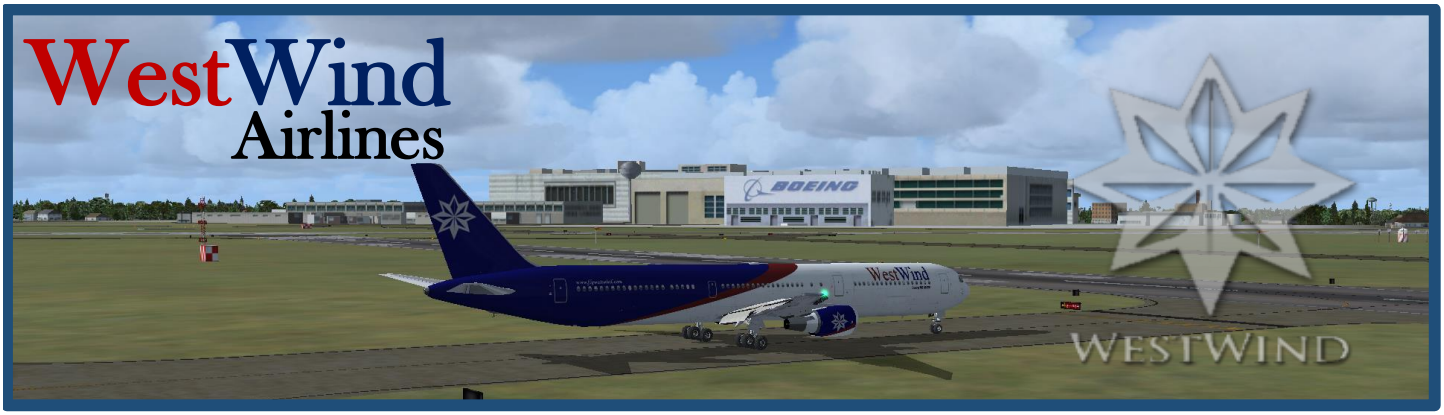


THE WESTWIND JOURNAL

February 2023 Issue 23-02 WestWind Airlines

January Flight Operations

Total Flight Hours:	**4319.1**
Total On-Line Hours:	**409.4**
Total Off-Line Hours:	**3909.7**
Total Flights:	**1,280**
Total PAXs:	**112,298**
Total CGO (lbs.):	**31,298,838**

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

WESTWIND Airlines

Newest Pilots - January 2023

Justin Ingram WWA3664 – KDFW
Steve Cocks WWA3665 – KATL

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

WestWind Hubs – January Hours

Amsterdam (EHAM)
Total Hours: 52.2
On-Line: 7.4 / **Off-Line:** 44.8 / **Flights:** 22

Atlanta (KATL)
Total Hours: 769.0
On-Line: 19.8 / **Off-Line:** 749.2 / **Flights:** 151

Calgary (CYYC)
Total Hours: 126.4
On-Line: 64.5 / **Off-Line:** 61.9 / **Flights:** 52

Chicago (KORD)
Total Hours: 242.3
On-Line: 66.7 / **Off-Line:** 175.6 / **Flights:** 89

Cincinnati (KCVG)
Total Hours: 273.3
On-Line: 99.7 / **Off-Line:** 173.6 / **Flights:** 103

Dallas/Ft. Worth (KDFW)
Total Hours: 293.9
On-Line: 0 / **Off-Line:** 293.9 / **Flights:** 70

Denver (KDEN)
Total Hours: 209.8
On-Line: 25.0 / **Off-Line:** 184.8 / **Flights:** 114

London (EGLL)
Total Hours: 76.6
On-Line: 2.1 / **Off-Line:** 74.1 / **Flights:** 57

Los Angeles (KLAX)
Total Hours: 101.9
On-Line: 48.7 / **Off-Line:** 52.2 / **Flights:** 47

Miami (KMIA)
Total Hours: 606.0
On-Line: 7.9 / **Off-Line:** 598.1 / **Flights:** 127

New York (KJFK)
Total Hours: 304.9
On-Line: 19.4 / **Off-Line:** 285.5 / **Flights:** 202

Seattle (KSEA)
Total Hours: 432.1
On-Line: 1.5 / **Off-Line:** 430.6 / **Flights:** 102

Singapore (WSSS)
Total Hours: 642.1
On-Line: 1.2 / **Off-Line:** 641.6 / **Flights:** 108

Sydney (YSSY)
Total Hours: 187.9
On-Line: 45.5 / **Off-Line:** 142.4 / **Flights:** 36

WestWind Hubs – January Loads

Amsterdam (EHAM)
PAX: 809
CGO: 88,000 lbs.

Atlanta (KATL)
PAX: 26,602
CGO: 6,448,463 lbs.

Calgary (CYYC)
PAX: 2,021
CGO: 230,162 lbs.

Chicago (KORD)
PAX: 6,142
CGO: 4,140,557 lbs.

Cincinnati (KCVG)
PAX: 5,990
CGO: 3,925,243 lbs.

Dallas/Ft. Worth (KDFW)
PAX: 6,293
CGO: 4,589,051 lbs.

Denver (KDEN)
PAX: 4,371
CGO: 1,612,669 lbs.

London (EGLL)
PAX: 5,310
CGO: 0 lbs.

Los Angeles (KLAX)
PAX: 4,094
CGO: 236,705 lbs.

Miami (KMIA)
PAX: 22,311
CGO: 404,203 lbs.

New York (KJFK)
PAX: 5,204
CGO: 434,674 lbs.

Seattle (KSEA)
PAX: 8,940
CGO: 4,346,066 lbs.

Singapore (WSSS)
PAX: 9,129
CGO: 4,788,978 lbs.

Sydney (YSSY)
PAX: 5,082
CGO: 54,097 lbs.

Top WestWind Charter Hubs
January 2023

#1 The KJFK Hub: 8 Charters
#2 The KORD & WSSS Hub: 6 Charters

Top WestWind Passenger Hubs
January 2023



#1 The KATL Hub: 26,602 PAX Carried
#2 The KMIA Hub: 22,311 PAX Carried

Top WestWind Cargo Hubs
January 2023

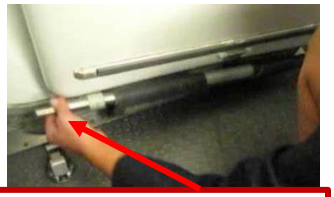


#1 The KATL Hub: 6,448,463 lbs. CGO Hauled
#2 The WSSS Hub: 4,788,978 lbs. CGO Hauled

What Is The Grit Bar

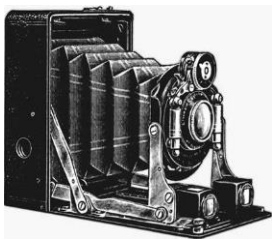
When the door opens in an emergency, provided the door is "armed" (the girt bar is locked on the fuselage), the door pulls the slide with it (since the slide sits on the door). Almost immediately after the door opens, a small lanyard is automatically pulled and discharges the slide.


Girt Bar Stored


Girt Bar being attached to floor

Jumpseat Therapist

Take A Few SCREENSHOTS



And Post Them When You Log Your Flight!

WestWind Screenshot Competition

Selected by WestWind Pilots every month!

January 2023 Winner

Steve Canham

WWA11 - KDFW Hub

The Federal Flight Deck Officer Program

Under **Federal Flight Deck Officer (FFDO)** program, TSA deputizes qualified volunteer pilots and flight crewmembers of passenger and cargo aircraft as law enforcement officers to defend the flight deck of aircraft against acts of criminal violence or air piracy. TSA collects data on pilots to assess the qualification and suitability of prospective and current FFDOs through an online application, and to administer the program. The Federal Flight Deck Officer (FFDO) program was authorized by Title XIV, Arming Pilots Against Terrorism, of the Homeland Security Act, November 2002. The first class of 44 FFDOs was trained April 2003 at the Federal Law Enforcement Training Center (FLETC) in Glynco, Ga.

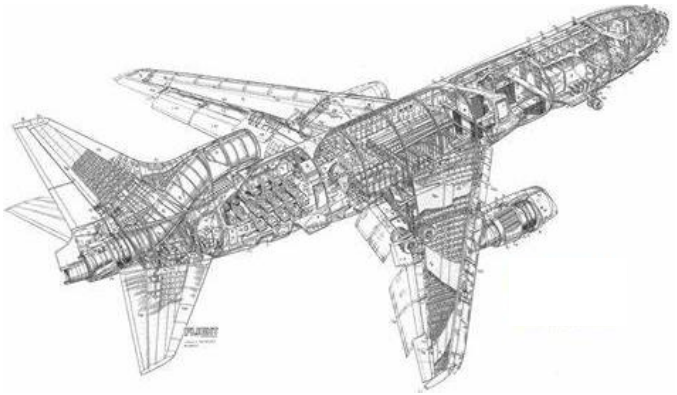
A Federal Flight Deck Officer (FFDO) is a Part 121 Airline Pilot who is trained and licensed to carry weapons and defend commercial aircraft against criminal activity and terrorism. The Federal Flight Deck Officer program is run by the Federal Air Marshal Service, and an officer's jurisdiction is the flight deck and cabin of a commercial airliner or a cargo aircraft while on duty. FFDOs are federal law enforcement officers sworn and deputized by the U.S. Department of Homeland Security. FFDOs carry 9mm pistols. Approximately 50% of commercial ATP pilots are FFDOs.

"You're a bit low on approach, Flight 203!"

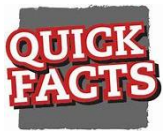
The Lockheed L1011-250

The **Lockheed L-1011 TriStar**, also known as the L-1011 (pronounced "El-ten-eleven")[1] and TriStar, is an American medium-to-long-range, wide-body trijet airliner built by the Lockheed Corporation. It was the third wide-body airliner to enter commercial operations, after the Boeing 747 and the McDonnell Douglas DC-10. The airliner has a seating capacity of up to 400 passengers and a range of over 4,000 nautical miles (7,410 km). Its trijet configuration has three Rolls-Royce RB211 engines with one engine under each wing, along with a third engine center-mounted with an S-duct air inlet embedded in the tail and the upper fuselage. The aircraft has an autoland capability, an automated descent control system, and available lower deck galley and lounge facilities.

The L-1011 TriStar was produced in two fuselage lengths. The original L-1011-1 first flew in November 1970 and entered service with Eastern Air Lines in 1972. The shortened, longer-range L-1011-500 first flew in 1978 and entered service with British Airways a year later. The original-length TriStar was also produced as the high gross weight L-1011-100, up-rated engine L-1011-200, and further upgraded L-1011-250. Post-production conversions for the L-1011-1 with increased takeoff weights included the L-1011-50 and L-1011-150. The L-1011 TriStar's sales were hampered by two years of delays due to developmental and financial problems at Rolls-Royce, the sole manufacturer of the aircraft's engines.



The TriStar's design featured a twin-aisle interior with a maximum of 400 passengers and a three-engine layout. The TriStar was originally conceived as a "jumbo twin", but a three-engine design was ultimately chosen to give the aircraft enough thrust to take off from existing runways. Also, before the establishment of Extended Operations standards by the FAA in the 1980s, commercial jets with only two engines were not allowed to fly more than 30 minutes away from an airport, making trans-oceanic flights impossible. The main visible difference between the TriStar and its similar trijet competitor, the McDonnell Douglas DC-10, is the central tail engine configuration: the DC-10's engine is mounted above the fuselage for simplicity of design and more economical construction, while the TriStar's engine is mounted to the rear fuselage and fed through an S-duct (similar to the Boeing 727) for reduced drag and improved stability. Lockheed engineers were able to maintain straight-through engine performance by limiting the curve of the S-duct to less than a quarter of the radius of the engine intake diameter. The S-duct design also reduced the total empty aircraft weight. The research undertaken during the design of the L-1011 indicated that losses of using an S-duct were more than compensated for by the above savings. A further major difference between the L-1011 and the DC-10 was Lockheed's selection of the Rolls-Royce RB211 as the only engine for the L-1011. As originally designed, the RB211 turbofan was an advanced three-spool design with a carbon fiber fan, which would have better efficiency and power-to-weight ratio than any competing engine like the General Electric CF6 that powered the DC-10. In theory, the triple spool would produce the same or more power as existing double spool engines while having a smaller cross section that would reduce drag.



No new relative NOTAMS have been issued. We will continue to monitor NOTAM releases and updates.

NOTAM

Aircraft Deicing

Airplane de-icing is a necessary part of aircraft maintenance that you might have seen happen before takeoff. But why do they spray and when should you worry?

Airplane de-icing is done to remove the accumulation of ice and frost from an aircraft, especially its wings. This buildup can alter the shape of the wings and affect flight. You shouldn't need to worry about the de-icing process, but if you notice a spot they missed, feel free to speak up.

Aircraft are some of the most advanced pieces of equipment that have ever been built. Giant hunks of metal that fly effortlessly through the sky. It still gives me chills! They also require a lot of maintenance to maintain that effortless flight. One thing that's necessary is to de-ice airplanes before takeoff to ensure a safe flight.

Airplane de-icing works by spraying a pressurized de-icing solution over the surfaces of the airplane where snow and ice have built up. It's incredibly important because aircraft are designed to fly with a "clean surface". This does not mean the airplane needs to be washed, it means the surface needs to be free of all foreign debris and buildup to fly as designed.

During the cold winter months — especially at airports farther north — ice, snow, frost, and slush build up all over the surface of the aircraft. This is less than ideal anywhere on the aircraft, but especially on the wings. The shape of an aircraft's wings is by far the most important part for flying, and any change in their shape will lead to different airflow characteristics.

And if the air is flowing over and around the wings in a different way than what they were designed to do, the expected areas of high and low pressure below and above the wings won't work as expected. Without getting into the details of how airplane wings work, the way the air flows around them and creates pressure differences are basically what generates flight. This includes all types of aircraft, large and small.

Icing Conditions:

In order for icing to exist, there are three key factors which must exist

These are temperature, moisture, and droplet size:

Temperature:

- Icing generally forms between 0°C and -20°C
- The warmer the air temperature, the more likely the super cooled droplet will hit the leading edge of an aircraft surface and freeze as it flows back forming clear and glaze icing
- These are more hazardous as they are extremely disruptive to airflow around a surface
- The colder the air temperature, the more likely the super cooled droplet will freeze on impact with the aircraft surface, causing rime ice
- Icing can form when the outside air temperature is actually above freezing, if the aircraft surface is below freezing
- This condition may exist when an aircraft has recently descended from cooler temperatures

Moisture:

- For ice to accrete on an aircraft in flight, there must be sufficient liquid water in the air

- Water in the form of vapor, wet snow (different from dry snow), or ice will generally not stick to an airplane's external surfaces and contributes little or nothing to the overall ice buildup
- Sufficient liquid water is any visible moisture which may be in the form of a cloud or liquid precipitation

Droplet Size:

- Small droplets will generally strike a surface and quickly freeze causing ice buildup in concentrated areas
- Larger droplets take longer to freeze and may impact larger areas
    - These large droplets can begin to impact areas aft of any protected areas of the wing
- Super cooled droplets can form in two ways:
    - Temperature Inversion:
        - Typically, temperatures decrease with altitude
        - However, when there is a temperature inversion, this is not the case (A layer of cold air lies under a layer of warmer air)
        - Temperature inversions are most often associated with warm fronts and stationary fronts
        - Freezing rain (and occasionally freezing drizzle) typically forms when snow falls into air that is above freezing and melts, forming liquid precipitation. These liquid water droplets continue to fall into a layer of air that is at or below freezing. In some cases, the droplets will freeze to form ice pellets, which may be observed at the surface
        - This can occur at any altitude but generally do not persist for greater than 3,000 feet in depth Collision-coalescence Process:
        - Collision-coalescence tends to form freezing drizzle as droplets collide within the cloud and coalesce into larger droplets

This process is more likely to occur with relatively warm, low altitude clouds. Look for cloud top heights below about 12,000 feet with cloud top temperatures warmer than about -12°C

Known Icing Conditions:

- Knowing what defines icing conditions, pilots must reconcile the meaning of known icing conditions
- The AIM defines known icing conditions as Atmospheric conditions in which the formation of ice is observed or detected in flight
    - Note that because of the variability in space and time of atmospheric conditions, the existence of a report of observed icing does not assure the presence or intensity of icing conditions at a later time, nor can a report of no icing assure the absence of icing conditions at a later time
    - In order to know, or reasonable know when you are within icing conditions, pilots must consult icing prediction products

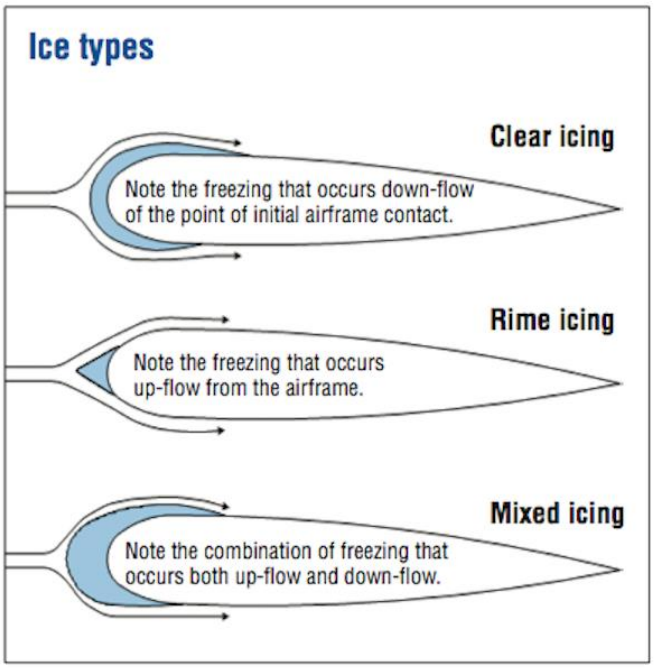
Definitions:

- Appendix C Icing Conditions:
    - Appendix C (14 CFR, Part 25 and 29) is the certification icing condition standard for approving ice protection provisions on aircraft. The conditions are specified in terms of altitude, temperature, liquid water content (LWC), representative droplet size (mean effective drop diameter [MED]), and cloud horizontal extent
    - Forecast Icing Conditions:
- Environmental conditions expected by a National Weather Service or an FAA-approved weather provider to be conducive to the formation of in-flight icing on aircraft
- Freezing Drizzle (FZDZ):
- Drizzle is precipitation at ground level or aloft in the form of liquid water drops which have diameters less than 0.5 NM and greater than 0.05 mm. Freezing drizzle is drizzle that exists at air temperatures less than 0°C (supercooled), remains in liquid form, and freezes upon contact with objects on the surface or airborne
- Freezing Precipitation:
- Freezing precipitation is freezing rain or freezing drizzle falling through or outside of visible cloud

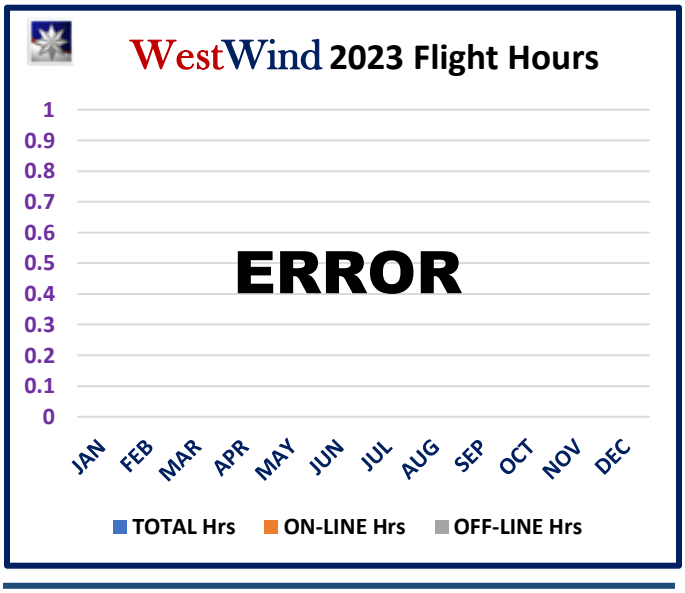
- These supercooled droplets can quickly disable an aircraft, even one approved for Flight Into Known Icing (FIKI)
- Freezing rain droplets are so large they can instantly coat an airplane
- Freezing Rain (FZRA):
- Rain is precipitation at ground level or aloft in the form of liquid water drops which have diameters greater than 0.5 mm. Freezing rain is rain that exists at air temperatures less than 0°C (supercooled), remains in liquid form, and freezes upon contact with objects on the ground or in the air
- Icing In Cloud:
- Icing occurring within visible cloud. Cloud droplets (diameter greater than 0.05 mm) will be present; freezing drizzle and/or freezing rain may or may not be present
- Icing In Precipitation:
- Icing occurring from an encounter with freezing precipitation, that is, supercooled drops with diameters exceeding 0.05 mm, within or outside of visible cloud
- Potential Icing Conditions:
- Atmospheric icing conditions that are typically defined by airframe manufacturers relative to temperature and visible moisture that may result in aircraft ice accretion on the ground or in flight. The potential icing conditions are typically defined in the Airplane Flight Manual or in the Airplane Operation Manual
- Visible moisture can be clouds, rain, snow, etc.
- Terms like CIP and FIP mean current icing potential, and forecasted icing potential
- Supercooled Drizzle Drops (SCDD):
- Synonymous with freezing drizzle aloft
- Supercooled Drops or Droplets:
- Water drops/droplets which remain unfrozen at temperatures below 0°C. Supercooled drops are found in clouds, freezing drizzle, and freezing rain in the atmosphere. These drops may impinge and freeze after contact on aircraft surfaces
- Supercooled Large Drops (SLD):
- Liquid droplets with diameters greater than 0.05 MM at temperatures less than 0°C, i.e., freezing rain or freezing drizzle
- May result in ice forming aft of protected surfaces

When temperatures and conditions require, ALWAYS De-Ice!

All Major Airports have dedicated De-Ice Pads, ATC can assist you in taxing to the proper De-Ice Pad. Only de-ice in the gate as a last resort!



All Engines and the APU **MUST** be shutdown during De-Icing!



REMINDER

It has been observed that a few of us that fly on-line via VATSIM are forgetting a directive made by our WestWind **CEO!**

When we file a VATSIM flight plan, in the comments section of the flight plan, we must remember to add **www.flywestwind.org** and not www.flywestwind.com or not entered at all.

"Believe in yourself. You are braver than you think, more talented than you know, and capable of much more than you imagine."

WestWind Mangers

Hub Managers, recognize your top pilot(s) every month! Submit their name & pilot ID to the WestWind Journal for posting in the Journals monthly '**Pilots of the Month**' announcement! Deadline for submission is **0400Z** on the **last day of each month**.

2022 Founders Award

Presented To

Captain Chris Cramblet WWA3592

Chicago Hub

2022 Presidents Award

Presented To

Captain Alex Lu WWA3293

Los Angeles Hub

WestWind Monthly Pilot Awards

February 2023

(These awards are for activities of the previous month)

ATLANTA

On-Line Pilot of the Month

Paul Runge WWA14

Off-Line Pilot of the Month

Erik Karlsen WWA1767

CHICAGO

On-Line Pilot of the Month

Bill Ienatsch WWA1033

Off-Line Pilot of the Month

Scott D. Williams WWA1404

DENVER

Pilot of the Month

Doug Jackfert WWA3541

LOS ANGELES

Pilot of the Month

Vic Alesi WWA136

SEATTLE

Pilot of the Month

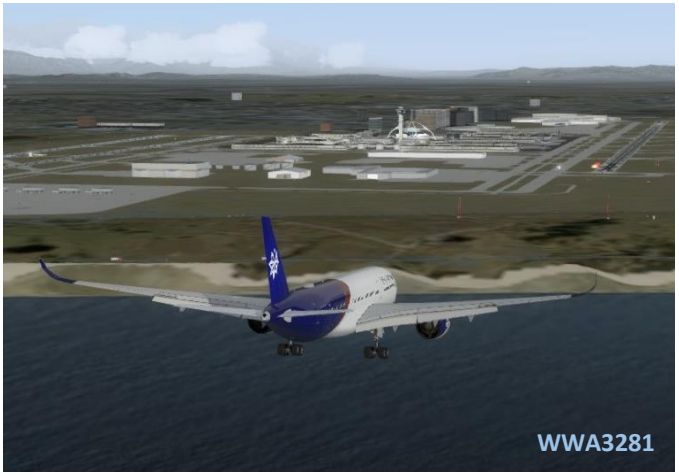
Brian Ware WWA2220

No Other WWA Hubs Reported Monthly Awards

teamspeak
COMMUNICATION SYSTEM

Official WestWind Inter-Company Communications

Server: ts76.gameservers.com:9123



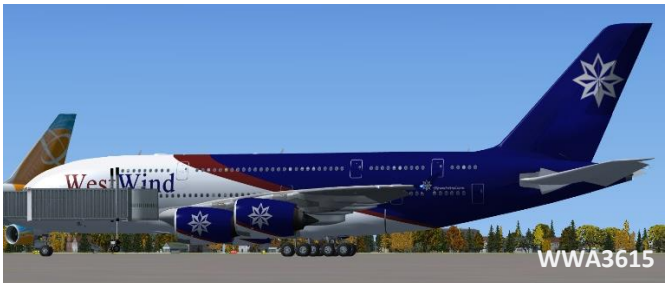
Where are YOUR screenshots?

Take some and submit them today!

- Publishers Note: -

I must apologize for the foul up for the recent WestWind Journals. I took a fall and hit my head in late November, although there was some bleeding and it hurt, I didn't think much of it. However, it continued to get worse, and I was finally admitted to the hospital in mid-December. I was finally released from the hospital on January 2 with a good bill of health. My only side effects is that I now walk with a cane and have minor balance issues. Other than that, I'm here to stay for a good long while yet!

Chris Cramblet WWA3592
KORD Hub Manager
WestWind Journal Publisher
WestWind Airlines



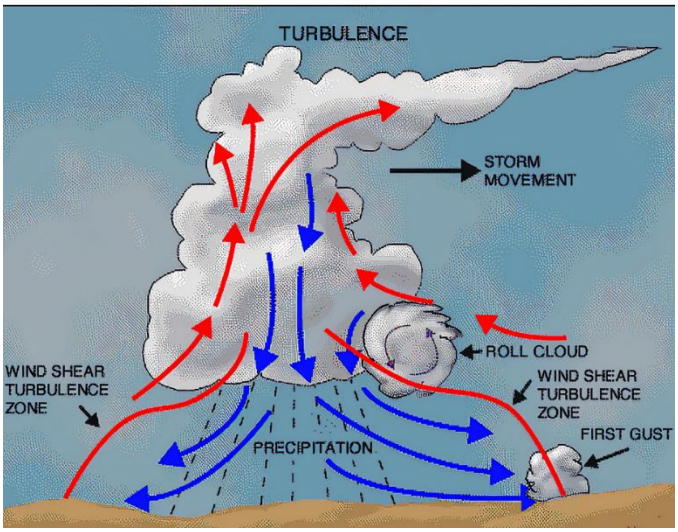
2022 Pilot of the Year Award

Presented To

Captain Terry Parthemore WWA3829

Seattle Hub

CROSS-SECTION OF A THUNDERSTORM



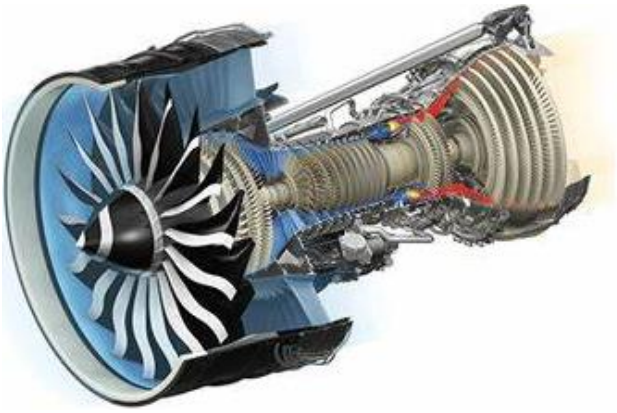
Promoting Aviation Through Simulation!


WWA1829


WWA3609


WOW. 100 YEARS SINCE THE FIRST PLANE TOOK TO THE SKIES. HOW THINGS HAVE CHANGED SINCE THEN.
YEAH. THE SERVICE WAS BETTER BACK THEN.
DRINKS $5
PEANUTS $5
MEALS
100 YEARS OF FLIGHT


The Virtual Houston ARTCC Presents...
Mardi Gras in MSY
February 25, 2023
2200z - 0200z

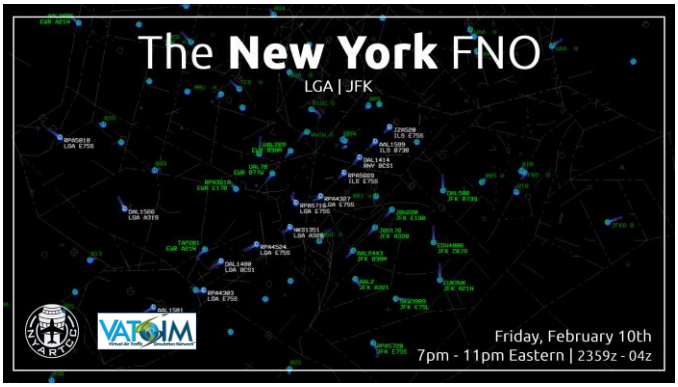



WWA3293


FLY-IN
THURSDAY
16 FEBRUARY 2023, 7-10ET (2359-0300Z)
Featuring: KBOS, KBED


HAPPY
Valentines
Day

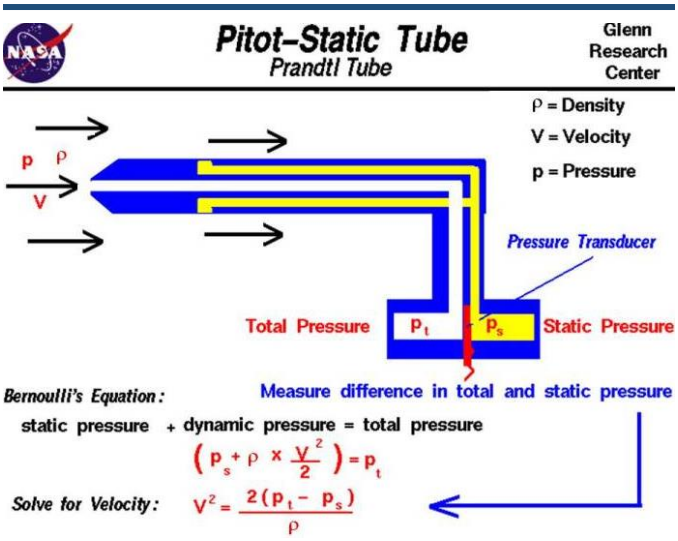

WWA1108


The New York FNO
LGA | JFK
VATSIM
Friday, February 10th
7pm - 11pm Eastern | 2359z - 04z


VATSIM
ZFW
FOCUS
Join ZFW throughout the month of February as we regularly staff up one of our lesser known facilities!
KACT/KCNW
2/22/23
2359z-0300z
Waco Texas
WACO REGIONAL AIRPORT


WWA3592


WESTWIND
WWA3592


NASA
Pitot-Static Tube
Prandtl Tube
Glenn Research Center
ρ = Density
V = Velocity
p = Pressure
Pressure Transducer
Total Pressure
Static Pressure
Measure difference in total and static pressure
Bernoulli's Equation:
static pressure + dynamic pressure = total pressure
Solve for Velocity:


Look at the size of this blip on my screen.


WESTWIND
WWA3293

WestWind Airlines
Select February Fly-Ins/Events

Feb 3	CYWG		2300Z-0300Z
Feb 4	KMSP		2300Z-0300Z
Feb 5	KEYW, KRSW, KPBI		2100Z-2359Z
Feb 10	KJFK, KLGA		2359Z-0400Z
Feb 16	KBOS, KBED		2359Z-0300Z
Feb 18	**KBUF**	**WWA FLY-IN**	**2359Z-0100Z**
Feb 22	KACT, KCNW		2359Z-0300Z
Feb 23	KBHM		2359Z-0300Z
Feb 25	KMSY		2200Z-0200Z

Your WestWind Hub Staff

President and CEO	*-Vacant-*
Chief Operations Officer	Phil Cohen
Chief Pilot & Administrations Officer	Sean McConnell
Chief Information Officer	George Forster
Chief Maintenance Officer	Hal Morse
Director Online Operations & Events	Chris Cramblet
Director of Information Technology	Alex Lu
Director Cargo Operations	Kim Stolt
Vice President Charter Operations	Phil Cohen
Vice President Flight Operations	*-Vacant-*
Alaska Regional Director	Scott Robison
Caribbean Regional Director	Braden Vanderera

- Hub Managers -

Amsterdam Hub Manager EHAM	*-Vacant-*
Atlanta Hub Manager KATL	Hal Morse
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	Alex Lu
Miami KMIA	Bob Armer
New York Hub Manager KJFK	Sean McConnell
Seattle Hub Manager KSEA	Dwayne White
Singapore Hub Manager WSSS	Bob Sturm
Sydney Hub Manager YSSY	Kenneth Hayes

THE WESTWIND JOURNAL

Be on the lookout for the February issue, full of stats, interesting articles, and a couple of surprises to boot!

~ THE WESTWIND JOURNAL ~

Publisher/Editor
Chris Cramblet WWA3592
chris100965@outlook.com

Assistant Editor
Hal Morse WWA3615
k9blueman@aol.com