KPIT	T/B737/L	RHOMM4 JODUB JPU FEWGA4
WWA2660	Scott Robinson KCNM	CYYC	PANC	H/B763/Q	STAMP9 IPSIT Q810 EPLAN YQU YXJ MITOM NCA10 YAK J501 JOH.WITTI4
WWA2894	Ron Oines KATY	HSSS	GLRB	H/B77W	DELAM UW110 ILBIB UW605 ENERI UQ589 TJR UB736 JOS UJ332 EDEKO UH340 LAG UA609 ACC UB600 RITAM RITAM
WWA3592	Chris Cramblet KDFW	KSEA	KORD	H/B764/W	MOUNT9.MWH J34 BIL J151 RAP J82 FSD J16 MCW.JVL9

A WestWind Friday afternoon *On-Line*!

#FlattenTheCurve

Landing Gear Loading

The choice of the main wheel tires is made on the basis of the static loading case. The total main gear load is calculated assuming that the aircraft is taxiing at low speed without braking: F m = l n l m + l n W where W is the weight of the aircraft and l m and l n are the distance measured from the aircraft's center of gravity(cg) to the main and nose gear, respectively.

The choice of the nose wheel tires is based on the nose wheel load F n during braking at maximum effort: F n = l m l m + l n (W – L) + h cg l m + l n (a x g W – D + T) where L is the lift, D is the drag, T is the thrust, and h cg is the height of aircraft cg from the static groundline. Typical values for a x g on dry concrete vary from 0.35 for a simple brake system to 0.45 for an automatic brake pressure control system. As both L and D are positive, the maximum nose gear load occurs at low speed. Reverse thrust decreases the nose gear load, and hence the condition T = 0 results in the maximum value: F n = l m + h cg (a x g) l m + l n W .

To ensure that the rated loads will not be exceeded in the static and braking conditions, a seven percent safety factor is used in the calculation of the applied loads.

We thought you'd like to know!

- Right-of-Way Rules -

(Except Water Operations)

FAR Part 91 > Sec. 91.113

(a) Inapplicability. This section does not apply to the operation of an aircraft on water.

(b) General. When weather conditions permit, regardless of whether an operation is conducted under instrument flight rules or visual flight rules, vigilance shall be maintained by each person operating an aircraft so as to see and avoid other aircraft. When a rule of this section gives another aircraft the right-of-way, the pilot shall give way to that aircraft and may not pass over, under, or ahead of it unless well clear.

(c) In distress. An aircraft in distress has the right-of-way over all other air traffic.

(d) Converging. When aircraft of the same category are converging at approximately the same altitude (except head-on, or nearly so), the aircraft to the other's right has the right-of-way. If the aircraft are of different categories—

(1) A balloon has the right-of-way over any other category of aircraft.

(2) A glider has the right-of-way over an airship, powered parachute, weight-shift-control aircraft, airplane, or rotorcraft.

(3) An airship has the right-of-way over a powered parachute, weight-shift-control aircraft, airplane, or rotorcraft.

However, an aircraft towing or refueling other aircraft has the right-of-way over all other engine-driven aircraft.

(e) Approaching head-on. When aircraft are approaching each other head-on, or nearly so, each pilot of each aircraft shall alter course to the right.

(f) Overtaking. Each aircraft that is being overtaken has the right-of-way and each pilot of an overtaking aircraft shall alter course to the right to pass well clear.

(g) Landing. Aircraft, while on final approach to land or while landing, have the right-of-way over other aircraft in flight or operating on the surface, except that they shall not take advantage of this rule to force an aircraft off the runway surface which has already landed and is attempting to make way for an aircraft on final approach. When two or more aircraft are approaching an airport for the purpose of landing, the aircraft at the lower altitude has the right-of-way, but it shall not take advantage of this rule to cut in front of another which is on final approach to land or to overtake that aircraft.

Airspace Classes	Communications	Entry Requirements	Separation	Special VFR in Surface Area
A	Required	ATC clearance	All	N/A
B	Required	ATC clearance	All	Yes
C	Required	Two-way communications prior to entry	VFR/IFR	Yes
D	Required	Two-way communication prior to entry	Runway operations	Yes
E	Not required for VFR	None for VFR	None for VFR	Yes
G	Not required	None	None	N/A

* REMINDER *

WestWind Policy and VATSIM Requirement

On-Line Pilots are reminded that WestWind company policy and VATSIM requirements state that our company URL must be annotated on our VATSIM flight plans. Also, remember that our new site is **.org** *not* **.com**. Our proper new URL is:

www.flywestwind.org

So, let each of us that fly on-line insure, that our new URL Is in the remarks section of our VATSIM flight plan.

Top 10 Most Dangerous Airports in the World

Based on landing and/or take off.

10. Lukla Airport, Nepal
9. Courchevel International Airport, France
8. Toncontin Airport, Tegucigalpa, Honduras
7. Princess Juliana International Airport, St. Maarten
6. Paro Airport in Bhutan, Himalayan Mountains
5. Gibraltar International
4. McMurdo Air Station, Antarctica
3. Madeira Airport, Portugal
2. MCAS Futenma, Okinawa

and rated the most dangerous is

1. Narsarsuaq Airport, Greenland

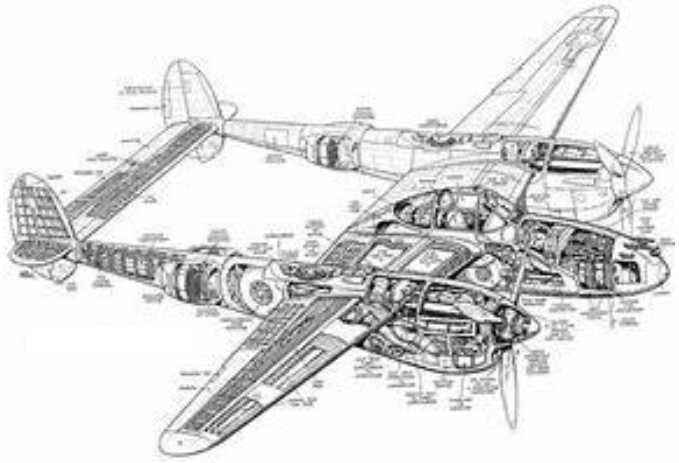
Miami International Airport (KMIA), also known as MIA and historically as Wilcox Field, is the primary airport serving the Miami area, Florida, United States, with over 1,000 daily flights to 167 domestic and international destinations, and one of three airports serving this area. The airport is in an unincorporated area in Miami-Dade County, 8 miles northwest of Downtown Miami, in metropolitan Miami, adjacent to the cities of Miami and Miami Springs, and the village of Virginia Gardens.

COVID-19 Precautions

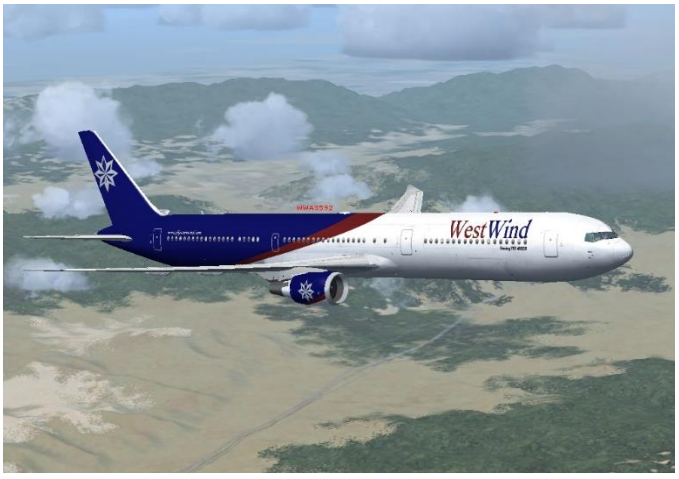
The best way to prevent infection is to avoid being exposed. COVID-19 spreads from person to person and can be spread by those who are infected but don't display symptoms. The CDC advises washing hands often, avoiding close contact with others, and cleaning and disinfecting surfaces. Older adults and those with underlying chronic medical conditions should take extra precautions.

The CDC recommends the use of non-medical, cloth-based face coverings in some public settings. Surgical masks should be reserved for healthcare workers.

The C-119 (flying boxcar) flown in the Korean Conflict had more than one problem. A serious one was its tendency to reach takeoff speed then lose some power. If you were not aware of this and attempted to take off at proper speed instead of waiting another couple of seconds for proper power you could have a problem. One morning a newly-assigned co-pilot was paired with a hard-nosed Major as captain. The co-pilot was nervous, and it showed in his actions. As they approached and gained take off speed, the Major decided to soften his image as difficult and turned to the new co-pilot and quipped 'cheer up.' The co-pilot executed the 'gear up' maneuver just as the power drop occurred. The plane came back to the runway without landing gear. No one was injured. No blame was placed for the incident.



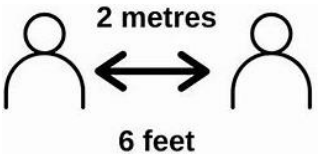

JACKSONVILLE ARTCC
STAFF IT UP
Featuring: The Class D's of JAX!
Date: 05/10/2020 Time: 2100-2359z AIRPORTS: JAX, CRG, GNV, NIP, SGJ, VQQ

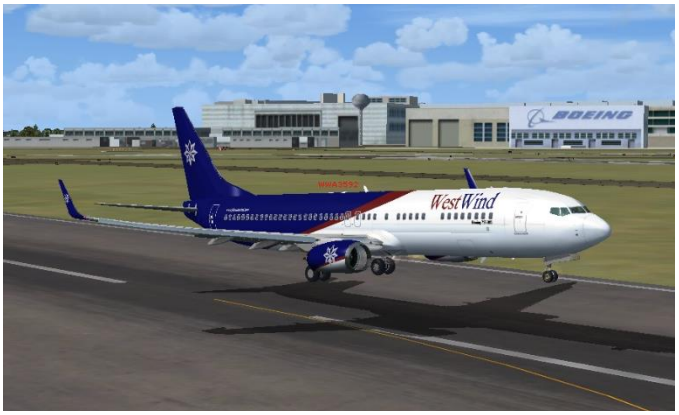

WestWind


WestWind


Warm Air
COLD FRONT
WARM FRONT
Cold Air
Cool Air
FLOW
RAIN

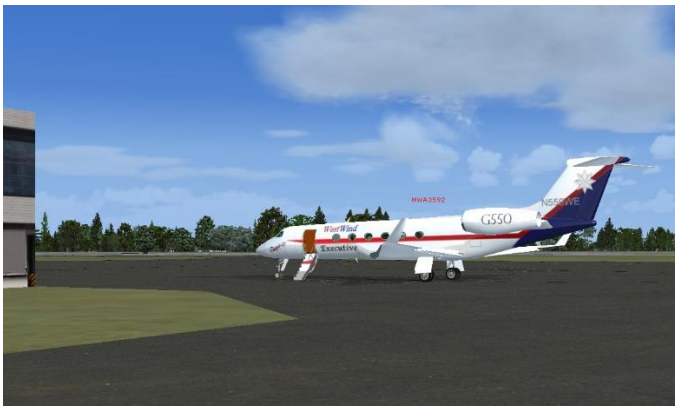

BAGGAGE CLAIM
"Yeah, yeah, when teleportation becomes a reality, we'll still lose your luggage!"


2 metres
6 feet



WestWind Journal Fly-In to:

Anderson RGNL Airport, S.C (KAND) Apr 5, 2020



The *lone* participant WWA3592 arrived from KRAP. Very nice flight with outstanding ATC. ***Too bad you didn't fly in!***

Winglets

A 737 history: The most noticeable feature to appear on 737s since 2000 are winglets. These are wing tip extensions which reduce lift induced drag and provide some extra lift. They have been credited to Dr Louis Gratzer formerly Chief of Aerodynamics at Boeing and now with Aviation Partners Boeing (APB) but the original winglet design was by NASA Langley aeronautical engineer Richard Whitcomb during the 1973 oil crisis. They were first flown on a 737-800 in June 1998 as a testbed for use on the BBJ. They are now available as a standard production line option for all NGs with the exception of the -600 series. They are also available as a retrofit from APB. They are 8ft 2in tall and about 4 feet wide at the base, narrowing to approximately two feet at the tip and add almost 5 feet to the total wingspan.

Winglets improve climb gradient. This will enable a higher RTOW from climb limited airports (hot, high or noise abatement) or obstacle limited runways. In addition, to reduced climb thrust, a winglet equipped aircraft can typically take a 3% derate over the non-winglet equivalent aircraft. This can extend engine life and reduce maintenance costs.

'Publishers Note'

As the future brings us out of the level of threat we currently face due to COVID-19 and events again begin to be scheduled, such as NASCAR, air shows, concerts and so on, the WestWind Journal will again, of course, bring you monthly event calendars for each of them! ***Thanks for your understanding!***

Lack of Air Travel Impact Weather Forecasting?

Every time a plane leaves the ground, they gather important data information from the sky. According to NOAA we see more than 3,500 commercial aircraft every year in the United States provide more than 250 million weather observations.

Data like temperature, humidity, winds, etc. all get collected during flights and help computer models create forecasts. So, if the number of daily flights has dropped dramatically both domestically and internationally, does that mean the accuracy for model data has decreased as well?

Some may say yes, some say no, some say it's just a theory. Logically, you would think with less data going into our forecast models that the accuracy could if it hasn't already start to decline; so far, there has been a 50% drop in flights across the United States and an even bigger drop in Europe, roughly 80%.

That is something that could continue to play a role in our forecasts; definitely something we'll have to watch going forward as long as more planes are grounded.

This Month The WestWind Journal Salutes The Aviators of the

United States Armed Forces

PUBLISHER's NOTE

All screenshots are taken by WWA3592**,** **except** those noted in the lower right corner of the screenshot.

Fuel Loading and Distribution

Most swept wing jet transport aircraft use fuel distribution to optimize the center of gravity in cruise to reduce fuel burn. This is achieved by keeping the center of gravity towards the aft limits of the envelope by utilizing outboard wing, aft body or horizontal stabilizer fuel tanks. It is the aircraft commander's responsibility to ensure that the fuel load prior to takeoff is correctly distributed and reflected on the load/trim sheet and maintained within the prescribed limits for the remainder of the flight.

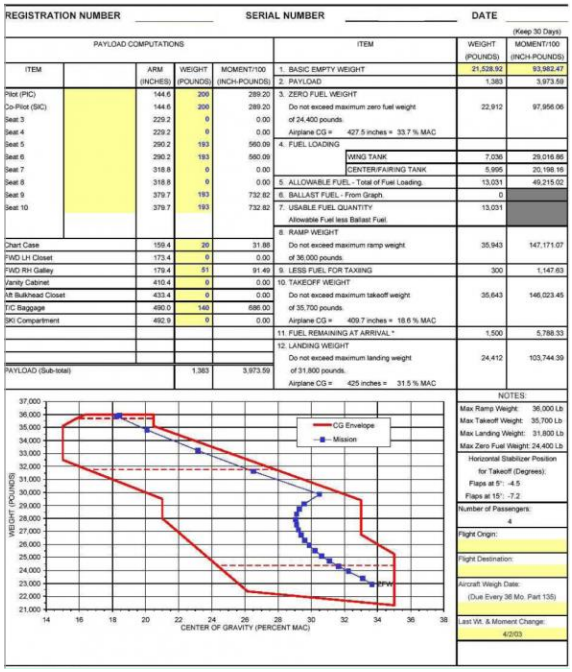
The traditional method for ensuring load and trim compliance dates from the days when all load and trim sheets were completed manually on specific forms designed for use with each aircraft type, and is as follows:

- the completed document is presented to the aircraft commander
- the aircraft commander checks that it is internally consistent by carrying out some simple cross checks of input and calculated output data for gross errors and,
- if the cross checks are satisfactory, the captain formally accepts the load and trim sheet by means of a signature on at least two copies, one being retained by the departure agent and the other by the flight crew.

The DCS (Departure Control Systems) process is slightly different in that only the input data need be checked, and the completed document may not necessarily be signed by the agent presenting it, as he/she may have had no part in its preparation.

However, in both cases, the acceptance of an apparently correct load and trim sheet does not guarantee that the aircraft has necessarily been <u>loaded</u> as stated.

WEIGHT AND BALANCE COMPUTATION FORM

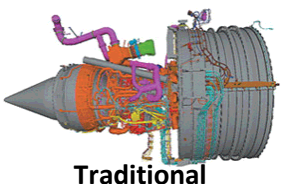


787 NO-BLEED SYSTEMS:

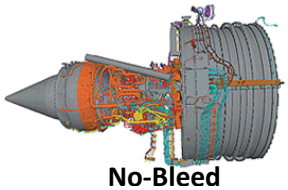
Recent advances in technology have allowed Boeing to incorporate no-bleed systems architecture in the 787 that eliminates the traditional pneumatic system and bleed manifold and converts the power source of most functions formerly powered by bleed air to electric power (for example, the air-conditioning packs and wing anti-ice systems). The no-bleed systems architecture offers operators a number of benefits, including:

- Improved fuel consumption, due to a more efficient secondary power extraction, transfer, and usage.
- Reduced maintenance costs, due to elimination of the maintenance-intensive bleed system.
- Improved reliability due to the use of modern power electronics and fewer components in the engine installation.
- Expanded range and reduced fuel consumption due to lower overall weight.
- Reduced maintenance costs and improved reliability because the architecture uses fewer parts than previous systems.

The 787's no-bleed systems architecture allows the airplane's engines to produce thrust more efficiently — all of the high-speed air produced by the engines goes to thrust. Pneumatic systems that divert high-speed air from the engines rob conventional airplanes of some thrust by extracting as much as 35 percent of power from the engines and increases the engine's fuel consumption. In addition, the ducting used to pass the pressurized air around the airplane employs check valves and pre-coolers, and is itself made of titanium, which adds hundreds of pounds of weight to the airplane.



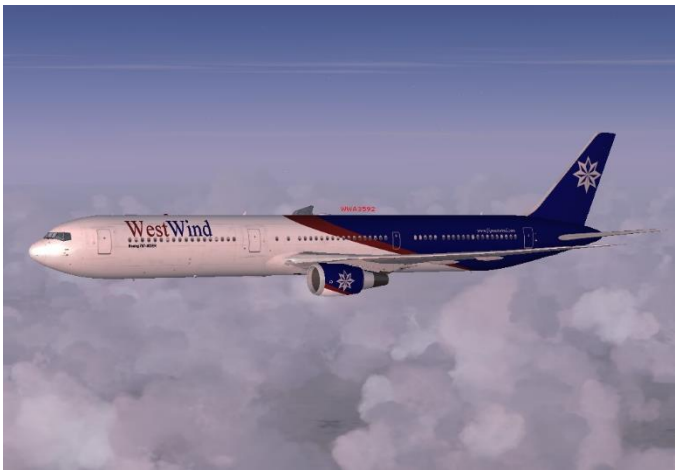
Traditional

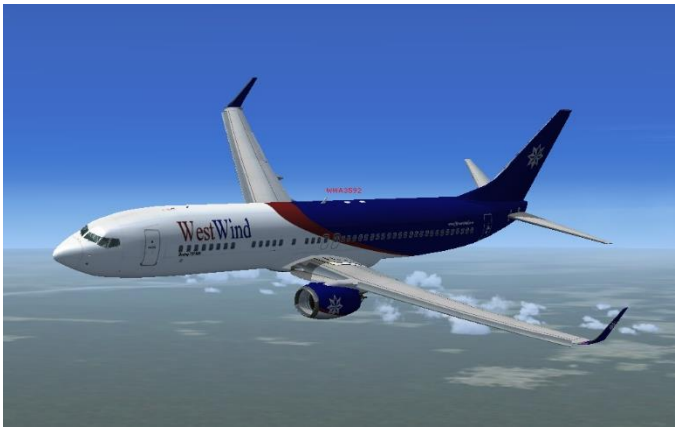


No-Bleed

In the traditional architecture, the engines provide the majority of secondary airplane systems power needs in pneumatic form; in the no-bleed architecture, the engines provide the majority of airplane systems power needs in electrical form via shaft-driven generators. The traditional airplane pneumatic bleed system architecture results in less than optimum engine efficiency. Eliminating the pneumatic bleed results in a more efficient engine operation due to reduced overall airplane level power requirements — the airplane does not draw as much horsepower off the engine in cruise, so it doesn't burn as much fuel. The corresponding improvement in fuel consumption, at cruise conditions, is in the range of 1 to 2 percent.

Moreover, the no-bleed architecture allows significant simplification in engine buildup due to the elimination of the pneumatic system and associated pre-coolers, control valves, and required pneumatic ducting.





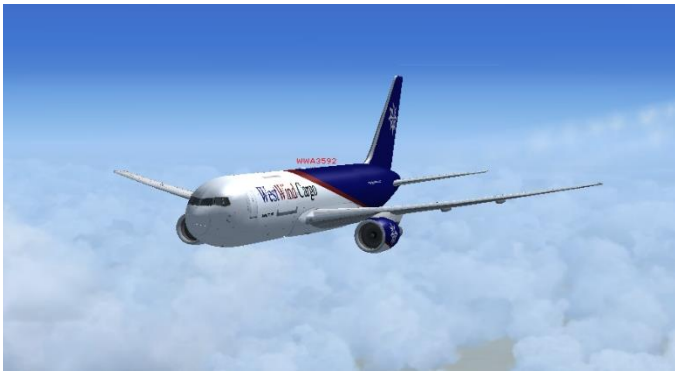
WestWind Hub of the Month

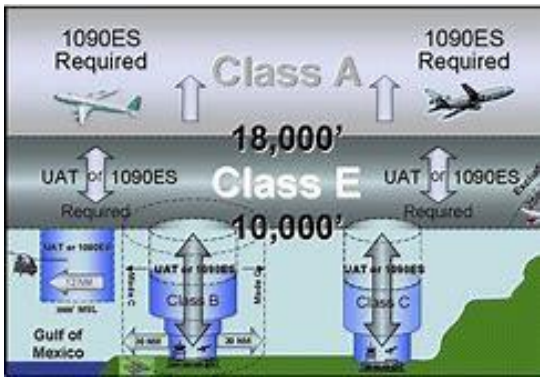
Amsterdam Airport Schiphol

Amsterdam Airport Schiphol (IATA: AMS, ICAO: EHAM), known informally as Schiphol Airport (Dutch: Luchthaven Schiphol, pronounced [ˌlʏxtɦaːvə(n) ˈsxɪp(ɦ)ɔl]), is the main international airport of the Netherlands. It is located 5.6 miles southwest of Amsterdam, in the municipality of Haarlemmermeer in Northern Holland. It is the third-busiest airport in Europe in terms of passenger volume and the busiest in Europe in terms of aircraft movement. The airport is built as a single-terminal concept: one large terminal split into three large departure halls. Schiphol is a hub for WestWind and KLM, KLM Cityhopper as well as for Corendon Dutch Airlines, Martinair, Transavia and TUI. The airport also serves as a base for EasyJet and LEVEL.

Schiphol opened on 16 September 1916 as a military airbase. The end of the First World War also saw the beginning of civilian use of Schiphol Airport and the airport eventually lost its military role completely. By 1940, Schiphol had four asphalt runways at 45-degree angles. The airport was captured by the German military that same year and renamed Fliegerhorst Schiphol. The airport was destroyed through bombing but at the end of the war, the airfield was soon rebuilt. In 1949, it was decided that Schiphol was to become the primary airport of the Netherlands.

Promoting Aviation Through Simulation!



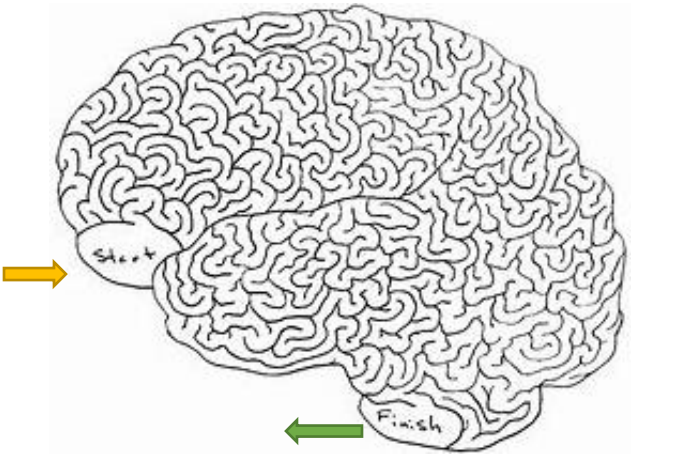


U.S. Airlines – COVID-19

Thousands of grounded planes. Nearly empty flights. Airports that look like ghost towns. This is the picture of aviation in an era where approximately 200 million Americans are under directives to stay at home and limit their travel due to the coronavirus.

The latest announcement from American Airlines reflect the trends around the industry: Over the next two months, it expects to fly as little as 20% of its domestic schedule and between 10% and 20% of its international schedule. American CEO Doug Parker said his planes are about 15% full. US airlines started the year filling about four of five available seats, but are now, on average, filling just one of every five seats, according to data from Airlines for America, an industry group. The stark figures underscore why the nation's passenger and cargo airlines requested a $58 billion federal relief package, divided between grants to pay employees and loans for other expenses. Parker said his airline expects to receive "about $12 billion" of the package. An additional $10 billion is for airports, and $3 billion is reserved for the companies whose employees stock and clean aircraft between flights.

Airlines for America says about 1,200 planes in the US fleet of 6,215 have been grounded due to the coronavirus outbreak -- not including planes like the Boeing 737 MAX that were grounded a year ago or are awaiting delivery. Airlines rarely ground planes because it not only means no revenue, but losses. Planes in short-term storage require regular maintenance to remain ready to return into service. Worldwide, over half of the 17,750 passenger jets in operation are parked, according to the aviation data firm Cirium. That number is growing rapidly: It said 1,000 more planes were parked since its update a day earlier.



Be Sure To Check Out The WestWind FORUM

Lots of great information there - *stay up to date!*

About The WestWind CIO

George Forster

Chief Information Officer

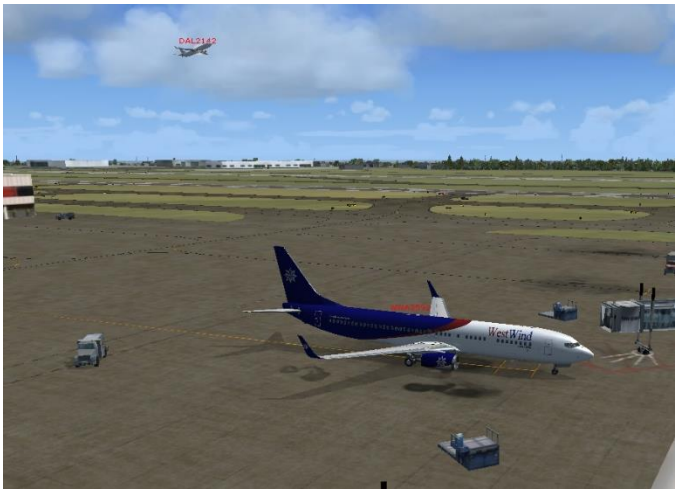
WestWind Airlines

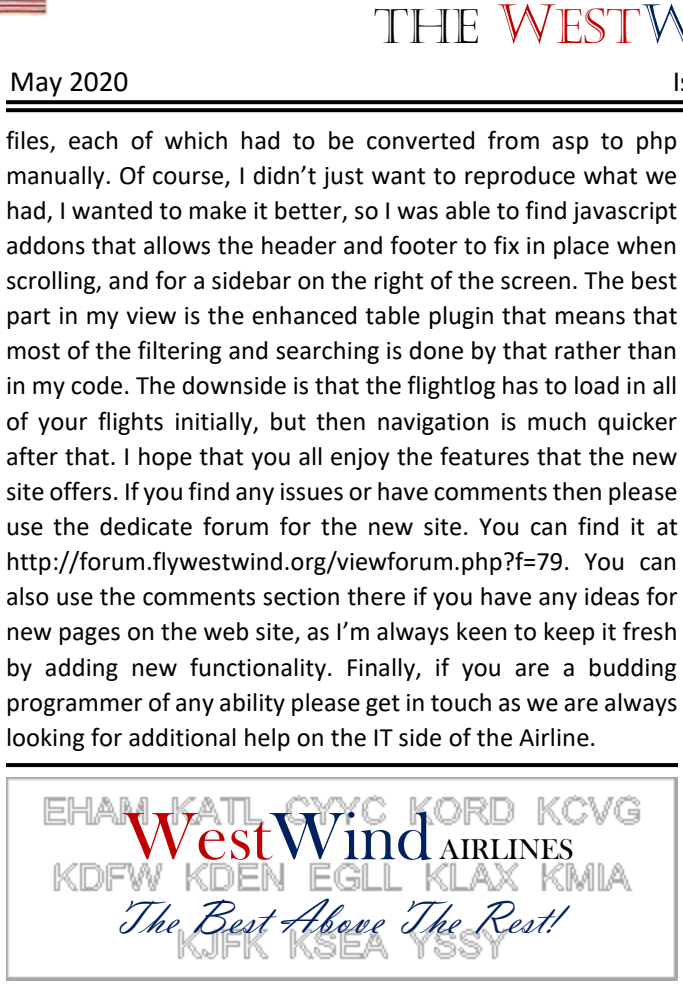
I've always had an interest in commercial aviation, sort of a how does it all work kind of interest. My brother had always played flying simulations, and one day I saw FSX for sale in my local computer store. This was early 2009. Once I started flying, I then thought what if there was a way I could structure where I fly to and from, So after a bit of research I joined WestWind in April 2009 and was allocated to the Amsterdam hub. I became hub manager in December 2010 when the previous manager Paul Harbourdin moved to the Singapore hub. As the assistant manager did not want to become the HM, I got the job. I have so far flown 850 flights for 1,954.7 hours for WestWind.

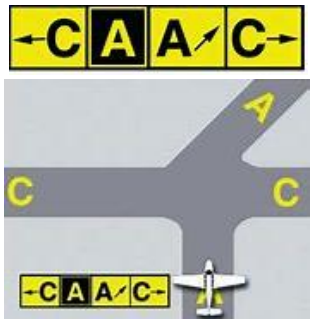
Professionally I run a software development department for an engineering company in the UK. I have worked there for over 25 years. When some of the managers at the time discovered that I'm a programmer it was suggested that I join Mike Bergman's team of programmers. This was in July 2010. I had not done any web programming, but I quickly found that code behind the website was asp which is very similar to Visual Basic that I use at work. I stayed as Director of IT until July 2012 when Mike decided to step down as EVP-IT to concentrate on his aircraft duties. So, I became EVP-IT where I have stayed ever since, although now the role is called Chief Information Officer.

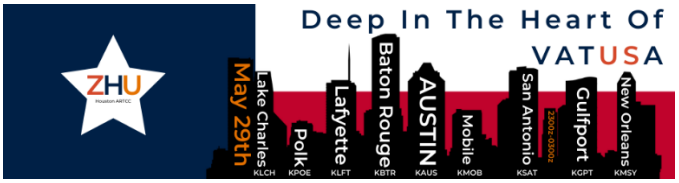
In 2017 I started work on migrating the web site from asp to php. This was necessary as the server that we use was going to be depreciated by our provider eventually. The new server flywestwind.org had been hosting our forum software from May 2014. The web site contains over 6MB of code in over 600

files, each of which had to be converted from asp to php manually. Of course, I didn't just want to reproduce what we had, I wanted to make it better, so I was able to find javascript addons that allows the header and footer to fix in place when scrolling, and for a sidebar on the right of the screen. The best part in my view is the enhanced table plugin that means that most of the filtering and searching is done by that rather than in my code. The downside is that the flightlog has to load in all of your flights initially, but then navigation is much quicker after that. I hope that you all enjoy the features that the new site offers. If you find any issues or have comments then please use the dedicate forum for the new site. You can find it at http://forum.flywestwind.org/viewforum.php?f=79. You can also use the comments section there if you have any ideas for new pages on the web site, as I'm always keen to keep it fresh by adding new functionality. Finally, if you are a budding programmer of any ability please get in touch as we are always looking for additional help on the IT side of the Airline.







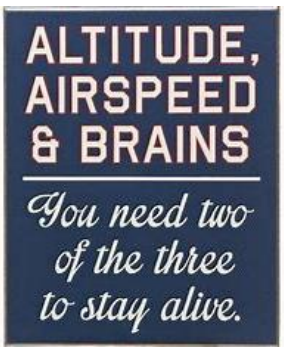


Aircraft and Static Electricity

Aircraft are always positively charged when flying. At 30,000 feet altitude (the normal flying altitude for commercial jet aircraft), the atmosphere naturally carries a positive charge of approximately 100,000 Volt. This is due to the electrical field that exists between the Earth and the ionosphere, the ionosphere being approximately 300,000 Volt. The positive charge that is induced by friction between the object and air such as an airplane flying through the atmosphere is, of course, added to the existing 100,000 Volt.

The air humidity at 30,000 feet is extremely low and therefore is a perfect environment to foster huge electrostatic charges. It is reasonable to assume that an aircraft can acquire a charge of one million Volts or more, which it shares with the passengers inside the aircraft.

When the aircraft lands during dry conditions, huge sparks are released to Earth as soon as the aircraft touches down. These discharge sparks to Earth (though rarely seen) substantiate the potency of the charge on the aircraft.



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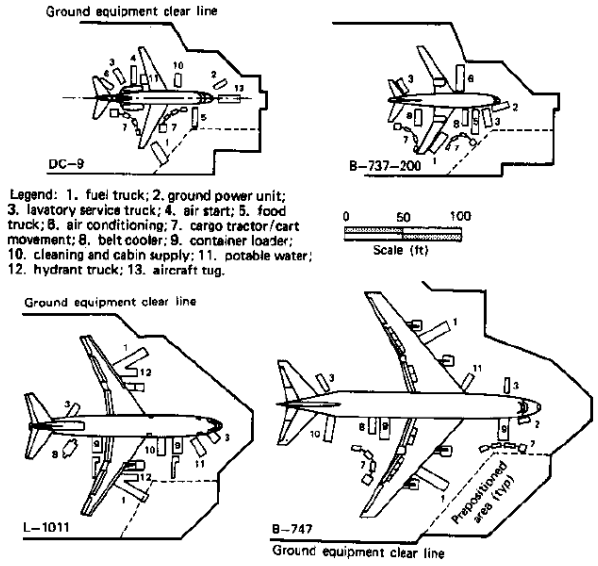

Not Fly on VATSIM Yet?

VATSIM.net virtual air traffic network

You are Really Missing Out!

Contact Your Hub Manager for assistance in getting set-up to fly on-line! *Really* adds realism and enjoyment!

The WINNER is:

? WWA? (hub)

The 9th person who sent in a screenshot by April 20 has had a VISA Gift Card mailed to the address they choose!

NO Winner! $50 ONLY 3 entries!

~~A $50 Gift Card has been mailed to the address he provided. ***CONGRATULATIONS!***~~

Unfortunately, only 3 screenshots were sent it in, and the 9th was to be the $50 winner! At a future date we will attempt this again, keep a lookout for it in the WestWind Journal!

THE WESTWIND JOURNAL

This concludes issue number **20-5** of THE WESTWIND JOURNAL. We hope that you have not only enjoyed it but found some useful information as well. Look for the June issue, because it will be coming no matter what!!

Please take care and be very safe during this rough time!

– THE WESTWIND JOURNAL STAFF –

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