

# THE WESTWIND JOURNAL

MeetMe Column | Cockpit Chatter | Navigraph News

## WestWind Airline Stats - YTD

Total Flight Hours:	16,193
Total Offline Hours:	13,920
Total Online Hours:	2,273
Total Flights:	5,244
Total Cargo (lbs.):	70,938,823

## WestWind Hub Rankings

### June

#### Top 3 Hubs by Total Hours

1 - Singapore	295
2 - Miami	294
3 - Denver	255

#### Top 3 Hubs by Total Flights

1 - Miami	97
2 - Amsterdam	81
3 - Denver	80

#### Top 3 Hubs - VATSIM Hours

1 - New York	58
2 - Calgary	55
3 - London (Heathrow)	39

## WestWind Celebrates 29 Years

Founded July 19, 1996 by Hal Groce, Sean Reilly and Gary Madore, WestWind Airlines remains one of the longest running virtual airlines in the world.

"We remain an active and thriving airline 29 years later," said WestWind President and CEO Sean McConnell. "A lot has changed over the past 29 years, but our mission to build upon the strong foundation that our founders started has remained one of our key successes."

"With thousands of routes to fly, WestWind mirrors real-world airline operations with 14 passenger hubs, cargo and charter operations, along with a regional airline division. We maintain over 280 aircraft including GA, commercial airliners and a variety of helicopters - we even maintain a vintage aircraft division."

"I think this is a great opportunity to thank the thousands of pilots, hub managers and executive team members who have flown for the airline over the years; it wouldn't be possible without their hard work and dedication."

McConnell ended with "Next year will mark our 30th anniversary and we have a lot planned to celebrate this huge milestone. Keep an eye out for details about our year-long celebratory bash. We're very excited about our future here at WestWind Airlines."



Fred Koch WWA3631



## 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?

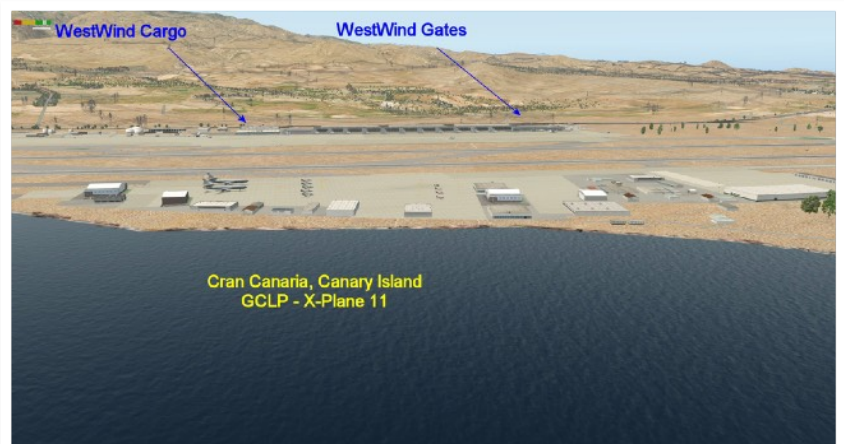


## Two New Airports for XP11 - GCLP & LPPD

**Bob Sturm, VP of Scenery**, recently upgraded the Gran Canaria Airport on Canary Island, Spain (GCLP) and Ponta Delgada, Azores (LPPD) airports for XP11.

The Gran Canaria Airport has been brought up-to-date according to the most recent Navigraph Chart. There are two WestWind Passenger Gates at the north end of the terminal and 2 cargo spots at the cargo building just south of the passenger terminal.

### Aerial View



### Passenger Terminal



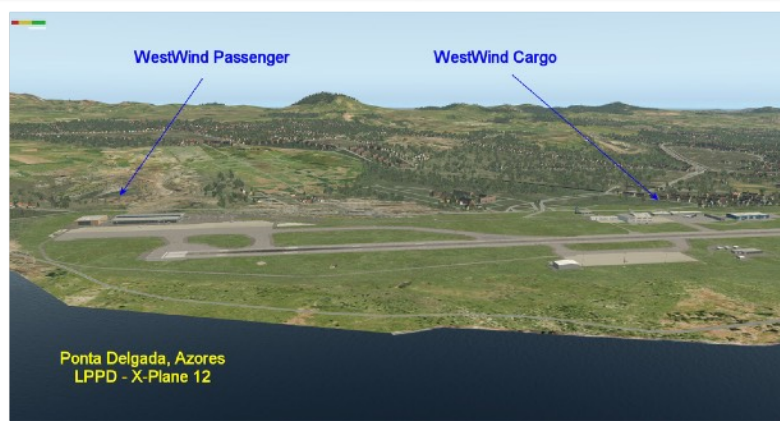
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## Two New Airports for XP11 - GCLP & LPPD

The second airport just completed is LPPD, Ponta Delgada, Azores. In addition to modifying it for WestWind, a few other modifications and corrections were made.

### Aerial View



# XPLANE11

### Passenger Terminal

As always, thank you,  
Bob!



June Screenshot  
Competition Winner

**Bob Sturm**  
**WWA230**

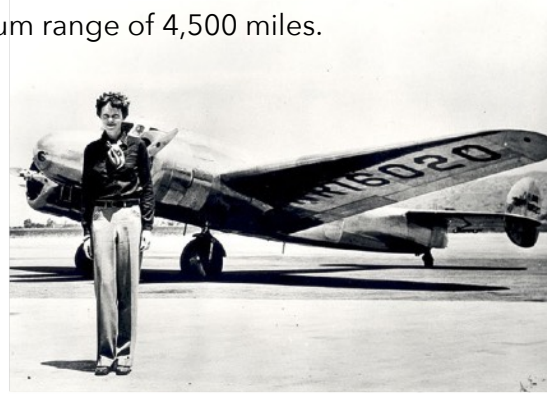


**Congratulations!**



## ***THIS MONTH IN AVIATION HISTORY***

**24 July 1936:** On her 39th birthday, at the Union Air Terminal, Burbank, California, Amelia Earhart accepted delivery of her new Lockheed Electra 10E Special, registered NR16020. Costing \$80,000 to buy, Earhart's Electra 10E Special was powered by two air-cooled, supercharged Pratt & Whitney Wasp S3H1 nine-cylinder radial engines. The maximum speed for the Model 10E Special was 177 miles per hour with a maximum range of 4,500 miles.



**SPECIAL DISCOUNT**

**Aeroprojecto Cessna U206F**  
For FSX / FSX:SE / Prepar3D

**Aeroprojecto Cessna U206F**  
**WWA DISCOUNT 20% OFF**

NORMAL PRICE  
~~\$17.00~~  
**SPECIAL PRICE\***  
**\$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 Journal - MeetMe Column

Welcome to another 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 privilege of sitting down with **John Condon** (WWA2527), **CAO & Chief Pilot** and **Miami Hub Manager** here at WestWind Airlines.

**WWJ:** I'd like to thank you for spending some time with us for an interview, John.

**WWJ:** Let's jump right in - how long have you been with WestWind Airlines?

**JC:** I joined WestWind Airlines in October of 2009, so almost 16 years now.

**WWJ:** Why did you choose to join WestWind Airlines?

**JC:** I was getting bored with just "flying around" and I started to feel like flying didn't have enough purpose. So I started thinking about ways to expand the hobby beyond a simple take-off and landing.

**WWJ:** What led you to join WestWind?

**JC:** I subscribed to *Computer Pilot Magazine*, and one of their columns was *Virtual Airline Profiles* written by Roger Curtiss. He would review airlines and provide an in-depth look at each one covering things like their history, routes, flight requirements, etc. Roger always said that you really needed to find the best VA that best suits your needs.

Around the same time, I was flipping through my book *Microsoft Flight Simulator For Pilots Real World Training* and I came across some pictures of WestWind livery aircraft. I was intrigued, and after doing some web searches, I found WestWind and I liked what I saw. High on

my wishlist was to find an airline that had a hub location in my hometown. WestWind had everything I was looking for so I joined and was hired on at our, now mini hub, Washington Dulles in Virginia.

**WWJ:** What is your favorite thing about flying for WestWind?

**JC:** It's the people here at WestWind. I checked out other VA's, but I didn't get the same sense of camaraderie that WestWind had. It was a very active airline and I liked that. I also really liked the online events the airline held. A bunch of us would routinely hop on VATSIM and do group flights - it was a lot of fun and I learned a lot along the way.

**WWJ:** You've been with the airline for nearly 16 years now, but you've also been in management for a long time. Why did you join management?



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**JC:** I've really enjoyed flying for WestWind and I wanted to give something back. The best way I thought I could do that was to contribute at the management level. Secondly, I had some ideas and I didn't want to be the type of person who asked for something without offering solutions.

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

**JC:** I'm going to have to reach back in my memory bank for this one. My first management position was Assistant Hub Manager at our (now mini) Boston hub. After a year of learning the ropes under a great Hub Manager there, I decided to move back to (now mini) Washington Dulles as the Hub Manager.

I then took on the role of Director of Online Operations and Events which got me involved with online flight training under our WestWind VATSIM ATO program. I built an LMS training platform for the WestWind ATO program.

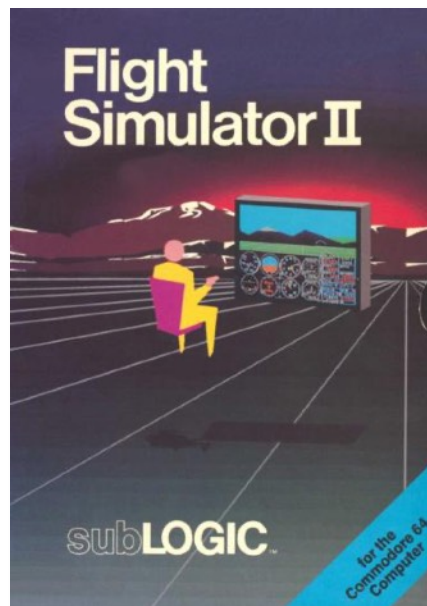
I was then hired on as EVP of Online Operations and Events, then EVP of Training along with Chief Pilot. These positions also came with appointments to the Executive Committee.

Due to my real world job responsibilities, in 2018, I had to step down from all management roles and I ended up going into full retirement for a few years. After retiring my real world job in 2023, I rejoined management as the Chief Administration Officer (CAO) and Chief Pilot.

**WWJ:** Can you describe your key responsibilities in your current roles and any top priorities you have?

**JC:** As CAO & Chief Pilot, I oversee HR, Training, Marketing and Online Operations and Events.

Some of my top priorities include: growing our airline pilot base using a grassroots marketing campaign which includes expanding our social media presence; expanding our training course offerings using an online Learning Management System (LMS); and growing our online and events department to promote interactive group flights, events and online (VATSIM) flight participation.



**WWJ:** Wow, you have a lot on your plate. Lets switch gears a little bit. How long have you been flying flight simulators?

**JC:** I've been flying flight simulators for over 40 years now. I received a Commodore 64 for my 9th birthday - that was 1984. That same year my dad got me the SubLogic Flight Simulator II. I've been hooked ever since.

**WWJ:** What got you interested in flight simulation?

**JC:** My dad was a huge flight enthusiast and he got me involved in flying at a very young age. He taught me how to fly u-line planes when I was around 5 and I moved to flying R/C planes a couple of years later.

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July 2025

Issue 25-07

I ended up flying R/C pattern competition for the Academy of Model Aeronautics (AMA) for a little over 10 years



while also teaching other pilots how to fly R/C planes.

While I never took flying lessons to fly real planes, flying has always been in my blood and the one constant in my life has always been flight simulation.

**WWJ:** What simulator platform do you fly?

**JC:** I'm currently flying MSFS 2020, but I also have MSFS 2024 loaded on my computer and occasionally fly a flight on the new platform. But MSFS 2020 is running so great, I don't want to rock the boat.

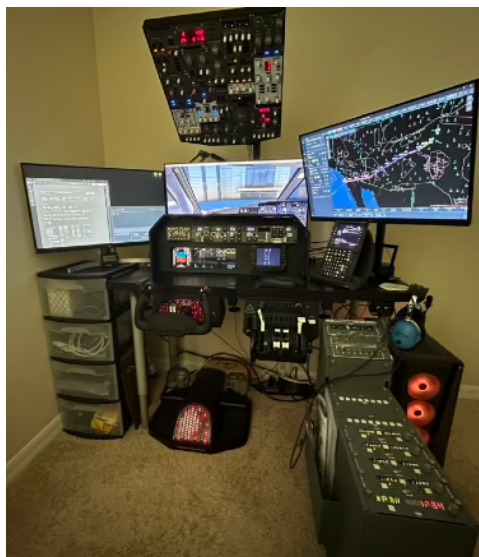
**WWJ:** What's your favorite airplane to fly in flight simulator?

**JC:** The PMDG 737-800/900. Being that the PMDG is a study-level aircraft, I love learning how to operate the aircraft as if I was a real world pilot.

**WWJ:** Do you have a favorite route to fly?

**JC:** I don't have a favorite route, but I do love flying on the west coast of the United States. Having the Pacific Ocean on one side and the mountains to the other; it's a beautiful place to fly.

**WWJ:** What other hobbies do you enjoy?



**JC:** In addition to flight simulation itself, I enjoy working on and expanding my flight deck. I recently bought a bunch of old GoFlight equipment and I've enjoyed incorporating those components into my sim. I also recently

completed a desktop dash build that houses my MCP, EFIS, MIP screens and RealSimGear GNS 530.

Outside of flying, I also enjoy photography and boating.

**WWJ:** With everything you have going on, I won't take up anymore of your time, but I really appreciate you sitting down with me today and answering some questions - it's been great to learn more about you.





## 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

### Terrain-Based Ranging is Coming to VATSIM

On Tuesday, July 15th, VATSIM conducted a 24-hour test of its upgraded voice system featuring **Terrain-Based Ranging**.

They are adding a new level of realism by simulating how terrain affects radio coverage - just like in real-world aviation.

Flying through valleys or skimming low on approach, you might notice weaker or lost voice contact with ATC or other pilots in this situations.

This is exciting news and we will provide further updated as we learn more.

[Click here for full NOTAM](#)



## UPCOMING POPULAR VATSIM EVENTS

### Tuesdays in Brasil: VFR Edition



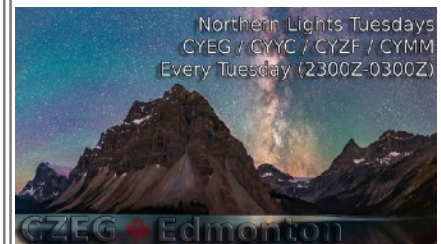
### Tropical Tuesdays



### Frankfurt Friday



### Northern Lights Tuesday



[Click event graphic for further details](#)

# Cockpit Chatter

## INITIAL REVIEW: Blackbird Simulations "Dirty 30" (C-130J)

By: Sean McConnell, President & CEO of WestWind Airlines

As you may have seen on the WestWind Forums or our Discord channel, I recently picked the Dirty 30 (C-130J) by Blackbird Simulations (MilViz) for MSFS 2024. This aircraft is in the Alpha Early Access stage, and as a result, I purchased the first release for only \$24.99 USD.

It's important to note that the longer you wait, the more you will pay, as the current price is \$34.99 USD, and the price will increase as more updates are released. The good news is that after you buy it, updates are free, so I recommend getting it sooner rather than later, as you will pay more if you wait.

You can buy it directly from [BlackBirdsim.com](https://BlackBirdsim.com). Being in Alpha state, I can not recommend the WestWind Paint job just yet. You get the Standard (Short) version and the -30 (long) version with one purchase. To be honest, I don't think this aircraft is a true ALPHA product; it's more of a Beta product where they're asking for more eyes on the product than just the internal team to flush out issues that may have gotten overlooked.



I've had the Captain Sim C-130 in my hangar since *Flight Simulator 2004: A Century of Flight*. AKA FS9. FS9 and FSX versions were good for each of those simulators, however the MSFS 2020 external-only model was, in my opinion, a significant failure. Captain Sim redeemed itself a little bit when they rereleased the C-130E with a cockpit, but they failed to upgrade the systems to MSFS2020 standards; at least it is now flyable, in my opinion.

X-hanger has an X-Plane C-130 for XPlane 11 and later released instructions on how to import it into XP12 along with and a few necessary edits in the XPlane 12 planemaker. The X-Plane model by X-Hanger is just ok.

The L-100 is the civilian version of the C-130, just minus the TACAN and defensive systems. The L-100 is in our hangar.

The Blackbird Dirty 30 is the most in-depth model yet - definitely STUDY LEVEL. Even using the Ready-To-Fly state, I still get several warnings on the take-off roll. From the Cold & Dark state, I get an Attitude Fail message, and I'm yet to figure out how to correct that. So lots still to learn on the Dirty 30. So far, I have spent about 8 hours trying to learn this one, and Howard Forder said he spent about 20 hours in the aircraft before making a video for his Twitch stream, and things still did not go smoothly for him either. I'm having fun with it, but a lot more studying to do. If you're interested in a C-130, check it out!



# WestWind Executive - Charter of the Month

## August 2025 - Charter of the Month - P256 Fly to Lake Michigan Island



### Search Charter of the Month - P256

**Category:** Vacations, Personal

**Origin:** As described

**Stops:** 1

**Region:** North America

**Destination:** As described

**Aircraft:** Multiple, see briefing

Sign out an amphibian aircraft from **Chicago O'Hare KORD**. Pick up your guests at the Helfert Seaplane Base (IS79) at Crystal Lake, Illinois. Permission to land at this private amphibious base has already been granted. Fly the clients to their summer cottage on northwestern South Manitou Island off the coast of northern Michigan. Return them to Crystal Lake when they are ready.

Fly any amphibious aircraft. Click on an aircraft listed at the bottom of the charter page.

FSX pilots may also fly Ken's Grumman G-21 Goose. FS9 pilots may fly a freeware FS9 Grumman Goose available from AVSIM's library.

This FS9 Grumman Goose received an AVSIM Award in 2006 for Best Freeware GA. To see the award, type in Grumman Goose in the "Search AVSIM's News archives" box on the right side of the AVSIM home page.

The E.V.P. of Executive Charter Division downloaded and flies this freeware FS9 Grumman Goose without problems.

Disclaimer: WWA has not tested the FS9 freeware Grumman Goose. You assume the risks of downloading & installing this aircraft.





# ETOPS | PT 1: Engines Turn or People Swim



Photo Credit: Noah Brand WWA3685

If you're settling in for this blog, get comfortable – this is a deep dive into the world of ETOPS (Extended Twin Engine Operations), a cornerstone of modern long-haul aviation. Understanding ETOPS will give you a new appreciation for those twin-engine jets crossing vast oceans and remote landscapes.

## What is ETOPS?

ETOPS, as defined by the FAA, is a set of regulations and certifications that allow twin-engine aircraft to fly routes where they are more than 60 minutes away from a suitable diversion airport, calculated at one-engine inoperative cruise speed. This rule, originally established in 1953 due to concerns about engine reliability, has evolved dramatically thanks to advances in technology and engine dependability.

Originally, all two- and three-engine aircraft were restricted by the 60-minute rule. By 1964, three-engine planes were exempted, leaving only twins under this restriction. As engines became more reliable, the FAA gradually extended permissible diversion times: first to 120 minutes in 1985, then 180 minutes in 1988, and today, up to an incredible 370 minutes. ETOPS now covers all long-range passenger operations, not just those with two engines.



Photo Credit: Noah Brand WWA3685

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# ETOPS | PT 1: Engines Turn or People Swim

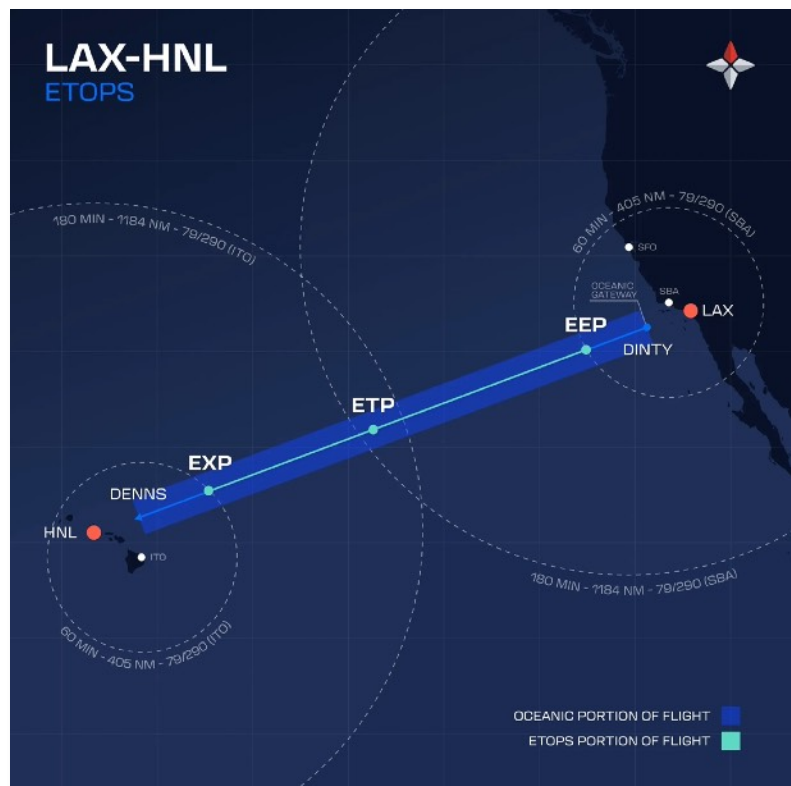
## Why ETOPS Matters

At its core, ETOPS is about safety—specifically, ensuring that if something goes wrong, there’s always a plan. The FAA’s “preclude and protect” philosophy aims to minimize the risk of in-flight shutdowns (IFSDs) and ensure that diversions are manageable and safe. This means airlines must have robust maintenance practices, well-trained crews, and detailed diversion strategies.

Flight operations plans must account for possible diversions, ensuring pilots know their alternate airports, have up-to-date weather information, and can communicate with dispatch and air traffic control. Fuel planning is especially critical, with requirements to cover scenarios like engine failure, decompression, and unexpected icing.

## ETOPS Areas of Operation

ETOPS areas are defined by how far an aircraft can fly from an adequate airport, based on its one-engine inoperative cruise speed. Most authorities limit ETOPS beyond 180 minutes to specific geographic regions, and operators are encouraged to keep diversions within 180 minutes whenever possible, as longer diversion times increase operational risk. For this discussion, we’ll focus on ETOPS 180.



## Dispatch Planning and Alternates

Before a flight can be dispatched under ETOPS, all required alternates—including ETOPS-specific alternates—must be listed in the cockpit documentation and dispatch release. These alternates must have adequate facilities, including runway length, ARFFS (Airport Rescue and Fire Fighting Services, typically ICAO Category 4), and must meet strict weather minimums.

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# ETOPS | PT 1: Engines Turn or People Swim

Weather minimums for ETOPS alternates are higher than for standard alternates. For example:

- ✦ For a single navigational facility: add 400 feet to the minimum descent altitude/decision height and 1 statute mile to the visibility minimum.
- ✦ For two facilities: add 200 feet to the higher minimum and 800 meters to the higher visibility.
- ✦ For Category III ILS: 200 feet ceiling and 1/2 statute mile (800 meters) visibility

## Fuel Supply Requirements

ETOPS fuel planning is rigorous. Operators must ensure enough fuel to:

- ✦ Reach an ETOPS alternate considering three scenarios: rapid decompression, engine failure, or both at the most critical point.
- ✦ Hold at 1,500 feet above the alternate for 15 minutes, then land.
- ✦ Account for wind forecast errors (add 5% to wind speed or fuel).
- ✦ Compensate for potential icing and engine/wing anti-ice use.
- ✦ Include a 5% fuel increase if the operator doesn't monitor in-service fuel burn deterioration.
- ✦ Account for APU fuel use if required

For sim pilots, tools like SimBrief can handle much of this complexity, but understanding the logic behind the numbers is invaluable.

## Key ETOPS Definitions:

- ✦ ETOPS Entry Point (EEP): The point where the aircraft is more than 60 minutes from an adequate airport (for twins).
- ✦ Equal-Time Point (ETP): The point where it takes the same time to reach two different airports.
- ✦ Exit Point (EXP): The point where the aircraft is back within 60 minutes of an adequate airport

USA 1660		KBOS/KMCO		28.JAN.2025/2240Z									
BRIQS	Q97	276	.76	320	350	020	229	0033	22.7	02+05	15:15	15:15	-0
N3931.4	W07408.3	442	408	M53	287/082	216	0802	00.5	00+44	00+05			
					-52 277/83	239			20.7				
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BYSEL	Q97	276	.76	320	351	020	228	0093	21.3	01+52	15:26	15:29	+1
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SJAAY	Q97	276	.76	320	352	021	224	0014	21.1	01+50	15:29	15:29	
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KALDA	Q97	276	.76	320	356	021	226	0015	20.8	01+48	15:31	15:31	
N3750.5	W07537.6	440	428	M53	298/068	214	0680	00.2	01+01	00+02			
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SAWED	Q97	276	.76	320	356	021	222	0022	20.5	01+45	15:34	15:35	
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N3602.8	W07719.5	441	427	M52	298/059	218	0544	01.7	01+20	00+16			
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PBCUP	Q85	275	.76	320	365	022	228	0080	17.5	01+17	...	...	
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MIRRO	Q85	275	.76	320	381	022	227	0037	17.0	01+12	...	...	
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SMPRR	Q85	274	.76	320	432	021	226	0005	16.9	01+11	...	...	
N3426.5	W07850.5	445	398	M46	289/111	217	0422	00.1	01+38	00+01			
					...	240			...				

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# ETOPS | PT 1: Engines Turn or People Swim

## To be Continued

ETOPS has revolutionized how airlines – and simmers – plan and operate long-haul flights. What began as a strict limitation due to unreliable engines is now a testament to modern engineering and operational discipline. Next time you plan a transoceanic flight, you'll know just how much thought and regulation go into making those routes possible.



Photo Credit: Noah Brand WWA3685

Stay tuned for part two, where we'll walk through how to plan an ETOPS flight using SimBrief and Navigraph tools. Until then, blue skies and safe (and well-planned) flights!

***Special thanks to Noah Brand (WWA3685) for his photos used in this article.***



### 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](#)



# FlightFX Releases Cessna Citation X



On July 22nd, 2025, FlightFX released their rendition of the Cessna Citation X for Microsoft Flight Simulator 2020 and 2024.

Known for their Piaggio 180 and Cirrus Vision Jet, FlightFX built the C750 from the ground up with a bespoke Honeywell Primus 2000 avionics suite, a redesigned EFB featuring Navigraph support, and a custom soundscape recorded from a real Citation X in California. 9 different liveries and two different wings are included, allowing pilots to choose between a regular or winglet-equipped airplane.

First delivered in 1996 to American golfer Arnold Palmer, the Citation X was Cessna's answer to increased competition from the speedy Learjets of the time. With a top speed of Mach 0.92, it took 16 years for the Citation X to be dethroned as the world's fastest business jet by the Gulfstream G650 in 2012.

Along with a full manual available [here](#), FlightFX has also provided a tutorial flight for new pilots to get acclimated to the high-performance business jet.

The FlightFX Citation X is available for purchase to PC and Xbox users via the MSFS 2020 & 2024 marketplace for USD 29.99 / EUR 25,52 / GBP 22.16.



## ***In the Real World - Aviation News***

### **The Magic of Oshkosh: How Thousands of Aircraft Arrive Each Year**

If you're not familiar with the whole-hearted way of life that accompanies the Midwest, look no further than Oshkosh, Wisconsin amidst the July summer heat. Held at Wittman Regional Airport, the Experimental Aircraft Association AirVenture (EAA) – or “Oshkosh” – has been a staple for aviation fans since it was founded in January of 1953.



Each year, Oshkosh becomes the epicenter of aviation knowledge, with thousands of aircraft flying in and hundreds of thousands of aviation enthusiasts flocking to the rural fields surrounding the airport. But how do they all get to that single point in space? How is it all managed?

#### **Remarkable Statistics**

The number of aircraft arriving and departing during this event has always been remarkable. The data below comes from a Special Events Flight Tracking Dashboard created by FlightAware, offering insight into flight traffic surrounding the festival.

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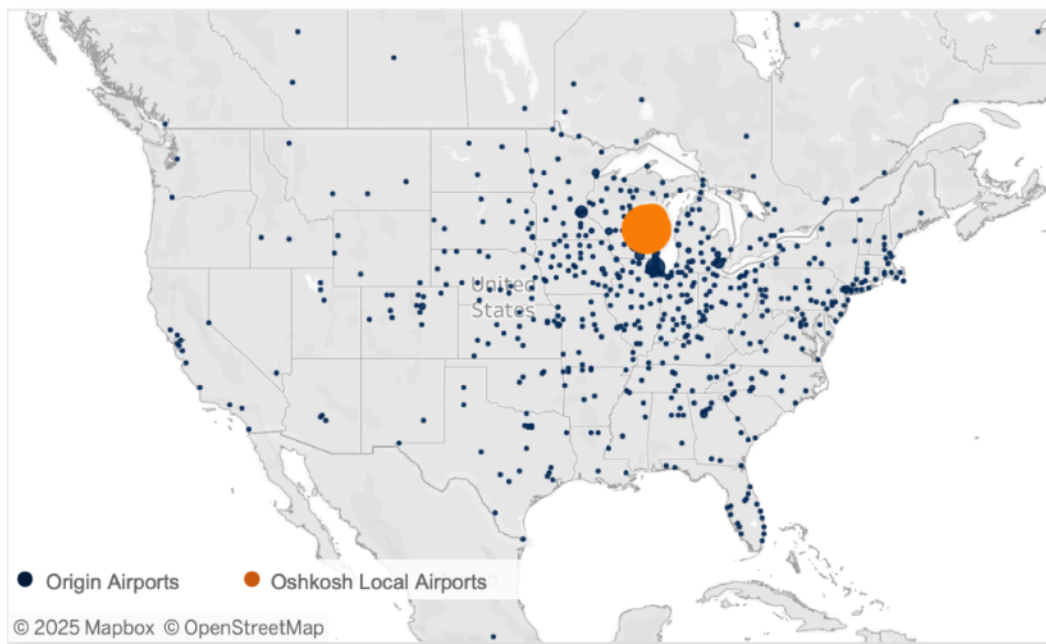
# ***In the Real World - Aviation News***

## **The Magic of Oshkosh: How Thousands of Aircraft Arrive Each Year**

*(Continued from previous page)*

The next day, the plane was scheduled for the same route and managed to make the outbound

### **2024: All Origin and Destination Map**



Leading up to and during the 2024 festival held July 22-28, FlightAware analyzed traffic in and out of Wittman Regional, Fond Du Lac County, Appleton, Green Bay and Austin Straubel International Airports. From Toluca, Mexico, to southern Europe in Athens, Oshkosh fans from across the globe were in attendance.

Between July 14 and 28 (the two weeks leading up to and including the airshow), these airports saw:

- 857 business aircraft,
- 623 commercial flights
- 4,148 general aviation flights.

Due to this extraordinary volume of aircraft, significant air traffic control measures are required to maintain safety and efficiency throughout the region.

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## ***In the Real World - Aviation News***

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### **The Magic of Oshkosh: How Thousands of Aircraft Arrive Each Year**

*(Continued from previous page)*

#### **MOO-COWS Communications**

One of the strategic systems deployed during the airshow –Mobile Operations and Communications Workstations (MOO-COWS). Although the name is a reference to the old-fashioned midwestern dairy industry, it is a very complex system. According to the FAA, MOO-COWS enables controllers to split air traffic operations between the tower and the field, and handle daily departures that can surpass those seen at the world's busiest airports. These additional temporary towers allow for volunteers to spend their days at Oshkosh guiding planes during landing.



Systems like this are generally in place the weekend leading up to AirVenture. As seen in the image below, there is an astounding spike in landings the days prior to the start of the show. These spikes include daily arrival numbers of 597, 637 and 780 for July 19-21. While the number of flights is remarkable, it is also important to keep in mind the array of aircraft landing. This lineup includes vintage, homebuilt, military and commercial aircraft among other many unique attractions on display.

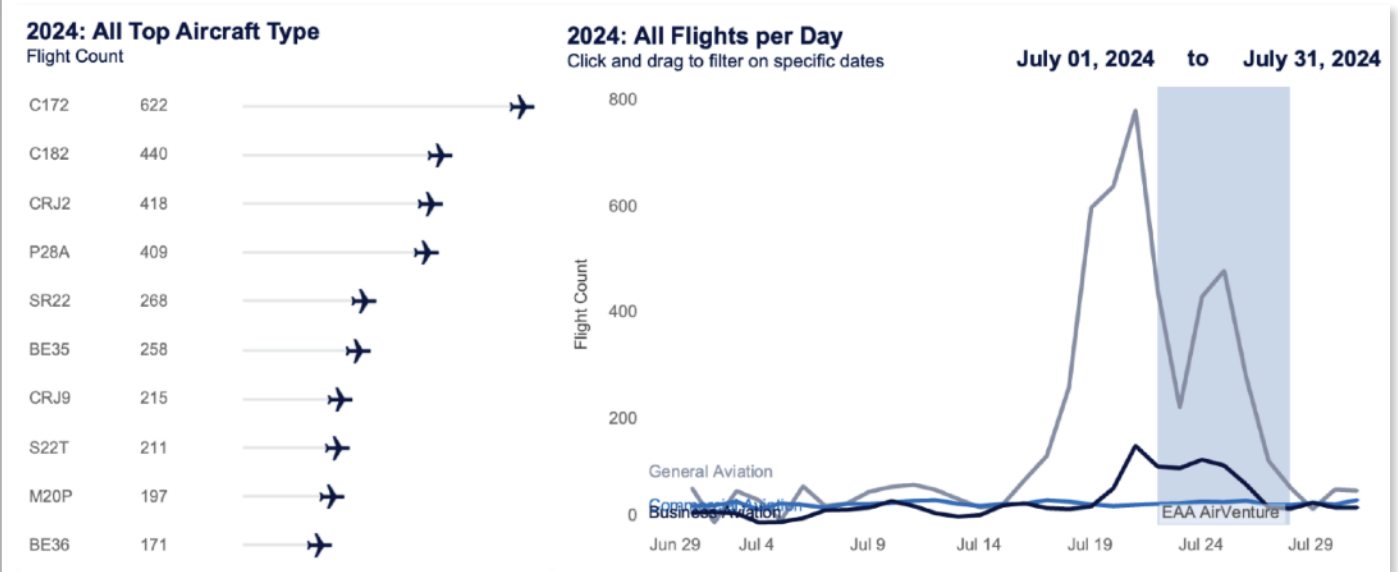
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# In the Real World - Aviation News

## The Magic of Oshkosh: How Thousands of Aircraft Arrive Each Year

(Continued from previous page)

Here are the top ten types of aircraft seen at Oshkosh:



### Fisk Visual Flight Rules (VFR) Arrival

In the previous section, the FlightAware sourced infographic and its staggering findings were presented in detail. For those unfamiliar with the multi-layered and intricate strategy that backs individual airplanes' landing processes, this section breaks it down in depth. This landing procedure was detailed during an interview with a 21-year-old pilot from Southeast Michigan, Matt Poulter. He began by underlining the complexity of the event. Poulter knows the legendary Fisk Arrival looks complex to an outsider.

"We all know it's crazy, but it's sure worth it," shared Poulter. He has attended Oshkosh multiple times with his pilot father and brother and will be there again this year.

In July of 2024, when Matt flew his Aeronca Champ into Wisconsin, he did so by utilizing the Fisk VFR arrival procedure laid out by the EAA in a notice posted every year prior to the airshow.

Take a look at the **2025 notice**, including the Preflight Planning, VFR Arrival/Departure and Oshkosh Airport Notes sections.

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# ***In the Real World - Aviation News***

## **The Magic of Oshkosh: How Thousands of Aircraft Arrive Each Year**

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### **A Sample Arrival Experience**

The first thing Matt mentioned is that when preparing for the Fisk arrival, it is important to have a couple hours of fuel on board in case of extended holding over any of the transition points. Also prior to arrival, it is key to listen to the Automatic Terminal Information Service (ATIS), which briefs pilots heading into Oshkosh on which transition point AirVenture is using during time of arrival. This can vary based on the number of planes entering. This past year, he and his father flew into the Green Lake Transition point and began to monitor the Fisk arrival. He then flew directly to Ripon and followed the railroad tracks northeast



towards Fisk. At the Fisk holding point, he transitioned to the 36 left approach and was cleared to land on the yellow dot at Wittman. He states, "Being in the conga line with all of the other airplanes with one mile in trail and everyone working as a team is a really fulfilling experience."

Due to the intricacy of these landing procedures, it is crucial that all pilots in attendance follow the process laid out by the EAA diligently. It is an exciting time for those flying into Oshkosh, and their hard work and hours of experience are on full display. This arrival process is based on a polite and meticulous mindset that each pilot carries with them. From all walks of life, those attending the airshow work together to accomplish a safe, fun week.

To view the full FAA Notice – AirVenture Flight Procedures [click here](#).

### **Why AirVenture is the Perfect Embodiment of Culture**

The accomplishments and longevity of Oshkosh are a perfect example of aviation's potential. The preparation, attention to detail and execution of air traffic logistics at this event are second to none. This is exemplified through the astounding flight activity predominantly at Wittman Regional, Appleton, Green Bay and Austin Straubel International Airports. It is crucial that all fronts of the industry continue to incorporate diligent, innovative and dream-filled midwestern passion that AirVenture embodies.



# Pilot's Tip of the Month

## Dipping Fuel Tanks

By Bret Koebbe, Pilot Workshops

### Subscriber question:

*"I don't trust the fuel gauges in my airplane. How can I really tell how much fuel is in the tanks once I'm in the air?" – Bella N.*

### Bret:

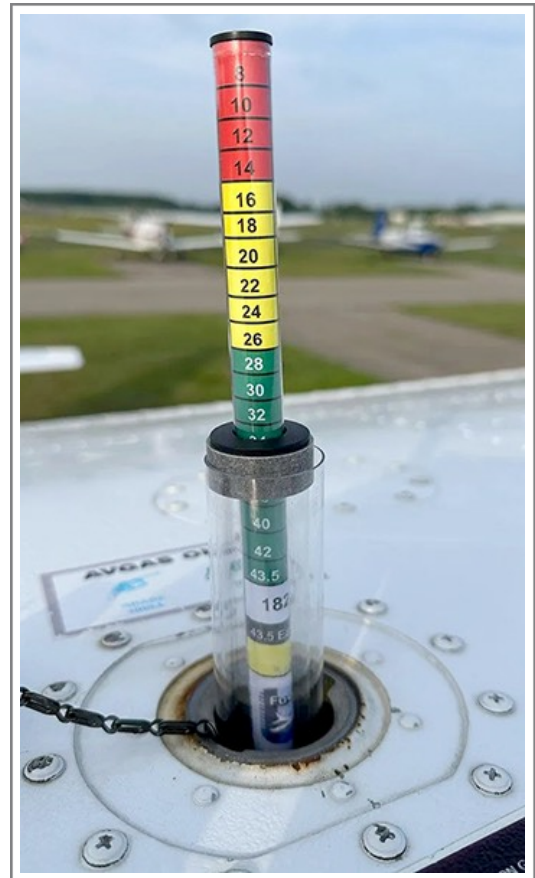
"This is a two-part answer. The best way to know how much usable fuel you have in flight is with a calibrated fuel totalizer. Without one of those, the only times you can be 100-percent certain in the air is right after you take off with topped tanks—and after a dead-stick landing because you ran out.

However, that totalizer is useless if you don't set it with the fuel you have on the ground before departure. That's where the second part comes in: Knowing what you have before engine start..

That's easy if you start with full tanks, but what if the fuel level of your 2001 Cessna 182's 87-gallon fuel capacity is somewhere between the 65-gallon tab indicator and empty? Unless you've installed upgraded digital fuel senders, the fuel gauge won't be of much help.

For that reason, the only way to know is to physically dip the tanks. Today's fuel sticks have come a long way from the Sharpie-marked wood version. There are even versions that incorporate a float and a large text scale to accurately indicate fuel quantity to the nearest gallon, eliminating any guesswork. But if you have an older tube version or wooden stick, it will do the job—if you have verified each increment is accurate and you're consistent on how you use it. Either way, enter the amounts shown on the dipstick into your fuel totalizer (or on your clipboard for measuring time in the air) and you're good to go.

Lastly, take time to understand your airplane's fuel gauge behavior. Even if they are wildly inaccurate in the upper 2/3s of your tank's capacity, they are likely consistent when only reserve fuel remains. Learn that reading and what it equates to in flight. That's critical information if you experience an unlikely fuel leak, or just end up in the air far longer than planned."



# WESTWIND

## PROMOTIONS AND AWARDS



### Pilot Promotions - June

Bill Ienatsch WWA1033 - Sr. Command Captain +13  
 Jim Gesell WWA3461 - Sr. Command Captain +7  
 Noah Brand WWA3685 - Category III  
 Bill Schulz WWA1902 - Category III  
 Noah Brand WWA3685 - Category II

### Recognition Awards - June

Fred Koch WWA3637 - 5 Years of Service  
 Matthew McNair WWA3085 - 10 Years of Service  
 Matthew McNair WWA3085 - 12 Years of Service  
 Ed Harper WWA2683 - 15 Years of Service  
 Bill Schulz WWA1902 - 17 Years of Service  
 Patrick Conner WWA2106 - 17 Years of Service  
 Timothy Essex WWA3209 - 3,000 Flights Logged  
 Bill Ienatsch WWA1033 - 7,500 Hours



### WestWind Leadership Team

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

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 Director of Aircraft - Vacant  
 Director of Online Ops - Vacant  
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 London Heathrow - Ken Rotker  
 Los Angeles - Steve Canham  
 Miami - John Condon  
 New York - Tony Yonek  
 Seattle - Dwayne White  
 Singapore - Bob Sturm  
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