

FLAPPINGS

The Greatest Hicks Airfield Related Newsletter On The Planet
Almost 300 In Circulation Worldwide!
September 2008



Can you name this late forties low wing? Story on page 4

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Table & Chairs

The HAPA Tables & Chairs are available to any current HAPA Member for personal use on the Airport Property for activities such as parties, family reunions, meetings, etc. *Please contact Melana Sinclair to enter your reservation for the Table and Chairs. 817-306-8750 hapa_asst_sec@yahoo.com*

Submittal Policy

The deadline for submission of articles, advertisements, minutes, and reports will be the 15th of the month. This should provide sufficient time to edit the layout of the newsletter so that it can be mailed & 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 to Ron Sinclair, 155 Aviator Dr, Fort Worth, TX 76179 or by email to Ron Sinclair at flappingseditor@yahoo.com.



Presidents Corner

By Gene de Bullet

Dear Friends,

For those of you that did not make the last Board of Directors meeting and FAA Seminar you truly missed an informative evening. After suffering through 100 degree temperatures I think every imaginable question was fielded and discussed concerning airport issues. My thanks to the FAA and to the Sinclair's for hosting this event.

We may be on the verge of a "break through" as to the South Gate project (approved last year). Tentatively, we will be placing it between the large rocks and the planter box and it will slide open to the west.

Larry Partain tells me that our new security is now in place and will be on patrol. Those members who continue to park inside 15 feet from the taxiway edge may be ticketed and fined. Most of the previous offenders have shown their cooperation and the problem has been reduced to a minimum, but is nevertheless still present at some hangars. Please call Larry Partain if you have any questions or want to report issues concerning security or violations.

Fortunately, for all of us there are few problems at Hicks at this time, which is great news and certainly of contrast.

Sincerely,

Gene de Bullet, Jr.

Board of Directors Meeting
 6:30 PM, September 18th, Hangar 156
 See your Local BoD Member to have your
 concerns placed on the agenda.



North Gate Openers

Get your very own Fully Electronic Remote Control North Gate Opener...or "FERC-N-GO"

*Now on sale for the remarkably low price of only \$13.00!
 Take advantage of our Summer Special and receive 2 for only \$26.00!*

Get one for each member of the family!

*See Sandra Browning at Avery Tools, Hangar 111,
 Between 9:00am & 4:00 pm,
 Or see Don Browning in his FERC-N-GO mobile unit.
 Cash Or Check Only*

(actual appearance may vary)



rare Bird spotting guide

By Ron Sinclair

There are many interesting aircraft based here at T67, but perhaps none more rare than one belonging to 13 year HAPA member John Fischer. John is the proud restorer/owner of a genuine 1948 A-2 Trojan.

The brainchild of Harold "Pops" Emigh, the Trojan was the final result of years of engineering interrupted by financial hardships and a World War. As World War II was coming to an end, Harold had the same idea many engineers of that era had; be ready for the certain boom in aircraft sales due to returning bomber and fighter pilots.



John "Fish" Fischer taxiing his Trojan A-2 #20 here at T67

Pop held Commercial and instrument pilot ratings as well as an A&E license. Being very talented in mechanical things, he held a number of patents including air sleds, a jet-powered propeller, aircraft landing gear, engine mounts, and a helicopter ground trainer. Two of his patented devices were even used on the XB-70 Valkyrie supersonic bomber.

His plan for a new postwar plane was to design one that would be easy to manufacture, economical to operate, forgiving in flight qualities, and as durable as a farm tractor. The Trojan is the final result of his labors and is indeed all those things. The wing planform is the spitting image of a DC-3's, **albeit many**

times smaller. The ribs are made from extruded aluminum and *external*.

Another interesting feature of the wings is that they are truly symmetrical, all the way down to the last rivet. Pete Bowers, the legendary designer of the Fly-Baby once commented that the Trojan and the B-17 were the only two planes built to share that unique quality. To ease construction, Harold only made one wing, which could be used on either the port or starboard side. Even the pitot tube brackets are found in both wings. Depending on which side a wing found itself on, determined which side, top or **bottom, the main gear would be bolted. As if that wasn't crazy enough, each wing comes with both a fore** and aft mounting point for the main gear, so it could be configured as conventional or tricycle gear without any real modifications other than the addition of a tail wheel. Although, it should be noted that no tailwheel versions are known to have left the factory.

The fixed gear itself is yet another oddity... they're all identical. Both mains and nose gear are all the same oleo suspended unit with scissors at all stations. They were basically single fork nose gear units, and, depending on what mood the factory workers were in, seemingly decided if the single fork would be facing inboard or outboard as the plane left the factory. John's example has the forks outboard. The fuselage is built in two halves then joined together in the center like a model plane. Many tricks were used to minimize tooling, and thus production time. When the smoke cleared, Pops had a decent little airplane that sold for \$3295.00 complete with electric starter.

Power for the Trojan came from the venerable Continental C-85 and was mounted to a cast magnesium engine mount. Instrumentation consists of the bare necessities; air speed indicator, altimeter, oil pressure, oil temperature, and fuel pressure to monitor fuel flow from the 28 gallon tank mounted under the **bench seat. The brakes and windows are remarkably similar to it's contemporary cousin, the Ercoupe.** Brakes are non-independent with a single heel pedal on the pilot's side of the cockpit, and the windows are virtually identical to the Ercoupe's, in that they slide across the cockpit from side to side.

The controls are dual stick with rudder pedals. The full span ailerons are rigged to minimize adverse yaw by raising the aileron inside the turn while barely moving the outboard, thus creating a plane that easily forgives those who are lazy on the rudder pedals.

Pops opened for business in 1948 and started producing the Trojan with the help of his family. Several **years ago John was able to find one of Pops' daughters living in Palm Springs, California. Of the estimated 58 aircraft built, she actually remembered John's plane in particular. The reason for this is that** the wing skins are riveted on *backwards!* It seems that one Monday morning, everyone was riveting away happily when they noticed that the skins were overlapped towards the leading edge rather than toward the trailing. They were too far ahead to stop, so, they let it slide as is, since the difference would have no effect on safety or structure and an extremely small effect on aerodynamics. Thus, of the very **few that survive today, John's is the rarest of the rare.**

Number 20's history gets a little foggy after that day however, and evidence suggests it never flew until three years ago and right here at Hicks for its first flight.

John acquired the little plane as a basket case in 1995 from a fellow who happened to overhear John talking about a Trojan he had seen at an Alliance air show sometime earlier. The seller had acquired it **as a basket case sometime in the 80s and wasn't sure about its previous history. John went to Missouri** to see all the pieces of the plane and bought it on the spot.

It was not a project for the faint of heart however, and John would come to rely heavily on his experience as an A-P for American Airlines in its restoration. Both leading edges of the wings were damaged from years of poor storage, the tail feathers were badly corroded from exposure to the elements, there was no glass at all, but it did come with a nice engine in excellent condition and very low hours.

They say the devil is in the details, and this was no exception with John having to do years of research by travelling to see a few other Trojans known to exist. Valuable questions about how the planes were wired, rigged, and assembled were answered along the way. The fact that no battery box had ever been mounted to the fuselage led John to believe that this airframe never flew, and was stored away incomplete.

John had to create fixtures to reconstruct the tail using the corroded parts as patterns. The glass was all handcrafted with the exception of the windshield which was made by a company that actually still had the pattern of the originals. Special tools were also created to form the leading edges of the wings. Yet another puzzle presented itself when John went to replace rivets and assemble the plane; the rivets had **head diameters of a #6, yet the shank size of a #4 rivet. More research revealed these to be 'Briles Rivets'** . A call to Smithsonian Air & Space Museum's restoration shop led to a specialty manufacturer that made the exact style used by the little factory back in the late forties.

All of John's hard work finally paid off in 2005 when #20 rolled out of the hangar, like new, and ready for it's first flight.

Harold Emigh weathered a tough post-war market for only **two years after John's plane was built**, and finally shut its doors in 1950 with only 58 known examples being completed. A little **research on the FAA's website reveals 21 currently registered examples.** Interestingly, only 1948, and 1950 models remain. **John's is the only one in the State of Texas, and one of only four of five known to be currently flying.**

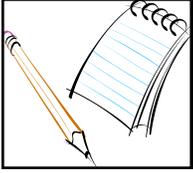


Emigh designed 2 place homebuilt helicopter

Harold went on to design a very popular homebuilt helicopter and with the help of his son, built the first one in 1953. This was the single place Helicom, and later evolved into a Lycoming powered two seater that ended looking suspiciously like the Robinson R-22 of today.

John enjoys recounting stories of this unique aircraft and its long and involved restoration. After hearing of the condition and not too low purchase price paid for the boxes of parts John started out with, I think this is one lucky plane to have finally been finished and flown at all. Spending some time in the Fischer hanger gives you a little insight to his love of things old and unique. It takes someone with a generous amount of foresight to take on a project of this magnitude and stay focused throughout the 10 year process of research, fabrication, and restoration.

Keep Em' Flying! 🚁



HAPA Board of Directors

June Meeting MINUTES

By Melana Sinclair, Assistant Secretary

A regular meeting of the Hicks Airfield Pilots Association Board of Directors was held in accordance with the association's declaration and bylaws on June 12, 2008. Board Members and Officers attending were Gene de Bullet, Don Browning, Stuart Davis, Coy Surles, John Unangst and Jim Usher. Also present were five HAPA members, Melana Sinclair (Assistant Secretary), and Carol Moran, representing PMG. Absent were Ted Kelso and Stephen Ramsey.

Call to Order:

The meeting was called to order at 6:44 P.M. by president, Gene de Bullet.

Approval of Prior Month's Minutes:

The March minutes were approved as written.

Reports of Officers:

Treasurer Jim Usher presented the April Financial Report. It was approved.

Reports of Committees:

Coy Surles commented on the coordination of committees, the need to put timelines on projects such as security and taxiway repair.

Larry Partain informed the Board that the security company was now officially under contract and had started patrolling the night of June 11, 2008 from 8:00 P.M. to 2:00 A.M.

The taxiway repair and resealing was discussed at length. Mike Olson was unable to attend so Roy Geer and Don Browning presented the plan and responded to questions. A draft letter to the membership that detailed the activities for June 23-28 was distributed. The 3-year plan for taxiway improvements was presented as well. The 3-year plan consists of a map of the airfield with different areas highlighted in five colors, each color representing the activity planned for that year. This plan is available for viewing at the Rio Concho. The competitive bid process was discussed as well.

Unfinished Business:

- A. There was no unfinished business.

New Business:

- A. **Dennis Gartman's drawing and cost proposal for drainage near his hangar at 746 Aviator Drive was submitted for review.**
- B. President Gene De Bullet informed the Board that he was working with the FAA to schedule a Pilot Safety Seminar for July or August.
- C. President Gene De Bullet informed the Board that he was meeting with the TSA for a Safety and Security **brief at the TSA's request.**
- D. The runway license fee plebiscite was explained. Each owner gets one vote for each lot he owns. There are 458 lots owned by members. If 60 percent (275 lots), or more, agree on ONE of the assessment methods then the CCRs will be amended to reflect that method. All ballots must be received by PMG no later than July 31, 2008. Concerns were expressed that the ballots be mailed out as soon as possible as many members may be unavailable to vote due to vacations and other commitments.

Adjournment:

There being no further business to discuss, the meeting was adjourned at 7:16 P.M.

Respectfully submitted,
Melana Sinclair
HAPA Assistant Secretary



Financial reports

-Submitted by Jim Usher, HAPA Treasurer

HAPA Income Statement

INCOME	June 2008	YTD 2008
Scheduled Income		
Regular Assessments	20,032	119,916
Other Income		
Late/NSF Fees	186	1,093
Fines	0	25
Miscellaneous Income	130	351
Interest Income	0	1,156
Gate Income	129	599
Total Other Income	<u>20,478</u>	<u>123,140</u>
Total Income		
EXPENSE		
Administrative Expenses		
Answering Service	0	40
Bad Debt Expense	0	12,609
Bank/Check Charges	10	15
Collection Services	0	(59)
Copies & Postage	431	5,494
Data Processing	39	373
Rental/Storage	302	1,943
Licenses/Permits/Inspec Fees	0	0
Meetings	0	0
Supplies	0	0
Printing	0	1,626
Member Relations	0	25
Professional Services		
Accounting/Audit	150	395
Legal & Professional	460	13,871
Management Fees	854	5,124
Taxes and Insurance		
Directors and Officers Liability	0	0
General Liability Insurance	0	0
Taxes - Other	0	0
Property Taxes	0	51
Utilities		
Electricity	1,902	8,602
Telephone	6	55
Contracts		
Courtesy Patrol Contract	0	0
Septic Field Contract	0	0
Repairs and Maintenance		
Mowing	744	3,400
Electrical/Lights	0	1,488
Fences/Gates/Walls	381	1,631

Equipment/Tractor Repairs	0	0
Sign Repair	0	0
Pavement Repairs	125	125
Plumbing	0	0
Septic Field Repairs	516	2,016
Gas/Oil	0	0
Other Expenses		
Misc. Expenses	0	0
Capital Improvements		
Airport Drainage	0	0
New Taxiways, Repairs/Patching	0	0
Total Expense	<u>5,920</u>	<u>58,824</u>
Net Income/(Loss)	<u>14,558</u>	<u>64,316</u>

BALANCE SHEET—HAPA As of June 30, 2008

ASSETS

Current Assets

Operating Cash - PMG F A Bank	179,343
Runway Fee Reserves - PMG CAB, Countrywide & FAB	1,211
Operating Cash - BOD Justin State Bank Cash-MM-Beal Bank Beal Bank Clearing Account - PMG	920 19,332 0
Total Cash	<u>200,806</u>
Accounts Receivable*	30,290
Total Current Assets	<u>231,096</u>

Other Assets

Prepaid Expenses	0
Total Assets	<u>231,096</u>

*Note:

Assessments less than 30 days	4,288
Assessments 30 - 90 days	4,793
Assessments over 90 days	21,209

LIABILITIES

Current Liabilities

Accounts Payable	0
Prepaid Assessments	50,956
Accrued Expenses Payable	0
Total Current Liabilities	<u>50,956</u>

Other Liabilities

Collection Cost/Other Escrow	3,917
Total Other Liabilities	<u>3,917</u>

Total Liabilities

54,874

OWNERS' EQUITY

Reserves

Deferred Maintenance Reserve	0
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Equity

Retained Earnings	111,906
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Total Owners' Equity

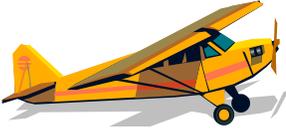
111,906

Net Income/(Loss)

64,316

Total Liabilities and Owners' Equity

231,096



Fly Ins & Outs

-  Saturday, September 6th—Lancaster, TX. Warbirds on Parade. Open Cockpit day hosted by CAF and Cold War Museum Lancaster Airport (LNC) Aircraft from both museums will be on display. Last year featured a B-17, P-51, and a Corsair on the same ramp as a Russian Hind Helicopter and MIGs. Call (972)287-6228 for more info. 40.8 NM SE
-  Saturday, September 6th—Waco, TX. EAA Chapter 59 Breakfast McGregor Municipal Airport (PWG) Pancakes and Sausage every 1st Saturday from 7AM till ? 86.9 NM S
-  Saturday, September 6th— La Grange, TX. EAA Chapter 1347 Central Texas Squadron Monthly BBQ Luncheon (3T5) Come out and see some airplanes, talk to some pilots & eat good BBQ! Suggested donation of \$7.00 Contact Skip Caldwell 972-242-4056 182.9 NM S
-  Friday-Saturday, September 12th— Bartlesville, OK. 52nd Annual Tulsa Regional Fly-In. Bartlesville Municipal Airport (BVO) One of the ten oldest and largest fly-ins in the United States which attracts more than 300 aircraft for the two day event. Meet aviation personalities, see educational seminars, and exhibits. Call Charles Harris (918)622-8400 240.1 NM NNE
-  Saturday, September 13th — Bowie, TX. Free Brunch for pilots & crew every weekend before the second Monday each month. Also free transportation to the Trade Show/Flea Market. (0F2) 9:00AM-11:00AM 44.2 NM NW
-  Saturday, September 13th— College Station, TX. Texas A&M Flying Club Breakfast Easterwood Airport (KCLL) 8:00 AM-11:00 AM 150.4 NM SSE
-  Saturday, September 13th— Lufkin, TX. EAA Chapter 1219 & Angelina County Airport Fajita Fly-In (LFK) Every 2nd Saturday 10.00-2-00 Discount fuel for fly-ins 169.3 NM SE
-  Saturday, September 20th— Tyler, TX. Tyler Composite Squadron Pancake Breakfast & Fly-in Tyler Regional Airport (TYR) Pancake breakfast and Fly-in every 3rd Saturday at CAP hangar 8:00AM- 11:00 AM Contact Lt. Col. Louis Thomas 903-561-4764 107.3 NM ESE
-  Saturday, September 20th— Decatur, TX. Decatur Municipal Airport Fly-In 2008 Live Music, Airplanes, Antique Automobiles, Jump House & Train Rides for kids. Food, Drink, commemorative T-shirts available. For more info (940) 627-2855 21.2 NM NW
-  Saturday, September 27th— Granbury, TX. Granbury Municipal Airport Fly-In Breakfast (GDY) Every 4th Saturday thru Oct. breakfast will begin at 8:00 AM till 10:30 AM rain or shine! Have breakfast at the airport with your friends. Come and share the fun at Granbury Municipal Airport. Look for special events. Contact 817-579-8533 for more info. 35.7 NM SW
-  Saturday, September 27th— Hilltop Lakes, TX. Hilltop Lakes Annual Fly-In (OTE4) Free lunch at noon for pilots who fly-in. Door prizes, fun, hangar flying. 9:00 am- 1:00 PM For more info contact Dave Wagner (936)855-2948 126.6 NM SSE
-  Friday-Sunday, September 26th-28th— Centerville, TX. Annual Critters Lodge Fly-In. Dillard Ranch airport (TE01) Please join us in our annual overnight fly-in. We would love to have you as a guest. Bring camping gear and a good appetite. Dinner served Friday and Saturday night at 6:30, Breakfast Saturday and Sunday mornings at 8:00, and lunch Saturday at 12:30. We have lavatories, outdoor showers, and many fun things to see and do. Call (903) 536-7000 or visit the web site CrittersLodge@starband.net



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(817) 313-0295

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 bore scope inspection be accomplished in conjunction with the differential pressure test." (This is NOT an FAA mandate.) With the development of recent bore scopes, this inspection becomes an excellent tool that will affect your decision on a suspect cylinder, regardless of engine manufacturer.

We have a solution: a bore scope based here at T67.

For an appointment please call

Jim Usher @ 817-236-7506 or Robert Read @ 817-439-0757.



Your September 2008 Flappings!

The Official Newsletter of Hicks Airfield Pilots Association



Notices:

- If you would prefer *NOT* to receive a paper copy (and view FLAPPINGS online at www.T67.org) please send an email to Melana Sinclair at hapa_asst_sec@yahoo.com
- We are continually updating the online version of the HAPA membership directory. If your info needs updating please email Mike Reddick at michaelreddick@yahoo.com
- **If you haven't yet provided an email address, please do!** We would like to be able to contact as many HAPA members as possible via email
- This is YOUR newsletter- Please submit articles, pictures, thoughts, etc to Ron Sinclair at flappingseditor@yahoo.com by the 15th of the month.
- If you have an issue and would like to address the HAPA BoD during a Board meeting, Please contact Gene de Bullet, Stuart Davis, or Don Browning.

*BoD Meeting Thursday, Sept. 18th 6:30 PM
Hangar 156*

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Ft Worth, TX 76179



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