

WestWind Airlines



WESTWIND

WWA3592

THE WESTWIND JOURNAL

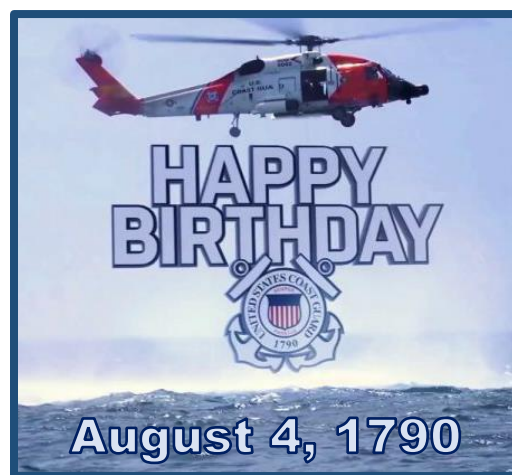
August 2022

Issue 22-08

WestWind Airlines



WWA3615



WestWind Airlines July Flight Operations



Total Flight Hours:	3384.4
Total On-Line Hours:	495.5
Total Off-Line Hours:	2888.9
Total Flights:	1215
Total PAXs:	104,236
Total CGO (lbs.):	24,376,987
(Only verified On-Line hours are shown as On-Line)	



WWA3631

WestWind Airlines July Hub Rankings

On-Line

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

Off-Line

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

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



Top WestWind Charter Hubs

July 2022



- #1 The London Hub: 26 Charters
- #2 The Seattle Hub: 25 Charters
- #3 The Los Angeles Hub: 24 Charters

Top WestWind Passenger Hubs

July 2022



- #1 The Chicago Hub: 13,618 PAX Carried
- #2 The Seattle Hub: 13,041 PAX Carried
- #3 The Amsterdam Hub: 12,327 PAX Carried

Top WestWind Cargo Hubs

July 2022



- #1 The Amsterdam Hub: 2,566,701 lbs. CGO Hauled
- #2 The London Hub: 2,492,941 lbs. CGO Hauled
- #3 The Chicago Hub: 2,450,815 lbs. CGO Hauled

Top WestWind Hub Managers

July 2022



*Managing
From The
Front!*



On-Line Vatsim

- #1 Chris Cramblet (KORD)
- #2 NA

Off-Line

- #1 Hal Morse (EHAM)
- #1 Bob Sturm (WSSS)

July's TOP WestWind On-Line Pilots

CYYC	Gerald Spiers WWA3311	21.0
EGLL	Chris Trott WWA3382	11.6
EHAM	Fred Koch WWA3631	25.9
KATL	Tom Griesbach WWA485	36.7
KCVG	Edward Harper WWA2683	56.2
KDEN	Alex Lu WWA3293	62.9
KDFW	Gary Hall WWA1829	88.8
KJFK	-NA-	-NA-
KLAX	David Rothmuller WWA3565	26.8
KMIA	-NA-	-NA-
KORD	Bill Ienatsch WWA1033	38.9
KSEA	-NA-	-NA-
WSSS	Gerard Cuomo WWA3557	8.0
YSSY	Colin Paxton WWA2991	1.0

Flying As Real As It Can Be

VATSIM

(All On-Line hours are verified)



July's TOP WestWind Off-Line Pilots

CYYC	Doug Addington WWA761	21.0
EGLL	Johnny Kasimatis WWA2132	63.8
EHAM	Hal Morse WWA3615	213.7
KATL	Mike Jones WWA3381	86.3
KCVG	Timothy Essex WWA3209	28.8
KDEN	Larry McPhee WWA3657	64.8
KDFW	Al Stallbaumer WWA107	68.0
KJFK	Paul Williamson WWA1750	94.2
KLAX	Bob Armer WWA3105	131.3
KMIA	Nicholas Baker WWA3229	94.8
KORD	Bill Martin WWA2707	58.2
KSEA	Terry Parthemore WWA829	195.6
WSSS	Bob Sturm WWA230	177.2
YSSY	Kenneth Haynes WWA2055	71.9

Flying The Jetways Every Day

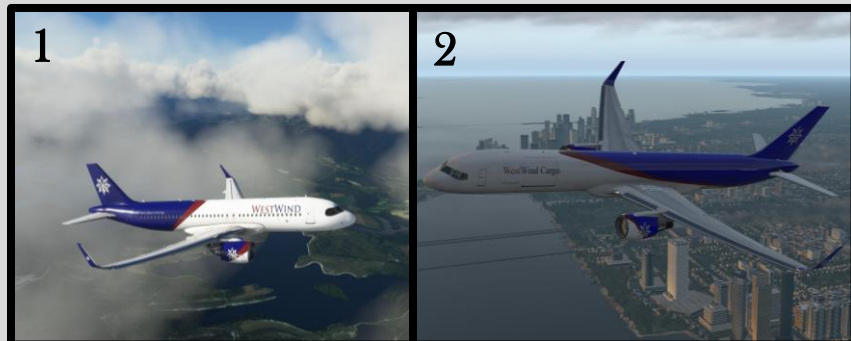
WestWind Hubs – July Hours

Amsterdam (EHAM)
Total Hours: 382.5
On-Line: 25.9 / Off-Line: 256.6 / Flights: 82
Atlanta (KATL)
Total Hours: 143.8
On-Line: 41.8 / Off-Line: 102.0 / Flights: 34
Calgary (CYYC)
Total Hours: 162.5
On-Line: 39.1 / Off-Line: 123.4 / Flights: 58
Chicago (KORD)
Total Hours: 282.7
On-Line: 62.2 / Off-Line: 220.5 / Flights: 134
Cincinnati (KCVG)
Total Hours: 168.6
On-Line: 72.3 / Off-Line: 96.3 / Flights: 89
Dallas/Ft. Worth (KDFW)
Total Hours: 216.9
On-Line: 88.8 / Off-Line: 128.1 / Flights: 75
Denver (KDEN)
Total Hours: 312.2
On-Line: 111.7 / Off-Line: 200.5 / Flights: 173
London (EGLL)
Total Hours: 229.9
On-Line: 14.0 / Off-Line: 215.9 / Flights: 125
Los Angeles (KLAX)
Total Hours: 290.1
On-Line: 30.7 / Off-Line: 259.4 / Flights: 117
Miami (KMIA)
Total Hours: 263.2
On-Line: 0 / Off-Line: 263.2 / Flights: 115
New York (KJFK)
Total Hours: 154.0
On-Line: 0 / Off-Line: 154.4 / Flights: 46
Seattle (KSEA)
Total Hours: 441.2
On-Line: 0 / Off-Line: 441.2 / Flights: 95
Singapore (WSSS)
Total Hours: 239.4
On-Line: 8.0 / Off-Line: 231.4 / Flights: 56
Sydney (YSSY)
Total Hours: 97.0
On-Line: 1.0 / Off-Line: 96.0 / Flights: 16

WestWind Hubs – July Loads

Amsterdam (EHAM)
PAX: 12,327
CGO: 2,566,701 lbs.
Atlanta (KATL)
PAX: 2,516
CGO: 204,520 lbs.
Calgary (CYYC)
PAX: 4,322
CGO: 555,182 lbs.
Chicago (KORD)
PAX: 13,618
CGO: 2,450,815 lbs.
Cincinnati (KCVG)
PAX: 2,512
CGO: 1,375,761 lbs.
Dallas/Ft. Worth (KDFW)
PAX: 7,683
CGO: 1,797,078 lbs.
Denver (KDEN)
PAX: 7,935
CGO: 1,543,397 lbs.
London (EGLL)
PAX: 8,443
CGO: 2,492,941 lbs.
Los Angeles (KLAX)
PAX: 8,499
CGO: 1,547,175 lbs.
Miami (KMIA)
PAX: 9,272
CGO: 1,672,299 lbs.
New York (KJFK)
PAX: 3,064
CGO: 1,467,523 lbs.
Seattle (KSEA)
PAX: 13,041
CGO: 5,797,659 lbs.
Singapore (WSSS)
PAX: 7,823
CGO: 905,536 lbs.
Sydney (YSSY)
PAX: 3,181 lbs.
CGO: 0

2-Way Tie



WestWind Screenshot Competition

Selected by WestWind Pilots
every month!

July 2022 Winners

#1 Fred Kock WWA3631
EHAM

#2 Bob Sturm WWA230
WSSS



Airline Operations

Under Title 49 of the United States Code ("the Statute"), any person who intends to provide air transportation service as an air carrier must first obtain two separate authorizations from the Department of Transportation: "safety" authority in the form of an Air Carrier Certificate and Operations Specifications from the Federal Aviation Administration (FAA).

Air carrier operations cannot commence until a certificate is issued. Included in this process, is the permission to carry dangerous goods or a prohibition on carrying dangerous goods. This must be completed prior to accepting dangerous goods for transport.

The FAA Office of Hazardous Materials Safety Program (HMSP) works in conjunction with the Office of Aviation Safety (AVS) and Flight Standards Service (AFS) in certification and oversight of Title 14 of the Code of Federal Regulations Part certificate holders and operators. Below you will find the most common types of operations the HMSP oversees. For a more detailed description, please refer to 14 CFR and the applicable part number.

- **Part 91** General Operating and Flight Rules
- **Part 119** Certification of Air Carriers and Commercial Operators
- **Part 121** Domestic, Flag, and Supplemental Operations.
- **Part 129** Foreign Air Carriers and Foreign Operators of U.S. Registered Aircraft Engaged in Common Carriage.
- **Part 133** Rotorcraft External-Load Operations
- **Part 135** Commuter and On Demand Operations and Rules Governing Persons On Board Such Aircraft.



Boston Virtual ARTCC Presents the 23rd Annual

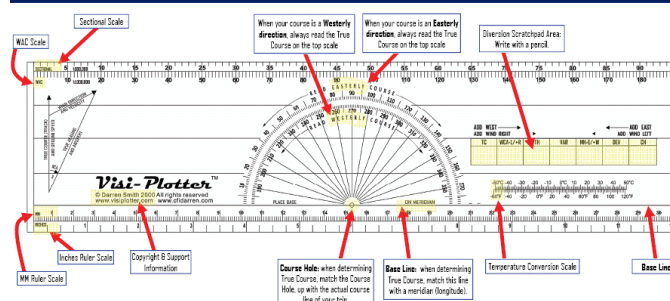
BOSTON TEA PARTY

08-06-2022 12-7 PM ET

LIVE from Nashua, NH
Home of ZBW ARTCC

VATSIM

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Coast Guard Aviation



A Coast Guard Air Station (abbreviated as CGAS or AirSta) provides aviation support for the United States Coast Guard. The Coast Guard operates approximately 210 aircraft from 24 Coast Guard Air Stations in the United States. Fixed-wing aircraft, such as the HC-130 Hercules, are built for long range missions and operate from air stations. The MH-65D Dolphin and Sikorsky HH-60 Jayhawk helicopters also operate from Air Stations, Air Facilities, and flight deck equipped cutters.

The Coast Guards aircraft include C-130 Hercules, HC-130J, HU-25 Guardian, HC-144A Ocean Sentry, C-37A, MH-60 Jayhawk and MH-65 Dolphin, as its main fleet.

This Month The WestWind Journal Salutes The Aviators of The



UNITED STATES COAST GUARD



USCG



Before the Bombardier C-Series and Embraer E-Series came to be, Fairchild-Dornier had attempted to become the go-to jet for the 50 to 100-seat market. Initial designs were brought forward at the Dubai Airshow in 1997 and immediately attracted interest from carriers such as Lufthansa and Crossair, who ordered a combined 125 aircraft at \$20 million per frame.

The aerospace corporation offered the aircraft in three variations: the 528 with room for 55-65 people, the 728 for 70-90 people and the 825 with seating between 95-110 people. However, the aircraft was slow to get going. Fairchild-Dornier had recently merged, and the aviation builder was not familiar with low wing jet aircraft. As a result, testing on the aircraft did not begin until 2000. Design changes to the aircraft allowed it to be more aerodynamic but drove away Crossair, who opted for the Embraer ERJ-170 instead.

Regional Circuit

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

Featured Airports

KALB Albany

Bradley **KBDL**

KBTB Burlington

THURSDAY

18th AUG

7-10PM ET



WestWind Monthly Pilot Awards



August 2022

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



AMSTERDAM



Pilot of the Month I
Paul Runge WWA14

Pilot of the Month II
Erik Karlsen WWA1767



CHICAGO



On-Line Pilot of the Month
Bill Ienatsch WWA1033

Off-Line Pilot of the Month
Bill Martin WWA2707

No Other WWA Hubs Reported Monthly Awards

WestWind Airlines Select August On-Line Flight Events

Aug 2	KLGA	2300Z-0200Z
Aug 3	KMLU	2300Z-0200Z
Aug 4	KXNA, KROG, KVBT LPPT	0100Z-0200Z 1700Z-1900Z
Aug 6	KBOS, KBDL, KMHT	1600Z-2300Z
Aug 7	PHNL, CYVR MKJS, <u>KATL</u> , MKJP	2000Z-0430Z 2300Z-0200Z
Aug 8	KAHN, KMCN, KCSG	2300Z-0200Z



Aug 8 KOKV WWA Fly-In 2200Z-2300Z

Aug 12	KSLC, KPDx, KSMF	2359Z-0400Z
Aug 14	KORF, KPHF, KESN	1800Z-2200Z



Aug 17 KORD WWA Fly-In 2300Z-2359Z

Aug 18	KALB, KBDL, KBTv	1900Z-2200Z
Aug 20	WPDD, YPPH KRNO, KSMF	0500Z-1200Z 2300Z-0300Z
Aug 21	KDET, KPTK, KFNT	1700Z-1900Z
Aug 25	KBUR, KVNy, KWHP	2359Z-0400Z

Aug 27 3U3 WWA Fly-In 2100Z-2200Z

Aug 28	KCOS, KOKC	1900Z-2200Z
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AUGUST 2022

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
31	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	5	6	7
8	9	10	11	12	13	14

*Promoting Aviation
Through
Simulation!*

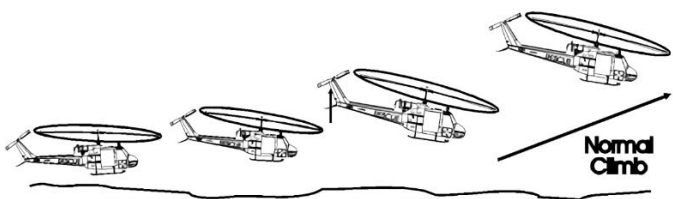




Stand for the Flag and kneel for the Cross!



Transitional Lift



Translational lift is the improved rotor efficiency resulting from directional flight in a helicopter. Translation is the conversion from the hover to forward flight. As undisturbed air enters the rotor system horizontally, turbulence and vortices created by hovering flight are left behind and the flow of air becomes more horizontal. The efficiency of the hovering rotor system is greatly improved with each knot of airspeed gained by horizontal movement of the aircraft or wind speed.

The average helicopter will experience a shutter or bumping at around 10-18 knots as it hovers forward and transitions from a hover to forward flight (translational lift). A welcome feeling for a helicopter pilot, as it is then he knows the rotor system has gained a significant improvement in efficiency. As the inflow angle is decreasing, more air is received horizontally versus vertically. As such, a lower angle of attack will produce the same lift, resulting in less power needed for flight.



Flying an aircraft is not as simple as driving a car, you need to be completely prepared and know the route that you are taking. It is crucial that all flights have an organized and well-structured flight plan, which will not only maximize the safety of those on board but also minimize costs where necessary.

Aviation flight planning comprises of a lot of different elements. From fuel calculation to weather conditions to checking if all the routing restrictions are met, the flight planning process takes care of it all. A take-off can only be initiated once the operator is sure that the flight planning process is complete.

Flight planning, crucial for both domestic and international flights, is producing an operational flight plan for an aircraft operating from point A to B. The ultimate goal of flight planning is to create a unique plan for the safest flight on a particular day and for a particular aircraft. As conditions are



never the same for any flight, the calculations must always be tailored to the flight in question.

Flight planning involves two main things. First is the fuel calculation, through which it is ensured that the aircraft reaches its destination safely, with a required fuel reserve. And secondly, it is to ensure that the flight meets all the routing restrictions between point A and B.



Engine Failure On Take Off

An engine failure on takeoff is one of the most challenging situations a pilot can face. The sudden asymmetry of thrust can cause the nose to lurch to one side, requiring immediate and instinctive reactions. If the engine has caught fire, alarm bells will be ringing (physically and metaphorically) and lights will be flashing. It's the pilot's job to block all these out and focus on the task at hand.

Contrary to popular belief, aircraft very rarely use full power during takeoff. Runways at most international airports such as London Heathrow and Los Angeles are nearly 2.5 miles long, which is more than enough for even the heaviest of aircraft to get airborne.

So why increase the strain on the engines when you can utilize the runway length by accelerating more slowly and still getting safely airborne by the end? Manufacturers design the aircraft and engines to be able to get airborne using as little engine power as possible. This is known as a de-rated takeoff. Not only does save on engine wear, but it also reduces the noise experienced by those who live and work near the airport.

However, this creates a trade-off. Take off too far down the runway and you run the risk of going off the end should something unexpected happen. Take off too soon and you're using more engine power than you need to, increasing engine wear and fuel burn. A happy medium needs to be found between the two — a takeoff point which optimizes engine power whilst leaving enough runway to stop if the need arises.

On a twin-engine aircraft such as the 787 Dreamliner, the loss of power from one engine during the takeoff run is one of the more serious events that could happen. Although this is highly unlikely, we must always plan for the worst possible scenario. Should an engine fail just as the aircraft lifts off, the performance must still ensure that it reaches a height of 35 feet by the end of the runway on the power of the remaining engine. This is the key part of the takeoff performance.

Even though an aircraft can safely climb away from the runway on just one engine, should the failure happen whilst

- Give It Some Fuel -



B737



A320



B747



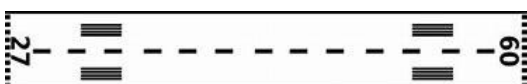
A380



C414



DH8D



still on the ground, it would be preferable for the pilots to reject the takeoff and stop on the runway. However, there comes a point where there will not be enough runway remaining in which to stop safely.



Before every takeoff, the pilots must calculate the speeds, flap setting, and engine power required to take off safely. This includes the engine failure scenario. One of the speeds that are calculated is called **V1** — “the maximum speed in the takeoff at which the pilot must take the first action to stop the airplane within the accelerate-stop distance.”

Vr

Vr is the speed at which we gently ease back on the control column and rotate the nose into the air. However, it is still not quite fast enough to fly. In the few seconds it takes to rotate the nose up toward the initial climb angle, the continued acceleration will take the speed to V2.

V2

V2 is known as the takeoff safety speed, the speed at which the aircraft will climb safely in the event of an engine failure. As we’ll see later, flying at, or above, V2 is critical when flying the engine failure maneuver.

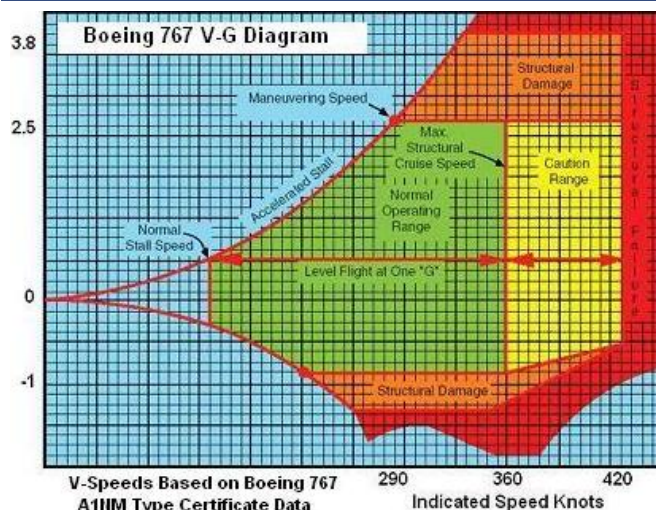
The most challenging time for an engine to fail is between V1 and V2. In this window, we are going too fast to abort the takeoff but too slow to fly safely. In some situations, like with a wet or slippery runway, the gap between V1 and Vr may be quite considerable. At high weights on a 787 Dreamliner, it could be around 30 mph. This means that even if we know that an engine has failed or caught fire, we must ignore all the alarms going off and continue to Vr before taking the aircraft into the air.

There are a variety of reasons why an engine might fail, so instead of immediately trying to identify the cause, we simply identify the fact that it has happened. Depending on the severity of the failure, this could be blindingly obvious or so subtle we barely notice. Most important, fly the aircraft!



Official WestWind Inter-Company Communications

Server: ts76.gameservers.com:9123



August 2022 WestWind Fly-Ins

WestWind
On-Line Operations
and Events
APPROVED

WestWind Airlines

Monday August 8 Arrival Time: 2200Z-2300Z



Winchester Regional Airport (KOKV)
Winchester, Virginia

VATSIM teamspeak



Reserved **WWA** Parking

WestWind Airlines

Wednesday August 17 Arrival Time: 2300Z-2359Z



Chicago O'Hare Intl Airport (KORD)
Chicago, Illinois

VATSIM teamspeak



WestWind Arrival Gates

WestWind Airlines

Saturday August 27 Arrival Time: 2100Z-2200Z



Bowman Field (3U3)
Anaconda, Montana

VATSIM teamspeak



WWA Parking

307° 8.5 NM from FAF

ANACONDA, MONTANA
Arr'd 1A: 23OCT08

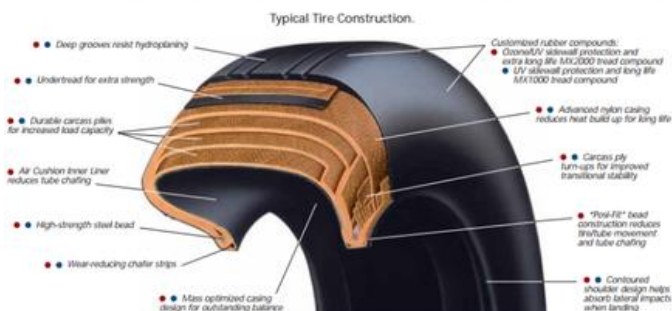


Blowout On Landings?

You see the shredded remnants of car tires littering the highway all the time, yet you've almost certainly never witnessed or even read about a tire blowout on an airliner. Why not? Aircraft that weigh as much as buildings come in at 170 mph on airliner tires, made of basically the same materials as car tires, thousands of times every day. You'd think every now and then there would be a blowout.

But there almost never is. The simple reason is that airliner tires are blown up to about 200 psi, or about six times the psi of a car tire, according to Wired. It is the high air pressure that gives airliner tires their strength. Of course, the tire construction needs to be tougher stuff than your average car tire, but the strength of the rubber compounds is primarily to allow such high-pressure inflations rather than to resist impact on landing.

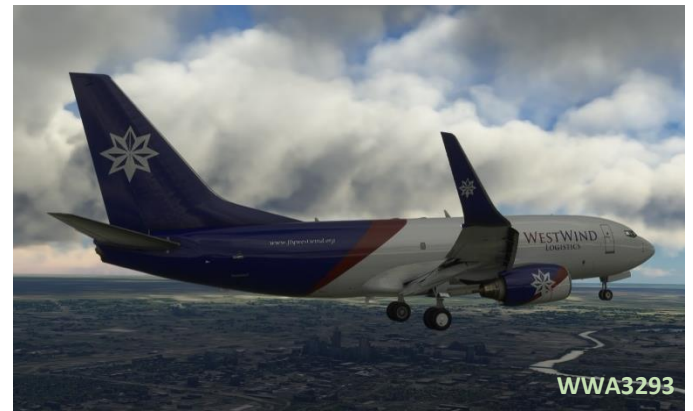
Michelin® AIR™ and Michelin® Aviator® Product Highlights.



Airliner tires aren't particularly large—the Boeing 737 tires measure 27x7.75 R15, which means they are 27 inches in diameter, 7.75 inches wide, and they are placed on a 15-inch rim. This is much smaller than a semi-truck tire, which can be over 40 inches in diameter and almost 20 inches wide. But plane tires are incredibly strong thanks to cords of nylon, or a synthetic polymer called aramid, that are embedded below the tread.

Aviation regulations require that airliner tires be able to withstand four times their rated pressure for at least three seconds, and the toughest tires can stand up to a landing at

288 mph. "It is almost impossible to blow out a tire by over inflating it," Lee Bartholomew, lead test engineer for Michelin Aircraft Tires, told Wired. "In fact, in cases where tires have been over-inflated, the wheel actually fails before the tire."



Join The Group

Fly On-Line
'As Real As It Can Be'

WestWind Airlines

Newest Pilots - July 2022

Zane Godden WWA3656, EGLL Hub

Larry McPhee WWA3657, KDEN Hub

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



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ZFW FOCUS

Join ZFW all throughout month of August as we regularly staff up one of our minor facilities.

Also fly in during the FOCUS event!

KMLU Aug 3 2300Z-0200Z

August 2022

VATSIM



Jamaica 60th Saga

KATL

MKJS **MKJP**

Sunday

August 7, 2022

2300z - 0200z

KINGSTON **ZTL**

VATSIM



A Day on the Bay

Featuring: **VATSIM**

8.13.22

1900-2300z

KORF KPHF KESN

KORF (Towered)
KPHF (Towered)
KESN (Towered)

KTGI (Not Towered)
KCPK (Not Towered)
W29 (Not Towered)



Portugal vACC

VATSIM

LPPT ONLINE DAY

1700Z - 1900Z

LISBOA

THURSDAYS

EVERY FIRST THURSDAY OF THE MONTH

LPPT Aug 4 1700-1900



WestWind July Fly-Ins -Screenshots-



WestWind Airlines Monthly Fly-In / Event Participation

July 2022

July 18

KMHK Arrival Time: 2300Z-2359Z

Stephen Welsh WWA3655 (KCVG)

Chris Cramblet WWA3592 (KORD)

Alex Lu WWA3293 (KDEN)

Gary Hall WWA1829 (KKDFW)

- No Other Participants -

July 20

KOSH Arrival Time: 2200Z-0100Z

Chris Cramblet WWA3592 (KORD)

- No Other Participants -

July 21

KOSH Arrival Time: 2200Z-0200Z

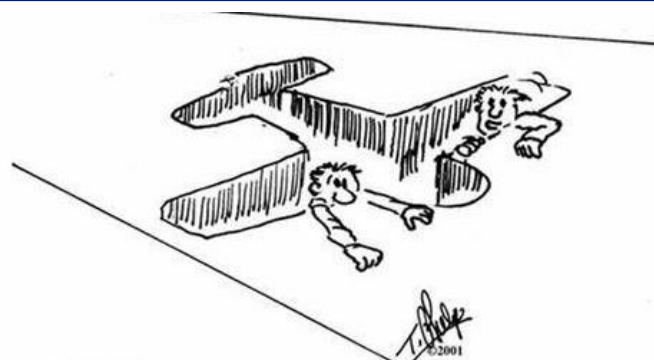
Chris Cramblet WWA3592 (KORD)

Gary Hall WWA1829 (KKDFW)

- No Other Participants -

(Participants Listed In Order of Arrival)

**HAPPY
BIRTHDAY
U.S. COAST GUARD**



" A little more work on flaring is in order!"

The L100-J



More than 2,500 Hercules have been produced since the aircraft's first flight in 1954, and a modern iteration known as the C-130J "Super Hercules" is currently in production.

Besides the C-130 used for military purposes, there's a civilian version, the L-100, which is operated by a handful of airlines, commercial cargo operators and governments around the world. Like the C-130, the , too, is enjoying a second youth after Lockheed Martin decided to re-launch the type as the LM-100J in 2014. This decision followed a hiatus in production lasting more than two decades.

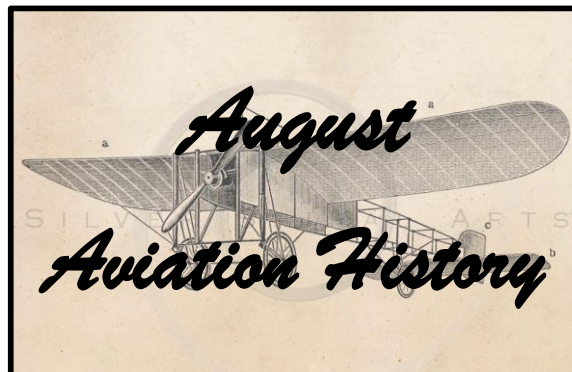


In 2018, the first of this new generation of LM-100J rolled out of Lockheed Martin's assembly line in Marietta, Georgia, and barely a month after its first flight, a LM-100J had already crossed the Atlantic to be publicly presented at that year's Farnborough International Airshow. While the new LM-100J still has a long way to go if it is ever going to catch up with its predecessors, it is gradually gaining ground as more of the aircraft are ordered. Pallas Aviation, an air cargo operator based in Fort Worth, Texas, has so far added three of the aircraft to its fleet and is awaiting delivery of two more. Other companies may soon follow.

The original L-100 also had a slow start, though orders later caught up thanks, in part, to the unique capabilities the civilian plane offered the commercial market.

Even after pretty much all military-grade hardware and systems that are standard in the C-130 had been removed from its civilian version, the LM-100J retained some of the

aircraft's key characteristics that made its military counterpart such a valuable asset to supporting troops near or even beyond the frontlines.

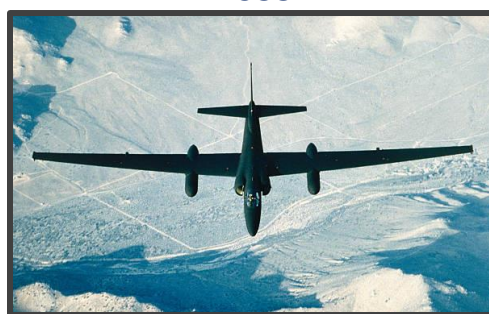


1954



5 August 1954 (USA) The first Boeing B-52A "Stratofortress" makes a 78-minute maiden flight.

1955



4 August 1955 (USA) The Lockheed U-2 flies for the first time.

1956



9 August 1956 (Italy) The Fiat G.91, produced for NATO as a light strike-fighter, makes its first flight.

THE WESTWIND JOURNAL

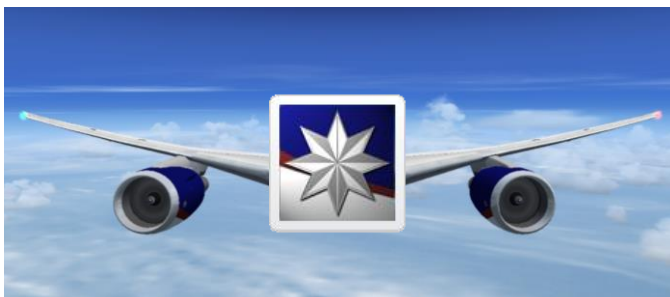
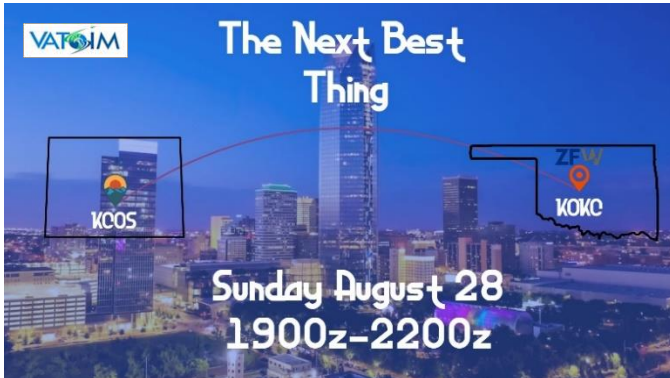
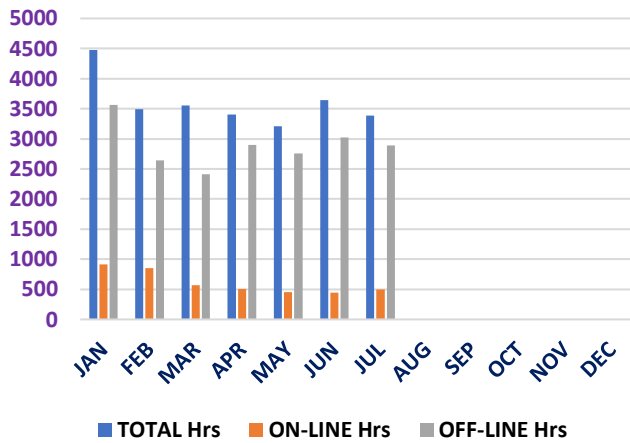
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WestWind Airlines



WestWind 2022 Flight Hours





Air Line Pilots Association



There is no other factor that is more important to a pilot's career than seniority.

Seniority determines everything from a pilot's schedule, the routes they fly, which days off they can take, when they can take a vacation, how much they earn, who gets furloughed, how quickly they can progress to Captain, as well as where a pilot is based, what aircraft they can fly, and how many flights pilots must fly a day.

Here's the thing about seniority, though. It starts from the very first day a pilot is hired by an airline and doesn't transfer.

Unlike other careers, if a pilot with 20 years of experience moves between airlines they will be treated as a junior pilot with none of the benefits they may have been accustomed to and enjoyed with the previous airline they worked for.



A pilot can move up the seniority list as other pilots working for the airline retire. A commercial airline pilot must retire at 65 years old.



WestWind



Question of the Month

Question: What is the first thing any pilot should do should a sudden loss of power occur?

- Discuss this in the Forum -

Delta Air Lines Announces Huge Boeing 737 MAX 10 Order



Delta Air Lines has made the first big splash of the 2022 Farnborough International Airshow, by placing an order with Boeing. The Atlanta-based SkyTeam member has purchased 100 of the US manufacturing juggernauts 737 MAX 10 model, with a further 30 options. This follows extensive speculation in the run-up to the show.

With the pre-show rumor mill having featured the prospects of Delta making an order for the MAX, the carrier has wasted no time in making the deal happen. As just announced at the Farnborough Airshow, it has ordered 100 stretched-fuselage 737 MAX 10s, with options for 30 more. Deliveries of the next generation narrowbody's largest variant to Delta Air Lines will commence in 2025.

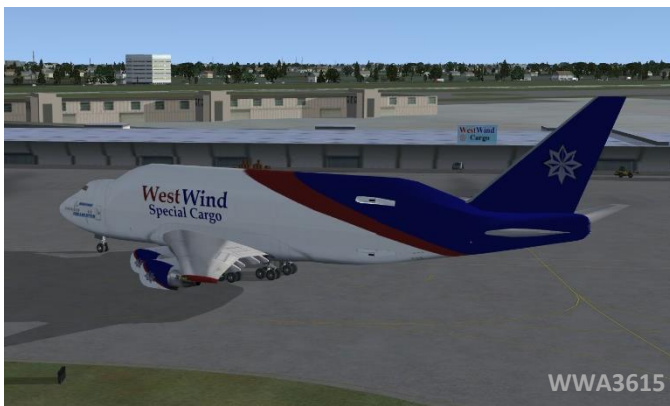


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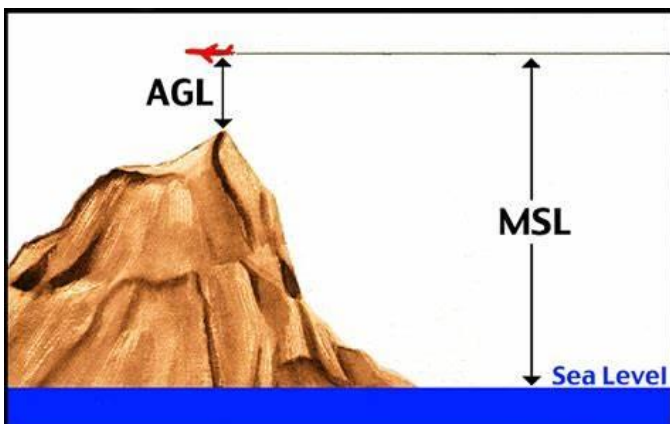
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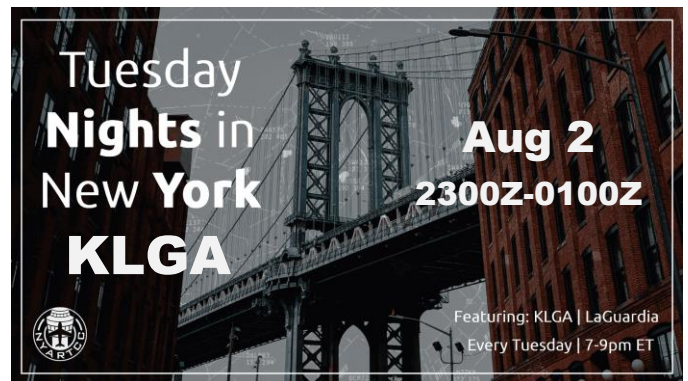
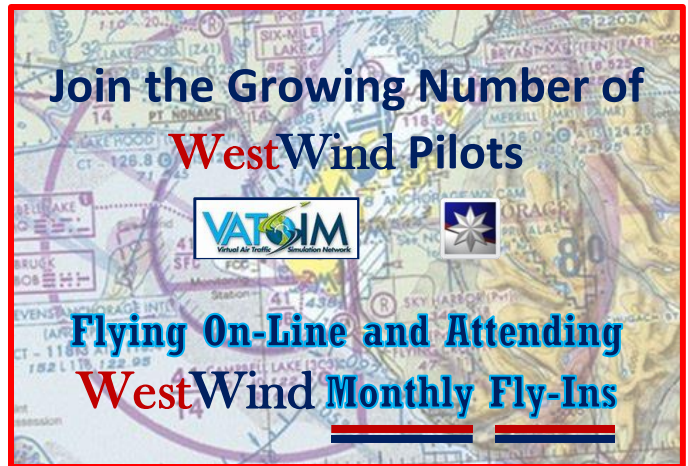
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WestWind Airlines



AIRPLANE PILOT'S WEATHER FORECASTING SIGN	
CONDITION	FORECAST
SIGN IS WET	RAIN
SIGN IS DRY	NOT RAINING
SHADOW ON GROUND	SUNNY
WHITE ON TOP	SNOWING
CANT SEE SIGN	FOGGY
SWINGING SIGN	WINDY
SIGN JUMPING UP & DOWN	EARTHQUAKE
SIGN GONE	TORNADO





FORUM

Check and use the **WestWind Forum**! It's a great place to check-up on things, stay informed and ask questions. It's there for our use, so, check it out and use it *often!*



And always be civil & respectful of other pilot's posts!



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This concludes the August 2022 issue (22-08) of the
THE WESTWIND JOURNAL
Be on the lookout for the September issue,
full of stats, articles and off the track events!

– **THE WESTWIND JOURNAL** –



Publisher/Editor
Chris Cramblet WWA3592
chris100965@outlook.com



Assistant Editor
Hal Morse WWA3615
k9blueman@aol.com

