



Non-Towered Airport Communications - See page 6



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MEETING NOTICE

HAPA Annual Membership Meeting - Hangar 122

2:00pm Saturday, December 9, 2006

Vote Between 2:00pm & 5:00pm

Christmas Party @ Colonial House at 7:00pm

BOARD MEMBERS

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ASSOCIATION OFFICERS

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jrock1110@yahoo.com

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Carol Burns 526 Aviator Drive 817.439.0700
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Treasurer

David Feil 247 Aviator Drive 817.233.0456
davidwfeil@aol.com

ASSOCIATION MANAGEMENT

Principal Management Group

Carol Moran 817.451.7300 Ext 205

COMMITTEE CHAIRS:

Architectural & Violations

Dan Campbell 817.439.1936

Grounds & Maintenance

Alan Sanderson 817.439.3749
jalansan@flash.net

Newsletter & Fly Outs

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Safety & Security

Social

Debbie Campbell 817.439.1936

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Runway, Taxiway, & Drainage

Jerry Stern *

Master Plan & Annexation

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Jim Rockwood *

Septic

Carol Burns *

Budget

David Feil *

Business Interest

Coy Surles
coy@medicalinstrumentspecialties.com

* Contact Info in BOD Listings

Submittal Policy

The deadline for submission of articles, minutes, and reports will be the **20th of the month**. This should provide sufficient time to edit the lay out of the newsletter so that it can be posted to www.t67.org by the first of the following month. Please provide input in MS Word format, if possible. Flappings will be available online on or about the first of every month. All ads should be submitted in writing or by email to **Mike Reddick** at michaelreddick@yahoo.com so formatting can be finalized for the next issue.

President's Corner

As my term as President comes to a close I would like to look back on the significant events of the year with the additional knowledge and wisdom that hindsight brings. There have been successes and failures, but in every case I truly believe that the Board of Directors, the many volunteers, and I personally, have acted in the best interest of the Association and in accordance with the properly adapted Bylaws and CCR's (Declaration of Covenants, Conditions and Restrictions for Hicks Airfield).

The Board approved funding the maintenance of septic systems located on Association owned common property from the general fund. This change allows the Association to properly manage the maintenance of the fields and makes moot long running arguments related to the scope of septic system maintenance relative to the maintenance of the common areas where the systems are located. I am still confident this is the best way, in compliance with the CCR's, to fund this maintenance.

The Board distributed for public comment a draft of Airfield Rules and Regulations. The draft of rules were intended to clarify provisions in our CCR's that are vague and ambiguous as well as make reasonable adjustments to the CCR's in response to unanticipated changes that have occurred in and around the airfield since the governing documents were written. This is permitted by our governing documents to respond to change without incurring the significant legal costs associated with repetitive changes to the CCR's. Additionally, the creation of rules and regulations was intended to allow a single interpretation to be applied to all property owners and tenants in lieu of selective interpretation in accordance with the good ol' boy system. The method of presenting these draft rules and regulations to the members for comment was flawed and a controversy ensued making it impossible to rationally discuss the issue, so committees were appointed to review portions of the draft. These committees all reported out to the Board but no further action was taken due to the hostile environment. In spite of this, I still believe that the airfield and every property owner deserves the protection that clear rules and regulations provide.

Off-duty Constables were hired on a part-time basis to provide an additional level of security for the airfield. In this day and time this pro-active approach to security is the bare minimum required to reduce the Association's exposure to liability, protect Association and member property, and to do our part to preserve the integrity of the nation's aviation security system.

The runway was completed, as promised, on time and on-budget. Your money was spent wisely. The seal coat and marking will take place next spring after the asphalt has fully cured.

A business like budget process was implemented to assure the Association has the funds necessary to effectively operate the airfield.

The lawsuit related to the license fee unfortunately continues but since much of the dissent on the field rooted on the perceived ambiguities in the association Covenants, Conditions and Restrictions created primarily by

the 5th Amendment, it is imperative that we obtain a ruling via this lawsuit, so we can then move forward without problems rooted in the validity of the 5th Amendment continuing to arise.

And finally the Board of Directors established an election procedure for 2007 -2008 Directors. The new procedures, unlike previous procedures, comply with the Bylaws and ensure the integrity of the election results.

It has been an honor to serve you.

Jim Rockwood

President

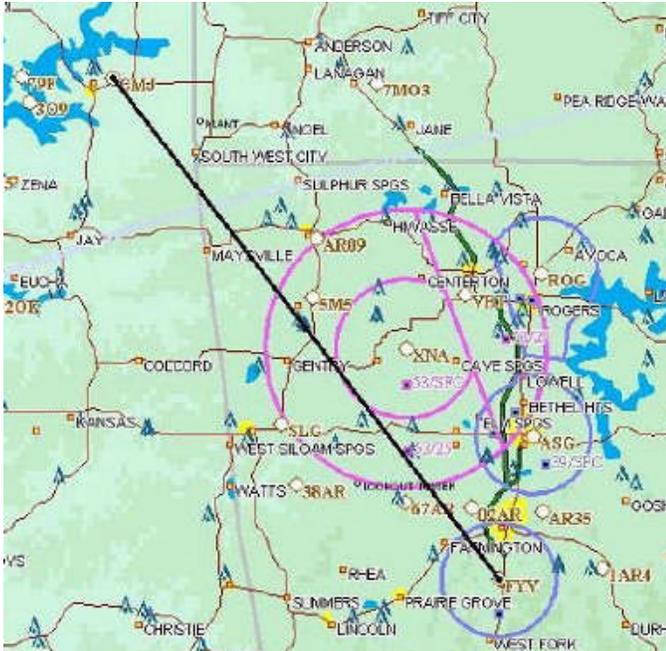
Hicks Airfield Pilots Association



Ever think about landing on a sandbar? Caution, it might be a little softer than you had planned on. A good set of “bush wheels” or “tundra tires” would probably have kept this plane above the muck! Eight people from Hicks answered the rescue call in two boats and had this wayward “Cub” back in the air before dark.

NASA Form 277 - Aviation Safety Reporting Program

By Chip Gibbons, CFI



On your last flight from Afton, OK, back to Fayetteville you take advantage of your moving map GPS to avoid the Class C airspace around XNA, but just barely. After all, you don't want to fly too far out of your way. Sure, you could call Razorback Approach and fly through the airspace, but you don't really feel like talking to those guys. As you taxi toward your hangar, the FYY tower controller asks you to grab a pen and take down the number for the Razorback Control in Fort Smith. They'd like for you to call.

In the ensuing conversation, the controller informs you that you've violated the airspace. You explain that if you did, it wasn't intentional, that you're aware of the airspace and the rules involved in penetrating it, and that you will either call them or give the airspace a much wider berth next time. The controller seems satisfied that you aren't an idiot or a flight risk and you assume that's the end of it.

Maybe, maybe not. Most of us are vaguely aware of the NASA ARC Form 277. It's the form we fill out to help the FAA gather info on possible deficiencies in aviation operations, and it offers anonymity and an immunity (of sorts) to pilots who fill it out. If the controller does report the incident and you get a call from the FSDO to discuss it, you'll be very glad you took the time to participate in the FAA's

Aviation Safety Reporting Program.

What's the advantage of filing a 277? A pilot who violates a FAR and uses a NASA form for 'immunity' does not have to turn in his/her certificate for any period of time. So, you may be counseled, and you may even have the violation appear on your record, but you won't have your license suspended.

If you're involved in an "event", you have 10 days to fill out a Form 277. The form has an identification strip at the top which NASA stamps and returns to you for your records. Hang on to it! In fact, it's a good idea to send the form to NASA via certified mail, return receipt requested, so you have additional proof that you sent the form in. If the FAA wants to talk to you they'll need to see the returned identification strip in order to know you've completed the form.

In an article on the subject, Kent S. Jackson writes the following: "On the identification strip, the sender is asked to describe the 'type of event/situation'. Remember that this is the part of the form that you would give to the FAA to prove that you filed the NASA form on time. Although the FAA recently issued an opinion stating that they won't use the identification strip as evidence in an enforcement action, don't say anything on the identification strip that you don't want to tell the FAA. For instance, if you think that you are not at fault for an altitude deviation, don't describe the event as an 'altitude deviation'. 'Clearance issue' or 'controller error' would be descriptions that you wouldn't mind showing the FAA."

In order for a 277 to provide 'immunity', the violation cannot have been deliberate. In other words, if you buzz City Hall the 277 won't help you. The violation also must not involve any criminal offense, so don't expect 'immunity' for drug running in your RV-6. You also can't have any violations within the past five years. This doesn't mean you can't file multiple 277's in a five year period, only that if you've actually been violated then a 277 won't do you any good for the five year period following your violation. Finally, as I said earlier, you must have completed the form within 10 days of the 'event'. No waiting until the FSDO calls to overnight a 277 to NASA.

Let's be careful out there! But everyone can make a mistake. If you do, remember that completing a 277 can be your 'get out of jail free' card when the Feds come calling. So take a little time and review the following references, just in case:



http://asrs.arc.nasa.gov/forms/PDF_Files/general.pdf
(for a NASA Form 277)

FAA FAR 91.25 - Aviation Safety Reporting Program

Advisory Circular AC 00-46D - ASRP

This article first appeared in the November 2006 issue of 'The Ozark Flyer', the official newsletter of EAA Chapter 732, Rogers, AR, and reprinted with permission from the author.



Non-Towered Airport Communications:

The photo on page 1 depicts the results of a landing incident that occurred on November 6, 2006, at Los Alamos, NM.

The local newspaper report stated: A single-engine airplane ended up atop another at Los Alamos County Airport on Monday afternoon as both pilots tried to land at the same time. No one was seriously injured in the freak accident that closed the airport shortly after 3 p.m. so the Federal Aviation Administration could investigate.

Jim Unruh of White Rock, NM, was flying a 1963 Beechcraft Bonanza that ended up straddling a 1959 Beechcraft Bonanza piloted by Robert Johnson of Ojo Caliente, NM.

Johnson was returning to Taos from Reno, Nev., with a passenger, Pavel Lukes of Taos, who co-owns the airplane with him. They said they stopped in Los Alamos for fuel because it is cheaper there than in Taos.

"It was a hell of a ride," the Czech-born Lukes said of the accident.

Sgt. Fred Rascon of the Los Alamos Police Department said Unruh was able to walk away from his plane, but it took time to free Johnson and Lukes from the bottom plane. "Both pilots were landing at the same time, one above the other," Rascon said. "Apparently, they didn't see each other until they actually landed. Lt. Reggie Briggie of the Los Alamos police said Johnson and Lukes' injuries were so slight, they refused treatment.

Asked which pilot appeared to be at fault, Briggie said, "There might have been some issue with one of them's communication, but the investigation is not up to the LAPD." Los Alamos County spokeswoman Julie Habiger said she had heard one pilot was tuned to the wrong radio frequency.

Spokeswoman Habiger said Acting Airport Manager Kyle Zimmerman told her the FAA probably would classify the wreck as "an incident rather than an accident -- the difference being that nobody was hurt and there is really very little property damage." She said after oil is cleaned from the runway, crews would use dollies to lift one airplane off the other and then move both off the runway. "We may be able to get reopened by the morning shift," Habiger said. No one was speculating whether either plane would fly again. Eyewitnesses said it appeared the bottom airplane's windshield was smashed, but otherwise, neither plane was badly damaged. Both pilots said they plan to fly again.

This could happen anywhere, in any weather, to any of us, no matter what rating you have or how many hours you have flown in make & model. Carelessness by one pilot has the potential for disaster.

Pick a perfectly calm day and come out to Rio Concho's deck and enjoy your lunch and watch the local circus unfold. It is not unusual to see planes taking off or landing on 14 and 32 within minutes of each other. Are radios not being used, they aren't required at Hicks, or maybe the pilot's violating the normal operating rules are just trying to save a few minutes of taxi time or pattern flying.

Did you know the FAA has a digital AF/D online? If you're new to Hicks and are unaware of the "local" operating rules simply go to http://www.naco.faa.gov/index.asp?xml=naco/online/d_afd and follow the links to bring up the info for T67 (see below).

HICKS AIRFIELD (T67) 14 NW UTC-6(-5DT) N32°55.87' W97°24.70' **DALLAS-FT. WORTH**
855 B S4 FUEL 100LL TPA-1500(645) **COPTER**
RWY 14-32: H3740X60 (ASPH) MIRL L-13C, A
RWY 14: PAPI(P2L)-GA 3.0° TCH 20'. Thld dspicd 340'. Railroad.
RWY 32: PAPI(P2L)-GA 3.0° TCH 20'. Thld dspicd 191'. Fence.
AIRPORT REMARKS: Attended Tue-Sun 1400-2100Z. Fuel avbl 24 hrs with credit card. Extensive non-radio ultralight ops invof arpt. Uncontrolled vehicle tfc invof hangars and on twys. Rwy 14 NSTD numbers are 45' x 15'. Rwy 32 NSTD numbers are 45' x 15'. NSTD pattern entry—cross midfield at TPA or 45° from downwind. Calm wind Rwy 14.
COMMUNICATIONS: CTAF/UNICOM 123.05
FORT WORTH FSS (FTW) LC 429-6434. NOTAM FILE FTW.
RGNL CLNC DEL 125.9
RADIO AIDS TO NAVIGATION: NOTAM FILE DFW.
RANGER (H) VORTACW 115.7 FUZ Chan 104 N32°53.37' W97°10.77' 276° 12 NM to fld. 637/6E.

Please note the **Non Standard pattern entry** statement and that the **Calm wind runway is 14**. If you elect to fly a straight-in approach or even a standard left hand pattern to runway 32 on a calm day, you could be cited as a violation, especially if you interfere with other aircraft that are either approaching the pattern for

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landing on runway 14 or they are trying to depart on runway 14. This is where **non-towered radio communications** enters the picture.

According to the latest version of the AIM, when operating at an airport with no tower, no FSS, or no UNICOM, you should be using **self-announce procedures**. Position reports should commence when you are ten miles out, entering downwind, base, final, and when you leave the runway. Pilots of inbound traffic should monitor and communicate as appropriate on the designated CTAF from 10 miles out to landing. Pilots of departing aircraft should monitor and communicate on the appropriate frequency from start-up, during taxi, and until 10 miles from the airport unless local procedures require otherwise.

A common call heard at Hicks is “Hicks Traffic, please advise what your active runway is.” If you are monitoring the CTAF from ten miles out, you should be hearing other aircraft making position reports. If the frequency is totally quiet, a good call would be for a radio check. If the frequency is silent, maybe you turned the radio volume down so you could talk with a passenger. The next suggestion from the AIM would help you detect that.

If the airport (Hicks) has no FSS or UNICOM, the AIM recommends obtaining wind and weather info from a nearby airport with an ATIS or AWOS (Alliance: 126.925 or Meacham: 120.70). If you hear nothing on those frequencies the first thing you would most likely do is check the radio volume. Now you can go back to the CTAF and make your position report and listen for traffic.

“Hicks Traffic, any traffic in the area, please advise.” is not a recognized self-announce position and/or intention phrase and **should not be used** under any condition. According to the latest AIM, all you are doing is clogging the frequency with a useless transmission. Self-announce position reports are the only way to communicate at an airport without a tower or Unicom. The only traffic in the area may be a NORAD aircraft that won’t be able to hear your call. That’s where see and be seen comes into play. You, as PIC, are responsible for safe separation from other aircraft that are arriving at or departing from the non-towered airport.

Take another look at those two Bonanzas on the cover. Those guys were lucky! Had the higher one hit just another foot back he would have put his prop through the cabin and most likely killed or at least, seriously injured both of the occupants.

If you come in unannounced or on the wrong frequency, not communicating with other aircraft in the area, will you be as lucky? How about the other aircraft, will it be their lucky day, too?



The cover story for the March 2006 issue of Flappings was about the January 17th, 2006, inaugural flight of Mike & Gayla Heberling’s RV-10. It was the first 10 to come out of RV Central.

Now it’s sporting a new paint job that was designed by Gayla.

Captain Mike has several cross country flights in the 10 to Florida and upstate New York near the Canadian border.

On November 11th he took part in the HAPA Fly Out to Fairview, OK (6K4) to attend the 55th World’s Oldest Free Fly In.

The fun has just begun and we’re happy to have Mike & Gayla active in the Hicks flying community once again!

**Income
Statement
HAPA**

INCOME	<u>October, 2006</u>	<u>YTD 2006</u>	<u>2006 Operations</u>
Scheduled Income			
Regular Assessments	\$ 6,263	\$ 62,690	\$ 62,690
Runway Fees (471 Lots)	10,635	106,280	-
Total Scheduled Income	<u>16,898</u>	<u>168,970</u>	<u>62,690</u>
Other Income			
Late/NSF Fees	99	868	868
Fines	-	500	500
Gate/Miscellaneous Income	-	750	750
Interest Income	312	7,390	7,390
Total Other Income	<u>411</u>	<u>9,508</u>	<u>9,508</u>
Total Income	<u>\$ 17,308</u>	<u>\$ 178,478</u>	<u>\$ 72,198</u>
EXPENSE			
Administrative Expenses			
Bad Debt Expense	600	1,198	1,198
Bank/Check Charges	-	40	40
Collection Services	(190)	(11)	(11)
Copies & Postage	107	7,857	7,857
Data Processing	-	403	403
Rental/Storage	550	3,379	3,379
Licenses/Permits/Inspec Fees	-	-	-
Meetings	350	1,100	1,100
Printing	-	1,427	1,427
Member Relations	-	-	-
Professional Services			
Accounting/Audit	-	500	500
Legal & Professional	19,255	54,758	54,758
Management Fees	899	8,990	8,990
Taxes and Insurance			
Directors and Officers Liability	2,127	2,127	2,127
General Liability Insurance	-	4,510	4,510
Taxes - Other	-	(2)	(2)
Property Taxes	-	43	43
Utilities			
Electricity	549	8,212	8,212
Contracts			
Lawn Maintenance Contract	710	3,342	3,342
Courtesy Patrol Contract	-	3,300	3,300
Repairs and Maintenance			
Electrical/Lights	-	399	399
Fences/Gates/Walls	-	521	521

Equipment/Tractor Repairs	-	-	-
Sign Repair	-	-	-
Pavement Repairs	156	324	324
Plumbing	-	-	-
Septic Field Repairs	-	7,178	7,178
Gas/Oil	-	-	-
Other Expenses			
Misc. Expenses	-	114	114
Capital Improvements			
Capital Improvement - Signs	-	-	-
Reserve Contributions			
Deferred Maintenance Reserve	-	187	187
Total Expense	<u>\$ 25,113</u>	<u>\$ 109,895</u>	<u>\$ 109,895</u>
Net Income/(Loss)	<u>\$ (7,805)</u>	<u>\$ 68,583</u>	<u>\$ (37,697)</u>

Maintenance Projects			
New Runway Expense	\$ 312,333	\$ 312,333	
<i>(Funded by Runway Reserves)</i>			

BALANCE SHEET - HAPA As of October 31, 2006

ASSETS		LIABILITIES AND OWNERS EQUITY	
Current Assets		Current Liabilities	
Operating Cash—PMG	\$ 7,858	Prepaid Assessments	23,775
Community Assn Bank (First Nat'l Bank of Arizona)		Accounts Payable	<u>2,477</u>
Runway Fee Reserves	31,411	Total Current Liabilities	26,252
Community Assn Bank (First Nat'l Bank of Arizona)		Other Liabilities	
Operating Cash—BOD	2,058	Collection Costs/Other Escrow	2,106
Justin State Bank		Total Other Liabilities	<u>2,106</u>
Short-Term Investments	22,275	Total Liabilities	\$28,358
Beal Bank		OWNER'S EQUITY	
Total Cash	63,601	Reserves	
Accounts Receivable	<u>25,000*</u>	Deferred Maintenance Reserve	21,818
Total Current Assets	<u>88,601</u>	Equity	
Total Assets	\$88,601	Retained Earnings	282,175
		Total Owner's Equity	\$303,992
		Net Income/(Loss)	(243,750)
		Total Liabilities & Owner's Equity	\$88,601

* A/R: \$19,500 over 90 days

Minutes of HAPABoard of Directors Meeting

November 14, 2006

The monthly Board of Directors meeting of the Hick Airfield Pilots Association was held on
November 14, 2006, at 7:00 p.m., at Hangar 549.

Board members present: Jim Rockwood, Bob Samson, Bill Akin, and Don Browning.

Association officers present; President- Jim Rockwood, Secretary- Carol Burns, Treasurer- David Feil.

Reports of Officers:

President Jim Rockwood reported; that the association is still waiting for a ruling for the Judge with regards to the motion for summary judgment in the Avery Law suit against the association.

Treasurer David Feil presented the Treasurer's report; report is attached.

New business:

No new business was addressed. All candidates running for the Board were invited to attend and take part in an open discussion and answer questions for the general members. Alan Sanderson, Cary Spivey, and Jerry Stern were present. Unable to attend were Coy Surrells, John Unangst, Jim Usher, and Ron Sinclair.

HAPA Attorney David Surratt was present and he answered questions from the members & BOD.

Meeting adjourned at 8:15 p.m.

Carol Burns

Secretary

Hicks Airfield Pilots Association

FOR CONTINENTAL(TCM) ENGINES AT ANNUAL OR 100 HOUR INSPECTION (Or any time a suspect cylinder is in doubt)

TCM Service Bulletin SB03-3 states: "TCM requires a cylinder borescope inspection be accomplished in conjunction with the differential pressure test." (This is NOT an FAA mandate.)

With the development of recent borescopes, this inspection becomes an excellent tool that will affect your decision on a suspect cylinder, regardless of engine manufacturer.

We have a solution: a borescope based here at T67.

For an appointment please call **Jim Usher @ 817-236-7506** or **Robert Read @ 817-439-0757**.



Come fly with me

2006 Fly In Schedule:

December 2nd - McGregor Executive (PWG), Waco, TX EAA Chapter 59 Pancake Breakfast fly-in. 8:30am to 11:00am.

December 9th - Lancaster Municipal (LNC), Lancaster, TX Air Salvage of Dallas Fly-In or Drive-In. Transportation will be provided from the terminal. 8am to 4pm - everything is on sale! 10 to 50% off engines, engine parts, props, control surfaces, wheels & brakes, AN fittings, hardware, radios, instruments & much more! We accept major credit cards.

December 9th - Angelina County Airport (LFK), Lufkin, TX Free Fajita Fly-In sponsored by EAA Chapter 1219 and Angelina County Airport. 10am til 2pm. Discount fuel available. Contact Jack Porbeck @ 936-674-6370 or jackp9@aol.com

December 16th - Tyler Pounds Field (TYR), Tyler, TX Civil Air Patrol Sq Fly-In/Drive-In Breakfast served 8am to 11am for donations to CAP Sq. Contact Lt. Koen @ 903-592-2426 for more info.

Watch bulletin boards and the website calendar for late posted items.

2007 HAPA DIRECTORY

A new, updated HAPA directory is being compiled using the previous directory listings and the public information available on the Tarrant Appraisal District website in order to reflect the current owners of hangars and lots at Hicks. You will find several spaces below for corrections, updates, and additions to your personal info (phone numbers, email addresses, N number of your aircraft, etc.) if you wish to have this information made available to other HAPA members.

Name: _____ Home Phone: _____

Mail Address: _____

Cell Phone: _____ E-Mail: _____

N Number: _____ Type Acft: _____

Signature: _____ Date: _____

(Any changes to information must be accompanied by your signature.)

Please mail your new info to: **HAPA, 100 Aviator Drive, Ft Worth, TX 76179**

or email it as soon as possible to admin@t67.org to assist us in getting the directory online and available to the membership. The information will be located in a password protected section of the Official HAPA website, www.t67.org

No information you furnish to HAPA will be released for any other purpose.

CLASSIFIED ADVERTISING

FOR RENT

All advertising must be submitted by the 15th of the month for inclusion in the newsletter. Previous advertising must be resubmitted each month. All HAPA members may advertise personal goods at no charge. All Non-HAPA members or HAPA members requesting business or commercial ads **may** be charged a nominal fee. To place an ad or get fee information please contact **Mike Reddick** at michaelreddick@yahoo.com or **817-439-0234**.



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Cell: 817-715-4693 or jlddr@sbcglobal.net

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



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2 Bedroom, 1½ Bath, Fully furnished on airport, all utilities plus dish.

Call 817-439-4545 for more info.



Aircraft Hangar Space For Rent

654 Aviator Drive

Restroom & Electrical Provided.

For more info call

(682)831-1344 or (682)465-2936



For Sale by Owner

In Horseshoe Bend, Arkansas

3 bedroom, 1 ¾ bath, brick home with 2 car garage, LR, Den / DR, double fireplace, laundry room, kitchen, Ozark room with built-in tornado shelter, fenced back yard. Call 817-439-5339