

FLAPPINGS

The Greatest Hicks Airfield Related Newsletter On The Planet
Almost 300 In Circulation Worldwide!
July 2007



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Table & Chairs

The HAPA Tables & Chairs are available to any current HAPA Member for personal use on the Airport Property for activities such parties, family reunions, meetings, etc.

Please contact Melana to enter your reservation for the Table and Chairs.

Chair: Melana Sinclair 817-306-8750 hapa_asst_sec@yahoo.com

Submittal Policy

The deadline for submission of articles, advertisements, minutes, and reports will be the 15th of the month.

This should provide sufficient time to edit the lay out of the newsletter so that it can be mailed & posted to www.t67.org by the first of the following month. Please provide input in MS Word format, if possible. Flappings will be available online on or about the first of every month. All ads should be submitted in writing to Ron Sinclair, 155 Aviator Dr, Fort Worth, TX 76179 or by email to Ron Sinclair at rons@concote.com



Presidents Corner

By Coy Surles

As we pass the midway point in year one of your new board, lets look at what's happening concerning the important issues we face.

First, let's review where we are in the Avery Lawsuit. We were told by the court that the summary judgment regarding the validity of our fifth amendment would be handed down by June 1st. We are still waiting. This decision is critical in giving us the basis for resolution and thereby removing one of the costly obstacles we face.

Second, about the on-going septic initiatives, we have formed a committee under the guidance of the engineer who designed our systems. Our objective is to make certain we accomplish the necessary repairs and improvements while looking forward to the possibility of tying in to the City of Fort Worth. Currently the nearest line to Hicks is over a mile west of Bonds Ranch and business 287, in Chapel Hill. One of the City engineers predicts we will have a line in close proximity within two years. In the interim, however, much debate exists about how we pay for these improvements and how we assess for septic use in the future. As these discussions progress and we seek legal council about how to best proceed, I will keep all informed.

Third, while our airport community continues to grow we must also be mindful of security issues. This board has approved the addition of a south gate and is currently exploring construction options and securing bids. The plan is to have the gate closed after dark and remain open during the day with hand-held remote access similar to the north gates. Keypad access for guests will be available as well.

Fourth, we are beginning to aggressively pursue taxiway blockage, property maintenance, outside storage of RV's, cars, trailers, fuel, and other violations to make our airport more presentable, and safe.

As board members, one of our most difficult missions is to objectively represent the entire community. Everyone has a voice. If you are a resident, car guy, airplane guy, business, or other, you are given the opportunity to be heard during the first hour of our board meetings. Your voice keeps us abreast of what is important to you and while we are not going to be able to accommodate all your wishes, never underestimate the importance of expressing your opinion and making a contribution.



(actual appearance may vary)

North Gate Openers

Get your very own Fully Electronic Remote Control North Gate Opener...or "FERC-N-GO"

Now on sale for the remarkably low price of only \$13.00!
Take advantage of our Spring Special and receive 2 for only \$26.00!
Get one for each member of the family!

See Sandra Browning at Avery Tools, Hangar 111
Between the hours of 9:00am to 4:00 pm
Or see Don Browning in his FERC-N-GO mobile unit.
Cash Or Check Only

Cover: This month's 'Friend of HAPA', Alan Sanderson & Girlfriend Kim Burkhardt



Tribute to A friend of Hapa

"Dr. DSL"

Alan Sanderson— A Multi-Faceted Hicks Owner and Devotee
By Melana Sinclair

Yes, that wonderful guy, Dr. Alan Sanderson, has done the impossible- after many years of all of us wanting a better internet connection, Alan has been successful at finally getting it done! Effective on June 14Th, 2007 you could sign up with AT&T for DSL- no more dial up. No more wireless that could go down for a week at a time after a storm. No more sitting around, drumming your fingers waiting for photos to download, no more late payments because your internet is out!

Let me introduce you to Dr. Alan Sanderson. Alan has been a Hicks owner since 1997, and a resident for these past seven years. He is a retired dentist, which has been a blessing for all of us folks here at Hicks, because he has more time than others to devote to our airfield. Dr. Sanderson has the drive and desire to continuously help care for our airport. He has done a lot for the airport, but in this **owner's mind, the most visible result of Alan's devotion is his continuous battle to keep the runway lighted. We are fortunate to have 'Dusk to Dawn' lighting here at Hicks, and without Alan's determined battle with those pesky lights- we'd be in the dark more often than not. Alan obviously has an interest in electricity and lights- Alan also worked on acquiring and installing the new beacon and PAPIs in 2001. I don't know about you, but I certainly appreciate all Alan's hard work and determination to keep Hicks lighted!** That beacon is a welcome friend when returning home in the evening!

This is not to say that all Alan does is fix or deal with lighting issues here at Hicks. He has also served on the HAPA Board of Directors, and among his favorite projects was working to get HAPA the **coveted 'non-profit' status. Alan worked with his CPA and Mr. Bill Akin, resulting in the state granting HAPA 501(c)(3) status in seemingly record time. This has resulted in a significant tax savings for HAPA over the years.**

Alan was introduced to the world of general aviation in 1983 by a patient who was a CFI. Since that time he has been the proud owner of a 1981 Cessna 152 Aerobat, and currently owns a 1977 Cessna 182, which he enjoys whenever he can. Interestingly enough, although Alan stated he thoroughly enjoys his retirement, **he has recently started flying charter aircraft. My impression was that this 'charter gig' is really another hobby—he does it because he likes it. He spends a lot of his 'spare' time carrying folks to various places in a King Air 350. Which leads us back to the DSL you can now enjoy here on the airfield..**

Alan had been collecting signatures for a petition to present to AT&T requesting that DSL be made available here. And then, out of the blue, on a charter trip to Alpine, Alan met a lawyer associated with AT&T. Alan did the sensible thing and asked how he could get DSL out here. One thing led to another, and now here we are- with DSL just a phone call away.

Alan, like many of us here at Hicks, is a man of many hobbies- antique cars, sailing, and airplanes. **Alan summarized his opinion about Hicks rather nicely. 'We need to protect and improve what we have here at Hicks Airfield. The life we have here is a rare commodity, and we need to ensure Hicks' future as an airfield.'**

I enjoyed the hour or so I spent getting to know Alan and I look forward to many more conversations and shared stories.

If you have someone you would like to see 'Introduced' in this column- please shoot me an email at 'hapa_asst_sec@yahoo.com', and I'll see what I can do.

Blue Skies & Safe Journeys



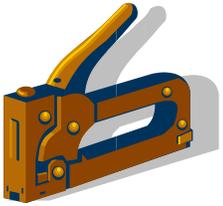


1st annual spring thing report

Well, the first annual Spring Thing is in the box, and was a fantastic success. We were able to spend only a couple of hours there before leaving for the Indy race, so I missed a lot of fun later with the Golf Cart races and other fun events. I watched Larry preparing a truck load of hamburgers and hotdogs which made leaving even more difficult for Melana and me. The rains paid a visit, but were unable to dampen anyone's spirits...because they kept them covered! The party was still going strong when we returned to the airport around 11:30. Larry Henson and staff did a great job putting all this together, and we all hope to see this again next year.



*July HAPA Board of Directors Meeting:
July 10th, 2007 @ Hangar 155
"Let's Talk" at 7:00PM (not to exceed one hour)
BoD Meeting to Follow*



The wing stapler

By Ron Sinclair

Ever have one of those situations where everything slows down like a Kung Fu action sequence? I had one a few weeks back while working on my hangar. I was upstairs moving an air line out of my lift bay when I kicked an unseen insulation hammer stapler. The stapler fell through a small gap in the guardrail around the lift bay and tumbled through the bar joist below. At that point I thought of a number of expletives out of concern for Melana, who was helping me prepare to lift a pallet of sheetrock upstairs. I glanced over in that split second and noticed she was safely out of the rogue stapler's path. I was breathing a sigh of relief when I heard a sickening thunk...which could only mean that the stapler had found the cherry 1956 Cessna 172 below. I descended the stairs and noticed a small rectangular **hole in the outboard section of the port wing. Needless to say my heart sank. And the plane isn't mine** either, which made it ten times worse, of course. So I have a person entrusting me with his pride and joy only to have his wing perforated with my flying attack stapler. The amazing thing is that the plane **isn't under the lift bay or the gap around the guard rail, but a couple of feet away! My 71 MG that sports** steer horns on its hood is under the lift bay. But NOOOOOOO, the stapler couldn't have done the sensible thing - it went out of its way to get the wing, just as sure as a golf ball goes out of its way to find a water trap! The darned thing managed to hit the wing right at the point where the sheet metal is riveted to the spar. This gave it the support it needed to punch through the skin like a can opener. This falls into the category where all the unlikely possibilities become reality.

I slowly pulled out my cell phone while staring at the hole, located the owner's number, and hit the dreaded green call button. Various explanations went through my mind as the phone rang. 1. Er, um ... Gary ... um, I sort of damaged your airplane beyond repair and will begin the salvage operation immediately. 2. Gary, the craziest thing just happened to your airplane. 3. Gary, I have good news and bad news: the good news is that my stapler seems unharmed.... The phone continued to ring. 4. Gary, as you know the weather lately has been terrible for flying and that means repairs could be made to your **plane.... The answering machine picks up. I can't very well leave the guy a message stating that I just** damaged his pride and joy. That would be like breaking up with your girlfriend by leaving a message on **her answering machine! "Gary, this is Ron. Call me as soon as possible." There, that should do it. I** called back after an hour ... no answer; again after 3 hours ... no answer. I stuck a note on his door briefly explaining the damage in case he showed up to go flying. This happened on a Saturday morning **and it wasn't until Monday that Gary got back to me** - his cell had died and he was out of town at his **daughter's graduation. I explained what happened on that ill-fated Saturday morning and Gary took it** pretty well, better than I would have. **Now we're trying to sort out the different options for the plane's** repair. So far they range from a small patch to a complete replacement of the wing.

I have, on numerous occasions, moved planes out of the hanger, or around inside, to keep them out of harm's way. But this was just a routine day with nothing going on above the planes, or so I thought. I have a couple of posters in the hangar from Lockheed warning about FOD, or Foreign Object Damage. These posters are visions of a small metal part being sucked up into an engine or a strip of aluminum bringing down the Concorde. All dangers to be sure, but we must also be vigilant of some of the most benign potential FOD around the hangar. I have heard of various unusual FOD around here at Hicks such as the legendary falling dog. Apparently, a dog is sleeping on a mezzanine, rolls over and smack, **lands right on the wing of a Cherokee. I've heard of a hangar window falling onto an airplane wing as** well. In the future I will certainly be more vigilant of otherwise harmless things. Life is full of pitfalls and FOD we never see coming. In the meantime I will continue to take my well-deserved ribbing about my **episode. My next door neighbor has already called to borrow my new "Wing Stapler"!**





Tips & tricks

By Gary Larson

My Quest for the Perfect Aviation Flashlight

Hi, I'm Gary and I'm a "Flashlight Junkie". I can't pass the flashlight section of a store without stopping to see what they have. Most of us have several AA Mini MagLites® rattling around in our flight bags. There are several add on products that make them more aviation useful.

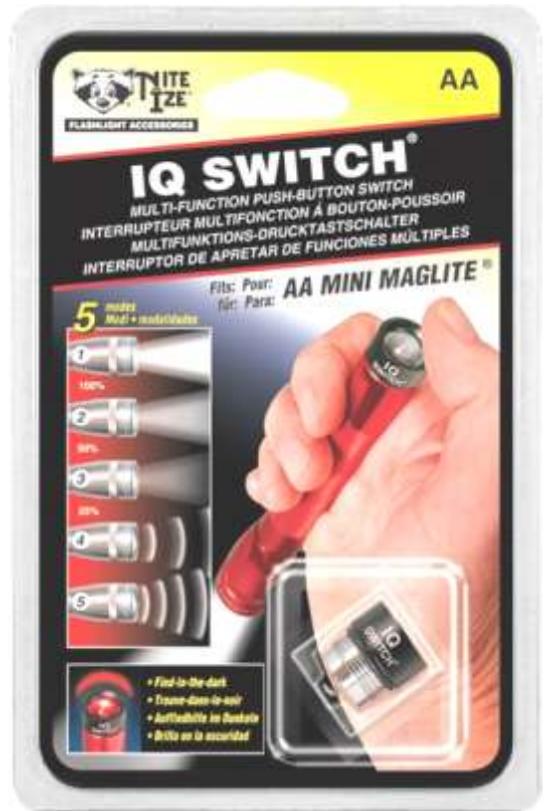
While at the local Wal-Mart, I found this "L.E.D. Upgrade Kit" where you can replace the incandescent bulb found in AA Mini MagLite® flashlight with a 3-bulb cluster of LED lamps... extending the battery life by up to 20 hours! It casts a brighter, whiter, broader, softer pattern of light, less "peaky" and more aviation useful. At night, it lights up a wing nicely for an ice check.



In addition to the LED Upgrade kit, I also found a Multi-function Push-button Switch for the AA Mini MagLite® called the "IQ Switch".

It has many features including dimming and flashing, but the auto power off at about 15 minutes is very helpful for us forgetful people. This will lower the possibility of having dead batteries in your flashlight when you need it most.

The only thing left is to find a red filter to make the MagLite® night cockpit compatible. MagLite® sells a slip on red filter, but it is difficult to take off when you need the bright white light.



I found a better filter, they're called "Bushwacker™ Optic Covers" and they are designed to fit a variety of flashlights. They employ a simple snap-lock feature providing for dust and water-tight integrity and emit a transparent green, blue or red light depending on the need. The colored cover quickly and quietly flips up to utilize the standard white light.

While maybe not the "Perfect Aviation Flashlight", I have converted my AA Mini MagLite® from a holder of dead batteries in my flight bag to a truly useful aviation flashlight.





Financial reports

-Submitted by Jim Usher, HAPA Treasurer

HAPA Income Statement

INCOME	April 2007	YTD 2007
Scheduled Income		
Regular Assessments	8,666	34,683
Runway Fees (470 Lots)	10,612	42,494
Total Scheduled Income	19,278	77,177
Other Income		
Late/NSF Fees	128	504
Fines	0	25
Gate/Miscellaneous Income	264	264
Interest Income	145	546
Total Other Income	537	1,339
Total Income	19,815	78,516
EXPENSE		
Administrative Expenses		
Bad Debt Expense	0	399
Bank/Check Charges	0	80
Collection Services	(50)	250
Copies & Postage	405	1,331
Data Processing	0	438
Rental/Storage	252	910
Licenses/Permits/Inspection Fees	0	0
Meetings	278	403
Supplies	0	0
Printing	561	957
Member Relations	117	206
Professional Services		
Accounting/Audit	0	0
Legal & Professional	532	1,661
Management Fees	854	3,416
Taxes and Insurance		
Directors and Officers Liability	0	0
General Liability Insurance	0	0
Taxes - Other	0	0
Property Taxes	0	337
Utilities		
Electricity	872	4,747
Telephone	0	5
Contracts		
Lawn Maintenance Contract	834	3,519
Courtesy Patrol Contract	0	0
Repairs and Maintenance		
Electrical/Lights	0	933
Fences/Gates/Walls	441	744
Equipment/Tractor Repairs	0	0

	Sign Repair	0	0
	Pavement Repairs	0	0
	Plumbing	0	0
	Septic Field Repairs	5,476	12,223
	Gas/Oil	0	0
	Other Expenses		
	Misc. Expenses	0	205
	Reserve Contributions		
	Septic Drainage	279	279
Total Expense		<u>10,851</u>	<u>33,043</u>
	Net Income/(Loss)	<u>8,964</u>	<u>45,473</u>

Maintenance Projects		<u>March 2007</u>	<u>Total Project</u>
	New Runway Expense	0	316,619

BALANCE SHEET—HAPA As of April 30, 2007

ASSETS

Current Assets

Operating Cash - PMG	29,575
Community Association Bank	
Runway Fee Reserves - PMG	111,852
CAB & Countrywide	
Operating Cash - BOD Justin State Bank	2,209
Short-term Investments - PMG	18,632
Beal Bank	
Clearing Account - PMG	<u>-443</u>
Total Cash	161,826
Accounts Receivable*	31,646
Total Current Assets	<u>193,472</u>

Other Assets

Prepaid Expenses	0
Total Assets	<u>193,472</u>

Note:

*Assessments 30 - 90 days	4,574
*Assessments over 90 days	20,938

LIABILITIES

Current Liabilities

Accounts Payable	269
Prepaid Assessments	64,013
Accrued Expenses Payable	1,668
Total Current Liabilities	<u>65,949</u>

Other Liabilities

Collection Cost/Other Escrow	3,051
Total Other Liabilities	<u>3,051</u>
Total Liabilities	<u>69,000</u>

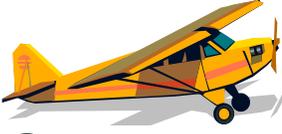
OWNERS' EQUITY

Reserves

Deferred Maintenance Reserve	21,818
Equity	
Retained Earnings	57,180
Total Owners' Equity	<u>78,997</u>

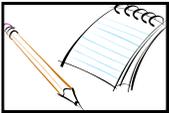
Net Income/(Loss)	45,474
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Total Liabilities and Owners' Equity	<u>193,472</u>
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Fly Ins & Outs

-  Saturday, June 30th-July 1st— Addison, Texas Warbirds Over Addison Cavanaugh Flight Museum See the collection fly 10:00 AM- 5:00 PM daily. Purchase a ride in a B-25
-  Wednesday, July 4th— Bay City, Texas Bay City Fourth of July Flightfest (BYY) Activities for the day include daytime airshow acts along with a nighttime airshow, followed by the best smalltown fireworks show in the state. 979-323-1660
-  Saturday, July 7th — Waco, Texas Pancake Breakfast Fly-In McGregor Executive Airport (PWG) EAA Chapter 59 cooks it up every 1st Saturday 8:30- 11:00AM
-  Saturday, July 14th — July Lufkin, Texas EAA Chapter 1219 & Angelina County Airport (LFK) Fajita Fly-In Every 2nd Saturday 10:00-2:00 Discount Fuel for fly-ins
-  Saturday, July 14th — New Braunfels, Texas Pancake Breakfast Fly-In (BAZ) Every 2nd Saturday- Free pancakes, coffee, and discount fuel
-  Saturday, July 15th-20th— Horseshoe Bend, Arkansas 2007 National Cross Country Air Races/Marion Jayne Speed racing open to all pilots and all piston powered aircraft. Three races: Wichita 300, 1800 Mile Marion Jayne (AAO-6M2-BNA-I43-BEH-83D-ASX-STE) and Stevens Point 300. Cash, trophies, awards and scholarships. Free entry kit online! <http://www.us-airrace.org/> Phone 903-564-9410
-  Saturday, July 21st— Tyler Pounds Field Fly-In/Drive-In Breakfast 8:00-11:00 Every third Saturday hosted by CAP
-  Saturday, July 21st— Ft. Worth, Texas EAA Chapter 670 Flying Young Eagles Hicks Field (T67) (here) Flying kids from Ireland participating in the Ulster Project.



BoD Meeting MINUTES

By Melana Sinclair, Assistant Secretary

A regular meeting of the Hicks Airfield Pilots Association Board of Directors was held on 12 June 2007 in Hangar 155. A quorum being present, the meeting was called to order at 8:02 pm after one hour and one minute of open discussion. Items discussed in the open session were septic issues, annexation, the creation of the Septic Committee, mowing contractors, and PMG fees for buying and selling property, and fines for not maintaining property as per the CCRs, and DSL is now available at Hicks Airfield.

Board members present were Mr. Coy Surles (President), Mr. Ron Sinclair (Vice President), Mr. Jim Usher (Treasurer), and Mr. Bill Akin. Thirteen members of the Association were also present as observers.

Mr. Usher discussed the bank balance, and reported that the septic budget for the year has been spent. Mr. Usher also commented that the budget would be published in Flappings every month.

Mr. Usher reported that he has received a bid for the south gate from Swinger Gate for \$7000, which did not include running the electricity to the desired location. Mr. Usher indicated he intends to get more bids, and will investigate the costs of running the electricity to the required location.

Mr. Surles made a motion that any response concerning the letter from Jean Anderson concerning the septic field issues which affect her property at 141 Aviator be postponed until all board members are present. The motion passed.

The board members present discussed the letter received concerning drainage issues that have allegedly resulted from the repaving project earlier this spring. Mr. Surles made a motion that any response be postponed until all board members are present. The motion passed.

The meeting was adjourned at 8:35 pm.

Respectfully submitted by:
Melana Sinclair,
HAPA Assistant Secretary



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Cell: 817-715-4693 or jlddr@sbcglobal.net



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For more info call
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CAFE

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Friday & Saturday Night—Gourmet Specials,
or order from our regular menu

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(817) 439-1041

New Hours

Tuesday—Thursday 11 am to 3:30 pm
Friday & Saturday 8am to 8pm
Sunday 8am to 3:30 pm

FOR CONTINENTAL (TCM) ENGINES AT ANNUAL OR 100 HOUR INSPECTION *(Or any time a suspect cylinder is in doubt)*

TCM Service Bulletin SB03-3 states: "TCM requires a cylinder borescope inspection be accomplished in conjunction with the differential pressure test." (This is NOT an FAA mandate.) With the development of recent borescopes, this inspection becomes an excellent tool that will affect your decision on a suspect cylinder, regardless of engine manufacturer.

We have a solution: a borescope based here at T67.
For an appointment please call
Jim Usher @ 817-236-7506 or Robert Read @ 817-439-0757.



Your July 2007 Flappings!

The Official Newsletter of Hicks Airfield Pilots Association



Notices:

- The Official Hicks Airfield website is www.T67.org
- If you would prefer *NOT* to receive a paper copy (and view FLAPPINGS online at www.T67.org) please send an email to Melana Sinclair at hapa_asst_sec@yahoo.com
- We are continually updating the online version of the HAPA membership directory- if your info needs updated please email Mike Reddick at michaelreddick@yahoo.com
- **If you haven't yet provided an email address, please do!** We would like to be able to contact as many **HAPA** members as possible via email
- BoD Meeting, July 10, Hangar 155, 7:00 PM. Call Coy Surles or Don Browning to get a topic on the Agenda.

HAPA Asst Sec
155 Aviator Dr
Ft Worth, TX 76179



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