



In This Issue:

- Story Time
- Recent Airport Landings
- Pilot's Briefing
- Director's Update
- Safety Meeting Information
- Just for Laughs
- Black Hawk Visit
- New Birds on Airport

McMahon-Wrinkle Airport & Industrial Park



Recent Airport Activity

My Ride in a P-51 —Orville Spradling, Airport Historian

During my early school years my dream was to become a Pilot. My ambition increased when I had my first airplane flying thrill. My first instruction ride!!! Better than my graduation party!!! My freshman year in college increased the desire even more and I then wanted to become an Army Pilot. Two of my friends were in the C.A.P. (Civil Air Patrol). Colleges were involved in the "Civilian Pilot Training". Needless to say my application was immediate. But I was a year too young. (Never had that problem recently) Two years later my application for pilot training in the Army Air Corps was denied due to a weak right eye muscle. This causes double vision when on your side. So my Army was C.W.S. but never dulled my love for flying.

By the time the war was in Europe my big sister's husband was flying a B-29 in Guam. My little sister's husband was Crew Chief for a P-51 Squadron in China. Since the P-51 was new I wanted to fly it.

Then for my many years later just ride in one.

In the early 70's a flyer was posted on a bulletin board "Ride in my P-51" in Paris Texas. We lived in Houston at that time and my duties were being transferred to Dallas. After a company meeting we drove to Paris Texas. It was a Saturday and weather had a 400 ft overcast and a 1 mile visibility. No Ride!

The following week driving out of Houston stopped at "Hooks" Airport for coffee and told my sad story to my friend. He said "Hell he's a crook! He cant charge you! You want a ride? By the gas and well go." My dream then came true.



Recent Airport Landings



Pilot's Briefing

ICAO FLIGHT PLANS— by Wayne Dawson



In the United States, pilots are currently filing flight plans in domestic or international (ICAO) formats. The FAA is transitioning to require all VFR and IFR flight plans to be filed in the ICAO format. This transition was originally scheduled for October 1, 2015. However, in response to user feedback the transition has been delayed until on or after October 1, 2016. The FAA is recommending that all IFR flight plans be filed using the ICAO format. The domestic and ICAO formats are very similar. Once you have become familiar with the ICAO flight plan it will require no more time complete than a domestic flight plan. But the information the ICAO flight plan asks for must be recorded in the fields in a slightly different way. Electronic filing systems are very sensitive to data entry errors. Omission of a letter, numeral, or even

a period may result in your flight plan being kicked back to the Flight Service Flight Data office for clarification. You can find simplified guidance on how to file an ICAO flight plan at www.faa.gov/go/flightservice. The ICAO flight plan FAA Form 7233-4 (7/15) can be downloaded from the FAA website. The first time I filed an ICAO flight plan I printed the form then called Flight Service and had the Briefer lead me thru the process. It wasn't hard, give it a try.

Wayne Dawson holds a commercial Pilot license with single and Multiengine Land, Instrument Airplane, Glider ratings as well as a Ground Instructor, Advanced Instrument License. He currently flies an experimental RV7A which he completed building in 2007, and hangs at Big Spring McMahon-Wrinkle Airport.

Airport Director's Update

THE NEW T-HANGAR!!!



It's almost ready! Just a few more "punch list" items to complete and it's ready to occupy. The beautiful new hangar will accommodate twelve airplanes. It will be larger than the existing T-Hangars. Each unit will have a door width of 42 feet, a depth of 30 feet, and accommodate a tail height of 12 feet. It will have translucent windows on the electric bi-fold doors. Yes, I said electric; no

more pushing and straining to slide the big doors open. A restroom facility is being included. We have a waiting list for hangars, and we are giving first choice in the new hangar to occupants of the existing hangars who have airplanes and would like to move into the new... The new T-Hangar is located on the West side of the Airport, just south of the existing "Corporate" hangar at the south end of Rickabaugh Drive. We are planning an open house to show off the new facility. It is one we are very proud of, and one we certainly need.

The Hangar is a cost shared project with TxDOT Aviation Division and FAA paying 90% of the engineering, design and construction cost. Our thanks and appreciation go out to them for their great support.

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, **February 18th**.

Bob Miller will host a presentation on the Cirrus Parachute System (CAPS). It will include a live video of an emergency deployment over water and pilot rescue.

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

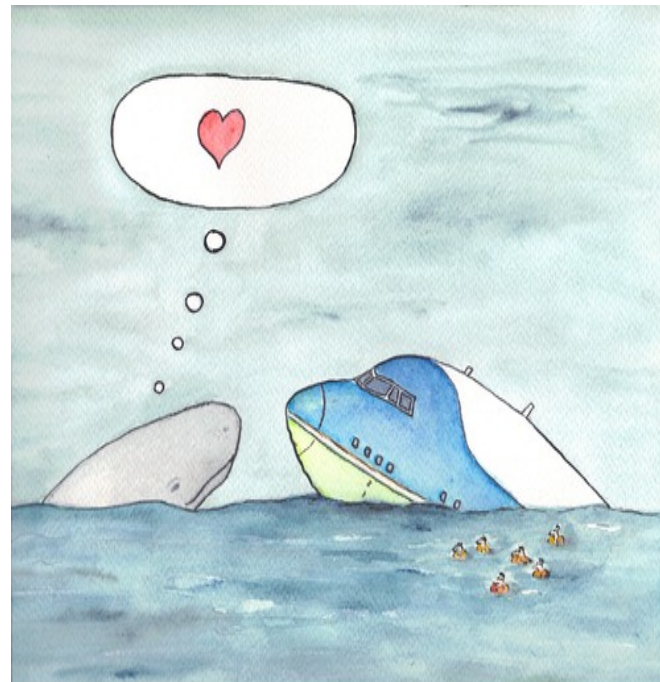
Please RSVP by calling Andriana at 432-264-2362 or email aolvera@mybigspring.com

Black Hawk Helicopter Visit!

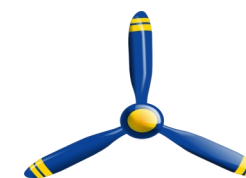


The Big Spring Airport hosted a visit by three National Guard Black Hawk Helicopters on Wednesday, February 11, 2016. The helicopters stopped to refuel in Big Spring while enroute from Ft Hood in Texas, to Roswell, New Mexico. While being refueled, the ten crewmembers were provided lunch in the Airport Terminal, courtesy of Lone Star Aviation.

Just for Laughs!



New Birds on Airport!



Blake Thomas recently soloed in a Cessna 172 on the Big Spring Airport. Congratulations, Blake! Blake is receiving instruction from Jim Deville. Jim is a local Advanced Flight Instructor, with CFI, AMEL, ASEL and Instrument Instructor certifications!

McMahon-Wrinkle Airport & Industrial Park

3200 Rickabaugh Dr. West
Big Spring, TX 79720
432-264-2362
432-264-2367 Fax

We're on the web!

www.mybigspring.com/pages/airport

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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.