

FLAPPINGS

Newsletter of the Hicks Airfield Pilots Association

100 Aviator Drive, Fort Worth, TX 76179

Volume 19, Number 9, September, 2004



GENTLEMAN JIM

Jim Usher (Hangar # 410) in his immaculate 1964 "S" model Bonanza.

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HICKS AIRFIELD PILOTS ASSOCIATION

BOARD OF DIRECTORS

PRESIDENT:

Jim Yule (2005) 817-439-3071
146 Aviator Drive
president@hicksairport.com

VICE PRESIDENT:

John Unangst (2005) 817-300-6670
363 Aviator Drive
vicepresident@hicksairport.com

TREASURER and SECRETARY:

West Sanders (2005) 817-658-8637
216 Aviator Drive
treasurer@hicksairport.com

BOARD MEMBERS:

Barbie Brunson (2004) 817-439-1041
171 Aviator Drive
concho@mesh.net

David Henson (2004) 817-439-3740
637 Aviator Drive
david.c.henson@swpc.siemens.com

Mary Reddick (2004) 817-439-0234
593 Aviator Drive
mmreddick@peoplepc.com

Bob Samson (2004) 817-439-0700
526 Aviator Drive
rsamson@aogreaction.com

COMMITTEE CHAIRS

ARCHITECTURAL:

Section 1 **Jim Yule** 817-439-3071
arch1@hicksairport.com

Sections 2 & 3 **Don Davis** 817-439-1040
dld@airmail.net

GROUNDS & MAINTENANCE:

Chair **Bryan Martin** 817-577-4866
maintenance@hicksairport.com

NEWSLETTER:

Editors **Bob Avery** 817-439-8400
Don Browning 817-439-3240
patopiloto@earthlink.net

SAFETY:

Chair **Darrin Wargacki** 817-489-4105
rj-pilot@comcast.net 817-966-8409

WELCOMING:

Chair **Carol Morris** 817-439-4545
welcome@hicksairport.com

PROPERTY MANAGER

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

FLADDINGS is the official publication of the Hicks Airfield Pilots Association.

MEETING NOTICE

Board of Directors Meeting

7:00 p.m.

Tuesday, September 14, 2004

@ Bob Avery's Hangar # 111



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 **Don Browning** at patopiloto@earthlink.net so that he can correct, or add, your address to 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. Statements 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.

Ex-President's Report

By **Jim Yule**, HAPA Ex-President

September is the completion of our third quarter and I though it would be good to look at what we have accomplished thus far.

The Vision: This past spring, **Larry** and **David Henson** put together an overall concept of what our Airport will need over the next ten to twenty years. This was the first time anyone had consolidated and put "on paper" some of the challenges we are facing and a broad plan to face those challenges. This is an ongoing effort, which will result in us not only maintaining our airport but also improving it in the coming years.

Major maintenance: Board member **Mary Reddick**, along with **Mike Reddick** and **Bob Avery** have taken the "bull by the horns" and, with BOD approval, had over 15,000 square feet of our taxiways redone. The airport is aging and, like any paved surface, needs to be kept in good repair. We had areas of our taxiways beginning to show serious signs of deterioration. They took the time to mark the areas that were in need of being repaired. A contract was signed and the contractor dug out the old asphalt, mixed cement into the base and repaved the areas. Take a look around as you drive the airport. Those repaved areas are great. This is NOT a one-time occurrence, as we will continue to repair and replace those areas in need.

Fly-Outs: **Mike Reddick** and **Jim Rockwood** have organized monthly fly-outs to different airports around our region. In July the fly-out went to Lufkin where they enjoyed "All You Can Eat" fajitas for Five Bucks! Usually they have seats available so give Mike or Jim a call.

North Gates and Fence: Ever since I've been here the Board has discussed how to handle the gates at the north end. Prior to Phase 2 and 3 joining the Association the one gate was sometimes open and sometimes locked closed. With the advent of phase 2 and 3 all the north gates were left open so folks had easy access to the airfield. After the third taxiway was completed and as the housing around our airport increased, our cut-through traffic increased dramatically. During the past several years, there was considerable discussion on how best to handle this situation. This January, **John Unangst** took the bull by the horns in a successful effort to come up with the most cost effective manner to control the thru traffic. There were many obstacles in placing gates on those taxiways, however after a lot of research and analyzing all the variables, the Board decided the most cost effective method were solar powered lift gates. Our goal to cut down on thru traffic has been accomplished.

Our Neighborhood: Hicks Airfield is a small community. In the evenings, as the heat of the summer starts to wane, you see many folks out walking, jogging, and enjoying the aviation atmosphere we have here at Hicks Airfield.

my hangar stopped for a chat. I've enjoyed speaking with him on many occasions as I spent a lot of my life around cattle and I always find it a pleasure to hear what he's doing and to give him my (unsolicited) opinion on his latest stock. This conversation unfortunately did not involve his cattle except indirectly. He told me that someone had hit the corner of his fence at our south entrance and left it lying on the ground. He was very thankful that he didn't have any cattle in that particular area at the time because as he noted, they would have been all over the neighborhood in a very short time. He was annoyed because repairing fence is time consuming and if no one "owns up" the expense is born by him. He commented on the number of times it had occurred and some of the remedies he had implemented such as reflectors. I'd point out that a fence is a good thing to have, particularly in the vicinity of an airfield. I don't know about the rest of you but seeing Elsie the Cow crossing the runway when we are taking off or landing is not my idea of fun.

Mr. Williams understands the progress of our field and I believe that he has enjoyed seeing us grow. Unfortunately I think that his Hick's neighbors might have not been the best neighbors they can be. He has spoken to me in the past about having to clean up trash in his field before his cattle could ingest it by mistake. He has pointed out insulation and plastic bags and just general trash that has been left for him to deal with. Repeatedly someone has taken the large rocks at the front entrance and heaved them over the fence into his cattle pasture. Contractors building on the third taxiway have backed into the fence and simply left it. He has found Hick's people on his property without permission fishing in his tanks. I'm not as surprised as I am disappointed. We need to be aware that this property belongs to someone other than ourselves and accord it the proper respect.

I hope that all of us here will take a moment to consider the neighborhoods around us. I like to think that we could be here as a viable airfield for a very long time if we exercise the proper politeness and common courtesy to our neighbors. Having an airfield that the neighbors said, "Yes, we live close to an airport but they are great. No problem at all." should be an ideal we strive for.

A bad neighbor is a misfortune, as much as a good one is a great blessing.

Hesiod (~800 BC), Works and Days



Next Door To Nice

By **Kathy Stern**, Hangar # 735

Recently the young rancher who has the property behind

Gentleman Jim

By **Don Browning**, Hangar # 451

Recently Jim Usher (Gentleman Jim, Hangar # 410 J.U.) talked with Editor Don (E.D.) about his life and concerns about our airport.

E.D. Jim, thanks for coming over to converse with us about your life and what you think. Where did you start out?

J.U. Well, I was born in Massachusetts, and kept moving south from Long Island, NY to Maryland to Texas. We really don't like winter.

E.D. What kind of work did you do?

J.U. Primarily the automobile industry. I worked for several suppliers, but spent most of my career with Volkswagen of America. Eighteen years with them in management positions.

E.D. So, when did you arrive in Fort Worth?

J.U. Volkswagen transferred me here in 1978. We built most of the air conditioners for Volkswagen and Audi in Fort Worth. I initially was the parts manager, then moved on to become sales and then marketing manager at that facility.

E.D. Then after you left Volkswagen you stayed here, but who did you work for?

J.U. I did some contract work for a Japanese automotive parts manufacturer, supplying the "Big Three".

E.D. Any other work experiences?

J.U. While at Volkswagen I developed a business relationship with a company in Spain. They wanted to begin importing marine products. That endeavor led to exporting automobile air conditioning parts to Spain.

E.D. Where in Spain?

J.U. Madrid. Used to travel there all of the time.

E.D. Well, somebody had to do it. So then you retired?

J.U. Not exactly. Over the years I had bought some rental properties and a self service carwash. Beginning in 1993 I designed and built a golf driving range on the west side of Fort Worth.

E.D. Eventually you retired. Right?

J.U. I pretty much retired after I sold the driving range in 1998.

E.D. Are you married?

J.U. Yes. Lee and I were married in 1972. So she and I have been married about 32 years.

E.D. What was wife Lee doing all of this time?

J.U. When we got married she went to work for Life Savers, which became part of Nabisco and then Kraft. She was in management positions throughout her career. She retired in 2002.

E.D. Lou Gerstner, the previous CEO of IBM, was the CEO of Nabisco before he came to IBM.

J.U. Yes. Lee remembers him well.

E.D. Tell us about your flying experience.

J.U. I took my first flying lessons in 1969 at McArthur Airport in New York, and then quit. I was traveling quite a bit in those days and really didn't have time for flying. I resumed lessons in 1973 and got my certificate in early 1974. I took the normal route. First lessons in a Cessna 150 which I bought after taking the test. Then in 1976 I bought a Cessna Cardinal. I really liked that airplane. It had fixed gear, constant speed

prop and 180 horsepower engine. It had a great panel with DME, which was space age to me in those days. I kept the Cardinal at Saginaw Airport. One day in 1980 while it was in annual, a guy came by and made me a generous offer to buy it and I sold it to him. Flew it to Alpine, Texas for him.

E.D. So, what was your next airplane?

J.U. Well, again I was traveling so much that I got out of aviation from 1980 until 1992 when I began looking for a Bonanza. After searching unsuccessfully for several months, I decided to become current again. I came here to Hicks because it was the closest airport to where we live on Eagle Mountain Lake. I had had only one previous ride in a Bonanza and liked everything about it. During my search I had that one Bonanza mentally pictured. While I was in **Jan Lary's** office (which is now the café) inquiring about flight training, I asked her if she knew of any Bonanzas for sale. She said she thought that there was one on the bulletin board, and there was. Incredibly, it was the very Bonanza that I had flown in twelve years earlier. **Harold Johnson** was selling it for the estate of the previous owner and he sold it to me. It has been a great airplane. I then bought a T-Hangar to keep it in and have been here ever since. I currently own or occupy three T-Hangars at Hicks.

E.D. What kind of certificates and ratings do you have?

J.U. Airplane Single Engine Land and Single Engine Sea, and an Instrument rating.

E.D. Didn't I see you advertising Bonanza AD work?

J.U. Yes. I'm an A&P working on my Inspection Authorization. We completed eight Bonanza Tail Ads recently at Hicks in the owners' hangars. It takes about 20 hours each to accomplish.

E.D. You also have some interest in cars I've noticed.

J.U. Absolutely, I've always been interested in cars. When I was young I hung around with the wrong crowd: those interested in Porsches. My first thought was that they sure are ugly, but they grow on you, and they drive so well that you get sold on them quickly. Plus, it's a way of reliving my youth. I'm currently restoring one that has been in the family since 1967. It needs a little work. See below.



E.D. You also mowed the Hicks section one common areas until recently.

J.U. I've always enjoyed mowing lawns. Seriously. Ever since I was nine years old when I mowed lawns for my uncle who was the park commissioner for the little town we lived in. I've been mowing lawns for 50 years and enjoy it.

E.D. If you were on HAPA's Board of Directors, what would be your priorities?

J.U. There would be three. First, we have to get along better. There is so much bickering that the wheels of government seem to have almost stopped turning. We have to put Hicks first, which might mean subordinating personal agendas. Second, I'd like to see HAPA run as a company, a well run company with fiscal responsibilities. Third, as we evolve into a larger entity with a much bigger budget, one like the Vision implies, we will have to have more accountability to the membership. People are going to be told to give more and they should see that everyone is being affected uniformly. The membership should have the right to vote on large expenditures.

E.D. Jim, aside from having been in management all of your business life what other credentials do you have for being on the board?

J.U. We have lived in Crestpoint for 18 years. I was on the Board of Directors of the Home Owners Association for 10 years and was the first president. I also chaired the Road and Gate committees. Those experiences qualify me well for serving Hicks' future needs. I am currently the acting treasurer of the Crestpoint Home Owners Association. I am also a member Hicks' Grounds and Maintenance Committee.

E.D. It has been interesting talking to you. Thanks for your time and patience.



Soft Field Operations

By **Mike Heberling**, Hangar # 588

Grass airports are numerous in this area and frequently used by pilots and airplanes of all kinds. Recently I observed a significant number of airplanes taking off from a well known grass airport and I came to the following conclusion: there are some pilots who are not familiar with or have forgotten the time-tested techniques of soft field operations.

Prior to planning a visit to a soft (grass, dirt, gravel) field airport, take a look at the AOM/Owner's Manual for the airplane to be flown. The takeoff and landing charts usually focus on paved runways (look for soft field footnotes) and for most airplanes these charts show that the airplane can land in less distance than it can takeoff. Soft surfaces generally increase takeoff and landing distances (exception: landing distances can be decreased by tall grass, soft soil/sand/gravel,

deep snow, deep slush or deep standing water). Wet grass provides greater rolling resistance during takeoff and less traction for braking during landing: increasing both distances. Avoid landing on grass fields when standing water covers a significant area of the runway: it may be too soft to make a safe landing.

Density Altitude and Runway Slope also need to be considered. The standard temperature at sea level (Houston/ HOU) is 15C/59F. This temperature decreases (lapse rate) approximately 2C/3.5F per 1000FT. In other words: the standard temperature at 4000FT (El Paso/ELP) is approx. 7C/45F. As the temperature increases, the Density Altitude (DA) increases. The DA increases approx. 1000FT for each 10C/18F increase in temperature. Therefore, assuming a 35C/95F day, the DA at HOU is approx. 2000FT while the DA at ELP is approx. 7000FT (and the DA at Hicks is approx. 3000FT). At any airport elevation the airplane will perform at its Density Altitude. Most AOM's recommend leaning the mixture at or above 5000FT Density Altitude to provide maximum takeoff power. On a hot day at ELP the mixture may have to be leaned after starting the engine and again during the run-up for smooth operation and maximum power. A normally aspirated engine will produce approximately 75%-80% power with a properly leaned mixture at 7000FT DA.

Runway slope is published for some airports, in some airport directories, and on some IFR airport pages, but not for most grass runways. Obvious runway slopes need to be considered for takeoff and landing on grass runways. Under calm wind conditions, obviously, takeoff downhill and land uphill (assuming obstructions being equal at both ends of the runway). As the wind velocity increases (headwind/tailwind) there are no specific rules of thumb to safeguard the pilot and the pilot must use his/her own best judgment when operating on a sloped runway. There is at least one airport (Los Alamos/LOS) where it is required that all airplanes takeoff downhill (Runway 9) and land uphill (Runway 27), regardless of the wind.

Be sure to check full throttle power on initial takeoff roll. Normally aspirated engines should indicate approx. 30"MP at sea level and 1"MP less per 1000FT elevation (26"MP at ELP). RPM should be at or near redline with a constant speed prop. Fixed pitch props will be below redline on initial takeoff roll. Fixed pitch RPM depends on prop pitch (climb or cruise prop). A climb prop (minimum pitch) develops more RPM and more static thrust on takeoff. A cruise prop (maximum pitch) develops less RPM and less static thrust on takeoff. Be familiar with your airplane's takeoff MP and/or RPM.

Flaps are recommended in most AOM's for soft field takeoffs to reduce the ground roll distance. Some airplanes have no flap indicator other than a visual check of the flaps. Some of these same airplanes have no recommended flap setting for takeoff. When I fly one of these airplanes, I use a flap setting for soft field takeoffs that is matched to the down-aileron when I deflect the stick full right while looking at the left wing trailing edge.

The technique that I initially referred to on a soft (grass) runway is simply to ALWAYS keep the nose wheel light (stick back/elevator up) when taxiing, taking off and landing. When taxiing, the elevator up technique will allow a

reduced drag (nose wheel) profile which, in turn, places less stress on the nose gear and provides more prop clearance. When taking off (rolling takeoff is recommended), the elevator up technique will allow the nose wheel to depart the ground as soon as possible. The airplane's weight on the ground will begin to be lightened by the angle of attack (approx. 10 degrees) of the wings as the airspeed increases until the airplane lifts off the ground, stays in ground effect until reaching Vx (best angle climb), holds Vx until safely clearing obstacles, then, while climbing, the pilot retracts the flaps and accelerates to Vy (best rate climb). Gear retraction timing has a lot to do with whether or not the airplane being flown has increased drag characteristics during the retraction cycle: if so, delay retracting the gear until clear of obstacles. Sitting in a nose wheel airplane on the ground take a mental picture of the top of the cowling with respect to the horizon. The target nose attitude, as the nose wheel departs the ground, should be on or close to the horizon. If the pilot were to glance at the attitude indicator, it would indicate approx. 10 degrees nose high. (Stall AOA is approx. 15 degrees in most light airplanes.)

When landing, use full flaps. Power is optional depending on obstacles, runway length, airspeed and vertical speed. Touchdown nose high, balance nose wheel above the ground until elevator authority is diminished and the nose wheel begins to lower itself with full up elevator. Don't touch anything except stick and throttle until at a stable taxi speed. Maintain full up elevator until arriving at the desired parking spot.

Fort Worth Spinks Airport has a 4000FTx60FT grass runway (17L/35R). Check it out on a dry day. (I do not recommend touch and goes in retractables). It is frequently mowed and has good drainage. Nice folks in the tower (when operating)

To maintain proficiency in soft field technique, practice soft field takeoffs and landings even when a paved runway is all that is available.

See you on the airfield,

Mike Heberling, CFI

Hangar Numbered Signs

HAPA has the following numbered signs available to property owners:

131	132	158	418	421	444	503	509
518	537	545	549	578	589	600	634
652	656	658	661				

Emergency Services has requested all HANGARS have a numbered sign over their aircraft door to aid in locating an address in an emergency situation.

These signs are \$15 each.

Call **Mary Reddick**, Board of Director, to get your sign. Her number is **817-439-0234**.

If your number is not on the list, please contact Willow Creek Signs at 817-847-0571 to order a sign. They are located in Saginaw at 213 East McLeroy, just west of Jack-in-the-Box.

Rio Concho Water Department



If you have a water emergency of no water or low water pressure, please immediately call

817-233-1058

Water Tip: Leaky faucets and running toilets cost you money. Please keep a watchful eye.



Nomination Procedures

A Candidacy/Nomination form is being sent out with this issue of Flappings. The form serves two purposes.

Any HAPA member may nominate himself, or herself for the 2005/2006 Board positions opening up this year. Simply fill out the top half of the form and submit it by mail or FAX to Principle Management Group. PMG's address and FAX number are shown on form.

The lower half allows anyone to nominate up to four (4) HAPA property owners for the Board positions.

All forms must be received by PMG no later than October 8th, 2004. This deadline was set by the Nomination/Election Committee to allow for bios to be written and published in the November issue of **FLAPPINGS**.

Nominations will be taken from the floor at the October BOD meeting but any candidate waiting until then may not get a bio published due to required lead times for **FLAPPINGS**.

All potential candidates should contact **Mike Reddick** at **817-992-2311**, or **Sharman Kraft** at **817-306-8547**, so information can be gathered for their bio.

HICKS AIRFIELD PILOTS' ASSOCIATION

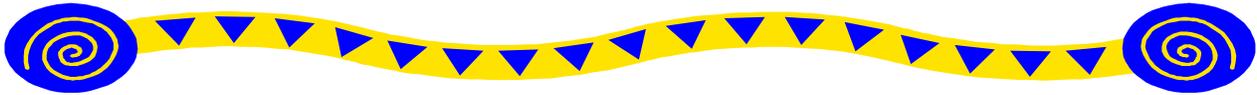
BOARD OF DIRECTORS CANDIDATE FORM

I, _____, am interested in being a candidate for the Board positions to be elected for 2005-2006. I also understand that this form must be received by Principal Management Group by October 8th, 2004 to qualify.

(Signature - Void if not signed)

(Aviator Drive Addresses)

(Date)



BOARD OF DIRECTORS NOMINATIONS

You may nominate candidates below, but please make sure to list their name and address and your name and address as well. We must receive the nominations before October 8th, 2004.

I would like to nominate the following candidate(s) to serve on the Board of Directors:

_____ (Candidate)	_____ (Address)

As owner of the property located at: _____, I would like to nominate the above referenced candidate(s) for the Hicks Airfield Board of Directors.

(Owner's Name)

(Date)

**(Please mail to: Principal Management Group, 6707 Brentwood Stair Rd., Suite 110, Ft. Worth, TX 76112)
OR FAX TO: 817-654-1717**

Letters to the Editors



View from the Back of the Bus

At last me and ol' Bob agree on something. In the August issue he calls his review "silly" and I wholeheartedly agree. I do not share his low opinions of our officers nor do I appreciate his constant sniping at their efforts. I am not "amused" by their "on-the-job-training", but I do appreciate their efforts to learn and improve their leadership skills for which we elected them for in the first place. Maybe we can get a few more like them come next election.

John Thomas
Hangar # 244
817-308-6606

Newsletter, President, and Leadership

As I read the August Flappings many questions come to mind. First question is about the advertising in Flappings. Who pays for these? Is this a "free" service? Why are there two pages for advertisements? In the February minutes there is discussion to save money on the publication of Flappings. HAPA should charge for the advertisement space. This will probably reduce the size of Flappings. Why is there a full page given to the Fort Worth Aviation Museum? Nice place to visit and I am sure in need of money, but so is Hicks.

What is going on at Hicks Airport? I did learn that our president had his hip replaced, and that his hard drive crashed. FYI my computer hard drive started to develop bad sectors, it was time to do a disk image and replace the hard drive. New drive is working great. I also learned that our president has learned that maybe more than half of the HAPA membership does not agree with his policies. I have always laughed at the idea that the President would not understand this fact. The math is very easy. Most elections would be a great success if 50% of the membership votes. To be elected you just have to get more votes than the next guy (not even half of the votes if more than two people are running which is our case for election of board members). So if half voted and you receive half, then there is still 75% of the membership that may or may not be in your favor. This is the area that a good leader should be working to gain support not complaining that more than half do not agree with his position.

I serve on two boards of directors, and have the opportunity to argue my ideas with the other members of the board, a vote is taken and that becomes policy. If the policies are not followed then we can remove people from their jobs. There is a lot of power on the board and a lot of responsibility. If our policies are bad ... well you get the picture. There is a lot of public relations that goes with being on a board. The board is dependent on the company to make money; we must listen to the needs of the company, and give them the resources they require. We must also look to the pay back on these resources. The pay back may not be there, that is when you must take a stand and convince the company that is not a road to be traveled without tearing down the morale of the company. If you want so see a company in trouble, look for one with low morale.

The same applies to a volunteer organization but is magnified many times. If I do not agree with the board I can do many things: nothing, talk bad about them, form an organization to get them off the board, take legal action, or etc... Most just do nothing, I mean nothing, do not volunteer, come to meetings, and may not even pay dues. Nothing will come of these actions unless the board goes after the dues. That is why if a board of directors of a volunteer organization wants to get anything done it must keep up the morale. The president does not need to keep drawing lines in the sand to divide the board, which divides the membership. The president has to be the coach for the team to bring the board together.

The president has very few positive words in his report. If you were an investor looking to invest would you put your money into Hicks if you saw this report? My philosophy in business is: There Are No Problems, Only Solutions.

The president does not need to defend the resources he uses to do his job as long as they do not affect the organization financially or negligently. Drop the parliamentary issue; it makes you look guilty of something.

Thank you for the North End Gates. The septic systems, in my opinion, still need some explanation of responsibility. I do not understand the need for the "Election Committee" and obviously no ones else does either since the president is a one person committee.

Now we get back to there are no problems only solutions. The president has a problem with the management company and the attorney. Ok. So what? I do not want to hear about it when in the last paragraph of the president's report he states: "I believe we are not prepared to efficiently spend the license fee income (\$130,000 or so per year for three years). We are disorganized and certain board members are doing everything they can to see we stay disorganized." If the board of directors of GE said this, that company would not exist the next day the stock market was open. Some things are better unsaid. We the membership do not need to know your problems; we need to know the solutions. All we have been presented are the problems with no solutions. How are we to support a board when there is nothing to get behind and support?

I was co-author of the Vision to help give Hicks a

Letters to the Editors

direction, so Hicks can continue to be an airport, where I can bring my daughter and my son to learn to fly. The Vision is not shared by all, there are many owners that do not want to have anything to do with aviation, but they must realize they are residents at an airport and must respect that.

I am new to the Hicks 411 message board. I was curious as to what the present board members had posted in the past before they were seated on this board. I found some points of view that seem to differ with some of the present views of some board members today. In 2003 it was a good idea to have a management group. Today there is a movement by these same individuals to remove the management company. Just because we have a management company, does not relieve the board of their management responsibilities. It is the president's responsibility to manage any contractor to HAPA. I gather there are some personality issues with the management company and the president of HAPA. I would hope the management company is conducting business in a professional manner, but I question if the public verbal bashing of the management company is being professional? If there are issues then the two sides need to sit down and resolve them, I'm sure the management company would be more than willing to sit down to a professionally conducted meeting to resolve any issue. We are in fact paying for their service and I am sure they want to keep us as a client. If the issues cannot be resolved then the BOD needs to find a management company to replace the current company, and stop the whining about the bad service to the membership. We, the members cannot change the management company only the board can. So if it don't work fix it, don't complain to people who can't fix it. We do not want to hear it.

In 2003 there were some complaints on Hicks 411 about the lack of detail in the accounting reports. Where are these complaints now? The board complains that they cannot understand the accounting reports. I am sure what they get is a full report, which by my experience can be rather confusing to follow, but there are many levels to this report, which make the report much clearer to read. If you do not get bogged down in the detail at first, the top level report will give you your financial health. If there are questions about the finances then the detail will help to answer them. I, as a HAPA member would request, at a minimum, that the balance sheet be published every month. I have yet to see any financial reports on any of the HAPA accounts. Does anyone know how much money was in the accounts when this board was seated? What moneys have been spent and on what? What moneys have been received? Where is it? I am not saying that we could have another ENRON, but I can guarantee that if no one is watching the cookie jar, it will be hard to know if the proper amount of cookies are in there. I will have to agree that if the board does not know how much money is in the coffers, then they do not need to spend any. If that is the case we do not need a board of directors, and the airport is in trouble. Will we have the funds next year to renew our insurance requirements? Pay any taxes we owe? Pay our monthly bills? The bill collectors do not care that you cannot pay the bills, because you could not read your financial statement. They

just want their money.

I think it is time to start to measure up this board of directors, and see if we are going the direction we should be. Seven months have passed, are we where we want to be? The CCR's give the board its Powers and Duties. How does this board measure up? Is the coach of the team bringing us together so that our common areas are protected and maintained properly? Remember the rule that 5% of the people do 95% of the work. It is the coach's job to get everyone involved. The survival of this airport depends on us to maintain the common areas. We have started to work on them but we must continue. We cannot have a board that is disorganized. We must have leadership that finds the common ground, which should be the airport, and fulfills the duties of the Board of Directors.

Larry B. Henson

Vice President

RTL Energy Services, LLC

13617 Bates Aston Road

Haslet, TX 76052

Phone: (817) 296-3405

Fax: (407) 679-3183

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Web: www.rtlenergy.com

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-- Brian Tracy



Between layers on the way to Creede, Colorado.

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Runway Frontage For Sale. 170'x 190' deep. Great building site. Max hangar 14,175 ft² (135' wide x 105' deep). \$130,000.

Hangar For Sale. 639 Aviator Drive - 55'x 75'x 24' with 44'x 16' bi-fold door and two 8'x 10' overhead doors. Cabinetry in bay with sink and washer/dryer connection. Efficiency apartment downstairs with stained concrete floor. Study, one bedroom, large bath, large closet with washer/dryer connection upstairs. Must see. \$175,000.

New Hangar For Sale. 914 Aviator Drive - 65'x 50' with 44'x 16' bi-fold door, 10'x 14' overhead door, rough in plumbing, 200 amp service, lights, security system. \$109,000.

Hangar For Sale or Lease. 544 Aviator Drive - Approximately 800 ft², offices, one full bath and two 1/2 baths. Sale \$240,000. Lease \$2000 per month.

Lot For Sale In Block 2. 150' wide x 120' deep. \$59,000.

Lot 7, Block 5 For Sale. Backs up to pond. 83.33' wide x 80' deep. Maximum hangar size is 73' wide x 55' deep. \$37,500.

Lot 1-B, Block 1 For Sale. 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 Section 2 and 3, Blocks 3 and 4.

Offices For Rent. - 501 Aviator Drive.
\$250 per month per office. Security system. All bills paid.
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Then call **Janet Clayton** at **IESI**.
Her office phone number is **817-547-9024**.
Her cell phone number is **817-401-4545**.
Her email address is jclayton@iesi.com.
Her FAX number is **817-222-0354**.

\$20 delivers your trash container. Every Wednesday it will be emptied for a charge of \$17 per month.

FOR RENT: Hangar space for rent at Hangar # 503. High or low wing okay. Contact **Darrin Wargacki** at home at **817-789-4105** or on his cell at **817-966-8409**.

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

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

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 Ursula@BarberRealty.com or just stop by Hangar # 113! Commission discounts to all HAPA members.



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



FOR SALE: Two part poly paint - several colors, high quality, \$20 per gallon. Pro Seal/Semkit - two part injector tubes, several uses, \$10 per kit. Contact **Bill Guy**, Hangar # 505 at **817-306-6264** or **817-937-8977**.

All proceeds go to the **B-36 Peacemaker Museum, Inc.**

Airplane For Sale by American Airlines pilot.

1979 AeroStar 600A

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T-Hangars For Sale.

Hangar # 355 - \$26,000.

Hangar # 444 - \$29,000.

Contact **Darren Rhea** at **817-713-8003**.

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**.

T-Hangar For Sale.

Hangar # 332 - \$22,500

Contact **Gerald Kinman** at **817-431-0374**.

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

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.

Hangar For Sale.

155 & 156 Aviator Drive - 70' x 105' hangar w/ apartment, two electric Hi-Fold doors, one overhead garage door with opener, security system, two-story mezzanine with heavy duty trolley hoist, work shop, air compressor with +10 connections throughout, 200 amp service, overhead lights. Two-story apartment has approx. 1,800 SF: two bedrooms, two living areas, full kitchen, washer/dryer connections. Master bedroom includes full bath with Jacuzzi whirlpool tub, separate shower and cedar lined closet. \$275,000. Ursula Barber, Barber & Associates - call 817/439-4848 or Ursula@BarberRealty.com.

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Hicks Airfield Calendar of Events

DATE	EVENT	CONTACT
October 8 Friday	Nominations for Board of Directors Must be mailed or faxed to PMG	Mike Reddick Cell 817-992-2311
October 12 Tuesday	Nominations from the Floor of the BOD Meeting Last chance to nominate	Mike Reddick Cell 817-992-2311
December 4 Saturday	HAPA Christmas Party Hicks Airfield	

Hicks Airfield Pilots Association
100 Aviator Drive
Fort Worth, Texas 76179



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