

THE WESTWIND JOURNAL



Chris Cramblet | MSFS2024 Release | Painters Wanted



WestWind Airline Stats YTD

Total Flight Hours:	24,589
Total Online Hours:	2,562
Total Offline Hours:	22,027
Total Flights:	7,510
Total Cargo (lbs.):	113,631,548

WestWind Hub Rankings

August

Top 3 Hubs by Total Hours

1 - Chicago	567
2 - Miami	408
3 - Seattle	249

Top 3 Hubs by Total Flights

1 - Miami	168
2 - Chicago	108
3 - New York	71

Top 3 Hubs - VATSIM Hours

1 - New York	51
2 - Calgary	46
3 - London	44



Chris Cramblet

October 9, 1951 - August 26, 2024



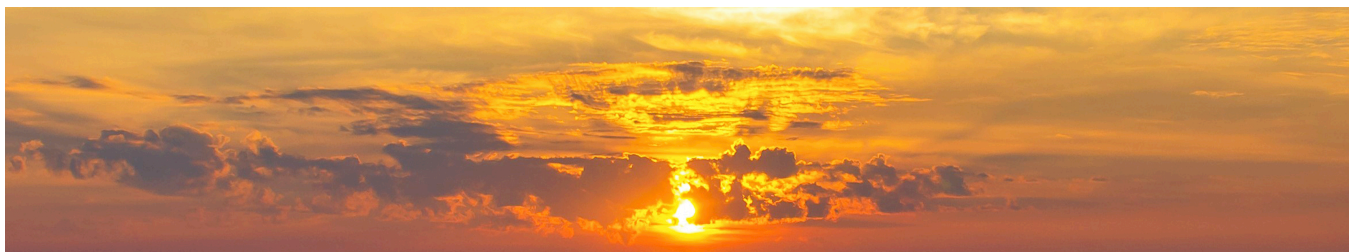
Blue skies and tailwinds

WestWind mourns the loss of Chris Cramblet

It is with great sadness to announce the passing of **Captain Chris Cramblet - WWA3592**. He passed away August 26, 2024 in Grapevine, TX surrounded by his family.

Chris joined WestWind Airlines in 2018 and quickly excelled into management as KORD Hub Manager. He was promoted to Director of Online Ops & Events in 2020 and he will forever be remembered as our accomplished Publisher of **The WestWind Journal**, an amazing newsletter that Chris would deliver to us each month.

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CMO Hiring Painters HELP WANTED

Exciting career opportunity awaits you!

The Chief Maintenance Division is presently looking for **Aircraft Painters** namely to repaint WestWind liveries for MSFS 2020 aircraft.

You will work closely with the Chief Maintenance Officer, **Hal Morse**. This is an upper management position.

If you know how to Paint MSFS 2020 Aircraft and Scenery, we hope that you will step up and be a part of the team.

Contact **Hal Morse** via Private Message on the WestWind Forums to apply.



THE WESTWIND JOURNAL
April 2023 Issue 23-04 WestWind Airlines

Mathematics and Statistics Awareness Month

WestWind Airlines March Flight Operations

Total Flight Hours:	4773.2
Total On-Line Hours:	439.2
Total Off-Line Hours:	4334.0
Total Flights:	1127
Total PAXs:	111,656
Total CGO (lbs.):	18,985,319

(Only verified On-Line hours are shown as On-Line)

WestWind Airlines March Hub Rankings

On-Line	Off-Line
1. CYVC	1. KATL
2. KLAX	2. WSSS
3. KCVG	3. KMIA
4. EHAM	4. KJFK
5. EGLL	5. KSEA
6. KORD	6. KORD
7. KATL	7. KDFW
8. KDEN	8. KDEN
9. KMIA	9. CYVC
10. KJFK	10. KCVG
11. KSEA	11. KLAX
12. WSSS	12. EHAM
13. KDFW	13. EGLL
14. YSSY	14. YSSY

(Only verified On-Line hours are shown as On-Line)

DRINK SOME SWTEE AT PEACHTREE
APRIL 6 2002

Chris' last WestWind Journal - April 2023

For his continued hard work and dedication, Chris received the **2022 Founders Award** - the highest honor awarded to pilots at WestWind Airlines. He received numerous other awards over the years.

Logging over 3,300 hours, he earned the rank Senior Command Captain +4.

A memorial flight in Chris' honor will be scheduled soon.



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

VATSIM is excited to announce the trial of a new system within the VATUSA Division. **Auto ATC** will enhance your flying experience in unstaffed US airspace by providing automated ATC advisories.

What is Auto ATC and what capability does it bring?

Auto ATC determines if you are departing an area without ATC staffing, and provides you your assigned beacon code to make transition to controlled airspace easier later in your flight. Auto ATC Advisory sends advisory messages when you are flying through unstaffed areas.

[Click here for full NOTAM](#)



UPCOMING POPULAR VATSIM EVENTS



Click event for further details



Microsoft Announces MSFS2024

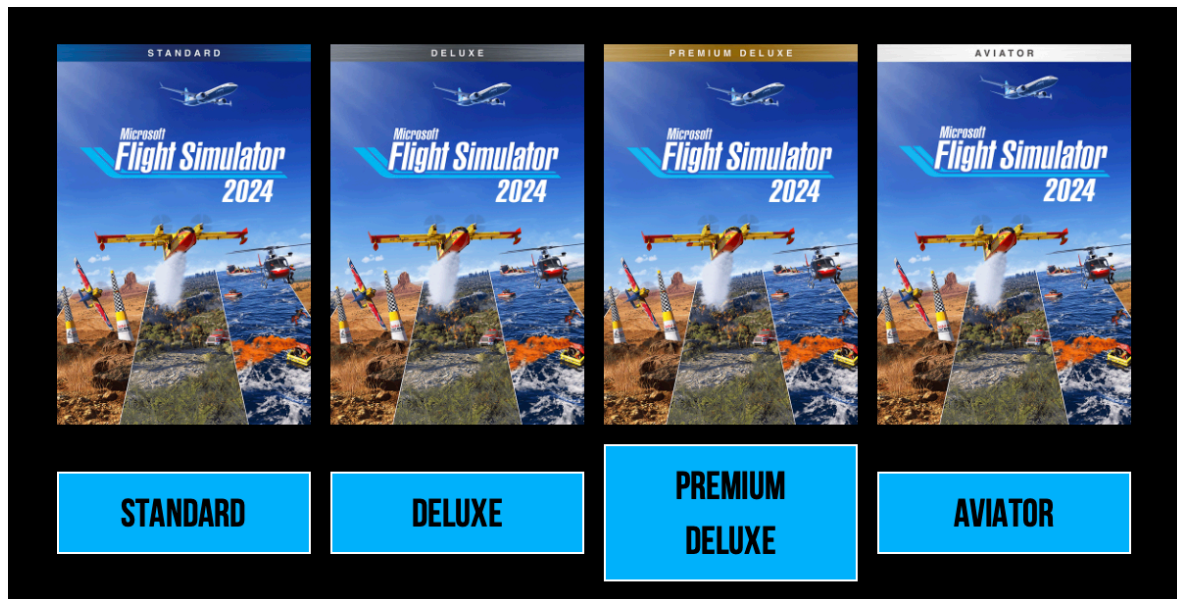
Microsoft Flight Simulator 2024 takes the franchise further than ever before with groundbreaking new elements like worldwide Aviation Careers, a white-knuckle Challenge League system, and a brand-new World Photographer mode.

The representation of Earth, the "digital twin," graphically takes a leap forward with a jaw-dropping enhancement of the ground detail, the inclusion of worldwide ship traffic, the first ever implementation of helipads, glider airports, oil rigs, and vertical obstructions around the world all the way to the addition of dozens of animal species worldwide.

Microsoft Flight Simulator 2024 - available for pre-order today on the Microsoft Store - will launch in a variety of editions on **November 19, 2024**, and the Standard Edition will be available on day one with PC Game Pass. All pre-orders will receive the De Havilland Canada CL-415 firefighting aircraft to use instantly in Microsoft Flight Simulator (2020).



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MSFS2024 PRICES

This is where things get interesting. Microsoft Flight Simulator 2024 will be available in four different versions. Well five, actually. Oh wait... six. Are you confused yet? Here they are...

Standard Edition - \$69.99US - 70 Aircraft | 150 Highly Detailed Airports

Deluxe Edition - \$99.99US - 80 Aircraft | 155 Highly Detailed Airports

Premium Deluxe Edition - \$129.99US - 95 Aircraft | 160 Highly Detailed Airports

Premium Deluxe Edition Jumbo Steelbook - \$129.99US - 95 Aircraft | 160 Airports - Comes with Jumbo SteelBook, custom pilot's lanyard connected to a leather-like ID badge holder with 5x5 game code.

Aviator Edition - \$199.99US - 125 Aircraft | 160 Airports - Plus 30 Microsoft-published Marketplace aircraft developed by MSFS between 2021-2024.

Limited Collector's Edition - \$259.99US - This is the same as the **Aviator Edition**, but includes a scale model of the Antonov An-225, a full-size flight bag, a pin, a key ring, a set of patches for the flight bag, a high-quality lithograph and a letter from Jörg Neumann to the fans. This exclusive edition is limited to 5,000 pieces, with each Antonov model bearing an individual number. But watch out for steep shipping charges. Shipping to me in Florida is \$44 bringing the total to over \$300.



As of the writing of this article, the **Limited Collector's Edition** is only available from aerosoft.com. Pre-sales started **September 19, 2024** and will be released to play on **November 19, 2024**. ✈️

In the Real World - Aviation News

DOT Approves Alaska/Hawaiian Merger With Special Terms And Conditions

After announcing merged intentions in December 2023, Alaska Airlines and Hawaiian Airlines have cleared the final stumbling block after being given the green light by the U.S. Department of Transportation (USDOT) to proceed with the merger.

Officially, the USDOT granted an exemption relating to the transfer of international route authorities in the combination of Alaska Airlines and Hawaiian Airlines. With that in mind, the two companies expect to close their merger transaction in the coming days. [Click here to read more.](#)



Delta A350 Tears Off Tail Section Of Delta Connection CRJ-900 In Atlanta

Uh oh. Looks like the kids are fighting again.

On Tuesday September 10, a Delta Airbus A350 came into contact with a Delta Connection CRJ-900 in Atlanta, completely tearing the tail section of the smaller regional jet. The incident which took place at Hartsfield-Jackson Atlanta International Airport involved the following aircraft:

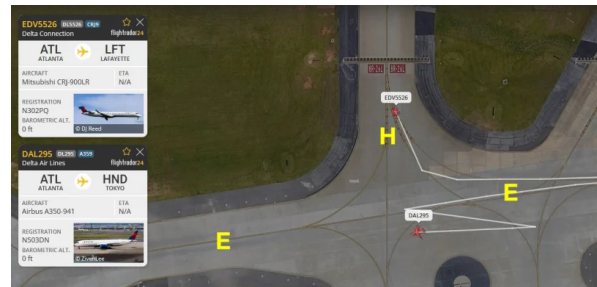


- Endeavor Air-operated Delta Connection Bombardier CRJ-900 – registered N302PQ, operating flight DL5526 from Atlanta (ATL) to Lafayette (LFT)
- Delta Air Lines Airbus A350-900 – registered N503ND, operating flight DL295 from Atlanta (ATL) to Tokyo (HND)

According the ADS-B data, the Delta Connection CRJ-900 was holding short of runway 8 Right on taxiway H, while the Delta

Airbus A350 was taxiing via taxiway E. The right wing of the A350 came into contact with the smaller CRJ, completely tearing off the tail section.

In an official statement, Delta Air Lines confirmed the same, saying: "At approximately 10:07 a.m., the wing of an Airbus A350 taxiing out as DL295 from Atlanta to Tokyo-Haneda made contact with the tail of an Endeavor Air CRJ-900, DL5526 to LaFayette, Louisiana, on an adjacent taxiway, resulting in damage to the tail of the regional jet and the wing of the A350." [Click here to read more.](#)



Pilot's Tip of the Month

The Secret to a Perfect Glideslope

Subscriber question: "I struggle with ILS and LPV approaches. I can stay on course OK using the GPS track information, but not glideslope. Is there a trick for staying ahead of glideslope deviations?" – Tucker S.

Instructor: "My first flight instructor told me to ignore the vertical speed indicator. He said it has lots of lag and isn't very helpful. It only took me about 25 years of flying to figure out how wrong he was, especially when flying a glideslope.

We have flight instruments that tell us how fast we're going, what direction we're going, and how high we are. But none of them tell us our fortune—except the vertical speed indicator. It shows what the altimeter is going to say a minute from now.

Here's an example: If I'm attempting level flight at 3000 feet and I see my vertical speed indicator showing 200 feet per minute of climb, I need to do something, or in 30 seconds I am going to be at 3100 feet. Ignore the vertical speed indicator for a full minute and I'll be 200 feet off my altitude. So, the vertical speed indicator is predicting my future altitude. If I fix the vertical speed problem the moment it appears on the instrument, I'll hardly leave my altitude at all and I certainly won't have to fix it later.

Now let's talk about how the vertical speed indicator predicts the future on the glideslope.

Everyone knows that the required descent rate to maintain the glideslope depends on the groundspeed. For most of us general aviation pilots that's about 400 to 500 FPM.

So it's a simple fact that if the vertical speed indicator goes to 1000 feet per minute down, we'll be below the glide path in a few seconds. Similarly, if we see the vertical speed at 200 feet per minute down, it's an easy prediction that soon we will be above the glide path. The fortune teller alerts us before we deviate from the glide path that we need to correct the descent rate or face the consequences.



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Aviation Statistics

Types of Airline Accidents 2023

22.3% - Turbulence Related
 16% - Hard Landings, Tail and
 Wingtip Strikes
 14.9% - Ground Collisions
 12.8% - Unknown
 8.5% - Mishaps Due to
 Maintenance Errors
 5.3% - Runway Excursion

Fatal Accident by Flight Phase (Total Accidents 2007-2021)

56 - En Route
 26 - Initial Climb
 20 - Maneuvering
 16 - Approach - VFR
 13 - Approach - IFR
 9 - Approach
 4 - Unknown
 2 - Takeoff



The Secret to a Perfect Glideslope (Cont.)

Many pilots spend too much time watching the glideslope indicator. While observing pilots execute approaches, I've often watched the vertical speed needle go to zero as we fly through a little updraft. At that moment the glideslope needle is still centered. And if that's all the pilot pays attention to he is happy, but it's obvious that in a few seconds he is going to be unhappy because he will soon be above the glideslope.

Then it will take two adjustments to get back on: One to get back to the glidepath, and a second one to reestablish a steady descent.



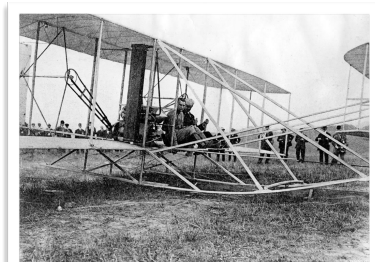
If the pilot instead pays more attention to the vertical speed indicator it predicts a deviation from the glide path before it happens and can be fixed before ever leaving the glideslope.

There are lots of things to look at when making a precision approach, but keeping that fortune teller in your scan will be a big help in staying on the glideslope."



This Month in History

17 September 1908 (USA) – The first fatality in a powered airplane occurs when Lieutenant Thomas Selfridge is killed while flying with Orville Wright at Fort Meyer, Virginia.



WESTWIND

PROMOTIONS AND AWARDS



Pilot Promotions

Mike Jones WWA3381 - Sr. Command Captain +14
 Jay Gaiser WWA3678 - CAT II
 Brian Mills WWA1108 - Sr. Command Captain +7
 Raul Nasr WWA3562 - Sr. Command Captain
 Phil Cohen WWA1573 - Sr. Command Captain +12
 Brian Ware WWA2220 - Sr. Command Captain +12
 Bob Strum WWA230 - Sr. Command Captain +18

Recognition Awards

Bob Strum WWA230 - 10,000 Hours 🏆

Welcome New Pilots

Lewis Kirby - WWA3679 - Atlanta Hub



Meet Your Leadership Team

WestWind Executive Committee

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

WestWind Hub Management

COO - Phil Cohen
 Hub Ops Manager - Bob Armer

Hub Managers

Amsterdam - George Forster
 Atlanta - Hal Morse
 Calgary - Scott Robinson
 Chicago - Hal Morse
 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 Strum
 Sydney - Kenneth Haynes

WestWind Regional Management

Alaska Regional Mgr - Scott Robinson
 Europa Regional Mgr - Vacant
 Caribe Regional Mgr - Braden Vonderau
 Hawaii Regional Mgr - Hal Morse
 Tahiti Regional Mgr - Sean McConnell

The WestWind Journal

Interim Editor - Karl Truman
 Interim Editor - John Condon