

Hicks
Airfield Pilots
Association

FLAPPINGS

The Greatest Hicks Airfield Related Newsletter On The Planet
Almost 300 In Circulation Worldwide!
February 2010



Flappings staff photographer Gayla Heberling captured this dramatic photo of our runway during our recent snow.



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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, meetings, etc. *Please contact Sandra Browning or Bob Avery at 817-439-8400 or sbrowning@averytools.com.*

Submission 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

The President had no comments at press time. Please keep reading Flappings for the latest in Presidential news. Thanks, The Ed



Flappings name origin

By Ron Sinclair

As many of you know, I have taken it upon myself (with the blessing of many HAPA members) to change the name of our humble newsletter to something a little more aviation related. I inquired about the origins of our current name in the January issue and received the answer from the originator himself. The following is the e-mail received from John Montes.

Ron, I was forwarded the current issue of Flappings and can share some information on where the name came from. 25 years ago at the young age of 10 years old my dad had purchased a Cherokee 140 and due to the closing of Mangham (sp?) airfield in North Richland Hills, T67 was the closest airfield to us. I quickly became an airport bum spending almost every afternoon after school and every weekend out there with my dad. I remember riding a dirt bike borrowed from Jack Wallace up and down the taxiway and on the empty lots between what was Lemmon's Flying Service and the Latham's place on an almost daily basis and bumming airplane rides from anyone who would give me a ride. I could go on for hours sharing memories of T67 that at the time only had about 6 large hangars and 1 or 2 rows of T hangars but that is not the intent of this email. My intentions are to let you know it was this same 10 year old boy who entered the name Flappings in a contest held by Mike and Mary O'Brien to name the newsletter. The prize - 25 gallons of 100LL valued at \$35.00. Well needless to say I won and quickly turned that batch of fossilized fuel into noise. The name came about because of the flaps on an airplane and the happenings at T67. Hence - Flappings. Hope this helps. Blue Skys and Tailwinds, John Montes

A very cool story indeed. Thanks John. I wish I could offer another 25 Gallons of gas for our new name search, but I seriously doubt at today's fuel prices that will happen! Nevertheless, keep sending me your new name suggestions and we'll see if we have enough to vote on in the March issue. It poses quite a challenge to find a name that will outlast John's, so good luck!

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Pitts biplane adventure

By Ron Sinclair

As pilots, we're always interested in sharpening our skills. Lee Burgin is no exception, as I discovered last week when he attended a six day intensive training class on flying a Pitts bi-plane. As I'm sure we all know, the Pitts is among the most difficult tailwheel aircraft to master. A short fuselage with close coupled landing gear and built-in instability make it a great performer when in its natural habitat aloft. But, when landing, it can be quite a handful and requires quick but subtle footwork on the rudders to keep the bird from switching ends in a ground loop. I asked Lee why he chose such a challenging plane to learn and his answer was two-fold: first, to build confidence in his tail dragger flying; and secondly, he is actually considering adding a Pitts one-holer to his hangar to go with his Glassair and 140.

Finding someone to teach you the art of flying and ground handling such a machine can be both difficult and expensive due to the hideous insurance cost associated with instructing in these iconic little aircraft. Enter Budd Davisson in Scottsdale, Arizona . Budd operates 'Plus 5 Aviation' in Scottsdale Arizona, specializing in high performance aircraft training. It's not recommended to take his courses unless you already have a tail-wheel endorsement in your pocket. But if you're a glutton for punishment, you are certainly welcome to give it a try. Lee came prepared with a hundred hours or so of tail dragger time under his belt from flying a Luscombe 8F Silvaire he owned back in the 80's and his current tailwheel bird, the ubiquitous Cessna 140. The plane Lee trained in is a two-place Pitts S-2A which has similar sight picture and ground handling characteristics of its single place air show performer cousins the S-1C or S-1S when flown from the front seat.



The beast awaits

Lee stayed at Budd's home in friendly accommodations a few weeks ago and enjoyed six beautiful days of training while we stayed huddled in our snow covered and wind blown hangars back home. As if that weren't enough, the package also includes a swimming pool, continental breakfast, free beer, wine and

an evening meal. **I think I'd like to stay there even if I weren't training! I hear the Davisson's are fantastic hosts serving up great home cooked meals and lively conversation.**

Okay, enough background, lets get flying!

The first mistake Lee made was showing up in running shoes. Budd took one look at those and asked **"Do you actually fly in those?" An unsure "yes" followed, to which Budd said "well, get rid of 'em, you need flat bottomed soles to keep off the brakes. So, off to Wal-Mart and the purchase of a pair of Converse All-Stars. Upon Lee's return, Budd took a look at the new shoes and to put it lightly, questioned Lee's sexual preference! But, all kidding aside, the new footwear passed muster and off they went.**

Lee tells me that Budd is very strict about following exact procedures during each and every take-off and landing. The lightning quick responsiveness of the Pitts makes this an absolute necessity as things can go sour in a hurry if you let your guard down and get sloppy. Lee soon discovered that take-off is very quick with 200 horsepower under the cowl. You zoom right past pattern altitude before you realize it, and Budd immediately begins asking when you intend to cut back on the power and level out. The pattern is flown at 90 mph. At a point just before base, power is cut. Budd teaches a tight pattern, so a steep bank angle is necessary turning downwind to base, keep coordinated, level out, double check the final leg for traffic, bank hard with a slip to maintain runway sight picture, altitude clicks off fast, watch your airspeed, over the numbers now, kick her back straight, flair, but not too much, and *viola!* A perfect three point touchdown! But the work is just beginning. Keep close attention to ground track and make short but decisive rudder corrections. Power back in with a little right rudder, stick forward, stick back, and off you go again with another 3000 fpm climb rate!

Lee tells me that after two hours of that, you feel absolutely drained and the words "I've got the plane" as he taxied back were music to his ears. This went on for 5 days with minimal airwork. Concentration on making perfect, well controlled landings is the main goal of Lee's trip & education with Budd.

Upon his return, Lee pulled his 140 out and shot crosswind landings with absolute ease as everything seemed to be happening in slow motion compared to his experience of the previous week.

If you want to improve your tail-wheel handling or improve your aerobatic skills and have a wad of cash burning a hole in your pocket, then Budd Davisson is the man to see! You may have seen his name in print before as Budd also writes for several magazines and is also an author of several novels.

A visit to Budd's blog web site airbum.com is a great way to burn a few hours reading through his countless pireps on various planes he has flown. Give him a call and begin

Your own Pitts biplane adventure soon!



10.5 hours of ground handling takes its toll on Lee's brand new pair of Converse All Stars



"There's more to life than airplanes...but not a helluva lot more"
— Budd Davisson



A Morning with tsa

By Don Browning

Last December I was treated to a visit by two ladies that were agents of the Transportation Security Administration (TSA). They were very polite. I offered them cups of tea, they accepted, and we talked. Some might see that as a good start to what could be a mutually productive relationship with a scary government agency. We conversed in very general terms about the airport. They liked **the South gate. I told them what I did not like about the TSA. They didn't blink.**

So they left me with two TSA documents (drafts) that I have read and I would like to share with you. **First we have the "Civil Aviation Threat Assessment" which contains the following statements:**

"Aware of changes in security measures since 11 September 2001, terrorists, particularly al-Qa'ida, are looking for ways to circumvent enhancements in aviation security and tightened immigration requirements." Really?

"The most significant threat to U.S. civil aviation worldwide is from Islamic extremists." No kidding?

And from Appendix A: "General Aviation: Possible Target?"

"TSA's Office of Intelligence assesses that while terrorists will continue to seek out and exploit aviation vulnerabilities, there is little evidence to suggest that they are turning their attention to the GA sector in the Homeland." What a relief, but then why are we talking about this?

Then on the same page we read: **"Ultralights are the single most common type of GA aircraft used for attacks by terrorist groups overseas." and "Terrorists may, however, perceive GA aircraft as having some possible benefits for use in an attack." Or trained owls?**

Now we come to the 42 page "Security Guidelines for General Aviation Airports" document and its Appendix A - Airport Characteristics Measurement Tool. This is a handy government device employing a point system to determine how many security enhancements your airport needs. Each of the 22 characteristics has a point value ranging from "1" to "5", but if the airport is private instead of public then the values are less. For example: if there are more than a 101 aircraft based at the airport then that deserves a "3" for public, but only a "1" for private.

Okay. I circled each factor in both columns (Public or Private) that applied to Hicks Airfield and **added up the numbers. Since we are public use our score was "26" out of a possible "64". If we were private use it would have been "12" out of "26". The higher the number the more security enhancements the TSA wants you to have. The implication, to me anyway, is that if we simply declared our airport private use instead of public use, which it currently is, then we would need fewer enhancements. So, the country would be safer even though the physical reality remained exactly the same.**

As you all know, we own the airport, not just our personal property, but as members of the Association we collectively own the common areas, i.e. runway, taxiways, etc. Hicks Airfield is private property, but in public use. By being public use we have some protection against encroachment that could interfere with the safe operation, and frankly the existence of the airport.

Now, neighbors, we take our number and we go to Appendix B – Suggested Airport Security Enhancements. If we were private (12) we would need Signage, Documented Security Procedures, Positive Passenger/Cargo/Baggage ID, All Aircraft Secured, Community Watch Program and a Contact List. That may seem like a lot, but except for the ID part we could conform easily. But wait, we are public (26) so we should have all of the above plus Fencing, Hangars (*hangars?*), Closed Circuit Television, Intrusion Detection System, Access controls, Lighting System, Personnel ID System, Vehicle ID System, Challenge Procedures, Law Enforcement Officer Support, Security Committee, and Transient Pilot Sign In/Out Procedures. Yikes. I wonder who would have to pay for all that.

Please do not think that I would try to belittle an honest attempt to make us all safer. AOPA's people in Frederick have told me, and I believe that Airport Watch is the best way to safeguard our home airports. If you want to know more about AOPA's Airport Watch, call me at 817-439-3240 or 817-296-0189. I have literature and a cool video that I will gladly share with you. Lock Up. Look Out. And fly safe.

Don Browning AOPA ASN



BOD Meeting minutes

Not Submitted time of publishing

*Board of Directors
February Meeting:
Thursday the 11th
Hangar 111
6:30 PM*

BE THERE!

*To have your concern placed on the
agenda please contact your
local board member.*



Paper Certificates expire soon

If your FAA pilot certificate is printed on paper, it's going to expire on March 31, unless you replace it with a new plastic certificate. To get the new counterfeit-resistant certificates, you have to fill out a form and mail it to the FAA in Oklahoma City along with \$2 for each certificate you want to replace, or you can do it online. If you apply by mail, it's going to take four to six weeks, and only up to 10 days for online processing, so *don't put it off till the last minute or you could find yourself grounded*. Some non-pilot certificates, such as those for flight engineers and mechanics, are good for another three years but then they will also have to be replaced. Student certificates are not affected. I applied for mine online and had in eight days. *So, get er done!*



Financial reports

-Submitted by Jim Usher, HAPA Treasurer

HAPA Income Statement

INCOME	November 2009	YTD 2009
Scheduled Income		
Regular Assessments	20,017	220,012
Runway Fees	0	0
Initial Fee Income	0	0
Other Income		
Late/NSF Fees	81	1,683
Fines	0	0
Gate Income	0	2,175
Miscellaneous Income	0	0
Interest Income	90	1,055
Total Income	20,188	224,925
EXPENSE		
Administrative Expenses		
Answering Service	0	0
Bad Debt Expense	0	90
Bank/Check Charges	0	10
Collection Services	135	997
Copies & Postage	196	6,692
Data Processing	0	456
Sales Tax	17	204
Rental/Storage	265	3,174
Licenses/Permits/Inspection Fees	0	0
Meetings	0	0
Supplies	0	0
Printing	0	2,475
Member Relations	0	0
Professional Services		
Accounting/Audit	0	1,380
Legal & Professional	610	6,603
Management Fees	854	9,544
Taxes and Insurance		
Directors and Officers Liability	0	1,793
General Liability Insurance	0	3,017
Taxes - Other	0	0
Property Taxes	0	2
Utilities		
Electricity	1,376	13,499
Telephone	1	609
Contracts		
Mowing Contract	799	10,683
Courtesy Patrol Contract	1,469	20,486
Septic Field Contract	0	0

Repairs and Maintenance		
Electrical/Lights	0	915
Fences/Gates/Walls	0	0
Equipment/Tractor Repairs	0	0
Sign Repair	0	0
Pavement Repairs	0	51,353
Plumbing	0	0
Septic Field Repairs	940	6,306
Airport Drainage	0	6,472
Gas/Oil	0	0
Other Expenses		
Misc. Expenses	0	503
Gate Transmitters Purchased	0	1,865
Projects		
Gate-South Entrance	0	28,849
Total Expense	<u>6,662</u>	<u>177,977</u>
Net Income/(Loss)	<u>13,526</u>	<u>46,948</u>

BALANCE SHEET—HAPA As of November 30, 2009

ASSETS

Current Assets

Operating Cash - PMG F A Bank	38,073
Operating Cash - BOD Wachovia Bank	3,009
Cash-Money Market Beal Bank	149,397
Clearing Account - PMG	0
Total Cash	<u>190,480</u>
Past Due Accounts Receivable:	
Assessments 30 days	2,419
Assessments 31 - 90 days	1,538
Assessments over 90 days	8,608
Total Accounts Receivable	<u>12,565</u>

Total Current Assets 203,045

Other Assets

Prepaid Expenses 0

Total Assets 203,045

LIABILITIES

Current Liabilities

Accounts Payable	0
Prepaid Assessments	18,926
Accrued Expenses Payable	0
Total Current Liabilities	<u>18,926</u>

Other Liabilities

Collection Cost Escrow	498
Other Escrowed Fees	0
Total Other Liabilities	<u>498</u>

Total Liabilities 19,424

OWNERS' EQUITY

Reserves

Deferred Maintenance Reserve 0

Equity

Retained Earnings 136,673









Total Owners' Equity 136,673

Net Income/(Loss) 46,948

Total Liabilities and Owners' Equity 203,045



Fly Ins & Outs

-  Every 1st Saturday, —Waco, TX. EAA Chapter 59 Breakfast McGregor Municipal Airport (PWG) Pancakes and Sausage from 7AM till ? 86.9 NM S
-  Every weekend before the second Monday — Bowie, TX. Free Brunch for pilots & crew every weekend before the second Monday each month. Also free transportation to the Trade Show/Flea Market. (OF2) 9:00AM-11:00AM 44.2 NM NW
-  Every 2nd Saturday— Lufkin, TX. EAA Chapter 1219 & Angelina County Airport Fajita Fly-In (LFK) 10.00-2-00 Discount fuel for fly-ins 169.3 NM SE
-  Every 3rd Wednesday— Hicks Field EAA Chapter 670 Monthly Meeting Come join us at the Rio Concho Restaurant at 6:00 pm for dinner and hangar talk. Meeting begins at 7:00 PM 0.0 NM
-  Every 4th Saturday—Tyler TX. Tyler Pounds Field Pancake Breakfast (TYR) Breakfast hosted by members of the Tyler Civil Air Patrol squadron from 8-11 AM . Contact Rich Dyer for info 903-849-2785 107.3 NM ESE
-  Every Last Saturday—Denton, TX. Tex-Mex Fly-In (KDTO) US Aviation Group sponsors this fun event every last Saturday of the month 11am-2pm Free Food, Lots of airplanes, donations welcome. Come see some of the newest LSA aircraft. Contact Event Director at 940-383-2484 19.4 NM NE
-  Every 4th Saturday— Granbury, TX. Granbury Municipal Airport Fly-In Breakfast (GDY) Every 4th Saturday. 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 info 35.7 NM SW
-  Saturday, December 12th—Burnet, TX. Burnet Burger Burn Burnet Municipal Airport (KBMO) Burning some hamburgers for \$5 donations and entrance to our museum. Come by, enjoy a hamburger and learn about the Commemorative Air Force, the Highland Lakes Squadron, Burnet, and WWII history. Take a look at our C-47, SNJ, PT-19, and L17. Rides for sale in our SNJ PT. Look forward to seeing you there. Look for our air show on the second Saturday in April. Contact Ed Holley for more info 512-756-2226 138.1 NM SSW




Chili

Cook-Off!

Rio Concho Café

February 20th

High Noon

Bring your best to be judged by a real Terlingua Chili Cook-Off Judge!

Call Barbie for more details

Happy New Year!

Wishing you the very best in the coming years, may you and your families be blessed in every way.

Tom and Stephanie Martin



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Lot For Sale

45X60 Concrete Pad. Water & Electric. Call 863-660-3613

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HANGER AND APARTMENT for lease. Fully furnished Apartment, 2 bedroom/2 bath. All inclusive, Cooking, Bedding/Towels ETC Hangar parking for one airplane, 2 vehicles/boat, etc.

Must have AIRPLANE and need for full furnished APARTMENT.

1 year lease. \$1,500.00 per month. Contact Jan Lary, agent 817-715-4693

Rio Concho Cafe
Valentines Day
Sweetheart Deal!
Saturday-Sunday 13-14th
2 Bonanza Burgers
2 Orders of Fries, and 2 Drinks
All for \$14.95!

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
Robert Read @ 817-439-0757.

Metro Parts Inc : 566 at Hicks Airfield
Over 30 years n the aircraft parts business!
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Parts request drop box by the front door- Drop off your requirements any time.

Owner: Craig Poslick

Office: 817-439-8484

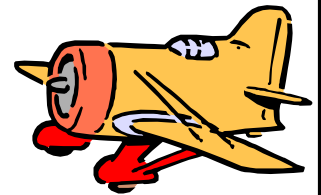
Fax: 817-439-8442

Email:

sales@metropartsinc.com

or metroparts@yahoo.com

Cell: 817-368-2274



Hangar For Sale

Hangar 513 and adjoining lot for sale. Price \$296,000 Call

Gwen Manis for details on this beautiful lot at 817-793-9563 or email WWW.gwenmanis.com



Your february 2010 FI appings!

The Official Newsletter of Hicks Airfield Pilots Association



Notices:

- 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.
- **The 2010 BoD is looking for volunteers** Please Contact any Board member to volunteer to help with the continuing improvement of Hicks Airfield.
- If you have an issue and would like to address the HAPA BoD during a Board meeting, Please contact Gene de Bullet, .
- For issues concerning ONCOR pole work, call Buddy Mills (Oncor District Service Advisor): Cell (469) 261-6338
- For Emergency South Gate Issues, call Roy Geer 817-253-1795 or 817-439-5777
- For South Gate Directory Changes contact Kurt Buchert at hapagate@yahoo.com
- *Board of Directors Meeting: Thursday, February 11, Hangar 111*

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