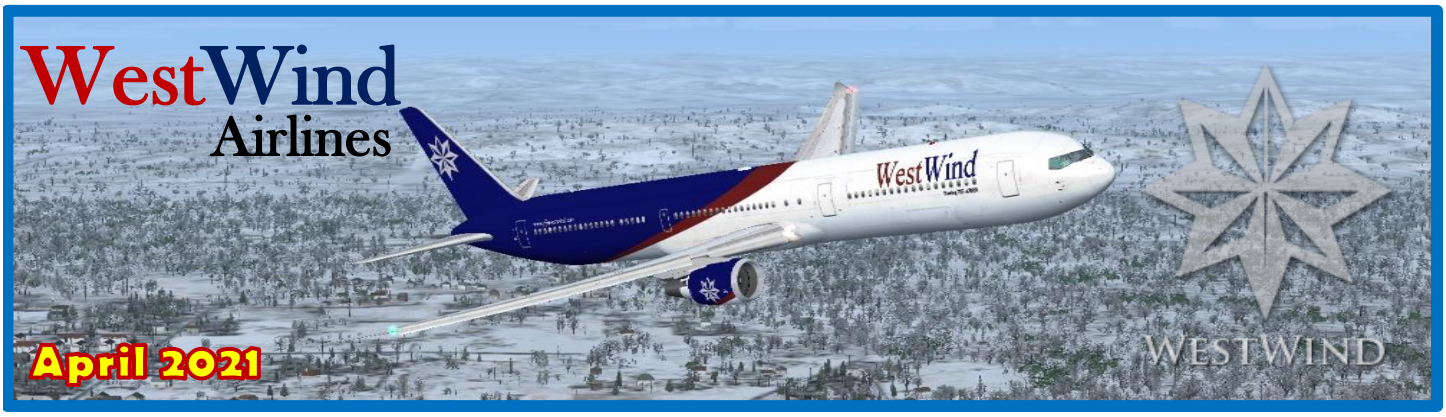
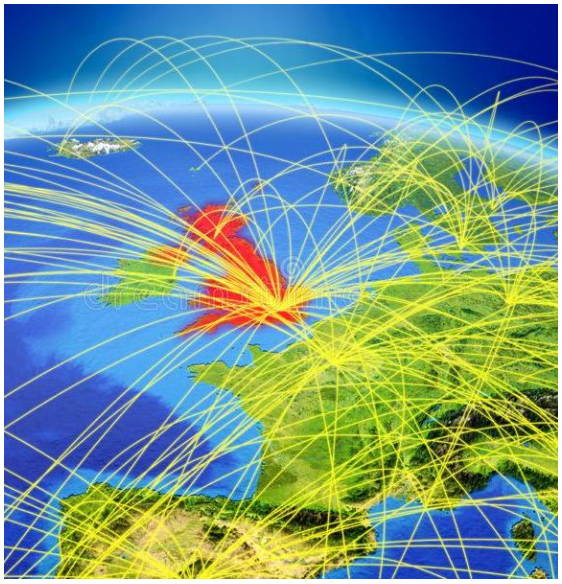


THE WESTWIND JOURNAL

April 2021 Issue 21-04 WestWind Airlines



WestWind Airlines
March Flight Operations

Total Flight Hours:	**3497.7**
Total On-Line Hours:	**795.3**
Total Off-Line Hours:	**2702.4**
Total Flights:	**1090**
Total PAXs:	**92,461**
Total CGO (lbs.):	**28,450,720**

WestWind Airlines
March Hub Rankings

On-Line	Off-Line
1. CYYC	1. EHAM
2. KORD	2. KSEA
3. EGLL	3. KDFW
4. EHAM	4. KKDEN
5. KMIA	5. KKJFK
6. KSEA	6. KORD
7. KATL	7. KMIA
8. YSSY	8. KLAX
9. KDEN	9. KCVG
10. KCVG	10. KATL
11. KJFK	11. YSSY
12. KLAX	12. WSSS
13. WSSS	13. EGLL
14. KDFW	14. CYYC

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

THE WESTWIND JOURNAL

April 2021 | Issue 21-04 | WestWind Airlines

March's TOP WestWind On-Line Pilots

CYYC	Ron Oines WWA2894	238.4
EGLL	Bryan Sutherland WWA3177	87.9
EHAM	Fred Koch WWA3631	63.6
KATL	Tom Griesbach WWA485	22.3
KCVG	Tim Maleski WWA215	15.4
KDEN	Larry Horton WWA3241	26.3
KDFW	Joseph Russ WWA3629	1.4
KJFK	Dallas Manning WWA3602	15.2
KLAX	Phil Cohen WWA1573	9.1
KMIA	Ronald Henderson WWA209	29.0
KORD	Chris Cramblet WWA3592	61.1
KSEA	Erwin Michael WWA2244	46.7
WSSS	Nathan Little WWA3151	12.1
YSSY	Andrew Wheeler WWA49	28.3

Flying As Real As It Can Be

VATSIM IVAO

(On-Line hours are verified @ VATSIM and/or IVAO)

Promoting Aviation Through Simulation!

March's TOP WestWind Off-Line Pilots

CYYC	Ian Crawford WWA752	19.2
EGLL	Johnny Kasimatis WWA2132	50.1
EHAM	Hal Morse WWA3615	300.2
KATL	Mike Jones WWA3381	88.4
KCVG	Timothy Essex WWA43.9	43.9
KDEN	Alan Heiner WWA806	51.0
KDFW	John Oddo WWA2293	82.9
KJFK	Paul Steele WWA3290	103.2
KLAX	Donnie Wade WWA3321	34.0
KMIA	Vincent Simmons WWA3477	70.5
KORD	Alan Morris WWA2969	51.6
KSEA	Ronald Fuller WWA2782	113.6
WSSS	Bob Armer WWA3105	75.6
YSSY	Kenneth Haynes WWA2055	87.1

Flying The Jetways Every Day

WestWind Hubs – March Hours

Amsterdam (EHAM)
Total Hours: 519.3
On-Line: 86.8 **/ Off-Line:** 432.5 **/ Flights:** 143

Atlanta (KATL)
Total Hours: 147.9
On-Line: 42.1 **/ Off-Line:** 105.8 **/ Flights:** 53

Calgary (CYYC)
Total Hours: 314.2
On-Line: 268.9 **/ Off-Line:** 45.3 **/ Flights:** 75

Chicago (KORD)
Total Hours: 331.6
On-Line: 88.7 **/ Off-Line:** 242.9 **/ Flights:** 144

Cincinnati (KCVG)
Total Hours: 142.6
On-Line: 18.9 **/ Off-Line:** 123.7 **/ Flights:** 74

Dallas/Ft. Worth (KDFW)
Total Hours: 306.7
On-Line: 1.4 **/ Off-Line:** 305.3 **/ Flights:** 63

Denver (KDEN)
Total Hours: 288.4
On-Line: 26.3 **/ Off-Line:** 262.1 **/ Flights:** 107

London (EGLL)
Total Hours: 141.5
On-Line: 87.9 **/ Off-Line:** 53.6 **/ Flights:** 85

Los Angeles (KLAX)
Total Hours: 172.8
On-Line: 12.6 **/ Off-Line:** 160.2 **/ Flights:** 48

Miami (KMIA)
Total Hours: 268.9
On-Line: 57.9 **/ Off-Line:** 211.0 **/ Flights:** 74

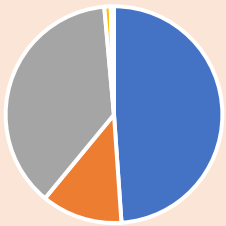
New York (KJFK)
Total Hours: 263.2
On-Line: 16.7 **/ Off-Line:** 246.5 **/ Flights:** 66

Seattle (KSEA)
Total Hours: 361.0
On-Line: 46.7 **/ Off-Line:** 314.3 **/ Flights:** 101

Singapore (WSSS)
Total Hours: 108.2
On-Line: 12.1 **/ Off-Line:** 96.1 **/ Flights:** 29

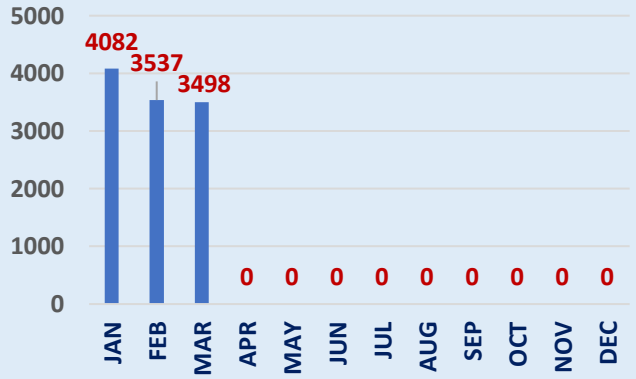
Sydney (YCCY)
Total Hours: 131.4
On-Line: 28.3 **/ Off-Line:** 103.1 **/ Flights:** 28

WestWind March Flights



PAX CGO CHTR TNG Maint/Test/Mgmt

WestWind 2021 Flight Hours



Top WestWind Passenger Hub March 2021



The Amsterdam Hub

15,243 PAX Carried

Top WestWind Cargo Hub March 2021

The Calgary Hub

5,138,152 lbs. CGO Hauled

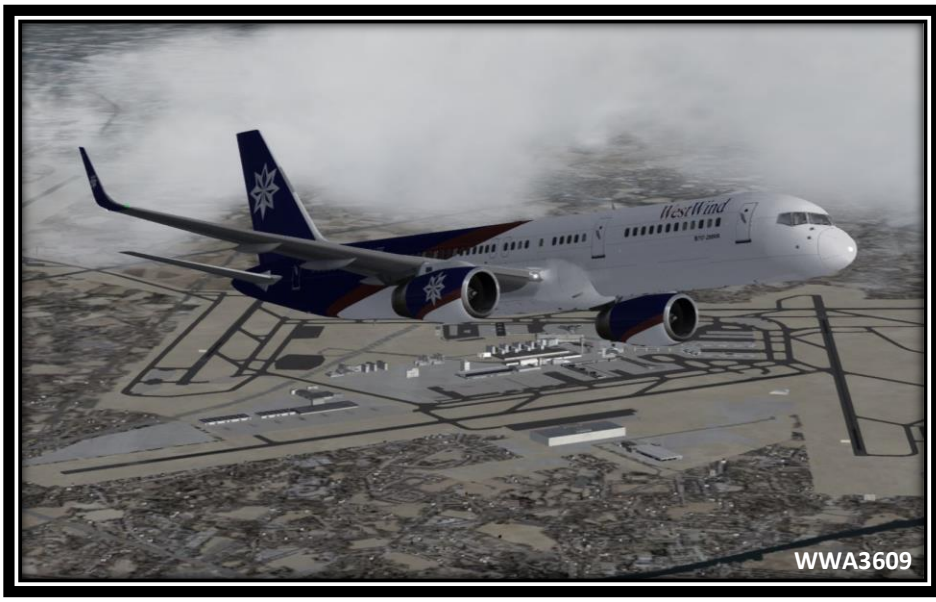
WestWind Airlines

Newest Pilots - March 2021

No New Pilots During March

- - , - -

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



WestWind Screenshot Competition

Selected by WestWind Pilots every month!

March 2021 Winner

Luuk Bakkum

WWA3609

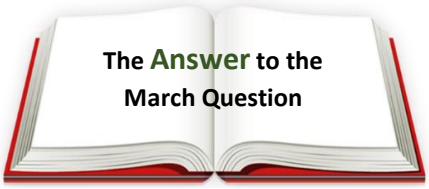
Amsterdam Hub

The B-2 Spirit is by far the most expensive aircraft ever built. This $2.1 billion strategic bomber features low-stealth technology designed to penetrate anti-aircraft defenses and is able to employ conventional and nuclear weapons. With a crew of 5, it can release up to 80 500-lb-class JDAM GPS guided bombs, or 16 2,400-lb B83 nuclear weapons.

This Month The WestWind Journal Salutes The Aviators of the

Justice Prisoner and Alien Transportation System

WestWind Question of the Month



The Question: 'You have been cleared for the approach, ILS or VISUAL by the approach controller. You have not been handed off to tower or cleared to land. How low can you descend and still be in clearance?'

The Answer: You can descend down to DA/DH or MDA. And FAR 91.175(c) says you must always:

- **Be able to make a descent to landing on the intended runway using normal maneuvers and a normal descent rate.**
- **The flight visibility (that you observe) must meet or exceed the minimums published for the approach.**
- **You must be able to distinctly identify one of the approved visual references for the runway (often called the "runway environment").**

If you can see the white approach light system and nothing else, you can descend down to 100' above touchdown zone elevation, regardless of the type of approach you're flying (even if it's a non-precision approach).

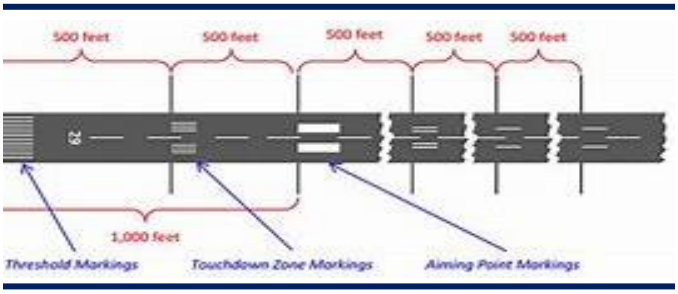
And finally, you must have clearance to land! If you're flying the approach and still not handed off to Tower, contact the Approach Controller and request clearance to land. If he tells you to contact Tower and tower does not respond when you attempt to contact them, when you reach DA/DH or MDA altitude, Go Around, contact Approach Control and tell them you're missed approach and that Tower did not respond!

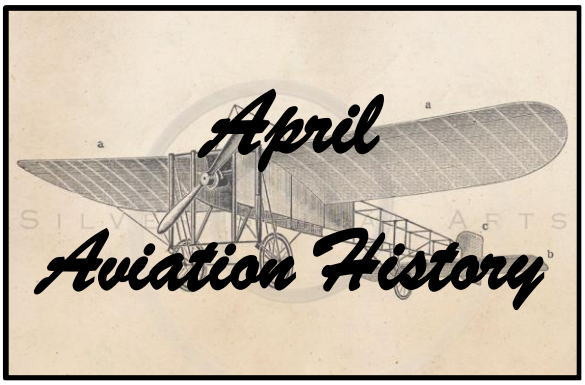
WestWind Airlines

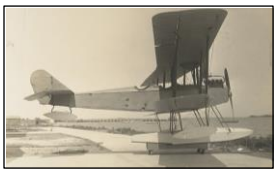
Select April 2021 VATSIM Events

Apl 2	EHAM	1700Z-2100Z
Apl 3	KBOS, KPWM, KBDL	1800Z-2200Z
	KSTL	2300Z-0300Z
Apl 4	OKBK, OMDB	1600Z-2000Z
Apl 6	KPDK, KFTY, KLZU, KRYY	2300Z- On
Apl 9	KSEA,KPDX,KLAX,KSFO,KOAK,KSLC	1600Z-2300Z
Apl 10	KCVG, KCLT	2300Z- On
Apl 11	KDEN, CYVR	1930Z-2300Z
Apl 12	KLAS	2359Z-0300Z
Apl 13	KLAL	2300Z-0300Z
Apl 15	KCDW	2200Z-0100Z
Apl 17	WSSS, YPPH	0800Z-1600Z
Apl 18	KORF, KRIC, KCHO	2000Z-0000Z
Apl 20	KPAE, KPSC	2320Z-0320Z
Apl 21	KACK, KHYA, KMVY, KFMH	2359Z-0300Z
Apl 23	KORD, KMSP, KDTW	2300Z-0300Z
Apl 24	KHOU, KIAH, KAUS, KMSY	2300Z-0300Z
Apl 25	MYNN (WWA Fly-In)	2100Z-2200Z

VATSIM







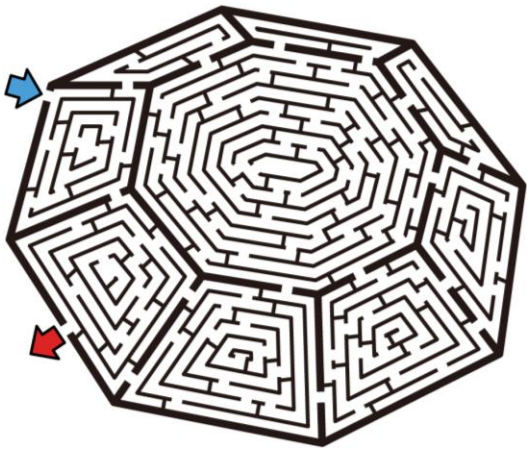
22 April 1920 (USA) — Two Naval H.S.2-L's commanded by Lieut. Cmdr. R. D. Kirkpatrick and Lieut. W. R. Cobb, fly from Honolulu to Hilo and back, a distance of 210 miles each way.

5 April 1937 (Czechoslovakia) — The first jet aircraft designed and built in Czechoslovakia, the Aero L-29 "Delfin," makes its first flight. Over 3,000 of these two-seater jet trainers were produced for the Soviet Union and other Warsaw Pact air forces.

6 April 1949 (USA) — A Sikorsky S-51 completes a record helicopter flight of 3,750 miles from Elizabeth, New Jersey to Port Angeles, Washington.

18 April 1952 (USA) — The biggest jet bomber ever built, the Convair YB-60, makes a successful first flight at Carswell Air Force Base at Fort Worth, Texas.

29 April 1988 (USA) — The first flight of the Boeing 747-400 is made. This advanced model has a crew of two and can carry between 412 and 509 passengers over 8,000 miles. Sales in 1990 of 170 of these wide-body transports broke all records.



WestWind

Question of the Month

April 2021

The Question: How long can I expect to be in a holding pattern and what information do I need?

-Discuss this in the Forum-

REMOVE BEFORE FLIGHT

WestWind Journal's FEATURED AIRPORT

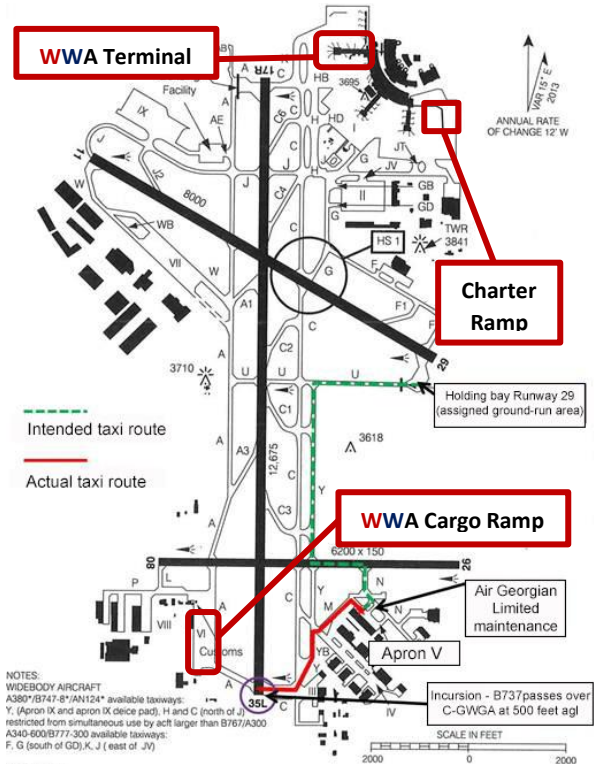
YYC CALGARY INTERNATIONAL AIRPORT

Calgary International Airport (IATA: YYC, **ICAO: CYYC**), branded as YYC Calgary International Airport, is an international airport that serves the city of Calgary, Alberta, Canada. It is located approximately 17 km (11 mi) northeast of downtown Calgary and covers an area of 21.36 km2 (8.25 sq mi). With 17.96 million passengers and 238,843 aircraft movements in 2019, Calgary International is the busiest airport in Alberta and the fourth busiest in Canada by both measures.

This airport is served by the Calgary International Airport Emergency Response Service for aircraft rescue and firefighting (ARFF) protection. The region's petroleum and tourism industries (and its proximity to Banff National Park) have helped foster growth at the airport, which has nonstop flights to an array of destinations in North and Central America, Europe, and Asia. Calgary serves as the headquarters for WestJet and is a hub for WestWind Airlines and Air Canada.

Built in the late 1930s, the site has since grown to house four runways, two terminal buildings with 5 concourses for passengers, warehouses for cargo handling, and other infrastructure. The Calgary Airport Authority operates the property while paying rent to the federal government. Close to the airport is the Deerfoot Trail freeway for transport into the city, and public transit also serves the airport.

At 91 m (299 ft), the airport's air traffic control tower was the tallest standalone control tower in Canada upon its opening in 2013; compared to the previous tower, it has space for more air traffic controllers and is situated closer to the center of the airport, giving controllers better views of the airfield.



When flying on VATSIM, don't forget to file a Flight Plan! It has been noticed that a few pilot's are forgetting to file.

FAA Confirms Gulfstream G280 as Stage 5 Compliant

The U.S. FAA has confirmed that Gulfstream Aerospace's G280 meets Stage 5 noise standards, the Savannah, Georgia manufacturer announced. The update reflecting the Stage 5 recognition has been added in the G280 aircraft flight manual and new noise data sheets will be issued to operators. Gulfstream called the acknowledgment important to ensuring continued operational flexibility at noise-sensitive airports, including those with time-of-day entry restrictions.

"The Gulfstream team continues its commitment to the future of the G280 program, ensuring adherence to the most stringent standards, whether for safety, performance, or noise emissions," said Gulfstream president Mark Burns. "Aircraft noise abatement goals are vital to ensuring the livelihood of the aviation and aerospace industries and demonstrating our efforts to be good neighbors to those who live or work near airfields, airports, or flight paths."

Stage 5 is the current FAA noise standard for jet and large turboprop aircraft and is in line with ICAO noise standards. The standard has been mandatory since the end of 2017 for applicants of new aircraft type designs with a MTOW of 121,254 pounds. The standard went into effect for new type designs smaller than that at the end of last year.

SIKORSKY CH-53

The CH-53 was the product of the U.S. Marines' "Heavy Helicopter Experimental" (HH(X)) competition begun in 1962. Sikorsky's S-65 was selected over Boeing Vertol's modified CH-47 Chinook version. The prototype YCH-53A first flew on 14 October 1964. The helicopter was designated "CH-53A Sea Stallion" and delivery of production helicopters began in 1966. The first CH-53As were powered by two General Electric T64-GE-6 turboshaft engines with 2,850 shp and had a maximum gross weight of 46,000 lb, including 20,000 lb in payload.

Variants of the original CH-53A Sea Stallion include the RH-53A/D, HH-53B/C, CH-53D, CH-53G, and MH-53H/J/M. The RH-53A and RH-53D were used by the US Navy for minesweeping. The CH-53D included a more powerful version of the General Electric T64 engine, used in all H-53 variants, and external fuel tanks. The CH-53G was a version of the CH-53D produced in West Germany for the German Army.

The U.S. Air Force's HH-53B/C "Super Jolly Green Giant" were for special operations and combat rescue, and were first deployed during the Vietnam War. The Air Force's MH-53H/J/M Pave Low helicopters were the last of the twin-engined H-53s, and were equipped with extensive avionics upgrades for all-weather operation.

The Sikorsky CH-53E Super Stallion is a heavy-lift helicopter operated by the United States military. As the Sikorsky S-80, it was developed from the CH-53 Sea Stallion, mainly by adding a third engine, adding a seventh blade to the main rotor, and canting the tail rotor 20°. It was built by Sikorsky Aircraft for the United States Marine Corps. The less common MH-53E Sea Dragon fills the United States Navy's need for long-range minesweeping or airborne mine countermeasures missions, and performs heavy-lift duties for the Navy. Under development is the CH-53K King Stallion, which has new engines, new composite rotor blades, and a wider aircraft cabin; this is to replace the CH-53E, the first was delivered to the U.S.M.C in May 2018.

Aircraft Added to the WestWind Fleet

WestWind Cessna 337 Skymaster

Max T/O Weight: 4630 Lb., Max Range: 1139 nm, Service Ceiling: 18000 feet, Maximum Speed: 199 mph.

WestWind Cessna Titan 404

Max T/O Weight 8,400 lb., Range: 2,120 nm, Service Ceiling 26,000 feet, Never Exceed Speed: 274 mph.

WestWind Bell Helicopter 430

Max T/O Weight 9,300, Range 324 nm, Service Ceiling 14,600 feet, Max Speed 140 knots (161 mph).

WestWind Piper P18 Super Cub in Tundra Configuration

Max T/O Weight: 1,750 lb., Range: 460 nm, Service Ceiling: 19,000 ft, Max Speed: 130 mph.

WestWind Beechcraft Model 17 Staggerwing

Gross weight: 4,250 lb., Range: 582 nm, Service Ceiling: 25,000 feet, Max Speed: 212 mph.

WestWind British Aerospace 146 Whisperjet

Max T/O Weight 93,000 lb., Range: 100 pax 1,970 nm, Service Ceiling: 35,000 feet, Max Speed: Mach 0.739 (426 mph), Crew: 2.

WestWind Republic Sea Bee

Gross weight: 3,000 lb., Range: 560 mi (490 nm), Service Ceiling: 12,000 feet, Max Speed: 120 mph.

WestWind Antonov AN-124

Max T/O Weight: 886,258 lb. (402,000 kg), Range: 3,700 km (2,300 nm) with max payload, Service Ceiling: 39,000 feet, Max Cruise Speed: 537 mph, Crew: 6.

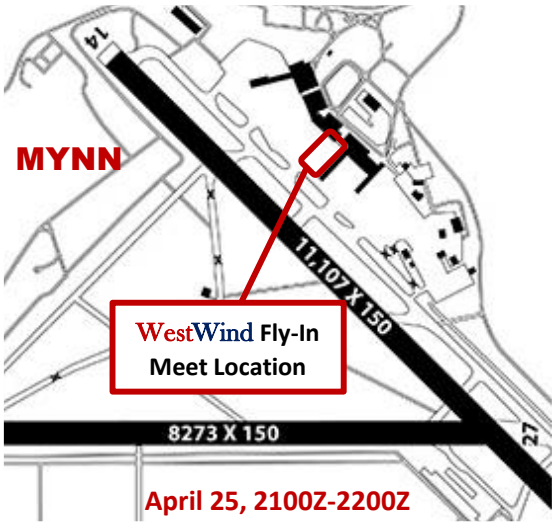
WestWind ICON A5

Gross Weight: 1,510 lb., Range: 427 nm, Max Speed: 109 nm, **sport flying only**.

The Chief Maintenance Officer, Hal Morse, recently introduced these aircraft for operational use and they are available for download. Seattle Hub's Martin Douglas prepared the Piper P18.

Remember as you begin flying these aircraft that you **must** take into account the required IFR/VFR fuel reserves when planning a flight!

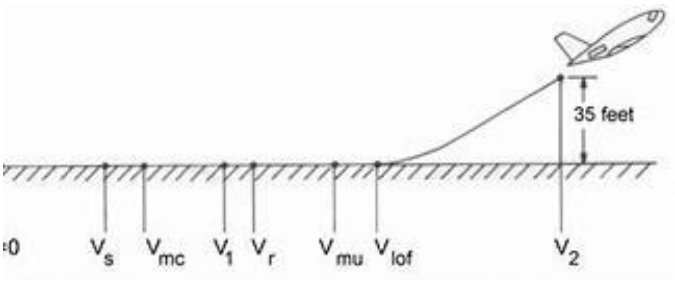
WestWind Airlines
Chief Maintenance Officer
Hal Morse WWA3615

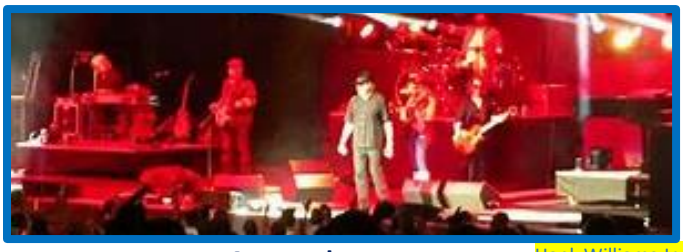


WestWind In The Forum

Question of the Month

A new forum category has been added in the WestWind Forum entitled 'Monthly Journal'. Its purpose is to provide everyone a location to discuss the new WestWind Aviation **'Question of the Month'**. Each month, the WestWind Journal will have the monthly 'Question of the Month', along with the formal answer to the 'Question of the Month' from the previous month! The WestWind Chief Pilot, Sean McConnell, started this in the March issue of the Journal and we will continue it every month! And thanks to George Forster, Chief Information Officer, for setting up the new forum category.





Hank Williams Jr.

Amsterdam (EHAM)

Apl 8	John Beasley	Music Building on the IJ
Apl 24	Hunna	Melkweg OZ

Atlanta (KATL)

Apl 9	Atlanta Blues festival	Cobb Energy Centre
Apl 11	Tab Benoit	Coca-Cola Roxy

Calgary (CYYC)

Apl 3	Herb Alpert	Bella Concert Hall
Apl 24	Petunia & the Vipers	Ironwood Stage and Grill

Chicago (KORD)

Apl 4	Danny Barnes	City Winery
Apl 15	Louis Tomlinson	Chicago Tap Theatre

Cincinnati (KCVG)

Apl 3	Johnny Mathis	Aronoff Center Garage
Apl 23	Graham Nash	Memorial Hall

Dallas/Ft. Worth (KDFW)

Apl 2	Hank Williams Jr.	Billy Bob's Texas
Apl 15	John Mark McMillan	Gas Monkey Bar & Grill

Denver (KDEN)

Apl 8	Red Stinger	The Oriental Theater
Apl 21	Alan Doyle	The Soiled Dove

London (EGLL)

Apl 1	Bob Log III	The Oriental Theater
Apl 8	Damon Albarn	The Palladium

Los Angeles (KLAX)

Apl 2	Celine Dion	Staples Center
Apl 10	Squirrel Nut Zippers	Teragram Ballroom

Miami (KMIA)

Apl 13	Kyle Kinane	Gramps
Apl 15	Ricky Valido	Bar Nancy

New York (KJFK)

Apl 6	Elton John	The Garden
Apl 7	They Might Be Giants	Bowery Ballroom

Seattle (KSEA)

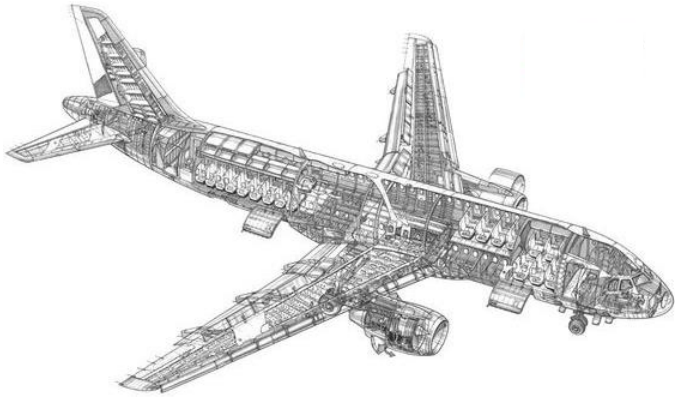
Apl 15	Kenny G	Dimitrious Jazz Alley
Apl 23	Brandy Clark	Neumos

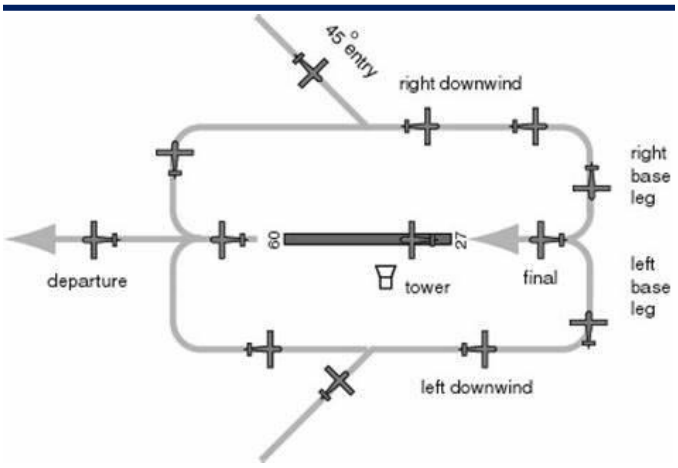
Singapore (WSSS)

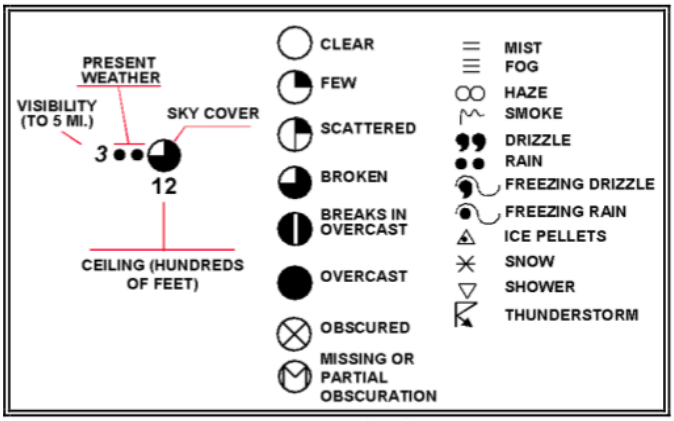
Apl 9	Aaron Watson	Diamond Ballroom
Apl 17	Jason Bolond	Diamond Ballroom

Sydney (YSSY)

Apl 1	Stephen Marley	The Haunt
Apl 4	Patti Smith	Enmore Theatre







Do I Have A Turbofan Failure?

Because of advances in engineering and high reliability, an engine failure or significant malfunction is extremely rare. First things first, fly the airplane not the engine and determine if you actually have an engine failure. A damaged, stalled, or failed engine can wait so that the pilot's attention is given to the primary energy state and flight path of the aircraft. Even an engine fire can wait until the aircraft is out of a critical flight stage. After managing the aircraft flightpath, proper time must be given to diagnosis.

The primary indications of an engine failure:

- If the engines are at power above idle – a degree of yaw will be experienced.
- There may be abnormal or red indications on the engine parameter dials.
- There may be abnormal sounds from the engine – depending on the cause of the failure.
- Passengers, the tower, or other aircraft may observe engine damage.
- There may be odors in the cabin from the air-conditioning system.
- There may be vibration through the airframe.

There is no engine failure-related rudder channel in the FCC, so following an engine loss of thrust with the autopilot engaged, the autopilot will input aileron to maintain the programmed track (LNAV, HDG SEL, etc). The autopilot will

input elevator to maintain the commended pitch mode, i.e., straight, and level flight. At cruise altitude and thrust, this will be subtle and slow. At some point, the autopilot will drop out (let go) and the ailerons revert to the manual trim setting of at or near zero (the trim channel in the autopilot is separate to that used for manual aileron trim – the autopilot has its own electric signal/hydraulic drive aileron servos). Undetected, this autopilot release can result in an airplane upset (immediate roll and loss of altitude).

It is important for pilots to recognize an engine failure early on and apply rudder or rudder trim to compensate for the asymmetric thrust. Rudder or rudder trim can be applied with the autopilot engaged. Aileron trim cannot! (a limitation) At cruise levels, thrust is only a small percentage of that generated at takeoff. So only a 'breath' on the rudder is required to centralize the control column (neutral on the yolk roll index should be with about 1-2 units of rudder trim at normal cruise altitude and power).

Other failure indications:

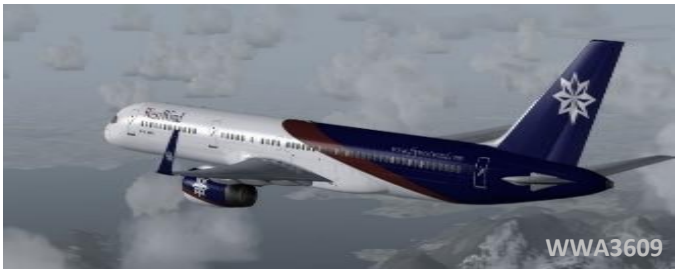
The auxiliary services from that engine drop off-line:

- The first will be the electrical system. GENERATOR "SOURCE OFF" light.
- Next is the HYDRAULICS "LOW PRESSURE" light on engine-driven hydraulic pump.
- BLEED AIR
- LOW ENGINE OIL PRESSURE INDICATION (likely)

The engine failure/shutdown checklist not only secures the engine, but also deals with the secondary failures (i.e., APU on for electrics). The hydraulics on the failed engine side remain powered through the secondary electrical pump. Only one pack operates (in high flow, after checklist switching) through the bleed system of the remaining engine.

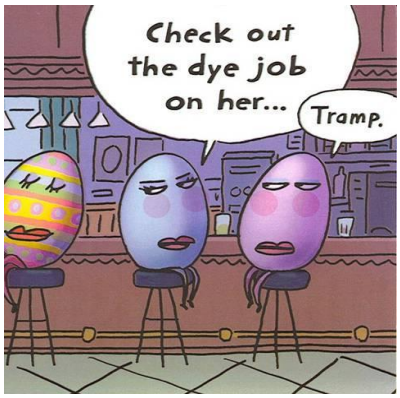
"ENG FAIL" DOES NOT NECESSARILY MEAN STRAIGHT ENGINE FLAMEOUT ⚠ Be careful of the ENGINE FAIL bezel as it will appear also if there is severe engine damage when the engine winds down a bit or shuts down abruptly.

In the identification process, pilots see ENGINE FAIL and call it out as a straight "engine failure". Look at all of the indications: see if N1 and N2 are spinning. Look at the EGT. Look at the oil temperature and pressure. Look at the engine vibration meters and consider airframe vibration. Continue the identification process right down to the fire panel, looking for an engine overheat light and if the fire warning switch is lit. Be thorough in the identification process. After you are 100% sure you have an engine failure, proceed with engine out procedures to a safe landing.



Take and Submit Screenshots!

Become A Screenshot of the Month Winner!
Enter and Vote!



March 14 WestWind Group Flight

KFSM to KCRW

Four WestWind Pilots started, Chris Cramblet WWA3592, Phil Cohen WWA1573, James Dean WWA319 and Ron Oines WWA2894. Only two made it to the Yeager gates WWA3592 & WWA2894. Phil was called away by the wife and James appeared to stall short of the runway.

Come on WWA VATSIM pilots, participate in the WestWind Monthly Fly-Ins! You will be glad you did!

Tail Strikes

A tail strike occurs when the tail of an airplane strikes the ground during takeoff or landing. Although many tail strikes occur on takeoff, most occur on landing. Tail strikes are most often due to human error. Miscalculating takeoff data and incorrect airspeeds on landings.

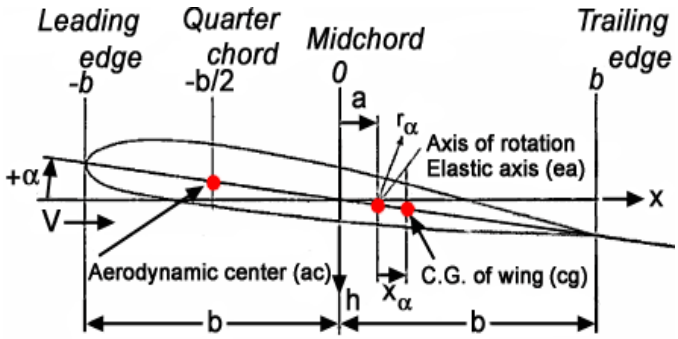
Tail strikes can cause significant damage to the pressure bulkhead. Failure of the pressure bulkhead during flight can cause a catastrophic event if the flight continues while pressurized. Tail strikes are expensive, too. During a safety investigation, one airline reported that a single tail strike cost its company $12 million in repair cost and loss of revenue during the repair.

Boeing has done design work to reduce tail strikes, including implementing an improved elevator feel system in some airplanes. For example, the 747-100/-200/-300 has varied feel (column forces) throughout the center of gravity (CG) and weight envelope. The newer 747-400's elevator feel system design provides a constant feel elevator pressure, which has reduced the potential of varied feel pressure on the yoke contributing to a tail strike. The 747-400 has a lower rate of tail strikes than the 747-100/-200/-300.

In addition, some 777 models incorporate a tail strike protection system that uses a combination of software and hardware to protect the airplane. And some models of the 737, 767, and 777 have a tail skid that prevents damage from most takeoff tail strikes. However, these devices do not guarantee protection for landing tail strikes and some takeoff tail strikes. They also reduce tail clearance distances.

Many of the longer-bodied Boeing airplanes use relatively higher speeds than their shorter bodied major models (e.g., the 757-300 versus the 757-200). The subsequent higher V1, Vr, and V2 speeds, or approach speeds, are designed to improve the tail clearance. Higher speeds make the tail clearance equivalent to the shorter-bodied equipment of the same model.

Boeing also works to reduce tail strikes through exhaustive takeoff testing, which is a part of certification for any new aircraft program. During flight testing, takeoff test conditions are specifically designed to investigate the impact of early rotation, rapid rotation, no flare during landing, and long flare. During this testing, an acceptable margin per certification criteria is established for the design operational use of the airplane. In all cases, Boeing commercial airplanes meet or exceed the design certification criteria for takeoffs and landings, as well as for crosswind takeoffs and landings. Criteria for engine-out takeoffs and landings are also evaluated.



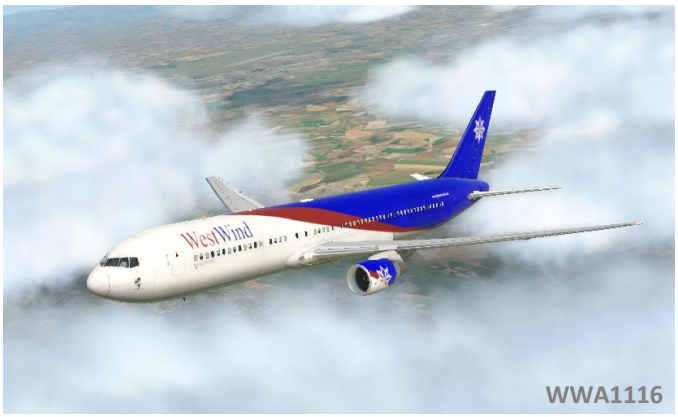
Do YOU remember when they all looked like this?

Faradair Aerospace BEHA

Faradair Aerospace, based at Duxford, England, aims to have its bio-electric aircraft (Beha) ready for commercial flights by 2026 with a full fleet available by the end of the decade. The futuristic 18-seater airplane sports a triple-box wing setup — famously associated with German WWI flying ace the Red Baron — and incorporates a combination of electric motors and biofuel.

Once cruising, at a speed of about 230mph, the plane will switch to its turbogenerator, powered by biofuel, which will also recharge the motors with assistance from solar panels, ready for the aircraft's descent.

The Beha is expected to register around 70 decibels (dB) when taking off and landing, around the same noise level as a household vacuum cleaner, whereas traditional jet engines can reach above 140dB.



Monthly Local Area Time

Amsterdam (EHAM), Netherlands

Local Time: 2:00 PM

Zulu Time: 1300Z

WestWind Monthly Pilot Awards

April 2021

(These awards are for activities of the previous month)

AMSTERDAM

Pilot of the Month

Fred Koch WWA3631

CHICAGO

On-Line Pilot of the Month

Bill Ienatsch WWA1033

Off-Line Pilot of the Month

Alan Morris WWA2969

No Other WWA Hubs Reported Monthly Awards

Take-Off Speeds for the 737-300/400/500

TOW	737-300 20K			737-400 23.5K			737-500 18.5K		
1000kg	V1	VR	V2	V1	VR	V2	V1	VR	V2
70				158	162	168			
65	154	155	160	152	154	162			
60	147	148	154	144	147	155	147	147	152
55	140	141	148	137	139	149	140	140	146
50	133	133	141	129	131	143	132	132	139
45	123	123	133	121	123	136	123	123	132
40	114	114	126	112	115	130	113	114	124
35	104	104	117				104	104	117
	ISA Vmcg=111			ISA Vmcg=115			ISA Vmcg=106		

Typical wet V1= dry V1-10kts.

All speeds assume balanced field, flap 5, pa<5000ft, OAT<35C, nil slope, nil wind, runway dry.

Some Basic Transponder Codes

1200 – Standard VFR code used in North America and when not assigned IRF code.

7000 – Standard VFR code used in Europe and when not assigned IRF code.

0021 – VFR code for use in Germany below 5000'.

0022 – VFR code for use in Germany above 5000'.

7500 – Hijack. ***DO NOT* use when flying on VATSIM!!!**

7600 – Radio Failure. When you're not able to transmit and/or receive communications by radio.

7700 – Emergency. Your aircraft is experiencing an emergency situation.

THE WESTWIND JOURNAL

Screenshot Credits - Issue 21-04

WWA230	Bob Sturm
WWA1116	Vince Storelli
WWA1573	Phil Cohen
WWA1750	Paul Williamson
WWA2297	David Hickman
WWA2894	Ron Oines
WWA3281	James Melton
WWA3480	Mark Kusiak
WWA3592	Chris Cramblet
WWA3615	Hal Morse
WWA3631	Fred Koch
WWA3646	Bambang Suryo

FLYING SINCE 1996 WESTWIND AIRLINES

Your WestWind Staff

President and CEO	Mark Kusiak
Chief Operations Officer	Paul steele
Chief Pilot & Administrations Officer	Sean McConnell
Chief Information Officer	George Forster
Chief Maintenance Officer	Hal Morse
Director Online Operations & Events	Chris Cramblet
Director of IT	*-Vacant-*
Director Cargo Operations	*-Vacant-*
Vice President Charter Operations	Phil Cohen
Vice President Flight Operations	*-Vacant-*
Alaska Regional Director	Scott Robison
Caribbean Regional Director	Braden Vandererau

- Hub Managers -

Amsterdam Hub Manager EHAM	Hal Morse
Atlanta Hub Manager KATL	Jim Short
Calgary Hub Manager CYYC	Scott Robison
Chicago Hub Manager KORD	Chris Cramblet
Dallas/Ft. Worth Hub Manager KDFW	Al Stallbaumer
Denver Hub Manager KDEN	Brian Mills
London Hub Manager EGLL	Ken Rotker
Los Angeles KLAX	Phil Cohen
Miami KMIA	Scott D. Williams
New York Hub Manager KJFK	Sean McConnell
Seattle Hub Manager KSEA	Dwayne White
Singapore Hub Manager WSSS	Bob Armer
Sydney Hub Manager YSSY	Kenneth Hayes

This concludes the April 2021 issue (21-04) of
THE WESTWIND JOURNAL
We hope that you have enjoyed it and found some useful information. Look for the May issue full of updates and much more!

- THE WESTWIND JOURNAL -

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