



BAAC TALK

July's President's Note

Tom Jackobs

Hi BAAC Members,

Did you know we have a new clubhouse? It comes complete with a refrigerator with snacks and drinks (pay with honor system). There is an updated computer, with super fast Internet and Wi-Fi too (in order to get the Wi-Fi password, look on the bottom of the modem). We have also just renegotiated our insurance policy for this coming year saving the club over \$10,000 annually. There are couple of changes to pilot requirements for a few of our aircraft. We will be putting the insurance

document on the website for your review once it has been finalized. In the meantime if you haven't it is almost time for our annual elections and we need some volunteers to run for the board and to express interest in leadership positions. We are immediate need of a Social and Safety Officer. I hope you have a great summer of flying.

Be Safe,

Tom Jackobs
President
thomasjackobs@gmail.com
p: 713-240-1529

UPCOMING EVENTS

Aug 20, 2017

Don't miss a chance to view the new clubhouse and meet nominees for next year's board of directors. Refreshments will be provided. Open House will be held from 6:30pm - 8:00pm. If interested in serving on the Bay Area Aero Club of Directors, please contact Brian Arnott, Don Palmer, or Leah Langford by August 15, 2016.

WELCOME NEW MEMBERS

Christopher Cazaux	Mariah Hinton
Wyatt Ferguson	Benjamin Luty
Steve Gubser	Roger Luty

PEARLAND REGIONAL AIRPORT
AIRPORT LOBBY: 17622 AIRFIELD LN.
PEARLAND, TX 77581
281-482-7551

PEARLAND REGIONAL AIRPORT
(KLJV)
P.O. BOX 537
PEARLAND, TX 77581
www.bayareaaeroclub.org

Treasurer's Column

Monthly Statistics (July 1 - 31, 2016)

Active Members: 188

Members Who Flew a BAAC Aircraft: 59

Total Hours Flown in BAAC Aircraft: 163.8

Members Who Flew More Than 5 Hours in BAAC Aircraft: 7 (A. Amos, J. Cullum, L. Durham, A. Ferullo, A. Goodreau, A. Huguet, C. Weekley)

Hours Flown by Our Highest Flight Time Pilot in BAAC Aircraft: 18.2 (C. Weekley)

Critical Billing and Financial Information for members:

- Automated dues are charged on the 15th of each month at 5:00 am Central Time to all member accounts. All members must enable their credit card or checking account as “Primary” within schedule Master according to the instructions explained in the below online link.
- All online billing and flight logging procedures are explained at the following link:
<http://support.timesync.com/forums/168792-Online-Billing-Manual-for-End-Users>
- All members now have a \$100 credit limit – Schedule Master prevents users from scheduling BAAC aircraft unless member balances are brought below this \$100 account balance.
- All BAAC aircraft have a commercial MasterCard onboard within the plane’s notebook. Use this credit card for fuel purchases only – **the cards are approved with transaction codes for FBO fuel only and attempts for other purchases are traceable within Schedule Master to all users.**
- Member requests to go “inactive” are only granted for accounts that have zero or credit balances, and must be made to the treasurer at treasurer@bayareaaeroclub.org

Treasurer's Info:

Sean Young
seantyoung@gmail.com
331-206-0687

Logging Hobbs and Tach Hours in Post-Flight Dispatch

Please ensure your Hobbs “START” time matches the previous pilot’s Hobbs “STOP” time on your flight log entry within your Post-Flight Dispatch screen.

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 post-flight and resulting charges.**

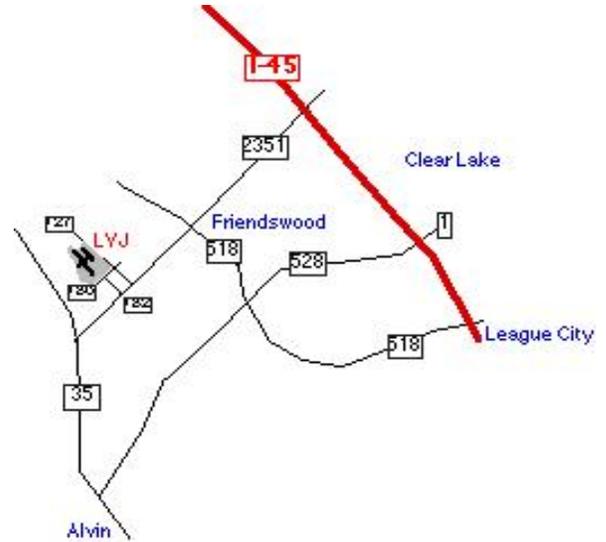
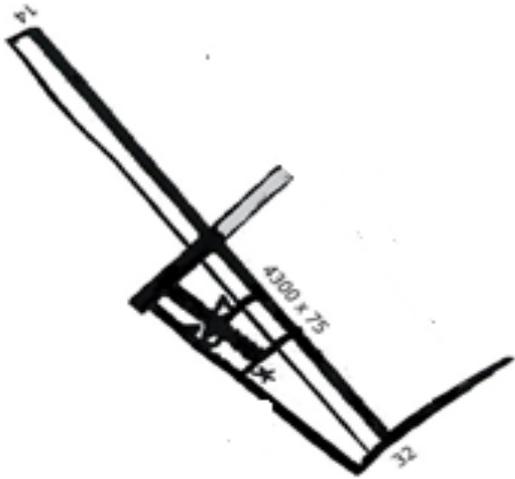
July 1 - 31, 2016 Fuel Rates **(i.e., just-ended billing period):**

N501ER	\$123.63
N608	\$135.32
N4718L	\$116.90
N939AB	\$97.72
N9996U	\$120.71
N1701Q	\$78.88
N76S	\$210.04

Billing questions can be directed to either the club treasurer (Sean Young: 331-206-0687) or our accountant (Melanie Gutierrez) at Scott Youngblood, CPA (281-485-1209).

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17622 AIRFIELD LN.
PEARLAND, TX 77581
281-482-7551

<http://www.flypearland.com>
RWY 14/32: 4300
LEFT TRAFFIC 14/32
TPA 1000' AMSL



Approximate locations of aircraft

MAINTENANCE by Earl Phillips

This month's report starts with two nits, a discussion about ground handling the Cheetah, and concludes with a discussion about Maneuvering Speed.

Windshield

A club airplane windshield is showing some circular fine scratch marks, which seem to indicate to be the result of cleaning with a paper towel or incorrect cleaning agent or both. When cleaning a windshield use only water or a labeled aviation plastic cleaner and a micro fiber cloth.

Another way to scratch a windshield is to place an object, like a checklist, on top of the instrument panel. Whatever is placed there can slide forward and scratch the windshield. And, it may fly back into your face during takeoff.

Parking

Do not park your car in front of the clubhouse on either side of the taxiway. A low wing airplane cannot taxi past and clear the car. I am not making this up---it has already happened.

Cheetah 9996U

Those of you that fly 96U have discovered that one person pushing the airplane into the hangar, up the slight grade, is difficult if not impossible. The elevator has suffered three hangar strikes in the past couple of months due to the airplane's propensity to go opposite the intended path when pushing backwards. Pulling the airplane nose first into the hangar can be accomplished by one person. Pulling nose first, the airplane is easily controlled and when positioned correctly it will clear the hangar door.

Maneuvering Speed

Note 1: I may have crossed my area of responsibility (maintenance) in preparing this article but since it addresses a structural issue I decided to wear two hats---maintenance and flight instructor.

Note 2: Articles by Rod Machado/Dave Simpson and excerpts from the Pilot's Handbook of Aeronautical Knowledge have been used in the preparation of this article.

Maneuvering speed (V_a) is the maximum airspeed at which an airplane, at gross weight, will stall before exceeding its structural design load limit (see FAA Pilot's Handbook of Aeronautical Knowledge: V_g curve). The load limit of the airplanes we fly (normal category) is 3.8 g's. This load limit is specified at gross weight and at a specified airspeed--- V_a , the maneuvering speed. Airspeeds greater than V_a introduce the possibility of structural damage. See V_g curve.

Because there are an infinite number of actual weight possibilities there are an infinite number of V_a possibilities. For example, an airplane flying at less than gross weight requires less lift for straight and level flight. Less lift translates to less AOA. The smaller AOA allows for a greater number of lift multiples to occur before the airplane stalls. So, as actual weight decreases the AOA required to maintain straight and level flight decreases, and the possibility exists of inducing a maximum certified load (3.8 g's for normal category airplanes) *before* the airplane stalls.

Conclusion: V_a decreases as actual weight decreases. The POH/AFM specifies V_a at gross weight.

A simple method for determining V_a at actual weight: $V_a \sqrt{\frac{w}{w_g}}$, where V_a is the specified maneuvering speed at gross weight, w is actual weight, and w_g is the specified gross weight.

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 200 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.

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.

At this time, we have six aircraft in the club. Currently, the fleet is:

1974 Piper PA28R=200 Arrow II	N608 (Retractable-Gear Arrow)
1998 7ECA Citabria	N939AB (Tail Wheel)
2001 Cessna 172SP	N501ER
1971 Cessna150L	N1701Q
1977 Grumman Cheetah AA-5A	N9996U
1965 Beechcraft Travelair D95A	N76S
Cessna 152 Sparrow Hawk	N25754

Current rental rates and much more information can be found on our website:

