

JUNE

2017 Edition

RUNWAY 15

Save An Airport
Quiet Flying
is good business!



WEST HOUSTON AIRPORT



THE ED HENDEE AFFECT

Several years ago my good friend and aviator ED HENDEE on his way back to West Houston, landed at the Angelina County Airport and decided to stay overnight due to inclement weather. It has to be really bad to keep a Cessna 421 pilot from getting back to Houston and missing the company of his beautiful family and grandchildren, but that was the case that stormy night. The weather moved out the next morning but left an overcast sky of a stratus cloud layer for which VFR flight back to IWS was not viable.

I required all line crew and CSRs to ask what fuel goes in each plane.

After taxiing out and climbing through the overcast to barely over two thousand feet, the engines started to sputter and then quit. With the Golden Eagle falling like a wounded bird Ed knew he must try to make the old highway 59 now I-69. Turning toward the highway and heading for the little town of Dibol, he instructed the passengers to brace themselves for a crash landing. Ahead was the divided highway. The four lane divided highway was a much better choice than those hundred foot tall East Texas pines that were as thick as a corn patch. As the twin Cessna descended below the cloud layer, Hendee could see that there were cars traveling on both sides of the highway but Ed had no time to take that into consideration. This was survival and that was all he thought about. He placed the gear down and headed for the well trafficked lanes. As the crippled bird touched down, it hit the esplanade and wiped out the gear, props and nose and skidded to a stop. Immediately everyone exited the plane and while injured from the impact, everyone was alive. A miracle indeed, and as Ed would say, a blessing from our Lord!

What happened is a tell of numerous mistakes by mostly qualified individuals and reputable service facilities. No one of which is to blame entirely. Their cumulative errors caused this tragedy and could have resulted in several deaths. Anyone of those mistakes if they had not occurred, would not have resulted in this accident.

In the eighties, Cessna in conjunction with the petroleum industry, introduced and paid for a modification to all the twin Cessna line of aircraft for installation of a restrictor in

WANTED FLIGHT INSTRUCTORS

Email : Stacy@westhoustonairport.com or call Stacy 281-492-2130

the fuel ports which restricted the accidental fueling of piston engine twins with jet fuel. FBOs had previously installed "J" nozzles on their equipment which prevented mis-fuelings when restrictors were in place and on all aircraft with small fuel ports. That restrictor became a mandatory AD and was applicable to all airworthy aircraft in the Cessna line and included on all new production aircraft by all manufacturers. The aircraft log books of Ed Hendee's plane indicated that the restrictors were installed at the time the modification became the rule. Numerous shops signed off annual inspections indicating that the modification had been done. Included were shops in Houston, Waco, and elsewhere. Reputable long standing service facilities specializing in the twin Cessna line of aircraft put their endorsements in logs representing that all ADs had been complied with. Problem was, the modification was not on the Hendee plane and no one checked, no one!

Angelina County (Lufkin Texas) has a beautiful airport. It's all paid for by taxpayers and users. As part of their operating procedures that were allowed at the airport were included the fueling of helicopters. Many of these helicopters had fuel ports that were small and required a nozzle like the Avgas trucks used in order to fuel them with existing airport equipment. The young line crew were instructed by their superiors to remove the "J" nozzle and fuel the helicopters with the smaller nozzle. Problem was that the "J" nozzle was never replaced properly on the jet fuel truck.

Now comes Mr. Hendee and orders a top off of his main tanks. The top off occurred in the absence of Hendee, normal with most pilots and standard operating procedure at most airports. Fuel tanks on the Cessna were labeled 100LL

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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

JUNE

18— Fathers Day, 21—Summer Solstice

Quote: An airplane will probably fly a little bit over gross but it sure won't fly without fuel (unknown)

Trivia: The heading of Runway 14L is 140 degrees? True or false
answer : True copyright FunTrivia.com

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 starts **Class proposed to start July 17, 2017 Call to confirm.** 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 for to sign up, 10 week course 7:00 p.m.-10:00 p.m.. Licensed Jeppesen Video Presentation! Contact Stacy at stacy@westhoustonairprot.com to sign up for the Spring class!

FAA SAFETY MEETING,

Fourth (4th) Tuesday 7:00pm-9:00pm **ADS-B Scott Vaughn.**

99's MEETING

June 11, 2017 4:00pm Installation of officers picnic Contact Becky for specific location, more information Meetings International Organization of Women Pilots! Email Becky at nickellb01@att.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. June 15 Experimental aircraft builder presentation. Contact Rick Human 281-463-6769. Great Meetings! Join Today.

EAA AirVenture in Oshkosh, July 24-30, 2017

NBAA Meeting and Trade Show October 10-12 Las Vegas, NV



Fuel Price Comparison for May 2017

JET A	High	Low	Avg	AVGAS (100LL)	High	Low	Avg
Southwest Region	7.11	2.45	3.93	Southwest Region	7.86	3.20	4.43
West Houston Airport	3.89	2.81*	3.35	West Houston Airport	4.99	4.41	4.70

*With Volume discount

Published on AirNav.com



Avgas and indicated the capacity of the tank.

Prior to departure, Hendee signed the small credit card receipt for the courtesy fuel purchased and walked to the plane for the preflight. Courtesy fuel purchased means fuel purchased not because it's required for the continuation of flight, but just as a courtesy to the Airport for use of its facilities. It's a way of saying "thank you". And, just as we have all done many times, we do not always look at our receipt. You just expect it to be correct.



There was no way for the pilot to know from sumping the fuel tanks that the plane had been erroneously fueled with Jet fuel. Even though there is a weight difference between Jet and Avgas, the fuels are so close in weight and with the Avgas mix, it would take some time for the Jet fuel to settle to the sump level. The oily appearance of jet fuel mixed half and half with Avgas is not readily apparent unless you test it with your fingers or perform a smell test and that is unusual and at this point, there was no suspect to do so. The scenario is now in place for the ultimate of tragedies.

So when I heard about this awful accident I knew that it could happen anywhere. I decided to review our fueling procedures and placed into effect what I call the "Ed Hendee Affect". I required all line crew and CSRs to ask what fuel goes in each plane when the pilot requests fuel, even when they may already know. You might think it dumb for our CSRs to ask that question of the pilot of the Piper Cub, but that is so important to prevent accidental miss-fuels. It's better to require that verification each and every time there is a fuel order with each and every aircraft over and over. So please know, our line crew and CSR's are just following well thought out procedures designed to forestall an accidental miss-fuel, and the effect of gravity thereafter. The next thing I did was buy large self-inking rubber stamps with the words "Jet Fuel" on one and "Avgas" on the other. The CSRs are required to stamp your invoice with these larger than life rubber stamps so that you see what your aircraft has been topped off with. Not stamp-

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- 1982 Conquest I: Nice Plane Priced right!
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 - 2011 Cessna 172SP: LEASEBACK
 - 2001 Scout: IFR certified Beautiful
 - 2001 Wilga: STOL What a Beauty!
 - 2008 Black Ford Interceptor: Secrete service spec!
 - 1983: Ford F800 Pick up Chassis, Great on the farm!
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Lets Trade

ing your invoice with these prominent reminders, will result in a \$100 credit to our customer account and disciplinary action against anyone that fails to follow this important safety procedure.



Notwithstanding the tragic circumstances that could have resulted in fatalities, better ways to provide fueling services was learned from others mistakes. And now you know the rest of the story. Thanks for reading.

Woody Lesikar, Airport Manager

Comments to woody@westhoustonairport.com

DISCLAIMER: We have made every endeavor to adhere to the facts, however we disclaim any error or difference of opinion as to what actually happened and/or responsible party.

HANGAR for SALE
RUNWAY VIEW B2
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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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 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

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renee@westhoustonairport.com *****

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BECKY NICKELL, Customer Service Representative*

CRYSTAL HOLL, Customer Service Representative

TIFFANY GROVE, Customer Service Representative

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SEAN FRITSCHKE, Line Crew Technician****

MARK WHITNEY, Line Crew Technician***

TOBY COOKE, Line Crew Technician***

MARK TAMEZ, Line Crew Technician**

JOSE VILLATORO, Line Crew Technician*

JESSE GUTIERREZ, Line Crew Technician*

JAMES FENTON, Line Crew Technician*

THOMAS METZ, Line Crew Technician

CAMERON SATHNGAM, Line Crew Technician

PHILLIP KMIEC, Chief Mechanic*****

SAM TURK, Grounds Maintenance*****

RICK DELBOSQUE, Vehicle Maintenance

JIM WACHS, Anywhere you need me!

*Indicates years employed

All comments, complaints, and suggestions are welcome please send to:

Woody Lesikar, Airport Manager,

281-492-2130

woody@westhoustonairport.com * www.westhoustonairport.com



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