

# FLAPPINGS

**Newsletter of the Hicks Airfield Pilots Association**

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

www.hicksairport.com

**Volume 18, Number 8, November, 2003**



## Bill Hertel's Stearman

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## HICKS AIRFIELD PILOTS ASSOCIATION

### BOARD OF DIRECTORS

#### PRESIDENT:

**David Henson** 817-439-3740  
637 Aviator Drive  
David.C.Henson@swpc.siemens.com

#### VICE PRESIDENT:

**Mary Reddick** 817-439-0234  
593 Aviator Drive  
mmreddick@peoplepc.com

#### TREASURER:

**Bob Samson** 817-439-0700  
526 Aviator Drive  
rsamson@aogreaction.com

#### SECRETARY:

**Barbie Brunson** 817-439-1041  
171 Aviator Drive  
Concho@mesh.net

#### BOARD MEMBERS:

**Brad Craine** 817-441-6039  
1274 Jenkins Road  
Aledo, TX 76008

**Terry Fisher** 817-439-1995  
524 Aviator Drive

**Jim Partington** 817-439-1551  
527 Aviator Drive

### COMMITTEE CHAIRS

#### ARCHITECTURAL:

Section 1 **Jim Yule** 817-439-3071  
Sections 2 & 3 **Don Davis** 817-439-1040

#### GROUND & MAINTENANCE:

Chair **Bryan Martin** 817-577-4866

#### NEWSLETTER:

Editors **Bob Avery** 817-439-8400  
**Don Browning** 817-439-3240

#### SAFETY:

Chair **Dan Campbell** 817-439-1936  
dccamp3tx@mindspring.com

#### WELCOMING:

Chair **Ann Partington** 817-439-1551

### PROPERTY MANAGER

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

**FLAPPINGS** is the official publication of the Hicks Airfield Pilots Association. Send all communication for inclusion in the newsletter to [HAPANews@aol.com](mailto:HAPANews@aol.com) or to **Bob Avery** at [boba@averytools.com](mailto:boba@averytools.com) or to **Don Browning** at [patopiloto@earthlink.net](mailto: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 Burns' Hangar # 625



## FLAPPINGS

### Editorial Policy

**LETTERS TO THE EDITORS:** Space will be provided for letters to the editors. Letters will be printed as submitted with the exception that profanity will be "bleeped" out. Letters must include the author's name and hangar number. Unsigned letters will not be printed. All letters received by email will be verified, and must include the author's name and telephone number. The author's name will appear with the letter. Alleged 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 **FLAPPINGS** editors, HAPA members or the HAPA Board of Directors.

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 **FLAPPINGS** in the mail and wish to, then email **Bob Samson** ([rsamson@aogreaction.com](mailto: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.

## LETTER TO THE EDITORS

In reading the last published minutes of the HAPA Board of Directors, it becomes painfully apparent that there exists a problem with the anticipated expenditures of the "budget item" for the runway.

In item #3, comment was made about the uncollected assessments for the years 2001, 2002, and 2003. Also mentioned was the fact that there exists a balance of approximately \$44,917.50 in the bank. In item #12, discussion was made about imposing a "special" assessment on each lot with a hangar.

My concern is that if the BOD did not collect all of the assessment fees for the above years, then how does the BOD intend to collect any special assessments imposed on the same lots that are currently in arrears?

It would seem that the same good members that have paid their assessments would be victimized by the adoption of the special assessment policy. Therefore, it would appear that no special assessments should be imposed on the members of HAPA until all assessments have been collected.

The fact that the anticipated expenditure is a budget item now requiring special assessment funding gives reason for concern. Budget items are items that should have been blended into the existing budget by planning and are not, by definition, items requiring special assessment funding.

It is obvious that spending in excess of actual collected revenues is not a good policy, and that living within the budget should be the order of the day rather than the exception.

**Art Feeler, Hangar # 661**



## LETTER TO THE EDITORS

On the recent cleanup day at Hicks, I cut the grass around my hangar. I also cut the grass around seven other nearby hangars. Although this seems like a generous act, I had a selfish motive in doing it. My motive was to limit the "cover" for rats and mice. One of the worst things to happen to your airplane is to have a family of rats or mice take up residence in it. Sure enough, at one of the hangars where I cut the grass (which was four feet high, by the way) a large rat ran out ahead of the lawnmower. I chased after it, intending to give it a haircut with the mower blade, but it escaped into a nearby drain pipe. Short grass and neat surroundings will limit the

population of these animals. We all should do our part for neatness to protect our airplanes from rodent damage.

Running my little lawnmower over other people's grass is no big effort, and I am willing to do it. However, the backs of some hangars are littered with big rocks, stumps, and other obstacles. This makes it impossible to mow without destroying the mower. I cut down a small forest behind the hangar next to mine a couple of years ago. If the owners involved would clear out the rocks and stumps, and have the ground reasonably leveled, they might find their grass cut from time to time without having to ask to have it done.

**John E. Jenista, Hangar # 423**

## LETTER TO THE EDITORS

October 22, 2003

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

Dear HAPA Members:

Please allow me to preface the subject of this letter by expressing my sincere appreciation to HAPA's Board of Directors and other volunteers for another year of dedicated service on behalf of the airport and our Association. I am confident that I speak for the entire Hicks community in congratulating them for a job well done.

As you know, the runway, thanks to Jerry Stern's persistence and hard work, was recently sealed with a topcoat in an effort to buy some time until the Association could afford the major repaving it needs. I understand the cost is upwards of \$300,000.00. It has become obvious the amount of money needed within the time frame necessary is in excess of our current assessment budget and requires a substantial, and hopefully temporary, increase in the association's income.

The only practical way of raising the funds is by increasing assessments and/or fees collected from Association members unless, of course, we want to have a giant bake sale.

HAPA's Covenants, Conditions, and Restrictions provide for doing this in Article V, Paragraphs 4, (a), (b), & (c). I am dismayed that HAPA's Board of Directors, I believe, exceeded authority granted it by the CCR's, by voting at the October 9th board meeting, without 2/3 majority consent of the membership, to initiate a \$275.00 per year runway "license fee" (Article V, Paragraph 4(a)) to be charged to those members only who have hangars on their lots.

Article V, Paragraph 7 refers to hangar or T hangar. The CCR's do not address non-hangar buildings. Owners of vacant lots will not be assessed for those lots although all owners will share equally in the increased value resulting from the repair.

Article V, Paragraph 7(a) is offered by the board as justification for charging only hangar owners the fee, however, one has only to read Article V, Paragraph 4 which states "each Owner of any lot by acceptance of a deed therefore shall be deemed to covenant and agree to pay to the Association: (a) The license fee from time to time designated by the

Association for use of the runway.” to see a contradiction in CCR’s regarding who will be assessed a license fee. Given such a contradiction, shouldn’t logic and prudence prevail? All lot owners should participate.

One argument is offered that most of those with buildings on their lots have aircraft and use the runway more than vacant lot owners. I submit there are several vacant lots (flight schools and others) at Hicks Airfield with airplanes tied down that use our runway a great deal more than some building owners. And what if an owner decides to build a nice new hangar the day after the runway /taxiways are nice and new? Oh! If we are gonna talk usage, what about a tollbooth at the runway ramps? Fact is there is no measuring stick for facility usage. Common sense dictates and the CCR’s allow per Article V, Paragraph 4 that all property owners should share in the license fee (special assessment) on an equal basis.

Article V, Paragraph 5 states “The license fee and assessments levied by the Association”. The key phrase here is “levied by the Association”. The second paragraph in Article V of the CCR’s states “The Association shall have the full power and authority to do such things as necessary, or deemed by the Association”. Article III, Paragraph 1 of HAPA’s By-Laws defines the Association as “The owners of the lots” and assigns the Association the responsibility of administering the Association through a Board of Directors. The authority for major decisions lies with the Association’s members.

The powers and the duties of the Board of Directors are set forth in Article VI of the CCR’s and nowhere among them is the unilateral authority to modify assessments or initiate fees conveyed to four people on HAPA’s BOD. A majority board vote only requires four of the seven.

Article 5, Paragraph 4 and Paragraph 7 infer that capital improvements are to be undertaken with a special group assessment requiring a 2/3 membership majority vote. This particular special assessment for a capital improvement fund is being labeled a “license fee” because the board has the misguided belief that it has the authority to assess such a fee without approval of the membership.

The “license fee”, if imposed, is for the use of the runway and related routine maintenance as a result of such use - not for capital improvement. I do not believe the Association’s governing documents authorize such a potentially dangerous precedent. Indeed, why have a special group assessment requiring a 2/3 membership vote when, according to this board, all that is needed is to call it a “license fee” that any four board members can initiate at will.

The statement has been made to me more than once and by more than one active member, board or otherwise, that hell will freeze over before we can get 2/3 of our members to vote, much less vote to pay more, so we can improve the one most significant asset we have, the asset that makes and will continue, if properly maintained, to make our property unique and valuable.

I’ll wager that our members are more intelligent than perhaps we give them credit for. Even those folks, who do not utilize the runway, I trust, understand its significance in elevating property values – vacant or improved. The truth of the matter is that we (or our heirs) will eventually realize a significant return from the investment we make now in our

runway and roads/taxiways.

I would urge all members to educate themselves by reading the CCR’s and Bylaws, contact HAPA’s BOD and speak out on this issue.

There is no doubt that we need to bite the bullet and create a special assessment for the purpose of rebuilding our runway and taxiways but it needs to be done with widespread support and participation of the folks payin’ for it - HAPA’s members.

Respectfully,

**Bill Akin**, Hangar # 131

## LETTER TO THE EDITORS

October 20, 2003

Hicks Airfield Pilots Association  
Fort Worth, Texas 76179

Dear Association Member:

We wanted to make you aware of violations, violation letters and the fining process for a violation. I performed a violation inspection through the airfield last week and wrote up over 100 violations, YIKES! Please do not be offended if you receive a violation letter, it is merely to make you aware of the violation so that you may get it corrected. Some of you are parking too close to the taxi-ways, some need to mow their lots more frequently and remove rock and/or dirt piles and some have too many vehicles, trailers, boats, RV’s and just miscellaneous items stored around their hangar in public view that need to be removed and stored out of sight.

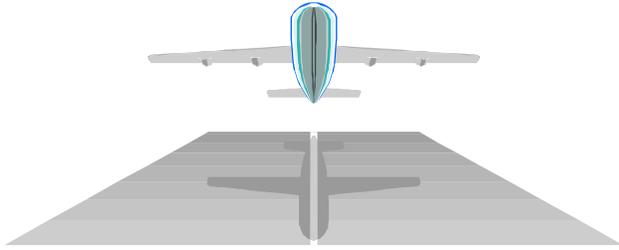
If you have a violation, you will receive a letter asking you to correct this violation within 10 days, if you do not, you will then receive a fine warning letter stating that you could be fined up to \$250.00 for each violation and each occurrence. If you still do not correct the violation, you will then be fined and those fines can add up to a large amount of money, then the Association could also seek legal action against you.

We are trying to make Hicks Airfield the Class A airport that we know it can be. With all of the Association’s help, we can accomplish this together. We want to thank you in advance for your help and cooperation with this violation clean-up project.

Sincerely,

PRINCIPAL MANAGEMENT GROUP  
Agent for Hicks Airfield Pilots Association

**Leslie Newton**, CMCA®, AMS®  
Property Manager



## Runway License Fee Approved by HAPA BOD

**\$275 per hangar per year for the next  
three years**

By **Bob Samson**, HAPA Treasurer

At the last Board of Directors meeting, the BOD elected to impose a runway license fee in accordance with the CCR's. Here's the what, why, and how this decision will affect HAPA property owners.

Good news, bad news. Thanks to the efforts led by Jerry Stern with his helpful band of volunteers, (plus a little work from a major contractor), we got a short reprieve on fixing the runway.

The new reseal and paint on the runway Jerry directed this past summer should keep it functional for the next three years, if we're lucky and the creek don't rise, etc. etc. At the end of that time, we're going to have to invest about \$300,000 or so into resurfacing the runway.

If you've looked at the budget report from the Treasurer, you'll see that we're a bit shy of being able to write a check for the needed work. Actually, we're a lot shy.

Our current budget, with income based solely on square footage assessments (.025/sq ft) gives us about a \$20,000/yr surplus over our current operating needs. \$20K x 3 years = \$60,000. Add that to the \$40,000 we already have in the bank = a total of \$100,000 at the end of three years.

This is easy math. We're going to need about \$200,000 more than we can squeeze from our current assessments.

Fortunately, or unfortunately depending on your point of view, the CCR's give us the ability to collect the extra that we'll need to get this job done. Direct your attention to CCR Article V, paragraph 4(a): "The license fee...for use of the runway.". This fee is in addition to paragraph 4(b): "Regular assessments..."

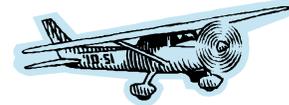
Notice also, paragraph 7(a): "...shall be applicable only to lots on which a hangar or T hangar has at the time been constructed...". In other words, if you own an empty lot, the fee does not apply.

OK, here's some more math. We currently have about 240 hangars/T hangars. We need an extra \$66,000/year for the next 3 years. That comes out to \$275 per hangar per year for the next three years. The BOD plans to send out the invoice for this extra fee with the usual notice of Annual Meeting later this year.

Final note: This is probably an unpopular decision the BOD had to make, at least with some owners. But it is a fair way to keep Hicks as a first class airport. On the other hand, if someone with deep pockets wants to give HAPA an early

Christmas present and just pay for the whole thing, let me say on behalf of the membership, "we accept".

The BOD, with help from member volunteers, has also been exploring alternative financing; federal grant money, etc. If we can score some sort of governmental airport improvement/maintenance fund, we can always give the fee money back. But we can't wait for a government handout. We need to plan our future now, using our own resources to work with.



## LETTER TO THE EDITORS

Below is the text of a letter submitted by **Art Feeler**, Hangar 661. He requested and received an unsigned copy of the letter from Ms. Jeanne M. Green, Tarrant County Right-of-Way Supervisor.

October 23, 2003

Certified: 7001-0320-0003-2867-9277

Hicks Airfield Pilots Association

%David Henson  
100 Aviator Drive  
Fort Worth, TX 76179

Dear Mr. Henson,

**SUBJECT: IMPROVEMENTS ON COUNTY RIGHT-OF-WAY**

It is our understanding that you have constructed entry gates on County right-of-way along Hicks Avondale School Road. In addition, we have been told that you are in the planning stages of adding to or replacing the existing gates with automatic gates.

If the information we have received is correct, we advise you to cease all plans for any improvements in the County right-of-way. We further request that you remove the existing gates from the County right-of-way and move them onto your property, immediately. County policy does not allow private improvements in County right-of-way.

Should you have questions, please feel free to call me at 817-884-1177 or our attorney, Mr. Ray Rike at 817-884-1233.

Sincerely,

Jeanne M. Green  
Right-of-Way Supervisor

Cc: Mr. Ray Rike, Assistant District Attorney

## New Safety Committee Chairman

Well - Surprise, surprise! After typing up a couple of ground safety articles for **FLAPPINGS**, I have volunteered to replace **Mike Heberling** as the chairman of the Hicks Safety Committee. It won't be easy to replace him. Mike has done a terrific job and I hope I can do as well. If you see something that can be done more safely, pass me a note and I'll get the word out.

**Dan Campbell**, Hangar # 913  
dccamp3tx@mindspring.com

## The Ground Safety Corner

By **Dan Campbell**, Hangar # 913

I frequently hear complaints from pilots on the field about the way some people drive around airplanes. While you may not be a pilot, I'm hoping that you will read these articles carefully, because we need the help of everyone, non-fliers as well as fliers, to keep Hicks safe.

When airmen in the Air Force need to drive on the flight line, the Air Force takes a whole day teaching them the basics of driving safely around airplanes. I am shortening that day-long training course to a few articles for FLAPPINGS.

Maybe we've just been lucky on Hicks Field. Planes and cars on the field have coexisted without too many problems. However, in the 90's there was a serious car/airplane accident on Hicks. It reportedly involved some cars drag racing on the front taxiway at night and an airplane taxiing. Luckily, only one person in one of the cars was injured. The airplane was totaled. There have been other collisions since then, a few caused by pilots, but more were caused by untrained or inattentive drivers.

You would think collisions between cars and planes would be more dangerous for the fliers. Car fenders are many times thicker than most airplane parts. But let's look at what the airplane can do to your car in return. The metal propeller on the front of most airplanes may weigh only 25 - 75 pounds, but spinning at a thousand RPM in idle, the metal bodies on cars offer *no protection* for the bodies inside. Hit a prop on a taxiing airplane and you may end up looking like badly sliced baloney!

If that word picture isn't gory enough for you, imagine what could happen if the fuel tanks on the plane explode. The fuel tanks on airplanes are made out of tinfoil compared to a car's tank - (you *can't buy* a five gallon gas can made of metal as thin as an airplane gas tank). To make it worse, almost every airplane's fuel tanks carry more gas, with a higher octane rating, than most cars ("more gas" and "Octane rating"- that means "more flames, louder bang"). Even if the spinning blades on the front of the airplane don't slice and dice you or yours in an accident, there's still a chance for you to have front row seats *in* a barbecue!

Now, what can you as a driver do to avoid becoming well-done filets? To start with, **drive very carefully on Hicks at all hours**. The speed limit on Hicks is 30 MPH, all day, all night, everywhere on the field. It's posted on both ends of the field. Any faster and you court disaster.

Here is what driver's education didn't teach you.

The first rule of driving around airplanes is that **AIRPLANES ALWAYS HAVE THE RIGHT-OF-WAY**. No if's, and's or but's.

If you are nose to nose with an airplane, **you will have to yield or back up**. The airplane can't back up; none of the airplanes on Hicks have reversible propellers like some big planes.

Airplane brakes and steering aren't nearly as good as a car's. Airplanes are designed to go in a straight line down the runway. Turning on the ground was an afterthought. Because of this, rarely if ever, will you see a pilot taxiing even close to 30 MPH. The pilot must pay close attention to where the airplane is going while on the ground. Our taxiways are too narrow, the wingspans of the airplanes are too wide, and the steering can't do tight turns.

Think of airplanes as one- or two-ton tricycles with spinning blades of death on the front, large Molotov cocktails on both sides, with limited steering and no horns. Do you need any better reason to drive slower than 30 MPH on Hicks?

## Bill Hertel's Stearman

Commander **Bill**, as some of his Navy friends call him, keeps his very excellent restored Stearman in his hangar # 135. He and his dad, **Bill** senior, restored another Stearman years ago, but it was destroyed in a tragic accident which did not involve them.

**Bill** served his country in the U. S. Navy from 1975 to 1982. He flew F-4J Phantom's in Fighter Squadron 11, then deployed on the USS Forrestal. After that, he was an adversary pilot who flew A-4's (Top Gun), F-5's and F-16's. Hangar neighbor, **Neil Anderson** (General Dynamics' F-16 Chief Test Pilot), checked **Bill** out in the F-16 some few years ago.

## Fighter Squadron 11



Currently **Bill** is a captain flying MD11's for Federal Express. A typical route for him would be to depart Memphis for Paris, then to Subic Bay in the Philippines, then on to Osaka, Japan and back to Memphis.

**Jane**, his lovely wife of 23 years, is a Special Education teacher with Highland Middle School. Their older daughter **Rachel** is a sophomore at the University of North Texas. Her younger sister, **Cindy Jo** is a senior at Boswell High School and has been accepted to Texas Tech.

The recently completed restoration took five years with major help from **Leroy Keener**, renowned Stearman restorer. From basket case to showcase, a real challenge, but a piece of cake for one of The World Famous Red Rippers.

## CLASSIFIED ADVERTISING

**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](mailto: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.**

**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 electrical, 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](mailto:ddintlfoodco@aol.com).

**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.**

**BONANZA V-TAIL, AD 94-20-04-R1**

### **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.**

Have you complied with this latest AD?  
Local I/A & A/P will perform the work in your hangar.  
Reasonable rates. Bob's Aircraft. **Bob Eggenberger** and **Jim Usher.** **817-236-7506**

### **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](mailto:Ursulabarber@aol.com) or just stop by Hangar # 113! Commission discounts to all HAPA members.

**Corner T-hangar for rent.** Hangar # 359. \$250 per month & half of the electric bill. Call **817-439-0132** or **817-658-6561.**

### **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.

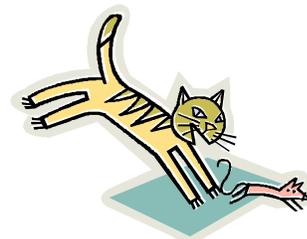
1960 PA-23-150, 1982 C-152II, and 2 PA-28-140's.

### **EVERTHING GOES!**

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

**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.**



### **STRAY CAT?**

A yellow cat with a white face is trying to set up shop in our hangar. If this sounds like your cat, please call us about its shots. If we get no timely response we will call Animal Control and it soon won't need any more shots. Contact **Dan & Debbie Campbell** at **817-439-1936.**

# CLASSIFIED ADVERTISING

## Hangar # 155 for Rent 1 December

Located mid-runway on front taxiway - - no worries about congestion! Luxury apartment is 1800 sq. ft. with 2 bedrooms and 2 baths. Large kitchen and living area. Over 2000 sq. ft. of usable hangar space. Garage door with remote opener. Large ramp and parking area so you don't have to worry about being towed! Call Jacque Boyd at **817-832-6605** or after 1 October at **817-439-1810**.

**May be viewed by appointment only.**

Available for long-term or short-term rental with conditions. Will discuss lease or purchase options.

Submitted by Jan Lary of Don Davis Realty:

“The Don Davis Realty office located at hangar 501 Aviator Drive will close on October 10th, 2003. I have really enjoyed the fellowship and working at Hicks Airfield, and I will greatly miss all of you. Our phone number and MAILING address will remain the same: 817 439-1040 P.O. Box 54445, Hurst, Texas 76054. Our PHYSICAL address is: 9284 Huntington Square, NRH, TX 76180. Don Davis remains Architectural Control for Section 2 and 3. We will continue to market lots and hangars and be on site as needed.”

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

**Hangar for Sale.** 518 Aviator Drive. Approximately 5500 sq. ft. Hangar with 2200 sq. ft. of offices and apartment. \$240,000.

**Hangar for Sale.** 501 Aviator Drive. Approximately 4750 sq. ft. hangar with 1850 sq. ft. of offices. 44' X 16' Bi-Fold door. 12' X 14' overhead door. 2 security systems. 2 heat and air units. 3 half baths. Commercial solar reflective windows and many amenities. \$230,000.

**Hangar for Sale.** 623 Aviator Drive. Approximately 4125 sq. ft. hangar with 1700 sq. ft. loft apartment. 4 ton heat pump. Game room-office downstairs. \$175,000.

**Offices for Rent.** 501 Aviator Drive located on the second floor. Bills paid. \$250 per month per office, or 5 offices, coffee bar, 1 bath and reception area for \$1000 per month.

**Lots for Sale.** In Section 3, Block 4 & 5. See Jan for lot package. **Only 16 lots left!**

**Hangar for Sale.** 140' X 60' for \$240,000 or may split. 828 Aviator Drive. 70' X 60' with 50' X 16' Bi-Fold door. \$\$122,900.

832 Aviator Drive. 70' X 60' with 44' X 16' Bi-Fold door. \$117,900.

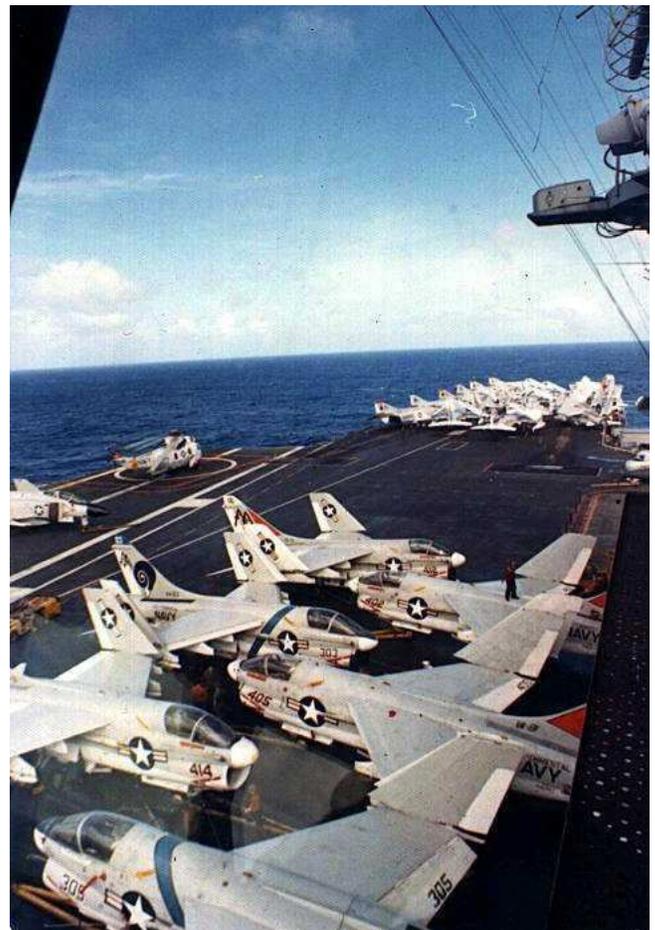
**757 Aviator Drive.** 65' X 50'. \$91,500.

**754 Aviator Drive.** 70' X 75'. \$147,500.

Each hangar has 3" insulation, 200 ampere service, rough in plumbing for bath, skylights, 44' X 16' Bi-Fold doors, and personnel doors.

**Lot 3-3 & 3-4, Block 1.** Fronts runway. Large lot on great location. \$69,500.

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



**FID Flight Deck looking forward  
from Vultures Row**

**2003 Calendar**

November

Saturday the 1st      Wings Seminar at Hangar # 625

December

Saturday the 13th      HAPA Christmas Party,  
Annual Meeting, and Ballot Counting

## HAPA Board of Directors Candidates

In order to acquaint the members of the Hicks Airfield Pilots Association with the people who have volunteered to run for the three BOD seats that will be vacated at the end of this year, we present their comments and their visions for the future of our airport community.

### John Unangst

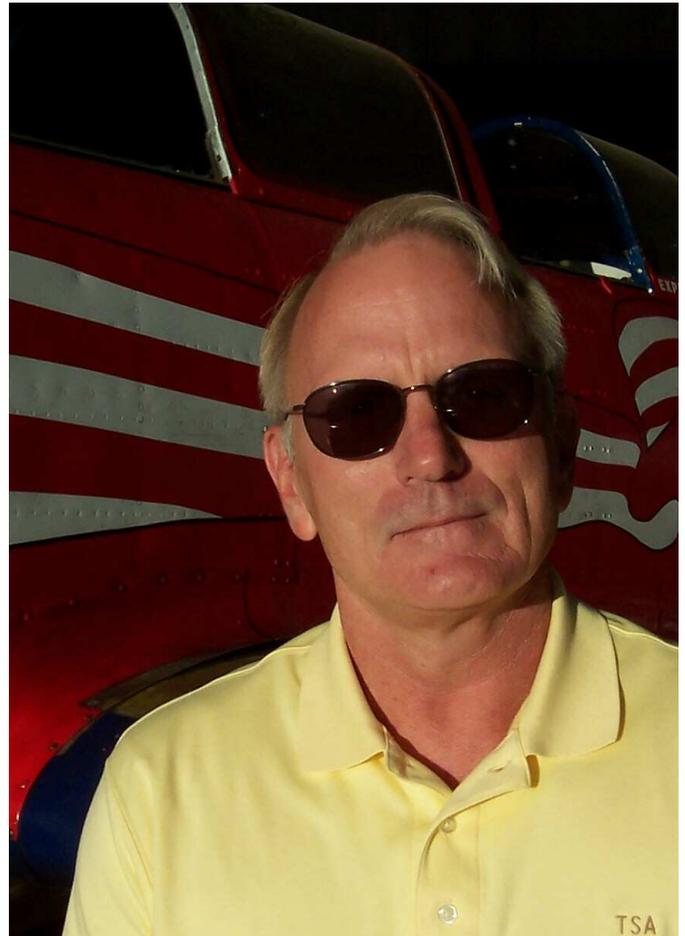


Hello, my name is John Unangst and I am running for the HAPA board for 2004/2005. I have been at Hicks airfield since 1991 and have owned property since 1993. I have built several hangars and currently own and fly two light airplanes here at Hicks. Throughout the years many changes have occurred at Hicks, some good and some not so good. There are a few goals that I have in mind for the betterment of the entire airfield.

First, I support a thorough audit of our association funds and will publish such results along with a more detailed monthly treasurers report. Second, I will support a complete rewrite of the Covenants, Conditions and Restrictions to better support our current airfield and do away with the lack of details which requires too much interpretation. Third, the association should not be in the septic field management business, nor should any association funds be spent on these

septic systems. Finally, I believe the primary value we have here at Hicks, as an airfield, are the taxiways and the runway. All HAPA dues should first be used to keep these in good repair and operation and to fund a future rebuilding of the runway. After that, any extra could be used for other airfield beautification.

### Jim Partington



I have, after much thought, decided to run for BOD @ Hicks. In that light, I wish to answer some germane questions.

*#1 If elected will you attend the monthly BOD meetings?*

Historically, I have a record of attending which is about average for BOD members despite the 350 mile commute and the middle of the week meeting schedule. I have several situations changing in my personal life that will allow me to attend more in the coming year.

*#2 If elected what would be your number one goal for Hicks Airfield?*

My number one goal for Hicks is the establishment of a

## Jim Yule

long range vision for maintaining, and improving the physical infrastructure. This will be worthless without implementation plans and energy; therefore I will help devise a way to get there from here.

### #3 What do you see as the biggest problem facing Hicks and what is your proposed solution?

The lack of an agreed upon vision for the airport causes Hicks-ites to focus on each other rather than real obstacles; this wastes time and dearly needed energy while only building more problems. The solution, in my never-to-be-humble mind, is to hammer out a vision and set concrete milestones upon which to focus. This makes effort CONSTRUCTIVE and progress possible. To this end, much improved communication is required.

### #4 Are you going to be involved in all activities at the field (are you willing to help clean-up, will you promote fly-outs, WINGS seminars, etc...)?

Have been; hope to do even more.

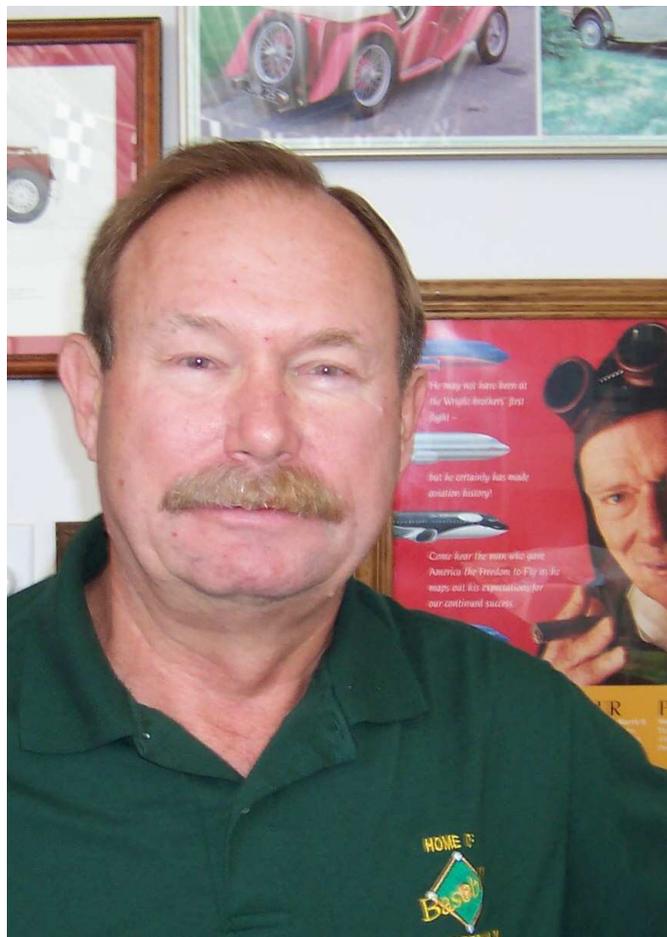
### #5 What do you see as being the greatest contribution you have made to date for HAPA?

Logic, and being there. We are not part of Fort Worth.

### #6 Have you read the Covenants, Conditions and Restrictions, or will you read them, and will you uphold them or take the appropriate legal action to change them?

I can stand on my record on this one. Those who have had to deal with me on the BOD will testify that I have been a very vocal, persistent and demanding proponent for addressing all issues in a business like manner in accordance with the Covenants, Conditions, and Restrictions.

For those of you that do not know me at all: I am a retired Air Force type that has aviation in his bloodstream. It is not something I do; it is what I am. Air Force fighter pilot, maintainer, commuter airline captain and air show performer hit some of the highlights. I have also built and operated several successful businesses. I currently live in Monroe, LA working for the Transportation Security Administration. That means I can represent the non-resident segment of Hicks.



Fellow HAPA Members:

**I'm JIM YULE. I'm running for the Board and I am asking for YOUR VOTE.**

Contact Numbers:

Home: 817-439-3071

Email: jimyule@compuserve.com

also I'm on the Hicks411 forum.

The main reason I would like to serve on the Board is because I feel each of us should take our responsibility as a part owner of the airport seriously. This requires each of us to help establish and keep this a first class airport. I will attend every Board meeting provided I am in town and I will find the time to ensure projects get completed. Even though I do not currently own an airplane, I want Hicks to be a rousing success. **I will need your help and your vote.**

**PHILOSOPHY:** I believe YOU have a lot of great ideas as to how WE can fix OUR problems. I believe this is OUR airport and WE need to solve OUR problems TOGETHER. WE want to fix OUR problems; not fight over them. I feel the best way to fix our problems is with YOUR INPUT and YOUR HELP. I will promptly answer your questions and inquiries.

I WANT TO DO THE FOLLOWING:

**Survey:** Please complete the survey so you can list your priorities along with suggestions on how we can accomplish them.

**Long Range Planning:** We need a long-range plan to deal with our runway rebuilding needs, our taxiway rebuilding needs, our drainage problems, our septic problems and the other problems we are facing. I would establish committees for each area and develop comprehensive plans to deal with each area.

**Communications:** I would keep you informed as to what is going on. I would publish an ongoing project list to include who's in charge, project status, estimated completion date and costs.

**Finances:** I would publish our complete finances as allowed by law. I would actively pursue those who are delinquent in paying their assessments. (We currently have around \$19,000 owed from 2002 and earlier).

**CCRs:** I would establish a broad based group to review and recommend changes to our CCRs.

**BACKGROUND AND EXPERIENCE:** I've owned a hangar and lived here since 1997. I am committed to ensuring that Hicks remains and that we maintain the airport.

1968-1979 USAF Active Duty: Viet Nam 1970-71 FAC O2-A, 1971-1979 B-52 pilot, (co-pilot, commander, IP, Stan Eval, Squadron & RTU Instructor); 1980-90 USAF Reserve, Emergency Management Officer. Retired USAF Reserve Lt. Col.

1979-1996 City of Keller & Keller ISD. Active in City and School projects and political activities. Served on various City committees including Sewer Extension project; KISD Member of the Roll Back Committee and other issues.

1979-Present: Southwest Airlines, flying Boeing 737. While at SWA I've been on various union committees. Most notable was from 1996 thru 2000, as the chairman of our Union's Reserve Research and Negotiation Committee; Union's Chief Negotiator with senior SWA management on a comprehensive overhaul of our Reserve System (1999), Pilots passed the negotiated agreement by about 80%.

1990-Present: Member Texas MG Register, serving as President, Vice-president and Board Member. The Texas MG Register is a state wide MG Car Club. Among other projects, I completely rewrote the Clubs Constitution and By-Laws.

1996-Present: I've owned/lived at Hicks and have worked with HAPA doing:

1) Hangar number system. Coordinated with Tarrant County Emergency Services, City of Forth Worth, United States Postal Service (USPS), HAPA members and Board to name

taxiways "Aviator Drive" and devised the numbering system.

2) Mail Boxes: After years of being unable to find a suitable location for current and additional mailboxes, I negotiated the agreement with Eleanor and Ted Casper (Hangar 500) and arranged for USPS to supply us, at no cost, all the mailboxes we currently have and secured the donation of the cover from Edwards Fabrication. This saved HAPA the cost of the land, cover, mailboxes, installation, concrete pad, etc. that would have amounted to thousands of dollars.

3) Architectural Committee Chairman for Phase 1 (Developer chairman for Phase 2 & 3) since late 1990's.

4) Several smaller projects to help the airfield.

**EDUCATION:** BS, Mathematics, SUNY Oswego; Masters Degree, Liberal Arts, TCU.

**PERSONAL:** two sons ages 25 & 28. Engaged to be married to Ms. Lou Marchant.

**Jim Yule's** responses to the questions and comments (in *italics*) submitted by **Carol Burns** on the Hicks 411 forum:

Questions like these are excellent and to my knowledge have never been asked of board candidates.

#1 If elected will you attend the monthly BOD meetings?

If I am in the Metroplex, I will attend the board meetings.

#2 If elected what would be your number one goal for Hicks Airfield?

That will depend on what the response to my survey is, because my goals are not as important as what the majority of our members want.

#3 What do you see as the biggest problem facing Hicks and what is your proposed solution?

Tribalism, as in constant arguing and bickering; "us versus them" mentality. I'm tired of it. The solution is to let the sun shine on all aspects of our organization. Keep the members informed as to what is going on, like projects and deadlines, and publish them, write about them, keep the members informed. I am for openness; someone will have to give me specifics (with proof) as to why we need to keep secrets and to put the specifics and proof in writing for all to see.

#4 Are you going to be involved in all activities at the field (are you willing to help clean-up, will you promote fly-outs, WINGS seminars, etc...)?

No. I will not have the time to be involved in all activities. The job of the board (any board) is to lead and ensure the organization moves forward in a positive manner. A board member does not have to operate the mower to serve the association. The social aspect of HAPA is very important, and I fully support it, but I am interested in the business side, ensuring that the assessments are well spent and that the infrastructure is taken care of.

#5 What do you see as being the greatest contribution you

have made to date for HAPA?

Ensuring emergency services (fire, police and ambulance) can find a hangar at Hicks. I was the one who led and coordinated the naming of "Aviator Drive" as the street address for the airport and our hangar numbering system. This combination ensures emergency services can find a hangar. Prior to the street name and numbering system we used legal descriptions which follow no logic. The street name and numbering system was coordinated with Tarrant County Emergency Services, the City of Fort Worth, the United States Postal Service, and HAPA members, including our board of directors. It was a long and involved process.

I established the mailboxes. After years of being unable to find a suitable location for the current and additional mailboxes, I negotiated the agreement with Eleanor and Ted Casper (Hangar 500) and arranged for the USPS to supply us, at no cost, all the mailboxes we currently have and secured the donation of the cover from Edwards Fabrication. This saved HAPA the cost of land, cover, mailboxes, installation, and the concrete pad that would have amounted to thousands of dollars. The old addresses were practically useless to find someone. Previously, everyone's address was: name, 2290 West Hicks Road, Unit XX Hangar XX-X-X, Fort Worth, TX zip. Mine was Jim Yule, 2290 West Hicks Road, Unit 62, Hangar 12-B-1, Fort Worth, TX zip. Talk about confusing. Now addresses and hangar numbers match. By the way, USPS wanted to keep the unit numbers with the new addresses. So they wanted, for example, my address to be Jim Yule, Unit XXX, Fort Worth, TX 76179. We were successful in insisting that the mailbox number would be the same as the hangar number in order to make the system much simpler. People can find us. It works well.

#6 Have you read the Covenants, Conditions and Restrictions, or will you read them, and will you uphold them or take the appropriate legal action to change them?

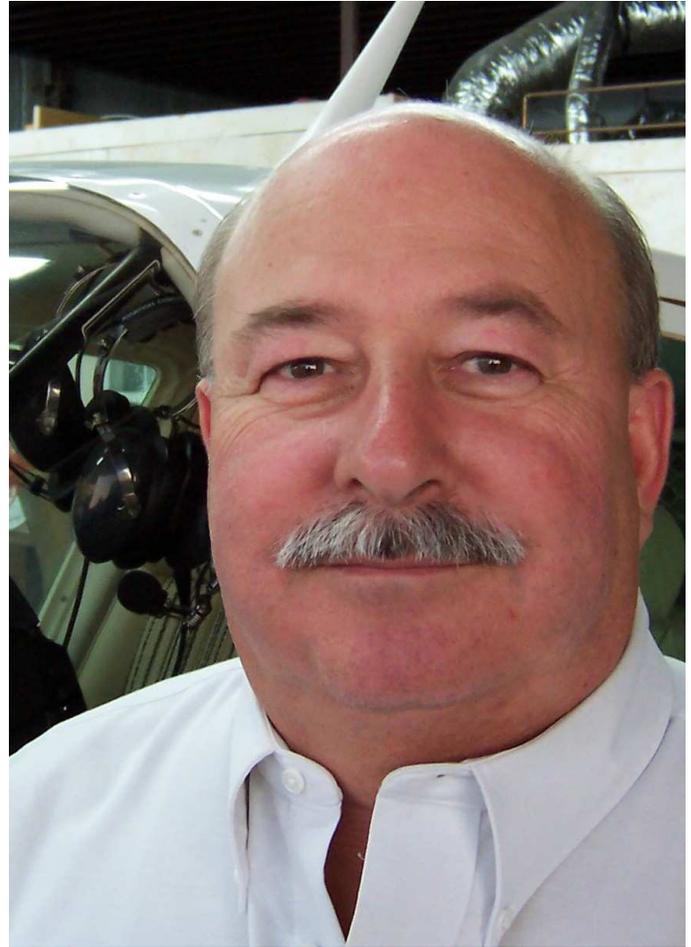
I will do my best to ensure that the CCR's are enforced with no favoritism. I have read them and most of us know that they were written for the developer (as I would have done if I had been the developer) to ensure the airport was built the way he envisioned. That is completed and now the CCR's are confusing, full of gray areas, outdated and need revision. I will do my best to establish a broad committee of diverse people to review them and make recommendations for changes and then invoke the legal process to have them changed.

*I am very sincere in what I am asking. I love the airfield. I have devoted a lot of time and effort in trying to improve the whole airport, and I feel that we have a very special lifestyle that only Hicks Airfield has to offer.*

You are correct. We have a very special and unique lifestyle here. I also love living here and am dedicated to keeping Hicks a quality airport. I do not currently own an airplane but will fight to keep us an airport. I want to try and make HAPA an organization that is run by and for the members. I would like the sun to shine on all aspects of the HAPA organization. I will always make a decision with a logical stance and I will make public that logic.

**Jim Yule**

## Jerry Stern



Jerry Stern  
735 Aviator Dr.  
Fort Worth, TX 76179

I was born at a very early age in Kinston, NC in a log cabin I helped my father build. We relocated to the City of Broad Shoulders (Chicago) when I was a wee lad. I spent my formative years in Chicago where I obtained an education and learned my way around the business world. At the request of the United States Marine Corp I left Illinois to do a tour of duty in Vietnam. Upon arriving home I went to work for AIT Industries and worked there for 20 years. I was a member of, and worked and played, at Crystal Lake Country Club. I was elected to, and served two terms on the Crystal Lake Country Club Board of Directors.

I relocated to Texas in 1983 and have made it my home ever since. I began my own business in Plano at that time and built my home in Willow Bend. I helped to create the Willow Bend Homeowners Association and served on the Board of Directors.

Currently I am fulfilling a lifelong dream and am a resident of Hicks Airfield. In the time I have been here I have been instrumental in locating and hiring the current management group. I volunteered and helped bring to fruition getting the runway seal-coated as well as the runway and taxiways striped. I have assisted other volunteers in the myriad duties of maintenance that the field requires.

I believe that HAPA is at an important stage of development. I think that the decisions being made today and in the coming months will determine the future of not only HAPA, but also the airfield itself. The decisions that need to be made will be difficult decisions that determine who we are and where we hope to be 10, 20 or 30 years down the road.

My priorities and expectations are that we recognize the vital importance of the runways and taxiways, and that we set in place a plan, and implement it for the ongoing maintenance and overall repair of both of these crucial items. I think that we need to address the septic field issues and make a final disposition on how we will handle these issues now and in the future with clear cut responsibilities for owners as well as for HAPA. Fences and gates need to be completed so that we might enjoy the security of a gated community just as our neighbors do. I think we need to recognize the growing residential community that is surrounding Hick's and how it will affect us long term. I think the lines of communication need to be open and maintained between the HAPA Board of Directors and the members. We need to be finally, in a position to know that we ARE HAPA no matter if we are North end, South end, new section, old section, car people or airplane people. We need to be unified in our approach to this piece of property. It is home for some and business for others but what it is to all is an investment. Protection of that investment must be our future.

In closing, I would tell you that many things recommend me for a position on the HAPA Board of Directors. I have many management skills as well as the ability to determine possibilities for resolution in many situations. I am accomplished at implementing the tasks to complete projects. I believe that I am an accessible person. As most of you know it is not hard to find me on most Saturday mornings. I am usually at the Rio Concho visiting and surveying my domain. Outside of a few meetings, I have attended each Board of Directors meeting since I became a member of HAPA. I feel that it will be vital to the success of this new board that all of us be aware of the many demands that will be made of our time in serving on this board and be willing to commit to those demands.

I hope you will vote for me but more than that I hope you will become involved in HAPA.

**Jerry Stern's** responses to the questions and comments (in *italics*) submitted by **Carol Burns** on the Hicks 411 forum:

*# 1 If elected will you attend the monthly BOD meetings?*

I feel this is a very important question, one every candidate should ask himself. One of the reasons I chose not to run before this year was that I felt, due to work and personal reasons, I might not be able to be at all the BOD meetings and give HAPA my best effort. I did feel I could serve the airfield by volunteering my time when and as I could, which I did. My father told me a long time ago that "actions speak louder than words". I believe I have missed three or four BOD meetings in the last two years. If elected, I am committed to making every BOD meeting. I do not feel this is a "when I can make it" position.

*#2 If elected what would be your number one goal for Hicks Airfield?*

My number one goal is to ensure the growth and future of Hicks Airfield. This endeavor will include many areas, i.e. runway and taxiways, water and septic, airfield security, better public relations with the surrounding communities and county agencies. We must become proactive and set up better lines of communication. In the end, I feel the BOD goals should be the goals of the HAPA members. I ask you all, "What is YOUR goal for Hicks Airfield?" I don't have ALL the answers, but I do know where to start looking.

*#3 What do you see as the biggest problem facing Hicks and what is your proposed solution?*

The biggest challenge (problem) facing Hicks Airfield is its future existence. We need to appreciate the fact that each individual, and group of individuals, have a different vision of Hicks Airfield. We need to find out what that vision is and try and mold a plan for the future that addresses and combines that vision. A plan that the members can support and be part of.

*#4 Are you going to be involved in all activities at the field (are you willing to help clean-up, will you promote fly-outs, WINGS seminars, etc...)?*

This is probably the toughest question of them all. I feel I have been active in all the above areas in the past and see me continuing to do so in the future. I don't profess to be involved in every activity at Hicks, but Kathy and I do try to lend our support (and bodies) as much as possible (not always because I want to, but because Kathy makes me).

*#5 What do you see as being the greatest contribution you have made to date for HAPA?*

My follow through on getting things done. My researching, interviewing and locating an appropriate management group for HAPA. How significant that will be, only time will tell. Thank you, Jacque, for the kind words on my recommendation. My follow through on getting the runway seal coated, and the taxiways and runway striped. And yes, I had help on both projects.

*#6 Have you read the Covenants, Conditions and Restrictions, or will you read them, and will you uphold them or take the appropriate legal action to change them?*

YES, on all counts. I read the CCR's prior to the purchase of my lot, and by doing so agreed to abide and live by these rules. I feel everyone else has the same responsibility to live by the CCR's as they agreed to by purchasing a lot/hangar here.

*I am very sincere in what I am asking. I love the airfield. I have devoted a lot of time and effort in trying to improve the whole airport, and I feel that we have a very special lifestyle that only Hicks Airfield has to offer.*

Carol, I too love this airfield. This is where I want to live and play. What we have here is unique in all of the country, and that is the very reason I would appreciate your support, and all who read this, in electing me to the BOD. I promise I will do my very best to protect our vision.

**Jerry Stern**

## West Sanders



#3 What do you see as the biggest problem facing Hicks and what is your proposed solution?

The lack of constructive communication. This could be corrected by a timely and informative newsletter, because this is the primary official means for communicating with the members.

#4 Are you going to be involved in all activities at the field (are you willing to help clean-up, will you promote fly-outs, WINGS seminars, etc...)?

No. It is impossible for me to be involved in ALL of my own personal activities. I am involved in many aviation activities, such as the Aviation Career Education (ACE) program. This, and other General Aviation programs that I am involved in, directly and indirectly benefit our airport.

#5 What do you see as being the greatest contribution you have made to date for HAPA?

I really don't know. Honestly, I have made so many willing contributions to this airport over the last 18 years that it is difficult to pick just one. Maybe I haven't made my greatest contribution yet.

#6 Have you read the Covenants, Conditions and Restrictions, or will you read them, and will you uphold them or take the appropriate legal action to change them?

Of course.

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## New Tables and Chairs Coordinator

I moved to Hicks in 1985. There were four hangars here. I have been involved in many aspects of the airport, and during the time I worked at Avery Tools, I spent even more time on the day to day operations. I have a plane in my hangar and at one time had three planes in it. I've lived at Hicks and understand the issues here. I too want to see the guidelines by which we run the airport written in an understandable and enforceable manner. I work (at least for another ten plus years) but will always try to be at every meeting. If not, I will always have my laptop with me.

**West Sanders'** responses to the questions and comments (in *italics*) submitted by **Carol Burns** on the Hicks 411 forum:

# 1 If elected will you attend the monthly BOD meetings?

Yes, when I am able. I am an airline captain and have very little control over the days that I am required to work. I would like to work with the other BOD members to select a day in the early part of the month that would enable the maximum attendance of BOD members. It doesn't have to be every second Thursday.

#2 If elected what would be your number one goal for Hicks Airfield?

Group hug.



## JIM YULE'S HICKS AIRFIELD MEMBER SURVEY

I'm JIM YULE and I'm running for the Board. I need your help in establishing the priorities of the members. Please take a few minutes to fill out this survey I have drawn up and return it to me. **ANSWER WHAT YOU LIKE – THIS WILL REMAIN CONFIDENTIAL FOR MY USE ONLY.** Please mail them back to me at 146 Aviator Dr. FW, TX 76179

DEMOGRAPHICS: NAME \_\_\_\_\_ AGE \_\_\_\_ HANGAR #(s) \_\_\_\_\_

Phone Number \_\_\_\_\_ Address \_\_\_\_\_

Married \_\_\_\_\_ Divorced \_\_\_\_\_ Single \_\_\_\_\_ Ages of Children \_\_\_\_\_ Number of Grandchildren \_\_\_\_\_

How many hangars do you own? \_\_\_\_\_ Hangars How many empty lots do you own? \_\_\_\_\_

Do you have an airplane at Hicks? YES NO Do you have an office in your Hangar? YES NO

Do you have an apartment in your hangar? YES NO Do you live at Hicks? YES NO

Do you plan to build an apartment? YES NO Do you have a business at Hicks? YES NO

If YES is it related to aviation? YES NO

Would you like to help HAPA & Hicks by serving on a committee or some other activity? YES NO

**PLEASE LIST THE ORDER OF PRIORITY OF THE FOLLOWING (these are in random order) with #1 being the first priority. This survey is open ended so you can give me details on the reverse side of this page (or attach pages). I will publish the overall results in Flappings. If something is listed and you feel this is not a problem or does not need to be addressed place NA on the line. If two items have equal priority give them the same number.** (but everything should not be the top priority)

ON A SEPARATE PIECE OF PAPER, PLEASE WRITE MORE DETAILS OF YOUR PRIORITIES AND/OR YOUR SUGGESTIONS AND/OR WHAT YOU WOULD WANT TO SEE AT HICKS.

**# 1 = your top priority at Hicks; #2 = your second priority; N/A = you do not consider this a problem**

- |   |  |
|---|--|
| _____ Keeping the taxiway clear of obstructions i.e. parked cars        | _____ Security of the Airport                    |
| _____ Runway overlay and/or complete rebuilding of the runway           | _____ Airport maintenance (overall)              |
| _____ Drainage problems solved  | _____ Septic problems solved                     |
| _____ Water system quality  | _____ Management Company hired                   |
| _____ Taxiway rebuilding  | _____ HAPA Web sight                             |
| _____ Taxiway Maintenance   | _____ Runway lighting                            |
| _____ Revamping and Revising the CCR's                                  | _____ Enforcement of the CCR's (in general)      |
| _____ Revamping and Revising HAPA By-Laws                               | _____ Social activities (parties, fly outs, etc) |
| _____ Runway Maintenance (fixing holes etc)                             | _____ Taxiway lighting                           |
| _____ Speeding by cars on the Taxiway                                   | _____ Individual mowing/upkeep of private lots   |
| _____ HAPA communications (more information on what is going on)        |  |
| _____ HAPA financial disclosures (more information about HAPA Finances) |  |
| _____ Pursue delinquent assessments as prescribed in the CCR's          |  |
| _____ OTHER as listed on the back of this page                          |  |

**SUBJECTIVE RATING:**

On a scale of 1 to 10 with 1 BEING THE VERY BEST, how do you rate HICKS Airfield? \_\_\_\_\_

On a scale of 1 to 10 with 1 BEING THE VERY BEST, how do you rate HAPA? \_\_\_\_\_

Jim Yule's Contact Numbers: 817-439-3071 --- email jimyule@compuserve.com (also I'm on Hicks411 forum)

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



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