

THE WESTWIND JOURNAL

FlightSim Expo 2025 | Cockpit Chatter | Navigraph News

WestWind Airline Stats - YTD

Total Flight Hours:	13,897
Total Offline Hours:	11,391
Total Online Hours:	2,506
Total Flights:	4,427
Total Cargo (lbs.):	54,540,634

WestWind Hub Rankings

May

Top 3 Hubs by Total Hours

1 - Singapore	339
2 - Denver	296
3 - Sydney	214

Top 3 Hubs by Total Flights

1 - Denver	75
2 - New York	74
3 - Miami	72

Top 3 Hubs - VATSIM Hours

1 - Los Angeles	111
2 - Calgary	77
3 - New York	53

FlightSimExpo 2025 Unwrapped

This years **FlightSimExpo** was held in Providence, RI at the Rhode Island Convention Center. Attended by over 2,500 flight sim enthusiasts, the event officially kicked off Friday, June 27th with #FSExpoFriday Product Reveals. On Saturday and Sunday, attendees enjoyed Exhibits, Seminars and Workshops.

We were fortunate enough to have our own President and CEO, **Sean McConnell**, on the ground attending the Expo providing us with exclusive content that can only be found here at WestWind Airlines.

Kick back and enjoy FlightSimExpo 2025 *Unwrapped!*



Sean McConnell in front of the Patriot aircraft at **Parallel 42** booth

Cont on page 3





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.



Chicago O'Hare Airport Upgraded for XP12

Bob Sturm, VP of Scenery, recently upgrade Chicago O'Hare International airport (KORD) bringing it up to date according to Jeppesen charts. A lot of construction has been done since X-Plane originally provided the airport. A number of taxiways had been constructed and eliminated and nearly every taxiway had been renamed. This has all been fixed. Also, Bob incorporated the new features and functionality of X-Plane 12.1.2. All WestWind facilities were left in their original locations.

Passenger Terminal



Aerial View



Nice work and thank you, as always, Bob!

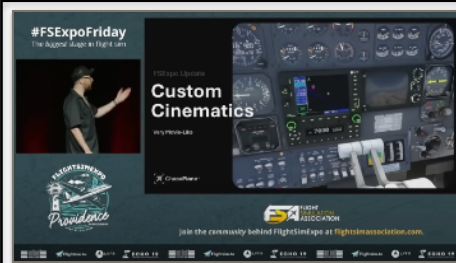




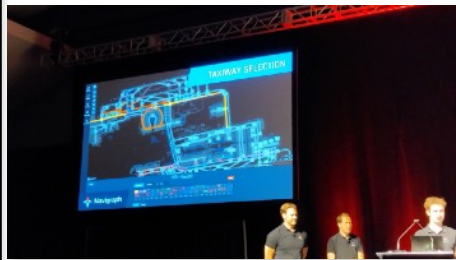
FlightSimExpo 2025

Unwrapped

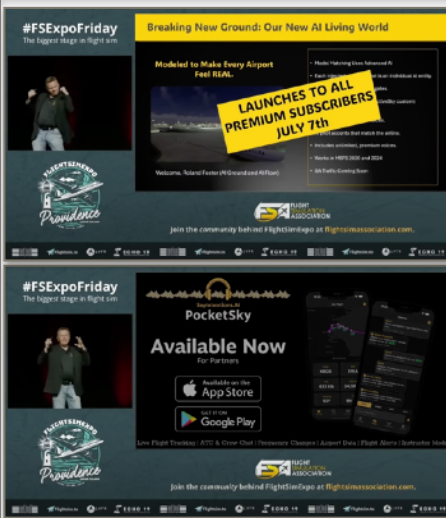
Friday, June 27 was #FSExpoFriday with a series of product reveals, announcements, and updates from flight simulation's biggest developers. Here's a general overview: (not all inclusive)



Chase Plane - They announced major refactoring of their application, official support for Tobii Eye Tracker, improved application Named Shortcuts, movie-like Custom Cinematics, and MSFS 2024 support in development.



Navigraph - Navigraph announced a new partnership with Rogers Data to soon start offering European VFR sectional charts. But their biggest announcement was the release of taxi assistance which will offer custom smart taxi paths, visual progress holding alerts and rerouting assistance if you go off track. They also announced detailed airport gate stand information, de-icing areas, hold category selection and time predictions.



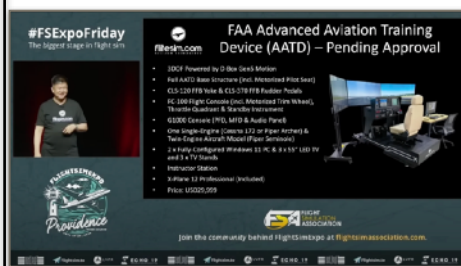
SayIntentions.IA - The company confirmed that the long-awaited **AI Traffic Injection** feature will be available July 7, 2025 for all Premium subscribers. They also announced **PocketSky**, a mobile companion application designed to send real-time flight data to your smartphone.

A notable new feature is **Instructor Mode** that is aimed at commercial and training use. This mode allows instructors to remotely manage custom tailored training scenarios aimed at improving student situational awareness in the cockpit. **LaunchPad**, a new product aimed at supporting independent developers, hobbyists and studio building flight sim tools, plugins, and other enhancements, was announced.



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FSExpFlightSimExpo 2025



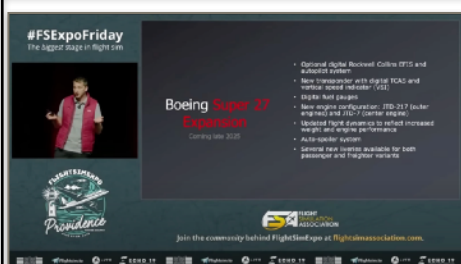
flitesim.com - Announced that their Advanced Aviation Training Device was Pending FAA approval. Costing only \$30,000 USD, surely this product will be back-ordered for months! As was quoted during their reveal, "It's cheap if you can afford it." The most interesting product they announced was their **RemoteYokeSync** featuring real-time sync of two or more force feedback yokes over the internet. Unfortunately the presenter ran out of time before the video demo and pricing information could be announced.



FeelThere - Presented **Tower! Simulator 3** - their third entry into the ATC simulator series. TS3 offers a completely new experience as it was rebuilt from the ground up with all new visuals and an overhauled graphics engine. They also announced that the simulator will support airports from MSFS developers using their SDK.



VA Systems - Providing real airline data to virtual airlines, VA Systems announced new additions to their **Activities App** "Panel" EFB along with dispatch integration with SimBrief. Also announced, their newly developed VA Hardware **Mini Flight Data Display** - a small screen that shows information about a chosen real-world flight showing flight progress, origin time, altitude, heading, speed, and more. If this is of interest, you can pick one up for \$233USD (199€ EUR) and requires a credit based data package.



FlightSim Studios AG - Coming in late 2025, they announced their **Super 27 Expansion Pack** for their 727 aircraft featuring digital Rockwell EFIS and autopilot system, transponder with TCAS, digital fuel gauges, new engine configurations, updated flight dynamics, auto-spoiler system and several new liveries. Additionally, they showcased their progress of E-Jets highlighting their custom FMS with LNAV and VNAV coming later this year.



SoFly - #1 Announces TerraBuilder's **Kennedy Space Center V2** is ready for launch in MSFS 2020. Located in Merritt Island, FL, this add-on expands on the original V1 version and users can observe rockets being transported to the pad, improved liftoff flame effects, smoke plumes and realistic roll-pitch flight trajectories in real-time. Are you ready for liftoff? (So-Fly announcements cont on next page.)

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FSExpo FlightSimExpo 2025



SoFly - #2 In addition to Kennedy V2, SoFly announced that **Cabin Announcement Pro** is delayed until 1Q2026 due to the projects growing complexity. They also announced that they are bringing back physical releases including their **Ultimate USB Bundle** (with even more content) and **Essentials USB Pack** (tailored to the newcomers to the hobby). Making its long-awaited debut is their physical edition of **Aircraft Checklist Pro** that will be presented in an A5 ring-bound book containing over 110 detailed checklists in one easy-to-use format. Sign me up!

Another new product from SoFly - a detailed recreation of **Bristol Airport** including 3D modeling, highly detailed rendering, accurate ground markings, custom animations and immersive lighting and audio.

SoFly wrapped up their announcements with their **Aircraft Sound Enhancer** - a tool designed to push the boundaries of in-sim audio by delivering a deeply immersive and reactive sound environment for both PC and Xbox platforms.

WinWing - One of the more anticipated announcement came from WinWing unveiling their new Airline MIP series - for the Airbus aircraft - **ATC 32 Transponder Panel** (\$77.50 USD), **ACP 32 Comm Select Panel** (\$133.85 USD) the **RMP 32 Multi Comm Panel** (\$77.50 USD), the **AGP 32 Autobrake and Gear Panel** (\$133.85 USD), the **ECAM 32 Electronic Centralized Aircraft Monitor Panel** (\$77.50 USD), the **NWS L 32 Nose Wheel Steering Control** (\$82.30 USD), the **N32 Rudder Peals** (\$328.69 USD), and lastly, for the Boeing aircraft, the **ED65B91 3N Yoke** (not yet priced), and the **ED65B91 3N Force Feedback Yoke** (not yet priced).









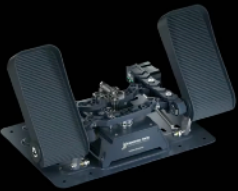


Full line-up of product photos are below.


Expanding their combat series, the newly designed **N32 ORION Rudder Pedals** (\$328.69 USD), the **EB140 32 Cyber Taurus Force Feedback Rudder Pedals** (\$499.95 USD), the upgraded **EB400 32 Cyber Taurus Force Feedback Rudder Pedals** (\$599.95 USD), and the **EB140 N Cyber Taurus Force Feedback Rudder Pedals** (\$599.95 USD). They also announced their **MET 39 Throttle Grips** (\$141.06 USD) and **MET 29 HOTAS Cyber Taurus Joystick Base** (\$222.43 USD) to complete the series.


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FSExpo FlightSimExpo 2025


WinWing Product Photos

<p>Airline MP WINWING RMP 32</p> <p>USD 77.50</p> 	<p>Airline MP WINWING ATC 32</p> <p>USD 77.50</p> 	<p>Airline MP WINWING ACP 32</p> <p>USD 133.85</p> 
<p>Airline Panel - Autoland and Gear Panel WINWING AGP 32</p> <p>USD 133.85</p> 	<p>Airline MP WINWING ECAM 32</p> <p>USD 77.50</p> 	<p>NOSE WHEEL STEERING WINWING NWS L 32</p> <p>USD 82.30</p> 
<p>WINWING ORION RUDDER PEDALS N32</p> <p>USD 328.69</p> 	<p>CYBER TAURUS Rudder Pedals EB140 32</p> <p>USD 499.95</p> 	<p>Rudder Pedals Combat CYBER TAURUS</p> <p>EB140 USD 499.95</p> <p>EB400 USD 559.95</p> 







Cyber Taurus Yoke Bundle 3N
Cyber Taurus




Throttle Grip MET 29
Combat SERIES




Joystick Grip MET 29
Cyber Taurus Joystick Base
Cyber Taurus




Cyber Taurus Rudder Pedals
Cyber Taurus




ATC 32
Airline MP




ACP 32
Airline MP




RMP 32
Airline MP




ECAM 32
Airline MP



NWS L 32
Airline MP



AGP 32
Airline MP



Orion Rudder Pedals N32
Orion SERIES

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FSE_{po} FlightSimExpo 2025

Saturday, June 28 kicked off at 8:30am with Morning Coffee and Tea sponsored by **SayIntentions.AI**. Beginning at 9:00am, the Exhibitor floor area opened and the days Seminars and Workshops began.

The Community Stage Seminars began at 9:30am and went throughout the day ending at 3:00pm. They included the following topics:

- Building a Veterans Flight Simulation Community
- VATSIM MythDebunkers
- Virtual Wings, Real Feel: How Modeling & Control Systems Shape Flight Sim Realism
- How AI is Transforming Flight Simulation
- The Immersive Cockpit: Blur the Line Between Sim and Reality
- VATSIM: Where Worlds Collide (But Planes Don't)
- Why Do Most Flight Sim Businesses Fail?
- Simulating our Real-Life Trip to FSE_{po} 2025!



Sunday, June 29 was a rinse and repeat schedule kicking off at 8:30am with Morning Coffee and Tea sponsored by **SayIntentions.AI**. Beginning at 9:00am, the Exhibitor area opened and the days Seminars and Workshops began.

- Using Home Simulation as an Adjunct to Professional Flight Training
- SimConnect - A User's View of the SDK
- Can Flight Simulators Really Help You Learn to Fly?
- Thank You & FlightSimExpo 2026



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FSE_{po} FlightSimExpo 2025

Expo Photo Gallery



Simu Seat
Feel The Flight
Affordable Motion Enhancement for X-Plane

The setup is simple, a few checks and entries on X-Planes Data Output page, and you're ready to experience the seat-of-your-pants feeling of flight. SimuSeat is thin and cushioned for comfort.

Feel The Flight

Simu Seat
Feel The Flight
Affordable Motion Enhancement for X-Plane

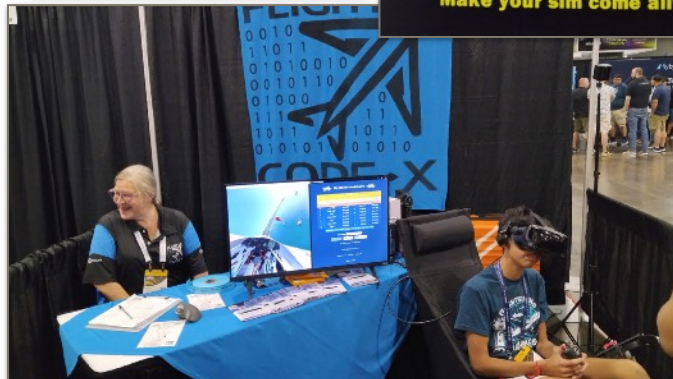
Feel The Flight

feeltheflight.com

An affordable alternative to full-motion cockpits for X-Plane enthusiasts.

Office chair NOT included tfreniks@timothyfreniks.com

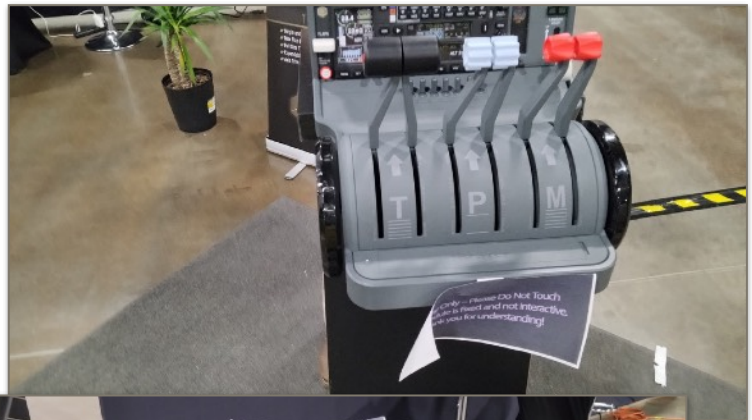
Make your sim come alive



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FSExpo FlightSimExpo 2025

Expo Photo Gallery



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FSExpo FlightSimExpo 2025

Expo Photo Gallery



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FSExpo FlightSimExpo 2025

Expo Photo Gallery



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FSExpo FlightSimExpo 2025

Expo Photo Gallery



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FSE_{expo} FlightSimExpo 2025

Expo Photo Gallery



FSE_{expo} Fun Facts:

FSE_{expo} 2025 was the **6th Annual Convention**

The Best #FSE_{expo}Friday Presenter: **WINWING**

The Best Overall FSE_{expo} 2025 Exhibitor: **VATSIM**

Over **2,500** flight sim enthusiasts attended FSE_{expo} 2025 marking it the biggest expo yet

If you weren't able to attend, for **\$15 USD**, you can access all recorded seminars from [here](#)

FSE_{expo} 2026 will be held **June 12 - 14** in St. Paul, MN at the **St. Paul River Centre** | Minnesota Conference and Convention



Editors Note: I'd like to take this opportunity to give special thanks to **Sean McConnell** for his contributions to this article. Sean unselfishly took valuable time away from the Expo to contribute content for this article and to enhance the enjoyment for all pilots here at WestWind Airlines. Most photos are courtesy of Sean McConnell. Thank you, Sean!





FROM THE OFFICE OF THE PRESIDENT & CEO

Staff Memo: Joe Gay Hired as Chief Maintenance Officer

Joe Gay WWA2610 - Hired
as Chief Maintenance Officer

Please join me in welcoming
and congratulating Captain
Joe Gay to the Executive
Committee as **Chief
Maintenance Officer**.

Joe will be responsible for
WestWind's overall fleet,
liveries and custom
WestWind scenery.

As part of his CMO position,
Joe will take part in the
Executive Committee
discussions.

Congratulations on your new
position, Joe, and thank you
for assuming the CMO role.



SIMMER ALERT: Counterfeit Honeycomb Charlie Pedals

From CEO Mike Steup, snakebyte | GROUP, Honeycomb Aeronautical

We would like to update our customers on the very serious issue of counterfeit product being sold. A former employee of Honeycomb Aeronautical, calling himself the 'founder' of Honeycomb, is selling Charlie Rudder Pedals via their own 'Founders' website. Please note that this is NOT authorized by Honeycomb Aeronautical, and that the product is NOT official Honeycomb Aeronautical product. The website was not designed, sanctioned or hosted by us.

The small amount of product being sold via this website is counterfeit product which is not manufactured by us or our trusted partner. We would like to point out that this counterfeit product will not be supported by Honeycomb Aeronautical should a repair or replacement be needed in the future.

The Charlie Rudder Pedals being sold via the individual's website is based on incomplete and work-in-progress tooling. Our engineers made several mechanical improvements to our official product, to increase the lifetime of the metal wire running the pulley system of the pedals. This improvement was made due to the wire used on our old tooling (and still present on the counterfeit product) being liable to cracking during long term testing (after 40,000 cycles of moving the pedal back and forth). Since our minimum requirement is 500,000 full movement circles, we increased the diameter of the wire and modified the strain release to reduce the pressure on the wire during movement.

If in doubt, customers can easily identify genuine stock from this counterfeit product. The rear, side of the counterfeit Charlie Rudder Pedals is slightly different with a 'glossy' section in the middle, and the Serial Number contains a factory identifier, which at the time of writing reads "SA" on the authentic product and "RY" on the unauthorized product.

If in doubt or should you have further questions, please feel free to email us at: support@flyhoneycomb.com or send us a message via our social media accounts.



WestWind Website in Focus

New Feature - Signing Out a Flight

By WestWind CIO, George Forster

This is more of a merging the last two ways rather than a new feature.

Originally, when you signed out a flight, the times were based straight out of the schedule. A few years ago it was changed to automatically change the sign out times to be based on the current time. I have now merged the two by adding a new check box to the select flights page.

Select Flights to Sign Out:

Use Current Time rather than scheduled time: ☒

Sign Out on Passenger Flights

Note: Aircraft types and departure/arrival times on passenger schedules are suggestions. Pilots may fly between any city pair as long as the aircraft is capable of operating at the origin and destination airports. Pilots may fly between any city pair as long as the aircraft is capable of operating at the origin and destination airports. Pilots may fly between any city pair as long as the aircraft is capable of operating at the origin and destination airports.

Aircraft Types: TP=Turbo props | RJ=Regional Jets | NB=Narrow Bodies | WB=Wide Bodies | SBB=...

Select Flights to Sign Out:

Use Current Time rather than scheduled time: ☐

AC Type	FLT #	Select	DEPARTING	DEP Time	ARRIVING	ARR Time	DURATION	TURN AROUND	DAYS
TP-RJ	WWA362A	<input checked="" type="checkbox"/>	Frankfurt Airport, Frankfurt am Main, Hesse, Germany (EDDF)	0000Z	Bremen Airport, Bremen, Bremen, Germany (EDBW)	0055Z	5 min	10 min	Daily
		<input type="checkbox"/>	Bremen Airport, Bremen, Bremen, Germany (EDBW)	0015Z	Berlin-Tegel Otto Lilienthal Airport, Berlin, Berlin, Germany (EDDT)	0030Z	15 min	20 min	
		<input type="checkbox"/>	Berlin-Tegel Otto Lilienthal Airport, Berlin, Berlin, Germany (EDDT)	0050Z	Bremen Airport, Bremen, Bremen, Germany (EDBW)	0115Z	25 min	10 min	Daily
TP-RJ	WWA362B	<input type="checkbox"/>	Bremen Airport, Bremen, Bremen, Germany (EDBW)	0125Z	Frankfurt Airport, Frankfurt am Main, Hesse, Germany (EDDF)	0155Z	30 min	END	

Aircraft: Airbus A320neo XLR - Pass + 154 Cargo + 104132 55 kgs

Submit Read

If the Use Current Time rather than scheduled time check box is selected as shown above, and the flight is signed out, it uses the current time, but gives you 50 minutes to configure your flight for its scheduled departure (Its currently 14:32Z)

Your Current flights							
Date	Purpose	Flight #	From	To	Dep	Arr	Aircraft
21st Jun 2025	Passenger	WWA362A	EDDF	EDDW	15:22	15:27	

If the check box is unchecked

Date	Purpose	Flight #	From	To	Dep	Arr	Aircraft
21st Jun 2025	Passenger	WWA362A	EDDF	EDDW	00:00	00:05	A21N

This is now live and will be extended to regional and cargo over the coming weeks. Enjoy!



WestWind Executive - Charter of the Month

July 2025 - Charter of the Month - P310 Monsoon Madness Tour



Search Charter of the Month - P310

Category: Executives/VIPs, Educational/Cultural/Historic

Origin: As described

Stops: 26

Region: Asia

Destination: As described

Aircraft: Multiple, see briefing

Although Singapore chocolate maker John Chuang is only 59, he sees the day where he and his wife will be relaxing at their Senatos property while his two children continue to run the business. To accomplish this comfortably he will need his kids to get first hand experience on what it takes to run the chocolate making business.

The first step will be touring his cocoa suppliers plantations and the plantations he personally owns throughout Southeast Asia. John does not want the children to be too comfortable on the trip so they may experience the discipline and have an appreciation for the hard work it takes to run a successful enterprise. With this in mind, he has decided to fly during the monsoon season when the weather is most unpredictable, it can be a beautiful day during the morning but in the afternoons they could experience heavy rains and winds.

He also decided not to take the corporate jet but instead John has hired you to fly them in a executive prop plane to the following locations starting at WestWind's **Singapore (WSSS)** Executive Charter Terminal.

You are allowed to fly this in the order listed or in reverse order. Your equipment for flying this charter is King Air 350, King Air 300, Cessna 208B, and the De Havilland Canada DHC 6.



From the WestWind Hangar

WestWind's **Chief Maintenance Officer, Joe Gay**, announced that WestWind Express textures have been uploaded for the Freeware B1900D for X-Plane 12, available from the X Plane forums. More recent textures have also been uploaded for the Carenado B1900D HD for X-Plane 11. It's great to see development in X-Plane liveries!



[Click to Download Today!](#)

May Screenshot
Competition Winner

Brian Mills
WWA1108



Congratulations!



WestWind Airlines Online Operations

WestWind Online Operations is devoted to flying online, using a massive network called VATSIM, a free organization with over 191,000 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 Board of Governors Meeting Held April 2025

The VATSIM Board of Governors quarterly meeting was held April 19, 2025. It was reported that the network currently has 191,316 active members averaging 72 new member per day. There are 176,385 pilots and 14,907 ATC controllers.

In addition to reporting positive CTAF Trial results, the Board also discussed the ongoing interest with the possibility of working with SayIntenitions.AI. An exploratory meeting is being setup between the two to determine the interest in potentially combining the two services. To read the full minutes, click the NOTAM.

[Click here for full NOTAM](#)



UPCOMING POPULAR VATSIM EVENTS

Tuesdays in Brasil: VFR Edition



Thursdays in Toronto



Frankfurt Friday

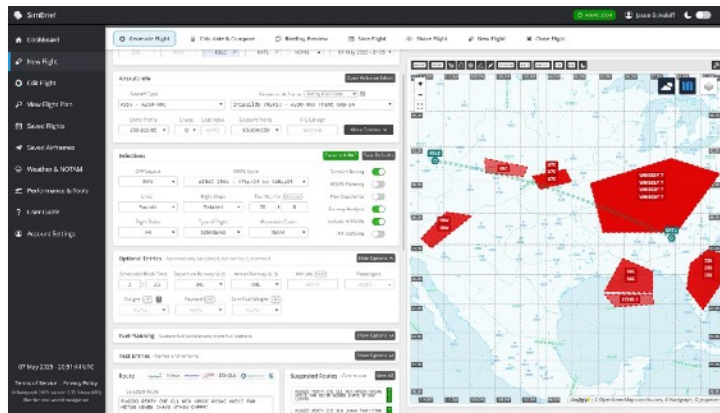


Northern Lights Tuesday



[Click event graphic for further details](#)

SimBrief Gets a Fresh Update!



It's time to get excited, SimBrief just got a fantastic update!

As sim pilots and aviation geeks, we get to play a lot of roles. One minute we're the captain, the next we're dispatchers, fueling crew, flight attendants, and sometimes even air traffic control. We're spoiled for choice with all the tools at our fingertips, but SimBrief stands out as a real powerhouse. Some real-life dispatcher friends even say it beats a few of the tools they use on the job! And now, it's even better.

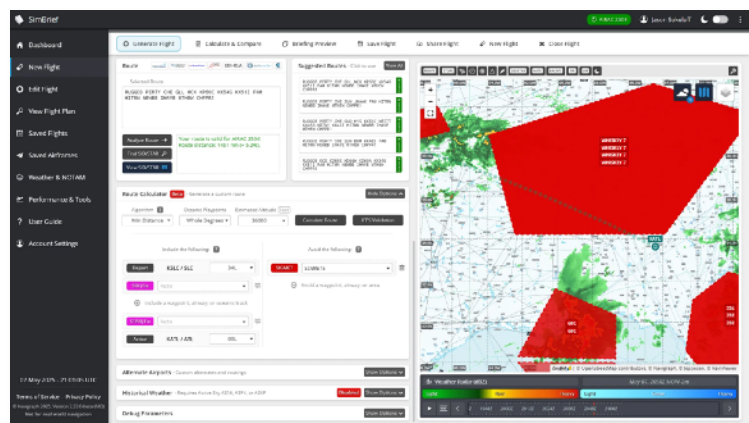
The SimBrief crew has been burning the midnight oil to deliver a major, super-useful update for subscribers.

Spill The Tea!

Thunderstorm season is rolling in for the Northern Hemisphere, and you know what that means: holds, reroutes, and delays galore. Picture yourself in the dispatch center-dim lights, rows of monitors, a handful of folks juggling six to eight flights at once. Okay, maybe your home office is your DX center for now, but you get the idea.

Let's plan a flight from Salt Lake City (FSEXPO 2026, anyone?) to Atlanta. I pull

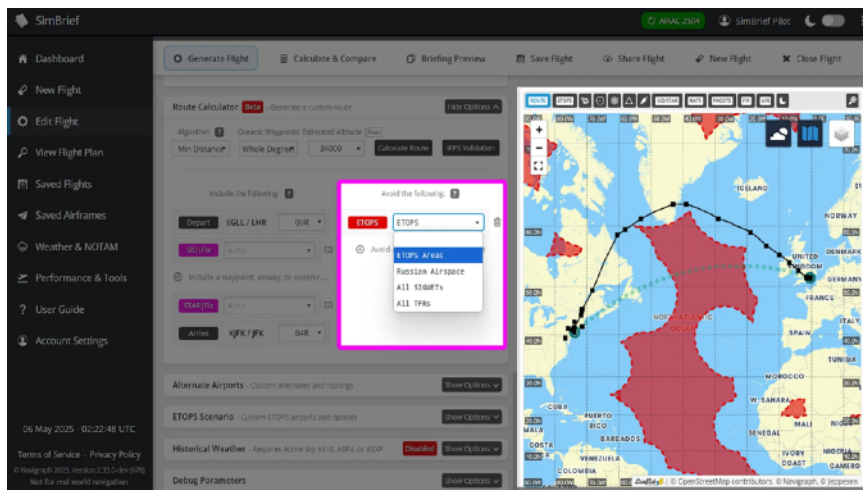
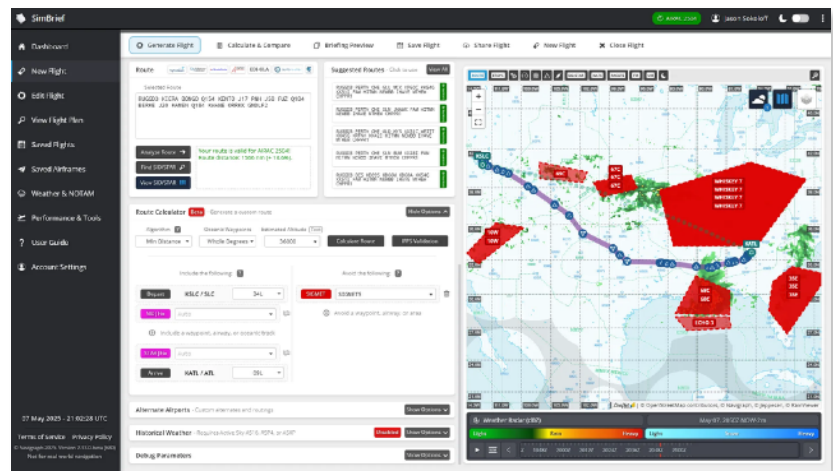
up the weather planning tools and, sure enough, there are several SIGMETs along our route. Thunderstorms over Kansas City (SIGMET 67C) are right in our path, and there's a turbulence SIGMET-Whisky 7-waiting for us too.



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SimBrief Gets a Fresh Update! (Cont)

Here's where the new update shines. Just drill down into the new route calculator, type in the SIGMET numbers you want to avoid (or better yet, choose "All SIGMETs" from the dropdown menu), and hit Calculate Route. SimBrief instantly finds a new path around the weather! You can also steer clear of temporary flight restriction or ETOPS areas, SimBrief will find the best route for you. Seriously impressive stuff.



Thunderstorm avoidance just got a whole lot easier.

You might wonder, "Why avoid ETOPS areas?" Well, I know some aircraft brokers who ferry planes across the pond or to far-off places. Not all those aircraft are ETOPS certified (sorry, MD-80 fans!), so this feature is a game-changer for them.

New Features For Subscribers

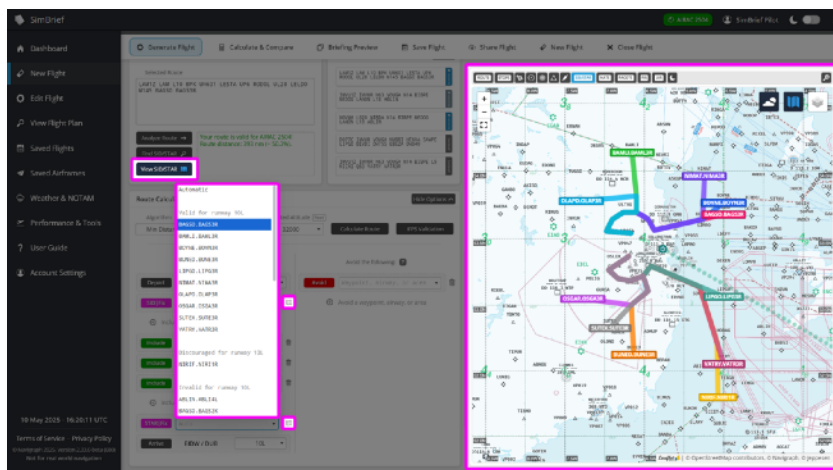
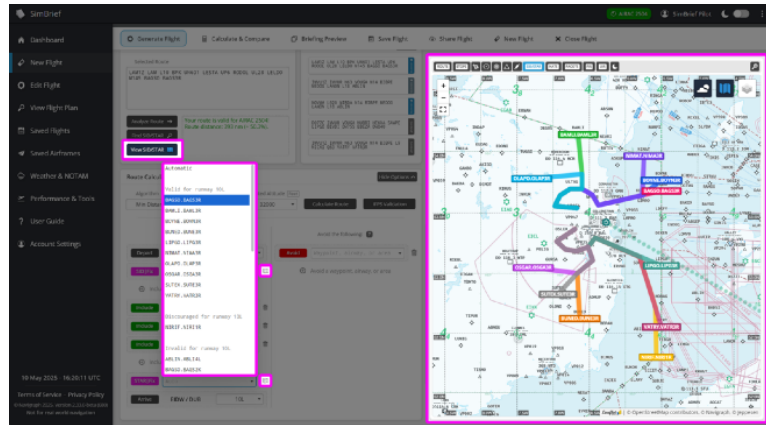
Here's a quick rundown of what's new for subscribers, on top of the new avoidance routing:

- **Brand new route calculation engine:** The redesigned route calculator tool finds routes in seconds, not minutes! It's also much more reliable when avoiding multiple areas or fixes, gives more efficient routes over oceans, and is better optimized for Free Route Airspace.
- **Avoid predefined areas:** Russian airspace, ETOPS areas, and more can be avoided using the dropdown menu. Any other waypoints, airways, or airspaces can be avoided by manually typing them in.

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SimBrief Gets a Fresh Update! (cont)

- **Easily add oceanic tracks:** Just click “include a waypoint, airway, or oceanic track” and select a track from the list, or manually type in your own waypoints or airways to include.
- **Instant map previews:** Before generating your route, check the interactive map to see exactly which waypoints, airways, or areas you’re avoiding or including.
- **Choose specific SIDs or STARs:** Pick exactly which ones you want from the dropdown list, or leave them in “Auto” to let the route calculator find the best one. SIDs and STARs are labelled and sorted based on whether they are valid for the selected runway and aircraft type.
- **SID/STAR visualization:** Not sure which SID or STAR to choose? Preview all of them on the interactive map, just like in Navigraph Charts!



New Features For Everyone

And we didn't forget about everyone else! Here's what's new for all users:

- **Flight History overhaul:** When viewing history flights, flight plan revisions are now grouped together to reduce clutter. Click on a group to see all previous versions of that flight plan.

• Expanded aircraft options:

More aircraft options can be customized directly on the Flight Options page, including equipment codes, PBN capabilities, and more.

- **Easier equipment editing:** Pop-up widgets make it a breeze to edit aircraft equipment codes and ATC flight plan remarks-no more manual typing.

With these updates, SimBrief continues to set the gold standard for sim flight planning. These new features make your planning smoother, smarter, and more fun than ever!



Cockpit Chatter

Summer Aviation at Phoenix Sky Harbor: Battling the Heat and Monsoon Challenges

By: Captain Don Tinc, WestWind Director of Marketing / Singapore AHM

Phoenix Sky Harbor International

Airport (KPHX) faces unique challenges during the summer months, with extreme heat and monsoon storms impacting aircraft performance and airport operations.

The Impact of Extreme Heat on Aviation

Phoenix is known for its scorching summer temperatures, which can exceed 110°F regularly. The highest recorded temperature at Sky Harbor was 122°F on June 26, 1990. Such extreme heat affects aircraft performance by reducing air density, which in turn decreases lift and engine efficiency. Airlines must adjust by reducing payloads, increasing runway lengths for takeoff, and modifying flight schedules to avoid peak heat hours. In past years, flights have been grounded when temperatures exceeded aircraft operational limits, such as in 2017 when multiple days of temperatures near 119°F led to cancellations of regional flights.



Monsoon Season and Weather Disruptions

The summer monsoon season, which runs from June 15 to September 30, brings sudden storms, strong winds, and heavy rainfall. While Phoenix stays relatively dry most days in June, monsoon storms intensify significantly in July and August, leading to flash floods, lightning, and dust storms that can, and often do, disrupt airport operations.

In 2024, Sky Harbor recorded 0.33 inches of rain in a single day, more than double the total rainfall from the previous monsoon season. These storms can cause flight delays, temporary ground stops, and visibility issues, requiring pilots and air traffic controllers to adapt quickly.



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Cockpit Chatter

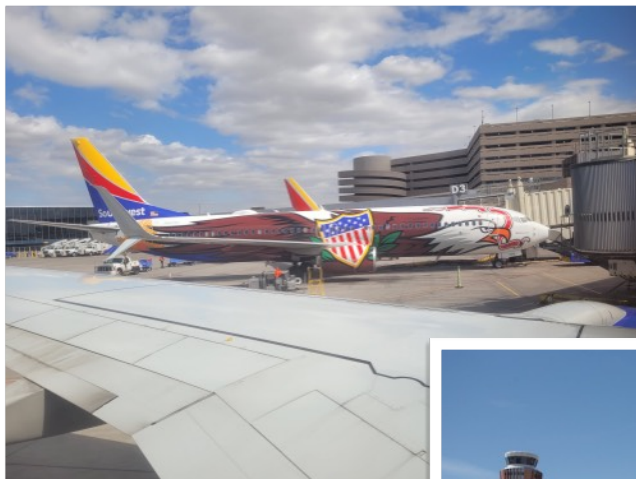
Summer Aviation at Phoenix Sky Harbor: Battling the Heat and Monsoon Challenges (Cont.)

Operational Adjustments and Safety Measures



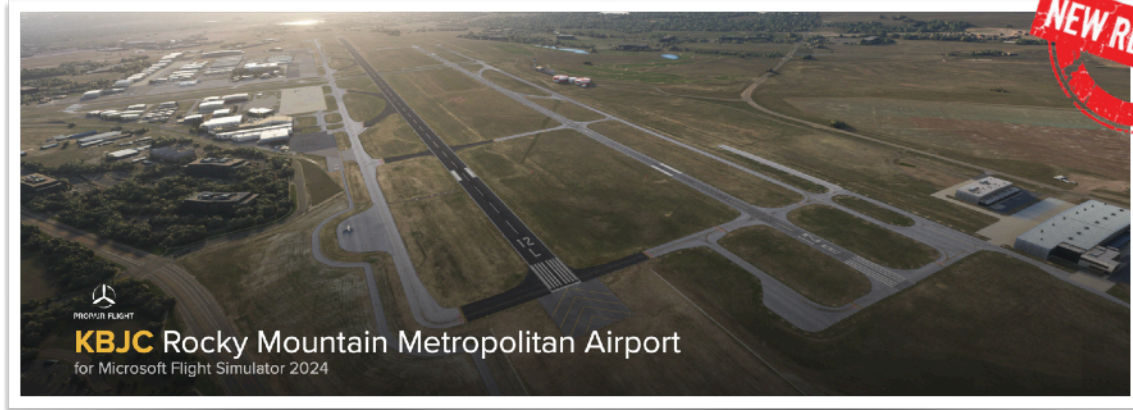
To combat these challenges, Sky Harbor has implemented longer runways, updated aircraft performance charts, and enhanced storm preparedness protocols. Airlines may delay departures, adjust fuel loads, and reroute flights to ensure safe operations during extreme weather conditions. Additionally, airport staff take precautions to protect ground crews from heat-related illnesses, including providing cooling stations and adjusting work schedules.

Despite these seasonal obstacles, Phoenix Sky Harbor remains a vital hub for air travel, adapting to the desert's harsh summer conditions with strategic planning and technological advancements. Whether battling record-breaking heat or navigating monsoon turbulence, the airport continues to ensure safe and efficient operations for travelers.



Cockpit Chatter

WestWind's Official Training Center - KBJC Add-On



Please note: This is not freeware from WWA

Propair Flight releases KBJC for MSFS

If you're looking for a great add-on at WestWind's official training center, look no further! Propair Flight's recently-released KBJC Rocky Mountain Metropolitan Airport for Microsoft Flight Simulator is a strong contender. Now available for both MSFS 2020 and 2024, this detailed rendition of Colorado's third-busiest airport offers a high-quality and performance-friendly environment just northwest of Denver.

Located between Denver and Boulder, KBJC serves as a core facility for general aviation, corporate traffic, and flight training. It's a controlled airfield that sees heavy usage, but without the stress or complexity of Class Bravo procedures. For sim pilots, that means you can practice IFR approaches, hop over to the mountains for scenic VFR routes, or spend an hour in the pattern, all in a space that feels active, but not overwhelming.

Key features

Propair Flight has recreated this scenery with a detailed 3D model of the airport and its surroundings, featuring:

- **Handcrafted terminal area** and **FBO buildings** including recognizable structures like Signature and Sheltair
- **High-resolution textures** with **full PBR materials**
- **Custom ground polygons** with realistic runway and taxiway detail
- **Dynamic night lighting** for both apron and landside areas
- **Animated people** and ambient objects that add a sense of life around the ramps

Propair Flight's KBJC Rocky Mountain Metropolitan Airport is available now via SimMarket, OrbxDirect, and other flight sim stores for approximately **\$17 USD**.



Navigraph Featured Destination

Fly2High Providence KPVD

By Jason Sokoloff, Technical Support Specialist



Welcome, FSExpo 2025, to Providence, Rhode Island! This charming little airport, tucked away on the Atlantic coast, is set to host FSExpo 2025, and honestly, I couldn't think of a better spot. Let's take a deep dive into KPVD and explore all the details and delights it brings to the world of flight sim.

A Bit of Providence Airport History

KPVD first opened its doors back in 1931, and just a couple of years later, in 1933, it was named after Theodore Francis Green, Rhode Island's former governor and senator. Fun fact: this was the

very first state-owned airport in the United States! Like so many airports across the country, it served as an army flight training facility during World War II, from 1942 to 1945. Over the years, the runways have been expanded and improved to reach their current size. Today, the airport features two runways: 23/05, which stretches 8,700 feet by 150 feet, and 16/34, coming in at 6,081 by 150 feet.



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Fly2High Providence KPVD

As of now, here's who you'll see flying in and out:

- **Allegiant:** Punta Gorda (A320)
 - **American Airlines:** Charlotte, Chicago O'Hare, Philadelphia, Washington National (A319, A321, E75L, E75S, CRJ7, E145, B738, CRJ9)
 - **Bermuda Air:** Bermuda (E75S)
 - **Breeze:** A whole slew of destinations—Akron/Canton, Charleston, Cincinnati, Columbus, Daytona Beach, Denver, Fort Myers, Greenville-Spartanburg, Jacksonville, Los Angeles, Memphis, Myrtle Beach, New Orleans, Norfolk, Orlando, Pensacola, Pittsburgh, Raleigh-Durham, Richmond, San Diego, Sarasota, Savannah, Tampa, Vero Beach, West Palm Beach, Wilmington (NC)—all on the BCS3.
 - **Delta:** Atlanta, Detroit, Minneapolis/St. Paul (A320, CRJ9, B752, A321)
 - **JetBlue:** Fort Myers, Ft. Lauderdale, New York JFK, Orlando, San Juan, Tampa, West Palm Beach (A320)
 - **Southwest:** Baltimore, Chicago Midway, Dallas, Denver, Fort Myers, Ft. Lauderdale, Nashville, Orlando, Tampa, Washington National, West Palm Beach (B38M, 738, 737)
 - **Sun Country:** Minneapolis/St. Paul (B738)
 - **United:** Chicago O'Hare, Washington Dulles (E75L, CRJ7)
- And don't forget the cargo haulers:
- **FedEx:** Fort Wayne, Martha's Vineyard, Nantucket (C208, B752)
 - **UPS:** Louisville (B752)



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Fly2High Providence KPVD

Installation Experience

Like most sceneries these days, if you buy from a third-party site, installation is a breeze. It'll automatically download to the right spot on your drive. This scenery is available for both MSFS2020 and MSFS2024. For this review, I used MSFS2024. Here's how I'll break things down: we'll look at the terminal (inside and out), the ramp and surrounding areas, the charts and approaches, and finally, how it all runs performance-wise.

External Terminal Building



Every airport has its own vibe, and when the scenery is done right, you really feel it. Providence has always been one of my favorite airports to fly into, there's just something about that small airport feel, without the chaos of the big city hubs.

Fly2High really nailed the visuals on the terminal building. The windows have reflections, and you can see right through them. The car park and passenger walkway are nicely modeled.



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Fly2High Providence KPVD

Each gate sports its airline's logo, though sometimes the AI traffic doesn't park the right planes in the right spots (not Fly2High's fault!).



AAL CRJ-7 at wrong gate

The runway markings look great, especially in the morning sun, and the taxiways show just the right amount of wear and tear, complete with crack repairs.

These little details really help with immersion. Up on the north side, there's an FBO that looks like it's straight out of the 1950s, plenty of space for your CJ3 or business jet, perfect for FSExpo arrivals.



Terminal building in the morning light

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Fly2High Providence KPVD

Internal Terminal Building

Some developers skip modeling the inside of terminals to save resources, and I get it—but when they do include it, the immersion goes up a notch.

Fly2High put in a fair amount of interior modeling at PVD, including a sailboat (I'm definitely snapping a photo of that when I get there!). While the main north/south terminal isn't fully modeled all the way through, you can explore the atrium and both the north and south terminals.



Features a sailboat inside



There's a wall dividing the atrium from the north and south sides, but unless you're sprinting to your gate, you probably won't even notice.

Inside the Northside of the terminal

Approaches and Charts PVD

Runway 5 has ILS, RNAV, and VOR approaches. I'll admit, I've flown into this runway a few times, usually when the weather gets dicey. Runway 16 offers RNAV and VOR, while runway 23, the main workhorse, boasts seven different approaches.

My virtual airline hits this airport regularly, and I usually go for the RNAV Z approach from the south. Both the ILS and RNAV approaches are spot-on. Runway 34 has four approaches, including ILS/LOC. As always, make sure you read the notes at the bottom of the airport chart before you fly!



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Fly2High Providence KPVD

Performance

So, how does it perform? On my end, I haven't noticed any performance issues, no FPS drops or stutters. To be fair, I'm running a 4090 with 64GB of RAM, so my setup is a bit high-end, but I haven't seen many complaints from others either. Looks like it's well optimized.

Conclusion

All in all, Fly2High did a fantastic job with KPVD, especially with the recent update to Version 2.0. If I had to rate it, I'd give it a solid 90. I genuinely enjoy flying in and out of this Northeast gem. If you haven't tried it yet, grab your favorite aircraft and pay a visit to Boston Center online. And if you're at the Expo, swing by the Navigraph booth and say hi—we'd love to chat with you! P.S. Two more developers are working on a PVD release!



In the Real World - Aviation News

American Airlines Grounds New Premium-Heavy Boeing 787-9 Due To Serious Maintenance Problems

On April 29 this year, Boeing was due to deliver two special aircraft to American Airlines, according to One Mile At A Time. These aircraft were both Boeing 787-9P models with the registrations N846AN and N845MD. The 'P' stands for Premium-Heavy, and this new super-premium configuration began flying on select routes from June 5, with more planned to become available through October. At least, that was the plan. The N846AN aircraft has experienced significant difficulty in completing its scheduled flights due to ongoing maintenance issues.



Thirty examples of the 787-9 in this configuration are due to be delivered to the airline by 2029, and these two particular aircraft were only the first. In the case of N846AN, two of its four scheduled commercial flights have been canceled, and another was delayed by at least 32 hours. The repeated cycle of flight scheduling, cancelation, then maintenance seen with this plane is an indication that a particular issue keeps happening over and over.

More On N846AN's Flight History

The new premium configuration was unveiled on May 29, according to a report by Aviation Week the following day. For the airline, it was the biggest long-haul cabin update in more than a decade, aimed at competing for international luxury passenger traffic. Initial routes were set to begin on June 5, flying from Chicago O'Hare International Airport (ORD) to Los Angeles International Airport (LAX) and London Heathrow Airport (LHR).

On June 4, N846AN was delivered to American, flying from Seattle's Paine Field International Airport (PAE) to Dallas Fort Worth International Airport (DFW). Following this, the issues began. The plane was scheduled for the repositioning flight AA9783 to enter service at ORD, but it had to return to DFW a little over an hour after taking off. On the following day, the plane was successfully repositioned to ORD, where it would begin its commercial debut as flights AA2012 and AA2321, traveling to LAX and back. These flights were canceled due to maintenance issues.

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In the Real World - Aviation News

American Airlines Grounds New Premium-Heavy Boeing 787-9 Due To Serious Maintenance Problems

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The next day, the plane was scheduled for the same route and managed to make the outbound flight, albeit with a two-hour delay due to crew availability. However, once at LAX, the scheduled quick 90-minute turnaround turned into a 32-hour delay. With only one of its four scheduled flights being completed successfully, and no further flights scheduled, the aircraft has attracted interest online. JonNYC, a Twitter/Bluesky account that posts airline news, questioned whether it was indicative of a wider problem:

"So, ya'know, [...] at a certain point a determination of 'growing pains' vs 'bigger issue than that [lemon emoji]' becomes a discussion."

The Likely Cause Of The Problems



According to JonNYC, who claims to have heard about the issue, a problem with the alignment of one of the cabin doors was causing a pressurization issue. While this was reportedly a minor issue, it persisted and has resulted in the grounding of the plane. Further updates speculated that the door seals may have deteriorated from being unused or in storage for a long period of time.

As of today, work on the door seals is apparently complete, according to JonNYC, who said: "Regardless, the work on the door seals is almost complete, and it doesn't seem that there's anything else preventing return to service at that point." Thus, the aircraft may be scheduled for another flight soon, presumably finishing its return flight from LAX back to Chicago. So far, no additional flights have been shown in its Flightradar24 history.

Other sources have reported that the problem with N846AN may stem back to one of the engines, as was tentatively suggested in a summary of the situation by One Mile At A Time. Regardless of the issue, it will be interesting to see whether American manages to keep N846AN in commercial service. If not, the plane may either be sent back to the airline's main maintenance facility in Dallas for more in-depth work, or even returned to Boeing.

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In the Real World - Aviation News

American Airlines Grounds New Premium-Heavy Boeing 787-9 Due To Serious Maintenance Problems

(Continued from previous page)

Hopefully This Lemon Is The Only One

With 28 more 787-9s coming to American Airlines, executives at the airline must be hoping that N846AN is the only one of its kind—a problem child. The companion 787-9P, registered N845MD, was delivered at the same time, and has been in service since then with no obvious issues. This aircraft has completed at least one flight per day since June 5, with no delays of more than an hour, judging from its Flightradar24 history.



With American Airlines hoping to expand the 787-9P routes to include more daily return flights, the Premium-Heavy configuration may still have the chance to impress customers as 2025 rolls on. Below are the planned routes for the roll-out of the Premium-Heavy configuration, per One Mile At A Time:

- From June 5, one daily flight between Chicago (ORD) and Los Angeles (LAX), operating flight AA2012/2321.
- From June 5, one daily flight between Chicago (ORD) and London (LHR), operating flight AA98/91.
- From July 6, service will increase to three times daily, also operating flights AA86/87 and AA 46/47.
- From August 6, one daily flight between Philadelphia (PHL) and London (LHR), operating flight AA728/737.
- From September 3, one daily flight between Philadelphia (PHL) and Zurich (ZRH), operating flight AA92/93.
- From October 26, one daily flight between Dallas (DFW) and Brisbane (BNE), operating flight AA7/8.

No doubt the airline was hoping that both 787-9P aircraft would be in pristine condition, but accidents do happen. Unfortunately, Boeing has experienced a fair number of manufacturing or maintenance issues in recent years, and every additional example erodes trust in the manufacturer.



Pilot's Tip of the Month

Flight Planning and **COST INDEX**

Co-Authored by Don Tinc and John Condon

Have you ever wondered what Cost Index is and what it's used for? Author **Mike Ray**, who is known for his infamously witty PC Simulator Series How-To manuals, is quoted as saying *"Sims don't use gas... so who cares. Since the definition of the cost index is so complex that it puts me to sleep - I suggest that you just use **100**."*

But if you're someone like us, you want to fully understand the "why" behind something. So let's take a deeper look into this subject and learn what Cost Index is all about.



Cost Index - The Down And Dirty

Cost Index is the metric used to evaluate the operational cost associated with airline operations. It's essentially a ratio that influences how the aircraft manages its cruise speed and climb/descent profiles. Once the Cost Index is entered into the FMC/FMS, it determines the balance between speed and fuel efficiency. Here's how it works:

- High Cost Index (e.g., 100-200+) → Prioritizes speed over fuel efficiency. Airlines might use a higher cost index for tight schedules or when fuel prices are relatively low.
- Low Cost Index (e.g., 0-50) → Optimizes fuel consumption at the expense of slightly longer flight times. Ideal for fuel-saving strategies.
- Zero Cost Index (CI = 0) → Typically results in the most fuel-efficient flight profile with reduced speeds.

Once entered, the FMC/FMS uses this value to adjust parameters like cruise speed, climb/descent rates, and sometimes even engine thrust settings to align with airline operational goals.

Where Is Cost Index Found On The Aircraft?

If you've ever planned and setup a flight in a PMDG or FlyByWire aircraft, then you've surely come across "**COST INDEX**". In fact, most study-level aircraft won't even let you take-off without properly programming Boeings Flight Management Computer (FMC) or Airbus' Flight Management System (FMS). In a Boeing aircraft, the **COST INDEX** field, which is displayed as - can be commonly found on the **PERF INT** page, while on an Airbus aircraft, it's displayed as and is commonly located under the **INIT** page.

Where Can I Find Cost Index For My Flight?

Airlines use complex equations to develop their cost index scores to meet their specific goals. Factors such as fuel prices, personnel costs and general overhead expenses, play into these goals. WestWind doesn't develop Cost Index scores and encourage pilots to use flight planning tools such as SimBrief by Navigraph. Within their flight planning tool, SimBrief automatically calculates Cost Index for you - and it will likely never be "100". However, SimBrief also allows you to edit this parameter and we encourage you to go in and enter different Cost Index figures so you can see for yourself how this alters your flight performance parameters.



WESTWIND

PROMOTIONS AND AWARDS



Pilot Promotions - May

Bob Sturm WWA230 - Sr. Command Captain +21
 Erwin Michael WWA2244 - Sr. Command Captain +21
 Scott Williams WWA1404 - Sr. Command Captain +13
 Tim Maleski WWA215 - Sr. Command Captain +8
 Steve Gemppler WWA2260 - Sr. Command Captain +1
 John Exel WWA1658 - Senior Captain
 Chase Boni WWA3675 - Senior Captain

Recognition Awards - May

Patrick Conner WWA2106 - 17 Years of Service
 David Waffler WWA2116 - 17 Years of Service
 Scott Robinson WWA2660 - 15 Years of Service
 Scott Williams WWA1404 - 7,500 Hours
 Tim Maleski WWA215 - 5,000 Hours
 Jimmy Phillips WWA3516 - 1,000 Hours
 Mike Jones WWA3381 - Cargo Hub Slam (PHNL)
 Mike Jones WWA3381 - Cargo Hub Salm (KBOI)
 Dwayne White WWA2741 - 25,000,000 lbs Cargo



WestWind Leadership Team

WestWind Executive Committee

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

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 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

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 Atlanta - Mike Jones
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 Chicago - John Oddo
 Cincinnati - David Reason
 Dallas-Ft. Worth - Al Stallbaumer
 Denver - Brian Mills
 London Heathrow - Ken Rotker
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