

May

2018 Edition

# RUNWAY 15

Same Air  
Airport  
Quicker Flying  
is good business!



# WEST HOUSTON AIRPORT



C.G. "HANK" Henry

## LUBRICATION STARVATION

During the past couple of years there have been several high performance engines that have suffered partial starvation of oil to the main bearings, connecting rod bearings and cam shaft lobes, causing excessive wear.

Some of these events have only required major overhaul several hundred hours before T.B.O. and others resulted in engine failure (at least one from throwing a connecting rod).

On the engines that the history is known, a common item seems to stand out – running at excessive RPM during the first few minutes after engine start and before the oil has had a chance to warm enough to flow through the engine and provide adequate lubrication and cooling for the moving parts.

A good operating procedure for engine start and operation for the first 5 minutes would include operating 1,000 to 1,200 RPM. Avoid high RPM's until the oil has become warm and thin enough to circulate through all the oil passages and lubricate all the moving parts. Operate conservatively, permit overhauls farther apart and cheaper.

## AIRPORT COURTESY

Airport courtesy is not confined to in-flight. Keeping the propeller RPM in the cruising range or lower when flying at Traffic Pattern Altitudes over noise sensitive sub divisions, schools, churches or hospitals is high on the list of annoyances around airports.

Another noise sensitive area is the ramp area around Terminal Building, hangars and F.B.O. (Fixed Based Operations).

In addition to the noise factor is the hazards presented by the propellers and jet blasts of high velocity air that throw pebbles and dirt and, sometimes, slams doors and causes damages and injuries to people, other airplanes, vehicles, doors and windows.

## NOW ON FLIGHT LINE

### Cessna 182-RG

Time to get the high performance and complex endorsements



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Cruise at 65% power...140kts

## EMERGENCY

Smoke in the Cockpit will usually get most pilots attention and command action, unless you want to become a prime item on a barbecue menu. Remember, it requires sufficient amounts of fuel, heat and oxygen to produce a fire.

We can't do much to eliminate enough oxygen, except with a fire extinguisher. Fuel leakage on or near an electrical spark or some other hot object such as an insufficiently cooled radio, exhaust stack or other engine parts, makes for a fire hazard. Not many people smoke in airplanes any more but burning material can drop into places beyond reach, is another hazard. The most common cause of fire in flight seems to be electrically caused by shorted circuits or over heated electronics or motors. Poor quality control during installation or modifications of electrical equipment ranks high on the list of culprits.

When smoke or odors first appear, you may not be sure of what is burning or where. Most emergency checklists tell us to turn "off" the master switch to control most of the current in the airplane.

"THE FINEST IN A FULL SERVICE FACILITY"

Local Frequencies: Cinc 121.050 (281) 443-5844, Apch 123.80

FSS 1800 WX-BRIEF / 1800-992-7433 Innovative Aviation Leadership since 1962

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

### MAY

28 - Memorial Day, 13 - Mothers Day, 19 - Armed Forces Day

QUOTE: The problem with socialism is that you eventually run out of other peoples' money. Margaret Thatcher [www.brainyquote.com](http://www.brainyquote.com)

TRIVIA: What percentage of total lift is generated by the top of the wing and the bottom of the wing? Answer: 85% top 15% bottom

#### PREFLIGHT Breakfast

**Saturdays 7:30 a.m. to 10:30 a.m. Pilots/Prospective Pilots Invited. Fly Your Plane! Weekend prices in effect!**

#### PRIVATE PILOT GROUND SCHOOL

Every Monday Evening, 7:00 p.m. - 10:00 p.m., Class Started April 23, 2018 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 to sign up, 10 week course 7:00 p.m.-10:00 p.m..** Licensed Jeppesen Video Presentation! email [csr@westhoustonairport.com](mailto:csr@westhoustonairport.com) to sign up for the Spring class!

#### FAA SAFETY MEETING

Fourth (4th) Tuesday 7:00pm-9:00pm for more information email Scott Vaughn at [svaughncsp@gmail.com](mailto:svaughncsp@gmail.com);

#### 99's MEETING

Second Tuesdays 7:00pm more information Meetings International Organization of Women Pilots! Email [KathyClark99@prodigy.net](mailto:KathyClark99@prodigy.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).

#### EAA CHAPTER 774 MEETING

Third (3rd) Thursday of the month 7:00 p.m. Contact Jeff Clarke 832-425-8277. Great Meetings! Join Today.

**TEXAS EXPO: May 17 & 18**

**YOUNG EAGLES DAY: June 16 Contact EAA**

**OSHKOSH: July 23-29, 2018**

#### Fuel Price Comparison for April 2018

JET A	High	Low	Avg	AVGAS (100LL)	High	Low	Avg
Southwest Region	7.28	2.79	4.30	Southwest Region	7.83	3.30	4.66
West Houston Airport	4.33	3.17*	3.75	West Houston Airport	5.32	4.63	4.97

\*With Volume discount

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# RUNWAY 15

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ask for Woody Lesikar

**FOR RENT**  
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172S - G1000/AIR,  
Cessna 182RG W/ 430

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1981 Cessna Conquest 1- Great Buy  
1993 Beechcraft Baron 58: Loaded!  
1993 Beech Baron 58: Beautiful  
1975 Piper Cherokee: Trainer  
1983: Ford F800 Chassis, Great on the farm!

EMERGENCY, By c.G. "Hank" Henry Continued

If the fire is accessible and fire extinguisher is available, extinguish the fire as soon as possible. Then, open ventilation to clear possible toxic vapors and get fresh air.

If the fire seems to be in the engine compartment, pull the mixture to "Idle-Cut-Off" and ignition switch to "off". Some of the fuel injected airplanes have a "fuel shut off" valve instead of an "off" position on the fuel selector. This may eliminate the source of ignition and some of the fuel but fuel hoses, oil hoses, insulating materials, etc. may still be a problem. This is the time of the year when bird nesting materials may be found between engine cylinders and against exhaust pipes. Now, you fly a glider with engine for ballast. Most aircraft manufacturers recommend airspeeds at or near cruising and, if the fire is not extinguished, increase the glide speed to find a point where the material will cool enough so it will not continue to burn. Even a stick of wood will not burn until heated enough that it will give off vapors that can burn. If flames or smoke are preventing you from seeing forward, try slipping to throw the smoke or flames to the side enough to permit you to see well enough to complete the landing. Be sure to unlatch the cabin doors before landing to permit rapid exit. During any fire or smoke exposure there is the danger of toxic vapors.

One of the worst sources of toxic vapors is upholstery and carpeting. When getting your airplane re-upholstered, partial or complete, the materials must be burn tested by a flame testing laboratory that is certified by the FAA and obtain the certification from the manufacturer that the materials meet the FAA toxicity standards.

Airport Courtesy, By: C.G. "Hank" Henry Continued

Noise is a problem when pilots start engines and linger on the ramp near the terminal and FBO buildings and operate engines at higher RPMs for longer times than is necessary. This causes interference with conversations and conduct of business in nearby buildings.

Selection of an engine run-up area is important to avoid damages to other airplanes and nearby buildings. Selecting a run-up position that will permit other taxiing airplane traffic to proceed without undue delay. It pays to be courteous.

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# RUNWAY 15

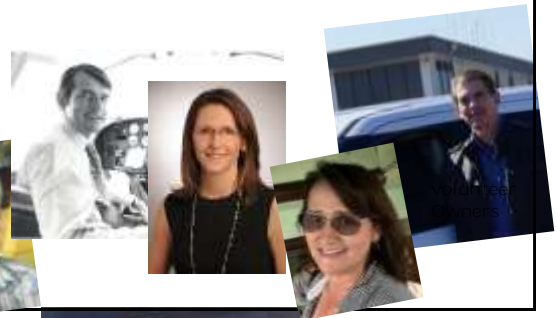
## WEST HOUSTON AIRPORT TEAM

### 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
<b><u>Airport Based Non-Aviation Businesses</u></b>				
A.I.C. Security	Total Security System Solutions	Hangar B-3	888-242-9777	www.aic-security.com
Infinity Roofing	Hangar G7		281-855-2331	www.infinityroofer.com

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

WOODY LESIKAR, Executive Vice President, Director of Aviation, Airport Manager, Available 24/7; [woody@westhoustonairport.com](mailto:woody@westhoustonairport.com)  
 SHELLY LESIKAR deZEVALLOS, President, [shelly@westhoustonairport.com](mailto:shelly@westhoustonairport.com)  
 STACY LESIKAR-MARTIN, Corporate Officer, [stacy@westhoustonairport.com](mailto:stacy@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) \*x18  
 DON EUTON, AOPA Airport Representative, 281-391-7310, [doeh@consolidated.net](mailto:doeh@consolidated.net) -  
 BOBBY JACKSON, President & Mayor Emeritus, West Houston Airport Subdivision Association, Inc., [bobbyj5471@sbcglobal.net](mailto:bobbyj5471@sbcglobal.net) - volunteer



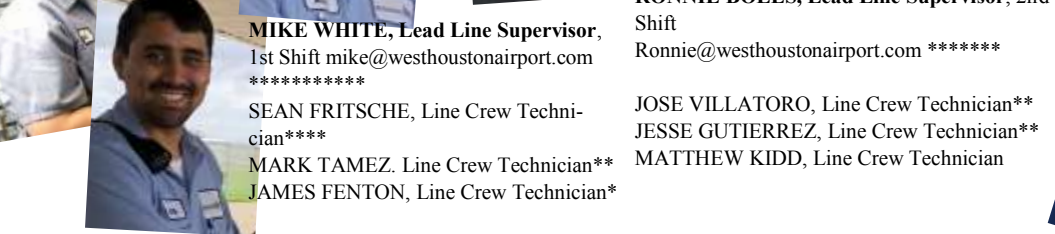
**RENEE STRIPLING, CFO**  
[renee@westhoustonairport.com](mailto:renee@westhoustonairport.com) \*\*\*\*\*  
**COURTNEY NICKELL, Customer Service Representative\*\***  
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**KATY MORRISON, Customer Service Representative**



**THOMAS METZ Lead Line Supervisor, Weekend shift;**  
 Thom-  
[as@westhoustonairport.com](mailto:as@westhoustonairport.com)\*  
**ADAM "BO" CRAIG, Certified Flight Instructor**  
**C.G. "HANK" HENRY, Chief Pilot, 9**  
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**PHILLIP KMIEC, Chief Mechanic\*\*\*\*\***  
**SAM TURK, Grounds Maintenance\*\*\*\*\***  
**JIM WACHS, Assistant Project Manager \***



**RONNIE BOLES, Lead Line Supervisor, 2nd Shift**  
[Ronnie@westhoustonairport.com](mailto:Ronnie@westhoustonairport.com) \*\*\*\*\*  
**JOSE VILLATORO, Line Crew Technician\*\***  
**JESSE GUTIERREZ, Line Crew Technician\*\***  
**MATTHEW KIDD, Line Crew Technician**



**TOBY COOKE, \*\*\*\***  
**ERIK DITTMAR, Lead Line Supervisor, 3rd Shift**  
[Erik@westhoustonairport.com](mailto:Erik@westhoustonairport.com)\*\*\*\*\*