



March  
EDITION

# RUNWAY 15

2014

Save An  
Airport  
Quiet Flying  
is good business!

## WEST HOUSTON AIRPORT

Support Your Airport and Its Business Team!  
A Friendly Place to Fly Since 1962

125.575 AWOS Pending  
129.875 ASRI

123.05 Unicom

### Inside this issue:

CALENDAR	2
AIRCRAFT FOR SALE	3
AIRCRAFT FOR RENT	1
AIRPORT TEAM	4
AIRPORT CONTACTS	4

## If I were the FAA Administrator! (Just Give Me One Day!)

Everyone from time to time thinks about what he would do if he were some official in Government. Here's what I would do if I were the FAA Administrator.

Privatize all flight checks for airmen certificates. Eliminate all check rides and examinations by FAA personnel. Examiners would meet a set of standards from which commercial pilots could apply. Examiners

would pay the FAA an annual fee for being authorized to give examinations. This fee would cover his annual check ride, standardization and renewal. The fee would be at least \$10,000 initially and \$1000.00 annually.

No more long waits for obtaining FAA approvals. All 141 (Flight Schools), 135 (airtaxi) and 145 (Repair Station) applicants would be processed and approved or disapproved within six months of submission. Applicants would pay an initial fee of at least \$10,000.00 and a renewal of at least \$1000.00 annually.

No more grant money to any airports anywhere. No more freebies! Any entity whether government or private entity could apply for a low interest, long term loans for planning and projects at airports. Annual fees would be assessed for oversight and compliance, no more freebies for anything.

Airports anywhere that do not have airline service could grant exclusive concessions to new start up airlines for an extended period of time (20-30 years) to provide service to their communities. This would encourage new small airlines to get into the business of servicing such airports without the fear of being run out of business by major airlines coming in on top of them and putting them out of business. Airports would not need to meet stringent FAR 139 requirements for the first four years of airline operation giving them time to comply and the airline the ability to start up quickly.

Aircraft registration fees would be increased to a onetime \$100.00 instead of the FAA's current \$5.00 which does not even cover costs. No extra charges for filing any other documents at the same time of transfer of ownership.

No more talk of user fees. That's out. That's just another waive of new government employees and a bureaucratic nightmare, plus it would discourage flying and that's not the FAA's goal and should not be the goal of our country.

Increased excise tax on Jet A by .10 cents per gallon collected in the same manner as currently collected on aircraft exceeding 12,500lbs max gross takeoff weight. Training establishments could apply for and receive a refund for excise taxes paid on fuel purchased for training pilots. Private airports not receiving any government aid could apply for a refund of excise taxes collected on the sale of fuel and use same for airport-airside improvements.

No more required RVSM approvals (29,000' altimeter reporting requirements) by FAA. This approval would be given to Avionics and Instrument shops around the country and they would become competitive and less expensive.

No more control towers at nonairline (139) Airports funded by FAA unless actual operations counts are in excess of 130,000 annually for single runway airports. Airports with unusual characteristics such as parallel or crossing runways would be eligible for towers at a lower operations count.

All public use airports with (Government/Private funds used to build) will have at least one standalone instrument approach procedure into the airport no exceptions. FAA would pay for this and flight checks.

No more License Suspensions or revocations except for gross negligence on the part of the pilot after proving same. All violations would be handled like traffic tickets with a minimum fine being \$1000.00.

Notice of proposed Construction of structures such as antennas, towers, etc. would be accompanied by a \$1000.00 application fee and the FAA would maintain strict control over height near airports no matter whether public or privately funded and whether or not an instrument approach procedure was available at the airport with the only requirement being that the airport be public use.

All applications for any certificate whether private, commercial, A&P, ground instructor, dispatch, type ratings etc. would be accompanied by a fee of no less than \$100.00 to cover costs which would go to FAA. (continued page 3)

### Special points of interest:

- CONCEALED HAND GUN CLASS PAGE 2
- CAF OPEN HOUSE: PAGE 3

FAA Registration,  
Bill of Sale, Affidavit  
of  
Occasional Sale and  
Other Forms Available  
Here!  
Notary service.

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CESSNA 172S SKYHAWKS  
CESSNA 172S - G1000/AIR  
CESSNA T182T - G1000/AIR  
BEECH F33C BONANZA  
BEECH B-55 BARON

**AIRCRAFT FOR RENT/INSTRUCTION**  
Online Scheduling at: [www.westhoustonairport.com](http://www.westhoustonairport.com)

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## CALENDAR OF EVENTS



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March 9, 2014  
Spring Forward



THE NINETY-NINES, INC.  
International Organization of Women Pilots



COMMEMORATIVE  
AIR FORCE



Greater  
Houston  
Association of  
Flight  
Instructors

### SPECIAL EVENTS



FAA HOTLINE: 1-866-TELL-FAA

### PREFLIGHT Breakfast

Saturdays 7:30 a.m. to 10:30 a.m. Pilots/Prospective Pilots Invited. Bring Your Plane! Discounted, full service fuel. ALL week-end at the Terminal. Windshields Cleaned and Tires Aired. CREDIT CARDS ACCEPTED!

### PRIVATE PILOT GROUND SCHOOL

Next Class Starts March 31, 2014. Each Class is stand alone come for one or all. Every Monday Evening, 7:00 p.m. - 10:00 p.m., West Houston Airport. No prior reservations needed. Licensed Jeppesen Video Presentation! Bring a family member for *half-price*. Don't miss this new and exciting learning experience! Contact C. G. Hankö Henry, Chief Pilot, 281-492-2130.

### INSTRUMENT PILOT GROUND SCHOOL

Sign up for the Spring class. Tuesday Evening, 7:00 p.m. - 10:00 p.m., West Houston Airport. Call to verify course availability Licensed Jeppesen Video Presentation! Contact Hank Henry, Chief Pilot, for further information, 281-492-2130.

### FAA SAFETY MEETING

There will be no safety meeting held at the West Houston Airport Terminal in January. Carol Brackley 713-301-5407 or email [carolav8@att.net](mailto:carolav8@att.net).

### 99'S MEETING

Second (2<sup>nd</sup>) Tuesday Every Month, 7:00 p.m., Terminal Building, 2<sup>nd</sup> Floor. Women's Organization of Pilots, Men welcome! Contact Sophie Thibodeaux 281-391-2958. See website [www.ninety-nines.org](http://www.ninety-nines.org).

### 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., Hangar B-5. Memberships available. Contact 281-579-2131 or email [info@houstonwing.org](mailto:info@houstonwing.org), [www.houstonwing.org](http://www.houstonwing.org).

**OPEN HOUSE - Saturday & Sunday, April 12 & 13, 10 AM - 4 PM**

### EAA CHAPTER 774 MEETING

Third (3<sup>rd</sup>) Thursday of the month 7:00 p.m. Terminal Building 2nd floor. For Meeting Information and Announcements Contact Rick Human 281-463-6769. Great Meetings! Large Turnouts! Join Today.

### GHAFI SEMINAR (Greater Houston Association of Flight Instructors)

For questions or comments contact Carol Brackley at [carolav8@att.net](mailto:carolav8@att.net)

### Texas Concealed Handgun License Class Saturday, March 15, 2014, 9am to 3pm

New 4 Hour Class plus range time, West Houston Airport, Terminal - Upstairs, 18000 Groeschke Road, Houston, TX 77094, Class includes: lunch, classroom, shooting range (indoor range in the area), instruction and all paperwork. Loaner guns available at no extra charge. First time shooters taught how to shoot at no extra charge. You can bring your own ammo (50 rounds) or buy from me for \$20. Cost is \$90. Call or email ([ktwinkle@hal-pc.org](mailto:ktwinkle@hal-pc.org)) Kevin Winkle 713-252-7006.

## WEST HOUSTON AIRPORT

FAA Registration Branch would tighten up the registration of aircraft and documentation would be tightened and lien holders would be shown on the title which the original would go to the lender as in automobile titles. Procedures would be tightened and less time to process. The renewal process would be changed substantially to prevent FAA deregistering aircraft for reasonable failure to timely renew.

No more random ramp checks unless previously published by date, time and place on an appropriate website for reviewing by all pilots. You could go to website or NOTAM to determine if your airport was being visited by FAA. Airport Managers at Public use airports would be notified in advance.

NOTAMs (notices to airman) system completely revamped with no more hieroglyphics for language. All NOTAMs would be written in plain English and have contact information available to pilots. A website would be established to help the pilot through locating NOTAMs that affect the flight so that with the click of a mouse a pilot could easily bring up NOTAMs by route, airport, significance, airspace, and obstructions, categorized in a number of ways to easily find what is appropriate for the intended flight.

All AWOS/ASOS systems shall be included in the FAA's NADEN reporting system. Notations on the site could verify if the AWOS/ASOS has been currently inspected and approved by FAA, but all would be reported.

All required inspections of any certificate holder would cost at least \$1000.00 annually to cover FAA's costs.

No more third class medicals required for any pilots that do not fly for hire regardless of the aircraft flown or conditions flown in. A Drivers License or other license that required similar tests would suffice.

No more building aircraft that have restrictions on the number of seats that they can be certified with or how they can be used. FAA has over the years restricted use of over 12 passenger seats, 19 passenger seats, over 30 passenger seats, 135 and 121 operations would not be restricted to or by the number of seats for operators. No more building airplanes to accommodate politics!

No more goofy regulations preventing pilots from giving prospective students or interested persons a first flight lesson. No more BS regarding the EAA Young Eagles program restricting pilots flying others and discouraging this aviation program and no more BS regarding the payment for fuel for these flights. Encourage other pilots to learn to fly!. What a crock!! I actually believe that anyone at FAA that supports this BS should be discharged NOW!

Sightseeing, photographic and other aerial flights shall begin and end at the same airport and no more stupid mileage limitations regardless of distance. These would not require an FAA operations Certificate such as a 135.

All Certificates issued by the FAA will be displayed on one plastic document and you won't see any photo on the certificate. That means pilot certificate, ratings, mechanic, dispatch etc. will have the same certificate and same number. It is insane to have three or more certificates in your billfold showing what certificates you hold.

No more mandating building airports to FAA requirements (unless airline 139/transport category). Waste of Money ó Can build many airports for every one that FAA requires built to their standards.

Accident investigations would be conducted by private accident investigators and NTSB. FAA would no longer investigate accidents. Need non-biased investigations by third party companies.

No more Ferry Permits as Licensed Mechanic would determine the airworthiness of an aircraft for a ferry flight and make a logbook entry and approve such flight.

Immediately do away with the LSA category ó Don't need it because no medical required!! Yeah!!

Airports would be sent automatically all NOTAMS which affect it. Today airports are the last to get the NOTAMS that affect their operations. They could obtain NOTAMS automatically via internet by signing up for them by location, route of flight, destination airport, or other ways and receive this information via email or text or both.

Stop FAA from obtaining information on the whereabouts of aircraft then publishing this information or giving it out to companies without owner's approval. This is a privacy and security matter.

Fines implemented for unlighted structures. (A real money maker for FAA!)

No more acronyms! FAA has too many! No one knows them all- even FAA personnel. I can't remember them myself, for example KFC, JCP, GMC and DQ are all Greek to me! ALL COMMENTS WOULD BE APPRECIATED! Go to [woody@westhoustonairport.com](mailto:woody@westhoustonairport.com) and let me hear from you.

Woody Lesikar  
Airport Manager  
281-492-2130



•GIFT CERTIFICATES•



AIRCRAFT FOR SALE

1975 Piper Warrior: 5,000 TTA Fresh Annual Low Price  
1991 Cessna 560 Citation V: SOH 3000/2500. Well-equipped! WAAS 500 GPS, Wx, Freon AC, Recent Paint/Interior, CE Svs Center Maint  
1978 Beech V35B Bonanza: 3000 TTA, 700 SFREM, Upgraded Avionics. Air  
1977 Cessna 172XP Dark Color, Garmin 696 GPS, Fresh Annual,

## WEST HOUSTON AIRPORT

### “WEST HOUSTON AIRPORT TEAM”

**Aviation Businesses:**

<b>West Houston Airport (Since 1962)</b>	<b>Flight School, Pilot Supplies</b>	<b>Terminal Building</b>	<b>281-492-2130</b>	<b>www.westhoustonairport.com</b>
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
Air West Interiors	Upholstery	Hangar #1 White East	281-398-3821	www.airwestinterior.com
J & S Detailing (Since 1991)	Aircraft Detailing	On Site	832-202-4198	www.jsaircraftdetailing.com
Dr. Victor Arellano (Baron Pilot)	FAA Medicals (by appt. only)	15410 Ridge Park Dr. Houston, Tx 77095	281-855-2244(o) 281-460-2247(m)	www.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



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info@westhoustonairport.com

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**SHELLY LESIKAR deZEVALLOS**, Corporate Officer, Ext 203; [shelly@westhoustonairport.com](mailto:shelly@westhoustonairport.com)  
**STACY LESIKAR-MARTIN**, Corporate Officer, Business Promotion, [stacy@westhoustonairport.com](mailto:stacy@westhoustonairport.com)  
**C.G. “HANK” HENRY**, Chief Pilot, Ext 211, 8:00 am to 6:00 pm Mon. thru Fri; [hank@westhoustonairport.com](mailto:hank@westhoustonairport.com) \* x36  
**RENEE STRIPLING**, Corporate Officer, Accounting Manager, 8:30 am to 5:00 pm Mon thru Fri;  
[renee@westhoustonairport.com](mailto:renee@westhoustonairport.com) \*\*\*\*\*  
**RICH WHITNEY**, Compliance and Safety Officer, 7:30 am to 5:30 pm Mon thru Fri;  
[rich@westhoustonairport.com](mailto:rich@westhoustonairport.com)\*\*\*\*\*  
**MIKE WHITE**, Lead Supervisor Line Services, 6:00 am to 2:00 pm Mon—Fri; [mike@westhoustonairport.com](mailto:mike@westhoustonairport.com) \*\*\*\*\*  
**RON THOMAS**, Lead Supervisor Line Services, 2:00 pm to 10:00 pm Mon—Fri; [ron@westhoustonairport.com](mailto:ron@westhoustonairport.com) \*  
**BLAKE SMITH**, Lead Supervisor Line Services, 7:30am to 7:30pm Fri-Mon; [blake@westhoustonairport.com](mailto:blake@westhoustonairport.com) \* \*  
**DON EUTON**, AOPA Airport Representative, 281-391-7310, [doche@consolidated.net](mailto:doche@consolidated.net) - volunteer  
**BOBBY JACKSON**, President & Mayor Emeritus, West Houston Airport Subdivision Owners Association, Inc.,  
[bobbyj5471@sbcglobal.net](mailto:bobbyj5471@sbcglobal.net) - volunteer  
**KARL MEDCALF**, West Houston Airport IT Support, [karl.medcalf@yahoo.com](mailto:karl.medcalf@yahoo.com)

**IWS SUPPORT TEAM:**

<b>STEPHANIE GUAJARDO</b> , Customer Service Representative***	<b>ROBERT JACKSON</b> , Linecrew Technician
<b>OLIVIA WATKINS</b> , Customer Service Representative	<b>SERGY PAN</b> , Linecrew Technician
<b>KRISTEN GIBSON</b> , Customer Service Representative	<b>WARREN VANDAGRIFF</b> , Linecrew Technician
<b>JERRY ALLEN</b> , Certified Flight Instructor*	<b>TRAVIS CHATAM</b> , Linecrew Technician
<b>BEN SIGMUNDIK</b> , Certified Flight Instructor	<b>MARK WHITNEY</b> , Linecrew Technician
<b>CHRIS LANGSTON</b> , Certified Flight Instructor	<b>PHILLIP KMIEC</b> , Chief Mechanic*
<b>JUSTIN HUFFMAN</b> , Certified Flight Instructor	<b>OLEG PAN</b> , Maintenance Support
<b>RONNIE BOLES</b> , Linecrew Technician***	<b>SAM TURK</b> , Grounds Maintenance*
<b>MATTHEW RUIZ</b> , Linecrew Technician**	
<b>ERIK DITTMAR</b> , Linecrew Technician*	
<b>IAN SPURLOCK</b> , Linecrew Technician*	
<b>TYLER TEPE</b> , Linecrew Technician*	
<b>SEAN FRITSCH</b> , Linecrew Technician	

\*Indicates years employed

**Direct comments, complaints, suggestions to:**  
**Woody Lesikar, Airport Manager,**  
**281-492-2130**  
**[woody@westhoustonairport.com](mailto:woody@westhoustonairport.com)**



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