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WEST HOUSTON AIRPORT

NEWS

Lisa
Castillo
Editor



Woody
Lesikar
Publisher



The Jeffrey J. Weiss Tragedy —Revisited

If you are a regular of the YouTube channel and enjoy watching and learning from plane crash episodes, you have no doubt watched the two recent episodes (FligDebrief and Pilot Debrief with Hoover) of the accident sequence involving our beloved patron, pilot and plane owner, Jeffrey J. Weiss who perished in a Beechcraft 58 Baron crash near Kerrville Texas.

On the morning of April 22, 2019, at approximately 7:30 AM, Weiss, along with five of his close, well healed, friends, took off from the West Houston Airport enroute to the Kerrville airport and in a matter of a little more than an hour, they would all be dead when their aircraft ran out of fuel. The NTSB assigned Michael J. Folkerts to investigate the crash. Folkerts decided early on that the plane ran out of fuel, but he erroneously concluded the reason for the fuel starvation. During Folkerts investigation he relied almost entirely on a non-compos-certificated (not a substitute for OEM instrumentation) engine analyzer which had previously been determined to be inaccurate and installed erroneously. The JPI gauge and transducers installed on the engines, recorded incorrectly the fuel consumption, remaining fuel, and other parameters, all of which should not have been relied on for credible accurate aircraft performance, which Folkerts admitted to doing.

Folkerts, without any corroborating evidence, concluded that during the initial top off by airport personnel, the outboard tanks of the Baron, were not completely filled. He stated that this resulted in Weiss having less fuel than he thought. He also blamed Beaver Aircraft Service for not checking the fuel tank sending units for accuracy, which is rarely performed by any maintenance facilities. Folkerts concocted a scenario in which Jeffrey never preflighted the aircraft to determine if his tanks were topped off before the first of six flights Jeffery made with full fuel and thirty gallons of additional fuel added later. That added up to 224 total gallons that Jeffery had for the six flights he made. Despite the fact that Jeffery wrote down exactly how much fuel he had from the very beginning of the first flight, and then added an additional thirty gallons, Folkerts speculated that there were fifteen gallons or thereabouts less fuel than what was documented and as testified by witnesses. The airport along with Chief Pilot Hank Henry, and myself, over the opposition of Folkerts, determined that Jeffrey flew seven hours with six takeoffs and five landings before the crash, resulting in a Hobbs meter reading of seven hours of "flight" time. The Hobbs does NOT record when the Baron was operating on the ground. This number, based on exact evidence from the plane and records plus fuel for taxi out, takeoff and taxi in, proved beyond a doubt that 224 gallons of fuel was delivered into the tanks of the Beech 58 Baron that crashed.

This amount of fuel proved enough for the flight albeit without reserves, and in fact Jeffrey flew PAST the Kerrville airport while making an approach, which under the circumstances was not warranted and was the determining factor that lead to Jeffery running out of fuel and crashing killing all on board.

The NTSB report, prepared by Folkerts concluded erroneously and deliberately with malice, that the fuel tanks of the Beech Baron were not topped off prior to the six flights, that Jeffrey did not check them and that his own written flight log stated erroneously the amount of fuel in the tanks. Nothing could be more irrelevant than a non-compos mentis who will not look at all the facts and be inquisitive as to evidence. Thus with the NTSB report in hand, the AOPA Air Safety Institute, FligDebrief, Pilot Debrief's and the American Bonanza Society's presentations on YouTube and during training sessions, regurgitated disinformation that Folkerts reported as a fabrication of the events surrounding the Jeffrey Weiss Tragedy. "Garbage In Garbage out!"

This is the very reason that all information gathered from investigations be fully scrutinized for accuracy before disseminating to others.

Your comments appreciated.

Woody Lesikar, Airport Manager, West Houston Airport
woody@westhoustonairport.com

Footnote to the article: NTSB is politically controlled and the outcome of investigations must be taken with a grain of salt.

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Saturday, 10/18/2025 From: 9:00 a.m. – 12:30 p.m.
For more information contact: Rusty Pilots Program
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99's MEETINGS & NEWS:

Contact 99's for meeting information. Website www.ninety-nines.org
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**FAASTeam Monthly safety meeting sponsored in part by the
Houston FAA Flight Standards District Office (FSDO) 99's, and
West Houston Airport every fourth Tuesday evening of the month
at 7:00 p.m.**

**Contact Susan Haass at flyingpyrs@gmail.com or at (713) 385-6123
for more information!**



Susan & Carol

COMMEMORATIVE AIR FORCE (CAF):

Museum opens first and third Saturday of the month 10:00 a.m.- 3:00 p.m.
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JET A	High	Low	Avg	AVGAS (100LL)	High	Low	Avg
Southwest Region	7.60	4.73	6.17	Southwest Region	8.66	4.41	6.54
West Houston Airport	4.99*	4.85*	4.92*	West Houston Airport	5.83*	4.74*	5.29*

*Price Indicates With Weekend Discount But Without The Volume Discount For Jet Fuel Purchase

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Congratulations Whitney Melnick,
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CHAPTER NINETY-NINES AT WEST HOUSTON AIRPORT!



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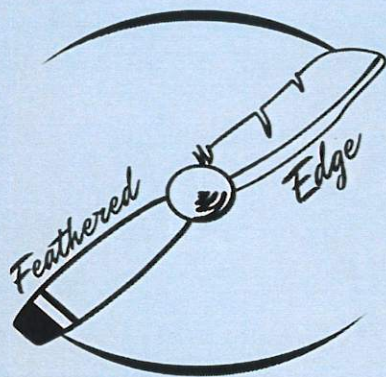
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Feathered Edge Aviation LLC



**Thank you West Houston Airport Pilots
From Feathered Edge Aviation!**

What an amazing airport family we serve! We are so grateful and have been truly blessed to serve the pilots and aircraft owners here at West Houston Airport. It has almost been a year since Feathered Edge Aviation started our opportunity to be your airport maintenance facility. We have met and befriended so many incredible pilots and look forward to better serving you throughout this next year!

If the hangar door is open, stop in to say hello, schedule your routine aircraft maintenance or ask for help if you are having any pre-flight issues. Need to top off your oxygen? Add nitrogen to tires? We offer these as well as broad services for your piston, turboprop and turbine aircraft.

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Thank you once again for your warm welcome and support this past year. Stop by anytime to meet with us or schedule your annual and other maintenance services.

**Klint, Michelle and Colby Calongne
Feathered Edge Aviation LLC
18000 Groschke RD, Hangar 3E
Houston, TX 77084
713-724-5002**

West Houston Airport **Caution**

The airport is experiencing an influx of wild pigs/hogs and some pesky coyotes from the Addicks Reservoir. It is advised that during late night landings you fly over the runway to check it out before landing. Normally these pigs hang out over the grassy areas, but could be crossing over the runway. The airport has not had any incursions for several years.

It is recommended that you use short field landing procedures and after touch down slow quickly as is safe, in order to be able to stop within the distance you can see down the runway with your landing lights. As pilot in command, you are the one making the decisions.

Woody Lesikar
Airport Manager
West Houston Airport
281-492-2130



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Join us for an engaging, interactive seminar to update your knowledge and skills. Attendees will receive valuable take-home resources and up to 3 hours of ground instruction toward completing a flight review.

Open to all pilots, this is your chance to ask questions, get valuable resources, and connect with fellow aviators.

DATE/TIME:

Saturday, October 18, 2025 | 9:00 a.m. to 12:30 p.m. CDT

COST:

Free for AOPA members | \$89 for non-members
(plus a 5% processing fee)*

PRESENTED BY:

Pat Brown, AOPA Foundation Scholarship Mentor

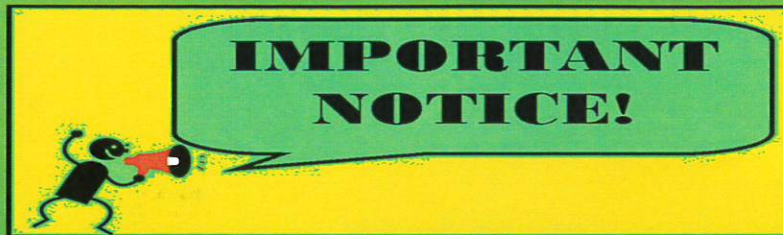
LOCATION:

West Houston Airport (IWS)
Terminal Bldg, 2nd floor
18000 Groschke Rd
Houston, TX 77084

REGISTER NOW

<https://webforms.aopa.org/event/aopa-rusty-pilots-seminar-at-west-houston-airport-iws/e714699>

If you have any problems registering for Rusty Pilots, please call AOPA Membership Services at 800-872-2672.



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Application for construction (New)	\$500
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West Houston Airport Subdivision Owner's Association
P.O. Box 941789
Houston, TX 77094-8789

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Saturday, October 4th, 9AM - 3PM

Venue: West Houston Airport
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Let's fire up the grill, enjoy
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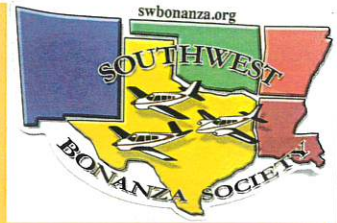
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Texas Biplane	281-698-7524
Leading Edge Helicopter	281-215-3493
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Pat Brown	IWS Resident DPE	Terminal Building	832-654-9831	www.houstondpe.com
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WEST HOUSTON AIRPORT TEAM

AIRPORT CONTACTS: P.O. Box 941789, Houston, TX 77094-8789, 18000 Groschke Road, Houston, Texas 77084

Phone: 281-492-2130, Fax: 281-492-7028 email: info@westhoustonairport.com

SHELLY LESIKAR deZEVALLOS, President, shelly@westhoustonairport.com

WOODY LESIKAR, Executive Vice President, Director of Aviation, Airport Manager, woody@westhoustonairport.com

RENEE STRIPLING, CFO, renee@westhoustonairport.com *17

LISA CASTILLO, Executive Assistant, lisa@westhoustonairport.com

RICH WHITNEY, Compliance and Safety Officer, 8:00 am to 5:00 pm Mon thru Fri; rich@westhoustonairport.com *x25

DON EUTON, AOPA Airport Representative, 281-391-7310, doehe@consolidated.net *x50

BILL HEIAM, President, West Houston Airport Subdivision Owners Association, Inc., volunteer

* Denotes years of service

Please see website for contact and email information: www.westhoustonairport.com



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