

FLAPPINGS

The Greatest Hicks Airfield Related Newsletter On The Planet
Almost 300 In Circulation Worldwide!
November 2009



New neighbors Tom and Stephanie Martin hold the November Issue of Flappings printed right here at Hicks Field. pg.3

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(Who to Contact about What)

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Kurt Buchert hapagate@yahoo.com

Table & Chairs

The HAPA Tables & Chairs are available to any current HAPA Member for personal use on the Airport Property for activities such as parties, meetings, etc. *Please contact Sandra Browning or Bob Avery at 817-439-8400 or sbrowning@averytools.com.*

Submission Policy: The deadline for submission of articles, advertisements, minutes, and reports will be the 15th of the month. This should provide sufficient time to edit the layout of the newsletter so that it can be mailed & posted to www.t67.org by the first of the following month. Please provide input in MS Word format, if possible. Flappings will be available online on or about the first of every month. All ads should be submitted in writing to Ron Sinclair, 155 Aviator Dr, Fort Worth, TX 76179 or by email to Ron Sinclair at flappingseditor@yahoo.com



Presidents Corner

By Gene de Bullet

Dear Members and Owners,

Issues were raised at our last Board Meeting concerning who shall pay for septic at Hick's Field. This may sound simple, however there are various systems ranging from 'private' to 'clusters', and everything in between. Your Board of Directors has looked at this issue before, as have previous Boards, and quite frankly there has not been a unanimity expressed by the Board. Accordingly, anyone having an opinion is welcomed to "chime in" by writing to the Board. In other words a straw poll is being solicited, and we hope for your participation.

Several years ago the issue of an instrument approach (GPS into T67) was discussed. "We are told," several of the then Board members went to FAA and were told that a high minimum approach would be looked on favorably or would be "doable."

Mr. Bob Samson reported on this at the last Board Meeting. During my presidency last year I delved into this subject and was told that the approach study indicated a "no go" because of several obstructions that could simply not be worked around. Thinking that we had in effect received conflicting messages from the FAA, I asked our secretary Don Browning to get a clarification. Don talked to Joan Steward who was aware of the situation and without hesitation told Don that we would never have an instrument approach at Hicks because in her words, "there are too many penetrations." Don requested this in writing from Walt Stokes. and his boss. Thomas Lattimore. will be sending us a letter. Historically, the runway was placed too close to the railroad and adjacent hangers per FAA standards is the gist that I get.

Politics are in full swing at Hicks with the upcoming election scheduled for the 5th day of December at 2:00 p.m. IF YOU CANNOT ATTEND AND WANT TO VOTE FOR A CANDIDATE, OUR PRACTICE HAS BEEN THAT YOU MAY SIGN A PROXY WHICH YOU CAN GET FROM THE SECRETARY DON BROWNING.

Be sure to read the three candidate bio's in this issue of fl appings.

Best regards,

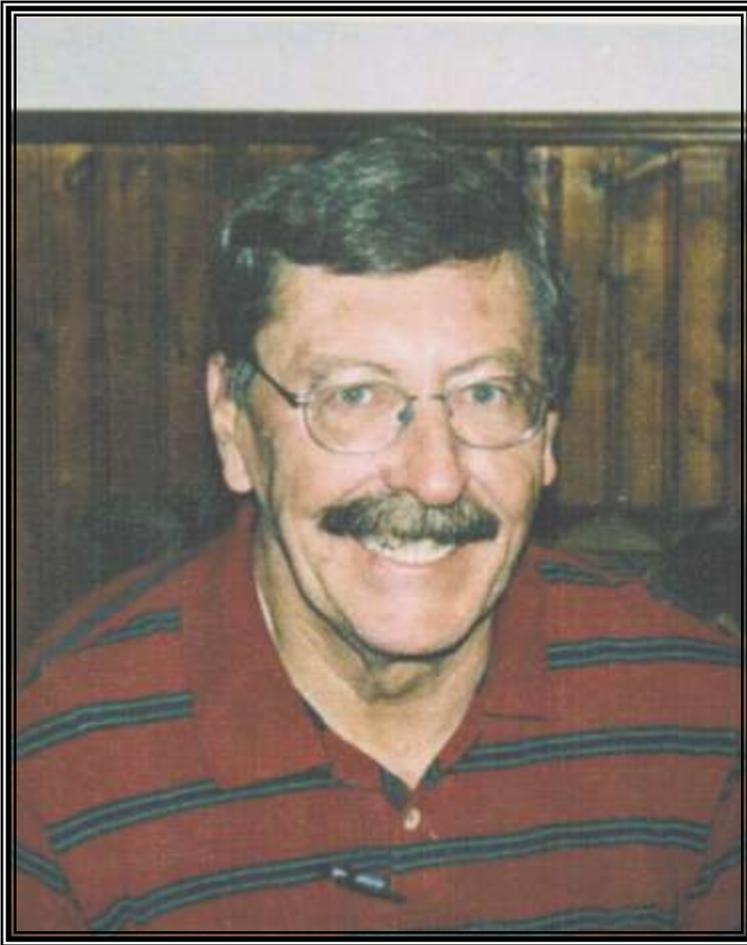
Gene

Cover: New Printers for fl appings

Let's all welcome our newest neighbors, Tom and Stephanie Martin, who have moved into hangar 617 which most of us know as 'the Fiber Source hangar'. The Martin's operate their printing business here and have a very well equipped shop. After seeing their work it was a no-brainer to have them print our humble newsletter as well. This issue is the first to be done by Martin & Co. Printers. They have matched the price of our last printer and are far more convenient, as well. It should also be noted that **this issue is actually 'printed' and not merely run through a large copy machine. The Martin's have a large Ryobi and a Heidelberg press which are known for their high quality.** Drop on by to introduce yourself and check out their operation. Call Tom at (817)439-4079 or (817)269-1846. Their web site is tom@martincompany.biz



a friend of hicks field goes west



Fred Dryden passed away September 18, 2009. To his family he was a loving Husband, dear Father and devoted Grandfather. A man who was such an inspiration and guiding influence to those who knew him will be sorely missed. Fred was known as a generous man who always came to the aid of others, even if it was not convenient.

Fred inherited his passion for aviation from his father who ran a successful aviation repair and inspection business in his home town of El Paso. He mastered the nuts and bolts end of general **aviation at his father's business as he honed his** pilot skills by flying repaired airplanes starting at the tender age of 14 – often soloing various Cubs, Champs and even a Cessna 182 to various West Texas locations well before he was old enough to legally obtain his private pilot certificate.

He enlisted in the US Navy initially as a flying crew chief on helicopters as well as 2 and 4 engine transports and eventually progressed to helicopter pilot duties. He served a combat tour to Vietnam including a successful ditching of a disabled helicopter into the Tonkin Gulf.

After his military tour of duty, Fred was a partner in an aviation repair and inspection busi-

ness at the Addison Airport when he joined the Federal Aviation Administration as an Aviation Safety Inspector in San Antonio. He was promoted to the Southwest Regional Office in 1990 and held various positions in that organization until his retirement in 2008.

Fred was an active member of the Hicks Airfield community operating an aircraft inspection and repair business from the familiar blue north end hangar #228 and the red Toyota truck he often worked from when needed. As people began to know Fred, his vast knowledge and experience in his chosen field **became evident and he quickly became the "go to" person not only at Hicks but many other airfields in the area.** Just as he treated his family, Fred was never too busy to stop and answer a question or go to the aid of an aircraft owner who had a maintenance problem.

I first met Fred when he moved into his FAA office just down the hall in the old Regional Headquarters at the intersection of Blue Mound Road and Meacham Blvd in 1990. He was a respected coworker, a valuable neighbor and, most of all, a trusted friend who was always there to lend a helping hand, a word of advice, or just a smile.

Rest in Peace.

Jerry Kinman, Hangar 230



BOD CANDIDATE BIO'S

James Eads

Hicks Traffic,

This is James Eads,

Owner of Pro Aircraft Flight Training located here at Hicks Airfield at 853 feet requesting clearance to the Board of Directors. **Yes, I'm requesting your votes for the upcoming BOD election.** I am pleased with the direction in which the airport has progressed in the last seven years that I have been here (i.e. the pavement of the runway, taxi ways and the new south gate!) I believe that the majority of the property owners do care about maintaining this as an airport.



My view of the airport is: airport first, business second and residential third. I do believe that all three can co-exist.

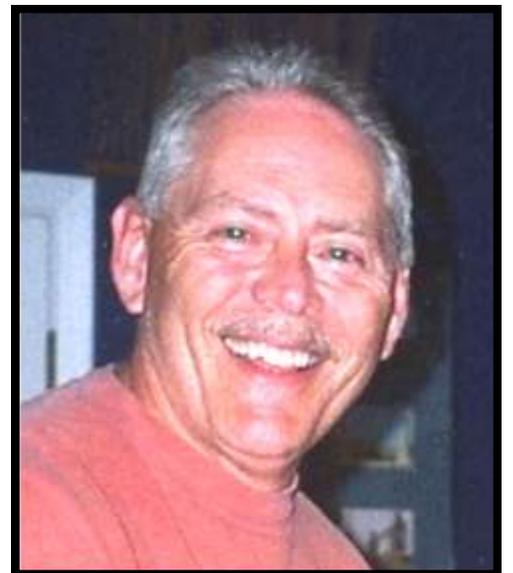
I hope that you give me clearance to the BOD.

Thanks for your help, Good Day!

If you have any questions, please feel free to stop by any time. (137 Aviator Dr.)

BILL FRECKMAN

I have owned my North end "T" hangar for almost twelve years. Prior to that I rented space in several hangars both big and small all around Hicks. As a lot of you know I build the planes I fly. I have recently completed an RV-4. I have also built an RV-6A and an Acro Sport II biplane. Not sure what the next project will be...but I love planes and flying! In my business life I worked as a Printing Production Manager at several advertising agencies and several corporations. The last being Citigroup where I spent the last 10 years. I believe in keeping Hicks a viable private (non-government subsidized) airport. Hicks is a good place to keep and fly our planes, as well as live and work. I will keep an open mind and work to keep it that way. I will appreciate your vote for the Board of Directors. Bill Freckman Hicks Hangar 343 1504 Milla Ct. Euless, TX 76039



Jerry Kinman

I would like to introduce myself to the members who do not know me. I'm Gerald Kinman but known only as Jerry to all but a few close relatives. Being a non-political personality I am unaccustomed to dwelling on myself as the primary subject, but since I am asking you to allow me to represent your interests here as a Hicks BOD member you have a right to know a little about my background, experiences and qualifications for the position. I am originally from a couple of small farming/ranching communities in Haskell and Knox counties, have a B.S. in Industrial Education from East Texas State University and am currently retired from the military and the Federal Aviation Administration. I am 67 years young. My aviation career began in 1966 as a USAF pilot. My second career started out as a FAA Airspace Systems Inspection Pilot and eventually to the Regional Flight Procedures Staff and lastly an Air Carrier Operations Inspector at the DFW Flight Standards District Office. I hold a current ATP/MEL with various type ratings along with CFII/SEL & MEL and Advanced Ground Instructor certificates. My wife, Nancy and I live in our home in Keller. I bought my first hangar in 1989 and watched the airfield progress through its many ups and downs to its present state. My retirement pastime is continuing to build and/or restore general aviation aircraft. I am an EAA and AOPA member and continue to participate in the Big Country Squadron of the Confederate Air Force at Abilene, Texas. I presently own and fly a Cessna 172 and RV-8 out of Hangar 230. I am motivated to serve on the board by the sacrifices and dedication of those before me who helped shape this airport community and I feel that I can continue this tradition with a common-sense approach to problem solving and willingness to give some positive feedback on aviation issues on which I may have some expertise. As small, public-use airports disappear each year our airport property becomes more valuable and in demand by those of us who want to preserve general aviation for our livelihood and enjoyment. Our members have such a diversity of thoughts as to what each of us wants the airport to be – the Board members must keep an open line of communication with all user groups while keeping the focus primarily on maintaining a safe and active public use general aviation airport that remains a valuable asset to ourselves and the surrounding communities. I take pride in managing my personal finances in a responsible manner and will commit to overseeing our airport by an above board / open forum manner. I have made the commitment to serve – all I need now is your vote in the next election.



Respectfully, Jerry Kinman ✈️



Instrument Approach Research

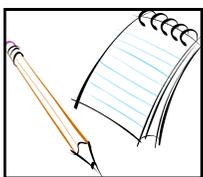
By Don Browning

At the Hicks Airfield Pilots Association Board of Directors meeting conducted on the evening of 8 October a member inquired as to the Board's progress with acquiring an instrument approach for our airport. I attempted to explain that during the early phase of TXU's power pole replacement project we gained an improved understanding of runway obstacle clearances. With a utility runway (for piston powered airplanes weighing 12,500 pounds or less) such as ours, the Primary Surface is 250 feet in width and extends 200 feet outward from each end of the runway. Only obstacles such as our runway lights and PAPIs are permitted within those limits. The Approach Surface which begins at each end of the runway at the Primary Surface border rises one foot for each 20 feet of distance outward and expands symmetrically to a width of 2000 feet 5000 feet away. The Transitional Surface has a grade of one foot per seven feet of distance from the borders of the Primary and Approach surfaces. As we learned when we

measured various distances to objects, like the main taxiway hangars and roadbed, all of them penetrated these imaginary surfaces. And those are the clearances for a visual approach. Needless to say, the clearances for instrument approaches are more stringent.

Since this was a layman's interpretation, I decided to call the FAA regional office and get a professional opinion. A recently retired FAA manager told me to call Joan Seward who is the All Weather Operations Program manager at the regional office. She was well aware of our airport and the approach request. She told me that it was never going to happen. What if we agreed to really high minimums? Irrelevant, there were too many penetrations. Can we get that in writing? Call Walter Stokes in the Flight Procedures office. Called Walter and left a detailed phone message. When I called him back several hours later he said that Thomas Lattimer who is the manager of the Central Flight Procedures office had taken it for action and would send me a letter. Walter added that we just cannot mitigate the railroad penetration of the primary surface.

Okay. As an instrument rated commercial pilot I would be very pleased if we had an instrument approach, or two, here, but the reality, as I have attempted to explain it, is that our airport does not conform to the requirements established by experts who are trying to keep us safe. Thanks to those that submitted the original request, but maybe it would have been more effective for the originators to have pursued this endeavor for the last three years. That is where we stand for now. When I receive the letter we will publish it in Flappings. ✈



BoD Meeting MINUTES

By Ninfa Cruz

Hicks Airfield Pilots Association Minutes for Board Meeting – August 13, 2009

A regular board meeting of the Hick's Airfield Pilot's Association Board of Directors was held on August 13, 2009. A quorum being present, the meeting was called to order at 6:45 p.m. and announced 'ready' by President Gene deBullet.

Board members present were President Gene deBullet, Don Browning, Jim Usher, Bob Avery and Ted Kelso. Other members of the Association were also present as observers.

The Treasurer's report was submitted and was unanimously approved.

Don Browning read June 18th's **Board of Directors minutes which were unanimously approved.**

Larry Partain addressed the Board of Directors and shared with all present that there are still speeders, but overall gave a good report as to courtesy issues.

The south gate was discussed. The Board of Directors needs someone who is a resident, or perhaps a committee, to monitor the gate. A laptop computer that has a monitor system, several relevant databases and maintains an access history will be provided to the volunteer.

Signage at the south entrance was discussed.

No old business was reviewed.

At 7:12 p.m. motion to adjourn was made by Bob Avery and seconded by Ted Kelso.

Respectfully submitted,

Ninfa Cruz



Financial reports

-Submitted by Jim Usher, HAPA Treasurer

HAPA Income Statement

INCOME	August 2009	YTD 2009
Scheduled Income		
Regular Assessments	20,043	160,164
Runway Fees	0	0
Initial Fee Income	0	0
Other Income		
Late/NSF Fees	159	1,419
Fines	0	0
Gate Income	1,651	1,937
Miscellaneous Income	0	0
Interest Income	84	800
Total Income	21,937	164,320
EXPENSE		
Administrative Expenses		
Answering Service	0	0
Bad Debt Expense	0	90
Bank/Check Charges	0	5
Collection Services	(262)	771
Copies & Postage	245	5,709
Data Processing	0	437
Sales Tax	9	146
Rental/Storage	265	2,379
Licenses/Permits/Inspec Fees	0	0
Meetings	0	0
Supplies	0	0
Printing	0	1,674
Member Relations	0	0
Professional Services		
Accounting/Audit	0	1,380
Legal & Professional	62	6,008
Management Fees	854	6,832
Taxes and Insurance		
Directors and Officers Liability	1,793	1,793
General Liability Insurance	3,017	3,017
Taxes - Other	0	0
Property Taxes	0	2
Utilities		
Electricity	1,162	9,262
Telephone	493	531
Contracts		
Mowing Contract	1,598	7,487
Courtesy Patrol Contract	1,469	13,391
Septic Field Contract	0	0

Repairs and Maintenance		
Electrical/Lights	0	915
Fences/Gates/Walls	0	0
Equipment/Tractor Repairs	0	0
Sign Repair	0	0
Pavement Repairs	0	51,353
Plumbing	0	0
Septic Field Repairs	0	4,166
Airport Drainage	0	6,472
Gas/Oil	0	0
Other Expenses		
Misc. Expenses	50	333
Gate Transmitters Purchased	591	1,865
Projects		
Gate-South Entrance	7,111	28,083
Total Expense	<u>18,457</u>	<u>154,101</u>
Net Income/(Loss)	<u>3,480</u>	<u>10,219</u>

BALANCE SHEET—HAPA As of August 31, 2009

ASSETS

Current Assets

Operating Cash - PMG F A Bank	4,588
Operating Cash - BOD Wachovia Bank	3,036
Cash-Money Market Beal Bank	149,174
Clearing Account - PMG	0
Total Cash	<u>156,798</u>
Past Due Accounts Receivable:	
Assessments 30 days	3,756
Assessments 31 - 90 days	2,550
Assessments over 90 days	24,553
Total Accounts Receivable	<u>30,860</u>

Total Current Assets 187,657

Other Assets

Prepaid Expenses 0

Total Assets 187,657

LIABILITIES

Current Liabilities

Accounts Payable	0
Prepaid Assessments	38,318
Accrued Expenses Payable	0
Total Current Liabilities	<u>38,318</u>

Other Liabilities

Collection Cost Escrow	2,087
Other Escrowed Fees	360
Total Other Liabilities	<u>2,447</u>

Total Liabilities 40,764

OWNERS' EQUITY

Reserves

Deferred Maintenance Reserve 0

Equity

Retained Earnings 136,673

Total Owners' Equity 136,673

Net Income/(Loss) 10,220

Total Liabilities and Owners' Equity 187,657



Fly Ins & Outs

-  Every 1st Saturday, —Waco, TX. EAA Chapter 59 Breakfast McGregor Municipal Airport (PWG) Pancakes and Sausage from 7AM till ? 86.9 NM S
-  Every weekend before the second Monday — Bowie, TX. Free Brunch for pilots & crew every weekend before the second Monday each month. Also free transportation to the Trade Show/Flea Market. (OF2) 9:00AM-11:00AM 44.2 NM NW
-  Every 2nd Saturday— Lufkin, TX. EAA Chapter 1219 & Angelina County Airport Fajita Fly-In (LFK) 10.00-2-00 Discount fuel for fly-ins 169.3 NM SE
-  Every 3rd Wednesday— Hicks Field EAA Chapter 670 Monthly Meeting Come join us at the Rio Concho Restaurant at 6:00 pm for dinner and hangar talk. Meeting begins at 7:00 PM 0.0 NM
-  Every 4th Saturday—Tyler TX. Tyler Pounds Field Pancake Breakfast (TYR) Breakfast hosted by members of the Tyler Civil Air Patrol squadron from 8-11 AM . Contact Rich Dyer for info 903-849-2785 107.3 NM ESE
-  Every Last Saturday—Denton, TX. Tex-Mex Fly-In (KDTO) US Aviation Group sponsors this fun event every last Saturday of the month 11am-2pm Free Food, Lots of airplanes, donations welcome. Come see some of the newest LSA aircraft. Contact Event Director at 940-383-2484 19.4 NM NE
-  Every 4th Saturday— Granbury, TX. Granbury Municipal Airport Fly-In Breakfast (GDY) Every 4th Saturday. breakfast will begin at 8:00 AM till 10:30 AM rain or shine! Have breakfast at the airport with your friends. Come and share the fun at Granbury Municipal Airport. Look for special events. Contact 817-579-8533 for info 35.7 NM SW
-  Saturday, November 7th—Ft. Worth, TX. Ft. Worth Spinks Fly-In Musicfest Spinks Airport (KFWS) Come join the fun and bring Flying and Music together. Join the Flying Musicians Association Inc. as they shoot for their goal of "Sharing their passion while encouraging youth in the science and art of aeronautics and music." Two stages of non-stop music performed by local musicians, jamming tents, seminar, breakfast by the 99's, Fly-out Saturday evening, fireworks, vendors and more!!! Call John Zapp 817-501-3641 for info. 22.6 NM S
-  Saturday, November 7th— Gilmer, TX. Veterans Day Open House and Barnstormer Fly-In Fox Stephens Field (JXI) Call 903-843-3811 #124 for info 125.0 NM E
-  Thursday, November 12th—McKinney, TX. EAA Chapter 1246 MOVIE NIGHT! Collin County Community College. Join us for Movie Night! We will be showing a great film documentary named Barnstorming. Follow the Dirksens as they prepare for the most exciting day of the year. Watch the Dirksens turn their alfalfa field into an airstrip for over 200 friends to fly in for a picnic. Contact Dave Wilson (972)984-1877 for details or visit the chapter web site <http://www.eaa1246.org/> 43.9 NM E
-  Saturday, November 14th—Fairview, OK. **58th Annual World's Oldest Free fly**-In & Airshow Fairview Municipal Airport (6K4) Free breakfast for all those who fly in. 7-10 am. Lunch 11am-1pm Contact JR. Regier (580) 227-3788 for more info. 208.3 NM NNW
-  Saturday, November 14th—Frankston, TX. Fall Fly-In at Aero Estates Airpark (T25) Planes, Flying, Fun, Friends, Music, and a Big Texas BBQ for \$3 a plate. Contact Rob Huber (469)693-1165 111.5 NM ESE
-  Saturday, November 21st—Mt. Vernon, TX. Country Cookout Fly-In EAA Chapter 1246 Franklin County Airport (F53) Fly out to the country with us for our cookout in beautiful Mt.Vernon. We'll start up the fixin's around 11:00 AM. Stay all day! Contact Dave Wilson (972)984-1877 110.6 NM E



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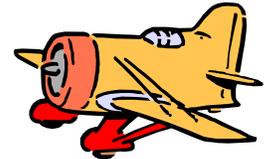
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Email:

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metroparts@yahoo.com

Cell: 817-368-2274



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Robert Read @ 817-439-0757.



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Your November 2009 Flappings!

The Official Newsletter of Hicks Airfield Pilots Association



Notices:

- If you would prefer *NOT* to receive a paper copy (and view FLAPPINGS online at www.T67.org) please send an email to Don Browning at 71whiskeytango@att.net
- We are continually updating the online version of the HAPA membership directory. If your info needs updating please email Mike Reddick at michaelreddick@yahoo.com
- **If you haven't yet provided an email address, please do!** We would like to be able to contact as many HAPA members as possible via email
- This is YOUR newsletter– Please submit articles, pictures, thoughts, etc to Ron Sinclair at flappingseditor@yahoo.com by the 15th of the month.
- **The 2009 BoD is looking for volunteers & Board Members for NEXT YEAR–** Please Contact any Board member to volunteer to help with the continuing improvement of Hicks Airfield.
- If you have an issue and would like to address the HAPA BoD during a Board meeting, Please contact Gene de Bullet, Stuart Davis, or Don Browning.
- For issues concerning ONCOR pole work, call Buddy Mills (Oncor District Service Advisor): Cell (469) 261-6338
- For Emergency South Gate Issues, call Roy Geer 817-253-1795 or 817-439-5777
- For South Gate Directory Changes contact Kurt Buchert at hapagate@yahoo.com

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