

THE WESTWIND JOURNAL

SimBrief Europe | SayIntentions.AI Review | Cockpit Chatter

WestWind Airline Stats - YTD

Total Flight Hours:	26,485
Total Offline Hours:	23,018
Total Online Hours:	3,467
Total Flights:	8,491
Total Cargo (lbs.):	114,572,400

WestWind Hub Rankings

October

Top 3 Hubs by Total Hours

1 - Miami	473
2 - Cincinnati	325
3 - Singapore	282

Top 3 Hubs by Total Flights

1 - Miami	158
2 - Cincinnati	91
3 - Denver	69

Top 3 Hubs - VATSIM Hours

1 - London	41
2 - Calgary	27
3 - Cincinnati	15

Operation EastWind - Hurricane Melissa Disaster Relief

Hurricane Melissa made landfall in Jamaica as the third-most intense Atlantic hurricane on record causing catastrophic damage to the region.

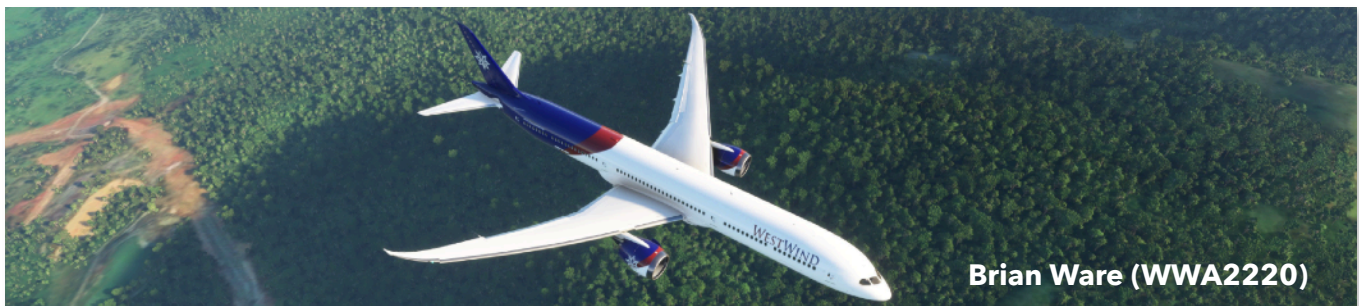
WestWind Airlines has

been contracted to immediately assist in bringing in disaster relief to the communities most impacted.

Norman Manley Intl. Airport (MKJP), in Kingston, is open for relief operations while all other airports in the region remain closed. The longest runway at MKJP is 8,911' so heavies will need to move cargo to KMIA and transfer to MKJP using appropriate aircraft per operations limits. Use C049 for all inbound cargo flights.

SAR crews in Miami are waiting to be transported to MKJP - equipment and gear are included in the baggage weight. Use P006 for all inbound passenger flights.

Record all flights on the forums for appropriate tracking of OEW Hurricane Melissa flights. Thank you!



Brian Ware (WWA2220)

WESTWIND


PROMOTIONS AND AWARDS



Pilot Promotions - October

Bob Sturm WWA230 - Sr. Command Captain +23
 Dominik Hofsaess WWA418 - Sr. Command Captain +6
 Edward Ward WWA28 - Sr. Command Captain +5
 Craig Paul WWA1962 - Category IV

Recognition Awards - October

Erwin Michael WWA2244 - 17 Years of Service
 Al Stallbaumer WWA107 - 2,500 Hours in Type B748
 Edward Ward WWA28 - 250 Hours in Type A380
 Bill Peterson WWA1698 - 250 Hours in Type DC3 
 Hal Morse WWA3615 - 250 Hours in Type A321
 Edward Harper WWA2683 - One Hundred Million Pounds
 Phil Cohen WWA1573 - 500 Exec. Charter Flights in 1 Year
 Nicholas Baker WWA3229 - 400 Exec. Charter Flights in 1 Year
 Bob Sturm WWA230 - 250 Exec. Charter Flights in Year
 Chris Trott WWA3382 - Cargo Hub Slam (KAFW)
 Bob Sturm WWA230 - 12,500 Hours Logged
 Phil Cohen WWA1573 - 3,000 Flights Logged



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.



WestWind Hub Updates for XP12.2 Continues

Bob Sturm, VP of Scenery, updates Boston-Logan airport.

The WestWind Mini-Hub, Boston-Logan Int'l Airport, is now available for X-Plane 12.2. This is a major improvement of the default airport which includes WWVA gates at Terminal "C" Pier C; A new addition to the North end of Terminal "E" which is now the Executive Charter terminal and directly across the the ramp is the WWC apron with 4 cargo parking spots.

(From Wikipedia) General Edward Lawrence Logan International Airport (IATA: BOS, ICAO: KBOS, FAA LID: BOS) – more commonly known as Boston Logan International Airport – is an international airport located mostly in East Boston and partially in Winthrop, Massachusetts, United States. Covering 2,384 acres (965 ha), it has six runways and four passenger terminals. Logan International Airport is the largest airport in both Massachusetts and the New England region, in terms of passenger volume and cargo handling, as well as the busiest airport in the Northeastern United States outside the New York metropolitan area. The airport saw 43.5 million passengers in 2024, the most in its history. It has non-stop service to destinations throughout the United States and the world.

Aerial View



As always, a big shout out to Bob Sturm on another great airport for WestWind Airlines!

Cont on next page...

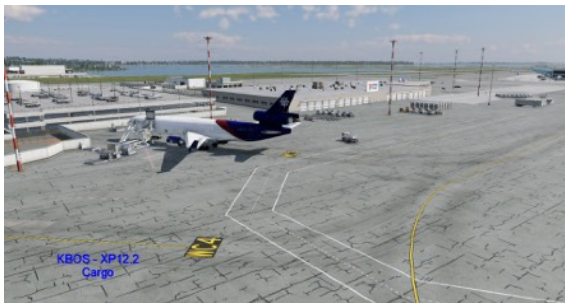
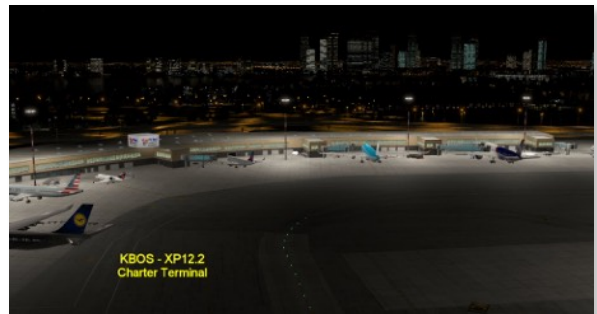
WestWind Hub Updates for XP12.2 Continues



**Passenger
Terminal**



**Charter
Terminal**



**Cargo
Terminal**



October Screenshot
Competition Winner

Bob Sturm
WWA230



Congratulations!

3-Way Tie



THIS MONTH IN AVIATION HISTORY

02 November 1947: Howard Hughes' Hughes Aircraft Company H-4 Hercules flying boat, NX37602, made its first and only flight at the harbor of Los Angeles, California. The aircraft was built at Playa del Rey, then transported in sections to a dry dock at Los Angeles Harbor where assembly was completed. Its cost is estimated at \$23,000,000–\$25,000,000. The H-4 is 218 feet, 8 inches (66.650 meters) long with a wingspan of 320 feet, 11 inches (97.815 meters). Its height is 79 feet, 4 inches (24.181 meters). The Hercules' designed loaded weight is 400,000 pounds (181,437 kilograms). On its only flight, the H-4 Hercules traveled approximately one mile (1.6 kilometers) at 135 miles per hour (217 kilometers per hour), remaining in ground effect. It never flew again, and its estimated performance was never verified through flight testing.



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

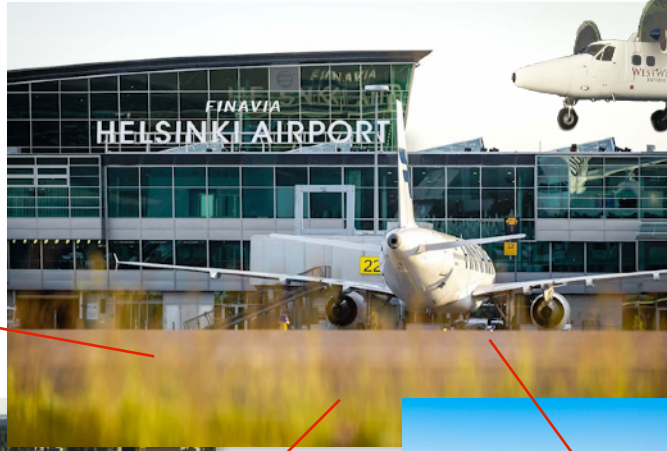
Aeroprojecto's Cessna U206F Stationair for P3D v1-v4 and FSX comes in four liveries, with full 3D instrumentation based on Cessna equipment and the 1970s ARC 300 avionics series, autopilot, custom sounds and additional tools for aircraft set-up.

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 Executive - Charter of the Month

November 2025 - Charter of the Month - P036 Baltics Business Charter



Search Charter of the Month - P036

Category: Government/Diplomatic, Executives/VIPs

Origin: EFHK - Helsinki-Vantaa Airport

Stops: Non-stop

Region: Europe

Destination: As Described in Briefing

Aircraft: Multiple, see briefing

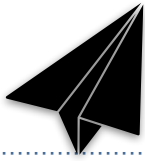
Fly business customers from Helsinki/Vantaa International Airport (EFHK) to the three Baltic Capitals for business meetings in each Capitol. Fly to all: Tallinn, Estonia (EETN), Riga, Latvia (EVRA), and Vilnius, Lithuania (EYVI) Fly one way or round trip, though realistically, charter flights are normally round trips.

Charter aircraft use General Aviation (GA) parking or ramps. Our charter Airbus or Boeing aircraft may use a gate at the end of a terminal wing.

Charter Notes: BBJ & BBJ2 - Our hangar has FS9, X-Plane 11, P3D and MSFS 2020 versions. Other sim version pilots who wish to fly the BBJ or BBJ2, simply select either below and fly a Boeing 737. Our virtual ground crew will virtually customize the interior of your Boeing 737 to match the BBJ or BBJ2 for this charter.

Aircraft: Aerospatiale Gazelle, Beechcraft King Air 350, Beechcraft Baron 58, Bell 206B, Cessna 208B Caravan, DeHavilland Canada DHC-3 Otter, DeHavilland Canada DHC-6 Twin Otter, DeHavilland Canada Dash 8 100/200, Maule M7-260C Orion, Cessna 172 Skyhawk, Piper PA-28R-201T Turbo Arrow III, Beechcraft King Air 300, DeHavilland Canada DHC-2 Beaver





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.

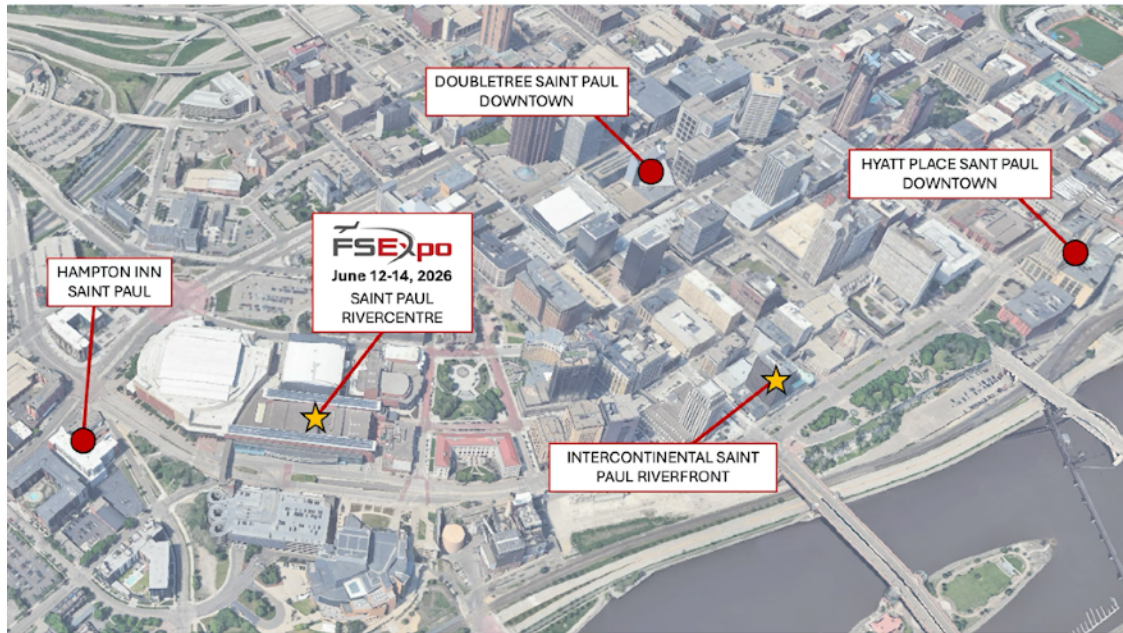
The other hotels that FlightSimExpo has secured for discounted rates include the Hampton Inn Saint Paul, Doubletree Saint Paul and also Hyatt Place Saint Paul Downtown (available to book in January 2026). All hotels include free cancellation, free luggage storage, parking options, and some even include 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 3Q25 BOG Meeting

VATSIM leadership met October 18th for their 3rd quarter BOG meeting. Here are some key takeaways -

Key Metrics: 192,077 active members, averaging 67 new members per day, 176,871 (92%) Pilot/ Observers ratings with 15,206 (8%) ATC/Supervisor/Admin rating.

VATSIM Minimum Age

Requirements: Still no implementation plan from BoD.

CTAF Trial: The department recommends that the Board formally accepts the conclusion and implementation during the Q3 meeting as a part of the Code of Conduct updates. Information will be made available alongside the Code of Conduct regarding divisions utilizing discrete advisory frequencies.

[Click here for full NOTAM](#)



UPCOMING POPULAR VATSIM EVENTS

Tuesdays in Brasil: VFR Edition



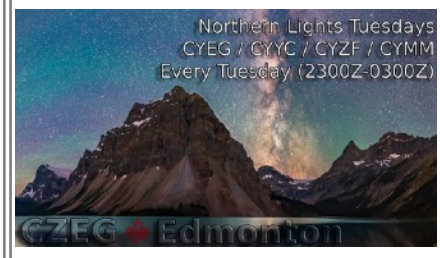
Tropical Tuesdays



Frankfurt Friday



Northern Lights Tuesday



November's Feature Event of the Month

Stuff the Albu-Turkey FNO

October 28th - 2300z - 0300z



[Click event graphic for further details](#)

Cockpit Chatter

Parallel 42 Parts Ways with Orbx

Parallel 42 was one of Orbx's first ever partners back in 2019. However that time has now come to an end with a statements from both sides confirming that Parallel 42 has parted ways with Orbx for future products and updates.

As of November 8th, customers will no longer be able to purchase new Parallel 42 products through Orbx. Furthermore, no further product updates for previously released products will be made available via Orbx's services. Customers can still download their current purchases at their current update status.



In order to support customers, purchases from Orbx can be transferred to Parallel 42, where you'll be able to receive product updates moving forward.

Parallel 42 cited that this move is to help customers access product updates quicker. Ed Correia said, "This next chapter is about taking full ownership of our customer experience, from first click to first flight (or drive!)". He continued by saying that this move will enable Parallel 42 to "[deliver] updates, support, and immersive experiences faster, more securely, and more personally than ever before."

Whilst Parallel 42 is leaving Orbx, customers will be able to still purchase from the Parallel 42, Contrail and the in-sim Marketplace. We asked why Contrail is still available, we were told the integration capabilities of both stores utilising Shopify enables customers to buy from Parallel 42 but still use the Contrail app to manage their products.

Both companies said that they wish each other well for the future, with Parallel 42 adding that they are grateful for the exposure and opportunity Orbx afforded Parallel 42 when they first came onto the scene. This enabled Parallel 42 the ability to develop products and eventually move towards being an independent developer with a store that is easy to use, navigate and see what products work for which simulator.



Cockpit Chatter

Honeycomb Aeronautical Launches Sierra TPM Module and Foxtrot Aviation Stick



Honeycomb Aeronautical has launched two brand-new products for flight simulators. The new Sierra TPM Module and Foxtrot Aviation Stick are the first all-new designs and products from the company since the Charlie Rudder Pedals, and have been designed to accommodate new kinds of simmers.

Sierra TPM Module

The Honeycomb Sierra TPM Module targets general aviation enthusiasts seeking authentic tactile feedback and premium ergonomics. Inspired by real aircraft panels, it features solid metal vernier controls for throttle, propeller, and mixture, all of which are lockable and designed for fine-tuned, linear adjustments that replicate the resistance and motion of genuine GA levers.

It also comes with an integrated trim wheel, providing smooth, low-profile pitch trim control directly on the unit. Furthermore, it features a parking brake, a landing gear lever with LED indicators, and a dedicated flap control lever.

Cont on next page...

Cockpit Chatter

Honeycomb Aeronautical Launches Sierra TPM Module and Foxtrot Aviation Stick



Each function has been built with tactile realism in mind, from the firm notching of the flap lever to the responsive click of the gear switch. The Sierra integrates with the Alpha Flight Controls XPC, Bravo Throttle Quadrant, and other Honeycomb peripherals.

The **Sierra TPM Module** is available globally for **€249.99 / \$249.99 / £199.99**.

Foxtrot Aviation Stick

The Honeycomb Foxtrot Aviation Stick is built to replicate the fluid, accurate handling of real-world flight controls, combining premium materials with engineering tailored for serious sim pilots. The stick features an advanced gimbal-based mechanism and 16-bit Hall Effect sensors for precision and zero detent resistance.

The Foxtrot includes an integrated rudder twist axis, allowing full yaw control without separate pedals. Its ambidextrous grip accommodates both left- and right-handed users, making it equally suitable for GA aircraft, fighters, or helicopters.



Cont on next page...

Cockpit Chatter

Honeycomb Aeronautical Launches Sierra TPM Module and Foxtrot Aviation Stick



There are also multiple programmable buttons, hat switches, and rotary controls, enabling deep customization for everything from trim adjustments to camera panning. Adjustable resistance settings give users fine control over feel and feedback, while durable internal mechanics ensure long-term reliability even under heavy use.

The **Foxtrot Aviation Stick** is available globally for **€149.99 / \$149.99 / £129.99**.

Check out the Honeycomb Aeronautical store for more on where to buy.



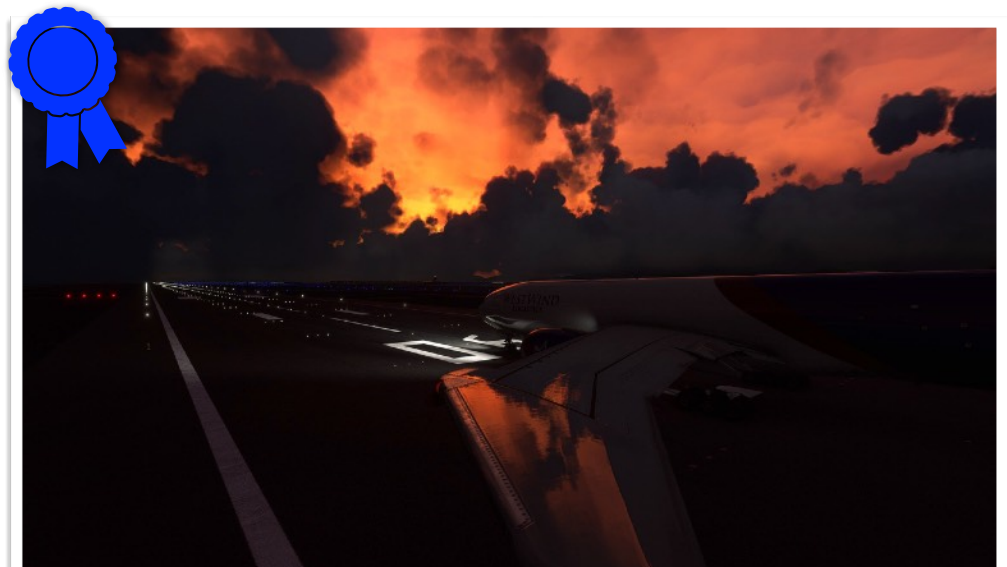
October Screenshot
Competition Winner

Brian Mills
WWA1108



Congratulations!

3-Way Tie



SimBrief Gets Updated Real-World Routes Across Europe



For years, SimBrief users have enjoyed access to real-world, authentic airline routes across North America. But when it came to Europe, things were a little more complicated. Due to various restrictions and the challenges of obtaining data across multiple states, real-world European routes remained elusive.

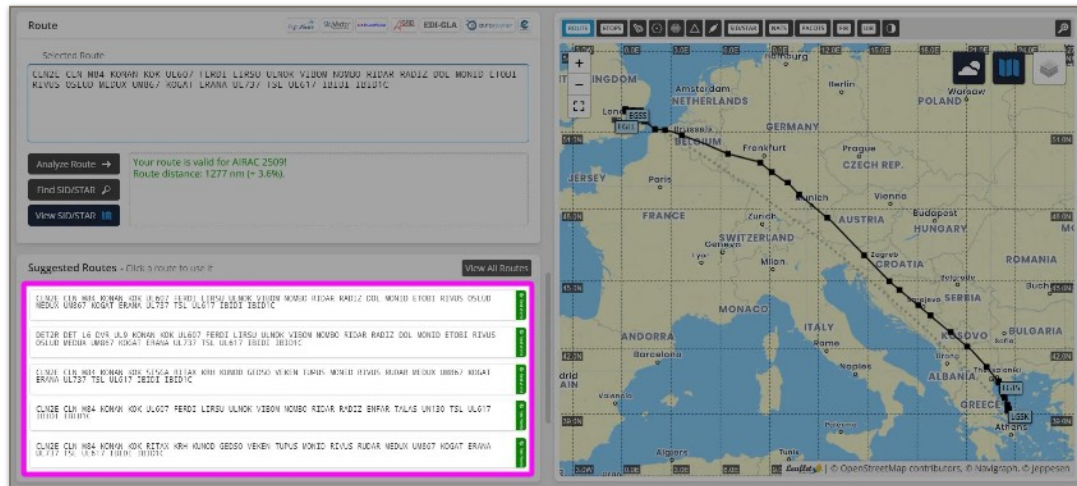
That changes now. SimBrief has just integrated real-world routes data for most flights within Europe (as well as many flights between Europe and surrounding continents), delivering even more high-quality routings straight into the planner. This means that flights across Europe can now be planned with the same level of accuracy as in North America. Naturally, we had to put it to the test.

A Flight to Skiathos

To see this new capability in action, we planned a flight from London Stansted to Greece's Skiathos (EGSS-LGSK) in a Jet2 Holidays 737-800. Planning in SimBrief felt familiar, but the difference appeared in the suggested routes section. Alongside the usual options, a new green label marked Real World next to the route string now highlights the newly added routings.

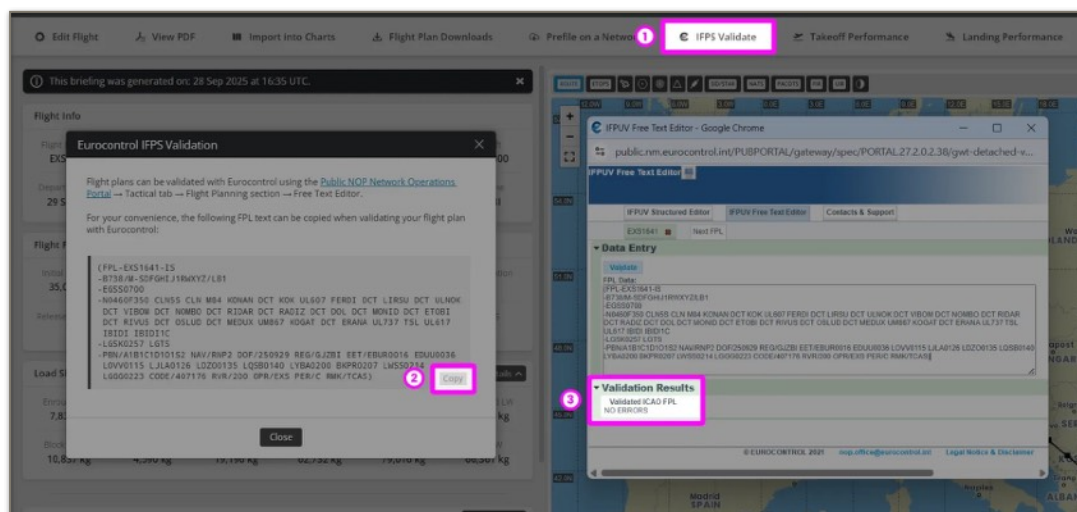
Cont on next page...

SimBrief Gets Updated Real-World Routes Across Europe



Our selected flight, about three hours in length, traverses much of Europe—passing Belgium, Germany, Austria, Croatia, Serbia, Kosovo, and Albania before descending into the Aegean. A real-world daily service, faithfully recreated with a Eurocontrol-approved routing.

To make sure, we can even validate our flight plan directly with Eurocontrol. From the Flight Briefing page, simply click on "IFPS Validate", then copy the ICAO FPL text, and paste it into Eurocontrol's IFPUV Free Text Editor tool. "No Errors" means that our flight plan is valid, thanks to the real-world route that we used!



Cont on next page...

SimBrief Gets Updated Real-World Routes Across Europe

If you're already a Navigraph subscriber, these new routes will be available upon release as part of your subscription. Please note that since real-world routes are based on the latest navigation data, non-subscribers may encounter errors or discrepancies with older AIRAC cycles, which can result in route conflicts. The solution, of course, is to make sure your navigation data stays current with a Navigraph subscription.



With SimBrief now offering real-world routes across Europe, simmers have yet another tool for crafting realistic and authentic flights. Planning just got even closer to the real thing.



October Screenshot
Competition Winner

Erwin Michael
WWA2244



Congratulations!

3-Way Tie



SayIntentions.AI - Review

By: Sean McConnell, President & CEO

First, the disclaimer: no one gave me anything or asked me to review SayIntentions.AI - this is just an honest review for our fellow WestWind pilots.

Second, how did I get from Subscription for third party ATC service being "a deal breaker" to "okay lets take a look"? The short version is, Windows 10 end of life and



SayIntentions.AI

buying a new Windows 11 Gaming desktop computer. And the transition from Windows 10 to Windows 11 was not as smooth as advertised. I continue to have issues getting my Pilot2ATC to Work in the new computer with Windows 11. I found a few posts on the Pilot2ATC forum and Discord with similar problems. It is about 50/50 on those who got P2A to work with Windows 11 and those who can't get it to work. I tried the solutions that were posted, and one of them was about the Voice command, and voice dictation was a step in the right direction, but Pilot2ATC was still unreliable, hit and miss, mostly miss. I bought Pilot2 ATC back in 2016 after I got tired of VATSIM controllers not being online when I was flying and using UNICOM in Class B airspace. I also had other issues with VATSIM. Pilot2ATC ended up being a one-stop solution with voice recognition for the three flight simulators I used at the time.

So I began to look for other solutions on my Windows 11 computer. Some of you recall I had two other new computers that ended up dead after I tried to install MSFS2020. I guess trying to install over 250 gigabytes of simulators and add-ons was too much for them. The two computers that failed were MSI Ageis brand, which I thought would be good because the motherboard in my Windows 10 computer is MSI ASUS. As they say, the third time is the charm. This time, the Geek Squad guy recommended an HP Omen 35L computer, which has the same specs except a1TB SSD drive instead of the 2 TB from the previous 2 computers, also about \$800 Cheaper. I also got a 2TB external HDD drive to go with the new computer. I did not have any problems installing MSFS 2024 or X-Plane 12 on the external HDD. But for the third time, MSFS 2020 crashed during installation. Unlike the 2 MSI computers, the HP computer recovered from the crash after being unplugged overnight.

Now for my personal thoughts on SayIntentions.AI. I saw SayIntentions at the FS Expo in Las Vegas in 2024 and in Providence in 2025. At first, it was just for MSFS2020/24. SayIntentions added support for X-Plane in May of 2025. SayIntentions.AI speech recognition dose not reside on your computer, so it is very light on the resources on your end. Both the speech recognition and the AI chat engine are on SayIntentions' servers. This creates a bit of delay in the response from ATC, but there is a lot of processing going on the server side. The AI Chat Bot is a ChatGPT modified specifically for AI ATC communications. The SayIntentions client was super easy to download and install. The initial setup was very easy as well; they also have a video in the learning center that covers each of the settings.

Cont on next page...

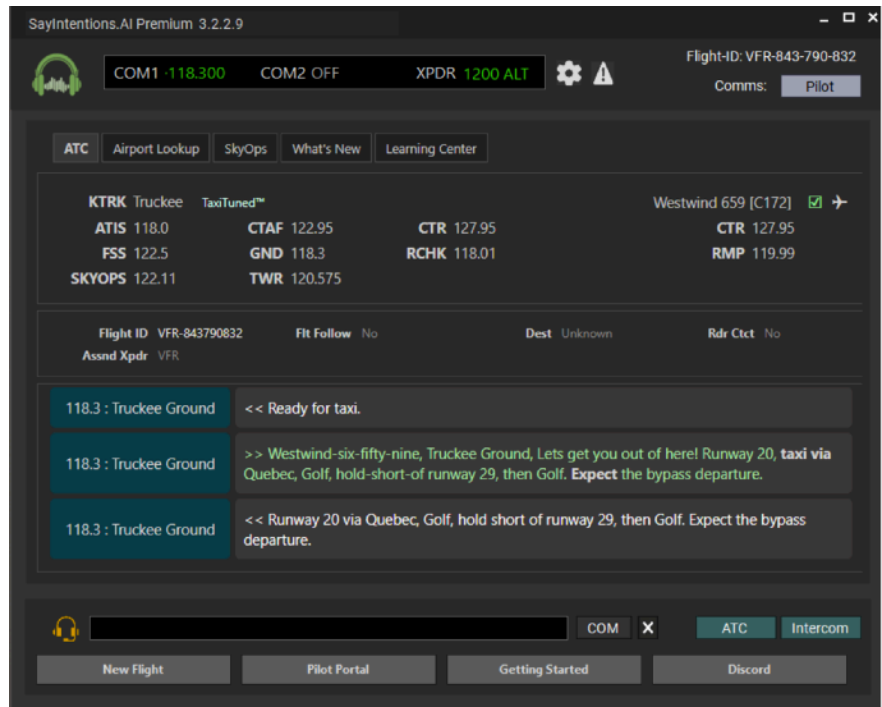
SayIntentions.AI Review

By: Sean McConnell, President & CEO



During the trial I had 3 options for the ATC Experience, Student Pilot, Standard, and Pro mode. Student Pilot mode went away after the trial expired. But you can still turn it on in the background on the Pilot portal settings website.

My first flight with SayIntentions was the tutorial at KTRK Truckee, CA. doing VFR circuits in MSFS2024 Friday evening. I did all of the coms myself using the Student Pilot mode. I found the ATC would explain the term OPTIONS each time I read back "Cleared for the Option runway 5". That got old after an hour of doing circuits



SayIntentions before contacting ATC services with active

Then Saturday Morning, I tried to stream an X-Plane 12 flight using SayIntentions, This flight was going to start at KSBP and fly up to KTRK, but X-Plane locked up mid-flight during Cruise phase. I let it set for about 10 minutes hoping it would recover or crash but neither happened. After lunch, I decided to try again without streaming, and everything worked out well.

I also tried one final flight before my trial expired. This was my first WestWind flight using SayIntentions from KATL to KABY with the C130 type aircraft. The previous two flights was VFR and I filed this one IFR via SimBrief. At first SayIntentions was not picking up my flight plan, but Support on Discord was very responsive and helpful even though it was Saturday afternoon.

Fred and Brian was helping me and Brian actually sent me a picture of what I need to enter in the username section, I actually had mistype my SimBrief username. I planned for an ILS RWY 5, but was given VOR 17 when I arrived. That happens often in the real world, too. So I was impressed.

Cont on next page...

SayIntentions.AI Review

By: Sean McConnell, President & CEO

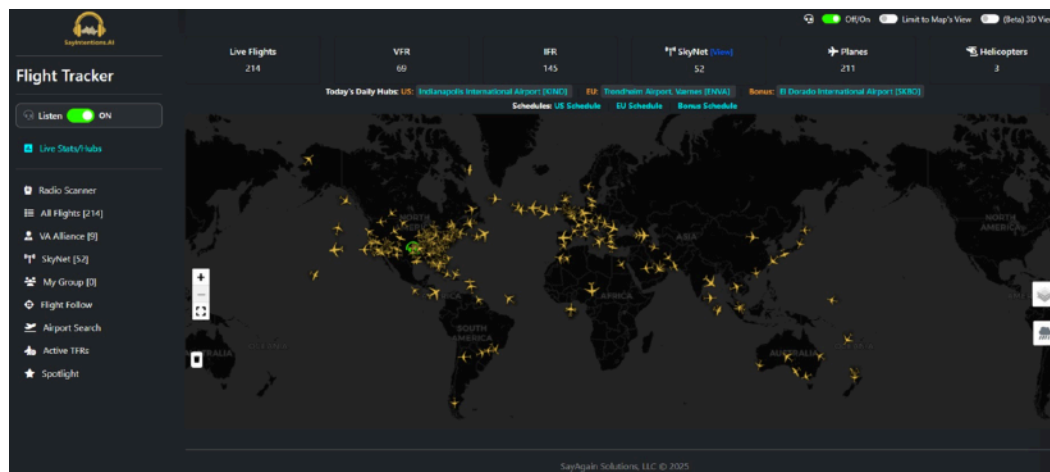


SayIntentions also has a copilot feature where you can let the AI handle communications and change frequencies when directed by ATC. I waited till I received takeoff clearance then told my AI copilot Brian to take over communications before departing. Brian did an excellent job and even handled an Altitude change I requested. The only complaint I could come up with is the AI reported clear of the runway once I was below a cretin speed still on the wrong side of the hold short line. Still it was nice to have a CoPilot handle coms down through touchdown on the runway.

Pilot2ATC CoPilot quits once you are lined up on final. SayIntentions also handles UNICOM and CTAF exactly as it is in the real world. So no more towers at uncontrolled airports or off tower hours. Pilot2ATC had a feature that Information acted as tower at Uncontrolled airports.

A couple of areas I did not get into, but noted can be done in SayIntentions is Sky Ops, their version of missions like Search And Rescue, Airo Firefighting or VIP and Cargo transport. You can also do emergencies such as engine out/fire, Smoke in the Cockpit/cabin and other aircraft problems. But Hijacking and other Terrorist related emergency off limits and will get your account terminated/banned. Traffic injection is in Beta status for MSFS and will come to X-Plane at a later date yet to be determined.

In the Pilot portal, they have a flight radar showing every live flight around the world. They also have a logbook, complete with a coms log for the last few flights. The logbook did not properly detect the C130 on the last flight, but a quick chat on Discord resolved that issue as well. SayIntentions' support on Discord was top-notch. I even got Brian, the lead developer at SI, to help me out Saturday. I met Brian at the FSExpo in Providence.

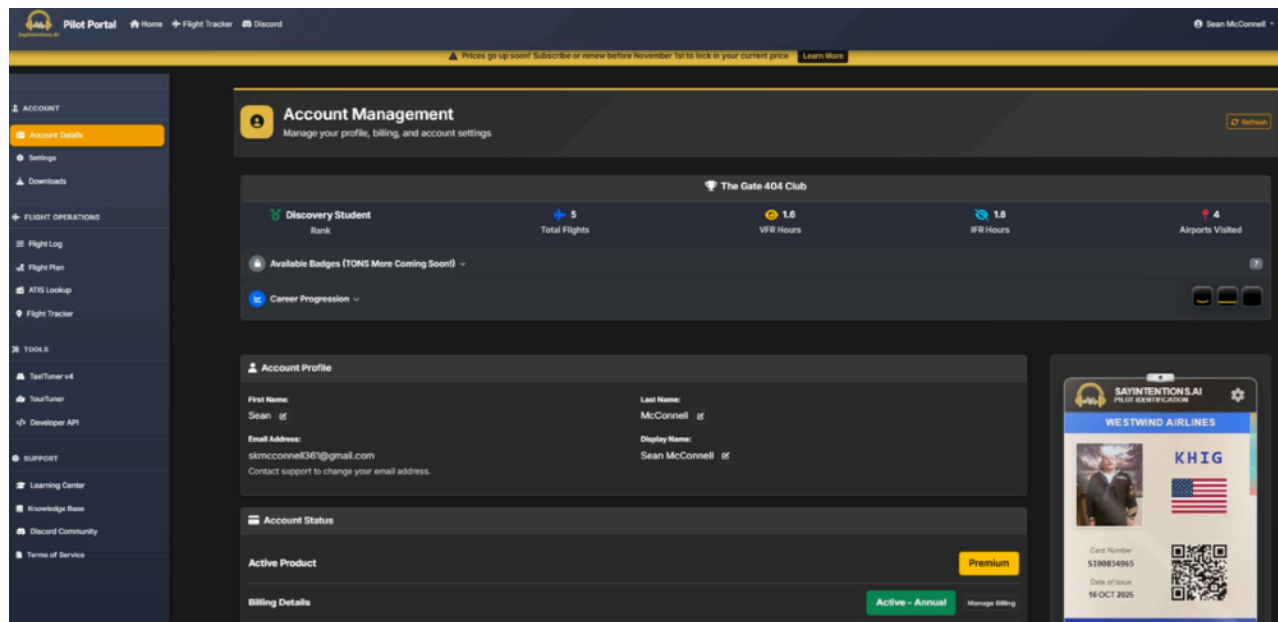


The flight tracker web page from the Pilot Portal showing worldwide SI flights.

Cont on next page...

SayIntentions.AI Review

By: Sean McConnell, President & CEO



The home page of the Pilot Portal - not my custom ID badge.

In Conclusion, I feel like SayIntentions.AI is more like connecting to an online ATC service like VATSIM, ICAO, or Pilot Edge than an offline ATC like Pilot2ATC. I see this as an advantage over other online ATC services as you are actually talking to AI Controller available 24/7/365 on another computer over the internet just like you are talking to a Human on VATSIM or IVAO. Also, unlike the other offline ATC services there no need to set up voice recognition on your end. I still have to put the subscription model/price (\$16.25/MO or \$195 billed annually. \$19.95 if paid monthly) on the negative side. The price goes up after November 1st, but working with both X-Plane and MSFS is a plus.

Also, SayIntentions is forgiving if you do not get the phrase exactly right, or, like I did a couple of times, forgot to use my callsign, but the AI figured it out. I went ahead and started the subscription before the price increase, so I am locked in at the current price as long as I keep the subscription going down the road.

SayIntentions is completely Voice controlled, no selecting/clicking menu options. I already mentioned the AI Copilot, you also get AI Cabin Crew, AI tour Guides, and AI Flight Mentor/Aviation Expert. (Howard Forder from Forder Learn to Fly is one of the Mentors voices) and they are always look at what can be added such as traffic injection currently in beta for MSFS and coming soon to X-Plane. So I think the Subscription price is fair.



In the Real World - Aviation News

Qantas releases first images of Airbus aircraft set to fly non-stop from Sydney to New York and London



These specially configured A350-1000ULRs are expected to enable the world's longest commercial flights.

Australia's Qantas on Friday revealed the first images of the specially configured Airbus aircraft set to enable the world's longest commercial flights.

The A350-1000ULR (Ultra Long Range) aircraft was depicted on the assembly line in Toulouse, France, with its fuselage sections, wings, tail section and landing gear now all attached.

The aircraft, which is designed to connect travelers in Sydney to London and New York for the first time, will move to a new hangar this week where it will have engines and flight test instruments installed, Qantas said.

The transfer comes ahead of an extensive test flight program due to start next year, with the first commercial services scheduled for the first half of 2027.

Qantas CEO Vanessa Hudson said the progress brings "Project Sunrise" one step closer to reality. The project name is a reference to the airline's "Double Sunrise" endurance flights during World War II, which remained airborne long enough to see two sunrises.

Cont on next page...

In the Real World - Aviation News

Qantas releases first images of Airbus aircraft set to fly non-stop from Sydney to New York and London



Qantas and Airbus have released the first images of its A350-1000ULR (Ultra Long Range) aircraft.

Qantas said the A350-1000ULR aircraft will be capable of flying for up to 22 hours non-stop due to an additional 20,000 liter rear center fuel tank and enhanced systems.

It expects the direct services to cut up to four hours off total travel time when compared to the one-stop services for travelers flying from Australia to the U.S. or U.K. on offer today.

Ultra long-haul flights, which typically refer to journeys of more than 16 hours, have become technically possible due to more efficient engines and aircraft, but they face other challenges. For instance, analysts have raised concerns over passenger comfort, as well as the environmental impact of these flights.

Shares of Qantas fell 6.5% on Friday, notching a six-month low as guidance disappointed investors. The airline said it expected its domestic revenue to grow by roughly 3% in the first half of next year, at the lower end of the guidance range provided in a previous forecast.

Paris-listed shares of Airbus, meanwhile, were slightly lower during early morning deals. The stock is up more than 35% year-to-date.



Pilot's Tip of the Month

Practical IFR: Don't Disable. Revert!

They say automation breeds bad habits, but I think automation training is where the blame lies.

Here's one beef: What should you do when the autopilot fails to capture the glideslope or turns right when you expected left?

You should disengage the autopilot and hand-fly, right?

Wrong. Wrong. Wrong.

Think about this objectively for a moment. Right at a critical moment in the approach, you've been hit with a surprise, so you double your workload by throwing out one of your best IFR tools. You do it right when a precise flying action is required. And you're distracted because part of your attention is off thinking, "Why did the autopilot do that?"

But Disengaging is Easier

Yes, disengaging the autopilot is the "easiest" way to fix the situation, and that's the problem.



It's easier because we rarely do what I'll call "Reversion Training."

With one exception (which we'll talk about in a moment), I have yet to see an autopilot surprise anybody in heading and basic altitude mode. (If it does, the thing is probably broken, and then we're in agreement it should be turned off.) The reason is simply that heading mode and simple altitude or vertical speed hold are direct commands for performance. Fly left. Go down. Stay here.

This means that even in a critical moment, using these simplified functions should be an easy way to command your aircraft without abandoning the autopilot assistance altogether. When the more complex navigation or approach modes let you down (usually because something was entered incorrectly or too late), revert to the simpler heading and altitude modes and put the airplane where you want it. You know where the aircraft should go, or you wouldn't be complaining the autopilot is misbehaving.

Building this habit of reverting down one level of automation takes a little practice. We have to break the red-button-disconnect habit, and we must build some skill using heading mode for more than vectors.

Step one is probably changing how you engage your autopilot. Do you go straight from hand flying to NAV mode where George follows the pretty magenta line? Don't.

Cont on next page...

Pilot's Tip of the Month

Practical IFR: Don't Disable. Revert!

Instead, start with a Roll-and-Pitch hold mode if you have it. Essentially that's the simplest autopilot mode of all and it's easy to see if it's working. When you engage roll and pitch holds and release the yoke, nothing should change.

The next step up is Heading Mode with a selected Vertical Speed or Altitude Hold (or just trim if you have only one axis of AP control). How's that working? Great, basic autopilot modes are working. Now you can take the last step up to advanced navigation modes like GPSS, NAV, and VNAV.

Making a practice of stepping up lays the foundation for stepping back down when you need to. Part two is practicing entire approaches using just the heading bug and basic vertical speed control. It's not hard. In fact, it's kind of fun, but it takes some practice. You should be completely comfortable flying both ILS and LPV approaches with a continuous descent and non-precision approaches with level-offs and power changes using HDG, VS and/or ALT, and the throttle(s). Yes, you must also be comfortable hand flying approaches in case the autopilot completely fails, but that's a different article.

There's one other habit that's useful for many reasons, but essential here. Make a habit of syncing your heading bug to your current heading on a regular basis, even if the bug isn't in use.

The one time reverting catches people off guard is when they engage the autopilot HDG mode without realizing the heading bug is 110 degrees to the left. The aircraft dutifully rolls off toward the bug as the pilot makes a mad scramble to the swing the bug back forward.

To successfully and smoothly revert, you must have these details covered. Master that, and a misbehaving autopilot is almost boring.



Jeff Van West

Jeff Van West is PilotWorkshops' Creative Director with the primary responsibility for managing the development and creation of the company's pilot proficiency training programs, including its flagship IFR and VFR Mastery programs.

For 19 years, Jeff ran many noteworthy aviation media projects with his own firm, Van West Communications, including magazines, books, videos and live seminars. Jeff previously served as editor-in-chief of IFR Magazine and co-editor of Aviation Consumer, and his work appears in AOPA Pilot, Flight Training Magazine, Plane and Pilot, and AVweb. He's an experienced CFII/MEI with ratings for single- and multi-engine airplanes, seaplanes, and gliders. Jeff was the creator of the first pilot transition program for new Cirrus aircraft.

