

WestWind Airlines

October 2021



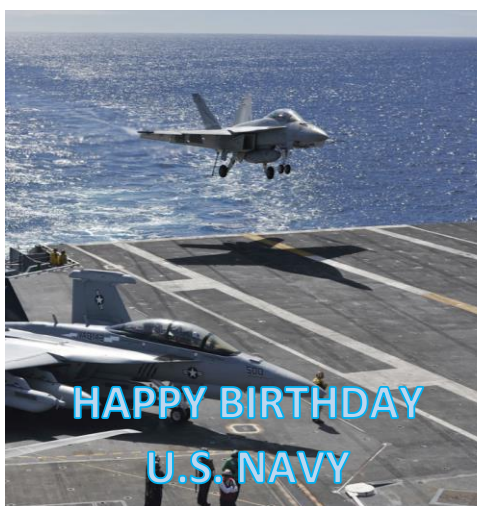
WESTWIND

THE WESTWIND JOURNAL

October 2021

Issue 21-10

WestWind Airlines



WestWind Airlines September Flight Operations



Total Flight Hours: 3672.3
Total On-Line Hours: 780.4
Total Off-Line Hours: 2891.9
Total Flights: 1138
Total PAXs: 92,397
Total CGO (lbs.): 27,150,458
(Only verified On-Line hours are shown)

WestWind Airlines September Hub Rankings

On-Line

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

Off-Line

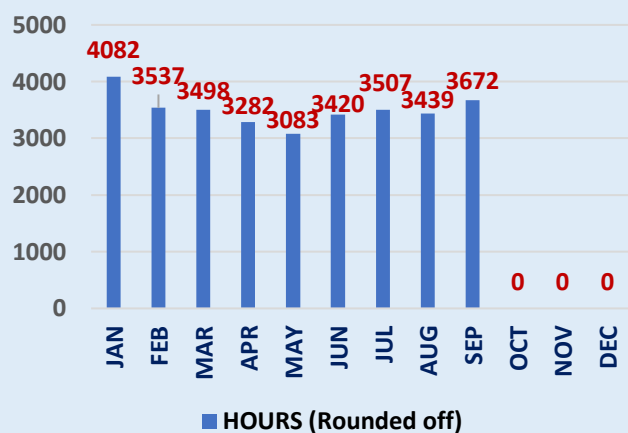
1. EHAM
2. KSEA
3. KMIA
4. WSSS
5. KLAX
6. KDEN
7. KDFW
8. KJFK
9. KCVG
10. KATL
11. KORD
12. YSSY
13. EGLL
14. CYC

(Only verified On-Line hours are counted)





WestWind 2021 Flight Hours



Top WestWind Passenger Hub September 2021



The Amsterdam Hub
20,022 PAX Carried

Top WestWind Cargo Hub September 2021



The London Hub
5,201,291 lbs. CGO Hauled



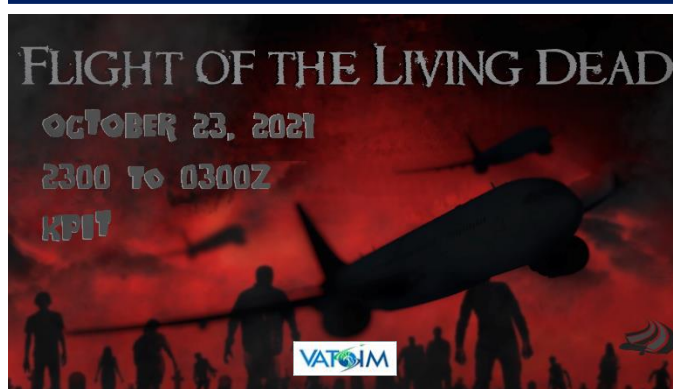
September's TOP WestWind On-Line Pilots

CYYC	Ron Oines WWA2894	208.4
EGLL	Chris Trott WWA3382	35.6
EHAM	Fred Koch WWA3631	65.5
KATL	Tom Griesbach WWA485	7.3
KCVG	Nick Johnston WWA152	13.2
KDEN	Larry Horton WWA3241	1.2
KDFW	-NA-	-NA-
KJFK	Dallas Manning WWA3602	29.6
KLAX	-NA-	-NA-
KMIA	Ronald Henderson WWA209	57.0
KORD	Bill Ienatsch WWA1033	81.5
KSEA	Erwin Michael WWA2244	19.2
WSSS	-NA-	-NA-
YSSY	Andrew Wheeler WWA49	26.2

Flying As Real As It Can Be



(Only verified On-Line hours are shown)



September's TOP WestWind Off-Line Pilots

CYYC	John Good WWA3185	3.0
EGLL	Johnny Kasimatis WWA2132	100.8
EHAM	Hal Morse WWA3615	278.5
KATL	Mike Jones WWA3381	81.5
KCVG	David Reason WWA3314	47.5
KDEN	Doug Addington WWA761	59.9
KDFW	Edward Bingler WWA2845	115.3
KJFK	Paul Williamson WWA1750	90.6
KLAX	Bob Armer WWA3105	131.9
KMIA	Nicholas Baker WWA3229	97.9
KORD	Eugene Chase Jr WWA299	40.6
KSEA	Terry Parthemore WWA829	154.7
WSSS	Paul Steele WWA3290	180.2
YSSY	Kenneth Haynes WWA2055	48.2

Flying The Jetways Every Day



WestWind Hubs – September Hours

Amsterdam (EHAM)

Total Hours: 595.7

On-Line: 71.1 / Off-Line: 524.6 / Flights: 132

Atlanta (KATL)

Total Hours: 118.0

On-Line: 11.0 / Off-Line: 107.0 / Flights: 54

Calgary (CYYC)

Total Hours: 276.4

On-Line: 268.0 / Off-Line: 8.4 / Flights: 66

Chicago (KORD)

Total Hours: 261.9

On-Line: 160.8 / Off-Line: 101.1 / Flights: 100

Cincinnati (KCVG)

Total Hours: 129.9

On-Line: 22.3 / Off-Line: 107.6 / Flights: 57

Dallas/Ft. Worth (KDFW)

Total Hours: 180.8

On-Line: 0 / Off-Line: 180.8 / Flights: 38

Denver (KDEN)

Total Hours: 220.4

On-Line: 1.2 / Off-Line: 219.2 / Flights: 86

London (EGLL)

Total Hours: 172.6

On-Line: 35.6 / Off-Line: 137.0 / Flights: 93

Los Angeles (KLAX)

Total Hours: 249.9

On-Line: 0 / Off-Line: 249.9 / Flights: 92

Miami (KMIA)

Total Hours: 379.4

On-Line: 73.4 / Off-Line: 306.0 / Flights: 134

New York (KJFK)

Total Hours: 183.7

On-Line: 35.4 / Off-Line: 148.3 / Flights: 65

Seattle (KSEA)

Total Hours: 517.9

On-Line: 33.2 / Off-Line: 484.7 / Flights: 145

Singapore (WSSS)

Total Hours: 264.1

On-Line: 0 / Off-Line: 264.0 / Flights: 51

Sydney (YSSY)

Total Hours: 151.6

On-Line: 26.2 / Off-Line: 95.4 / Flights: 25



WestWind Airlines



Newest Pilots - September 2021

No New Hires During September

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



WWA1103





WWA3592

WWA3314

A Tie - 2 Winners For September

WestWind

Screenshot Competition

Selected by WestWind Pilots
every month!

September 2021 Winners

Chris Cramblet
WWA3592
KORD Hub

David Reason
WWA3314
KCVG Hub



WestWind Airlines Select October On-Line Flight Events

		ARRIVE
Oct 2	KATL, KCLT	2300Z-0300Z
Oct 3	KABQ	2359Z-0400Z
Oct 6	KACT, KCNW	2300Z-0200Z
Oct 7	KSTS, KHAF, KMRY	2359Z-0300Z
Oct 9	KALB, KSCH, KSYR, KRME KLGA	1800Z-2200Z 2300Z-0300Z
Oct 10	KTEX, KEGE, KASE, KSBS	1600Z-1900Z
Oct 12	LSZH	1730Z-2030Z
Oct 15	YSSY, YMML, YABA	2300Z-0300Z
Oct 16	KMIA, KFLL, KPBI	2300Z-0300Z
Oct 17	KDEN WestWind Anniversary	2100Z-2200Z
Oct 20	KGGG, KTYR	2300Z-0200Z
Oct 22	KCVG, KDTW, KIAD	2300Z-0300Z
Oct 23	KPIT	2300Z-0300Z
Oct 24	KABL, KBDL, KPVD	1800Z-2100Z
Oct 29	KMCO, KIAH, KSAT, KPHX, KELP	2300Z-0300Z
Oct 31	KSEA, KPDX, KPSC	2300Z-0300Z





October 13, 1775

The **United States Navy (USN)** is the maritime service branch of the United States Armed Forces and one of the eight uniformed services of the United States. It is the largest and most powerful navy in the world, with the estimated tonnage of its active battle fleet alone exceeding the next 13 navies combined, including 11 U.S. allies or partner nations as of 2020. It has the highest combined battle fleet tonnage and the world's largest aircraft carrier fleet, with eleven in service, two new carriers under construction, and five other carriers planned. With over 336,978 personnel on active duty and 101,583 in the Ready Reserve, the U.S. Navy is the third largest of the U.S. military service branches in terms of personnel. It has 290 deployable combat vessels and more than 3,700 operational aircraft as of June 2020.



The U.S. Navy traces its origins to the Continental Navy, which was established during the American Revolutionary War and was effectively disbanded as a separate entity shortly thereafter. After suffering significant loss of goods and personnel at the hands of the Barbary pirates from Algiers, the U.S. Congress passed the Naval Act of 1794 for the construction of six heavy frigates, the first ships of the U.S. Navy. The U.S. Navy played a major role in the American Civil War by blockading the Confederacy and seizing control of its rivers. It played the central role in the World War II in the defeat of Imperial Japan. The U.S. Navy emerged from World War II as the most powerful navy in the world. The 21st century U.S. Navy maintains a sizable global presence, deploying in strength in such areas as the Western Pacific, the Mediterranean, and the Indian Ocean. It is a blue-water navy with the ability to project force onto the littoral regions of the world, engage in forward deployments during peacetime and rapidly respond to regional crises, making it a frequent actor in U.S. foreign and military policy.



Promoting Aviation Through Simulation!



Aviation Fly-In

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



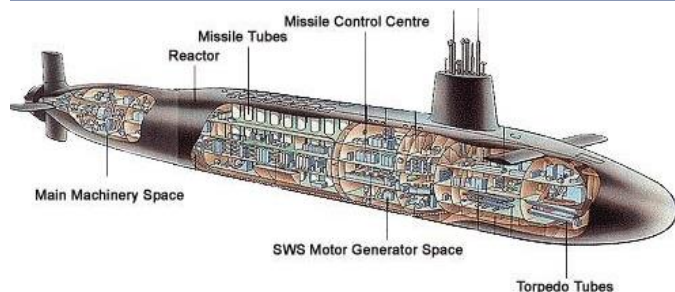
Upstate New York

SATURDAY

9TH OCT

KALB, KSCH, KSYR, KRME

2-6PM ET





WEST WIND



WestWind
On-Line Operations
and Events
APPROVED



October 17, 2021

Arrival Time: 2100Z-2200Z

WestWind Airlines



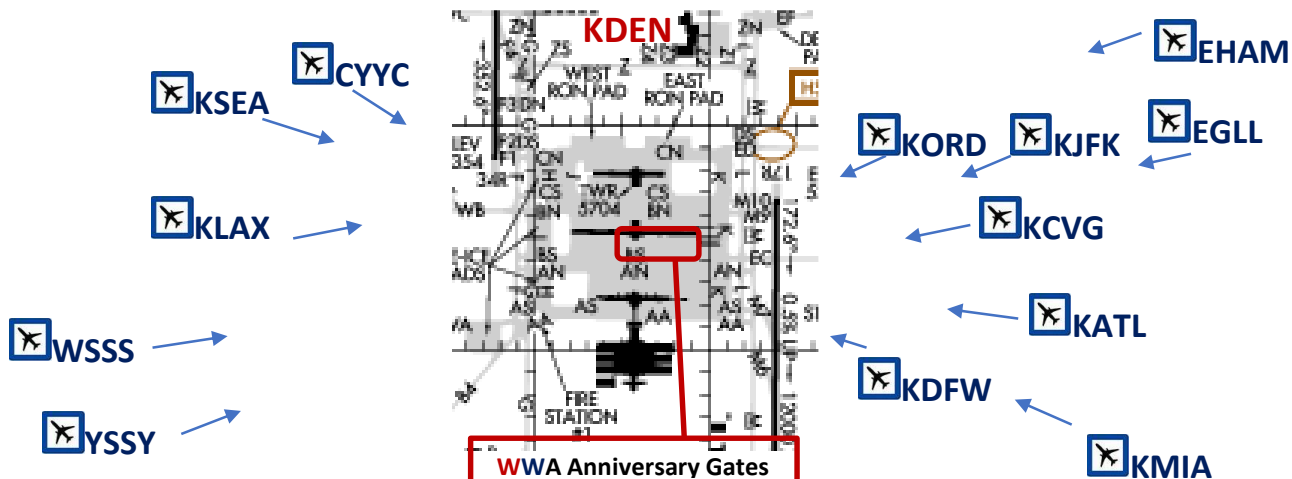
Everyone is welcome and encouraged to fly-in to Denver!

Help celebrate 25 years of **WestWind**

On-Line and Off-Line!

All Pilots please use and monitor the **WestWind** company TeamSpeak channel!

ts76.gameservers.com:9123



NOTE: Off-Line Pilots when using TeamSpeak remember that On-Line Pilots are also talking with VATSIM ATC, especially during arrival!



Boeing 767 Flight Controls

The B767 has 3 independent hydraulic systems which move the primary flight controls. There is no 'manual reversion' on the B767, as there is on the B727. The primary controls are the rudder, elevators, inboard ailerons, and outboard ailerons, as shown in blue on the attached diagram.

Spoilers on the upper surface of the wing also assist the ailerons. The spoilers also act as 'speedbrakes' in the air, and as "liftdumpers" when on the ground.

Ailerons

High speed aircraft use both inboard and outboard ailerons at low speed to effect changes around the longitudinal axis (roll). As speed increases an aileron lockout device gradually restricts the movement of the outboard ailerons, leaving the inboard

types to effect roll at high airspeed. Speed signal inputs for this come from the Central Air Data Computer (CADC).

Each aileron is powered by two hydraulic systems for redundancy purposes should one hydraulic system fail. The ailerons can be trimmed using trimming switches in the cockpit. This re-sets the aileron neutral point.

Elevator

The two elevator panels are each powered by all three hydraulic systems (left, center and right), again for redundancy purposes. They are mounted at the rear of the stabilizer and provide pitch control about the aircraft's lateral axis.

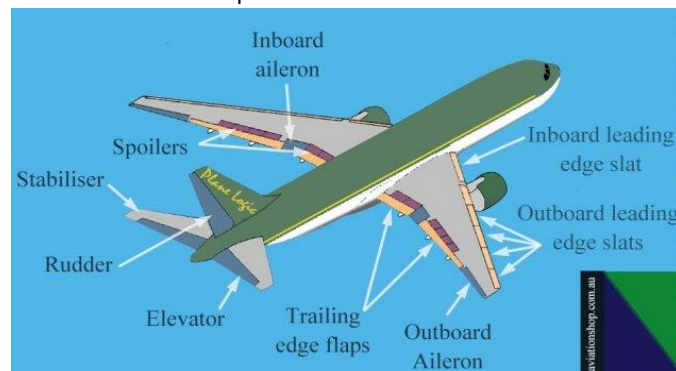
Two elevator 'Q feel' systems provide artificial feel forces to the pilot control yokes. This is because hydraulic powered controls mask high demands that may be applied by pilots inadvertently.

Rudder

The single panel rudder is moved by actuators powered by all three hydraulic systems. A device called a 'ratio changer' desensitizes rudder deflection for a given rudder pedal force as speed increases. This ratio changer gets the speed inputs from the Central Air Data Computer (CADC).

Swept wing aircraft such as the B767 are prone to a yawing/rolling combination when they encounter turbulence. This is called 'Dutch Roll'. To counter this tendency the B767 rudder incorporates two separately powered hydraulic 'Series Yaw Dampers'. These also assist in turn co-ordination, such that no rudder inputs are required by the pilot to provide a balanced (skid ball in the center) turn. Unlike the 'Parallel Yaw Dampers' fitted to some aircraft, the rudder pedals of the series system do NOT move in association with yaw damper inputs.

The amount of deflection of the rudder panel by the yaw damper is reduced at high speed to avoid potential over-stressing of the airframe. The speed input from the CADC is blended with information from the yaw rate provided by the 'Ring Laser Gyro' (RLG) that is part of the Inertial Reference Navigation Unit (IRU). This ensures that just the correct amount of rudder is deflected to damp out any potential dutch roll before it builds up.





Spoilers

There are 12 spoiler panels, 6 on the upper surface of each wing. Some of these move in-flight in association with the ailerons to provide roll control. The panels can also be used as speed brakes in flight to slow the aircraft down and steepen the descent profile. On the ground all panels deploy as 'Liftdumpers' to spoil any residual lift at touchdown, avoid bouncing, and place more weight on the wheels to assist in wheel braking effort. Spoilers are controlled through a speed brake lever which is to the left of the thrust levers.

Flaps and Slats

The B767 is provided with leading edge slats, and trailing edge flaps for high lift during takeoff and landing.

The inboard ailerons also droop in conjunction with flap extension. Actuation of flaps and slats is normally from the center hydraulic system, and a back-up actuation method is by electric drive motors, should the center hydraulic system depressurize. The electric standby system takes considerably longer to drive the slats and flaps to the desired settings - about 3 minutes from zero to 20 flap.

The B767 is fitted with a 'Flap/Slat Asymmetry' monitoring system which will stop the flaps being extended further should a situation develop where one wings high lift devices are extending at a different rate to the other.

A 'Load Relief' monitoring system prevents any exceedance of the flap limit speed when the flaps are set to 25 (-300 aircraft), or 30 flap (-200 aircraft), by retracting the flap to the previous stage. The cockpit flap lever will NOT move when this happens. When speed is reduced below the limit speed, the flap will automatically extend to the previously selected setting.

Stabilizer Trim

As with most large high-speed aircraft the horizontal stabilizer is used as one large trimming surface. Some advantages of such a system instead of a conventional system with a fixed horizontal surface with separate in-built elevator and trimming surfaces is that trim drag is reduced, and full elevator movement is available at full up or full down trim settings. Increased airspeed produces a decrease in the trimming rate. Under normal operations the stabilizer is moved by the center and left hydraulic systems.



This Month The WestWind Journal Salutes The Aviators of the



United States Navy



WestWind



The Answer to the September Question

Question of the Month

The Question: You're looking at the approach chart for the instrument approach you're expecting to fly at your destination. There's an 'A' in a black triangle in the briefing strip. What does it mean?

Answer: The 'A' means that alternate minimums exist, which you can find on the IFR Alternate Airport Minimums pages.

PLAYBILL

Autumn In New York



Event Field: LGA

Date: October 9th 2021

Time: 1900-2300 Eastern





AROUND THE CORNER!



Papeete International Airport [Faa'a] (NTAA), has ample room for heavy RON parking of WestWind flights arriving from around the world. There you can jump into smaller aircraft to explore the islands!



Plan now and don't miss WestWind's premier event!

Watch for 2 planned VATSIM events, details to come!



WestWind



Question of the Month October 2021

The Question: The Victor airway for your flight has a MOCA. What distance from the VOR does the MOCA assure acceptable VOR navigation signal?

-Discuss this in the Forum-



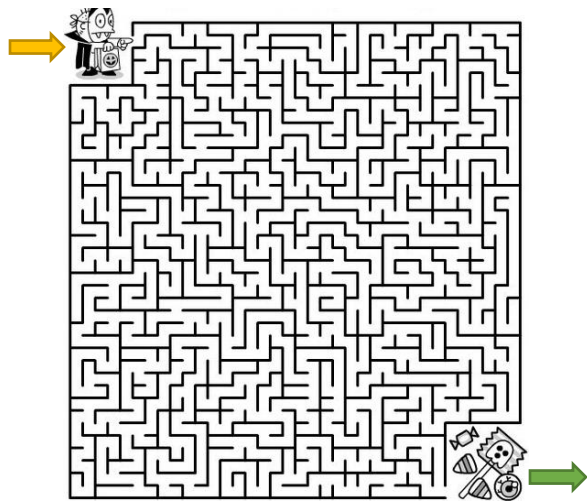


Monthly Local Area Time

Denver, CO, USA (KDEN)

Local Time: 3:00 PM

Zulu Time: 2100Z



HAPPY HALLOWEEN!

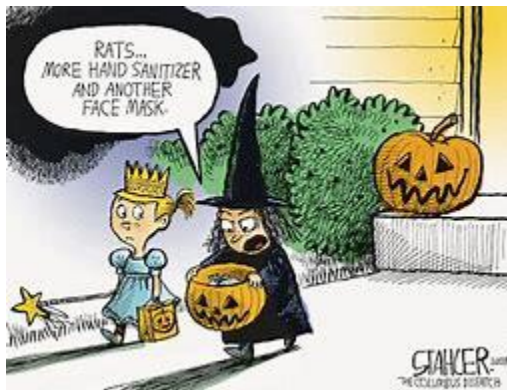


Air Transportation Challenges

While ensuring security is the foremost challenge facing the aviation sector, the efficient use and allocation of the nation's airspace and airport capacity remain as long-term public policy imperatives. During the past decade, flight delays caused by system congestion and other factors have been a chronic source of frustration and cost for air travelers and the aviation industry. Delays are the most common passenger complaint received by the U.S. Department of Transportation (DOT), accounting for about 40 percent.¹ According to DOT's Inspector General, roughly one flight in four in 2000 was delayed, canceled, or diverted for reasons ranging from airport and airway congestion to severe weather and aircraft mechanical problems (DOT 2000). More than 1.3 million flights arrived late at their destinations—52 minutes late on average—adversely affecting about 160 million passengers. FAA and the Air Transport Association, which represents major airlines, estimate that airlines and their passengers incurred more than \$5 billion in delay-related costs.²

Recurrent delays and the unpredictability of schedules in the commercial aviation system are major problems for airlines and air travelers. The growing popularity of business jets and the introduction of fractional ownership programs are attributable in part to the desire of some travelers to obtain more reliable service and, in some cases, to avoid the crowds and congestion at major airports. Whereas the incidence of delay varies by individual airport, city, and region of the country, delays in one location can have effects that cascade throughout the entire system, since aircraft and passenger flows are interconnected. Understanding the causes of delay is complicated because of the large number of possible causes and the interconnectivity of the system; nevertheless, such an understanding is essential for devising solutions.

"The desire to fly is an idea handed down to us by our ancestors who, in their grueling travels across trackless lands in prehistoric times, looked enviously on the birds soaring freely through space, at full speed, above all obstacles, on the infinite highway of the air."



Flying WestWind Fly-In Events

All **WestWind** pilots are encouraged to fly our Monthly **WestWind** Fly-Ins and especially special events, such as Christmas In Tahiti! All **WestWind** events may be flown on-line and off-line! When flying into a **WestWind** event while flying off-line, be sure to have your TeamSpeak tuned to the **WestWind** company channel ts76.gameservers.com:9123 That way you will be able to communicate with your fellow **WestWind** pilots as if you were there flying on-line.

During any **WestWind** event, all pilots should have their TeamSpeak on and tuned to the **WestWind** company channel.

Regional Circuit

Gate-to-Gate coverage between airports throughout the ZBW airspace

Featured Airports

KALB Albany

Bradley **KBDL**

KPVD Providence

SUNDAY

24th OCT

2-5PM ET

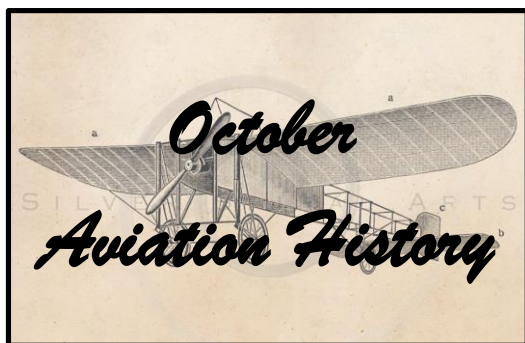


WestWind Channel: ts76.gameservers.com:9123



*Promoting Aviation
Through
Simulation!*





1928



5 October (Czechoslovakia/Russia) — Capt. A. Vicherek of Czechoslovakia in an Avia monoplane, 60 hp Walter engine, makes a nonstop flight from Prague to Bednodernjanovsk, Russia. The distance covered is 1,246 miles.

1942



2 October (USA) — The Bell P-59A "Airacomet", made the first flight of a United States turbojet aircraft.

1947



14 October (USA) — Capt. Charles "Chuck" Yeager becomes the first person to fly faster than sound. Yeager "breaks the sound barrier" in his Bell X-1 airplane, "Glamorous Glennis," named after his wife. He was able to reach 670-mph or Mach 1.015 at Muroc Dry Lake, California.

1957

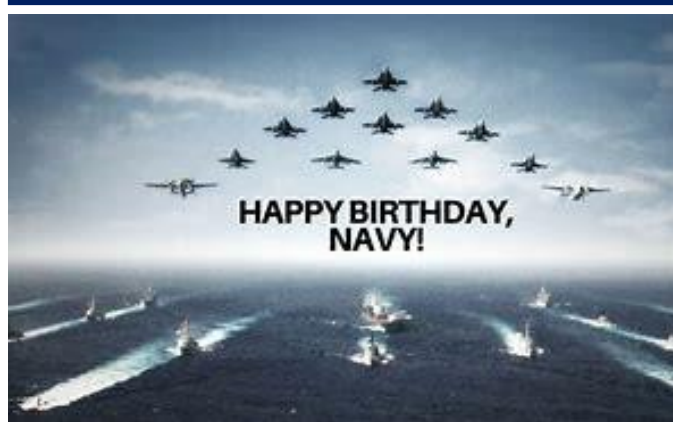


28 October (USA) — The Boeing Airplane Company rolls out its first production 707 jet transport which is expected to fly in December.

1984



18 October (USA) — First flight of the North American Rockwell B-1B "Lancer."





U.S. NAVY
Blue Angels

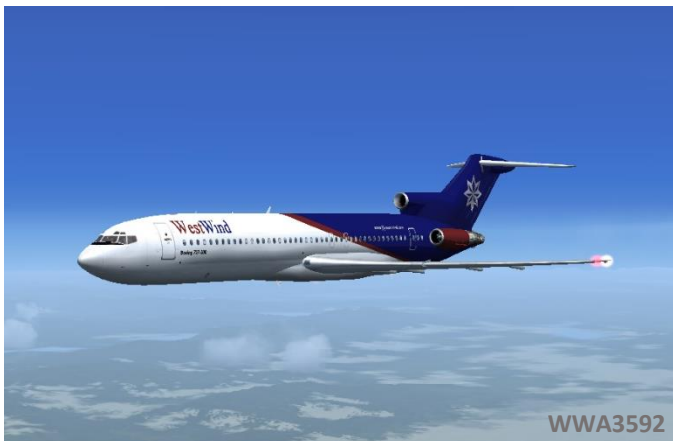
Oct 2-3 Pacific Airshow **Huntington, CA**
Oct 9-10 Fleet Week Air Show **San Francisco, CA**
Oct 16-17 Great Colorado Airshow **Loveland, CO**
Oct 23-24 Fort Worth Airshow **Fort Worth, TX**
Oct 30-31 Wings Over Georgia **Rome, GA**




WESTWIND AIRLINES

FORUM

Stay up to date on all things WestWind. Be a part of the conversations, check the WestWind Forums often!



- Amsterdam (EHAM)** **KISS**
- Oct 4** Frog Leap Milky Way
Oct 10 Deep Purple Ziggo Dome
- Atlanta (KATL)**
- Oct 1** Seether The Tabby
Oct 7 Old Crow Medicine Show The Eastern Atlanta
- Calgary (CYC)**
- Oct 6** Micki Free The Blues Can
Oct 22 Eric Church Scotiabank Saddledome
- Chicago (KORD)**
- Oct 1** Snow Patrol Fourth Presbyterian Church
Oct 9 Day To Remember Aragon Ballroom
- Cincinnati (KCVG)**
- Oct 1** Earth, Wind & Fire ICON Music Center
Oct 2 David Sanborn Ludlow Garage
- Dallas/Ft. Worth (KDFW)**
- Oct 1** **KISS** **Dickie's Arena**
Oct 4 ZZ Top Dickie's Arena
- Denver (KDEN)**
- Oct 1** Tanya Tucker Thompson Theater
Oct 2 Kingston Trio Paramount Theater
- London (EGLL)**
- Oct 2** Cats In Space The Garage
Oct 5 James Cullum The Palladium
- Los Angeles (KLAX)**
- Oct 1** Hall & Oats Hollywood Bowl
Oct 2 Van Morrison Hollywood Bowl
- Miami (KMIA)**
- Oct 14** Wavves The Ground
Oct 17 Cross Roads Bar Nancy
- New York (KJFK)**
- Oct 1** Ziggy Marley Rooftop at Pier 17
Oct 2 Zac Brown Band St. Josephs Amphitheater
- Seattle (KSEA)**
- Oct 1** Madison Cunningham Crocodile Cafe
Oct 7 Todd Snider Washington Hall
- Singapore (WSSS)**
- Oct 14** Boys Like Girls 222 Arts Club
- Sydney (YSSY)**
- Oct 9** Tommy Gun The Vic
Oct 23 Jeff Lang Brass monkey



October 2021

(These awards are for activities of the previous month)



AMSTERDAM



Pilot of the Month 1

Fred Koch WWA3631

Pilot of the Month 2

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



Hub Managers, a reminder that you can have your top pilots recognized in the WestWind Journals 'Monthly Pilot Awards' every month! The deadline for submitting your top pilot/pilots is 1800Z on the last day of each month.



Upcoming WestWind Scheduled Events (Fly-Ins)

TO ALL STATIONS

OCT 17 KDEN Arrive 2100Z-2200Z

NOV 14 KCLT Arrive: 2200Z-2300Z

DEC 5 NTAA Arrive: 2200Z-2300Z

DEC 19 NTAA to NTP Dept: 2100Z

Please monitor and use TeamSpeak WWA Channel
ts76.gameservers.com:9123



Federal Aviation
Administration

Commercial Aviation Safety Team

The commercial aviation system in the United States operates at an unprecedented level of safety. This safety record is due in part to the commitment of the Federal Aviation Administration (FAA) and aviation industry to share information to detect risks and address problems before accidents occur.

Our data-driven approach began in 1997 with the creation of the Commercial Aviation Safety Team (CAST). Since CAST's inception, the fatality risk in commercial aviation has dropped 94 percent, resulting in the safest period in aviation history. CAST's work, along with new aircraft, regulations, and other activities, has virtually eliminated the traditional common causes of commercial accidents – controlled flight into terrain, weather, and wind shear.

How CAST Works

CAST has evolved beyond the historic approach of examining past accident data to a proactive approach that focuses on detecting risk and implementing mitigation strategies before accidents or serious incidents occur.



CAST uses a disciplined, data driven approach to—
Analyze safety data/information.

- ❖ Identify hazards and underlying contributing factors.
- ❖ Develop specific safety enhancements to address risk.
- ❖ Voluntarily implement safety enhancements that offer the most risk reduction and are cost effective.
- ❖ Track implementation and continuously monitor the effectiveness of the safety mitigations.
- ❖ Use knowledge gained to continually improve the aviation system.

CAST Is Focused

CAST's efforts focus resources on the following risk areas:

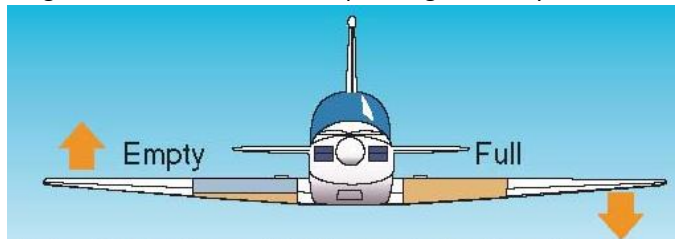
- ❖ Takeoff misconfiguration,
- ❖ Runway excursions,
- ❖ Airplane state awareness,
- ❖ Midair collisions,
- ❖ Controlled flight into terrain,
- ❖ Approach and landing accidents,
- ❖ Loss of control,
- ❖ Runway incursions,
- ❖ Weather,
- ❖ Turbulence,
- ❖ Icing, and Uncontained engine failures.





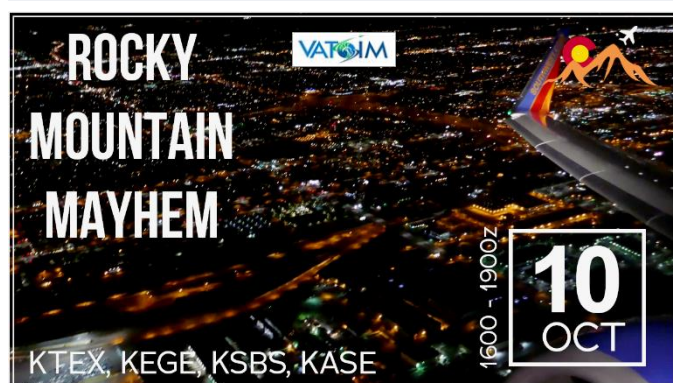
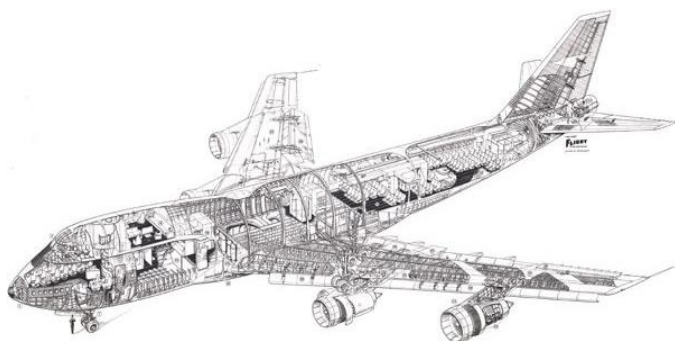
LATERAL BALANCE

In an airplane, lateral unbalance occurs if the fuel load is mismanaged by supplying the engines unevenly from tanks on one side of the airplane. The pilot can compensate for the resulting wing-heavy condition by adjusting the trim or by holding a constant control pressure. This action places the aircraft controls in an out-of-streamline condition, increases drag, and results in decreased operating efficiency.



Lateral Unbalance Will Cause Wing Heaviness

Flying an aircraft that is out of balance can produce increased pilot fatigue with obvious effects on the safety and efficiency of flight. The pilot's natural correction for longitudinal unbalance is a change of trim to remove the excessive control pressure. Excessive trim, however, has the effect of reducing not only aerodynamic efficiency but also primary control travel distance in the direction the trim is applied.



BREAKING NEWS

Paul Steele, the WestWind Chief Operations Officer, announced on September 26, 2021 that WestWind Pilot Kim Stolt WWA138 has been appointed as the WestWind Cargo Operations Manager! Kim has been with WestWind for years and has extensive knowledge in many areas and will be a true asset to our operations! The WestWind Journal congratulates Captain Stolt on his new position!

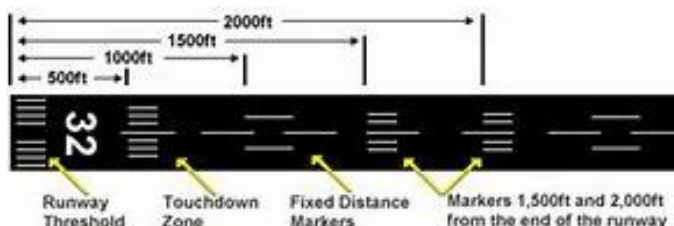


Where are YOUR screenshots?



Take and post screenshots in your
Hub's Screenshot Section!

Not sure how to post a screenshot? Contact your Hub
Manager for complete information, or at last resort
contact the WestWind Journal!



IMPORTANT

REMINDER: For those folks that enjoy 'Flying As Real As It Can Be' or you're new to flying on-line via VATSIM, never log onto VATSIM when on the runway!

"I was beginning to flair and about to touchdown at KRAP and all of the sudden POOF there's an aircraft right in front of me on the runway! Needless to say, I came down on top of him and crashed! And since I fly with all the settings on max realism, I crashed totally! I was not happy and after rebooting my Sim and logging back onto VATSIM to have a friendly chat with the guy, he had logged off, which was probably best!"

WWA3592

Log onto VATSIM in a gate, on a ramp, anywhere but on a runway!





Your WestWind Hub 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	Kim Stolt
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
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Denver Hub Manager KDEN	Brian Mills
London Hub Manager EGLL	Ken Rotker
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This concludes the October 2021 issue (21-10) of THE WESTWIND JOURNAL

We hope that you have enjoyed it and found some useful information as well. Look for major news in the November issue!

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