



RUNWAY 15

All comments, complaints, and suggestions are welcome please send to: Woody Lesikar, Airport Manager, 281-492-2130, woody@westhoustonairport.com www.westhoustonairport.com Page 8

WEST HOUSTON AIRPORT TEAM

Aviation Businesses:

West Houston Airport (Since 1962)	Flight School, Pilot Supplies	Terminal Building	281-492-2130	www.westhoustonairport.com
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VT Aviation Academy of America	141 Flight School	Hangar 2East (Blue)	830-584-7058	https://vt-aaa.com

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

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

SHELLY LESIKAR deZEVALLLOS, President, shelly@westhoustonairport.com

WOODY LESIKAR, Executive Vice President, Director of Aviation, Airport Manager woody@westhoustonairport.com, Available 24/7

RICH WHITNEY, Compliance and Safety Officer, 7:30 am to 5:30 pm Mon thru Fri; rich@westhoustonairport.com *x20

RENEE STRIPLING, CFO renee@westhoustonairport.com *13

DON EUTON, AOPA Airport Representative, 281-391-7310, doeh@consolidated.net

- volunteer

Robert Erbrick, President, West Houston Airport Subdivision

Owners Association, Inc.,

robert@erbrick.com - volunteer

* Denotes years of service

Please see website for contact and email information

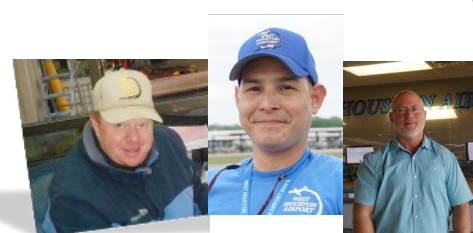
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December 2020



RUNWAY 15



WEST HOUSTON AIRPORT



In RE: Jeffery Weiss Baron 58 NTSB Accident Docket: CEN19FA124

NTSB Investigator's Statement is

NOT Factual

We lost a valued based customer of ours and friends on April 22, 2019, on approach into Kerrville Airport, Baron N501CE. The NTSB's probable cause listed poor fuel planning and not following emergency procedures including appropriate engine feathering. While we do not disagree with the NTSB's probable cause, we do want to set the investigator's record straight.

The NTSB made an erroneous statement implying that West Houston Airport did not top off the airplane eight (8) days and five (5) flights prior to the fatal flight. The NTSB investigator gave inconsistencies and misstatements. He used three different numbers regarding fuel being off by '12 gallons,' '21 gallons,' and '6.9 gallons' in the report. He also stated the aircraft used, '38,' or '39' or '42' gallons on the fatal flight. The investigator never utilized the Hobbs meter, which he referred to as a tachometer, for his calculations, and if he would have, the calculations show the aircraft was topped off previously.

Utilizing the Hobbs meter, and the Pilot Operating Handbook (POH), the calculations would show actual flight time of seven (7) hours plus taxi-out time of four (4) gallons for each of the six flights and heater operation for a total burn of over 224 gallons. The total fuel dispensed into the tanks was 224 gallons – the top off eight (8) days prior and an additional 30 gallons five (5) days prior to the fatal flight.

In addition, the JPI-EDM760 was reading incorrectly prior to the airplane accident, and should not have been a reliable source for any investigation, something that the investigator did not mention. The JPI-EDM760 is not certified as a primary instrument for the aircraft's fuel flow and fuel gauge instruments. It is an aftermarket addition to the plane that the manufacturer specifically states in its operations manual is not a substitute for the primary instruments. The JPI-EDM760 also does not take into account start up and shut down fuel flow, or heater (1 gallon per hour) operation (which was in the "on" position at the crash site). IF the investigator had utilized the HOBBS meter times, which accurately records "flight time" for his calculations

(as installed by the factory in this aircraft), then there is no doubt the aircraft was fueled on the days in question and in accordance with all the evidence.

The pilot, who flew some 500 hours annually in various aircraft, entered the fuel received into the JPI prior to his flights and his hand written calculations. Airport records and witness statements substantiate that he received the amount of fuel requested. One of his errors was not adding enough fuel to legally fly the flight to destination and to the alternate and the 45 minutes IFR requirement thereafter.

We have a 29 page document with 250+ pages of exhibits to show that West Houston Airport did IN FACT properly fuel the airplane as requested and that the plane's available fuel for all six flights was 224 gallons, less than needed to complete the flight to KER.

Let me finish off though - there is still no excuse for not having the IFR minimum fuel and not following emergency procedures including appropriate engine feathering.

Dr. Shelly Lesikar deZevallos

Shelly@westhoustonairport.com

From everyone here at West Houston Airport—

Merry Christmas and

Happy New Year!

May 2021 bring joy, happiness and sanity to the world. Safe flying and

have a prosperous 2021!

The West Houston Airport Team

We will be here and hosting Christmas Day dinner for our patrons if you are flying around!



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West Houston Airport Frequencies: AWOS: 125.575, (281) 579-9820 Local Frequencies: Cinc 121.150 (281) 443-5844 Apch 123.80 Unicom 123.05 ASRI: 129.875 Innovative Aviation Leadership since 1962 FSS 1800 WX-BRIEF / 1800-992-7433

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For More Information contact Woody Lesikar at
281-492-2130, woody@westhoustonairport.com
www.aerovillas.com or www.westhoustonairport.com

ALL WEST HOUSTON AIRPORT EVENTS/ MEETINGS HAVE BEEN TEMPORARILY POSTPONED UNTIL FURTHER NOTICE:

PRIVATE PILOT GROUND SCHOOL

CALL FOR MORE INFORMATION

Register by Sunday @ 7PM by calling us at 281-492-2130

Contact Brandon Carr, bwsmcarr07@gmail.com, once registered

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FAA SAFETY MEETING

Fourth (4th) Tuesday, 7:00pm **TEMPORARILY POSTPONED**

99's MEETING

Contact 99's for meeting information.

website www.ninety-nines.org. Carol Brackley—carolav8@att.net

CHECK FOR OPERATIONAL HOURS:

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. Contact email for tours and flight information at rides@houstonwing.org or the hangar at 281-579-2131, info@houstonwing.org. Volunteers and donations welcome.

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Hangar Space for Lease
Hangar B3
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ken@aic-security.com
281-492-2585



West Houston Airport, P.O. Box 941789,
Houston, Texas 77094-8789
18000 Groschke Rd., Houston, Texas 77084-8789
Phone: 281-492-2130, Fax: 281-492-7028

Fuel Price Comparison for November

JET A	High	Low	Avg	AVGAS (100LL)	High	Low	Avg
Southwest Region	6.47	1.89	3.73	Southwest Region	7.19	2.59	4.18
West Houston Airport	4.33	2.47	3.39	West Houston Airport	4.32	3.74	3.81

*With Volume discount Published on AirNav.com



INVENTORY FOR SALE

- 2003 CESSNA 172S – LEASEBACK AVAILABLE
- 2005 CESSNA 172S – LEASEBACK AVAILABLE
- 2006 CESSNA 172S
- 2007 CESSNA 172S
- 2017 CESSNA 172S – LEASEBACK AVAILABLE
- 2019 CESSNA 172S
- 1979 BEECH DUCHESS
- (2)1994 A-36 BONANZA
- 1999 BEECH BARON 58
- 1974 BEECH B-55 BARON
- 1977 CESSNA 210 M
- 1965 MOONEY M20E

AIRCRAFT RENTALS AND INSTRUCTION RATES

Aircraft	Solo	Dual
Cessna 172S (180HP)	\$195	\$270
Cessna 172S G1000/w/Air/XM Weather/Traffic (180HP)	\$205	\$280
2019/2017 Cessna 172S	\$225	\$300
NEW Cessna 182RG 430W with WX and Traffic ADSB	\$235	\$310
Redbird Simulator	\$75	\$150
INSTRUCTOR RATES:	\$75 PER HOUR	
NON-OWNED INSTRUCTOR RATES:	\$75 PER HOUR	
DAILY RATES:	\$600 PER DAY + ROOM/BOARD	
HOLDING:	\$75 PER DAY	
	CANCELLATION POLICY:	
	NO SHOW: Charged \$100 per hour scheduled and not canceled	
	Less than a 2 hour notice of cancelation : \$50 Flat Charge	

Merry Christmas and Happy New Year!

'Twas the night before Christmas, and out on the ramp,
Not an airplane was stirring, not even a Champ.
The aircraft were fastened to tiedowns with care,
In hopes that come morning, they all would be there.

The fuel trucks were nestled, all snug in their spots,
With gusts from two-forty at 29 knots.
I slumped at the fuel desk, now finally caught up,
And settled down comfortably, coffee in cup.

When the radio lit up with noise and with chatter,
I turned up the scanner to see what was the matter.
A voice clearly heard over static and snow,
Callin' for adviseries to land, IWS below.

He barked his transmission so lively and quick,
I'd have sworn that the call sign he used was
"St. Nick";

I ran to the panel to turn up the lights,
The better to welcome this magical flight.

He called his position, no room for denial,
"St. Nicholas One, turnin' left onto final."
And what to my wondering eyes should appear,
But a Cessna-built sleigh, with eight Textron Reindeer!

With vectors to final, down the glideslope he came,
As he passed all fixes, he called them by name:
"Now Leskr! Now Josey! Now Orent and Zasgi!
On Comet! On Cupid!" What was he thinkin'?

While controllers were sittin', and scratchin'
their head,
They phoned to my office, and I heard it with dread,
The message they left was both urgent and dour:
"When Santa pulls in, have him please call the tower."

He landed like silk, with the sled runners sparking,
Then I heard "Clear of the runway," and "Taxi to parking."

He slowed to a taxi, turned off of three-three
And stopped on the ramp — what a sight to see!

He stepped out of the sleigh, but before he could talk,
I ran out to meet him with my best set of chocks.
His red helmet and goggles were covered with frost
And his beard was all blackened from Reindeer exhaust.

His breath smelled like peppermint, gone slightly stale,
And he puffed on a pipe, but he didn't inhale.
His cheeks were all rosy and jiggled like jelly,
His boots were as black as a cropduster's belly.

He was chubby and plump, in his suit of bright red,
And he asked me to "fill it up, with hundred low-lead!"

He came dashing in from the snow-covered pump,
I knew he was anxious for drainin' the sump.

I spoke not a word, but went straight to my work,
And I filled up the sleigh, but I spilled like a jerk.
He came out of the restroom, and sighed in relief,
Then he picked up his iPad for a weather brief.

And I thought as he silently finished completing his log
These reindeer could land in an eighth-mile fog.
He completed his pre-flight, from the front to the rear,
Then he put on his headset, and I heard him yell, "Clear!"

And laying a finger on his push-to-talk,
He called for clearance thern Unicom talk.
"Taxiing out — southbound direction,
Departing three-three then west at discretion."

He sped down the runway, the best of the best,
"Your traffic's a Grumman, inbound from the west."
Then I heard him proclaim, as he climbed through the night,
"Merry Christmas to all! I have traffic in sight."
Author Unknown, but brilliant (with a few slight modifications for IWS ;-)

CONGRATULATIONS!! WEST HOUSTON AIRPORT STUDENTS



IWS Based Customer Neil Martin earned his Instrument Rating!!
Instructor: Pat Brown

Congrats!



Jonathan Rovall Soloed!!
Woohoo!!
CFI—Christy Graham

Call 281-492-2130 for your next lesson with one of our great instructors. Stay current or get your next rating milestone — and we will proudly publish your accomplishment here in the next newsletter.



WEST HOUSTON AIRPORT PROPERTIES FOR SALE, RENT OR LEASE AS OF DECEMBER 1, 2020

LOCATION	DESCRIPTION	CONTACT
D 11	HANGAR / HOME 10,000 SQ FT Hangar / 4500 SQ FT Residence 7,500 SQ FT Hangar Space with Rental Income For Lease	Woody Lesikar 281-492-2130
G 10 / C 8 / E 4	LOTS FOR SALE From 15,904-19,900 SQ FT Lot Price: INQUIRE	Woody Lesikar 281-492-2130
F1	Largest lot in subdivision on runway Lots of Ramp Area	Woody Lesikar 281-492-2130
F3	APARTMENT FOR RENT 800 SQ FT	Woody Lesikar 281-492-2130
G 15/16	Great Location	Woody Lesikar 281-492-2130

FOR INFORMATION ON THESE PROPERTIES CONTACT
WOODY LESIKAR
281-492-2130

woody@westhoustonairport.com