



THE WESTWIND JOURNAL

November 2022

Issue 22-11

WestWind Airlines



WestWind Airlines October Flight Operations



Total Flight Hours: 2986.6
Total On-Line Hours: 464.9
Total Off-Line Hours: 2521.7
 (Only verified On-Line hours are shown as On-Line)



WestWind Airlines October Flight Operations

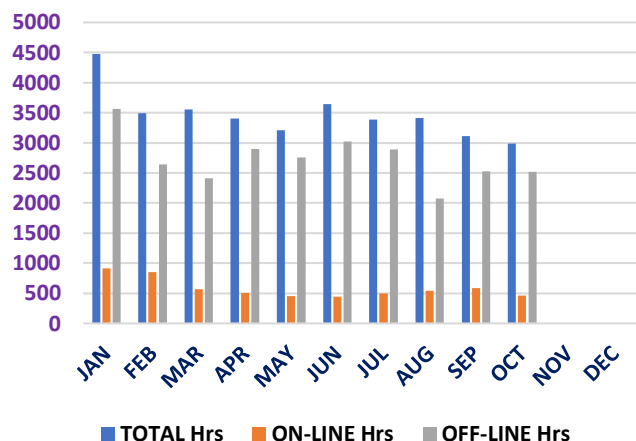
On-Line Off-Line

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





WestWind 2022 Flight Hours



October TOP WestWind On-Line Pilots

CYYC	Gerald Spiers WWA3311	25.2
EGLL	Chris Trott WWA3382	13.4
EHAM	NA	NA
KATL	Tom Griesbach WWA485	30.7
KCVG	Edward Harper WWA2683	62.8
KDEN	Larry Horton WWA3241	8.5
KDFW	Gary Hall WWA1829	17.8
KJFK	NA	NA
KLAX	David Rothmuller WWA3565	1.5
KMIA	NA	NA
KORD	Chris Cramblet WWA3592	81.3
KSEA	Karl Triebel WWA1103	2.0
WSSS	Gerard Cuomo WWA3557	3.8
YSSY	Andrew Wheeler WWA49	32.9

Flying As Real As It Can Be



(All On-Line hours are verified)



Boston Virtual ARTCC presents:

BRADLEY BASH

NOVEMBER 6TH 2022 | 12-4PM ET (1700-2100Z)

Featuring:

Bradley | KBDL
and..

Westfield-Barnes | KBAF
Chicopee-Westover | KCEF
Worcester | KORH
Hartford-Brainard | KHFD



*Promoting Aviation
Through
Simulation!*



McFarlane
McFarlane Aviation Products

October TOP WestWind Off-Line Pilots

CYYC	Doug Addington WWA76.1	62.7
EGLL	Johnny Kasimatis WWA2132	60.7
EHAM	Hal Morse WWA3615	352.0
KATL	Mike Jones WWA3381	89.8
KCVG	David Reason WWA3314	40.2
KDEN	Steve Canham WWA11	54.0
KDFW	Edward Binger WWA2845	85.6
KJFK	Sean McConnell WWA659	29.0
KLAX	Donnie Wade WWA3321	30.2
KMIA	Nicholas Baker WWA3229	106.5
KORD	Steve Nash WWA3649	71.0
KSEA	Terry Parthemore WWA829	64.3
WSSS	Bob Sturm WWA230	114.6
YSSY	Glenn Maus WWA2987	20.3

Flying The Jetways Every Day



WestWind Screenshot Competition

Selected by WestWind Pilots
every month!

October 2022 Winner

Gary Hall

WWA1829

KDFW



The United States Marine Corps (USMC), also referred to as the United States Marines, is the maritime land force service branch of the United States Armed Forces responsible for conducting expeditionary and amphibious operations through combined arms, implementing its own infantry, artillery, aerial, and special operations forces. The U.S. Marine Corps is one of the eight uniformed services of the United States.

The Marine Corps has been part of the U.S. Department of the Navy since 30 June 1834 with its sister service, the United States Navy. The USMC operates installations on land and aboard sea-going amphibious warfare ships around the world. Additionally, several of the Marines' tactical aviation squadrons, primarily Marine Fighter Attack squadrons, are also embedded in Navy carrier air wings and operate from the aircraft carriers.

The history of the Marine Corps began when two battalions of Continental Marines were formed on 10 November 1775 in Philadelphia as a service branch of infantry troops capable of fighting both at sea and on shore. In the Pacific theater of World War II, the Corps took the lead in a massive campaign of amphibious warfare, advancing from island to island. As of 2022, the USMC has around 177,200 active-duty members and some 32,400 personnel in reserve.



WWA3314





Official WestWind Inter-Company Communications

Server: ts76.gameservers.com:9123



WestWind Monthly Pilot Awards



October 2022

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



AMSTERDAM



Pilot of the Month I

Erik Karlsen WWA1767

Pilot of the Month II

Paul Runge WWA14



CHICAGO



On-Line Pilot of the Month

Bill Ienatsch WWA1033

Off-Line Pilot of the Month

Steve Nash WWA3649



DENVER



Pilot of the Month

Steve Canham WWA11



SEATTLE



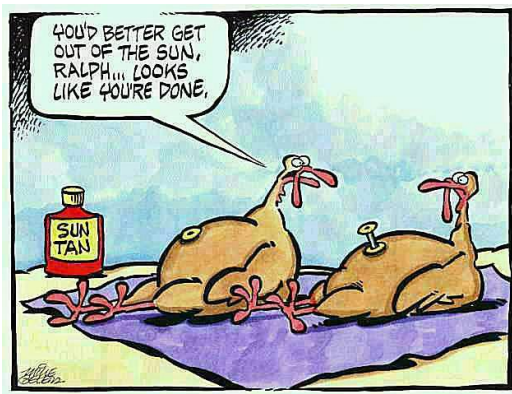
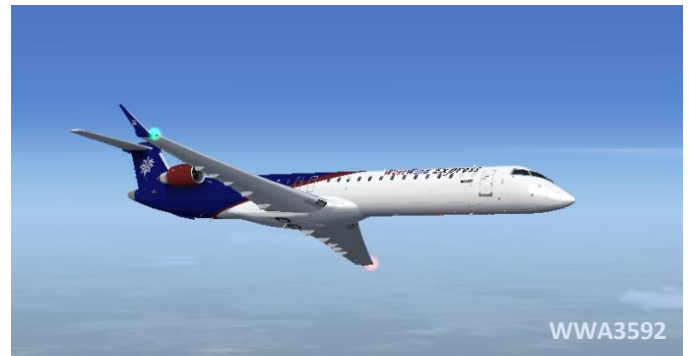
On-Line Pilot of the Month

Karl Triebel WWA1103

Off-Line Pilot of the Month

Terry Parthemore WWA829

No Other WWA Hubs Reported Monthly Awards



You, Yes , YOU. When you do a flight, why not take a few screenshots? You can post one or two after your flight when you log your flight. Of course, you already know that, so why not take and post a few screenshots? No effort is involved.



We'd like to some from those that usually don't or haven't taken and posted screenshots of flights. It may end-up in the **WestWind Journal** too.

This Month The **WestWind Journal** Salutes The Aviators of the



UNITED STATES MARINE CORPS





Semper Fi

She Meant Business

Early in the Iraq war, on April 7, 2003, ground forces ran into trouble on the North Baghdad Bridge. Enemy fighters had blocked the site, with allies advancing. A United States Marine Corps A-10 fighter pilot and then-Capt. Kim Campbell was called in to provide air support. Campbell, call sign "Killer Chick," deployed explosive rockets and scored several direct hits. But returning from that weapons pass, her A-10 sustained heavy damage.



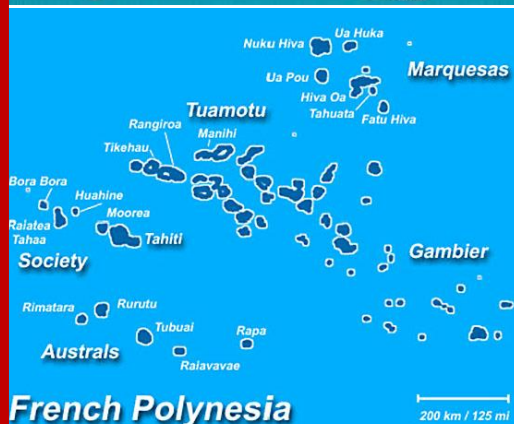
The jet rolled left, pointed toward the ground. Nothing Campbell did worked. She had lost all the jet's hydraulics. At that point, Campbell flipped the jet into manual reversion—still with no steering, no brakes—regained control, flew the jet more than 100 miles back to Kuwait, and became one of just a handful of people to land an A-10 manually. Lt. Col. Campbell was awarded a Distinguished Flying Cross for her efforts. I take my hat off for Lt. Col. Campbell and would shake her hand in a minute!



WestWind Airlines

Christmas In Tahiti 2022

November 25, 2022 thru January 1, 2023



French Polynesia



teamspeak
COMMUNICATION SYSTEM



Official WestWind Inter-Company Communications

Server: ts76.gameservers.com:9123

Join us and fly into NTAA for WestWind Airlines **Christmas In Tahiti 2022**. Stay at Ken's Hotel and explore the numerous islands of French Polynesia. There is plenty of ramp space for Heavy RON parking. Then jump into something smaller and explore! Flying on-line via VATSIM is not required, but it certainly adds to the enjoyment and camaraderie! *Don't miss out!*





Britten-Norman BN-2 Islander

The Britten-Norman BN-2 Islander is a British light utility aircraft and regional airliner designed and originally manufactured by Britten-Norman of the United Kingdom. Still in production, the Islander is one of the best-selling commercial aircraft types produced in Europe. Although designed in the 1960s, over 750 are still in service with commercial operators around the world. The aircraft is a light transport with over 30 military aviation operators around the world.

Initial aircraft were manufactured at Britten-Norman's factory in Bembridge, Isle of Wight, UK. After Fairey Aviation acquired the Britten-Norman company, its Islanders and Trislander aircraft were built in Romania, then shipped to Avions Fairey in Belgium for finishing before being flown to the UK for flight certification. The Islander has been in production for more than 50 years.

1 Pilot and can accommodate 9 PAXs. Max range is 755, Max speed 148. Powered by 2 × Lycoming O-540-E4C5 piston engines. It's a great all round utility aircraft.



Col. John Glenn is probably more famous for being the first American to orbit the earth than he is for his Marine Corps career. But he is a decorated Devil Dog with six Distinguished Flying Crosses, 18 Air Medals, and the Congressional Space Medal of Honor.

He flew 122 combat missions in World War II and Korea and had three air-to-air kills to his credit. During a particularly harrowing mission in Korea, Glenn's wingman experienced engine trouble immediately before 6 enemy MiGs attacked him. Then-Maj. Glenn turned into the enemy jets and drove them off, killing at least one while giving his partner time to return to base.



Minneapolis ARTCC and The Pilot Club present...

Flight School Frenzy!

Featuring FCM, STP, ANE, MIC
KFMC, KSTP, KANE, KMIC

Nov 15 / 2359Z-0400Z

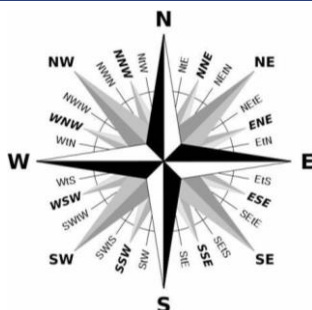
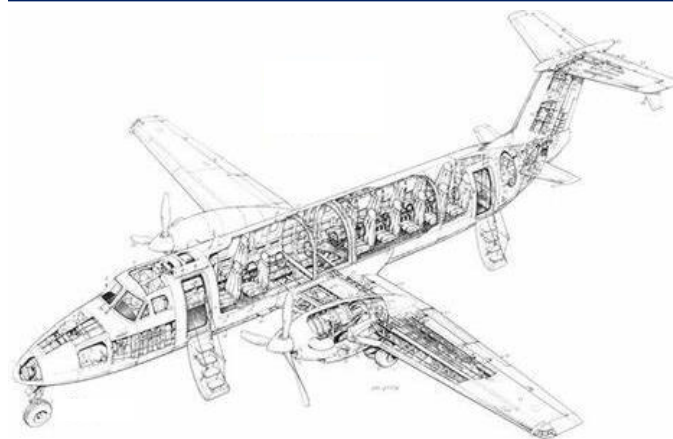
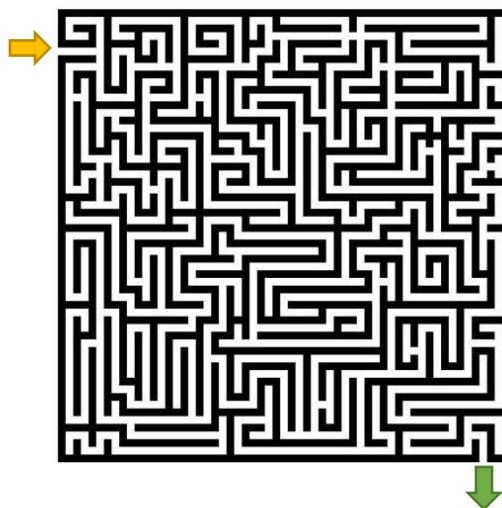
Tuesday, November 15th
1800-2200 CST / 0000-0400Z

VATCOM

WestWind Airlines

Select November Flight Events/Fly-Ins

Nov 1	KPHL	2300Z-0100Z
Nov 3	KTYS	2300Z-0200Z
Nov 4	CYHZ	2300Z-0300Z
Nov 5	KRIC, KROA, KRDU	2300Z-0300Z
Nov 6	KBDL, KROA, KCEF, KORH, KHFD	1700Z-2100Z
Nov 8	KJFK	2359Z-0200Z
Nov 9	KCRP/VLY, KNQI	2200Z-0100Z
Nov 11	KIAD, KORF, KKCHS, KTPS, KRSW	23549Z-0400Z
Nov 12	KJFK	2359Z-0400Z
Nov 13	KSJC, KPAO	0100Z-0500Z
Nov 14	KHOU, KIAH, KMSY to MMUN	
Nov 15	KFCN, KSTP, KANE, KMIC	2359Z-0400Z
Nov 17	KHND, KBVU	2359Z-0400Z
Nov 19	KDTW, KCLE, KBDL, KBOS	2359Z-0400Z
Nov 20	KSNA, KFUL, KLGB	2300Z-0300Z
Nov 22	KSEA, KBLI, CYVR, CYYJ	2359Z-0400Z
Nov 25	KPHX, KABQ	2300Z-0300Z
Nov 26	NTAA WestWind Fly-In	2200Z-2300Z
	KIAH, KAUS, KBNA	2300Z-0300Z



Forum

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

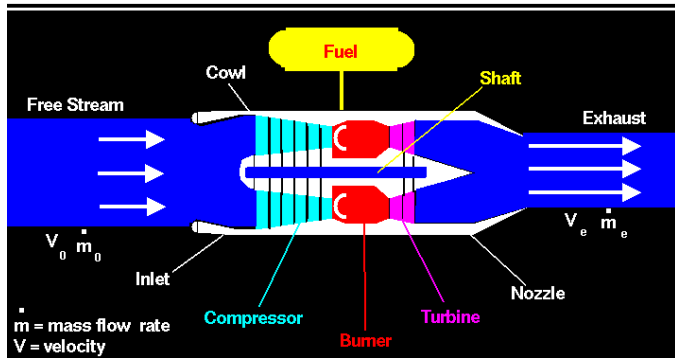
Check them often and please use
them respectfully.

Load Factor

The mathematical representation of the load factor (n) is the ratio between the total lift and the gross weight. $n = L/W$ Where, L= lift generated by the wing, W= gross weight of the aircraft As both lift and weight are kinds of forces, when calculating the load factor, units cancel out leaving the load factor dimensionless.



Turbojet Thrust



$$\text{Thrust} = F = \dot{m}_e V_e - \dot{m}_0 V_0$$



ALTIMETER SETTING CONVERSION TABLE					
hPa	Inch	hPa	Inch	hPa	Inch
970	28.64	996	29.41	1022	30.18
971	28.67	997	29.44	1023	30.21
972	28.70	998	29.47	1024	30.24
973	28.73	999	29.50	1025	30.27
974	28.76	1000	29.53	1026	30.30
975	28.79	1001	29.56	1027	30.33
976	28.82	1002	29.59	1028	30.36
977	28.85	1003	29.62	1029	30.39
978	28.88	1004	29.65	1030	30.42
979	28.91	1005	29.68	1031	30.45
980	28.94	1006	29.71	1032	30.47
981	28.97	1007	29.74	1033	30.50
982	29.00	1008	29.77	1034	30.53
983	29.03	1009	29.80	1035	30.56
984	29.06	1010	29.83	1036	30.59
985	29.09	1011	29.85	1037	30.62
986	29.12	1012	29.88	1038	30.65
987	29.15	1013	29.92	1039	30.68
988	29.18	1014	29.94	1040	30.71
989	29.21	1015	29.97	1041	30.74
990	29.23	1016	30.00	1042	30.77
991	29.26	1017	30.03	1043	30.80
992	29.29	1018	30.06	1044	30.83
993	29.32	1019	30.09	1045	30.86
994	29.35	1020	30.12	1046	30.89
995	29.38	1021	30.15	1047	30.92





§ 91.121 Altimeter Settings

(a) Each person operating an aircraft shall maintain the cruising altitude or flight level of that aircraft, as the case may be, by reference to an altimeter that is set, when operating -

(1) Below 18,000 feet MSL, to -

(i) The current reported altimeter setting of a station along the route and within 100 nautical miles of the aircraft;

(ii) If there is no station within the area prescribed in paragraph (a)(1)(i) of this section, the current reported altimeter setting of an appropriate available station; or

(iii) In the case of an aircraft not equipped with a radio, the elevation of the departure airport or an appropriate altimeter setting available before departure; or

(2) At or above 18,000 feet MSL, to 29.92" Hg.

(b) The lowest usable flight level is determined by the atmospheric pressure in the area of operation.

(c) To convert minimum altitude prescribed under §§ 91.119 and 91.177 to the minimum flight level, the pilot shall take the flight level equivalent of the minimum altitude in feet and add the appropriate number of feet specified below, according to the current reported altimeter setting:

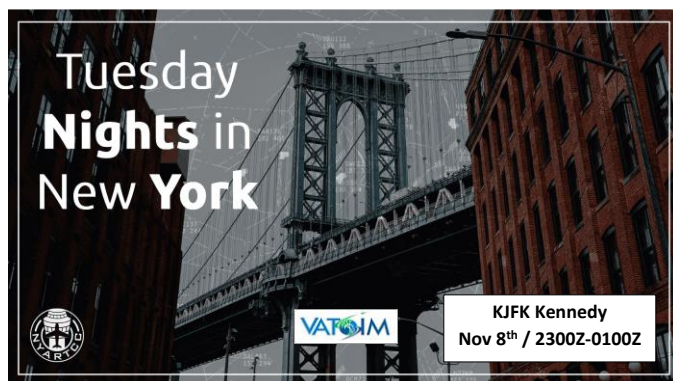
Altimeter Setting	Correction Factor
29.92 or higher	none
29.91 to 29.42	500 feet
29.41 to 28.92	1000 feet
28.91 to 28.42	1500 feet
28.41 to 27.92	2000 feet
27.91 to 27.42	2500 feet



Air Line Pilots Association



United States Marine Corps Aviation (USMCA) is the aircraft arm of the United States Marine Corps. Aviation units within the Marine Corps are assigned to support the Marine Air-Ground Task Force, as the aviation combat element, by providing six functions: assault support, antiair warfare, close air support, electronic warfare, control of aircraft and missiles, and aerial reconnaissance. The Corps operates rotary-wing, tiltrotor, and fixed-wing, prop and jet aircraft mainly to provide transport and close air support to its ground forces, as well as the U.S. Army. Other aircraft types are also used in a variety of support and special-purpose roles. All Marine Corps aviation falls under the influence of the Deputy Commandant for Aviation, whose job is to advise the Commandant of the Marine Corps in all matters relating to aviation, especially acquisition of new assets, conversions of current aircraft, maintenance, operation, and command.



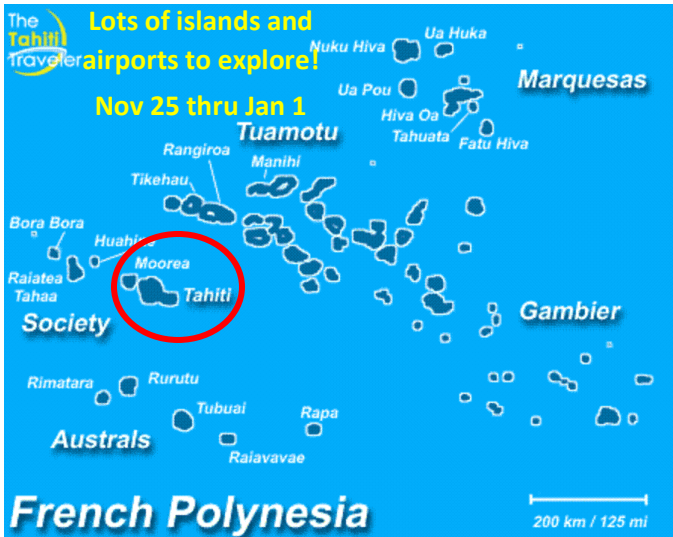
Question

It has been noticed by not only WestWind, but by VATSIM that a few of our pilots are failing to file a flight plan. Although we are not operating real aircraft, it still is a requirement to file Flight Plans.

When we first log on to VATSIM there is a short time (just a few minutes) that a Flight Plan won't show-up. However, it has been noticed that a few WWA pilots will log on VATSIM, fly an entire flight and never file Flight Plan. My question is why is that happening? In addition, a VATSIM requirement is to list your first and last name, why are some not doing that either?

Come on, let's get it together and be a professional VA.



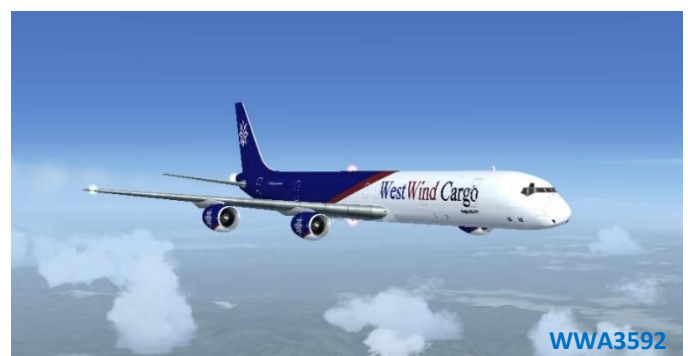
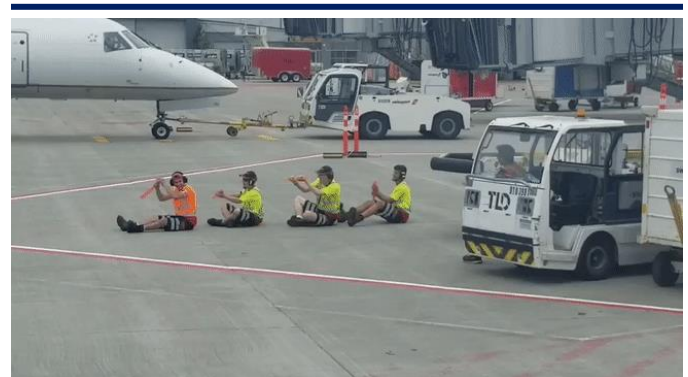
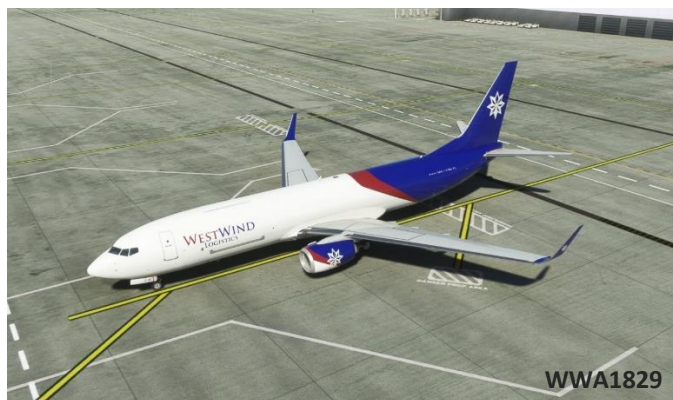


BREAKING NEWS

Phil Cohen, WestWind COO has announced that Bob Sturm WWA230 has stepped up and taken the vacant Hub Manager position at the Atlanta Hub on a temporary basis.



The Chicago Hub has made the arrangements and is pleased to announce that Texas Gulf Coast Salt Grass raised Texas Long Horns are being prepared to provide all the steaks, prime rib, and roasts for everyone during 'Christmas In Tahiti 2022'. The prime meat will not be frozen, but will be well refrigerated, from slaughter to table. 13,550 pounds of the prime custom cut beef will arrive in Tahiti, Faaa on November 26, on a Chicago freight flight. The beef will be distributed to major hotels and restaurants throughout the islands.



THE WESTWIND JOURNAL

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WestWind Airlines



FOLDS of HONOR





Special VFR (SVFR)

- Pilots operate under either Visual or Instrument Flight Rules.
- As weather conditions deteriorate from visual to instrument meteorological conditions however, pilots may find themselves in areas which legally require Instrument Flight Rules, but where navigation can still be accomplished visually.
- In these situations, pilots have another option, Special VFR (SVFR).
- SVFR operations may be authorized for aircraft operating in or transiting a Class B, Class C, Class D, or Class E surface area when the primary airport is reporting VFR but the pilot advises that basic VFR cannot be maintained.
- Provided that certain requirements are met, pilots may request their Special VFR clearance from Air Traffic Control.
- A special VFR clearance is never a given and in fact some exceptions do exist.
- In order to operate under Visual Flight Rules, visual meteorological conditions (3 Statute Miles (SM) visibility and at least 1,000' ceilings) must exist. In addition to operating within VMC conditions, pilots must maintain specific distances from clouds, depending on airspace.

Class A			None	None	
Class B			3 statute miles	clear of clouds	
Class C			3 statute miles	500 feet below 1,000 feet above 2,000 feet horizontal	
Class D			3 statute miles		
Class E	less than 10,000 MSL		3 statute miles		
	at or above 10,000 MSL		5 statute miles	1,000 feet below, 1,000 feet above 1 statute mile horizontal	
Class G	1,200 feet or less AGL	Day	1 statute mile	clear of clouds	
		Night	3 statute miles		
	more than 1,200 AGL, but less than 10,000 MSL	Day	1 statute mile	500 feet below 1,000 feet above 2,000 feet horizontal	
		Night	3 statute miles		
	more than 1,200 AGL and at or above 10,000 MSL		5 statute miles		1,000 feet below, 1,000 feet above 1 statute mile horizontal

When weather conditions deteriorate below either 3 SM visibility or 1,000', they become instrument meteorological conditions.

Special VFR, or SVFR, therefore exists as a tool for pilots to continue operating under Visual Flight Rules (VFR) in Instrument Meteorological Conditions (IMC)

Said another way, VFR requirements will match those of Class G basic VFR minimums if you are within 1200' of the ground, only requiring 1 mile visibility and clear of clouds, despite the airspace class the pilot is operating.

It may be conducted under the weather minimums and

requirements listed below, vice basic VFR listed in FAR 91.155, below 10,000' MSL within airspace contained by the upward extension of the lateral boundaries of the controlled airspace designated to the surface for an airport

When either visibility or ceilings fall below 3 SM or 1,000', Instrument Flight Rules exist

Special VFR Requirements:

Special VFR must be specifically requested by the pilot but differ based on if an aircraft is fixed wing, or rotary wing.

Fixed Wing Requirements:

- Day Considerations:
- Operations performed under Part 91.
- ATC Clearance (before entering controlled airspace).
- Maintain clear of clouds.
- At least 1 statute mile flight visibility (reported at the airport of intended landing/departure).

Night Considerations:

- Between sunrise and sunset (or in Alaska, when the sun is 6° or more below the horizon) unless:
- Day requirements, plus:
- Be instrument rated (as per FAR part 61).
- Aircraft is equipped in accordance with FAR 91.205(d).
- VFR during the day.
- IFR at night.

Takeoff and Landing:

Unless ground visibility is at least 1 statute mile; or

- If ground visibility is not reported, unless flight visibility is at least 1 statute mile.
- or the purposes of this paragraph, the term flight visibility includes the visibility from the cockpit of an aircraft in takeoff position if:
- The flight is conducted under this FAR part 91; and
- The airport at which the aircraft is located is a satellite airport that does not have weather reporting capabilities.
- The determination of visibility by a pilot is not an official weather report or an official ground visibility report.

Rotary Wing Requirements:

- Helicopters are afforded certain exceptions that fixed wing are not:
- At night pilots need not be IFR certified.
- Helicopters must remain clear of clouds and may operate in Class B, Class C, Class D, and Class E surface areas with less than 1 statute mile visibility.



*Promoting Aviation
Through
Simulation!*



FlightSafety
international

WestWind Airlines

November Screenshot Credits

WWA319	James Dean
WWA1108	Brian Mills
WWA1573	Phil Cohen
WWA1823	Jim Keil
WWA1829	Gary Hall
WWA3281	James Melton
WWA3293	Alex Lu
WWA3314	David Reason
WWA3592	Chris Cramblet
WWA3609	Luuk Bakkum
WWA3615	Hal Morse
WWA3631	Fred Koch
WWA3655	Stephen Welsh



Your WestWind Hub Staff

President and CEO	Mark Kusiak
Chief Operations Officer	Phil Cohen
Chief Pilot & Administrations Officer	Sean McConnell
Chief Information Officer	George Forster
Chief Maintenance Officer	Hal Morse
Director Online Operations & Events	Chris Cramblet
Director of Information Technology	Alex Lu
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
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	John Oddo
Miami	KMIA	Bob Armer
New York Hub Manager	KJFK	Sean McConnell
Seattle Hub Manager	KSEA	Dwayne White
Singapore Hub Manager	WSSS	Bob Sturm
Sydney Hub Manager	YSSY	Kenneth Hayes

SOCAL SUNDAYS PRESENTS: ORANGE COUNTY



FEATURING:
SQA, FUL, LGB

Sunday November 20th
2300Z-0300Z
1500-1900 PG



WWA3615

This concludes the November 2022 issue (22-11) of the
THE WESTWIND JOURNAL

Be on the lookout for the December issue.

~ THE WESTWIND JOURNAL STAFF ~



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