

FLAPPINGS

Newsletter of the Hicks Airfield Pilots Association

100 Aviator Drive, Fort Worth, TX 76179

Volume 19, Number 11, November, 2004



Bob Samson

Jerry Stern

Larry Henson

David Feil

Jim Rockwood

Jim Usher

CANDIDATES

Not pictured are Stephen Ramsey and Glen Smith who are also candidates.

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HICKS AIRFIELD PILOTS ASSOCIATION

BOARD OF DIRECTORS

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David Henson (2004) 817-439-3740
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West Sanders (2005) 817-658-8637
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Jim Yule (2005) 817-439-3071
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COMMITTEE CHAIRS

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ASSOCIATION MANAGER

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Leslie Newton Ext. 205

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

MEETING NOTICE

Board of Directors Meeting
7:00 p.m.
Wednesday, November 10, 2004

@ Bryan Martin's Hangar # 569

FLAPPINGS

Submittal Policy

The deadline for submission of articles, minutes, and reports will be the **15th of the month**. This should provide sufficient time to lay out, print, and mail the newsletter so that it can be received by the first of the following month. Please provide input in **MS WORD** format, if possible.

If you are a member and not receiving **FLAPPINGS** in the mail and wish to, then email **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 # 111 while they last.



Gratitude

Editor **Don** would like to extend his appreciation to Co-Editor **Bob Avery** for creating the October 2004 **FLAPPINGS** without any assistance from him, and on short notice due to a family emergency.

Thanks to all who have expressed concern and prayed for our son **Jerry** who is convalescing after 30 days in a Manhattan hospital and very major surgery. We love you.



Aviators Larry and Kate Mansberger's new hangar-home

President's Report

By **John Unangst**, HAPA President

We are fast approaching the end of the year and many things are going on out here at Hick's Airfield. First, I want to remind everyone that the election for four seats on your Board is in progress with the ballots due November 17th. So please remember to vote and send your ballots in. It's your airport.

Our annual Christmas party will be held on December 4th at 1700 at hangar 569. We will have a short business meeting at 1730. Come on out and enjoy the fellowship and food and get to know your neighbors.

Our Airfield came dangerously close to losing our liability insurance, however with lots of help from **Carol Burns** we were able to get it renewed at a favorable rate. This coverage does not come without requiring some changes. The Airfield speed limit will be reduced to 15mph and there will be many new and additional signs placed throughout the Airfield stating this new limit and emphasizing that you are on a taxiway. Please help our Airfield retain our insurance and abide by these new rules.

Starting with the January issue of **FLADDINGS**, HAPA will be charging a nominal fee for classified advertising. The rate will be \$5 per 2-column inches per month. Our classified section was growing too large and the printing of **FLADDINGS** is a large expense. This will offset the expense of at least the classified pages.

Principal Management Group will be mailing out new bills to any member who owes any assessments and any runway license fees for any lots the member owns.

We have a new towing contract with a local towing company to help us enforce our CCR's. Remember not to park within 15 feet of any taxiway to avoid your vehicle being towed.

The final issue I want all members to know about is that our Airfield is currently involved in five lawsuits or disputes. One involves a realtor's car involved in a minor accident. Another one involves a non-business entity running his business on the airfield. The third lawsuit involves an aircraft-taxiing incident with a parked vehicle. The fourth issue involves a dispute on assessments on their lots. The final lawsuit has to deal with CCR interpretation of the runway license fee. Hopefully all of these disputes can be concluded in a timely and low cost method.

So, as you can see your Board is kept very busy trying to make this a better Airfield for all. I want to again thank all of the volunteers that also help make this Airfield a better place.

Aviation is the activity that brought us here and is the activity that bonds us together. Hick's Airfield is a nice place, so come on out and get involved and help make Hick's Airfield even better.

See you at the Airfield,
John Unangst, HAPA President



NOTICE TO ALL

HAPA has contracted with **ABC Wrecker Service, Inc.** to provide towing of illegally parked or abandoned vehicles from Hicks Airfield.

Towing fees are as follows as of October 5, 2004

\$85.00	Hookup Fee plus \$2.00 per loaded mile
\$20.00	Impound Fee once vehicle is on their lot
\$15.00	Storage Fee per day
\$32.00	Notification Fee after 5 days impoundment per Texas Law

(Tax will be added to all fees listed above)

HAPA Financial Report For September 2004

Submitted by **Bob Samson**, HAPA Treasurer

Income

Assessments & License Fee	0.00
Initiation Fee	\$500.00
Late Fee	\$186.68
Fines	\$1600.00
Interest Income	\$14.95
Total Income	\$2,301.63

Expense

PMG Administrative Expense	
Answering Service	\$8.00
Bank/Check Charges	\$15.00
Collection Services	-\$720.00
Copies and Postage	\$236.89
Data Processing	\$19.50
Printing	\$283.62
Professional Services	
Principal Management Group (PMG)	\$899.00
Electric Utilities	\$1353.25
Repairs and Maintenance	
Mowing	-\$285.81
Septic Field Repair -Emergency	\$590.00
Total Expense	\$2399.45

Minutes of HAPA BOD Meeting on October 2004

Submitted by **Mary Reddick**, HAPA Secretary

The monthly Board of Directors meeting of the Hicks Airfield Pilots Association was held on Wednesday October 13, 2004, at 7:13 pm, at Hangar # 569. President **John Unangst** called the meeting to order. **David Henson** was absent.

Proxy info: David gave his to **Mary Reddick**.

The minutes of the September meeting were approved.

SPECIAL REPORT: Insurance Coverage

Presented by **Carol Burns**

The issue of renewal became an issue, after our insurance company was misinformed that PMG was managing the airport. PMG is the management company for the HAPA Association only. Provisions for insurance that HAPA has to abide by are:

1. Will only cover HAPA property.
2. All hired help hired by HAPA must present proof of liability insurance.
3. All businesses on the airport must provide HAPA with proof of liability insurance.
4. The speed limit **MUST BE** lowered to 15MPH and signs must be posted throughout the airport.

Bob Samson motioned to accept the Insurance Provisions. Mary seconded. Motion passed.

Discussion followed on how to make people slow down. The BOD needs to remind people and to make an extra effort to start slowing down ourselves. John will write an article in **FLADDINGS** addressing the importance to follow and help HAPA keep Hicks an Insurable Airport. The renewal was issued to Bob Samson on October 17, 2004. John thanked Carol and Bob for all the time they spent on this issue.

Treasurer's Report

Bob Samson stated that a financial statement would be published in the next issue of **FLADDINGS**.

Grounds & Maintenance Committee Report

Bryan Martin was absent. The green light still is not working all the time on the beacon. Discussion on taxiway reflectors was tabled.

Safety Committee Report

Darrin Wargacki was absent. Discussion of cars parking on taxiways that has really become a big problem.

Newsletter Committee Report

Don Browning was absent. John told the board that **Bob Avery** would no longer work on **FLADDINGS** until further notice.

John would like to see **FLADDINGS** as a newsletter only: no inflammatory articles, no letters to the editor for the next three months. The BOD said: Bob wants news only for the next three months, Mary also agreed with news only, **West Sanders** is willing to try it for three months. He thinks toning down is a good idea. **Barbie Brunson** liked the October

issue: just information. **Jim Yule** disagreed. He doesn't want any censorship and wants all letters to be printed.

Jerry Stern, speaking for **Kathy Stern**, stated that HAPA is libel for anything printed in **FLADDINGS**. She feels we need to inform the members of the goings-on at the airport and stick to that. Mary motioned to try the news only, no letters to the editor for the next three months. Bob seconded. Motion passed.

John would like to charge a fee for classifieds to help with printing and mailing cost. Discussion followed. Mary made a motion to charge \$5.00 for a business card size ad per month (two column inches). West seconded. Motion passed.

Welcoming Committee Report

Carol Morris was absent.

Septic Committee Report

Jim Yule and **Giff Marr** are working on the past billing. Discussion regarding the needed dirt that was voted on in July and has not been done. Mary Reddick and Carol Burns will call RBS, and get started on getting dirt on the lateral fields.

Giff Marr said the phase three pump was installed and re-wired. Each pump station now has its own circuit.

Barbie made a motion to repay hangar # 920 in the amount of \$1650.00 for septic repairs due to the run off water from the septic system on phase two next to the repair on phase three. Hangar #920 is the only hangar hooked up to water and sewage on that system. Discussion followed. Mary seconded. Motion passed 4 to 3.

The BOD agreed to look at each lateral field problem on a per lot basis for reimbursement. Example: Past two months repairs for taxiway 3.

Membership Directory Report

Alan Sanderson was absent.

Airport Security Report

Larry Henson left before he could give his report. Bob Samson reported that seven people had volunteered to be on the Airport Watch Team: **Billy Akin, Carol Burns, Jim Rockwood, Jim Yule, John Cuny, Kathy Stern** and **Nancy Cullen**. Larry is waiting on feedback from the BOD on his Security program first draft.

Unfinished Business

Election Procedures

Mike Reddick reported that the ballots will be mailed out approximately on October 18, please vote and return your ballot in the pre-paid envelope enclosed back to PMG. The election results will be announced at the annual meeting.

The floor was open for nominations. None were made. Mike stated there are eight candidates running for four board positions. All candidates will have the opportunity to have their questions in November's **FLADDINGS** so the members will know who they are voting for.

Storage of HAPA equipment

Mary stated that while the lawsuit against HAPA is pending, the HAPA equipment should not be stored at Bob

Avery's hangar. The BOD has a responsibility to all HAPA members to represent their interest and she feels that this is a conflict of interest, being he is suing HAPA (which is every member). She also stated she is not saying she doesn't like him but the BOD has a responsibility to distance itself until the matter is settled.

The board's opinions: John, West, and Bob don't care where the equipment is stored. Barbie feels it is a conflict of interest. Jim doesn't feel it is a conflict or an issue. Bob Avery will store the HAPA equipment. **Sandra Browning** will maintain the online calendar for reservations. Check the next newsletter for details.

North side gates and fences

John Unangst. Remotes are still available. See any board member. Still having trouble with people damaging the gate arms on the north end. Discussion on getting a slider gate for the South entrance which would be closed at night and would be accessible with the same remote as the north end. John will check into quotes for the gate. Electricity will also be needed. Tabled until more information is gathered.

Taxiway Repairs

Mary is waiting on a bid from a company Kathy recommended, and also working with Carol on getting the signs, "Yields", and "Stops" re-painted at the same time the re-stripping is done on the taxiway.

Towing

Signs are posted at all entrances. ABC has been contracted. Towing will be enforced at a cost of \$85.00 plus to the owner. Watch where you park!

Annual Meeting

Bryan Martin volunteered his hangar # 569 for the Annual Meeting on December 4th. **Debbie Campbell** presented the board with her budget for the party. HAPA will supply the meat, paper goods and nonalcoholic beverages. Members to bring side dishes, finger food and desserts. Watch for your invitation and mark your calendars: Saturday, December 4th at 5:00 pm. Jim motioned to budget up to \$1000.00 for the annual party. West seconded. Motion passed.

Legal Issues

1. Gene DeBullet airplane and the car incident is being handled by the insurance company.
2. An incident with a visitor's car while repairs were being done on taxiways is being handled by the insurance company.
3. HAPA is pursuing legal action against a non aviation business operating on the airport.
4. A member claims to be declarant of their property on north end.
5. Bob Avery is suing HAPA over license fee.

John wanted to discuss our lawyer. He would like a more reachable lawyer; maybe use a lawyer who works with PMG. John also feels Bob and he should be the points of contact with the lawyer; Bob because he worked with Ms. Loyd on the issues at hand, and John as President of HAPA. Change was agreed on and to start immediately.

Assessments on unimproved lots will be billed by PMG along with any outstanding assessments still owed to HAPA. Members need to be aware that late fees will be charged on the license fee for anyone waiting on the outcome of the lawsuit. John suggested members be kept updated on the license fee case.

Sweeper

Still no action.

Highway Sign

Tabled indefinitely.

New Business

None.

Adjournment

Bob made a motion to adjourn at 10:26 pm. Mary seconded. Motion passed.

Next meeting date to be posted on Hicks411, the HAPA bulletin board at Rio Concho, and at the mailbox bulletin board.

Members in Attendance

Larry Henson	Sharman Kraft
Jim Usher	Jim Rockwood
Dave Feil	Giff Marr
Mike Reddick	Debbie Campbell
Carol Burns	Dan Campbell
Jerry Stern	Ron Wisian
Linda Wisian	John Jenista
Pat Jenista	

An executive session was held at 6:30 pm prior to regular meeting with **Steve Newmark** to discuss his various violations.



Blue Ribbon Effort!

Cleaning up, Classing up and Taming the Chaos

Steve Newmark – Hangar 578
James Cox – Hangar 160
The Excellent Renters in Jim Paskey's – Hangar 639
Steve Creed – Hangar 641

And many thanks to the WWWW Walking Club for trash patrol! 8 bags in one day!

Keep Up The Good Work!

Support Our Troops

By **Sharman Kraft**, Hangar # 628

Every year HAPA chooses a charity to which we make donations at our annual Christmas Party. This year the Board of Directors OK'd a choice suggested by me. A fellow American Airlines DFW based International Flight Attendant, **Teresa Goforth**, has started an organization called **United States Wounded Soldier Foundation**. The mission of the organization is to provide clothes, hygiene items and other personal effects to U.S. soldiers wounded in Iraq. These soldiers are flown to Rammstein Air Force Base and then taken to Landstuhl Armed Forces Hospital in Germany where 7000 injured and ill service members from the Iraq war have been treated. Sometimes these kids arrive at the hospital with the clothes on their backs and nothing more. According to the <http://www.uswoundedsoldiers.com> website, soldiers are only issued two sets of fatigues and no civilian clothes, so there is a great need for clothing items and toiletries.



Teresa collects the donated items and then, along with other volunteers, makes special trips to the hospital to deliver them. After putting out an e-mail to the DFW Flight Attendants, Teresa was able to take over 9000 pounds of T-shirts, sneakers and other items that these young people so desperately need.

Donations needed are: T-shirts (white or with writing) sizes L and XL preferred, socks, underwear, sweatshirts, and sweatpants (all sizes and colors), athletic shoes (men's sizes 9 - 12), toiletries, such as deodorants, shaving gear, toothbrushes and toothpaste, combs, brushes, and light jackets, tote bags or back packs. Please, only NEW items. Cash contributions are also gratefully accepted.

We will be collecting them at the HAPA Christmas party on December 4th. If you will be unable to attend the party, but wish to make a contribution, please feel free to drop it off at the Kraft hangar, # 628. Please call to make sure someone is home at 817-306-8547. I will also put a box at the Rio Concho Restaurant the last week of November for any donations.

I thank you in advance for your generosity. At this time of year when we are all counting our blessings, let us remember our wonderful, brave soldiers who have sacrificed so much for us.

If you wish to visit Teresa's website with further information and pictures of the soldiers, go to <http://www.uswoundedsoldiers.com>. Thank you for your help.



Tables and Chairs

By **Bob Avery**, Hangar # 111

There have been some inquiries recently about where the HAPA tables and chairs are, and how to access them. Here is an update.

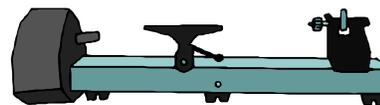
The two carts of HAPA tables and chairs are in our hangar # 111 on the south end of the field. We are storing these free of charge to HAPA. We operate our business (Avery Tools) out of this hangar. We are here Monday through Friday from 8:30 am until 5:00 pm (except holidays). You can call 817-439-8400 during these hours and speak to Sandra, Teresa, Mimi, or Vickie.

Sandra Browning (yes, wife of our newsletter editor Don Browning) works for us at Avery Tools. Sandra has volunteered to take care of the scheduling calendar for the HAPA equipment and she will put your name in the calendar if there are no conflicts, like someone having previously reserved them on the date you are requesting. Sandra's e-mail address is sandrab@averytools.com. You can pick up and return the equipment during the same weekday hours. I am available most evenings and weekends, because I'm out here working at my business, so arrangements can be made for after hours pick ups and returns. Just call and ask for me: **Bob Avery**.

You will need a 2 inch ball hitch on your vehicle to pull either of the carts. If you do not have a way to pull the carts, let Sandra or I know and we can arrange to deliver to your hangar and also pick up the carts. You are more than welcome to store the empty carts in my hangar while you are using the equipment.

Lastly: the two carts are four wheel wagons. They pull fine, but don't like to turn sharp corners or back up. So have some help available when moving the carts around as they are a little unwieldy. I move them around in my hangar with a 2 inch ball in one of the forks of my forklift.

Should you have any questions, suggestions, or comments concerning the HAPA tables and chairs, feel free to contact me, any of the staff of Avery Tools, or the HAPA board members.





HICKS AIRFIELD PILOTS ASSOCIATION

Annual General Membership Meeting and Christmas Party
Host Bryan Martin Hangar #569
Saturday, December 4, 2004 5:00PM
Business Meeting 5:30PM

Brisket and Ribs and nonalcoholic beverages (provided by HAPA)
Pot luck: Members A-O bring Finger Foods or Side Dishes
and P-Z bring Desserts

To help with decorating on Saturday morning,
Call Debbie Campbell at 817-439-1936 for more info.

This year we are asking for support of a special program that AA Flight Attendant Teresa Goforth is sponsoring to help our wounded troops during their recovery in hospitals in Germany. She is collecting personal items and/or cash. For more info contact Sharman Kraft at 817-306-8547.



Candidates' Bios / Questions and Answers

David Feil

How long have you owned your property at Hicks?

I purchased two T-Hangars in July 2004. I am considering additional investments.

Are you a general aviation type pilot? If yes, do you own an airplane based at Hicks?

Yes. Private Pilot - Instrument, multiengine and seaplane ratings. I hope to purchase a plane within the next year.

In your opinion, what has been YOUR most significant contribution to Hicks Airfield?

I am new to Hicks. I guess one advantage I have is that I can evaluate the Board's issues and plans with a fresh set of eyes.

As a HAPA member, have you attended HAPA functions on a regular basis? If not, why not?

I actually started attending HAPA Board meetings in June prior to closing on my hangars. I was very interested in getting involved as soon as possible. I will be an "empty nester" soon and want to spend more time at the airport. I look forward to the next function.

If elected to the 2005/2006 Board of Directors, what is your main area of focus that will improve Hicks and assist the Board in preserving Hicks as a fully operational airport instead of becoming just another industrial park?

Make sure that we communicate, live by, and enforce the provisions of the CC&Rs. Times change and occasionally an amendment to the CC&Rs may be necessary. Personally, I have a broad based business management background with strengths in finance and project management. I believe I could help the Board become a better-aligned high performing team, and help drive the initiatives necessary to assure the prosperity of Hicks.

Do you support the current License Fee for the restoration of the runway? If not, why not?

The License Fee is fine as long as it is fair and uniform, and it generates enough funds to complete the restoration of the runway and taxiways within the next three years.

Do you support the current trend of contracting out work around the airport? If not, how would YOU go about getting volunteers to step forward?

I will support whatever is necessary to get critical maintenance items accomplished. Obviously many of these items require specialized skills and/or equipment and must be contracted out, however cost and timing must be closely scrutinized. Other tasks can be performed by volunteers. As a HAPA Board member, I would try to set the example by volunteering myself, and hopefully generate more enthusiasm among the members to help.

In recent months, airport liability insurance has become a major issue that will affect the ability of Hicks Airfield to remain an operational airport. Are you in support of NOT allowing non-aviation related businesses to operate at Hicks, per the CC&Rs as they stand today? If not, in your opinion, how can aircraft and non-aviation related businesses coexist?

I am in support of minimizing non-aviation related businesses operating at Hicks. HAPA was formed in 1985 to preserve and maintain Hicks Airfield as a private airfield. The Fifth Amendment states that Phase I and the Silverado Tract may only be used for aircraft hangars, general office use, and airport related commercial business.

Existing (per-Fifth Amendment) non-aviation related businesses have the right to continue to operate, and as long as they respect the CC&Rs we all need to be good neighbors. I would encourage the current owners of both non-aviation related and aviation related businesses to support the Fifth Amendment upon the sale, lease, transfer or disposition of their properties to other owners or tenants.

Larry Henson

I am a graduate of Texas Tech University with a BSME. I currently sit on the board of directors of two companies. One is a consulting company, and the other builds control systems for the power generation industry. My wife works for Bell Helicopter on the military side of the business, and I have two children, a daughter 14 and a son 11. My short term goal for Hicks is for my daughter and son to solo from T67. My long term goal for Hicks is for my children to land at T67 when they are my age and say this is the airport where I soloed.

How long have you owned your property at Hicks?

Since 1999.

Are you a general aviation type pilot? If yes, do you own an airplane based at Hicks?

Yes, a Bonanza and a Cessna 172.

In your opinion, what has been YOUR most significant contribution to Hicks Airfield?

I was co-author of the Vision Plan, which the 2004 board of directors has adopted to guide the airport's future. I am on the airport security committee and have created an Airport Security Plan.

As a HAPA member, have you attended HAPA functions on a regular basis? If not, why not?

Yes.

If elected to the 2005/2006 Board of Directors, what is your main area of focus that will improve Hicks and assist the Board in preserving Hicks as a fully operational

Candidates' Bios / Questions and Answers

Larry Henson

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airport instead of becoming just another industrial park?

It is important, for HAPA to show our community that we are a strong organization. As the area around the airport becomes developed, there will come a time that we may not be wanted in our own community. If our image, to that community, is that we are just a rundown airport, then why would they want us? It is vital that we invest in our airport.

Do you support the current License Fee for the restoration of the runway? If not, why not?

I will support Hicks being a first class airport. To become, or stay (if you believe we are already there) the first class airport that we should want to be to protect our individual investment, and our CCR's require us to be, will require all of us to invest in our organization. The investment will be monetary, but that alone will not be enough. We must come together as an organization, understand that we can always improve, and work together to achieve the goal of being a first class airport.

Do you support the current trend of contracting out work around the airport? If not, how would YOU go about getting volunteers to step forward?

Every task that HAPA faces can be completed by its membership. We are that strong. The issue is the benefit/time ratio of the task. After a task is identified, the membership will look at the benefit/time ratio, if this ratio is less than one then no one will volunteer. It is the job of the BOD to make the benefit number bigger than the time number, and then the volunteers will be there. Obviously some tasks will be better suited for contractors to do. Paving the runway should be a contract; we all want that task to be as short as possible.

The management company needs to be reviewed. I believe they are a benefit to the airport, but they need a clear direction, and to be managed to optimize the time and money they charge HAPA. I see an inefficient relationship with the management company.

In recent months, airport liability insurance has become a major issue that will affect the ability of Hicks Airfield to remain an operational airport. Are you in support of NOT allowing non-aviation related businesses to operate at Hicks, per the CC&Rs as they stand today? If not, in your opinion, how can aircraft and non-aviation related businesses coexist?

Our CCR's were written to support an organization called HAPA: Hicks Airport Pilots Association. By our name we are a group of pilots on an airport. Aviation is what our organization is about. If a member of HAPA does not understand that they are a member of an aviation organization, and respect that, then I take issue with them. Aviation is the first priority of our organization, and anything that interferes

with our ability to aviate is a problem. The ability to aviate requires free access to a useable runway, which means free access to useable taxiways. If a HAPA member's actions interfere with anyone's free access to aviate at any time, that member should be held accountable.

Stephen Ramsey

My name is Stephen Ramsey, and I have been nominated for a position on the HAPA Board of Directors.

I would like to take this opportunity to share with you a little of my background. My wife, Denise, and I have been married for 13 years. I have a daughter, Jennifer, who is 35 years old and has been married to Jamie Peterson for 9 years. They have given us three lovely grandchildren: Savannah, Jessica and Luke. We presently reside on Eagle Mountain Lake but have recently purchased a new home in Boling Ranch in Azle. My daughter's family lives in Burleson where she works part time for American Airlines, and she and Jamie own and operate two day care centers full time.

My wife and I have been at Hicks Airfield since 1996. We built our two hangars (629 & 633) and moved into them in 1999 and operate two successful businesses on our premises. I am a retired corporate executive who has been self employed since 1979 and Denise left Grapevine-Colleyville I.S.D. in 1991 after serving the last 5 of her 13 years as Principal of Cannon Elementary.

My love and passion, besides my wife, has always been antique and classic vehicles. I purchased my first Model A when I was mowing lawns at the tender age of 16. I am now 60 years old and still love to buy, restore and sell my vehicles to other interested individuals who have the same love and passion for nostalgia. Everyday I get to enjoy my favorite hobby!

Besides our businesses, my wife and I are actively involved in rescuing animals. Over the years, our hearts have gone out to many abandoned animals around the Eagle Mountain Lake area near our home. Our home presently has our dog, Bandit, whose mother we rescued 11 years ago when she was pregnant and 5 cats. Even though we have found many homes for the animals, our biggest loss is the mysterious disappearance of our cat, Beauty, from our hangar in June. All events point to the fact that she was taken by someone that fateful day.

This background information hopefully enlightens you about my side of compassion and love for what I do every day. However, as a business man I exhibit untiring endeavors to meet the demands of the day-to-day operation of our companies. I take no prisoners when it comes to the success of operating a company's financial gains and losses. I pride myself in the fact that everything we have was built on the hard work, undying efforts and foresight that my wife and I have together as a team.

With these thoughts in mind, I know that I would be an

Candidates' Bios / Questions and Answers

Stephen Ramsey

Continued from previous page

asset to the HAPA Board of Directors. I have often heard the phrase, "Hicks should be a first class airport." However, since 1996 after we arrived at this location, I have only seen hurtful gossip, dissension, distrust, embarrassment, accusations, judgments, jail sentences, and on and on and on.

Hicks Airfield exists only because individuals have bought property and invested in this area. We pay assessment fees to keep the property in good running condition. However, the most important issues that I have seen over the years, are as follows:

1. HAPA finances have not been properly audited or appropriated.
2. Current and former board members have allocated funds to improve their own properties that should have been paid out of their own pockets.
3. Current and former board members, who are not even paying assessment taxes on their property, demand HAPA funds be spent on issues or repairs that benefit them.

Should I be elected to serve on the HAPA Board of Directors, my intentions are as follows:

1. Provide independent auditing of HAPA's finances.
2. Operate Hicks Airfield as a business. Each of our properties is an investment in this area, and HAPA should help promote this stability and growth.
3. Curtail any expenses for personal and/or secret agendas of any individual or HAPA board member.
4. Prevent individuals or any individual HAPA board member from controlling the meeting's agenda or input from residents.
5. Structure meetings to last one hour.
6. Most important issues for HAPA Board of Directors:
 - a. Health
 - b. Safety
 - c. Cohesiveness of owners
7. Last of all, current board members need to step down. There is too much dissension and ridicule of participants coming from these members during the meetings that I have attended. HAPA property owners deserve a breath of fresh air.

I know that in my heart, not everyone in this area will ever get along. I also know which individuals are constantly going around stirring up gossip and trouble to keep their momentum present. However, I personally do not have time for these childish pranks.

Let's move on and make this the great place we all love to come to work, live, fly and have fun at. Remember, when you bought property here - you invested in your future.

GET INVOLVED!

Jim Rockwood

How long have you owned your property at Hicks?

Approximately 5 1/2 years. My wife and I co-own two lots and a hangar with Randy Johns and LuAnn Ferguson.

Are you a general aviation type pilot? If yes, do you own an airplane based at Hicks?

Yes. I am a pilot and own Cardinal N2535V.

In your opinion, what has been YOUR most significant contribution to Hicks Airfield?

I feel my most significant contributions are yet to come, but I have organized two logistically complex fly-outs and along with two other members researched the License Fee and made a presentation to the Board.

As a HAPA member, have you attended HAPA functions on a regular basis? If not, why not?

I attend board meetings, fly-outs and other Hicks social activities on an irregular basis. My attendance is a function of priorities, but of course if elected those priorities would change and I would make every effort to attend every board meeting and attend even more of the social functions.

If elected to the 2005/2006 Board of Directors, what is your main area of focus that will improve Hicks and assist the Board in preserving Hicks as a fully operational airport instead of becoming just another industrial park?

My main focus would be to put the infighting behind us by working with each of the other board members to develop compromise solutions to all issues that can be supported by all. These solutions would always be developed based on the needs of Hicks as an airport, not based on individual preferences.

Do you support the current License Fee for the restoration of the runway? If not, why not?

Yes I do! While nothing will be fair for everyone, I believe it represents the best way to obtain the funding necessary to resurface the runway and taxiways. Additionally, the assessment process is simple, and it ensures all that benefit from the Hicks infrastructure share in the cost.

Do you support the current trend of contracting out work around the airport? If not, how would YOU go about getting volunteers to step forward?

Yes I do, but there is still a need for volunteers. Volunteers are needed to work special projects, small repair and to organize activities such as fly-outs. Repetitive tasks such as day-to-day management and mowing should be contracted. With volunteers only needed for these shorter term activities, I think many people will be willing to volunteer. Contracting out also ensures that all property owners bear the burden of maintaining the common areas of the field not just a few volunteers.

Candidates' Bios / Questions and Answers

Jim Rockwood

Continued from previous page

In recent months, airport liability insurance has become a major issue that will affect the ability of Hicks Airfield to remain an operational airport. Are you in support of NOT allowing non-aviation related businesses to operate at Hicks, per the CC&Rs as they stand today? If not, in your opinion, how can aircraft and non-aviation related businesses coexist?

I support NOT allowing non-aviation business to locate at the airport. Those that are already here should be allowed to stay, but only if they operate as good neighbors fully complying with all other requirements of the CCRs. Hicks is an airport.

Bob Samson

How long have you owned your property at Hicks?

About five years. Not as long as some owners, but more than some others.

Are you a general aviation type pilot? If yes, do you own an airplane based at Hicks?

I am. I fly a single engine Piper and a Quicksilver ultralight. The ultralight is sometimes referred to around here as the flying lawn chair.

In your opinion, what has been YOUR most significant contribution to Hicks Airfield?

The four years that I have already donated to the HAPA BOD. I think we've made some progress but there's still work unfinished. I'd like to get some of the projects we're working on in better shape before dropping them on some new BOD members.

As a HAPA member, have you attended HAPA functions on a regular basis? If not, why not?

I think I've made my share of BOD meetings, Hicks Airfield parties, and fly-outs, as well as a round of "special" meetings for one crisis or another. I can't say that I've taken the time to meet every owner. I know I haven't made friends with everyone, and I've picked up a few enemies along the way somehow. But I do think I've made enough friends to have a good idea of what the majority is looking for out here.

If elected to the 2005/2006 Board of Directors, what is your main area of focus that will improve Hicks and assist the Board in preserving Hicks as a fully operational airport instead of becoming just another industrial park?

The biggest area of concern right now is the integration of the management company to take the load off the BOD. We

need to continue to work closely with them to hammer out what we can do for each other and how to best work together without letting any of the details fall through the cracks. The management company was not hired to run the airfield. That job rightfully belongs with the BOD. The process of working together is still in development.

Another area of concern is the "Improvement and Maintenance Vision" that was approved a few BOD meetings ago. A plan without a budget, or a timeline, isn't much use. It will take some work to get this document into a useful format with a budget to back it up.

Do you support the current License Fee for the restoration of the runway? If not, why not?

Yes.

Do you support the current trend of contracting out work around the airport? If not, how would YOU go about getting volunteers to step forward?

I think we need to strike a balance. Some work needs to be contracted out. Some can be done better by volunteers. One of my major concerns is that we don't spend HAPA's money like it belongs to someone else. That's our money. Any contract that would dig deeply into our available resources must be considered very carefully before opening our checkbook. Again, I point out the vision without a budget won't take us where we want to go.

In recent months, airport liability insurance has become a major issue that will affect the ability of Hicks Airfield to remain an operational airport. Are you in support of NOT allowing non-aviation related businesses to operate at Hicks, per the CC&Rs as they stand today? If not, in your opinion, how can aircraft and non-aviation related businesses coexist?

A non-aviation business that isn't a good neighbor to airplanes won't help us become a first class airport. Those owners that refuse to cooperate or play nice should be politely shown the way to the nearest industrial park.

Glen Smith

How long have you owned your property at Hicks?

Since 1988.

Are you a general aviation type pilot? If yes, do you own an airplane based at Hicks?

Yes. I presently own a 1981 Piper Seneca II and a 1979 Star Duster I biplane.

In your opinion, what has been YOUR most significant contribution to Hicks Airfield?

Past service both as a BOD member and as President.

Candidates' Bios / Questions and Answers

Glen Smith

Continued from previous page

As a HAPA member, have you attended HAPA functions on a regular basis? If not, why not?

No.

If elected to the 2005/2006 Board of Directors, what is your main area of focus that will improve Hicks and assist the Board in preserving Hicks as a fully operational airport instead of becoming just another industrial park?

Preserving Hicks as a viable airport.

Do you support the current License Fee for the restoration of the runway? If not, why not?

Not in its present form. I believe it should have been assessed on square footage of the lot, or lots owned, with no exceptions and then put to a vote of the membership.

Do you support the current trend of contracting out work around the airport? If not, how would YOU go about getting volunteers to step forward?

Yes.

In recent months, airport liability insurance has become a major issue that will affect the ability of Hicks Airfield to remain an operational airport. Are you in support of NOT allowing non-aviation related businesses to operate at Hicks, per the CC&Rs as they stand today? If not, in your opinion, how can aircraft and non-aviation related businesses coexist?

Yes.

Jerry Stern

How long have you owned your property at Hicks?

Three years.

Are you a general aviation type pilot? If yes, do you own an airplane based at Hicks?

Yes and yes, a Bellanca Super Viking.

In your opinion, what has been YOUR most significant contribution to Hicks Airfield?

I feel by building my hangar and making my home here at Hicks, I have contributed a crucial ingredient to the field. I have made a commitment to conduct myself per the rules set forth in our CCRs and bylaws. I feel we all have made a considerable investment and it is the responsibility of the BOD and the members of HAPA to see to it that this field will continue to be a viable airport and to protect our investment. I

have attended, and do attend almost every Board of Directors meeting and I keep actively informed, first hand, as to the business of HAPA and Hicks.

I assumed the primary responsibility for the seal coating and striping of the runway and taxiways. I secured four competitive bids, made a formal presentation to the sitting BOD, received approval and completed the project on schedule and budget, with a minimum of inconvenience and loss of use to the businesses and members of our community.

I provided and installed the bulletin board by the mailboxes so that all HAPA members could be better informed as to the activities at Hicks.

I have accepted the task of Captain for our septic system and have been responsible for establishing the maintenance logs and collecting the money for our yearly service contract and required repairs.

As a HAPA member, have you attended HAPA functions on a regular basis? If not, why not?

Yes, regularly for the last 3 1/2 years.

If elected to the 2005/2006 Board of Directors, what is your main area of focus that will improve Hicks and assist the Board in preserving Hicks as a fully operational airport instead of becoming just another industrial park?

I believe for HAPA, and Hicks, to survive we need to not let the past dictate our future. I feel we are wasting a very valuable resource: our HAPA members. Without their input and support we cannot possibly survive as an airport. I would attempt to move the Association forward, by bringing the different factions together to work out the mistrust and differences, so that we might achieve what is best for Hicks. I would work to establish a working budget for the 2005 fiscal year and move to develop and adopt a plan for the next five years as a guideline. I would protect and effectively enforce the CCRs and bylaws of the Association.

Do you support the current License Fee for the restoration of the runway? If not, why not?

Yes, I not only feel that it is necessary but that it should have been implemented, per the CCRs, from the inception of the Association. This in no way implies the past BODs erred. It is simply a statement relating to the fact that our CCRs made this provision solely for the purpose of maintaining the runway and taxiways in a safe condition and had it been in force we would not of had to play catch up. I also believe that unfortunately, the past BODs did not effectively communicate to the rest of the membership the purpose and intent of the decision to implement the fee, its future and life span. I would hope to move the next BOD to better communicate its actions and reasons with the HAPA members.

Do you support the current trend of contracting out work around the airport? If not, how would YOU go about getting volunteers to step forward?

I wish I could! It would certainly be easier for all of us if we could afford to pay to have others do all the needed

Candidates' Bios / Questions and Answers

Jerry Stern

Continued from previous page

services at Hicks. Unfortunately this can't be sustained without the Association eventually being forced to increase our assessment modifier.

Two things are happening at this time that need to be addressed. The first concerns the fact that over the past years Don Davis, per a prior agreement with HAPA, has had to remit to the Association the sum of \$300 to \$500 for each lot he sold. We have used this money in conjunction with our assessments over these past years for the business of running HAPA and to offset possible increases in our yearly assessment. Currently there are only two lots remaining to be sold. That means that this particular money source is about to dry up. Secondly and unfortunately, it coincides with the fact that HAPA owned property will shortly be in need of funds to repair, replace and maintain in order to preserve the value of HAPA's assets. In order to reverse this trend it is going to be vital that members lend their skills as well as the time and effort necessary to the task of maintaining the field. I will make it a priority to meet with every member I can, to enlist his or her assistance and solicit his or her ideas.

In recent months, airport liability insurance has become a major issue that will affect the ability of Hicks Airfield to remain an operational airport. Are you in support of NOT allowing non-aviation related businesses to operate at Hicks, per the CC&Rs as they stand today? If not, in your opinion, how can aircraft and non-aviation related businesses coexist?

Again, we must not let the past dictate the future. We must support, defend and abide by the CCRs and Bylaws. Having said that, it is a fact that we have non-aviation related members of HAPA. Many of these members I know and consider to be friends. We have spoken many times about the real/perceived division between the Car People and the Airplane People. My feeling is that we are at a point where we must find common ground. We are going to have to work together to solve our perceived or real differences and come together to support this airfield. Any member, car, plane or otherwise who chooses not to abide by the rules they agreed to by purchasing property at this field or who chooses not to pay their dues or fees on time is going to be subject to the options that the Association has at its disposal.

You may ask, can Jerry Stern do any or all of the things he proposes? Just what background and expertise will he bring to the BOD that makes him worthy of my confidence and my vote? GREAT QUESTIONS! I bring to the table many, many years of business expertise. I have served on the board of a multi million-dollar corporation and on the BOD of two Homeowners Associations. I have successfully directed Management groups, such as ours and worked closely with Association attorneys doing the Associations' business. As many of you have realized in the last few years, HAPA has

become a business that needs the time, knowledge and experience to operate in a way that will allow our airport to prosper while keeping the operational cost down. We can no longer afford to be reactive in place of proactive. I will do my best to set a precedent of effective, accountable and acceptable leadership for the Association.

Jim Usher

I purchased my first hangar at Hicks Airfield in 1992 for my Beechcraft Bonanza. I currently own two hangars and lease a third one.

In my early years at the airfield I (along with other volunteers) maintained the runway & taxiway lights and signage. In later years I was asked to mow the areas adjacent to the runway as well as the south entrance to the airfield which I did through 2003.

This year I have been serving on the Grounds & Maintenance Committee, specifically to put hangar numbers on our plat and also to define the common areas to be mowed.

During 2004 I have monitored the activities of our mowing vendor. At the last Board Meeting, I volunteered to assist Bryan Martin, Chairman of the Grounds & Maintenance Committee in meeting with our vendor to resolve the complaints of poor quality and incomplete mowing.

If I am elected to the Board, my principal goals for the airport are to:

- ensure that the Membership has a vote on any increase in assessments
- work toward formulating any such assessments based on property square footage as stated in our CCR's
- prepare a budget with monthly reports so that the board can easily monitor our expenses
- initiate an audit of our financial records (never been done to my knowledge)
- and above all, work toward a more harmonious environment at Hicks Airfield.

PMG Report

Based on submitted reports

Violation Report

27 properties have unresolved violations.

Outstanding Assessments and Fines

24 owners owe HAPA a total of \$19,057.04, \$13,672.93 of which is over 120 days in arrears.

For Your Information

Sale of all property bought and sold at Hicks is required to go through PMG's resale department in order to facilitate maintaining a correct HAPA membership database.

Advertisements

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

Hangar For Sale. 600 Aviator Drive - 60'x 80'x 20' corner hangar. Insulated. Half bath in hangar. 50'x 15' bi-fold door. One 12' overhead door, 2 personnel doors, 40'x 80' concrete apron. Built in 1997. \$160,000.

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

Corner Hangar and Lot Behind Hangar For Sale. 649 Aviator Drive - 60'x 70'x 22' hangar with approximately 2595 ft² of beautifully detailed finished out space. Open concept living and kitchen, half bath, pecan wood cabinets throughout, stone tile counter and floors throughout first floor and a dumb waiter. Two large bedrooms with sitting areas and two large baths, study, wet bar with mounted TV and game table area, laundry area, carpet and stone tile throughout the second floor. Ten ceiling fans, ceiling treatments, zoned HVAC. So many amenities that you must see! 44'x 16' bi-fold door, 16'x 9' overhead door, two 3'x 7' personnel doors and storage closet in bay. \$310,000.

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

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

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

Lot For Sale In Block 2. 150' wide x 120' deep. \$59,500.

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

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

Lots For Sale In Section 2 and 3, Blocks 3 and 4.

Offices and Hangar Space For Rent. - 501 Aviator Drive. \$250 per month per office. Security system. All bills paid. Contact **Ginger Curtis** at **1-800-856-4070**.

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 yclayton@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.

DURACOAT

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

Eric Huston **817-368-8885**

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

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

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

REAL ESTATE SERVICES

For all your real estate needs, including: sales, listings, leasing, market analysis, and property management, please contact **Ursula Barber**, Broker, at **817-439-4848** or **817-501-7399** or email at Ursula@BarberRealty.com or just stop by Hangar # 113! Commission discounts to all HAPA members.



Pat Wallace
Financial Advisor

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

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

Airplane For Sale by American Airlines pilot.

1979 AeroStar 600A

1300 hours total time airframe and engines. Excellent condition. Always hangared. Garmin audio. Six seat intercom. Garmin 430 GPS (GNS430). Stormscope 1000. Century IV autopilot. Ultra leather seats (synthetic). 210 knots TAS @ 75% power @ 8000 feet. **\$165,000**. Based at Hicks Airfield (T67) 20 nm west of DFW. **817-236-9854**.

T-Hangars For Sale.

Hangar # 355 - \$26,000.

Hangar # 444 - \$29,000.

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

CORROSION-X sprayer for rent. With wands and instructional video. \$50 per day plus deposit. Contact **Glen Smith** at Hangar # 742 or call him at **817-267-4735**.

T-Hangar For Sale.

Hangar # 332 - \$22,500

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

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

FOR SALE: Commercial Vertical-Horizontal Band Saw and Air Compressor. Both new in the crate! Make offer for both. Stored at Hangar # 647. Please contact **David Baumgardner** at **817-312-2612** or email at ddintlfoodco@aol.com.

Hangar For Sale.

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

Bridgeport Airport Estates, Inc.



It is the **First** subdivision in Texas to be attached to a federally funded municipal airport runway: equipped with AWOS, IFR approach, large paved ramp, and 24 hour credit card fuel dispenser. The runway is 4,000 ft. long and lighted dusk till dawn. The airport is maintained by the City of Bridgeport, Texas DOT, and the FAA. The FBO, **Barham Aviation** is located on the airport in a state-of-the-art new hangar.

Construction of residence is mandatory, hangar construction is optional. Sewer by private septic systems. Water provided by individual wells. Electricity provided by TXU. Phone service provided by Sprint/United Telephone. Fire/Police service from City of Bridgeport. All roads are paved. Each lot has a minimum size of two (2) acres.

Visit <http://www.bridgeportairportestates.com/> or call us at (940) 683-3996 or stop by our offices at 299 L.V. Selz Road, Bridgeport, TX 76085. After business hours you may contact us at (940) 748-2797 or (940) 626-9081.

MOWING AT HICKS

Reasonable rates - call anytime.

Jim Usher, Hangar # 410

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



Hicks Airfield Calendar of Events

DATE	EVENT	CONTACT
December 4 Saturday @ 5:00 pm	HAPA Christmas Party Hicks Airfield Hangar # 569	Debbie Campbell 817-439-1936

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



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