

THE WESTWIND JOURNAL

MeetMe Column | Website in Focus | 2024 Awards Recap

WestWind Airline 2024 Full Year Stats

Total Flight Hours:	37,915
Total Offline Hours:	33,808
Total Online Hours:	4,107
Total Flights:	11,401
Total Cargo (lbs.):	144,776,797

WestWind Hub Rankings

2024

Top 3 Hubs by Total Hours

1 - Chicago	7,361
2 - Miami	5,218
3 - Seattle	4,351

Top 3 Hubs by Total Flights

1 - Miami	1,683
2 - Chicago	1,574
3 - Seattle	1,259

Top 3 Hubs - VATSIM Hours

1 - London	699
2 - Calgary	584
3 - Cincinnati	544



The L.A. Wildfires have grown out of control and currently occupy over 40,000 acres. The fires have destroyed countless homes and have sadly taken over 27 lives. The residents of the impacted areas need our help.

WestWind Airlines has been contracted by authorities to immediately move firefighting equipment into the L.A. region. We have also been contracted to assist local firefighting agencies with aerial firefighting missions and to move firefighters and insurance adjusters from around the country into the impacted areas.

To learn more about how you can help, [checkout the Operation EastWind forums](#) for available flight missions.





NOW HIRING

Exciting career opportunity awaits you!

WestWind Airlines is seeking applications for **Chief Maintenance Officer (CMO)** - a position with a seat on the Executive Committee.

WestWind Airlines is seeking an enthusiastic and detail oriented individual who enjoys working in a team environment with a focus on promoting and growing our aircraft and scenery departments. This position requires that you have the ability to paint aircraft.

Are you ready to accelerate your virtual career into overdrive?

Contact **Sean McConnell** via Private Message on the WestWind Forums to apply.



Vienna Austria for XP11 Added

Bob Sturm, VP of Scenery, recently created Vienna Austria International Airport (LOWW). The airport is now available as a X-Plane 11 WestWind European Regional Hub. A WestWind sign has been placed on the North Pier of the terminal, Gates F03-F37, making that the WestWind Passenger terminal. The Cargo Terminal is located in the Maintenance Area adjacent to the large Blue maintenance hangars. Many improvements and corrections have been made to the default airport.

Passenger Terminal



Cargo Terminal



Nice work and thank you, Bob!





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.



WINWING Releases MCDU/FMC Series

Beginning January 17th, WINWING launched their MIP Series Airline Panels. There are four variations available - the **MCDU** for Airbus, **PFP 3N** for the Boeing 737, **PFP 7** for the Boeing 777, and the **PFP 4** designed for the Boeing 747.



These panels are full-scale replicas of the MCDU and FMC aimed towards the budget friendly simmer. Compared to current offerings from other manufactures, where one of these units can set you back over \$1,000 US, WINWING is offering these panels for just \$129.95.

Said to be plug-and-play using their SimAppPro interface program, these units are USB-only and don't need to be plugged into your graphics card.

Interested in one of these units? So is every other simmer. Their website immediately crashed and remains unstable several days after launch. These units are available for pre-sale and will start shipping within the next 45 days. An in-depth review of the **PFP 3N** will be featured in a future WWJ. ✈️



WestWind Journal - MeetMe Column

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

This month, we had the opportunity to sit down with **Phil Cohen** (WWA1573), **COO** of **WestWind Virtual Airlines**.

WWJ: I'd like to thank you for taking the time to sit down with us for an interview. I know you're a super busy guy, so lets jump right in.

WWJ: How long have you been with WestWind Airlines?

PC: I joined WestWind in November 2006 - I'm working on my 20th year with the airline.

WWJ: I always enjoy asking this question because we get so many different answers, but why did you join WestWind Airlines?

PC: After years of just flying around and looking at scenery in the older simulators, I found out about virtual airlines on the back of the FS2004 manual (and yes, games used to come with actual printed instructions!!!)

I was looking to actually learn the right way to fly instead of what I called "flying". To give you an example, I had no clue that you had to stay under 250kts below 10,000 ft, much less how to use all of the aircraft systems. When I searched Virtual Airlines my search engine came back with a number of Real-World VA's and then I noticed that WestWind was at the top of that list so I clicked on the link.



After downloading the Embraer 1900 and printing all of the necessary paperwork, I got to work learning the correct way to move around the airport and the proper techniques for getting airborne and how to build out a route.

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

PC: This is going to be a 2-part answer. First off is the Pilot Community. I would have never imagined that joining a VA would bring so many people into my life. There are some guys that I used to fly with between 2006 and 2014 that have become people that I talk to on a regular basis about

anything from Politics, to sports, to our kids. The 2nd part is the ability to fly anywhere in the world, once we get to the point where we can fly the big dogs, its all bets off as to where the skies will take us!!

WWJ: Not only have you been with the airline for nearly 20 years, but you've also been in management for a long time. Why did you join management?

Cont on next page...

PC: I always like to be more involved than just a rank and file member, that goes for pretty much anything I get involved in. Maybe that is my way of focusing my ADD!!

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

PC: Oh geez, we might be here a long time. Lets see, I started out as the Dulles AHM, then the Miami AHM, then Director of Charters for Central & South America, and then back to Miami AHM. I then joined the Hub Operations team in Europe & Africa, and then North America West. I was Director of Central Scheduling before joining the Executive Charter Division - Director-At-Large. I was then promoted to Executive Vice President of Charter Ops before becoming the Vice President of Charter Ops. And as you know, I'm currently the Chief Operations Officer and sit on the Executive Committee.



WWJ: Wow, that's a lot, Phil. And I'm surprised you can remember all of those positions - nice work! Can you describe your key responsibilities within your current role as COO?

PC: My key responsibilities as COO are to make sure that we have staffing at all of our Hubs. That is probably the most important thing that I do here. If we don't have Hub Managers, than we have no leadership for the new pilots to learn under.

As far as VP of Charters, I create, update and maintain the Executive & Regional Passenger & Cargo Charter database. That is an ever-evolving work in progress.

As a Member of the EC we all put our heads together to come up with ideas to make our hobby more enjoyable for our pilots!!

WWJ: Let talk a little bit more about your key responsibilities - staffing. Do you have hub manager positions that you're trying to fill right now?

PC: There are always openings and opportunities for pilots to join the ranks of management. We generally start a pilot out as an Assistant Hub Manager so they can learn the job responsibilities. Of our 14 hub locations, we currently have 3 AHM's openings. We also have a long time HM, who also happens to be a member of our 20K Hours Club, who is looking to make way for a new Hub Manager at our Sydney Hub. If someone is interested in any of those openings, they can contact me by email or by PM within the WWA forums.

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

PC: To make sure that all pilots concerns are addressed, to create a welcoming and educational environment for all pilots to thrive and to learn the hobby in. Another top priority would be to work hand-in-hand with the other members of management.

Cont on next page...

WWJ: I think you're doing a great job as our COO, so thank you for your dedication to our hobby and our airline. Let's switch gears a bit and talk about flying.

What got you interested in flight simulation?

PC: When I was younger, my dad had his pilots license and we took a trip to Florida in his Cessna Golden Eagle. I was able to sit in the right seat and fly with the other pilots for a stretch of the flight which I thought was pretty cool. I was hooked from that point on.

WWJ: How long have you been flying flight simulator?

PC: I have been flying simulators since 2001.

WWJ: What was your first flight sim platform?

PC: My very first simulator platform was Microsoft FS2002. I was running FS2002 on a very old computer that did not give me very good frame rates, so I only flew off occasionally. And I can barely call that flying, it was more like speeding around and then crashing.

WWJ: What simulator platform do you fly today?

PC: Before this year all of my flying since 2005 was done on Microsoft FS9. I had so many add-ons that I didn't think I would ever switch or upgrade. With the declining condition of my aging 2007 computer, I made the decision to purchase a new gaming machine and upgrade to MSFS2020, which I have been using now since August 2024. It has been a bit of a new learning curve.

WWJ: Are you a real world pilot?

PC: No, I am not. I have always wanted to try to obtain my PPL, but my wife is afraid of flying to the point that she does not want me to go down that path.

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



PC: I have a couple of favorites, however my all-time #1 has got to be the WWA G550 for FS9. I have logged thousands of hours in that plane. It gave me everything I needed when doing the tours. It could land on short

strips, long strips, grass fields, I could make those 4000nm trips or the 30nm trips.

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

PC: There is not one route in particular that comes to mind so I checked my Route Summary report for my WWA career. I have flown between KPHL and KBOS 22 times of the 2,700+ flights in my log book. It is a short and sweet route that takes us over JFK.

My most memorable flight was Miami to Tahiti in the Concorde back in 2010 or 2011. I was just learning how to get the turbo boosters to fire and this thing took off like a bat out of hell. That was the quickest flight I had ever flown from the US to Tahiti!!!

Cont on next page...

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

PC: I used to enjoy coaching my kids sport teams, but now that they are older, I have passed them off to other coaches. Fishing is a big hobby of mine, and any free time I have after the kids sports seasons, I like to get out on my boat.

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



KATL Hub Scenery for X-Plane 12.1

Bob Sturm, VP of Scenery, upgraded the Atlanta Hub scenery for the latest version of X-Plane 12. This version (12.1) incorporates new features and resources that were not in the original 12.0 version. You should not install this if you have not upgraded your version of X-Plane 12. Be sure to delete the older version of this scenery before installing. You will find this updated file listed with the X-PLANE 12 files on the download page. Look for KATL Hub For X-Plane 12.1

The most obvious feature is the dual moving jetways at the terminal. If your aircraft has two passenger doors, the two jetways will move to their respective door. There are other more subtle enhancements that will require you to be more observant as well as newer ramp



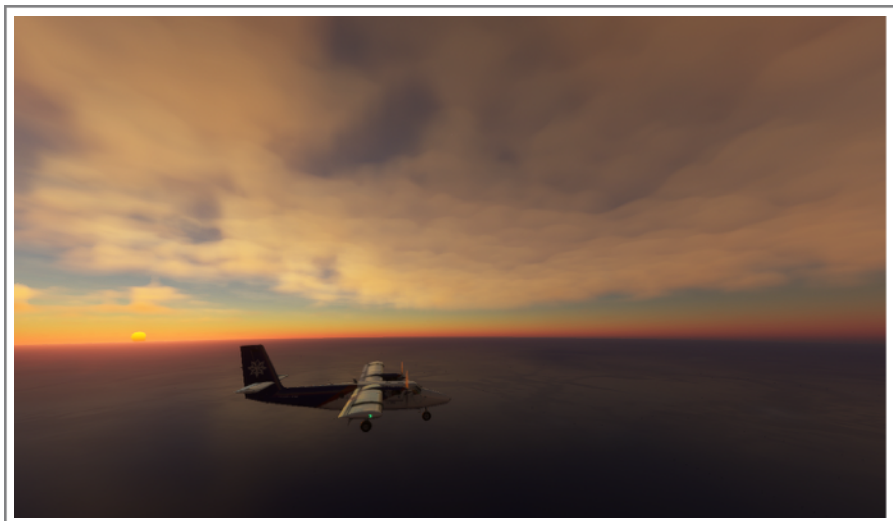
December Screenshot
Competition Winner

Sean McConnell

WWA659



Congratulations!



WestWind Website in Focus

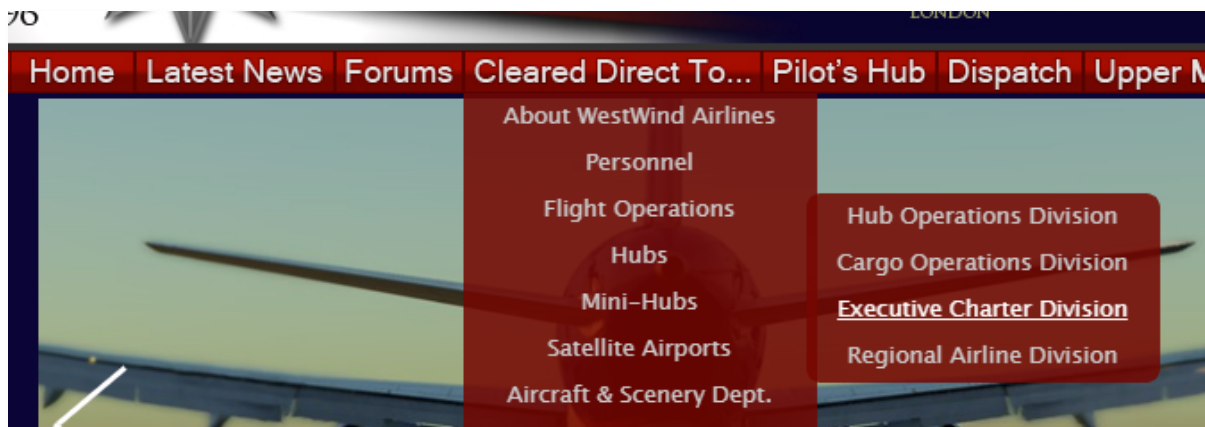
Signing Out a Flight - Part 1 - Charters

By WestWind CIO, George Forster

Welcome to the second issue of how our website works. In this article I will go through how to correctly sign out charter flights. At WestWind we have a multitude of different charter flights that can be flown. These are designed to add a variety to your flying. We have charters for both passenger flights and cargo flights. Some even have awards linked to them for completing the whole charter. The main airline and all regional airlines have charters. In this article I will describe the sign out process for the main airline, but the steps are the same for regional airline charters in the Regional Airlines section of the web site.

Finding Charters

You can find the charters by selecting [Executive Charter Operations](#) from the main menu as shown below.



From here you have a menu on the right-hand side allowing you to list or browse the passenger and cargo charters.

The charter lists will give you a table with the charters listed, whereas the browse option will produce a table with the full description of each charter. The table has a search box to allow you to filter the results. Some charters have a set of suggested aircraft that could be used, where in others the choice is down to the pilot. Passenger Charter P001 is our iconic "Around the World" charter.

Flight Operations Menu

- [Flight Operations Home](#)
- [Charter Operations Division](#)
 - [Passenger Charter List](#)
 - [Browse Passenger Charters](#)
 - [Passenger Charter Search](#)
 - [Random Passenger Charter](#)
 - [Cargo Charter List](#)
 - [Browse Cargo Charters](#)
 - [Cargo Charter Search](#)

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WestWind Website in Focus

Signing Out a Flight - Part 1 - Charters (Continued)

By WestWind CIO, George Forster

Charter Details

P001: Around the World

One to three zillionaire couples chartered your aircraft to tour the globe with some stops at exciting cities, exotic islands, out of the way places, anywhere.

Depart from any WWA Hub, Mini Hub, or Satellite airport to start out your adventure.

Please follow these few basic requirements. (effective 2/7/14)

- Charter must begin and end at the same location
- Travels in one general direction
- Must cross the Equator at a minimum of two points
- Must travel a distance that is equal or more than the length of the Equator (24,901 miles)

This charter is eligible for a **WWA Recognition Award**. Use the Flight Dispatch System to select this charter (P001) and log each leg of your flight. You may add "Charter P001 Around the World" to your PIREP Comments if you wish.

Charter aircraft use General Aviation (GA) parking.

BBJ & BBJ2 Our hangar has only FS9 versions. FSX pilots who wish to fly the BBJ or BBJ2, simply select BBJ or BBJ2 below and fly a Boeing 737. Our virtual ground crew virtually customized the interior of your Boeing 737 to match the BBJ or BBJ2 for this charter.

Grumman G21 Goose Our hangar has only a FSX version. FS9 pilots who wish to fly the Grumman G21 Goose may download a freeware version from Mike Stone's Hangar

Category: Vacations, Personal

Continent: Intercontinental

Origin: Any Hub or Mini-Hub, or Satellite Airport

Destination: As Directed

Stops: Non-Stop

Aircraft: [Beechcraft King Air 300](#), [Beechcraft King Air 350](#), [Boeing BBJ](#), [Boeing BBJ2](#), [Bombardier Challenger 300](#), [Bombardier LearJet 45](#), [Bombardier LearJet 60](#), [Cessna 550 Citation II/Bravo](#), [Cessna 551 Citation II/SP](#), [Cessna 750 Citation X](#), [Dassault Falcon 2000DX](#), [Dassault Falcon 50](#), [Embraer ERJ-135LR](#), [Embraer ERJ-145LR](#), [Grumman Goose](#), [Gulfstream G550](#), [Hawker Beechjet 400](#), [Piaggio P.180 Avanti](#)

Note: Click on aircraft to sign out on this charter using the WestWind Flight Dispatch System

To sign out a flight for any charter, click on the aircraft link for the aircraft you want to fly. If the only link is Pilots Discretion, then click on that. This will take you to the sign out page with some parameters already filled in. So, if I click on the King Air 350 in the above example, I get this screen:

Sign Out a Flight

Fields shaded light-yellow are required all other fields optional.

Proposed Flight Information:

Purpose of flight: Charter-Passenger ▼

Airline Event: None ▼

Flight/Charter #: P001

Origin (ICAO):

Destination (ICAO):

Date: 14/01/2025 📅

Actual Dep. Time (UTC): --:-- ⌄

Actual Arr. Time (UTC): --:-- ⌄

Aircraft: Beechcraft King Air 350 - Pax = 9 Cargo =1199.31 lbs ▼

Passengers: Pax

Cargo (lbs): lbs

Proposed Route: Enter the IFR or VFR route you intend to fly here

Here you can fill out the remaining details and then click Submit. This will sign out the flight and it will appear in your signed out flights on the main dispatch page. Just a word of warning, the system will check for a valid charter code when signing out a passenger or charter flights and will display a warning in the event of an invalid charter code.

I hope you enjoy your next charter flight!



Navigraph News - Current Cycle 2412



After weeks of diligent work and testing by our development team, we are thrilled to announce that Jeppesen Navigation Data provided by Navigraph is now available for use with **Microsoft Flight Simulator 2024**! The current cycle, AIRAC 2412, can be downloaded using the Navigraph Hub, and we suggest that you do so at your earliest convenience for the best possible flight experience in MSFS 2024.



Get ready to obtain your virtual pilot license at the Navigraph Academy! Arriving in 2025, real-life pilots spearhead this comprehensive flight simulation training program, aiming to provide sim pilots of all levels with a solid theoretical foundation and the practical skills needed to become more proficient pilots in the virtual realm. Click image to learn more, watch our gorgeous teaser trailer, and sign up to be first in line when we release further info!

The 10 Most Used Airports in Navigraph Charts in 2024

With 2024 now in the rearview mirror and a brand new year of flying adventures ahead of us—let’s take a look at which airports were the most popular with Navigraph users in 2024. European hubs dominate the list, with a few American classics also making their presence known. Each has its unique charm and history, so without further ado, here they are:



1. London Heathrow (EGLL)	6. John F. Kennedy International (KJFK)
2. Frankfurt Main (EDDF)	7. London Gatwick (EGKK)
3. Munich Airport (EDDM)	8. Manchester Airport (EGCC)
4. Amsterdam Schiphol (EHAM)	9. Paris Charles de Gaulle (LFPG)
5. Los Angeles International (KLAX)	10. Zurich Airport (LSZH)

WestWind Airlines Online Operations

WestWind Online Operations is devoted to flying online, using a massive network called VATSIM, a free organization with over 176,000 members and many servers. At any time during the day, there can be anywhere from 200-1200 people online, with an average of 500-600.

VATSIM News

Registration for **FlightSimExpo 2025** is now open! VATSIM is excited to see everyone at the event on June 27-29 in Providence, Rhode Island.

When you register, please use the code **VATSIM** or click this special link: [Registration | FlightSimExpo 2025](#)

By using the code VATSIM, you will help track how many VATSIM members will be attending, make it easier for us to plan meetups and organize our presence, and support our network by helping us secure more space to showcase VATSIM to the community!

[Click here for full NOTAM](#)



UPCOMING POPULAR VATSIM EVENTS

<p>EFHK - Welcome to HEL</p>	<p>Thursdays in Toronto</p>
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<p>Frankfurt Friday</p>	<p>Sunday in Springfield</p>
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Feature Event of the Month

Opposite Day in the Bay

OAKLAND ARTCC

JANUARY 25, 2025
4-8 PM PT | 2359-0400Z

OPPOSITE DAY IN THE BAY

SFO OAK SJC

[Click event graphic for further details](#)

From the WestWind Hangar

Joe Gay, WestWind's **Director of Aircraft**, has been quite busy painting several new aircraft for our enjoyment. In addition to our normal WWA liveries, Joe created some festive paints over the holidays that had everyone smiling. A big shoutout and thank you to Director Joe Gay for his hard work and dedication in the painting department.



Airbus A300 - Passenger



Beechcraft B60 Duke



Airbus A300 - Freighter



FlySimWare Learjet 35



PMDG 777 - Freighter



Mitsubishi MU-2



Santas Super A380





2024 WestWind Awards



2024 Founders Award

On behalf of Phil Cohen, George Forster and John Condon, the WestWind Executive Committee is thrilled to award **Sean McConnell** the **2024 Founder's Award**.



After losing our past President, Sean McConnell unselfishly stepped up into the role of President and CEO of WestWind Airlines. Over the past year, he has led the airline with his phenomenal leadership skills, business acumen, industry knowledge and work ethic. Under Sean's leadership, WestWind is on a bearing for growth and profitability that will help ensure our sustainability for many years to come.

In recognition of service to WestWind Airlines above and beyond the call of duty, please join us in congratulating Sean on this very well deserved award.

2024 Aviator of the Year Award

The **Aviator of the Year** is awarded to the (non-management) WestWind Pilot who amassed the most combined flight hours during the calendar year.

This years recipient, with 1,954 hours on 311 flights is **Captain Brian Ware** from our Seattle Hub.

From all of us on the Executive Committee, Congratulations on another successful year of flying with WestWind Airlines, and here is to your continued successes.



2024 Highest Online Hours Award

The **Highest Online Hours Award** is awarded to the WestWind Pilot who has amassed the highest combined online hours between (VATSIM, IVAO, Multi Player) platforms in one calendar year.

This years recipient with 699 hours on 434 flights is **Capt Bryan Sutherland** from our London Hub.

From all of us on the Executive Committee, Congratulations and thank you for your representation of WestWind Airlines in the virtual online skies.



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2024 WestWind Awards



2024 Presidents Award



Edward Turner Jr WWA 70 from our Denver Hub receives **Presidents Award**.

Congratulations on being named the **Presidents Award** winner for 2024. It is great to see training flights logged, especially in aircraft that have not been flown in quite some time. Thanks for operating above the standard. Keep up the great work, **Captain Turner**, said Sean McConnell, President of WestWind Airlines.

2024 Hub Manager Awards



KDFW Hub

Raymond Stone WWA1039

KCVG Hub

Dave Winum WWA258

KMIA Hub

Nicholas Baker WWA3229

KSEA Hub

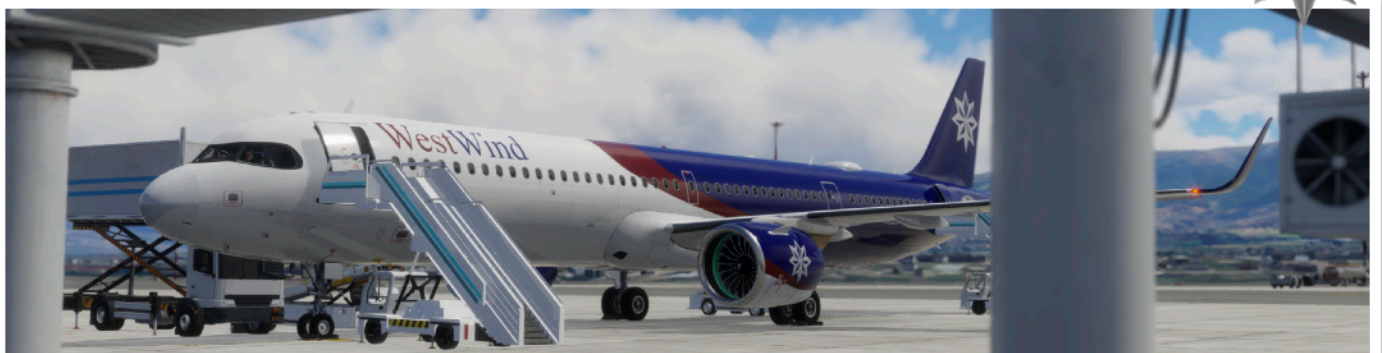
Brian Ware WWA2220

KJFK Hub

Edward Ward WWA28

EGLL Hub

Bryan Sutherland WWA3177



In the Real World - Aviation News

How Much Does It Cost to Divert a Boeing 737?

Airlines are showing no patience for unruly passengers, following many instances over the last year where the airlines have sought compensation from those that have caused the flight to divert.

Europe's largest ultra-low-cost-carrier, Ryanair, has recently fought back after an unruly passenger onboard a flight between Dublin Airport (DUB) and César Manrique-Lanzarote Airport (ACE) caused the flight to divert to Porto's Francisco Sá Carneiro Airport (OPO).

The diversion, which affected the travel plans for 160 passengers and displacement of crew and aircraft, allegedly cost the carrier around EU €15,000 (\$15,400), with the costs outlined below. As a result of the diversion to Porto, passengers on the Lanzarote bound flight lost a day in the Canary Islands and were forced to overnight in Porto.

[Click here to read more.](#)



Bad Piloting And Bad ATC At Teterboro

Just another day on the frequency?
Maybe not.

I came across an interesting video on VASAviation's YouTube channel. The encounter involves Newark Approach, and the pilots in control of a NetJets Cessna Citation Latitude (EJA636 - Execjet 636) aircraft flying into Teterboro Airport.



Click the Image to Listen - MUST HEAR!!!!

The video starts off with the Newark Approach air traffic controller clearing the pilots to descend via the RNAV approach for runway 24. You can watch the video, but I'll still include the text for those who prefer to read the interaction. [Click here to read more.](#)



Pilot's Tip of the Month

Takeoff Performance Skepticism

By Jeff Van West - Pilot WorkShops

Pilot Question

"The advice for estimating takeoff performance is to add 50 to 100 percent of the POH distances. But when I've measured the distances in my own airplane, I get pretty close to the POH numbers. Why can't I just use the numbers in the POH as a baseline and add a buffer appropriate for the situation?" – Danny E.

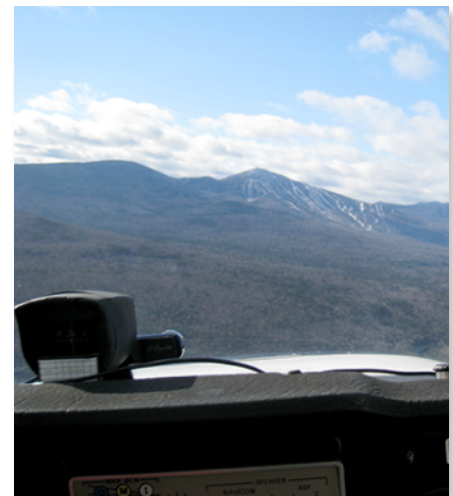
Jeff's Response

"First off: You're absolutely right that the essential thing is adding a buffer you feel comfortable with. For many pilots, doubling the POH numbers is a quick way to get that buffer. Simple math can be limiting, however, so you might want an alternate plan.

The number one thing that will affect your takeoff performance is pilot technique. Kudos to you that you're seeing near-book figures. Presumably, you're using the right technique, such as short-field procedures if appropriate, and executing that technique well. I'll also assume that your airplane is in good condition with the engine producing close to its full rated power.

The next big factors pilots overlook are the winds (head or tail) and density altitude. Presumably, you understand these factors and are using the correct conversions on your performance charts if you're getting POH performance. There are also small corrections for things like runway slope and surface that can matter, especially if you're getting into smaller, unimproved strips. If that's the kind of flying you do, work with an expert to fine-tune your corrections and technique. For most level, paved runways this is not a big deal.

So far I haven't made a convincing case for skepticism of POH takeoff performance. Let me throw a wrench in the works now by comparing the performance charts for the Turbo Arrow III with the Turbo Arrow IV. There are structural differences between these two, but it turns out the performance when objectively measured is virtually identical (according to Piper themselves).



Cont on next page...

Pilot's Tip of the Month (Cont.)

Jeff's Response (Cont.)

However, the performance charts tell a different story. The published flaps-zero takeoff performance over a 50-foot obstacle at sea level and 30°C is 2750 feet for the Arrow III and 2500 feet for the Arrow IV. Virtually the same. By 4000 feet pressure altitude at the same temperature that difference is 4400 feet for the Arrow III—but still only 2900 feet for the Arrow IV. By 8500 feet pressure altitude it's 6250 feet versus only 3800.

Again: According to Piper the actual performance as measured by test pilots was virtually the same. But those tests were done under a limited set of density altitude conditions and extrapolated from there. The difference comes solely from the assumptions made in calculating how that performance will degrade with increasing density altitude. Make a small change in the equation used for that and it could compound radically at the edge of the envelope.

Which is correct? Neither? Both? I don't know.

The takeaway here is that you're right to test your specific airplane's performance with you at the controls, but don't assume agreement in one area of the performance chart means agreement in all parts of all performance charts. When you venture into higher or hotter conditions than you're used to, redo your tests.

Unless you know for sure, treat those POH numbers with caution."

How do you typically adjust POH takeoff numbers when you use them for takeoff planning?

- I don't. If they're good enough for test pilots, they're good enough for me.
- I typically add a factor of up to 50 percent.
- I typically add a factor of more than 50 percent.
- I have my own performance estimates based on experience.
- Other. (Please elaborate below.)

CHOOSE AND SEE RESULTS

Click image to answer the question



WESTWIND PROMOTIONS AND AWARDS



Pilot Promotions

Hal Morse WWA3615 - Sr. Command Captain +32
 Jim Boerman WWA64 - Sr. Command Captain +31
 Scott Williams WWA1404 - Sr. Command Captain +12
 Eugene Chase Jr WWA299 - Sr. Command Captain +7
 Bill Bender WWA3670 - Sr. Command Captain +3
 Larry McPhee WWA3657 - Sr. Command Captain +1
 Andrea Maccioni WWA1746 - Sr. Command Captain
 Chuck Turner WWA3595 - Category V
 Jay Gaiser WWA3678 - Category III



Recognition Awards



Tony Yonek WWA1996 - 17 Years of Service
 Marcus Craven WWA1985 - 17 Years of Service
 Joseph Spear WWA2030 - 15 Years of Service
 Robert Anger WWA2548 - 15 Years of Service
 Timothy Essex WWA3209 - 12 Years of Service
 Leighton Jamieson WWA3564 - 7 Years of Service
 Nicholas Olsen WWA3606 - 5 Years of Service
 Bryan Sutherland WWA3177 - 3,000 Flights Logged
 Bill Bender WWA3670 - 2,500 Hours



WestWind Leadership Team

WestWind Executive Committee

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

WestWind Hub Management

COO - Phil Cohen
 Hub Ops Manager - *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 - Bob Armer
 New York - Tony Yonek
 Seattle - Dwayne White
 Singapore - Bob Sturm
 Sydney - Kenneth Haynes

WestWind Executive Management

VP of Scenery - Bob Sturm
 Director of Marketing - Don Tinc
 Director of Aircraft - Joe Gay
 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

The WestWind Journal

Director of Newsletters - Karl Truman
 Temporary Editor - John Condon