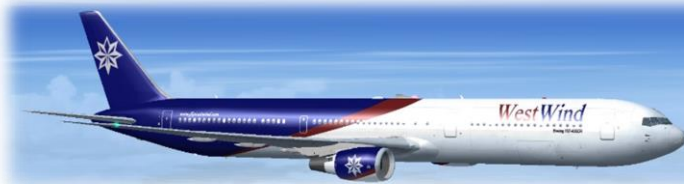


WestWind Airlines



Seasons Greetings

THE WESTWIND JOURNAL

December 2021

Issue 21-12

WestWind Airlines

Our Sincere Wishes To Each Of You

*This Very
Special Time
Of Year!*



The WestWind Journal



WestWind Airlines

November Flight Operations



Total Flight Hours: 3392.3
Total **On-Line** Hours: 763.7
Total Off-Line Hours: 2628.6
Total Flights: 1081
Total PAXs: 93,805
Total CGO (lbs.): 30,148,404
(Only verified On-Line hours are shown)



WestWind Airlines

November Hub Rankings

On-Line

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

Off-Line

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

(Only verified On-Line hours are counted as on-line)



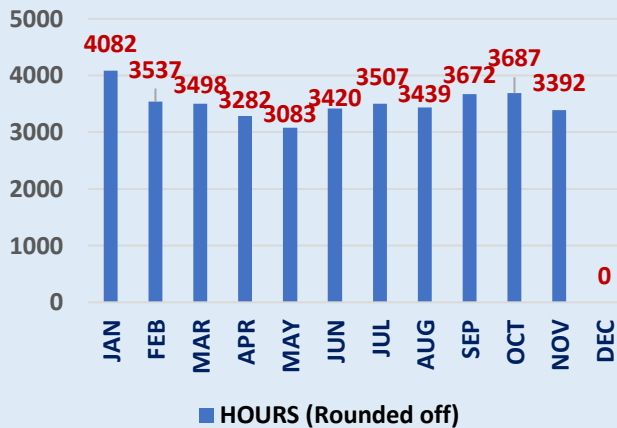
THE WESTWIND JOURNAL

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WestWind Airlines

WestWind 2021 Flight Hours



November's TOP WestWind On-Line Pilots

CYYC	Ron Oines WWA2894	218.9
EGLL	Chris Trott WWA3382	8.9
EHAM	Fred Koch WWA3631	65.5
KATL	Tom Griesbach WWA485	11.2
KCVG	Edward Harper WWA2683	87.8
KDEN	Alex Lu WWA3293	13.7
KDFW	NA	NA
KJFK	Dallas Manning WWA3602	11.2
KLAX	Nathaniel Miller WWA1055	29.4
KMIA	NA	NA
KORD	Bill Ienatsch WWA1033	91.0
KSEA	Erwin Michael WWA2244	24.2
WSSS	Gerard Cuomo WWA3557	6.7
YSSY	Andrew Wheeler WWA49	32.4

Flying As Real As It Can Be

VATSIM

(All On-Line hours are verified)

Top WestWind Passenger Hub

November 2021



The Amsterdam Hub
15,790 PAX Carried

Top WestWind Cargo Hub

November 2021



The Amsterdam Hub
5,291,422 lbs. CGO Hauled



November's TOP WestWind Off-Line Pilots

CYYC	John Good WWA3185	5.1
EGLL	Johnny Kasimatis WWA2132	69.8
EHAM	Hal Morse WWA3615	274.3
KATL	Mike Jones WWA3381	85.3
KCVG	Timothy Essex WWA3209	52.4
KDEN	Steve Canham WWA11	111.3
KDFW	Edward Bingler WWA2845	67.2
KJFK	Paul Williamson WWA1750	44.5
KLAX	Bob Armer WWA3105	60.7
KMIA	Waldemar Penna Filho WWA76	107.0
KORD	Eugene Chase Jr WWA299	33.8
KSEA	Terry Parthemore WWA829	106.1
WSSS	Paul Steele WWA3290	131.0
YSSY	Glenn Maus WWA2987	27.9

Flying The Jetways Every Day





WestWind Hubs – November Hours

Amsterdam (EHAM)

Total Hours: 441.8

On-Line: 70.8 / Off-Line: 371.0 / Flights: 110

Atlanta (KATL)

Total Hours: 122.3

On-Line: 13.0 / Off-Line: 109.3 / Flights: 49

Calgary (CYYC)

Total Hours: 306.2

On-Line: 285.4 / Off-Line: 20.8 / Flights: 81

Chicago (KORD)

Total Hours: 247.9

On-Line: 118.4 / Off-Line: 129.5 / Flights: 109

Cincinnati (KCVG)

Total Hours: 260.8

On-Line: 127.7 / Off-Line: 133.1 / Flights: 82

Dallas/Ft. Worth (KDFW)

Total Hours: 212.8

On-Line: 0 / Off-Line: 212.8 / Flights: 43

Denver (KDEN)

Total Hours: 382.5

On-Line: 20.1 / Off-Line: 362.4 / Flights: 134

London (EGLL)

Total Hours: 99.1

On-Line: 8.9 / Off-Line: 90.2 / Flights: 55

Los Angeles (KLAX)

Total Hours: 164.5

On-Line: 29.4 / Off-Line: 135.1 / Flights: 63

Miami (KMIA)

Total Hours: 349.5

On-Line: 0 / Off-Line: 349.5 / Flights: 112

New York (KJFK)

Total Hours: 122.2

On-Line: 22.2 / Off-Line: 100.0 / Flights: 48

Seattle (KSEA)

Total Hours: 357.8

On-Line: 28.7 / Off-Line: 329.1 / Flights: 111

Singapore (WSSS)

Total Hours: 252.0

On-Line: 6.7 / Off-Line: 245.3 / Flights: 59

Sydney (YSSY)

Total Hours: 72.9

On-Line: 32.4 / Off-Line: 40.5 / Flights: 21



WestWind Airlines



Newest Pilots - November 2021

Gene Lee WWA3650 , KCVG Hub

- , -

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





WestWind

Screenshot Competition

Selected by WestWind Pilots
every month!

November 2021 Winner

Donald Tinc

WWA3635

WSSS Hub



WestWind Airlines

Select December On-Line Fly-In / Events

Dec 1	KOKC, KOUN, KPWA	2200Z-0200Z
	EDDM	1830Z-2130Z
Dec 4	NTAA WWA Flight	2100Z-2200Z
Dec 5	KPTK	1700Z-2100Z
Dec 10	KMEM, KSDF, KMSY	2359Z-0400Z
Dec 11	KMCO, KBOS	2359Z-0400Z
Dec 12	KSPS, KLaw, KLTS	2300Z-0200Z
Dec 14	KSAT	2300Z-0200Z
Dec 16	KBDL	0100Z-0400Z
Dec 17	PHNL, PHOG, PHKO, PHTO, PHLI	2359Z-0400Z
Dec 18	NTAA to NTP WWA Flight	Depart 1900Z
Dec 20	EDDM	1830Z-2130Z
Dec 22	NTGM WWA Flight	2100Z-2200Z
Dec 23	EDDH	1900Z-2100Z
Dec 28	ENGM	1730Z-2000Z
Dec 31	KEWR, CYT	Begins 1600Z



WestWind Airlines

Monthly Fly-Ins/Events Participants

November 2021

KCLT Sunday November 14

Arrival Time: 2200Z-2300Z

Participants: 1

Chris Cramblet WWA3592, KORD Hub

- No Others Participated -





WestWind Airlines December Fly-In Events



Christmas In Tahiti 2021

December 4, 2021

The First Major 2021
Christmas In Tahiti
'PUSH'
into Tahiti (NTAA)
Arrive: 2100Z-2200Z

WestWind
On-Line Operations
and Events
APPROVED



All of these may be flown Off-Line also!
Just use TeamSpeak to communicate
with everyone! Company channel is:
ts76gameservers.com/9123

FAA'A (NTAA)



WestWind Arrival Gates

WestWind Airlines Society Islands Society Island Group Flight

Tahiti (NTAA) to Maupiti (NTPP)

December 18
Depart NTAA at 1900Z-1915Z

We recommend smaller aircraft i.e. props
into Maupiti (NTPP) as ramp space
is limited.



Exploring French Polynesia

Makemo Airport (NTGM)

Tahiti

December 22 / Arrive: 2100Z-2200Z

VATSIM WestWind Airlines

Another smaller island airport where we
recommend smaller aircraft i.e. props into
Makemo (NTGM) as ramp space
is very limited.



Makemo Airport Terminal





WestWind



The **Answer** to the
November Question

Question of the Month

The Question: If it were a beautiful sunny VFR day and you were cleared for a circling approach, when flying the circling approach, is it permitted to begin the visual circling segment prior to the final approach fix?

Answer: FAA ATC Order 4-8-1 says: Clearances authorizing instrument approaches are issued on the basis that, if visual contact with the ground is made before the approach is completed, the entire approach procedure will be followed unless the pilot receives approval for a contact approach, is cleared for a visual approach, or cancels their IFR flight plan.



U.S. Army



WWA230

The Nonconforming Sparrow

There once lived a nonconforming sparrow. When winter came, he didn't want to fly South with the rest of the birds. Finally, though, it got so cold that he reluctantly started flying South. After a short while, ice started forming on his wings and he fell to the Earth. Shortly, a rather large cow came by and crapped on the little sparrow. The sparrow thought this was surely the end. But the warm cow dung actually started to warm him up. After a while, he was warm, content, and he could breathe easily. He was so overjoyed that he started singing at the top of his lungs. A cat wandering by heard the noise and decided to investigate. He found the bird in the pile of dodo, dug him out, and promptly ate him. The moral of the story is:

- 1) Everyone who sh*t's on you is not necessarily your enemy.
- 2) Everyone who digs you out of the sh*t is not necessarily your friend.
- 3) If you are warm and contented in a pile of sh*t, keep your mouth shut.



WWA3615



Official WestWind Inter-Company Communications

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THE WESTWIND JOURNAL

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WestWind Airlines



Amsterdam (EHAM)

Lindsey Buckingham

- Dec 1 The Sore Losers Paradiso
Dec 24 Candy Dulfer Paradiso

Atlanta (KATL)

- Dec 1 Casting Crowns Fabulous Fox Theatre
Dec 5 Atlanta Rhythm Section Buckhead Theatre

Calgary (CYC)

- Dec 3 Gwar MacEwan Hall
Dec 9 Tenille Townes Palace Theater

Chicago (KORD)

- Dec 1 Billy Idol Victoria Theatre
Dec 2 Junkyard Livewire Lounge

Cincinnati (KCVG)

- Dec 2 Blue Oyster Cult Ludlow Lounge
Dec 10 Herman's Hermits Ludlow Lounge

Dallas/Ft. Worth (KDFW)

- Dec 3 Sammy Hagar Billy Bob's Texas
Dec 9 Dream Theater Factory at Deep Ellum

Denver (KDEN)

- Dec 1 Mark Cohen Paramount Theater
Dec 10 Dead South Mission Ballroom

London (EGLL)

- Dec 2 Piston O2 Academy
Dec 4 Riverdance Eventim

Los Angeles (KLAX)

- Dec 2 Carpetgarden The Echo
Dec 2 Lindsey Buckingham Theatre at Ace Hotel

Miami (KMIA)

- Dec 2 Molly Flamingo Theater
Dec 10 SG Lewis The Ground

New York (KJFK)

- Dec 1 David Byrne The Erlanger
Dec 1 Luke Combs Madison Square Garden

Seattle (KSEA)

- Dec 2 Mark Broussard Neptune Theatre
Dec 8 Shook Twins Tractor Tavern

Singapore (WSSS)

- Dec 3 Claire Kuo Capital Theatre

Sydney (YSSY)

- Dec 3 The Mix Lazybones Lounge
Dec 4 The Angels State Theatre



WESTWIND AIRLINES

FORUM

Be sure to check out the **WestWind** Forums often! It's a great way to stay up to date and also ask any questions you may have!





WestWind Airlines De-Ice/Anti-Ice Procedures

Types of Icing:

Clear/Glaze Ice: Forms mostly when conditions are between 0 and -10°C.

Rime Ice: Forms between -10 and -20°C.

Mixed Icing: Occurs -8 to -15°C and is a mixture of both.

Frost: Normally occurs on clear, calm wind nights when air temperature and dew point are below freezing.

Icing Effects on Aircraft Systems:

Induction Icing:

Engine icing occurs when ice forms on the induction or compressor sections of an engine, reducing performance. Ice in the induction system can reduce the amount of air available for combustion. The most common example of reciprocating engine induction icing is carburetor ice. Most pilots are familiar with this phenomenon, which occurs when moist air passes through a carburetor venturi and is cooled. As a result of this process, ice may form on the venturi walls and throttle plate, restricting airflow to the engine. This may occur at temperatures between 20°F (-7°C) and 70°F (21°C). The problem is remedied by applying carburetor heat, which uses the engine's own exhaust as a heat source to melt the ice or prevent its formation. On the other hand, fuel-injected aircraft engines usually are less vulnerable to icing but still can be affected if the engine's air source becomes blocked with ice. Manufacturers provide an alternate air source that may be selected in case the normal system malfunctions.

In turbojet aircraft, air that is drawn into the engines creates an area of reduced pressure at the inlet, which lowers the temperature below that of the surrounding air. In marginal icing conditions (i.e., conditions where icing is possible), this reduction in temperature may be sufficient to cause ice to form on the engine inlet, disrupting the airflow into the engine. Another hazard occurs when ice breaks off and is ingested into a running engine, which can cause damage to fan blades, engine compressor stall, or combustor flameout. When anti-icing systems are used, run-back water can refreeze on unprotected surfaces of the inlet and, if excessive, reduce airflow into the engine or distort the airflow pattern in such a manner as to cause compressor or fan blades to vibrate, possibly damaging the engine. Another problem in turbine engines is the icing of engine probes used to set power levels (for example, engine inlet temperature or Engine Pressure Ratio (EPR) probes), which can lead to erroneous readings of engine instrumentation operational difficulties or total power loss.

Communication & Navigation: Antennas are quick to accumulate ice and typically do not have protection leading to navigation and communication problems or failures.

Flight Instruments: Flight instruments rely on data from external sources such as the Pitot tube, static ports and stall warnings this will result in instrument failures.

The chart indicates the amount of time after De-Icing that the aircraft has to take-off before re-de-icing. (In minutes)

Outside Air Temperature ^{1,2}		Wing Surface	Approximate Holdover Times Under Various Weather Conditions (hours:minutes)							
Degrees Celsius	Degrees Fahrenheit		Freezing Fog or Ice Crystals	Snow, Snow Grains or Snow Pellets ³			Freezing Drizzle ⁵	Light Freezing Rain	Rain on Cold Soaked Wing ⁶	Other ⁷
				Very Light ⁴	Light ⁴	Moderate				
-3 and above	27 and above	Aluminum	0:11-0:17	0:18-0:22	0:11-0:18	0:06-0:11	0:09-0:13	0:02-0:05	0:02-0:05	CAUTION: No holdover time guidelines exist
below -3 to -6	below 27 to 21	Aluminum	0:08-0:13	0:14-0:17	0:08-0:14	0:05-0:08	0:05-0:09	0:02-0:05		
below -6 to -10	below 21 to 14	Aluminum	0:06-0:10	0:11-0:13	0:06-0:11	0:04-0:06	0:04-0:07	0:02-0:05		
Below -10	below 14	Aluminum	0:05-0:09	0:07-0:08	0:04-0:07	0:02-0:04				



WestWind Airlines De-Ices only on De-Ice Pads or where directed at airports without de-ice pads!





Minor Facility Showcase

Full ATC Staffing for VFR patterns, practice instrument approaches, or arrivals from afar



THURSDAY

KBDL

Bradley Intl. Airport

16TH

DEC

8-11PM ET

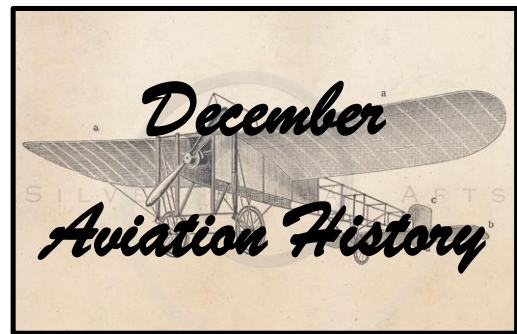
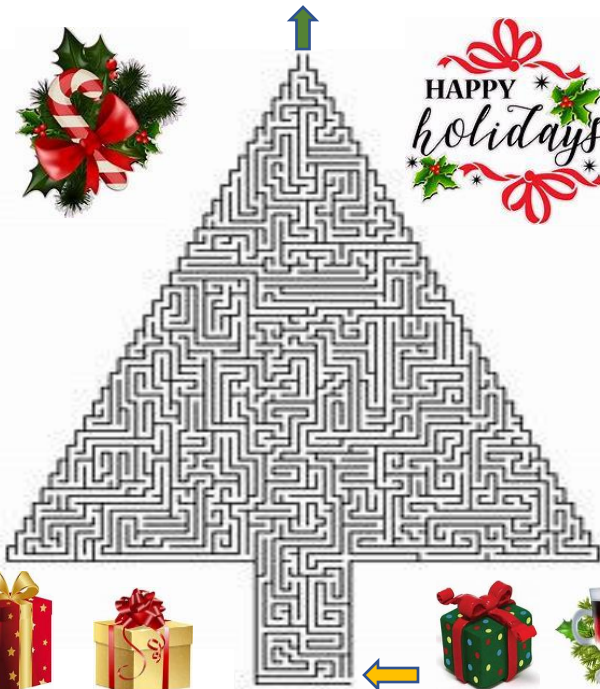


Thank You

The WestWind Journal is honored to have provided you monthly information and 'stuff' this past year! We hope that you have found it informative and enjoyable. We truly look forward to 2022 and bringing you information, statistics, interesting articles, and some more fun 'stuff'.

Happy Holidays and Have A Great New Year





1908



4 December 1908 (France) — The Englishman J.T.C. Moore—Brabazon (later Lord Tara of Brabazon) makes a flight of 1,350 ft. in a Voisin biplane at Issy—les—Moulineaux in France. He becomes one of the guiding lights of early British aviation and is issued the first British pilot's license, then called an aviator's certificate.

1945



3 December 1945 (England) — A DeHavilland "Sea Vampire" fighter becomes the first purely jet—powered airplane to operate from an aircraft carrier, when Lieutenant—Commander E. M. "Winkle" Brown lands his aircraft on the HMS Ocean in England.

1957



6 December 1957 (USA) — A Lockheed "Electra" makes its first successful test flight.

1976



2 December 1976 (USA) — The Boeing 747 SCA, an ex—American Airlines airliner which had been refitted to carry the United States Space Shuttle, makes its first flight.



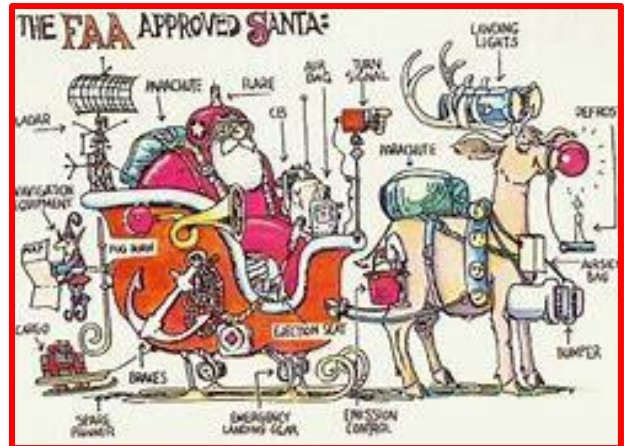
CLEAN-AIRPLANE CONCEPT

The “clean-airplane” concept is derived from U.S. Federal Aviation Administration (FAA) Federal Aviation Regulation (FAR) 121.629, which states, “No person may take off an aircraft when frost, ice or snow is adhering to the wings, control surfaces, propellers, engine inlets, or other critical surfaces of the aircraft or when the takeoff would not be in compliance with paragraph (c) of this section. Takeoffs with frost under the wing in the area of the fuel tanks may be authorized by the Administrator.”

The FAR also prohibits dispatch or takeoff any time conditions are such that frost, ice, or snow may reasonably be expected to adhere to the airplane, unless the certificate holder has an approved ground deicing/anti-icing program in its operations specifications that includes holdover time (HOT) tables.

The European Aviation Safety Agency (EASA), Transport Canada Civil Aviation (TCCA), and other regulatory authorities have requirements similar to FAR 121.629.

The clean-airplane concept describes an airplane that is aerodynamically clean — that is, free of frozen contaminants. The clean-airplane concept is important because airplane takeoff performance is based upon clean surfaces until liftoff. An airplane is designed using the predictable effects of airflow over clean wings. Contaminants such as frost, ice, or snow adhering to the wings disturb this airflow, resulting in reduced lift, increased drag, increased stall speed, potentially severe roll problems due to uneven lift, and possible abnormal pitch characteristics.



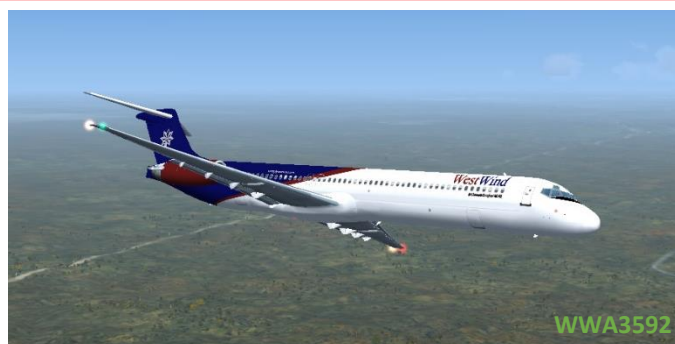
MERRY CHRISTMAS

VATSIM
PARTNER
Quarterly
Event

VIRTUAL
UNITED

Dec. 31, 2021 1600Z
KEWR – CYYT

VATSIM All Virtual Airlines Welcome!



Candy Bombing

Gail Halvorsen, was a young pilot in the US Army Air Corps who was assigned as a pilot to the Berlin Airlift, in which US forces flew much-needed supplies into a Soviet-blockaded Berlin.

As he performed his duties, Lt. Halvorsen began to notice the German children gathered by the fences of Tempelhof Air Base. Knowing that they had very little, he one day offered them some chewing gum. From that small act, an idea sprang: He would bomb Berlin with candy. Fashioning small parachutes, he and his crew sent them floating down as they approached the Berlin airport, wiggling the wings of their C-54 as a signal to the children that their anticipated cargo would soon arrive.

Lt. Halvorsen became known by hundreds, if not thousands, of children in Berlin as Uncle Wiggly Wings or The Candy Bomber. Word soon spread, and donations of candy and other supplies poured in from sympathetic Americans. Lt. Halvorsen's small idea became a great symbol of hope not only to German children in a bombed-out city but to all those who yearned for freedom.



FACT

Missing the *Big* News

It was in December of 1903, that after many attempts, the Wright brothers, Orville and Wilbur, were successful in getting their "flying machine" off the ground and into the air at Kitty Hawk. Thrilled over the accomplishment, they telegraphed this message to their sister Katherine: "We have actually flown 120 feet. Will be home for Christmas." Katherine hurried to the editor of the local newspaper and showed him the message. He glanced at it and said, "How nice. The boys will be home for Christmas." *He totally missed the big news - for the first time in human history, man had flown!*

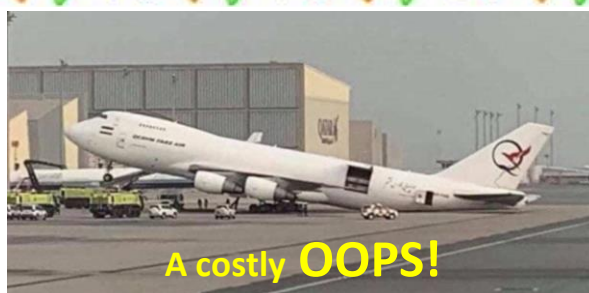
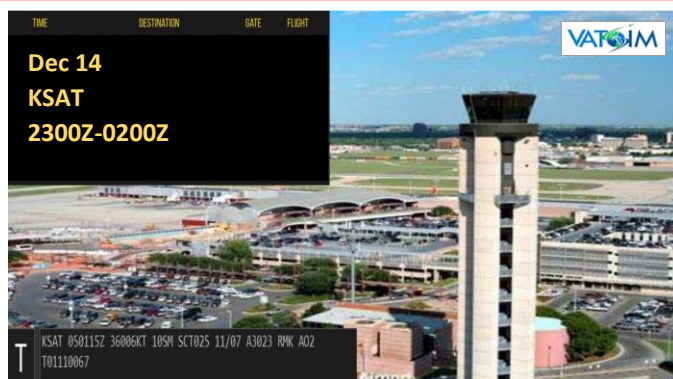




On a flight from Elko to Dallas, the Captain went back into the passenger cabin for a 'Howdy Do' walk. An elderly woman passenger stopped him and asked him what the temperature was. 'It's 70 degrees, madam,' he replied, adding, 'But outside it's 30 degrees below zero.' 'Young man,' the woman demanded, 'What were you doing outside?'"



HAPPY HOLIDAYS





December 25th

December 26th



T'was the night before Christmas all over the place,
When we were suddenly confronted by an old flying ace.
There was icing reported and turbulent air,
He said "File me a flight plan, I gotta get there."
Outside sat his aircraft all ready to run,
And the old man walked out to that P-51.
"Bad weather's no problem," he silently mumbled,
The prop came to life. . . that big Allison rumbled.
He eased in the throttle, the roar shook the ground,
He taxied on out and he turned it around.
He went through the run-up and seemed satisfied,
Then he said to himself, "I'm in for a ride."
So, he lined it up straight as he poured on the coal,
The tailwheel came up as he started to roll.
Up off the runway, he sucked up the gear,
And that mighty V-12 was all you could hear.
He screamed overhead with a deafening crack,
The blue flames were flying from each shiny stack.
He pulled up the nose and started to climb,
No ice on that airframe, it didn't have time.
On top of the weather with the levers all set,
He looked up above him and saw a Lear jet.
With jet fuel and turbines there just ain't no class,
Gimmee pistons, and props and lots of avgas!
Now he was approaching where he wanted to go,
But weather had covered the runway with snow.
How will he land it? We just have to guess,
Because the only way in was a full I-L-S.
Then over the marker, he started his run,
The ceiling was zero, visibility was none.
Still going three hundred and he felt the need,
For an overhead break to diminish his speed.
Over the numbers he zoomed, along like a flash,
Pulled into his break, we just knew he would crash.
Oh, why do they do it on these kind of nights??
Then over the threshold, we saw landing lights.
"I'm on a short final with three in the green,
And I see enough runway to land this machine."
When he tied down that Mustang, they all heard him say. . .
"Next year, I'm stickin' with my reindeer and sleigh."



December 2021

(These awards are for activities of the previous month)



AMSTERDAM



Pilot of the Month I

Fred Koch WWA3631

Pilot of the Month II

Erik Karlsen WWA1767



CHICAGO



On-Line Pilot of the Month

Bill Ienatsch WWA1033

Off-Line Pilot of the Month

Eugene Chase Jr WWA299

Welcoming
KDEN to our
Monthly Awards



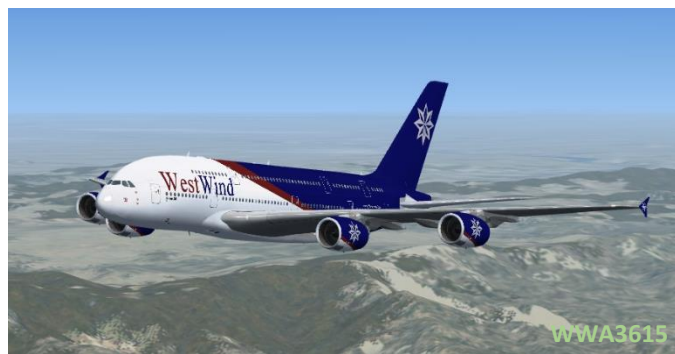
DENVER



Pilot of the Month

Steve Canham WWA11

No Other WWA Hubs Reported Awards



WWA3615

What is our FORUM?



Forum

Join the conversation!
Sign-up for our free online
forum today!

Find Out!

Check Out and Use the WestWind Forums!

And please do so with respect & courtesy towards everyone!

Hub Managers



- TIME SENSITIVE -

The deadline to have your hubs **2021 Pilot or Pilots of the Year** listed in the annual **WestWind Journal Pilot of the Year** listing is December 15, 2021. The **Annual WestWind Journal Pilot of the Year Role** will be in the January 2022 issue of the **WestWind Journal**.

Submit to: chris100965@outlook.com

THE WESTWIND JOURNAL





FUN FACT

The First Guidance/Navigation System

In 1921, the U.S. Army deployed rotating beacons in a line between Columbus and Dayton, Ohio, a distance of about 80 miles. The beacons, visible to pilots at 10-second intervals, made it possible to fly the route at night.

The Post Office took over the operation of the guidance system the following year, and by the end of 1923, constructed similar beacons between Chicago and Cheyenne, Wyoming, a line later extended coast-to-coast at a cost of \$550,000. Mail then could be delivered across the continent in as little as 29 hours eastbound and 34 hours westbound - prevailing winds from west to east accounted for the difference which was at least two days less than it took by train.







Some Heroes Wear Little Gold Wings

Michael Bradley, an easyJet pilot taking his family on an early holiday vacation, did not expect to find himself back in the cockpit on a flight from Manchester, England to Alicante, Spain on September 2.

Bradley and his family were passengers on the easyJet flight, which was severely delayed after the original pilot did not show up. So, the off-duty pilot offered to fly the plane instead. Having your trip turn into a working vacation sure beats having to cancel your plans, after all.

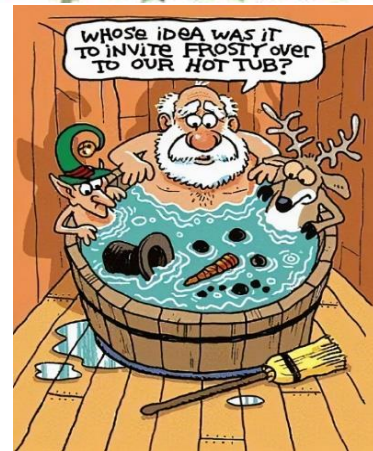
According to the Manchester Evening Standard, Bradley called his employers to tell them he was standing in the terminal, had his license and I.D. on hand, and was happy to take over the flight at a moment's notice – as long as they didn't mind that he wasn't in uniform.

"They said 'we'll phone you back'. Thirty-eight seconds later they phoned me back and said 'please, please, pretty please with a big cherry on top, can you fly the aircraft to Alicante'," Bradley said.

A spokesperson for easyJet said, "This is fully in line with regulations as he had his license and ID with him. Safety is always our highest priority." The spokesperson also noted that Bradley was well rested and could legally take over the plane, since he had the previous four days off.

The flight delay and crew no show was apparently caused by airline cancellations and other delays that were a result of the French Air Traffic Control Failure on September 1.

"We are grateful to one of our pilots who was travelling on holiday from Manchester to Alicante on 2 September with his family and volunteered to operate the flight," easyJet told the Manchester Evening News. "This meant customers could get to their destination and shows the commitment and dedication of our crews."





WestWind Airlines Screenshot Credits Issue 21-12



WWA230 Bob Sturm
WWA829 Terry Parthemore
WWA1103 Karl Triebel
WWA1750 Paul Williamson
WWA2971 Paul Reitman
WWA2297 David Hickman
WWA3281 James Melton
WWA3293 Alex Lu
WWA3400 Luca Balbo
WWA3592 Chris Cramblet
WWA3615 Hal Morse
WWA3635 Donald Tinc



Your WestWind Staff

President and CEO
Chief Operations Officer
Chief Pilot & Administrations Officer
Chief Information Officer
Chief Maintenance Officer
Director Online Operations & Events
Director of IT
Director Cargo Operations
Vice President Charter Operations
Vice President Flight Operations
Alaska Regional Director
Caribbean Regional Director

Mark Kusiak
Paul Steele
Sean McConnell
George Forster
Hal Morse
Chris Cramblet
-Vacant-
Kim Stolt
Phil Cohen
-Vacant-
Scott Robison
Braden Vandererau

- Hub Managers -

Amsterdam Hub Manager **EHAM**
Atlanta Hub Manager **KATL**
Calgary Hub Manager **CYYC**
Chicago Hub Manager **KORD**
Dallas/Ft. Worth Hub Manager **KDFW**
Denver Hub Manager **KDEN**
London Hub Manager **EGLL**
Los Angeles **KLAX**
Miami **KMIA**
New York Hub Manager **KJFK**
Seattle Hub Manager **KSEA**
Singapore Hub Manager **WSSS**
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Jim Short
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Ken Rotker
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Sean McConnell
Dwayne White
Bob Sturm
Kenneth Hayes

This issue of the **WESTWIND JOURNAL** is
dedicated to

Sheila Beach-Cramblet

wife of Chris Cramblet (WWA3592)
as she battles cancer with the support of
her husband and her Medical Team!



This concludes the December 2021 issue (21-12) of
THE WESTWIND JOURNAL
as we close out the year and prepare to open a New Year.

The **WestWind** Journal Staff looks forward to 2022 and
providing you with monthly **WestWind** information, Stats
and other 'stuff'. **Be Safe and have a Joyous Holiday!**

– **THE WESTWIND JOURNAL** –



Publisher/Editor
Chris Cramblet WWA3592
chris100965@outlook.com



Assistant Editor
Hal Morse WWA3615
k9blueman@aol.com

