



GOT AVIATION NEWS: Send to Stacy@westhoustonairport.com tips, comments, events, suggestions, articles, or letters to the editor.



## NEW STOL BACKCOUNTRY RWY AT IWS

West Houston has just opened its Backcountry STOL RUNWAY 15/33 for tailwheel and STOL aircraft only. The daylight use only runway is 1200' in length and 50' wide, is marked with reflectors and threshold markings at each end and located east of and parallel to the existing runway 15/33. The runway is to be considered separate for takeoff and landing purposes in that users will use the same traffic pattern as the existing runway and takeoff and land in sequence as if using the longer paved runway only. There will be no simultaneous operations rather, operations will be in sequence with others so using the existing parallel paved runway. This grass runway has obstructions on both ends and is opened for short field operations only. The parallel grass runway may be used by aircraft with STOL equipment and/or tailwheel planes. It is not designed for operations of non-STOL or tricycle gear planes without special equipment. Aircraft such as Mauls, Scouts, Cubs, Cessna 180/185, Peterson STOL conversions, Bush planes, and others with the ability to take off or land in 1200' with obstructions are approved for use of this grass runway. The airport is not responsible for use of this STOL strip by unauthorized users (non-patron) or aircraft without performance necessary for such operations and operated by pilots with the knowledge of STOL operations. There are about thirty planes at IWS that meet

this criteria. Because of the high interest in backcountry flying, the airport opened this "practice" runway for it's patrons. Woody Lesikar, Manager, reported that several individuals have already tried the runway, including himself with his Cessna 182 with the Peterson 260 plus conversion, which features a canard up front for reduced take off and landing speeds. This specially equipped Cessna can take off in about 500' and land in about the same distance. Featuring a larger than stock



engine, big bush tires, and a canard previously introduced on the Wren conversion from some years ago, the Cessna 182 N260SE is a real exciting back country bird with exceptional performance. To see how well this plane flies, just type in on your browser, "Cessna 182 Peterson Plus 260" and view the extraordinary YouTube videos.

"Having fun flying this amazing airplane and

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Commemorative  
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February 11,  
2017  
Tickets \$20  
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Let's Dance

## Non Towered Airports Traffic Patterns

At non-towered airports, pilots have to make more of their own decisions. He/she is totally responsible for avoiding collisions.

A good time to be monitoring CTAF (Common Traffic Advisory Frequency) is at least 10 miles from the airport. The traffic calls

Arriving at almost any airport is a challenge. Towered airports have their special set of problems and non-towered airports have theirs.

will provide some information about the "Runway in use". If there are no traffic calls, call the CTAF (Unicom) and "Request Airport Advisory". The communicator can provide "Runway in use" and wind condition. They are not qualified to function like a tower and are not likely to be in a position to observe traffic.

If there is no Unicom at the airport, try determining the wind direction and velocity by evaluating your ground speed and drift, notice dust, smoke, ripples or streaks on bodies of water or waves across the fields of grain. As a last resort, fly over the airport at least 500ft. above traffic pattern altitude

NON Towered Continued page 3

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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

### FEBRUARY

14 - Valentines Day, 20 – Presidents Day

Quote: Aviation is proof that given, the will, we have the capacity to achieve the impossible. Eddie Rickenbacker Source [www.brainyquote.com](http://www.brainyquote.com)

Trivia: At what given period of time are there are over 61,000 people airborne over the USA? Answer: hour

#### 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., **Class Started, Jan 16, 2017.** West Houston Airport. 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](mailto:stacy@westhoustonairprot.com) to sign up for the Spring class!

#### FAA SAFETY MEETING,

Fourth (4th) Tuesday 7:00pm-9:00pm Hugh McFarland with FAA TRACON will present on Airspace around the Houston area. Email: [dsvaughncsp@gmail.com](mailto:dsvaughncsp@gmail.com)

#### 99's MEETING

February meeting Saturday February 11, 2017 Contact Becky for more information Meetings International Organization of Women Pilots! Email Becky at [nickellb01@att.net](mailto:nickellb01@att.net), 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. Call for tours and flights at 936-697-3237 or the hangar at 281-579-2131 email [info@houstonwing.org](mailto:info@houstonwing.org), **February 11, DANCE**

#### EAA CHAPTER 774 MEETING

Third (3rd) 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! Join Today.

I am very humbled to announce that I was nominated for the FAAS Team Representative of the Year Award. I have been named as the recipient of this award for the Houston District. Although the regional award went to someone else, I want to express what an honor it is for me to have been nominated and to be able to represent the Houston District. I would like to thank Scott Vaughn for nominating me and also the many friends and colleagues who wrote reference letters on my behalf. It has been my privilege to serve as a FAAS Team Representative and to receive this award for the district.  
Thank you, Carol Brackley



## Fuel Price Comparison for December 2016

JET A	High	Low	Avg
Southwest Region	7.11	1.99	3.91
West Houston Airport	3.91	2.84*	3.37
AVGAS (100LL)			
Southwest Region	8.33	3.05	4.42
West Houston Airport	4.96	4.23	4.59

\*With Volume discount

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## AIRCRAFT FOR SALE

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2004 Diamond DA 20: Come Look.

Woody Lesikar 281-492-2130  
woody@westhoustonairport.com

## Buying an airplane?

Free comprehensive advise on tax issues, pre-buys, depreciation and more! For a consultation and support materials call Woody Lesikar at 281-492-2130.



NON Towered Continued from page 1  
and look for a wind sock, wind tee or tetrahedron  
to help select a runway.

When descending from a “fly over for a look-see” be sure to be well clear of the traffic pattern so you don’t put “Goodyear marks” on another pilot’s head that is already in the traffic pattern. If a conflict occurs, you are most likely to be judged to be “at fault”.

There are several entry methods to an airport traffic pattern that will be encountered at different airports. The one recommended by the FAA in the AIM (Aeronautical Information Manual) section 4-3-3 is 45° to the downwind leg abeam of mid field.

Other entries would be straight-in to upwind leg, 45° to upwind leg, straight-in to crosswind leg, straight-in to downwind leg, and straight-in to final approach, all of these at 1100 msl. Lots of turbine craft cross over the airport at 1600 msl. Common entries to West Houston Airport’s traffic patten are straight-in to upwind leg, 45° to upwind leg, tangent to the corner or straight-into Crosswind leg, straight-in or 45° to downwind leg or straight in to final approach. Remember, straight in traffic has no right-of-way over other traffic. The most commonly used is crosswind very close to the departure end of the runway. Crossing close to the runway end provides space for departing aircraft to cross beneath the arriving airplane with lots of space to spare.

The entry most likely to involve conflict or “near miss” is crossing over the airport and descending before clearing the traffic pattern. A pilot already established in the downwind leg and the pilot crossing his path while descending is at a great disadvantage when looking for the other airplane. Airplane structures usually obstruct their view from the respective position in the cockpits.

An aircraft overtaking another in the traffic pattern should not execute a 360° turn in the traffic pattern. Pass well clear but go around and maybe your luck will be better next trip

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seeing it perform is a dream come true”, Lesikar says. The other brave sole using the runway is Jeff Weiss, with his Husky. After the first use, Weiss commented to Lesikar, “This was the best Christmas present I could have ever gotten!”

For more information regarding the newly opened daylight only runway 15/33 STOL give us a call.

around the traffic pattern. Remember, you cannot see as well while in a turn.

The FAA recommended departure, described in AIM 4-3-3, indicates we should climb to within 300ft. of traffic pattern altitude before making a turn and when leaving the pattern proceed straight-out or turn 45° left or right at pattern altitude.

When departing runway 33 at West Houston Airport, turn 20° left as soon as altitude and airspeed permit, to avoid flying over a subdivision to the north.

Look carefully throughout the time in the vicinity of the airport. Please don’t but heads while wearing an airplane. It would make a terrible noise in the sky.

Happy Flying!! C.G. “Hank” Henry



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# RUNWAY 15

## 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
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

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A.I.C. Security	Total Security System Solutions Hangar B-3	888-242-9777	www.aic-security.com
REALMARK Design	Hangar and Hangar Home Construction Hangar G-4/5	713-389-0806	www.aerovilla.com
Herndon/Muncey	Plumbing Solutions (Investigative) Hangar D-1	281-579-0515	www.herndonmuncey.com



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### AIRPORT CONTACTS: 281-492-2130 Fax: 281-492-7028

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 SHELLY LESIKAR deZVALLOS, Corporate Officer, [shelly@westhoustonairport.com](mailto:shelly@westhoustonairport.com)  
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 RICH WHITNEY, Compliance and Safety Officer, 7:30 am to 5:30 pm Mon thru Fri;  
[rich@westhoustonairport.com](mailto:rich@westhoustonairport.com) \*\*\*\*\*  
 DON EUTON, AOPA Airport Representative, 281-391-7310, [doeh@consolidated.net](mailto:doeh@consolidated.net) - volunteer  
 BOBBY JACKSON, President & Mayor Emeritus, West Houston Airport Subdivision Owners Association, Inc.,  
[bobbyj5471@sbcglobal.net](mailto:bobbyj5471@sbcglobal.net) - volunteer

### IWS SUPPORT TEAM:

#### **RENEE STRIPLING, CFO**

Accounting office open, 8:00 am to 5:00 pm Mon thru Fri:  
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COURTNEY NICKELL, Customer Service Representative\*\*  
 BECKY NICKELL, Customer Service Representative  
 CRYSTAL HOLL, Customer Service Representative  
 TIFFANY GROVE, Customer Service Representative

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 JERRY ALLEN, Certified Flight Instructor\*\*  
 TYLER ROMACK, Certified Flight Instructor

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 SAM TURK, Grounds Maintenance\*\*\*\*\*  
 RICK DELBOSQUE, Vehicle Maintenance

\*Indicates years employed

MIKE WHITE, Lead Line Supervisor, 1st Shift  
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