

Volume 1 – Issue 1

Thanks for reading the NEW and improved AirSource newsletter! Many, many (add one more – MANY) years ago, AirSource had a weekly newsletter. It was dropped after a server move back in 2002, and never returned. Until now...So we hope you enjoy seeing this newsletter grow and change with AirSource through the future!

2015 State of the AirSource Union

NORM EDWARDS - AIRSOURCE PRESIDENT As AirSource continues its success into 2015 it's always good to reflect on the past year, and 2014 saw the continuing development and evolving of this fine Virtual Union, now 13 years of age. Like a child that develops over the years AirSource is no different in terms of how things just get better as maturity takes hold. Of significance in 2014 was the changing of servers which has seen quicker loading of our websites pages and a general quickening of everything else!

In mid-January the Executive Management Team met online to discuss initiatives for 2015 and to deal with some very specific issues. One area we looked at was the membership, which continues to be in a healthy state. However, there is a portion of members who have been on vacation for a very long period of time - some over 8 years! We will be instituting changes to the Employee Handbook that will ensure that our membership state is current. This will help with determining future plans and initiatives for AirSource. Announcements will be made shortly which will outline how we will be reviewing the entire membership of AirSource.

Mentioned also recently was the announcement that a review has commenced of auditing pireps in all logbooks. There are instances where some members are floating the rules.

My best advice to anyone considering doing so is to think really why they belong to AirSource. There are

many other VA's out there where accruing flying hours is a form of competition - what makes AirSource unique in that respect is that it isn't a competition to be a member of this organization where the greatest amount of flight hours, or V\$ matter the most - that just isn't what AirSource is all about. AirSource is about providing an organization which is different to any other VA out there. A new initiative will be announced soon that will facilitate the auditing process.

Joe Hamilton joined the Executive Management Team and has worked hard over his time on the team refining, developing, fixing and tuning the MyAAS PIREP system. Joe and Tom have both been working closely together on this and we thank you for your time and effort - the system is maturing!

As some will know, AirStocks is not available at this time and the concept will cease as part of an AirSource system for members. It has to an extent served its purpose in the past whereby members could build up funds however running an AirStocks system is not our core business as an organization.

Be assured that we have all funds frozen and in the "storage" and will be returned to members that had funds in credit. Our AirSource Chief has already made mention of things to come in the GA Division, such funds may well become handy - but won't mention more on that for now!

2015 will see at least three Bid Division events take place and I will leave it for our VP BFD, Mark Richards, to mention plans for the future in the upcoming editions of the newsletter. Least to say it will, as in the past, be very well organized as Mark has always demonstrated the ability to lead, co-ordinate and run events with his team of CDO's. Thanks Mark to you and your team for the events organized in 2014 - they were all fantastic, and fun!

Some say the Scheduled Flight Division is the backbone of AirSource - the statistics certainly show that, but more than that is the team of Airline Flight Managers that Roy Loucks our VP has to keep schedules up-to-date as much as possible - this is no easy task as airlines change schedules quickly and over different seasons. Thanks Roy for the continued long service and dedication you have put into the Division - I don't know where you get the energy from!

There will be a number of changes that occur over the 2015 flying year at AirSource and although it may be traditional to mention them all here, I much prefer we surprise people! It makes it much more fun for everyone and as we continue to mature as an organization we will see some interesting developments occur this year.

Finally, on behalf of the Executive Management Team, I wish to thank all our members out there who continue to support and enjoy AirSource, it is a one-of-a-kind organization and that's what makes it special.

Newsletter Naming Contest!

Okay members, now is the time to make history, and YOU can be part of it. [Submit a name for the AirSource newsletter in our forums](#). If the name you choose is used, you'll receive \$v1,000, and the name will of course be published in every issue!

Circumnavigate the Globe

24 JAN 2015 Craig Hobson and Don Smith have completed their member event "Circumnavigate the Globe" – [read more about it here](#). Don Smith (AS455) and Craig Hobson (AS495) embarked on a 35 segment mission that 'Circumnavigated the Globe!' in two Pilatus PC-12 aircraft.

DEVELOPERS CHECKLIST

Airline Details Page Addition

It is now possible to view what flights are available for an airline at-a-glance from the [airline details page](#).

American Airlines United States American
ICAO Designator: AAL
Last Scheduled Flight: N/A
Last Bid Flight: N/A
Website: <http://www.aa.com/>
Airline Biography: [Edit Airline Bio](#)

 2,117 Scheduled Division flights available [VIEW SCHEDULED FLIGHTS](#)
 1 Bid Division flight available [VIEW BID FLIGHT](#)

GA Division Updates

25 JAN 2015 This week there were some minor bug fixes and tweaks made to the system. Also, there was an adjustment made to the number of available aircraft within the "world" for ALL aircraft types. For example, the [Beechcraft Duke B60](#) has a maximum number of 50 aircraft allowed in the world (adjusted from over 2,000!). As of this writing, there were 49 aircraft existing in the world. If just one more pilot creates a "new lease" for the Duke B60, no more new leases will be available, and all members will need to choose from existing Duke B60's in the world.

Beechcraft Duke B60 Details			
Aircraft Make	Beechcraft	Reg. ID / Year	Not Applicable
Aircraft Type	Duke	Aircraft Hours	Not Applicable
Aircraft Variation	B60  Wikipedia Article	Home Airport	Not Applicable
Aircraft Owner	AirSource VPU Group	Current Location	Not Applicable
Date Available	Available Now	Lease Rate	\$111.11 Per Hour
Engine Type	Two Engines - Shaft-Turboprop	Pass. Capacity	5
Cruise Speed	178 Knots	Range	1,227 Nautical Miles
Service Ceiling	30,000 Feet / 9,144 Meters	Empty Weight	4,425 Lbs. / 2,007 Kg
Max Takeoff Weight	6,775 Lbs. / 3,073 Kg	Maximum Fuel	1,227 Lbs. / 557 Kg
Production Date	1968-1983 [Not in Production]	Cost New	\$100,000
AS World Capacity: 50		Total in AS World: 49 [view]	

This change was made to accommodate future planned features that will enhance the General Aviation experience!

AirSource Newsletter

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AirSource Executive Management Team

<u>Tom Little</u>	AirSource Chief
<u>Norm Edwards</u>	AirSource President
<u>Roy Loucks</u>	VP Scheduled Division
<u>Mark Richards</u>	VP Bid Division
<u>Joe Hamilton</u>	VP Information Technology

Welcome Recent New Members...

Who have completed one or more flights:


-  Olivier Noir hired 23 Jan 2015 [3 flights]
-  Roger Wijns hired 22 Jan 2015 [4 flights]
-  Bachir Skender hired 22 Jan 2015 [1 flight]
-  Rob Jones hired 21 Jan 2015 [2 flights]
-  Krystian Pajdzik hired 18 Jan 2015 [3 flights]
-  Richard Roedel hired 16 Jan 2015 [8 flights]
-  Angelo Camarda hired 13 Jan 2015 [1 flight]
-  James Peterson hired 12 Jan 2015 [3 flights]
-  Joseph Romano hired 12 Jan 2015 [4 flights]
-  Jacob Ruta hired 5 Jan 2015 [2 flights]

"Remarkable" Remarks

"Yes, we read all of them!"

 **AS 150 Hugh Urquhart** [Link](#)

ZBAA-KSEA 1 Feb 2015 "Beijing had a 4 kt wind from the north, 25 miles visibility with clear weather. Had some haze though. The temp was -1C. The flight was uneventful. Got to witness a sunrise over Alaska, along with a full moon (all in the same sky). Seattle had a 3 kt wind from the south, with broken clouds at 900' & 3000', along with an overcast sky at 3700'. It was raining. Visibility was down to 3 miles. Temp was 7C. We were vectored to rwy #16R. Had to declare a missed approach, but made it down on the second try. Managed a visual, landed & taxied to the gates. Had 189 souls on board."

 **AS 545 Steve Klinebriel** [Link](#)

KIAH-KMCO 28 Jan 2015 "Darn, forgot to raise gear. :-("

AirSource Support Staff

<u>Michael Johnson</u>	Bid CDO, Sch Flight Mgr
<u>Ken Bolish</u>	Bid CDO, Sch Flight Mgr
<u>Alan Black</u>	Bid CDO, Sch Flight Mgr
<u>Martin Walker</u>	Bid CDO, Sch Flight Mgr
<u>Lee Marrow</u>	Bid CDO, Sch Flight Mgr
<u>Paul Sargent</u>	Bid CDO, Sch Flight Mgr
<u>Henk Van De Meeberg</u>	Bid CDO
<u>Roger Dean</u>	Bid CDO
<u>Don Smith</u>	Bid CDO
<u>Craig Hobson</u>	Bid CDO
<u>Andre Vermeulen</u>	Scheduled Flight Manager
<u>Serge Latreille</u>	Scheduled Flight Manager
<u>Alan Turville</u>	Scheduled Flight Manager
<u>Greg Van Empel</u>	Scheduled Flight Manager
<u>Jacques Abitan</u>	Scheduled Flight Manager
<u>Serdar Badoglu</u>	Scheduled Flight Manager
<u>Kym Burton</u>	Scheduled Flight Manager
<u>Moalic Guillaume</u>	Scheduled Flight Manager
<u>Hal Van Woert</u>	Scheduled Flight Manager
<u>Bela Bakondi</u>	Scheduled Flight Manager
<u>Steve Klinebriel</u>	Scheduled Flight Manager
<u>Ian Place</u>	Scheduled Flight Manager
<u>Ian Beggs</u>	Scheduled Flight Manager
<u>Rafael Adrian</u>	Scheduled Flight Manager
<u>Christopher Ingvaldsen</u>	Scheduled Flight Manager
<u>Dave Sybiak</u>	Scheduled Flight Manager
<u>Dave Eastwood</u>	Scheduled Flight Manager
<u>John Hewson</u>	Scheduled Flight Manager
<u>Jonathan Cronin</u>	Scheduled Flight Manager
<u>Matthew Erwin</u>	Scheduled Flight Manager
<u>Chris Gracia</u>	Scheduled Flight Manager