

January 2015: BAAC HOME PAGE: <http://www.bayareaaeroclub.org>

Tuesday January 13th, 6:30 p.m. Board of Directors' meeting. Club members are always welcomed to attend. Club members may also request to have a record of the BOD meetings sent to them by the secretary but that must be requested every month.

Monday, January 15th, @ 24:00 – BAAC Bills are due (at the P.O. Box listed on the bill or in the clubhouse).

Saturday, January 17, 10 a.m.-noon, General membership meeting, BAAC Clubhouse. Kolaches, good company, and a demonstration on safe hangar procedures.

The President's View – Wade Roberts (president@bayareaaeroclub.org)

As you may know, I have replaced Wayne Messinger as President. I assume this role with humility and I hope for your support. The Board of Directors has entrusted me with the day-to-day stewardship of BAAC, working with the elected officers and the management of Pearland Regional..

As an introduction, I have been a member of BAAC since mid-2009. I own and fly N20223, a 1977 Cessna 177B Cardinal II, which is hangered at Pearland Regional. Almost all of my flying involves public service (animal rescue flights for Pilots N Paws and patient flights for Angel Flight and Pilots For Patients). Until mid-2008, when I decided to move back home to the Houston area, I was a tenured college professor and administrator at Columbia College Chicago. I continue to teach college in Houston as an adjunct, while I fly and pursue my own and commissioned documentary work in film, video, photography, radio and writing. Among my other past identities: head chef, magazine editor, journalist, comic book editorial director and pyro technician. So, there you go

All of us in your leadership (an active, engaged and committed Board of Directors and energetic officers) hope to usher BAAC into a new era: an expanded fleet, more social activities, valuable safety seminars, learning opportunities, and a welcoming, friendly, comfortable, and inviting atmosphere and environment conducive to collaboration, the creation of new friendships and the nurturing and strengthening of existing ones. Please do not hesitate to contact any of us.

In case you missed it, we have added two aircraft to the club's fleet: N9309, Piper 28-180, and N501ER, Cessna 172S. These are both sweet aircraft and are available for booking. Thanks to all who were able to attend the Meet and Greet the Fleet activity on Dec. 20. Despite the chill, the dreary weather and the holiday season, the turnout was heartening. We

appreciate the support of Pearland Regional Airport and its management, Texas Aviation Partners.

It was not, alas, a good day to fly, but it was a good day to forge new friendships and to renew and catch up on old ones. BAAC felt like a real "club,' with members united by their love of flying and reveling in and enjoying the company, camaraderie and bonhomie.

Clearly, you appreciate and desire such opportunities. Watch for news about the next event.

Personally, I felt (and feel) thankful, proud, honored and privileged to be a part of such a community/brotherhood/sisterhood.

As the time approaches for making New Year's resolutions, you might consider adopting some of these: Fly more often. Check out in another club aircraft (remember, we have two new additions, and are investigating others). Train for a new endorsement or rating. Undertake recurrent/refresher training. Fly with other members. Become more actively involved with the club.

You will see a change in the day/time for the next general membership meeting. Given the preference expressed by members for Saturday events, as a trial we will convene the January membership meeting on Saturday, Jan. 17, at 10 a.m.

I wish you blue skies, safe flying, the best of holidays and the happiest New Year.

Secretary's column: Mike Turoff, 281-229-0839 (secretary@bayareaaeroclub.org)

The cold and wet weather traditional for the SE Texas area has set in and is here for the next few weeks, inhibiting our ability to fly aircraft greater distances unless we are IFR rated and even then, it is not so desirable due to the possibility of encountering low IFR conditions or worse, the dreaded **ICING**. Remember to always get a good briefing for any flight, including local ones unless you want to end up a statistic or get a violation like I did so many years ago when I completely forgot to get a briefing for just a local flight and got myself a Presidential TFR violation. There was nothing more unsettling than to see an F-16 in afterburner at 45 degrees up angle off of my right wing at night, trying desperately to stay with me as I had just come out of slow flight. Remember the three "Cs": Confess, Communicate and Comply. Because it is far easier to ask for forgiveness when you admit the error of your ways than it is to dispute it at great cost. I was lucky: I only got a 60 day suspension of my pilot's certificate on that occasion and a warning to never ever do it again unless I wanted to lose my certificate permanently.

I expect that there will be a couple of announcements coming out in the future about enhancements to our ScheduleMaster® usage in the next few months that will enable both on-line payments for flights and billing issues. That will come from the treasurer in the next issue or two as the BOD looks into what we can do to reduce our bookkeeping expenses.

I created a book of forms for our BAAC office that has many of the forms that can be used for

the aircraft books. Those were resident on my home and office computers but the BAAC office computer did not have them as it was a couple of computers away from the one I had installed them all on. Whenever anyone notices the ink supply or toner supply getting low, just notify me and I'll get replacement cartridges for them.

When you go to the FBO, you will notice that the Civil Air Patrol C172 N9864L is now tied down close by. This is an experiment by one of our members who believes that we will get more exposure and flying hours on our aircraft if it is based at KLVJ as compared to KHOU. This trial period will last several months to determine if it is viable. Any of you can join the CAP if you so desire. I can provide that type of information to you if you are interested. The interesting thing about it is that once you are qualified in a CAP aircraft, you get to fly it at a dry rate of \$38/hour which is just unbeatable in the current market place (and yes, I expect that to go up slightly in the future). It can't be used for personal pleasure flights, only for proficiency flights and mission flights but another interesting point is that if you are working on an advanced certificate, you can use it for that purpose. The CAP also has C182s both round dial and Glass Cockpits in its inventory here in Houston. For more information on the web about the CAP, go to www.gocivilairpatrol.com and look it up.

Treasurer's Column

Lynn Harris itsfuntofly@gmail.com 386-527-4416

For January the Treasurer's report will be abbreviated. This is because in early December, at about the time statements were due to be sent, the computer crashed.

This caused real havoc with getting the statements out as you can imagine. It also messed with getting "active and inactive" requests completed in a timely manner.

Thanks to President Wade Roberts a new computer is in place as of 12/22. However, because of holiday schedules the reports for most hours flown and new members could not be extracted.

I wish to thank Wade and Melanie Gutierrez for the work they did getting the situation resolved. Without their efforts this could have been a bigger issue.

And a special thanks to the membership for your patience through the down time.

Everything should be back to normal in January.

Safety/Activities Officer: David Gonzalez (safety@bayareaaeroclub.org)

First I would like to thank all those who made it out to our first ever "Meet the Fleet" party! It was a success beyond my wildest expectations. I look forward to planning even more events in the coming months and to stoke the fire of comradery between fellow aviators, after all there aren't very many of us nowadays. Be on the lookout for more Evites to upcoming events! Recently my good buddy and I had the pleasure of getting stuck and having to spending the night in the FBO of a nearby airport, albeit a fancy one with all the amenities a flyboy could ever want, we were stuck none the less knowing that we both had to be to work early in the

morning. This flight started as many \$100 hamburger stories do, we caught a wild hare and decided a quick flight on a calm clear night would be cool. We checked the weather forecast and everything looked good until well after midnight, this was fine because after all we would be back by nine or ten o'clock. If at this point you're guessing that the forecast was wrong and the ceiling and visibility dropped to 200ft and 1/4mi before 10pm then you've guessed correctly. A forecast that was incorrect how typical. This story does end well, as we eventually were able to acquire a car in the early morning and drive to work half asleep with a story to embellish, I mean accurately recant. This good outcome was no accident, no pun intended, my co-pilot and I had to overcome a nasty creeping pilot disease called get-home-itis, and with the pressure of work and other responsibilities calling, the get-home-itis was palpable in the cockpit, yet we made the right decision. Not all get-home-itis stories end the same unfortunately.

So what is this funny sounding colloquialism "get-home-itis"? The name seems self-explanatory and simple enough, however the circumstances that lead to this ailment are a bit more complex. Let's take a closer look at this sneaky little killer. If you could tune into the mind of a pilot stricken with get-home-itis you might hear the following.

"If that other guy made it, then so can I!"

"I'm almost there, let's just do it and get it over with."

"I don't want to divert — too much work."

"I've done this before, I can do it again."

"I can handle this. I've got 25 years of experience on my side."

"I'm so tired."

A pilot suffers from get-home-itis when he/she lets the desire to reach his/her destination override logic, sound decision making, and survival instinct. This urge to continue on despite the known hazards clearly telling you that it may not be a wise decision to press on can all too often end in disaster. This intense desire to finish the mission can be self-generated, or externally imposed; such as getting back home so you don't have to hear your nagging wife's guilt trip about how you love flying more than her, even if you really do. Does any of this sound familiar? If it does then you may have been a victim at one point, however if you're reading this article it means you either got lucky or made the right decision like my compadre and I did, and stayed put. The best way to conquer this 'itis" is to educate yourself on the topic; recognize that you're not immune and may be susceptible to it. The point of this article is to bring this topic to mind and spark your interest to further reading on this subject. Education and awareness go a long way in the prevention of aviation mishaps, especially those caused by poor judgment. There are many sources of information such as AOPA'S safety education online, and "real pilot stories". Remember to always have a contingency plan as part of your flight plan no matter how short of a trip it may be. Give yourself a way out, it will keep you alive to tell hangar lies, and is the mark of a professional. Never be caught in a situation that you have not planned for. Poor judgment is often the first link in an accident chain, remember, break the chain!

Fly safe, and keep the greasy side down!

Chairman of the Board: Aaron Huguet (chairman@bayareaaeroclub.org)

Happy holidays Bay Area Aero Members! I hope you have had a chance to enjoy quality time with your families and friends. It's amazing we are at year-end already. Although the calendar turns over, our leadership is not turning over on working to improve the value of your club membership, an approach that sets Bay Area Aero Club apart no matter how you view your club.

Whether you view your club as an opportunity to be involved with a community of aviators or a wholesale flying operation, Bay Area Aero, as a true non-profit club, offers value over any other type of flying operation. First and foremost, you essentially get a return on every dollar you spend. Basically our rates are without profit margin in the traditional sense; any extra income the club accrues goes back into the club for securing our financial health, enhancements, promotion, activities, etc. Our solid financial position is attractive for our current and potential leaseback owners. What might not be so obvious is, because Bay Area Aero is not profit driven, we are not incentivized to cut corners. There are operations out there that do, on what you would consider very basic items. For example, limiting the amount of oil a pilot can acquire to fill an airplane. Wouldn't you be stunned if you found the operator was refusing to provide oil just because the plane was still at its minimum level? It happens. There are other benefits too; for profit 'clubs' do not have an obligation to take into consideration the input of their 'members'. You are truly just a number to them, and even though they need you because their planes have to fly so many hours a month to stay in the black, they are much less likely to spend money on improving the value of your dollar because unless they can recover it in the hourly rate, it only erodes their profit margin. Plus, in a club, one person doesn't make the decisions for the organization as in a for-profit arrangement; there is consensus, and you have multiple points of contact to let your thoughts be known. Good news is you are already receiving all of these benefits as a member of Bay Area.

A couple of closing notes, we continue to look for opportunities to expand our fleet of aircraft. You know the Cherokee 235 may be departing the fleet. It is currently for sale to members only at the present time with a special price quotation. The hope is the plane will stay in the club. We are considering club maintenance of the 235, too. This would keep it in our fleet, but a number of details have to be worked out. This emphasizes we need to continue to look for aircraft. Luckily for us we have two members who are considering purchases for inclusion in the club. Plus, we can also change our business model to include aircraft ownership, a highly supported concept. All that said, Bay Area Aero still has one of the most, if not most, diverse club fleet in the Houston area.

Our recent club event went over quite well; attendance exceeded expectations and David Gonzalez did a bang up job, even though he is recovering from knee surgery. Thank you, David, for putting on the Ritz. Many mentioned they had not seen such a turnout in quite some time or since joining the club. We had not only younger members but also inactive members turn out in good numbers, another positive indicator. Hopefully the new airplanes will encourage our inactive members to get back to flying. The turnout reinforces that many consider the club environment to include the camaraderie that goes with it. Some see it as a

wholesale flying operation and that is okay too. Look for the club continuing to offer both in 2015.

Happy New Year!
Aaron

Member Advisor: L. D. Stevenson (memberadvisor@bayareaaeroclub.org)

As you know pilots are always learning. I learned something about putting the C-172 back in the hangar last Saturday after the BBQ. Because the wind or something else can move the hangar doors without notice, when a pilot opens the doors to the Nighthawk hangars, he/she should push the hangar doors all the way open and then move the door pin in front of the hangar door so that the wind and someone next door can't move the door until the pin is removed. I thought this was a great idea for sure and should be added to the hangar removal and replacement parts of your hangar talk.

Thanks and Merry Christmas

LD

Owner Advisor: Dave Sanders: Owner of three of our Club's aircraft submits this article.
(owneradvisor@bayareaaeroclub.org)

Hanger Talk

The following procedure/checklist should be used for putting aircraft into or removing aircraft from a hanger at Night Hawk. It should be noted that operating a tow motor requires skill as well as knowledge. Like landing a plane, your first attempt at using a tow motor should be with an experienced tow motor operator. If you are getting checked out in a plane do not let your instructor run the tow motor for you. You need hands on experience. Do not consider yourself checked out in the plane unless you have tow motor experience.

Never attempt to put an airplane in the hanger by yourself without using a tow motor. If the tow motor is not available get qualified help. The Arrow has been damaged five times. At least four of the five happened when the tow motor was not being used. It is almost impossible to maintain control of the aircraft when it is taking all you have just to get the plane over the hanger door tracks. The C172 has a high wing that blocks the view of the vertical stabilizer when you are not standing up straight. When you are digging in with your toes and your head is in the prop you are not in a position to see the tail or stop the plane should you need to.

There are only two kinds of pilots, those that have run a plane into a hanger wall/post and those that are going to. For my sake do everything you can to prolong the inevitable as long as possible.

The airport management will not fuel the plane with it in the hanger. They typically park the truck in front of the hanger and require that the plane be pulled out. There is just enough

downward slope for the aircraft to start rolling and roll into the truck. You need to chock the aircraft before it is fueled. To me this is an accident waiting to happen. Make sure it doesn't happen to you.

Thanks for flying my planes!
Dave Sanders

Removing the plane from the hanger.

- * Complete all preflight checks and be prepared to taxi to the run up area as soon as the plane is removed from the hanger.
- * Not being prepared to leave immediately may result in having to put the plane back in the hanger to let another plane by should one come in.

Clearing the Hanger

- * Check to make sure that nothing is in the path of the wings or horizontal stabilizer.

Opening the hanger doors all of the way.

- * Continually check hanger doors to make sure they are completely open.
- * Opening doors of the neighboring hangers will close the doors part way. Also wind can push the doors partially closed.

Attaching the tow motor to the aircraft.

- * Unplug the tow motor if electric.
- * With the tow motor in neutral push it up to the aircraft
- * Connect the tow motor to the aircraft wheel.

Moving the aircraft from the hanger

- * Be sure to watch all points of the aircraft while in motion.
- * Be prepared to make an emergency stop if needed by releasing the tow motor engagement lever and raising the wheel off the ground at the same time.
- * Start or turn the tow motor on. Place in reverse and squeeze engagement lever.
- * As the aircraft moves to the taxi way pay close attention to the main wheels to make sure they do not run off of the pavement. When turning the plane use caution not to turn the nose wheel more than about 30 degrees.

Putting the tow motor back in the hanger.

- * Once the aircraft is aligned with the taxiway stop the tow motor and put it in reverse. Back the

aircraft up the taxiway until the prop is inline with the center of the hanger door. Stop the tow motor, put it in neutral, detach it from the aircraft and return it to the hanger using caution.

- * Never leave the tow motor attached to the aircraft.
- * Never pull the tow motor off of the concrete. This will damage the tow motor.
- * Always place the tow motor to the edge of the hanger where it will not be hit by the aircraft if the aircraft is moved manually.
- * If the tow motor is electric don't forget to plug it in.

Putting an aircraft in the hanger

When taxing in, stop just short of the hanger door center line.

- * This will allow you room to get the tow motor out of the hanger without having to go around the wing.

Clearing the Hanger

- * Check to make sure that nothing will be in the path of the plane when moving it into the hanger.

Opening the hanger doors all of the way.

- * Continually check hanger doors to make sure they are completely open.
- * Opening doors of the neighboring hangers will close the doors part way. Also wind can push the doors partially closed.

Attaching the tow motor to the aircraft.

- * Unplug the tow motor.
- * With the tow motor in neutral push it up to the aircraft
- * Connect the tow motor to the aircraft wheel.

Moving the aircraft into the hanger

- * Be sure to watch all points of the aircraft while in motion.
- * Be prepared to make an emergency stop if needed by releasing the tow motor engagement lever and raising the wheel off the ground at the same time.
- * Start or turn the tow motor on. Place in reverse and squeeze engagement lever.
- * Move the airplane down the taxiway to a position just past the hanger door.
- * Place the tow motor lever forward and squeeze engagement lever. As the aircraft moves turn the nose wheel so that the vertical stabilizer moves to the center of the hanger door. Pay close attention to the main wheels to make sure they do not run off of the pavement. When turning the plane use caution not to turn the nose wheel more than about 30 degrees.
- * Line the vertical stabilizer with the center marker (yellow Paint) at the back of the hanger. If

necessary move the aircraft forward and backward as necessary to achieve the proper alignment.

- * Once the aircraft is positioned straight with the door and the vertical stabilizer is lined up with the center marker of the hanger, recheck clear hanger with doors full open.
- * Move the plane into the hanger while watching the vertical stabilizer and wingtips at all times.
- * Stop the plane at the appropriate location in the hanger by releasing the engagement lever and raising the tow motor wheel if necessary.

Removing the tow motor

- * Never leave the tow motor attached to the aircraft.
- * Never pull the tow motor off of the concrete. This will damage the tow motor.
- * Always place the tow motor to the edge of the hanger where it will not be hit by the aircraft if the aircraft is moved manually.
- * If the tow motor is electric don't forget to plug it in.

Maintenance Officer: Earl Phillips

Nothing submitted in time for publication

Phone: 281-844-2361 E-mail: earlphil@verizon.net

Chief Flight Instructor: Don Palmer (chiefcfi@bayareaaeroclub.org)

Nothing submitted in time for publication.

Parting reminder:

Remember that as a sponsoring member, you get a credit for any member that joins the Club that you have personally endorsed.

Pilot Shop at Air Professionals maintenance hanger
located on the Pearland flight line next to the beacon.

Batteries, Houston sectionals/terminal charts,

low altitude enroute charts, oil, etc.

More inventory daily. 713-569-3023

Bay Area Aero Club Membership Application

Mail to the Secretary: P.O. Box 537, Pearland, TX 77588 or send by e-mail to: Secretary@BayAreaAeroClub.org

Name: _____ Birthdate: _____
 Street: _____ Work Phone: _____
 City: _____ Home Phone: _____
 State: _____ Zip: _____ Cell Phone: _____
 Email Address: _____
 List Citizenship: _____ (Please include a copy of your Government issued ID.)

May we occasionally contact you via text? Y / N

For Pilots, please check all of the following:

License: ATP Commercial Private Student

Ratings: Instrument CFI CFII MEI Other

FAA Medical Date (Mo/Yr): _____

FLIGHT HOURS	ASEL	RETRACT	MULTI-ENGINE	OTHER
TOTAL HOURS				
PIC HOURS				
HOURS LAST YEAR				

Have you ever had an airplane accident or been cited for a violation of Federal Aviation Regulations?

Yes No (If yes, please attach an explanation.)

If you have been a member of another flying club, please complete the information below.

Club Name	Contact Number	Active Dates

If endorsed by a current club member, please list his/her name: _____

How did you hear about the Bay Area Aero Club?

Internet Current Member Other (Please Explain) _____

List two personal character references:

Name: _____ Name: _____

Day Number: _____ Day Number: _____

Night Number: _____ Night Number: _____

Address: _____ Address: _____

How do you know this person? _____ How do you know this person? _____

I declare that the above information is true and that I will abide by the By-Laws and Standard Operating Procedures of the BAAC. I realize that failure to pay for any goods or services at the time payment is requested will subject me to immediate suspension or revocation of membership. I further understand that the Board of Directors may revoke my membership any time within the first 60 days of my initiation, without regard to usual Club procedures. Furthermore, I understand the Bay Area Aero Club maintains its right to legally pursue me, in Brazoria County, Texas, or other local jurisdiction of the club's choice, for debts owed to the club. I hereby authorize the BAAC to check my credit rating.

Signature: _____ Date: _____

A guarantor is required for applicants less than the legal age of majority in the State of Texas.

Name: _____ Birthdate: _____

Street: _____ Work Phone: _____

City: _____ Home Phone: _____

State: _____ Zip: _____ Cell Phone: _____

Email Address: _____

I declare/affirm that I will be responsible for payment of the above named applicant's monthly dues, aircraft and equipment rental and any damage to same, including, but not limited to late payment fees and other charges as may be incurred. I understand that the billing statement will be sent to only the member and not to me. I realize that failure to pay for any goods or services at the time payment is requested will subject the member to immediate suspension and/or revocation of their membership. Furthermore, I understand the Bay Area Aero Club maintains its right to legally pursue me, in Brazoria County, Texas, or other local jurisdiction of the club's choice, for debts owed to the club. I hereby authorize the BAAC to check my credit rating.

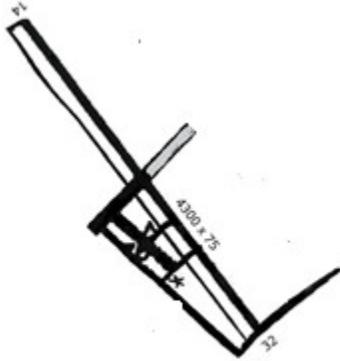
Guarantor Signature: _____ Date: _____

Applications and proof of identification should be mailed or e-mailed to the Secretary, do not leave your application at the clubhouse. **Allow two weeks for processing.**

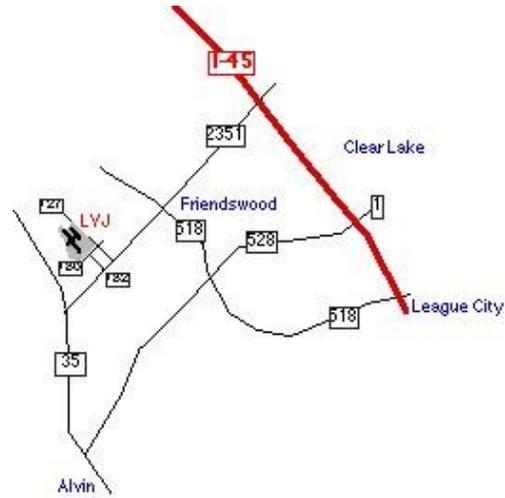
PEARLAND REGIONAL AIRPORT

Airport Lobby: 17622 Airfield Ln., Pearland, TX 77581

Rwy 14/32: 4300
Left Traffic 14/32
TPA 1000' AMSL



BAAC Office is located on the south end of the airport.



ABOUT THE BAY AREA AERO CLUB

The Bay Area Aero Club (BAAC) is a non-profit Flying Club based at the Pearland Regional Airport. It has been in operation since 1979, and has a membership of approximately 165 members. The Club is managed by six officers who are selected by a Board of Directors. The five members of the Board are elected by the membership at an annual meeting. Monthly meetings are held the second Tuesday of every month at the airport. An Aviation Safety meeting follows every monthly meeting.

The membership is diverse and includes students working on obtaining a private license, private and commercial pilots, pilots with instrument and multi-engine ratings, CFI and CFII instructors, and airline transport pilots. Each member is covered by a comprehensive insurance policy, and is required to take an annual check ride with a certified Club Instructor.

The BAAC has aircraft agreements with several owners to rent their aircraft exclusively to Club members. The Club's fleet varies from time to time, but we try to maintain a mix that includes primary trainers, instrument trainers, complex aircraft, and single-engine cross-country aircraft. Our aircraft are available for local and extended overnight trips.

The BAAC offers an attractive leaseback program for aircraft owners. The Club pays the standard airport ramp tie-down fees and a portion of the aircraft insurance coverage. At this time, we have eight (8) aircraft in the club. They are:

C150	N18593
C152	N49090
Cherokee 235	N8501N
PA-28R-200	N608 (Retract Gear Arrow)
Citabria	N939AB (Tail Wheel)
C172SP	N501ER
Cherokee 180	N9309J

Current rental rates and much more information can be found on our website: www.bayareaaeroclub.org

When the applications are completed these may be mailed to the Club secretary for approval. Fees include an initiation fee of \$100 (payable at orientation), and monthly dues of \$25 payable at the time of the initiation.