

WestWind
Airlines

**Special
Extended Issue**



WESTWIND
David Hickman WWA2297

THE WESTWIND JOURNAL

August 2021

Issue 21-08

WestWind Airlines



Karl Triebel WWA1103

CELEBRATING
25
Years
WestWind
Airlines

WestWind Airlines July Flight Operations



Total Flight Hours: 3506.9
Total On-Line Hours: 639.1
Total Off-Line Hours: 2867.8
Total Flights: 1007
Total PAXs: 95,986
Total CGO (lbs.): 21,869,991
(Only verified On-Line hours are shown)

WestWind Airlines July Hub Rankings

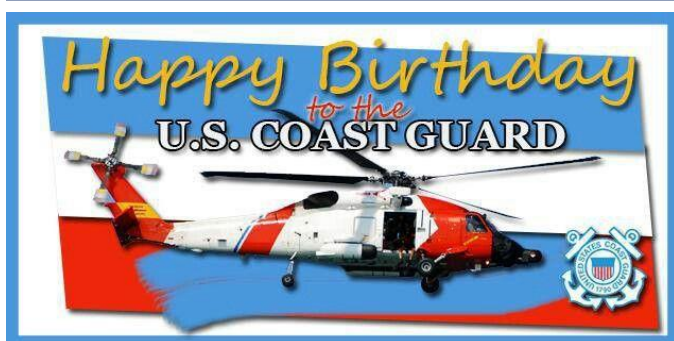
On-Line

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

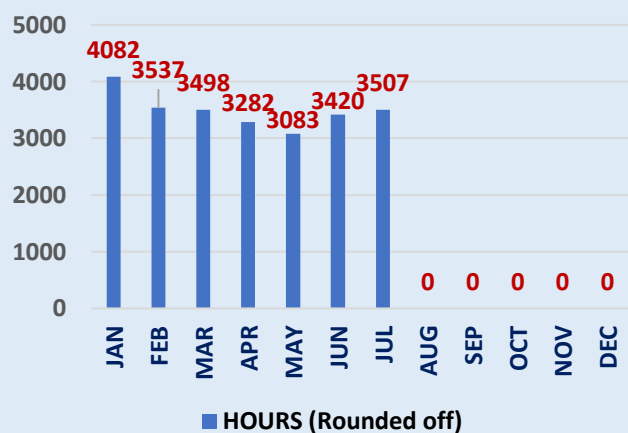
Off-Line

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

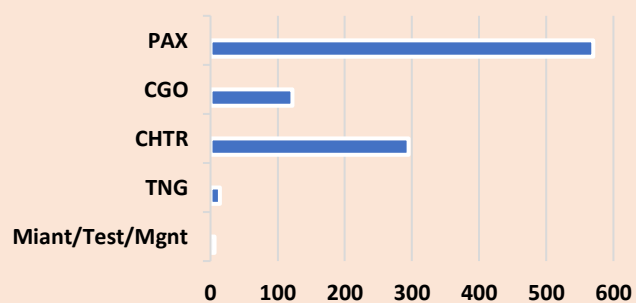
(Only verified On-Line hours are counted)



WestWind 2021 Flight Hours



WestWind July Flights



July's TOP WestWind On-Line Pilots

CYYC	Ron Oines WWA2894	181.7
EGLL	Chris Trott WWA3382	7.7
EHAM	Fred Koch WWA3631	10.9
KATL	Tom Griesbach WWA485	7.7
KCVG	Tim Maleski WWA215	4.1
KDEN	Larry Horton WWA3241	6.6
KDFW	NA	NA
KJFK	Tony Yonek WWA1996	23.0
KLAX	Vic Alesi WWA136	11.8
KMIA	Ronald Henderson WWA209	17.0
KORD	Bill Ienatsch WWA1033	63.7
KSEA	Terry Parthemore WWA829	35.7
WSSS	Gerard Cuomo WWA3557	12.0
YSSY	Andrew Wheeler WWA49	78.7

Flying As Real As It Can Be



(All On-Line hours are verified)



22nd Annual | 2021

Aug. 7th

12-7 PM ET | 16-23Z

SERVICE NOTICE:

BVA will staff multiple towered facilities within the ZBW airspace for our annual Tea Party celebration!



July's *TOP* WestWind Off-Line Pilots

CYYC	Ian Crawford WWA752	16.3
EGLL	Johnny Kasimatis WWA2132	62.9
EHAM	Hal Morse WWA3615	280.0
KATL	Mike Jones WWA3381	79.9
KCVG	Bob Sturm WWA230	66.0
KDEN	Doug Addington WWA761	56.6
KDFW	Edward Bingler WWA2845	60.4
KJFK	Paul Underwood WWA2655	57.4
KLAX	Paul Steele WWA3290	192.9
KMIA	Waldemar Penna Filho WWA76	96.8
KORD	Eugene Chase Jr WWA299	45.0
KSEA	Brian Ware WWA2220	117.5
WSSS	Bob Armer WWA3105	220.1
YSSY	Kenneth Haynes WWA2055	84.7

Flying The Jetways Every Day

WestWind Hubs – July Hours

Amsterdam (EHAM)
Total Hours: 504.8
On-Line: 10.9 / Off-Line: 193.9 / Flights: 135
Atlanta (KATL)
Total Hours: 139.3
On-Line: 7.7 / Off-Line: 131.6 / Flights: 44
Calgary (CYYC)
Total Hours: 265.7
On-Line: 242.0 / Off-Line: 23.7 / Flights: 69
Chicago (KORD)
Total Hours: 239.4
On-Line: 126.0 / Off-Line: 113.4 / Flights: 83
Cincinnati (KCVG)
Total Hours: 162.3
On-Line: 4.1 / Off-Line: 158.2 / Flights: 82
Dallas/Ft. Worth (KDFW)
Total Hours: 166.0
On-Line: 0 / Off-Line: 166.0 / Flights: 57
Denver (KDEN)
Total Hours: 207.1
On-Line: 6.6 / Off-Line: 200.5 / Flights: 75
London (EGLL)
Total Hours: 115.8
On-Line: 7.7 / Off-Line: 108.1 / Flights: 61
Los Angeles (KLAX)
Total Hours: 329.9
On-Line: 11.8 / Off-Line: 318.1 / Flights: 73
Miami (KMIA)
Total Hours: 323.7
On-Line: 25.1 / Off-Line: 289.6 / Flights: 92
New York (KJFK)
Total Hours: 141.6
On-Line: 43.7 / Off-Line: 97.9 / Flights: 51
Seattle (KSEA)
Total Hours: 409.7
On-Line: 62.8 / Off-Line: 346.9 / Flights: 107
Singapore (WSSS)
Total Hours: 318.9
On-Line: 12.0 / Off-Line: 306.9 / Flights: 48
Sydney (YSSY)
Total Hours: 182.7
On-Line: 78.7 / Off-Line: 104.0 / Flights: 30

Top WestWind Passenger Hub

July 2021



The Amsterdam Hub
16,515 PAX Carried

Top WestWind Cargo Hub

July 2021



The Dallas / Ft. Worth Hub
3,486,653 lbs. CGO Hauled



Chris Cramblet WWA3592

WestWind
Airlines



Newest Pilots - July 2021

Jesse Brust WWA3647, EHAM Hub

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!

July 2021 Winner

Luuk Bakkum

WWA3609

EHAM Hub



National Aviation Day

A United States national observation that celebrates the development of aviation.

The holiday was established in 1939 by Franklin Delano Roosevelt, who issued a presidential proclamation which designated the anniversary of Orville Wright's birthday to be National Aviation Day (Mr. Wright, born in 1871, was still alive when the proclamation was first issued, and would live another nine years). The proclamation was codified (USC 36:1:A:1:118), and it allows the sitting U.S. President to proclaim **August 19** as **National Aviation Day** each year, if desired. Their proclamation may direct all federal buildings and installations to fly the US flag on that day and may encourage citizens to observe the day with activities that promote interest in aviation.



WestWind Airlines Select August On-Line Fly-In Events

Aug 2	EDDN	1730Z-2030Z
Aug 4	EPWA, EDDM	1730Z-2030Z
Aug 6	KSFO, KRNO, <u>KSEA</u>, KPDX, KSLC	2300Z-0300Z
Aug 7	KBOS & Multiple Airports	1600Z-2300Z
Aug 8	YBCS, YATN KMSP, CYWG	1500Z-1615Z 2100Z-0100Z
Aug 13	KIAD, KRDU, KJAX, KMCO, <u>KMIA</u>, KFLI	2300Z-0300Z
Aug 14	KBTV, KSYR, KALB, KRME	1400Z-1700Z
	Aug 15 <u>KSAW</u> WestWind Event	2100Z-2200Z
Aug 21	<u>KDEN</u>, <u>KATL</u>	2359Z-0130Z
Aug 22	KDET, KPTK, KFNT	1700Z-2000Z
Aug 28	KMSP	?
Aug 29	KJAX, <u>KMIA</u>, KEYW (VFR)	1900Z-2100Z



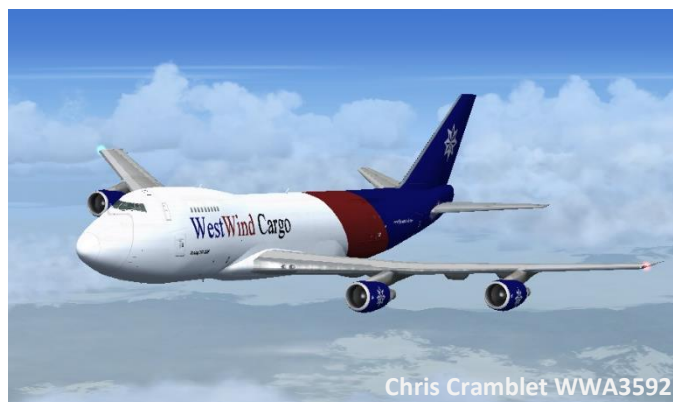
Bell
Helicopter
A Textron Company

THE WESTWIND JOURNAL

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GA Dream Cruise

Featuring:
Coleman A. Young International Airport
Oakland County International Airport
Flint Bishop International Airport

Sunday, August 22
1-4 pm EDT
1700-2000z

VATSIM
Cleveland
ARTCC

FUN FACT

In its first year of existence, WestWind Airlines received mention in three Flight Sim Publications: Microwings, Computer Pilot and Full Throttle magazines.

WestWind was also mentioned in one real world flying magazine, AOPA Pilot and one real world flying newsletter, GA Team.



WestWind



The Answer to the
July Question

Question of the Month

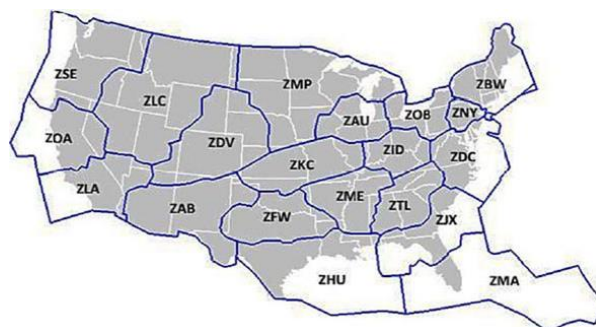
The Question: If I file IRF to an airport without instrument approaches and the forecast weather is VFR, is an alternate required?

The Answer: According to FAR 91.169, if you file an IFR flight plan to an airport with no instrument approach, you must have an alternate filed, even if the weather is completely clear. In addition, your alternate must either have an instrument approach (use your standard alternate minimum requirements) or have weather allowing descent from the MIA to a landing under VFR.

This Month The WestWind Journal
Salutes The Aviators of the



United States Coast Guard



Abandoned Airports



Kai Tek International Airport in Hong Kong is an example of an airport that had a good long life before simply being left behind for an upgrade. It opened in 1925, and as the runway protruded out into Victoria Harbor, the landings were both very beautiful for passengers and very difficult for pilots. In 1998, traffic had all but moved over to the newer Hong Kong International Airport, and Kai Tek was closed for good. A cruise line terminal now operates off the area that was once the runway.

Aviation Fly-In

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

VATSIM

Flapjacks in
the Adirondacks

SATURDAY

14TH
AUG

KBTW, KALB, KSYR, KRME

10AM-1PM ET



United States Coast Guard



The **United States Coast Guard (USCG)** is the maritime security, search and rescue, and law enforcement service branch of the United States Armed Forces and one of the country's six uniformed services. The Coast Guard is a maritime, military, multi-mission service unique among the U.S. military branches for having a maritime law enforcement mission with jurisdiction in both domestic and international waters and a federal regulatory agency mission as part of its duties. It operates under the U.S. Department of Homeland Security during peacetime and can be transferred to the U.S. Department of the Navy under the Department of Defense by the U.S. President at any time, or by the U.S. Congress during times of war. Prior to its transfer to Homeland Security, it operated under the Department of Transportation from 1967 to 2003 and the Department of the Treasury from its inception until 1967. A congressional authority transfer has only happened once: in 1917, during World War I. When the U.S. entered World War II in December 1941, the Coast Guard had already been transferred by Franklin Roosevelt in November.



Created by the U.S. Congress on **4 August 1790** at the request of Alexander Hamilton as the Revenue-Marine, it is the oldest continuous seagoing service of the United States. As Secretary of the Treasury, Hamilton headed the Revenue-Marine, whose original purpose was collecting customs duties at U.S. seaports. By the 1860s, the service was known as the U.S. Revenue Cutter Service and the term Revenue-Marine gradually fell into disuse.

The modern Coast Guard was formed by a merger of the U.S. Revenue Cutter Service and the U.S. Life-Saving Service on 28 January 1915, under the U.S. Department of the Treasury. In 1939, the U.S. Lighthouse Service was also merged into the Coast Guard. As one of the country's six armed services, the Coast Guard has been involved in every major U.S. war since 1790, from the Quasi-War with France to the Global War on Terrorism.





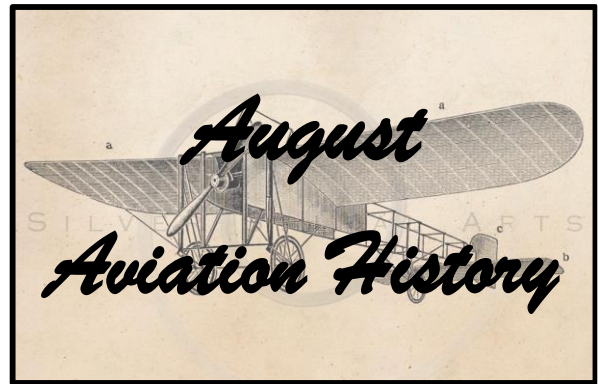
"Good news ... We found your lost luggage ...
Well, actually, the drug dog found it."



The WestWind Journal made a huge error in the July issue, and we would like to correct it here and now. The screenshot on the top left of page 17 of that issue was taken by **George Forster WWA2379 Chief Information Officer** and he was not listed in the screenshot credits on the last page! We have no idea how that happened but will double our efforts to ensure that it never happens again!



David Hickman WWA2297



1929



Germany 1 August 1929 - Dr. Hugo Eckener commands the first airship flight to circumnavigate the globe when the flight leaves Friedrichshafen, Germany. "Graf Zeppelin" arrives Back at Friedrichshafen on September 4, having logged 21,000 mi. in 12 days, 12 hours, 20 minutes flying time.

1944



USA 21 August 1944 - Grumman XF8F-1 "Bearcat" prototype (BuNo 90460) first flight.

1954



USA 5 August 1954 - The first Boeing B-52A "Stratofortress" makes it's 78-minute maiden flight.

1977



USSR 31 August 1977 - Soviet test pilot Alexander Fedotov claims a new world height record for manned aircraft when he climbs to a height of 123,523 ft. flying the Mikoyan E-266M.

British Aerospace Avro 146-RJ85



The **British Aerospace 146** (BAe 146) is a 70-seat short-haul and regional airliner that was manufactured in the United Kingdom by British Aerospace, later part of BAE Systems. Production ran from 1983 until 2001. Manufacture by Avro International Aerospace of an improved version known as the Avro RJ began in 1992. A further-improved version with new engines, the Avro RJX, was announced in 1997, but only two prototypes and one production aircraft were built before production ceased in 2001. With 387 aircraft produced, the Avro RJ/BAe 146 is the most successful British civil jet airliner program.



The BAe 146/Avro RJ is a high-wing cantilever monoplane with a T-tail. It has four turbofan engines mounted on pylons underneath the wings and has retractable tricycle landing gear. The aircraft has very quiet operation and has been marketed under the name *Whisperjet*. It sees wide usage at small, city-based airports such as London City Airport. In its primary role, it serves as a regional jet, short-haul airliner, or regional airliner, while examples of the type are also in use as private jets. The BAe 146/Avro RJ is in wide use with several European-based carriers such as CityJet. The largest operator of the type, Swiss Global Air Lines, retired its last RJ100 in August 2017.



The BAe 146 was produced in -100, -200 and -300 models. The equivalent Avro RJ versions are designated RJ70, RJ85, and RJ100. The freight-carrying version carries the designation "QT" (Quiet Trader), and a convertible passenger-or-freight model is designated as "QC" (Quick Change).



Resting Giants



Following another ferry flight in late June, Teruel, Spain now has 22 Airbus A380s parked in storage. Etihad Airways provided the latest addition. While the airline has not formally declared the death of the A380 yet, it has said its return will be doubtful.

2020 was not a great year to be an Airbus A380. However, it is now starting to look like 2021 is an even worse year for most of the giant aircraft. While Emirates has brought the plane back into service, many airlines such as Etihad and Lufthansa have seemingly sealed the fate of the double-decker.

Apart from Emirates and Singapore Airlines, no airline took more than 14 A380s. That is part of what makes this collection of 22 jets so special. Airlines worldwide have all decided that Teruel is the perfect place to store the giant of the skies.

In April, Etihad's CEO revealed that the Airbus A380 is no longer commercially sustainable, leading to the type being parked indefinitely. It is unclear if they will be back, but it would be a shame if Etihad did not resume A380 flights, given their youngest jet is just 4.47 years old.

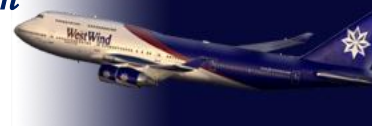
The 22 Airbus 380s at Teruel are owned by Air France, Lufthansa, British Airways and Etihad Airways.



WestWind World Flight Dispatch Center, Denver, CO



*Promoting Aviation
Through
Simulation!*



WestWind Airlines

August 2021 Fly-In

WestWind
On-Line Operations
and Events
APPROVED

August 15
Arrival Time:
2100Z - 2200Z

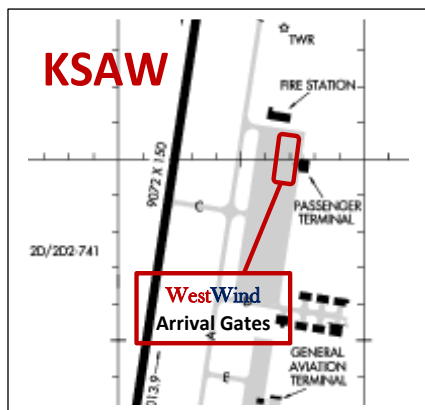


Join us and celebrate
National
Aviation Day
4 days early!

Fly in from wherever you are/want....

Sawyer
INTERNATIONAL AIRPORT

Marquette, MI KSAW



Sawyer International Airport ICAO: KSAW, is a county-owned public-use airport in Marquette County, Michigan, United States. It is located 17 nautical miles south of the central business district of the city of Marquette. It is included in the Federal Aviation Administration (FAA) National Plan of Integrated Airport Systems for 2017–2021, in which it is categorized as a non-hub primary commercial service facility.

This commercial and general aviation airport is located near Gwinn, on a portion of the former K. I. Sawyer Air Force Base, which closed in September 1995. The airport opened for passenger service in September 1999, serving Marquette and the surrounding area. It replaced the former Marquette County Airport (IATA: MQT, ICAO: KMQT, FAA LID: MQT), which closed that same year.





Standard Terminal Arrival (STAR)

A STAR is an ATC coded IFR arrival route established for application to arriving IFR aircraft destined for certain airports. STARs simplify clearance delivery procedures, and also facilitate transition between enroute and instrument approach procedures.

STAR procedures may have mandatory speeds and/or crossing altitudes published. Other STARs may have planning information depicted to inform pilots what clearances or restrictions to "expect." "Expect" altitudes/speeds are not considered STAR procedures crossing restrictions unless verbally issued by ATC. Published speed restrictions are independent of altitude restrictions and are mandatory unless modified by ATC. Pilots should plan to cross waypoints with a published speed restriction, at the published speed, and should not exceed this speed past the associated waypoint unless authorized by ATC or a published note to do so.



Pilots navigating on, or navigating a published route inbound to, a STAR procedure must maintain last assigned altitude until receiving authorization to descend so as to comply with all published/issued restrictions. This authorization will contain the phraseology "DESCEND VIA." If vectored or cleared to deviate off a STAR, pilots must consider the STAR canceled, unless the controller adds "expect to resume STAR"; pilots should then be prepared to rejoin the STAR at a subsequent fix or procedure leg. If a descent clearance has been received that included a crossing restriction, pilots should expect the controller to issue an altitude to maintain. If the STAR contains published altitude and/or speed restrictions, those restrictions are canceled and pilots will receive an altitude to maintain and, if necessary, a speed.



Do NOT mess with a Boeing AH-64 Apache, you will lose!



Aircraft Fire Extinguishing Systems



Onboard systems are designed to extinguish fires which occur either in the air or on the ground. Four types of fire extinguishing installations are found on commercial transport aircraft.

- Portable Extinguishers installed at specified locations in both the main cabin and the flight deck.
- Hold fire extinguishing systems (with automatic detection).
- Engine fire bottle extinguishing systems (with automatic detection).
- Toilet waste bin bottle extinguishing systems.

Fires on board an aircraft which occur within the aircraft cabin or flight deck - or are potentially directly accessible to crew members - arise in one of three ways:

- ❖ Fires that involve energized electrical equipment - in aircraft cabins typically IFE (In Flight Entertainment) systems in the passenger cabin, electrical equipment in the galley or avionics equipment in the flight deck or under floor avionics bay, or Personal Electronic Devices (PEDs) carried by passengers.
- ❖ Fires in ordinary combustibles such as cloth, paper, rubber, and many plastics - in aircraft cabins typically in furnishings.
- ❖ Fires in flammable liquids, oils, greases, tars, oil-base paints, lacquers, and flammable gases - in aircraft cabins typically galley oven fires.

Portable extinguishers present a special challenge since they must be capable of extinguishing a range of fire types - solid materials such as cabin fixtures and furnishings, flammable liquids, and electrical fires.



Hold fire extinguishing systems are usually activated as a flight crew response to abnormal heat detection in an aircraft hold, and usually operate in a dual function. Part of the available fire suppression capability is deployed in an 'instant', or 'knock-down', discharge of extinguishing agent and the remainder is deployed more gradually over a longer period of up to an hour, to assist in preventing re-ignition or at least providing partial fire suppression, to provide more time to get an aircraft with a continuing hold fire warning back on the ground.

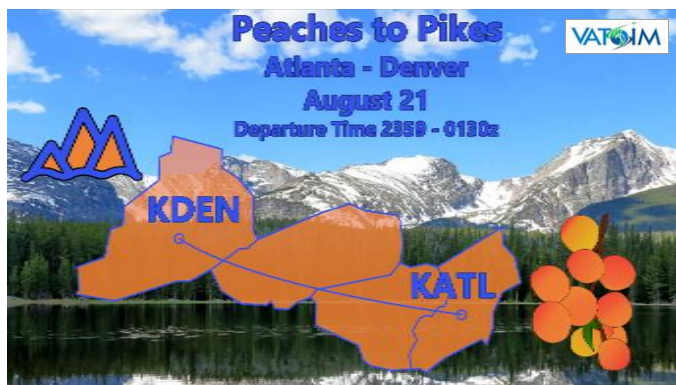


Fire Bottles in engine compartments are usually electrically operated after manual selection by the flight crew based upon automatic fire detection. In the airborne case, APU fire bottles are similarly activated but it is usual for automatic APU fire detection during ground operation to trigger automatic shutdown and fire extinguisher activation.



Toilet waste bin fire extinguishers are activated automatically if heat detectors in the vicinity are activated. Toilet Smoke detector activation does not trigger waste bin fire extinguishers.





Amsterdam (EHAM)

Guns N' Roses

- Aug 7** The Flatliners Q-Factory Hotel
Aug 12 Simple Minds SSE Arena

Atlanta (KATL)

- Aug 13** Blink 182 & Weezer Masquerade Music Park
Aug 29 KISS Cellairis Amphitheatre

Calgary (CYYC)

- Aug 6** Jacqueses Palace Theater
Aug 29 Petunia & the Vipers Naton

Chicago (KORD)

- Aug 1** Journey & Foo Fighters Grant Park
Aug 6 Goo Dolls Huntington Bank Pavilion

Cincinnati (KCVG)

- Aug 1** Chicago River Bend Music Center
Aug 23 Hall & Oates River Bend Music Center

Dallas/Ft. Worth (KDFW)

- Aug 17** Eurythmics Reunion Arena
Aug 22 Poison & Motley Crue Globe Life Field

Denver (KDEN)

- Aug 7** Garth Brooks Inga's Alpine Tavern
Aug 28 Motorhead Western Stadium

London (EGLL)

- Aug 6** Barry White Canary Wharf
Aug 11 Gorillaz O2 Arena

Los Angeles (KLAX)

- Aug 1** Joe Bonamassa Greek theater
Aug 19 Guns N' Roses Bank of California Stadium

Miami (KMIA)

- Aug 1** Green Day & Fall Out Boys Hard Rock Stadium
Aug 19 Ricky Valido Bar Nancy

New York (KJFK)

- Aug 10** Rage Against The Machine Madison Square Garden
Aug 12 Pink Martini Rooftop

Seattle (KSEA)

- Aug 12** Brandi Carlile Neptune theatre
Aug 31 Def Leppard & Motley Crue T-Mobile Park

Singapore (WSSS)

- Aug 28** Birdchild Roof Garden

Sydney (YSSY)

- Aug 6** Black Sorrows St. Mary's Club
Aug 28 The Whitlams Blue Mountains Theatre

Blue Angels

August 2021 Event Schedule

Aug 1	Artic Air Show	Elson AFB, AK
Aug 7-8	Boeing Air Show	Seattle, WA
Aug 21-22	Chicago Air Show	Chicago, IL
Aug 28-29	London Air Show	London, Ontario





Karl Triebel WWA1103



Chris Cramblett WWA3592



4 AUG 1790

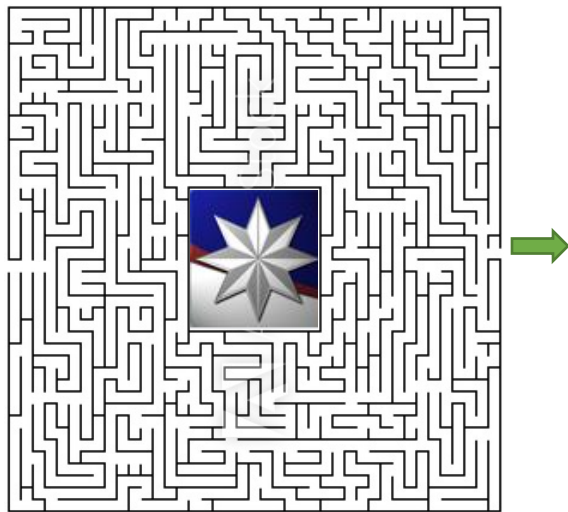
Semper Paratus



USCG



Chris Cramblett WWA3592



Remember, there are only 3 types of men...
Those that watch things happened.
Those that makes things happen.
Those that wonder what the F--- happened.





How many of you can remember flying in the 1950's, it was something special and everyone dressed up for a flight!



Flying Over – Through A Hurricane



Hurricanes usually inhabit the area close to the ground. When they say 'close', they mean like 20,000 – 30,000 feet or so, in the case of a moderate storm. Most of the disruption, therefore, occurs at ground level. Around the storm, airports will close, and airlines will not take off or land. But high above the storm itself, it is possible for aircraft to fly over the storm.

So, if the hurricane is not too tall, then it is, in theory, possible for aircraft to file a flight plan that takes them up and over away from the disruption. However, severe hurricanes can grow much taller, sometimes up to 50,000 feet or more. This

would make it impossible to fly over the weather in a commercial aircraft of any kind.

Although aircraft are perfectly capable of flying over, or indeed even through a hurricane, most carriers would prefer not to. Overflying a hurricane would be incredibly risky for any commercial airline. If something went wrong, such as an unexpected engine problem or a medical emergency, the options for the pilots would be much more limited. A descent for diversion would be possible, but the airports suitable for landing at would be further away. While most commercial carriers would rather not put themselves at risk by attempting to fly over a hurricane, that does not stop private aircraft from doing just that from time to time.

WestWind Airlines policy is to not fly over or through a hurricane, fly around it!





The **WestWind** Chief Operations Officer, **Paul Steele**, is looking for future Hub Managers! If you are interested in becoming a **WestWind** Hub Manager in the future, get a head start on the process now by contacting Paul Steele and let him know that you are interested! An opening can become available at any time! So, it is never too early to begin the process.



In the July issue of the **WestWind** Journal, we talked about the counting of VATSIM hours monthly. There seems to have been some concern regarding that, so we wish to clarify it now.

We mentioned that there are a few, a very few, pilots that log flights as a VATSIM flight when in fact they were not. And in fact, this does not impact us in any way other than it inflates the airlines on-line hours and records inaccurate flight statistics. The Director of On-Line Operations, Chris Cramblet, and the **WestWind** Journal desires to ensure that only correct and accurate flight information is provided to all who read the **WestWind** Journal each month!

Although the number of pilots logging inaccurate VATSIM flights each month is very small, the impact is huge. An example is in June one pilot logged 103.7 hours during the month as VATSIM flights when in fact none of them were flown on-line at all. Now add 4 or 5 more pilots doing the same thing and we suddenly have, for the month, an inaccurate **WestWind** VATSIM hour statistic off by 100s of hours! Our desire to provide you with the most accurate flight statistics each month is the driving force behind our no longer counting those false VATSIM hours.

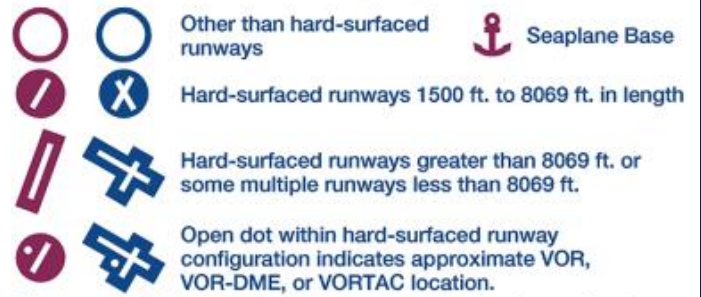
But rest assured, all other VATSIM hours are counted. We fully understand that from time to time during a flight, some folks may have issues such as being dropped/disconnected and must reconnect due to an older on-line Client or ISP / connection issue. However, VATSIM in its wisdom, records every connection by date and time, so it very easy to see if there has been a connection issue.

The only people our policy will impact are those pilots logging VATSIM flights that were not flown on VATSIM, their flights will be counted, just not counted as on-line VATSIM flights.

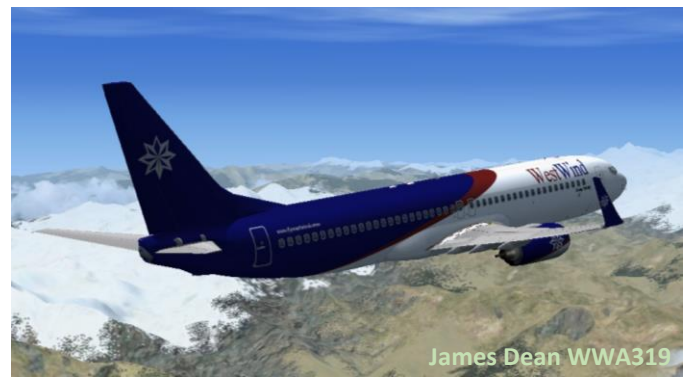


Hal Morse WWA3615

AIRPORTS

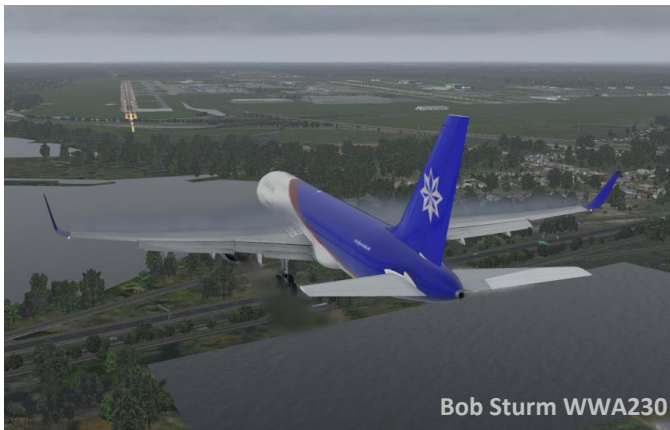


All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

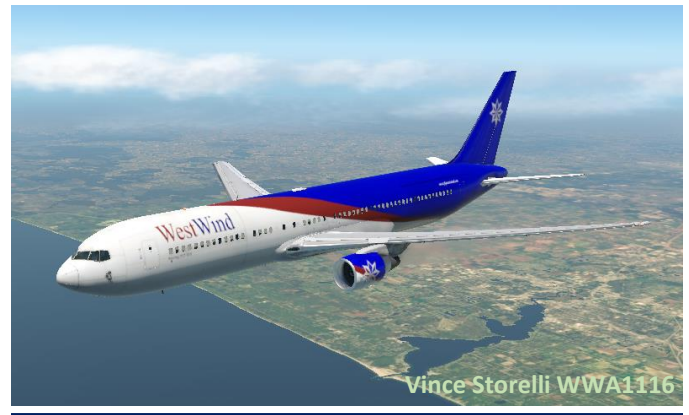


James Dean WWA319





Bob Sturm WWA230



Vince Storelli WWA1116



Chris Cramblet WWA3592

FREEDOM ISN'T FREE



WestWind



Question of the Month August 2021

The Question: When is a Co-Pilot not authorized to make take-offs and landings?

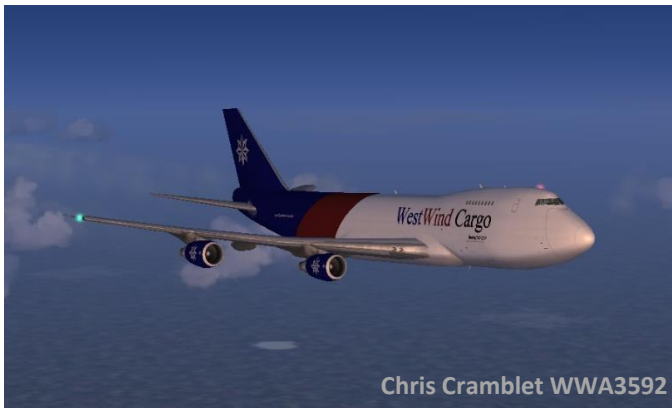
-Discuss this in the Forum-

Monthly Local Area Time

Marquette, MI (KSAW), U.S.A.

Local Time: 5:00 PM

Zulu Time: 2100Z



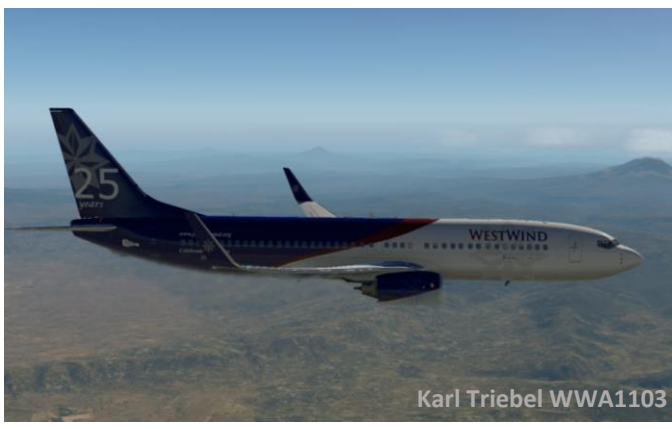
Chris Cramblet WWA3592

WestWind Caribbean Regional Slam



On July 9, 2021, **Senior Command Captain + 2 Ken Rotker**, Hub Manager of the London Hub, completed the **Caribbean Regional Slam**! He flew 142 flights totaling 214 flight hours and it took him over 4 years to complete. A great accomplishment that displays Ken's dedication and drive.

Well Done, Captain Rotker!



Karl Triebel WWA1103



WestWind

Monthly Pilot Awards



August 2021

(These awards are for activities of the previous month)



AMSTERDAM



Pilot of the Month

Eric Karlsen WWA1767



CHICAGO



On-Line Pilot of the Month

Bill Ienatsch WWA1033

Off-Line Pilot of the Month

Eugene Chase Jr WWA299

No Other WWA Hubs Reported Awards



B767 nose gear tire replacement



USE the Forums!



When To Start The APU



You should start the APU before you arrive at the gate/stand. One of the main reasons for this is to ensure that you have an active bleed source before you shut down the engines. Why do you need a bleed source? Because when the engines are at idle power (during start up and shut down), in rare occurrences excessive fuel in the combustion chamber can cause the fuel to light up and send flames through the engine exhaust section. If a tailpipe fire occurs, you need to ventilate the engines and for that you need a bleed air source. The APU when running can provide it immediately and help to get rid of the excess fuel by engaging the engine starter without switching on the fuel.

At airports that require the shutdown of the APU (mainly to minimize noise pollution) you still should start it so that you have power available until ground power is connected. The

ground power will be connected by the ground crew once the engines are shut down. Once ground power is connected and powered up, the ground lead will contact you using his headset. As soon as you get the green light on the flight deck that you have ground power, you turn on the external power and shut down the APU. If you were to shut down the engines without connecting the aircraft to ground power, the aircraft will revert to the batteries which will turn off all the lights and most of the cockpit displays. That's not exactly what you want to have happen.

VATSIM



FLYING

AS REAL AS IT CAN BE



Pluto Demoted Day



August 24th

Pluto Demoted Day on August 24 commemorates the day in 2006 when Pluto's status was downgraded from a full-sized planet to a dwarf planet by the International Astronomical Union (IAU). It takes Pluto about 250 Earth years to orbit once around the Sun, and about 6.5 Earth days to make a full rotation around its axis.

THAT FEELING I GET WHEN
SOMEONE FINALLY ASKS WHAT I DO



AND I SAY, "I AM A PILOT."



George Forster WWA2379



Chris Cramblet WWA3592

ICAO-IFR

ICAO-VFR

360°-179°	360°-179°
EVEN	ODD
20, 40, 60,	10, 30, 50,
80, 100, 120,	70, 90, 110,
140, 160, 180,	130, 150, 170,
200, 220, 240,	190, 210, 230,
260, 280, 300,	250, 270, 290,
320, 340, 360,	310, 330, 350,
380, 400,	370, 390,
430, 470,	410, 450,
510	490
359°-180°	359°-180°

360°-179°	360°-179°
EVEN	ODD
25,	15,
45,	35,
65, 85,	55, 75,
105, 125,	95, 115,
145, 165,	135, 155,
185, 205,	175, 195,
225,	215,
245	235
359°-180°	359°-180°



A large and very expensive flyable RC model



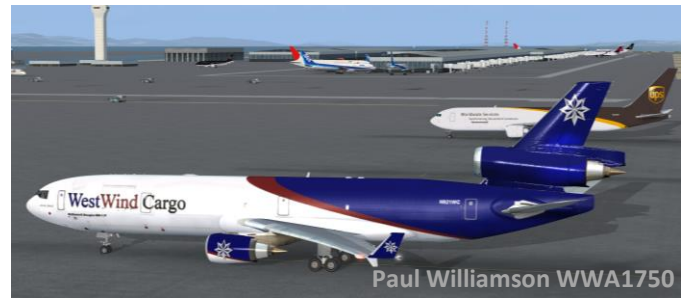
Altimeter Settings



True altitude is MSL (sea level on a standard day) altitude. MSL altitude is pressure altitude corrected for nonstandard day pressure. True altitude is what you would obtain if you had a sea level reference point and used a tape measure to see how high you were above this point. Pressure altitude is based on a model of the atmosphere where the pressure and temperature gradient are standard and referenced to a sea level standard day pressure of 29.92 inches of mercury. But pressure varies with weather and temperature. If you correct the altimeter setting to reflect a non-standard pressure, this will give you MSL altitude and be what your altimeter reads if you set the appropriate altimeter setting into the altimeter. But it still won't match the true altitude, because it is also based on a standard temperature lapse rate. There is hardly a day that goes by that one could find the atmosphere cooperate and exactly match the model. The MSL altitude is useful for separating aircraft from each other vertically, and fairly accurate when the altitude is close to the location and altitude where the altimeter setting is determined. It is not so good for avoiding obstacles or mountains that are well above the location where the setting is established. It also has more error as one increases in altitude. That is one reason why above 18,000 feet MSL in the U.S. we all set out altimeters to 29.92. At this setting, the altitude is called a flight level because it is a level with a constant pressure and may be far off the true altitude.



Mark Kusiak WWA3480



Paul Williamson WWA1750

An Aviators Aviator



Beginning 24 August through October 12, 1961, United States aviator Jackie Cochrane flying a Northrop T-38A "Talon" sets a wide range of records for women [altitude of 56,071 ft., a distance of 1,492 mi., a 62.14 mi. closed circuit speed record of 784.337 mph and 9.32 mi. course speed of 844.2 mph].



On 3 June 1964 she set a third Fédération Aéronautique International (FAI) speed record with the Lockheed F-104G Starfighter that she bought. She flew over a 310.686-mile closed course, without payload, averaging 1,127.397 miles per hour. She broke her own record, set over the same course in 1953 with an Orenda-powered Canadair Sabre Mk.3.

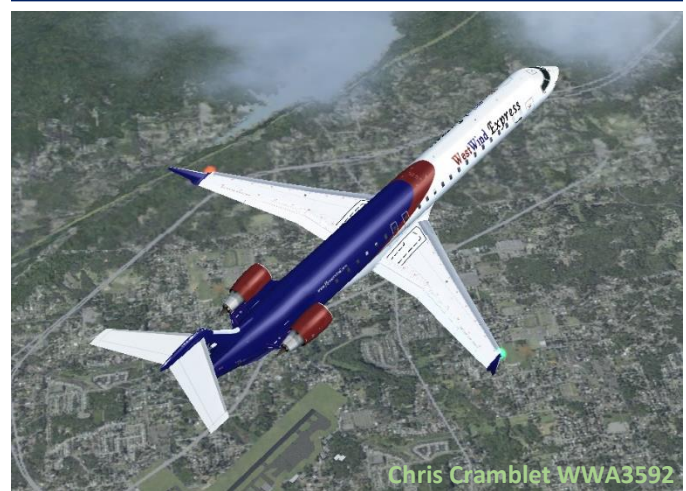
Later that same year, a flight in her F-104 Starfighter, she established a speed record of 1,429 miles per hour.



Submit



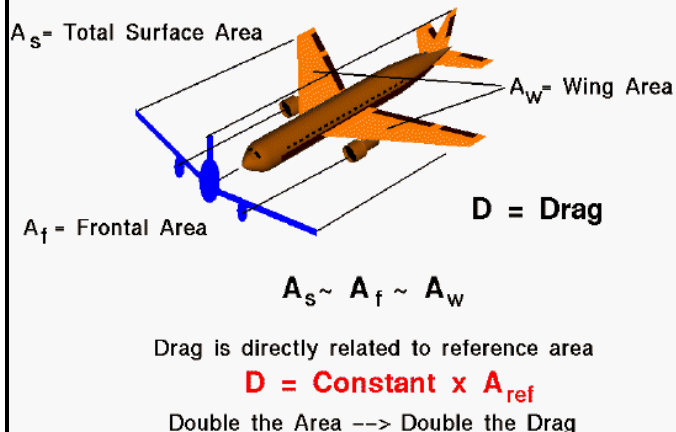
When your log a flight!!!!



Chris Cramblet WWA3592



Size Effects on Drag



WestWind Airlines

August Fly-In

DON'T MISS OUT!



Sawyer
INTERNATIONAL AIRPORT
KSAW



Sunday August 15; Arrive: 2100Z-2200Z



WestWind Journal's FEATURED AIRPORT

WestWind operates a limited number of flights from certain cities other than 'Hubs', informally referred to as "mini-hubs". Pilots are not assigned to "mini-hubs" but may choose to fly any of the routes from those airports whenever they like!



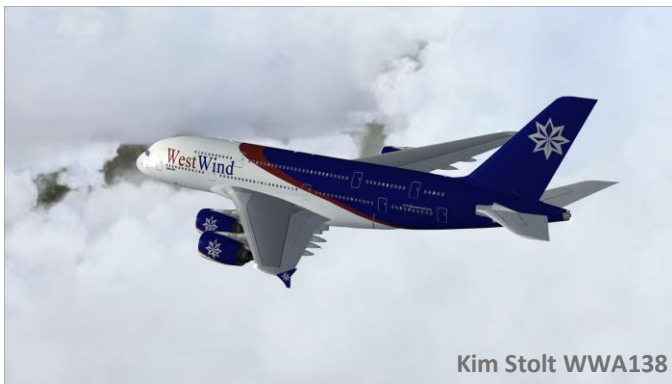
Beyond, Every Day.

Vancouver International Airport (IATA: YVR, ICAO: CYVR) is a Transport Canada designated international airport located on Sea Island in Richmond, British Columbia, Canada. It is located 7.5 mi from Downtown Vancouver. It is the second busiest airport in Canada by aircraft movements (306,799) and passengers (25.9 million), behind Toronto Pearson International Airport. It is often described as a trans-Pacific hub, with more direct flights to China than any other airport in North America or Europe. It is a hub for Air Canada and WestJet, a "mini-hub" for WestWind and an operating base for Air Transat.

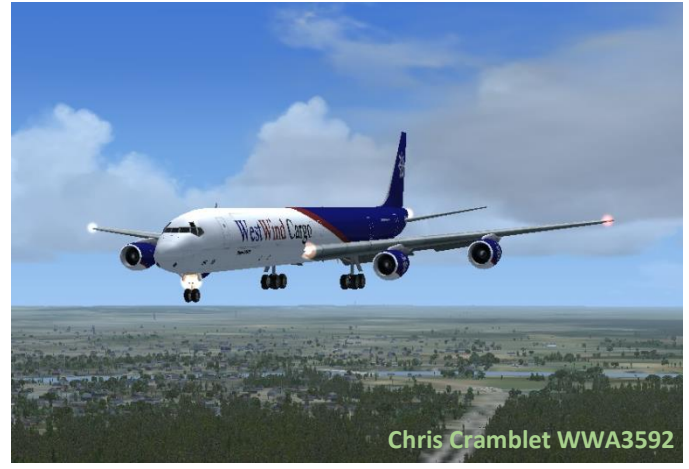


Vancouver International Airport is one of eight Canadian airports that have U.S. Border Preclearance facilities. It is also one of the few major international airports to have a terminal for scheduled floatplanes.





Kim Stolt WWA138



Chris Cramblet WWA3592

U.S. Coast Guard



Happy Birthday

Phonetic Alphabet

A	Alpha	N	November
B	Bravo	O	Oscar
C	Charlie	P	Papa
D	Delta	Q	Quebec
E	Echo	R	Romeo
F	Foxtrot	S	Sierra
G	Golf	T	Tango
H	Hotel	U	Uniform
I	India	V	Victor
J	Juliet	W	Whiskey
K	Kilo	X	Xray
L	Lima	Y	Yankee
M	Mike	Z	Zulu

Using proper terminology when communicating with ATC is important!



A new ACFT being painted in the WestWind livery before entering service.



When carrying an AOG item on your aircraft for a grounded ACFT, it has **PRIORITY** over anything else you are carrying!



Paul Williamson WWA1750

A British Airways 737 touched down at Frankfurt-am-Main. The tower controller, obviously in a frivolous mood, transmitted: "Speedbird 123. Nice landing Captain, But a little left of the center-line, I think." Quick as a flash, the BA Captain replied in a cool English accent: "Roger Frankfurt Tower. Perfectly correct. I am a little to the left of the centerline and my co-pilot is a little to the right of it."



Mark Kusiak WWA3480

Before You Post **THINK**



T - is it True?
H - is it Helpful?
I - is it Inspiring?
N - is it Necessary?
K - is it Kind?



Chris Cramblet WWA3592



"We'll need to declare the cat."

NAVAIDS

						Non Compulsory Reporting or Off Airway
VOR	VOR/DME	TACAN	VORTAC	LF/MF Non-directional Radiobeacon or Marine Radiobeacon	LF/MF Non-directional Radiobeacon /DME	Compulsory Reporting

Surface Analysis / Prog Charts

Weather Type	Symbol	Weather Type	Symbol
Cold Front		Squall Line	
Warm Front		Cold Frontolysis	
Stationary Front		Warm Frontolysis	
Occluded Front		Stationary Frontolysis	
Change of Front Type		Occluded Frontolysis	
Cold Frontogenesis		High Pressure Center	
Warm Frontogenesis		Low Pressure Center	
Stationary Frontogenesis		Tropical Wave	
Trough or Outflow Boundary		Tropical Depression	
Dryline		Tropical Storm	
Ridge		Hurricane/Typhoon	
Equal Pressure Lines			



WestWind Airlines



July 18 Fly-In

KTLH to KCAK

Four WestWind Pilots participated in our monthly Fly-In. Scott D. Williams WWA1404, Ron Oines WWA2894, Terry Parthemore WWA829 and Chris Cramblet WWA3592.



It was a great flight, especially flying with fellow WestWind Pilots!

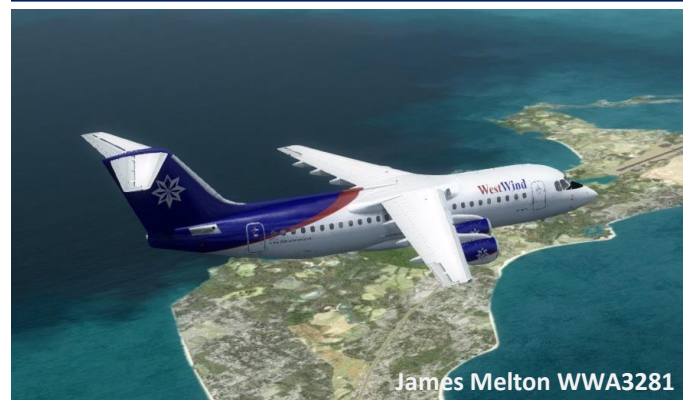
Don't miss our August fly-In to **KSAW!**

Marquette, MI

(From wherever you want)

Sunday, August 15th

Arrival times: 2100Z-2200Z



THE WESTWIND JOURNAL

August 2021

Issue 21-08

WestWind Airlines

We thank all of you for making WestWind Airlines one of the longest continuously operating virtual airlines out there! The large number of real-world pilots (active & retired) that are members of WestWind also says a lot about WestWind!



Chris Cramblet WWA3592



Hal Morse WWA3615



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	John Oddo
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

