

WestWind Airlines



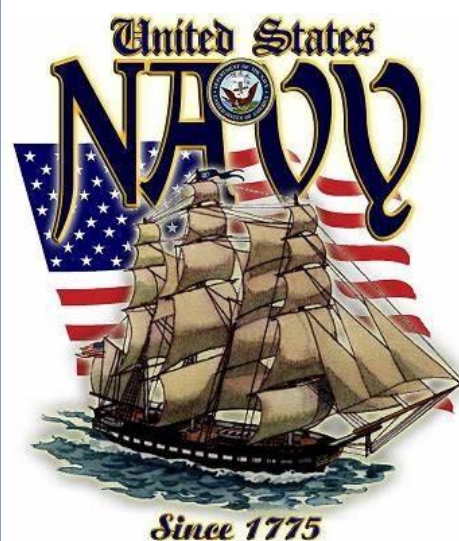
THE WESTWIND JOURNAL

October 2022



Issue 22-10

WestWind Airlines



WestWind Airlines September Flight Operations



Total Flight Hours: 3111.4
Total On-Line Hours: 583.7
Total Off-Line Hours: 2527.7
(Only verified On-Line hours are shown as On-Line)



WestWind Airlines September Flight Operations

On-Line Off-Line

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

(Only verified On-Line hours are shown as On-Line)

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September's TOP WestWind On-Line Pilots

| | | |
|------|--------------------------|------|
| CYYC | Gerald Spiers WWA3311 | 26.1 |
| EGLL | Chris Trott WWA3382 | 41.2 |
| EHAM | Fred Koch WWA3631 | 27.5 |
| KATL | Marc Doss WWA3660 | 45.1 |
| KCVG | Edward Harper WWA2683 | 32.6 |
| KDEN | Alex Lu WWA3293 | 65.3 |
| KDFW | Gary Hall WWA1829 | 54.5 |
| KJFK | -NA- | |
| KLAX | David Rothmuller WWA3565 | 8.6 |
| KMIA | -NA- | |
| KORD | Chris Cramblet WWA3592 | 71.5 |
| KSEA | -NA- | |
| WSSS | -NA- | |
| YSSY | Andrew Wheeler WWA49 | 50.6 |

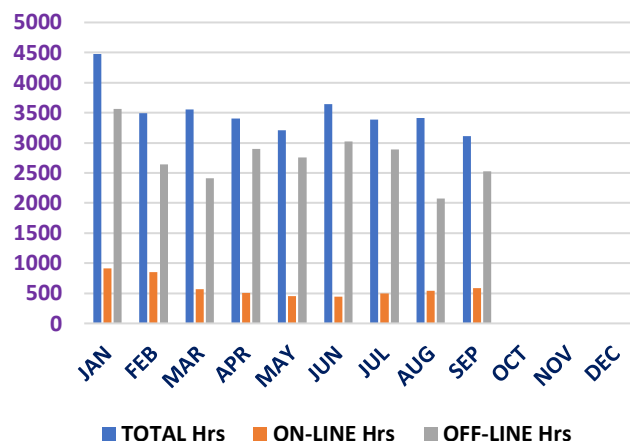
Flying As Real As It Can Be



(All On-Line hours are verified)



WestWind 2022 Flight Hours



Jacksonville ARTCC
HALLOWEEN
HORROR
OPS

GOHOM!

STOUT!

Orlando International Airport
(KMCO)

Sunday October 2
2200z-0100z

September's TOP WestWind Off-Line Pilots

| | | |
|------|--------------------------|-------|
| CYYC | Doug Addington WWA761 | 87.6 |
| EGLL | Johnny Kasimatis WWA2132 | 72.5 |
| EHAM | Hal Morse WWA3615 | 218.9 |
| KATL | Mike Jones WWA3381 | 76.9 |
| KCVG | David Reason WWA3314 | 44.7 |
| KDEN | Andrew Cleveland WWA3117 | 99.7 |
| KDFW | Edward Bingler WWA2845 | 102.9 |
| KJFK | Joseph Russ WWA3629 | 28.8 |
| KLAX | John Oddo WWA2293 | 19.8 |
| KMIA | Nicholas Baker WWA3229 | 81.0 |
| KORD | Steve Nash WWA3649 | 40.7 |
| KSEA | Terry Parthemore WWA829 | 142.2 |
| WSSS | Bob Sturm WWA | 131.4 |
| YSSY | Kenneth Haynes WWA2055 | 67.3 |

Flying The Jetways Every Day





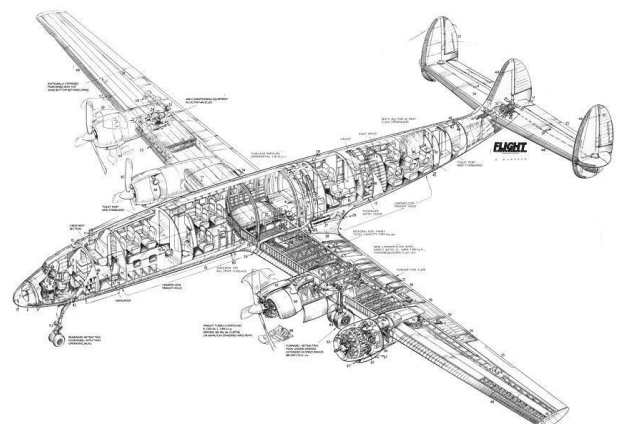
WestWind
Screenshot Competition
Selected by WestWind Pilots
every month!
September 2022 Winner
Gary Hall
WWA1829
KDFW Hub



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 allies or partner nations of the United States as of 2015. 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 336,978 personnel on active duty and 101,583 in the Ready Reserve, the United States Navy is the third largest of the United States military service branches in terms of personnel. It has 290 deployable combat vessels and more than 2,623 operational aircraft as of June 2019.

The United States 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 United States Congress passed the Naval Act of 1794 for the construction of six heavy frigates, the first ships of the Navy. The United States 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 defeat of Imperial Japan. The United States Navy emerged

from World War II as the most powerful navy in the world. The 21st century United States 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 American foreign and military policy.



Crew Rest Modules (CRM)

Designed for **widebody aircraft**, the lightweight, fully contained and highly mobile crew rest unit maximizes space while providing enhanced rest facilities for six to eight. The system consists of a cabin vestibule with an integrated ladder assembly, along with a mobile crew rest unit that resides in the cargo area. Quick connects are used for all electrical, environmental, communication and safety components, allowing the unit to be positioned in under 40 minutes.



Access is through a LAV that is converted, and a ladder leads down into the CRM. Of course, the access is locked and restricted to crew members only.



Designed for long haul flights, the use of the CRM is restricted to in-flight use only. Crew members are not authorized to be in the CRM during taxi, take off or landings.



WestWind

Monthly Pilot Awards

October 2022

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



On-Line Pilot of the Month
Bill Ienatsch WWA1033

Off-Line Pilot of the Month
Steve Nash WWA3649



Pilot of the Month
Andrew Cleveland WWA3117



Pilot of the Month
Terry Parthemore WWA829

No Other WWA Hubs Reported Monthly Awards



Reading a METAR

METAR KSFO 041453Z AUTO VRB02KT 3SM BR CLR 15/12 A3012 RMK AO2

The Breakdown



METAR *aviation routine weather report*

KSFO *San Francisco, CA*

041453Z *date 4th, time 1453 UTC*

AUTO *fully automated; no human intervention*

VRB02KT *wind variable at two*

3SM *visibility three miles*

BR *visibility obscured by mist*

CLR *no clouds below one two thousand*

15/12 *temperature one five, dew point one two*

A3012 *altimeter three zero one two*

RMK *any remarks*

AO2 *this automated station has a weather discriminator (for precipitation)*

17-Year-Old Solo Around the World

A 17-year-old became the youngest person to fly solo around the world after landing in the Bulgarian capital of Sofia on Wednesday.

Mack Rutherford, a British-Belgian aviator, took off from Sofia on March 23 when he was just 16 years old and spent six months traversing 52 countries and five continents in a Shark ultralight aircraft.



"Just follow your dreams, no matter how old you are – work hard and move forward to achieve your goals," Rutherford said after landing on Wednesday, August 24, 2022.

Record-setting aviation runs in the family. Mack's 19-year-old sister, Zara, became the youngest woman to fly solo around the world when she landed in January. Their parents are both pilots. Zara was also the youngest person to circumnavigate the globe in a microlight aircraft — until Mack broke that record too. Zara wasn't upset about it.

The previous record for youngest solo circumnavigation was held by Travis Ludlow, a Brit who was 18 years old when he finished the journey in October 2021.





767 Engine - Oil System (CF6-80C2)

The oil system provides pressurized oil to lubricate and cool the engine main bearings, gears and accessory drives. The oil system also provides automatic fuel heating for fuel system icing protection.

PRIMARY OIL PUMP

The oil system is pressurized by a primary (engine-driven) Oil Pump (driven by the N2 rotor via the accessory gearbox).

OIL FILTER

From the pump, the oil flows through the primary Oil Filter where contaminants are removed. Oil is then delivered to the engine main bearings, gears and accessory drives.

SCAVENGE PUMP

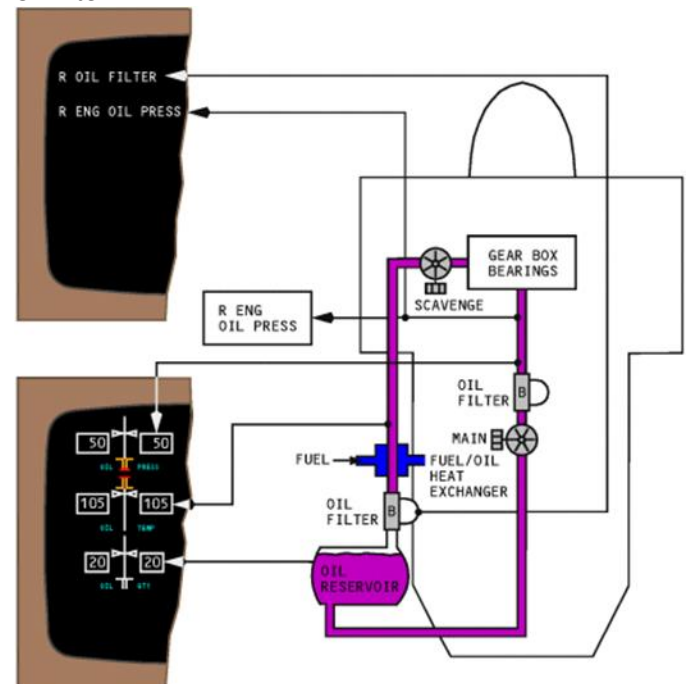
A Scavenge Pump (also driven by the N2 rotor) returns the oil to the reservoir.

OIL COOLER

The oil is cooled by fuel as it flows through the Fuel/oil Heat Exchanger. Depending on the low-pressure fuel temperature, the control valve directs oil to either the low pressure heat exchanger or the high pressure heat exchanger or to both.

SCAVENGE FILTER

Prior to the reservoir, the oil flows through a second, scavenge Oil Filter.



Should an oil filter become saturated with contaminants, oil will automatically bypass the filter. The EICAS advisory message L/R OIL FILTER displays indicating the oil filter is bypassed.

Oil pressure, temperature and quantity are displayed on the secondary engine display. Oil Pressure is measured upstream of the engine bearings (downstream of the pump) prior to entering the engine, by dual pressure transmitters. The L/R



ENG OIL PRESS light illuminates and the L/R ENG OIL PRESS EICAS caution message displays to indicate oil pressure is low.

When the oil pressure is at or below the variable limits (normally 18 psi), the EICAS indication changes to amber.

Oil Temperature is measured after leaving the engine, prior to entering the reservoir. There is no minimum oil quantity limit (no amber or red line limit). There are no operating limitations for the engine oil quantity and there are no flight crew procedures based solely on a response to low oil quantity.



FORUM


WESTWIND
AIRLINES



Check out and use our FORUMs!
And please use them respectfully.



*Promoting Aviation
Through
Simulation!*



Regional Circuit

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

Featured Airports


KBGR Bangor
Burlington **KBTV**
KMHT Manchester

TUESDAY
11th
OCT
8-11PM ET
2359Z-0400Z





WestWind Airlines
Monthly Fly-In / Event Participation


September 2022

Aug 7
KARA Arrival Time: 2300Z-2329Z
Chris Cramblet WWA3592 (KORD)
- No Other Participants -

Sep 15
KOAK Arrival Time: 2200Z-2300Z
Chris Cramblet WWA3592 (KORD)
Gary Hall WWA1829 (KDFW)
- No Other Participants -

Sep 25
KPWM Arrival Time: 2100Z-2200Z
Chris Cramblet WWA3592 (KORD)
- No Other Participants -

(Participants Listed In Order of Arrival)

October 2022 **WestWind Fly-Ins**

WestWind
On-Line Operations
and Events
APPROVED



WestWind Airlines Fly-In

Tuesday 11th
2230Z-2315Z

Harrison/Marion Regional Airport (KCKB)
Clarksburg, West Virginia

VATSIM **teamspeak**

Please note the slightly shorter Arrival Windows.

WestWind Airlines Fly-In

Wednesday October 26
Arrive: 2300 - 2330

Missoula Intl Airport (KMSO)
Missoula, Montana

VATSIM **teamspeak**



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WestWind Airlines Select October Fly-Ins /Events

| | | |
|--------|---------------------------------|--------------------|
| Oct 1 | KBAF, KCEF, KPSM, KSCH | 1800Z-2100Z |
| | KMEM, KIND | 2359Z-0300Z |
| Oct 2 | KMCO | 2200Z-0100Z |
| Oct 4 | <u>KATL</u> , KGSO, KAGS | 2300Z-0100Z |
| Oct 8 | KOKC | 2200Z-0100Z |
| Oct 11 | KCKB WestWind Fly-In | 2230Z-2315Z |
| Oct 15 | KOAK, KHWD | 2359Z-0400Z |
| Oct 16 | KLAS, KHND, KVG | 2200Z-0200Z |
| Oct 18 | KBHM, KMSY, KPNS, KLIT | 2359Z-0300Z |
| Oct 22 | CROSS THE POND <u>EASTBOUND</u> | As Needed |
| | KPIT | 2300Z-0300Z |
| Oct 23 | KDEN | 2300Z-0300Z |
| Oct 26 | KMSO WestWind Fly-In | 2300Z-2330Z |
| Oct 28 | KSTL | 2300Z-0300Z |
| Oct 29 | KLGA | 2300Z-0300Z |



2022 OCTOBER

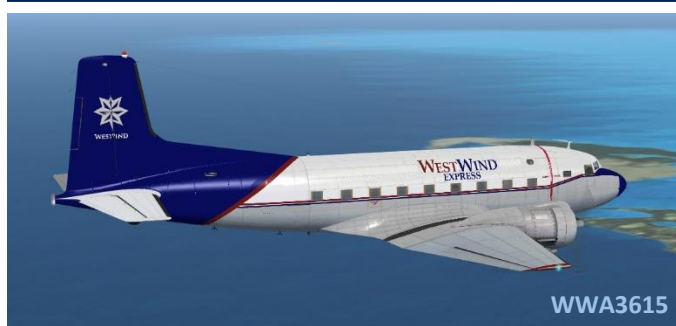
| SUNDAY | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY |
|--------|--------|---------|-----------|----------|--------|----------|
| | | | | | | 1 |
| 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| 30 | 31 | | | | | |





FUN FACT

During the Cold War, SR-71 Blackbird pilots were tasked to fly over certain foreign country ceremonies to lay down a sonic boom when heads of state were greeting each other. Just to remind them that what they were doing was against U.S. policy.



Aircraft Taxi

Ground Control usually will give authorization for push/start and direct the aircraft to call for taxi. When ready to taxi, Ground Control will provide the route of taxi. Just as an aircraft starts to taxi it is slowed down to check whether the brakes are working properly. There are various other checks including that of flight controls in which ailerons and all other flight controls are moved to check their working. There is a single engine taxi procedure for turboprops in which the only one of the propellers is spinning. These procedures could vary according to the type of aircraft and airline. Taxi phase also includes the de-icing procedure where aircraft enters the de-icing pad for getting de-iced. During taxi, the maximum speed allowed is a maximum of 20 knots. For preventing the nose-wheel from being collapsed, turns are made at a speed not higher than 10 knots. Holding point is the last phase of the taxi.



Holding point is the position where an aircraft waits for its turn to come on the runway and Tower Control takes over. At this phase tower controller, which is responsible for giving line-up, take-off and landing clearances is consulted.

General Aviation Fly-In

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



Military Airports Fly-in!

SATURDAY

1ST OCT

KBAF, KCEF, KPSM, KSCH

1-5PM ET
1800Z – 2100Z



SCREEN SHOTS



Why not take some?



Air Line Pilots Association



Standard Flight Loads?

fuelplanner.com | [home](#)

LOADSHEET CHECKED APPROVED EDNO

ALL WEIGHTS IN POUNDS

DATABASE JUN/12 // AIRBUS A320

FROM/TO FLIGHT A/C-REG VERSION CREW DATE TIME
EDDT/LROP 3796 JTP 12JUN21 2/03 22APR14 0909

WEIGHT DISTRIBUTION
LOAD IN COMPARTMENTS 004084 B136/30
PASSENGER/CABIN BAG 028275 Y145/195
EFU.11498/ RSV.6897

TOTAL TRAFFIC LOAD 032359
DRY OPERATING WEIGHT 093051
ZERO FUEL WEIGHT ACTUAL 125410 MAX 134726
TAKE OFF FUEL 018395
TAKE OFF WEIGHT ACTUAL 143806 MAX 162068
TRIP FUEL 011498
LANDING WEIGHT ACTUAL 132308 MAX 142223

EXAMPLE

LAST MINUTE CHANGES
DEST SPEC CL/CPT + - WEIGHT

UNDERLOAD BEFORE LMC 18261 LMC TOTAL + -
SI BLOCK TIME 02:05 RESERVE 01:15 TIME TO EMPTY 03:20 CI 34
SI EDDT 220820Z 13005KT 110V170 CAVOK 18/10 Q1011 NOSIG
SI LROP 220830Z 05007KT 360V090 CAVOK 16/14 Q1013 NOSIG
SI TRIP FUEL VARIANT Fuelthere CFM 10279 LBS
SI TRIP FUEL VARIANT Project Airbus 11095 LBS
END LOADSHEET [A320] [EDDT-LROP] [22APR14]

In reality there is no 'standard flight load'. Every load is different for every flight. And the loads and loading must be correct for every single flight! To much weight in the wrong place in a luggage hold changes the aircraft CG.

Here's an example of how things can go wrong! On a flight in 1989 on a 733 from Aspen (KASE) to Las Vegas (KLAS), we were getting ready to push while last minute luggage was being loaded. The ramp crew was rushing to get us going and inadvertently loaded several hundred lbs. of luggage forward in the forward cargo hold, it was supposed to be in the forward aft hold.

Well to make a long story short, we pushed/started and taxied out for takeoff. After receiving takeoff clearance, we began our takeoff roll, all was going well and my FO called V1, then Rotate, I pulled gently back on the yoke and nothing

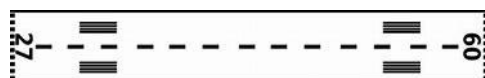
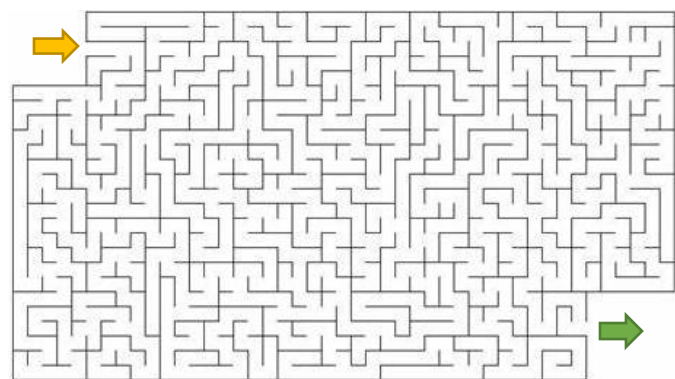
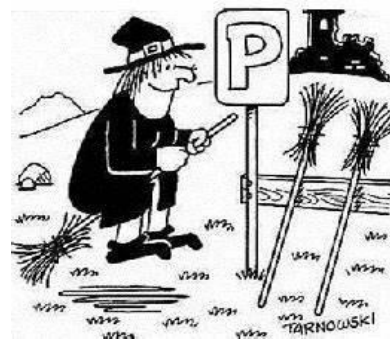
happened!!!! Now it's real decision time! The aircraft should be wanting to takeoff and climb on its own but it's just screaming down that runway and it's getting very short, very fast! So, I then pulled hard on the yoke, much more than normal and finally the nose came up and we lifted off. We both said, **"What The F__K!"** almost simultaneously.

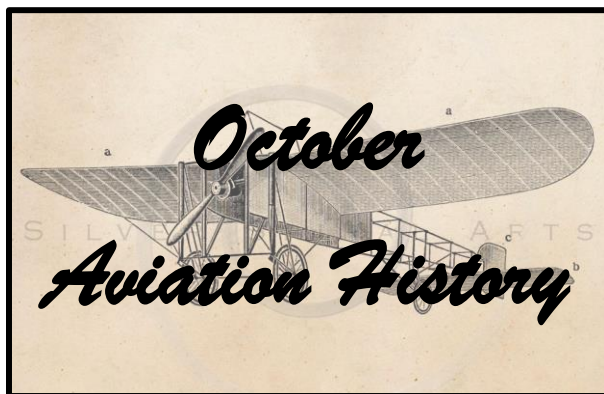
The rest of the flight was pretty much usual, although we did notice a very slight nose down attitude in curve that was easily trimmed out.

Ok, to bring this little story of one on my flying experiences to close, what had happened was, the ramp crew in Aspen had a rush of luggage (approximately 600 lbs. worth. The Ground crew was trying to rap thing up and get us out on time and had closed the aft cargo hold already. So, the rampys just put all that last minute baggage in the forward part of the forward cargo hold. Wrong Move! Weight & Balance had been figured for that weight to be forward in the Aft Cargo hold, not the Forward Hold. Makes a BIG difference! Aircraft must be loaded according to the signed off load sheet, no exceptions!

There's another aspect to think of, as that aircraft was screaming down the runway, hitting 125 knots and should have been trying to fly put wasn't, the flight crew automatically starts thinking what's wrong i.e., power issues, control issues, abort takeoff and so on. With only seconds to decide. Having flown my entire adult life (until retirement) there were times where the pucker factor really kicks in and that day was one of them, since we had a full aircraft of people! Anytime an aircraft doesn't do as it should do, it's time to get serious! In this case all went well. It turns out the Ramp Lead and Cargo Lead were both formally and strongly reprimanded. *P.S. Both apologized the next flight we had into Aspen.*

Chris Cramblet
Cassino Express Airways
(Retired)





1939



25 October 1939 (England) — The prototype Handley Page “Halifax” (L7244) makes its first flight from RAF Bicester with J.L.B.H. Cordes at the controls.

1942



2 October 1942 USA) — The Bell P-59A “Airacomet” made the first flight of a United States turbojet aircraft.

1976



12 October 1976 (USA) — The NASA/United States Army rotor systems research aircraft produced by Sikorsky as the S-72 makes its first flight.

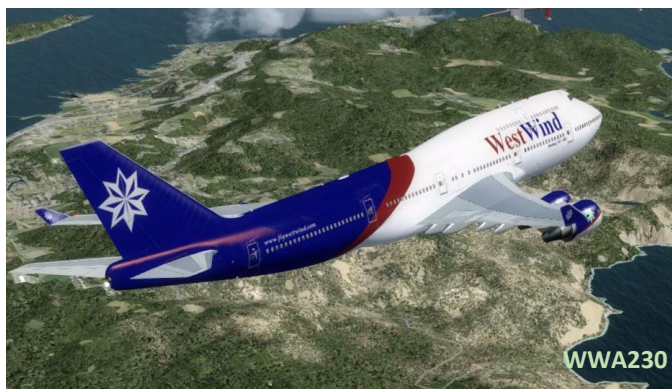
WHEN YOU'RE A
PILOT
THERE ARE A LOT OF
OMG AND **WTF** MOMENTS,
BUT IT'S THE **LOL** AND 😊
MOMENTS THAT MAKE IT
ALL WORTHWHILE

| | | | | | |
|--|------|------|---------------|------|------|
| | | | | | |
| PASSANGER | | | BOARDING PASS | | |
| FROM | | | NAME | | |
| TO | | | FROM | | |
| GATE | TIME | SEAT | FLIGHT | | |
| | | | DATE | | |
| | | | GATE | TIME | SEAT |
| Boarding gate closes 10 minutes prior to departure | | | | | |



| Reportable Contraction | Meaning | Summation Amount of Layer |
|-------------------------|---------------------|---------------------------|
| VV | Vertical Visibility | 8/8 |
| SKC or CLR ¹ | Clear | 0 |
| FEW ² | Few | 1/8 – 2/8 |
| SCT | Scattered | 3/8 – 4/8 |
| BKN | Broken | 5/8 – 7/8 |
| OVC | Overcast | 8/8 |

1. The abbreviation CLR will be used at automated stations when no layers at or below 12,000 feet are reported; the abbreviation SKC will be used at manual stations when no layers are reported.
2. Any layer amount less than 1/8 is reported as FEW.



The Landing Gear

No one would deny that the landing gear is a vital component of any aircraft. But how much attention do you pay to it when flying? Technology and safety have significantly improved in this area, but incidents still occur. Get up close, and these huge structures, supporting enormous weight and landing forces, are amazing pieces of engineering.

Landing gear is the core support of the aircraft when parked, taxiing, taking off, or landing. The most familiar form of gear involves wheels. However, planes can also be fitted with floats for water services or skis for operating on snow.



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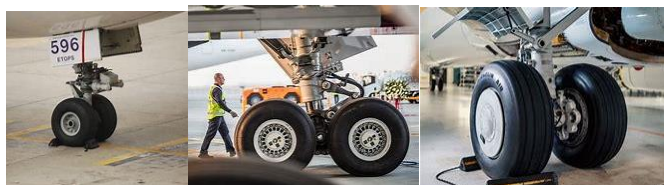
The landing gear is the core support of the aircraft when parked, taxiing, taking off, or landing. The most familiar form of gear involves wheels.

The landing gear is one of the most critical aircraft components. As aviation has evolved, it has seen constant re-engineering and improvements. Writing about the importance of the landing gear in a whitepaper document, the consulting firm Infosys describes this importance and improvement in engineering:

"The need to design landing gear with minimum weight, minimum volume, reduced life cycle costs, and short development cycle time poses many challenges to landing gear designers and practitioners. Challenges have been met by employing advanced technologies, materials, analysis methods, processes, and production methods."

Most landing gears are made by third-party suppliers, rather than by aircraft manufacturers themselves. Safran Landing Systems is one of the largest such companies, making landing gears for most Airbus aircraft, as well as the Boeing 787.

The primary function of the landing gear is to absorb the force of landing and, of course, prevent the fuselage from hitting the ground. This force absorption happens in several ways. Firstly, the main landing gear strut has a shock absorption system, using compressible fluids. Secondly, the landing force is spread over a number of wheels.



Several smaller and medium-sized aircraft have two-wheel-long landing gears (four wheels on each side in a 2-2 configuration). The larger Boeing 777 is notable for adding a third wheel to this. And most heavier aircraft, including the Airbus A340 and A380, and the Boeing 747 add an additional landing gear in the center of the fuselage.

Despite improvements in technology and numerous backup systems, emergency incidents involving the landing gear do happen. With so many moving parts and hydraulic systems in play, risk remains. Fortunately, there are cases of aircraft landing successfully despite problems.



**MY AIRPORT DON'T SFO
IT OAKES**

KOAK KHWD

UTC: Oct 15, 22 2359-0400
PDT: Oct 15, 22 1700-2100

VATSIM
OAKLAND ARTCC



What's It Like To Fly Commercial Aircraft

The first thing every pilot does in the cockpit is create a "nest," which basically means setting up the items you'll need for the flight. You stash away your luggage and unpack the essential items from your flight bag, like a headset for talking to air traffic control (ATC) and electronic flight charts and backup paper charts close by. Then we start prepping the plane, entering data about our flight into the computer system, running through checklists, and finally, taxi out.

During takeoff, we get to "hand fly" the plane until we get up to rate of climb. Hand flying means flying the plane manually, and it's ridiculously fun. We love the feeling of flying a plane, just like a race car driver loves being behind the wheel of a car. It's so exhilarating to feel the plane peeling away from the earth, and to watch the ground become smaller beneath you. Once you reach a certain elevation, you can turn on autopilot, but if it's a clear, sunny day, you can usually hand fly the plane for a little longer. If weather conditions are bad or you need to focus on a maintenance issue, you can switch on autopilot sooner.

The autopilot is a computer system that maintains all the controls on the plane, sort of like cruise control on a car — except instead of just controlling speed, it's also controlling altitude, course, engine power, and so on. But you don't get to kick back when autopilot kicks in. You're still busy doing other things, like monitoring the controls and communicating with ATC. We're constantly talking to ATC to make sure the route ahead is clear; if there's weather or another plane in the way, they'll re-route us to a different course. Mechanical issues can pop up during the flight — it's rare, but it happens — and the only way you'll know is if you're paying attention and you see

the alert. If there's ever a moment where you're doing nothing, it usually means you're forgetting something.

The cockpit is pretty comfortable. The seats are ergonomically designed for comfort, which is a big upgrade from the passenger seats. Nearly every airplane you fly on will be super-drying, so I drink a ton of water to stay hydrated. If you drink a ton of water while you're in flight, I promise you will never get jet lag.

Other than making announcements, I don't interact with passengers much. We're actually not supposed to leave the cockpit for safety reasons, unless we have to use the bathroom. Sometimes we have kids come up to the cockpit after the flight, which is really cute. We'll throw them in the seat and push some buttons that make noise for them. Most passengers are very polite when they de-plane, but most of the time I was busy going over our post-flight checklist — completing the flight log, securing the aircraft, and making sure the cockpit is clean for the next flight — and finally say good-bye to people when they exit the plane.

That in a nutshell is the routine flight.

My first and only Moose

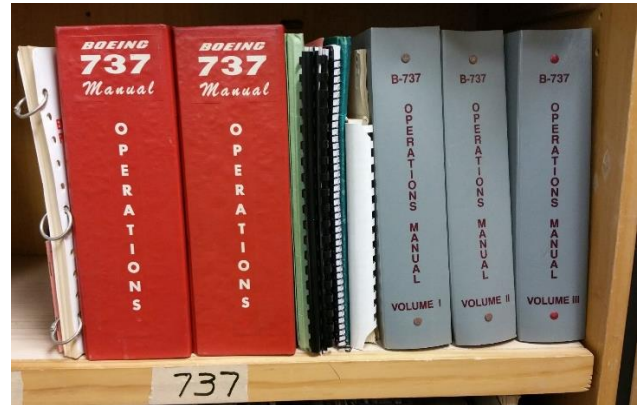
On a completely different note, an animal not to be taken lightly! I shot this Bull Moose on a hunt with my Dad and uncle in 1967, I was 16 and remember it like it was yesterday!



It was about a 185-yard shot, one shot with my 30-06 (no scope) was all it took. He was huge and we had great meat for the winter. Shot about 35 miles west of Red Lodge, Montana.



My personal set (old) of 737 Crew Operations Manual.



I still have them in my computer room.

If anyone remembers a couple years ago, we tried to start a Flight Team, flying 737s. The picture below shows 2 737s, but we were going to fly 5 in formations of various types.



I also had VATSIM approval. I'm a retired military and commercial pilot and have flown and led numerous real-world formations. The largest had 30 aircraft, CH-47s in Vs of 3.

Maybe some of you may remember a TV commercial back in the early 90 of 5 737s in a V of 5 formation promoting Nevada Casinos. I was the lead aircraft in that flight and flight leader.

Should anyone be interested in starting a flight Team, just let me know. I put together a Formation Team with another VA years ago and it was a huge success. It does take a bit training and practice, but even flying in simulation it's breathtaking!

Chris Cramblet WWA3592

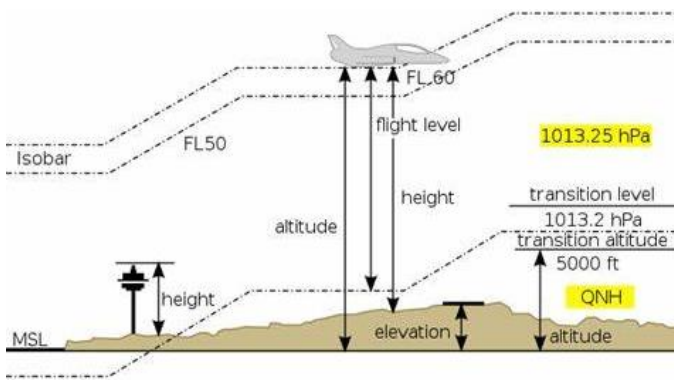
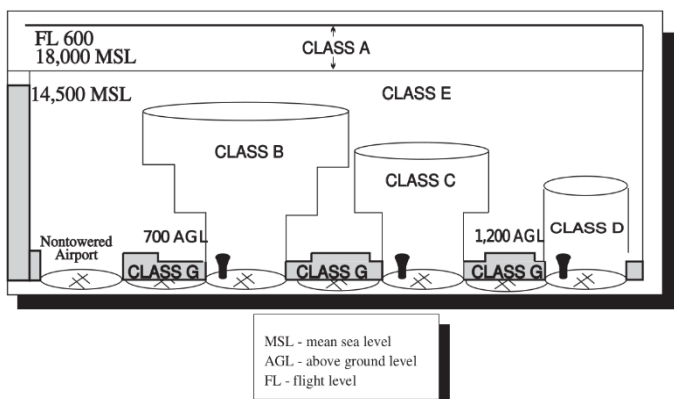




VATSIM Advanced Voice Server

VATSIM is pleased to announce the implementation of the Advanced Voice Server. AVS is a program which replaces the Roger Wilco Base Station, which hosts the radio channels through which pilots and Air Traffic Controllers communicate. AVS provides improved stability and reliability for voice transmissions, and is the next step in establishing stable, robust voice servers for use on the VATSIM network. Controllers and pilots will set their radios/voice rooms in exactly the same way as before. The use of voice has been integrated into both pilot and controller software, eliminating the need to run separate voice programs. AVS has been developed by Ben Supnik, who also wrote XsquawkBox (which enables X-plane users to connect to VATSIM).





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 |

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| | |
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| Chicago Hub Manager KORD | Chris Cramblet |
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| 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 |

This concludes the October 2022 issue (22-10) of the
THE WESTWIND JOURNAL
Be on the lookout for the November issue,
and the start of Christmas In Tahiti 2022!

– THE WESTWIND JOURNAL –



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