

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

Tuesday March 10th, 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.

Saturday, March 14th, 10 a.m.-noon, General membership meeting, BAAC Clubhouse.

Sunday, March 15th, @ 24:00 – BAAC Bills are due (at the P.O. Box listed on the bill or in the 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 Winds of March bring changes to us all. Now is a good time to get out and practice cross-wind landings.

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

Well, ladies and gentlemen, it's been a short month, but your leaders have been busy.

We have a budget for this fiscal year (for more, see the report from Treasurer Craig Norman). I can tell you that the club is financially healthy. On a related fiscal matter, the club is ready to conduct its audit of the year just closed. The audit will be overseen by Treasurer Craig Norman, yours truly and Board member Tom Jackobs. We do need a representative from the membership. Craig tells me that the investment in time and energy is not overwhelming – maybe two hours at our accountant's office in Pearland. Please contact me if you would like to serve and to make a contribution to the club.

Here is some significant news: In mid-April, Bay Area Aero Club will move to online flight logging and secure payments through an expanded feature set in Schedule Master®.

Once implemented, aircraft binders will be kept in the aircraft and the aircraft's keys will be located in lockboxes with each aircraft. Logging of flight time (Hobbs and Tach times) will be done on-line in Schedule Master. Members' accounts will be available online; members will each be able to add up to two credit cards to their accounts for secure, quick and easy payment. You will be able to pay as you go, establish a positive balance should you wish, and track your flight expenditures.

This moves BAAC into the 21st century and has a number of benefits. No longer will you need to go to the clubhouse to retrieve the binder and keys and trek to the aircraft before a flight (unless, of course,

you need to pick up a headset or two). Post-flight, there will be no need to return to the clubhouse to drop off keys and binders. You'll log your flight time in one of several ways: using your smart-phone or tablet computer, using the clubhouse computer, or using your computer when you get home or to work.

Owners will easily be able to access flight hours, making it possible to accurately anticipate and schedule regular maintenance and inspections. Our accounting fees will decrease substantially. Additionally, the leadership, should it be deemed necessary, could implement either individual or club-wide pay-as-you-fly requirements or a "credit limit" on outstanding balances, reducing our exposure to bad debtors. [This problem, thankfully, is infrequent, but we have had a few members who have run up substantial balances and then skipped, forcing us to deal with courts and, possibly in the future, collection agencies. Whatever is not recovered, unfortunately, is a burden shared among our responsible members.]

This is a paradigm shift for BAAC. No longer will members receive monthly emailed statements. You will instead have access to an online running account balance. VISA and MasterCard credit cards (tied to a credit account, not a bank account) and EFT (electronic fund transfer from a bank account: essentially a debit, accomplished by entering your bank ABA routing code and your account number) will become the preferred manner of payment, processed via a secure system; paper checks will still be accepted, although it will take some time for these to be processed and your online account to be updated to reflect it. And it will require a change in habit: entering flight times online. We recognize these, so be on the lookout for tutorials, guidelines and a FAQ about the new process. I hope that you'll agree that, while the change may take a little getting used to, the convenience and benefits will be well worth it.

As we approach the transition, Member Representative L.D. Stevenson will be your primary contact regarding the new procedures.

Blue skies, and safe flying, Wade Roberts

Treasurer's Column

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

Please help me welcome our newest members – Jaimie Girndt, Timothy Larkin, Zaheer Kamal, Anthony Canale, and Evan Kelly

Monthly Statistics (January 21, 2015 – February 17, 2015)

New Members: 5

Active Members: 204

Directors: 4

Director/Officer: 1

Officers: 7

General Members: 160

Family Members: 13

Owner/Member: 1

Owner / Family Member: 0

Owner Advisor: 1

Members Who Flew a BAAC Aircraft: 49

Total Hours Flown in BAAC Aircraft: 131.9

Members Who Flew More Than 10 Hours in BAAC Aircraft: 1 (Stephen Schwarz)

Hours Flown by Our Highest Flight Time Pilot in BAAC Aircraft: 13.5 (Stephen Schwarz)

Hours Flown by Our Highest Flight Training Pilot in BAAC Aircraft: 13.5 (Stephen Schwarz)

Headsets are \$0/day!!

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 November 1 receipt is due by December 31; a November 30 receipt is also due December 31).

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.

January 21, 2015 – February 17, 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	30.6	N49090	\$47.00	\$73.72	\$77.10	5.8
1969 Piper PA28-235	7.3	N8501N	\$70.00	\$124.94	\$129.87	12.7
1972 Cessna 150L	10.2	N18593	\$43.00	\$69.31	\$72.42	5.7
2001 Cessna C-172SP	44.6	N501ER	\$70.00	\$110.22	\$115.15	9.1
1966 Piper PA-28-180C	7.8	N9309J	\$62.00	\$105.90	\$110.29	10
1971 Piper Cherokee PA28-180F	0.0	N2201T				0
1974 Piper Arrow II PA28R-200	15.8	N608	\$90.00	\$134.31	\$140.59	10.1
1998 TECA Citabria	15.6	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).

Upcoming Changes!!

As explained in Wade's "President's Column", on 22 April 2015 BAAC will convert to Schedule Master's Online Accounting Module. This is a significant change that will eliminate use of paper flight logs in our aircraft binders and replace these with club member entry of their Hobbs and Tach readings directly into Schedule Master immediately following each flight:

Sample Screen:

POSTFLIGHT DISPATCH

204HH (\$80.00/hr) Heidi Rohl
 5/25/11 12:00PM to 5/25/11 12:11PM

NO FLIGHT MAINTENANCE flight

Hobbs Start:	300	End:	301.5
Tach Start:	506.0	End:	506.9
Dest. Airfields:	local	CFI:	

Credits (must submit receipts)		
Fuel (cap \$4.60/Gal)	Gal	\$
Oil	Qts	\$
Other Expense*		\$
Gift Cert/Coupon Code		\$

* Expenses other than fuel and oil must be pre-approved by the owner.

[Calculate Charges](#) [Cancel](#)

Also as explained in Wade’s column, online member statements will be available after 22 April, and these will eliminate the month-end emailing of statements from the club treasurer:

Sample Screen:



MM Aviation: Heidi Rohl

Schedule	My Account	Resource Info	Group Info	Help
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User Name: My Account (55236) From 4/1/2011 To 5/25/2011 [Refresh](#)

[Print](#) [Make a payment](#)

Date	Description	Quantity	Amount
04/01/11 12:00 AM	Beginning Balance		.00
05/25/11 12:16 PM	204HH 05/25/11 Rent \$80.00/hr	1.50	120.00
05/25/11 12:16 PM	204HH 05/25/11 Fuel receipt	-10.00	-43.00
05/25/11 12:27 PM	Payment: Check# 1200		-100.00
05/25/11 12:31 PM	204HH 05/25/11 Rent \$80.00/hr	1.00	80.00
05/25/11 12:34 PM	Payment: Visa *****1111 3/2015 (test)		-57.00
05/25/11 12:36 PM	204HH 05/25/11 Rent \$80.00/hr	1.00	80.00
	Balance Due		\$80.00

The 1 May 2015 emailed statements will be the last ones members will receive in this manner. Details of our conversion are still being worked out, but the ending balance on that 1 May 2015 statement will also be the “Beginning Balance” entry in the online statement on 22 April. Note also in the above sample screen that Visa and MasterCard as well as checking account EFT payments will be possible. More information will be provided in the coming 8 weeks, including member pilot instructions, Frequently Asked Questions and tips for effectively using the new system.

And lastly, the proposed (anticipated) budget for the club for 2015 is as follows:

2015 Proposed BAAC Budget as of 25 Feb 2015		
Income / Expense	2014 Approx. Amount	2015 Est. Amount
Membership Dues	54,808	\$58,000
Program Service Fees (Flight Rentals)	232,000	\$290,000
Membership Initiation Fees	4,125	\$4,400
Uncategorized Income	5,645	\$5,000
Gross Revenue	296,578	357,400
Outside Contract Services (CPA & Legal)	15,861	\$14,400
Property Insurance	0	\$0
A/C dry hours, Tie-Downs, Clubhouse Lease	143,917	\$180,000
Postage, Printing & Copying	500	\$500
Engine Oil, Supplies	3,100	\$3,100
Telecoms	160	\$200
Fuel	69,440	\$86,000
Internet Services	985	\$1,000
Schedule Master	1,076	\$2,016
Online Banking	648	\$700
Liability and 1/2 of Hull Premium Insurance)	32,065	\$50,000
Other Costs (Referrals, contest awards)	4,751	\$2,000
Payroll Costs (BOD, Officers)	16,552	\$17,000
Total Expenses	289,055	356,916
Net Ordinary Income	7,523	484

Maintenance: by Earl Phillips, Maintenance Officer

As of this writing the Club's C152 number 3 cylinder is being replaced. A cylinder compression check disclosed the discrepant cylinder. Because this is not an uncommon occurrence it may be interesting to discuss aircraft engine cylinder inspections.

Each cylinder is compression checked at every 100 hour/annual inspection. The cylinder to be checked is placed in the compression stroke, top dead center position. This positions the piston at the very top of its stroke and the valves are closed. In this configuration a perfect cylinder (piston rings and valves are absolute seals) high pressure air introduced into the cylinder would be trapped. If, however there is piston ring and/or valve leakage the high pressure air will flow. Obviously, there is no perfect cylinder. So, how much leakage is acceptable?

The device used to check cylinder compression accepts high pressure shop air (80 or greater psi) and measures cylinder leakage through a calibrated orifice. The device measures the orifice upstream pressure and the orifice downstream pressure. The upstream pressure is regulated to a constant 80 psi. The downstream pressure will be a function of ring/valve leakage; something less than 80 psi.

There is no documented compression test pass/fail criteria. A downstream pressure in the 70's is considered good. In the 60's it is generally considered marginal. Any value below 60, I believe, most A&P's would judge the cylinder to be unacceptable. I'm told this was the case for the C152's number 3 cylinder.

The good news is the discrepancy was detected and a new cylinder is on the way.

From member Chris Johnson:

Treat the airplane like it's yours, even when it isn't

http://airfactsjournal.com/2015/02/treat-airplane-like-even-isnt/?utm_source=airfacts&utm_medium=email

[Thanks kindly, Chris! We welcome and solicit contributions from members to the newsletter. We have a lot to learn from each other. FWIW: Bay Area Aero Club prefers fueling before a flight, not topping off after a flight. Some members, due to weight and balance issues, may wish to take off with a partial fuel load; it's easier to add/top off, than it is to subtract fuel. Wade]

Flight Service Program Changes

Recognizing a shift in users' preferences for automated services, the FAA is changing its Flight Service operation to make it more efficient and reduce costs. The agency will continue to maintain the highest level of safety.

The changes come as general aviation pilots are transitioning from traditional Flight Service assistance to more automated and web-based tools to obtain services. Through the use of updated technology Flight Service is taking the opportunity to eliminate redundancies and underutilized services.

"None of these changes will affect core flight service safety functions such as search and rescue, emergency services, Notice to Airmen (NOTAM) entry and dissemination, and pilot weather reports," said Steven Villanueva, Deputy Director Flight Service, in the ATO's System Operations Service Unit. "We are phasing in the changes to ease the transition for users," he added.

On October 1, 2015, the FAA will consolidate Flight Watch services into routine flight services inflight frequencies to eliminate unnecessary duplication of service and provide greater convenience for pilots. These services provide inflight weather information to pilots. After that date, these services will be available on the same frequencies that pilots use to open and close flight plans and to receive updates on NOTAMs or Temporary Flight Restrictions (TFRs). Dedicated Flight Watch frequencies will be decommissioned.

The FAA is proposing to phase out legacy Remote Airport Advisory Service. Seven of the airports do not meet the Agency's criteria for receiving advisory service. Flight Service is collaborating with our user groups on possible impacts and will be posting the proposed change in the Federal Register for public comment.

Beginning on October 1, 2015, the FAA will implement flight plan filing for civil aircraft exclusively under the format used by the International Civil Aviation Organization (ICAO). Flight plans contain specific information relating to the proposed flight of an aircraft and controllers use them to provide air traffic services. Today pilots file flight plans in the U.S. under either the domestic or ICAO format. The use of one format will simplify the process and align U.S. flight plans within ICAO standards.

General aviation pilots increasingly have turned to automation in recent years to file flight plans and receive pre-flight briefings. New technology such as ADS-B is providing more inflight options to pilots. Flight Service will incorporate the industry's newest technologies and reduce or eliminate other functions to create efficiencies and value. The changes to Flight Watch and RAA are the first in what is anticipated to be a series of right-sizing initiatives surrounding flight services provided to pilots.

[Send your comments, questions, and suggestions](#) to us and share your thoughts and ideas.

[Flight Service National Airspace Initiative \(FSNI\) Frequently Asked Questions \(FAQ\)](#)

Secretary's Notes: Mike Turoff (MikeTJumps@aol.com) 281-229-0839

You may have noticed a recent addition to the KLVJ area. Our Hobby Squadron's CAP 172 N9864L is now tied down on the ramp close to the FBO. If you want to know what a keybox lock looks like, there is one hanging off of the left strut's tie-down of that aircraft. This is one type of keybox lock that is commercially available and requires a four digit combination to open up. For those of you who might be interested in just what the CAP does, look at www.gocivilairpatrol.com for information on this volunteer service organization. Unfortunately, the rules are quite strict for use of the aircraft and you must be a member of the CAP in order to avail yourself of that low cost opportunity. In the meantime, let me say "THANK YOU TAXPAYER" for providing the USAF with over 500 of these types of aircraft for us to serve the community. We have about 8 based in the greater Houston area.

This is where the BAAC aircraft are located.



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: _____ May we occasionally contact you via text? Y / N
 List Citizenship: _____ (Please include a copy of your Government issued ID.)

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: _____

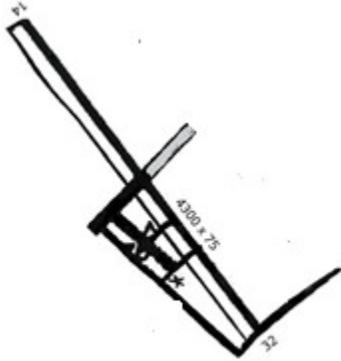
Applications and proof of identification should be mailed or e-mailed to the Secretary, do not leave your application at the

clubhouse. **Allow two weeks for processing.**

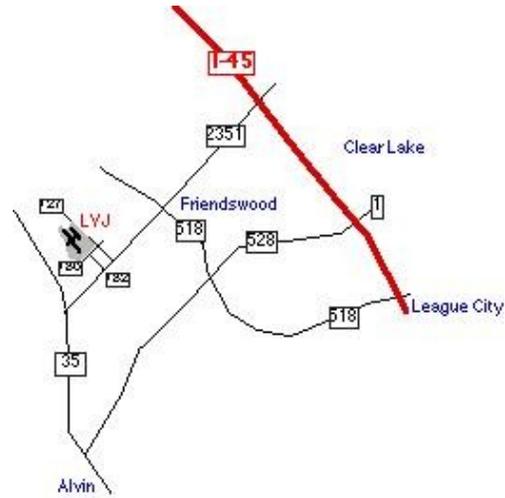
PEARLAND REGIONAL AIRPORT

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.