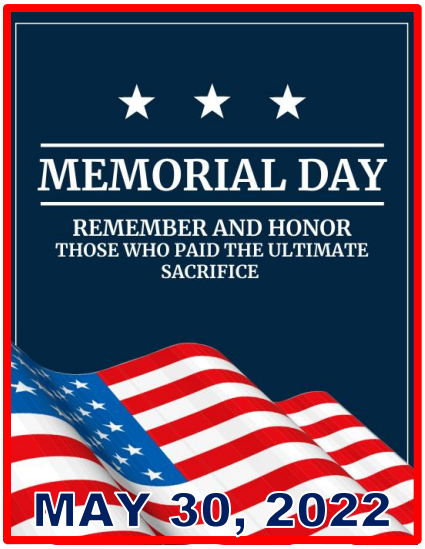
THE WESTWIND JOURNAL

May 2022 Issue 22-05 WestWind Airlines



WestWind Airlines
April Flight Operations

Total Flight Hours:	**3402.9**
Total On-Line Hours:	**505.1**
Total Off-Line Hours:	**2897.8**
Total Flights:	**1113**
Total PAXs:	**102,176**
Total CGO (lbs.):	**17,384,812**

(Only verified On-Line hours are shown)

WestWind Airlines
April Hub Rankings

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

(Only verified On-Line hours are counted)

WestWind Hubs – April Hours

Amsterdam (EHAM)
Total Hours: 432.6
On-Line: 10.0 / **Off-Line:** 422.6 / **Flights:** 102

Atlanta (KATL)
Total Hours: 175.8
On-Line: 21.5 / **Off-Line:** 154.3 / **Flights:** 68

Calgary (CYYC)
Total Hours: 94.9
On-Line: 81.3 / **Off-Line:** 13.6 / **Flights:** 32

Chicago (KORD)
Total Hours: 295.6
On-Line: 107.5 / **Off-Line:** 188.1 / **Flights:** 142

Cincinnati (KCVG)
Total Hours: 115.0
On-Line: 10.0 / **Off-Line:** 84.5 / **Flights:** 51

Dallas/Ft. Worth (KDFW)
Total Hours: 329.3
On-Line: 48.2 / **Off-Line:** 280.1 / **Flights:** 85

Denver (KDEN)
Total Hours: 368.0
On-Line: 91.7 / **Off-Line:** 276.3 / **Flights:** 118

London (EGLL)
Total Hours: 121.0
On-Line: 2.6 / **Off-Line:** 118.4 / **Flights:** 84

Los Angeles (KLAX)
Total Hours: 218.8
On-Line: 14.6 / **Off-Line:** 204.2 / **Flights:** 98

Miami (KMIA)
Total Hours: 270.0
On-Line: 0 / **Off-Line:** 270.0 / **Flights:** 88

New York (KJFK)
Total Hours: 193.1
On-Line: 12.1 / **Off-Line:** 181.1 / **Flights:** 45

Seattle (KSEA)
Total Hours: 480.1
On-Line: 18.1 / **Off-Line:** 462.0 / **Flights:** 119

Singapore (WSSS)
Total Hours: 166.9
On-Line: 8.1 / **Off-Line:** 158.5 / **Flights:** 54

Sydney (YSSY)
Total Hours: 141.8
On-Line: 57.6 / **Off-Line:** 84.2 / **Flights:** 27

WestWind Hubs – April Loads

Amsterdam (EHAM)
PAX: 20,643
CGO: 2,677,144 lbs.

Atlanta (KATL)
PAX: 2299
CGO: 584,493 lbs.

Calgary (CYYC)
PAX: 912
CGO: 447,740

Chicago (KORD)
PAX: 11,694
CGO: 481,279 lbs.

Cincinnati (KCVG)
PAX: 2023
CGO: 76,108 lbs.

Dallas/Ft. Worth (KDFW)
PAX: 9039
CGO: 3,627,669 lbs.

Denver (KDEN)
PAX: 6887
CGO: 3,294,344 lbs.

London (EGLL)
PAX: 5584
CGO: 454,038 lbs.

Los Angeles (KLAX)
PAX: 5686
CGO: 1,522,290 lbs.

Miami (KMIA)
PAX: 8529
CGO: 988,947 lbs.

New York (KJFK)
PAX: 3657
CGO: 837,746 lbs.

Seattle (KSEA)
PAX: 16,539
CGO: 1,011,028 lbs.

Singapore (WSSS)
PAX: 5834
CGO: 804,190 lbs.

Sydney (YSSY)
PAX: 2850
CGO: 577,796 lbs.

(Revenue and Disaster Relief Loads Only)

Top WestWind Charter Hubs

April 2022

#1 The Denver: 57 Charters
#2 The Los Angeles Hub: 45 Charters
#3 The London Hub: 39 Charters

Top WestWind Passenger Hubs

April 2022



#1 The Amsterdam Hub: 20,643 PAX Carried
#2 The Seattle Hub: 16,539 PAX Carried
#3 The Chicago Hub: 11,694 PAX Carried

Top WestWind Cargo Hubs

April 2022



#1 The Dallas / Ft. Worth Hub: 3,627,669 lbs. CGO Hauled
#2 The Denver Hub: 3,294,344 lbs. CGO Hauled
#3 The Amsterdam Hub: 2,677,144 lbs. CGO Hauled

WestWind Airlines

Newest Pilots - April 2022

No New Pilots Hired During April

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

April's TOP WestWind On-Line Pilots

CYYC	Gerald Spiers WWA3311	46.5
EGLL	Chris Trott WWA3382	2.6
EHAM	Fred Koch WWA3631	10.0
KATL	Tom Griesbach WWA485	21.5
KCVG	Nick Johnston WWA152	21.5
KDEN	Alex Lu WWA3293	43.4
KDFW	Gary Hall WWA1829	49.2
KJFK	Tony Yonek WWA1996	7.5
KLAX	David Rothmuller WWA3565	6.6
KMIA	*NA*	*NA*
KORD	Bill Ienatsch WWA1033	74.1
KSEA	Karl Triebel WWA1103	18.1
WSSS	Gerard Cuomo WWA3557	8.4
YSSY	Andrew Wheeler WWA49	57.6

Flying As Real As It Can Be

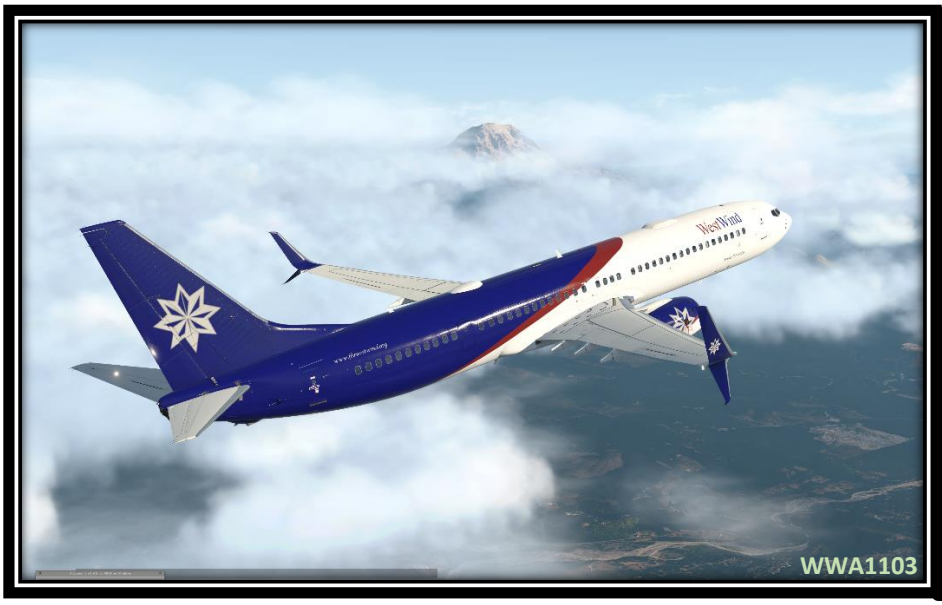
VATSIM

(All On-Line hours are verified)

April's TOP WestWind Off-Line Pilots

CYYC	Ian Crawford WWA752	9.1
EGLL	Johnny Kasimatis WWA2132	69.6
EHAM	Hal Morse WWA3615	282.8
KATL	Mike Jones WWA3381	86.8
KCVG	Timothy Essex WWA3209	47.5
KDEN	Doug Addington WWA761	73.8
KDFW	Edward Bingler WWA2845	99.4
KJFK	Paul Williamson WWA	129.7
KLAX	Bob Armer WWA3105	50.5
KMIA	Jim Boerman WWA64	56.9
KORD	Jim Gesell WWA3461	50.4
KSEA	Terry Parthemore WWA829	165.7
WSSS	Bob Sturm WWA230	81.6
YSSY	Kenneth Haynes WWA2055	64.7

Flying The Jetways Every Day



WestWind Screenshot Competition

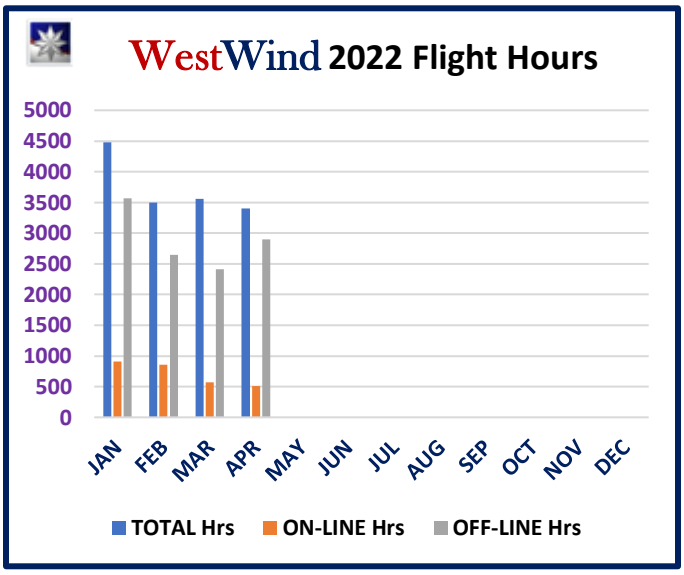
Selected by WestWind Pilots every month!

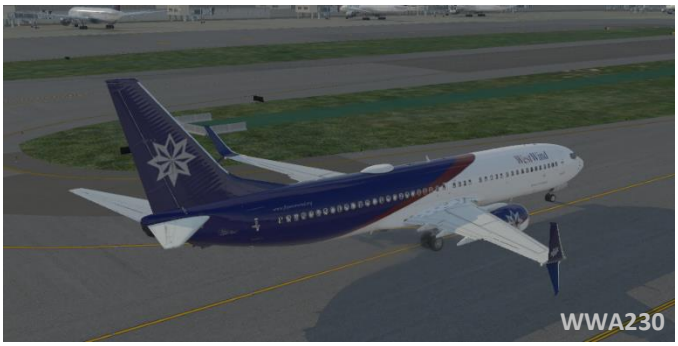
May 2022 Winner

Karl Triebel

WWA1103

KSEA Hub





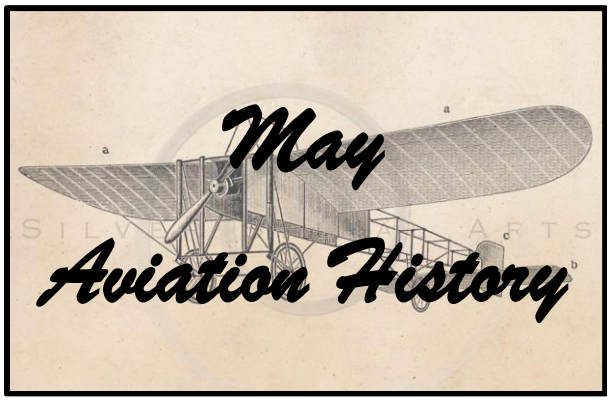
AIRBUS

In 1967, "Memorial Day" became the official title of the somber holiday we observe in May. Across the country, ceremonies will take place at all 141 national cemeteries in the United States and 24 others on foreign soil. More than 3 million soldiers, sailors, airmen, Marines and Guardsmen are interred in these hallowed burial grounds. In words written on stone markers, military cemeteries tell the story of who we are as a people.

Since 1776, more than 1.5 million Americans in uniform have given their lives for the cause of freedom. Regardless of when they served or how they died, all the heroes interred in our national cemeteries and elsewhere sacrificed for their country. To selflessly serve a higher cause, they gave up the comforts of home and the warmth and affection of loved ones.

In his inaugural address on Jan. 20, 1961, President John F. Kennedy said: "We shall pay any price, bear any burden, meet any hardship, support any friend, oppose any foe to assure the survival ... of liberty." On this Memorial Day, we remember and honor the American patriots who paid the price, bore the burden and met the hardships to assure the survival of *our* liberty and freedom.

FREEDOM ISN'T FREE



1959

19 May 1959 (USA) — The first Boeing 707-436 "Intercontinental," destined for British Overseas Airways Corporation (BOAC) makes its maiden flight, landing at Boeing Field, Seattle, after 1 hour, 11 minutes in the air. BOAC ordered 15 "InterContinental's" in 1956.

1963

1 May 1963 (USA) — Jacqueline Cochran takes off from Edwards Air Force Base, California, to set a 100-km (62-mile) closed-circuit world speed record for women of 1,203.7 mph in her private Lockheed F-104 "Starfighter."

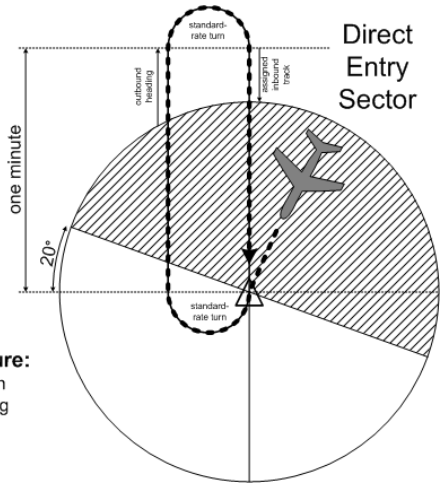
1979

7 May 1979 (France) — Air France is the first airline to operate the Lockheed L-1011-500, a long-range version of the "TriStar" with shorter fuselage, more powerful engines, and improved aerodynamics.

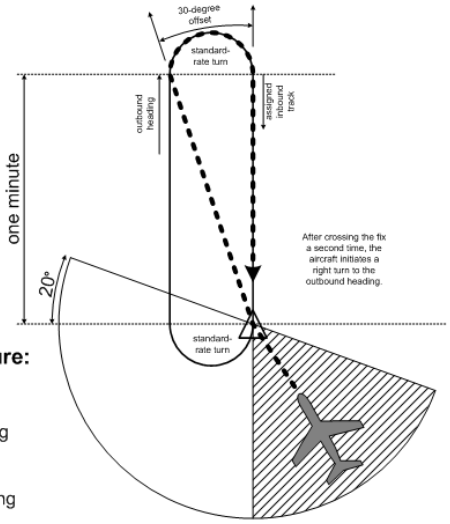
1999

25 May 1999 (France) — The first flight of Airbus A319-133X ACJ (Airbus Corporate Jet), an airliner-sized business jet takes place.

Entering Holding

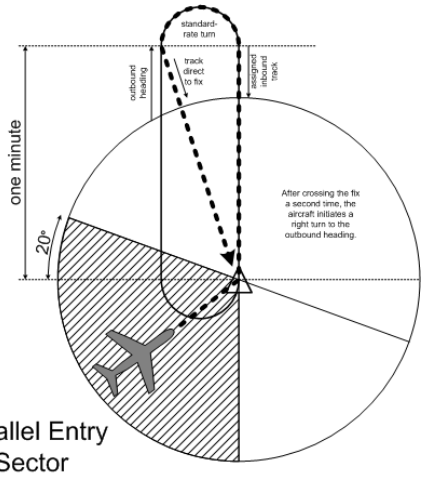


Direct Entry Procedure:
Upon reaching the fix, turn right and follow the holding pattern.



Offset Entry Procedure:

- Upon reaching the fix, turn to a heading that results in a track having an angle of 30° or less from the inbound track reciprocal on the holding side.
- Continue for the appropriate period of time, then turn right to intercept the inbound track and follow the holding pattern.



Parallel Entry Procedure:

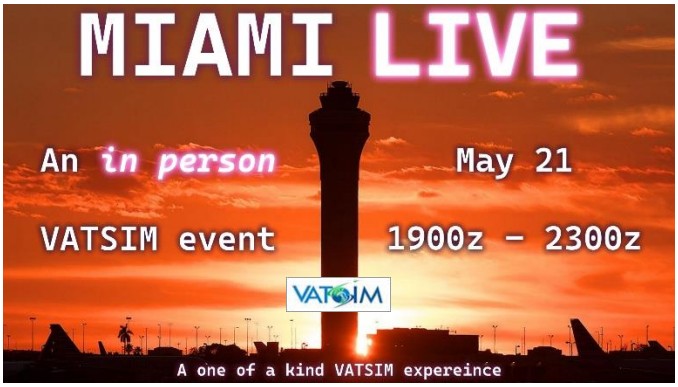
- Upon reaching the fix, turn onto the outbound heading of the holding pattern for the appropriate period of time.
- Then turn left to intercept the inbound track or to return directly to the fix.
- Upon arriving over the fix a second time, turn right and follow the holding pattern.

Positional Awareness

Positional awareness becomes far more critical when you're being vectored for an approach. Too often, the tendency is to breathe a sigh of relief when the controllers say, "radar contact" and begins to issue vectors. Perhaps ironically, that's exactly the time to become more vigilant. As a rule, controllers are great folks who do an excellent job of keeping pilots out of trouble, but it's important to remember that you're the captain of your airplane, whether it's a 737, a Seneca or a King Air. Don't abrogate responsibility for the safety of your flight just because a controller has you in radar contact. If you're flying in clouds, it's imperative that you know exactly where you are at all times without relying on radar assistance. Think before you accept any radar vector.

Blue Angles
May 2022 Event Schedule

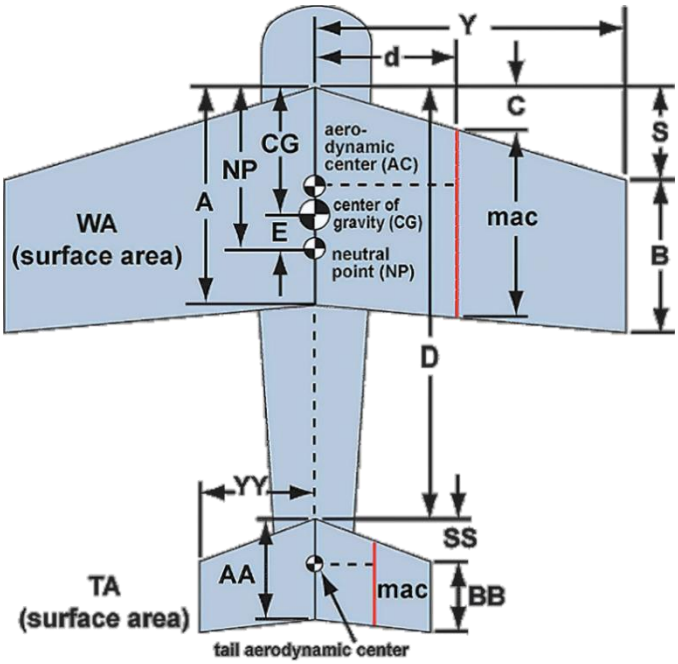
May 7-8	McGuire AFB, NJ
May 14-15	Ellsworth AFB, SD
May 25-27	USNA, Annapolis, MD
May 28-29	Jones Beach, NY



teamspeak
COMMUNICATION SYSTEM

Official WestWind Inter-Company Communications

Server: ts76.gameservers.com:9123



This Month The WestWind Journal Salutes The Aviators of the

UNITED STATES ARMED FORCES

SIKORSKY
A LOCKHEED MARTIN COMPANY

WestWind Airlines

Select May On-Line Flight Fly-Ins/Events

May 1	KBGR		1900Z-2200Z
May 3	KCHA		2300Z-0100Z
May 5	KMRY		2359Z-0200Z
May 7	KRED	WestWind Fly-In	2100Z-2200Z
May 8	Hawaiian Islands		2300Z-0200Z
May 10	KLGA		2300Z-0100Z
May 12	KNPA, KNFJ, KNDZ		2200Z-0100Z
May 14	KBWI		2300Z-0300Z
May 15	KACK, KMVY, KFMH, KHYA		1900Z-2200Z
May 16	CYYT	WestWind Fly-In	2200Z-2300Z
May19	KLBB, KMAF, KABI		2300Z-0200Z
May 21	KMIA		1900Z-2300Z
May 22	KJFK, TJSJ, TNCM		1800Z-2300Z
May 26	TBPB	WestWind Fly-In	2200Z-2300Z
May 28	KPIT, KAGC		2359Z-0400Z

VATSIM

2022 MAY

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	1	2	3	4

Minor Facility Showcase

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

VATSIM

SUNDAY

KBGR

Bangor International

1st MAY

3-6PM ET

(1900Z-2200Z)

The Sun Sets on Learjet

This last Learjet, a Model 75, was just delivered to its Michigan buyer. Although this is the last aircraft of an iconic breed, Bombardier plans to keep the former Learjet factory open, producing parts and supplying aftermarket support to the vast number of Learjet's that are still flying.

VATSIM
Virtual Air Traffic Simulation Network

WestWind MAY Events

WestWind On-Line Operations and Events APPROVED

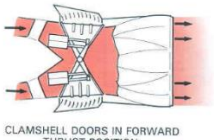
Thrust Reversing

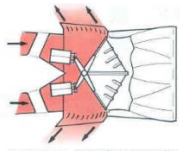
Although most modern aircraft brakes are sufficient during normal conditions, when runways become icy or snow covered, an additional method of bringing the aircraft to stop is needed. A simple and effective way to reduce the landing distance of an aircraft is to reverse the direction of the exhaust gas stream.

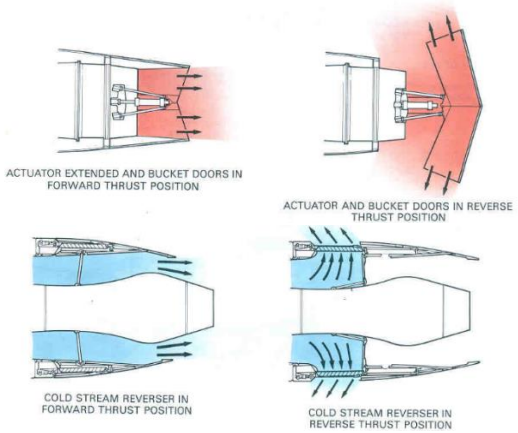
Many high by-pass ratio engines reverse thrust by changing the direction of the fan airflow. Since a majority of the thrust is derived from the fan, it is unnecessary to reverse the exhaust gas flow. Propeller-powered aircraft reverse thrust action by changing the pitch of the propeller blades. Usually, a hydro-mechanical system is used to change the blade angle, giving a braking response when activated.

Ideally, the gas should be directed in a completely forward direction; however, this is not possible, mainly due to aerodynamic reasons. A discharge angle near 45 degrees is usually chosen, resulting in a proportionally less effective reverse thrust than the thrust of the same engine in its normal direction.

There are several methods of obtaining reverse thrust on turbo-jet engines: (1) clamshell-type deflector doors to reverse the exhaust gas stream, (2) target system with external type doors to reverse the exhaust, (3) fan engines utilize blocker doors to reverse the cold stream airflow. The clamshell door system is a pneumatically operated system. Normal engine operation is not affected by this system, because the ducts through which the exhaust gases are deflected remain shut until reverse thrust is activated by the pilot. When this happens, the clamshell doors rotate to uncover the ducts and close the normal exit. Then the thrust is directed in a forward direction by vanes to oppose the aircraft's motion.

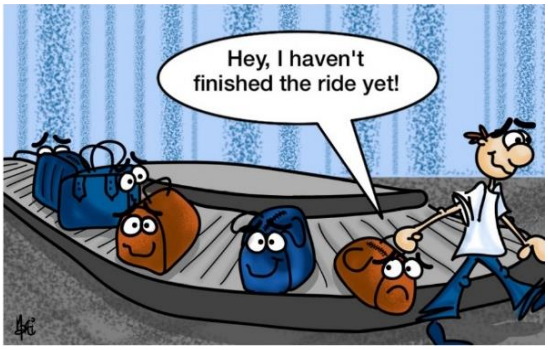

CLAMSHELL DOORS IN FORWARD THRUST POSITION


CLAMSHELL DOORS IN REVERSE THRUST POSITION



The bucket target system is a hydraulically actuated system that uses bucket type doors to reverse the hot gas stream. The thrust reverse doors are actuated by a conventional hydraulic powered pushrod system. The actuator incorporates a mechanical lock in the extended position. In the forward thrust mode, the bucket doors form the convergent-divergent final nozzle for the engine.

The cold stream reverse system is actuated by an air motor. The output is converted into mechanical movement by a series of flexible drives, gearboxes and screwjacks. During normal operation, the reverse thrust cascade vanes are covered by the blocker doors. On selection of reverse thrust, the actuation system folds the blocker doors to blank off the cold stream final nozzle, thus diverting the airflow through the cascade vanes.



WestWind Monthly Pilot Awards

May 2022

(These awards are for previous month activities, and Non-Staff pilots)

AMSTERDAM

Pilot of the Month I

Paul Runge WWA14

CHICAGO

On-Line Pilot of the Month

Bill Ienatsch WWA1033

Off-Line Pilot of the Month

Jim Gesell WWA3461

DENVER

Pilot of the Month

Doug Addington WWA761

SEATTLE

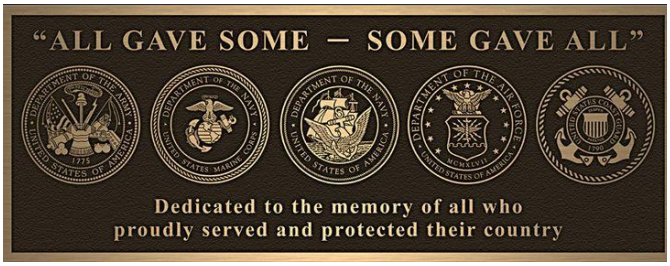
On-Line Pilot of the Month

Karl Triebel WWA1103

Off-Line Pilot of the Month

Terry Parthemore WWA829

No Other WWA Hubs Reported Monthly Awards



WestWind Aviation Question of the Month

Question: When calculating your flight time on a flight from Denver to Boston, when exactly does your flight time begin and end?

- Discuss this in the Forum -

WestWind Airlines

Monthly Fly-In / Event Participation

April 2022

April 5

KDFW to KATL Departure Time: 0059Z

Chris Cramblet WWA3592 (KORD)

Bill Ienatsch WWA1033 (KORD)

- No Other Participants -

April 16

S60 Arrival Time: 2100Z-2200Z

Chris Cramblet WWA3592 (KORD)

Alex Lu WWA3293 (KDEN) *Late Arrival*

- No Other Participants –

April 22

CYLW Arrival Time: 2300Z-2400Z

Chris Cramblet WWA3592 (KORD)

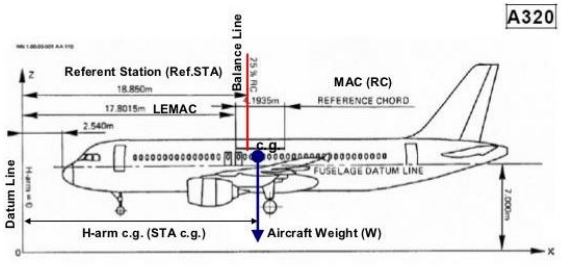
- No Other Participants -

Why not fly on-line and participate in our monthly Fly-Ins! Truly great fun and you'll be supporting our VATSIM presence!

(Participants Listed In Order of Arrival)

Air Line Pilots Association

A320



Datum line.....STA 0 : 18,85 m forward of 25% Referent Chord (RC) or 2,54 m forward of the airplane nose (H-arm=0)

Leading edge of RC.....STA 17,8015

Referent Station.....18,85 m

Length of RC.....4,1935 m

Belle Air values for C and K:

C=1000

K=50

$$INDEX = \frac{Moment}{C} + K$$

$$Moment = W \times (H - arm\,c.g. - Ref.STA)$$

$$INDEX = \frac{W \times (H - arm\,c.g. - Ref.STA)}{C} + K$$

§ 91.113 Right-of-Way Rules:

(Except Water Operations)

(A) Inapplicability. This section does not apply to the operation of an aircraft on water.

(B) General. When weather conditions permit, regardless of whether an operation is conducted under instrument flight rules or visual flight rules, vigilance shall be maintained by each person operating an aircraft so as to see and avoid other aircraft. When a rule of this section gives another aircraft the right-of-way, the pilot shall give way to that aircraft and may not pass over, under, or ahead of it unless well clear.

(C) In distress. An aircraft in distress has the right-of-way over all other air traffic.

(D) Converging. When aircraft of the same category are converging at approximately the same altitude (except head-on, or nearly so), the aircraft to the other's right has the right-of-way. If the aircraft are of different categories -

(1) A balloon has the right-of-way over any other category of aircraft.

(2) A glider has the right-of-way over an airship, powered parachute, weight-shift-control aircraft, airplane, or rotorcraft.

(3) An airship has the right-of-way over a powered parachute, weight-shift-control aircraft, airplane, or rotorcraft. However, an aircraft towing or refueling other aircraft has the right-of-way over all other engine-driven aircraft.

(E) Approaching head-on. When aircraft are approaching each other head-on, or nearly so, each pilot of each aircraft shall alter course to the right.

(F) Overtaking. Each aircraft that is being overtaken has the right-of-way and each pilot of an overtaking aircraft shall alter course to the right to pass well clear.

(G) Landing. Aircraft, while on final approach to land or while landing, have the right-of-way over other aircraft in flight or operating on the surface, except that they shall not take advantage of this rule to force an aircraft off the runway surface which has already landed and is attempting to make way for an aircraft on final approach. When two or more aircraft are approaching an airport for the purpose of landing, the aircraft at the lower altitude has the right-of-way, but it shall not take advantage of this rule to cut in front of another which is on final approach to land or to overtake that aircraft.

§ 91.115 Right-of-Way Rules:

Water Operations

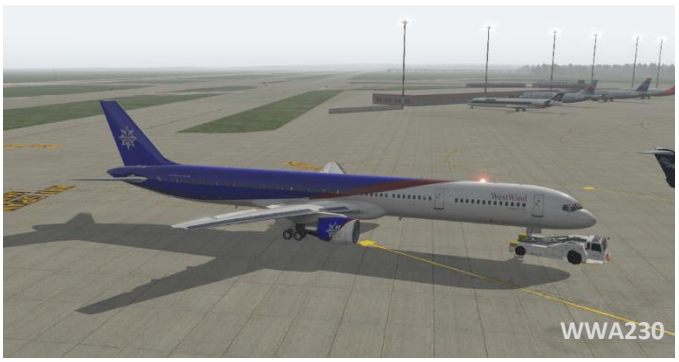
(A) General. Each person operating an aircraft on the water shall, insofar as possible, keep clear of all vessels and avoid impeding their navigation, and shall give way to any vessel or other aircraft that is given the right-of-way by any rule of this section.

(B) Crossing. When aircraft, or an aircraft and a vessel, are on crossing courses, the aircraft or vessel to the other's right has the right-of-way.

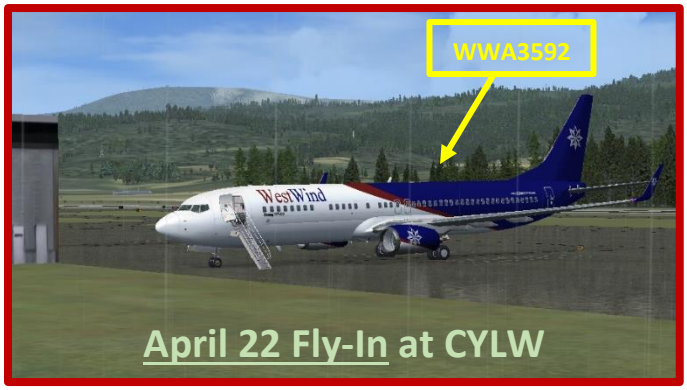
(C) Approaching head-on. When aircraft, or an aircraft and a vessel, are approaching head-on, or nearly so, each shall alter its course to the right to keep well clear.

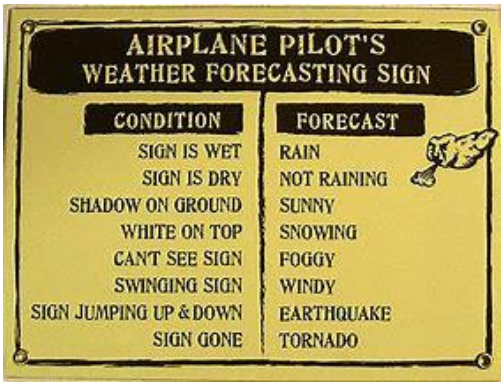
(D) Overtaking. Each aircraft or vessel that is being overtaken has the right-of-way, and the one overtaking shall alter course to keep well clear.

(E) Special circumstances. When aircraft, or an aircraft and a vessel, approach so as to involve risk of collision, each aircraft or vessel shall proceed with careful regard to existing circumstances, including the limitations of the respective craft.



WestWind April Fly-Ins -Screenshots-





Amsterdam (EHAM) Kansas

May 19	Tool	Ziggo Dome
May 21	Billy Bragg	Paradiso Noord

Atlanta (KATL)

May 13	Don McLean	Symphony Hall
May 21	Kenny Chesney	Mercedes-Benz Stadium

Calgary (CYYC)

May 7	James Taylor	Scotiabank Saddledome
May 19	Bernadette Peters	Southern Alberta Aud.

Chicago (KORD)

May 2	Toto	Allstate Arena
May 7	Van Morrision	Chicago Theater

Cincinnati (KCVG)

May 5	Walter Trout Band	Ludlow Garage
May 10	New Kids On The Block	Heritage Bank Center

Dallas/Ft. Worth (KDFW)

May 5	The Who	American Airlines Center
May 7	Lyle Lovett	Majestic Theatre

Denver (KDEN)

May 6	Kenny Wayne Shepherd	Paramount Theatre
May 11	Stevie Nicks	Red Rock Amphitheatre

London (EGLL)

May 6	Red Hot Chili Pipers	Cadogan Theatre
May 31	Billy Talent	O2 Academy

Los Angeles (KLAX)

May 1	Kansas	Fred Kavli Theatre
May 6	Citizen Cope	Palace Theater

Miami (KMIA)

May 21	Candlebox	Culture Room
May 22	Sting	Hard Rock Seminole

New York (KJFK)

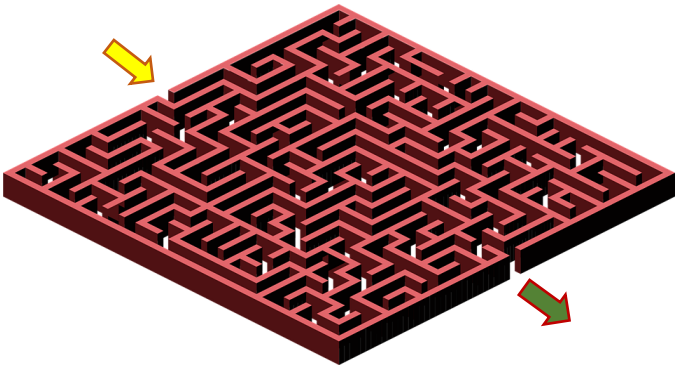
May 14	Billy Joel	Madison Square Garden
May 20	Eric Church	Madison Square Garden

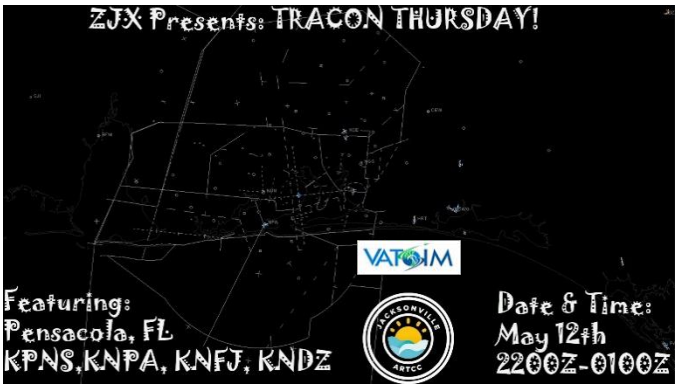
Seattle (KSEA)

May 6	They Might Be Giants	Neptune Theatre
May 19	Steve Hackett	Moore Theatre

Sydney (YSSY)

May 4	Nick Marcus	Brass Monkey
May 12	Kasey Chambers	Sydney Coliseum Theatre





Basic Navigation Aids

Various types of air navigation aids are in use today, each serving a special purpose. These aids have varied owners and operators, namely: the Federal Aviation Administration (FAA), the military services, private organizations, individual states and foreign governments. The FAA has the statutory authority to establish, operate, maintain air navigation facilities and to prescribe standards for the operation of any of these aids which are used for instrument flight in federally controlled airspace. These aids are tabulated in the Chart Supplement U.S.

Pilots should be aware of the possibility of momentary erroneous indications on cockpit displays when the primary signal generator for a ground-based navigational transmitter (for example, a glideslope, VOR, or nondirectional beacon) is inoperative. Pilots should disregard any navigation indication, regardless of its apparent validity, if the particular transmitter was identified by NOTAM or otherwise as unusable or inoperative.

Nondirectional Radio Beacon (NDB)

A low or medium frequency radio beacon transmits nondirectional signals whereby the pilot of an aircraft properly equipped can determine bearings and "home" on the station. These facilities normally operate in a frequency band of 190 to 535 kilohertz (kHz), according to ICAO Annex 10 the frequency range for NDBs is between 190 and 1750 kHz and transmit a continuous carrier with either 400 or 1020 hertz (Hz) modulation. All radio beacons except the compass locators transmit a continuous three-letter identification in code except during voice transmissions.

When a radio beacon is used in conjunction with the Instrument Landing System markers, it is called a Compass Locator. Voice transmissions are made on radio beacons unless the letter "W" (without voice) is included in the class designator (HW).

Radio beacons are subject to disturbances that may result in erroneous bearing information. Such disturbances result from such factors as lightning, precipitation static, etc. At night, radio beacons are vulnerable to interference from distant stations. Nearly all disturbances which affect the Automatic Direction Finder (ADF) bearing also affect the facility's identification. Noisy identification usually occurs when the ADF needle is erratic. Voice, music or erroneous identification may be heard when a steady false bearing is being displayed. Since ADF receivers do not have a "flag" to warn the pilot when erroneous bearing information is being displayed, the pilot should continuously monitor the NDB's identification.

VHF Omni-directional Range (VOR)

VORs operate within the 108.0 to 117.95 MHz frequency band and have a power output necessary to provide coverage within their assigned operational service volume. They are subject to line-of-sight restrictions, and the range varies proportionally to the altitude of the receiving equipment.

(NOTE- Normal service ranges for the various classes of VORs are given in Navigational Aid (NAVAID) Service Volumes, Paragraph 1-1-8.)

Most VORs are equipped for voice transmission on the VOR frequency. VORs without voice capability are indicated by the letter "W" (without voice) included in the class designator (VORW).

The only positive method of identifying a VOR is by its Morse Code identification or by the recorded automatic voice identification which is always indicated by use of the word "VOR" following the range's name. Reliance on determining the identification of an omnirange should never be placed on listening to voice transmissions by the Flight Service Station (FSS) (or approach control facility) involved. Many FSSs remotely operate several omniranges with different names. In some cases, none of the VORs have the name of the "parent" FSS. During periods of maintenance, the facility may radiate a T-E-S-T code (- ● ●●● -) or the code may be removed. Some VOR equipment decodes the identifier and displays it to the pilot for verification to charts, while other equipment simply displays the expected identifier from a database to aid in verification to the audio tones. You should be familiar with your equipment and use it appropriately. If your equipment automatically decodes the identifier, it is not necessary to listen to the audio identification.

Voice identification has been added to numerous VORs. The transmission consists of a voice announcement, "AIRVILLE VOR" alternating with the usual Morse Code identification.

The effectiveness of the VOR depends upon proper use and adjustment of both ground and airborne equipment.

Accuracy. The accuracy of course alignment of the VOR is excellent, being generally plus or minus 1 degree.

Roughness. On some VORs, minor course roughness may be observed, evidenced by course needle or brief flag alarm activity (some receivers are more susceptible to these irregularities than others). At a few stations, usually in mountainous terrain, the pilot may occasionally observe a brief course needle oscillation, similar to the indication of "approaching station." Pilots flying over unfamiliar routes are cautioned to be on the alert for these vagaries, and in particular, to use the "to/from" indicator to determine positive station passage.

Certain propeller revolutions per minute (RPM) settings or helicopter rotor speeds can cause the VOR Course Deviation Indicator to fluctuate as much as plus or minus six degrees. Slight changes to the RPM setting will normally smooth out this roughness. Pilots are urged to check for this modulation phenomenon prior to reporting a VOR station or aircraft equipment for unsatisfactory operation.

- The Cessna 414A –

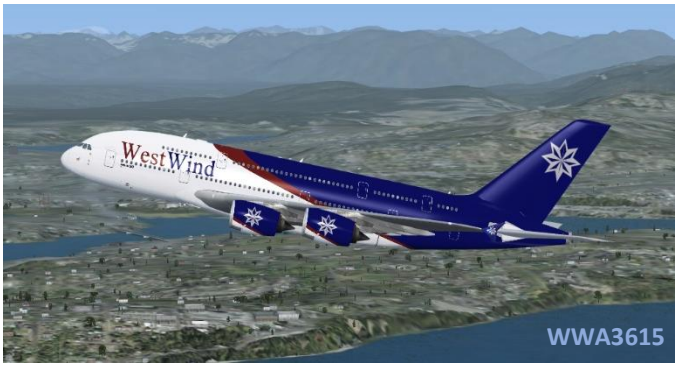
Introduced in 1978, the Cessna 414A or more commonly known as the Cessna Chancellor III, is a pressurized, twin-engined aircraft, with retractable landing gear. It's the third model in the Chancellor line and the successor to the Cessna 414II.

The first Cessna Chancellor – the 414 – took to the skies in 1968 and was produced from 1970 onwards. It was developed to bridge the gap between the unpressurized Cessna 401 and the pressurized, more powerful Cessna 421. The 414 was meant to attract customers looking to upgrade from their unpressurized twin-engined aircraft and did so with limited success. Over its production run the number of 414s and 414As were evenly split, with 516 and 554 built, respectively.

The 414 was built using parts from other 400-series aircraft. The fuselage and tail were essentially the same as the ones used on the 421B, while the wings were taken from the 401. Power was supplied by two horizontally opposed, six-cylinder, direct-drive, turbocharged, air-cooled, fuel-injected Continental TSIO-520-Js which produced 310 hp (228 kW).

There were significant changes made to the body of Chancellor 414A as well. The aircraft got heavier, with the MTOW and landing weight increasing by 400 lbs. and 550 lbs., respectively. To offset the reduction of performance because of the weight increase, the wing area was increased by 30 ft. Cessna made more room for roughly 410 lbs. baggage and equipment such as avionics by fitting on the nose of the 421 onto the 414A to which made the aircraft longer. The longer fuselage now allowed for an eighth seat to be added as an option.

The aircraft has a remarkably high service ceiling of 30,800 ft, but the normal operating range of a 414A is between 15,000 ft and FL250. The fuel economy of the 414A depends on the altitude, conditions, and power setting, but the general specific fuel consumption is approximately 0.44 lbs./hp/hr. The 414A has a single-engine ceiling of 19,850 ft which is the best among all its peers. However, single-engine performance at sea level is lower than the competition. Operating cost per hour is approximately $600.00.



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This concludes the May 2022 issue (22-05) of the
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Be on the lookout for the June issue, full of stats, articles and some truly great fly-ins!

– THE WESTWIND JOURNAL –

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