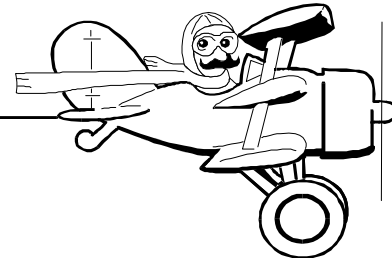


**BAY AREA AERO CLUB
BAAC TALK**



JUNE 2003

- **BAAC HOME PAGE** <http://www.bayareaaeroclub.org> •
James Miller (web master) e-mail address: jmiller@bmc.com

- June 10 – 18:30 - BAAC General Membership Meeting – LVJ
- June 10 – 19:00 - BAAC Safety Meeting – LVJ
- June 15 - 24:00 - BAAC Bills are due
- June 17 - 19:00 - BOD/Officers Meeting – LVJ

NEW MEETING TIME FOR GENERAL MEMBERSHIP MEETING – 6:30PM

THE PRESIDENT'S VIEW
BY: Carter Tull
Carter.j.tull@boeing.com

HOME: 409-935-6972
WORK: 281-244-4421
PAGER: 281-621-1867

Hello again,

We finished the annual audit; Larry will have comments about that. Special thanks to Mike Bartholomew for his time and knowledge. We discussed the budget and it will be 'presented' at the June meeting (no major changes from prior years).

Clover has 'lettered' BAAC parking spots on a front row of tie down spots. Please use them. (The next row back is meant for D&N planes.) The general meeting is no longer taking more than a half hour, so we've decided to move the safety meeting back to 7 (1900).

On 14 June, we are going to have a brief working party at 0900 to rebuild the side steps to the clubhouse porch and to put up some 'skirting'. Adding the Grumman Cheetah is on hold; we still hope to find an Arrow type to add. 'Air Wisconsin 335, caution wake turbulence... there's an Air Wisconsin 345 on the frequency'. (And it happens; usually controllers will warn aircraft of similar call signs, but we need to pay attention – it can cause a problem!)

Regards, Carter.

THE TREASURER'S REPORT
BY: Larry Stanteen

HOME: (281)412-2484
stanteen@ev1.net

If you have a question regarding your bill, please e-mail me and include the phone number(s) and time(s) you can be reached. If you do not need an immediate response, you are welcome to include a note with your payment.

58 pilots flew the club planes this month for a total of 250.7 hours. Five pilots flew 10 or more hours during the month with Elizabeth Bloomer logging the highest flight time with a whopping 26.5 hours! Joining Elizabeth over the 20 hour mark was Ronnie Burke with 23.3 hours! We have 138 active members at the close of the monthly period with 1 new member joining during the month.

The following are the flight hours from April 19 thru May 23, 2003 and the rental rates for each aircraft for the coming month. You will notice the wet rate for each of the planes has been decreased (yet) again this month due to the price of fuel going down. In an effort to bring more planes into the Club, the Board of Directors approved a \$0.50/hour fee which is now included in the wet rate.

Aircraft (Year)	Hours Flown	Dry Rate	Current Wet Rate w/tax	GPH
N68440 Cessna 152 (1979)	37.8	\$38.00	\$55.90	6.50
N1219F Cessna 172 (1980)	82.3	\$45.00	\$66.67	8.00
N8998T Cessna 182 (1960)	21.1	\$54.00	\$87.28	13.00
N150WV Cessna 150	39.4	\$42.00	\$59.07	6.00
N34760 Cessna 177 (1974)	49.2	\$57.00	\$81.68	9.00
N738DF Cessna 172 (1978)	20.9	\$44.00	\$65.60	8.00

This month's key billing dates...

June 15 – Payments must be received to avoid late fees

June 20 – Final day in billing cycle

Sales Tax on Training Flights

How would you like to pay between \$2.50 and \$4.00 less per flight hour? I know I sure would! We're getting very close to finalizing our sales tax on training flights procedures. Be sure to attend the next few meetings so you can find out all the details! Like Mattress Mac, it could "Save you Money!"

Reimbursement for Fuel / Oil

I received 3 fuel receipts this month that did not have member names or member numbers on them. The Club member that turned these in will need to send me an e-mail with the details to receive credit for them.

Remember, fuel receipts **MUST** include member number, member name, Tail number, gallons purchased, and price/gallon to receive credit.

Thank you to all that have gotten your fuel receipts turned in. I received quite a few this month. Remember, fuel receipts must be turned in timely for you to receive credit.

When fueling at an airport other than Clover, please make every effort to select an airport with the same or lower rate than Clover. While we want you to fill up when you need to fill up – no matter what the price – please keep your fellow Club members in mind. Let's keep the price down for everyone!

HIEF FLIGHT INSTRUCTOR'S COLUMN
eff Richichi

CELL: (281) 685-5295

jrichichi@houston.rr.com

This month, how to remember you ABC's (and D, E and G's too!).

I guess with all the smoke blowing this way from down South nobody is getting any ratings. I know I've been racking up a lot of actual time with my instrument students lately! No new milestones to report this month either. If any of you out there have any milestones (soloed, passing a written or practical, etc.) drop me an email and I'll include it in the newsletter.

I've had a few requests for airspace clarification as a topic in this column. One of the games I play with my students is "From the Earth to the Moon" (well, to *me* it's a game, to my students it's a sadistic grilling...). I'll point to a spot on a Sectional map and have the student tell me what are the altitudes, cloud clearances and visibility requirements (VFR) of the various airspace's, working from the surface on up "To the Moon". They usually have some problems doing this at first, but with a little practice, it's a piece of cake. If you're a little rusty on the subject, you might want to look at: <http://www.aopa.org/asf/publications/sa02.pdf>. It's an excellent overview of the various airspaces.

Since this stuff is pretty hard to remember, I use the following system to remind me what the different major airspace's are:

Class A — "Above" --- It's "above" us from 18,000 MSL to 60,000 MSL.

Class B — "Big and Busy" --- These are the "big and busy" airports (Hobby, Intercontinental, etc.)

Class C — "Communications" --- These are airports that require two-way communications before entering their airspace (San Antonio, Austin, etc.).

Class D — "Dialogue" --- These smaller airports also require two-way communications before entering their airspace. (College Station, Ellington, Sugarland, etc.).

Class E — "Everywhere else" --- This airspace makes up the remaining controlled airspace that seems to be just about "everywhere else".

Class F — "There is no 'F' in airspace" (Read it fast, you'll get it...)

Class G — "Ground" --- This is the uncontrolled airspace close to the ground (except for a few places out in the middle of nowhere...).

Well, I hope this helps to clarify the airspace alphabet soup for you. Let me know if it helps. See ya at the airport!!

BY: Hank Wrenn
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WORK: 713-921-1899

DON'T FORGET THE MEMBERSHIP MEETING TIME HAS CHANGED TO 6:30PM

Hello BAAC members, Please mark on your calendar the work party to repair the steps at the club house. Also the monthly safety meeting has changed to 7:00 pm starting this month.

Thanks

THE SAFTY REPORT
BY: Dan Erdberg
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WORK: 281-483-3355

Hello Everyone,

Spring has sprung and for us that means months of wonderfully hot, humid, summer weather! The beautiful sunny days will bring weak takeoff performance with a low initial rate of climb. Be careful with those heavy loads on short runways and watch for that mid-afternoon convective turbulence and those sudden thunderstorms that pop up when we least expect it.

I'd like to thank Robert Winkler for an exciting presentation about flying safely into and out of airshows. For the first time, I finally know what the marshalling signals actually mean and have actually seen them in person instead of the funny looking pictures in the FAR document. (Actually, some of them look pretty funny in person, too!) Mr. Michael Bryant will be joining us on June 10th, 2003 to discuss airworthiness for the aircraft owner or operator at 7:00 PM in the BAAC clubhouse. Every FAA safety meeting qualifies you for the FAA wings recurrent training program!

All FAA safety meetings after the June meeting will begin 30 minutes earlier, at 7:00 PM. This will enable all of us to get home to our families that much sooner. This means, that beginning in July, the FAA safety meetings will begin at 7:00 PM.

I would like to end this article on a bit of a sad note. The BAAC Safety Officer is responsible for taking care of the drinks and refreshments in the refrigerator (that's a good thing). This past weekend, as I was processing the drinks and the money, I had noticed that somebody has "borrowed" between \$40-\$60 worth of either money or drinks. For the individual or individuals who have been "borrowing", please place your money in the coffee can quickly. The coffee can is located inside the refrigerator. The policy regarding using the fridge is written in plain English on the pricing schedule. (For those that can't read plain English, you aren't reading this letter.) You must read this before touching the Frigidaire. No loans, pay now. Please allow the honor system to work.

Thanks,
Dan Erdberg

MAINTENANCE REPORT
BY: David Soto

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CELL: 281-787-5375

dsoto1@houston.rr.com

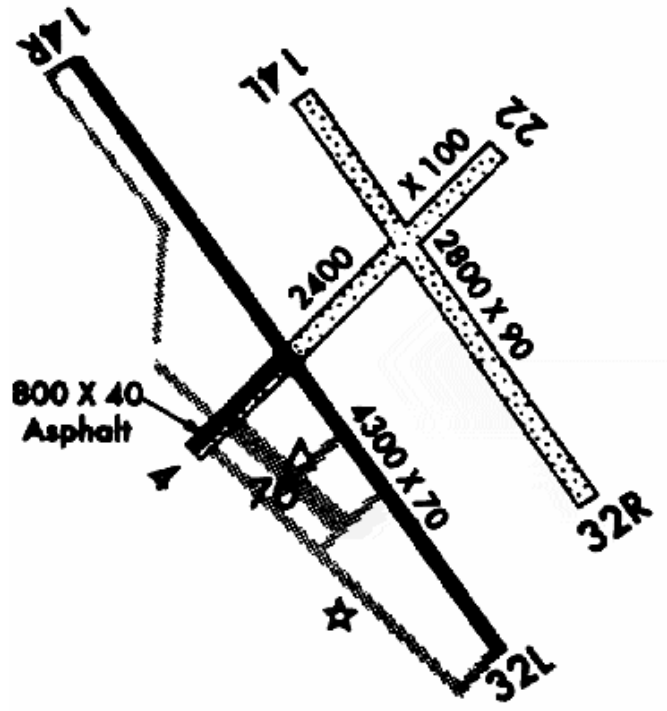
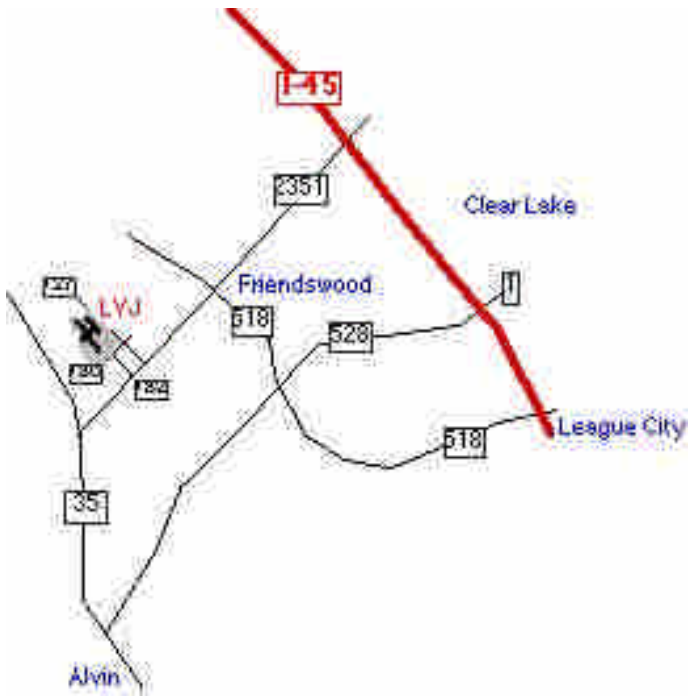
The SOP allows the cancellations of a flight after engine start if due to maintenance, but once the pilot makes the decision to take the plane airborne, the pilot declares it airworthy and is responsible for all flight time (Hobbs). If the pilot returns to parking before taking flight, the pilot is responsible to indicate this in the flight log and they will not be charged flight time. This also requires a squawk (of the maintenance issue).

It should not be unexpected for airplanes that have a wide rental community (especially with students) to apply excess braking and to skid the tires. But we can all avoid this by using gradual braking and avoid trying to make the first or second turnoff. If your landing long or fast, go-around. If your practicing short field landings, simply use normal braking and call out the fact that you'd apply heavy braking. The secret of making good short-field landings is not heavy braking, it is landing at the right airspeed and on-target. It only takes one or two lessons to learn how to apply heavy braking without skidding. Locking the brakes is less effective and damages the tires. Bald spots on the tires is not normal wear and tear, so pilots are responsible for this action.

BAAC has dedicated parking spots for club planes, but these spots are limited to the five in the front side of the BAAC letters on the ramp (west side of letters). The spots behind the letters are reserved for D&N. We should all only be scheduling flights we intend to fly. The SOP contains the procedures for scheduling and canceling flights. Remember to check the schedule before committing a drive to the airport and to call the maintenance officer or plane owner for any red-tag situations.

David Soto
Chief Maintenance Officer
281-787-5375

Clover Field – LVJ



MEMBERSHIP APPLICATION
 BAY AREA AERO CLUB, INC.
 C/O HANK WRENN, SECRETARY
 1106 Hathaway
 La Marque, TX 77568

Name: _____ Birthdate: _____

Address: _____

Street: _____ Work Phone: _____

City: _____ Home Phone: _____

State: _____ Zip: _____ Email Address: _____

Pilot/Non-Pilot: _____ For Pilots, please provide the following data:

License: ATP ___ Comm. ___ Pvt. ___ Student ___

Ratings: Instrument ___ CFI ___ CFII ___ MEI ___ Other _____

FAA Medical (Mo/Yr): _____ Date of Last BFR: _____

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

Have you ever had an airplane accident/incident or been cited for a violation of the Federal Aviation Regulations? _____ (If "Yes" attach an explanation.)

If endorsed by a Club member, state his/her name: _____

Have you ever been a member of a flying club? _____ If "Yes", state when, and give name and address:

List two personal character references (include name, address, and day & night phone numbers):

1. _____ 2. _____

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. I hereby authorize the BAAC to check my credit rating.

Signed: _____

Date: _____

Allow two weeks for processing, you will be contacted upon completion of membership committee review.

Please mail your application to the Secretary, DO NOT LEAVE AT CLUBHOUSE

For Club Use Only

Date application received: _____ Committee Review Date: _____

Passed: ____ Rejected: ____ Date Contacted: _____

Initiation Date: _____ Fee Paid: _____ Member Number: _____