

FLAPPINGS

Newsletter of the Hicks Airfield Pilots Association

100 Aviator Drive Fort Worth, TX 76179 817-439-HAPA

www.hicksairport.com

Volume 19, Number 1, January, 2004



Gerald E. Kinman

In the RV-8 he built and first flew on 28 November 2003

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HICKS AIRFIELD PILOTS ASSOCIATION

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wsanders@flash.net

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concho@mesh.net

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Sections 2 & 3 **Don Davis** 817-439-1040

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NEWSLETTER:

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PROPERTY MANAGER

PRINCIPAL MANAGEMENT GROUP: 817-451-7300
Leslie Newton Ext. 205

FLADDINGS is the official publication of the Hicks Airfield Pilots Association. Send all communication for inclusion in the newsletter to HAPANNEWS@aol.com or to **Bob Avery** at boba@averytools.com or to **Don Browning** at patopiloto@earthlink.net or to fax # 817-439-8402 (Avery Tools).

MEETING NOTICE

Board of Directors Meeting
7:00 p.m.
Second Thursday of each month

@ Carol Morris' Hangar # 729



FLADDINGS

Editorial Policy

The deadline for submission of letters, articles, minutes, and reports will be the 15th of the month. This should provide sufficient time to lay out, print, and mail the newsletter so that it can be received by the first of the following month. Please provide input in MS WORD format, if possible.

If you are a member and not receiving **FLADDINGS** in the mail and wish to, then email **Bob Samson** (rsamson@aogreaction.com) so that he can correct, or add, your address in the database. In the meantime, you may pick up one copy at Avery Tools, Hangar 411 while they last.

LETTERS TO THE EDITORS: Space will be provided for letters to the editors. Letters will be printed as submitted with the exception of profanity. Letters must include the author's name and hangar number. Unsigned letters will not be accepted. All letters received over email will be verified, and must include the author's name and telephone number. The author's name will appear with the letter. Statement of fact and opinion in letters to the editors, editorials, and commentaries are the responsibility of the author alone and do not necessarily reflect the opinion of the **FLADDINGS** editors, HAPA members or the HAPA Board of Directors.

The President's Corner



I want to personally thank all of you who voted in the past election. A 70% election turn out proves we do care what happens here.

I have been thrust into the President's position. Frankly, it will take some time for me (and the other new Board Members) to come up to speed on what actions have been taken and/or what is on the Board's plate. I trust the other Board Members will help us in this task. In addition, I want to thank **Bob Samson** for endorsing my desire to have an agenda, timely minutes and following Robert's Rules of Order.

I clearly stated the objectives I seek while I'm on the Board. In a "nut shell" I want an open Organization where the business is conducted for and by the members. Don't expect the Board to come to you for each and every decision, but do expect to be able to follow what is happening at Hicks via the agendas and the minutes. Do expect us to come to you for major decisions, such as how to pay for the repair of the runway and taxiways. Do expect us to come to you for help in chairing committees that we will need to establish in the future. If we spread the work around, no one becomes overwhelmed.

I truly believe the vast majority of the owners at Hicks want what is best for the airfield and are willing to pay their fair share. I believe each and every Board member, past or present has a special feeling for Hicks. I know I do.

The major division within HAPA is not what needs to be done, but how we go about solving our problems and to what extent the members are informed and involved.

I believe in finding out what you, the members, want through surveys, workshops and open communications. This places a burden on you because you must respond, you should attend workshops and stay informed. I hope to expand our website so more information is available to you. If I am to be successful you must participate.

I want to thank **Bob Samson**, for his statement in his "the View from the back row in the HAPA Board" when he stated: "The votes show that a majority of the owners wanted a drastic change. We've moved over to give **Jim Yule's** team a chance to run the place. I'd like to encourage all our friends to follow our [**Bob Samson's**] lead. Let's give these folks some running room and see what they can do. Their enthusiasm may be a catalyst that heals old wounds and makes Hicks a better place."

In my opinion HAPA and Hicks is not us verses them; it is WE. We are neighbors and it would serve us all if we all were to think of Hicks Airfield as WE. I don't have the answers to our problems, but I do know the membership does. **Bob** has good ideas, as do all of us. If we can get by the personalities involved and stick to logical discussions with analytical data, we are on the right track to solving our problems together.

Jim Yule

HAPA President

Pat Wallace **The Ballpark in Arlington**
Financial Advisor 1000 Ballpark Way, Suite 209
Arlington, TX 76011

Morgan Stanley toll free 800-733-9457
telephone 817-265-7755
direct 817-276-5511
fax 817-276-5525

Patrick.Wallace@morganstanley.com

Hangar space for rent.

\$200 per month - **817-675-3052**.

LUSCOMBE for sale. 8F, low time, recently rebuilt show stopper. Contact **John Cuny** at Hangar # 222 at **817-875-5909** or **817-439-3939**.

NEW CONSTRUCTION: a 50' x 50' hangar on Lot 48, Block 5, Section 3 - \$75,000. Insulated, skylights, rough in plumbing, high bay lights, 44' X 16' Bi-Fold door, personnel door and 200 ampere service. Contact **Steven Dauenhauer** at **817-996-2470** or **817-220-7972**.

HAPA BOD Meeting Agenda

Thursday, January 8, 2004 7pm

Location Hangar # 729

- 1) Roll call and certifying board proxies (Proxies must be in writing and filed with the secretary)
- 2) Minutes of previous meetings
 - Barbie Brunson - Nov & Dec meetings
 - Mary Reddick - 12/19/04 Organizational meeting
- 3) Financial report - Bob Samson
 - Upcoming bills that need to be paid - Bob Samson, 2003 Treasurer
 - 2003 Annual Report - Bob Samson
 - Time Frame Detail (2004 budget will be based on 2003 expenses)
- 4) Committee reports
 - Grounds and Maintenance - Bryan Martin, Chairman
 - Architectural
 - Section 1 - Jim Yule, Chairman
 - Section 2 & 3 - Don Davis, Chairman
 - Safety - Dan Campbell, Chairman
 - Newsletter - Bob Avery & Don Browning
 - Deadlines, mailing date, delivery date objective
 - Welcoming - Carol Morris
 - New members
 - Other committee reports
- 5) Prior business
 - North side fence status
 - Management company discussion
 - CCR enforcement
 - Board guidelines
 - Assessment billing
 - Expenditures to date
 - License fee review
 - Discussion on which HAPA information is not available to members (restricted information)
- 6) New business
 - Location for HAPA meetings
 - 2004 budget proposals
 - Various committees
 - Publication of new owners information in **FLAPPINGS**
 - 2004 directory rules and chairman to be named
 - Membership survey
 - Board workshops & objectives
 - 2003 financial audit
- 7) Discussion items (non-action) to be announced
- 8) Adjournment.

NOTE:

HAPA Board Meetings will be conducted in accordance with Robert's Rules of Order.

Only items on the agenda will be action items subject to a vote by the Board.

Members may place items on the agenda for Board action no later than the 15th of the month prior to the meeting. Items received after the 15th of the month prior to the meeting are discussion items only. The only exception would be emergency action items.

Participation by the members at Board Meetings is

completely at the Board's discretion. If the Board recognizes a member then other members will not interrupt. Any member who interrupts when someone else is talking may, at the discretion of the Board President or Parliamentarian, be asked to leave the meeting.

Letter to the Editors

We want to thank everyone for placing your trust in us to follow through on what we said during the election process.

For those of you who did not vote for us, our hope is that you will join the entire membership in helping to secure Hick Airfield's future.

There have been many differences of opinion on how HAPA should be run. We look forward to working with the incumbent Board Members in letting the Sun Shine on all HAPA business.

CO-HAPA, which we are spokespersons for, has established the following objectives that we endorse:

COALITION OBJECTIVES:

1. Maximum Member Involvement in HAPA Business.
2. Member vote on all major decisions (such as the \$300,000 License Fee)
3. Clear, concise ballots
4. Verifiable elections
5. Published agendas for all meetings
6. More formality in conducting HAPA meetings.
7. Publishing of accurate and timely minutes from all meetings
8. Access to all HAPA Records and Financial Information for all members

It will take time to achieve these objectives. The quick way for decision-making is for the Board to dictate to the members, however we believe in democracy and member involvement. Democracy is neither quick nor easy. Democracy requires your involvement and, by its very nature, the right of free speech. This means differences of opinion will be aired, discussions are encouraged and the majority will determine the course of action.

What will be discouraged and not tolerated are personal attacks on individuals. The problems and issues in front of us are not personal. Each of us can contribute to the success of solving our problems and issues: if we deal with them using objective data and a rational thought process. All three of us believe past boards have done what they believe is/or was best for the Airport, just as this Board will do what we believe, based on your input, is best for the future of Hicks Airfield.

It is time to come together for all to see the Sun Shinning on HAPA's business.

We look forward to hearing from each and every one of you.

Respectfully,

West Sanders, John Unangst and Jim Yule

Cover Story

By **Gerald Kinman**, Hangar # 342

Subj: Birth Announcement

Date: November 28, 2003 10:45:19 pm

Mr. and Mrs. **Gerald E. Kinman** of Keller, Texas would like to announce the birth of their new airplane today, November 28, 2003, at Hangar 342, Hicks Airport (T67), Fort Worth, Texas. Vital statistics are:

Name: N88GK (aka - "Rivets")
Weight: 1091 pounds
Height: 5 feet, 7 inches
Length: 21 feet
Span: 24 feet
Power: Lycoming 180 hp
Prop: Hartzell constant speed

This project was conceived on, or about, December, 1998, and the adoption arrangements finalized on December 18, 1999, in the form of two pickup loads of partially built aircraft components and many, many pieces of aluminum, steel, and fiberglass and a large assortment of aircraft hardware. Assisting in this difficult delivery process was Mr. **Charlie Kearnes** of Denton, Texas and Mr. **Mike Barber** of Watauga, Texas.

After a gestation period of 17 months and approximately 2500 hours of sometimes difficult but joyous labor, N88GK was christened by Mr. **Robert Stark**, DAR, form Olney, Texas, as an FAA Approved Amateur-Built Kinman RV-8 and deemed to be airworthy and capable of providing many hours of faithful service to its builder and his faithful mate, **Nancy**.

After a suitable period of final preparation, intense scrutiny, gentle but firm shaping, molding and caressing, sometimes with a final touch of #600 wet-or-dry and some appropriate words of encouragement, N88GK was nudged out of her dark, dusty enclosure into a new world of bright Texas sunlight, a gentle cool breeze aligned with Runway 32 and flung into her natural environment 3500feet MSL and 160 KIAS above Hicks Airport at high noon on November 28, 2003. She proved to be a well mannered craft with only a couple of minor birth defects and shows unlimited potential.

The consummation of this new creation would not have been possible without the valuable assistance of the following friends and businesses:

Mike "Trigger Man" **Barber**, master riveter and craftsman; **Fred Dryden** providing technical expertise and guidance; **Lou Fournier** always lending a helping hand; **Bill Freckman**, **Pat Stewart**, **Ralph Horton**, **George** and **Becky Orndorf** for special items and upholstery; **Jay Pratt** at RV Central for special advice, weight and balance assistance and flying chase for that first flight; **Bob Avery** of Avery Tools; **Alex DeDominicis** for the excellent transition training, Van's Aircraft for an outstanding aircraft design and their helpful technical support plus all the people in our RV family who provided visits and words of encouragement to keep on pounding those rivets and wearing out sandpaper.

Annual Meeting

Our annual meeting was a wonderful experience for most due to the unselfish and diligent efforts of a few. On the top of that list is **Debbie Campbell** who, for the third consecutive year, was in charge of ensuring the meeting site was prepared and comfortable for the attendees. A gifted organizer, she worked tirelessly on, and coordinated every detail of the event. Not one to over delegate, she could be found doing the menial chores as well as providing cheerful supervision.

Phil and **Brad Craine** supplied their hangar which is referred to as the Harley Dog Saloon. They went into high gear to ensure the restroom facilities were completed on time. Then they swept and swabbed the whole place. Adequate clearance around the tables was ensured in a somewhat unique, but innovative manner by the use of (you'll never guess) . . . motorcycles. Thank you gentlemen.

Doctor **Alan Sanderson** prepared the nine briskets and they were truly a culinary delight. Thanks, Doc.

Debbie, and all of us, appreciated **Bill Akin**, **Carol Burns**, **Kathy Ditto**, **Carol Morris**, **Mike & Mary Reddick**, and **Jerry Stern** for setting up the tables and chairs and decorating the space. And thanks to those who donated canned goods so that those less fortunate than we are would not go hungry during this special season.

If we left someone off the list it was unintentional and we apologize. We appreciate you all.



Debbie Campbell
and
Granddaughter Sabrina

Election Results December 13, 2003

The HAPA Board of Directors is pleased to announce the results of the BOD election. As you are aware, three positions were up for election this year. Congratulations and many thanks go out to all of the candidates that ran for the HAPA BOD. The top three candidates and new Board Members are: **Jim Yule**, **John Unangst**, and **West Sanders**. Please congratulate them the first opportunity you have. Below are the results of the election.

Total Number of Votes Counted: 1010

Jim Yule:	180
John Unangst:	180
West Sanders:	179
Jerry Stern:	166
Carol Burns:	156
Jim Partington:	149

HAPA's new BOD starting January 1, 2004 will be: **Barbie Brunson**, **David Henson**, **Mary Reddick**, **Bob Samson**, **West Sanders**, **John Unangst**, and **Jim Yule**. The new BOB will be meeting soon to determine who will serve as officers for 2004. Be sure to come to the next BOD meeting to meet your new Board.

David Henson
HAPA BOD President 2003
Cell: 817-239-5322

Transitional Meeting December 19, 2003

Unapproved Minutes

David Henson called the meeting to order at 7:50 pm at Rio Concho.

Bob Samson nominated **Jim Yule** for HAPA President. **Barbie Brunson** seconded the motion. Motion carried. **Barbie Brunson** nominated **John Unangst** for HAPA Vice President. **Mary Reddick** seconded the motion. Motion carried. **Bob Samson** nominated **West Sanders** for HAPA Treasurer. **Barbie Brunson** seconded the motion. Motion carried. **Bob Samson** nominated **West Sanders** for HAPA Secretary. **Barbie Brunson** seconded the motion. Motion carried. Discussion followed regarding combining the two positions due to Principal Management Group doing most of the Treasurer's job. Vote taken: **West Sanders** - 3 votes, **Mary Reddick** - 2 votes.

Next Board of Directors monthly meeting to be held on Thursday, January 8, 2004. The location will be announced in the January **FLADDINGS**, at the mailboxes and at Rio Concho. (Editor's note: the location will be **Carol Morris'** Hangar # 729)

Jim Yule would like to have an acting parliamentarian and appointed Director **Mary Reddick** to that position. He would also like to set up workshops for each issue, problem, etc. in order to brainstorm and to try to find solutions. This will be discussed at the organizational meeting in January. He also requested the board to turn in to him concerns so an agenda can be posted in **FLADDINGS** for each Board meeting.

Bob Samson turned over HAPA's laptop computer to **Jim Yule**.

Jim Yule motioned the meeting to be adjourned at 8:15 pm. **Barbie Brunson** seconded the motion. Motion carried.

Respectfully submitted,
Mary Reddick
Acting Secretary

Present: **David Henson**, **Mary Reddick**, **Bob Samson**, **Barbie Brunson**, **Jim Yule** and **John Unangst** (via telephone).

Absent: **West Sanders**

SOUTHWESTERN INDUSTRIAL SPECIALTIES HANGAR # 524

FASTENERS (USS, SAE, METRIC), CONCRETE J-BOLTS, WEDGE ANCHORS, ABRASIVES, WELDING SUPPLIES, ELECTRICAL (Automotive), SAFETY SUPPLIES or anything else you forgot to pick up at your local Home Depot store and at a better price.

We also carry EPOXY FLOOR PAINT. We have several colors to choose from. Stop by and pick out your favorite color. It will be mixed and ready in 24 hours. **817-439-1995**.

HANGAR HOME FOR LEASE: Hangar # 622 is fully furnished with 2 bedrooms & 2 baths. 1800 sq. ft. of beautifully detailed accommodations. 2000 sq. ft. of hangar space included. Live with your airplane or project. \$1350 plus utilities. Contact **Walter Bartzat** at **817-485-3441**.

CORROSION-X sprayer for rent. With wands and instructional video. \$50 per day plus deposit. Contact **Glen Smith** at Hangar # 742 or call him at **817-267-4735**.

REAL ESTATE SERVICES

For all your real estate needs, including: sales, listings, leasing, market analysis, and property management, please contact **Ursula Barber**, Broker, at **817-439-4848** or **817-501-7399** or email at Ursulabarber@aol.com or just stop by Hangar # 113! Commission discounts to all HAPA members.



Hicks Airfield Pilots Association Financial Report for 2003

Submitted by **Bob Samson**
2003 HAPA Treasurer

2003 Starting Balance	\$56,783.47
Income	
Interest Income	\$256.71
Assessments	
2003 Assessments	\$21,806.28
2002 Assessments	\$4,878.39
New Member Initiation	\$5,000.00
Assessments - Other	<u>\$8,891.62</u>
Total Income	\$40,833.00
Expense	
Bank Check Printing	\$135.31
Awards	\$216.88
Insurance	\$6,180.00
Maintenance	
North Fence Project	\$3,000.00
Runway & Taxiways	
Runway & Taxiway Painting	
(D.Davis paid)	-\$1,545.92
HAPA paid	\$28,534.21
Mowing	\$2,519.39
Repairs	
Runway Lights	\$227.23
Street Sweeper Repairs	\$58.14
Tractor Repairs	\$517.77
Equipment Repairs other	\$14.62
Repairs - Other	\$493.40
Equipment Rental	\$832.99
Hangar space rental	\$450.00
Septic Field Repair -Emergency	\$12,215.00
Fuel, Sweeper, Tractor, Weeder	\$25.00
Common Area Drainage, dirt work	\$1,286.00
Gates & Signs	\$94.00
Miscellaneous	\$30.00
Office Supplies & Software	\$58.96
Postage	\$723.60
Printing	

Flappings	\$2,597.89
Printing - Other	\$24.44
Professional Fees	
Legal Services	-\$8,080.00
Accounting	\$420.00
Program Expense	
Cleanup-Dumpster spring	\$885.30
Cleanup-Dumpster fall	\$755.86
General Meetings	\$166.73
Rib Cook-off	\$1,102.29
Taxes & Fees	\$3,711.05
Principal Management Group	\$2,581.99
Electric Utilities	
Runway Lights	\$1,906.69
Lift Station	\$3,253.28
Kaspers/mailbox lighting	\$600.00
paid by PMG no breakout	\$1,351.52
Electric Utilities - Other	<u>\$46.59</u>
Total Expense	\$67,390.21

Net loss **-\$26,557.21**

2003 Ending balance **\$30,226.26**



Hicks Airfield Ski Club 1st 2004 Ski Fly Out

January 30-February 2
(Weather Permitting)

Weather Alternate February 6-9
Durango, CO.

Easy Access for all aircraft

Lodging: The Iron Horse Inn \$59.00 per night

No cars needed

Extra seats are available

For more info call: Carol Burns (817) 439-0700

CLOSING OUT OPERATIONS!

Engines, cranks, cylinders, all parts. Many cleaned and inspected Lycoming and Continental engine parts. Fixed pitch propellers. Many control surfaces, wings, tools.

1960 PA-23-150, 1982 C-152II, and 2 PA-28-140's.

EVERYTHING GOES!

First advertised to Hicks Airfield by Pro Air-Craft! Most parts located in Hangar # 238. Contact **Lou** at **817-232-8695**.

Letters to the Editors

The View from the Back Row in the HAPA Board

By **Bob Samson** (Board member, non-officer)

It's a new year. Happy New Year fellow Hicks Airport owners and friends. May this be the best year yet, for all of us.

The voters at Hicks have spoken. Congratulations to the winners. **Jim Yule, John Unangst, and West Sanders** are going to lead us to where the sun shines. Better communications and more communications. Stand by for a barrage of communications. Life will be good.

You can't hide. **Jim Yule** is the new BOD President. He now has legal access to owner addresses, phone numbers, and assessment payment records. Be ready to communicate.

I've kept my opinions to myself for the past year. As a BOD Officer I felt obligated to defer to the President. As a regular member, I welcome the opportunity to share my opinions with the other members.

The votes show that a majority of the owners wanted a drastic change. Actually, after a bit of contemplation I had a big sigh of relief. It felt like I dropped the rock as I once heard Texas Governor **Ann Richards** say. The old BOD members saw the sunshine. We've moved over to give **Jim Yule's** team a chance to run the place.

I'd like to encourage all our friends to follow our lead. Let's give these folks some running room and see what they can do. Their enthusiasm may be the catalyst that heals old wounds and makes Hicks a better place.

On the other hand, **Jim Yule** may issue some pompous presidential decree that isn't legal per the CCR's, the Bylaws and/or Robert's Rules of Order. You can be assured I'll call him on it.

THE GOOD

His team certainly "got out the vote". Over 70%.

Amazing. We've never had much over 40%. Was this Chicago style voting? Early and often? They certainly stirred up a lot of enthusiasm for change. Let's hope the energy is directed toward positive improvement on the airfield.

Jim stated that he would run the BOD meetings with Robert's Rules of Order. **Mary Reddick** was assigned the position of Parliamentarian to ensure the rules are followed. He also stated he wanted to prepare the agenda beforehand. Great ideas. Maybe we can get through some quick meetings without boring each other to death.

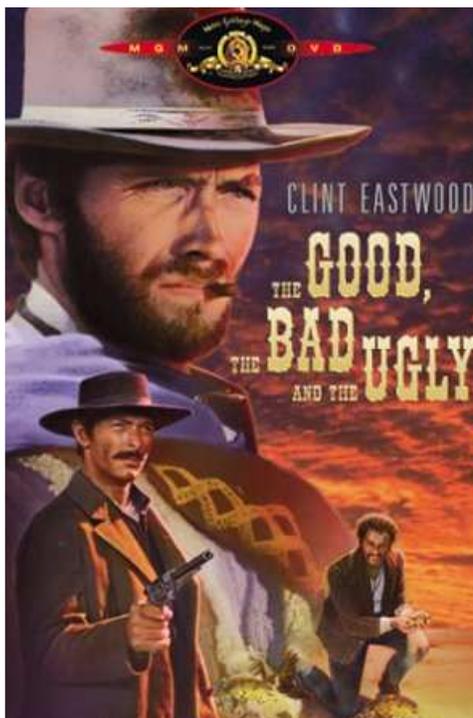
THE BAD AND THE UGLY

One of **Jim's** 1st acts on hearing the election results was to tell the management company he demanded records of delinquent accounts. His team wants to publish names in Flappings even though they've been told it's illegal. **Jim's** response was have your lawyer contact me in writing. Don't you think we've had enough lawyers? Especially after yet another election with lawyers involved. And for what? How much of HAPA's money do we need to spend on lawyers?

John Unangst stated at the Organizational meeting that he wanted to move the BOD meetings to a "neutral" place. His suggestion was to approach Saginaw to rent their City Hall or Community Center. How much should we spend to get away from the airport to hold a meeting? Personally, airplane and train noises don't bother me. **Jim Yule's** hangar would be my choice. If that's not

"neutral" enough, we could always use the hangar HAPA rented to store the tables and chairs, tractor, etc. in. There's no bathroom or heat. But it's plenty neutral.

I do hope **Jim Yule** appreciates that this is an airfield. He flies big airplanes. He lives here. But he hasn't participated in any recent general aviation events at Hicks. He doesn't own an airplane. It puts the burden on the aircraft owners at Hicks Airfield to insure that he is apprised of the issues affecting them. Go forth and communicate.



Some Points from the CCR's

By **Bob Samson**

Sometimes I think the “original owners” are nostalgic for the “good old days” at Hicks. They didn't need a lot of rules. They had an “understanding”. Hicks has grown to 231 owners, about 500 pieces of property, and 272 hangars. I believe we rival the operations numbers with Fort Worth's Meacham Field. We can't run this place with an “understanding”. Everyone will have to learn to live within the CCRs. They are the laws that everyone agreed to when they bought their property.

The CCRs may be a bit more rigid than a “good ole boy” understanding. But they aren't that hard to live with. And it insures that everyone is adhering to the same set of rules. There are no “favorites”.

Changing the subject slightly, I would like to air one small grievance. It felt like everything we did these past few years on the BOD was second guessed by **Jim Yule** and/or one of his “Co-HAPA” friends. There were rumors that **Bob Samson** wasn't doing a good job with HAPA's money. There were rumors of demands for a full audit.

Not to brag, but I was an Eagle Scout. Every dime that HAPA spent while I was holding the checkbook is fully accounted for in the computer and every receipt is filed in a big box. If you'd like to look for yourself, go see the new treasurer. I've turned the HAPA computer with all records over to **Jim Yule** to give to **West Sanders**.

My point here is that Hicks has a tendency to eat up volunteers. So much so that at one point a previous BOD couldn't find a volunteer to be Treasurer. They willingly paid a past member \$25/hr to keep the books. We are really hard on our volunteers. I'd like to see that tradition toned down a bit.

Article VI, Paragraph 2, Item (F)

A “Full Audit” must be approved by 1/3rd of the members in writing.

There's a reason for this restriction. A full audit with a professional accountant looking through all the receipts and comparing them against bank records takes a lot of time. It also costs a lot of money, several thousand dollars for each year audited. YOUR money, HAPA members. If you want to see the books, go look at them. If you want an outside expert to look at them, we already have that done once a year by the accountant that

prepares the taxes. If you want his opinion, give him a call.

To date, I've not seen any formal requests to look at the records.

Did the full audit advocates want to go back to the beginning in the 1980's? Or did the **Bob Samson** bashers just have some suspicion things couldn't have been right this past year without letting everyone see what their neighbors owed on past assessments? How much would you like to see spent on this witch hunt? (Sorry, I can't quite seem to override the insult and report on this issue in a fair and unbiased manner.)

If any disgruntled members want a Full Audit, I urge them to reconsider. Or at least look at the books first.



Revisit the Runway License Fee

By **Bob Samson**

There is a lot of confusion about this fee. A lot of hostility also. It seems that the members either hate it or embrace it. I haven't heard too many say they don't care one way or the other. I even got a copy of a letter from **Anne Ellwood** (Hangar 314) demanding to know why we needed a license after 20 years of airport operations without one.

Remember, we had to come up with the money to fix the runway. We used the numbers (round numbers, not exact numbers) that the “experts” gave us last Spring when we resealed the runway. That included the numbers for the cost and the time frame of when we'd probably have to deal with it.

Of course we could follow **Jim Yule's** campaign promise to "make an informed decision". But, do we really need to spend several thousand dollars to have more experts tell us what we've already been told? This is harsh but I have a sneaky suspicion that **Jim's** goal is to insure the "informed decision" includes fixing his septic system next to the runway so it doesn't leak when it rains (without spending any of his own money.)

Back to the CCRs. We had to make it 100% legal. (Guys like **Jim Yule** were looking over our shoulder. We couldn't just make it "reasonable" or "fair".)

The CCR's give us 3 choices:

1. Runway license fee
2. Regular assessments
3. Special assessments

The runway license fee is to maintain the runway.

The regular assessment is to provide operating capital for the year. (We couldn't just raise the regular assessment to cover a cost 3 years from now. It wouldn't be legal per the CCRs.)

Some people think we should have called the runway fix a Special Assessment. But, a Special Assessment is to be used in the year that it is raised. Not the multi-year time frame that the license fee gives us. In other words, the assessment would have been \$825/hangar all due within one year. I don't think the members would like that choice very much. And remember, a Special Assessment must be approved by 2/3rds of the members.

Do you think we could have rounded up approval from 2/3rds of the members? Without a lot of extra work by the volunteers to explain what we're trying to do? And gather the signatures? Which volunteers? Do you also believe in the tooth fairy? Or should we just have hired someone to do the work for us? How much should we have paid for this service?

The definition of a "lot" was a major sore point at a recent BOD meeting. **Gerald Kinman** (332 & 342) was downright adamant. A lot per the CCRs is a piece of property with a hangar on it. He knew better. A lot is just a piece of property. Some are vacant.

I agree with him. BUT...The law (in this case the CCRs) do not always coincide with a "reasonable" definition. The CCR's are very clear. A LOT is as described in the document. Not what we know it ought to be. (**Gerald** was one of the owners out here when the 5th amendment passed. He had to vote for/against. Why didn't this come up then?)

Quite a few members don't think the license fee is fair. They think the guys with the big hangars and/or the vacant lots should kick in a bigger percentage. I disagree. I've seen some pretty big airplanes in some of the smaller T hangars. Usage wise, I'd say it's about even. Besides, it just doesn't matter. It's spelled out in the CCRs what we have to do if we want to raise some money to maintain the runway. We did it. We agonized over it, but we did it.

It may not be perfect, but it's pretty fair. And it's legal. I don't think you can ask for more.

DON DAVIS REALTY
Contact Jan Lary at 817-439-1040

Hangar For Sale. 140'x60' \$240,800 or may split (828 Aviator) 70'x60' with 50'x16' bi-fold door. \$122,900.
and
(832 Aviator) 70'x60' with 44'x16' bi-fold door. \$117,900.

Hangar For Sale. 518 Aviator - Approximately 5,500 s.f. hangar with 2,200 s.f. offices/apartment. \$240,000.

Hangar For Sale. 501 Aviator - 95'x50' hangar. 4,750 s.f. with approximately 1,850 s.f. of offices with 44'x16' bi-fold door and 12'x14' overhead door. Two 3'x7' personnel doors into bay. Two security systems: one for offices and one for hangar. 3" insulation, 6 skylights, 3 wall lights, 10 commercial solar reflective windows, 1/4" glass and glass door, 200 amp service, 2 heat and air units, 3 half baths, many amenities. \$230,000.

Hangar For Sale. 623 Aviator - Approximately 4,125 s.f. hangar with 1,700 s.f. loft apartment. 4 ton heat pump, game room/office downstairs. \$175,000.

Offices For Rent. 501 Aviator - Located on second floor. Bills paid. \$250 per month per office.

Two Hangars For Sale.

757 Aviator - 65'x50'. \$91,500.

754 Aviator - 70'x75'. \$147,500.

Each hangar has 3" insulation, 200 amp service, rough-in plumbing, skylights, 44'x16' bi-fold door, personnel doors.

Hangar For Sale. 737 Aviator - 55'x50'. 2,750 s.f. hangar. Half bath, painted floor, security system, extra concrete, 44'x16' bi-fold door, 9'x12' overhead door, 3" insulation, 4 skylights, 26 gauge wall panels. \$95,000.

Lots For Sale In Block 1.

Lots 3-3 and 3-4 - Fronts runway. Large lot on great location. \$69,500.

Lot 1-B - T Hangar pad site or a large hangar site. This lot is located on the north end of the runway. \$75,000.

Lots For Sale In Block 4. We have eleven lots for sale in section 3.

The Ground Safety Corner

By **Dan Campbell**, Hangar # 913

This month, let's look at things we all can do when driving around airports.

If you are working on the runway lights or driving anywhere near the runway, keep your emergency flashers on at all times, and if you are moving, turn your headlights on. Watch out for moving airplanes. If it is dark, stop, and kill your headlights to prevent blinding the pilot.

If you are driving near an airplane for any reason; dropping off or picking up a passenger; picking up some cargo or whatever, pull up to the plane with the driver's side of the car next to the airplane. Get the pilot's attention if he hasn't seen you already, and move in slowly. If you can, drive around the nose to the pilot's side, (or the left side) so the pilot can keep an eye on you as well. Just like drivers hitting planes, pilots are less likely to hit things on their side of the plane. Colliding with a stationary object like your car? For pilots it's a very embarrassing accident report to file with their insurance agent.

Approaching choppers is extremely dangerous! This is best left to those with advanced training. If you are approaching a helicopter, watch out for the rotor blades as well as the tail rotor.

Should you have to get out of your car, before you leave the driver's seat: shut down your engine, turn on your emergency flashers, and set the parking brake. You want to make your car as visible as possible and keep it from rolling into an airplane.

Rather than park behind an airplane, park on the side of the airplane, beside the wingtip. Prop wash, that wind behind the airplane's engine, can have a much higher speed than you think. A light plane may only sand blast the side of your car with prop wash. However, if you tried to open your car door just as the pilot ran up his engine, you could get your door forcefully slammed in your face. Because only a few airplanes have back windows, most pilots would not look behind their aircraft for cars.

Pilots must shut down the engine/s if people are going to be walking around the airplane. There just isn't any reason not to. The Experimental Aviation Association has flown over a million kids in their "Young Eagles" program in the last ten years. Before the kids upload or download, the engine is shut down.

One miss-step, or a split second's inattentiveness, and you have a tragedy. Years ago, I heard about a Boy Scout, who, while helping younger scouts get into light planes, backed into an idling prop. He was not killed, but he did lose an arm and part of his leg. Not many people walk into a prop and live to tell about it.

This article should get to you just before Christmas. With that in mind, if you don't have a suitable chimney, please remember to leave a sturdy ladder on the side of your hangar for St. Nick to use. Don't lay out a strand of lights on your roof for him to land on, because Santa is low vision qualified, and some less-than-eagle-eyed pilot may mistake your hangar for a runway!



My Christmas and New Year's wish for everyone is that you *not* do anything that I'll be talking about in our flying safety meetings, or writing about in this ground safety column.

FOR SALE: Two part industrial floor paint. \$30 per gallon. Gray and tan available. Call **Greg** at **817-919-6446**.

Two new construction hangars - 65' X 50' (3,250 sq. ft.) Lot 23 R, Block 4 = \$152,250. 3" insulation with wire reinforcement, 200 ampere, 44' X 16' Bi-Fold door with remote, rough in plumbing for one toilet and one sink, skylights, personnel door. Contact **Greg Howell** at Tarrant Development at **817-715-6446**.

FOR RENT: Hangar space for rent at Hangar # 503. High or low wing okay. Contact **Darrin Wargacki** at **817-543-1037**.

FOR RENT: Hangar space for rent at Hangar # 577. High or low wing okay. Contact **Nancy Cullen** at **817-439-1649**.

FOR SALE: Commercial Vertical-Horizontal Band Saw and Air Compressor. Both new in the crate! Make offer for both. Stored at Hangar # 647. Please contact **David Baumgardner** at **817-312-2612** or email at ddintlfoodco@aol.com.