

May
2020

RUNWAY 15

Save An
Airport
Quiet Flying
is good business!



WEST HOUSTON AIRPORT



Woody Lesikar
Airport Manager

DON'T ABANDON SHIP!

Oil prices went negative, Coronavirus cases and deaths, stay-at-home orders and more. The news is not all bad!

Our airplanes are valuable! Yes, they are still worth a lot of money. Clean upgraded and well-maintained aircraft will hold their value. The inventory of General Aviation airplanes aged 20 years or less is extremely low. These planes will continue to be worth good money. Planes that are over 20 years old with upgraded avionics, recent paint and interior and which are well maintained will also be valuable but will not bring top dollar unless unique. Planes that have not been upgraded without ADSB or out of annual, close to TBO or damaged, will not bring much. Even with all that's happening, my prediction is that General Aviation is going to stay strong with continued sales of GA aircraft. Plus, with the CARESACT passed by Congress, now in effect, there are very attractive incentives for the purchase of an aircraft. Depreciation on newly acquired business use aircraft can be carried *back*, not just forward. If you made money since 2015 and paid taxes, you can purchase a business use plane and use the write off towards your previously paid taxes. This is a fantastic but limited time offer under the new CARESACT. This will really help businesses acquire business use equipment right now! CAVU!

(Consult your tax advisor for your particular circumstances)



Dave Hirschman
AOPA Pilot Editor at Large

EFFICIENCY: LOUD AND NOT PROUD

I recently attached video cameras to a Cessna 180 Skywagon equipped with a large-diameter "seaplane prop" set to maximum rpm and recorded both its performance and decibel level. With the propeller knob full forward and wide-open throttle, the Skywagon's takeoff roll was 620 feet and lasted 14 seconds. Once established in a 75-knot climb, it ascended at 1,100 feet per minute, took 1 minute 50 seconds to go from brake release to 1,000 feet agl—and the sound beside the runway was a screaming 98 decibels. Then, at pattern altitude, the pilot reduced engine/prop rpm to 2,500 as per the pilot's operating handbook. But what would happen if the pilot set 2,500 rpm on the ground and then went to full throttle for takeoff? Would performance suffer? On the next two takeoffs, the pilot did just that—and his takeoff roll was 20 feet shorter and three seconds quicker, his rate of climb was 150 feet per minute higher, and time from brake release to 1,000 feet agl was reduced by more than 20 seconds. Oh, yeah, and the noise near the runway dropped 10 decibels. Klaus Savier, founder of Lightspeed Engineering and designer of multiple aircraft speed modifications, said all airfoils—including propellers—see a sharp increase in drag as they approach the speed of sound. "The drag rise on propeller tips starts at about 0.84 Mach and goes up sharply from there," he said. "The loss of efficiency is dramatic." Engine horsepower increases with rpm, but as propeller tips approach the speed of sound, the amount of thrust they produce drops off rapidly. "It doesn't do any good to add horsepower if you're losing propeller efficiency as a result," he said. "That's a losing proposition." Large-diameter, two-blade propellers on direct-drive engines are the most susceptible to high tip speeds. Think Cessna 180s and 185s, T-6s, and old Beechcraft Bonanzas. Reducing rpm at high power settings can have negative consequences, even in normally aspirated engines. In extreme cases, high manifold pressure and low rpm can cause detonation or preignition that could damage or destroy engines. Check with your engine manufacturer to find out whether your airplane's engine is capable of safely operating at less than full rpm. If so, you may find that flying quieter brings better performance, too.

To watch demo: aopa.org/pilot/loudnotproud

Email dave.hirschman@aopa.org
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"As The Beacon Turns" CALENDAR OF EVENTS

Aerovillas lots 8-12

- Financing Available



For More Information contact Woody Lesikar at

281-492-2130, woody@westhoustonairport.com

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WEST
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**ALL WEST HOUSTON AIRPORT EVENTS/
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FAA SAFETY MEETING

Fourth (4th) Tuesday, 7:00pm **TEMPORARILY POSTPONED**

99's MEETING

Contact 99's for meeting information.

website www.ninety-nines.org. Carol Brackley—carolav8@att.net

CHECK FOR OPERATIONAL HOURS:

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. Contact email for tours and flight information at rides@houstonwing.org or the hangar at 281-579-2131, info@houstonwing.org. Volunteers and donations welcome.

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Fuel Price Comparison for April

JET A	High	Low	Avg	AVGAS (100LL)	High	Low	Avg
Southwest Region	7.10	1.78	3.85	Southwest Region	7.19	2.45	4.33
West Houston Airport	3.75	2.75*	3.25	West Houston Airport	3.91	2.43	3.17

*With Volume discount

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Editor of RUNWAY 15
 Katy Morrison
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1993 Baron 58 - Beautiful!
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1965 Mooney M20 - Loaded! New Panel!



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All comments, complaints, and suggestions are welcome please send to: Woody Lesikar, Airport Manager, 281-492-2130, woody@westhoustonairport.com www.westhoustonairport.com

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
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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
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RICH WHITNEY, Compliance and Safety Officer, 7:30 am to 5:30 pm Mon thru Fri; rich@westhoustonairport.com *x19

RENEE STRIPLING, CFO renee@westhoustonairport.com *12

DON EUTON, AOPA Airport Representative, 281-391-7310, doehe@consolidated.net

- volunteer

Robert Erbrick, President, West Houston Airport Subdivision

Owners Association, Inc.,

robert@erbrick.com - volunteer

FAA SAFETY MEETING Scott Vaughn, dsvaughncsp@gmail.com

* Denotes years of service

Please see website for contact and email information

www.westhoustonairport.com



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