

# FLAPPINGS

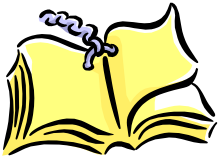
The Greatest Hicks Airfield Related Newsletter On The Planet  
Almost 300 In Circulation Worldwide!  
August 2008



*Mike Olson doing a great job supervising taxiway repairs that no sane person could complain about. Let's all thank Mike and his volunteers.*

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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 as parties, family reunions, meetings, etc. *Please contact Melana Sinclair to enter your reservation for the Table and Chairs. 817-306-8750 [hapa\\_asst\\_sec@yahoo.com](mailto: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 layout of the newsletter so that it can be mailed & posted to [www.t67.org](http://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 [flappingseditor@yahoo.com](mailto:flappingseditor@yahoo.com).



# Presidents Corner

By Gene de Bullet

Well, the "dog days of summer" are certainly upon us, we have new taxiway and stripping, septic is not a problem right now and the FAA continues to work with us concerning safety and pilot education.

Our next board meeting and Pilot's Safety Seminar will be co-located at the Sinclair hangar (156) on August 7, 2008 (see posting for detail.)

The south gate continues to be a real-estate nightmare with our negotiating with Burlington Northern as to right of way. Even with the south gate installed, the airfield still has exposure on our West side and North end where people can still walk or skate board in if they want to. My point is simply we need to police our own airport with reports to Larry Partain as necessary.

The parking problem on the taxiways, etc. has been alleviated and I want to personally thank each of you for your patience and cooperation.

Please give HAPA your support by attending the upcoming Pilot Safety/Wings Seminar and if you get a chance, thank Don Browning for taking on the AOPA designee job at Hick's.

Sincerely,

Gene de Bullet, Jr.



## Board Meeting Double Header

Thursday, August 7th, 5:30 PM, Hangar 156

***BUT WAIT!***

**You also get a bonus;**



## FAA Pilots Safety Seminar

Chili Dogs, Snacks, and Drinks on the house!

Beginning at 6:30 after Board Meeting

***BE THERE!***

*Cover photo by Flappings staff photographer Jim Usher*

# SPEAKING OF SAFETY...

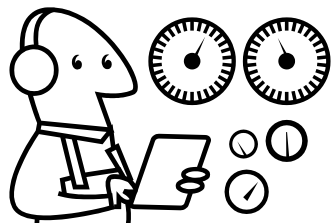
By Glen Smith

We have come to rely on our trusty GPS to take us where we want to go. What if, however, you enter an area where your GPS is no longer operable. Recently there was a NOTAM issued that said that a large area of the southwest might have unreliable GPS signals. With this in mind the following questions are from the LEGEND of a sectional map and this constitutes an open book review of the symbology printed there.

- ⇒ What does the dot within a hard surfaced runway configuration indicate?
- ⇒ What symbol indicates whether or not fuel services are available at a particular airport?
- ⇒ What does the box around the name of an airport mean?
- ⇒ Where would you find the information if a particular runway used a right traffic pattern?
- ⇒ What does the underlining under a VOR frequency indicate?
- ⇒ What symbol indicates Class E airspace? What is Class E airspace?
- ⇒ **What symbol shows MOA's?**
- ⇒ Do obstructions show in height above MSL, above ground or both?
- ⇒ Are aerial cables shown on sectionals? If so, then what is the symbol?
- ⇒ What is the reissue cycle of sectionals? Is the information subject to change before the publish date? Where would you find the new information?



*Bob Avery, The Pied Piper of Fireworks, regales children with parachute launching mortars at his 4th of July celebration at Avery Tool Global Headquarters.*



# IFR FROM HICKS TO "SPAIN" IN Less Than three hours

By Don Browning



**It's easy. All you have to have is an instrument rating and an instrument certified airplane (in this case capable of 150 knots TAS). Of course, you have to comply with all of the rest of the Federal Aviation Regulations like currency and then there is insurance and probably some other things. If you are still with me, I want you to know that I am NOT a flight instructor and that this is just how I do it. It may not be the best way, but it's my way, and I have made this trip and many longer ones many times, and thanks to our superior United States of America Air Traffic Control System it is relatively safe, not complicated, and fun.**

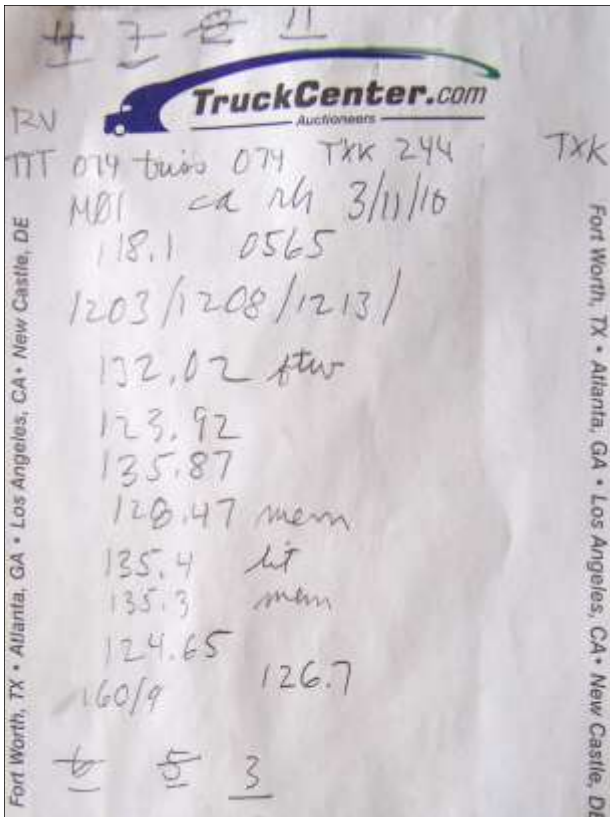
So on 4 July 2008, Sandra and I launched at approximately 0705 from Hicks and were in the pattern at "Spain" (i.e., General Dewitt Spain Airport in Memphis, TN) at about 0944. From our home to the mother-in-law's home in less than 3 hours is faster than using the mach 0.8 pressurized aluminum tubes when you consider the drive to the really big airport, the parking, the screening, and the delays.

First, I recommend that you check the WEATHER and my favorite website to do that is <http://adds.aviationweather.noaa.gov/>. This site has lots of useful data and is very easy to use. My most used tabs are "Prog Charts" and "Radar". Prog is short for prognostication which means scientific guessing, or more acceptably, forecasting. The government only goes out 48 hours, but that is better than nothing, and in 48 hours the weather can change a lot from what was scientifically guessed. The "Radar" tab is really a benefit, because you can see the precipitation picture for your route, or for the whole 48 states, and it is usually less than 15 minutes old.

Second, I recommend you go to <http://fltplan.com/> to create an IFR flight plan. You can also create a VFR flight plan. This is an easy-to-use and very helpful website and I want to thank Hicks' own Lou Fournier for bringing it to my attention several years ago. This site has what computer nerds call an intuitive interface, which of course means one can maneuver here using common sense. If you find this to be difficult, call me and we'll talk. The site does not require you to load software onto your computer; it works online and keeps track of your airplane's data and your flight plans and it's free.

On 29 June 2008 the NAS (National Airspace System) went into ICAO-land some more, and in this case flight-plan-wise. If you use the ICAO (International Civil Aviation Organization) flight plan it requires that you accurately describe your airplane's navigational equipment, but theoretically you will get more "DIRECT" clearances than in the past. It is easy to fill in your airplane's features and there they are forever in FLTPLAN's memory, or until we experience another improvement. There are lots of tools for the general aviation aviator on this marvelous website.

When you have supplied the normal flight plan data and clicked on "Press here for NavLog" you will get your flight plan and your ETE (estimated time en route) based upon your altitude choice. In addition, you will see winds aloft information and ETEs for 2000 feet above and 2 and 4 thousand feet below your chosen cruising altitude. This gives you information that can be used to either change this flight plan or simply request a different "FINAL" (altitude) after you check in with ATC in the climb.



Press the "Save" button and then file your flight plan right now without talking on the phone to the Flight Service Station. If you do this at least a half hour in advance, FLTPLAN will write, on your computer screen, the clearance you are going to receive when you contact Clearance Delivery. This is very helpful. Print the page and go fly.

So we did the preflight and fired up trusty old 71WT and then taxied to the run-up area. A call to Clearance Delivery on 125.9 requesting our IFR clearance resulted in the **anticipated route, namely, "71WT is cleared to M01 via radar vectors to the Maverick 074 degree radial to TRISS (intersection) then the Maverick 074 to the Texarkana 244 degree radial, Texarkana, then on course.** Upon entering controlled airspace fly runway heading and climb and maintain 3000 (feet MSL altitude) expect 11,000 in 10 minutes. Contact regional departure on 118.1. Squawk 0565. You are released at 1203 (UTC), void if not off by 1208, advise **of intentions no later than 1213."** Thanks to FLTPLAN and simple experience, copying and reading this back was not a problem. This is the shorthand I used while listening to the clearance. The blank form was provided to me by the President of TruckCenter.com, Mr. Jerry Connolly, who is a HAPA member and a genuine Hicks Airfield advocate.

We launched, cleaned up (retracted the landing gear and flaps), and checked in with Departure Control, "Regional Departure, N71WT through 1,100 for 3000, runway heading." "71WT, Departure, radar contact, turn left to 090, climb and maintain 4000." Cool. We are going over the top of DFW, which is a shortcut to TRISS. Bring the manifold pressure down to 32 inches and the prop to 2500 RPM. Turn on the autopilot. Level at 4000 MSL, engage the autopilot which flies the heading and holds the altitude. Recheck all of the instruments and we are on our way. Departure advises of some traffic (other airplanes that might get close), some of which we actually saw and gives us a frequency change to the east side. "71WT, Departure, climb and maintain 7000, direct TRISS, resume the departure (procedure)." This is my kind of flying. Some like aerobatics, some like the \$100 hamburger, some just like telling people they are a pilot and own an airplane, but I like using the NAS (19,000 airports 14,500 air traffic controllers, and 50,000 flights per day) which is the most complex aviation system that has ever existed in the history of the world and is paid for by all of our citizens' tax dollars. God bless America!

Once out of the TRACON (Terminal Radar Approach Control) area we are switched to the Air Route Traffic Control Center for our en route segment. "Fort Worth Center, 71WT level 7000." "71WT, Fort Worth, altimeter 3003, direct Texarkana." Then minutes later, "71WT climb and maintain 11,000, cleared on course to M01." Now we could use our IFR approved Garmin 430W to fly directly to General Dewitt Spain airport in Memphis, TN . . . . so we did.

Attached to the pilot's yoke is our backup GPS which is a Garmin 496 with XM weather imposed on the display. I like this box, because in the unlikely case of a complete aircraft electrical failure I still have 2 to 3 hours of navigation and weather information. You can see that



Backup GPS with XM Weather

there was some weather to the north of our track and **the airplane's storm scope said it had high voltage in it.**

We ate the sandwiches that Sandra had made for us and drank some apple juice. She took a nap, and so did I. Just kidding about me. We flew through some clouds, they were benign, and it was fun. We talked to Little Rock Approach Control, then Memphis Center, and then Memphis Approach and it was all good. As we were approaching our destination the controller asked **us to be at 6000 feet 40 nautical miles west of "Spain".** So we descended at about 1000 feet per minute to satisfy the clearance, and made it. We cancelled our IFR flight plan about **10 miles west of "Spain" and made an uneventful, right traffic, visual landing on 17.** Sandra's mom picked us up about 15 minutes later.



Lightning Northeast of Our Track

IFR flying is a swell way to use your airplane if you take trips. I always file IFR if I am leaving the area, regardless of the weather. I need the practice. I am comforted by always being in communication with ATC. **If I have an emergency they don't ask me for my position, because they know where I am and the type of airplane I am flying. They vector me around weather even if I don't ask. I fly legally through TFRs all the time, and am helped through, around, over and under MOAs (Military Operating Areas) by the greatest air traffic controllers in the world . . . . unless I'm near or in New York, but that is another story.** What a blessing it is to live with your airplane at Hicks Airfield!



### *Congratulations to Don Browning!*

*Don was recently appointed to be the AOPA's Airport Support Network (ASN) volunteer for Hicks Airfield (T67).*

**The AOPA ASN charter is to "Promote, Protect, and Defend America's Community Airports".** AOPA's goal is to have an Airport Support Network (ASN) volunteer at every public-use airport in the United States. AOPA is working to appoint one member who will act as a volunteer and be their "eyes and ears" at every public-use airport across the United States.

In his role as AOPA ASN volunteer Don will have many duties, some of which are:

- Be a liaison to local pilots and/or local pilot groups to help educate them on AOPA's airport advocacy efforts and resources
- Monitor and report to AOPA on city and county meetings and notify AOPA of pending problems that may arise.
- Notify AOPA of any questionable operational restrictions (curfews, noise abatement procedures).
- Deliver AOPA correspondence from FDK as may be needed.
- Promote AOPA Pilot Town Meetings and AOPA Air Safety Foundation seminars.
- Establish communication channel for AOPA with airport management, advisory committees/commissions, and FBOs on the field.
- Assist in direct/indirect promotion of local airport activity to enhance favorable image of airport (i. e., open houses, Airport Support groups, etc)
- Help educate local officials and community neighbors about the value of their airport.
- Provide local newspaper clips and media alerts on GA issues to AOPA Airport Support Network staff.
- Be model aviation citizens in their contacts and flying



# Financial reports

-Submitted by Jim Usher, HAPA Treasurer

## HAPA Income Statement

<b>INCOME</b>	<b>May 2008</b>	<b>YTD 2008</b>
Scheduled Income		
Regular Assessments	19,676	99,883
Other Income		
Late/NSF Fees	139	907
Fines	0	25
Miscellaneous Income	39	221
Interest Income	0	1,156
Gate Income	82	470
Total Other Income	260	2,779
Total Income	19,936	102,662
<b>EXPENSE</b>		
Administrative Expenses		
Answering Service	8	40
Bad Debt Expense	413	12,609
Bank/Check Charges	0	5
Collection Services	470	(59)
Copies & Postage	642	5,063
Data Processing	0	334
Rental/Storage	285	1,641
Licenses/Permits/Inspec Fees	0	0
Meetings	0	0
Supplies	0	0
Printing	634	1,626
Member Relations	25	25
Professional Services		
Accounting/Audit	225	245
Legal & Professional	2,476	13,411
Management Fees	854	4,270
Taxes and Insurance		
Directors and Officers Liability	0	0
General Liability Insurance	0	0
Taxes - Other	0	0
Property Taxes	0	51
Utilities		
Electricity	1,253	6,700
Telephone	0	49
Contracts		
Courtesy Patrol Contract	0	0
Septic Field Contract	0	0
Repairs and Maintenance		
Mowing	1,488	2,656
Electrical/Lights	0	1,488
Fences/Gates/Walls	1,015	1,250



Equipment/Tractor Repairs	0	0
Sign Repair	0	0
Pavement Repairs	0	0
Plumbing	0	0
Septic Field Repairs	0	1,500
Gas/Oil	0	0
Other Expenses		
Misc. Expenses	0	0
Capital Improvements		
Airport Drainage	0	0
New Taxiways, Repairs/Patching	0	0
<b>Total Expense</b>	<u>9,788</u>	<u>52,904</u>
<b>Net Income/(Loss)</b>	<u>10,148</u>	<u>49,758</u>

*BALANCE SHEET—HAPA As of May 31, 2008*

**ASSETS**

Current Assets

Operating Cash - PMG F A Bank	163,771
Runway Fee Reserves - PMG CAB, Countrywide & FAB	1210
Operating Cash - BOD Justin State Bank Cash-MM-Beal Bank Beal Bank Clearing Account - PMG	1,425 19,278 0
Total Cash	<u>185,684</u>
Accounts Receivable*	32,513
Total Current Assets	<u>218,196</u>

Other Assets

Prepaid Expenses	0
Total Assets	<u>218,196</u>

\*Note:

Assessments less than 30 days	5,145
Assessments 30 - 90 days	4,352
Assessments over 90 days	23,016

**LIABILITIES**

Current Liabilities

Accounts Payable	0
Prepaid Assessments	52,541
Accrued Expenses Payable	0
Total Current Liabilities	<u>52,541</u>

Other Liabilities

Collection Cost/Other Escrow	3,992
Total Other Liabilities	<u>3,992</u>

Total Liabilities	<u>56,533</u>
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**OWNERS' EQUITY**

Reserves

Deferred Maintenance Reserve	0
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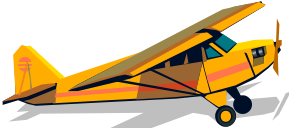
Equity

Retained Earnings	111,906
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Total Owners' Equity	<u>111,906</u>
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Net Income/(Loss)	49,758
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Total Liabilities and Owners' Equity	<u>218,196</u>
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# Fly Ins & Outs

-  Saturday, August 2nd—Waco, TX. EAA Chapter 59 Breakfast  
McGregor Municipal Airport (PWG) Pancakes and Sausage every 1st Saturday from  
7AM till ? 86.9 NM S
-  Saturday, August 2nd— La Grange, TX. EAA Chapter 1347 Central Texas  
Squadron Monthly BBQ Luncheon (3T5) Come out and see some airplanes, talk  
to some pilots & eat good BBQ! Suggested donation of \$7.00 Contact Skip Caldwell  
972-242-4056 182.9 NM S
-  Saturday, August 9th — Bowie, TX. Free Brunch for pilots & crew every week-  
end before the second Monday each month. Also free transportation to the Trade  
Show/Flea Market. (OF2) 9:00AM-11:00AM 44.2 NM NW
-  Saturday, August 9th— Lufkin, TX. EAA Chapter 1219 & Angelina County  
Airport Fajita Fly-In (LFK) Every 2nd Saturday 10.00-2-00 Discount fuel for fly-  
ins 169.3 NM SE
-  Saturday, August 16th— Tyler, TX. Tyler Composite Squadron Pancake  
Breakfast & Fly-in Tyler Regional Airport (TYR) Pancake breakfast and Fly-in  
every 3rd Saturday at CAP hangar 8:00AM- 11:00 AM Contact Lt. Col. Louis Tho-  
mas 903-561-4764 107.3 NM ESE
-  Saturday, August 23rd— Granbury, TX. Granbury Municipal Airport Fly-In  
Breakfast (GDY) Every 4th Saturday thru Oct. breakfast will begin at 8:00 AM till  
10:30 AM rain or shine! Have breakfast at the airport with your friends. Come and  
share the fun at Granbury Municipal Airport. Look for special events. Contact 817-  
579-8533 for more info. 35.7 NM SW
-  Monday July 28th-Sun August 3rd—Oshkosh, WI. EAA 2008 Airventure Fly-  
in Worlds Largest Fly-In (KOSH) Fly on in to the busiest airspace in the world! C YA  
There. 781.8 NM NNE
-  Saturday, September 6th— Lancaster, TX. Warbirds on Parade  
(LNC) Open cockpit day hosted by the commemorative Air Force DFW Wing and the  
Cold War Museum. Aircraft from both museums will be on display as well as aircraft  
that will fly for the event. Last year there was a B-17, P 51 Mustang, and Corsair on  
the same ramp as Russian helicopters and MIGs. Come on down for a day of fun  
and excitement! 40.8 NM SE



# CLASSIFIED ADVERTISING



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Sat 8-4PM Sun 8- 3:30 PM

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[jlldr@sbcglobal.net](mailto:jlldr@sbcglobal.net)

### 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 bore scope inspection be accomplished in conjunction with the differential pressure test." (This is NOT an FAA mandate.) With the development of recent bore scopes, this inspection becomes an excellent tool that will affect your decision on a suspect cylinder, regardless of engine manufacturer.

***We have a solution: a bore scope based here at T67.***

For an appointment please call

**Jim Usher @ 817-236-7506 or Robert Read @ 817-439-0757.**



# Your August 2008 Flappings!

The Official Newsletter of Hicks Airfield Pilots Association



## Notices:

- If you would prefer *NOT* to receive a paper copy (and view FLAPPINGS online at [www.T67.org](http://www.T67.org)) please send an email to Melana Sinclair at [hapa\\_asst\\_sec@yahoo.com](mailto:hapa_asst_sec@yahoo.com)
- We are continually updating the online version of the HAPA membership directory. If your info needs updating please email Mike Reddick at [michaelreddick@yahoo.com](mailto: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
- This is YOUR newsletter- Please submit articles, pictures, thoughts, etc to Ron Sinclair at [flappingseditor@yahoo.com](mailto:flappingseditor@yahoo.com) by the 15th of the month.
- If you have an issue and would like to address the HAPA BoD during a Board meeting, Please contact Gene de Bullet, Stuart Davis, or Don Browning.
- *HAPA Board Meeting August 7th, 5:00 PM, Hangar 156*
- *Contact your local Board Member to have your agenda heard.*
- *FAA Pilot Safety Seminar, August 7th, 6:30 PM, Hangar 156*

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