

WestWind Airlines



WESTWIND

October 2020

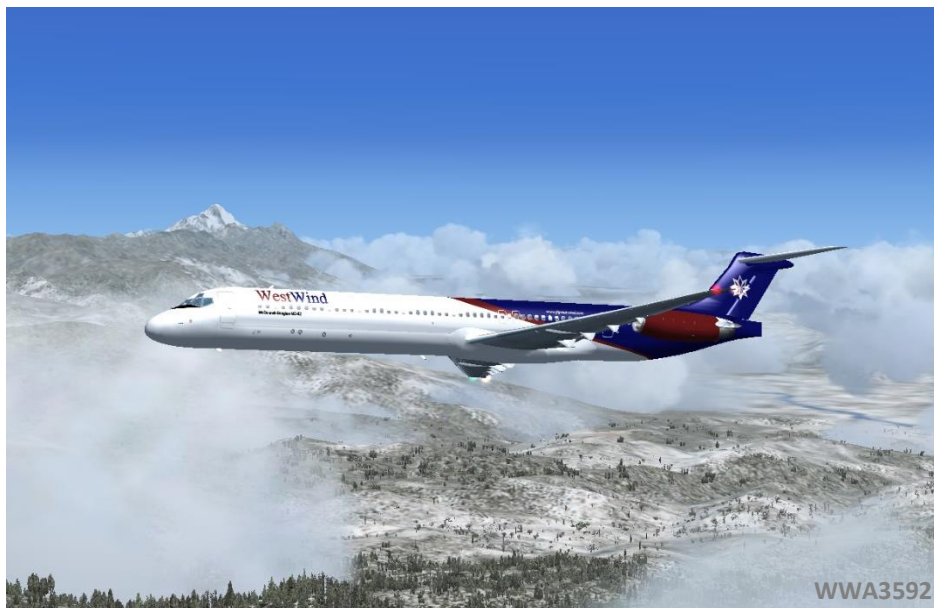
THE WESTWIND JOURNAL

October 2020



Issue 20-10

WestWind Airlines



WWA3592

Philters Brews
& Elixirs
Made to Order



VILLAGE APOTHECARY SHOP
Elizabeth L. Rowanleaf Prop.
Specializing in Tea & Poisons

September 2020 Flight Hours



WESTWIND
VIRTUAL AIRLINES

Total WestWind Hours: 3833.1
Total On-Line Hours: 768.0
Total Off-Line Hours: 3065.1
Passengers Carried: 95,063
Cargo Hauled: 17,397,166 lbs.



September 2020 WestWind Hub Rankings

On-Line

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

OFF-LINE

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

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





September's Top On-Line Pilots

CYYC	Ron Oines WWA2894	193.7
EGLL	NA	NA
EHAM	Fred Koch WWA3631	53.4
KATL	Bill Peterson WWA1698	13.6
KCVG	Edward Harper WWA2683	63.3
KDEN	Larry Horton WWA3241	43.6
KDFW	Chris Trott WWA3382	34.6
KJFK	John Manutes WWA2280	10.2
KLAX	Nathaniel Miller WWA1055	44.6
KMIA	Mike Osburn WWA2691	49.3
KORD	Chris Cramblet WWA3592	62.5
KSEA	Erwin Michael WWA2244	33.8
WSSS	NA	NA
YSSY	Trevor Golding WWA121	0.5

Flying AS Real As It Can Be



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



WWA3592



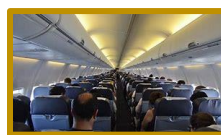
September's Top Off-Line Pilots

CYYC	Ian Crawford WWA752	15.3
EGLL	Johnny Kasimatis WWA2132	66.1
EHAM	Hal Morse WWA3616	301.1
KATL	Mike Jones WWA3381	53.4
KCVG	Timothy Essex WWA3209	43.7
KDEN	Malcolm Meyer WWA71	145.0
KDFW	Joseph Russ WWA3629	76.7
KJFK	Paul Williamson WWA1750	112.1
KLAX	Phil Cohen WWA1573	27.0
KMIA	Vincent Simmons WWA3477	110.0
KORD	Vince Storelli WWA1116	33.2
KSEA	Kim Stolt WWA138	124.3
WSSS	Bob Armer WWA3105	63.6
YSSY	Glen Maus WWA2987	65.7

Flying The Jetways Every Day

Top WestWind Passenger Hub

August 2020



The Amsterdam Hub

11,746 Passengers Carried In September 2020

Top WestWind Cargo Hub

September 2020



The Dallas/Ft. Worth Hub

5,161,353 lbs. Cargo Hauled In September 2020

LEADING THE WAY



TOP Passenger and Cargo Crews

September 2020

Carrying the Most Passengers

Hal Morse WWA3615, EHAM Hub / 8,578 PAX

Hauling the Most Cargo

Ron Oines WWA2894, CYYC Hub / 2,867,276 lbs CGO

**WestWind
Airlines**



Newest Pilots - September 2020

Jim Schein WWA3641, WSSS Hub

Please welcome our newest WestWind Pilots and show them why

WWA is the best virtual airline out there!





The WestWind Screenshot Competition

Selected by the WestWind Staff
every month!

September 2020 Winner

Senior Command Captain+1

Chris Cramblet WWA3592

Chicago Hub




WWA3592



WWA3635



WWA230

WestWind Airlines Selected October VATSIM Events		
Oct 2	KPHX, <u>KDFW</u> , KMEM	2300Z-0300Z
Oct 3	<u>KJFK</u> , <u>KLGA</u>	2300Z-0300Z
Oct 4	KMYR	2100Z-2359Z
Oct 5	KOQU, KFMH	0100Z-0400Z
Oct 9	<u>KMIA</u> , KFLI	2300Z-0300Z
Oct 11	YPDN, YBCS	2359Z-0800Z
	<u>KSEA</u>	2000Z-2400Z
Oct 13	KMCN	2330z-0230z
Oct 16	<u>KDEN</u> , KCOS, KASE	2359Z-0400Z
Oct 17	 <u>KRDU</u> (WWA Fly-In)	2100Z-2200Z
Oct 23	<u>KORD</u> , KMDW	2300Z-0300Z
Oct 24	KMSP, CYWG	2300Z-0300Z
	YPDN, PGUM	2000Z-0400Z
Oct 25	KPDX, CYVR	2300Z-0300Z
Oct 30	<u>KMCO</u> , <u>KJAX</u>	2300Z-0300Z

6 WestWind Hubs With Fly-In's This Month!!!!





Fly-by-wire (FBW) is a system that replaces the conventional manual flight controls of an aircraft with an electronic interface. The movements of flight controls are converted to electronic signals transmitted by wires (hence the fly-by-wire term) and flight control computers determine how to move the actuators at each control surface to provide the ordered response. It can use mechanical flight control backup systems (like the Boeing 777) or use fully fly-by-wire controls.

Improved fully fly-by-wire systems interpret the pilot's control inputs as a desired outcome and calculate the control surface positions required to achieve that outcome; this results in various combinations of rudder, elevator, aileron, flaps and engine controls in different situations using a closed feedback loop. The pilot may not be fully aware of all the control outputs acting to effect the outcome, only that the aircraft is reacting as expected. The fly-by-wire computers act to stabilize the aircraft and adjust the flying characteristics without the pilot's involvement and to prevent the pilot operating outside of the aircraft's safe performance envelope. Mechanical and hydro-mechanical flight control systems are relatively heavy and require careful routing of the flight control cables through the aircraft by systems of pulleys, cranks, tension cables and hydraulic pipes. Both systems often require redundant backups to deal with failures, which increases weight. Both have limited ability to compensate for changing aerodynamic conditions. Dangerous characteristics such as stalling, spinning and pilot-induced oscillation (PIO), which depend mainly on the stability and structure of the aircraft concerned rather than the control system itself, are depending on pilot's action.

Fly-by-wire control systems allow aircraft computers to perform tasks without pilot input. Automatic stability systems operate in this way. Gyroscopes fitted with sensors are mounted in an aircraft to sense rotation on the pitch, roll and yaw axes. Any movement (from straight and level flight for example) results in signals to the computer, which then automatically move control actuators to stabilize the aircraft.

In 1972, the first digital fly-by-wire fixed-wing aircraft without a mechanical backup to take to the air was an F-8 Crusader, which had been modified by NASA.



WestWind Charters



Phil Cohen WWA1573
Executive Vice President Charter Operations

October Charter of the Month



P205 - Wine Country Getaway





The Pain Continues At Boeing

It's been a rough 18 months or so for Boeing. First, regulators grounded the 737 MAX after two fatal accidents. And now Covid has brought its airline customers to the brink of ruin. The company's revenues fell 25% in the second quarter from the same period last year, when the MAX was first grounded.

Before the pandemic, economists fretted about the MAX grounding's effect on U.S. GDP. Boeing was the single largest exporter in the U.S., and the company was responsible for 1% of GDP. Now, of course, Covid's effect on the air transport industry is more of a worry than the MAX, and the company says it will have to reduce its workforce by 10%.

Boeing expects regulators to re-certify the aircraft, currently undergoing certification flights, by the fourth quarter, a little later than the company had previously predicted. When the MAX is cleared, Boeing will start to deliver the 450 aircraft it has already produced and that are sitting on tarmacs to customers. It expects to deliver most of those aircraft within the first year after re-certification, and by 2022 Boeing expects to produce 31 MAX aircraft per month.

As airlines grapple with the collapse in demand, they want fewer aircraft. So, Boeing is reducing the production of its 787 from 10 per month to six per month, which is lower than the seven per month it had previously forecast. The 777X entry-into-service slipped from 2021 to 2022. And perhaps most upsetting to aviation geeks the world over, Boeing will end production of the 747 that year as well. Despite cancellations,

Boeing Commercial Airplanes (BCA) has a backlog of 4,500 aircraft. But here's a sobering metric: BCA delivered 20 aircraft in the quarter, compared with 90 in the second quarter of last year.



Your Fraction of Hours Chart



WestWind	
MINUTES	TENTHS
1-6	0.1
7-12	0.2
13-18	0.3
19-24	0.4
25-30	0.5
31-36	0.6
37-42	0.7
43-48	0.8
49-54	0.9
55-60	1.0

- Compliments of the WestWind Journal -





The Hurricane Hunters

Much of the data that helps forecasters predict the path, strength, and timing of tropical storms and hurricanes come from a small fleet of airplanes that fly around, through and above the storms. The Hurricane Hunters — a team within the National Oceanic and Atmospheric Administration (NOAA) sometimes assisted by a team from the US Air Force Reserves — fly right into the storms, slicing, diving, and weaving through "howling winds, blinding rain and violent updrafts and downdrafts" to gather information. The grueling missions can take 8-10 hours at a time flying through storms, which contributes to life-saving forecasts that help those in harm's way evacuate or seek shelter while skies are still clear and sunny.



The Hurricane Hunters fleet consists of 2 P-3 Orion NOAA aircraft, a WC-130J of the Air Force Reserve's 53rd Weather Reconnaissance Squadron and a single NOAA Gulfstream IV-SP jet nicknamed "Gonzo." The G-IV is used to fly "high, fast, and far" above and around a storm. The 3 turboprops actually penetrate the storms gathering the critical data. The fleet of 4 aircraft are the world's premier storm weather data gathering aircraft.

BVA Fly-In

Explore new destinations and procedures throughout the New England area with a special BVA event!

Military Airports

KOQU and KFMH
Monday, October 5 | 8-11pm ET

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








PALMETTO EXPRESSWAY

Feat. KMIA & KFLL FNO

FRIDAY, OCTOBER 9, 2020
2300Z-0300Z






Raleigh-Durham International Airport (IATA: RDU, ICAO: KRDU, FAA LID: RDU), locally known by its IATA code RDU, is the main airport serving Raleigh, Durham, and the surrounding Research Triangle region of North Carolina. It is located in unincorporated Wake County but is surrounded by the City of Raleigh to the North and East, and the towns of Cary and Morrisville to the South. The airport covers 5,000 acres and has three runways.

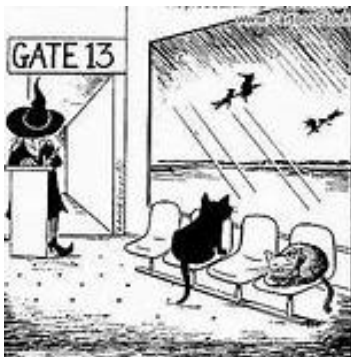


Teamspeak is available to all **WestWind** Pilots. Download the TEAMSPEAK 3 client and join the conversation on-line!

Server Address: ts76.gameservers.com:9123

Nickname: [first name][lastname]{space-space}{WWA####}
ex: Ted Smith - WWA1234

Use the **WestWind** '**Lobby**' Channel!





How To Fix Microsoft Flight Simulator 2020 Download Issues



Microsoft Flight Simulator 2020 has made its PC debut for some, bringing every kilometer of the planet into the virtual world, and primed for exploration. The latest entry concludes over a decade hiatus for the classic Microsoft-made series, embracing its modern cloud empire to deliver an unparalleled scale. But representing every country down the finest details isn't easy, requiring over a 150GB installation, without counting over two petabytes of world data ripe for streaming.

Microsoft's handling of the hefty installation size separates the initial game installation and in-game content, making that initial Flight Simulator executable just a few GB of the full experience. Newcomers opening the game for the first time will meet the "Content Manager," mandating users to download up to 100 GB through the client. That's not an issue — it's the expected with the full Microsoft Flight Simulator installation size — but not ideal when things go wrong.



The integrated "Content Manager" has emerged as a point of frustration for some early adopters, with reports of stuck and slow downloads when first starting the game. That leaves many unable to play the new Microsoft Flight Simulator as of launch day, with the game assets required to play.

The launch isn't entirely smooth for all, as expected with any new video game release in 2020. While many issues often subside with time, those looking to play as soon as possible may encounter hurdles over the days ahead. We've wrapped up some common fixes that may help your Flight Simulator download fly by in no time.

- Some Easy Fixes -

✓ Restart Microsoft Flight Simulator 2020

When encountering issues with downloads within Microsoft Flight Simulator, one common solution requires a restart of the title. Closing and re-opening the program may lose current download progress, but it can be a quick fix to alleviate hang-ups and get back on track.

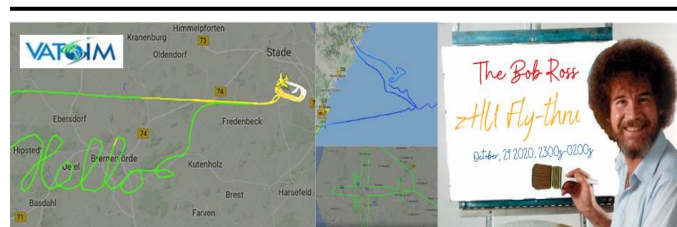
✓ Leave Microsoft Flight Simulator 2020 in Fullscreen

When downloading in-game content for Microsoft Flight Simulator, try spanning your game Fullscreen, and leaving the PC to handle the full installation. The issue previously impacted our staff, sometimes resulting in crashes when left downloading new content in the background, minimized in the system tray.

✓ Reinstall Microsoft Flight Simulator 2020

Yes, it's not ideal — but reinstalling the Microsoft Flight Simulator client could fix underlying download issues. While resetting your download progress to 0%, a clean install of the title may correct any undetected hiccups impacting your original installation.

[The WestWind Journal does not guarantee these fixes]





WestWind Monthly Pilot Awards

NEW!

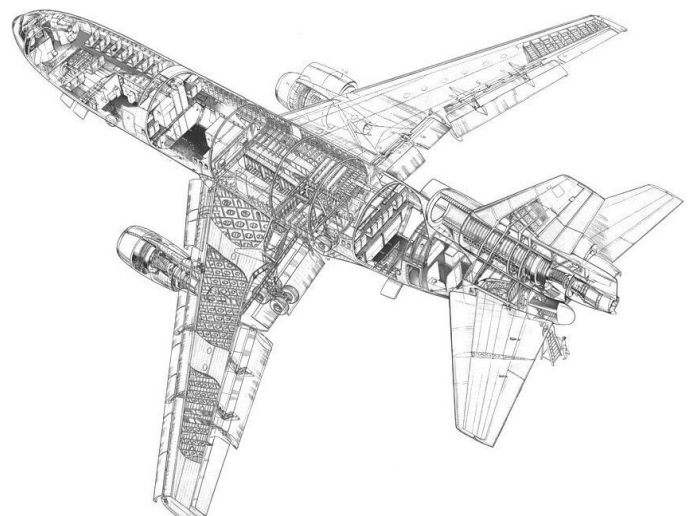
October 2020

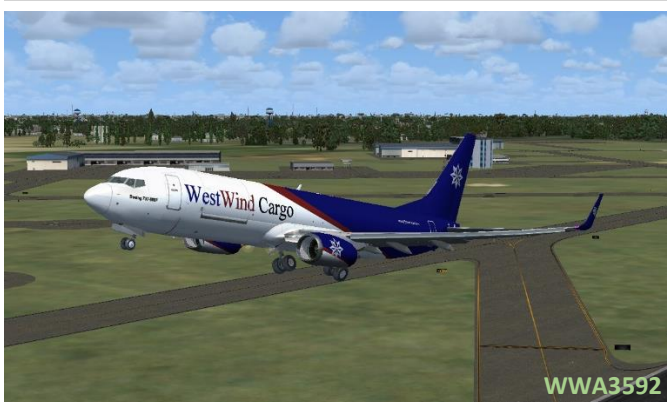
✈ Amsterdam Hub ✈
Top Gun Pilot of the Month
Fred Koch WWA3631

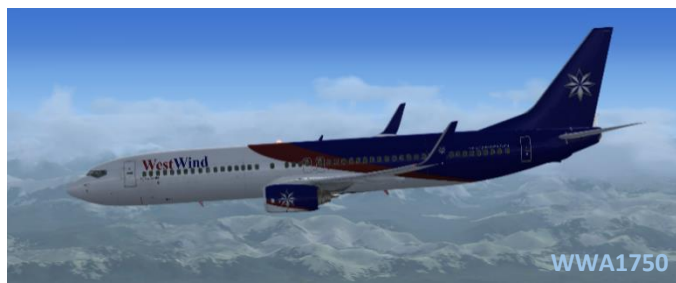
✈ Chicago Hub ✈
On-Line Pilot of the Month
Chris Cramblet WWA3592
(No non-staff flew on-line flights in September)

Off-Line Pilot of the Month
Vince Storelli WWA1116

No Other Hub's Reported

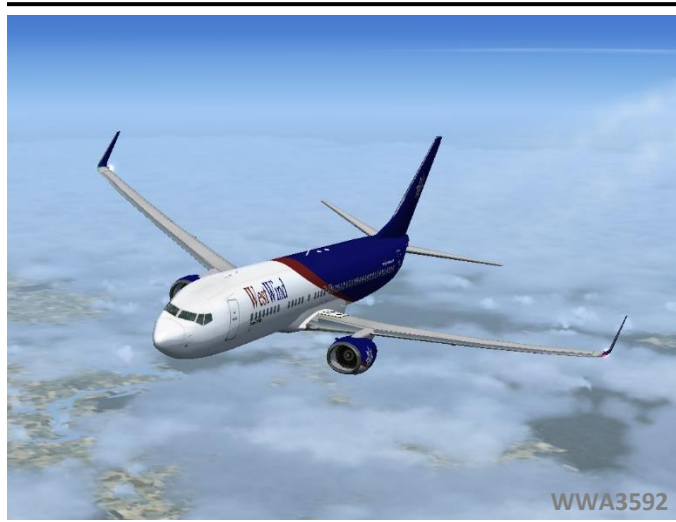
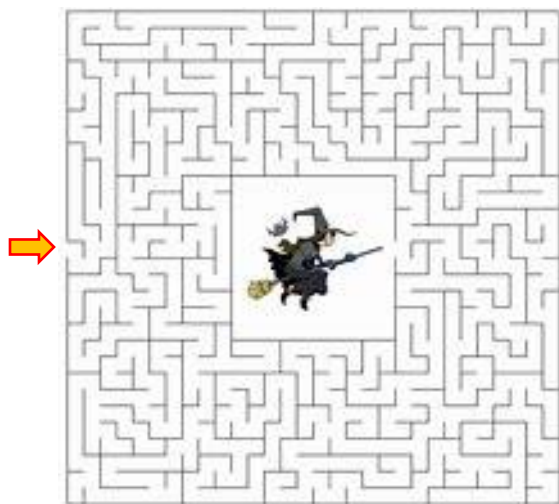


[illegible]



Round-The-World Flights

Mark Kusiak WestWind CEO (WWA3480) of the Los Angeles Hub and Larry Horton (WWA3241) of the Denver Hub have completed a Round-The-World series of flights in B350s. The effort took the pilots several months to complete, was flown on-line and competed in August 2020. *Well done to these two gentlemen for their grand accomplishment!*



The WestWind Journal needs **YOUR** Screenshots!

PLEASE Help out and send a WWA screenshot or two.
cjcramblet@outlook.com



Jet-A powers modern commercial airliners and is a mix of extremely refined kerosene and burns at temperatures at or above 49 °C (120 °F). Kerosene-based fuel has a much higher flash point than gasoline-based fuel, meaning that it requires significantly higher temperature to ignite. It is a high-quality fuel; if it fails the purity and other quality tests for use on jet aircraft, it is sold to ground-based users with less demanding requirements, such as railroads.

This Month The WestWind Journal Salutes The Aviators of the United States Navy



October 13, 1775



WestWind Hurricane Hunters



The month of September proved to be a busy one for the National Hurricane Center as WestWind Pilots lent a hand flying some of the missions tasked by the National Oceanic and Aeronautics Administration, known as NOAA. September 2020 has seen no fewer than six named tropical cyclones as the season enters the peak month. September is considered the peak month for hurricanes in the North Atlantic, each year.

Hurricane flying is covered by an annual Memorandum of Understanding (MOU) between the Departments of Defense and Commerce, and the FAA, describing the requirements and methods for conducting a flight. This information is readily available on the NOAA aviation operations web site and should be consulted in any preparation for a flight.

Hurricane flying, the grunt work, of the research is conducted by flying an X pattern flight plan at an estimated center of where the storm is expected to be located at time one arrives in the area of the storm. The corners of the pattern are located on the sub-cardinal compass points to the Northwest, Northeast, Southwest, and Southeast, flown in any order that the aircraft commander deems for the safe operation of the aircraft. This flying is done from the surface of the water to FL150. Flight altitudes are flown with the altimeter set on 29.92, as barometric pressure in a Hurricane can be very low. Aircraft operators should make all efforts to take advantage of tail winds where possible. Hurricane missions tend to be long in duration, with the average mission lasting between five and seven hours.

As of the date of this writing, Hurricane Teddy is shaping up to be a major storm as it becomes the third storm in the last few weeks to take aim at Bermuda. WestWind pilots can log these flights as Passenger Charter P015 flights flying the Lockheed L-100 or Lockheed L-188 Electra. The L-100 is the civilian version of the Lockheed C-130 Hercules aircraft, and the Electra is the civilian version of the P-3 Orion. Both are sturdy four-engine turbo-prop aircraft which are well suited for the role. As the two civilian variants are in the WestWind hanger, they can be flown in lieu of the military variants in your WestWind flight plan.

We hope that this article has provided some insight into what goes on with flying into a hurricane. While there is no guarantee, with proper planning and preparation, it can be done with a degree of safety that provides new experiences for all pilots. Both the C-130, flown by the Air Force Hurricane Hunters, based out of Biloxi, Mississippi, and the P-3 Orion flown by NOAA are genuinely great aircraft to fly and are very stable and forgiving platforms. It is highly recommended that any pilot embarking on these types of flights be familiar and proficient with the aircraft that you choose to use to fly a hurricane mission. The views can be breath-taking, and it never gets old, as each storm is different.

Mark Kusiak, WWA3480

President & Chief Executive Officer
WestWind Airlines





Aircraft categories for Instrument Approaches

Aircraft category	V _{at}	Range of speeds for initial approach	Range of final approach speeds	Max speed for visual circling	Max speed for missed approach	
					Intermediate	Final
A	<91	90/150 (110*)	70/100	100	100	110
B	91/120	120/180 (140*)	85/130	135	130	150
C	121/140	160/240	115/160	180	160	240
D	141/165	185/250	130/185	205	185	265
E	166/210	185/250	155/230	240	230	275

* Max speed for track reversal or racetrack procedures



CH-47F



WWA3592



WWA3635

To Fly a WestWind Fly-In or Not?

The WestWind Journal will continue to set up monthly fly-ins and hope that some WestWind pilots will start to participate in them. It's a great way to get to know your fellow WestWind pilots and to chat a bit about 'whatever'! (Voice and text). If you have a suggestion as to where to hold a WestWind Fly-In, please forward it to the WestWind Journal, your suggestion will be used!

The fly-ins are a great place to build camaraderie and are fun to boot, so join us as WestWind comes together once a month, every month!

The WestWind Journal



cjcramblet@outlook.com



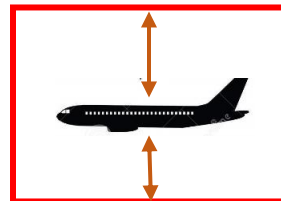


Visibility Conversions

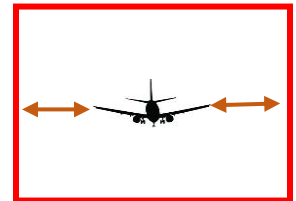
RVR (ft.)	Visibility (Sm)
400	$\frac{1}{16}$
800	$\frac{1}{8}$
1,200	$\frac{3}{16}$
1,600	$\frac{1}{4}$
2,400	$\frac{1}{2}$
3,200	$\frac{5}{8}$
4,000	$\frac{3}{4}$
4,500	$\frac{7}{8}$
5,000	1
6,000	$1\frac{1}{4}$

Airspace Conflict

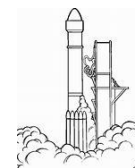
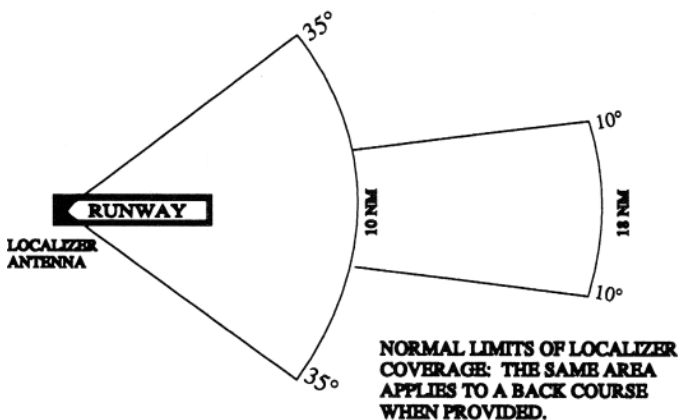
A conflict is an event in which two or more aircraft experience a loss of minimum separation. This does not in itself suggest that the aircraft are at any risk of collision. However, the separation minima are set for risk mitigation and therefore it is central to a controller's job to prevent this situation from occurring. Conflicts are detected by data assistants, who report them to the actual controllers; the data assistants suggest how to solve the conflict, but the controller is not obligated to follow the suggested instructions. A conflict occurs when the distance between aircraft in flight violates a defining criterion, usually considered as 5 nautical miles of horizontal and/or 1,000 ft of vertical separation. These distances define an aircraft's protected zone or block of airspace, a volume of airspace surrounding the aircraft which should not be infringed upon by any other aircraft.



1000 feet (above or below)



5 miles



Known Major October Launches

- Oct 14 Russian launch of Soyuz MS-17 to ISS
- Oct 16 Russian launch of Falcon Eye 2
- Oct 17 Russian launch of Glonass K NAV satellite
- Oct 23 Space X / NASA launch of Crew 1 to ISS





Promoting Aviation Through Simulation!



Cabin Lighting During Takeoff & Landing



Ever wonder why airliner cabin lights are dimmed shortly before takeoff and landing procedures? It primarily is related to a safety procedure. The lighting is dimmed for the same reason that crew members ask passengers on board an airliner to raise their shades – safety in case of an emergency. Everyone on board an airline requires the best eyesight possible for emergency scenarios, and it can take the

human eye between 10 and 30 minutes to fully adjust to a newly dark setting.

This means that by dimming the lights, it ensures that everyone on board is best prepared to deal with lower light conditions. This can be absolutely critical if an aircraft must certainly be evacuated at nighttime, as the period of time that it would take your eyes to calibrate to low-light conditions could theoretically be the difference between survival and disaster.

Another plus point of dimming the lights is that emergency lighting and illuminated pathways will be made more visible, and thus the pilots are preparing for every eventuality. Lifting the shades also raises awareness of surroundings, while flight attendants also benefit from a view outside of the aircraft, enabling any equipment abnormalities or hazards to be detected.

Furthermore, any passengers that may be uncertain about the process of flying can be reassured by seeing outside of the aircraft and gaining an impression of their orientation to the ground. Although they are far more familiar with the flying process, even the pilots benefit from this procedure as well.



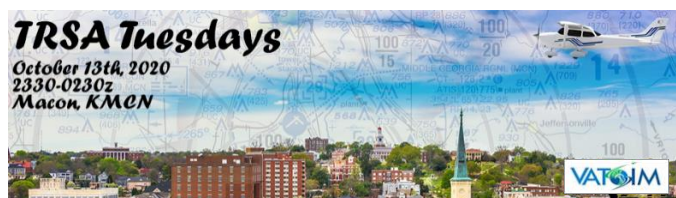


METAR KMYF 040111Z AUTO 22015G25KT 180V250				
TYPE OF REPORT	STATION IDENTIFIER	DATE AND TIME OF REPORT	REPORT MODIFIER	WIND
3/4SM R17L/2600FT +TSRA BR OVC010CB 18/16				
VISIBILITY	RUNWAY VISUAL RANGE	PRESENT WEATHER	SKY CONDITION	TEMPERATURE AND DEW POINT
A2992 RMK A02 TSB25E50 TS OHD MOV E SLP132				
ALTIMETER	REMARKS			

'Just Flight' Releases Updates for X-Plane Fleet

Multi-platform developer **Just Flight** has released updates for their entire X-Plane fleet of aircraft, bringing them to be compatible with the newly released X-Plane 11.50 update.

The updates cover all aircraft the publisher released for the X-Plane platform and includes Vulkan/Metal compatibility across the range, as well as many fixes for the aircraft outside 11.50-related changes.



Cargo Loading



Safe operation of aircraft requires all hold cargo and baggage to be weighed (or an accurate estimate of weight provided by using "standard" values), it must be loaded correctly and secured to prevent movement in flight.

Loading should be in full accordance with the generally applicable regulations and limitations, the operators loading procedures and in accordance with the instructions given by the person with overall responsibility for the loading process for a particular flight. These loading instructions must match the requirements for baggage/cargo distribution stated within the aircraft load and trim sheet.

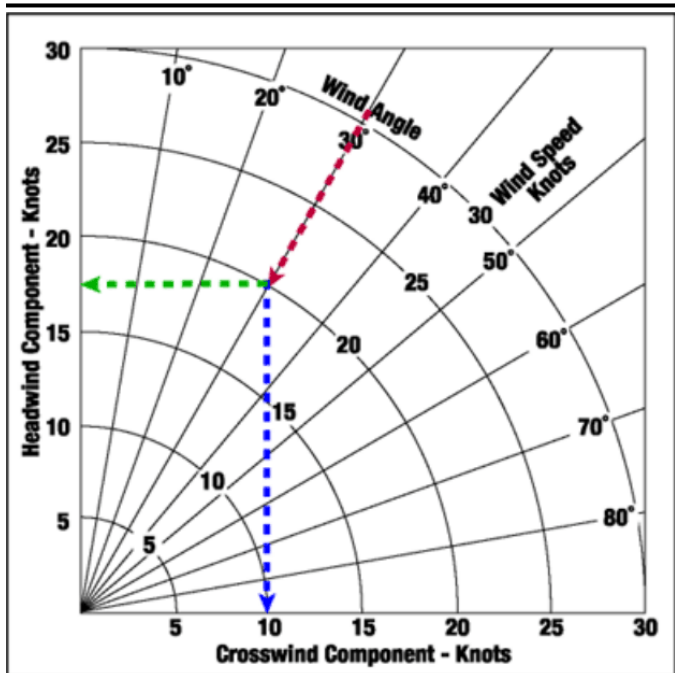
In recent years security considerations have led to rigorous procedures to ensure 'baggage reconciliation', which ensures only accompanied baggage is loaded, unless a special additional validation process for each unaccompanied bag has been followed.

Weight distribution between holds has a considerable effect upon the CG of the aircraft; load distribution will be specified on the Loading Instruction Form (LIF) by hold, or by hold compartment in the case of larger under floor hold areas..

Many narrow body short haul aircraft are bulk loaded with loose individual items of baggage and cargo. In this case, baggage loading will be by item count, with prescribed assumptions about the average weight per bag used to complete the load and trim sheet; precise figures will often vary according to NAA regulations or be more restrictive to meet the aircraft operator's own checked baggage rules.

Most wide-bodied aircraft, and increasingly some narrow bodies, are able to use the much simpler system of aluminum containers called Unit Load Devices (ULD). These can be used to consolidate baggage or cargo items before being loaded into the aircraft hold by specialized hydraulic lift equipment. The ULDs are then maneuvered manually to a final position on board by use of a roller floor, before being finally secured in position. ULDs must either be weighed, or the number of baggage items per container must be within a specified range and standard baggage unit weights applied.





October 2020 Live Concerts

Amsterdam (EHAM)

- | | | |
|---------------|--------|----------------|
| Oct 2 | ELO | Amsterdam Dome |
| Oct 24 | Lane 8 | Paradiso |

Atlanta (KATL)

- | | | |
|---------------|--------------------|-------------|
| Oct 6 | Crash Test Dummies | City Winery |
| Oct 17 | Boz Scaggs | Fox Theatre |

Calgary (CCYC)

- | | | |
|---------------|----------------|--------------------|
| Oct 9 | Ice Cube | Big Four Roadhouse |
| Oct 20 | Michael Malone | Comedy Cave |

Chicago (KORD)

- | | | |
|---------------|------------------|----------------------|
| Oct 15 | Sarah Brightmann | Katz Chicago Theater |
| Oct 25 | Chris Hillman | City Winery |

Cincinnati (KCVG)

- | | | |
|--------------|---------------|------------------|
| Oct 3 | David Sanborn | Ludlow Garage |
| Oct 8 | Monophonics | Woodward Theater |

Dallas/Ft. Worth (KDFW)

- | | | |
|--------------|--------------------|-----------------------|
| Oct 2 | Crash Test Dummies | Granada Theater |
| Oct 3 | SqueezeBox Bandits | Oak Highlands Brewery |

Denver (KDEN)

- | | | |
|---------------|-------------|-------------------|
| Oct 13 | Snow Patrol | Paramount Theater |
| Oct 19 | Thom Yorke | Mission Ballroom |

London (EGLL)

- | | | |
|--------------|---------------|---------------------|
| Oct 2 | Lewis Capaldi | O2 Arena |
| Oct 5 | Tourist | Village Underground |

Los Angeles (KLAX)

- | | | |
|---------------|----------------------|-----------------------|
| Oct 9 | Snow Patrol | Immanuel Presbyterian |
| Oct 10 | They Might Be Giants | Wiltern Center |

Miami (KMIA)

- | | | |
|---------------|--------------|-------------------------|
| Oct 10 | Ana Gabriel | American Airlines Arena |
| Oct 30 | Ricky Valido | Scully's Tavern |

New York (KJFK)

- | | | |
|---------------|-------------|-------------------------|
| Oct 7 | Peter Bjorn | Webster Hall |
| Oct 23 | ABBA | Ukrainian National Home |

Seattle (KSEA)

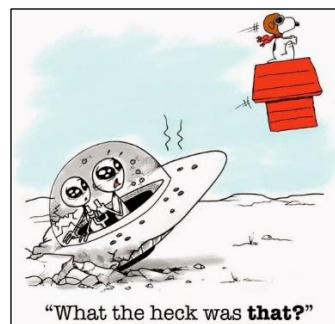
- | | | |
|---------------|-----------|-----------------|
| Oct 3 | Candlebox | Seattle Theatre |
| Oct 10 | Wire | Crocodile Café |

Singapore (WSSS)

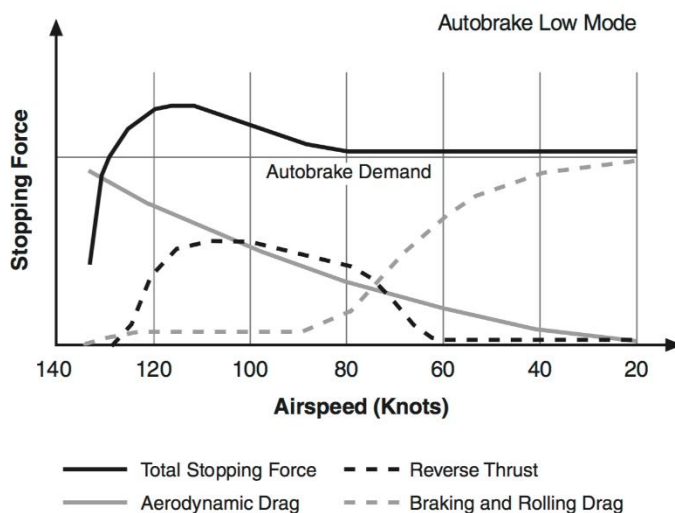
- | | | |
|---------------|---------|---------------|
| Oct 3 | Yiruma | Star Theatre |
| Oct 20 | Kenny G | Sands Theater |

Sydney (YSSY)

- | | | |
|--------------|---------------|----------------|
| Oct 3 | Emma Pask | Brass Monkey |
| Oct ? | Electric Mary | Crowbar Sydney |



Typical Decelerating Forces During Landing Roll





The Swamp Ghost



The Swamp Ghost is a Boeing B-17E Flying Fortress piloted by Captain Frederick 'Fred' C. Eaton, Jr, that ditched in a swamp on Papua New Guinea during the Second World War, after a raid on ships at Japanese-occupied New Britain on February 23, 1942. While flying over Rabaul, it was intercepted, attacked and eventually, having run out of fuel, had to force-land in a remote swamp near the north coast of New Guinea. All of the crew survived the crash landing and arduous trek out. ***Found, recovered and now on display!***



The November issue of the **WestWind** Journal is going to bring you complete details for this year's premier and original **WestWind** event, ***Christmas In Tahiti***. It will begin late November and run thru early January! ***On-Line & Off-Line!***



FORUM

Be Sure To Check & Post In The Forums





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THE WESTWIND JOURNAL, October 2020

One of two P-3s operated by WestWind Airlines



WWA3592



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This concludes the October issue (20-10) of THE WESTWIND JOURNAL, we hope that you have enjoyed it and found some useful information. *Look for the November issue!*

> > **Stay SAFE out there** < <

~ THE WESTWIND JOURNAL ~



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