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2007 HAPADIRECTORY

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: _____

Cell Phone: _____ E-Mail: _____

N Number: _____ Type Acft: _____

Other Emergency Contact: _____

Signature: _____ Date: _____

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

Please mail your new info to: **HAPA, 100 Aviator Dr, Ft Worth, TX 76179** not later than October 1st, 2006, so that the info can be compiled and the directory sent to the printers in time to have them available at the 2006 HAPA Christmas Party.

As in the past, directories will be made available to property owners **only** and only if you participate in furnishing information. No information furnished to HAPA will be released for anything other than use in the new directory.

HICKS FIELD PILOTS

• **New Arlington Tower (GKY)**

• Notice Number: NOTC0477

• Arlington Municipal Airport will mark a milestone next month with the opening of the general aviation field's fully staffed control tower. Beginning August 14, 2006, air traffic controllers are expected to staff the tower from 7 a.m. to 9 p.m. daily.

• The number for the tower is: 817-459-5562.

• The frequencies for the new facility are as follows:

• **Tower - 128.62,**

• **Ground - 121.75,**

• **ASOS/AWOS - 127.375**

BOARD MEMBERS

Larry Henson (2006) 637 Aviator Drive 817.296.3405
henson.larry@rtlenergy.com

Jim Rockwood (2006) 549 Aviator Drive 817.975.9866
jrock1110@aol.com

Bob Samson (2006) 526 Aviator Drive 817.439.0700
rsamson@aogreaction.com

Jerry Stern (2006) 735 Aviator Drive 817.439.0614
viking736@yahoo.com

Dan Campbell (2007) 913 Aviator Drive 817.439.1936
dccamp3TX@mindspring.com

Don Browning (2007) 451 Aviator Drive 817.439.3240
patopiloto@earthlink.net

Steve Carter (2007) 706 Aviator Drive 817.439.4244
SteveCStf@aol.com

ASSOCIATION OFFICERS

President

Jim Rockwood 549 Aviator Drive 817.975.9866
jrock1110@yahoo.com

Vice President

Dan Campbell 913 Aviator Drive 817.439.1936
dccamp3TX@mindspring.com

Secretary

Carol Burns 526 Aviator Drive 817.439.0700
cburns@aogreaction.com

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 *

Grounds & Maintenance

Bryan Martin 817.577.4866
maintenance@hicksairport.com

Newsletter & Fly Outs

Mike Reddick 817.439.0234
michaelreddick@yahoo.com

Safety & Security

Steve Carter *

Social

Debbie Campbell 817.439.1936
dccamp3TX@mindspring.com

Welcoming

Carol Morris 817.439.4545
welcome@hicksairport.com

Runway, Taxiway, & Drainage

Jerry Stern *

Master Plan

Max Bandy 817.439.1739
cinnimax@yahoo.com

Public Affairs

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.hicksairport.com 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.

MEETING NOTICE

HAPA Board Of Directors Meeting

7:00pm Tuesday, August 8, 2006

Hangar 549

President's Corner

Immediately prior to the July Board of Directors meeting a small group of association members, claiming to have secured sufficient proxies to decide a vote of the membership, demanded the resignation of the entire board. The board members refused to resign and asked the members to file the proxies with the association secretary for certification in accordance with the association By-Laws. The group refused, claiming they didn't trust the secretary. After some discussion, the board suggested as an alternative that they file with Principal Management Group or with the association attorney. At the time of this writing, I don't know if the proxies have been filed via one of the alternate means.

Let me explain, from my point of view, how we got to this point. First of all, communication between the board and the membership is poor. As a general rule, few people attend the board meetings and many of those that do not attend seem to take as gospel, second or third hand "information" in lieu of actually asking a board member. Since some of this "information" has made it back to me, I can attest to its inaccuracy yet I have received very few inquiries from members even though both my phone numbers and e-mail address are published. Additionally, the board has not been proactive enough in taking the message to the membership. As the association President I fully accept responsibility for this error. The April Town Hall Meeting was a good start but over time could not compete with the rumor mill and the dissention it has created. The dissention seems to be based on four issues that I will address separately. They are:

1. The Robert Avery, et al. v. Hicks Airfield Pilots Association lawsuit challenging the Runway and Taxiway License Fee.

Bob Avery, et al., filed a lawsuit against the association in the fall of 2004 contending that the Runway and Taxiway License Fee was improperly set as a fixed fee per lot in lieu of a fixed amount per square foot. Although I wasn't on the 2004 board I do know the fee was set after lengthy discussions and consideration since I was actively monitoring the activity. Some of the considerations were:

- a. The perceived ambiguities in the association Covenants, Conditions and Restrictions created primarily by the 5th Amendment.
- b. The perception that that a License Fee is just additional Regular Assessment if set on a per square foot basis like the Regular Assessment.
- c. A concern that the 5th Amendment was improperly adopted and therefore not binding.
- d. Legal advice from the HAPA attorney.

Several attempts have been made by the association to settle this dispute in conjunction with obtaining a ruling on the validity of the 5th Amendment. The plaintiff has refused to consider this and has demanded that the association pay both parties legal costs and retroactively change the License Fee to a per square foot basis. This settlement proposal is unacceptable to the association due to the cost to HAPA and since it does not include obtaining a ruling on the validity of the 5th Amendment. As a result, the plaintiff has in-turn, pursued a delay strategy presumably in the hope that a new board, which will agree with the plaintiff's terms, will be seated prior to a court ruling. The board is confident the 5th Amendment will be declared invalid based on the research of three separate legal firms and the fact that HAPA's insurance company has reviewed the information and is part of the defense action. Since much of the dissent on the field is rooted on the perceived ambiguities in the association Covenants, Conditions and Restrictions created primarily by the 5th Amendment, it is imperative that we obtain this ruling so we can then move forward without problems rooted in the validity of the 5th Amendment continuing to arise. Subsequent activities will likely include the writing of new CCR's or writing a 6th Amendment. We are not trying to bankrupt Bob Avery and we can't drop the suit, as some have suggested, since we are the defendant, not the plaintiff.

(continued on page 4)

2. The Draft of Rules and Regulations

The draft of Rules and Regulations were created in response to observed problems on the airfield, some of which are an obvious result of lack of clarity and ambiguities in the association Covenants, Conditions and Restrictions. Since situations continually change, it is common for associations to write reasonable rules and regulations to adjust and clarify CCR's to avoid the considerable expense of repetitively revising the CCR's, and it is allowed by HAPA's By-Laws. The draft of rules were developed by the board and reviewed by the association's attorney for compliance with HAPA's By-Laws and CCR's as well as local, state and federal law. The attorney's opinion was that they were in compliance.

The next steps were to distribute the draft of rules to the membership for comment and to set up a "Town Hall" meeting to give the membership an alternative to e-mail or telephone to provide feedback. Soon after the draft of rules was distributed, I became aware of a small group of dissidents who were spreading misinformation concerning the draft of rules and the board in general. During this time, I also attended a meeting they called to gather proxies in an attempt to impeach the board. I planned to speak to this group to clarify the intent of the draft of rules and ask for comments, but, even though the meeting was open to all property owners, I was told by one of the group that I could stay but would not be allowed to speak. I stayed and listened to mostly misinformation but, as requested, did not speak. So much for free speech.

The "Town Hall" meeting was held in April and hopes of it being a constructive exchange of ideas and opinions were dashed by the same small group of dissidents that did their best to totally disrupt the meeting. I can truly say that I have never seen such juvenile actions, as well as such vicious personal attacks in any meeting. Others present were much more professional and presented compelling arguments for some changes. During these more constructive moments, it became clear that the dissident's attitude and the considerable amount of misinformation spread, had created a hostile environment for the exchange of ideas.

At a member's suggestion, the board agreed to form committees to review the rules as well as an earlier board decision on septic system maintenance funding. All members were encouraged to participate, but interestingly enough, to my knowledge, none of the core group of dissidents chose to take this constructive action. One member of the group was even given a personal invitation and he refused. In my opinion, when their actions are considered as a whole, it appears the draft of rules are being intentionally misrepresented by this group to support a personal vendetta against some board members and officers of the association, and to support other personal agendas. This is incredibly counter-productive to the association as a whole and I think we all should expect more from our neighbors.

3. The Board's so called "anti-business attitude".

The claim that the board is "anti-business" appears to be based on provisions in the draft rules related to vehicle weight, parking, and property use, which are addressed individually below.

- a. The draft of rules proposed a maximum weight of 19,500 pounds to eliminate future damage to the taxiways by very heavy vehicles. It was intended that this limit would be adjusted to meet the needs of a majority of the members but a reasonable limit must be set. We can't afford to continually repair or reconstruct the taxiways to handle a continual parade of heavy trucks once hangar construction is complete. Per a pavement expert, one fully loaded semi does the same pavement damage as 10,000 cars! Obviously, as is commonplace in many developments, construction trucks, sanitation trucks, utility maintenance vehicles and moving vans would be exempt along with aviation fuel trucks since Hicks is an airport. This draft rule is intended to save you, as an association member, money! You should not have to pay a premium so someone else can profit! To some this may seem anti-business but I consider it pro-airport, as do many others.
- b. Parking either on the taxiway or within the area that is to remain clear on each side of the taxiway has become a chronic problem. All association members have a right to access their property, yet some individuals and businesses continually obstruct the movement of aircraft on the taxiways. The draft of rules restated this CCR requirement

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while allowing vehicles to stand in the T-hangar area, which is currently not allowed per the CCR's. This draft rule would protect your right to access your property while addressing the lack of available parking in the T-hangar area.

c. The draft property use rule was derived from the CCR's and FAA documents. The CCR's state that the Property is to be maintained as a first class private airfield. The draft document was written to grandfather businesses currently on the field (hardly anti-business) and to clarify what new business activity would be allowed. As one member pointed out at the Town Hall Meeting, it failed to address some business activity that may co-exist in a hangar with an airplane or a hangar home. This was a good comment. The draft rule was not intended to restrict that kind of activity. It was intended to define what business activity is allowed to avoid future conflict and to assure your airfield remains an airfield.

It is important to note that the draft of rules was intended to be a starting point for discussion and most importantly, the By-Laws and CCR's allow the board the authority to enact such rules as deemed necessary without the approval of the membership. Yet, your board never acted to adopt the draft. They were discussed at 3 separate monthly board meetings. Copies of the draft were handed out at one meeting to obtain member input. Copies were also mailed to every member for comment along with a letter asking for feedback and encouraging all members to attend the Town Hall Meeting for an open discussion of each draft rule. The board never considered adopting the draft of rules without input from the membership as some have claimed.

4. Security and CCR Enforcement

As the airport has grown, so have problems concerning CCR enforcement and security. We all agreed by buying or leasing property here to abide by the CCR's and most members and tenants do so by exercising good common sense and respect for their neighbors rights, but it seems that a small number of members feel their rights are superior to their neighbors. Efforts by neighbors to correct these situations have been met in some cases by belligerence and threats of violence. I was personally threatened last summer by someone on a modified 4-wheeler who was racing around the airport at an estimated 60 mph when I asked him very politely to abide by the 15 mph speed limit. Several other people have been threatened, one with a pipe. In some cases the offender is ready to fight when approached and in others the neighbors' approach inflames the offender. The board was concerned that this neighbor versus neighbor approach was further inflaming the situation and that sooner or later someone was going to be injured. Additionally, there were other security concerns such as people firing guns on the airport, driving on the runway, groups of teenagers using the airport as a party site, and some very suspicious activity occurring in the dark of night. As a result of all of this it was decided to hire off-duty Constables and Sheriffs to patrol the airport since they are trained to handle the task and have the additional resources that go with being an off-duty law enforcement officer. In addition to protecting the association from potential liability and providing uniform enforcement of the CCR's, they are here to protect you and your property!

I find it somewhat ironic that some of the same people who are providing support to Bob Avery in defending the validity of the 5th Amendment, apparently do not want many of the CCR's provisions enforced uniformly. They seem to prefer selective enforcement to their advantage.

I hope this helps clear the air. I encourage all of you to do further research. Spend a few hours studying the By-Laws and CCR's. If you don't have a copy they are on HicksAirport.com or you can contact me and I will provide you with a copy. I also encourage you to talk with a broad spectrum of owners and board members and then make your own decisions on the issues. Additionally, I encourage you to revoke your proxy if you signed one and vote your own conscience. If you don't, three people will likely dictate who serves on the next board. That isn't democracy and is not in the best interest of the airfield.

Jim Rockwood, HAPA President



Does your Chicken Marsala make grown men weep? Do your lemon squares line 'em up down the block? Is your potato salad the stuff of myth?

Then you are just the culinary pioneers we're looking for! We are currently seeking chefs who are outstanding in their fields (or someone's field). Chefs who are legends in their own minds and can take criticism without tears! If this is you, then join us for the

Hicks 2006 Iron Chef Competition

The cook-off will be held in the Stern Hangar (#735 for the uninitiated) and is open to all contestants. Deadline for entry in September 1, 2006. After all entries have been received the secret ingredients will be announced.

All contestants will prepare their dishes in their home kitchens for delivery to the contest. A panel of esteemed and highly qualified judges will judge all dishes. A trophy will be awarded to the first Hicks Airfield Iron Chef.

All HAPA members are encouraged to participate. If cooking (or judging) is not your thing bring a dish and your favorite beverage to:

#735 Aviator Drive

6:30 pm September 16th, 2006

All contestants or judge wannabes are encouraged to contact Kathy Stern @ 817-439-0614 before September 1, 2006 to secure your place in the culinary halls of infamy!

Bon Apetit Y'all!

Income Statement

HAPA

INCOME		June 2006	YTD 2006	2006 Operations
Scheduled Income				
	Regular Assessments	6,291	37,762	37,762
	Runway Fees (471 Lots)	10,612	63,603	-
	Total Scheduled Income	16,903	101,365	37,762
Other Income				
	Late/NSF Fees	126	448	448
	Fines	-	750	750
	Gate/Miscellaneous Income	-	600	600
	Interest Income	939	4,882	4,882
	Total Other Income	1,065	6,680	6,680
	Total Income	\$17,968	\$108,045	\$44,442
EXPENSE				
Administrative Expenses				
	Bank/Check Charges	10	40	40
	Collection Services	-	314	314
	Copies & Postage	188	4,379	4,379
	Data Processing	21	403	403
	Rental/Storage	388	1,244	1,244
	Licenses/Permits/Inspect Fees	-	-	-
	Printing	-	1,427	1,427
	Member Relations	-	-	-
Professional Services				
	Accounting/Audit	500	500	500
	Legal & Professional	5,135	18,867	18,867
	Management Fees	899	5,394	5,394
Taxes and Insurance				
	Directors and Officers Liability	-	-	-
	General Liability Insurance	-	-	-
	Property Taxes	-	43	43
Utilities				
	Electricity	1,788	5,909	5,909
Contracts				
	Lawn Maintenance Contract	-	1,210	1,210
	Courtesy Patrol Contract	1,380	2,640	2,640
Repairs and Maintenance				
	Common Area Maintenance	-	-	-
	Electrical	-	198	198
	Fences/Gates/Walls	-	521	521
	Landscaping	-	-	-
	Lights/Bulbs	-	-	-
	Equipment/Tractor Repairs	-	-	-
	Sign Repair	-	-	-

	Taxiway Pavement Repairs	-	-	-
	Plumbing	-	-	-
	Septic Field Repairs	1,217	7,043	7,043
	Gas/Oil	-	-	-
	Other Expenses			
	Misc. Expenses	5	32	32
	Capital Improvements			
	Capital Improvement - Signs	-	-	-
	Reserve Contributions			
	Deferred Maintenance Reserve	-	187	187
	Total Expense	\$11,532	\$51,101	\$51,101
	Net Income/(Loss)	\$6,437	\$56,944	(\$6,659)

BALANCE SHEET

HAPA

As of June 30, 2006

ASSETS		LIABILITIES AND OWNERS EQUITY	
Current Assets		Current Liabilities	
Operating Cash—PMG	\$ 47,963	Prepaid Assessments	48,758
Community Assn Bank (First Nat'l Bank of Arizona)		Accounts Payable	-
Runway Fee Reserves	315,927	Total Current Liabilities	48,758
Community Assn Bank (First Nat'l Bank of Arizona)		Other Liabilities	
Operating Cash—BOD	2,556	Collection Costs/Other Escrow	1,970
Justin State Bank		Total Other Liabilities	1,970
Short-Term Investments	22,006	Total Liabilities	\$50,727
Beal Bank	_____	OWNER'S EQUITY	
Total Cash	388,452	Reserves	
Accounts Receivable	<u>23,214*</u>	Deferred Maintenance Reserve	21,818
Total Current Assets	<u>411,665</u>	Total Reserves	21,818
Total Assets	\$411,665	Equity	
		Retained Earnings	282,177
		Total Owner's Equity	\$303,994
		Net Income/(Loss)	56,944
		Total Liabilities & Owner's Equity	\$411,665

* A/R: \$16,817 over 90 days

Minutes of HAPABoard of Directors Meeting

July 11, 2006

The monthly Board of Directors meeting of the Hick Airfield Pilots Association was held on July 11, 2006, at 7:00 p.m., at Hangar 549.

(Owners requested meeting 6:40 p.m. to 7:16 p.m.).

Board members present: Jerry Stern, Jim Rockwood, Bob Samson, Steve Carter, Dan Campbell, Larry Henson, and Don Browning.

Association officers present; President- Jim Rockwood, Vice President- Dan Campbell, and Secretary- Carol Burns. Treasurer David Feil was absent.

The monthly Board of Directors meeting was called to order at 7:17.

There was no June meeting. Therefore, no minutes to be approved.

Committee Reports:

Runway, Taxiway, and Drainage; Jerry Stern; they have met with an engineering firm, they have obtained four proposals and the committee will be meeting again on 7-13.

Safety and Security; Steve Carter; There was an incident with a 150 hitting a hangar. The 150 was totaled, but no one was injured.

Newsletter Committee; Mike Reddick; the electronic newsletter instead of mailed copies received no complaints or objections. They will continue to leave about 12 copies at Rio Concho.

Business Interest Committee; Coy Surrells; feels that Hicks needs a Master Plan for the Future that includes business interest. HAPA needs better communication between the non aviation businesses and the Board.

Welcoming Committee; Carol Morris; Needs more copies of the HAPA Directories.

Property Use/Taxiway Limitations; Carol Morris; Report attached.

Parking and outside storage; Sharman Kraft; Report attached.

Septic Funding; Dan Covington; no report at this time.

Unfinished Business;

Bob Avery vs. HAPA; Jerry Stern attempted to clear up some misunderstanding on this lawsuit:

Bob Avery filed a lawsuit against HAPA; The HAPA BOD does not have the option of dropping the suit.

Bob Avery has been asked to settle. Bob Avery has refused.

The BOD has been instructed not to discuss details of this issue. The BOD is not hiding anything; this is a legal matter that the attorneys are handling at this point.

Don Browning made a motion for all directors to resign. . (Individual directors can resign. However, the by-laws do not provide for the BOD to remove directors. This was not a legitimate motion.)

New Business:

I. Taxiway Repairs

Steve Carter volunteered to research the cost of repairing the front taxiway.

Don Browning made a motion to reimburse Bob Avery approximately \$100 for cold patch repairs to the front taxiway. Jerry Stern seconded the motion and the motion passed unanimously.

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II. John Jenista: Furnished the BOD with the letter from the FAA showing that the FAA has no objection from an airspace utilization standpoint for his hangar (letter attached). Jim Rockwood promised to have him an answer by the end of the week.

Meeting adjourned at 9:10 p.m.

Respectfully submitted,

Carol Burns; Secretary, Hicks Airfield Pilots Association

HICKS AIRFIELD PILOT ASSOCIATION; By-Laws; ARTICLE IV; paragraph 7.



2006 Fly In Schedule:

Aug 12th, 2006, 3rd Annual Cowtown Warbird Round-Up, Meacham Int'l (FTW), Fort Worth, TX.

There will be lots of planes flying in, fly-bys, and a chance to see and tour "Chuckie" the B-17G Bomber. DOD aircraft as well as other warbirds on display, food, and children's activities. \$5.00 per adult, children under 12 with adult and active/reserve in uniform free.

Aug 19th, Big Country Airfest, Abilene Regional Airport (ABI), Abilene, TX. Fly in or drive in to enjoy the Airshow, vendors, Experimentals, Warbirds, Young Eagles, and aircraft competition. Fun for all! Contact Gray Bridwell, 325-676-8294.

Sep 2nd-3rd, 2006, Van's Homecoming, Aurora Airport (UAO), Aurora, OR. Van's annual RV gathering at the factory where they all started out. The small town of Aurora, just a mile away, is an antique hunters heaven. There is a huge outlet mall in Woodburn, just a few miles south along I-5. The Hughes HK-1 Flying Boat is now on display at the new Evergreen Aviation Museum across the street from the McMinnville Airport, about 25 miles west of Aurora. The Tillamook Air Museum at the Tillamook Airport is about an hour and half away by car, 1/2 hour by RV(a Van's RV, that is!).

Sep 16th, Hot Dog Fly-In/Open House & Avionics Display, Eaker Field (DUA), Durant, OK. Sponsored by Nolan Avionics. Avionics dealers and displays on hand. 9am to 2pm.

Sep 23-24th, 2006 Red River Air Show, Grayson County Airport (GYD), Sherman, Tx, Civilian and Military Air Show featuring the U.S. Army Golden Knights and the USAF Thunderbirds, flyovers, aerial demos & static displays. Aircraft parking reservations required. Tickets \$20 at the gate, \$15 in advance.

Sep 30th, 2006 - Oct 1, 2006 Fort Worth Alliance Air Show, Alliance Airport (AFW) Alliance Air Productions, a 501 (3) (c) non profit organization, will produce the Fort Worth Alliance Air Show to support local charitable organizations. Admission is free, parking is \$10 per car load. For additional information, log on to www.allianceairshow.com. 817-890-1000, christina.carey@hillwood.com

Sep 30th - Oct 1st, 2006, 2nd Annual Oklahoma Festival Of Flight, Alva Regional Airport (AVK), Alva, OK. Free breakfast and discounted fuel for those who fly in. Airshow on Saturday & Sunday! Preregister your plane at <http://www.okflightfest.org> for a chance to win prizes. Lots of FUN for all! Contact Tyson Tucker, 866-307-5263 or tyson@planeplastics.com.

Oct 13th-14th, 2006, LOE '06, Land Of Enchantment RV Fly In, Dona Ana County Airport (5T6), Santa Teresa, NM. Annual gathering of Van's RV aircraft. For more info go to www.landofenchantmentflyin.com or contact just about any RV owner on the airport for the details. Laid back, no frills, fun time to meet other RV owners/builders and see every type of RV there is from all over the country.

Oct 20th-22nd, 2006, Cedar Mills 10th Annual Safety Seminar & Fly/Splash In, Cedar Mills Airport (3T0), Gordonville, TX. Seawings & Wings - Participants earn credit towards their Seawings and Wings awards. Forums presented by FAA, SPA, aviation instructors and representatives of aviation equipment manufacturers and avionics industry. Flying Events - Saturday and Sunday.

CLASSIFIED ADVERTISING



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.



DON DAVIS REALTY

JAN LARY @ 817-656-1040

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

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



MOWING AT HICKS

Reasonable rates.

Call anytime.



Jim, Hangar #410

(817) 236-7506 or (817) 891-2989

TEE SHIRTS

Hicks Airfield Army Style (Camo) Tee Shirts
For sale at Rio Concho. Ladies style also available.

Need a specific size? Call Cinnamon @ 817-214-734-0632 or email cinnimax@yshoo.com

See all the other great tee shirt varieties for kids of ALL ages!

Ingersoll Rand Air Compressors

Noise Levels as low as 65 dba
Local Rep 800-375-9470

Ask for J.W. Irving



AIRCRAFT HANGAR SPACE FOR RENT

Park your plane in a new 72'x60' hangar with a 50'x14' Bi-fold door. Rent all or per plane. Restroom/shower/electric use. 808 Aviator Drive

Call 469-835-9985 for more info.

FOR RENT

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

Call 817-439-4545 for more info.

