

January  
2022



# RUNWAY 15

# WEST HOUSTON AIRPORT

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is good business



Scott  
Cavalcante  
Editor

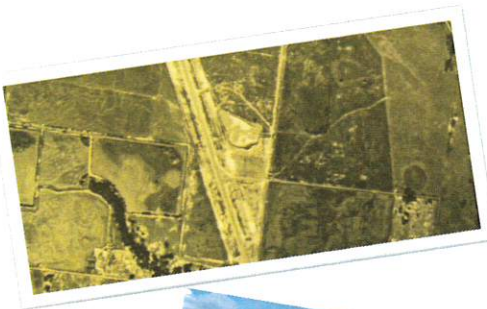


Woody Lesikar  
Publisher



## 1962—2022

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# RUNWAY 15

"As The Beacon Turns"

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## CALENDAR OF EVENTS

Aerovillas lots 8-12

• Financing Available



For More Information contact Woody Lesikar at

281-492-2130 [Woody@westhoustonairport.com](mailto:Woody@westhoustonairport.com)

[www.aerovillas.com](http://www.aerovillas.com) or [www.westhoustonairport.com](http://www.westhoustonairport.com)

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Since 1962



## FAA Safety Meeting Tuesday, January 25!! 7:00pm - Subject TBD

### PRIVATE PILOT GROUND SCHOOL

#### CALL FOR MORE INFORMATION

Register by Sunday @ 7PM by calling us at 281-492-2130

Contact Brandon Carr, [aviation@carrfam.us](mailto:aviation@carrfam.us), once registered

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### 99's MEETING

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website [www.ninety-nines.org](http://www.ninety-nines.org). Carol Brackley—[carolav8@att.net](mailto:carolav8@att.net)

## CHECK FOR OPERATIONAL HOURS:

### COMMEMORATIVE AIR FORCE (CAF)

Museum open first and third Saturday of the month 10am-3pm. Meetings 3<sup>rd</sup> Sunday of the month at 2:00 p.m. Contact email for tours and flight information at [rides@houstonwing.org](mailto:rides@houstonwing.org) or the hangar at 281-579-2131, [info@houstonwing.org](mailto:info@houstonwing.org). Volunteers and donations welcome.

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### Fuel Price Comparison for December

JET A	High	Low	Avg	AVGAS (100LL)	High	Low	Avg
Southwest Region	7.52	3.75	5.12	Southwest Region	7.52	3.75	5.12
West Houston Airport	4.69*	4.69*	4.69*	West Houston Airport	5.54	5.54	5.54

\*With Volume discount

Published on AirNav.com

## INTERVIEW WITH A DESIGNATED PILOT EXAMINER

West Houston Airport's own CFI Scott Cavalcante recently sat down with AOPA Ambassador and frequent WHA DPE Pat Brown to discuss a wide range of topics relevant to FAA checkrides and today's flying in general.

How long have you been a DPE? What type of certificates do you fly checkrides for?

I've been a DPE for 3 years – private, commercial and instrument and CFI-add ons and rein-statements. I don't do multis due to having 2 friends killed in multi accidents as instructors while demo'ing VMC.

What got your aviation career started? What's your story?

I got into the interest of aviation after watching a video called High Flight as a child, watching a Starfighter doing maneuvers and rolls which fortified what was already (and then continued to be) a life-long fascination with airplanes. I was enamored with Space programs where Alan Shephard and John Glenn went to Space and that contributed greatly toward my ambitions to become a pilot. After a flight from Michigan to Alabama to bring home an ailing family member, I truly felt the "hook was set". I started taking flying lessons at 16 and took my first checkride at 17. After college, I became involved in the music business working for Fender, a well-known maker of guitars, and later for Pro-Mark. Pro-Mark makes drumsticks, mallets, and percussion accessories.

I started my own flight school on a part time basis at IWS, and also spent time doing the same at Houston Southwest Airport. In 2015, I received an offer from the AOPA to become an ambassador for them. That offer was simply too good to refuse and so I closed my flight school to accept that position with the AOPA while also administering checkrides for the FAA. I have never flown commercially for any airline.

In your view, how has flying changed over the last 20 years. Has it gotten better or worse from a safety standpoint?

In answering that, I would direct you to the Nall Report from AOPA – according to which, flying has gotten substantially safer the last 20 years as the number of accidents per hours flown has decreased thanks to better education and better equipment. TAA (Technically Advanced Aircraft) are safer than non (glass panel), though having an accident in a TAA is more likely to be fatal due to overreliance, overconfidence and complacency because of the advanced instrumentation, and such is not relegated to low-time pilots.

A question of reference I ask myself as part of pre-flight ADM: Am I taking off in weather that I would not have taken off in if I didn't have a parachute? There's been a time or two where I probably did. Technically advanced aircraft present the same potential pitfall. Am I taking off in weather that I otherwise wouldn't take off in just because I have this fancy G1000?

Continued on Page 4

How many airports will you travel to for the purpose of giving a checkride?

Other fields I will go to are David Wayne Hooks, Sugarland, Houston Executive, occasionally College Station and Lake Jackson.

What is the FAA currently stressing to it's DPEs to watch out for (if anything) from applicants on checkrides or what have you seen as a recent common thread of applicants that you would like to see improved upon?

Trends in Students I commonly see are:

Private – Steep Turns – After giving nearly 6000 hours of dual instruction, I can almost tell for sure the outcome of the ride by the quality of the steep turn. Clearing turns are also a big deal and some applicants forget them. Power-off stalls are supposed to start with a descent but, again, some applicants forget that, too.

In the end, the Private Pilot check ride is about safety and good judgement. No applicant flies a perfect check ride...ever! But, perfection is not the standard. Did the applicant make a mistake? Did he/she correct it? The DPE must adhere to the ACS (Airman Certification Standard) but there is some room for judgement and discretion on the part of the examiner.

Instrument – lack of situational awareness. One aspect I must stress as that I can fail any cockpit instrument at anytime. Everything in the cockpit must be allowed to be used by the applicant, but not all the time. If I see an applicant fixating on the magenta line, it's virtually a given that I will fail it and do so at the worst possible time.

Commercial – power off 180 is the most problematic. Lazy 8s as well largely due to not being taught properly. Emergency procedures often times I see a lack of checklist usage (in Private too). Soft Field landings also a trend, largely due to not leaving some power in (during the flare).

Pattern Entries at non-towered fields – Per Ch. 7 Airplane Flying Handbook—Entry at midfield at pattern altitude, 90° entry heading not 500' above.

Tear drop entries – highest traffic pattern altitude at IWS is 2100' (twins and turbines pattern altitude is 1600'), also altitude on heading while crossing over midfield should be maintained until crossing the downwind leg as well as 2 additional miles beyond that (making it closer to 3-3.5 miles from the center of the airport), which employs the need for common sense due to the Bravo Shelf. It's imperative this entry be done properly. If not, it's potentially the most dangerous way to enter the traffic pattern!

Students that approach from the west should enter the pattern over the approach end of RW 33 (if landing RW15) and enter the pattern on the left crosswind.

Some things I do not like regarding radio calls – “last call”, “any traffic in the area please advise”- (call unicom instead), and I despise the use of Slang: such as “Tally-ho, no joy, Got him on the fish finder.” None of this can be found in the Pilot-Controller Glossary, and the “any traffic” thing is specifically called out in the AIM as being improper and should never be used!

What regulations would you like to see modified and/or added in order to improve overall flight safety?

*When discussing Regulations, Pat underscored the presence of the notion that what is legal isn't always smart or safe adding that it is very difficult to legislate common sense.*

What are your impressions of West Houston Airport? What could the airport do better?

My, is that a loaded question (laughing) well-maintained airplanes (trainers). Instructor staff by and large here is first rate. I have confidence in IWS instructors...the quality of instruction they provide is excellent. Line team and CSRs are “spot on” and professional. First-rate airport even compared to other privately owned airports that are public use despite not taking federal money. And I'm a fan of the bagels!

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Call Woody Lesikar

(281) 492-2130

woody@westhoustonairport.com



Oscar and Hugo Rojas on their purchase of last vacant lot owned by the airport.

# CONGRATULATIONS!! WEST HOUSTON AIRPORT STUDENTS!!!



West Houston Airport's own Line Shift Supervisor Sean Fritsche is now a certificated private pilot!!!!

Andrew Addicks: endorsing CFI



Ryan Panahi-Fard—new Private Pilot!!

Christie Graham: endorsing CFI



Mark Facer new CFIA / CFII !!!  
Christie Graham: Endorsing CFI



David Keddington—New Private Pilot!!

Andrew Addicks: endorsing CFI



Joad Kabbara—new Private Pilot!!

The Airport Terminal has a Bulletin Board for Patrons to post their flight gear for sale—including headsets, portable GPS's, tow bars, etc. Feel free to utilize it!



**Business / residential LOTS for SALE**  
**BUILD your Hangar**  
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**Contact Woody**  
**281-492-2130**  
[woody@westhoustonairport.com](mailto:woody@westhoustonairport.com)



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# RUNWAY 15

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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Dr. Victor Arellano (Pilot) FAA Medicals (by appt. only)	15410 Ridge Park Dr., Houston, Tx 77095	281-855-2244(o)	281-460-2247(m)	www.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 \*x21

RENEE STRIPLING, CFO renee@westhoustonairport.com \*14

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

\* Denotes years of service

Please see website for contact and email information



TAYLOR BRADBURY, Customer Service Representative\*

KRISTY NOSKRENT, Senior Customer Service Representative\*

JULIANNA PHAN, Customer Service Representative



JERRY ALLEN, Senior Flight Instructor\*8

CHRISTY GRAHAM, Certified Flight Instructor\*\*

ANDREW ADDICKS, Certified Flight Instructor

SCOTT CAVALCANTE, Certified Flight Instructor

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### 1st Shift

SEAN FRITSCH, First Shift Supervisor\*8

JESSE PADILLA, Line Crew Technician\*\*

LOGAN McMILLAN, Line Crew Technician

DOUGLAS PINO, Line Crew Technician



### 2nd Shift

GRANT ORR, Line Supervisor\*\*\*

JOEL RIOS, Line Crew Technician

DYLAN BAYLESS, Weekend Supervisor\*

SAMUEL MITCHELL, Line Crew Technician

MATTHEW BRAY, Line Crew Technician

JOSE VILLATORO, Line Crew Technician\*6

### Night Crew

ERIK DITTMAR, Line Supervisor,\*9



FAA Hotline 800-255-1111