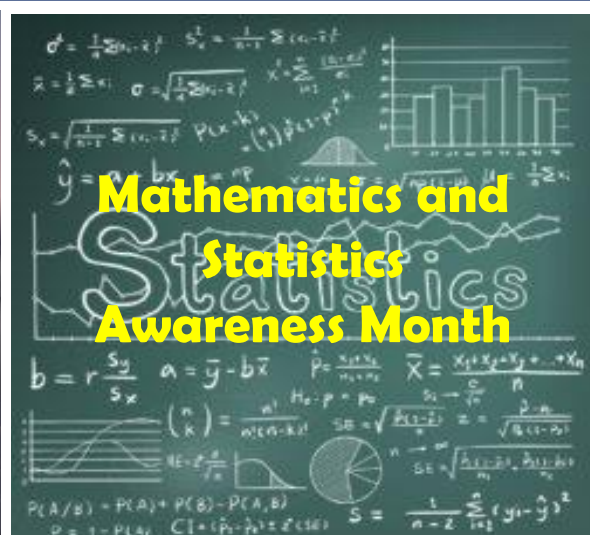


THE WESTWIND JOURNAL

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WestWind Airlines



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

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

Off-Line

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

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



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WestWind Hubs – March Hours

Amsterdam (EHAM)

Total Hours: 123.5

On-Line: 41.2 / Off-Line: 82.3 / Flights: 36

Atlanta (KATL)

Total Hours: 537.9

On-Line: 28.5 / Off-Line: 509.4 / Flights: 106

Calgary (CYYC)

Total Hours: 333.1

On-Line: 126.7 / Off-Line: 206.4 / Flights: 76

Chicago (KORD)

Total Hours: 334.2

On-Line: 31.1 / Off-Line: 303.1 / Flights: 102

Cincinnati (KCVG)

Total Hours: 234.5

On-Line: 45.2 / Off-Line: 189.3 / Flights: 76

Dallas/Ft. Worth (KDFW)

Total Hours: 220.0

On-Line: 0 / Off-Line: 220.0 / Flights: 50

Denver (KDEN)

Total Hours: 243.0

On-Line: 24.3 / Off-Line: 218.7 / Flights: 90

London (EGLL)

Total Hours: 100.3

On-Line: 31.6 / Off-Line: 68.7 / Flights: 48

Los Angeles (KLAX)

Total Hours: 164.4

On-Line: 67.4 / Off-Line: 97.0 / Flights: 59

Miami (KMIA)

Total Hours: 344.2

On-Line: 15.5 / Off-Line: 328.7 / Flights: 100

New York (KJFK)

Total Hours: 338.2

On-Line: 14.9 / Off-Line: 323.3 / Flights: 169

Seattle (KSEA)

Total Hours: 322.3

On-Line: 8.8 / Off-Line: 313.5 / Flights: 109

Singapore (WSSS)

Total Hours: 415.5

On-Line: 4.0 / Off-Line: 411.5 / Flights: 93

Sydney (YSSY)

Total Hours: 68.6

On-Line: 0 / Off-Line: 68.6 / Flights: 13

WestWind Hubs – March Loads

Amsterdam (EHAM)

PAX: 2903

CGO: 41,194 lbs.

Atlanta (KATL)

PAX: 17,812

CGO: 3,633,051 lbs.

Calgary (CYYC)

PAX: 1563

CGO: 3993 lbs.

Chicago (KORD)

PAX: 9329

CGO: 6,270,065 lbs.

Cincinnati (KCVG)

PAX: 6697

CGO: 969,399 lbs.

Dallas/Ft. Worth (KDFW)

PAX: 4705

CGO: 2,386,654 lbs.

Denver (KDEN)

PAX: 4949

CGO: 1,589,663 lbs.

London (EGLL)

PAX: 3992

CGO: 0 lbs.

Los Angeles (KLAX)

PAX: 7189

CGO: 701,361 lbs.

Miami (KMIA)

PAX: 12,312

CGO: 0 lbs.

New York (KJFK)

PAX: 12,853

CGO: 128,853 lbs.

Seattle (KSEA)

PAX: 12,357

CGO: 2,019,260 lbs.

Singapore (WSSS)

PAX: 2210

CGO: 0 lbs.

Sydney (YSSY)

PAX: 111,656

CGO: 18,985,319 lbs.



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Top WestWind Passenger Hubs

March 2023



#1 The KJFK Hub: 12,853 PAX Carried

#2 The WSSS Hub: 12,785 PAX Carried

Top WestWind Cargo Hubs

March 2023



#1 The KORD Hub: 6,270,065 lbs. CGO Hauled

#2 The KATL Hub: 3,633,051 lbs. CGO Hauled

Top WestWind Charter Hubs

March 2023



#1 The KJFK Hub: 110 Charters

#2 The CYYC Hub: 68 Charters



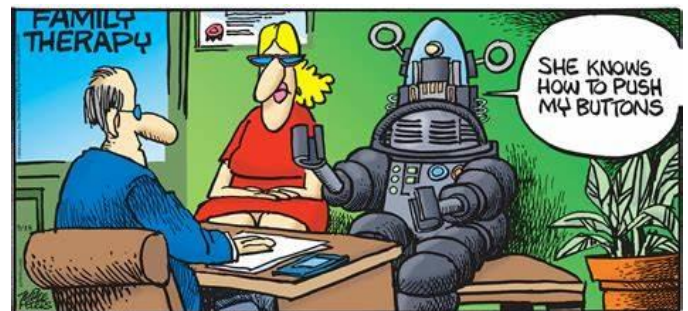
Air Line Pilots Association



Safety Management System

Safety Management System (SMS) is becoming a standard throughout the aviation industry worldwide. It is recognized by the Joint Planning and Development Office (JPDO), International Civil Aviation Organization (ICAO), and civil aviation authorities (CAA) and product/service providers as the next step in the evolution of safety in aviation. SMS is also becoming a standard for the management of safety beyond aviation. Similar management systems are used in the management of other critical areas such as quality, occupational safety and health, security, environment, etc.

Safety Management Systems (SMSs) for product/service providers (certificate holders) and regulators will integrate modern safety risk management and safety assurance concepts into repeatable, proactive systems. SMSs emphasize safety management as a fundamental business process to be considered in the same manner as other aspects of business management.



Old School, but still useful!



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WestWind Screenshot Competition

Selected by WestWind Pilots
every month!

March 2023 Winner

Terry Pathemore

WWA829 - KSEA Hub



CRUSADER FAIL



On June 21, 1963, Marine Lieutenant Cliff Judkins was tanking from an Air Force Boeing KC-97 over the Pacific, on his way from California to Hawaii, when the automatic shut-off valve of his F-8 Crusader failed, and the internal fuel bladder burst from the pressure of the still-flowing fuel from the tanker. With flames streaming from the big Vought fighter, Judkins tucked in his legs and jerked the canvas face curtain to eject. Nothing happened. He quickly pulled the alternate firing handle between his knees, but still...nothing. Now Judkins' only choice was an old-fashioned

bailout. Nobody had ever tried stepping out of a Crusader, with its vertical stabilizer a tall machete aft of the cockpit, but Judkins trimmed the ship to skid, manually jettisoned the canopy and at 220 knots and 15,000 feet was quickly sucked out of the cockpit. His troubles weren't over. When he pulled his parachute's D ring, Judkins got a streamer: The little pilot chute deployed and the shroud lines pulled out normally, but the main canopy remained an unopened bundle, wrapped like a moth in a spiderweb by the shrouds. Judkins fell nearly three miles into the Pacific, the streamer slowing his terminal-velocity plunge by perhaps 10 percent—likely still a good 110 mph straight down. He survived the fall with two severely broken ankles, a fractured pelvis and vertebra, a partially collapsed lung and various lesser injuries. Four years earlier, after Judkins had been in a bad automobile accident, he had had his spleen removed during surgery. A doctor later told him that if he'd still had his spleen, the fall from the F-8 would have killed him when the impact ruptured it.

Start Flying On-Line Today



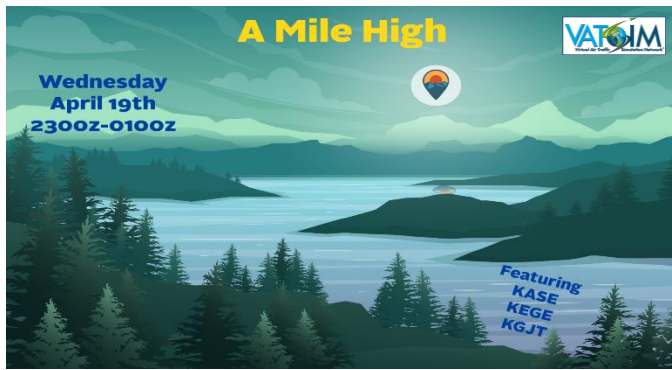
**Join The Hundreds Flying Via
VATSIM and Add To The Realism**

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A brief history of the F-5 fighter



Earlier this month, the Air Force Heritage Flight Foundation welcomed the addition of the F-5E Tiger fighter to its aircraft lineup. The non-profit organization provides Heritage Flights to the public, with performances incorporating a range of historical airframes that flew in World War II, Korea and Vietnam.

The F-5 light fighter's initial design conception dates back to the post World War II-era. When the North Atlantic Treaty Organization (NATO) called for a lightweight tactical fighter capable of sporting both conventional and nuclear ordnance, the manufacturer Northrop Grumman went to work. By 1955, the General Electric J85 turbojet engine was incorporated into the airframe's design. The powerful engine was originally designed for use on the Boeing B-52 Stratofortress and was considered more advanced than its near-peers since its thrust-to-weight ratio was much greater.

Please note that the F-5 is still in operational service!



This Month The WestWind Journal
Salutes The Aviators of the



UNITED STATES ARMY



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WestWind

Monthly Pilot Awards



March 2023



CHICAGO



On-Line Pilot of the Month

Bill Ienatsch WWA1033

Off-Line Pilot of the Month

Scott D. Williams WWA1404



DENVER



Pilot of the Month

Andrew Cleveland WWA3117



SEATTLE



On-Line Pilot of the Month

Donald Stimson WWA166

Pilot of the Month

Terry Parthemore WWA829

No Other WWA Hubs Reported Monthly Awards



Your WestWind Hub Staff

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Chief Operations Officer

Phil Cohen

Chief Pilot & Administrations Officer

Sean McConnell

Chief Information Officer

George Forster

Chief Maintenance Officer

Hal Morse

Director Of Newsletters

Chris Cramblet

Director of Information Technology

Alex Lu

Director Cargo Operations

Kim Stolt

Vice President Charter Operations

Phil Cohen

Vice President Flight Operations

-Vacant-

Alaska Regional Director

Scott Robison

Caribbean Regional Director

Braden Vandererau

- Hub Managers -

Amsterdam Hub Manager EHAM

-Vacant-

Atlanta Hub Manager KATL

Hal Morse

Calgary Hub Manager CYYC

Scott Robison

Chicago Hub Manager KORD

Chris Cramblet

Dallas/Ft. Worth Hub Manager KDFW

Al Stallbaumer

Denver Hub Manager KDEN

Brian Mills

London Hub Manager EGLL

Ken Rotker

Los Angeles KLAX

Alex Lu

Miami KMIA

Bob Armer

New York Hub Manager JFK

Sean McConnell

Seattle Hub Manager KSEA

Dwayne White

Singapore Hub Manager WSSS

Bob Sturm

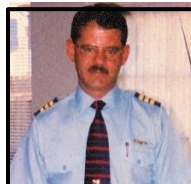
Sydney Hub Manager YSSY

Kenneth Haves

This concludes the December 2022 issue (23-04) of the
THE WESTWIND JOURNAL

Be on the lookout for the May 2023 issue.

— THE WESTWIND JOURNAL STAFF —



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WWAJNLApl2023B