THE WESTWIND JOURNAL

November 2020 Issue 20-11 WestWind Airlines

October 2020 Flight Hours

Total WestWind Hours:	**3444.2**
Total On-Line Hours:	**712.7**
Total Off-Line Hours:	**2731.5**
Passengers Carried:	109,907
Cargo Hauled:	24,608,397 lbs.

October 2020 Hub Rankings

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

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

October's Top *Off-Line* Pilots

CYYC	Ian Crawford WWA752	5.7
EGLL	John Kasimatis WWA2132	103.3
EHAM	Hal Morse WWA3615	282.2
KATL	Mike Jones WWA3381	106.8
KCVG	Tim Essex WWA3209	63.4
KDEN	Doug Addington WWA761	75.4
KDFW	Al Stallaumer WWA107	122.4
KJFK	Paul Williamson WWA1750	137.7
KLAX	Mark Kusiak WWA3480	2.8
KMIA	Nicholas Baker WWA3229	98.6
KORD	Eugene Chase WWA299	42.4
KSEA	Terry Parthemore WWA1750	75.4
WSSS	Bob Armer WWA3105	84.1
YSSY	Kenneth Haynes WWA2055	55.0

Flying The Jetways Every Day

October's Top *On-Line* Pilots

CYYC	Ron Oines WWA2894	141.3
EGLL	Bryan Sutherland WWA3177	61.5
EHAM	Fred Koch WWA3631	104.5
KATL	Rich Tillery WWA3240	5.5
KCVG	Edward Harper WWA2683	10.8
KDEN	Larry Horton WWA3241	10.8
KDFW	Nathan Little WWA3151	11.0
KJFK	John Manutes WWA2280	9.8
KLAX	Vic Alesi WWA136	7.5
KMIA	Mike Osburn WWA2691	56.7
KORD	Chris Cramblet WWA3592	57.8
KSEA	Erwin Michael WWA299	49.1
WSSS	*NA*	*NA*
YSSY	Andrew Wheeler WWA49	36.9

Flying AS Real As It Can Be

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

WestWind Airlines

Newest Pilots - October 2020

William Ross WWA3642, WSSS Hub

\- - -

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

TOP Passenger and Cargo Crews

October 2020

Carrying the Most Passengers

Hal Morse WWA3615, EHAM Hub / 15,782 PAX

Hauling the Most Cargo

John Kasimatis WWA2132, EGLL Hub / 5195780 lbs.

The WestWind Screenshot Competition

Selected by the WestWind Staff every month!

October 2020 Winner

Al Stallbaumer

WWA107

Dallas/Ft. Worth Hub

Top WestWind Passenger Hub

October 2020



The Amsterdam Hub

24,509 Passengers Carried In October 2020

Top WestWind Cargo Hub

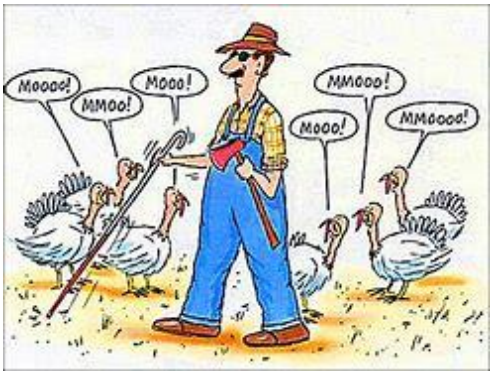
October 2020


The London Hub

5,362,640.0 lbs. Cargo Hauled In October 2020

WestWind Holiday Fly-Ins

We are entering the 2020 Holiday Season. There will be plenty of things to do, that's for sure. Don't forget that many fly-ins will be taking place in the on-line community and **3** that will be sponsored by WestWind Airlines. Be a part of the WestWind Team and fly our fly-ins this holiday season! You'll be glad you did, and you may just want to start participating in our monthly fly-ins all year long!



WestWind Charters

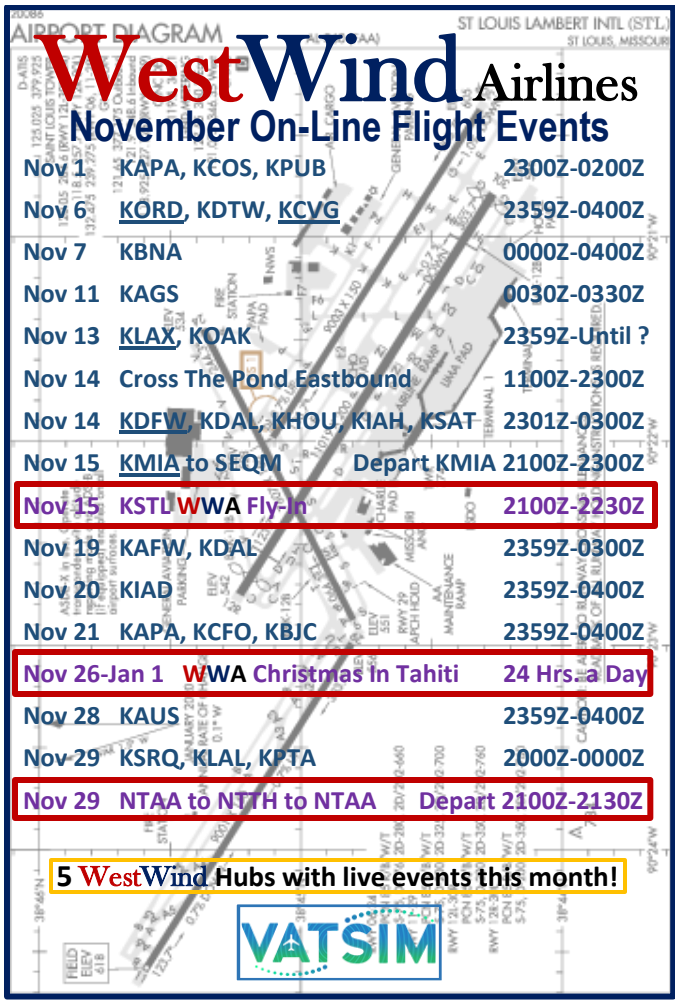
Phil Cohen WWA1573
Executive Vice President Charter Operations

November Charter of the Month

P292 – Thanksgiving Weekend Bike Getaway

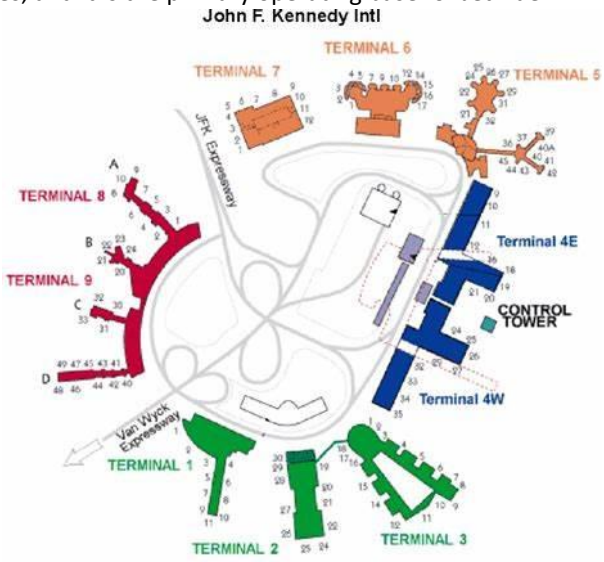
Be a contributing member of the WestWind Team and support the website and the WestWind Journal. Your screenshots are important to the monthly updating of the WestWind website opening page and the screenshots displayed there! Remember, a new screenshot is added every month and only you can make that happen! In addition, your screenshots help the WestWind Journal provide screenshots from a wide range of WestWind members on a monthly basis!

You can easily add a screenshot after a flight, when filing your flight time. Go ahead it's easy, simple, fast and important! Do it after every flight!



WestWind Journal's FEATURED AIRPORT

John F. Kennedy International Airport (IATA: JFK, **ICAO: KJFK**, FAA LID: JFK) The airport is the busiest international air passenger gateway into North America, the 21st-busiest airport in the world, the sixth-busiest airport in the United States, and the busiest airport in the New York airport system, having handled over 62.5 million passengers in 2019. More than ninety airlines operate from the airport, with nonstop or direct flights to destinations in all six inhabited continents. JFK is a hub for WestWind Airlines, American Airlines and Delta Air Lines, and it is the primary operating base for JetBlue.



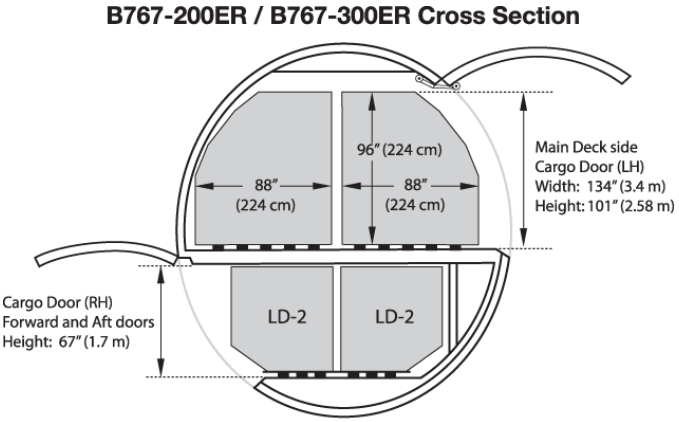
JFK is located in the Jamaica neighborhood of New York City's Queens borough, 16 miles southeast of Midtown Manhattan. The airport features six passenger terminals and four runways.

JFK is one of only three airports in the United States, with Chicago-O'Hare and Los Angeles International, that is used as a hub for more than one of the three U.S. mainline carriers. The facility opened in 1948 as New York International Airport and was commonly known as Idlewild Airport. Following John F. Kennedy's assassination in 1963, the airport was renamed John F. Kennedy International Airport as a tribute to the 35th President.

Just two MONTHS

Until The WestWind Journal announces the

WestWind Journal Hub of the Year!



Our own Hal Morse WWA3615, EHAM Hub MGR, is a retired USMC C-130 Aviator.

This Month The WestWind Journal Salutes The Aviators of the

United States Marine Corps

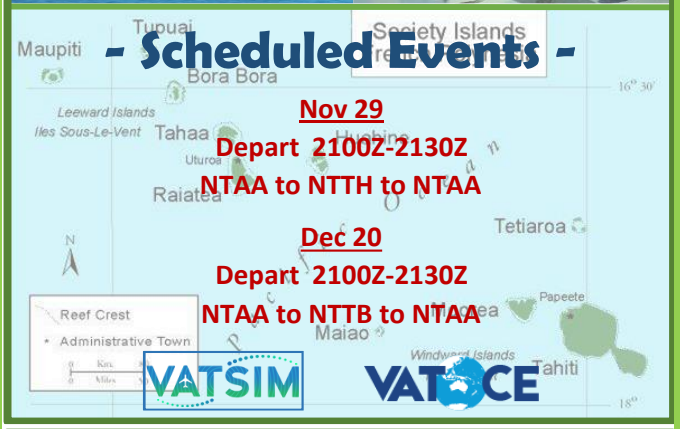
November 10th, 1775

THE FEW THE PROUD

A Bad Start

Spicejet flight SG622 operating a Boeing B737-800 aircraft registered VT-SGK was involved in an accident at Surat while taking off to operate a scheduled flight to Delhi. The flight was under the command of an ATPL holder; the First Officer was a CPL holder. There were total of 151 passengers and 6 Crew members on board the aircraft.

During the take-off roll of Spicejet flight SG622, when the aircraft was around 350 yards from start of the runway and about a yard or so, on the left of the center line, the left engine of the aircraft hit a buffalo. Immediately take-off was abandoned, and aircraft brought back to the ramp. There was substantial damage to the engine while there was no fire or injury to anyone on board.



All WestWind Pilots are encouraged to take part in this premier event! On-Line or Off-Line, be a part of this event!

If you wish to fly into Papeete Intl [Faa'a] (NTAA) or any of the islands ahead of time to deliver supplies, feel free to do so. In addition a few pilots should stay beyond Jan 1 to assist with the clean-up and transport of WWA ground personnel back to the U.S..

The Goal of 'Christmas In Tahiti' is to have FUN!

Papeete International Airport [Faa'a] **(NTAA)**, has ample room for heavy RON parking of WestWind flights arriving from around the world. There you can jump into smaller aircraft to explore the islands!

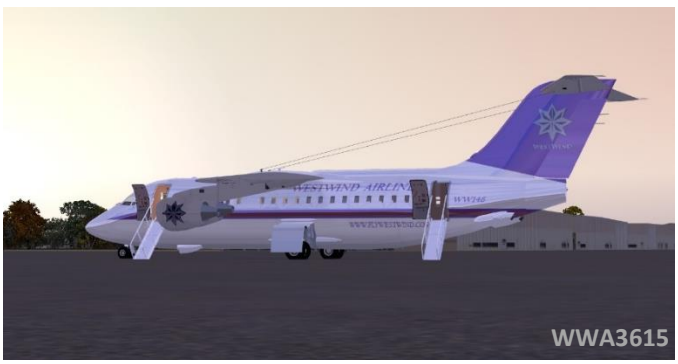
BOMBARDIER MITSUBISHI AIRCRAFT CORPORATION

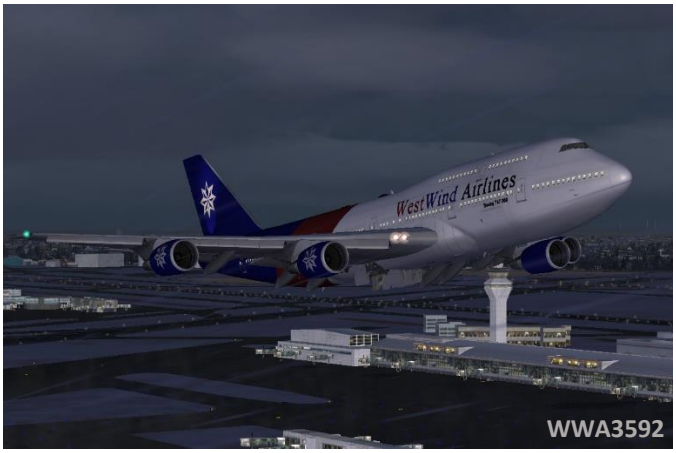
Bombardier sold its commercial plane division and will now focus solely on private jets.

Mitsubishi and Bombardier completed a sale of the popular CRJ aircraft line in June, with all aircraft being rebranded under Mitsubishi overnight. The sale is the latest in a recent string of high-profile Bombardier divestments from commercial aviation that can be traced back to its sale of the C Series program to Airbus.

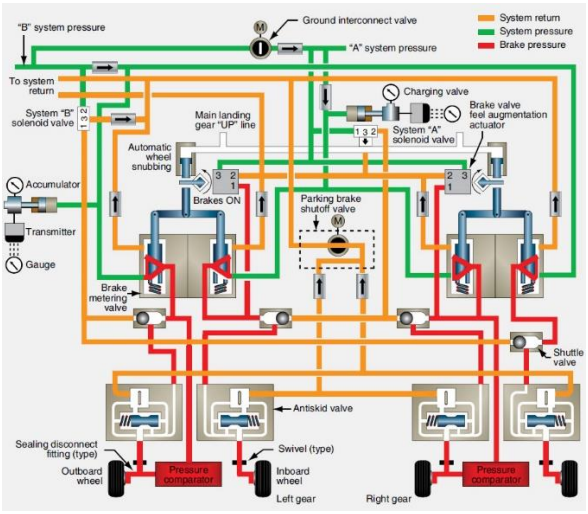
Bombardier now has no commercial planes in its stable, focusing mainly on business jets and trains moving forward. To many Americans, Mitsubishi is perhaps most well-known for its cars and electronics. But on June 1, thousands of Americans technically took to the skies on Mitsubishi aircraft without knowing it and have been doing so every day since.

But June 1 wasn't the first-time passengers boarded an aircraft that was developed, built, and marketed by the Bombardier only to be sold off to a competitor. In fact, it's at least the third time in five years as Bombardier has been steadily selling off even its most popular aircraft lines, leading to the end of the Bombardier Commercial Aircraft division of the company, despite the groundbreaking aircraft that it has produced.





Good Brakes?



It is possible to get a good indication of whether the brakes will work BEFORE touching down. You test them by applying pressure. If the pedal or lever stays firm indicating pressure, then you have a good indication that the brakes will probably work. No guarantees though.

Here's the interesting conundrum. On some aircraft the brakes (which typically only activate on both Main Landing Gear and not the Nose Gear), are operated by one hydraulic system. On some aircraft there are two independent hydraulic systems, one for the left main landing gear brakes and one for the right. The pilot MUST understand his aircraft's systems. Testing the brakes before landing can give you ample warning so that you can apply some pre-landing preparations.

Mainly, given that the pilot discovers the issue before touching down, the logical choice is to land at the airport with the longest runway possible. Say your intended destination has a 6,400 foot runway, but just 30 miles away is a larger airport with a 11,500 foot runway. Where do you think you should try to land without brakes?

If you don't discover that you have a brake failure until after touching down, then you try to keep the aircraft under control and not hit anything. Your best choice is almost always to keep the aircraft rolling straight down the runway until it stops.

Maybe alternating slight left and right turns to scrub off speed as you slow down. You'll steer with the rudder pedals, which either operate the nose wheel steering or on some aircraft with a full castering nose wheel the rudder alone will be used for steering since the brakes don't work. If you're in an airplane with a full castering nose wheel, I wouldn't try scrubbing off speed, the rudder loses its effectiveness as the aircraft slows. Once firmly on the ground, shutdown the engines to help ensure that you won't do as much damage should you run into something. Eventually, you might run off the end of the runway into grass or dirt but that should help slow the aircraft to a stop.

Block Time Calculated 2.4 1.9 3.7 0.8

We're sure that everyone has noticed that our block time [the time from pushback to arrival brakes set] is now automatically calculated! When you enter your departure time and arrival time, when filing your flight report, your block time is automatically filled in! A really nice touch and we have **George Forster WWA2379, Chief Information Officer** to thank!

The STICK SHAKER

A stick shaker is a mechanical device designed to rapidly and noisily vibrate the control yoke (the "stick") of an aircraft, warning the flight crew that an imminent aerodynamic stall has been detected. It is typically present on the majority of large civil jet aircraft, as well as most large military planes.

The stick shaker comprises a key component of an aircraft's stall protection system. Several accidents, such as the 1963 BAC One-Eleven test crash and American Airlines Flight 191, were attributable to aerodynamic stalls and motivated aviation regulatory bodies to establish requirements for certain aircraft to be outfitted with stall protection measures, such as the stick shaker and stick pusher, to reduce such occurrences. While the stick shaker has become relatively prevalent amongst airliners and large transport aircraft, such devices are not infallible and require flight crews to be appropriately trained on their functionality and how to respond to their activation. Several instances of aircraft entering stalls have occurred even with properly functioning stick shakers, largely due to pilots having improperly reacted.

The shaker portion is nothing more than a specially created electric motor with a flywheel attached to a portion of the control wheel. When the AOA information gathered from the angle of attack vanes on the outside of the fuselage increases beyond a set value, a signal is sent to the electronic flight controller that serves as the brains of the system. This computer compares the current signal against a default value that indicates safe flight. If the AOA exceeds that value, an electric motor attached to the control wheel spins a special flywheel that vibrates rapidly enough in fact to make the PIC's hands shake and is impossible to ignore. The vibrations are a wake-up call to the flying pilot to reduce angle of attack, an action that changes the electrical signal to the flight controller, halting the shaker.

Airbus handles that situation differently. In the design philosophy of Airbus, the automation protects the plane. When the angle of attack approaches a critical value, Airbus activates a so-called "Alpha Floor" function which revs up the power to maximum thrust and applies enough elevator downforce to make sure the angle of attack doesn't increase further. The pilot notices the engines revving up and gets a A.FLOOR indication on the screen. The pilot does need to intervene to get back to normal flying, in other words, the automation does not try to determine when the urgency of the situation is over, it leaves that to the human pilot to do.

Aviation safety means the state of an aviation system or organization in which risks associated with aviation activities, related to, or in direct support of the operation of aircraft, are reduced and controlled to an acceptable level. It encompasses the theory, practice, investigation, and categorization of flight failures, and the prevention of such failures through regulation, education, and training. It can also be applied in the context of campaigns that inform the public as to the safety of air travel.

St. Louis Lambert International Airport (IATA: STL, **ICAO: KSTL**, FAA LID: STL), formerly Lambert–St. Louis International Airport, is an international airport serving St. Louis, Missouri, United States. Lambert Field was the first airport with an air traffic control system–albeit one that communicated with pilots via waving flags. Charles Lindbergh's first piloting job was flying airmail for Robertson Aircraft Corporation from Lambert Field.

WestWind Monthly Pilot Awards

November 2020

Amsterdam Hub

Pilot of the Month I
Fred Koch WWA3631

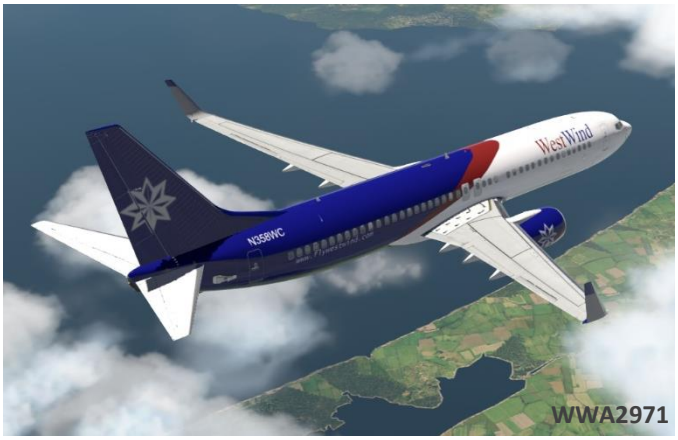
Pilot of the Month II
Paul Runge WWA14

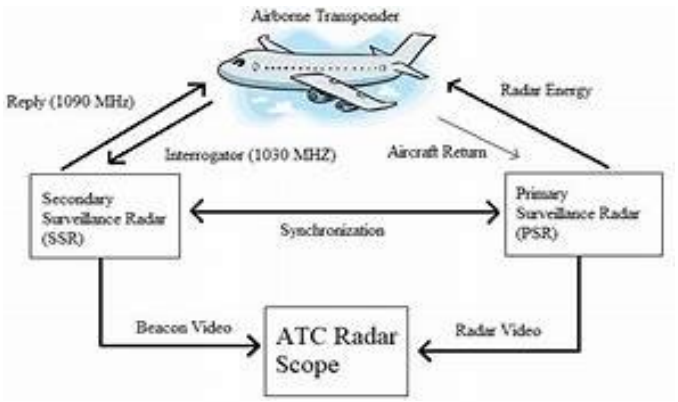
Chicago Hub

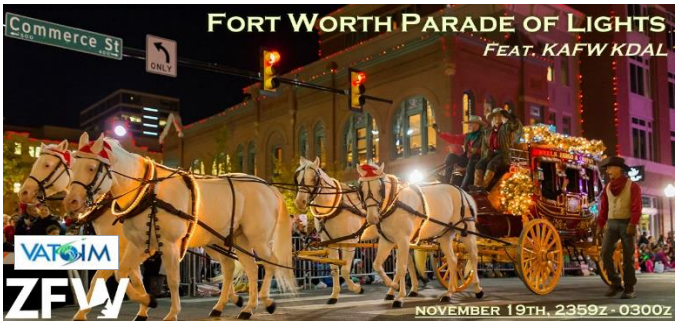
On-Line Pilot of the Month
- Not Awarded This Month –
(No Hub pilot other than Hub Staff flew on-line during October)

Off-Line Pilot of the Month
Eugene Chase Jr. WWA299

No Other Hubs Reported Awards







The following article was submitted by

Sean McConnell WWA659 and rewritten by Mark Kusiak WWA3480, Westwind CEO

(Not edited or formatted by the WestWind Journal)

Air Hauler 2 Pilots Wanted

WestWind Airlines is pleased to announce the creation of a Virtual Airline in Air Hauler 2 (AH2) for WestWind Virtual Airlines. Air Hauler 2 is an addon that works with FSX/P3D and X-Plane 11 that allows you to simulate a cargo and passenger operation and airline economy that permits the member pilot to earn money towards and grow an airline operation. WestWind Virtual Airline has created a user community on the Air Hauler2 user domain that emulates the economies of scale for and on behalf of WestWind Virtual Airlines.

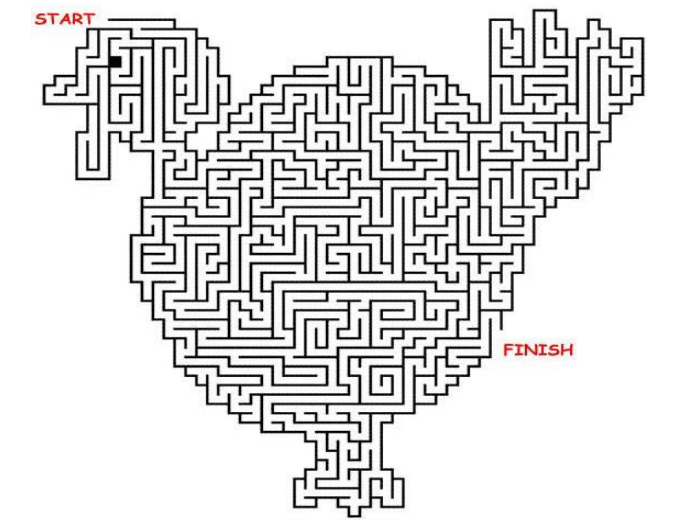
Our group is in competition with other VA groups on the Air Hauler 2 domain, therefore we looking for pilots to join the ranks and help to put WestWind in the top performance area of the domain. Note that you can join as PPL, flying small airplanes, and grow to become an ATP, flying the big haulers. AH2 allows you to contribute to the bottom line and reputation of the airline by transferring cargo jobs from your own airline to the WestWind VA. The profit from this job goes to the VA with a percentage credited to your own personal bank account within AH2. AH2 provides added challenges for flying including the safe and accurate operation of your chosen aircraft and delivering jobs on schedule. Improper operation such as poor landings will result in costs to your company for the repairs of damaged aircraft.

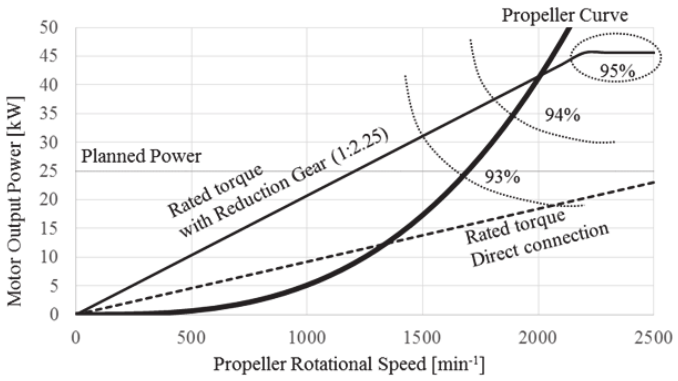
If you want to have the added responsibility of flying a varied schedule and meet the challenges of competing with others in the Air Hauler 2 domain, then this opportunity is for you. Both passenger and cargo flights are available. Put your skills to the test in a way that is new and different and fun. There's nothing on the line except for WestWind's reputation. To participate, you must own Air Hauler 2.

If you are interested in joining this demanding and exciting program please contact Sean McConnell - WWA659, George Forster - WWA2379 or Fred Koch - WWA3631 for more information regarding the AH2 group and how to join.

Air Hauler 2 is an add-on that provides a different twist on flying. The program can be found here: see https://www.justflight.com/product/air-hauler-2 . The program is available for Windows operating system computer and there are separate versions for FSX/P3D and X-Plane 11. A version for MSFS 2020 is being worked on by the developer, however no availability date is yet known. Note that each version is a separate order so think carefully about your needs before ordering. No matter which version you use/buy, you will always be able to join the WWA VA.

For any questions please contact:
Sean McConnell (WWA659)
George Foster (WWA2379)
Fred Koch (WWA3631)





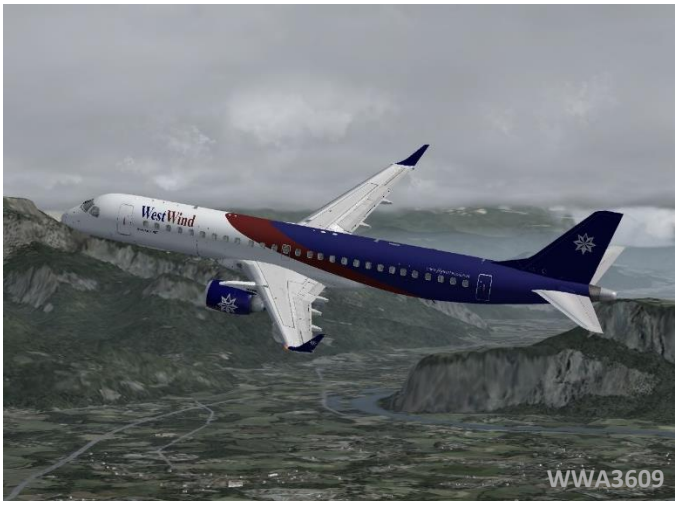
Aircraft Thrust Reversers

As aircraft have increased in gross weights with higher landing airspeeds, the problem of stopping an aircraft after landing has greatly increased. In many instances, the aircraft brakes can no longer be relied upon solely to slow the aircraft within a reasonable distance, immediately after touchdown. Most thrust reverser systems can be divided into two categories: mechanical-blockage and aerodynamic-blockage.

Mechanical blockage is accomplished by placing a removable obstruction in the exhaust gas stream, usually somewhat to the rear of the nozzle. The engine exhaust gases are mechanically blocked and diverted at a suitable angle in the reverse direction by an inverted cone, half-sphere, or clam shell.

In the aerodynamic blockage type of thrust reverser, used mainly with inducted turbofan engines, only fan air is used to slow the aircraft. A modern aerodynamic thrust reverser system consists of a translating cowl, blocker doors, and cascade vanes that redirect the fan airflow to slow the aircraft.

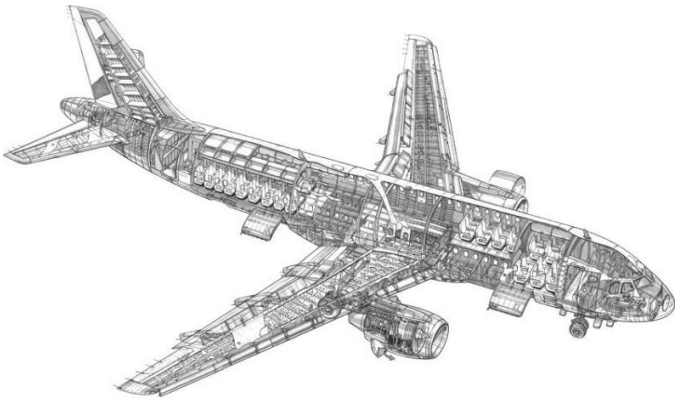
Actuating power is generally pneumatic or hydraulic and uses gearboxes, flex drives, jackscrews, control valves, and air or hydraulic motors to deploy or stow the thrust reverser systems. The systems are locked in the stowed position until commanded to deploy by the flight deck.

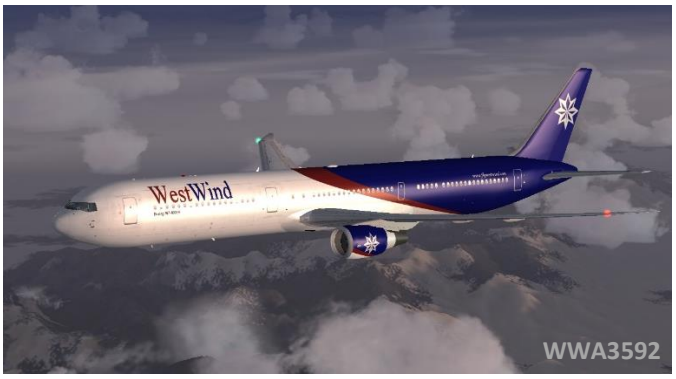


What Do YOU Want To See In THE WESTWIND JOURNAL

The WestWind Journal is for you, therefore it's your information sheet! Tells us what you want to have in it, and we'll do our best to make it happen. Your ideas, suggestions, specific or general, all are wanted! So, take a minute or two and let us know, it's easy! Just email us at:

cjcramblet@outlook.com





Amsterdam (EHAM)

Nov 12	Thurston Moore Group	Paradiso
Nov 13	Troubadours	Music Building on the IJ

Atlanta (KATL)

Nov 8	Graham Nash	Euclid Theatre
Nov 17	Kenny Wayne Shepherd	Center Stage Theater

Calgary (CYYC)

Nov 6	Sebastian Bach	The Palace Theatre
Nov 25	Brothers Landreth	festival Hall

Chicago (KORD)

Nov 12	Flamingo Rodeo	The Gman Tavern
Nov 19	Tom Rush	City Winery

Cincinnati (KCVG)

Nov 7	Del McCoury Band	Memorial Hall
Nov 21	The Eagles Project	The Redmoor

Dallas/Ft. Worth (KDFW)

Nov 1	SqeezeBox Bandits	Truck Yard
Nov 14	Def Leggend	Gas Monkey Bar N' Grill

Denver (KDEN)

Nov 6	John Michael Montgomery	Grizzly Rose
Nov 21	Neck Deep	Ogden Theatre

London (EGLL)

Nov 2	Simon Spillett Big Band	100 Club
Nov 8	4 Tops & Temptations	The O2 Arena

Los Angeles (KLAX)

Nov 5	JoJo	The Novo
Nov 23	Alice Boman	Moroccan Lounge

Miami (KMIA)

Nov 10	Bahatuesdays	Ball & Chain
Nov 28	Ricky Valido	Scully's Tavern

New York (KJFK)

Nov 4	Matthew Morrison	Sony Hall
Nov 23	Chris Thile	The Town Hall

Seattle (KSEA)

Nov 2	Built To Spill	Crocodile Cafe
Nov 30	Alice Cooper	Marion Oliver McCaw Hall

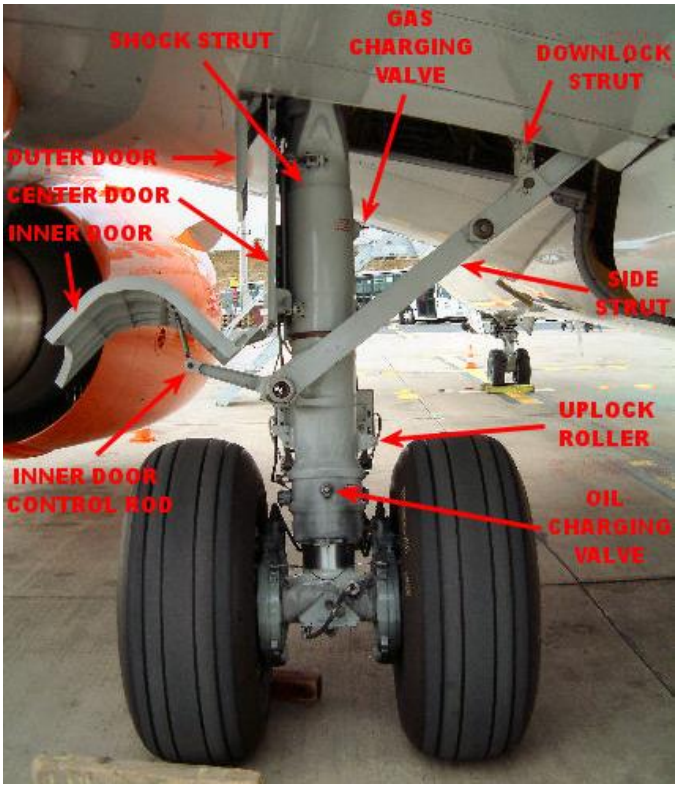
Singapore (WSSS)

Nov 6	Baybeats	Theatres on the Bay
Nov 12	Stormzy	Zouk

Sydney (YSSY)

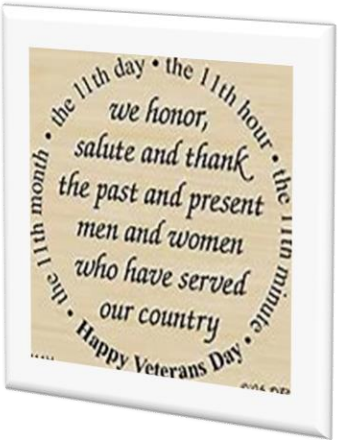
Nov 13	Mac Sabbath	Crowbar Sydney
Nov 20	Bootleg Beatles	State Theatre

"Your pilot is still de-icing."



The word gratitude is derived from the Latin word gratia, which means grace, graciousness, or gratefulness (depending on the context). In some way's gratitude encompasses all of these meanings. Gratitude is a thankful appreciation for what an individual receives, whether tangible or intangible. With gratitude, people acknowledge the goodness in their lives. In the process, people usually recognize that the source of that goodness lies at least partially outside themselves. As a result, gratitude also helps people connect to something larger than themselves as individuals — whether to other people, nature, or a higher power.

Promoting Aviation Through Simulation!



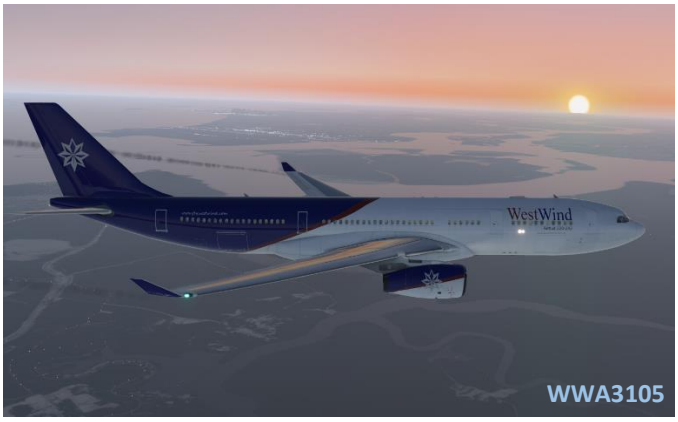
Jacqueline Cochran

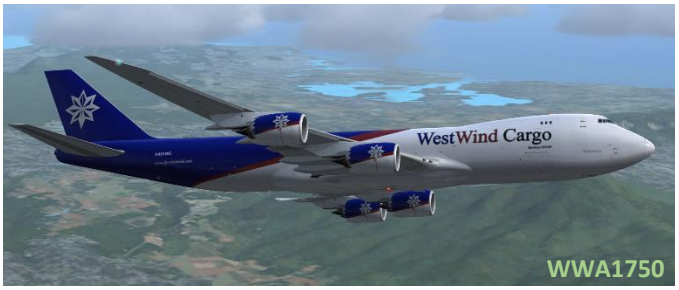
Jacqueline Cochran, married name Jacqueline Cochran Odlum, also called Jackie Cochran, original name Bessie Lee Pittman, (born May 11, 1906, Muscogee, Florida, U.S. - died August 9, 1980, Indio, California), was an American aviator who held more speed, distance, and altitude records than any other pilot during her career. In 1964 she flew an aircraft faster than any woman had before.

Cochran had trained as a beautician and pursued that career in Montgomery, Alabama, in Pensacola, Florida, and from roughly 1931 in New York City, where she took the name Jacqueline. She took her first flying lessons in 1932 and got her pilot's license in three weeks. She soon mastered the technical aspects of aviation and navigation, later studying privately with a navy pilot friend in San Diego, California. Meanwhile, in 1935 she organized a cosmetics firm, Jacqueline Cochran Cosmetics, which grew and prospered under her management until she sold it in 1963.

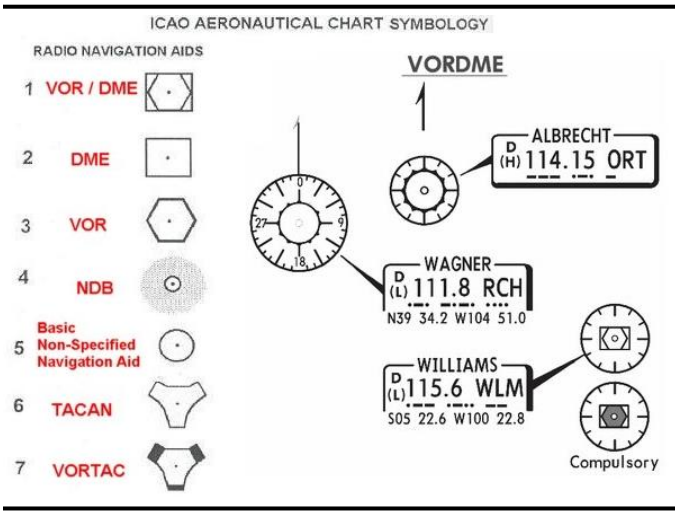
In 1935 Cochran became the first woman to enter the Bendix Transcontinental Air Race; in 1937 she came in third, and in 1938 she won the Bendix Trophy, flying a Seversky pursuit plane. In June 1941 she piloted a bomber to England and there, as a flight captain in the British Air Transport Auxiliary, trained groups of female pilots for war transport service. Upon her return to the United States, she undertook a similar program for the Army Air Forces and in July 1943 was named director of the Women Airforce Service Pilots (WASP), which supplied more than a thousand auxiliary pilots for the armed forces. At the end of the war she served for a time as a Pacific and European correspondent for Liberty magazine. In 1945 she became the first woman civilian to be awarded the Distinguished Service Medal and in 1948 was commissioned a lieutenant colonel in the Air Force Reserve. In 1953, eager to make the transition to jet aircraft, Cochran became the first woman to break the sound barrier, piloting an F-86, and that year set world speed records for 15-, 100-, and 500-km courses.

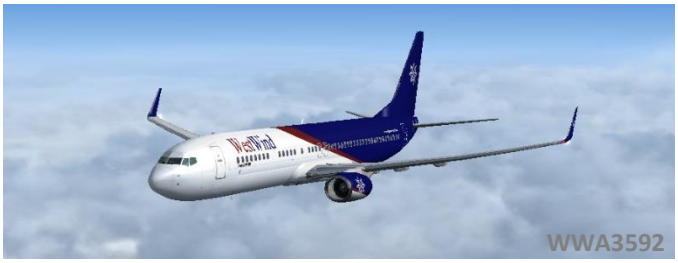
Cochran continued to break her old records and set new ones, including an altitude mark of 55,253 feet in 1961, and in 1964 she set the standing women's world speed record of 1,429 miles (2,300 km) per hour in an F-104G Super Star jet. In 1969 she was promoted to colonel in the Air Force Reserve, from which she retired in 1970. She continued as a special National Aeronautics and Space Administration (NASA) consultant after her retirement.





Guys, something seems a bit off!





Fahrenheit/Celsius Conversion Table

°C	°F
-20	-4
-15	5
-10	14
-5	23
0	32
5	41
10	50
15	59
20	68
25	77
30	86

Necessary Conditions For Icing:

- **Air temperatures 0°C or colder**

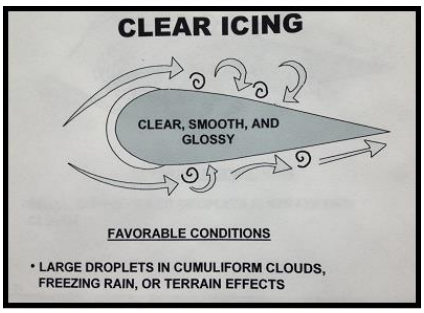
NOTE: If an aircraft has been in below freezing temperatures and then is located in above freezing temperatures, the aircraft's surface temperature can remain below freezing for some time. Therefore, icing still may be possible in temperatures that are above freezing.

- **Supercooled liquid water droplets or wet snowflakes**

NOTE: Supercooled liquid water droplets predominantly found at temperatures ranging from 0°C to -20°C. Although rare, small amounts of supercooled water droplets can be found at temperatures as cold as -40°C. The smaller and purer the droplets, the lower are their freezing points.

NOTE: When a supercooled droplet strikes an object such as the surface of an aircraft, the impact destroys the internal stability of the droplet and raises its freezing temperature. This is known as aerodynamic heating - the temperature rise resulting from adiabatic compression and friction as the aircraft penetrates the air.

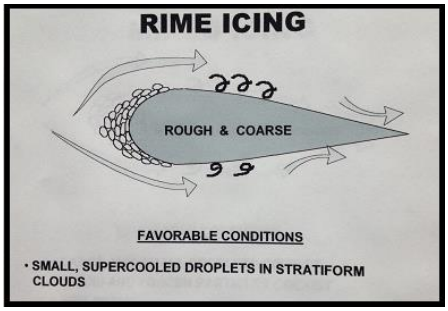
Types of Ice:



CLEAR ICE

Clear ice or glaze ice is a heavy coating of glassy ice which forms when flying in areas with high concentration of large, supercooled water droplets, such as cumuliform clouds and freezing rain. It spreads, often unevenly, over wing and tail surfaces, propeller blades, antennas, etc. Clear ice forms when only a small part of the supercooled water droplet freezes on impact. The temperature of the aircraft skin rises to 0°C with the heat released during that initial freezing by impact of the part of the droplet. A large portion of the droplet is left to spread out, mingle with other droplets before slowly and finally freezing. A solid sheet of clear ice thus forms with no embedded air bubbles to weaken its structure. As more ice accumulates, the ice builds up into a single or double horn shape that projects ahead of the wing, tail surface, antenna, etc. on which it is collecting. This unique ice formation severely disrupts the airflow and is responsible for an increase in drag that may be as much as 300 to 500%.

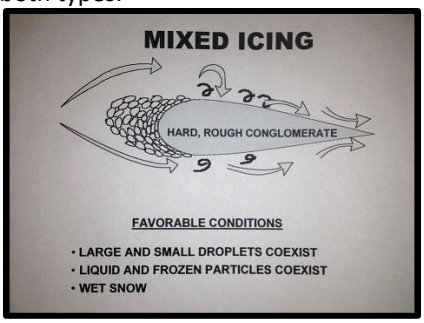
The danger of clear ice is great owing to (1) the loss of lift, because of the altered wing camber and the disruption of the smooth flow of air over the wing and tail surfaces, (2) the increase in drag on account of the enlarged profile area of the wings. (3) the weight of the large mass of ice which may accumulate in a short time, and finally (4) the vibration caused by the unequal loading on the wings and on the blades of the propeller(s).



RIME ICE

Rime ice is an opaque, or milky white, deposit of ice that forms when the airplane is flying through filmy/stratiform clouds. It is dependent on a low rate of catch of small, supercooled water droplets. It accumulates on the leading edges of wings and on antennas, etc. For rime to form, the aircraft skin must be at a temperature below 0°C. The drop will then freeze completely and quickly without spreading from the point of impact. Thus, the droplets retain their spherical shape as they freeze, creating air packets between the frozen particles. This process creates an irregular shape of the ice.

The deposit has no great weight, but its danger lies in the aerodynamic alteration of the wing camber and in the choking of the orifices of the carburetors and instruments. Rime is usually brittle and can easily be dislodged by de-icing equipment. Occasionally, both rime and clear ice will form concurrently. This is called mixed icing and has the bad features of both types.



MIXED ICE

Mixed icing, as the name implies, has the properties of both clear and rime icing. Large and small supercooled droplets coexist. Appearance is whitish, irregular and rough. Favorable conditions include liquid and frozen particles found in the colder portion of the cumuliform cloud and wet snowflakes. The formation process for mixing icing includes that of clear and rime icing. Mixed ice can accumulate rapidly and is difficult to remove.

Air Temperature

The temperature of the air outside an aircraft is measured and indicated within the cockpit or used, together with outputs from the Pitot Static System, as an input to aircraft equipment, e.g. Air Data Computer (ADC).

Outside Air Temperature (OAT)

The ambient temperature measured outside an aircraft is known as the Outside Air Temperature (OAT) or Static Air Temperature (SAT). The sensor which detects OAT must be carefully sited to ensure that airflow over it does not affect the indicated temperature.

Total Air Temperature (TAT)

If temperature is measured by means of a sensor positioned in the airflow, kinetic heating will result, raising the temperature measured above the OAT. The temperature measured in this way is known as the Total Air Temperature (TAT) and is used in ADCs to calculate True Airspeed (TAS). Careful design and siting of the TAT probe is necessary to ensure accurate measurement of TAT.

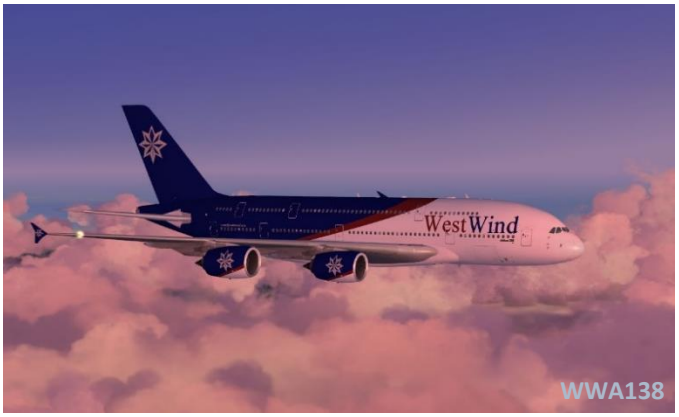
Divert/Update Flightplan

To divert to another destination other than originally planned, the pilot just needs to inform ATC that they are diverting, and then ATC will provide an appropriate route to fly to get to the new destination. The reporting office at the new destination will, when the flight has landed, send a standard message to the original destination, stating that the flight has landed elsewhere.

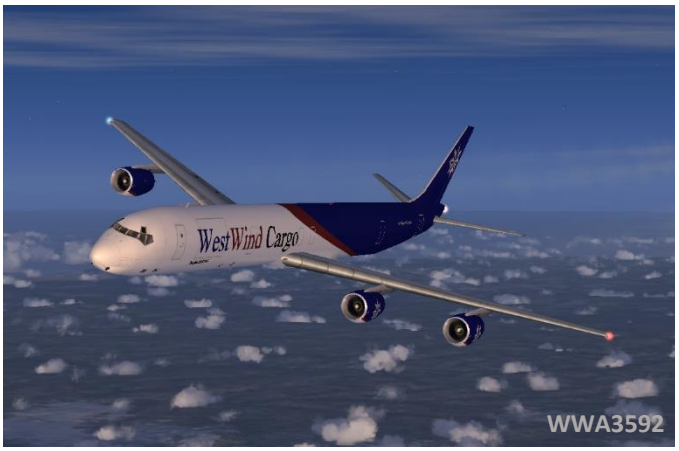
Most deviations from your filed flightplan does not actually require an update of the flightplan itself. After all, the flightplan is only the plan you intend to follow at time of departure (or really, at time of filing the plan). Very few flights end up actually following their flightplan to the letter. ATC always keeps a local copy of your flight data, which is updated with any clearances given and other requests that might deviate from your original plan. If the deviation, whatever it may be, affects a downstream ATC sector, it can easily be coordinated verbally. However, if, in some rare case, you need to actually amend your flightplan while in the air, just inform ATC. The controller can either make the required changes (and send related AFTN message) directly or get in touch with a flight data assistant that can take care of it.

Thanksgiving Day is more than just baking, cooking, and drinking wine. It's that time when families and friends get together to share their stories and celebrate all the blessings they've received throughout the entire year. It's also a special day for people to show their appreciation for everyone in their lives.

So, on this precious holiday, we wish each of you a wonderful holiday filled with the warmth and happiness of the season.



Toasted, roasted, baked, and done!
Hope your Thanksgiving is loads of fun!



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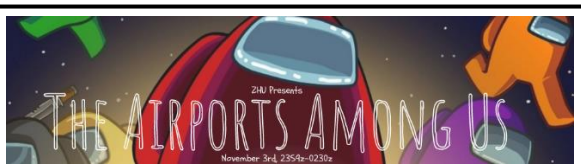

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This concludes the November issue (20-11) of THE WESTWIND JOURNAL, we hope that you have enjoyed it and found some useful information. ***Look for the BIG December issue!***

> Be Smart & Stay *SAFE* Out There! <

– THE WESTWIND JOURNAL –

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