



Presidents Corner

My Fellow Members of HAPA,

It is election time once again.....

This year we have 6 great candidates that are volunteering to fill the 3 vacancies for a two-year term starting January 2006.. The election committee has created a list of questions and asked the candidates to answer and submit them along with a short biography to Flappings, so that the membership can make an informed decision on whom they want to represent them for the next two years. Included in this months Flappings you will find the candidates responses to the request, unedited..

I want to thank each candidate for stepping forward and volunteering...

Good Luck to all...

The election Ballot (s) should be in the mail to the membership, as you read this. If any member has any questions on the voting process or does not receive a Ballot(s) by November 15 please call Mary Reddick, at 817-439-0234 .

The BOD will be reviewing the budget committees recommendation for the 2006 budget... We are facing the possibility of having to raise the .025 per square foot multiplier to

offset the increased cost of running HAPA and the loss of revenue from the \$500.00 per sold lot new, from Don Davis, that HAPA enjoyed for the last 6 or 7 years.... The BOD will be discussing the budget at the November BOD meeting and I encourage concerned members to attend if they have questions or wish to discuss the budget.

Don't forget the HAPA general meeting and Holiday Party on December 3, 2005 see notice in this issue on details..... Any questions call Kathy Stern 817-439-0614..

Lastly, I want to wish each and every member of HAPA, a VERY Blessed THANKSGIVING.....

I cannot tell you how very thankful I am for the unique lifestyle we enjoy at Hicks, the friends and neighbors and the support I have received in the last 11 months as your President. Most of all to my wife Kathy, for her 110% support... This is a time where a simple Thank you is not enough, but is sincerely felt.

Thank You

Jerry Stern

President -HAPA

BOARD MEMBERS

Larry Henson (2006) 817.296.3405
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Jim Rockwood (2006) 817.975.9866
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Bob Samson (2006) 817.439.0700
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Jerry Stern (2006) 817.439.0614
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John Unangst (2005) 817.300.6670
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Jim Yule (2005) 817.439.3071
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ASSOCIATION OFFICERS

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Treasurer

David Feil 817.233.0456
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ASSOCIATION MANAGEMENT

Principal Management Group
Leslie Newton 817.451.7300 Ext. 205

COMMITTEE CHAIRS

Architectural

Sec. 1 **Jim Yule** 817.439.3071
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Sec. 2 & 3 **Don Davis** 817.656.1040
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Newsletter

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Social

Debbie Campbell 817.439.1936
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Violation

Mary Reddick 817.439.0234
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Welcoming

Carol Morris 817.439.4545
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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 **Kathy Stern** at Stern42@mindspring.com so that she can correct, or add, your address to the database.

MEETING NOTICE

HAPA Board of Directors Meeting
7:00 p.m. Monday November 14, 2005
Jerry Stern's Hangar/ #735

Income Statement				
HAPA				
INCOME		September, 2005	YTD 2005	2005 Operations
Scheduled Income				
	Regular Assessments	\$ 6,084	\$ 54,533	\$ 54,533
	Runway Fees (471 Lots)	10,795	96,288	-
	Initial Fee Income	-	500	500
	Total Scheduled Income	16,879	151,320	55,033
Other Income				
	Late Fees	92	1,284	1,284
	Fines	250	(1,100)	(1,100)
	Gate/Miscellaneous Income	30	5,467	5,467
	Interest Income	321	2,235	2,235
	Total Other Income	693	7,886	7,886
	Total Income	\$ 17,572	\$ 159,207	\$ 62,919
EXPENSE				
Administrative Expenses				
	Bank/Check Charges	-	145	145
	Collection Services	183	2,049	2,049
	Copies & Postage	809	4,228	4,228
	Data Processing	20	443	443
	Rental/Storage	-	170	170
	Licenses/Permits/Inspection Fees	-	-	-
	Printing	516	2,623	2,623
	Member Relations	390	1,453	1,453
Professional Services				
	Accounting/Audit	-	500	500
	Legal & Professional	11,316	18,713	18,713
	Management Fees	899	8,091	8,091
Taxes and Insurance				
	Directors and Officers Liability	-	-	-
	General Liability Insurance	4,510	4,510	4,510
	Property Taxes	-	1,857	1,857
Utilities				
	Electricity	1,272	6,945	6,945
Contracts				
	Lawn Maintenance Contract	-	2,543	2,543
	Light Maintenance Contract	-	-	-
Repairs and Maintenance				
	Common Area Maintenance	-	380	380
	Electrical	-	101	101
	Fences/Gates/Walls	-	-	-
	Landscaping	-	-	-
	Lights/Bulbs	-	160	160
	Equipment Repairs	293	293	293
	Sign Repair	-	-	-
	Taxiway Pavement Repairs	-	9,108	9,108
	Plumbing	-	-	-
	Septic Field Repairs	-	1,045	1,045
	Gas/Oil	-	-	-
Other Expenses				
	Misc. Expenses	3	134	134
Capital Improvements				
	Capital Improvement - Signs	-	3,021	3,021
Reserve Contributions				
	Deferred Maintenance Reserve	39	6,830	6,830
	Total Expense	\$ 20,250	\$ 75,340	\$ 75,340
	Net Income/(Loss)	\$ (2,678)	\$ 83,866	\$ (12,421)

BALANCE SHEET			
HAPA			
As of September 30, 2005			
ASSETS		LIABILITIES AND OWNERS EQUITY	
Current Assets		Current Liabilities	
Operating Cash - PMG	Community Association Bank (First National Bank of Arizona)	\$ 48,147	Accounts Payable \$ 4,510
			Prepaid Assessments 24,887
Runway Fee Reserves - PMG	Community Association Bank (First National Bank of Arizona)	222,777	Total Current Liabilities 29,397
Operating Cash - BOD	Justin State Bank	1,170	Other Liabilities
Short-term Investments - PMG	Beal Bank	21,490	Collection Cost Escrow 2,042
Total Cash		<u>293,584</u>	Total Other Liabilities 2,042
Accounts Receivable		27,956 *	Total Liabilities \$ 31,440
Total Current Assets		<u>321,540</u>	
Total Assets		<u>\$ 321,540</u>	OWNERS' EQUITY
			Reserves
			Deferred Maintenance Reserve 21,490
			Total Reserves 21,490
* A/R: \$20,787 over-90 days			Equity
			Retained Earnings 184,744
			Total Equity \$ 184,744
			Net Income/(Loss) 83,866
			Total Liabilities and Owners' Equity \$ 321,540



HICKS 1st ANNUAL AMNESTY DAY

As we approach our General Meeting/Christmas Party it has come to the attention of the Board of Directors that we are missing a great many HAPA owned tables and chairs. We know how easy it is to forget to put them all back on the carts but they are expensive to replace. Please help us locate the missing equipment. All equipment can be returned to Hangar # 735 or you may call 817-439-0614 to have it picked up. (no questions asked ☺ 📞)

Minutes of HAPA Board of Directors Meeting October 11, 2005

The monthly Board of Directors meeting of the Hick Airfield Pilots Association was held on October 11, 2005, at 7:00 p.m., at Hangar 761. (Special Session met from 6:30 to 7:00 with Mrs. Hickman).

Board members present: Jerry Stern, Jim Rockwood, Bob Samson, Larry Henson, West Sanders, John Unangst, and Jim Yule.

Association officers present; President- Jerry Stern, Vice President- Jim Rockwood, Secretary- Carol Burns, and Treasurer David Fiel.

The monthly Board of Directors meeting was called to order at 7:05.

The minutes had been previously approved, and the reading of the minutes was dispensed with.

Reports: of Officers:

President Jerry Stern reported; Bob Avery Lawsuit court date will probably be moved to May of 2006.

Treasurer David Fiel presented the treasurers report; report is attached.

Secretary- Carol Burns reported that she and Bob Samson had met with the Tarrant Appraisal Review Board and were able to have the taxable value for the runway and taxiway be lowered to one dollar each. This will save the association over \$4000 per year. She also asked that the board approve filing for a tax-exempt land status for all HAPA property. A motion was made by Jim Yule and was passed unanimously to file for a tax exemption for all common property owned by HAPA.

Committee Reports:

Master Plan Committee, Max Bandy; there is only one section that remains unfinished, the plan is on schedule to be completed in October.

Safety Committee, Mike Spivey; No action or issue currently in front of the committee.

Airport Watch Committee, Larry Henson; everything has been quiet.

Annexation Committee; Max Bandy; annexation meeting will be posted. It is very important that Hick Airfield is well represented at the annexation meetings.

Maintenance Committee, Alan Sanderson. The runway lights are fixed. The cost of the repair so far is just under \$5000. We now have a better understanding of the system.

Budget Committee, Bob Samson; work is in progress on the 2006 budget. Planning separate budget for lots with common septic access.

Runway & Taxiway Committee, Jerry Stern reported that he is gathering information on different types of process, specifications, and timeline for the runway repairs. He also asked for volunteers to serve on this committee.

Septic Committee, Carol Burns; reported that there are at least 5 systems in need of repair. Two systems have been repaired, and the others will be repairs shortly.

Violation Committee, Mary Reddick; is waiting for the October list from PMG.

Architectural Committee- Jim Yule; 264 and 266 have started building and have not submitted plans. A letter has been sent to the owners.

Welcoming Committee, Carol Morris; No activity this month.

Fly-Out Committee, Mike Reddick; No activity this month

2005 Nominations /Election committee, Jerry Stern Reported that nominations have been received for Steve Carter, Dan Campbell, Coy Surles, Max Bandy, and Don Browning. All nominations need to be in by October the 15th along with a short biography of each candidate. Election committee will consist of Mary Reddick, Sharman Kraft, Larry Partain, Carey Spivey, and Bill Anwyll.

Unfinished Business:

New Business:

Annual Open House: Jim Rockwood; proposed to make this an annual event. Will discuss later.

Grass encroachment: Jim Rockwood; everyone needs to make an effort to cut back and kill the weeds between their property and the taxiways. This will help to prevent the taxiway deterioration.

BOD Meeting Format Change - discussion was deferred till next month at Jim Rockwood's request.

Radio Control of Runway Lights - Withdrawn by Jim Rockwood.

PMG Alternatives - discussion was deferred till January at Jim Rockwood's request.

Meeting adjourned at 9:30 p.m.

Respectfully submitted,

Carol Burns

Secretary, Hicks Airfield Pilots Association

Max Bandy

A resident of Hicks Airfield, employed by EDS as a performance engineer. I currently work with many airlines and Sabre to maintain their I.T. Servers at peak performance. Cinnamon and I have a screen printing business that produces aviation related T-Shirts and it is run from our hangar, 640. We also are vendors at air shows producing custom shirts and selling pre-made shirts.

I have been flying since 1966 and intend to continue until the F.A.A. doctors tell me I can't. I currently own and fly a 1947 Cessna 140 and a 1965 Mooney M20C.

I first learned of the way of life here at Hicks in early March 2004. By March 30th. I had purchased 2 lots, started construction and have been living here since Aug. 2004. As residents, we have volunteered for many work parties and committees. The 5 year plan and the Anti Annexation committees are my current projects.

The preservation of Hicks as a residential airport is high on my list of priorities and I will do all that I can to maintain Hicks as a first class airport.

1. Would you support a collective effort to obtain professional guidance in response to the annexation of Hicks Airfield by the city of Fort Worth?

Yes !

2. Will your personal and /or business schedule allow you to commit the time to attend the monthly Board of Directors meetings and executive session meetings?

Yes

3. With airport liability insurance being a major concern, what are your ideas to help reduce the likely hood of incidents on the Airfield?

Education –Rule Enforcement

4. Do you feel it would be a priority to update the CCR's to be more equal for all property owners?

Yes

5. What are the three top things that would improve Hicks Airfield?

Taxiway Maintenance

Runway Maintenance

Drainage & Septic

6. Are you a general aviation pilot? If yes, do you own a plane based at Hicks?

Yes & Yes

7. How long have you owned your property at Hicks?

March 2004

8. In recent months, airport liability insurance has become a major issue that will affect the ability of Hicks to remain an operational airport. Are you in support of not allowing non-aviation related businesses to operate on Hicks? If not, in your opinion, how can aircraft and non-aviation related businesses coexist?

Going forward I do not support new non-aviation businesses to utilize Hicks Airfield as an industrial park.

I do believe that with mutual respect, the existing businesses and aviators should be able to co-exist at Hicks. The aviators should respect the fact that peoples livelihoods currently exist at Hicks. The non aviator entities should in turn respect Hicks as an aviation community and that the taxiways and runway need to be maintained in serviceable condition.

We should all show pride in our surroundings and treat all that we have contact with the respect we would like to be shown.

Don Browning

Don Browning was born on 26 September 1941. He married Sandra on 12 October 1962.

They have two sons and three grandchildren. He retired from the United States Navy

in November 1976 as a Master Chief Petty Officer. He became a Private Pilot on

his birthday in 1991. He became instrument rated the following year and a Commercial Pilot the year after that. He has flown out of, and worked at Hicks since 1992.

Sandra and Don have lived in their hangar at 451 Aviator Drive since 1999. They own a 1976 T210L Centurion. He was on the HAPA Board of Directors for two years. He was editor of the newsletter (Flappings) from October 2003 through January 2005. Sandra has worked for Avery Tools at 111 Aviator Drive since 2000. He wants to help Hicks airport survive and prosper . . . and he wants to live there in peace for the rest of his life.

1. Would you support a collective effort to obtain professional guidance in response to the annexation of Hicks Airfield by the City of Fort Worth?

I am completely against our airport being annexed by the City of Fort Worth, or any other entity for that matter. The last time we were threatened with annexation there was a collective effort to oppose it, and we prevailed. Professional guidance may be required this time, so I am open to considering it, but "professional" is an expensive word. We should consider this option carefully.

2. Will your personal and/or business schedule allow you to commit the time to attend the monthly Board of Directors meetings and executive session meetings?

Although I am retired from the United States Navy and the IBM Corporation, I still work in a contractor capacity for IBM. Next year the time I spend at work should diminish significantly so that I will have a lot more time to spend working at, and for, the airport.

3. With airport liability insurance being a major concern, what are [your] ideas to help reduce the likelihood of [accidents] on the airport?

This is like the question: How do you get your kids to behave? One answer, of course, is to set a good example. Fifteen miles an hour is pretty slow but we can do it if we try. I had to go around twice recently because airplanes either taxied on to the runway or wouldn't get off the runway expeditiously. Not a problem really if I am paying attention. So let's pay attention and not rant; the more flying we do the better. Right? Confront the offender face to face, if possible, and explain your concern. Maybe both of you will learn something. Having been the Safety Committee Chair a few years ago, I know it's difficult to get people to attend the meetings, but they can really be worthwhile.

4. Do you feel it would be a priority to update the CCRs to be more equal for all property owners?

This implies that the questioner does not believe the CCRs *are* equal for all of the property owners. If that is the case, then we should let our consciences guide us here and strive to make the CCRs equal; although I prefer the word equitable.

5. List three, and put them in order, of your priorities for improvements to Hicks Airfield.

a. Bear with me here, please. The only thing that keeps me from thinking this airport is paradise is the contentiousness that exists between some of the members . . . and I'm one of them. So I will use this as a forum to say that I have no animosity toward anyone on this airport, and to anyone that I have offended, I now apologize.

b. Let's get rid of the license fee lawsuit. Bob Avery wants the license fee to be based on square footage like the normal annual assessment (2.5 cents per square foot per year) and HAPA (us) wants the fee to be based on a fixed assessment PER LOT, regardless of its size. The license fee is for the purpose of restoring our common area components, such as the runway and taxiways. We should do this as soon as possible and as equitably as possible. As some people re-plat their property so that two, or three, or more lots become one, what does this do to what they are required to contribute to the fund? They pay less, but that does not change the amount of money that we need to accomplish the goal. If I understood our former attorney correctly, the license fee can be assessed based upon square footage. You pay proportionally to how much of the airport you own. What is wrong with this? The irony is that if we pursue this lawsuit we will spend much more than the difference between the two arguments. Why are we blaming this problem on Bob Avery, an American veteran, who has an aviation business on this airport, who owns an airplane, who is building another, who has helped others build their airplanes and who has demonstrated that he will help anyone that asks him for help and does so continuously?

c. Leave the non-aviation entities alone. I'm sorry to report this, folks, but we allowed them to come here. I have a good friend who INVITED a non-aviation business here and then built that person's building (note that I have not called it a hangar). Where was the architectural control? An ounce of prevention is worth a pound of cure. This scenario has been repeated several times, as you all know. The non-aviation people are here. I have talked with some of them and some of them are my friends. It's not perfect, but what is? They could be our friends and allies. They want to protect their property's value. What is wrong with that? Many are established business persons with serious connections in Fort Worth politics who could be influential in our fight to not be annexed. If someone is obstructing a taxiway they should be confronted and corrected, but that applies to everyone. Why should an airplane be left in the middle of a taxiway indefinitely, and unattended, any more than a truck or any other obstacle?

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

Yes, I am an instrument rated commercial pilot and an airframe and power plant technician. Sandra and I own a 1976 Cessna Turbo Centurion.

7. How long have you owned your property at Hicks?

We bought our first lot (actually a half lot) in January of 1998 and the half lots to the north and south in February of 2001.

8. 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? If not, in your opinion, how can aircraft and non-aviation related businesses co-exist?

We are co-existing. How are we not co-existing? Maybe when I understand why we have more liability exposure because there are non-aviation businesses here my opinion will change. Needless to say, if the existence of non-aviation businesses actually threatens this airport then my loyalty is with the survival of the airport. Period.

Finally - when adults disagree, that does not mean that their opponent is the devil. Arguing is good, if it is done in a civilized manner. Prevailing in a dispute should not mean gathering as many allies to your side as possible, rather it should be by presenting a more logical, just and persuasive argument. You win some, you lose some, and some are rained out . . . but we can still be friends.

Dan Campbell

I have lived in and around flying all my life. I soloed in sailplanes while in high school, and flew in the Air Force as an aircraft commander and instructor pilot. After retiring from the service, I taught aircraft systems at American Airlines. I have flown over 4500 hours with a few hundred hours in light planes. I still live around flying - my wife and I moved into our Hicks Airfield hangar/ home five years ago.

I have earned a BA degree in history, and an MBA.

I have seen the answers communities all over the states and around the world have found to solve their problems. From my experiences I have learned that if we cannot think of a solution for a problem, someone else has had a similar problem and devised a solution that can be tailored to our problem. This is just studying history and applying management principles to achieve a good result.

Hicks Airfield needs a board of directors that has a vision of where we want to go, and has the board members that can form a team to operate well together.

Hicks Airfield is the largest airfield of its type in our area. It is a good field to operate from and live on. I want to make it better, a First class airport we can all be proud of.

1. Would you support a collective effort to obtain professional guidance in response to the annexation of Hicks Airfield by the city of Fort Worth?

I see no value to be obtained from Fort Worth if they annex us without a spirited defense and negotiation beforehand. Hopefully a skilled negotiator may extract **contractual, written** promises that would make annexation a little more palatable. If we do not try, we get a lot less than nothing - just huge tax bills.

2. Will your personal and /or business schedule allow you to commit the time to attend the monthly Board of Directors meetings and executive session meetings?

I have attended most of the Board of Directors meetings since we moved out to Hicks Airfield. I do not foresee much change to that.

3. With airport liability insurance being a major concern, what are your ideas to help reduce the likely hood of incidents on the Airfield?

I am less interested in the cost of liability insurance than the cost in human life and limb due to an accident. I have given airfield-driving classes to flying students and safety meetings in Rio Concho, I have written airfield-driving articles for Flappings. I think more drastic measures may be needed for those who chose not to read and heed Flappings and care less about the posted speed limit signs.

4. Do you feel it would be a priority to update the CCR's to be more equal for all property owners?

The CCR's do need to be rewritten to correct areas that almost appear to have been intentionally poorly written and vague.

5. What are the three top things that would improve Hicks Airfield?

1. Eliminating the damage heavy trucks are doing to our taxiways by restrictions or heavy use fees to be paid by the property owner using them.
2. Making the property owners liable when their employees, guests, or family members are caught speeding or operating motor vehicles recklessly on the airfield.
3. Securing the north end of the airfield with better fencing, and closing the south end with a gate open days only.

6. Are you a general aviation pilot? If yes, do you own a plane based at Hicks?

I am a general aviation pilot; I have been a pilot since 1962. My wife and I owned an airplane based at Hicks and look forward to getting another.

7. How long have you owned your property at Hicks?

We have owned our lots since the spring of 2000, and moved in to our hangar in late summer of that year.

8. In recent months, airport liability insurance has become a major issue that will affect the ability of Hicks to remain an operational airport. Are you in support of not allowing non-aviation related businesses to operate on Hicks? If not, in your opinion, how can aircraft and non-aviation related businesses coexist?

I do not feel that non-aviation related businesses are a benefit to the airfield. They generally do not care about the condition of the taxiways or run ways because they do not have to worry about FOD damage that can cause a plane to crash. I believe it has been a miracle that we have not yet had a fatal accident due a collision between a fast moving vehicle and an airplane. **Hicks Airfield is an airport; we are here for the airplanes. Airplanes are the first priority.**

Steve Carter

Born 1949 in Tyler Texas. 56 years old with wife, Gail and four children, 3 girls and one boy. Raised in the oilfields of the U.S.A. and grew up mostly in Ft. Worth from 1956 until entrance to military school in south Texas and on to college and then the Air Force as an ICM Crew Chief on Titan Two. Went back to west Texas and started working in oilfield general contracting for the major oil companies of the U.S. Subsequently went on to start a pipeline construction business and then a natural gas pipeline company to include natural gas processing and exploration and production of oil and natural gas. Started flying at age 17 at my fathers' insistence (Navy pilot- WW II) and got infected from there with the flying bug as Dad's navigator and co-pilot. I have had the ups and downs that everyone else has had with raising a family, and have taken leaves from aircraft ownership but never from its state of mind. I am now the proud owner of a F33A Bonanza again and will be flying often again.

I would sincerely like to see Hicks Airfield succeed as a private airfield and will pitch in to help in any way I can to make it so. I guess you could say that I have a vested interest in that coming to pass as we live on the airfield and DO NOT want to see it digress into an industrial park as so many small fields have done in the past. I am for making the necessary revisions to the CCRs to accomplish this and to clarify the purpose of the airport. I feel that the taxiway and runway improvements are paramount and must be done as soon as possible.

I hope you share my concerns on these and other matters that affect OUR airport and will vote for me in the upcoming election.

1. Would you support a collective effort to obtain professional guidance in response to the annexation of Hicks Airfield by the city of Fort Worth?

Yes, however it was my understanding (Dennis Shingleton that heads up the Ft Worth Annexation committee) Hicks is not being considered until 2010 or beyond.

2. Will your personal and /or business schedule allow you to commit the time to attend the monthly Board of Directors meetings and executive session meetings?

Yes, most of the time.

3. With airport liability insurance being a major concern, what are your ideas to help reduce the likely hood of incidents on the Airfield?

The south end of the airport needs to be secured by way of a gate and is overdue. We also need a solid plan to deal with the speeders.

4. Do you feel it would be a priority to update the CCR's to be more equal for all property owners?

It is and has been a very important issue to update and clarify the CCR's and I am for doing it right away.

5. What are the three top things that would improve Hicks Airfield?

(a) Remove non-aviation business on the field and the related traffic that goes along with it.

(b)Get started on the new runway and taxiways ASAP!

(c) Look into the possibility of raising the runway annual fee to cover the debt.

6. Are you a general aviation pilot? If yes, do you own a plane based at Hicks?

I am a general aviation pilot I own an F33A based at Hicks.

7. How long have you owned your property at Hicks?

I built and have owned my hanger for 2 years.

8. In recent months, airport liability insurance has become a major issue that will affect the ability of Hicks to remain an operational airport. Are you in support of not allowing non-aviation related businesses to operate on Hicks? If not, in your opinion, how can aircraft and non-aviation related businesses coexist?

I believe I have already voiced my view on this question, however I will re state that I am opposed to non aviation business being on the field and I support the enforcement of the CCR's that address this issue.

Coy Surles

1. Would you support a collective effort to obtain professional guidance in response to the annexation of Hicks Airfield, by the City of Fort Worth?

a. Absolutely, provided it is “legal guidance” with the strategy of pursuing the annexation proactively. We need to meet with the City and make the best possible deal we can, one that addresses sewer, water and any other improvements that would improve our overall quality of life and protect our investment.

2. Will your personal and/or business schedule allow you to commit the time to attend the monthly Board of Directors meetings and executive session meetings?

a. Notwithstanding occasional business travel, I will dedicate the necessary time and effort to serve.

3. With airport liability insurance being a major concern, what are your ideas to help reduce the likelihood of an incident on the airport?

a. It appears the speed limit postings were a start. Nothing short of strict enforcement, however, will dramatically reduce the likelihood of an accident. We have abuses by pilots and business owners alike. We have to report the offenders by taking down license plate numbers, and fine them accordingly. I am amazed at how many people think the speed limit does not apply to them.

4. Do you feel it would be a priority to update the CCRs to be more equal for property owners?

a. If by equal you are referring to License fees, regular assessments, special group assessments, individual assessments and the like, they should be applied equally to all property owners, regardless of what kind of property it is. If you own a T-Hangar, a regular Hangar, or a vacant lot, you gain by the Airfield improving as a whole and therefore should bare your prorata share of the expense. This question and # 5 below need to be addressed by our Management Company and/or legal council. We need a document that not only meets the needs of our future but makes us all accountable to it. We seem to be handicapped by too many single interest conflicting sub-groups. Let’s agree to a vision, write a business plan and implement it.

5. List 3 and put them in order of your priorities for the improvements of Hicks Airfield.

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

- a. Yes. Single engine land, instrument**
- b. Yes. 1962 P35 Bonanza N9513Y**

7. How long have you owned your property at Hicks?

- a. Since March of 05**

8. 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 businesses to operate at Hicks? If not, in your opinion, how can aircraft and non-aviation co-exist?

- a. I am both a non-aviation business owner and aircraft owner. Unfortunately the scope of enforcing removal of non-aviation businesses has far greater cost and legal implications than one could imagine. You have car businesses, machine shops, Health Food distributors, etc. etc.**
- b. As this relates to insurance, it becomes a matter of enforcing adequate safety measures, and appropriate fines for violations. I do believe the two can co-exist with the proper disciplines in place.**
- c. Our only other option would be to grandfather current owners in and disallow future owners from operating non-aviation businesses.**

Jim Usher

I purchased my first hangar at Hicks Airfield in 1992 for my Beechcraft Bonanza which I use primarily for long cross country flights.

Although officially retired (I guess that's what collecting social security means),

I still continue to run my automobile air conditioning parts export business and occasionally exercise the privileges of my A&P certificate on aircraft at Hicks Airfield.

I currently mow the airfield for HAPA and have maintained lots for many other members on the airfield.

As the contact person for advertising in Flappings, I accept ads for our monthly publication and also serve on the Maintenance Committee.

My wife Lee and I reside on Eagle Mountain Lake where I am Treasurer of the Crestpoint Home Owners Association and Chairman of our Gate Committee.

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

- assist in reconstruction of the runway, specifically to be sure that our money is wisely spent
- insure that the Membership has a vote on any increase in assessments
- drive the Association to work in a more professional, business-like manner
- and above all, work toward a more harmonious environment at Hicks Airfield.

I ran for the BOD in 2004 and was only 21 votes short of being elected.

Please vote--your vote really does count. It would be my privilege to carry your vote to our Annual Meeting if you do not plan to attend.

****Editors Note: The Hicks 2006/2007 Nomination Committee provided a list of questions for all candidates to voluntarily answer. Mr. Usher declined to answer the questionnaire.**

Ballots will go out Nov 1, 2005 and must be received by Dec 1, 2005 at PMG.s address as listed on the ballot information you will receive. If you prefer not to mail your ballot, you may turn it in at the General Meeting in person on Dec 3, 2005. Any members having **NOT** voted, and being confirmed as **NOT** having voted by validation of the voting records sheet, may receive and vote ballot (s) at the general meeting. No ballots received by PMG after Dec 1, 2005 or after 7:00 pm Dec 3, 2005 at the General meeting will be counted. If you want to confirm that your ballot (s) were received by PMG you can verify only that they were received by checking the voting list that will be delivered to the voting committee at the General meeting.

The word "VOTE" is written in a large, bold, black, sans-serif font. The letters are slightly slanted to the right. The 'V' is the tallest letter, followed by the 'O', 'T', and 'E'.



HICKS AIRFIELD PILOTS ASSOCIATION

Annual General Membership Meeting and Christmas Party

Location to be announced

Saturday, December 3, 2005

Business Meeting Begins at 5:00

Party Begins at 5:30

Lasagna (meat & vegetable) and nonalcoholic beverages (Provided by HAPA)

Members are asked to bring potluck based on last name as follows:

A-I

Appetizer

J-R

Salad Or Sides

S-Z

Dessert

This will be a BYOB party.

To assist with decorating our to serve on the Christmas Committee please contact Debbie Campbell @ 817-439-1936 or Kathy Stern @ 817-439-0614

This year I hope you will all join us in supporting the USO. We will be collecting donations and/or providing information on how you may contribute at the Christmas Party.





Support USO Programs

Operation Phone Home

USO Operation Phone Home is a campaign designed to provide prepaid international calling cards to as many of our service men and women overseas as possible. This program designates 100% of monetary donations to the purchase and distribution of 100-minute global calling cards to deployed service members. A \$10 donation will provide one phone card, including shipping, for a deployed service member.

Operation USO Care Package

Operation USO Care Package was developed to boost morale and provide a safe and secure way for the public to show their support for our troops. A USO Care Package can be purchased for a service member when a \$25 donation is made. USO Care Packages are delivered to service members who are either in route to an overseas assignment or are currently deployed. Branding opportunities for corporations are available.

Operation Mail Call

The USO and Pelican Art, LLC, have partnered to create *Operation Mail Call* -- a new way for the American people to demonstrate support for our troops serving around the world. \$25 will purchase a pre-paid greeting card account for a service member, worth 10 greeting cards. Here's how it works: Greeting card account cards will be distributed to service members by select USO centers. Service members will be able to log-on to access an Internet-based greeting card provider, enter the account number and password on the back of the account card, and personalize and send greetings cards to their loved ones at no expense to them. The cards are sent the next business day from within the United States via the U.S. Postal Service. Pelican Art will donate \$10 of each \$25 purchase to the USO to support its programs and services.

Gift Certificates to the Commissary or the Exchange

"Gifts from the Homefront" is a program developed for the donation of AFFES gift certificates to be used by service members at base exchanges. To donate an exchange gift certificate <http://tinyurl.com/7mpoj>. Gift Certificates to the commissary can also be donated through Defense Commissary. To donate a commissary gift certificate <http://tinyurl.com/by3ku>. Your gift will go to USO Centers stateside and overseas for distribution to military personnel.

Operation Homelink

Operation Homelink is a non-profit organization with a mission of facilitating e-mail communication between U.S. soldiers deployed overseas and their families back home. This organization provides a free refurbished computer to the spouse or parents of troops within the pay grades of E1-E5. Corporations who donate the computers specify the geographic area or deploying military unit to receive the computers. The USO assists with coordinating the selection of recipients and the distribution of the donated computers.

General Donation

General donations to the USO will support:

- Hospital Support for Recuperating Soldiers
- USO Overseas Centers
- Mobile Canteens
- Airport Centers
- Family and Community Centers
- Celebrity Education Program
- USO Entertainment Tours
- USO Picnics

Your gift will be used to support USO programs and other services that directly benefit our men and women of the Armed Forces to best meet their immediate needs.

CLASSIFIED ADVERTISING

All advertising must be submitted each month by the 15th for inclusion in the newsletter. Previous advertising must be resubmitted each month. All HAPA members may advertise personal goods at no charge. Non HAPA members or HAPA members requesting business or commercial ads will be charged a nominal fee. You may contact Jim Usher at 817-236-7506 or jcusher@charter.net for fee information or to place an ad.



MOWING AT HICKS
Reasonable rates - call anytime.



Jim Usher, Hangar #410

(817) 236 7506 or (817) 891 2989

DON DAVIS REALTY

JAN LARY 817 656-1040

Cell: 817 715-4693 jlddr@sbcglobal.net

Lots for sale and hangars w/ offices,
unimproved space or lofts.

Cirrus Oil Company, LLC

authorized AMSOIL dealer
synthetic lubricants, filters & automotive products

817-456-1250 or 817-849-1726

www.cirrusoil.com

Hangar For Lease- # 763

50 x 50 hangar with 3 bedroom/3 full bath apartment.
Large kitchen & living w/office area. Lots of parking.
Located on the far east taxiway with a beautiful countryside view. All new build in 2005. Please call:

817-891-6802 for further information.

Frigidare 11 Cycle Heavy Duty 2-Speed washer and Admiral Heavy Duty capacity electric dryer. Good Working Order.
\$100.00 takes the pair. Call- **817-446-9250**

For Sale—657 Aviator Drive (Block 3 Lot 81)

\$17,000.00

Contact -Ron @ 817-939-8063

For Rent- End Hangar- North End- # 359

Hi-Wing or Low-Wing Suitable. Personnel Door.
\$250.00 month Plus 1/2 Electric (220 Volts Installed)
Contact- Laura Pierce (817) 788-4868 or (817) 891-5707

Office Space For Lease

501 Aviator Dr

5 Office Suite For Lease

Either Individually or Entire Suite

Space is Ideal For Aviation Classrooms

817-439-0733 or 1-800-856-4070

FOR RENT: HANGAR 155 and/or 156

- **155 Aviator Drive:** 1800 sq. ft. unfurnished apartment. Two full baths/two bedrooms. Large kitchen and living/office area. Adjacent 2100sq.ft. front hangar facing runway on front taxiway. Loads of unobstructed parking!
- **Front hangar/apt \$1600/month plus utilities.**
- **156 Aviator Drive:** Back hangar (4200sq. ft) also available for rent. Workshop, air compressor and lots of workspace with workbenches. Will hold three airplanes.
- **Back Hangar: \$600/month plus utilities.**
- **Will rent entire space for \$2200/month plus utilities. Will also consider lease/purchase with owner financing.**
- **Please call 505-377-3166 for more information.**

I.D. Theft Program at Rio Concho

In the course of a busy day, you may write a check at the grocery store, charge tickets to a ball game, rent a car, mail your tax returns, change service providers for your cell phone, or apply for a credit card. In each transaction, you reveal bits of personal information, like your bank and credit card account numbers, your income, your Social Security number, your name, address, and phone numbers – a goldmine of information for an identity thief. Once a thief has that information, it can be used without your knowledge to commit fraud or theft.

Identity theft is a serious crime. In 2004, an estimated 10 million people fell victim to identity thieves, according to a survey conducted by Nationwide Mutual Insurance Co. People whose identities have been stolen can spend time and money cleaning up the mess the thieves have made of their good name and credit record. Nearly a third of those surveyed are unable to repair the damage. They may lose out on job opportunities and loans for education, housing, or cars and, may get arrested and jailed for crimes they didn't commit.

As with any crime, you cannot completely control whether you will become a victim. The Federal Bureau of Investigation says there are ways to minimize your risk of the theft of your identity. On November 5, at 4:00 PM, Mainstay Funds and Morgan Stanley will host an Identity Theft Prevention Program at Rio Concho Restaurant on Hicks Airfield. A complimentary supper will be served and a drawing for a free shredder will be held at the conclusion of the hour long program. Call Ms. Brown at 972-774-6835 or 800-366-9194 to reserve a seat.



Well done people! Bravo! I am not amazed at how many generous and wonderful people we have at Hicks but I am impressed that so many of you stepped up to volunteer with 120 2nd graders involved! Wow!

I would like to take a minute and thank some of you.

Nancy Cullen brought her Air Coupe to the ramp early this morning and the little ones were instantly attracted to the cute little red airplane. Dan Campbell and I spent our time standing guard and trying to convince them all that it really wasn't a toy no matter how cute it was.

Bob & Judy Avery brought "The Bandit" a Cougar I believe. (jump right in here and fill in the details Bob) that they allowed the children to crawl in, over, under and generally poke and prod. That is absolutely the right age bracket for that sort of thing and it was thoroughly enjoyed I can tell you.

Bob Samson arrived with the "Flying Lawn Chair" to amuse and entertain. The children were once again enthralled with the bright color and the unique shape of the craft. They promptly bombarded Bob with questions and he maintained an enviable calm as he explained to them that no bombs or guns were mounted anywhere on the plane along with even more, shall we say, bizarre questions. I had forgotten quite how a 7 yr. old's mind works.

To Nancy, Bob & Judy and Bob S. I tip my hat. It can't be easy to see 120 small humans making a mad dash for your aircraft.

Nancy, Bob Samson, Nate Able, and Mike Reddick were all kind enough to do some actual flying for the children which was truly appreciated. It sparked huge discussions on their favorite plane the minute you were in the air. There were many other pilots who had to brave the ramp in front of Rio Concho this morning and I thank you for your care, tolerance and caution.

I'd like to thank Gayla Heberling, Cinnamon Bandy and Barbie Brunson for serving lunch to the masses. They not only handled all the kiddos but the teachers and chaperones as well.

Dan Campbell gave an excellent talk to the students and answered many, many questions patiently. Your love of flying (and that Grandpa gene) certainly shone throughout that talk Dan. Steve Carter, Dan Campbell, Barbie Brunson and my kind son-in-law addressed the nuts and bolts of hosting such an event and they worked hard today as did all the wonderful volunteers.

Bill Guy, who had so generously offered to allow us to tour the museum, may now breathe a huge sigh of relief. After 30 seconds of watching the children we decided that even if we split them up in groups of two and sent four adults with them we could not ensure the safety of anything in the museum. They were all invited back at a later date. I'm pretty well leaning toward 20 yrs. myself. :-)

Again, I would like to thank you all. As with all children you never know what will stay with a child and make them someday want to participate in an activity. If I forgot to mention you please know it was inadvertent and I do thank you very much.

Kathy Stern



DATE	EVENT	CONTACT		
December 3,2005	Annual Meeting Christmas Party	Debbie Campbell or Kathy Stern 817-439-1936 or 817-439-0614		



Does PMG Have Your Mailing Address?

PMG must have your correct mailing address on file to send HAPA members necessary information (ballots, assessments, notifications to members, etc.) Please make sure that Leslie Newton has your current information. She may be reached at:

Principal Management Group
6707 Brentwood Stair Rd., Suite 110
Ft. Worth, TX 76112

Phone: 817-451-7300
Metro: 817-654-4242
Fax: 817-654-1717

OFFICIAL NEWSLETTER OF THE HICKS AIRFIELD PILOTS ASSOCIATION

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