

# FLAPPINGS

**Newsletter of the Hicks Airfield Pilots Association**

100 Aviator Drive Fort Worth, TX 76179

**Volume 19, Number 5, May, 2004**



## JAY-BIRD

**Jay Pratt coming aboard in the North Star he built.**

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## HICKS AIRFIELD PILOTS ASSOCIATION

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

## MEETING NOTICE

Board of Directors Meeting

7:00 p.m.

Thursday, May 6, 2004

@ Jim Yule's Hangar # 146



## 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](mailto: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. 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 **FLADDINGS** editors, HAPA members or the HAPA Board of Directors.

# President's Comments

## **A Vision**

By **Jim Yule**, HAPA President

The April meeting was exceptionally productive.

Due to our collective lack of knowledge concerning Roberts Rules of Order the last few meetings have been less than satisfying. To correct this situation, I contacted, with the help of **Jacque Boyd** and **Carol Morris**, an experienced and exceptionally knowledgeable Parliamentarian, **Charli Lamb**. The result was an orderly, smooth flowing meeting where we passed many motions and acted together.

One major issue the Board unanimously passed was a motion to install three gates on the north end. **John Unangst** has done his homework. Due to numerous easement and space problems the best solution is to install three barrier arm gates with fences that will only extend onto HAPA easements. The gates should be up no later than June. The final costs will be about \$15,000 total. The next step will be to deal with fencing of the entire north end.

A second major issue the Board unanimously passed was a motion to adopt a "Vision" that in broad terms outlines some long-term goals. **David** and **Larry Henson** have developed an excellent Power Point Presentation outlining our needs at Hicks over the next twenty years. While the total numbers seem overwhelming, when they are broken down into a yearly amount, they are manageable – provided we plan and act now.

David made the presentation and while we can argue about the details, the overall picture he presented is very sound.

### **The VISION of where we need to go and where we need to be in twenty years (2024).**

Runway and taxiways have about 780,000 square feet of surface and all of it will have to be replaced/rebuilt/repared over the next twenty years. Some areas need immediate attention.

Drainage has to be done as we replace/rebuild/repair the taxiways and runway.

The south entrance is currently leased and HAPA should purchase the south entry and the land off the end of the runway when it becomes available. If we fail to act, we could have obstructions just off the south end of the runway. In addition if we purchase the land we would have the option of lengthening the runway.

Security (gates and fencing) of the entire airport needs to be planned for. We have about 16,000 linear feet of perimeter. We have started on this with the gating of the north entrances.

HAPA should plan on purchasing a building for meetings and storage of HAPA equipment.

Hire a HAPA airport manager in ten or so years.

### **Rough Cost Estimates:**

**Please don't get bogged down in the numbers, please look at the figures as conceptual and only the beginning of the planning phases. Look at this as the magnitude of our needs.**

Repaving/rebuilding of the runway and taxiways: Estimated to cost (at current rates based on bids **Bob Avery** has obtained) between \$0.85 to \$2.00 per square foot (if done in quantity – up to \$4.00 per square foot if done in small areas). The total costs will be between \$663,000 and \$1,500,000 (\$3,100,000 if done in increments of 500 square feet or less). The most reliable estimate is closer to the \$1,500,000 as that estimate is for a repaving (longer life) and not simply patching.

Drainage costs: Have not been estimated as we have just begun to address this problem. We will minimize costs if we do drainage along with the runway/taxiway repair/replacement plan. A very rough guess-timate is \$50,000 to \$100,000 over and above the repaving/rebuilding costs.

South entrance: Costs are also unknown, but \$100,000 for the entrance and land is most reasonable.

Security: 16,000 linear feet at \$6.00 to \$7.00 per foot equals about \$100,000. This is a rough estimate because we do not know what TSA will require and/or if they will provide funds.

Purchase/building of a HAPA building with parking: \$75,000 to \$150,000.

Salary for an Airport manager and staff in 2014 (if needed): \$100,000 per year.

When you add all these estimates together, we have projected expenses of between \$1,500,000 to \$3,000,000 over the next twenty years, plus inflation, if we do things correctly and for the long term.

**We can argue all day long about the end numbers, however what is crystal clear is that we need to invest, over the long term, at least a one million five hundred thousand dollars into our airport to keep it an airport.** That averages between \$75,000 and \$150,000 per year over and above our operating expenses. The variance depends on how quickly we want/need to repair/replace our paved areas.

### **Revenue:**

Currently our yearly operating expenses are roughly \$45,000; our income (exclusive of the license fee) is about \$60,000 and will top out at about \$70,000 when all the lots are sold (lots owned by the developer are not required to pay assessments). If we delete our reserves each year and invest all of our current income (less our expenses) back into the airport, it will take 150 years to meet our obvious needs.

Our current funding of \$.025 per square foot is adequate for the yearly operational expenses but does not allow for long-term planning. In the near future we will discuss how we can fund the needed investments in our airport, but for this article I want to focus on our needs and the estimated costs. Just for your information, we have roughly a total of 2.8 million square feet of non-HAPA owned land. If we all invest in our future at only three and one half cents per square foot of land we will raise about \$111,000 per year (once all the land is sold).

We have started down the road to plan for our future and how we can meet our obvious needs. I look forward to discussing these issues, objectively and with the future of the airport in mind. **Together we can build Hicks into the First Class Airport we deserve.**

# HAPA Board of Directors Meeting

Thursday, May 6, 2004 - 7 p.m.  
Jim Yule's Hangar # 146

## Tentative Agenda

(The final agenda will be posted at the mailboxes at least a week prior to the meeting.)

- 1) Roll call
- 2) Proof of notification of meeting within 5 days - date and time published in **FLAPPINGS**
- 3) Minutes of previous meetings - read for corrections and approval - **West Sanders** - Previous minutes
- 4) Financial report - **West Sanders**, PMG, and JSB
- 5) Committee reports
  - a) Grounds and Maintenance - **Bryan Martin**, Chairman
  - b) Architectural
    - Section 1 - **Jim Yule**, Chair
    - Section 2 & 3 - **Don Davis**, Chair
  - c) Safety - **Darrin Wargacki**, Chair
  - d) Newsletter - **Bob Avery & Don Browning**
  - e) Welcoming - **Carol Morris**, Chair
    - New members
    - New directories
  - f) Septic committee - **Jim Yule**, Chair
  - g) Other committee reports
- 6) Prior business
  - a) May 22<sup>nd</sup> general membership meeting
    - 1) May 22<sup>nd</sup> location and time to be set
    - 2) Purpose - Long-range planning presentation - **David Henson**
    - 3) Master plan development & engineering study
  - b) North side fence and gate status - **John Unangst**
  - c) Mowing contract review
  - d) Management company discussion
    - 1) CCR violations & enforcement - board guidelines and procedures
      - a) Member concerns
      - b) Attorney actions for CCR enforcement
      - c) Executive session (if necessary)
    - 2) Assessment billing and updating of records - update with PMG
  - e) Communications/Website - establishment of email addresses update
  - f) 2004 directory - **Alan Sanderson**
  - g) Spring clean up - May 22<sup>nd</sup> - **Lori and Randy Smith**, and **Debbie Campbell** - food and sundries (Based on last year: we will need 300 pounds of ribs, and plastic serving items; so plan on spending about \$600.)
  - h) Taxiway repairs
  - i) Storage of HAPA equipment - **Barbie Brunson** to report about **Bob Parker** offer.
  - j) Additional tables - (about \$65 each) and chairs (about \$8 each), Rubbermaid bins for HAPA property, water trough (beverage container) replenishment. - **Debbie Campbell**

- 7) New business - Election procedures and ballot discussion
- 8) Discussion items (non action) to be announced
- 9) Adjournment



## Rib Cook Off

HAPA has 300 pounds of ribs to cook for the Spring Clean Up and Rib Cook Off. If you would like to volunteer to cook your favorite rib recipe, please call **Randy** or **Lori Smith** at **940-483-9939** and let us know how many pounds you would like to cook!

## *A Special Thanks!*



*Dear HAPA Members,*  
*We would like to thank you for the contribution that was sent to the American Heart Association on behalf of Mary's father, Robert W. Drake. We also appreciate your thoughts and all of the prayers extended to us and our family.*

*Sincerely,*  
*Mike & Mary Reddick*

# Hicks Springs Wings Program

By Nancy Cullen, Hangar # 577



## Nancy Cullen and Darrin Wargacki

They made it happen.

On Saturday March 27, 2004, 40+ pilots assembled at the Lancair of Texas hangar for the Spring Aviation Wings Safety Seminar. In spite of the lower than normal attendance, Dallas, Denton, Wise, Parker and Tarrant counties were represented. When polled it appears that the familiar yellow FAA mailer did not go out in Tarrant County. This administrative error will be corrected in time for the next Safety Seminar. Those who came from Tarrant received the invite via the web site, **FLADDINGS**, word-of-mouth or one of the other aviation event calendars. The program this year was two-fold: Aviation Medicals and Temporary Flight Restrictions (TFRs).

Up first was **Dr. G. J. Salazar**, the FAA Regional Flight Surgeon, who addressed the bureaucracy surrounding the aviation medical field while providing tips on how to work with and through the system. The statistics he presented served to squash the perception that medical issues are a deathblow to one's medical certification. Providing many examples of people with formerly disqualifying conditions who are flying, some within the airline community, he discussed how far aviation medicine has come in the last decade. The bottom line is that, with the ever-expanding knowledge in the medical field, the need to ensure safety while managing human physiology is not as rigid as in years past. He advised that airmen should consult their medical examiner first with problems, but offered to assist them with what they might perceive as bureaucratic holdups. His number is **817-222-5300**. Dr. Salazar enhanced his presentation with pictures of his recent mission to Iraq, where he served for over a year as a military Flight Surgeon. We appreciate his taking time to be a part of the 2004 Hicks Wings Program.

The program on TFRs was provided by a panel of FAA Air Traffic Control Specialists from the Metroplex. **Nancy Cullen**, who works on the air traffic accident and investigation staff for the Southwest Region, is a private pilot and Hicks

resident, moderated the panel while providing basic information on TFRs. **LuAnn Ferguson**, Air Traffic Control Specialist at the Fort Worth Air Route Traffic Control Center and a part of the Hicks community, provided the enroute perspective, while Roger Waite, Fort Worth Flight Service Station Air Traffic Control Specialist, provided the pilot briefing perspective. The program began with a short discussion of the eight (yes, eight) types of TFRs, their "reason for being" and how they are applied. This led to more specific information on the TFR used to protect the President. Some background on pre and post 9/11 applications helped to put the TFR issue into a context. Prior to 9/11, TFRs were used primarily for safety, however a seldom-used FAR allowing TFRs for national security has been used much more actively since 9/11.

The bottom line for this portion of the program is that there are no new TFR provisions in the FARs, in fact the FAA has always had the ability to restrict airspace in the U. S. As a result of the change in the security posture in America, existing procedures have been revamped and implemented to meet the threat. As pilots we have always had the requirement to prepare for our flights under FAR 91.103. We just have to fall back on the basics we learned as students, check our NOTAMs carefully and be vigilant of our surroundings.

This event was inspired by **Gabriella Martin** and **Pat Wallace** of Morgan-Stanley, when they suggested having the Wings seminar along with the annual landing contest. Unfortunately the co-sponsored Rio Concho/Morgan-Stanley landing contest event had to be postponed, due to high winds and low ceilings. It seems the weather and mailings are just outside our span of control!

**Darrin Wargacki** and **Nancy Cullen** worked as co-chairs to pull this Spring Wings event together. Many assisted in the set up and tear down – we do not dare name names as it would likely result in leaving someone out! You know who you are and we THANK YOU!

The great thing about a less-than crowded audience was the ability to give out numerous door prizes while interacting more directly with our fellow aviators and aviation enthusiasts. Therefore we do want to acknowledge local aviation businesses and organizations which helped make our event happen by donating door prizes: Lancair of Texas, American Airlines, American Eagle, Hicks Airfield Pilots Association, Rio Concho Aviation, Air Source One, Tex-Air Parts, Texas Aviation Services, the FAA Flight Standards District Office, and the FAA Runway Safety Office. Please, if you get a chance, add your personal thanks to these folks for their support of general aviation safety and especially their support of Hicks Airfield.



## Letters to the Editors

### The View from the Back of the Bus



I was not part of a “vast outcry” last month because for many years I “cried out” over what I considered to be serious and legitimate concerns and was totally ignored. My time is much too important to waste it appealing to somebody who is simply going to ignore me.

I realize my HAPA president and vice president are against our current license fee assessment. So am I. I, too, have a financial stake in the outcome; probably more so, because I have somewhat limited resources.

If some of our members weren't such slobs, maybe we wouldn't need “clean-up” activities. Nobody has to clean up around my place. I do it myself.

If old John Unangst doesn't want to spend our money on “social activities”, I say, “Bully for him!” I can buy my own whiskey and find my own chippies. I bought my hangar to store my plane and other baubles and trinkets that amuse me. I never expected, nor desired to be entertained from the public trough.

**John Thomas**, Hangar # 244

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### Spirit of Cooperation

I have just received the April, 2004 issue of **FLADDINGS** and I am personally appalled to read the comments of **Bob Samson**.

Bob Samson's comments reflect the spirit of mean non-cooperativeness that is in existence between the old members of the BOD and the new president and vice-president.

Bob Samson makes light of the fact that only one owner had contacted him concerning the runway assessment fees. It would appear that this would be no surprise to anyone since Bob Samson is one of the members of the BOD that voted in favor of this issue (problem) and that he is well known for turning a deaf ear toward the membership's comments or concerns.

Bob Samson tries to give credibility to the opinion of the HAPA lawyer, **Annette Loyd**, as to the legality of the past BOD voting on the runway assessment fees. The obvious truth of the matter is that you can hire anyone to say anything you want them to say. Annette Loyd is quite obviously the mouth-piece for the old BOD members since she chooses to

ignore the requests of the new BOD president and acts at the behest of the old BOD members without the president's knowledge.

Bob Samson makes light of the new president's feelings for the necessity for closed meetings due to disruptive conduct by certain members during “normal” meetings. It would appear that the need for non-disruptive behavior during meetings would be a priority and that the need for orderly meetings be supported and encouraged.

Bob Samson seems to be able to vocalize and expand on many comments from the president and vice-president as to their abilities and personal agendas. Unless that particular person says something in a public forum or puts a statement into writing, the old “he said/she said” approach has no place in the real world.

Bob Samson chooses to make comments concerning the allegation that **Mike** and **Mary Reddick** were upset by the BOD president. An unfortunate and regrettable situation if it did, in fact, occur. However, it must be remembered that no disagreement has ever started from only one side and no one except the parties involved really knows exactly what was said, including Bob Samson.

Bob Samson's comments that the new president and vice-president have not lived up to their campaign promises. This should not come as a surprise to anyone since the vote majority on the BOD is still in the hands of the old BOD and that any effort to go forward in a progressive direction on the part of the new president and vice-president is met with a negative vote.

Bob Samson's words, “Not an ideal way to express volunteer appreciation nor to garner any more willing volunteers”, should ring in his own ears since he is conducting himself in exactly the same manner with regard to the new president and vice-president.

Nine out of the thirteen paragraphs in Bob Samson's “The View from the Back Row of the BOD” contain negative comments directed toward the new president and/or vice-president.

Bob Samson apparently has the misconception that he will be allowed to take cheap shots at the new president and vice-president without any consequences for his actions. With all of the important issues coming before the BOD there really isn't room, or time, for disruptive, non-cooperative behavior such as that of Bob Samson.

Bob Samson's non-cooperative comments and actions as a BOD member do not reflect that he has the best interests of the field at heart. Maybe his energies should be directed elsewhere.

**Art Feeler**, Hangar # 661



## Letters to the Editors

### Concern About the “View”

The recent article “The View from the Back Row of the BOD” has disturbed me greatly.

There are several low shots and snide remarks made throughout the article. I wish to remind the incumbent board members that the new board members were solidly elected. This was NOT a close race. The members of HAPA spoke loud and clear. Please listen to them. We need cooperation and a good spirit from all members. It is past time to put private agendas and personality conflicts aside. **Jim Yule** is our new president and he is working hard to address the needs of our airport community. He needs your help, THE ENTIRE BOARD. From what has been written in this article it seems this is not the case. I am personally sick and tired of all the feuding. I feel that HAPA business is our business and some of the things that have gone on in the past have been secretive and agenda driven. Time to consider the entire HAPA community and let’s move forward without the dragging anchors.



#### Specific items:

The HAPA Attorney not following proper protocol. Her behavior toward our president was disrespectful and counter productive. It would seem she is misdirected into having some sort of allegiance to the old board. This is not right! If Attorney **Loyd** continues with this behavior she should be FIRED!

The runway assessment fee was extremely controversial. If no one complained to you, the entire BOD’s ears should have been burning. There was ample dissatisfaction and anger over both the way it was administered and the way it was presented. This was a major issue. WHY DO YOU THINK THE BOD ELECTION WAS SO DECISIVE? The assessment was a big surprise with very little membership involvement as to how it should be administrated.

I might say the same of the hiring of the management firm and the enforcement of the covenants, that at times seem biased.

Future elections also need to be more verifiable. I am extremely uncomfortable with the way it was done last time. Poor ballot control and lots of confusion.

I would like to ask each member of the BOARD to cooperate, behave properly or consider STEPPING DOWN.

**Walter Bartzat**, Hangar # 622

### The View From The Back Row Of The BOD

Board meetings go on “forever”. Plus, we just don’t agree with each other most of the time.

I’ve been accused of adding to the rancor by reporting what I think I thought I saw. If you’re about “burned out on rancor”, my apologies for imposing yet another viewpoint on you.

I do try to enjoy myself, even at HAPA meetings. There is the possibility that if you’re not enjoying yourself here at Hicks, you may be looking at it wrong. Here’s a bit of levity to lighten your mood:

#### **More Things You Wish You Could Say At HAPA Meetings**

1. I like you. You remind me of myself when I was young and stupid.
2. You are validating my inherent mistrust of other pilots.
3. No thanks. I don’t want to be a Hicks volunteer. I have plenty of talent and vision; I just don’t give a damn.
4. I’m already visualizing the duct tape over your mouth.
5. I will always cherish the initial misconceptions I had about you.
6. This isn’t a HAPA meeting. It’s Hell with hangar lighting.
7. Nice cologne. Must you marinate in it?

HAPA politics may be a strain, but Hicks is still a really great place to live and “hang out”. At least at our meetings we don’t have fist fights like some of the legislative bodies in the Far East that appear on the news now and then.

**Bob Samson**, Hangar # 526



## Letters to the Editors

### Helpful Information “Do Not Call” Registration

The other day I was skimming the newspaper and ran across some very helpful information. I normally don't read the different columns like “Dear Abby” or “Ask Jerry”, but I was deadheading to some exotic place like Lubbock and had some time on my hands.

Jerry Romansky is a syndicated columnist that writes “Solutions for the Stumped Consumer.” On this particular day he was talking about the “FCC Do Not Call Registry.” I am very tired of having the solicitors call and call and call. I am very tired of those same folks wasting my fax paper with useless faxes. I've been wondering how I can register and be put on the “Do Not Call” list that the FCC and FTC has established. There it was, right in front of me, the phone number, the complaint address and an organization that can help stop these annoying calls and faxes.

It is easy to register your home phone number(s) and your cell phone number; all you have to do is call **888-382-1222** and follow the directions on the recording. You are then registered with the FCC and placed on the “Do Not Call” list. There is one “catch” to registering; you must call from the number you are registering. It takes about a minute and is very simple. You can also register at [www.donotcall.gov](http://www.donotcall.gov).

In addition, Jerry introduced an advocacy group, Private Citizen Inc. or PCI. This group can be reached at **800-288-5865** or [www.privatecitizen.com](http://www.privatecitizen.com). This group charges a nominal fee and will, on your behalf, send a warning to telephone/fax solicitors about the law and the fines involved. I do not know what they charge but I have left my name and address for more information. I may or may not join, but at least I have the information.

**Jim Yule**, Hangar # 146

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*"A positive attitude may not solve all your problems, but it will annoy enough people to make it worth the effort."*

-- Herm Albright



# Captain Jay Pratt

By Don Browning, Hangar # 451

**Bryan Martin** says he thinks **Jay Pratt** is the hardest working person on the airport. According to Jay that has not been his goal in life; rather it has been to never have a job. But, as he says, sometimes you have to be responsible so that you can afford to be irresponsible. Pratt philosophy.



Jay was born in Fort Worth, Texas, and is a direct descendant of Captain **Ephraim Daggett** who distinguished himself in 1848 during the U.S.-Mexican War. In less than 30 hours, Captain Daggett with Jack Hays' Rangers marched 107 miles to Mexico City and defeated a force five times their size while incurring no casualties of their own. After the war Daggett became an early promoter of Fort Worth.

Jay began his "non working" career in a slightly different way. For about four years he skated as a (Jay is a Conservative) Right Wing for the Aspen Leafs hockey team in Aspen, Colorado and, to pay the bills, drove the Zamboni at the rink.



Used to the relative warmth of Fort Worth, he relocated to a more comfortable climate. Yes, Tortola, British Virgin Islands is a little warmer. In this Caribbean paradise Jay applied himself to sailing and the United States Coast Guard was sufficiently impressed that they issued him a merchant marine Captain's license.

As a Charter Captain, he sailed more than 3,000 vacationers around the islands, five to six at a time, over a

period of seven years. They were appreciative. Lazy Jay also sailed other people's yachts upwind back to their origin while the intrepid sailors who had sailed them to him (downwind) utilized swifter transportation back. Some of these trips required 20 hours of challenging and exhausting seamanship to transit 80 miles. We'll let you do the mile per hour math.

So Jay, who is always trying to avoid work, decided to learn how to fly airplanes. Below is a photo of the Beef Island Airport, where Jay took his flight training. After that, he began a charter service flying a Bonanza V35P. Jay would transport people between the various islands and they were grateful to him for this service. Jay did this for eight years and then for some reason returned to Fort Worth.



In February of 2001, Jay began his present "non working" career assisting kit airplane builders to construct their projects, fly them, and live to tell about it. In these last three years he has built three airplanes of his own and provided major assistance with fourteen others. All of them are airworthy and are being flown by happy pilots. Not surprisingly there is a waiting list of folks who want Jay to help them build their airplanes (no plastic ones, please), but don't let that discourage you. Jay's hangar is # 584 and his phone number is 817-439-1220.

His latest project is the two place North Star shown on the newsletter cover, and above, with Jay aboard. This very cool airplane "picks up where the Super Cub left off" according to its designer **Morgan Williams Jr.** Jay already has seven hours logged in it.

The North Star weighs about 150 pounds more than the Super Cub, but is little wider and a little longer. It has all of the "Alaska modifications" such as hydraulic landing gear shocks instead of the bungee ones, reinforced wing struts, working doors and windows on both sides, float fittings, and a 180 horsepower engine. Jay surprised Mr. Williams by finishing each phase of the construction much sooner than Williams expected, or even believed possible. Jay did this so he would have more time to be irresponsible.

Jay likes to review his "non working" life as starting out as a "Rink Rat" then becoming a "Beach Bum" and now an "Airport Bum." Jay has set a fine example of how to live a life of leisure; one that we all might try to emulate.

## Advertisements

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

**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. 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.

**T-Hangar For Sale.** 223 Aviator Drive. \$23,500.

**Hangar For Sale.** 828 Aviator Drive - 70'x 60' with 50'x 16' bi-fold door. \$122,900.

**Hangar For Sale.** 501 Aviator Drive - 95'x 50' hangar. 4,750 ft<sup>2</sup> with approximately 1,850 ft<sup>2</sup> of offices with 44'x 16' bi-fold door and 12'x 14' overhead door. Two 3'x 7' personnel doors into bay. Two security systems: one for offices and one for hangar. 3" insulation, 6 skylights, 3 wall lights, 10 commercial solar reflective windows, 1/4" glass and glass door, 200 amp service, 2 heat and air units, 3 half baths, many amenities. \$230,000.

**Hangar For Sale.** 623 Aviator Drive - Approximately 4,125 ft<sup>2</sup> hangar with 1,700 ft<sup>2</sup> loft apartment. 4 ton heat pump, game room/office downstairs. \$175,000.

**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 3, Block 4.**

*“Never explain - your friends do not need it and your enemies will not believe you anyway.”*

-- Elbert Hubbard

**DURACOAT**

High Performance Concrete Coatings  
 Commercial - Residential  
 P.O. Box 945 - Decatur, TX 76234

**Eric Huston** **817-368-8885**

**Would you like your trash picked up every Wednesday from a trash container appropriate for your needs and that is at your hangar?**



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](mailto: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 **817-489-4105** 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 [Ursulabarber@aol.com](mailto:Ursulabarber@aol.com) or just stop by Hangar # 113! Commission discounts to all HAPA members.

**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**.

**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)

# Advertisements

### 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.

### EVERYTHING GOES!

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

**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).

### T-Hangars For Sale.

Hangar # 355 - \$26,000.

Hangar # 444 - \$29,000.

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

**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**.

### Hangar Apartment For Rent.

Absolutely gorgeous fully furnished apartment. \$450.00 per month plus utilities. Call **817-439-0757**.



**\$800.00**

### Garmin GPSMAP 295 For Sale For \$800.00.

WAAS compatible, color moving map GPS. Complete with PC cable, Power/Data cable, 12 volt Lighter cable, Yoke and Auto mounts, and all manuals. Contact **Rich Rudolph** at work at **817-335-3386** or at home at **817-439-0236**.



### MOWING AT HICKS

Reasonable rates - call anytime.

**Jim Usher**, Hangar # 410

**817-236-7506** or **817-891-2989**

### FOR SALE: PARKER LITTER VACUUM

8 HP engine, excellent condition.

Used very little.

Sells new for \$1,900! Asking **\$350**.

**Jim Usher**, Hangar # 410

**817-236-7506** or **817-891-2989**

### FOR SALE: CRAFTSMAN LAWN VACUUM

Attaches to rear of your lawn tractor. Needs engine.

Asking **\$50**.

**Jim Usher**, Hangar # 410

**817-236-7506** or **817-891-2989**

### FOR RENT: LIGHTED T-HANGAR # 257

**\$250 per month**

**Jim Usher**, Hangar # 410

**817-236-7506** or **817-891-2989**

***“If a donkey bray at you,  
don't bray at him.”***

-- Elbert Hubbard

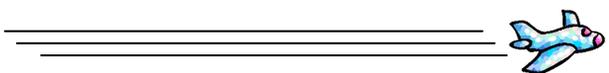
**FOR SALE:** Two part industrial floor paint. \$30 per gallon. Gray and tan available. Call **Greg** at **817-919-6446**.

**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, 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**.

## Hicks Airfield Calendar of Events

DATE	EVENT	CONTACT
<b>May 22</b> Saturday	<b>Spring Clean Up &amp; Rib Cook Off</b> Hicks Airfield	<b>Randy and Lori Smith</b> 940-483-9939
<b>July 27 - August 2</b> Tuesday - Monday	<b>EAA - AirVenture Oshkosh</b> Oshkosh, Wisconsin	
<b>October 9</b> Saturday	<b>Fall Clean Up &amp; Chili Cook Off</b> Hicks Airfield	
<b>December 4</b> Saturday	<b>HAPA Christmas Party</b> Hicks Airfield	

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



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