

December
2017 Edition

RUNWAY 15

Save An
Airport
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is good business!



WEST HOUSTON AIRPORT



The Declining Pilot Population Real or Imagined Past, Present, Future

World War II produced thousands of military pilots and they became civilian pilots after the war ended. Aircraft manufactures were building thousands of aircraft for post war pilots. This was a time of growth, expectations and the romance of flight.

With the war over, came a boom in the airline industry which brought on many new plane manufactures and hundreds of airline companies dotted the country and all of this boded well for the thousands of pilots just entering the civilian market. The airlines had their choice of the most qualified. Others went to work as corporate pilots, instructors, crop dusters, and air taxi pilots. Times were good! Cessna, Beechcraft, Piper, Mooney, and others built close to 20,000 aircraft in one year in the late 70's. Then came on the 80's with double digit interest and the elimination of the 10% tax investment credit for the purchase of aircraft. Lawsuits against manufactures caused the cessation of many manufactures and production plummeted and in many cases production ceased. Also in the 1980's deregulation of the airlines would result in the doubling up of passenger seats so that passengers felt like "sardines" in a can, airlines like People's Express and Value Jet known as the "no frills airlines" would fly you cheap to any place you wanted to go. The romance of flying was over! The "hot pants" of Southwest Airlines and skinny flight attendants of the major airlines disappeared. Age, weight, height and gender employment requirements were the norm! Passengers no longer dressed up to go on a flight. Now passengers were wearing whatever they got out of bed with to fly. The public respect for flying was dying fast. Airplanes stuffed with passengers. The lack of com-

fortable seats, eliminating food service, and boarding privileges reduced the airline pilot to that of an overcrowded bus driver, and he began to look like it as well. Short sleeve shirts, many without ties, overweight, and without respected dress code.

From 1980 until 2000 airline industry and its pilot staff continued to deteriorate in respect and interest. Then in 2001, 911, caused the worst of times in the industry. The government, due to their own incompetence, closed flight schools all over the country many of those were large and graduated thousands of pilots. Many specialized in training overseas applicants, which included the 911 terrorist's pilots. This moment in history had a devastating affect on the future of professional flight training in the United States. The Transportation Security Administration (TSA) began stepped up security at all airline airports and this including "fencing" out prospects interested in learning to fly at small General Aviation (GA) airports everywhere.

The airlines were so desperate for pilots despite the lack of interest among youth that it extended the retirement age to 65. Of course the real retirement age should not have been mandated by either FAA or Airlines but rather by the physical and mental condition of the pilot. Unions would have a say in this also.

The peak of the pilot population was in 1980 at 827,000 and has steadily declined since. Over 5000 pilots who are members of AOPA die each year and this has reduced their membership considerably.

At one time there were upwards of 300,000 registered planes in the U.S. more than the rest of

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West Houston Airport Frequencies, AWOS: 125.575, (281) 579-9820

Unicom 123.05 ASRI: 129.875



RUNWAY 15

"As The Beacon Turns" CALENDAR OF EVENTS

DECEMBER

25 - Christmas

QUOTE: "Opportunity is missed by most people because it is dressed in overalls and looks like work." Thomas Edison

Merry Christmas

PREFLIGHT Breakfast

Saturdays 7:30 a.m. to 10:30 a.m. Pilots/Prospective Pilots Invited. Bring Your Plane!

PRIVATE PILOT GROUND SCHOOL

Every Monday Evening, 7:00 p.m. - 10:00 p.m., Next class mid January call for date. No prior reservations needed. Licensed Jeppesen Video Presentation! Bring a family member for *half-price*. Start learning to fly today, don't procrastinate.

INSTRUMENT PILOT GROUND SCHOOL

Call to sign up, 10 week course 7:00 p.m.-10:00 p.m.. Licensed Jeppesen Video Presentation! Contact Stacy at stacy@westhoustonairport.com to sign up for the Spring class!

FAA SAFETY MEETING

Fourth (4th) Tuesday 7:00pm-9:00pm dsvaughncsp@gmail.com; NO DECEMBER Meeting

99's MEETING

Second Tuesdays 7:00pm more information Meetings International Organization of Women Pilots! Email KathyClark99@prodigy.net, website www.ninety-nines.org.

COMMEMORATIVE AIR FORCE (CAF)

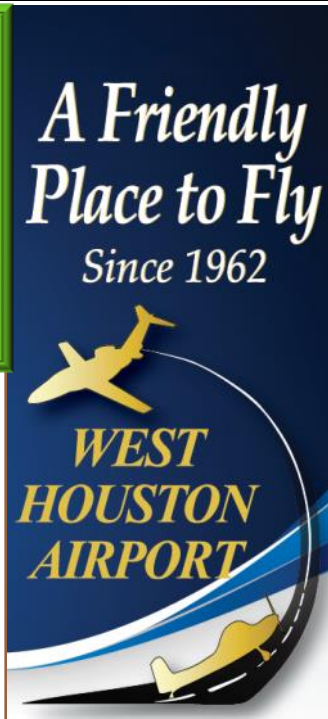
Museum open first and third Saturday of the month 10am-3pm. Meetings 3rd Sunday of the Month at 2:00 p.m., Hangar B-5. Call for tours and flights at 936-697-3237 or the hangar at 281-579-2131 email info@houstonwing.org.

EAA CHAPTER 774 MEETING

Third (3rd) Thursday of the month 7:00 p.m. Contact Rick Human 281-463-6769. Great Meetings! Join Today. Ross Sterling Aviation High School since 1965

Bonanza Society: February 23-24 2018

Rusty Pilot Seminar: March 3, 2018 9AM—12:00



Fuel Price Comparison for November 2017

JET A	High	Low	Avg	AVGAS (100LL)	High	Low	Avg
Southwest Region	7.14	2.59	4.15	Southwest Region	7.83	3.30	4.57
West Houston Airport	4.16	2.99*	3.57	West Houston Airport	5.08	4.37	4.72

*With Volume discount

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1979 Cessna R-182RG: Clean

1967 PA- 24-260B Comanche: Good Avionics

Rusty Pilot Seminar Comes to West Houston Airport March 3, 2018



the world combined and believe it or not, close to 1,000,000 pilots! In 2016 it is down to just 584,000 pilots and declining, and 210,000 registered aircraft.

What happened? Many negatives including the FAA's refusal to give out names and addresses of pilots who did not have current medicals, thus preventing organizations from making contact with these prospective former pilots and encouraging them to continue to fly.

FAA discouraged any efforts to increase the interest in flying in every way they could. This included its continuous and ongoing efforts to require third class medicals of noncommercial pilots. Its idiotic rule that "donating" fuel to EAA Young Eagles flights is illegal. What a crock! Regulation after regulation heaped on prospective pilots to remember and adhere to.

In 2016 there were 128,000 students starts and as of 2016 only 1800 aircraft manufactured in the US that year with the mean price well over \$700,000!

Although many people believe the cost of flying has contributed to the decline in the number of pilots, this suggestion does not take into consideration the money that youth have today. Fancy cars, clothes, expensive hobbies, \$1000 iPhone and Adidas, Reeboks, and Jordan's are worth plenty! All this does not correlate with not being able to get \$10,000 for a Private Pilot License that never expires! That's very little to most youths. Their interests are elsewhere.

It is an undisputed fact that when a person wants to obtain a higher education they can find the money to do so, provided they are motivated and have the knowledge and skill necessary for the subject matter.

Now we find ourselves in a "do or die" situation, where there are very few flight instructors to train the necessary crop of pilots needed for what Boeing says will require some 25,000 ATP's by 2020! There are few instructor pilots and most only want to fly for corporations before stepping up to fly for the major airlines for an astonishing quarter of a million dollars annually after only a few years of employment.

Before the current problem is resolved, major airlines like United and Delta and others will begin training their own pilots and at a much higher cost, ANA learned the hard way that training your own pilots is a costly conclusion to a bitter problem and closed after more than 20 years of losing lots of money training Japanese how to fly.

We have seen the romance of flight go south while the fences and barriers to becoming a professional pilot go up. It is not the money that holds back our fading pilot population but rather the lack of interest and "passion" to fly by enough persons willing to start the quest of becoming a professional pilot.

Your comments solicited,
woody@westhoustonairport.com



RUNWAY 15

WEST HOUSTON AIRPORT TEAM

Aviation Businesses:

West Houston Airport (Since 1962)	Flight School, Pilot Supplies	Terminal Building	281-492-2130	www.westhoustonairport.com
Calkins Aero Service (Since 1985)	Maintenance and Repairs	Hangar #3 Brown East	281-579-6674	www.calkinsaero.com
General Avionics (Since 1995)	Avionics Sales and Service	Hangar #1 White East	281-647-9600	www.general-avionics.com
Sky Aircraft Interiors	Aircraft Upholstery	Hangar #1 White West	281-682-4454	
Fast Freddy Mobile Detail	Aircraft Detailing		281-330-9813	www.fastfreddymobiledetail.com
Dr. Victor Arellano (Pilot)	FAA Medicals (by appt. only)	15410 Ridge Park Dr., Houston, Tx 77095 281-855-2244(o) 281-460-2247(m) ww.tmauc.com		

Airport Based Non-Aviation Businesses

Lone Star Rod & Rifle	Purveyors of Fine Sporting Life Hangar B-1	281-829-3006	www.lonestarrodandrifle.com
A.I.C. Security	Total Security System Solutions Hangar B-3	888-242-9777	www.aic-security.com
Infinity Roofing	Hangar G7	281-855-2331	www.infinityroofer.com
Herndon/Muncey	Plumbing Solutions (Investigative) Hangar D-1	281-579-0515	www.herndonmuncey.com



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Fax: 281-492-7028
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info@westhoustonairport.com

Improve Groschke Road Call 311 on your Cell phone to City of Houston report needed road repair. (16500 block west of Hwy 6)



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AIRPORT CONTACTS: 281-492-2130 Fax: 281-492-7028

WOODY LESIKAR, Director of Aviation, Airport Manager, Available 24/7; woody@westhoustonairport.com
 SHELLY LESIKAR deZEVALLOS, President, shelly@westhoustonairport.com
 STACY LESIKAR-MARTIN, Corporate Officer, stacy@westhoustonairport.com
 RICH WHITNEY, Compliance and Safety Officer, 7:30 am to 5:30 pm Mon thru Fri; rich@westhoustonairport.com *x18
 DON EUTON, AOPA Airport Representative, 281-391-7310, doche@consolidated.net - volunteer
 BOBBY JACKSON, President & Mayor Emeritus, West Houston Airport Subdivision Owners Association, Inc., bobbyj5471@sbcglobal.net - volunteer

IWS SUPPORT TEAM:

RENEE STRIPLING, CFO

Accounting office open, 8:00 am to 5:00 pm Mon thru Fri:
renee@westhoustonairport.com *****

COURTNEY NICKELL, Customer Service Representative***
 BECKY NICKELL, Customer Service Representative*
 TIFFANY GROVE, Customer Service Representative

C.G. "HANK" HENRY, Chief Pilot, 8:00 am to 5:30 pm Mon. thru Fri; hank@westhoustonairport.com * x39

JERRY ALLEN, Certified Flight Instructor****
 ADAM "BO" CRAIG, Certified Flight Instructor

PHILLIP KMIEC, Chief Mechanic*****
 SAM TURK, Grounds Maintenance*****
 JIM WACHS, Anywhere you need me!

*Indicates years employed

MIKE WHITE, Lead Line Supervisor, 1st Shift
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 MARK TAMEZ, Line Crew Technician**
 JOSE VILLATORO, Line Crew Technician**
 JESSE GUTIERREZ, Line Crew Technician**
 JAMES FENTON, Line Crew Technician*
 MATTHEW KIDD, Line Crew Technician

All comments, complaints, and suggestions are welcome please send to:
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woody@westhoustonairport.com * www.westhoustonairport.com

FAA Hotline 800-255-1111