

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

Tuesday February 17th, 6:30 p.m. Board of Directors' meeting. (Not the 2nd Tuesday, the 3rd Tuesday due to a BOD member's request as being out of town the 2nd Tuesday.) 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.

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

Saturday, February 21st, 10 a.m.-noon, General membership meeting, BAAC Clubhouse.

We are also implementing a rotating schedule of the officers being present at the Clubhouse for at least 4 hours every Saturday to answer questions from members and inquiries from the general public.

The President's View – Wade Roberts (president@bayareaaeroclub.org) 312-806-8928

WET RATES CHANGED! Pearland Regional has significantly decreased the cost of 100LL. By the time you read this, the new wet rates should be on the BAAC website and programmed into ScheduleMaster and the accountant. We hope that this will enable you to fly more. (For an explanation of dry rates, wet rates, and where your money goes, please see this month's report from Chairman Aaron Huguet.)

The club has had a change in Leadership. Treasurer Lynn Harris received a promotion (and added responsibilities) at work, and decided that he would not have sufficient time to devote to the position. Happily, former Treasurer Craig Norman has graciously agreed to serve again, and was unanimously approved by the Board. Craig has already been hard at work with our accountant and me, to clear up bookkeeping, expedite the accounting process and to develop a budget for this fiscal year. Lynn: We hope to see you around the clubhouse, and we thank you for your service. Craig: We are grateful to have you back.

After working with Craig, I can report that the club's finances and condition are fine. We're in the black, and membership is growing. More on that, later.

We apologize for any hiccups in billing or processing payments/reimbursements. The accountant's computer used for club business began to act up around the first of December. It was replaced shortly before Christmas, and things are getting back to normal.

The general membership meeting on Saturday, January 17 from 10 a.m.-noon, drew more members than previous meetings on Tuesday evenings. Members attending expressed interest in further expanding the club fleet, as well as basing fleet at satellite airports in the area. As a result of the turnout, the next membership meeting will be Saturday, February 21, from 10 a.m.-noon. Watch for an announcement about the proceedings. We are planning to devote an upcoming membership meeting to presentations by representatives from our insurance company and deductible club to explain our coverages. We will have special enticements to encourage members to attend.

The next Board meeting will be Tuesday, February 17, at 6:30 p.m.

I have started to investigate the possibility of establishing partnerships with other non-profit flying clubs, both in the U.S. and abroad. This will take some time, work, and negotiating, but I am hopeful that BAAC can develop a network of sister flying clubs that would facilitate members being able to easily and affordably fly elsewhere.

If you haven't yet visited the new Pearland Regional Airport Terminal/FBO, I encourage you to stop by. There's a friendly and professional staff there, coffee and other refreshments, computers for flight planning and checking WX, comfortable accommodations, and a great view. It's a great place to meet/drop off passengers and to debrief after a flight.

Speaking of which . . . The Pearland Regional management recently issued a new airport Rules and Regulations document. You can find it on the club website under Applicant and Member Documents. I encourage you to review it. At the end of the document is an image clearly designating the portions of the airport closed to non-authorized vehicular traffic (I understand this includes golf carts, bicycles, tricycles, go-carts, skateboards, roller-blades, unicycles, baby strollers and walkers, grocery carts, rickshaws, etc. ;-o). Seriously: vehicular incursions of the runway and taxiways seem to have decreased, but they continue to represent a safety issue to the extent that the management is prepared to impose sanctions against violators

By the time you see this, I may have already flown my first gig (January 31) for the 1940 Air Terminal Museum at Hobby Airport. The Museum is sponsoring six Saturday seminars for Boy Scouts and Girl Scouts interested in earning their aviation merit badges. I'm flying N20223, my Cessna Cardinal, over to conduct workshops in ground pre-flighting a small aircraft. I'll be representing Bay Area Aero Club and Pearland Regional Airport. Future dates are in March, May, July, September and November. Let me know if you might be interested in coming along for any of the five upcoming sessions.

Blue skies, and safe flying,

Wade Roberts, president@bayareaaeroclub.org

From Aaron Huguet, Chairman of the BOD.

Hello fellow Bay Area Aero Club members,

With fuel rates dropping, and February upon us, why not take your honey for a Valentine's Day flight? Even better, this year it falls on a Saturday. The stars are aligned ladies and gentlemen. Make it a memorable day. Damn, forgot the weather has to cooperate too. Here's to great weather!

Crude oil prices are providing us candy hearts this February. As a result, 100LL is down substantially, from \$5.19 to \$4.09/gallon. The club has adjusted rates accordingly. Our club continues to be the best value for your buck; our rates are *substantially* lower than most if not all other clubs in the area.

But where does your buck go? What makes up wet rates? What do your monthly dues cover? Those of us who have been in the club for a time understand most, if not intimately all, of what I'm writing about, but for newer members did you ever wonder where your money goes except for out the exhaust pipe? Let's start with what impacts you the most, rental rates.

The dry rate: just about everything but fuel and oil burned. The dry rates are set by the aircraft owners. This covers their cost of ownership. Broken down, it's financing (if applicable), insurance, hangar or tie down, maintenance accrual for engine and propeller overhaul, accrual for unforeseen maintenance a.k.a. squawks, routine maintenance (oil changes, tires), annual inspection, 100 hour inspections, taxes, registration, and a little left over to make it worthwhile, maybe even break even from time to time. Contrary to what some might think our fleet owner partners aren't getting rich from their ventures with the club. Fact is they are passionate aviators that want to contribute to the club and established very reasonable dry rates for their planes to address this list of contributing factors. The wet rate, the rate you know well, is basically taking the cost of fuel multiplied by the burn rate (gallons/hr.) as well as a small amount for the oil burned in a given time plus a small amount for the club's reserves and adding it to the dry rate.

What does that leave? The monthly nut you pay for your membership. Covers? Well, for one, your insurance coverage the club carries for its members, but also our accountant, misc. supplies, post office box, offsetting the free flight hours select officers receive for their service, and whatever I've forgotten to mention.

Bottom line, we are benefiting from the club, the economy of scale it provides, the non-profit structure. Low fuel costs aren't here for the long term, we know that. Take advantage while they are; get a new endorsement, a new checkout, or take your valentine for a spin around the patch. Perhaps Cupid's arrow will be tipped with flying bug fever and your valentine takes up the hobby too. I know a club that can accommodate them in the event that happens. Thank you for being a member.

Treasurer's Column

Craig Norman (craig.g.norman@gmail.com) 281-309-7106

Please help me welcome our newest members – Clint Weekly, John Carmichael and Jason Cullum

Monthly Statistics (December 17, 2014 – January 20, 2015)

New Members: 3

Active Members: 208

Directors: 4

Director/Officer: 1

Officers: 7

General Members: 163

Family Members: 17

Owner/Member: 1

Owner / Family Member: 0

Owner Advisor: 1

Members Who Flew a BAAC Aircraft: 50

Total Hours Flown in BAAC Aircraft: 96.8

Members Who Flew More Than 10 Hours in BAAC Aircraft: 1 (William "Bo" Hunter)

Hours Flown by Our Highest Flight Time Pilot in BAAC Aircraft: 11.4 (William "Bo" Hunter)

Hours Flown by Our Highest Flight Training Pilot in BAAC Aircraft: 3.4 (David Syvertson)

Headsets are \$0/day and for the exclusive use of Club members in Club aircraft!!

Key Billing Dates

15th – Payments must be received to avoid late fees, unless otherwise noted

3rd Tuesday – Final day in billing cycle; Sales Tax Exemption forms due (in clubhouse dropbox)

Reimbursement for Fuel / Oil (if not expensed on the aircraft's BAAC credit card):

Please include the following on fuel receipts:

- Member Number
- Member Name
- **Tail Number!!!! (too many don't have this)**
- Gallons Purchased
- Date Purchased

Please note that fuel receipts are due within 1 month of the expense being incurred (i.e. a January 1 receipt is due by February 28; a January 31 receipt is also due February 28).

Going Inactive

To go inactive, please send an email to treasurer@bayareaaeroclub.org. I will respond to your email and place you inactive at the end of the current billing period. YOUR ACCOUNT BALANCE MUST BE BROUGHT TO \$0.00 IN ORDER TO GO INACTIVE (unless you have a credit on account).

Logging Flight Hours:

Please ensure your Hobbs “START” time matches the previous pilot's Hobbs “STOP” time on your flight log entry. If you see a discrepancy, please call that preceding pilot and agree on corrections to be made. Otherwise, treasurer-corrected entries will always be made to the succeeding pilot's entry.

December 17, 2014 – January 20, 2015 Fuel Rates (i.e., **just-ended billing period):**

Aircraft	Hours Flown Last Month	N-Number	Dry Rate	Wet Training Rate (no Tax)	Wet Rate (Taxed)	GPH
1979 Cessna 152	19.7	N49090	\$47.00	\$73.72	\$77.10	5.8
1969 Piper PA28-235	3.3	N8501N	\$70.00	\$124.94	\$129.87	12.7
1972 Cessna 150L	7.8	N18593	\$43.00	\$69.31	\$72.42	5.7
2001 Cessna C-172SP	19.5	N501ER	\$70.00	\$110.22	\$115.15	9.1
1966 Piper PA-28-180C	20.6	N9309J	\$62.00	\$105.90	\$110.29	10
1971 Piper Cherokee PA28-180F	0.0	N2201T				0
1974 Piper Arrow II PA28R-200	11.7	N608	\$90.00	\$134.31	\$140.59	10.1
1998 TECA Citabria	14.2	N939AB	\$70.00	\$97.13	\$102.06	5.9
1974 Cessna 172M	0.0	N9936V				0

Billing questions can be directed to either the club treasurer (Craig Norman: 281-309-7106) or our accountant (Melanie Gutierrez) at Scott Youngblood, CPA (281-485-1209).

Maintenance: by Earl Phillips, Maintenance Officer

Starting a fuel injected engine has been a hot topic since N501ER entered the club. A fuel injected engine distributes fuel directly to each cylinder whereas a carburetor distributes the fuel/air mixture to the cylinders in a normally aspirated engine. We all know how to start a normally aspirated engine. That technique will not work with a fuel injected engine---it will simply flood the engine. What works is strict adherence to IER's starting checklist. By the way, this is a great airplane. It is well equipped and maintained.

It has come to my attention that the Citabria vents will leak water if left open. So, if the airplane is tied down and there is any chance of rain be sure to close the vents.

Some of the club's airplanes have engine analyzers where exhaust gas temperatures and cylinder head temperatures are displayed. These data are very useful for managing optimum fuel flow during flight. The data can be useful during preflight ground run-up. For instance, if during the magneto check the engine runs rough on one mag, glance at the cylinder EGT/CHT's to check which cylinder temperature is not in accordance with the other cylinder temperatures. That is the "bad" cylinder. Report this information in the squawk and you will save the mechanic troubleshooting time.

Lastly, we have had our share of hangar rash incidents! Be especially careful when using a tow motor. Be aware of the hangar door's position when pushing the airplane back into the hangar---they may not be fully open. If the airplane is outside the hangar on the down sloping ramp chock the nose wheel. Simple precautions will preclude possible expensive damage.

From L D Stevenson, BAAC Member Representative

As the club's member representative, I'm not really sure what the members would like to read in the newsletter every month. I believe with the officers providing feedback for their positions and perspectives, most of the club's business each month is thoroughly covered. Unless there are specific items that club members would like to hear from me, I like to provide a few safety related topics. This is not to take away anything from the club's safety officer, but to reinforce safety, which is certainly the club's highest priority.

I flew twice in the last week, once in the new C172SP and once in the Citabria. These are two vastly different landing aircraft as anyone knows who fly both aircraft. Strangely enough, my landings in the Citabria were much better than those in the C-172. Not that any of them were horrible or unsafe, but the Citabria landings were decidedly better. Just means I need to get back in the Cessna for some additional touch and go landings. The traffic pattern on Sunday afternoon was really busy with aircraft coming and going. I will have to complement those who flew during the same time frame for using the radios to the max, which certainly helped in keeping up with everyone in the traffic pattern.

After flying the Cessna, I picked up one of the CD's on the desk. This one happened to be Essential Aerodynamics from AOPA. This was an excellent review of aerodynamics related to stalls, spins and safety. All of us can use a little periodic aero refresher. As the CD shows, stalls and spins are a real threat to GA pilots. The more you know about how the wings and airplane work aerodynamically; the better off you are as a pilot. As an interactive CD,

the demos and short clips reinforced the need for keeping your head in the game and aware of your aircraft's airspeed, attitude, and flight envelope.

I would like to encourage club members to pick up one the CD's on the desk and spend an hour or so of ground time refreshing your ground skills and knowledge. Just return the CD after you have completed the video so other club members also have an opportunity to view them.

A little history – I was cleaning up my computer hard drive and found a newsletter from Ellington Field Aero Club, which showed aircraft rental rates a little over 24 years ago. Believe me; we thought they were high then. Inflation, aviation gas increases, and regulation have taken their toll on things!!

"The following aircraft are available to club members as of November 1, 1990.

C-150 \$32.50/Hobbs hour

C-152 \$34.75/Hobbs hour

C-172/Piper Warrior/Grumman Cheetah \$44.75/Hobbs hour

Piper Archer/Grumman Tiger \$48.25/Hobbs hour

Aerospatiale Trinidad \$86.50/Hobbs hour

Arrow IV \$66.00/Hobbs hour

Mooney 201 \$75.00/Hobbs hour"

Have a safe flying month of February.

Results of Special Board Meeting

The Board of Directors met in a special closed session on January 2, 2015, to consider three complaints brought against members.

They were:

1. Member (and Board member) Wayne Messinger against Leah Langford, member (and operations manager of Pearland Regional Airport), seeking her termination from the club. The Board found no merit or cause and dismissed the complaint. Voting to dismiss the complaint: Aaron Huguet, Wade Roberts, Tom Jackobs and Brian Arnott. Abstaining: Wayne Messinger.
2. Member (and Board member) Wayne Messinger against Aaron Huguet, member (and Chairman of the Board), seeking his removal from the Board. The Board found no merit or cause and dismissed the complaint. Voting to dismiss the complaint: Aaron Huguet, Wade Roberts, Tom Jackobs and Brian Arnott. Abstaining: Wayne Messinger.
3. Member (and Board Chairman) Aaron Huguet against Wayne Messinger, member (and Board member), seeking his termination from the club. The Board found merit and cause, and voted to impose sanctions and conditions for Mr. Messinger. Voting in favor: Aaron Huguet, Wade Roberts, Tom Jackobs and Brian Arnott. Abstaining: Wayne Messinger.

Copies of the minutes from this meeting are available from the Secretary (secretary@bayareaaeroclub.org) upon individual request.

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.

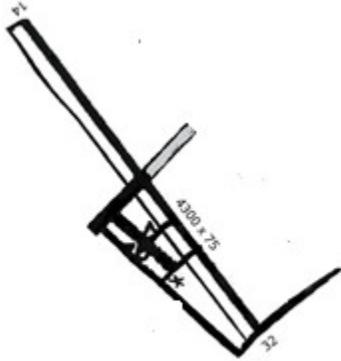
Guarantor Signature: _____ Date: _____

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.**

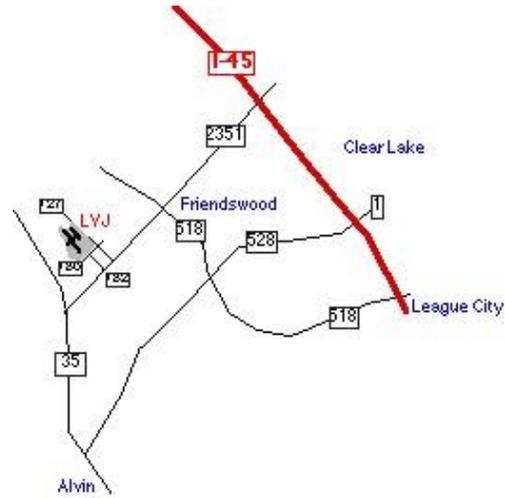
PEARLAND REGIONAL AIRPORT

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.