

THE WESTWIND JOURNAL



Christmas in Tahiti | MeetMe Column | Computer Rigs



WestWind Airline Stats YTD

Total Flight Hours:	30,981
Total Online Hours:	3,521
Total Offline Hours:	27,460
Total Flights:	9,373
Total Cargo (lbs.):	129,032,458

WestWind Hub Rankings

October

Top 3 Hubs by Total Hours

1 - Chicago	617
2 - Miami	412
3 - Seattle	282

Top 3 Hubs by Total Flights

1 - Miami	159
2 - Chicago	142
3 - Los Angeles	93

Top 3 Hubs - VATSIM Hours

1 - Los Angeles	110
2 - London	69
3 - Miami	61



On behalf of all management at WestWind Airlines, **Happy Thanksgiving** to you and your family.

Thank You for making WestWind Airlines so great!





NOW HIRING

Exciting career opportunity awaits you!

The Online Operations & Events department is now hiring for **Director of Online Operations & Events**.

WestWind Airlines is seeking an enthusiastic individual who enjoys working in a team environment with a focus on promoting and growing our online and events department.

Are you ready to accelerate your virtual career into overdrive?

Contact **John Condon** via Private Message on the WestWind Forums to apply.



Christmas in Tahiti

Authored by Mike Gibbs and Ken G

In the middle of the South Pacific, in the heart of French Polynesia, lies a tropical paradise that only the very fortunate in life have an opportunity to visit. Each year, the pilots of WestWind Virtual Airlines begin to converge upon this beautiful tropical world in late November to take a vacation from the grind of moving heavy metal. This is the story of how Christmas in Tahiti came to be a part of WestWind lore.

Despite the name, Christmas in Tahiti is not a religious event per se even though the holiday is important to many of us. Everyone is welcome regardless of one's ethnic background, religion, geographic location or whatever else keeps people from enjoying one another's company. In fact, that is one of the hallmarks of WestWind. Everyone is welcome and we do our best to make sure everyone knows it.

Cont on page 4



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





The VATSIM Board of Governors is pleased to announce that **Rob Shearman** has been selected as the new **Vice President - Pilot Training**.

Rob has been a dedicated member of the VATSIM community for years, bringing both passion and extensive experience to his new role. He has been a strong advocate for enhancing pilot training resources on the network and is known for his commitment to improving the experience for VATSIM pilots worldwide.

[Click here for full NOTAM](#)



UPCOMING POPULAR VATSIM EVENTS

<p>MROC - Real Ops Monday</p> 	<p>West Coast Weekends</p> 
<p>Berlin Thursday</p> 	<p>Vectors to Copenhagen</p> 

Feature Event of the Month

New York ARTCC Presents Turkey Day at Teterboro



[Click event graphic for further details](#)



Operation EastWind Update

Operation EastWind Helene/Milton Hurricane Disaster Relief began Thursday, October 3rd and will remain active until November 17th.

As of the writing of this article, WestWind Airlines pilots have successfully moved over 10,500,000 pounds of cargo and over 2,400 Search & Rescue and insurance personnel into the hurricane impacted areas.

As special **Thank You** goes out to the following top 3 cargo pilots:

Hal Morse - 4,208,498 lbs
 Joe Gay - 1,734,995 lbs
 Bob Strum - 1,200,810 lbs

As special **Thank You** goes out to the following top 3 passenger pilots:

Bob Strum - 1,788 passengers
 Phil Cohen - 325 passengers
 John Condon - 160 passengers

Thank you again and keep up the great work!

Christmas in Tahiti (Cont.)

It all started when Ken retired from WestWind in September of 2007. He left the keys to his world-wide headquarters hangar in Denver and decided to live out a life-long dream in French Polynesia. For months he had joked about enjoying life in Tahiti with his virtual right-hand man Sal. In November/December 2007, Mike, Kim, Ed, Steve and a few others crashed his virtual island paradise sharing Thanksgiving and Christmas turkey with him. The first year was a sort of ad-hoc visit with the simple rule of enjoyment and relaxation. Over the years, the event came to be known as Christmas in Tahiti.

Ken built his resort on the south shore of the island. The resort includes a water landing strip, a dock, a large two story colonial home (with a rotating beacon on its apex), six large beach bungalows and four smaller over-water bungalows. On the water, four buoys mark the runway and an NDB antenna is located on the beach. The water runway became locally known as NTKG. If things get a little crowded, there are more rooms at the local hotel next door. You can walk from the hotel to the resort if you like or catch a boat from the marina. There are a few Easter eggs in the scenery as well. Scenery for FSX and FS9 is available on the website.

People begin showing up around Thanksgiving (US) and leave sometime around the New Year. They arrive from all over the world and make their way to NTAA in Papeete (pronounced Pa-pe-e-te). From the airport, they usually find an amphibious aircraft like the Grumman Goose to make their way to NTKG about 20 miles away. There is no hard surface runway at NTKG-only a water runway. If that doesn't suit you, take a helicopter or a light plane if you can find a place to land. The Tahiti government doesn't seem to mind much. If none of those options appeal to you, you can take an ultra-light or even rent a jeep and drive over. You can keep up with who is there by using the link on the WestWind Dispatch Page to find the names of everyone at NTKG, NTAA or any other airport in the vicinity. For those flying online, be sure to follow their progress on VATSIM.

Sal, Ken's virtual right-hand man, keeps the beach fire going usually roasting a hog for Thanksgiving and Christmas. If you are lucky you may catch the fireworks on Christmas and New Year's around midnight. Sal is available for all manner of services. All you have to do is ask. He is particularly good at making Mai Tais. He is also very interested in tagging along on day trips to the neighboring islands. He is particularly fond of Bora Bora-one of the world's most luxurious island getaways. Bora Bora is just a short hop away in the Goose.

Cont on next page...

Christmas in Tahiti (Cont.)



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.



Not to be outdone, Mike liked the idea of a sidekick and went hunting for one. So, you might also see Harvey around from time-to-time. In addition to being Mike's sidekick, Harvey is one of WestWind's wealthiest customers and keeps Mike busy flying the G550 on executive charters year round. Mike has never figured out why she calls herself Harvey. It probably has something to do with a pink rabbit. Regardless, she has never missed Christmas in Tahiti and she is a lot better looking than Sal.

There is no shortage of things to do in Tahiti. There are endless opportunities for day trips to neighboring islands. Bora Bora, is always a favorite. French Polynesia has literally hundreds of islands to choose from. Many have airports and those that don't are accessible by the Goose. Mike worked with the Tahitian government to offer WestWind's help with several routes of holiday mail runs that include every airport in French Polynesia. There are also opportunities for more traditional routes to New Zealand, Australia, and an endless number of other destinations in the South Pacific. If none of that tickles your fancy, then get yourself a copy of Six Days Seven Nights starring Harrison Ford and Anne Heche. Look for clues to the location of their downed plane and see if you can find the island on which they were marooned.

Still not convinced? If you are one of those people who really like Christmas, try having two of them each year. If you arrive in Tahiti a day early, you can fly west to any airport across the International Date Line. This puts you a full 24 hours ahead of Tahiti time. Be sure to arrive on Christmas morning local time. Around midnight on Christmas, head east back across the International Date Line again, arrive in Tahiti on Christmas morning, and have Christmas all over again.

There are WestWind Awards for both participating in the Christmas in Tahiti event and for doing the 48 hours of Christmas. And the company is unparalleled.

See you in Tahiti!



WestWind Journal - MeetMe Column

Welcome to the second edition of the MeetMe column where The WestWind Journal sits down with fellow pilots within the airline to learn more about them.

This month, we had the opportunity to sit down with **George Forster (WWA2379), Chief Information Officer (CIO)** for **WestWind Virtual Airlines**.

WWJ: Before we jump into the interview, I'd like to thank you for sitting down with us and answer some questions. I know you're a busy guy, so lets jump in.

WWJ: How long have you been with WestWind Airlines?

GF: I joined WestWind 10th April 2009 - nearly 16 years ago.

WWJ: I always enjoy asking this question because we get so many different answers. Why did you join WestWind?

GF: To have a purpose to my flying. I wanted to have a way of deciding where to fly. Our route structure here at WestWind met what I was looking for.

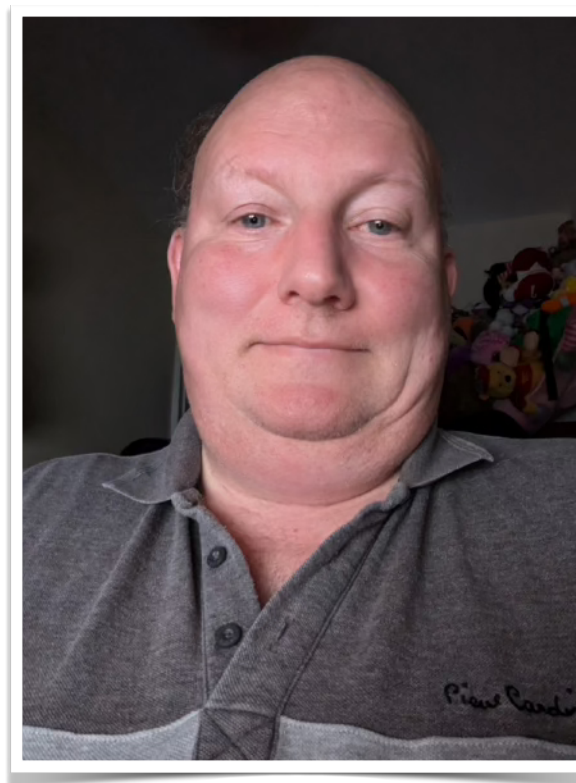
WWJ: What's your favorite thing about flying for WestWind?

GF: I find the website is so easy to use. Oh hang on... maybe I'm biased there.

WWJ: Well I must admit that you have done a great job maintaining the website over the years. On behalf of all of us, a big thank you for everything you do.

WWJ: Being responsible for IT is such an important part of the airline and must have its challenges. Out of curiosity, why did you join management?

GF: I was asked to join the IT team after they found out that I was a programmer in the real world. If you have skills that can be utilized in an organization like WestWind, then its a no brainer to use them. I then became the department leader when the existing leader moved on to other roles in the airline.



WWJ: What past management roles have you held at WestWind?

GF: And as mentioned earlier, I was a junior member of the IT team before I became the CIO. In addition to my current role, I am also the Hub Manager at our Amsterdam Hub.

Cont on next page...

(Continued from previous page)

GF: My primary responsibility is ensuring that the web site and forum work correctly and adding any feature enhancements to the website.

WWJ: Speaking of feature enhancements, I remember back in 2013 when you built the **WWAACARS** system for us. For those who don't know, what is ACARS?



GF: ACARS stands for **A**ircraft **C**ommunications **A**ddressing and **R**eporting **S**ystem. WWAACARS gives our pilots the ability to automatically log their flights directly into our dispatch system after they complete a flight. I continue to maintain and update this system to ensure compatibility across different platforms.

WWJ: You mentioned compatibility between different platforms. As the CIO, how are you preparing for MSFS 2024?

GF: WestWind Airlines is committed to adopting new simulator platforms and we're making preparations to support MSFS 2024. There are still some unknowns such as cross compatibility between MSFS 2020 and MSFS 2024 and we really need to get our hands on the simulator to test. More information will be released to the airline after it launches later this month.

WWJ: As a manager, what are your top priorities in your role?

GF: My top priority is ensuring that the web site and forum work correctly at all times.

WWJ: Let's switch gears a bit and talk about flying. How long have you been flying flight simulator?

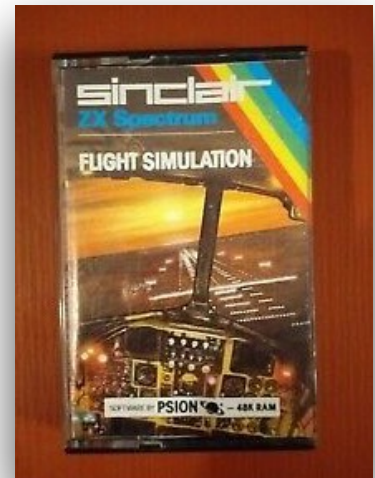
GF: If you exclude my attempts to fly on the Spectrum version in the 1980's, I've been flying since 2009.

WWJ: What was your first flight simulator platform?

GF: My first serious flight simulator was FSX, although I did have the original flight simulator on the Sinclair Spectrum in the mid 1980's.

WWJ: What simulator platform do you fly today?

GF: I now exclusively fly MSFS 2020, as the graphics are much better than FSX.



Cont on next page...

(Continued from previous page)

WWJ: What got you interested in flight simulation?

GF: Believe it or not, just seeing the boxed version of FSX at a knock down price in my local computer store, and I thought that may be interesting to play.

WWJ: Are you a real world pilot?

GF: No, I'm not a real world pilot.

WWJ: What's your favorite airplane to fly in flight simulator?

GF: The FlyByWire Airbus A320 Neo.

WWJ: Do you have a favorite route to fly in flight simulator?

GF: No, I like to fly as many different routes as possible, trying to do hub slams if I can.

WWJ: Other than flight simulation, what other hobbies do you enjoy?

GF: With flying and all the IT stuff, I don't really have time for anything else.

WWJ: George, it has been an absolute pleasure to sit down and learn more about you. I know you have a tight schedule, but thank you so much for taking the time to meet with us today.

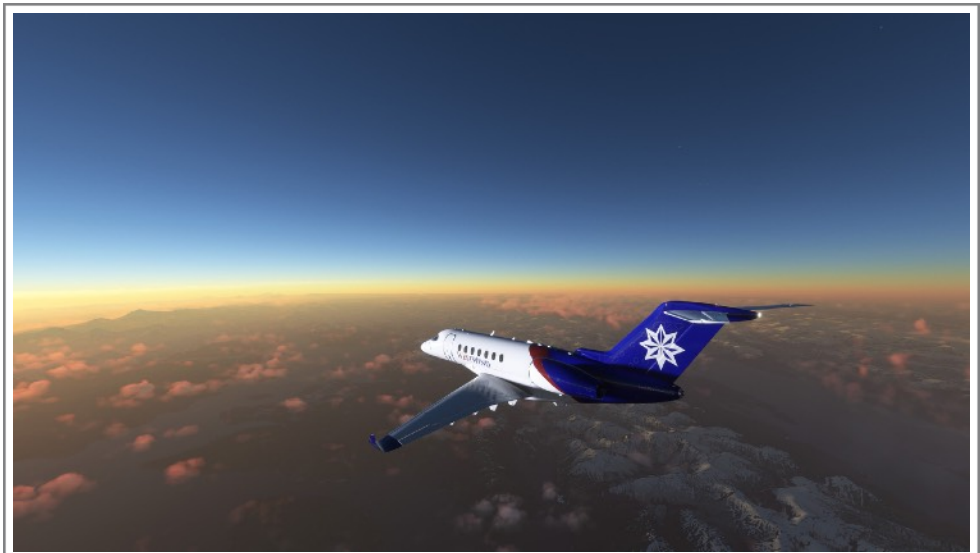


October Screenshot
Competition Winner

Brian Ware
WWA2220



Congratulations!



Chasing the Perfect Flight Rig Part 2

By John Condon

MSFS 2020 has been pushing the limits of my PC providing depressing results with mid-20's FPS. Not so great. When MSFS 2024 was announced, my first thought went to whether or not my flight sim rig would be up to the task. I once again found myself chasing the perfect flight rig.

A few months ago, Microsoft published their MSFS 2024 "System Requirements". The table is broken into three different categories - "Minimum Spec", "Recommended Spec" and "Ideal Spec". I don't know about you, but minimum specs never worked out well - for flight simulation, anyway. If I learned anything from past history, I'm focusing on their "Ideal" parameters and targeting my system requirements towards these specifications.

So how far off is my current PC from from Microsoft's "Ideal" recommendations?

	RECOMMENDED SPEC			MY SPECS	
	MIN SPEC	SPEC	IDEAL SPEC		
	NVIDIA/INTEL	NVIDIA/INTEL	NVIDIA/INTEL		
MIN OS VERSION	Windows 10 <i>With latest update</i>	Windows 10 <i>With latest update</i>	Windows 10 <i>With latest update</i>	Windows 11 <i>With latest update</i>	✓
DIRECT X VERSION	DX12	DX12	DX12	DX12	✓
CPU	Intel Core i7-6800K	Intel Core i7-10700K	Intel i7-14700K	Intel i7-11700K	✗
GPU	GeForce GTX 970	GeForce RTX 2080	GeForce RTX 4080	GeForce RTX 3080	✗
VRAM	4 GB	8 GB	12 GB	10 GB	✗
RAM	16 GB	32 GB	64 GB	16 GB	✗
STORAGE	50 GB	50 GB	50 GB	50 GB	✓
BANDWIDTH	10 Mbps	50 Mbps	100 Mbps	400 Mbps	✓

AVAILABLE NOVEMBER 19, 2024

As we can see, with my specs displayed in the last column, my CPU, GPU, VRAM and RAM are all under ideal specification. And lets face it, these four components are the key to delivering performance results with the CPU probably being the most important - in MSFS 2020, anyway.

Since I'm planning to upgrade to MSFS 2024 later this month, and after a lot of research, head scratching and comparison shopping, I decided to move forward with an upgrade. And this is where I pick-up Part 2 of Chasing the Perfect Flight Rig.

Cont on next page...

Chasing the Perfect Flight Rig (Cont.)

Using pcpartpicker.com, I found the best prices for my new selected hardware. The upgrade includes the AMD Ryzen 7 7800X3D processor, the ASUS ROG Strix B650-A motherboard, and a pair of TEAMGROUP T-Force Delta DDR5-6000 32 GB (16GB x2) memory.

My plan is to use my existing GeForce RTX 3080 GPU, both my SSD and HD hard drives, power supply and tower case.



Being my first upgrade build ever, I eagerly awaited my newly ordered parts. And tracking my orders online, everything was set to arrive the second week of October. Exciting!

Unfortunately, mother nature had different plans, and on the evening of Wednesday, October 9th, Hurricane Milton hit Florida and moved through Orlando, Florida where I live. Not only did we sustain some minor damage to our house, but all parcel deliveries were delayed by several days. Oh well... repairs to the house took precedence.

After small shipping delay's, everything arrived and I began the process of breaking down my PC for the swap over.

The first thing that I had to get out of the way was removing the GPU as the RTX 3080 is a rather large card and takes up a lot of room. It was easily removed.

Next up was the removal of the CPU water pump head from the Intel processor held securely by the LGA mounting bracket.

For anyone who has swapped from an Intel to AMD processor chip, you may know what happened next. I quickly realized that I didn't consider, and thus didn't order, the proper AM5 mounting bracket. I quickly ordered the proper bracket and reinstalled my original pump and GPU so I could get back to flying my OEW flights.

With Amazon Prime, my new AMD AIO bracket arrived two days later and I was once again back to breaking down my computer for the swap.

Out came the GPU, water pump, cooling fans and then the motherboard. Within 20 minutes, I had a nearly empty tower case. The only items that stayed in were the power supply and HD hard drive.



Cont on next page...

Chasing the Perfect Flight Rig (Cont.)

Breaking out my new Strix B650 motherboard, I carefully installed the Ryzen 7 7800X3D processor. Next to be installed was my Western Digital SDD hard drive. Finally was two sticks of memory. All said, it took about 15 minutes to prepare the motherboard for installation.

ASUS ROG



While the hardware swap may have only taken me an hour, reinstalling MSFS 2020 and all of my add-ons would take a lot more time. This is the reasons I wanted to reuse my Western Digital SDD - so I could just plug and play. Well, that was my idea, anyway. After watching several videos on this subject, I was fairly confident that I could make this work - and I was going to try to reuse my Windows 11 operating system license. Again, this was my idea of how I wanted it to work.

With the motherboard secured into the case, I attached all the cabling. Thankfully this process was rather easy because the port locations for each cable were nearly identical to my old ASRock Z590 motherboard. Whew!

With the cooling fans reinstalled, and with my new AM5 water cooler bracket, I applied some thermal paste to the Ryzen 7 chip and the pump head was installed. Finally came the GPU installation.

For the first startup, I only plugged in one monitor, a keyboard and the mouse. Lets keep this simple, I thought to myself. I eagerly pushed the power button... but nothing happened. I pushed the power button again... and nothing happened. After a big sigh, and

All in all, it probably took me no more than an hour to swap out the hardware. Being my first time tackling a project like this, I was pleasantly surprised at just how easy the swap over was. But would this upgrade deliver the results I was hoping for? I first had to setup Windows 11 on the new motherboard before I could find out.



perhaps a few choice words under my breath, I quickly realized that I had forgotten to turn on that little switch on the back of the power supply. I pushed the power button again and BINGO... my flight rig was alive and breathing again.

Chasing the Perfect Flight Rig (Cont.)

I must give Microsoft a lot credit for what happened next. Remember, I was reusing my primary SDD that contained Windows 11 and MSFS. I was also moving from Intel to AMD, and this meant that every Intel driver that was installed would need to be switched over to AMD drivers. Was Windows really able to do this? Within about 10 minutes, Windows was alive and there was my desktop background image of my WWA PMDG 737. It worked!

Once I saw that Windows was running smoothly, I went back and installed/updated the necessary BIOS drivers.

Finally, I plugged in my additional monitors, USB peripherals like my yoke, throttle quadrant, rudder pedals and VRInsight 737 overhead.

I fired up MSFS 2020 for the first time, and with the Ryzen 7 7800X3D now in command, I did something I had never done before, I increased my MSFS 2020 settings to ULTRA HIGH. With Dev Mode turned on so I could monitor my FPS, I loaded up a flight from KIAD to KMCO.

While preparing the 737-800 for the push and start, I noticed amazingly smooth rendering with glares of sunshine and shadows moving across the cockpit panels. Stunning to see. But what were my FPS? Amazingly, I am seeing 100+ FPS. My upgrade idea has worked and I am seeing amazing results without forking over thousands of dollars for an entirely new rig.

So how much did everything cost? As you may remember from last months article, I am recently retired and now living on a fixed income with

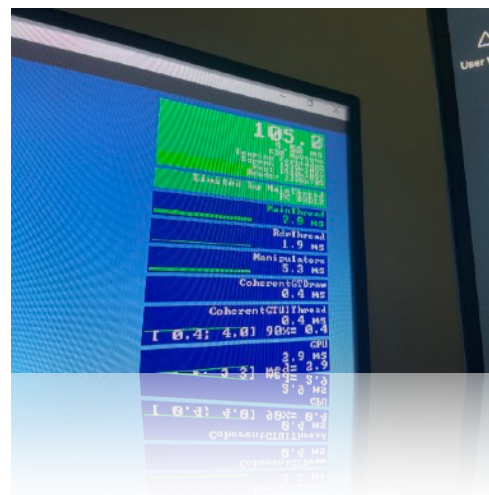
nothing in my budget for a new flight sim computer. To make this project work financially, I had to sell one of my cameras, photography being another hobby of mine.

All figures referenced below are in US dollars, rounded up, and includes shipping, fees and taxes.

I purchased the Ryzen 7 7800X3D from Walmart.com for \$424. The ASUS ROG Strix B650-A motherboard was purchased new on eBay for \$207. I found the TEAMGROUP T-Force Delta 32 GB memory on Amazon for \$101. After purchasing the required AMD cooler bracket for \$21, and the very necessary thermal paste for \$7, everything cost me \$760.

I was able to resell my Intel i7-11700K CPU processor, ASRock Z590 motherboard and NeoForza 16GB of memory on eBay for \$306 after eBay fees. So at the end of the day, for this entire project, I ended up spending \$454.

I'm extremely happy with the outcome of this upgrade. And if you're anything like me, I wish you all the successes in chasing your next flight sim rig.



In the Real World - Aviation News

Qatar Airways 787 Landing Gear Drops Into Drain After Cover Collapses

A Qatar Airways Boeing 787 Dreamliner sustained damage after its landing gear fell into a drain at Hamad International Airport (DOH).

The incident which occurred on October 25, 2024, involved a 9 1/2 year old Boeing 787-8 registered A7-BCV. The aircraft flew in from Colombo (CMB), Sri Lanka, completing flight QR663. After a safe landing, the aircraft was taxiing into its parking position when the front section of the right main gear fell into a drain.



An engineer on site said that the drain cover collapsed as the main gear taxied over it, resulting in it falling in, dismissing rumors that the cover was missing. [Click here to read more.](#)

FAA Investigating Single-Engine Go-Around After Engine Failure Due to Bird Strike

The Federal Aviation Administration is investigating a Thursday engine failure involving an American Airlines Airbus A319 near Washington's Reagan National Airport. Flight 1539 from Boston later diverted to Washington Dulles International Airport.



Air traffic control recordings indicate that the flight crew reported an engine failure while on approach to Reagan National before initiating a go-around. The aircraft – registered as N814AW – climbed to the south before opting to divert to Dulles.

The crew later reported that the right-side engine failure likely came as a result of a bird strike. The A319 remains out of service. An FAA spokesperson said the agency is investigating the incident.

"American Airlines Flight 1539 landed safely at Dulles International Airport in Virginia around 8:40 a.m. local time on Thursday, Oct. 31, after the crew reported a bird strike. The Airbus 319 departed from Boston Logan International Airport and was heading to Ronald Reagan Washington National Airport," the spokesperson said in a statement on Monday. [Click here to read more.](#)



Pilot's Tip of the Month

Dangers of Spatial Disorientation



Background

We may adore soaring through the skies, but our bodies are made for an existence on land. This means that our brains are not engineered to process the stimuli we experience when we're airborne. It is this discrepancy that brings about spatial disorientation.

But how can we tell when this is happening and even more importantly, what can we do to cope with it? We will answer these questions in this article, so read on to find out!

What is Spatial Disorientation?

When the brain doesn't interpret signals from the body properly, spatial disorientation can occur. This involves a false perception of one's position and motion in relation to the earth. Without visible references like clouds, fog, or terrain, pilots become confused swiftly.

To understand the severity of this problem, a FlySafe post put out by the FAA stated that spatial disorientation caused 5-10% of all general aviation accidents.

To avoid this, the pilot flying must not rely on visual cues and learn how to fly exclusively by their instruments to reclaim spatial orientation and maintain straight and level flight. But if these systems fail in limited visibility conditions, pilots need to be aware of how to handle this scenario as well.

The human body uses three systems to figure out movement and orientation:

Visual system - Our eyes, sense position based on what we see.

Vestibular system - Organs found in the inner ear that sense position by the way we're balanced.

Somatosensory system - Nerves in the skin, muscles, and joints, which, along with hearing, sense position based on gravity, feeling, and sound.

Cont on next page...

Dangers of Spatial Disorientation (Cont.)

The 6 Types of Spatial Disorientation

There are six different types of illusions that can cause spatial disorientation for a pilot. It is important for a pilot to trust their instruments more than what their body is interpreting in order to maintain the proper aircraft attitude. Let's go through each of the spatial disorientation symptoms and effects.



1. The Leans

The leans are one of the most common forms of spatial disorientation. This type of illusion will make you think that you are still upright, while you are actually in the middle of a turn. This usually happens when a turn is made too gradually; the liquid in your ears will fool your mind and cause spatial disorientation.

HOW TO PREVENT IT:

Pilots will need to be conscious of not turning too gradually and must turn to the flight instruments when making adjustments to counter any false perception.

Cont on next page...

Dangers of Spatial Disorientation (Cont.)

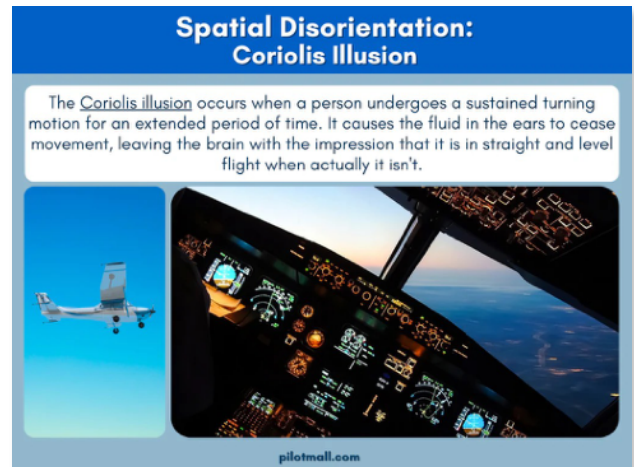
2. Coriolis Illusion

The Coriolis illusion occurs when a person undergoes a sustained turning motion for an extended period of time. It causes the fluid in the ears to cease movement, leaving the brain with the impression that it is in straight and level flight when actually it isn't.

During the Coriolis illusion, if the pilot has an abrupt head movement, it can cause the fluid inside of their ear to shift along a different axis, giving a feeling as if the plane was performing a maneuver when it actually wasn't. This can be dangerous if not taken into consideration.

HOW TO PREVENT IT:

If you start to feel off-balance, try to avoid sudden head movements while piloting. Rely on the instruments in the aircraft and use them as a guide to stabilize your flight path and bring the plane back to straight and level flight.



3. Graveyard Spiral and Graveyard Spin

The name "Graveyard Spiral" alone instills fear in pilots, as it should. A graveyard spiral is an accidental high-rate-of-descent tight banked turn. If an aircraft is turning for too long, the fluid in its pilot's ears stops moving, creating the illusion that they are turning in the opposite direction. This can lead to a disastrous situation if the pilot pulls back on the yoke and returns to the original turn—causing a deadly spiral dive and rapid altitude loss.

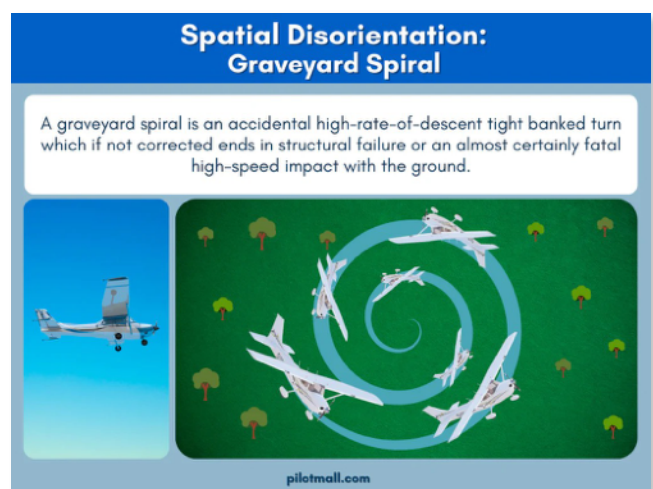
The difference between a graveyard spiral and a "graveyard spin" is that a spin is caused by a stall.

HOW TO PREVENT IT:

Keeps up your scan and trust your instruments.

How to recover from a Graveyard Spiral:

- Power to idle
- Level the wings
- Slowly return to nose-level attitude
- When recovered, add power



Cont on next page...

Dangers of Spatial Disorientation (Cont.)

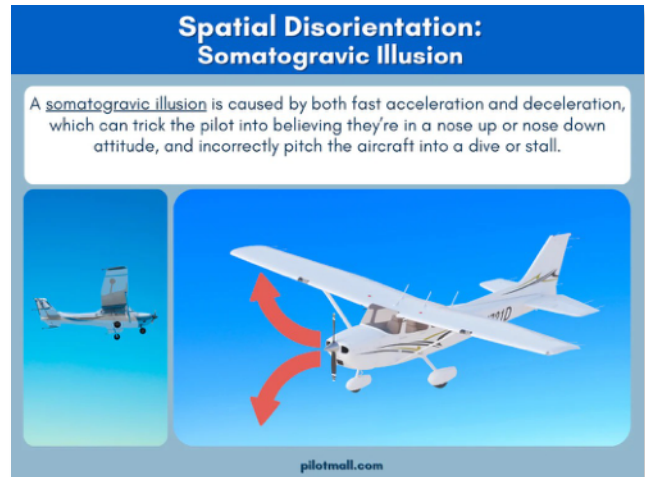
4. Somatogravic Illusion

A somatogravic illusion is caused by both rapid acceleration and rapid deceleration. Fast acceleration can trick the organs in your ears into believing that the nose of the plane is pointing upwards. This will give you the impression that you need to push the nose forward, causing a dive attitude.

The same thing happens when decelerating quickly but in the opposite direction—your body might think that you're pitching your nose low and make you pull the nose up too severely, causing a stall.

HOW TO PREVENT IT:

When the visibility is low, rely on your flight instruments and don't make sudden changes in your acceleration or deceleration.



5. Inversion Illusion

An inversion illusion is caused when you pull the nose of an aircraft too quickly during a climb. This makes it seem like you're tumbling backwards (inverted) and can cause you to push the plane too far nose forward, resulting in a dive attitude.

HOW TO PREVENT IT:

When transitioning from a climb to level flight, make sure you perform this action in a steady motion and avoid rapid or quick attempts to return to straight and level. Be aware of your attitude indicator.



Cont on next page...

Dangers of Spatial Disorientation (Cont.)

6. Elevator Illusion

The feeling of elevator illusion is most intense when flying in turbulent weather with poor visibility. At these times, a sudden gust can unexpectedly lift the aircraft upwards, giving you the false impression that you have to push forward and keep the nose down to maintain level flight. Doing this, however, would cause the plane to fall into a dive attitude.

HOW TO PREVENT IT:

Avoid pushing the aircraft into a dangerous attitude by following the attitude indicator, scanning your instruments, and keeping the wings level to keep spatial orientation.

Other Important Factors

There are other factors to consider when

Posture

Being mindful of your posture can go a long way in relation to helping you stay spatially oriented, and trust your instruments over what your body is perceiving the situation to be.

Optical Illusions

Optical illusions can play a part in spatial disorientation, especially at night.

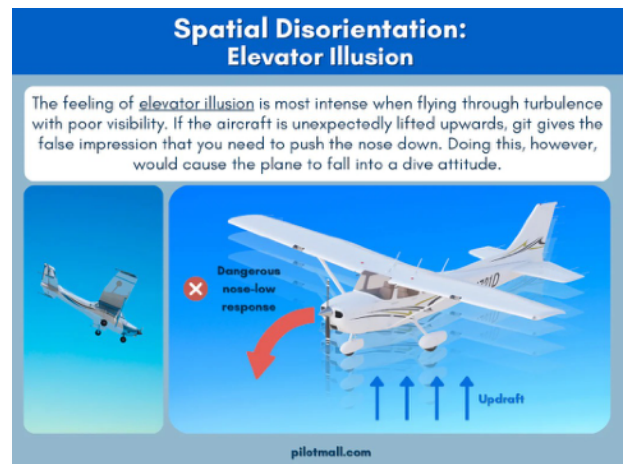
Post Traumatic Stress Disorder

You might be wondering how is spatial disorientation related to PTSD? Spatial disorientation and brain fog can be caused by certain mental health disorders such as PTSD. A potential pilot should be open and honest with medical professionals regarding their mental health history when looking into medical certification qualifications for becoming a pilot.

FAA Spatial Disorientation Materials

The FAA released helpful materials to help learn and understand more about this important topic.

- ✓ [FAA List of Aerospace Medicine videos](#)
- ✓ [FAA Spatial Disorientation Publication](#)



WESTWIND JOURNAL WORD SEARCH



Aviation

Z A L T I T U D E E A I I F S A V N K E R O L Z K D E S S J
 O O L J W V K I E D E F H I Q X Q I Z K I J E J G O K K K C
 E W E S T W I N D T M J Y I X O I I U K O R R C D I W O J J
 Z Q V C Z E F P L B A P M Z G T E G W F E L E C Y D Z H S R
 F L M U T L E Z B N H Q A S V S T I W M Z Y W Q N C U N I R
 R K I Y P H A Z F F C N A I R L I N E L Y S F O O D L X T C
 R D Z O Y G L N Z A T C V U U O P B O E I N G X I R U W Y U
 Q W B W J F T E Y A N P Y F B I N D H X I N F I Q F R E Q K
 L V A T S I M W Y N I Z A I R B U S G R A W I N G S L Y K G
 I Z H T E Q I T Y D E R C L E R P U Q T Z R D S V Z W X N D
 J F W S K G Z P K Y Z Q S P O C U I A H L C W Y C U W X I P
 B Y G M L Z V P W Z E Z K P R W F H T G B Y L P O O A P U F
 F I Z G Z D W W L G Q R S E E O T U V O E C Y G Z D A R V R
 G F X B I N T V F A H T J Y B E P A Z Z T F E B P R C O Q B
 Y B T V V V F Y J K S F C L G G D O X T M E J U I Y A C J G
 I G H Y P D F F L I G H T D E C K H R I N Z Q F T X R N K R
 Y D S B F R E D T T W A P J Y C R O S S W I N D C S S D T J
 O U H V N U O T D E B F Q Q X I K N C Z F X S F H D R B K W
 M I W T A T D D T S S U I L Q H L E S U I O B W I Z Q J E S
 Z Y R Q T V U J R L M W I N D S H E A R R Q T N G K Z S K H
 C S T U H C F N A N W M W Q M G N P K L B U C O C K P I T L
 Q K I U K Y U K N C Z Q H D Z O S W G B P Z D H E X R N Y M
 W T H D Q L E B S B X D L V Z H Z A F Q T Y B D J S O X N Y
 R C I K Q H A E P P B P L E G J P Q Y F A F R D E E Z V K C
 Y T M G O C Y H O D A Y B K H T M W U E Y O K E N R O R D I
 O C V J D F B H N C Y X G V L S X W Q E Z Q G W Y S U H T L
 B J K X T M A N D F R K E X M U T V F S W F C E C G W S G C
 A P P R O A C H E J F Q V R V K D A R W O V O D R U T L R R
 B J K Y P D D W R M U Y I A C M D S L U H R X J V E C L Y Q
 Y E T A Y C D R L T G K O B T Q Y J W L G Y A W U O V F H P

- | | | | |
|-------------|-------------|------------|------|
| TRANSPONDER | FLIGHT DECK | WIND SHEAR | TAXI |
| CROSSWIND | AIRSPEED | ALTITUDE | ATC |
| APPROACH | WESTWIND | WWAACARS | YAW |
| AIRLINE | COCKPIT | BOEING | |
| RUDDER | AIRBUS | PITCH | |
| PITOT | STALL | WINGS | |
| PROP | YOKE | VATSIM | |
| ZULU | | | |



WESTWIND PROMOTIONS AND AWARDS



Pilot Promotions

Hal Morse WWA3615 - Sr. Command Captain +31
Bill Bender WWA3670 - Sr. Command Captain +2
Richard Anger WWA2548 - Sr. Command Captain
Joe Gay WWA2610 - Sr. Command Captain
Bruce Davis WWA3062 - Command Captain

Recognition Awards

Nathaniel Miller WWA1055 - 1,000 Flights
Bob Strum WWA320, Charter Pilot of the Month
Doug Addington WWA761, 20 Years of Service



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 - Bob Armer

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 Strum
Sydney - Kenneth Haynes

WestWind Regional Management

Alaska Regional Mgr - Scott Robinson
Europa Regional Mgr - *Vacant*
Caribe Regional Mgr - *Vacant*
Hawaii Regional Mgr - *Vacant*
Tahiti Regional Mgr - Sean McConnell

The WestWind Journal

Interim Editor - Karl Truman
Interim Editor - John Condon