

FLAPPINGS

Newsletter of the Hicks Airfield Pilots Association

100 Aviator Drive Fort Worth, TX 76179

Volume 19, Number 6, June, 2004



HAPA GATE

Vice President John Unangst and the North End gate project he managed.

In This Issue:

- Editorial Policy - 2
- President's Comments - 3
- View from the Back Row of the BOD - 3
- May BOD Meeting Agenda - 4
- License Fee Options - 5
- Cover Story - 5
- Letter to the Editors - 6
- Didn't Make the News - 7
- Advertisements - 8 and 9
- Calendar - 10

HICKS AIRFIELD PILOTS ASSOCIATION

BOARD OF DIRECTORS

PRESIDENT:

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

VICE PRESIDENT:

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

TREASURER/SECRETARY:

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

BOARD MEMBERS:

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

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

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

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

COMMITTEE CHAIRS

ARCHITECTURAL:

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

Sections 2 & 3 **Don Davis** 817-439-1040
arch23@hicksairport.com

GROUNDS & MAINTENANCE:

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

NEWSLETTER:

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

SAFETY:

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

WELCOMING:

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

PROPERTY MANAGER

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

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

MEETING NOTICE

Board of Directors Meeting

7:00 p.m.

Tuesday, June 8, 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 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 Report

By **Jim Yule**, HAPA President

By now everyone should have received the Septic Letter. We are moving forward with this project but it will take some time. The response has been very positive and folks understand the importance of getting a system in place to maintain our systems. I want to reiterate the HAPA Board wants each group to take care of your own septic system. We don't want to become involved with your system, however if a group won't establish a plan, then and only then will HAPA intercede. HAPA has no choice, as this is a health issue. Concerning the past expenses that were spent on certain systems: This was done to keep the system working and to accommodate the Tarrant County folks. I was not on the Board when this action was taken, but frankly I don't think the Board had any real choice.

The May meeting was very interesting. I want to thank everyone, again, for respecting each other's right to voice their opinion without interruption.

We had a very interesting discussion about our Editorial Policy. The policy, established by past boards, is very simple; write a letter, sign it and it will be printed (see the exact policy on page two). The established policy will continue until it is modified by a board action, not by one or two members who don't like what someone writes. I strongly support your right to voice your opinion. While I disagree with **Bob Samson** on many topics, I defend his right to criticize me, which he has done on a regular basis. I am not in favor of censorship. Differences of opinion are the cornerstone of a free society. I have faith the membership will separate the wheat from the chaff.

The north end gates are up and should be functional by the time you read this. They are remotely operated and you can purchase remotes from a board member.

CCR violations and letters from Principal Management Group (PMG): The vast majority of us want to be left alone and not bothered by these letters. I have received letters from PMG concerning my grass. In order to stop these letters I mow my grass and keep my "junk" inside. It is that simple for the vast majority of us. However, some of our members run non-aviation business, block taxiways by parking in them, have stuff between hangars and in general make the airport look like an industrial park. This is an airport and airplanes take precedent over all other things. This is an airport and I will do my best to preserve that.

Mary Reddick made a motion to include undeveloped lots in the \$275 license fee. The motion was not adopted when **Bob Samson** abstained. **David Henson**, **West Sanders** and **Barbie Brunson** were not present. Though **Bob** abstaining did not affect the quorum (silence is consent), I decided not to break the tie (**Mary** in favor, **John Unangst** opposed). We will address this subject again at the June meeting with, hopefully, all board members present.

Elections: With the help of our parliamentarian, **Charli Lamb**, and with approval from the Board, we will be establishing election procedures and setting up a time line for the December elections. The elections will be here before you know it and we need to let everyone know how the elections

will be conducted and how to vote or give a proxy. Please consider running for the Board so we can continue moving in a positive direction.

These are some of the issues and projects we are working on. If anyone has questions or comments please email me or give me a call.

The View from the Back Row of the BOD

By **Bob Samson**, HAPA Board Member

Things are that bad huh?

"Experts tell us that we run about the same risk of dying in an airline crash as we do dying from an asteroid strike. This is serious and warrants serious attention by our government." Quote from US Sen. Sam Brownback (R-Kan), April 8, 2004.

Obviously Senator Sam doesn't have a clue what he's talking about.

Kind of reminds me of the political climate here at Hicks. Don't let any pesky details like FACTS stand in the way of a good argument.

Similar amusing silly arguments directly from HAPA's past:

1. **Water should be free and will always be free.**
2. **The terminal building belongs to HAPA. Don Davis is just using it until he sells all the lots.**
3. **The Developer (Don Davis) should be the one that pays for the runway maintenance.**
4. **The "infrastructure" is inadequate, with bad taxiways and bad drainage. The Developer (Don Davis) should pay to fix it.**
5. **The old BOD has probably embezzled some HAPA funds and should be investigated.**

This kind of goofiness has been going on for years. It appears to me that there's a few members making noise about their perceptions, but I don't see their helpful solutions to solve our disagreements. Don't let the hysteria level be your only guide to how things are going out here.

If the only meetings you've attended lately are the Co-HAPA wine and whine social events, you're only getting half the input you need to make a rational judgment on what's happening. If you really care how HAPA collects and spends your money, I urge you to suffer through some of the BOD meetings and see for yourself. Or, come on some of the food fly outs that we do at regular intervals. You're welcome to join us. We'll find you a seat or two if you discover you don't have a plane. We'll have a conversation. You'll see a different side to things.

Changing the subject, I have some interesting observations I'd like to share. Our new BOD officers have gotten over their reticence about writing checks with HAPA's petty cash money. (Remember a few months back when they made **Mary Reddick** wait on a formal Principal Management Group

accounting process to get paid for about \$40 worth of taxiway patching material.) Now that our V.P., **John Unangst**, is heading the effort to get some North Side gates up, they readily wrote a few checks from the petty cash account totaling about \$15,000 or more.

Furthermore, at the last BOD meeting, our president brought out an idea to hire a consulting firm to tell us what we should do with our money. Guesstimates of about \$50,000 have been waved about. Of course he's absolutely right in one way. If we PAY someone to TELL US what to do, then it's certainly NOT OUR FAULT if something goes wrong while we're doing what we were told. Personally, I think a little bit of risk would be well worth the \$50,000 we could save if we make our own decisions. (Maybe I'm just too conservative. I tend to treat HAPA's money like part of it came from me. Are our new officers the same men that made such uproar over a mere \$275?)

In any case I urge you to get involved. The new BOD is going to send you into sticker shock with the 2005 assessments and license fee unless you've been paying attention. They're even making noises about adding additional 2004 assessments to speed up the spending opportunities. This is YOUR money. Be concerned. Be very concerned.



HAPA Board of Directors Meeting

Tuesday, June 8, 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 and proxy information
- 2) Proof of notification of meeting within 5 days - date and time published in **FLADDINGS**
- 3) Minutes of previous meetings - **West Sanders**
- 4) Financial report - **West Sanders**, PMG, and JSB accounts

5) Committee reports

- a) Grounds and Maintenance - **Bryan Martin**, Chair
- b) Architectural
 - Section 1 - **Jim Yule**, Chair
 - Section 2 & 3 - **Don Davis**, Chair
 - Letter of intent for use of new hangars
- 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) Airport Safety and Security
- h) Other committee reports

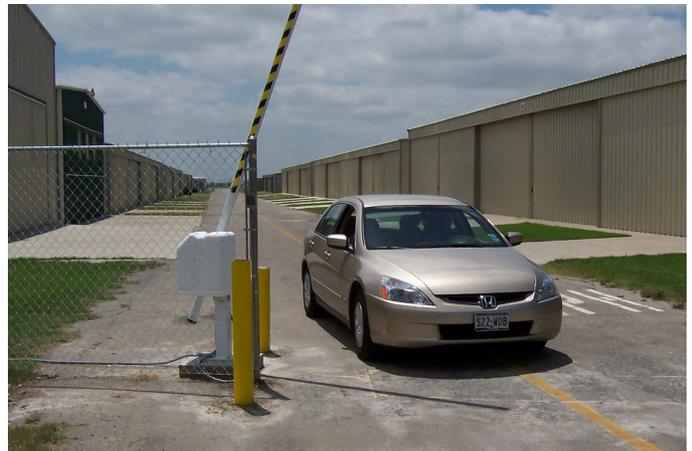
6) Prior business

- a) License fee substitution motion
- b) Election procedures
- c) North side fence and gate status - **John Unangst**
- d) Management company discussion - Charges
- e) CCR violations and enforcement - Board guidelines and procedures
 - 1) Member concerns
 - 2) Attorney action for CCR enforcement
 - 3) Executive session (if necessary)
- f) Assessment billing and updating of records - Update from PMG
- g) 2004 directory - **Alan Sanderson**
- h) Spring clean up - May 22nd - **Lori and Randy Smith** report
- i) Taxiway repairs
 - 1) Plan for repairs
 - 2) Charge for committee
- j) Storage of HAPA equipment - **Don Browning** to report about **Bob Parker** offer.

7) New business

8) Discussion items - (non action) to be announced

9) Adjournment



Hicks Airfield patriarch, **Lou Rainone**, tests a North End gate, and lives to tell about it.

License Fee Options

By **Jim Partington**, Hangar # 529 and
Bob Avery, Hangar # 411

Our info is: 464 Lots, 272 Hangars and 2,809,977 square feet. The current annual assessment raises about \$70,000. The “vision” for Hicks guesstimated that \$1,000,000 - \$800,000 will be needed to MAINTAIN the runway and taxiways for the next 10 years. Using the smaller number, that means \$80,000 more per year needs to be raised.

Much gnashing of teeth has gone on trying to define and support many different ways to meet this obligation “fairly”.

In an attempt to present several options, Bob and I have worked up some numbers. This is not intended to be an exhaustive list. Nor will we discuss the pros and cons of each approach here. We are trying to do two things, at least. First, get some options out that show the many different ways (notice fair is not used) that the required funds could be raised. Secondly, some middle ground may be seen in these options, or ones you come up with, that will allow us to compromise, pick an option and press forward TOGETHER.

It is to be noted that the legal advisor did say that the BOD has fewer restrictions on how the money is raised than previously thought. With that in mind, we should be able to make motions to allow almost any method of collection “legal” on which we can reach consensus.

Here are a few methods by which the needed funds could be raised:

- I. Double (a bit more actually) the current assessment (the square foot method)
- II. \$294 per hangar assessment (very close to the current method)
- III. \$172 per lot (the flat fee method)
- IV. \$100 per lot and 50% increase in current assessment
- V. \$200 per hangar and 50% increase in current assessment
- VI. \$100 per lot and \$200 per hangar. (i.e. \$300 for lots with hangars and \$100 for empty lots)
- VII. Get the county assessment and apply a millage on those figures to equal \$80,000

As you can see, there are many mixes available. Fair is in the eyes of the beholder; compromise will raise the required funds and draw folks together in a common goal.

Please circle the one you like, rank order them or submit your own. If you will not take the time or spent the \$.37 stamp, we can assume any method is okay with you. Mail your desires to The BOD, 100 Aviator Drive, Ft Worth, 76179. Partington will collect e-mail answers at jlpartington@att.net, or phone calls @ 318-388-2325.

Editor's note: While I'm personally in favor of the square footage method of raising funds to maintain our infrastructure, I think it is more important that all of the membership has a voice in deciding an expenditure of this magnitude. Bob Avery

North End Gates

By **John Unangst**, HAPA Vice President

After at least six years of talk, several false starts and at least one failed attempt, we have barrier arm gates on the three taxiways that exit the airport to the north. These gates will be closed on or about June 30th and will be operated only by remote control unit. These units will be for sale and available through any of your Board of Directors. There will be two sizes. A visor size at a cost of \$15.00 each and a keychain size at a cost of \$20.00 each. Each remote will operate all three gates.

Some members have asked why we ended up with this type of gate. Here is a brief history of the problems associated with the north gates and why we ended up with barrier arm gates.

First, our original plan was to place gates and a fence on Tarrant County land. We talked with those Tarrant County folks in charge and were told in no uncertain terms that we cannot place anything nor encroach in any manner on the County land. Tarrant County lawyers became involved and the plan to build gates and a fence on County land was slammed shut.

Second, some HAPA members who own land adjacent to the Tarrant County land indicated they wanted and had the right (according to Tarrant County) to access their land directly from the County land. HAPA does not have any easements over their private land to build a fence. HAPA does not have the right to build a fence along the northern boundary of the airport without each property owner's permission. At the same time, those individuals cannot allow anyone to access the airport's taxiways via their private property. This is an unresolved issue and we are working with those land owners to see if we can reach some agreement.

Due to the inability of building a fence, the decision was made to separate the fence project from the gate project. In addition, due to Tarrant County's position, the gates would have to be built on HAPA property.

Why three gates and not just one? The decision to install three gates was made because we needed the ability to enter the airport even if one taxiway was in use and because some members did not like the idea of having all the traffic funneled down a single taxiway especially if they had a hangar on that taxiway. If we had only one operational gate, and someone was blocking that taxiway because an individual was getting ready to fly or returning from flying, the entire north end of the airfield would be blocked. It is highly probable that with three gates at least one taxiway would be clear.

There are three styles of gates: the swing gate, the sliding gate and the barrier arm gate.

The Swing Gate: This style had to be abandoned due to the fact the swing of the gate had to be onto HAPA property. The close proximity of the hangars to the property line meant there was a very real probability that a gate could swing open and strike an airplane parked in front of a hangar and also block access to an individual's hangar. This was unacceptable.

The Sliding Gate: This style could have been selected but was not, due primarily to cost. This style of gate is more

Letter to the Editors

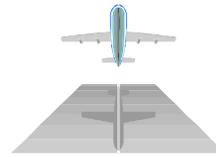
expensive to purchase and install than the lift gate plus each gate requires a 110 volt electrical power source. Electrical power would require at least one meter (most likely three) plus the cost to bury lines to all three gates. Remember we do not have easements along the northern airport border, so burying power lines presented a whole set of problems. In addition these gates are very slow to open and close and repair is much more expensive and involved than a barrier arm gate.

The Barrier Arm Gate: This type of gate is similar to the type the railroads use. The model that was chosen is solar powered (with double batteries) hence it does not require 110 volt electrical supply, a huge savings. In addition these units themselves are cheaper to purchase and install than the sliding units. In addition there are no easement issues and they open and close faster than the other types.

Repair and Maintenance Considerations: While we would like to think nobody would deliberately hit one of these gates, we must realize accidental damage might occur. We have installed large guard posts to protect our gates and fence posts. The barrier arm gates are designed to allow the arms to be easily and cheaply replaced (about \$250 for an arm).

Width of the Opening: A fifteen foot wide gate was decided on for several reasons. First, these entrances are for member use. We want commercial traffic using the south entrance. With the set back off the county road and the straight approach from the field, our members should not have any problem with any pickup, truck or trailer. In addition the cost of the shorter length unit was less and the cost to replace the lift arms is less.

Remote Control Only Operation: We are using remote control operation because keypads cannot be placed on Tarrant County Property and locating them inside the airfield would pose a hazard to the adjacent owners' hangars. In addition, the control over who enters the north gates is better.



Runway and Septic Fees

I would like to talk about the runway license fee the BOD has put on us. First, though, let me tell you a few things about myself that you may or may not find very interesting.

I learned to fly at Meacham Field. The flight school where I was a student fueled their planes at Hicks. That's how I learned about our airport. My wife and I bought two Cherokees for our personal use and flew them around the state of Texas and many of the other states in the United States. Almost always with our dog or grandchildren. Never for money.

Since I had spent many Sundays bringing our dog to Hicks and washing and waxing the plane, I met many people and spent many fine Sundays enjoying the airplane and the dog. Since Hicks was a really nice airport, just far enough out of the city to be pleasant, we decided to sell the plane and buy three T - Hangars, and rent them out because I was about to retire. The airport was a very stable place so we continued to buy them and now we have nine hangars, which is all I have the strength to mow and trim.

My wife and I have always been good citizens at Hicks. We pay our assessments and taxes, volunteer to serve in some way and cooperate with our neighbors. We think we love our airport as much as anybody on the field.

When we bought our first hangar, you couldn't put a license fee on the property owners without their permission, and if you could have done it, we probably wouldn't have bought at Hicks. I'll bet you wouldn't have either. We know the property is worth less. We never know who will be elected to the BOD and if they have the power to change our lives without even asking us, they'll be doing it every time they have a project.

My position isn't that we don't need the runway work; we need work on everything at Hicks. My position is that we need to share the runway and expense equally.

Some things we don't need to share in and that is the septic systems, the T - Hangars in the northwest section of the airport are forbidden from having water or sewer, and since they have elected to make homes out of hangars, then they should pay for their own sewer systems.

We asked the members to help last year at the BOD election and they sure did. I'm saying thank you very much. Without that help, we would already have lost this thing. With continued help like that we can keep our property values where they belong. We would love to hear from the members.

Tony Pierce, Hangar #s 217, 237, 239, 241, 320, 321, 322, 323, and 338



Lift gates are not security gates, but are in use at airports throughout the country. They do control traffic and that is our primary goal. If and when TSA requires security fencing, they will mandate the specifications and at that time we will have to comply. Spending your money to install security gates at one perimeter when the others remain open is not the best use of our HAPA dues.

If you have more questions concerning the gates, feel free to call or email me.

SOMETHING THAT DIDN'T MAKE THE NEWS

By **Bob Lonsberry** on 7 May 2004

Meet Brian Chontosh. Churchville-Chili Central School class of 1991. Proud graduate of the Rochester Institute of Technology. Husband and about-to-be father. Captain in the United States Marine Corps. And a genuine hero. The secretary of the Navy said so yesterday. At 29 Palms in California Brian Chontosh was presented with the Navy Cross, the second highest award for combat bravery the United States can bestow.

That's a big deal. But you won't see it on the network news tonight, and all you read in Brian's hometown newspaper was two paragraphs of nothing. Instead, it was more blather about some mentally defective MPs who acted like animals.

The odd fact about the American media in this war is that it's not covering the American military. The most plugged-in nation in the world is receiving virtually no true information about what its warriors are doing. Oh, sure, there's a body count. We know how many Americans have fallen. And we see those same casket pictures day in and day out. And we're almost on a first-name basis with the pukers who abused the Iraqi prisoners. And we know all about improvised explosive devices and how we lost Fallujah and what Arab public-opinion polls say about us and how the world hates us. We get a non-stop feed of gloom and doom.

But we don't hear about the heroes. The incredibly brave GIs who honorably do their duty. The ones our grandparents would have carried on their shoulders down Fifth Avenue. The ones we completely ignore. Like Brian Chontosh.

It was a year ago on the march into Baghdad. Brian Chontosh was a platoon leader rolling up Highway 1 in a humvee. When all hell broke loose. Ambush city. The young Marines were being cut to ribbons. Mortars, machine guns, rocket propelled grenades. And the kid out of Churchville was in charge. It was do or die and it was up to him.

So he moved to the side of his column, looking for a way to lead his men to safety. As he tried to poke a hole through the Iraqi line his humvee came under direct enemy machine gun fire. It was fish in a barrel and the Marines were the fish. And Brian Chontosh gave the order to attack. He told his

driver to floor the humvee directly at the machine gun emplacement that was firing at them. And he had the guy on top with the .50 cal unload on them.

Within moments there were Iraqis slumped across the machine gun and Chontosh was still advancing, ordering his driver now to take the humvee directly into the Iraqi trench that was attacking his Marines. Over into the battlement the humvee went and out the door Brian Chontosh bailed, carrying an M16 and a Beretta and 228 years of Marine Corps pride. And he ran down the trench. With its mortars and riflemen, machineguns and grenadiers. And he killed them all.

He fought with the M16 until it was out of ammo. Then he fought with the Beretta until it was out of ammo. Then he picked up a dead man's AK47 and fought with that until it was out of ammo. Then he picked up another dead man's AK47 and fought with that until it was out of ammo. At one point he even fired a discarded Iraqi RPG into an enemy cluster, sending attackers flying with its grenade explosion.

When he was done Brian Chontosh had cleared 200 yards of entrenched Iraqis from his platoon's flank. He had killed more than 20 and wounded at least as many more.

But that's probably not how he would tell it. He would probably merely say that his Marines were in trouble, and he got them out of trouble. Hoo-ah, and drive on.

"By his outstanding display of decisive leadership, unlimited courage in the face of heavy enemy fire, and utmost devotion to duty, 1st Lt. Chontosh reflected great credit upon himself and upheld the highest traditions of the Marine Corps and the United States Naval Service." That's what the citation says. And that's what nobody will hear. That's what doesn't seem to be making the evening news. Accounts of American valor are dismissed by the press as propaganda, yet accounts of American difficulties are heralded

as objectivity. It makes you wonder if the role of the media is to inform, or to depress; to report or to deride. To tell the truth, or to feed us lies.

But I guess it doesn't matter. We're going to turn out all right. As long as men like Brian Chontosh wear our uniform.



Editor's note: I received this from another retired Master Chief Petty Officer and thought it could make the news here, if not elsewhere. Naturally, I checked it out. You can too on snopes.com and USMC.mil. Don.

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. Cabinetry in bay with sink and washer/dryer connection. Efficiency apartment downstairs with stained concrete floor. Study, one bedroom, large bath, large closet with washer/dryer connection upstairs. Must see. \$175,000.

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

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 ft² with approximately 1,850 ft² 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. With additional lot behind hangar for parking. \$230,000.

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.

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.
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 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**.

“To know what is right and not do it is the worst cowardice.”

-- Confucius

DURACOAT

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

Eric Huston

817-368-8885

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

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.

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 4, \$5,000. Insulated, skylights, rough in plumbing, high bay lights, 4 X 6 Bi-Fold door, personnel door and 200 ampere service. Contact **Steven Dauenhauer** at **817-996-2470** or **817-220-7972**.

SOLD

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

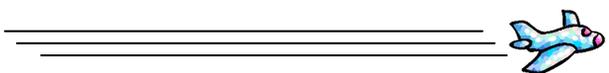
“Aviation is proof that given the will, we have the capacity to achieve the impossible.”

-- Eddie Rickenbacker

Hicks Airfield Calendar of Events

DATE	EVENT	CONTACT
July 27 - August 2 Tuesday - Monday	EAA - AirVenture Oshkosh Oshkosh, Wisconsin	
October 9 Saturday	Fall Clean Up & Chili Cook Off Hicks Airfield	
December 4 Saturday	HAPA Christmas Party Hicks Airfield	

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



<p> PRSRT STD U.S. POSTAGE PAID FORT WORTH, TEXAS PERMIT NO. 4081 </p>

ADDRESS SERVICE REQUESTED