

THE WESTWIND JOURNAL



Operation EastWind | Cockpit Chatter | Navigraph Academy



WestWind Airline Stats YTD

Total Flight Hours:	29,365
Total Offline Hours:	25,559
Total Online Hours:	3,806
Total Flights:	9,384
Total Cargo (lbs.):	132,341,207

WestWind Hub Rankings

November

Top 3 Hubs by Total Hours

1 - Singapore	395
2 - Miami	308
3 - Chicago	271

Top 3 Hubs by Total Flights

1 - Los Angeles	101
2 - Chicago	92
3 - Cincinnati	87

Top 3 Hubs - VATSIM Hours

1 - Chicago	34
2 - London	32
3 - Calgary	30



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



WESTWIND

PROMOTIONS AND AWARDS



Pilot Promotions - November

John Oddo WWA2293 - Sr. Command Captain +17
 Scott Williams WWA1404 - Sr. Command Captain +14
 Brian Mills WWA1108 - Sr. Command Captain +10
 Danny Davis WWA682 - Sr. Command Captain +6
 Scott Robinson WWA2660 - Sr. Command Captain +6
 Nick Johnston WWA152 - Sr. Command Captain +5

Recognition Awards - November

James Dean WWA319 - 25 Years of Service
 Steve Gempler WWA2260 - 17 Years of Service
 Scott Clifford WWA2257 - 17 Years of Service
 Gerald Spiers WWA3311 - 500 Exec. Charter Flights 1 Year
 Nathaniel Miller WWA1055 - 750 Hours in Type B773
 Gerald Spiers WWA3311 - 500 Hours in Type C750
 Hal Morse WWA3615 - 250 Hours in Type BLCF
 Jim Gesell WWA3461 - 250 Hours in Type B738
 Dwayne White WWA2741 - Cargo Hub Slam (CYHM)
 Dwayne White WWA2741 - Cargo Hub Slam (KAFW)



WestWind Leadership Team

WestWind Executive Committee

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

WestWind Executive Management

VP of Scenery - Bob Sturm
 Director of Marketing - Don Tinc
 Director of Aircraft - Vacant
 Director of Online Ops - Vacant
 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

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 - John Condon
 New York - Tony Yonek
 Seattle - Dwayne White
 Singapore - Bob Sturm
 Sydney - Kenneth Haynes

The WestWind Journal

Editor - John Condon



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.



Operation EastWind Final Report

Hurricane Melissa was an extremely powerful and devastating tropical storm that became the third-most intense Atlantic hurricane on record - tied with the 1935 Labor Day hurricane that made landfall in the Atlantic Basin.

WestWind Airlines came to the rescue by providing immediate disaster relief to the impacted areas of Jamaica.

Rank	Pilot	Cargo Flights	Total Cargo (lbs)	Passenger Flights	Total Passengers
1	Joe Gay	14	829,099	0	0
2	Bob Sturm	11	440,299	1	80
3	Sean McConnell	2	42,939	1	6
4	Brian Mills	1	194,375	0	0
5	Vince Storelli	1	186,615	0	0
Total		29	1,693,327	2	86

Five pilots have flown 28 flights, moving 1,693,327 pounds into the disaster area. **Captain Joe Gay** was our top performer with 14 flights and 829,099 pounds of emergency cargo. Thank you and congratulations to everyone who participated.



Operation EastWind photos on next page...

Operation EastWind Screenshots

Submitted By:

Brian Mills

WWA1108



Submitted By:

Brian Mills

WWA1108





WestWind Hub Updates for XP12.2 Continues



Bob Sturm, VP of Scenery, updates Washington Dulles.

Available now is the Washington Dulles Int'l Airport for X-Plane 12.2+. KIAD was once a WestWind Hub that has since been closed and designated as a Mini-Hub. The default X-Plane airport file has been modified to include the WestWind facilities along with some improvements. The passenger gates are located at Midfield Terminal. Concourse A gates A14-A32. The Executive Charter Terminal is on Ramp R, accessed from taxiway F, Gates 1-6. The Cargo Terminal is adjacent to Rwy 01C-19C between taxiways Y2 and Y4.

Washington Dulles International Airport (DUL-iss) (IATA: IAD, ICAO: KIAD, FAA LID: IAD) - commonly known simply as Dulles Airport - is an international airport serving the United States's capital city, Washington, D.C. and its surrounding area. It is located 26 miles (42 km) west of downtown Washington, D.C., in Loudoun and Fairfax counties in Northern Virginia.

Dulles is the second busiest of three major airports serving the Washington-Baltimore metropolitan area, behind Baltimore/Washington International Airport (BWI) and ahead of Ronald Reagan Washington National Airport (DCA). An average of 60,000 passengers pass through Dulles daily to and from more than 139 destinations around the world. Dulles has the most international passenger traffic of any airport in the Mid-Atlantic outside the New York metropolitan area, including approximately 90% of the international passenger traffic in the Baltimore-Washington region.

Aerial View



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WestWind Hub Updates for XP12.2 Continues



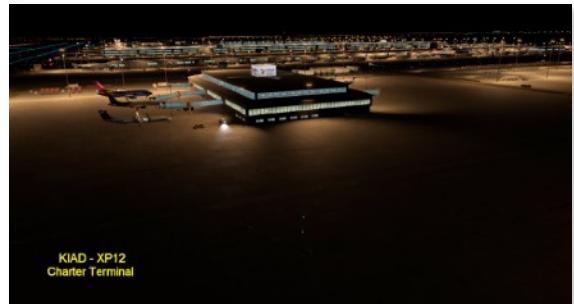
**Passenger
Terminal**



**Charter
Terminal**



**Cargo
Terminal**



November Screenshot
Competition Winner

Brian Mills
WWA1108



Congratulations!



THIS MONTH IN AVIATION HISTORY

3 December 1945: The first landing and takeoff aboard an aircraft carrier by a jet-powered aircraft were made by Lieutenant-Commander Eric Melrose Brown, M.B.E., D.S.C., R.N.V.R., Chief Naval Test Pilot at RAE Farnborough, while flying a de Havilland DH.100 Sea Vampire Mk.10, LZ551/G. The ship was the Royal Navy Colossus-class light aircraft carrier, HMS Ocean (R68), under the command of Captain Casper John, R.N. For his actions in these tests, Lieutenant-Commander Brown was invested an Officer of the Most Excellent Order of the British Empire (O.B.E.), 19 February 1946.




Aeroprojecto Cessna U206F
For FSX / FSX:SE / Prepar3D

SPECIAL DISCOUNT

Aeroprojecto Cessna U206F
WWA DISCOUNT 20% OFF

SPECIAL PRICE* ~~REGULAR PRICE \$17.00~~
\$13.60

AIRCRAFT INCLUDES

- External and Interior Modeling
- Virtual Cockpit
- Paint Schemes
- Systems and Additional Features

Aeroprojecto's Cessna U206F Stationair for P3D v1-v4 and FSX comes in four liveries, with full 3D instrumentation based on Cessna equipment and the 1970s ARC 300 avionics series, autopilot, custom sounds and additional tools for aircraft set-up.

The aircraft features cargo or passengers (depending on the cabin setting), animated pilot, friendly frame rates, several additional adjustable cameras and animations for almost every moving part or mechanism.

*Discount is for active WestWind pilots only. To receive promo code, pilot must apply [here](#) and purchase directly from **Aeroprojecto website**.

WestWind Executive - Charter of the Month

December 2025 - Charter of the Month - P233 Retail Exec. Christmas Tour



Search Charter of the Month - P233

Category: Executives/VIPs, Events

Origin: Northwest Arkansas Regional Airport KXNA

Stops: 3

Region: North America

Destination: As Described in Briefing

Aircraft: Multiple, see briefing

As the Christmas retail season is set to begin, a certain major retailer has contracted WestWind Executive Charter Division to take some of their executives to visits stores across the United States.

Pick up the passengers from KXNA and fly them where ever they want. This particular retailer has locations everywhere. You may be asked to directly return to KXNA or continue to other locations before returning. The client executives have full discretion on where they choose to go.

Aircraft: Cessna 550 Citation II/Bravo, Cessna 750 Citation X, Dassault Falcon 2000DX, Dassault Falcon 50, Douglas DC-3, Embraer ERJ-145LR, Bombardier LearJet 45, Gulfstream G550, Boeing BBJ, Boeing BBJ2, Bombardier LearJet 60, Embraer ERJ-135LR, Hawker Beechjet 400





From the Flight Deck

FlightSimExpo 2026 - Discounted Travel and Hotel Rates/Locations Revealed

FlightSimExpo 2026 will take place on **June 12-14, 2026**, at the **Saint Paul RiverCentre** in **Saint Paul, MN, USA**. Perfectly located for those flying into the city, as the convention centre is situated a 15-minute drive from Minneapolis-Saint Paul International Airport (MSP).



Discounted Travel Rates

If you are traveling to Minneapolis-Saint Paul via plane, then you can save money through discounted rates with Delta, United, Southwest Airlines, and their partner airlines. For those using Delta or United, you could save between 2-10% on the base airfare, whilst those using Southwest may also be eligible for an additional 25% Rapid Reward Points in addition to an up-to 5% discount.

If you're flying internationally, you can use the discount codes on multiple codeshare airlines.

You can view the discounts on airlines here.

Hotel Locations and Rates

As with the 2025 show, there are multiple hotel locations for FlightSimExpo 2026. All of the hotels are within a reasonable walking distance of the Saint Paul Rivercentre, where FlightSimExpo 2026 will be held.

The primary hotel for FlightSimExpo 2026 is the Intercontinental Saint Paul Riverfront, which features great views of the skyline, spacious rooms and more. It's just an 8-minute walk to the convention centre and offers free cancellation until 72 hours before.

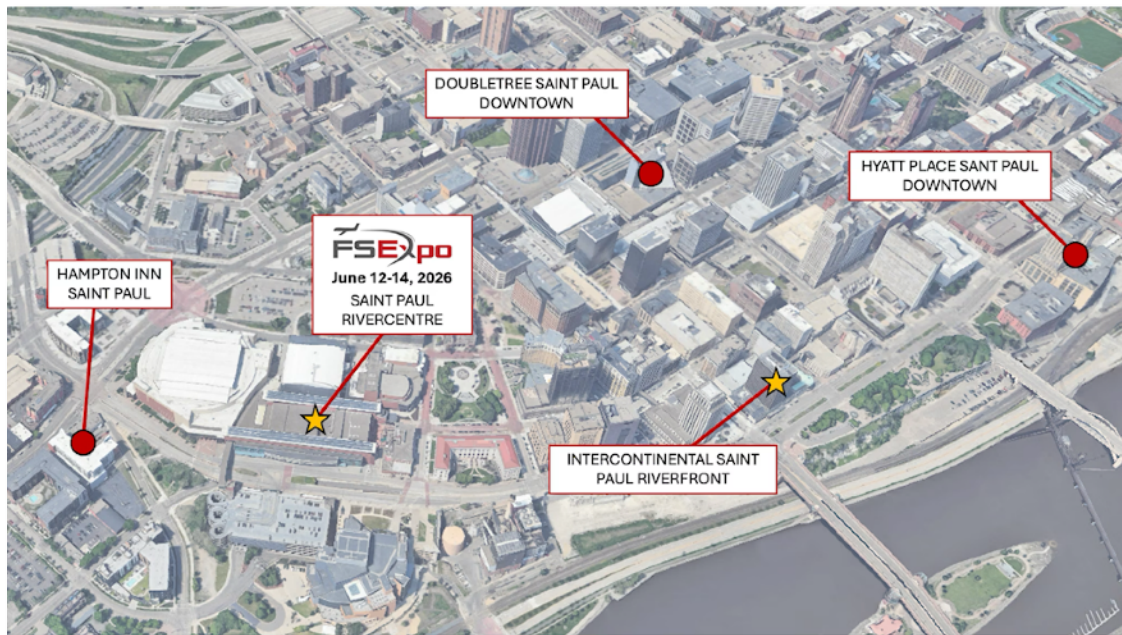
The other hotels that FlightSimExpo has secured for discounted rates include the Hampton Inn Saint Paul, Doubletree Saint Paul and also Hyatt Place Saint Paul Downtown (available to book in January 2026). All hotels include free cancellation, free luggage storage, parking options, and some even include complimentary breakfast. See venue map on next page.

Cont on next page...



From the Flight Deck

FlightSimExpo 2026 - Discounted Travel and Hotel Rates/Locations Revealed



FlightSimExpo 2026 Activities and Tickets

At this stage, it's too early to speak about activities and tickets. That said, #FSEXpoFroday has been confirmed to return on Friday 12th June 2026, with the exhibit hall then open all weekend for attendees to try out the latest and greatest software and hardware in flight simulation.

Expect stages, community talks, seminars, workshops, and much more.

Tickets will be available in the future. For now, sign up to the mailing list to stay up-to-



Consider supporting the flight sim hobby by...

Joining *The Flight Simulation Association* - it's FREE!
Help build a community driven organization the promotes home flight simulation as both a hobby and aid to pilot training. [Click here to learn more!](#)



WestWind Airlines Online Operations

WestWind Online Operations is devoted to flying online, using a massive network called VATSIM, a free organization with over 190,000 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 Network Policy Updates - Effective 15 NOV, 2025 at 1200z

VThe VATSIM Board of Governors is announcing a series of updates to the Code of Regulations (CoR) and Code of Conduct (CoC). The changes will take effect on 15 November 2025 at 1200z. The following is a brief summary of the major changes to both policies. Links to policies -

[VATSIM Code of Conduct](#)

[VATSIM Code of Regulations](#)

Additional Information

Recent updates to the ATIS and Frequency Management Policy align with these changes and are recommended reading. Members are encouraged to review the full documents once published. Division leadership can assist with any questions.

[Click here for full NOTAM](#)



UPCOMING POPULAR VATSIM EVENTS

Tuesdays in Brasil: VFR Edition



Tropical Tuesdays



Frankfurt Friday



Northern Lights Tuesday



[Click event for further details](#)



PMDG Releases Sneak Peak of 737NG for FS24



A flurry of content creators dropped videos last week covering the PMDG 737NG aircraft for FS24, indicating that PMDG's content embargo on the aircraft has been lifted.

There are a lot of new features included in the FS24-native version, including a brand new sound set, new cabin, cockpit door and window open/close functionality, HUD option, cabin clutter, and plenty of other more minor features including some easter eggs.

Though we are still yet to receive confirmation of an official release date, Robert Randazzo has previously said the aircraft is on track for a release before the end of the 2025 calendar year, and the content embargo being lifted is suggestive that the product is now in the final phases of its prolonged beta. Preliminary reaction from the community to these new extended previews appears mixed, with some users praising the new features on the aircraft, and others expressing skepticism with regards to exactly how "new" the product is, especially given we know that existing customers will be asked to pay a small fee to upgrade to the FS24-native version.

If you're looking for a short overview of the new features without narration, [CaptainKenobi has a great video here](#). If you want something more comprehensive, there's [British Avgeek's 35 minute summary](#) of all the new features. Or, if you want to see the aircraft perform a point-to-point flight with a real (former) 737 pilot, [A330 Driver has a 90 minute flight video](#) up already showing off the new features on the line.





FlightFactor Releases 777v2 Freighter Expansion for X-Plane 12



XPLANE12

The brand new expansion for the 777v2 from FlightFactor has been released. This comes after their latest engine expansion (EE) for this add-on, adding new engine options for the aircraft. This new expansion adds the 777 Freighter to X-Plane 12. It introduces some new features exclusive to this variant, as well as other features available on the 777v2. Alongside this expansion, multiple updates for the aircraft were released. FlightFactor also added its brand new taxi and cargo cameras to the 777 Freighter.

777 Freighter Expansion

This brand new expansion has been in the works for a couple of months. The developer previewed this expansion back in December 2024. Multiple teasers of this expansion have been released during the last few months on the developer's social media. On the 12th of November, FlightFactor released a post on their social media announcing the release date and price for the 777 Freighter. They also teased the new engine releasing with the Freighter expansion: the GE110B1L.



The add-on was released via the X-Plane.org Store. It requires that the 777v2 Base add-on be installed in the simulator. The expansion not only adds the Freighter variant, but also new features alongside this add-on. All aircraft systems exclusive to the freighter were added with new aerodynamics. New cargo loading animations and ground equipment have been added, with three special liveries included.



One of the newest and biggest features added to this freighter aircraft is the taxi and cargo camera. This feature was just added in the new version 2.3.3 update and is exclusive to the freighter. Alongside this addition, FlightFactor has been updating this expansion and the base 777v2. Multiple fixes were implemented in these latest updates.

The 777v2 Freighter Expansion is now available for \$30 USD. The freighter expansion is exclusive to X-Plane 12. You can acquire the complete 777 v2 add-on with this expansion and the engine expansion in this bundle. FlightFactor is still working on improving the 777v2. Stay tuned for further updates for this add-on.

FlightFactor is still working on improving the 777v2. Stay tuned for further updates for this add-on.



Cockpit Chatter

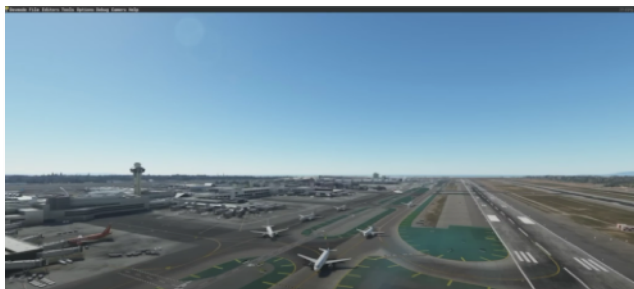
BeyondATC Announces Next Major Update: VFR

BeyondATC has been relatively quiet for the past several months, working to improve the stability of the core program. Now, the developer is back with a new video on their YouTube channel recapping recent improvements, as well as announcing the development roadmap for adding Visual Flight Rules (VFR) support to the popular AI-powered Air Traffic Control add-on for Microsoft Flight Simulator.



In the video, BeyondATC describes the improvements made to the core program since the last development update video. These include performance enhancements and adding support for GSX and realistic CPDLC. Additionally, the program now includes localized voices with 800+ US and UK voices, traffic improvements featuring realistic flight plans and schedules, and custom airport operations for more realistic traffic handling at large airports.

Moving on to the product roadmap, BeyondATC confirms that adding VFR support will be the next major update for the software. Previously, the program focused almost exclusively on IFR (Instrument Flight Rules) operations, leaving a significant gap for pilots looking to simulate VFR operations. The coming update aims to make the software a complete solution for all types of flying.



BeyondATC says that in order to allow for a quicker rollout to its users, VFR support will be introduced in three stages, starting at the airport level and expanding "outward". Initially, the program will focus on VFR circuits and traffic patterns, clearances, touch-and-gos, and entering and exiting the airport environment. Stage 2 will cover operations in different classes of airspace, including entering, exiting, and transitioning

between different airspace classes and FIRs. Finally, stage 3 will allow users to perform a full flight with VFR services. ATC phraseology and procedures vary worldwide, and as such, the program will initially focus on perfecting VFR operations across three core regions: the US, UK, and Australia, with more regions and procedures added over time.

Lastly, the dev team cautions that support for VFR operations in BeyondATC will take quite some time to develop, and won't launch feature-complete with the next product update. Recreating VFR operations within the program will also require several backend system changes that will be released between the VFR release stages.



Navigraph Launches *Navigraph Academy*



At Navigraph, we've always believed that flight simulation should be for anyone, and in launching Navigraph Academy today, we are taking a huge leap forward in this mission.

Flying in flight simulators offers many exciting and engaging activities; be it learning more about airline operations, preparing for a career in the skies or exploring amazing places around the world. But with the ever-increasing realism and sophistication of home simulators, we believe that many users never achieve these dreams. Barred by complicated setups and steep learning curves, many never get started or fail to progress.

With Navigraph Academy, we are setting out to solve these challenges. We want to make everyone's journey easier, more engaging and more rewarding than ever. We hope to lower the barrier to entry for flight simulation, and provide a place for experienced simmers to expand their hobby. In order allow everyone to enjoy flight simulation to its full extent, Navigraph Academy is being offered completely free of charge.

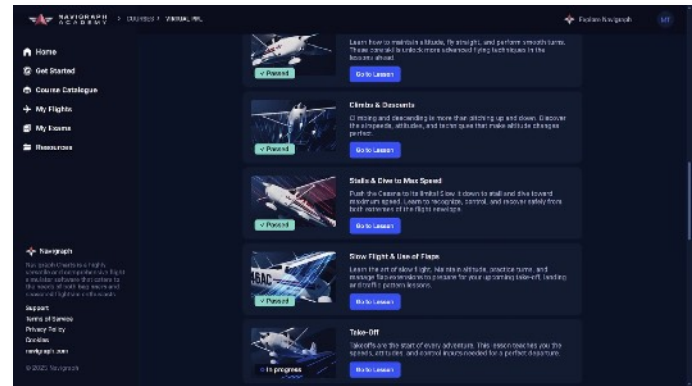
The team and I have worked hard on Navigraph Academy for almost two years. Today we are launching. I am excited to share with you what makes our educational system so unique and revolutionary.

Cont on next page...

Navigraph Launches Navigraph Academy

The Academy Website

The Navigraph Academy website is the heart of the project: a learning center built to simplify everything related to flight simulation. Whether you're just starting out, or looking to deepen your understanding, the site gathers clear, concise, and beautifully presented information on all things aviation, flight simulation, and simulator setups.



On the website, you'll find our course library. Today, we're launching it with our first offering: the Virtual Private Pilot's License (VPPL) course. The VPPL gives you the chance to experience what going to flight school feels like and what becoming a pilot truly requires. As you progress through these lessons, you'll learn to fly by hand, navigate visually, and understand complex aircraft systems. This course provides both experienced simmers and newcomers with the skills and theoretical foundation required to fly more advanced airplanes and explore the world.

The Academy Videos



Our video series takes the principles from the learning center and brings them to life. Each lesson features a richly animated, narrated, and exploratory video. The episodes are educational and entertaining, designed to help you grasp concepts quickly while showing just how much fun virtual flying can be. We combine theory and practice, explaining both the technology and science behind flight and how to apply it inside the cockpit.

Published on our YouTube channel, the videos stand on their own as approachable guides, while they also complement the written material on the website. Whether it's setting up your controls, planning a VFR route, or acing those landings, the Navigraph Academy videos make flight simulation accessible to everyone, even those who simply stumble upon them on YouTube.

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Navigraph Launches Navigraph Academy

The Academy Lessons



An aviation journey wouldn't be complete without practical flying. Perhaps the most groundbreaking part of Navigraph Academy is our analytics engine: an intelligent system consisting of in-game lessons and an analysis tool that checks and evaluates your flying directly inside the simulator.

Designed by real flight instructors and our best software engineers, the Academy analysis engine processes data streams from your simulator to detect, assess, score, and then provide personalized feedback on your individual maneuvers completed in the Academy Lessons. Whether it's your takeoff technique, stalls, or navigation accuracy, the system identifies what you did well, where you can improve, and how you should adapt to achieve perfection.

Think of it as the first true "home flight instructor", a digital coach that helps you progress toward greater realism, skill, and confidence in the cockpit. The Academy analysis engine is currently designed for MSFS 2020 and MSFS 2024, and is compatible with the desktop versions of the simulators.

Check out our first lesson, where you will meet your instructors and discover the realism, tools, and structured training that make this program unique.



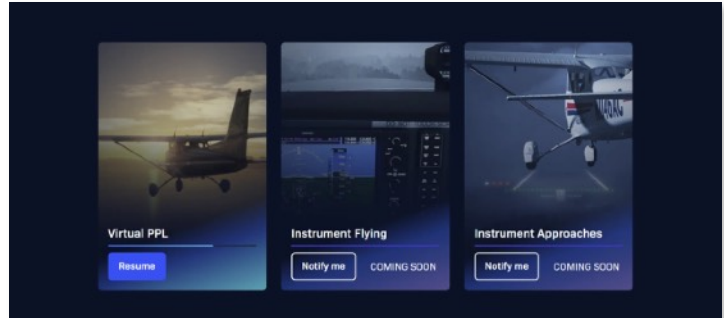
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Navigraph Launches Navigraph Academy

The Road Ahead

Today, we are launching our first version of Navigraph Academy. However, we have a roadmap of features we would like to expand upon in the near and distant future.

First, we're already developing two additional courses. These will teach you how to conduct instrument flying and perform IFR approaches, enabling anyone to understand how we operate airplanes in poor weather conditions using both traditional and modern instrument-based navigation systems.



Second, we look forward to refining our analytics engine to provide an even more sophisticated and deeper understanding of your flying performance, whether that is visual navigation or flying an ILS approach into the world's busiest airports.

A Golden Era For Flight Sims



In closing, I would like to tell you about our broad ambition with Navigraph Academy. We truly believe that flight simulation is in a golden era. In just the past few years, the release of several remarkable simulators has multiplied the size of the global flight sim community and sparked a new wave of enthusiasm for virtual aviation.

This expansion is fueling incredible innovation across the world of flight simulation. Hundreds of new peripherals have reached the market, each offering greater realism, precision, and immersion, all while prices continue to fall. Software developers have followed the same trend, with a wave of ultra-realistic aircraft releases pushing the boundaries of what's possible in home simulation.

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Navigraph Launches Navigraph Academy

For us at Navigraph, this growth has meant more opportunities to expand and improve, allowing us to dedicate even greater resources to bettering our Charts and Flight Planning solutions. So, a thriving community benefits everyone, with better tools, better simulators, better (and cheaper) hardware, and better aircraft for all.



But, there's still one major obstacle ahead: the steep learning curve. With Navigraph Academy, our goal is to make that curve gentler and bridge the gap between the seasoned simulator pilot and the newcomer taking their very first steps into the amazing world of flight simulation. We've all had our first day in flight school, and for most of us, it felt overwhelming. With Navigraph Academy, it doesn't have to be. So, to everyone joining us on this journey, welcome aboard, and we'll see you up there. Visit the Academy website to get started.



Written by Martin Trankell

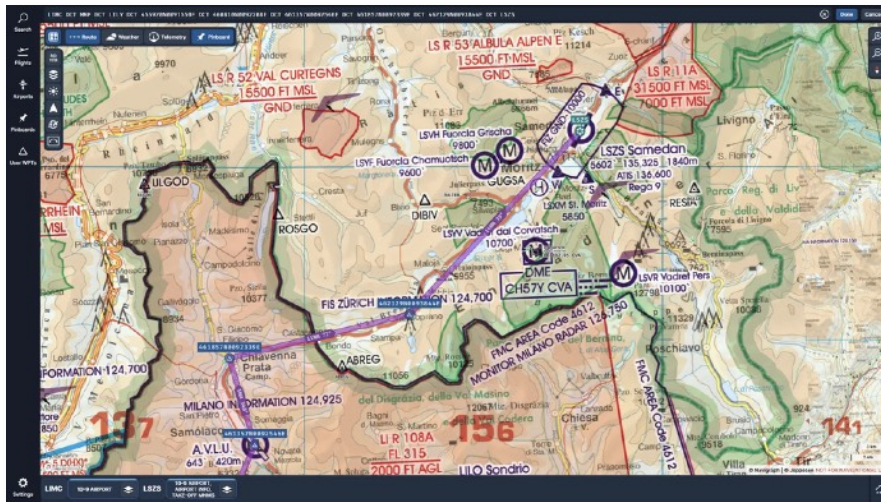
Pilot Training Lead

Martin, a former pilot and flight instructor, now focuses on crafting authentic flight experiences for Navigraph users. In his free time, he plays complicated strategy games and loves mountain hiking with his family.

[Read more about Martin](#)

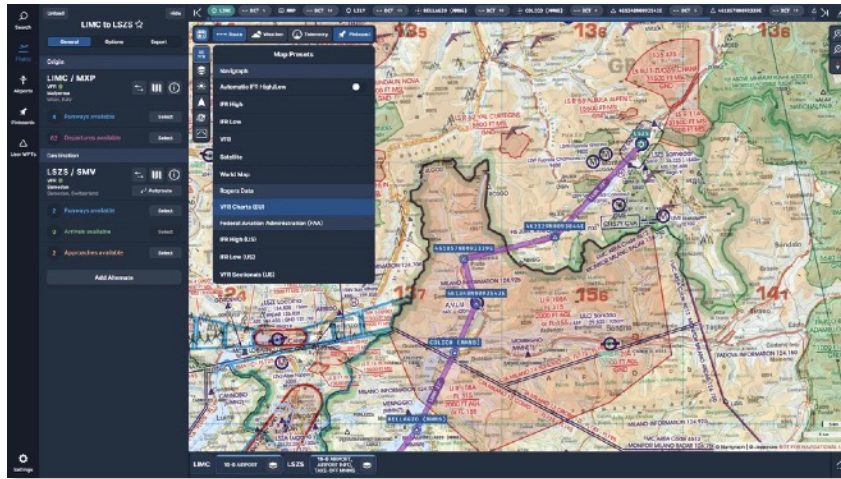


Visual Flight, Redefined: Exploring Europe with VFR Charts from Rogers Data



Flying VFR across Europe has long required patience and resourcefulness, especially when it came to gathering charts country by country. Now, Navigraph has made that process effortless with the integration of Rogers Data's official European VFR charts, an exciting development announced at FSEXPo 2025. Rogers Data, an Austrian provider known for its sectional

Visual Flight, Redefined: Exploring Europe with VFR Charts from Rogers Data



Your view updates with Europe-wide topographic detail, airspace classifications, terrain shading, and obstacle data pulled straight from Rogers Data's ICAO charts. It's an immense step forward for general aviation sim pilots seeking realism and European operational fidelity.

Planning a Scenic Test Flight

To put the new charts to the test, we planned a relaxed yet scenic VFR hop from Milan Malpensa (LIMC) to Samedan (LSZS) in the heart of the Swiss Alps. From the Flights tab in Charts, create a new flight and set LIMC as your origin and LSZS as your destination. Next, long-press over LILY Airport (Como) and add it as your first waypoint. From there, trace the shimmering curve of Lake Como, creating a few custom waypoints to follow the shoreline and maintain scenic precision.



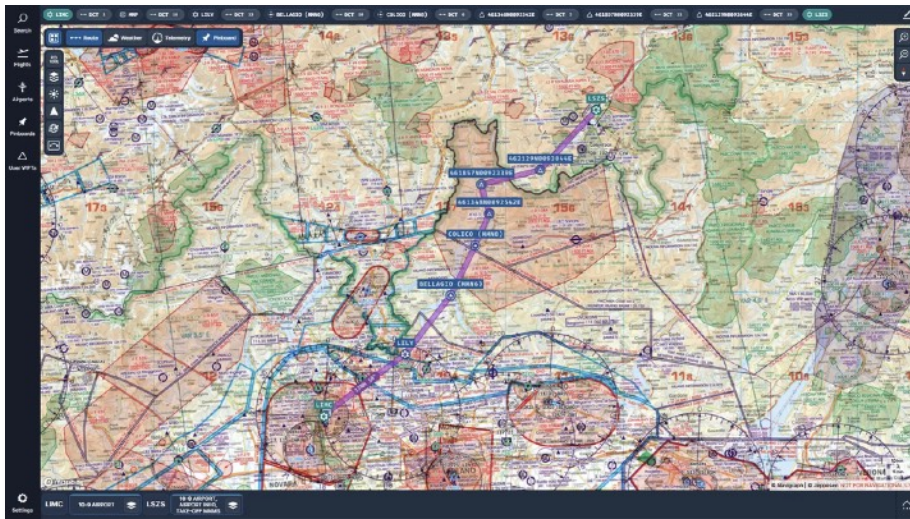
Flying over Lake Como in the Duke

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Visual Flight, Redefined: Exploring Europe with VFR Charts from Rogers Data

Beyond the northeastern tip of the lake, stay centered over the narrow valley as it twists sharply left, then right, helping you align naturally toward the Engadine region. Here's a ready-to-use route string for Navigraph Charts app.

LIMC DCT MMP DCT LILY DCT 455920N0091550E DCT 460810N0092208E DCT 461348N0092542E DCT 461857N0092339E DCT 462129N0093844E DCT LSZS



Our route from Milano, LIMC, to Samedan, LSZS with Rogers VFR Charts

The Climb into Samedan

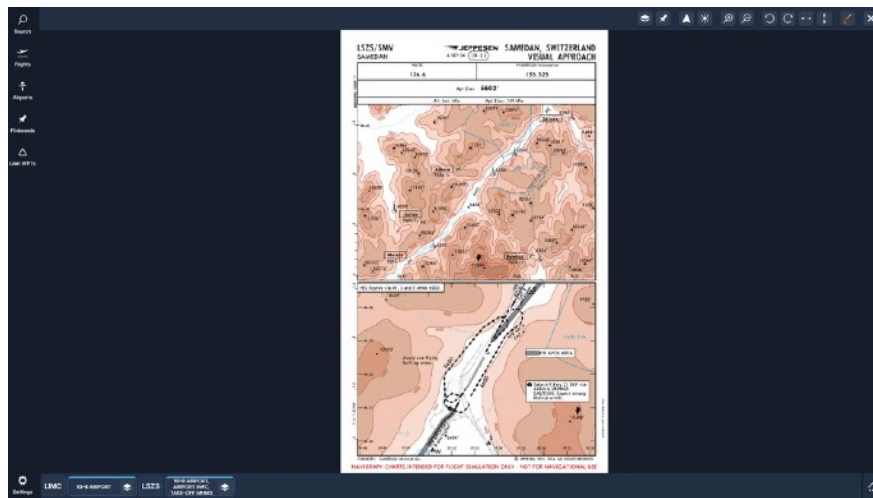


Descending into Samedan Airport with the snow-capped alps in the background

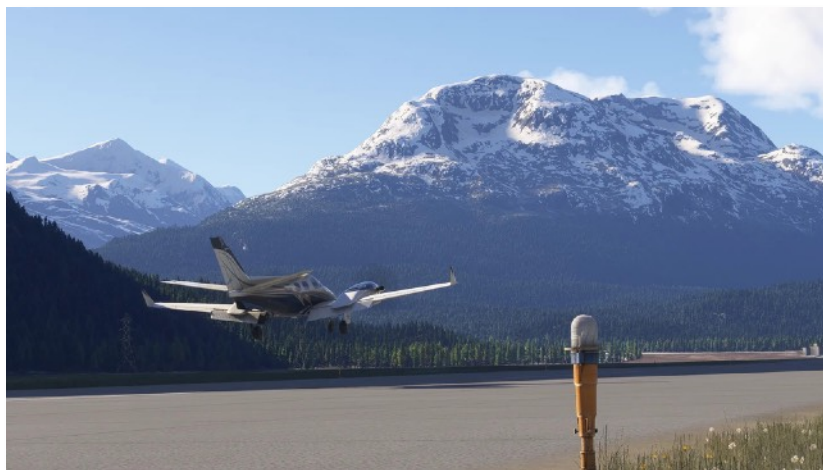
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Visual Flight, Redefined: Exploring Europe with VFR Charts from Rogers Data

As you cross the last ridge toward Samedan, the Swiss Alps unfold dramatically ahead, snow-capped ridgelines and glacial valleys painting a picture only these highlands can offer. According to the visual approach chart (19-11), pilots should be mindful of Maloja winds, a local phenomenon caused by thermal pressure differentials between the Engadine and Bregaglia valleys. These downslope winds can affect approach stability, especially during afternoons.



Samedan's field elevation sits at 5,600 ft, making it one of Europe's highest IFR-capable airports. On the day of our test flight, a light Maloja crosswind required a power-off descent 180 to land on Runway 21. A maneuver that, with Navigraph charts handy, was easy to visualize ahead of time. The "Visual Approach" chart made situational awareness seamless.



On final for runway 21

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Visual Flight, Redefined: Exploring Europe with VFR Charts from Rogers Data

A New Era for European VFR

This new Rogers Data integration transforms how VFR is flown in Europe within Navigraph. Instead of sourcing individual charts from separate national providers, aviators now have access to harmonized European coverage. For users, that means reliable scale alignment, intuitive readability, and shared legends available for reference at the [Rogers Data](#) website.

The Rogers VFR layer brings precision, realism, and artistry into every flight. With it, flying in Europe VFR feels less like a challenge—and more like freedom refined. Get your [Unlimited](#) subscription today to upgrade your navigation experience with Navigraph Charts.



Time to grab a sandwich...



Written by Jason Sokoloff

Technical Support Specialist

Jason, an Embry-Riddle Aeronautical University graduate, has a strong background in aviation safety. As an instructor at Angle of Attack, he emphasized risk management and proper procedures. A flight simulation enthusiast since 1988, Jason blends real-world knowledge with virtual aviation to promote realism and safety.

[Read more about Jason](#)

In the Real World - Aviation News

Evidence of fatigue cracks a 'major clue' in fatal UPS cargo jet crash, experts say



A drone view of the crash site next to a runway at the Muhammad Ali International Airport following the crash of a UPS cargo plane in Louisville, Kentucky, U.S., in this screengrab from a video released November 7, 2025. NTSB/Handout via REUTERS

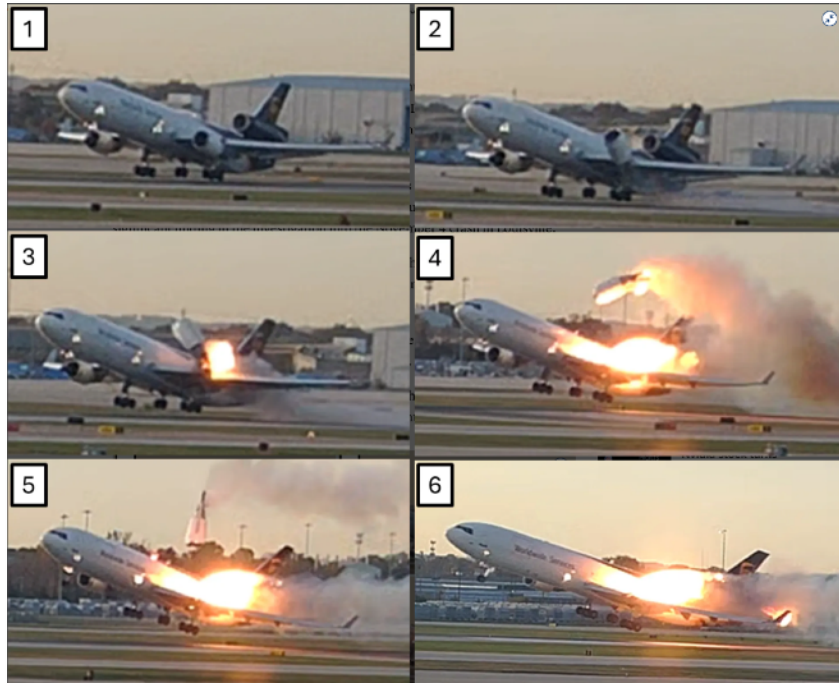
The National Transportation Safety Board said on Thursday it has found evidence of fatigue cracks in a key part of a UPS MD-11 cargo jet that crashed this month in Kentucky, an important clue into the cause of the incident that killed 14.

Air safety experts said the discovery of fatigue cracks in a support structure on the left pylon, which connects to the wing and the plane's engine, is a significant finding in the investigation into the November 4 crash in Louisville.

Besides evidence of fatigue cracks, which preceded the accident in the left pylon aft mount lug, the NTSB also said in its preliminary report that it found areas of over stress failure.

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In the Real World - Aviation News



As a result, one side of the pylon's supports failed due to fatigue, and when it broke, the other side could not handle the extra load.

"That's a major clue," said U.S. air safety expert Anthony Brickhouse of the cracks, which he added developed over multiple flights.

U.S. safety expert John Cox said such fatigue cracks weaken the support structure.

"It finally gets to a point where the force overcomes what the structure can withstand and that's a point of failure," Cox said. "There is a significant likelihood that that's what occurred here."

Brickhouse said investigators need to figure out why the crack was not discovered as part of the plane's maintenance, a search that could go back for years.

U.S. safety investigators have already said they are probing the maintenance history of the 34-year-old UPS cargo plane that was in Texas for repairs weeks before crashing in flames after takeoff. That maintenance was done at a site belonging to Singapore's ST Engineering.

According to the report, the plane had not flown enough cycles to warrant special detailed inspections of the part.

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The preliminary report referenced the crash of an American Airlines DC-10 jet in May 1979, which it listed under "similar events." During the takeoff rotation of Flight 191 from Chicago O'Hare Airport, the left engine and pylon assembly, and about three feet of the leading edge of the left wing, separated from the airplane and fell to the runway.



The NTSB found evidence of fatigue cracking in that incident.

UPS and FedEx grounded their MD-11 fleets this month as a precaution and at the recommendation of U.S. plane maker Boeing. The Federal Aviation Administration also issued directives that temporarily grounded the

MD-11 and the DC-10 due to their similar design.

NTSB Chair Jennifer Homendy told Reuters this week that Boeing is doing some additional modeling and testing as part of the investigation. Boeing has owned the broader MD-11 program since its 1997 merger with McDonnell Douglas.

Preliminary reports are normally published around 30 days after an incident, with a more comprehensive final report unveiled about a year after the crash.





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.



