

FLAPPINGS

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



Lou Rainone (4th from right) with a few of his friends and instructors in the mid 80's

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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

Let me start by saying that I appreciate those that attended and participated at our last BOD meeting at Ron and Melana Sinclair's hangar (thanks to the Sinclair's for hosting that meeting and to the Avery's for refreshments.)

Several matters discussed included the taxiway resurfacing and striping in June, updates on the south gate, security patrol now in progress, and upcoming events with the FAA, GPS approach and safety issues.

Each member/owner of HAPA will be receiving a ballot (target date July 1, 2008) in the mail and it will also be posted. It is important that we get the requisite amount of votes so that this is not merely an exercise, but will give the Court Order meaning. Succinctly, we will decide that if a License Fee is needed, whether it will be assessed by the square footage of the lot or by a per lot basis.

Recently I had the pleasure of having lunch with a TSA (Homeland Representative) establishing for the first time a P.O.C. (Person of Contact) as between our airport and that agency (hand outs will follow.) Their aim, as is ours, is to maintain a secure environment for General Aviation usage.

The FAA will return for a Pilots Safety Seminar August 7th, so lets all get together at Hangar 156 (The Sinclair's back hangar) to hear what help and suggestions they have, as well as to enjoy some delicious snacks and drinks on the house.

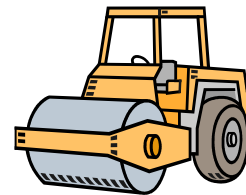
Report safety, security problems at 817/451-7300 or to Larry Partain, 817/319-2829.

Sincerely,
Gene de Bullet, Jr.

As Flappings goes to press, the Taxiway repair job is in progress. As you read this, it is hopefully complete. So as not to be remiss, and a month later than need be, I would like to mention a few people who really helped pull it all together. Everyone helped in some form or fashion. Bill Aiken, Bill Anwyl, Bob Avery, Don Browning, Stu Davis, Roy Geer, Bryan Martin, Mary Olson, Mike & Mary Reddick, Alan Sanderson, Melana Sinclair, Coy Surles, Jim Usher, Charlie Woodard, Barbie and the Rio Concho. **If you stepped in to help on the last day or two of the project, then I'm sorry I didn't include you, (you didn't make it by press time!) and I'll get you next month.**

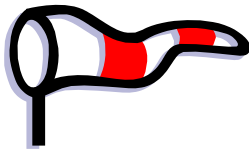
Thanks to all for making this a great airport.

Respectfully,
Mike Olson



FAA Pilots Safety Seminar

**Thursday, August 7th, 6:30 PM, Hangar 156
Chili Dogs, Snacks, and Drinks on the house!**



SPEAKING OF SAFETY...

By Glen Smith

To continue the review of the FAR's this month's true and false quiz will deal with part 91 with a question about part 43 thrown in for good measure.

For a VFR flight the fuel requirements are to fly to the first point of intended landing and then for an additional 30 minutes.

- True
- False

When approaching an airport in Class G airspace (uncontrolled) you have the option to make either left or right turns in the traffic pattern depending on the direction of your flight.

- True
- False

3. For local flights there is no legal requirement to call FSS for area NOTAMS.

- True
- False

4. You intend to take someone flying and before you take-off you must give a briefing on how to fasten and unfasten the safety belt and/or shoulder harness (if installed)

- True
- False

5. You are flying over some desolate ranchland and decide to take a closer look at an interesting terrain feature. The minimum altitude you can descend to is 500 feet above the ground.

- True
- False

6. Is there a speed limit for aircraft operating under the floor of a Class B airspace?

- True
- False

7. You are cruising at altitude on a VFR flight. If a station 200 miles away is reporting an altimeter setting can you use this for a setting in the aircraft?

- True
- False

8. During an emergency, you as pilot-in-command had to deviate from several rules of Part 91. Should you immediately file a report with the Administrator?

- True
- False

9. A friend has asked you to ferry his aircraft over to an adjoining airport for maintenance. You happen to check for the proper documents and find that there is no registration certificate in the aircraft. Is the aircraft legal to fly?

- True
- False

10. Can you, as a private pilot, return an aircraft to service after replacing a worn seat belt?

- True
- False

Answers on page 10



In the spotlight

By Ron Sinclair

I got a call a few days ago from a Hicks Airfield legend, none other than Lou Rainone, the founder of Pro Aircraft Flight School here on the field. Lou asked if he could put an ad in our newsletter to sell the contents of his hangar. I asked him why he was selling everything and he explained that at age 87, it was time he started scaling back operations so he could spend some time doing other things. I have enclosed that ad here in Flappings, 'and this...', as Paul Harvey would say, "...is the rest of the story" .



Lou Rainone: 23 year HAPA Member, & Pro Aircraft founder

Lou, like most of us here, had wanted to fly since his earliest memories. When hostilities broke out in WWII, Lou had already earned his pilots license from California Flyers in Englewood California. He went to the nearest recruiting station with dreams of flying for Uncle Sam in the Army Air Corp, but was rejected because of a bad eye. Not to be discouraged Lou then went to the Navy, but, they too soon discovered his handicap. With a natural mechanical ability, and a desire to at least be near aircraft, Lou became an aircraft mechanic for the Navy. Working on many aircraft in the Pacific theatre such as Privateers, PB4Ys, Corsairs, Hellcats and many more. Hop scotching from island to island as the Navy advanced closer to Japan, Lou was even strafed and bombed on two occasions by the Japanese.

After WWII, Lou came back home to Ohio with the desire to become an Aeronautical Engineer. He first applied to Purdue, and was later accepted at Ohio State. After spending two years in college, Lou **decided it just wasn't for him. He then opened a gas station in Columbus which was very successful.** In the early 60s Lou decided to leave the Ohio winters behind and came to Texas. He sold the station and found a job at a Fort Worth manufacturing company as the production manager until the aviation bug bit again in the late sixties. Looking around the area for a suitable place to start a new business Lou rented a hangar at Meacham Field where he specialized in repairing damaged aircraft. He eventually outgrew that hangar and moved to Aero Valley (now Northwest Regional) and started Air Avia, once again a shop specializing in aircraft repair and restoration. Lou began renting aircraft to local pilots and decided to expand into the flight school business. Lou recounted many stories about his exploits with the female flying icon Edna Gardner Whyte, who, besides founding Aero Valley, won over 126 trophies in more than 300 air races

Continued page 6



Lou's Air Avia hangar at Northwest Regional in the early eighties

Pro Aircraft had at one time 24 aircraft on the flight line, from Cessna 310s to J-3 Cubs. Looking through the photos of that period, it's amazing when you start to realize just how many planes Lou bought, sold, and traded. Lots of Cessna 150s, and 172s of course, but unique airplanes as well including a Bird Bi-Plane with an OX-5 for power, a Cessna 195, and a PT-19 to name just a few. Lou figures he has owned over 300 aircraft since starting up at Meacham almost 40 years ago, and after going through hundreds of photos of his various planes, I'm thinking that may be conservative!



Hicks Field at about the time Lou opened Pro Aircraft in the mid eighties.

At age 81 Lou decided to retire from the flight school business and sold Pro Aircraft to its current owner Jimmy Eads. I told Jimmy I was writing a little something about Lou, and he related how Lou still drops **by with advice and suggestions on how things should be run. Jimmy has much respect for Lou's business savvy and values his friendship, as do many others on the field.**

I was getting a couple of photos I borrowed from Lou scanned at the Avery's when Judy pointed out that one of the people in the flight school instructor photo was none other than Don Browning...with hair! (cover, to Lou's right) Don and Lou go way back, so I felt it fitting for Don to do more than just add a sentence or two to my abbreviated story on such an interesting person as Lou.

And as for that hangar sale, come on down to Lou's place (Hangar 215) and find yourself a piece of Hicks Field history. No hangar should be without a few random aircraft parts decorating the walls, He has a bunch of instruments, old radios, a large roll around tool box jammed with the tools Lou used to build an empire. Personally, I think the old PT-19 prop alone would be worth going. See Ya There!



Big Lou and Me

By Don Browning

In 1991 I met Lou. I had just logged 43 hours of flight time and a pilot's certificate. We endured each other at first, but became very good friends. Since I worked for IBM, he asked me to create some software to use at the flight school. In a learn-as-you-go way, I did and he let me fly his single engine airplanes when I pleased. We believe it was a very sweet deal for both of us.

When I talked to his daughter Diane recently in an attempt to get some facts straight, she told me some stories about her wonderful dad. He used to take them to the local pool when **they were kids and on their way he would sing, "I love to go swimming with bow-legged women and dive between their legs."** That's our Lou . . . for sure.

Diane also related that he used to have to work at night and she and the sibs would ask Lou **on Sundays if he was going to Mass. He would answer, "I've already gone to mattress of the springs."**

In closing, I have one of many Lou anecdotes that I would like to share with you. The USS Oriskany (CVA-34) is one of five aircraft carriers that I lived on for more than a year. When someone decided that it would make an excellent artificial reef in the Gulf of Mexico two years ago, all of the former crewmembers were invited to attend its sinking. Lou and I flew in my airplane to Jackson, Mississippi and picked up a shipmate and then flew to Pensacola, Florida for the memorial service. After landing we migrated to the Naval Air Station, and **since the Chief Petty Officers' Club was not serving adult beverages, we went ashore and located a nearby saloon.** I have to say that Lou Rainone comported himself in the truest, and finest, tradition of the United States Naval Service. Afterwards we attended the memorial service at the Pensacola Naval Aviation Museum without the need for medical intervention and enjoyed ourselves immensely even though shipmate Charlie fell asleep in the rented car.

Lou is my friend. We argue. We drink wine together. We have lunch together. We pontificate and tell sea (and air) stories like there is no tomorrow. May you readers have as good a friend as Louis Anthony Rainone.



Financial reports

-Submitted by Jim Usher, HAPA Treasurer

HAPA Income Statement

INCOME	April 2008	YTD 2008
Scheduled Income		
Regular Assessments	20,034	80,207
Other Income		
Late/NSF Fees	172	768
Fines	0	25
Miscellaneous Income	1,156	1,156
Interest Income	98	388
Gate Income	91	182
Total Other Income	1,517	2,519
Total Income	21,551	82,726
EXPENSE		
Administrative Expenses		
Answering Service	16	32
Bad Debt Expense	218	12,196
Bank/Check Charges	0	5
Collection Services	(96)	(529)
Copies & Postage	446	4,422
Data Processing	0	334
Rental/Storage	259	1,356
Licenses/Permits/Inspection Fees	0	0
Meetings	0	0
Supplies	0	0
Printing	333	992
Member Relations	0	0
Professional Services		
Accounting/Audit	0	20
Legal & Professional	786	10,935
Management Fees	854	3,416
Taxes and Insurance		
Directors and Officers Liability	0	0
General Liability Insurance	0	0
Taxes - Other	0	0
Property Taxes	0	51
Utilities		
Electricity	1,246	5,447
Telephone	7	49
Contracts		
Courtesy Patrol Contract	0	0
Septic Field Contract	0	0
Repairs and Maintenance		
Mowing	1,169	1,169
Electrical/Lights	1,488	1,488
Fences/Gates/Walls	0	235

Equipment/Tractor Repairs	0	0
Sign Repair	0	0
Pavement Repairs	0	0
Plumbing	0	0
Septic Field Repairs	0	1,500
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>6,726</u>	<u>43,118</u>
Net Income/(Loss)	<u>14,825</u>	<u>39,608</u>

BALANCE SHEET—HAPA As of April 30, 2008

ASSETS

Current Assets

Operating Cash - PMG F A Bank	160,204
Runway Fee Reserves - PMG CAB, Countrywide & FAB	1,209
Operating Cash - BOD Justin State Bank Cash-MM-Beal Bank Beal Bank Clearing Account - PMG	1,803 19,268 0
Total Cash	<u>182,484</u>
Accounts Receivable*	31,942
Total Current Assets	<u>214,426</u>

Other Assets

Prepaid Expenses	0
Total Assets	<u>214,426</u>

*Note:

Assessments less than 30 days	6,684
Assessments 30 - 90 days	4,210
Assessments over 90 days	21,048

LIABILITIES

Current Liabilities

Accounts Payable	0
Prepaid Assessments	58,294
Accrued Expenses Payable	0
Total Current Liabilities	<u>58,294</u>

Other Liabilities

Collection Cost/Other Escrow	4,619
Total Other Liabilities	<u>4,619</u>

Total Liabilities	<u>62,913</u>
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OWNERS' EQUITY

Reserves

Deferred Maintenance Reserve	0
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Equity

Retained Earnings	111,906
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Total Owners' Equity	<u>111,906</u>
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Net Income/(Loss)	39,608
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Total Liabilities and Owners' Equity	<u>214,426</u>
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Fly Ins & Outs

-  Saturday, July 5th—Waco, TX. EAA Chapter 59 Breakfast McGregor Municipal Airport (PWG)
Pancakes and Sausage every 1st Saturday from 7AM till ? 86.9 NM S
-  Saturday, July 5th— 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! Sug-
gested donation of \$7.00 Contact Skip Caldwell 972-242-4056 182.9 NM S
-  Fri-Sun, July 11th-13th— Longview, TX. Great Texas Balloon Race East Texas Regional Air-
port (GGG) About 80 sport and special shape balloons. Total prize purse more than \$40,000 for sport
competitions. 3 morning flying competitions, balloon glows on Friday and Saturday night. Kids Land,
Musical entertainment, arts & crafts, good food. Call (903)237-4000 for more info 140.3 NM ESE
-  Saturday, July 12th — Bowie, TX. Free Brunch for pilots & crew every weekend before the sec-
ond Monday each month. Also free transportation to the Trade Show/Flea Market. (OF2) 9:00AM-
11:00AM 44.2 NM NW
-  Saturday, July 12th— 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, July 19th— Tyler, TX. Tyler Composite Squadron Pancake Breakfast & Fly-in Ty-
ler 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
-  Monday July 28th-Sun August 3rd—Oshkosh, WI. EAA 2008 Airventure Fly-in Worlds Largest
Fly-In (KOSH) Fly on in to the busiest airspace in the world! C YA There. 781.8 NM NNE



CAFE

Rio Concho Cafe

“Home of the Bonanza Burger”

Daily Lunch Plate Special
or order from our regular menu

Tue-Fri 9:00 AM- 3:30 PM
Sat 8-4PM Sun 8- 3:30 PM

Call In Orders
(817) 439-1041

Answers to this months Safety Quiz

1. True Ref: 91.151 For night VFR the reserve fuel requirement is increased to 45 minutes
2. False Ref: 91.126 All turns must be made to the left unless visual or approved light
Signals indicate right turns.
3. False Ref: 91.103 Each pilot-in-command shall, before beginning a flight, become familiar with ALL available information.
4. True Ref: 91.107 No pilot can take-off unless each person is briefed on the operation of seat belts/shoulder harness.
5. False Ref: 91.119 The minimum altitude is one where if a power unit fails an emergency landing can be made without danger to persons or property.
6. True Ref: 91.117(c) The speed limit for airspace under the floor of a Class B airspace is 200 kts.
7. False Ref: 91.121 The station must be within 100 miles of your route.
8. False Ref: 91.3 You must submit a report ONLY when requested by the Administrator.
9. False Ref: 91.203 (c) An effective registration must be in the aircraft. This can be the permanent copy, the pink duplicate copy or one issued under the laws of a foreign country.
10. True Ref: 43 App A (14) , 91, .407, 43.7 and 43.3



CLASSIFIED ADVERTISING

Hangar Sale!

Everything must go!!!!!!

**Lou Rainone is selling everything in his hangar Saturday July 12th
Hangar 215**

**Lots of Cessna 150-152, 172 Beech, Piper Parts including control surfaces,
landing gear legs, struts, generators, starters, and wheel pants. Cowlings for
various aircraft, Fuel Tanks, Tailwheel Assemblies.**

Brand New Bonanza Windshield in box.

**Several other props available, Engine Mounts for everything from 310s to
150s, Engine parts, asst office furniture,
Manual Chain Hoist, Riding Lawn Mower (needs work)**

Lots of instruments for sale cheap!

Call Lou for more info

817-313-0295

HANGARS FOR SALE

DON DAVIS REALTY

HICKS AIRFIELD, INC.

SERVING HICKS AIRFIELD SINCE 1985

JAN LARY, AGENT 817 715-4693

jlddr@sbcglobal.net

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 July 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.
- *FAA Pilot Safety Seminar, August 7th, 6:30 PM, Hangar 156*

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Ft Worth, TX 76179



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