

HAPPY NEW YEAR

THE WESTWIND JOURNAL

January 2021

Issue 21-01

WestWind Airlines



"He moves not through distance, but through the ranges of satisfaction that come from hauling himself up into the air with complete and utter control; from knowing himself and knowing his aircraft so well that he can come somewhere close to touching, in his own special and solitary way, that thing that is called perfection."

WestWind Airlines 2020 Flight Operations

Total WestWind Hours:	46,423.4
Total WestWind Flights:	14,770
Total On-Line Hours:	10,024.9
Total Off-Line Hours:	36,398.5
Total Passengers:	1,276,896
Total Cargo (lbs.)	351,592,934



WestWind Hubs 2020 Rankings

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

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





December's TOP WestWind Off-Line Pilots

CYYC	Ian Crawford WWA752	9.5
EGLL	Johnny Kasimatis WWA2132	69.2
EHAM	Hal Morse WWA3615	282.5
KATL	Mike Jones WWA3381	67.7
KCVG	Timothy Essex WWA3209	95.1
KDEN	Doug Addington WWA761	137.7
KDFW	John Oddo WWA2293	95.0
KJFK	Paul William son WWA1750	96.8
KLAX	Brody Larsen WWA2700	43.3
KMIA	Nicholas Baker WWA3229	79.6
KORD	Alan Morris WWA2969	54.6
KSEA	Martin Douglas WWA3620	78.1
WSSS	Bob Armer WWA3105	60.1
YSSY	Jacques De Kock WWA3445	100.1

Flying The Jetways Daily



December's TOP WestWind On-Line Pilots

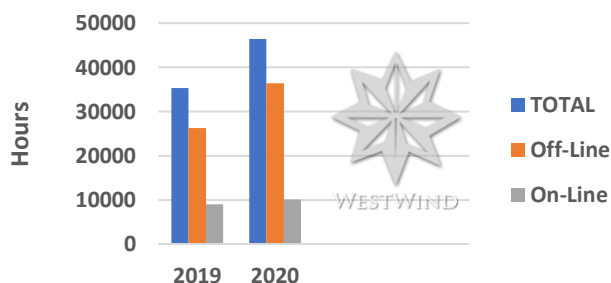
CYYC	Ron Oines WWA2894	188.3
EGLL	Bryan Sutherland WWA3177	44.0
EHAM	Fred Koch WWA3631	54.6
KATL	Bill Peterson WWA1698	7.7
KCVG	Edward Harper WWA2683	37.5
KDEN	Doug Jackfert WWA3541	13.6
KDFW	Nathan Little WWA3151	8.6
KJFK	Sean McConnell WWA659	20.9
KLAX	Vic Alesi WWA136	15.3
KMIA	Mike Osburn WWA2691	33.7
KORD	Chris Cramblet WWA3592	92.7
KSEA	Erwin Michael WWA2244	61.4
WSSS	NA	NA
YSSY	Andrew Wheeler WWA49	60.1

Flying As Real As It Can Be



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

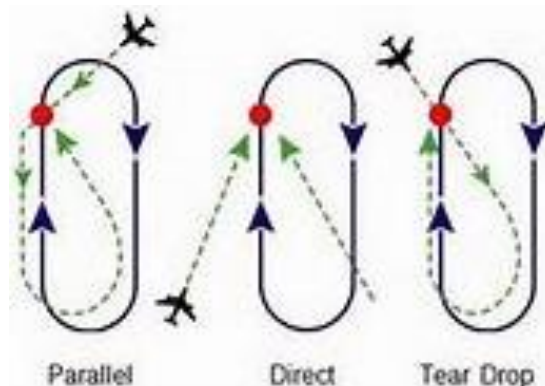
WestWind Flight Hours

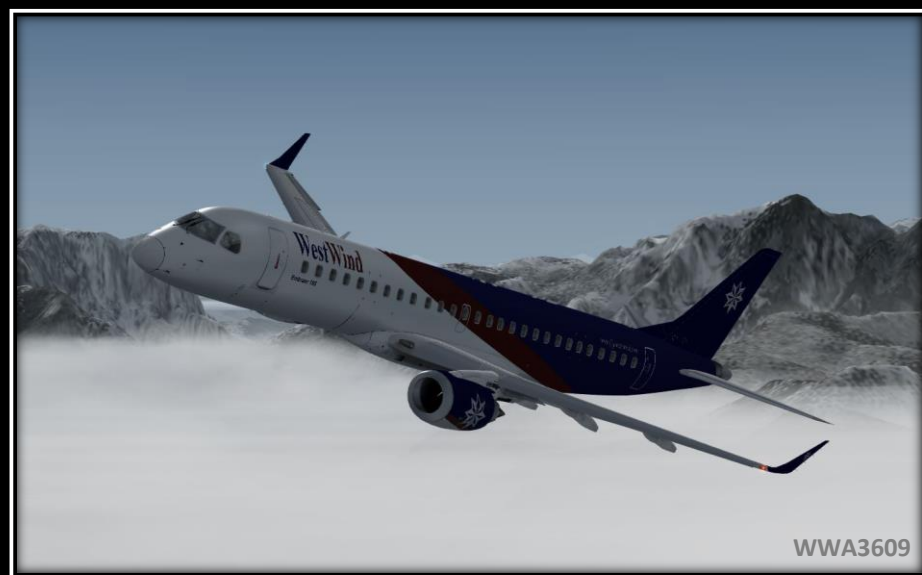


December 2020 Flight Operations



Total WestWind Hours:	3579.6
Total WestWind Flights:	1306
Total On-Line Hours:	973.2
Total Off-Line Hours:	2606.4
Total Passengers:	83,784
Total Cargo (lbs.):	3,097,973





The WestWind Screenshot Competition

Selected by WestWind Pilots every month!

December 2020 Winner

Luuk Bakkum

WWA3609

EHAM Hub



WestWind 737 MAX Returns To Service



The WestWind Executive Committee has authorized the return of the 737 MAX series aircraft for service use effective January 1st! It also stated that pilots wishing to fly the 737 MAX should undergo additional training prior to flying the aircraft in service.

The WestWind Chief Pilot Sean McConnell stated, "I am asking that pilots complete a minimum of 3 hours of training focusing on general handling, slow flight, and circuits in the Max series before resuming regular service. I want you to get to know this aircraft right at the very edge of the flight envelope. The purpose is to simulate the additional simulator time and training real world Max pilots have received as the 737 MAX returns to service."

Levels of ATC	
DEL	: Get your Clearance
GND	: Ground movement (taxi)
TWR	: Taking the active runway
DEP	: During climb out
CTR	: At cruise altitude
ARR	: Beginning arrival
TWR	: Before landing
GND	: Ground movement (taxi)

Top WestWind Passenger Hub

December 2020



The Chicago Hub
11,492 PAX Carried

Top WestWind Cargo Hub

December 2020



The Dallas/Ft. Worth Hub
5,387,417 lbs. CGO Hauled





WestWind Airlines



Newest Pilots - December 2020

Brian Garay WWA3643, WSSS Hub/Transferred to KMIA

Chris Coyle WWA3644, KCVG Hub

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



The \$50.00 Winner Is:

For guessing the total WestWind flight hours for 2020 (within 50 hrs.)

NAME
Hub

No submissions for the \$50.00 prize



The deadline for submission was 2300Z, Dec 30, 2020.



or



will be mailed to the address he chooses on January 5, 2021!

- CONGRATULATIONS -



A Passenger's Discovery

This moment of discovery unfolds every dawn for tens of thousands of passengers, but few, I would venture, ever stop to think about it. To be honest, I usually didn't either.

Moments after take-off from Chicago, I opened my laptop and dove into work. But a passenger behind me wouldn't stop talking. "The clouds!" he kept saying, "Look at the clouds!"

I turned to glare, and saw two men, one who appeared to be in his 70s and the other much younger. I felt sorry for the travelling companion, whom I imagined was the unlucky son tasked to join his aging father on the trip. Their chatter continued for 20 minutes until, in frustration, I looked up from my glowing computer screen and opened the window shade.



He was right. We were floating through giant balls of cotton, soft and fluffy, each as different as a snowflake and seemingly close enough to touch. The afternoon sun provided a shifting palette of colors: pink and salmon, red and raspberry, crimson, and ivory, all set off against a royal blue sky. I closed my laptop and stared at them for the rest of the flight. I don't remember the work I felt compelled to complete that afternoon. But I've never forgotten that flight and those clouds. Larry Bleiberg



Painting WestWind Liveries

The WestWind Livery is the heart of a consistent look for the airline. As such, all aircraft that have WestWind paint on them should look like the standards that are documented. We are asking that all try and adhere to them as closely as possible.

For those who do try, we will work with you closely to try and get the aircraft as close as possible. Anything that is submitted for review will be looked at and we will pass along things that will help you to improve the work and give one plenty of practice. We are a user driven organization, and we get new paint jobs based on a user community that strives for the best. Painting aircraft can be fun, and the tools are all free for the most part. The link is: <http://flywestwind.org/AircraftScenery/...scenery.php>.

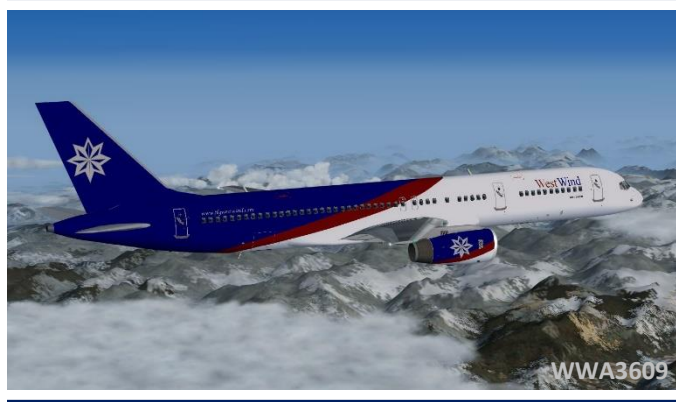
For new painters, we understand that you are learning. If you're willing to put in the time, we will help you get better at the process. WestWind does not own any pay-ware aircraft, so if you want to have a pay-ware in WestWind colors, then you will need to paint it yourself. Submitting the aircraft to the airline adds to the airline's paint collection, provides the work for others to use, and can provide hours of enjoyment to those who like doing the work. I've painted the iFly 747 V2 Queen of the Sky and the default King Air 350 for FSX. For those interested in painting aircraft for the different Simulators, YouTube is your friend. There are ample videos on the process and what to do. A completed paint job used by your peers holds its own rewards.

Mark Kusiak, WestWind CEO



DID YOU KNOW ?

The aircraft that made a huge impact on world travel, the mighty Boeing 747 'Queen of the Skies', was initially being designed purely as a cargo aircraft! During the design phases, a conversion to a passenger carrier was included. And the rest is history!



"This is so cool! I'm flying this thing completely on my Palm pilot!"





Add major realism to your WestWind flights by flying on-line via VATSIM! It's great fun, extremely enjoyable and truly adds to the realism of flying! In addition, add ActiveSky to your system and fly with true, current real-world weather!

Active Sky **NEXT**

No cost involved to do both, depending on the ActiveSky you select! Make your flight sim experience

As Real As It Can Be!



WestWind Charters



The **V.P. of Charter Operations** has decided that due to a lack of interest, the **Charter of the Month** program in the WestWind Journal is no longer worth his effort and is hereby discontinued.



Make-A-Wish Rainbow Jet

The private jet seen here is one of the most unmistakable planes to ever grace the skies. Named "Dream Chaser 5," the Lear Jet model 35, was donated by International Jet Aviation, an aircraft charter and management company based in Denver.



This particular aircraft was used to ferry seriously ill children all over the world, depending on their particular wish. The company has been doing these flights from time to time on different airplanes since 1990. These were the last flights on this airplane, which will now be retired from service. Kudos to a special jet with a great mission and a great custom paint job.



WestWind Hubs 2020 Breakdown



CYYC		KJFK	
Total CYYC Hours:	3265.4	Total KJFK Hours:	2454.3
Total On-Line Hours:	2771.8	Total On-Line Hours:	182.6
Total Off-Line Hours:	493.6	Total Off-Line Hours:	2271.7
Passengers Carried:	73,805	Passengers Carried:	48,427
Cargo Hauled:	35,166,646 lbs.	Cargo Hauled:	29,812,565 lbs.
EGLL		KLAX	
Total EGLL Hours:	1902.4	Total KLAX Hours:	1990.9
Total On-Line Hours:	304.8	Total On-Line Hours:	639.1
Total Off-Line Hours:	1597.6	Total Off-Line Hours:	1351.8
Passengers Carried:	58,550	Passengers Carried:	27,897
Cargo Hauled:	37,615,730 lbs.	Cargo Hauled:	12,095,994 lbs.
EHAM		KMIA	
Total EHAM Hours:	5411.5	Total KMIA Hours:	6908.9
Total On-Line Hours:	868.7	Total On-Line Hours:	977.1
Total Off-Line Hours:	4542.8	Total Off-Line Hours:	5931.8
Passengers Carried:	158,283	Passengers Carried:	143,784
Cargo Hauled:	24,783,009 lbs.	Cargo Hauled:	46,587,660 lbs.
KATL		KORD	
Total KATL Hours:	2312.7	Total KORD Hours:	2732.2
Total On-Line Hours:	257.3	Total On-Line Hours:	1005.0
Total Off-Line Hours:	2055.4	Total Off-Line Hours:	1727.2
Passengers Carried:	75,201	Passengers Carried:	120,244
Cargo Hauled:	7,040,386	Cargo Hauled:	17,596,426 lbs.
KCVG		KSEA	
Total KCVG Hours:	2976.4	Total KSEA Hours:	3873.4
Total On-Line Hours:	806.2	Total On-Line Hours:	833.3
Total Off-Line Hours:	2170.2	Total Off-Line Hours:	3040.1
Passengers Carried:	65,675	Passengers Carried:	112,346
Cargo Hauled:	28,118,188 lbs.	Cargo Hauled:	9,040,985 lbs.
KDEN		WSSS	
Total KDEN Hours:	5375.2	Total WSSS Hours:	616.2
Total On-Line Hours:	347.1	Total On-Line Hours:	0.0
Total Off-Line Hours:	5028.1	Total Off-Line Hours:	616.2
Passengers Carried:	146,521	Passengers Carried:	52,256
Cargo Hauled:	42,450,263 lbs.	Cargo Hauled:	616,799 lbs.
KDFW		YSSY	
Total KDFW Hours:	4311.6	Total YSSY Hours:	2292.3
Total On-Line Hours:	460.7	Total On-Line Hours:	570.7
Total Off-Line Hours:	3850.9	Total Off-Line Hours:	1721.6
Passengers Carried:	121,341	Passengers Carried:	71,566
Cargo Hauled:	54,296,182 lbs.	Cargo Hauled:	6,422,101 lbs.



WestWind Airlines January Fly-In



WestWind Airlines January Fly-In



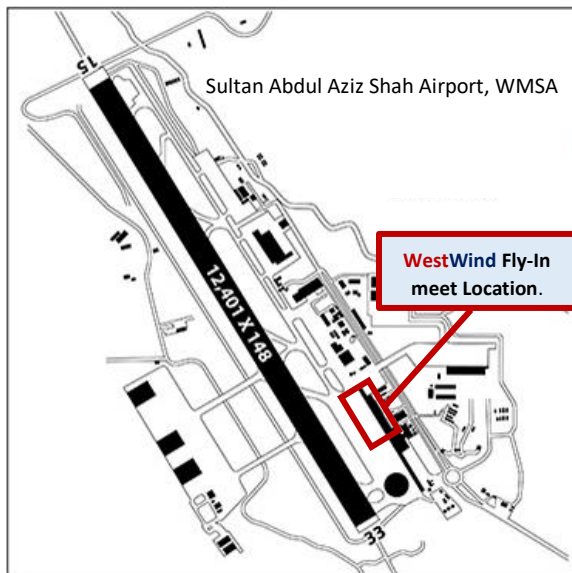
January 17, 2021
Arrive:
2200Z-2300Z



Sultan Abdul Aziz Shah Airport (WMSA)



Sultan Abdul Aziz Shah Airport, WMSA, often called Subang Airport or Subang Skypark, is an airport located in Subang, Petaling District, Selangor, Malaysia. Subang International Airport served as Kuala Lumpur's main airport from 1965 to 1998, before the Kuala Lumpur International Airport in Sepang was opened. Although plans existed to convert the airport into a low-cost carrier hub, the change was opposed by Subang Jaya residents.



WestWind Airlines January 2021 On-Line Events

Jan 1	<u>KSEA</u> , KPDX, KOAK, KRNO	0200Z-0600Z
Jan 2	KIAH	2359Z-0400Z
Jan 4	KBOS, KBTX	0100Z-0400Z
Jan 6	KSAV, KCHS	2359Z-0300Z
Jan 9	KLIT	2359Z-0300Z
Jan 8	KDFW, KDAL, KIAH, KHOU	2359Z-0400Z
Jan 10	<u>KSEA</u> , <u>KDEN</u>	2359Z-0400Z
Jan 12	KBUF, CYUL	2359Z-0300Z
Jan 16	<u>KLAX</u>	2200Z-0400Z
Jan 17	<u>WMSA</u> WWA Fly-IN	2200Z-2300Z
Jan 22	KPWM, KBGR, KPSM	0100Z-0400Z
Jan 23	ZOA	2300Z-0300Z
Jan 26	<u>KSEA</u> , KPDX, KEUG, KLMT, KGEG	2300Z-0400Z
Jan 30	KOKC, KPWA, KOUN, KTIK	2300Z-0300Z
Jan 30	CYVR, PANC	1900Z-2300Z
Jan 31	Southern California	2359Z-0400Z



"Many people look forward to the new year
for a new start on old habits"





**thank
you!**

FROM: The WestWind Journal Staff

As we begin a new year, the Staff of the WestWind Journal would like to say 'Thank You' to everyone that has supported the WestWind Journal over the past 2 years since our inception. We truly strive to provide useful information and interesting articles for you, our clientele!

We also try, in a small way, to provide Flt Sim information, but only in a limited way, as the various Flt Sims and systems out there are vastly different.

We also 'push' flying on-line since it really does add to the realism of flying and proper procedures, not to mention the interaction with other pilots and ATC in a given airspace and on the ground. It also allows live interaction with fellow WestWind pilots at our Monthly WWA Fly-Ins!

As we move forward in 2021, we'd like to hear from all of you! Questions, suggestions, your articles, article ideas and even complaints. So be sure to drop us an email, we will respond!

A little about us, both the WestWind Journal Staff are retired military pilots that moved on to commercial flying, after retirement from the military. Hal flew CareFlight and Chris flew 737s. Between the 2, over 20 thousand real-world flight hours have been logged in just about every flight condition imaginable, not to mention flying combat. Both are now fully retired from flying.

Again, thank you for your support and we look forward to hearing from you!

Chris Cramblet WWA3592, Publisher/Editor

Hal Morse WWA3515, Asst Editor

THE WESTWIND JOURNAL



To contact the

WESTWIND JOURNAL

just email cjcramblet@outlook.com

or k9blueman@aol.com

Cyclone YASA Devastates Fiji



On Dec 16, cyclone Yasa caused major devastation to Fiji. Yasa, a category 5 storm, hit Fiji late Dec 16 & early Dec 17 and the amount of damage it caused is still being determined, but it is a grave amount!

WestWind Airlines has stepped up to assist the country transporting much needed supplies in and has established an in-country base of operations at Nadi International Airport (NFFN). The first WestWind relief flight (742F) arrived Dec 17th from Tahiti.

Pilots are advised to arrive during daylight hours, if at all possible. Runways 02/20 can handle heavy widebodies, however ramp space is limited. Back taxi is required, so be aware of other aircraft arriving/departing. It is requested that all WestWind aircraft depart after off-loading/refueling to free up ramp space!

WestWind staging areas for refueling and cargo transfers are at Tahiti (NTAA) and Sydney (YSSY).





Europe's aviation safety regulator will probably approve the return of Boeing Co.'s 737 Max in January after studies and test flights showed the U.S. plane maker has fixed the faults that caused fatal crashes.

"All these studies show us that the plane can return to service," Patrick Ky, head of the European Union Aviation Safety Agency, said in an interview with LaTribune.fr. "It's likely that, in our case, we'll adopt the decisions that will allow us to put it back in service in the course of January."

EU approval will mark a milestone in Boeing's effort to return the Max to service outside the U.S., after the Federal Aviation Administration granted final clearance for the jet's return. The green light from EASA, which sought additional safety measures beyond what the FAA required, would allow Boeing to begin delivering already-built planes again in a region with major customers including Ryanair Holdings Plc.

Backing by European regulators is seen as key to Boeing's effort to gain global support for the aircraft, after the Max crisis damaged the FAA's reputation as the leader in air safety.



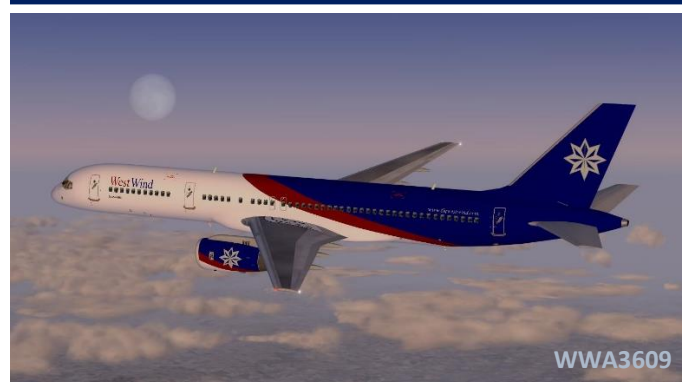
WWA1750



Yes, you can experience spatial disorientation and motion sickness in a flight simulator!



WWA3592

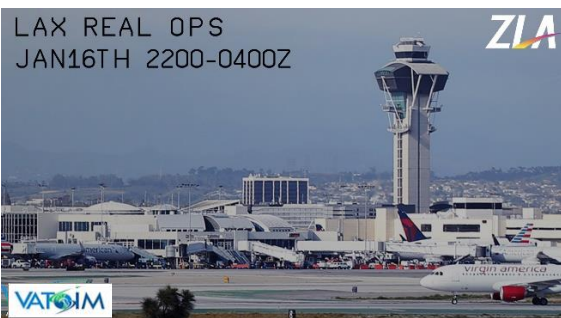


WWA3609

HAPPY NEW YEAR 2021

LAX REAL OPS
JAN16TH 2200-0400Z

ZLA



VATSIM



"Sorry about the screaming during that air pocket, back there."

FlightSafety
international



Aircraft De-icing/Anti-icing Cautions

Make sure that all loose snow has been removed from the aircraft before you do the de-icing/anti-icing procedures.

WARNING: THE HOLDOVER TIME WILL ALSO DECREASE DURING THE CONDITIONS THAT FOLLOW:

- THERE ARE STRONG WINDS
- THERE IS PRECIPITATION
- THE AMBIENT TEMPERATURE DECREASES
- THERE ARE WINDS CAUSED BY OTHER AIRCRAFT ENGINES
- THE AIRCRAFT FUEL TEMPERATURE ADJACENT TO THE SKIN IS LESS THAN THE AMBIENT TEMPERATURE

(WestWind Holdover Times chart provided in Decembers WestWind Journal, page 19)

Obey the precautions and standard practices that follow when you do de-icing/anti-icing procedures:

(a) The APU should be shut down for all anti-icing/de-icing operations.

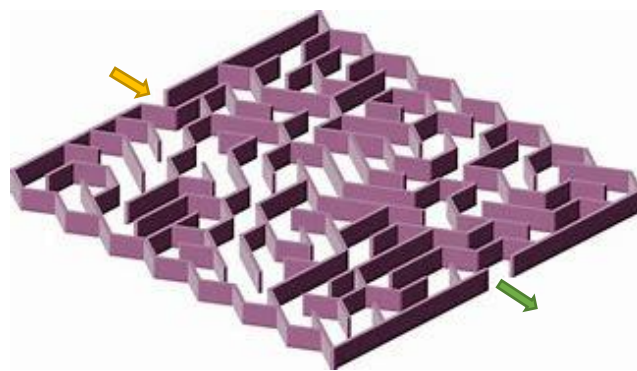
(b) If it is necessary to operate the engines or the APU while you do the de-icing/anti-icing procedures, obey the precautions that follow:

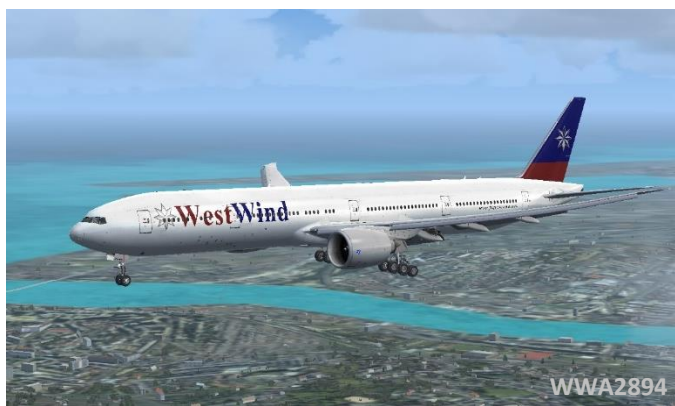
1. Make sure that the engines are at idle speed.
2. Make sure that all bleed air valves are closed.
3. Make sure that all the external lights in the de-icing/anti-icing area are off.
4. Make sure the valves for the air conditioning unit are off.

Do not allow the spray of de-icing/anti-icing fluid directly on/into the areas that follow:

- Windshields
- Side windows
- Passenger compartment windows
- Door and window seals
- Pitot/static probes

- Total air temperature (TAT) probes
- Angle of attack (AOA) sensors
- Static pressure ports
- Antennas
- Winglets
- Engine intake and exhaust ports
- Engine thrust reversers
- Fuel drains
- Wheels and brakes
- Wastewater and condensation drains
- Ram air intake
- Auxiliary power unit (APU) inlet and exhaust areas
- Emergency door handles.
- Landing gear
- Bleed-air overboard exhausts





V Speed Designator

V 1: Maximum speed during takeoff at which a pilot can safely stop the aircraft without leaving the runway. This is also the minimum speed that allows the pilot to safely continue (to V2 takeoff) even if a critical engine failure occurs (between V1 and V2).

V2: Is the minimum velocity that is required to safely climb even with one engine off. Until a plane reaches the "acceleration altitude" this speed is, most of the time, V2+10 knots.

When is the gear retracted? Simple: As soon as the Primary Flight Display (PFD) shows a positive rate of climb.

POWER UP / SAFETY CHECK

First Officer

Captain

CIRCUITBREAKERS.....	CHECKED
BATTERY.....	ON
STANDBY POWER.....	AUTO
HYDRAULIC DEMAND PUMPS.....	OFF
WINDSHIELD WIPERS.....	OFF
ALTERNATE FLAPS AND GEAR.....	OFF
GEAR LEVER.....	DOWN
FLAPS.....	CHECKED
APU.....	RUNNING
ELECTRICAL SYSTEM.....	SET/APU AVAIL ON
APU BLEED AIR.....	ON
ISOLATION VALVES.....	OPEN
PACKS.....	NORMAL



What Should A Pilot Not Do?

1. Stand up fast
2. Quickly pick-up a dropped pencil
3. Listen to his headset in only one ear
4. Raise seat extremely high
(2. Bending over & lowering the head and raising back up fast can cause spatial disorientation)

Who is in charge when an aircraft pushes back?

1. The aircraft owning airline
2. ATC
3. Flight Dispatch
4. The Captain [pilot in command]
(4. The Captain (Pilot in Command) is in charge and has 100% control and responsibility for the aircraft and everyone onboard!)



WestWind Monthly Pilot Awards



January 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 lenatsch WWA1033

Off-Line Pilot of the Month
Alan Morris WWA2969

No Other WWA Hubs Report Monthly Awards At This Time



This Month The WestWind Journal
Salutes The Aviators of the



Federal Aviation Administration

Future WestWind Journal Monthly Fly-Ins



This year (2021), the WestWind Journals monthly fly-ins will be wide spread and cover a board range of terrain and locations **worldwide!**

Fly the WORLD with WestWind in 2021!

Specification	757-200W	737-900ER	A321-200	A321 NEO	Advantage
Capacity - Dual Class	186	180	185	185	Airbus
Capacity - Single Class	220	215	220	220	Airbus
Range in NM	3,900	3,265	3,200	3,680	Boeing
Cabin Width - ft.	11.6	11.6	12.1	12.1	Airbus
MTOW	255,000	187,700	206,100	209,100	Boeing
MLW	210,000	157,300	171,500	174,500	Boeing
Engines	RB211-535E4 PW2040	CFM56-78E	V2500-A5 CFM56-5B	PW1100G CFM Leap-X	Draw



ask

The Flight Deck

Q. Why do the co-pilots on international flights tend to be older than on domestic flights?

A. International flights are desirable; therefore, they go to senior pilots. Many pilots conclude that they would rather be a senior first officer on international flights than a captain on domestic flights.

Q. Do pilots land large airliners manually or by computer?

A. While many aircraft can land by the use of automation, the vast majority of landings are still done manually. Pilots are generally much better at landing in more dynamic weather conditions than the automated systems.

Q. Are weight and balance issues more of a factor on smaller planes carrying less than 100 people than larger planes carrying more passengers?

A. A weight and balance issue can be more critical on smaller aircraft because even a small error accounts for a larger percentage of the total weight. A 500-lb. error on an airplane that weighs 5,000 lbs., adds up to a larger percentage of the total weight. This is why pilots carefully calculate the weight and balance before flight. No matter the size of the airplane, it should be loaded within the proper limits to ensure safe flight.

(Questions? Send them to the WestWind Journal)



Left main tire blew on landing. The Captain did a great job keeping her lined up!

Cleared For Take Off



Make 2021 A Record-Breaking Flight Year!

WestWind Airlines



Would you like a

MONTHLY

It's FREE



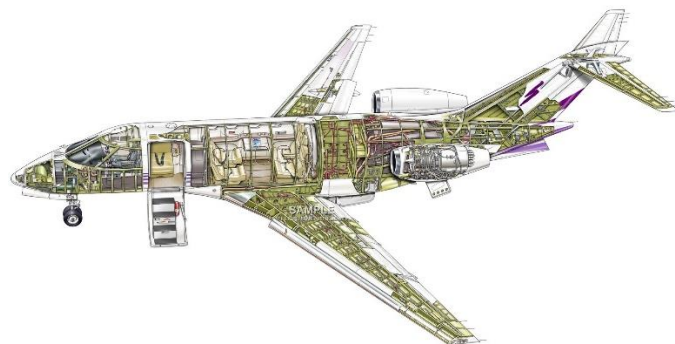
to

THE WESTWIND JOURNAL

On the first (1st) of each month, the WestWind Journal is emailed out to all who have requested it. If you'd like to be added to the monthly email list and receive your own copy of the WestWind Journal, just contact us and you'll start receiving it on the 1st of each and every month!

cjcramblet@outlook.com

That is all there is to it!



FUN FACT!

The average hourly cost of a 738 (6 axis) full motion simulator session is \$799.00 per hour.

The average hourly cost of a 748 (6 axis) full motion simulator session is \$1450.00 per hour.

A 737 flight simulator costs more than \$13,360,000.00.



AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown on this chart. All times are local.

Class D Airspace

40'

Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)

Class E Airspace

Class E Airspace with floor 700 ft. above surface

Class E Airspace with floor 1200 ft. or greater above surface that abuts Class G Airspace.



Prohibited, Restricted, Warning and Alert Areas



MOA - Military Operations Area



Special Airport Traffic Areas (See F.A.R. Part 93 for details.)

Class B Airspace

MODE C (See F.A.R. 91.215/AIM.)

Class C Airspace (Mode C See F.A.R. 91.215/AIM.)

TRSA - Terminal Radar Service Area

National Security Area

MTR - Military Training Routes

2400 MSL Differentiates floors of Class E Airspace greater than 700 ft. above surface

4500 MSL Class E Airspace low altitude Federal Airways are indicated by center line.

Intersection - Arrows are directed towards facilities which establish intersection.

IFR Departure Routes

IFR Arrival Routes



Amsterdam (EHAM)

Bon Jovi

Jan 9 Andre Rieu Ziggo Dome
Jan 25 Carson McKee Milky Way

Atlanta (KATL)

Jan 15 Keb' Mo' City Winery
Jan 28 Chris Botti Atlanta Symphony Hall

Calgary (CCYC)

Jan 9 Burton Cummings Grey Eagle Event Center
Jan 22 Big Wreck Grey Eagle Event Center

Chicago (KORD)

Jan 7 Chicago Symphony Orchestra Hall
Jan 16 Circa Survive Concord Music Hall

Cincinnati (KCVG)

Jan 3 Jimmy Dooley Eastgate Baptist Church
Jan 20 David Foster Taft Theatre

Dallas/Ft. Worth (KDFW)

Jan 1 Randy Rogers Band Billy Bob's Texas
Jan 22 Robert Cray Billy Bob's Texas

Denver (KDEN)

Jan 21 Daft Punk & Justice The Black Box
Jan 29 Stella Nova Larimer Lounge

London (EGLL)

Jan 17 Make Some Noise O2 Academy Islington
Jan 19 Walter Trout Islington Assembly Hall

Los Angeles (KLAX)

Jan 25 The Flaming Lips Wilton Center
Jan 30 Perpetual Groove The Mint

Miami (KMIA)

Jan 2 Blood Moon Rapture Wynwood
Jan 23 Ordinary Boys The Anderson

New York (KJFK)

Jan 14 Halsey Harkins Mercury Lounge
Jan 24 Tom Rush Loft At City Winery

Seattle (KSEA)

Jan 8 Little Big Town Seattle Theatre
Jan 17 Heaven 17 Crocodile Café

Singapore (WSSS)

Jan 13 Slipknot Singapore Rockfest
Jan 29 The Wrecks The Franklin

Sydney (YSSY)

Jan 9 Cyril B Bunter Band Brass Monkey
Jan 23 DMVA The Chippo Hotel



BREAKING NEWS

New Member of the WestWind Executive Committee Appointed!

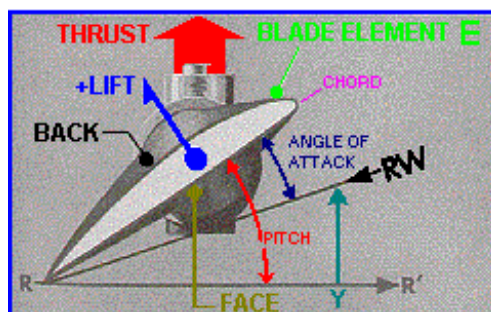
Hal Morse WWA3615, EHAM Hub Manager has been assigned as the new **WestWind Chief Maintenance Officer**, a position that places him on the Executive Committee.

"Having known Hal for many years, I have no doubt that he will do a great job in his new position!"

Chris Cramblet



747 Main Avionics Bay



End view of propeller elements.

Get Ready to Fly Europe!

Upcoming **WestWind** Fly-Ins include:

February: EuroAirport Basel Mulhouse Freiburg (LFSB) in Switzerland

March: London Heathrow (EGLL) in England

Dates & times for both events to come! Plan now to fly in!



A Fresh New Start



We're now beginning 2021, a new year full of possibilities, so let each of us fly more than ever before and push **WestWind** way up the ladder!

*Promoting Aviation
Through
Simulation!*



FUN FACT



1 of only 4 JUH-1H2 SOTAS aircraft. Chris Cramblet WWA3592 flew this one in Europe on iron curtain boarder missions from 1978-1982. Retractable skids and an AN/APS 94 rotating radar boom. It had dual auto pilot systems and advanced NAV systems. 2-man crew with O2 system for flight above 10,000 feet. It sat 3 feet higher than a standard UH-1H. We could fly an ILS better than an airliner, but a lot slower! Wherever we flew, ATC always requested us to shoot an ILS for their training purposes! Our systems could lock on and never deviate by even 1 degree.

In mission mode at say 15,000 ft, we flew a 1-mile racetrack pattern at 10-15 knots!!! The stress that this placed on the tail boom WAS unreal! The tail boom and tail rotor gearbox were replaced every 100-200 hours (very costly).

It was heavy! In summer months with a full fuel load, we would have to burn off fuel before takeoff to get down to max takeoff weight!



2 where in West Germany (SOTAS Det 2) and 2 in South Korea (SOTAS Det 1), both detachments flew boarder missions. All 4 aircraft were taken out of service in 1986 and replaced by the YEH-60B SOTAS. *Those were the days and the stories I could tell!*
Chris Cramblet WWA3592



Thank You, (very much)

The WestWind Journal would like to say 'Thank You' to the WestWind Executive Committee for all the work that they do! The vast majority of their work goes on behind the scenes and is not noticed by most! Their tireless efforts are what make WestWind one of the top VA out there! They are always on the move and looking forward!

- WestWind Executive Committee -

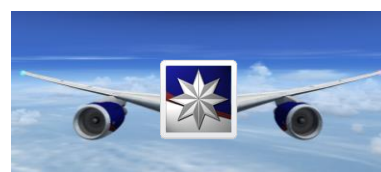
Mark F. Kusiak: President & Chief Executive Officer

Paul Steele: Chief Operations Officer

George Forster: Chief Information Officer & IT

Sean McConnell: Chief Pilot & Chief Administrative Officer

Hal Morse: Chief Maintenance Officer





Always carry paper charts and plates! You never know when your electronic charts may fail!

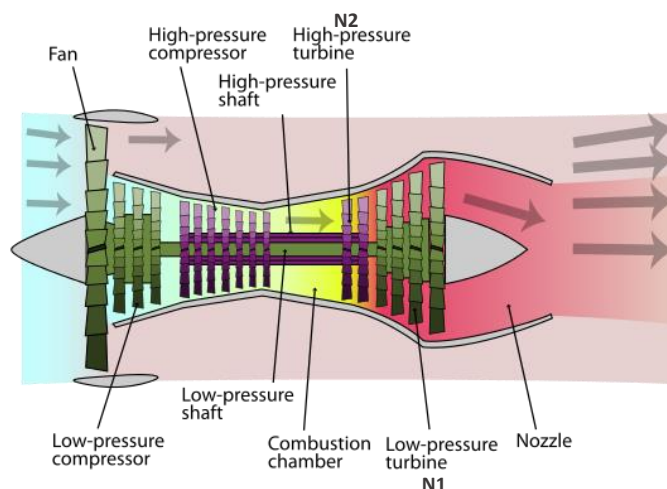


What Defines N1 and N2?

N1 is the rotational speed of the low-pressure turbine and compressor spool expressed as a percentage of the maximum normal operating RPM of the spool.

N2 is the rotational speed of the high-pressure turbine and compressor spool expressed as a percentage of the maximum normal operating RPM of the spool.

These speeds will differ from one another as each spool rotates independently from the other. It is common that at a steady state operating condition N1 and N2 will differ substantially, particularly at lower power settings. This is important, as each spool needs to operate independently to ensure proper pressure gradients through the engine.



Why is N1 Used to Set Power?

The **N1** value of an engine is indicative of the health of the engine's intake and compressor section. The pressure gradients that ensure good operating characteristics are determined by smoothing of the pressure gradient by the engine's fan and low-pressure compressor.

N1 is indicative of how much energy is entering the nozzle to become thrust because it is reflective of the speed of the final, low pressure turbine.

In contrast **N2** fluctuates substantially less, even with substantial power reductions. Two factors affect this: rotating mass and energy extraction by the high-pressure turbine.

Relatively speaking, the high-pressure turbine has less total mass to accelerate and it has the highest total exhaust energy available to accelerate that mass, so even at idle power settings, **N2** remains relatively "spooled up." This mechanical reality makes **N2** a difficult to use value for setting power.



The Boeing 727

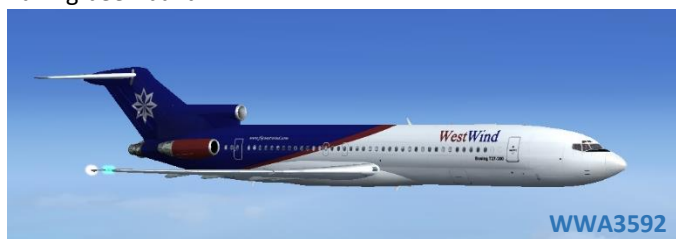
The Boeing 727 is a narrow-body airliner produced by Boeing Commercial Airplanes. After the heavy 707 quad-jet was introduced in 1958, Boeing addressed the demand for shorter flight lengths from smaller airports. On December 5, 1960, the 727 was launched with 40 orders each from United Airlines and Eastern Air Lines. The first 727-100 rolled out November 27, 1962, first flew on February 9, 1963, and entered service with Eastern on February 1, 1964.



Boeing

Boeing's only trijet is powered by Pratt & Whitney JT8D low-bypass turbofans below a T-tail, one on each side of the rear fuselage and a center one fed through an S-duct. It shares its six-abreast upper fuselage cross-section and cockpit with the 707. The 133 ft long 727-100 typically carries 106 passengers in two classes over 2,250 nm, or 129 in a single class. Launched in 1965, the stretched 727-200 flew in July 1967 and entered service with Northeast Airlines that December. The 20 ft longer variant typically carries 134 passengers in two classes over 2,550 nm, or 155 in a single class. Besides the airliner accommodation, a freighter and a Quick-Change convertible version were offered.

The 727 was used for many domestic flights and on some international flights within its range. Airport noise regulations have led to hush kit installations. Its last commercial passenger flight was in January 2019. It was succeeded by the 757-200 and larger variants of the 737. As of May 2020, a total of 13 Boeing 727s (1x 727-100s and 12x -200s) were in commercial service with 6 airlines, plus one in government and one in private use. There have been 118 fatal incidents involving the Boeing 727. Production ended in September 1984 with 1,832 having been built.



WWA3592



WWA3592



NO FUN at all!
And THINGS can happen and usually do at some point!

An important job that no one enjoys!



WestWind Airlines

2020 Pilots of the Year



Fred Koch WWA3631



Not Submitted



Not Submitted



Bill Ienatsch WWA1033

2020 On-Line Pilot of the Year

Vince Storelli WWA1116

2020 Off-Line Pilot of the Year



Not Submitted



Not Submitted



Not Submitted



Johnny Kasimatis WWA2132



Not Submitted



Not Submitted



Not Submitted



Not Submitted



Not Submitted



Not Submitted

The above pilots were selected by their Hub Manager for standing out and leading the way during the 2020 year!

CONGRATULATIONS

to each and every one on a job very well done!

WestWind Airlines

Honorable Mention

2020

On-Line Pilot of the Year

Ron Oines WWA2894, CYC Hub, 1828.3 Hrs.

VATSIM



Year 2020 – A Basic Breakdown

2020 TOP 5 On-Line Pilots

Ron Oines WWA2894	CYYC Hub	1828.3
Chris Cramblet WWA3592	KORD Hub	882.6
Erwin Michael WWA2244	KDEN Hub	815.6
Andrew Wheeler WWA49	YSSY Hub	570.2
Edward Harper WWA2683	KCVG Hub	484.9

2020 TOP 5 Off-Line Pilots

Hal Morse WWA3615	EHAM Hub	3370.5
Edward Bingler WWA2845	KDFW Hub	1151.7
Doug Addington WWA761	KSEA Hub	963.6
Hugo Laporte WWA2314	KSEA Hub	961.8
W. Penna Filho WWA76	KMIA Hub	929.1

2020 TOP 5 PAX Hubs

EHAM Hub
KDEN Hub
KMIA Hub
KORD Hub
CYYC Hub

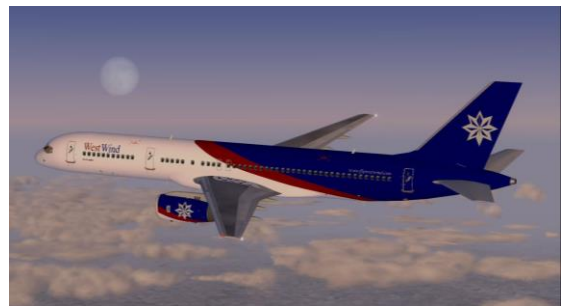
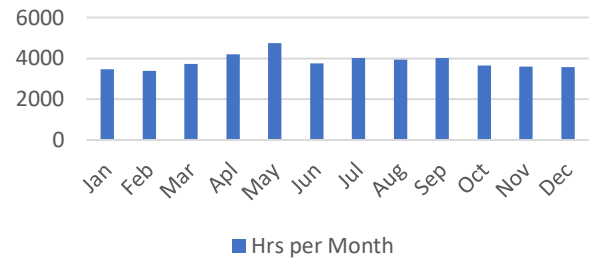
2020 TOP 5 CGO Hubs

KDFW Hub
KMIA Hub
KDEN Hub
EGLL Hub
CYYC Hub

2020 TOP 5 ACFT

B738
A320
B748F
B739
DH8D

WestWind 2020 Hours Flown





Screenshot Contributors To The January Issue

- Bob Sturm WWA230
- Bill Peterson WWA1698
- Paul Williamson WWA1750
- Ron Oines WWA2894
- Paul Reitman WWA2971
- Mark Kusiak WWA3480
- Terry Ford WWA3585
- Luuk Bakum WWA3609
- Martin Douglas WWA3620
- Hal Morse WWA3615
- Chris Cramblet WWA3592



THE WESTWIND JOURNAL

Issue 21-01, January 2021

Is it OK for any ground support equipment or vehicles to touch an aircraft? **NO!** At no time should any equipment other than the Push/Tow Equipment, Ground Power, Fuel, LAV and Water hoses, AC/Heating Ducts and a Tripod Jack make contact with the aircraft!



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	George Forster
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
Svdnev Hub Manager YSSY	Kenneth Haves

This concludes the January 2021 issue (21-1) of THE WESTWIND JOURNAL, we hope that you have enjoyed it and found some useful information. Look for the February issue full of updates!

Stay Safe out there and get your shot!

– THE WESTWIND JOURNAL –



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