

THE WESTWIND JOURNAL



OP EastWind | WebSite in Focus | MSFS 2024



WestWind Airline Stats YTD

Total Flight Hours:	34,325
Total Offline Hours:	30,499
Total Online Hours:	3,826
Total Flights:	10,357
Total Cargo (lbs.):	132,341,207

WestWind Hub Rankings

November

Top 3 Hubs by Total Hours

1 - Miami	808
2 - Seattle	360
3 - Singapore	330

Top 3 Hubs by Total Flights

1 - Miami	182
2 - Seattle	108
3 - Chicago	102

Top 3 Hubs - VATSIM Hours

1 - London	78
2 - Calgary	54
3 - New York	45



Wishing you and your family a joyful holiday season filled with warmth, laughter and cherished moments with loved ones.

Thank you for our dedication and hard work throughout the year - we truly appreciate your contributions. Here's to a happy, healthy and prosperous New Year ahead. Happy Holidays to all.

- WestWind Management





NOW HIRING

Exciting career opportunity awaits you!

WestWind Airlines is seeking applications for **Chief Maintenance Officer (CMO)** - a position with a seat on the Executive Committee.

WestWind Airlines is seeking an enthusiastic and detail oriented individual who enjoys working in a team environment with a focus on promoting and growing our aircraft and scenery departments. This position requires that you have the ability to paint aircraft.

Are you ready to accelerate your virtual career into overdrive?

Contact **Sean McConnell** via Private Message on the WestWind Forums to apply.



Operation EastWind Final Report

Operation EastWind Helene/Milton Hurricane Disaster Relief began October 3rd and ran until November 17th.

WestWind Airlines successfully moved **13,637,652** pounds of cargo and over **4,316** Search & Rescue and insurance personnel into the hurricane impacted areas.

A big **Thank You** goes out to everyone who joined Operation EastWind Helene/Milton. **Thank You** to the following pilots:

Rank	Pilot - Cargo	Total lbs.	Rank	Pilot - Passenger	Total
1	Hal Morse	4,208,498	1	Bob Sturm	2,820
2	Joe Gay	3,132,458	2	John Condon	409
3	Bob Sturm	1,863,610	3	Joe Gay	360
4	Phil Cohen	1,135,332	4	Brian Mills	342
5	Brian Mills	865,073	5	Phil Cohen	325
6	John Condon	673,225	6	George Forster	139
7	Brody Larsen	445,480	7	Sean McConnell	87
8	Bill Bender	334,262			
9	Eoin Coates	312,787			
10	Tony Yonek	267,767			
11	Jon Barton	267,680			
12	Sean McConnell	142,190			

Congratulations to our top OEW pilots! Check out the next page for OEW screenshots from Bob and Phil!





WestWind Website in Focus



Adding an Airport to our Database

By WestWind CIO, George Forster

Have you ever wondered why your flight log shows a flight distance as "Unknown", as shown in this simulated flight log snippet below.



This means that one or both of the airports flown between are not in our database. You will also see that the unknown airport(s) are underlined. This means that it is a link direct to the add new airport page, clicking on the link takes you to the add new airport page, with the ICAO prefilled in. The complete page gives you details on how to fill in the form shown below.

New Airport Details:

ICAO Code:

Field Type:

Name:

City:

State:

Latitude:

Longitude:

Country:

Longest Runway (m):

Fields shaded yellow are mandatory, others are voluntary. The name should be the official name of the airport. The field type described the type of airport, options range from a full airport to a grass strip. This will be used in the future on some pages in the web site. The City should be where the airport is located. Latitude and longitude can either be entered as a decimal, or as degrees, minutes and seconds in the boxes on the same line. Select the country from the drop down list. And enter the airports longest runway in meters. Once all is entered, click the "Add Record" button. This will add the airport as pending into the database, and managers will be informed by email.

When a manager checks the airport they will then either approve the entry, or reject the entry. If they reject it, you will be sent an email with the reasons for the rejection. The email will have a special link in it to allow you to correct the errors and then re-submit for approval. Once the airport has been approved then the flight distance in your flight log will then show the actual distance rather than unknown.

You can also enter airports in the database prior to flying to them by using the link in the Your Position section of the dispatch sidebar.





MSFS 2024 Launched... Sorta

It's official, Microsoft 2024 debuted November, 19 2024 - right on schedule. But was the launch successful? That depends on who you ask and it depends on when you tried to download the sim. Though the general consensus is - NO!

On December 5th, the Microsoft Flight Simulator team apologized for the launch issues, outlined fixes and offers 4 free aircraft. During the livestream, which included Jörg Neumann (Head of Microsoft Flight Simulator), Sebastian Wloch (Asobo CEO), and Martial Bossard (Asobo Executive Producer), the team addressed challenges surrounding the turbulent launch. They faced the community with an open and honest discussion of the issues that plagued the release, the steps taken to resolve them, and their commitment to rebuilding trust with the flight sim world.

So what exactly went wrong? Neumann opened the stream by acknowledging the "awful launch experience," offering a detailed apology on behalf of the team. While some users speculated that server overload was to blame, the real culprit was identified as a failure in the Content Delivery Network (CDN), a system responsible for distributing data to players.

Although the same CDN infrastructure worked well during MSFS 2020, the unprecedented demand for the new version – peaking at 100 billion package requests on launch day, caused the system to collapse. As a result, players experienced widespread crashes, long loading times, and low-quality textures.

Graphical data presented during the stream showed the error spikes during the first few days and the resolution timeline. Neumann noted that the new system now offers "99.99% stability," but the launch highlighted critical oversights in planning for the overwhelming demand.

What's the roadmap ahead? The team outlined a series of fixes, both already deployed and upcoming. Two stability patches have been released, and a third, more substantial update, is expected next week. Patch 3 will address a range of critical issues, including LOD and texture streaming, XBOX performance efforts, Career mode bug fixes and VR and interface usability improvements are planned.

During the Question & Answer portion of the stream, the team tackled several high-priority concerns raised by the community, including:

Cont on next page...



MSFS 2024 Launched... Sorta (Cont)

- **Streaming reliance:** While acknowledging the demand for offline options, the team reiterated that full local installations of MSFS 2024's data (exceeding petabytes of data) are not feasible. However, they plan to offer users the ability to permanently install selected aircraft and airports, reducing dependency on cloud streaming.
- **Encrypted aircraft packages:** The decision to encrypt default aircraft was made to prevent competitive exploits. The team is exploring ways to provide unencrypted versions for free-flight use without compromising competitive integrity.
- **Marketplace launch:** The marketplace for MSFS 2024 has been delayed until early 2025 to allow third-party developers more time to adapt to the new platform and test their products.

In a gesture of goodwill, the team announced that four additional aircraft will be made available for free to all MSFS 2024 users. The first two aircraft—the Cessna 185F and the Embraer Paulistinha – are confirmed, with the latter releasing alongside the delayed World Update: Brazil in early 2025. The remaining two aircraft will be announced later.

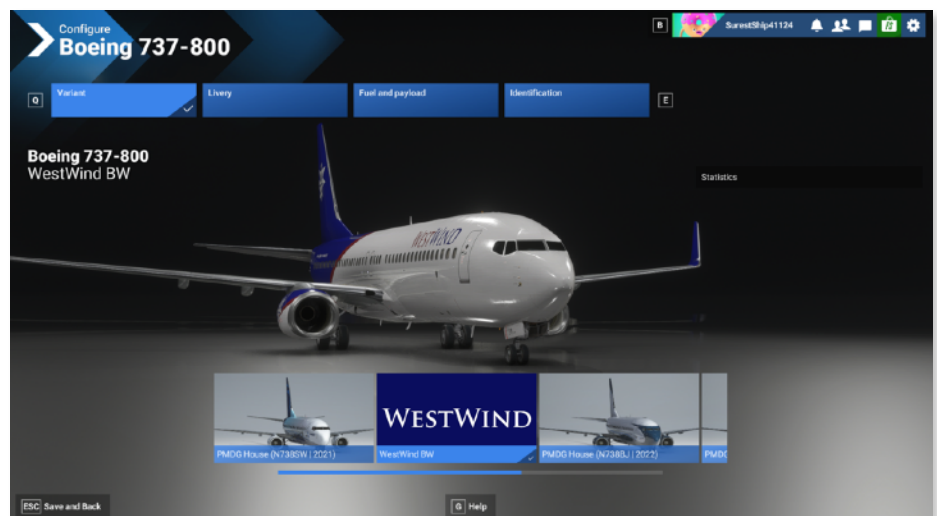
Neumann described the move as an effort to “make up” for the frustrations players faced, while also reaffirming their commitment to delivering a world-class simulation experience. Despite the challenges, the team remains optimistic about the platform's future. Neumann outlined plans for 2025, including:

- **Four world updates:** Starting with Brazil, subsequent updates will expand and refine global coverage.
- **Three city updates:** Major metropolitan areas will receive bespoke enhancements.
- **Quarterly sim updates:** These will target major functionality improvements and bug fixes.
- **Two unannounced surprises:** The team teased additional content but refrained from providing details.

The stream concluded with heartfelt acknowledgments from Neumann, Wloch, and Bossard. They expressed gratitude for the community's patience and detailed feedback, which they described as critical to improving the simulator.

So what about MSFS 2024 here at WestWind? Shortly after the launch, MSFS 2024 was officially added to our approved list of simulators. As of the writing of this article, 10 flights with 13.7 hours have been logged under the new sim and we expect these numbers to quickly multiply in the coming months. As for our WestWind liveries in MSFS 2024, initial testing has shown positive

results, but more testing and time is needed. With all of this being said, WestWind is committed to supporting the new sim and all off the benefits it has to offer our VA. More great things to come in the future!



HOLIDAY STUFF WORTH SQUAWKING ABOUT



REX Simulations.

HOLIDAY
Sale

30% OFF
ALL PRODUCTS!

Through December 31st, 2024

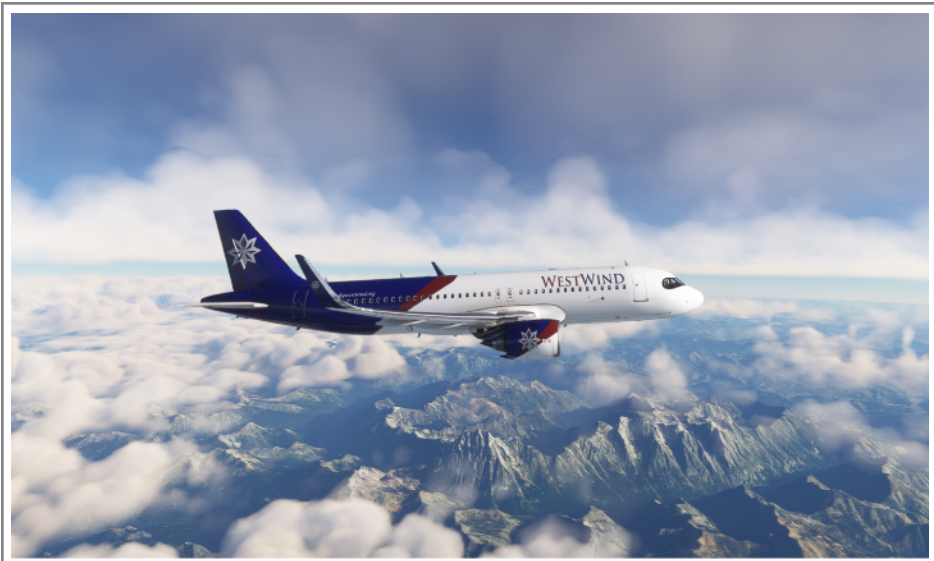


November Screenshot Competition Winner

Erwin Michael
WWA2244



Congratulations!



WestWind Announces New Marketing Director

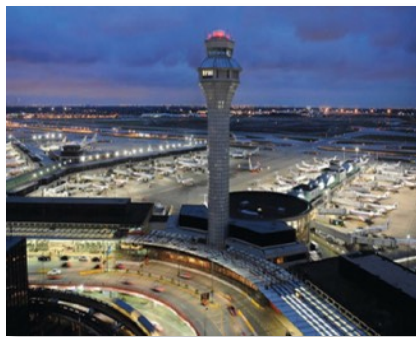
We're excited to announce that **Don Tinc** (WWA3635) has been named **Director of Marketing** for WestWind Airlines. With his 30 years in flight simulation, he brings a wealth of experience and knowledge to the position and the airline. He will be responsible for the development and execution of all WestWind marketing strategies.



Don joined WestWind Airlines in June of 2020 and was recently promoted to Assistant Hub Manager at our Singapore Hub. Since joining, Don has flown nearly 1,500 hours and holds a Senior Command Captain rating.

Please join me in congratulating Don on his new position and wishing him the best of luck in his new role!

New Chicago Hub Manager Announced



Chief Operations Officer, Phil Cohen, congratulates **Captain John Oddo** on his promotion to **Hub Manager** of our Chicago Hub.

John has held numerous other hub manager positions in the past and he's always done a great job. Thank you for stepping in John!!!

New Cargo Charters - C068 and C069

Cargo Charter C069 - South Pacific Consumer Goods and Supplies

Cargo Charter C068 - Recycling Waste from Islands without Recycling Facilities.

Don't forget that our French Polynesian Mail Delivery is Charter C050.



WestWind Airlines Online Operations

WestWind Online Operations is devoted to flying online, using a massive network called VATSIM, a free organization with over 176,000 members and many servers. At any time during the day, there can be anywhere from 200-1200 people online, with an average of 500-600.

VATSIM News

VATSIM announces update to **vPilot** enabling Microsoft Flight Simulator 2024 (MSFS2024) users to connect to the VATSIM network.



This update has been a top priority for our development team, ensuring that MSFS2024 pilots can enjoy the immersive experience of flying online with VATSIM. The new version of vPilot has undergone thorough testing to ensure a smooth and reliable connection for the latest Microsoft Flight Simulator platform.

[Click here for full NOTAM](#)



UPCOMING POPULAR VATSIM EVENTS

<p>EFHK - Welcome to HEL</p>  <p>WELCOME TO HEL EFHK Every Thursday 18-21z</p>	<p>Thursdays in Toronto</p>  <p>TORONTO FIR THURSDAYS IN TORONTO EVERY THURSDAY 1900ET - 2200ET 0000z - 0300z CYYZ CYTZ CYXU GYKF CYHM CYAM CYYO</p>
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<p>Frankfurt Friday</p>  <p>Frankfurt Friday - every Friday - 1900z - 2100z</p>	<p>X-MAS Fly-In Hungary 2024</p>  <p>XMAS Fly-in Hungary 21. December 2024 0900z - 1900z ← 3IL 13L-31R → FULL COVERAGE OVER HUNGARY LHBP - LHDC - LHSM LIVE FROM PILOTS SIMULATOR CENTER</p>
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Feature Event of the Month

Chicago ARTCC Presents Home for the Holidays



Chicago ARTCC
FNO Featuring:
ORD, MDW, MKE
December 20, 2024 | 2359z - 0400z

[Click event graphic for further details](#)

In the Real World - Aviation News



12 Years Ago: A Look Back at the United-Continental Merger



The airline industry is well-known for being cutthroat and competitive, where there are turbulent times and moments of success and profitability. Air carriers have come and gone as those transitions transformed the physical nature of the business, and new trends arise. The merger of United and Continental – cemented on March 3, 2012 – is one of those notable transformations.



At first, the two carriers initially had discussions of a merger in 2008, but those were called off. The industry as a whole was in the process of consolidation and adapting to new challenges to cut down on losses and expand connectivity.

United later instead began talks with US Airways once again in April 2010. However, those talks quickly fell through, clearing the path for further talks between United and Continental. As a result, the two carriers proposed a “merger of equals.” since United was the dominant partner, in May 2010. Both entered a definitive merger agreement, with the new holding company known as United Continental Holdings, Inc. [Click here to read more.](#)

Boom CEO Details Cost, Effort Behind Supersonic Flight

Boom Technology CEO Blake Scholl spoke with co-hosts Craig Fuller, founder and CEO of Firecrown Media, and JP Hampstead, strategic analyst at Firecrown, on the latest episode of the Bring It Home podcast Thursday about the return of supersonic air travel.

Bring It Home celebrates the North American manufacturing renaissance, reindustrialization and reshoring taking place across the continent.



Boom Technology is building the first supersonic commercial jetliner since the Concorde at its new factory in Greensboro, North Carolina. Scholl explained why it's taken so long for the aerospace industry to innovate, whether the Apollo moon landings were good or bad for space exploration, and how aviation startups bring new products to market faster than incumbents. [Click here to read more.](#)





Pilot's Tip of the Month



How to Think About Light Crosswinds

By Ryan Koch - Pilot WorkShops

Pilot Question

I just became a part-owner in a Cessna 182. When I was doing some touch-and-goes in light winds with one of the other owners, he kept saying I was landing crooked and the wheels shouldn't chirp so much on landing. I've flown a 182 before and I know I wasn't looking diagonally across the nose. What gives?

Ryan's Response

Pilots often touch down a little sideways when winds are light because they're not in 'crosswind landing mode.' Similarly, variable wind direction is going to be a problem for a pilot who thinks in terms of using 'left crosswind technique' or 'right crosswind technique'.



Often, pilots describe a landing like this:

I have a left crosswind, so I'll be using right rudder and left aileron, and touching down on the left main wheel first.

To me, that describes the result, not the technique. The proper technique on every landing is to use whatever rudder it takes to align the nose of the airplane with the centerline of the runway, and whatever bank it takes to control drift so the airplane itself stays over the center of the runway. Point the nose with your toes, and use the ailerons to move laterally to stay over the centerline. Use that technique on every landing, and good crosswind landings will follow.

This works when there's no wind, when winds are strong or variable, and for everything in between. After touchdown, position the ailerons fully into the wind—they should already be deflected that way as a result of the technique—and keep pointing straight down the centerline with the pedals.

A home simulator can be a great tool for practicing this. The controls won't feel the same, but the concepts are. You can get as many reps as you want in different wind conditions until the relationships between aileron, rudder, drift, and alignment become intuitive.



WESTWIND JOURNAL WORD SEARCH



Aviation at WestWind



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|--------------|-----------|-----------|------|
| TRUEAIRSPEED | CROSSWIND | CHRISTMAS | SLIP |
| ALTIMETER | PROPELLER | BASELINE | TAIL |
| WINDSHEAR | CONTRAIL | LANDING | DME |
| JOYSTICK | AILERON | AIRFOIL | VOR |
| TRAFFIC | PATTERN | TAHITI | |
| HANGAR | UPWIND | APRON | |
| FLAPS | FLARE | AWIS | |



WESTWIND PROMOTIONS AND AWARDS



Pilot Promotions

Kenneth Haynes WWA2055 - Sr. Command Captain +38
 Bob Sturm WWA230 - Sr. Command Captain +19
 John Oddo WWA2293 - Sr. Command Captain +16
 Brian Ware WWA2220 - Sr. Command Captain +13
 Steve Canham WWA11 - Sr. Command Captain +9
 Doug Addington WWA761 - Sr. Command Captain +8
 John Condon WWA2527 - Sr. Command Captain +1
 Curt Wheeler WWA2858 - Senior Captain
 Edgar Guinart WWA3680 - Category II



Recognition Awards



Raymond Stone WWA1039 - 20 Years of Service
 Kenneth Haynes WWA2055 - 20,000 Hours
 Brian Ware WWA2220 - 7,500 Hours
 Joe Gay WWA2610 - 5,000,000 lbs Cargo
 Hunter Rogers WWA2966 - 12 Years of Service
 Raul Nasr WWA3562 - 7 Years of Service
 Hal Morse WWA3615 - 5 Years of Service
 Timmy O'Regan WWA3662 - 2 Years of Service
 Doug Addington WWA761 - 5,000 Hours



WestWind Leadership Team

WestWind Executive Committee

President & CEO - Sean McConnell
 CIO - George Forster
 CAO & Chief Pilot - John Condon
 COO - Phil Cohen
 CMO - *Vacant*

WestWind Hub Management

COO - Phil Cohen
 Hub Ops Manager - *Vacant*

Hub Managers

Amsterdam - George Forster
 Atlanta - Mike Jones
 Calgary - Scott Robinson
 Chicago - John Oddo
 Cincinnati - David Reason
 Dallas-Ft. Worth - Al Stallbaumer
 Denver - Brian Mills
 London Heathrow - Ken Rotker
 Los Angeles - Steve Canham
 Miami - Bob Armer
 New York - Tony Yonek
 Seattle - Dwayne White
 Singapore - Bob Sturm
 Sydney - Kenneth Haynes

WestWind Regional Management

Alaska Regional Mgr - Scott Robinson
 Europa Regional Mgr - Andrea Maccioni
 Caribe Regional Mgr - Ian Crawford
 Hawaii Regional Mgr - Phil Cohen
 Tahiti Regional Mgr - Sean McConnell

The WestWind Journal

Interim Editor - Karl Truman
 Interim Editor - John Condon