









FLAPPINGS

Serving the owners and tenants of
Hicks Airfield, Fort Worth Texas (T67)
October, 2010



Another Western adventure originating at Hicks...see page 5

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PRESIDENT'S CORNER

By Gene de Bullet



Dear Members and Families,

I am happy to report that the engineering firm retained by your Board has been promised working plans on the drainage project by the end of this month. The project will then go out for bids and will be published. Generally this plan has been in the making for well over two years and each time we get hard rains we remember the importance and need to expedite.

Certain specific properties were discussed as to specific needs and overall those needs are within Phase I of the drainage project. Our plan is for Phase II and Phase III to follow, keeping an eye on the budget for 2011 and 2012.

Taxiways and their repair and modification are a part of the drainage project and will be a side benefit as their design will be coordinated with the grades and locations of the drains. Much time and effort by a host of people at the airport have gone into this plan; Ted Kelso continues to chair the project and reported it to the Board at our September Board Meeting.

Let me stress that your patience with our rainwater problem is appreciated and let me again ask you to submit any self help issues as to grade, drainage, or sewage to the Architectural Committee chaired by Bob Avery.

Further, the TSA has asked us to be vigilant as to any activity that may violate Federal law as airports such as those commonly used for illegal purposes (since there being no control tower or log of tail numbers in or out of the airport).

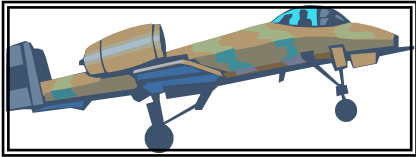
Lastly, our members are the eyes and ears of our airport security. Contact a Board member or Don Browning if anything looks amuck.

Regards,

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.



OCTOBER EDITORIAL

By Mike Bruno



Well, I was hoping that I wouldn't have to tangle with any more hurricanes this year, but Hermine changed all that by having the audacity to barge right into the metroplex. I wound up flying through its outer bands twice as I made my way down to San Jose, Costa Rica and back to DFW via Miami. Although this one appeared more docile than Alex, it seemed to churn up the atmosphere more, and caused the ride at most flight levels to be very choppy, even when flying in the clear.

San Jose was challenging as usual; it's a rather unique location because often you have to dodge thunderstorms in the descent, then fly an approach to minimums, all while the field is reporting VFR. How can this be? The field sits at 3,000 feet up in a mountain valley, with the Pacific on the west side and several 9,000 foot volcanoes to the north, east, and south. The tropical heat and updraft from the mountains cause thunderstorms year round. The wind is usually from the east, and it blows rainforest moisture across the field, which collects in a basin to the southwest. So, while the field is advertising VFR conditions, the approach end of runway 7 can have a ceiling and visibility lower than any published minimums. The controllers try to help by giving pireps from previous arrivals, but the conditions change too fast for that to be of much help. On my last trip, I could see the field from 50 miles away, and visibility was reported as "9999" (unrestricted). On final approach, though, I didn't see anything until about 250 feet and less than 1000 meters from the runway. The hotel beer was extra cold that night!

Last month's publishing of Ron and Melana Sinclair's article *Desert Flying Adventure* brought several responses, including the article by Larry and Lyn Fenwick in the Flying Safety section on page 5. In my comments in last month's editorial, I had pointed out how the Sinclairs had safely flown a very demanding trip in a basic airplane, their Cessna 172. This month, the Fenwicks relate their story, and explain how the state of the art Garmin 1000 in their Columbia/Cessna/Corvalis enhanced the safety of their experience.

As I write this article, I was just made aware of another crash near Hicks, which involved a pilot based at Hicks. Thankfully, there were only minor injuries to the pilot and passenger. Hopefully, we can all learn something from this event.

Fly, drive, ride, and use your power tools safely!

Mike

HICKS AIRFIELD PILOTS ASSOCIATION

Minutes for Board Meeting – September 9, 2010

A regular meeting of the Hicks Airfield Pilots Association Board of Directors was held on September 9, 2010. A quorum being present, the meeting was called to order at 6:39 p.m. and announced ready by President Gene deBullet.

Board members present were President Gene deBullet, Ted Kelso, Bob Avery, and Jim Usher. Other members of the Association were also present as observers.

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

The motion to approve the minutes of the August board meeting was passed.

Bob Avery reported that repair to the nine taxi lights reported out will begin as soon as weather permits.

Ted Kelso reported that the drainage engineers will be doing some preliminary digging around the airport in the next week, looking for depth of rock and water table, as well as septic lines. This will take place in several places throughout the airport. Approximately a week after the digging takes place, a survey crew will be out. Weather permitting, the board expects to have a working drawing, ready to be put out to bid, within 30 days.

President deBullet reported that a purported motorcycle accident on airport property has been filed and paid by the insurance company.

Carol Moran of Principal Management Group will be looking into whether there is a possible pump out at the septic field around mid-field, as well as the removal of excess dirt from between hangar 611 and 609 that was placed on the field just to the north.

Bryan Martin reported that he is waiting on slots to get construction crews out to start taxiway repairs. He assured the board that he will be working in concert with the drainage engineer to ensure there will be no conflict with the drainage project.

There was some discussion of an obstruction being built in the field to the east of the airport and whether it is creating more drainage problems for the airport.

Unfinished Business

Member Ted Jezek discussed a lack of response of any kind from Don Davis concerning approval of a fence to be built at Mr. Jezek's hangar. He also brought to the attention of the board a possible broken sewer pipe in one of the septic fields. Principal Management Group will be looking into repairs.

The motion to adjourn the meeting passed at 7:12 p.m.

Anne Goczalk – Secretary Hicks Airfield Pilots Association

**Board of Directors October Meeting:
Thursday, October 14, Hangar 111 6:30 PM
To have your concern placed on the agenda
please contact your local board member.**

FLYING SAFETY

This month: An account of another recent trip submitted by: Larry Fenwick

Desert Flying Adventure – Next Chapter!

I was innocent enough when I was asked to help fold *Flappings* at Ron and Melana Sinclair's hangar one evening about two weeks ago. When I picked up my first copy of the September 2010 issue to fold, I was awestruck by the quality of the picture on the cover! My wife Lyn and I had just completed a similar trip to the northwest that took us over Monument Valley in Utah. The cover photo captured all the things beautiful about flying and the magnificent desolation of this landscape. John Ford, the Hollywood movie director, had filmed so many western movies there in the late 1930s, 40s, and 50s. I saw many of those movies as a child and, like so many of us who live here at Hicks Airfield, thought John Wayne was a cowboy who could do no wrong!

Our trip began with us flying southwest out of Kansas over parts of Oklahoma, Texas, and New Mexico, spending our first night in Page, Arizona. Like the Sinclair's, this trip was my most adventurous since we purchased our Columbia 350 over two years ago. To prepare, I read many magazine articles and books on this subject. Don Flood and I took a two day trip to Colorado to experience training in the mountains. Additionally, I appreciated the advice of Mike Heberling, Dave Bush, and Don Browning, who shared with me some of their perspectives for flying my planned route, which turned out to be a 2,000 nautical mile trip on the way up and 1,750 nautical miles on the way back. We would fly a total of 3,750 NM over Monument Valley, Lake Powell, Zion National Park in Utah, and up the Cascade mountain range including views of Mt. Shasta in California; Crater Lake, The Three Sisters, and Mt. Hood in Oregon; and then cross into Washington, seeing the Columbia River, Mt Adams, Mt. St Helens, and Mt. Rainier. From the flatlands, to the mountain peaks and the desert in between, *what a flying adventure!*

Our plane is of "that other type" Mike Bruno was referring to in his August *Flappings* editorial when he stated "Ron and Melana demonstrated that you don't need a fancy, high performance, flat panel equipped aircraft to pull this off (even though I'd love to have one!)." Our beauty is a 2007 Columbia 350 (now a Cessna Corvalis) with a G-1000 glass panel Primary Flight Display (PFD) and Multi- Functional Display (MFD). Some of the avionics equipment aboard the plane includes a "look above and below" active traffic alert system called TCAS, and TAWS, a terrain warning system. The panel also includes XM weather, which includes some of the following look-ahead capabilities: METARS, TAFS, Winds Aloft, Cloud and Echo Tops, Lightning and Visibility conditions for U.S. weather. Some of these features are available on other Garmin equipment.

FLYING SAFETY

Two pictures that we took during our flight from Kaneb, Arizona to ILC, the Wilson Creek VOR, are included in this article. (*The photos appear on pages 8-9. -ed.*) The first picture taken out the right side of the airplane shows the terrain near Zion National Park in Utah. The second picture is of my MFD screen, taken at the same time of the view outside the co-pilot's side of the plane, except it is a flat panel computer image of the ground. The MFD shows elevated terrain and obstacles, MOAs and restricted airspace locations, other airports and VORs, lakes, rivers, state boundaries, and in the far right hand bottom portion, the elevation range of the area on the screen depicting a top elevation of 13,047 ft and a low elevation of -243 ft. The picture shows a 300 nm block on the MFD screen, and also shows my flight altitude at 12,500 feet tracking a course heading of 296 degrees. The far left hand side of the screen shows various engine management data. Two final bits of data that are displayed on this screen are my ground speed of 175 kts and my winds aloft of 30 kts coming at me just behind my left wing tip. All of this data helps you fly the course with some added extra comfort as to terrain heights (both the highs and the lows) as well as other obstacles such as towers, and restricted airspace. The magenta line shows the course for this leg between Kaneb, Arizona, and the Wilson Creek VOR. My exact location at the time of the photo is where the airplane is located on the magenta line.

When we departed Tucumcari, NM after our first refueling, we headed west toward Gallup. I was with ABQ Approach, splitting the mountain range running north and south between Albuquerque and Santa Fe when approach called me and asked me to turn 5 degrees to the right and hold that heading for ten minutes to avoid an area where *model rockets* were being launched. I glanced at Lyn to verify what we had just heard, and after a moment of disbelief, I acknowledged the request and turned north 5 degrees. Approach said they would call my turn back to the west to resume my on course heading to Gallup.

After our overnight in Page, we were headed to Klamath Falls, Oregon to spend some relaxing time with our neighbors from Hicks, Rod and Barb Allred. Our flight plan had us landing at the Minden-Tahoe airport near Lake Tahoe, adding fuel, and then direct to Klamath Falls. This was the first year that I was comfortable flying into this type of terrain; I had grown up in Kansas and almost all of my flying had been as a "flatlander," with good visual references on the ground via sectional roads and geography that favored a clear heading and where no real terrain issues exist. Although I had had numerous flying experiences in the right seat of various aircraft over mountainous terrain, I knew it would be different as the PIC when we flew to the far northwest.

I had developed a flight plan that took us up the western side of the Cascades, but early each morning the fog rolling in off the Pacific was dense enough to eliminate VFR flight and Seattle was reporting low ceilings and mist to light rain, as well. So at Rod's suggestion I shifted to the eastern side of the Cascades and worked a flight plan to Ellensburg, WA. When we landed at ELN, we rented a SUV and drove the two hour trip into Seattle, boarded a ferry for Bainbridge, and had delightful three days visiting family.

FLYING SAFETY

Our return flight path was mostly direct back to Texas, but this required a course over new terrain in Nevada for our longest leg of the trip from Ellensburg, WA to Ely, NV. I had purchased a Mountain High supplemental oxygen system before leaving on this adventure and we used oxygen at 9,500 feet or at higher altitudes for our entire trip. At these altitudes, and in this new terrain, I am sure this was a good choice to make!

Landing at Ely turned out to be one of the most interesting or difficult situations of the entire trip, depending on whether you ask me or my co-pilot. While coming into the last few miles of this leg, I thought for sure the city and airport would be on the near side of the mountain range. I began my descent in time to enter the proper pattern altitude for landing, but finally realized the city and airport had to be just on the other side of the mountain! I added back some mixture, rpm, and mp to make the climb up and over the top of this range. I picked my heading very carefully and saw a pass just ahead. After being sure I had a safe altitude to cross over the pass, I made a 60 degree or so left turn and crossed over the ridge and, sure enough, just back to the right was the city and airport, on the back side of the range.

I found that one of the most difficult adjustments I had to make in mountain flying was determining the distance ahead to the next mountain range or the height of any particular mountain peak in my flight path. Of course, my onboard avionics displays answered both questions for me, but visually making the adjustment was sometimes difficult.

In all, we flew over 10 states on this trip, using flight following on all but two legs; once when they dropped us near Reno (Oakland Center) and on one other leg I chose not to use flight following because of the nature of this very short flight - too many heading and altitude changes. We flew near, and around much taller mountain ranges and over some areas of total nothingness in Nevada. I paid particular attention to flying only in the mornings, avoiding higher density altitudes with afternoon temperatures and the likelihood of cloud build ups and marginal weather. I also practiced what I had learned about leaning my engine for high altitude take offs and being aware of less horsepower and more runway length needed to obtain rotation speeds, as well as paying particular attention to approaching mountain ranges at a 45 degree angle. This procedure was a safety factor in being prepared for potential up and down drafts, whether I was on the upwind or leeward side of the mountain.

On the way up, Oakland Center stated they would lose us soon as we progressed north toward Klamath, but I stayed on that frequency and could hear them almost all the way north until I picked up Seattle Center south of Klamath. Overall, I was impressed with the help and hand holding we received all along the way from the controllers. On this newcomer's first trip into this territory, we were asked more than once by the controllers if we were familiar with the territory, and after I answered that this was our first experience in the area, it always seemed they got more helpful and more friendly! Like Ron and Melana's adventure: what a GREAT WAY TO SEE AMERICA

FLYING SAFETY



The view outside.....

FLYING SAFETY



.....and from the computer's database.



FINANCIAL REPORTS

As of July 31, 2010-Submitted by Jim Usher, HAPA Treasurer

HAPA Income and Expense Statement

INCOME	July 2010	YTD 2010
Scheduled Income	(\$)	(\$)
Regular Assessments	20,018	140,123
Runway Fees	0	0
Initial Fee Income	0	0
Other Income		
Late/NSF Fees	90	173
Fines	0	500
Gate Income	117	439
Miscellaneous Income (forced mowing)	100	100
Interest Income	77	678
Total Income	20,402	142,013
EXPENSE		
Administrative Expenses		
Answering Service	0	0
Bad Debt Expense	0	0
Bank/Check Charges	0	0
Collection Services	(807)	(937)
Copies & Postage	425	5,029
Data Processing	0	483
Sales Tax	0	0
Rental/Storage	268	2,116
Licenses/Permits/Inspection Fees	0	0
Meetings	0	0
Courier	0	41
Printing	301	2,728
Member Relations	0	84
Professional Services		
Accounting/Audit	0	895
Legal & Professional	146	6,390
Management Fees	854	6,085
Taxes and Insurance		
Directors and Officers Liability	0	0
General Liability Insurance	0	0
Taxes - Other	0	0
Property Taxes	0	2
Utilities		
Electricity	469	7,996
Telephone	67	437
Contracts		
Mowing Contract	2,397	9,389
Courtesy Patrol Contract	0	1,469
Septic Field Contract	0	0

Repairs and Maintenance			
	Electrical/Lights	0	438
	Fences/Gates/Walls	0	139
	Equipment/Tractor Repairs	0	0
	Sign Repair	0	186
	Pavement Repairs	0	946
	Plumbing	0	0
	Septic Field Repairs	0	2,980
	Airport Drainage	0	0
	Gas/Oil	0	0
Other Expenses			
	Misc. Expenses	0	1,009
	Gate Transmitters Purchased	0	702
Projects			
	Gate-South Entrance	0	603
	North Gates & Fences	0	28
Total Expense		<u>4,120</u>	<u>49,238</u>
Net Income/(Loss)		<u>16,282</u>	<u>92,775</u>

HAPA BALANCE SHEET

ASSETS

Current Assets	(\$)
Operating Cash - PMG F A Bank	127,907
Operating Cash - BOD Wachovia Bank	1,430
Cash-Money Market Beal Bank	149,962
Clearing Account - PMG	0
Total Cash	<u>279,300</u>
Past Due Accounts Receivable:	
Assessments 30 days	3,874
Assessments 31 - 90 days	1,969
Assessments over 90 days	10,042
Other Accounts Receivable	5,445
Total Accounts Receivable	<u>21,330</u>
Total Current Assets	<u>300,630</u>
Other Assets	
Prepaid Expenses	0
Total Assets	<u>300,630</u>

LIABILITIES

Current Liabilities	(\$)
Accounts Payable	0
Prepaid Assessments	46,776
Accrued Expenses Payable	0
Total Current Liabilities	<u>46,776</u>
Other Liabilities	
Collection Cost Escrow	1,845
Other Escrowed Fees	0
Total Other Liabilities	<u>1,845</u>
Total Liabilities	<u>48,621</u>

OWNERS' EQUITY

Reserves	
Deferred Maintenance Reserve	0
Equity	
Retained Earnings	159,234
Total Owners' Equity	<u>159,234</u>
Net Income/(Loss)	92,775
Total Liabilities and Owners' Equity	<u>300,630</u>



CLASSIFIED ADVERTISING



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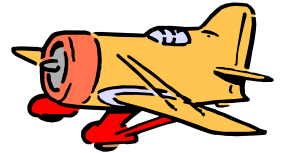
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CLASSIFIED ADVERTISING



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WEEKEND AVIATION PLANNER

Oct 2 — Denison, TX. North Texas Regional Airport ([GYI](#)). Grace Flight Air Race & Fly-In. Enjoy the Grace Flight Air Race & learn about Grace Flight and the services offered at our Airport. • We are giving away 20 gallons of Avgas every 30 minutes • Get your coupon for 5 gallons of free Avgas on your next visit • Free event T-shirt for the first 50 pilots to purchase 10 gallons of fuel • Free hamburgers, hotdogs, chips and soft drinks by Area 51, our airport restaurant • One-on-one Q&A with Cessna Certified Maintenance Mechanic • Presentation by a member of the FAASTeam Contact Mike Shan, 903-786-2904.

Oct 8 - 9 — Gainesville, TX. Gainesville , Texas ([GLE](#)). Texas Antique Airplane Association. 48th Annual Fly-in . Airplane rides,Antique Car's . Breakfast Pancakes . Lunch .Hamburgers and Hot Dogs . Contact Phil Cook, 972-874-1117

Oct 11 - 13 — Hondo, TX. Hondo Municipal Airport ([KHDO](#)). B-17 TEXAS RAIDERS - Fly In. Vintage WWII Bomber to visit Hondo, Texas. Walk-through tours and B-17 Rides October 12, 2010 Contact Sandra Thompson, 817 304 0393

Oct 23 - 24 — Houston, TX. Ellington Airport ([EFD](#)). Wings Over Houston Airshow. 26th annual show, USAF Thunderbirds, Sean Tucker, Julie Clark, John Klatt, Smoke-N-Thunder, Tora Tora Tora & CAF, Vietnam Demo, C-17, F15E, Apache, USCG demos and loads of warbird & military static displays Contact Bill Roach, 281-579-1942.

Nov 6 — Addison, TX. Addison Airport ([ADS](#)). Free BBQ Lunch and Optional Wings Seminar. American Flyers invites you and a friend to spend a fun-filled afternoon at the airport and enjoy the camaraderie of others who share your passion for aviation. Enjoy a free BBQ lunch and stay for the optional Wings seminar. All attendees will be given a certificate for a free 2-hour VFR or IFR simulator session. Contact Mitch McCormack, 972-407-0295

CONTACTS *(WHO TO CONTACT ABOUT WHAT)*

Board Of Directors

Gene de Bullet (President)	817-335-4767	thebulletfortworth@live.com
Bill Freckman (Vice President)	817-705-6300	bfreckman@tx.rr.com
Jim Usher (Treasurer)	817-236-7506	jcusher@sbcglobal.net
Ted Kelso	817-721-4861	tedkelso@hotmail.com
Bob Avery	817-439-8400	bavery@averytools.com
Coy Surles	817-439-2007	coy@medicalinstrumentspecialties.com
Gerald Kinman	817-913-1499	RV8R@max.com

Principal Management Group

Carol Moran	817-451-7300 x205	cmoran@principal-mgmt.com
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Architectural

Phase I: Gene de Bullet	817-335-4767	thebulletfortworth@hotmail.com
Phase II & III: Don Davis	817-919-4593	dld@airmail.net

Septic

Coy Surles	817-439-2007	coy@medicalinstrumentspecialties.com
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Safety

Larry Partain	817-319-2829	larry@pmsolutionsgroup.com
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Taxiway Repair

Mike Olson	817-707-4323	olyandmary@aol.com
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Runway/Taxiway Lights & Repair

Bob Avery	817-439-8400	bavery@averytools.com
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Airport Support Network Volunteer

Don Browning	817-439-3240	71whiskeytango@att.net
--------------	--------------	--

Website & Directory

Michael Reddick	817-439-0234	mrr9447@yahoo.com
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Newsletter

Mike Bruno	501-206-1738	flappingseditor@yahoo.com
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Security Improvements

Ted Kelso	817-721-4861	tedkelso@hotmail.com
-----------	--------------	--

South Gate Emergency

Roy Geer	817-253-1795 or 817-439-5777	
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South Gate Directory Database

Kurt Buchert		hapagate@yahoo.com
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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 Judy or Bob Avery at 817-439-8400 or bavery@averytools.com**

YOUR OCTOBER 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, October 14, Hangar 111**



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