



The Zephyr

(From the Greek: West-Wind)



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September 11th will forever be remembered as a day of tragedy and sacrifice that changed our nation. Yes, it was a tragedy but let's look from a different angle. In the weeks following 9/11 people *everywhere* pulled together as a united community. They donated time, money, and blood. We reached out to our friends, family, and strangers. People were compassionate, giving and kind. Let's make that our 9/11 remembrance.

On this one year anniversary let us remember by donating what we can, volunteer, read to children, let's smile and greet strangers as we would friends. **IT'S THE AMERICAN WAY!**

- Jennifer Schiele



AVIATION AFTER 9/11

I get asked many times my opinion of the outlook for careers in aviation. I wish I had a crystal ball and could predict with a high degree of accuracy what our industry has in store. There are certain irrefutable facts that give me confidence that in the long term our industry will continue to prosper. First of all, over the next 10 years it is estimated that 40% of the Commercial Airline Pilots will face mandatory retirement. Secondly, people are not going to stop flying. Except for a modest jump right after 9/11, I haven't seen bus or rail travel load factors increase.

But what about all the pilots being furloughed at United, American and Delta and U.S. Air filing Chapter 11 bankruptcy? The airline industry has always been very cyclical. They typically over hire and then over fire. For the next few years we are going to witness several major airlines experience severe financial difficulties as they reshape their business to address the current traveling public. Bob Crandall, retired CEO of American Airlines, feels that this restructuring of the major airlines is long overdue, and will result in a stronger airline industry in the future. What about the bankruptcies? U.S. Air has been teetering on bankruptcy for years. The important thing to

remember is that an airline can continue to fly under Chapter 11. Our own hometown airline, American West survived bankruptcy and as a result is well positioned from a cost stand point to compete in the low fare airline environment of the leisure traveler.



So don't fret. If you have followed the airline industry for the past 20 years, especially since deregulation, you'll find numerous airlines have come and gone. To name just a few, do you remember PSA, Hughes Airwest, Western, Piedmont, Air Florida, Pan Am, Southern, Texas Air, TWA, Air California and Eastern? Even with all those gone, the number of aircraft flying has continued to increase every year.

I can recall an article in Flying Magazine twenty years ago that was bemoaning the "hub" system. It was predicting that jobs for pilots would be significantly reduced because the airlines would start flying larger and larger capacity aircraft. Well, as we all know, the exact opposite occurred. The regional airlines, with their smaller aircraft, have grown significantly over the last four years, and while the big boys are laying off, the regionals have all resumed hiring. In just the last few weeks we have seen some of our CFIs heading off to such regional carriers as Air Wisconsin (United Express), Mesa (American West Express), ASA (Delta Connection) and Comair (Delta Connections).

Just last week a local radio station, KFYY, interviewed me on how 9/11 has affected our flight school. As I told the reporter, Westwind has weathered the storm of 9/11 and we expect to see enrollment remain strong. There has never been a better time to start a career in aviation than right now!

- Jerry W. Dilk



Oil Leak!

During your preflight you notice those pesky drops of oil on the ground near the nose wheel of an aircraft. So, as the conscientious pilot you ponder the airworthiness of the aircraft. Ah, to squawk or not to squawk, that is the question. Here are some steps to help you make that determination.

First of all, is the oil actually from this aircraft? I know that might sound silly, but a significant number of oil leak squawks are not even from the aircraft they are preflighting. Flight school aircraft rarely park in the same place after each flight.

Next, where is the oil coming from? Look under the aircraft, is the crank case breather tube wet? If it were, then that would indicate that the engine was over serviced and blew out the excess oil. This is normal for all piston engines. Crank case breather lines often times do not vent the oil far enough away from the aircrafts fuselage and can make quite the mess. If it is not coming from the breather, then you should determine where it is coming out of the cowlings.

Generally speaking, if it is coming out of the very bottom of the cowling or slightly off to the right then it is often times from poor servicing. During servicing of the oil sump, someone in a hurry pulled the funnel out too fast or missed the tube and a slight amount spilled down the dipstick tube. Keep in mind one tablespoon of oil spilled in this matter will eventually work its way down and either form a 1-2" puddle or will form a nice thin sheet of oil on the belly. Sometimes after cleaning the engine and cowlings the dirty oil and solvent will seep into the camlock receptacles, joints, and behind rivets. Touching the oil can help determine if this is the case. If it is somewhat dry, sticky and very black and coming from a fastener or the seams where the cowlings overlap each other, then it is of no consequence. A few drops of oil on the ground are of no consequence and this is the norm for high time engines. High time engines will inevitably develop some type of oil leak so next we will discuss when to notify maintenance.

Oil streaming from the cowling seams, tops, sides or from the nose bowl area should be investigated before flight especially if it is fresh and wet to the touch.

For any puddle of oil 2" or larger approximately one tablespoon of oil has been lost. More than 3 or 4 actual droplets forming on the belly or lower cowling that is not from the engine crank case breather should be investigated.

Oil of any amount coming from the fuel pump drain tube is dangerous, therefore, the airplane should not be flown.

Any fluid that is reddish looking, should be reported to maintenance, except in an aircraft with an overboard drain line from hydraulic power packs and you can safely determine that that is where the oil is coming from.

Blue fluid stains are from over priming of the engine; they are rarely from an actual fuel leak.

If in doubt, please ask maintenance before squawking an aircraft for oil leaks. If there is no mechanic available, then by all means, do write it up.

- Steven L. Meisner

Welcome New Students

Welcome New Classes

Everyone at Westwind would like to extend a very special welcome to all of the new July and August students. They are just beginning their path to their dreams and we want their transition to be a smooth one.

Again, welcome to the Westwind family!



August 5, 2002 Orientation Day

BAAA BAAA BLACKSHEEP

We are poor little lambs who have lost our way... BAAA BAAA BAAA (VMF214). Beautifully restored Corsair stopped by at Westwind on its way to an airshow.



Birthday Wishes

We would like to extend a very happy birthday wish to the following people who have birthdays in July and August.

Shai Tziony - 7/1
 Tony Muey - 7/6
 Virna McEntee - 7/8
 Terry Zavilla - 7/10
 Rocky Erb - 7/13
 Mike Derbingy- 7/18
 M. Maneypanda - 7/24
 Nick Zikas - 7/29
 Adam Perkins - 8/10
 Aaron Perkins - 8/10
 Derek Akers - 8/10
 Aaron Nave - 8/11
 Josh Betof - 8/18
 Glen Belding - 8/22



Student Appreciation

Solo Flights

Congratulations to all of the students who have accomplished their first solo flight.

Laura Garrity
 Tim Keeney
 Kati May
 Jim Mullins
 Jeff Newcamp
 Wade Latty
 Jon Roe
 Mike Speck
 Dezrea Wagner
 John Wagner
 Luke Ziccardi
 Cale Myhre
 TJ Gi

Softball Team

Westwind now has an all male CFI Softball team. The team will be playing every Monday and/or Wednesday 7:30 or 8:30 p.m. The games will be played at Buffalo Ridge Park, (16th Street and Wescott) on the South Field. If you are interested in playing get with Jay Van Daveer.

If there are any students who are interested in creating a student team Jay can get you all the information on getting into the league.

GOOOO WESTWIND!



WESTWIND

Westwind Avionics

Items of Interest from Dick & Doug

What's This Transponder Thing?

Transponder functions come in 3 varieties—mode 'A', which is the front panel code, mode 'C', which is the altitude reporting, and mode 'S' which is data uplink/downlink. Currently we have no mode 'S' transponders installed in our aircraft.

The altitude reported by the transponder is actually generated outside the transponder by a blind encoder (trivia—where did the term 'blind' come from?) or encoding altimeter. This altitude is always referenced to 29.92" of mercury—it is corrected for barometric pressure on the ground before ATC sees it. On KT76C transponders the altitude code you see on the display is raw data—it doesn't necessarily coincide with what the controller sees.

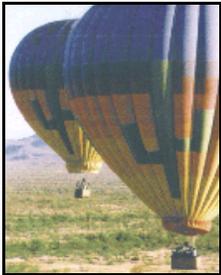
The reply lamp is an indication that the unit is replying to an interrogation from ATC. When you INDENT the xpdr transmits constantly for about 20 seconds causing ATC to more easily see you on their scope.

By the way, recycling the transponder has NO effect on its operation—that's a thing of the past.
 - Dick



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**HOT AIR
EXPEDITIONS!**
Free Hot Air Balloon
Ride to be given
away at our next
Student Apprecia-
tion Day! Romantic
candle lit dinner

Red Light, Green Light

The right-of-way rules contained in FAR 91.113 are familiar to each of us. Even though the specific rules are rather clear, we sometimes get mixed up when deciding what to do in a real-life situation. When testing pilot's knowledge of right-of-way rules, examiners often set up scenarios and then ask, "What would you do?" A simple example of this could be, "You are in cruise flight going cross-country on a dark moonless night when you look at your sectional chart momentarily. When you look up, you see a steady red light right in front of you. What do you do?" Well, lets see... I'm at cruise altitude so the light must be another aircraft. If it's not blinking then it must not be the aircraft beacon. I know the green nav light is on the right wing and the red nav light is on the left wing. So if I see the other plane's red nav light it must be flying to my...BAM! You just hit the other airplane while trying to decide what to do. I was talking to Tom Funk about this the other day and he offered a simple phrase to help you remember what to do in a scenario like this: "Red's not right, but when you see red—turn right." This little mnemonic takes all of the guesswork out of it. Even if that red light was an unexpected tower on a mountaintop, turning right is just as good of a decision as turning left (of course proper flight planning and navigation should prevent that situation). Hopefully none of us will be faced with a near miss that requires us to use this little gem from Mr. Funk, but it's definitely a good tool to have in the mental toolbox.

- Jim Pitman



Student Ratings/Certificates

Private Pilots Certificate

Ryan Ross
Jose Arreola
Eric Mullen
Bob Stubblefield
Ryan Johnson
Jason Erklouts
Zach Greenfield
Michael DiVittorio
David Geiger
Galan Tanner
Ryan Dimmitt
Susan Taylor
Keith Osborn
Jeremy Dickamore
Val Ventura
Matt Brotka
Chris Hudson
Sam Guerrero
Justin Metzger
DJ Ventura
Tim Keeney
Jeff Cairy

Instrument Rating

Larry Stone
Jeff McCarron
Armand Bolotte
Daren Gallacher
Tom O'Halloran
Nathan Esch
Jon Larson
Nuri Pujado
Travis Wheat
Nathan Yoder
Richard Hanson
Robert Mock
Chris MacAdams
Mason Lee
Glen Huntoon
Cody Hamilton
Mike Fisher
Vincent Ashley
Romayne Ketcha
Michel Fernandes
Glen Hitchcock
Bruce Ellefson
Andy Hatfield
Jay Hurd
Miles Richardson

Commercial License

Matt Gutierrez
Eric McCarty
Joe Dulin
Tom Griggs
Wyatt Harrington
Travis Cox
Ryan Richards
John Regan
Brian Greenwood
Keith Bolton
Ann Killian
Terry Moran
Heather Robitaille
Albert Moreno
Justin Struiskma
Josh Brewer
Jon Norman
Dean Cuthbertson

Multi-Engine or MEI

John Nelson
Matt Weidman
Ed Stephens
Gray Brandt
Leonard VanMuers
Adam Lyman
Mike Mosher
Pete Hatchet
Wally Zink
Nick Zikas
Chris Hudson
Jason Schaeffer
Brian Bullard
Eric Dvoracek
James Bissell
Jeremiah Bess
Brian McLennan
Eric Dalton
Tom Griggs
Travis Cox
Eric McCarty
Matt Gutierrez
Wyatt Harrington
David Iglewski

CFI

Rocky Erb
Eric Humes
Jeff Dunbar
Drew Nyquist
Chris Glasgow
Nick Dodds
Christy Stark
Steve Lamphier
Darin Booth
Joseph Qarmout
Ryan McCormick
Matt Guare

CFII

Mari Kodama
Scott Stack
Ian Lowell
Tim Pruitt

We are pleased to announce that Jay VanDaeer will be the Assistant Chief Flight Instructor of Flight Team Bravo and Floyd Klamut will be the Assistant Chief Flight Instructor of Flight Team Delta effective the first week of September.