



WestWind
Airlines

September 2020



WWA3592

THE WESTWIND JOURNAL

September 2020

Issue 20-9

WestWind Airlines



WWA2971

The WestWind Screenshot Competition

Selected by the WestWind Staff
every month!

August 2020 Winner

Senior Command Captain 4

Paul Reitman WWA2971

WSSS Hub



August 2020 Flight Hours



WESTWIND
VIRTUAL AIRLINES

Total WestWind Hours: 3720.6
Total On-Line Hours: 806.8
Total Off-Line Hours: 2913.8
Passengers Carried: 87,818
Cargo Hauled: 17,390,333 lbs.

Communicate with Fellow WWA Pilots While Flying



WestWind Server Address: ts76.gameservers.com:9123

TeamSpeak is the official Communication System of WestWind Airlines. Flying cross country or chatting during a fly-in, TeamSpeak provides all of our company communication needs! Use the 'Lobby' Channel.

Your TeamSpeak Nickname: ex: Ted Smith - WWA1234

Just download TeamSpeak3

August 2020 WestWind Hub Rankings

On-Line

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

OFF-LINE

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

(All On-Line hours verified via VATSIM and/or IVAO)

**STRATEGIC
AVIATION**

WestWind Airlines

August's Top On-Line Pilots

CYYC	Ron Oines WWA2894	170.5
EGLL	NA	NA
EHAM	Fred Koch WWA3631	71.8
KATL	NA	NA
KCVG	Nick Johnston WWA152	7.1
KDEN	Larry Horton WWA3241	28.9
KDFW	Chris Trott WWA3382	39.9
KJFK	Tony Yonek WWA1996	5.5
KLAX	Mark Kusiak WWA3480	26.8
KMIA	Chiliano Heredia WWA3637	34.3
KORD	Chris Cramblet WWA3592	77.4
KSEA	Erwin Michael WWA2244	62.9
WSSS	NA	NA
YSSY	Andrew Wheeler WWA49	54.0

Flying AS Real As It Can Be



(All On-Line hours verified via VATSIM and/or IVAO)



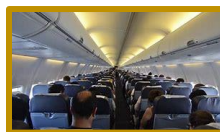
August's Top Off-Line Pilots

CYYC	Ian Crawford WWA752	14.2
EGLL	John Kasimatis WWA2132	49.7
EHAM	Hal Morse WWA3615	276.6
KATL	Mike Jones WWA3381	84.0
KCVG	Tim Essex WWA3209	45.5
KDEN	Michael Finn WWA1704	80.6
KDFW	Edward Bingler WWA2845	89.6
KJFK	Paul Steele WWA3290	89.8
KLAX	Joe Werner WWA756	51.1
KMIA	Vincent Simmons WWA3477	138.6
KORD	Vince Storelli WWA1116	36.9
KSEA	Dwayne White WWA2741	19.2
WSSS	Bob Armer WWA3105	107.8
YSSY	Ken Haynes WWA2055	68.6

Flying The Jetways Every Day

Top WestWind Passenger Hub

August 2020



The Denver Hub

14,710 Passengers Carried In August 2020

Top WestWind Cargo Hub

August 2020



The Dallas/Ft. Worth Hub

5,493,154 Cargo Hauled In August 2020



WestWind Airlines



Newest Pilots - August 2020

Darrell Williams WWA3638, WSSS Hub

Floyd Trumble WWA3639, KDFW Hub

Chris Vouljtatis WWA3640, EHAM Hub

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



Don't Forget!



Check it often to stay informed and welcome our
newest pilots as they arrive at WestWind!



LEADING THE WAY



TOP Passenger and Cargo Crews

August 2020

Carrying the Most Passengers

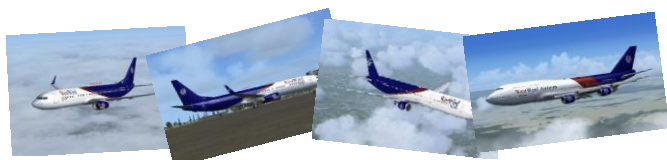
Hal Morse WWA3615, EHAM Hub / 10,637 PAX

Hauling the Most Cargo

Scott D. Williams WWA1404, KMIA Hub / 3341861 lbs CGO



Pilot Screenshots!



Take screenshots, it will help **improve** WestWind! Yup, that's right! Three **(3)** great reasons for taking and submitting screenshots. **(1)** **Your** screenshots will help improve the WestWind Website! WestWind is now changing the main

website page and replacing those **OLD** screenshots that have been there for years, with your new ones (one a month). Each month the WestWind Staff will vote on and select a winning screenshot that will replace an existing old one on the home page! This will continue indefinitely keeping our home page fresh and always new! **(2)** Your screenshots will be featured in the WestWind Journal. **(3)** Your own personal satisfaction!

So, take and submit your screenshots!



WestWind Airlines



Chief Pilot Speaks



Sean McConnell WWA659

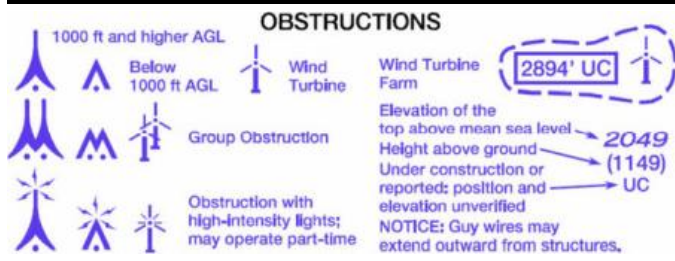
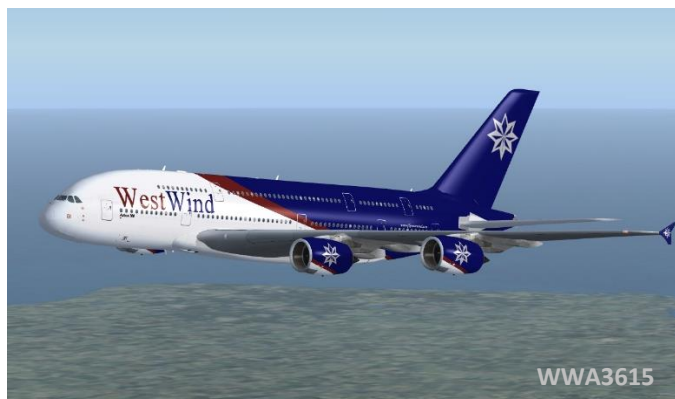
Right now, WestWind pilot training is really simple and not very realistic. What I mean is we do the initial training in the CRJ 700 then a pilot can automatically fly any one of 16 vastly different aircraft from a C172 to the CRJ. And the same for Cat 2 training, you complete Category 2 training in an ERJ and that opens up over 40 additional aircraft 'including 2 helicopters. Yes, that's right, you do your cat 2 training in an ERJ then you can go fly the Bell 208 with no additional training. Try that in the real world and at best you get to pee in a bottle and undergo a very through mental exam. I am sure you will not enjoy that process.

But relax, I will leave what we have in place as minimum required training. I also found buried in the current training guide encouragement to go through the category training course for each aircraft you fly, it is this that I want to bring up to the surface more and add a type rating to our current system. So, a Cat 1 pilot will automatically be type rated in the CRJ, but they can still fly any other Cat 1 aircraft, just won't have any kind of type rating. To get a type rating a pilot would log training hours in that aircraft just like the original type rating and complete the check ride for that aircraft category then have the type rating added to their awards.

I also want to add a basic navigation training a pilot can complete while in current category. Example a cat 1 pilot would be working on basic visual and VOR/NDB navigation while building up hours for Cat 2. A Cat 2 pilot would be working on basic instrument navigation training while building hours for Cat 3. Cat 3 pilots will get into more advanced Instrument Flight Rules and procedures. Cat 4 is where it starts

to come together, where the check ride is in Instrument conditions down to within 300 ft above minimums and Cat 5 check ride will be right at minimums, with a few storms along the way.

This is just a broad overview of what I would like to see in the training department and will be working with the EC to implement this in the coming months.



- Airport NOTAMs - Pilot Caution -

When a WestWind pilot submits a route for flight, the dispatch system will create a dispatch log that is displayed to the screen.

Airport **NOTAM's** are listed in this dispatch list and pilots should read through the **NOTAMs** that are listed on the product, they are at the bottom of the dispatch list.

The reason is that changes, either temporary or permanent may be listed under these **NOTAM** fields.

All sorts of specific things that may apply to your flight, and specifically the airport pair you may be flying may be identified in those **NOTAM's**. Airline **NOTAM's** for these airports will most definitely be located in these fields.

For simulator pilots, there are a few sources of **NOTAM's** that you should be checking. The **NOTAM's** for the designated authority under which you are operating, if flying on-line are VATSIM/IVAO **NOTAM's** if there are any, and on WestWind's dispatch **NOTAM's** section, in that order.

NOTAM (Notice to Airmen) are pretty much standard worldwide. All Civil Aviation Authorities issue **NOTAM's** and a pilot is expected to check the **NOTAM's** as part of the flight. I want to mention that we do have a **NOTAM's Section** in our dispatch system, and you should glance at it. Most often they are blank, but every once in a while, there may be something there that you should be aware of. If there is something there, you may want to make a note of it.

Read your NOTAM's.... No excuses

Mark Kusiak
President/CEO
WestWind Airlines





- Interesting FACTS -

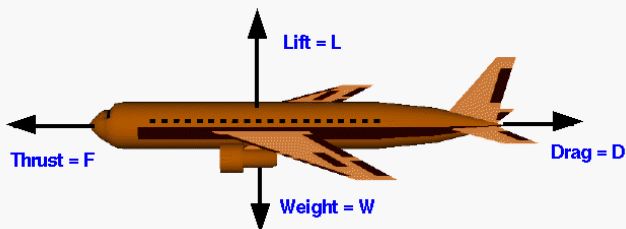
In 1958, a pilot ejected from his F-106 at 15000 feet after it entered a flat spin. Miraculously, what he saw was that his plane recovered from spin and landed (gear up) in a cornfield with only minor damage.

During the Cold War, SR-71 Blackbird pilots were tasked to fly over foreign 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.

One of the few American pilots to shoot down a Japanese plane at Pearl Harbor did so while wearing his pajamas and flying an obsolete plane.

Thrust to Weight Ratio

Glenn
Research
Center



$$\text{ratio} = \frac{F}{W} = \frac{\text{Thrust}}{\text{Weight}} = \frac{m a}{m g} = \frac{a}{g}$$

a = acceleration

m = aircraft mass

g = gravitational acceleration

High F/W = High Acceleration = High Climb Rate

F/W > 1.0 can accelerate vertically.



STAND CLEAR OF ALL LUGGAGE!

DO NOT BLOCK PATH IN WHICH THEY TRAVEL AS YOU WILL BE TRAMPLED ON!
DO NOT ASK THEM RIDICULOUS QUESTIONS AS THEY HAVE NO TIME TO ANSWER!
ANY UNOCCUPIED SEAT IS SUBJECT TO SEIZURE BY STANDBY CREWMEMBER!

Blue Angles September Events

Sept 5-7 Cleveland Air Show Cleveland, OH
Sept 12-13 Maryland Fleet Airshow Baltimore, MD
Sept 19-20 Oceana Air Show NAS Oceana, VA
Sept 26-27 Miramar Air Show NAS Miramar, CA



WestWind On-Line on a Tuesday Morning

Callsign	Pilot	Origin	Dest.	Aircraft
WWA209	Ron Henderson KMIA	()	()	
WWA2894	Ron Oines KATY	Khartoum International Airport, Khartoum, Sudan (HSSS)	Roberts International Airport, Harbel, Republic of Liberia (GLRB)	H/B77W
WWA3592	Chris Cramblet KDFW	Denver International Airport, Denver, Colorado, USA (KDEN)	Sacramento International Airport, Sacramento, California, USA (KSMF)	H/B764/W
WWA3602	Dallas JP Manning CYC	Paris-Charles de Gaulle Airport, Roissy, France (LFPG)	Berlin Tegel "Otto Lilienthal" Airport, Berlin, Germany (EDDT)	A320/L
WWA3616	javier noriega MMMY	San Antonio International Airport, San Antonio, Texas, USA (KSAT)	General Mariano Escobedo International Airport, Apodaca, Mexico (MMMY)	A320/W





SEA Seattle-Tacoma International Airport

Seattle-Tacoma International Airport (IATA: SEA, ICAO: KSEA, FAA LID: SEA), also referred to as Sea-Tac Airport or Sea-Tac, is the primary commercial airport serving the Seattle metropolitan area in the U.S. state of Washington. It is located in the city of SeaTac, approximately 14 miles (23 km) south of Downtown Seattle and 18 miles (29 km) north-northeast of Downtown Tacoma. The airport is the largest in the Pacific Northwest region of North America and in 2019 was 28th-busiest airport in the world.



It's All About V1

V1 is the airspeed where you'll either abort the takeoff and stay on the ground, or continue the takeoff and lift off, even if you lose an engine.

V1 considers two actions: the distance it takes to abort a takeoff after an engine failure, and the distance it takes to continue the takeoff.

It's the maximum speed in the takeoff where the pilot can take the first action to abort and stop the aircraft within the "Accelerate Stop Distance". It's also the minimum speed in the takeoff where the pilot can continue the takeoff and meet the required height above the surface following an engine failure within the "Accelerate Go Distance."

Hub Staff Reminder

Don't forget to check for and approve screenshots uploaded to your Hub page! When pilots submit a screenshot, you must approve it for it to be displayed. We suggest, checking every couple of days.

WestWind Airlines Selected September VATSIM Events		
Sep 2	EGKK	2030Z-2200Z
Sep 4	KCLT, KMCO, KBWI (FNO)	2300Z-0300Z
Sep 6	KPDX	1900Z-2300Z
Sep 9	SBAU, ABLO	1000Z-1122Z
Sep 12	KMIA, KFLL, KPBI	2300Z-0300Z
Sep 13	KSEA (WWA Fly-In)	2100Z-2230Z
Sep 13	KFMN, KPUB, KAEG, KSAF	2359Z-0400Z
Sep 17	KAVP	2330Z-3300Z
Sep 10	KSTL	2300Z-0300Z
Sep 20	KATL, MYNN	2100Z-0100Z
Sep 23	EDDM	1730Z-2030Z
Sep 26	KLGA	2300Z-0300Z



While there aren't official numbers on how many private pilots are landing at major commercial airports, a spokesman for the Port Authority of New York and New Jersey, which operates the regions three main airports, JFK, KEWR KLGA, is saying that there's been an uptick in the number of private pilots requesting touch and go's.

Jon Weiswasser, a vascular surgeon from New Jersey, even filmed himself completing touch and go landings recently at all three major airports in his area in a single flight (JFK, LaGuardia and Newark) in his Cessna 182.



Remember that spacecraft you guys recovered a wicked long time ago? Well, he thinks he left his wallet in it.

Private Pilots Given Rare Opportunity To Land At JFK, LAX and Other Major Airports!

While commercial air travel has rebounded slightly from its historic decline earlier this year, number of commercial planes flying are still significantly below their pre-pandemic levels. This is creating a once in a lifetime opportunity for private pilots to land at some of the busiest and most iconic airports in the U.S.

Private pilots could technically request to land at any commercial airport in the country, subject to the approval of air traffic controllers. However, these airports are often so busy that less experienced private pilots would rarely try to sneak their Cessna's and Pipers into the long line of commercial jetliners waiting to land.





WWA230



WWA3592

Airline Industry May Not Recover Until 2023

Moody's Investor Services says commercial aviation – and, as a result, the entire economy – will continue to suffer well into 2023 because of the current coronavirus pandemic. And that's a best-case scenario. Worst case is the industry doesn't rebound to last year's levels until 2024 or 2025.

Moody's said that every stakeholder associated with aviation, from airlines and airports, to plane lessors, plane manufacturers, and parts suppliers, will be squeezed, with effects rippling across the entire global economy.

"And the outsourcing by airlines of many services, along with the significance of their employment rolls and consumption of refined petroleum in normal economic times, supports economic activity across many sectors of the global economy," the analysts, led by Moody's senior vice president Jonathan Root, wrote in the report.

The International Air Transport Association predicted airlines could lose \$84 billion just this year. The one unknown in the report is whether passenger demand will return. Currently, airlines are operating at just 75 percent of capacity, if not worse, as fliers hedge their bets on getting back in the air.

The good news is that Moody's believes the industry will indeed fully recover, whether that's in 2023 or beyond.



-WWA3592's office after military retirement-



WWA3480



New Hub Manager: The Los Angeles Hub has a new Hub Manager, **Phil Cohen WWA1573, V.P. Charter Operations** has accepted the position of **KLAX Hub Manager**. Phil will continue his duties as the V.P. of Charter Operations in addition to becoming the KLAX Hub MGR.

The WestWind Journal has no doubt that Phil will do a great job in his newest position and make an already great hub even better!



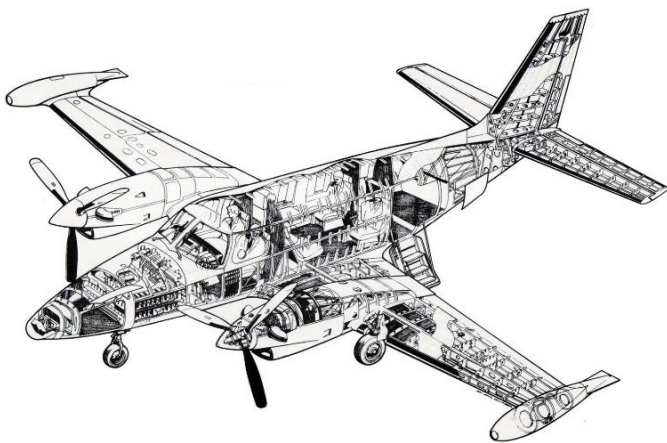


The 'Cross The Pond' Fly-in to Amsterdam (EHAM) on Aug 22. 67 arrivals including WWA3382 from JFK and WWA3592 from KBOS.

WWA3592



WWA1573



Cloud Coverage	Wind Speed	Cloud Types	Weather Conditions
<ul style="list-style-type: none"> No Clouds 1/10 1/4 1/2 3/4 9/10 Completely Overcast Sky Obscured 	<ul style="list-style-type: none"> Calm < 5 knots 5 knots 10 knots 20 knots 25 knots 50 knots 	<ul style="list-style-type: none"> High Elevation Scattered Cirrus Dense Cirrus Cirrostratus Heavy Cirrostratus Cirrus & Cirrostratus Middle Elevation Thin Altostratus Thick Altostratus Thin Altopcumulus Heavy Altopcumulus Low Elevation Stratocumulus Fair Weather Cumulus Developing Cumulus Cumulonimbus Cirrocumulus Nimbostratus Stratus Fractostratus 	<ul style="list-style-type: none"> INTERMITTENT Light Moderate Heavy Rain Snow Drizzle STEADY Light Moderate Heavy Rain Snow Drizzle THUNDERSTORMS Mild Moderate Severe Rain Snow Hail Freezing Drizzle Snow Grains Light Heavy Tornado Freezing Rain Light Heavy Ice Crystals Drifting Snow
Wind Direction	Fronts	Air Pressure	MISC. SKY COVER
<ul style="list-style-type: none"> Wind comes FROM the direction of the arrow. 	<ul style="list-style-type: none"> Warm Cold Stationary Occluded Warm (Alott) Cold (Alott) 	<ul style="list-style-type: none"> H High L Low 	<ul style="list-style-type: none"> Haze Smoke Dust/Sand Fog in Patches Light Fog Heavy Fog
Barometric Tendency	Weather Station Model Demo	SHOWERS	
<ul style="list-style-type: none"> Increase in Air Pressure over Last 3 Hours Rising, then Falling Rising, then Steady Rising Steadily Falling, then Rising Steady Falling, then Rising Falling, then Steady Falling Steadily Rising, then Falling 	<ul style="list-style-type: none"> A → 76 B → 76 C → 68 D → 68 E → 68 F → 68 G → 68 H → 68 I → 68 J → 68 	<ul style="list-style-type: none"> Slight Rain Violent Rain Slight Snow Moderate/Heavy Rain Sleet/Hail Moderate/Heavy Snow 	

September Event Schedule

Sep 6 Southern 500	Darlington Raceway
Sep 12 Auto Parts 400	Richmond Raceway
Sep 19 Bass Pro Night	Bristol Speedway
Sep 27 South Point 400	Las Vegas Speedway



WWA3592

On-Line and Possible On-Line **WestWind** Pilots

- - - Survey Request - - -

The **WestWind** Journal and the **WestWind** On-Line Operations Department would like to find out why there is a total lack of flying/participation in the monthly **WestWind** On-Line Events listed in the monthly **WestWind** Journal.

There is a fairly large number of WWA pilots that do fly online, but in well over a year the largest number of WWA pilots to fly in a WWA monthly event was two (**2**) and that was ONCE in 1999.

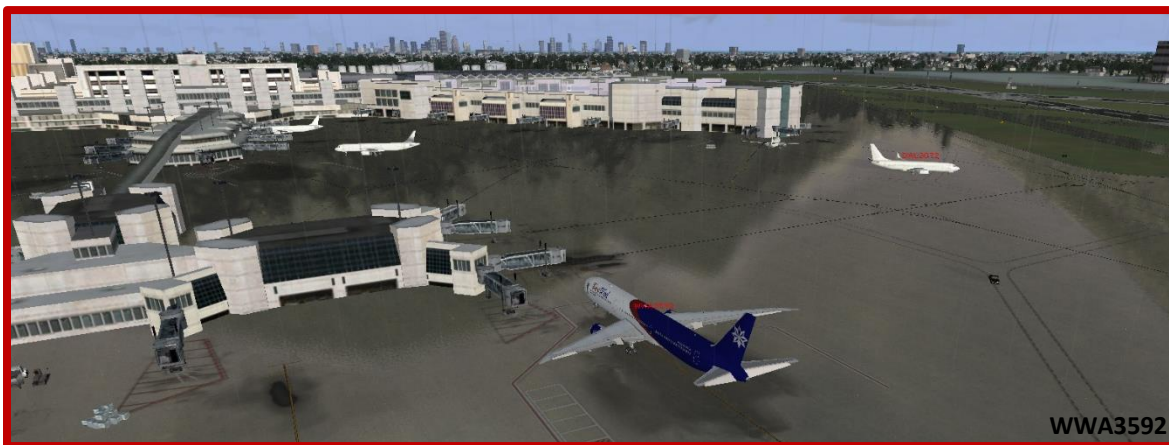
Here is what we are asking;

1. Not interested in flying WWA events. YES____ NO____
2. Not interested in flying to the locations selected. YES____ NO____
3. Would like to make suggestions as to where events are held. YES____ NO____
4. Would prefer a different day and/or arrival time. YES____ NO____
5. Other. _____

Please submit your responses to the **WestWind** Director of Online Operations & Events at cjcramblet@outlook.com
All responses will be held in the strictest of confidence!

Thank You for participating in this survey!

Chris Cramblet
WWA3592
Director of Online Operations & Events
WestWind Airlines





Gate Assignments

Most often gates are assigned by the dispatch center of the airlines rather than the airport. Through leasing agreements, airlines receive access to select number of gates at specific airports.

Based on the plane size, availability, and the place where the plane is arriving from, the dispatch center decides the gate number. For example, if the flight is a domestic one, passengers only need to visit the baggage claim and then exit. In case, it is coming from an international destination, a gate which has direct access to customs and immigration is assigned.

There are a few airports which also assign blocks to particular airlines and these are further assigned to flights. This is mostly done on first-come-first-serve basis. There are also several categories of gates which are in accordance with the size and the capacity which decide the aircraft type that can be managed.

Based on the connections, it is easy for an airline to decide the gate number. This scenario changes most of the time as major airports have a large number of flights to accommodate. In this case, whichever gate is free, the plane is assigned that gate. Also, if the airports are smaller, the gate number do not make a difference.



You just crossed MANZA intersection and you're inbound to Runway 17R. Are you currently left or right of course (assuming you're using a CDI with OBS)?

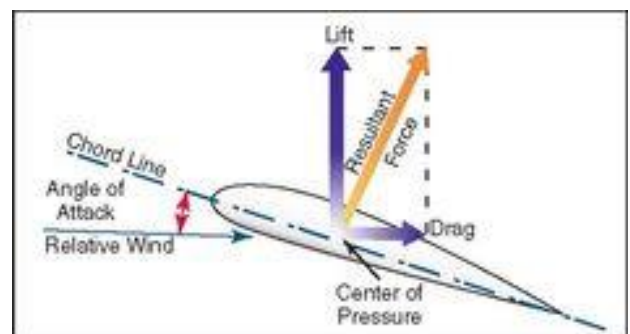
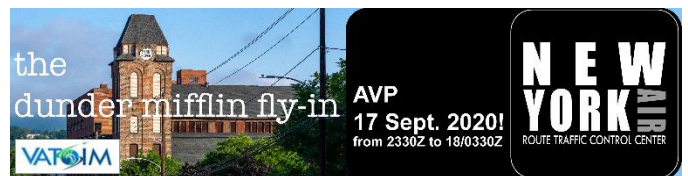
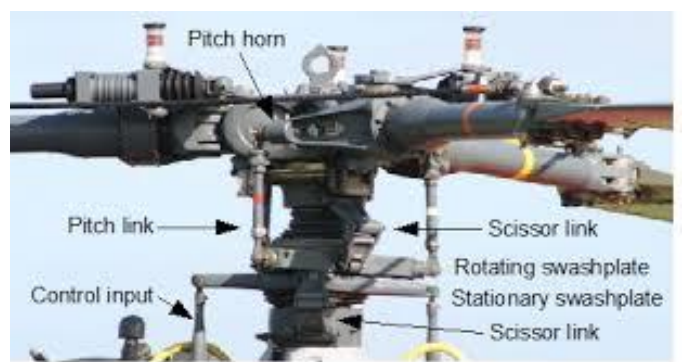


Checkitis - What is it?

Basically, it is the fear of a check ride or oral exam. In my case, even with 30 years of flying, I had an unreal fear of the Oral Exam! The flight portion was never an issue for me however I would almost go into panic mode in the days leading up to an oral exam! I never failed one, but still the apprehension and tension of an upcoming oral exam would just overwhelm me the week before the oral! To this day, I have never figured out why? Just me, I guess!



Chris Cramblet
WWA3592
Retired Military
Aviator, CFI, ATP



WestWind Charters

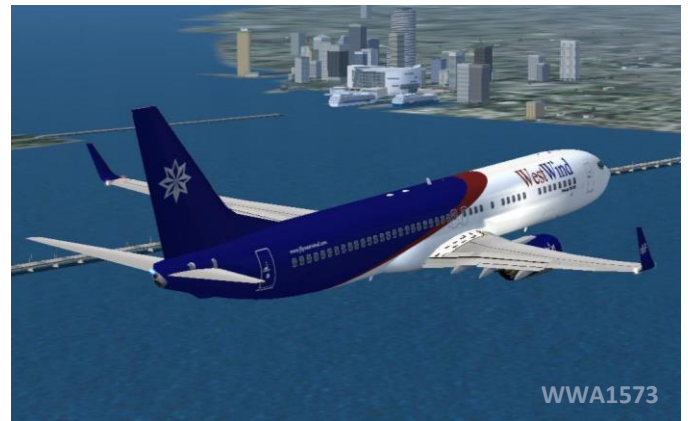


Phil Cohen WWA1573
Executive Vice President Charter Operations

September Charter of the Month



P257 – Great Lakes VFR



WWA1573



Portland Getaway

1200-1600 PDT | 1900-2300 ZULU
Sunday, September 6, 2020

VATSIM



WWA3592

Hopefully, you have noticed that the WestWind Charter Department now provides monthly Charter flights that we carry in the WestWind Journal (see above). So, now get out there and fly a charter or two! Besides the charter we will bring you each month, there is a huge selection of additional charters to choose from, so there is no excuse to not fly a charter! **WestWind Charters Worldwide!**



No Matter What You Fly



Fly On-Line via VATSIM

You'll Be Glad You Started!



Contact any Staff member for assistance
in getting started!



WWA138

We are moving towards weather conditions that will require de-icing prior to flight.

WestWind De-Icing policies are below.



ALL WestWind aircraft will de-ice when conditions require, regardless of the time involved! De-ice time is part of the overall flight time (gate to gate time).

WestWind aircraft will not de-ice in a gate. De-icing will only be accomplished on de-ice pads or where directed by ATC or the local airport charts

Outside Air Temperature ^{1,2}		Wing Surface	WestWind Airlines Approximate Holdover Times Under Various Weather Conditions (hours : minutes)							
Degrees Celsius	Degrees Fahrenheit		Freezing Fog or Ice Crystals	Snow, Snow Grains or Snow Pellets ³			Freezing Drizzle ⁵	Light Freezing Rain	Rain on Cold Soaked Wing ⁶	Other ⁷
				Very Light ⁴	Light ⁴	Moderate				
-3 and above	27 and above	Aluminum	0:11-0:17	0:18-0:22	0:11-0:18	0:06-0:11	0:09-0:13	0:02-0:05	0:02-0:05	CAUTION: No holdover time guidelines exist
below -3 to -6	below 27 to 21	Aluminum	0:08-0:13	0:14-0:17	0:08-0:14	0:05-0:08	0:05-0:09	0:02-0:05		
below -6 to -10	below 21 to 14	Aluminum	0:06-0:10	0:11-0:13	0:06-0:11	0:04-0:06	0:04-0:07	0:02-0:05		
Below -10	below 14	Aluminum	0:05-0:09	0:07-0:08	0:04-0:07	0:02-0:04				

This table is for departure planning and should be used to plan the **Hold Over Time (HOT)**. **HOT is the time after de-icing that the aircraft is safe for takeoff. If the HOT time expires, you must return to the de-ice pad to re- de-ice!**

- **Hold Over Time Examples:** If its 30 degrees F, with light snowfall, after de-icing you have 11-18 minutes to takeoff! If it's 25 degrees F, with light snowfall, after de-icing you have 8-14 minutes to takeoff! If it's 5 degrees F, with light snow fall, after de-icing you have 4-7 minutes to takeoff!! If it's 5 degrees F, with light freezing drizzle, after de-icing you must takeoff **immediately!**
- Should the **HOT** time expire prior to takeoff, request repositioning to the de-ice pad to re de-ice.
- Engines must be shut down during de-icing, APU may be running.
- Annotate in your flight log/report that you de-iced.

WestWind – Safety First!





WestWind Hub of the Month



Singapore Changi Airport, commonly known as Changi Airport (IATA: SIN, ICAO: WSSS, FAA LID: SIN), serves more than 100 airlines flying to 380 cities in around 100 countries and territories worldwide, as of 31 December 2019. About 7,400 flights arrive or depart at Changi each week – about one every 80 seconds.



For the 2019 full-year figures published by the airport, the airport handled 68,300,000 passengers, this made it the seventh busiest airport by international passenger traffic in the world and the third busiest in Asia. In addition to being an important passenger hub, the airport is also one of the busiest cargo airports in the world, handling 2.01 million tons of cargo in 2019.

The airport has won over 620 awards since its opening, including 28 "Best Airport" awards in 2019 alone. Changi Airport's efforts to mitigate the effects of ageing infrastructure include continual physical upgrades to its existing terminals and building new facilities to maintain its high standards in airport service quality.



Fire Protection

In designing an airplane's fire protection systems, manufacturers use the principles of separation, isolation, and control. These principles involve separating the three essentials for creating a fire (i.e., fuel, ignition source, and oxygen), isolating potential fires from spreading to other parts of the airplane, and controlling a fire should one occur.

To affect this separation, isolation, and control, both passive and active systems are used. Passive systems include the use of noncombustible or self-extinguishing materials; separation by routing, compartmentation, isolation, ventilation, and drainage; and bonding and grounding. Active systems include fire and overheat detection systems, fire-extinguishing systems, temperature sensing, air and fuel shut-off means, and automatic shutdown of nonflight critical systems. These protection systems meet all of aviation's regulatory requirements.

Because of the importance of engines to safe flight, it is critical that they incorporate extensive and reliable fire-protection systems. The APU utilizes similar systems. The engines and strut or pylon structures on airplanes form compartments, each of which is isolated by basic structure and ancillary surfaces. Each engine nacelle or strut compartment is designated as a zone, such as fire zone, flammable fluid leakage zone, or dry bay zone, according to the potential for the presence of flammable fluids and ignition sources. Only the compartments that contain ignition sources and the potential for flammable fluid leakage are classified as fire zones. The

areas adjacent to the engine fire zone — such as the engine fan compartment, strut or pylon, and strut heat shield — are isolated by firewalls. Other compartments are isolated by bulkheads and vapor barriers.

The typical engine fire-detection system includes both fire and overheat detectors. Each detector location has two heat-sensing elements along with associated support tubes, brackets, and electrical connectors. Sufficient area coverage is required to ensure prompt detection of a fire within the fire zone. The detector elements of the fire- or overheat-detection system are configured to form two redundant loops, with each detector loop monitored by a separate control card or a controller. Signals from the detectors are processed through an automatic fire-and-overheat-logic-and-test system to generate flight-deck displays and aural warnings to alert the crew in the event of an engine fire. Alerts are displayed in the form of lights (i.e., a red **MASTER WARNING** for fire and an amber **CAUTION** for overheat), together with the simultaneous illumination of the associated engine-fire handle and fuel-shutoff switch for an engine fire. On airplanes with engine-indication-and-crew-alerting-system (EICAS) capability, EICAS messages are shown on the integrated flight-deck displays. An EICAS message also appears in the event of a detector system failure.

Engine fire-extinguishing systems consist of extinguishing-agent high-pressure bottles, distribution tubing, nozzles, and flight-deck controls and displays. Two fire-extinguishing-agent bottles containing Halon 1301 and interconnecting tubing are installed in a location where they can serve two engines, although there are airplane models that have two independent bottles serving each engine. On some airplane models, the bottles are installed in the left and right wing leading edge. On other models, they are mounted in the fuselage or in the strut or pylon. Each engine fire zone is required to be protected by two independent extinguishing-agent bottles, each capable of extinguishing a fire within the zone.

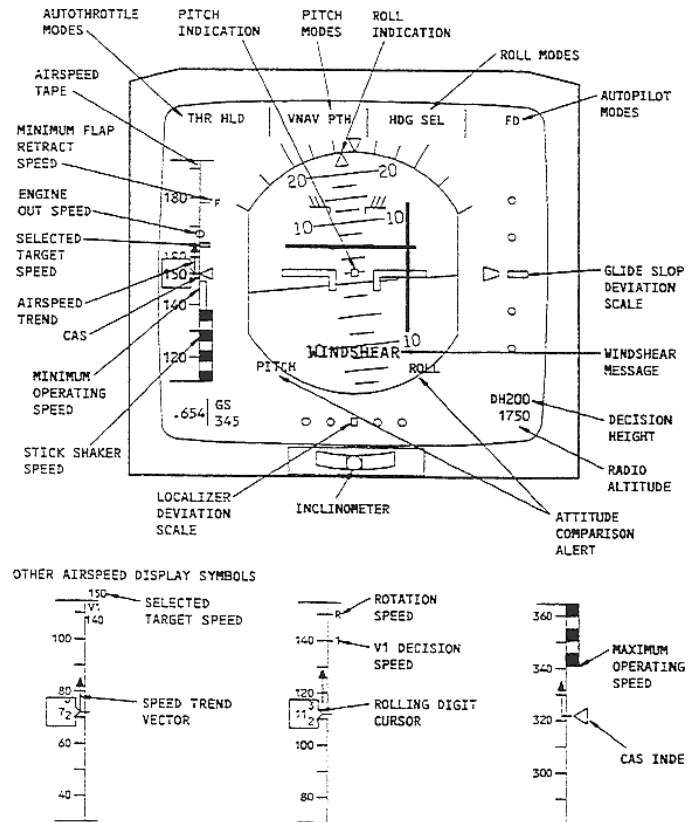
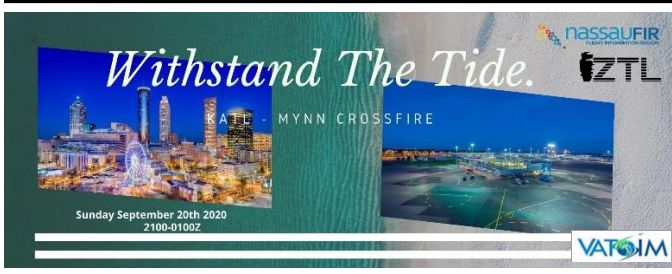


September Issue Screenshot Credits

- | | |
|-----------|-----------------|
| • WWA138 | Kim Stolt |
| • WWA230 | Bob Sturm |
| • WWA1116 | Vince Storelli |
| • WWA1573 | Phil Cohen |
| • WWA1750 | Paul Williamson |
| • WWA2894 | Ron Oines |
| • WWA2971 | Paul Reitman |
| • WWA3105 | Bob Armer |
| • WWA3480 | Mark Kusiak |
| • WWA3609 | Luuk Bakkum |
| • WWA3635 | Donald Tinc |
| • WWA3615 | Hal Morse |
| • WWA3592 | Chris Cramblet |

The WestWind Journal, September 2020





Starting That Turbine

In general, the main challenge with starting a turbine engine is ensuring there is sufficient airflow before introducing fuel. If the turbine blades are not pushing enough air through the engine, introducing fuel and beginning combustion will cause the engine to overheat and will damage it. This is called a hot start.

So, every jet engine uses one or more methods to spin the turbine to a safe speed (usually around 10% to 30% N1 [maximum RPM]) before beginning combustion:

- Air start unit: The so-called "start cart" is a wheeled airport utility that can be carted over to an aircraft. It provides high pressure air to the engine to start it. This helps save the battery from wear due to repeated use. Start carts are at every major airport.
- Cross-bleed start: With this method, bleed air from an already-running engine is used to start another engine. This is a common feature on multi-engine aircraft and is a technique used to restart a failed engine.





WWA3615

knots for turn angles greater than those typically required for high speed runway turnoffs and 90 degree turns. Note: High taxi speed combined with heavy gross weight and long taxi will result in tire sidewall overheating.



WWA230

A Pilot's Prayer

God, Grant me the eyes of an Eagle,
The judgment of an Owl,
The quickness of a Hummingbird,
The reflexes of a Cat,
The radar of a Cave Bat,
The heart of a Bull, and
The balls of an Army helicopter pilot.

Anonymous



Promoting Aviation
Through
Simulation!



Taxi Speeds

Taxi speed should be closely monitored during taxi out, particularly when the active runway is some distance from the departure gate. Normal taxi speed is approximately 20 knots, adjusted for conditions. On long straight taxi routes, speeds up to 30 knots are acceptable, however at speeds greater than 20 knots use caution when using nose wheel steering to avoid overcontrolling the nose wheels. When approaching a turn, speed should be slowed to an appropriate speed for conditions. On a dry surface, use 10

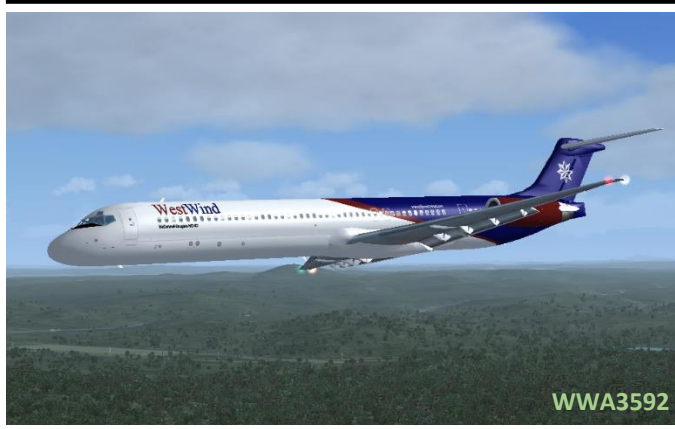


WWA1750



September 9 / SBAU, SBLO / 1000Z-1122Z

Are You Flying On-Line With VATSIM If Not, You're Really Missing Out!



BOMBARDIER
AEROSPACE



Bombardier is happy to announce the delivery of the first Global 5500 aircraft to be based in the United States. This business jet, which will be available for charter, was recently delivered to longtime Bombardier customer Unicorp National Developments, headquartered in Orlando, Florida.

"Our team at Unicorp is beyond excited to benefit from the first Global 5500 aircraft in the United States," said Chuck Whittall, President, Unicorp National Developments. "This aircraft will allow us to travel with less fuss and more peace of mind."

VATSIM

During late July and early August, some of our on-line pilots may have noticed an issue logging onto VATSIM. During that

time, VATSIM servers were having maintenance done and being upgraded. Although the interruption was very limited and few people were impacted, if even for a few minutes, all maintenance has been completed and no interruptions should occur in the future.

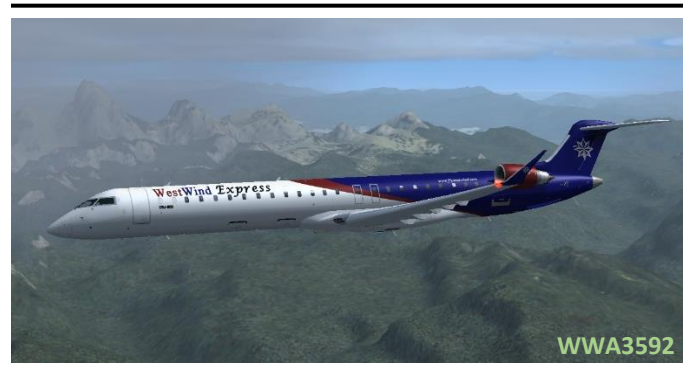
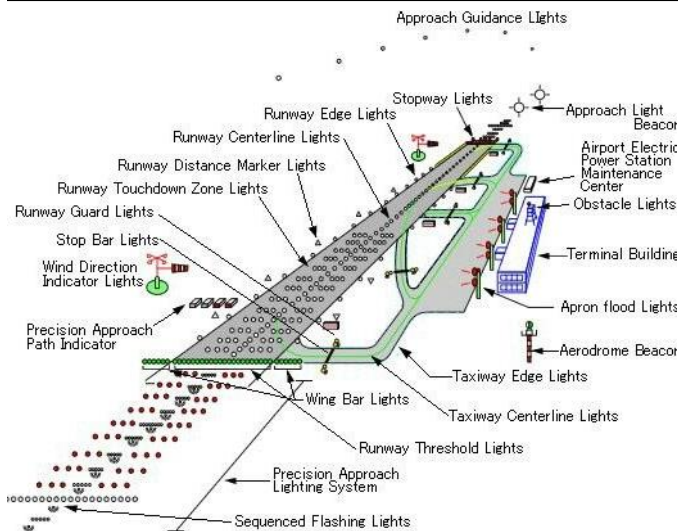


Boeing's first production 737, which made its first flight on April 9, 1967. Boeing used the 737 as a flight test aircraft before it became NASA's Transport Systems Research Vehicle in 1974. It's now on long-term loan from NASA to Seattle's Museum of Flight.

Around The Prairie 2021

WestWind On-Line pilots, would you be interested in a live relay race with 4 take offs and landings? The entire event would last no more than 3 hours. Participants would takeoff at 4-minute intervals to pre-determined airfields, land, set brakes, then be released (brake release call) by a Race Official to the next airfield. Each participant would be timed from start to end. **1st, 2nd & 3^d places!** See the FORUMS; On-line Operations & VATSIM and Online Events, subject line "WestWind On-Line Relay Event – Race".





Microsoft Flight Simulator 2020 Minimum System Requirements

Minimum Spec

CPU

AMD Ryzen 3 1200
Intel i5-4460

GPU

Radeon RX 570
Nvidia GTX 700

VRAM

2GB

RAM

8GB

Storage

150 GB

Minimum OS version

Windows 10 Nov 2019 update (1909)



Labor Day is a federal holiday in the United States celebrated on the first Monday in September to honor and recognize the American labor movement and the works and contributions of laborers to the development and achievements of the United States. It is the Monday of the long weekend known as Labor Day Weekend.

Beginning in the late 19th century, as the trade union and labor movements grew, trade unionists proposed that a day be set aside to celebrate labor. "Labor Day" was promoted by the Central Labor Union and the Knights of Labor, which organized

the first parade in New York City. In 1887, Oregon was the first state of the United States to make it an official public holiday. By the time it became an official federal holiday in 1894, thirty states in the United States officially celebrated Labor Day.



Your WestWind Staff

President and CEO	Mark Kusiak
Chief Operations Officer	Paul steele
Chief Pilot & Administrations Officer	Sean McConnell
Chief Information Officer	George Forster
Chief Maintenance Officer	-Vacant-
Director Online Operations & Events	Chris Cramblet
Director IT	-Vacant-
Director Cargo Operations	-Vacant-
Vice President Charter Operations	Phil Cohen
Vice President Flight Operations	-Vacant-
Alaska Regional Director	Scott Robison
Caribbean Regional Director	Braden Vandererau

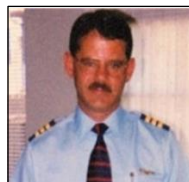
- Hub Managers -

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	Phil Cohen
New York Hub Manager KJFK	Sean McConnell
Seattle Hub Manager KSEA	Dwayne White
Singapore Hub Manager WSSS	Bob Armer
Sydney Hub Manager YSSY	Kenneth Hayes

This concludes the September issue (20-9) of THE WESTWIND JOURNAL, we hope that you have enjoyed it and found some useful information. Look for the October issue full of updates!

> > **Stay Safe out there** < <

- THE WESTWIND JOURNAL -



Publisher/Editor
Chris Cramblet WWA3592
cjccramblet@outlook.com



Assistant Editor
Hal Morse WWA3615
k9blueman@aol.com