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McMahon-Wrinkle Airport & Industrial Park



Airport Activity

Prairie Dog Fly-In and Fly-Market by Phillip Welch

This is the 11th Year for our Fly-In at Big Spring Airport to be held Saturday, October 8, 2016, from 8:00 am until 12:00 Noon. We will be serving a \$5.00 breakfast of pancakes and all the fixing. Pilots who attend will be served free.

We are making 2 major changes this year, 1) change to a Fall Date instead of Summer, 2) adding a Fly Market of donated items that any aviation enthusiast has to have. We are keeping the half day event with breakfast and lots of door prizes.

The Fly Market is a new approach to make the fly-in more interesting and bring back the fun in flying. We want to share the Fun of Flying. Items in the market

include Man Cave Décor, Entertainment items (DVDs, books, etc.) and Aircraft Parts.

If you have anything to donate to the Market, please bring it by the Terminal Office the week of the Fly-in.



Other changes include inviting local town people, sponsorships from local businesses and a coloring book page contest for kids included in the Big Spring Herald. These ideas come from the realization that the private pilot life style could disappear in the not too distant future, if we don't reach the younger people.

Please join us Saturday, October 8th from 8:00 until 12:00 noon for a fun time.

Recent Airport Landings



Pilot's Briefing

Don't be Stubborn—Save you life - By Bob Miller

I know each of you reading this will say, "This would never happen to me", but what do you do if you're starting to have fuel exhaustion, your engine is running rough, or some other mechanical issue which requires that you get on the ground as soon as possible? "Oh, I know I can make it to the closest airport." But what if you can't, and your engine is still running? Now is the time to make that landing on a road, a field, or anywhere while you at least have some kind of power so you have control. Once you lose that engine, you have lost control and you will eventually hit the ground. How often have pilots stretched the glide, trying to make an airport and actually stalled the plane, fallen to the ground, and been killed? So if that emergency happens to you, get the plane down on the road or field as soon as possible and don't worry about what the FAA may say, what the insurance company may say, or what your fellow pilots may say to bruise your ego. You're alive and safe. Even if the plane flips over due to a soggy field, the nose wheel catching a hole, your odds of survival are substantially increased and you will likely walk away. But if you say "I can make it just a little bit longer," then catastrophe. Think of the number of pilots who have been killed, who knew they were in a bad situation at least 10 or 15 minutes prior to the accident. What

tools could they have used to avoid this and make a precautionary landing? If the engine quits after takeoff, land straight ahead - don't try to turn back to the airport. Again, your odds of survival are greatly enhanced

If you are really concerned, practice scenarios and do some dead-stick landings on the runway, or get an instructor who can help you sharpen your skills. Practice knowing at all times the direction the wind is blowing, what types of fields are better to land in versus other fields, and what to expect about power-lines near highways. Have you practiced soft field landings keeping that nose gear off the ground?

I know I'm preaching to the choir, but it's good to always be reminded to practice in case that unexpected event occurs. It is my understanding that when you're in a pressure situation, you then develop "lizard brain", and a favorable outcome is achieved by practice, practice, practice. Also, one personal thing that I always monitor is oil pressure. If your oil pressure is decreasing and you still have power, you know that eventually something is going to happen and at least you have time to land under power as opposed to landing without power. Be careful, watch the weather, and always be prepared.

Airport Director's Update

"Those Magnificent Men in Their Flying Machines"

So go the words to the music in that grand old movie! And, they apply here at the Big Spring airport, as well. We have recently had several new airplanes and a helicopter added to our inventory of neat aircraft hangared on the airport. Also, we have had several pilots solo or be upgraded in their ratings! Our congratulations to all, and, our best wishes for continued success and safe flying as you progress in this exclusive club and experience both the reality and the fantasy of flight.

We now have our beautiful new 12-unit T-Hangar with electric doors and insulation; the good news! The bad news: rats have discovered the hangar as well. We are working the problem. They can access the hangar through openings on the bottom outer ends of the doors. We are trying to determine if this is a factory defect? In the meantime, we have seen that steel wool stuffed in the holes helps. Traps are effective—but, please, if you set traps,

check them daily. The rank odor of a dead rat is not a good send-off, or welcome-back, for your neighbors—or you.

Updates: We have materials and are starting construction of the new bath room inside the west end of the hangar. We look forward to not seeing the "port-a-potty" off the west end of the building. The building contractor has completed plant-seeding and watering around the new Hangar; so, please, do not park on the new grass. We are receiving a new back-up generator next week for emergency operation of the hangar lights, doors, and electric gate. And, finally, we are purchasing security cameras for all T-Hangars on the field.

Fly Safe! Jim L.

Pilot's Safety Meeting!

Mark your calendar, and plan to attend!!

The next Pilot Safety Meeting is at 7:00 p.m., immediately following the 5:30 p.m. Airport Board Meeting on Thursday, **September 22nd.**

Our focus will be on the Big Spring Airport. We will be discussing recent aviation activities, runway repairs and security concerns.

Refreshments will be served. You don't want to miss it!

Please RSVP by calling Andriana at (432) 264-2362

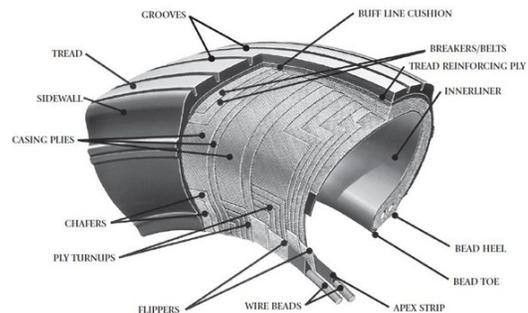
Mechanic's Toolbox

I am going to do a set of articles about aircraft Tires.

A lot of the data I will be presenting will come from the Goodyear Aviation Tire Manual. This can be downloaded from Goodyear.

All General Aviation small aircraft tires are Bias Ply type.

Bias Ply Tire are constructed of alternated layers of rubber-coated ply cord (which provide the strength of the tire) from around the bead up and over to the bead on the other side at an angle less than 90 deg. This diagram shows most of the parts of a Bias Ply tire construction. Your tires may or may not have all these parts depending on the model of tire.



Bead Heel: Is the outer edge that fits against the wheel flange.

Bead Toe: Is the inner edge closest to the tire centerline.

Buff Line: Is a layer between the Breakers and the Treads. This layer allows for the removal of the old tread when the tire is re-treaded.

Grooves: Circumferential recesses between the tread ribs.

Liner: helps prevent tube chafing against the inside ply.

Sidewall: Is a protective layer of flexible, weather-resistant rubber covering the outer casing ply, extending from tread edge to bead area.

Tread: Is the outer layer of rubber that contacts the ground and provides traction for directional control and braking.

Tubes: Is a flexible ring that is inserted inside a pneumatic tire to hold air pressure.

I hope we all learn something from this series of articles.

Next Letter: Tire Terminology

Rodney Patridge A&P

Just for laughs!



McMahon-Wrinkle Airport & Industrial Park

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432-264-2362
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We're on the web!

www.mybigspring.com/pages/airport

Pilot Safety Meeting: Thursday, September 22nd— 7:00 pm

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11th Annual Prairie Dog Fly-In

Saturday, October 8th—8:00 a.m.-12:00 p.m.

Terminal Hours of Operation

Monday through Friday
8 a.m. to 5 p.m.

Fixed Base Operator:

Lone Star Aviation

Phone: (432) 264-7124

Fax: (432) 264-7406

Call Out: (432) 935-1238

The Big Spring McMahon-Wrinkle Airport, owned and operated by the City of Big Spring, is a general aviation airport. The airport, which occupies approximately 2,200 acres of land, operates two runways: Runway 17/35, which measures 8,802 feet in length and 100 feet in width; and Runway 06/24, measuring 4,601 feet in length and 75 feet in width. Aviation activities that occur at the airport on a regular basis include agricultural spraying, corporate use, flight instruction, and recreational flying. The airport has hosted annual fly-ins and air shows, and maintains the Hangar 25 Air Museum. In 2007, the airport hosted the Hang Gliding World Championships. The Big Spring Air Terminal is over 4,000 sq. ft. with a conference room, passenger waiting area, courtesy car and airpark office. The Pilot's Lounge includes weather monitoring and flight planning capability, wireless internet connection and concessions.