









FLAPPINGS

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

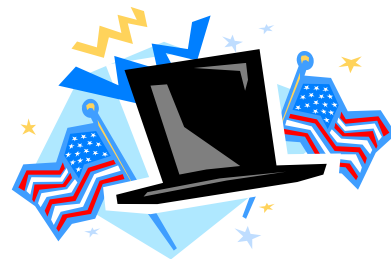


But, the pilot walked away uninjured! Page 4

	President's Corner.....	Page 2
	Editorial.....	Page 3
	Flying Safety.....	Page 4
	Financial Reports.....	Page 6
	Weekend Aviation Planner.....	Page 9
	Classified Ads.....	Page 10

PRESIDENT'S CORNER

By Gene de Bullet



Dear All,

As we go to press, we are meeting with the last of the contractor/engineers this week concerning the airport drainage project.

This project, and details available at this time, were discussed at the July Board of Directors meeting. What I can tell you now is that some fairly lengthy French drains which will run north and south along the runway are planned, as well as taxiway areas to catch both rain runoff and subsurface water which runs along the top of a shell layer beneath our airport. There may be secondary drains along additional taxiways and common areas all of which may funnel into a larger drain carrying the water off of the airport to the east where it flows now.

The indirect effect of this may help the septic systems, flooding of hangars and taxiways but there are no guarantees. The engineers that we have spoken with thus far say that the plan will definitely help.

As previously discussed the drainage problem we have, in my opinion, has resulted from inadequate original design for airport drainage, coupled with concrete and asphalt overlaying (what once absorbed rain now diverts it). We are all frustrated civil engineers, because we want this problem to go away so badly; please practice restraint without authority.

Taxiway repairs and other capital maintenance projects are on hold pending the above.

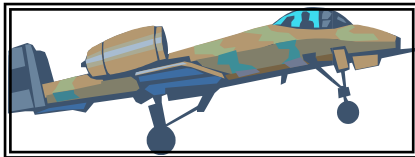
Overall fines are down as the large majority of our owners are taking care of business and following the rules.

Remember the old Tennessee Williams movie with Elizabeth Taylor, "Cat on a Hot Tin Roof" which relived a long hot summer in the south, well that's us and we'll just have to put up with the weather.

Regards to everybody,

Gene

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 flappingseditor@yahoo.com.



AUGUST EDITORIAL

By Mike Bruno



I hope all of you have been enjoying the summer so far, even though it has been a little warm. Thankfully, Hurricane Alex brought us a bit of respite from the heat, and more than enough rain. It looks as if we are about to begin some projects that hopefully will improve our drainage problems. Otherwise, it's been pretty quiet around here.

Speaking of Hurricane Alex, I was unlucky enough to have flown into, out of, and around it several times as I flew a B-757 to Cancun, Mexico and San Jose, Costa Rica throughout June. However, even though it was classified as a hurricane, it didn't cause me much trouble; just a bit of deviating around thunderstorms and some sporty crosswinds at low altitude. It actually cleared the weather across the Yucatan peninsula, which had been plagued with monster thunderstorms for weeks. I'm hoping that's it for the season, but since I'm scheduled to fly into the eastern Caribbean in August, I don't think I'll be that lucky. Now, it's off to Oskosh, with a friend who is flying his RV-6. This will be my first time at OSH; hope to see some of you there.

As of this writing, Dennis Gartman and Jerry Baker and are still recovering from their injuries. We all still hope and pray for a full recovery. We don't know the details of this tragic event, but maybe someday we will be able to learn from it. Another recent event, however, had a better outcome, and there are lessons to be learned from it already. My good friend and neighbor, Mike Porter, was presented with one of a pilot's biggest nightmares: an engine failure in a single engine aircraft. Mike presents his story on page 4, but I'd like to elaborate on it a little.

First, when faced with the situation Mike had, an engine failure shortly after takeoff, many pilots make the fatal mistake of trying to return to the airport without enough altitude or airspeed for a successful outcome. Although he was over very inhospitable terrain (the cover picture doesn't show how rough it is), Mike decided he had to land the airplane off airport. This may have saved his life. Amazingly, if there hadn't been a big rock right at the end of his rollout, the airplane would have only had minor damage.

Second, after choosing the right course of action and skillfully executing a landing he could walk away from, Mike was faced with the dreaded "cast of thousands". He was met by people who sincerely wanted to help, gapers, news media, and inquisitive bureaucrats. Based on years of investigating incidents and accidents for my pilots' union, my advice is say as little as possible. Tell the FAA and NTSB that you will be pleased to speak with them as soon as you get cleaned up and receive legal advice. And as anyone who has ever been interviewed by someone with a microphone can tell you, what you thought you said is not what winds up on TV, Radio, or YouTube. And don't forget that NASA report!

Third, be sure you and your aircraft are legal to fly.

We are grateful to Mike for giving us his unique insight and the opportunity to learn from his story.

Mike

**Board of Directors August Meeting:
Thursday, August 12th Hangar 111 6:30 PM
To have your concern placed on the agenda**

FLYING SAFETY

This month: A recent event very close to home! By:Mike Porter

“What Are You Doing Right Now?” or Bad Day At 52F

“What are you doing right now?”...is a question that is delivered with a certain amount of preload, but it was being asked by my good friend and neighbor so I had no apprehension in answering “nothing”. The Cessna 172 we had a loose partnership in was ready for pick up at the avionics shop at Northwest Regional Airport (52F) and he wanted to retrieve it. Northwest is very close to our home airport of Hicks (T67) and possesses a few more aircraft services than Hicks does including the previously mentioned avionics shop. We’d finally had some decent radios installed and it had taken three weeks to complete the work. We were anxious to see and hear the results.

As we arrived at 52F the wind was howling as it often is there. We were greeted at the avionics shop by Bill the owner who set his young helpers on the task of extracting our airplane from his crowded hangar. Once the plane was out of the hangar I started my walk around. I always feel rushed when I’m about to make an unscheduled flight so I forced myself to slow down and be more thorough. I opened the door and got in. Bill did a good job on the installation because the radios looked great. I carefully performed the pre-start and engine-start checklists. With the master on, fuel selector on both, mixture full rich, and primer in and locked I twisted the ignition and the engine jumped to life.

Sitting in the 172 with the engine churning I had an uncharacteristic sense of unease. I decided to do a run-up right in front of the shop. Everything was perfect. I performed two more run-ups during my taxi to the north end of the airport. The wind was out of the south at around 30 knots and blowing right down the runway. I made my radio call in the blind and pulled onto 17 for take off. With brakes applied I firewalled the throttle. The engine was making take off power and the moment of truth was upon me. I released the brakes and started rolling. The plane accelerated normally into the 30 knot gale and was airborne in very short order. I pulled the nose to an 80 knot climb and flew to the end of the runway. I could have made a right turn after take off for a southwest departure direct to T67; however, I felt the need to stay in the airport environment as long as possible so I opted for a downwind departure. Flying downwind parallel to 52F’s single runway I was climbing at 80 knots IAS with a 30 knot tail wind. With a ground speed of 110 knots the airport started to slip away. Suddenly, at about 900 feet AGL and the approach end of the runway at 45 degrees over my left shoulder, the engine with no prompting from me fell from just below red line to 2000 rpm. “No kidding”, I said out loud. *(That’s what he really said!-ed.)* I was disgusted at what was about to be the fulfillment of my own prophecy. I decided to turn back for the airport. During the turn the rpm dropped off completely and I started coming down. I switched the fuel selector from both to the left tank, made sure the mixture was full rich, and the ignition switch was on both. The prop was wind milling so there was no need to engage the starter. I pumped the throttle with no effect. I was now flying south toward the airport at 60 knots IAS (best glide) into a 30 knot head wind. Let’s do the math. If you leave the airport area at 110 knots ground speed, achieve 900’ AGL, turn the wind maker off and try to glide back at 30 knots...you ain’t making it back!

I had a good view over the nose of the plane and could see that the airport was just too far away, and trying to extend my glide would be dangerous and probably result in a stall. I was losing altitude fast so there would be no more turning. There were trees in all directions but my best chance of survival was five degrees right of the aircraft nose where a grove of small Mesquite trees stood on the back side of a hill. The landing would be downhill in a stand of trees but it was the best of my bad options. As the plane sank into the Mesquites, I started pulling back on the yoke to get as slow as possible. I could hear tree branches whacking the airplane which strangely enough reminded me I was in the middle of a forced landing and prompted me to turn the fuel selector and ignition to the off positions. Much to my surprise the prop stopped! I had time to bump it once and it went horizontal. The main gear touched down as I popped the entry door open and the airplane began to decelerate. I was only moving about 5 knots or so and starting to count my blessings when the nose gear collided with an embedded rock and collapsed. The plane came to a stop and I sat for a moment in what seemed like total silence. From my first indication of engine failure to full stop on the ground was 25 seconds. I was about 150 yards short of the runway and uninjured.

I must tell you now that the prop stopped when I turned the ignition off because the engine had not quit but was at idle. The bolt that connects the throttle cable to the carburetor failed and the engine went to idle. It would have been better if the prop had stopped in flight because it would have produced less drag. I stepped out of the plane and the world descended on me... fellow pilots, state and local law enforcement, fire fighters, and news media on land and in the air. That's right; a news helicopter was live at five. Oh yea, and the FAA showed up to see if there was anything they could help me with.

I'm not exactly a shy person but I didn't like all the attention. You see I had a secret. The airplane was out of annual inspection and I knew it. Now, before you sinners start throwing rocks, think of your own flying history. How many of you have flown a plane out of annual or with an expired medical or taken passengers when you weren't night or IFR current? Maybe your transponder was due its 24 month certification or possibly you banged up your airplane enough to warrant FAA scrutiny and somehow dodged the proverbial bullet. There is any number of things pilots do that could earn them a violation. I don't want to be defensive but in an environment full of type A personalities (myself included) it's difficult not to be. My purpose for confessing my transgression is to remind you that bad things always happen at the most inopportune time. After months of correspondence, negotiation, deliberation, and consternation I received a sentence of 60 days suspension of my private pilot privileges. By the way, the NTSB had no interest in me since no one was injured and no property (other than the airplane) was damaged. I hope I don't sound like I'm making sport of flying my plane out of annual. I have learned my lesson and will comply with the FARs in the future but it was quite an experience and makes for a good story.

In conclusion, I would like to list some things I have learned from this experience:

1. Take offs are optional while landings are indeed mandatory.
2. Think about what you are going to do in an emergency while on the ground. You won't have time in the air.
3. Listen to that little voice when you feel rushed. Slow down and make informed decisions.
4. Always comply with the FARs; it makes things a lot less complicated if something goes wrong.
5. Don't deal with the FAA on your own. Get a lawyer that has negotiated with them before. I have the name of a damn good one if you ever need it.
6. A ferry permit is better than a violation.
7. Confession is good for one's soul but it's even better if it can help the listener make a righteous decision.

Editor's note: Mike Porter is a hangar owner at Hicks Airport and is a lifelong flying enthusiast. He is a 23 year private pilot with multi-engine, instrument, and A&P ratings and certificates. He's employed as a professional aircraft mechanic for a major airline.



FINANCIAL REPORTS

-Submitted by Jim Usher, HAPA Treasurer

HAPA Income and Expense Statement

INCOME	May 2010	YTD 2010
Scheduled Income	(\$)	(\$)
Regular Assessments	20,018	100,088
Runway Fees	0	0
Initial Fee Income	0	0
Other Income		
Late/NSF Fees	43	6
Fines	0	500
Gate Income	192	322
Miscellaneous Income	(39)	0
Interest Income	32	425
Total Income	20,246	101,341
EXPENSE		
Administrative Expenses		
Answering Service	0	0
Bad Debt Expense	0	0
Bank/Check Charges	0	0
Collection Services	65	0
Copies & Postage	321	4,344
Data Processing	0	456
Sales Tax	0	0
Rental/Storage	268	1,581
Licenses/Permits/Inspec Fees	0	0
Meetings	0	0
Courier	0	41
Printing	301	2,125
Member Relations	0	84
Professional Services		
Accounting/Audit	490	490
Legal & Professional	0	5,807
Management Fees	854	4,377
Taxes and Insurance		
Directors and Officers Liability	0	0
General Liability Insurance	(600)	0
Taxes - Other	0	0
Property Taxes	0	2
Utilities		
Electricity	1,072	6,543
Telephone	135	300
Contracts		
Mowing Contract	1,598	5,294
Courtesy Patrol Contract	0	1,469
Septic Field Contract	0	0

Repairs and Maintenance			
	Electrical/Lights	438	438
	Fences/Gates/Walls	0	139
	Equipment/Tractor Repairs	0	0
	Sign Repair	186	186
	Pavement Repairs	0	946
	Plumbing	0	0
	Septic Field Repairs	0	2,080
	Airport Drainage	0	0
	Gas/Oil	0	0
Other Expenses			
	Misc. Expenses	(388)	982
	Gate Transmitters Purchased	234	702
Projects			
	Gate-South Entrance	600	603
	North Gates & Fences	28	28
Total Expense		<u>5,602</u>	<u>39,017</u>
Net Income/(Loss)		<u>14,644</u>	<u>62,324</u>

HAPA BALANCE SHEET

ASSETS		LIABILITIES	
Current Assets	(\$)	Current Liabilities	(\$)
Operating Cash - PMG F A Bank	109,673	Accounts Payable	0
		Prepaid Assessments	50,824
		Accrued Expenses Payable	0
Operating Cash - BOD Wachovia Bank	1,513	Total Current Liabilities	<u>50,824</u>
Cash-Money Market Beal Bank	149,768	Other Liabilities	
Clearing Account - PMG	0	Collection Cost Escrow	2,505
		Other Escrowed Fees	<u>0</u>
Total Cash	<u>260,954</u>	Total Other Liabilities	<u>2,505</u>
Past Due Accounts Receivable:		Total Liabilities	<u>53,329</u>
Assessments 30 days	2,609	OWNERS' EQUITY	
Assessments 31 - 90 days	1,760	Reserves	
Assessments over 90 days	<u>9,563</u>	Deferred Maintenance Reserve	0
Total Accounts Receivable	<u>13,932</u>	Equity	
Total Current Assets	<u>274,886</u>	Retained Earnings	159,234
Other Assets		Total Owners' Equity	<u>159,234</u>
Prepaid Expenses	0	Net Income/(Loss)	62,323
Total Assets	<u>274,886</u>	Total Liabilities and Owners' Equity	<u>274,886</u>

HICK'S AIRFIELD PILOTS ASSOCIATION

Minutes for Board Meeting – July 8, 2010

A regular meeting of the Hicks Airfield Pilots Association Board of Directors was held on July 8, 2010. A quorum being present, the meeting was called to order at 6:31 p.m. and announced ready by President Gene deBullet.

Board members present were President Gene deBullet, Ted Kelso, Bob Avery, Jim Usher, Jerry Kinman, Bill Freckman and Coy Surlis. Other members of the Association were also present as observers.

The motion to approve the Treasurer's Report was passed.

The secretary reported that due to the cancellation of the June Board of Directors meeting, there are no minutes to approve.

President deBullet reported six engineering firms have been interviewed for a drainage project design, with one more pending. A final decision will be made after the interview of the last engineering firm. Once an engineering firm has been chosen, the project will proceed.

- Topographical survey of property
- Engineer designed drainage system
- Right-of-way issues resolved
- Construction

President deBullet also reported that the board discussed taxiway repair and decided to delay this work until the location of new drains has been determined.

Bob Avery reported that the septic system on the second taxiway, midfield, has a problem with the electrical system shorting out when there is excessive rainfall. All electrical will be replaced at this septic system.

Unfinished Business

The board discussed a violation/fine and agreed to table a discussion of the matter until the next meeting.

The motion to adjourn the meeting passed at 7:07 p.m.

Anne Goczalk – Secretary Hicks Airfield Pilots Association

July 10th Young Eagles/Ulster Project was Huge Success!

Despite intermittent overcast weather, 36 kids from Ireland and here at home were introduced to flying through the combined efforts of the EAA Young Eagles program and the Ulster Project which is an international exchange program between Ireland and the US promoting goodwill by having Catholics and Protestants from different parts of the world live and play together over the summer.

Hicks Field EAA Chapter 670 Young Eagles Coordinator Mike Herder put this event together for the second year with the help of volunteer pilots Bob Reed, Don Pellegrino, Nate Abel, Shawn Moon, Manny Figlia, Brian Sorenson and Ron Sinclair. Nate Abel wowed the crowds by inflating his hot air balloon on the Rio Concho Ramp. Regardless of weather, a good time was had by all.

-Ron Sinclair



WEEKEND AVIATION PLANNER

Ongoing Fly-ins

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. (0F2) 9:00AM-11:00AM **44.2 NM NW**

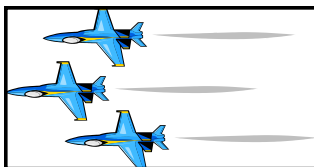
Every 2nd Saturday— Lufkin, TX. EAA Chapter 1219 & Angelina County Airport Fajita Fly-In (LFK) 10.00-2-00 Discount fuel for fly-ins **169.3 NM SE**

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. Come see some of the newest LSA aircraft. Contact 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! Contact 817-579-8533 for info **35.7 NM SW**



Thank you from Dalton DeHart

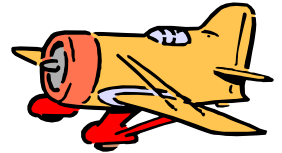
Dear Hick's Airfield Family

My name is Dalton DeHart. I am a Boy Scout who is trying to raise funds for my Eagle Project by selling \$1.00 candy bars at Rio Concho. Barbi the owner and Tim the manager let me leave a fundraiser box at the restaurant. My Eagle Project is at the Fort Worth Nature Center. There are two owls who have been injured by cars and will not be able to be released into the wild. They live in separate aviaries. Phase one of my project is to build two partial roofs on the aviaries to protect the owls from the rain and direct sunlight. Phase two is to design and build a removable windbreak. It will protect the owls from the cold northern winds during the winter. It is an ambitious and expensive Eagle Project but I know I will get it done and will be proud of it. Getting back to why I wrote this e-mail. I would like to thank you all for your support and donations. The Hick's Airfield family have always been supportive of Scouting and its fundraising. When I was a Cub Scout I raised funds at Hick's Airfield to help our pack have a "Space" camp-in At Houston Space Center. Once again Thank you all for your support.

-Dalton DeHart



CLASSIFIED ADVERTISING



NEED POWER?

Commercial and residential electrical installation and repair.

- Lighting ➤ Ceiling Fans
- New Circuits ➤ Diagnostic

Jason Fischer

817-495-5542

238 Aviator Dr.

Fort Worth TX

76179



Need Printing?

Come see us at hangar 617

MARTIN & CO.

PRINTERS

www.martincompany.biz

817-439-4097

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

Metro Parts Inc : 566 at Hicks Airfield

Over 30 years in the aircraft parts business!

We work hundreds of manufactures and repair stations around the world. We can provide a reduction in cost and faster availability for you! 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

Need A Notary Public? Hangar 501 Lab Resource, Inc.

1-800-856-4070 Cell (817) 522-6456

501 Aviator Drive Fort Worth, Texas 76179 Come by Hangar 501 to get all of your documents notarized

WANTED:

Small ATV-

200 CC or Less

Call Bob Reed

817-439-0757

HANGAR 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

Lot For Sale

45X60 Concrete

Pad. Water & Electric.

Call 863-660-3613

Hangar For Sale

Hangar 513 and adjoining lot for sale.

\$296,000

Call Gwen Manis for

details 817-793-9563 or email

HANGARS FOR SALE

DON DAVIS REALTY

HICKS AIRFIELD, INC.

SERVING HICKS AIRFIELD SINCE 1985

CONTACTS *(WHO TO CONTACT ABOUT WHAT)*

Board Of Directors

Gene de Bullet (President) 817-335-4767
Bill Freckman (Vice President) 817-705-6300
Jim Usher (Treasurer) 817-236-7506
Ted Kelso 817-721-4861
Bob Avery 817-439-8400
Coy Surles 817-439-2007
Gerald Kinman 817-913-1499

thebulletfortworth@live.com
bfreckman@tx.rr.com
jcusher@sbcglobal.net
tedkelso@hotmail.com
bavery@averytools.com
coy@medicalinstrumentspecialties.com
RV8R@max.com

Principal Management Group

Carol Moran 817-451-7300 x205

cmoran@principal-mgmt.com

Architectural

Phase I: Gene de Bullet 817-335-4767
Phase II & III: Don Davis 817-919-4593

thebulletfortworth@hotmail.com
dld@airmail.net

Septic

Coy Surles 817-439-2007

coy@medicalinstrumentspecialties.com

Safety

Larry Partain 817-319-2829

larry@pmsolutionsgroup.com

Taxiway Repair

Mike Olson 817-707-4323

olyandmary@aol.com

Runway/Taxiway Lights & Repair

Bob Avery 817-439-8400

bavery@averytools.com

Airport Support Network Volunteer

Don Browning 817-439-3240

71whiskeytango@att.net

Website & Directory

Michael Reddick 817-439-0234

mrr9447@yahoo.com

Newsletter

Mike Bruno 501-206-1738

flappingseditor@yahoo.com

Security Improvements

Ted Kelso 817-721-4861

tedkelso@hotmail.com

South Gate Emergency

Roy Geer 817-253-1795 or 817-439-5777

South Gate Directory Database

Kurt Buchert

hapagate@yahoo.com

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 Judy or Bob Avery at 817-439-8400 or bavery@averytools.com**

YOUR JUNE 2010 FLAPPINGS!

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 mrr9447@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 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, July 8th, Hangar 111**



ADDRESS SERVICE REQUESTED

PRRST STD
US POSTAGE PAID
FORT WORTH, TX
PERMIT NO. 4081

HAPA
100 Aviator Dr
Ft Worth, TX 76179