

WEST HOUSTON AIRPORT

3 QTR 2015

Weather: CAVU



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New Hangar Homes Going Up At West Houston Airport

West Houston Airport located on Houston's Westside is the closest General Aviation Airport to downtown Houston, the Galleria and the Energy Corridor. The privately owned airport, established in 1962, is home to over 400 based aircraft including everything from Piper Cubs to Citation Jets. It is an FAA designated reliever airport and one of the 100 "Most needed airports in the country", as designated by NATA in their most recent study.

The West Houston Airport has a 4000' paved runway with high intensity lights, PAPI approach light system, GPS approaches, dual taxiways, AWOS, and open 24 hours a day, 365 days a year. First class service is what the airport is known for nationally.

In 2007, the Airport began its quest to develop a unique subdivision

of hangar-homes that would be completely different from any other airpark development. With the idea that a flyer does not want to spend his or her idle time taking care of exterior improvements, the airport came up with a design for a hangar home to be known as AeroVillas which would allow the pilot aficionado resident to have a home with a hangar also known as the "man cave or woman cave", to keep all their hard earned toys including their plane/s, boat, RV, jet skis or auto collection within the confines of their hangar home. The AeroVillas were designed to have a two decade exterior finish for long lasting, low maintenance appeal.

Then came the 2008 financial meltdown and the airport put the project on hold. In 2013 the project was revived and after receiving various approvals, the airport

began selling lots for the distinguished pilot that wants only the finest hangar home in an urban environment.

Each AeroVilla at West Houston Airport is set on a 10,000 sq. ft. lot - not including the concrete taxiway leading up to the double-car "open" into the hangar garage that has a bi-fold door. The hangar home contains 3750 sq. ft. of hangar space and 3500 sq. ft. tri-story living area that measures to a total of 7,000 sq. ft.

AeroVillas closed on its first lot with a shovel ready design by the exclusive hangar home builder Realmark Design Build LLC, an upscale husband and wife team of Courtney and Mark Saldivar, an experienced Breckenridge, Colorado home builder. Jo Lynn Johnston, Sage 100 ERP business consultant, along with her *AeroVillas cont. on page 5*

Download the App for your fuel services! *Page 2 for more*

NEW LOCAL FLYING CLUB *Detail page 3*



See inside page 5 Live. Work. Fly.

*Living Legend C.G. "Hank" Henry continues to learn to fly.
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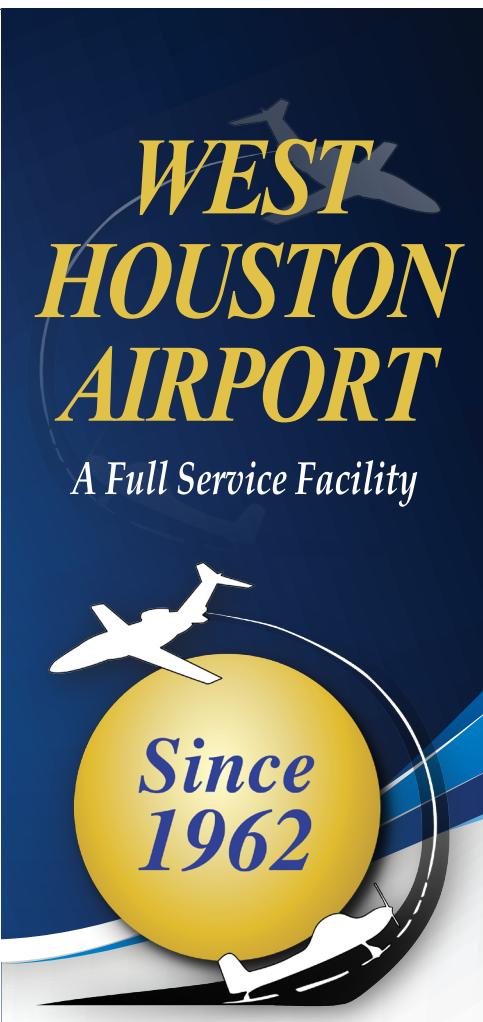
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General Aviation Positively Impacts State of Texas

By Dr. Shelly Lesikar deZevallos

General Aviation and its benefits contribute to every legislative district in the State of Texas. In addition to general economic benefits to the local community, General Aviation provides convenient and efficient access to our vast State for health care, emergency medical transport, emergency response, mail delivery, fire response and a multitude of other purposes. Because of General Aviation's importance in the State, legislators are becoming more and more aware of the industry's importance.

A few facts that may be of interest to you:

- + General Aviation has a total economic impact close to \$15 Billion per year.
- + General Aviation in Texas generates 57,000 jobs.
- + Texas is home to 122 charter flight companies and 423 repair stations.

Positive Impact cont. on page 5

Say No to Privatizing ATC

By Woody Lesikar

I was sitting on one of United flights back from Oshkosh this last month and reading an article in the Hemispheres magazine by Jeff Smisek, CEO of United Airlines. His article was about how much he supported the privatization of air traffic control. He sighted the delays that his airline was encountering at Newark/New York airport and further propounded his 20 years of experience with the antiquated World War II era ground based radar and air traffic control as being the culprit.

Jeff, you are very wrong and furthermore privatizing the air traffic system will not stop or curtail the delays your airline is experiencing.

The real problems causing your delays are too many airline flights departing at the same time and arriving at destinations at the same time as many other airlines, too few runways, airplanes not equipped with the latest equipment, scheduling and dispatching planes with minimal fuel loads

and passenger complaints fueled by inaccurate enroute time which has ultimately required increasing the time between departure and arrival so that actual on time performance could be obtained.

No Jeff, privatization will not be in our best interest. I know that by privatizing the system you feel you will be able to slap some backs and twist some arms and get what you want. In reality, air traffic control is the ONE government function that works well.

We need to keep it that way. We can't let the influence of you fat cat airlines stymie or further inhibit Business and Recreational flying, which is actually the backbone of YOUR industry. Without us, you will be training pilots like the military, and at an extra expense your ticket holders and stock holders will not like.

No Jeff, we don't need to privatize ATC. We just need to keep a good thing going as it is. In other words, "if it ain't broke, don't fix it!"



The Airport in 1962



West Houston Airport 2015,
Aerial photo taken by pilot Stacy Lesikar

Explore from above, learn to fly!

FBO TODAY

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281-492-2130

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FBO Connects for Pilots--It's About Time and Safety

Pilots ask yourself.....

Would you love to have your aircraft information stored in a secure, easily accessible FBO computer system that would allow you to submit your itinerary and flight services request from your smart phone, iPad, or computer directly to your FBO?

If ordering a pizza with your choice of toppings can be done anywhere at any time from your mobile devices then why shouldn't you be able to order services for your aircraft and your flight the same way?

As an aircraft owner myself, I know firsthand how important it is to have the FBO accurately execute your request. I had an incident where an FBO put jet fuel in my Lycoming. There wasn't an audit or paper trail of my fuel request or of the FBO completing the request. Luckily the error was detected prior to takeoff.

Living in the South in 100 degree weather with 100% humidity I can also appreciate the FBO crew knowing what

nothing is missed or forgotten. When you setup your aircraft and pilot profile, you can put in an email address or text message address allowing FBO Connects to notify you that the FBO received your request, is working on your request, and has completed your request.

My aircraft is kept at Million-Air in Alexandria, Louisiana so I have been working with the FBO there to test and prove the value of FBO connects for everyone involved in the planning and executing of aircraft flight planning and management. I built into the software three critical reference points: First: The date/time you entered your request into FBO Connects. Second: The date/time of your planned arrival to the FBO facility. Third: The date/time of your planned departure from the FBO facility. Example: Pull N657MC out for 8:30 am, Top it off with Avgas, and Departure at 9:00 am on Friday 31st of July. The software allows you to ask for other services including oil, ice, windshield cleaning, coffee, etc. It even gives you the option to request a crew car then allows the FBO to reply Yes or No back to you.

All requests submitted through FBO Connects application remain in the computer system until the night after the departure date. All requests are displayed on the revolving board of the FBO 2 hours before the scheduled time of your arrival or departure.

If your aircraft is registered in the system and you didn't fill out an mobile service request, you can call the FBO and they will be able to search the FBO Connects database by your tail number giving them all the information they need to properly fuel the aircraft and fill any other request. Any notes or instructions you've added to your profile will be included in the FBO request such as "Left fuel cap is hard to secure"

This software is FREE for pilots and FBOs. If you fly into any airport that doesn't already have FBO Connects, ask FBO management to go online to www.fboconnects.com to register their FBO at NO CHARGE.

As a bonus, I added the ability for you to setup emergency contacts. An emergency button is included in the application allowing you to immediately alert your contacts in case of emergency. A google map showing your current location will be sent out to your emergency contacts. For example, if you have an emergency landing you can send your position so search crews won't spend up to 18 hours trying to locate you, as the case was in the recent incident in the Colorado Mountains. There will be more updates to come in the future. You can always go to our website to submit comments, and requests.

WWW.FBOCONNECTS.COM Download the mobile application at the Apple App Store, Search FBO Connect.

Will You Be On Board??



time I'm departing and what supplies I need prior to my arrival at the airport so that I can get on with my travels without too much time wasted standing around in the heat or letting my aircraft bake in the sun.

As a software developer with IBM for 25 years, I realized the technology and the need was there for a software application that provided convenience, auditing, and safety for both pilots and FBOs. After speaking to my longtime friend, Woody Lesikar, I decided to develop and offer a mobile application that provides a quick, easy, and efficient way to communicate between pilots and FBOs. For pilots, I created an iPad/iPhone and web application (see below). For the FBO and pilots an online revolving board that shows the status of your aircraft and your request to ensure

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An Aviator's Tale

By Roger Hoestenbach

The date is March 1982. I was relatively new to Houston (from Midland) and had been flying rentals out of Andrau Airpark (AAP), when I heard of a really "cool" airport (IWS) on Groschke Road, which had a monthly Pilot Safety



Roger Hoestenbach in the West Houston Airport's Rental fleet F33C Aerobatic Bonanza

Meeting conducted by a group of Women Pilots, i.e. 99's. This sounded interesting, so I flew over to check it out. The topic that night was "Mogas", in lieu of 100LL (that's right, 33 years ago and we're still debating it !!!) The speaker that night was an "Expert" from a large oil company (there also were two FAA Inspectors in attendance).

Now, that was a subject, that back then I was fairly knowledgeable in, since I was in charge of the Engineering for several Shell Oil Co. Gasoline Plants in West Texas. I made a mistake in challenging some of the "Expert's" presentation. After the Safety Meeting one of the FAA Inspectors (Bill Gray) asked me if I might be interested in becoming a volunteer FAA "Accident Prevention Counselor". So, later, after he briefed me on what this was, I said to myself, "Self, Why Not? All the kids are gone from home and the nest is empty". Laverne, my Wife saw it as a nice way to keep me busy after work, and out of her way. After two months or red-tape interviews in the FSDO, not only was I a Counselor, but I had also moved from AAP to IWS (I was really impressed with IWS and I still am).

and bought into a new 4-way PA-161 partnership; but, only after Laverne bought half of my fourth in OUR Plane. Her Logic: "She felt it was easier to compete with an airplane than with another woman",

I later retired from Shell and added ASME, ASES, And Gliders (Unrestricted - all 3 tows), plus Aerobatic Bonanza and Advanced Maneuvering Program (AMP) Training. I joined the West Houston CAF Squadron and in 1984 became Squadron Leader (Later, in 1993 I became the West Texas Wing Leader for 9 Texas Squadrons).

The 99's were great, but felt they needed to improve. In order to help them I started identifying and investigating the causes of the more common accidents, that needed attention, NOW! Since the 99's were female only, I became a "49-1/2". I designed the talks on a "KISS" basis ("Keep It Simple Stupid"), and the 99's created the learning atmosphere (think refreshments and door prizes). This produced a super-effective team. Our attendance and retention climbed, and accidents went down. Carol Brackley and the 99's made my job very easy' for the next 30 years.

Other Airports in the FAA SW Region wanted what we had; but, they didn't have

Fuel Price Comparison for July 2015

JET A

High Low Avg

7.15 2.50 4.28

4.18 3.09* 3.63

AVGAS (100LL)

Southwest Region 8.68 3.35 5.00

West Houston Airport 5.31 4.80 5.05

*With Volume discount

Published on AirNav.com

CALENDAR OF EVENTS

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

Each Class is stand alone, come for one or come for 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! Call or go-online for the schedule 281-492-2130.

INSTRUMENT PILOT GROUND SCHOOL

Tuesdays Evenings, 10 week course 7:00 p.m.-10:00 p.m., call West Houston Airport for details Licensed Jeppesen Video Presentation! Contact Hank Henry, Chief Pilot, for information, 281-492-2130.

FAA SAFETY MEETING

Fourth (4th) Tuesday 7:00p-9:00p 2nd Floor Observatory. Visit website for details: www.faasafety.gov

99'S MEETING

Second (2nd) Tuesday Every Month, 7:00 p.m., Terminal Building, 2nd Floor. International Organization of Women Pilots! Go to the website: www.ninety-nines.org for more information.

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. Memberships available. Call for tours and flights Contact 281-579-2131 or email info@houstonwing.org, www.houstonwing.org.

EAA CHAPTER 774 MEETING

Third (3rd) Thursday of the month 7:00 p.m. Terminal Building 2nd floor. For Meeting Information and Announcements Visit website www.774eaachapter.org Great Meetings! Join Today.

GHAFI SEMINAR (Greater Houston Association of Flight Instructors)

GHAFI Quarterly Seminar Check the website for more information. Questions or comments visit website: www.ghafi.org

Celebrating 30 Years of Safety at West Houston Airport

By Carol Brackley

A special celebration will be held on Tuesday, September 22nd at West Houston Airport at 7:00 p.m. to recognize and acknowledge the contributions of many organizations and individuals who have participated in the FAA safety meetings at the airport. Our first meeting was held on the 4th Tuesday of June 1985. We have had a monthly safety meeting on the 4th Tuesday of each and every month (except December) continuously since that date. During the years we have had many terrific and informative programs presented by a variety of CFIs, medical examiners, ATC controllers, weather people, and more. It is our hope that many of those presenters will be able to attend our celebration as well as those who have attended the meetings over the years. The attendees are an integral part of the program. Without the attendees there would be no reason to hold these meetings. Information will be posted on faasafety.gov website.

Come Help Us Celebrate Safety.

the 99's nor the large meeting room and facility that IWS had. I started flying to as many of the other airports as I could afford - attendance figures increased. At this point, in 1997, the FAA changed my title (still voluntary) to Aviation Counselor-at-Large, covering the entire U.S. I received three Lifetime Achievement Awards and the 99's inducted me into their International Forest of Friendship/Aviation Walk of Fame in Atchison, KS.

The six most requested (FAA, 99's, DEA, Oshkosh, etc.) programs during the period following 1997 were:

1. Your Worst Fear - An Onboard Fire
2. Your Second Worst Fear a Broken (DEA shot out) Control Cable
3. Surviving Off-Airport Landings
4. On the Edge of Darkness Flying at Night
5. Understanding Aircraft Engine Operations
6. Understanding Aviation Fuels (Fuels, Oil, & Flying)

I must credit the effectiveness of the above programs with my Mentor C.G. "Hank" Henry, IWS

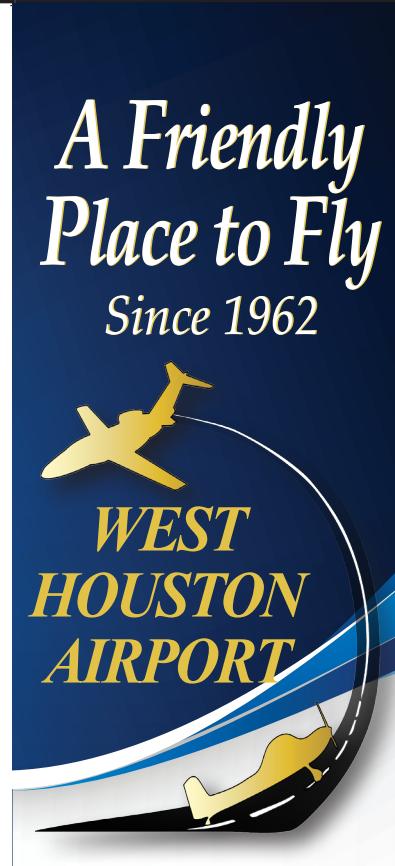


THE NINETY-NINES, INC.

International Organization of Women Pilots



1982 Cessna Conquest I S/N: 425-0116, 6250 TT, 900 Hrs remaining to TBO, New Boots SIDs complete, updated Avionics. New Copilot Windshield and Foul Weather Windows. This is a U.S. Aircraft with Complete Logs and records. Very Nice.



1980 King Air F-90 Comm: Dual Collins VHF-20A NAV: Dual Collins VIR-30A, Autopilot: Sperry SPZ-200A, Raisbeck Dual Aft Body Strakes & High Float Gear. M.O.R.E. Program. Price lowered to under \$500,000.



1981 Cessna Conquest I S/N: 425-0068
TTAF 6400 Since New, Dual VHF 20A COMS, Dual VIR 30A NAVS, Garmin 400 WAAS, Shadin Air Data Computer, Collins ADF 60A, McCauley 4-Blade Propellers, American Aviation Speed Stacks, 3090/3090 Hrs TSOH by Airwork(LH)



1980 Mooney M20K
TTA: 3086, Complete Logs
1800 SMOH, Garmin 530 (non-WAAS) Garmin 340 (4-place ICS w/Aux Input)
KFC-200 (Fully Coupled to GNS-530) KI-525A Slaved - HSI
KNS-80 (#2 NAV), N
New Paint, New Interior



1967 Piper Cherokee 180
TTAF: 3,600 Hrs, SMOH: 1600, "O" STOH
180 HP Lycoming Engine
Garmin 345 Audio Panel
Garmin 530 GPS WAAS
Garmin Transponder/Encoder
King KX 155 NAV/COM/GS
STEC 30 Autopilot with Altitude Hold

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2006 CESSNA TURBO 206H
S/N: T206-08687 Garmin G1000 Glass Panel Display Fully Integrated EFIS System, 90 Gallons Plus 30 Gallons Tip Tanks Useful Load: 1293, KAP 140 Two-Axis Autopilot, Beautiful.



1996 Beechcraft 58 Baron S/N: TH-1777
4500 TTA, 25/25 SMOH Engines (Custom Aeromotive), 25/25 SOH Props, No Known Damage History, Recent Annual, PS Engineering PMA 450 Audio Panel with bluetooth, dual Garmin 530 WAAS GPS, 166 Gallon Fuel, Air Conditioned, Instantaneous Vertical Speed, King KT70 S Transponder Director, New Interior: Gray and Red, New Exterior: White & Red/ Black Stripe. COME TAKE A LOOK!

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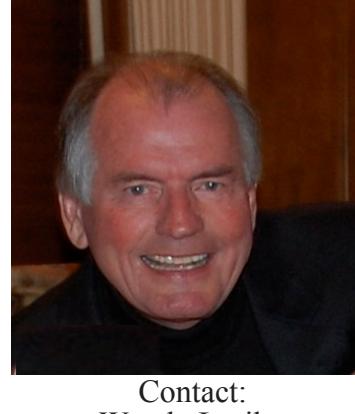
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West Houston Airport's Chief Pilot



Carlos G. "Hank" Henry, who will be 91 in January, is like talking to history itself. What seems a quiet and unimposing gentlemen, is in fact an individual who despite his many years of flight retains his boyish optimism of the world.

Having grown up in what he dubs as 'Hillbilly Tennessee' where his parent's 86 acre farm was roughly 10 miles from the nearest town midway between Knoxville and Nashville, Henry watched the hand propped bi-planes of local barnstormers and knew he was meant to be in the air. Henry longed to leave the farm anxious to get out and do something else. He enlisted in the Army, at 18 after just finishing high school, where he learned how to fly in 1943. The country was still in the depression and the Army gave Henry a way to realize his dreams.

With a quick learning curve, Henry was taught by Army instructors how to fly bombers and would stay roughly two and half years on active duty as a pilot during WWII where he flew B-24 bombers over Norway, Germany, the Netherlands, Belgium, France and Austria.

Hank Henry recalls his first experience in the air, "We had just barely gotten out of the airport traffic pattern and the instructor said 'you take over and turn 45 degrees to the right out of the traffic pattern'. I thought 'you must be crazy I don't know anything about flying this thing'. I thought he was trying to scare me but in the Army you don't argue so I did the best I could and it went from there."

Henry has flown over 32,000 something logged hours the last time he's counted.

He first came to Dallas to take refresher courses and ended up never leaving Texas, staying for an opportunity to develop his mechanic skills.

Setting up a shop in August of 1973, Henry came to the Airport as a mechanic when current Airport Manager, Woody Lesikar first took over the airport. After the chief pilot at the time left to take another job, Lesikar asked him to take over in the chief instructor role. Back then the Airport had only one large hangar with three rows of T-hangars when Lesikar acquired the property. The west side of the airport was acquired in 1980 where lots were being sold to build additional hangars. There are now 42 hangars to the north of the Terminal building. What used to be a rice irrigation reservoir surrounded by rice fields when Henry started here is now all built up.

Henry began teaching in 1947, being a pilot was his way of making a living and staying in aviation. What he enjoys most is the people he's met throughout the years. "Flight is probably one of the most basically honest and friendly industries we have in this country" says Henry. "Doesn't take too terribly long to meet the challenges and skills you must have to be successful in flying and there has to be something that keeps you going and it's the people."

There has never been a threat that would cause him to change his mind about his love of flight, but there was a time when he considered another life. Back when Henry was out at Pearland, he was working on a job and was really just worn out. He was starting to look for something else, something different. Then Mobile Oil tried to get him to take a service station they'd built in Pearland. "I was strongly tempted to take their offer and make a run at it. I would have made more money than what I was

making as an instructor and charter pilot, but the more I got to thinking about it, I knew that in six months to a year I'd pretty much have mastered the operations and everything." Henry explains, "What was I going to do with myself after that. There was not enough challenge there to keep me going. So I backed off of it and I'm glad I did."

Henry collects model airplanes he's flown and hangs from his ceiling in his office as a reminder of the challenges he's faced in his life. He has flown just about anything on the book and has a glider and sea-plane rating and citation type. He views it as a challenge to his abilities and judgment flying an average of three to four flights a day many days.

Teaching lessons over the years has enabled Hank Henry to meet a lot of people some of them he wishes he hadn't he notes with a boyish glint in his eye. The one he most appreciates was meeting with and talking to Gene Cernan, the last man on the moon. Whether they are seasoned veterans like Cernan or rookies taking their first steps, Henry is proud to be a part of so many stories and still believes to experience that first time in the air is the same for all his students.

"When someone starts flying, their first exposure is to flight training regardless of whether they are 16 or 60. They react pretty much the same. It's easier to teach the younger ones because they don't have fear built in. Their minds are more flexible where older people are a little bit more timid about doing things you have to push them into it. They all go through the same stages of learning." For Henry, flight is something you master and you never quit learning. He instills this in the students that come to him for lessons. Despite his almost 72 years of flying, many accomplished awards he still maintains that he hasn't mastered it completely.



West Houston Airports Aircraft Fleet.

Flight School and Rental

Whether you have earned Administration standards. The your wings or are working on full-time employee-instructors them, West Houston Airport can take you from "first has the rental aircraft and flight" through the ATP. This flight instructors to make it all professionalism at the best little happen. Aircraft rental rates airport in Texas is why, since are more than competitive. 1967, our students, renters and Our airplanes are rigorously aircraft owners say we're a maintained. Our flight school "friendly place to fly". Come meets (FAA) Federal Aviation fly with us!



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EXPIRES JANUARY 1, 2016 (This promotional offer cannot be used with any other existing discounts.)



Beechcraft 58 Baron

West Houston Airport Rental Fleet



New Cessna T240 (TTX)



Beechcraft A36 Bonanza



Beechcraft F33C Aerobatic Bo-

From The Cover And More

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FAA Reauthorization and Modernization 2015 Update

By Dr. Shelly Lesikar deZevallos



While most people in the United States were talking about their cookouts and fireworks from the July 4th weekend just beforehand, people in the aviation advocacy industry were feverishly working to prevent Rep. Bill Shuster's (R-PA) proposed FAA Reauthorization legislation from being brought to fruition. The legislation would call for the privatization of the National Airspace System through user fees and strip Congress of FAA oversight (NBAA).

On June 24th, the National Business Aviation Association initiated a 'Call to Action' for NBAA members to contact their elected representatives. On July 6th, after NBAA generated such a response, Rep. Shuster chose not to introduce the legislation.

General aviation in the United States has contributed to the aviation system through fuel taxes that are easily collected and officially administered (NBAA). Privatized systems in foreign countries are funded with user fees that require a new bureaucracy of billing agents, collectors and auditors. The newest United States proposal would call for turning the authority over to a self-interested "board" with the power to determine when companies using business aviation can fly, how much it will cost to do so, and what type of payment – including user fees – will be demanded of operators. We have already seen the negative effects from similarly privatized systems in several foreign countries. This would place a tremendous administrative burden on those required to pay the fees – you and me.

Simply put, our country does not need a cumbersome bureaucracy to collect these onerous fees. General aviation in the U.S. has contributed to the aviation system through fuel taxes that are easily collected and efficiently administered, and should continue to do so. Furthermore, the skies over the U.S. are a national asset, and the general aviation community is committed to ensuring that the future funding and subsequent design of the national air transportation system will benefit all Americans. Only 500 or so cities in the United States have scheduled airline service, but there are over 5,000 small towns in the U.S. with airports that provide access to general aviation.

Access to airports, and to the nation's airspace, creates jobs, generates economic activity, and helps make America's aviation system work for all Americans. In fact, general aviation supports more than a million jobs and generates more than \$200 billion in economic activity each year.

Congressional oversight of the nation's aviation system ensures that the public interest – including the people and companies that rely on aviation in small towns and communities – is served. Privatizing our aviation system could jeopardize these jobs and economic activity by threatening GA access to airports and airspace.

Lets keep America's airspace what it is – the safest and most efficient system in the world. Lets NOT let the airspace be privatized. Get in touch with your Congressional Representative and let them know your thoughts. It matters.

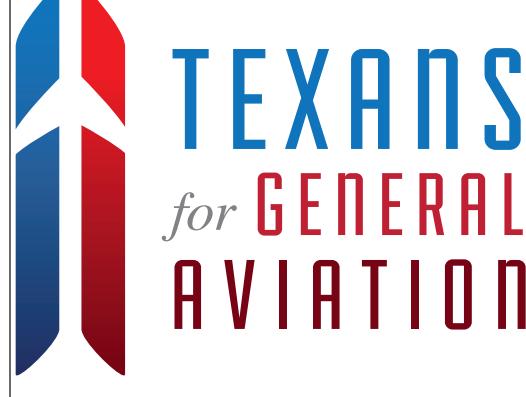
West Houston Airport
Field Elevation: 111
Lat: 29°49.10N Long: 95°40.34W
CTAF/Unicom Freq: 123.0500

Positive Impacts cont. from page 1

+ Texas has 391 Public Use airports, just 25 airline airports, servicing 50,932 pilots and 31,690 general aviation aircraft.

+ General Aviation produces high tech, high paying jobs for all Texas Communities.

During the 83rd Regular Legislative Session in 2013, Representative John Kuempel led the charge for a Texas Legislative General Aviation Caucus. Although not a pilot, Representative Kuempel came from a family business that used their aircraft to help generate business all across the state. He knows what an airport brings to the community and understands the importance of being able to fly to the smaller more rural communities. The



Caucus started off with 17 members and during the 84th Session, this past year, membership more than doubled. With Representative Kuempel's guidance and leadership legislators have been able to learn more about our industry.

The State organization, Texans for General Aviation, volunteer their time to work on getting more legislators to join the caucus and helping organize presentations and speakers for the Caucus. While most aviation issues are considered Federal issues, sometimes our local leaders are not as aware of our industry and that's where Texans for General Aviation comes in to bring awareness communities of the importance of General aviation in the state.

If you are interested in becoming more involved in the Texans for General Aviation organization, please contact shellydezevallos@gmail.com. If you would like to help grow the Texas Legislative General Aviation Caucus, please reach out to your state legislator and ask him or her to join the Caucus. Just like the Congressional Caucuses, the caucus membership is for elected officials only. It's a non-partisan caucus founded to help inform and educate others about General Aviation.

Texans for General Aviation is a statewide not-for-profit organization formed for the purposes of promoting and protecting General Aviation at the state and local level and encouraging careers in General Aviation to students throughout the state. Membership consists of pilots, non-pilots, government officials, teachers, airport managers, FBO owners and others who realize the importance of general aviation to the state.



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AeroVillas cont. from page 1

Cessna 400 became the first pilot to sign up for this exciting development over a year ago. Mark and Courtney Saldivar are constructing Ms. Johnston's home consisting of contemporary quarters with an Italian detailed designed kitchen, a top deck built in spa, an elevator, unique master suite details and many more upscale amenities. The large



AeroVillas

hangar will enclose the owner's aircraft and maybe others or possibly a bigger aircraft in the future. There is enough room to store a variety of vehicles and other business and pleasure craft as and when needed.

"I can't wait!!" says Jo Lynn. "I am consolidating my life and will have everything in one location, my plane, my cars, my business and my home. I can live, work and play in one place. West Houston Airport has a great pilot community and I have been welcomed into the family, plus it is a well maintained and managed airport with all the amenities."

Ms. Johnston's home and office space will be 6,500 sq. ft. plus the hangar of 3,750 sq. ft. for a covered area of over 10,000 sq. ft. This will allow aircraft up to and including a Pilatus to be stored in the hangar. The hangar could store up to four small General Aviation (GA) aircraft including the owner's and a friend's plane, which is allowed in the AeroVillas subdivision. The lower floor will have six offices, conference room and kitchen. "It is great when you have a short commute to the office and my commute will be very short. Although the office is in the same structure as my home, it has a separate entrance away from the entrance to my home." The main living space is on the second floor with the master suite and private rooftop deck with a spa on the third level. "Advantages of living with your plane is you can preflight and pack the night before for those early morning trips and when returning late, just pull in the hanger, go upstairs to bed and leave unpacking until the next day. The convenience is priceless."

Another unique feature is the ability of AeroVilla home owners to call the airport customer service desk, which is open 24 hours a day 365 days a year, and request a fuel truck to their home. "I can get fuel at my hangar door," says Jo Lynn, "there is nothing like it. When I taxi in, I use my on board (the aircraft) remote control to open the bi-fold hangar door and I can taxi right into the hangar, or leave the plane outside and call the airport advisory for the optional valet

in/out service which they will provide."

West Houston Airport has a flight school, aircraft rentals, aircraft sales and over 500,000 sq. ft. of hangar and covered parking available. Calkins Aero, a 25 year old FAA approved repair station and Cessna Service Center is also based at the airport. General Avionics handles avionics sales, installation and other avionics related services. Other services available on the airport include an upholstery shop and aircraft detailing service.

The Airport is located between a private exclusive country club and the City of Houston Cullen Park along with other nearby amenities including, Top Golf, Bear Creek Golf Course, Bill Archer Dog Park, Hearthstone Horse stables, Houston Farm and Ranch Club, Harris County Fair Grounds. Texas Children's Hospital Westside is close by as well as the Methodist Hospital Westside. There are several upscale shopping areas in close proximity and some of the finest nationally known restaurants just a short drive away.

"There is so much they offer and so close", said Jo Lynn Johnston. "I am so excited and ready to move in!"

Shell Oil Company, Conoco-Phillips, BP USA, Murphy, Woods Group, Metro National, Technip, Geico, Academy, Sysco, and many more fortune 500 companies are in close proximity to the airport. Hotels abound including the new Westin Memorial City, Wyndham Park Ten, Marriot, Omni West Houston, Residence Inn, Hotel Sorella City Centre, and many more.

These and many other oil service and support services related companies dot the West Houston Landscape within a short drive. The highest income zip code in Texas is located five minutes from West Houston Airport.

The AeroVillas subdivision



Courtney Saldivar, Woody Lesikar, Airport Manager, Jolynn Johnston, and Mark Saldivar

includes a sixty-five foot paved and in-pavement lighted taxiway, gated access, all utilities, new access road with in-ground lighting and complimenting landscaped and association maintained grounds. Overlooking the airports runway, one can sit on the third floor deck and watch the departing aircraft while sipping a cold beverage, enjoying the outdoor built in spa and outdoor kitchen while entertaining fellow pilots and want-a-bees. The only thought one will have while enjoying these fine homes is when can we move in and where can we fly to next!

AeroVillas hangar homes development is right in the middle of an exciting vibrancy with a fantastic location and all the amenities without the hassles. For complete information on design and building your luxurious hangar home, contact Woody Lesikar at 281-492-2130 www.westhoustonairport.com or Realmark Design Build LLC at 713-389-0806. www.aerovillas.com.



Mark and Courtney Saldivar of Realmark Design Build

AEROVILLAS



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