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McMahon-Wrinkle Airport & Industrial Park



Recent Airport Activity



Springing Forward—Spring has sprung and the weather is finally warming up! It's nice to see the temperatures rising, but along with the change in weather comes changes in air traffic. We have been seeing a fairly steady amount of air traffic for the past year or so, with the amount of pilots on the field increasing almost on a monthly basis. An increase in new flight students and local business activity means even more people will be enjoying the airspace over Big Spring.

Our hangars are almost busting at the seams right now and we have several aircraft on the ramp waiting for space to come available. It is important to make sure your aircraft is properly tied down at all times, especially with the strong winds we have been experiencing lately. Be sure to double check your tie downs to reduce the risk of aircraft damage which we all know can be not only expensive, but require substantial shop time. Nobody wants to be grounded because of a simple oversight!

If you haven't heard, there are new hangars in the works. The new hangar space will be a great improvement and allow us to open up more availability of space for transient aircraft that frequently stop in Big Spring.

Also, there are several aircraft on the field that are for sale, and many folks are looking for a good deal. We have people coming in almost daily to see what's for sale. So, if you have a plane that you wish to sell, be sure to get the information on our lounge bulletin board so that folks coming into the airport terminal can see what you've got to offer! This is prime season for cashing in on aircraft purchases or sales. Enjoy the weather and keep your flying safe!

We would also like to say, "WELCOME" to the new Airpark Development Board Chairman, Phillip Welch. Glad to have you back!

- Kelly Seales

Recent Landings & Aircraft Photos



Pilot's Briefing

Approaches That Start And End At The Same Place *By Wayne Dawson*

If you've looked at the instrument approaches to Big Spring, you may have noticed that unlike the VOR/DME approaches, the RNAV (GPS) approaches begin and end at the same places. Now, you're thinking, what did he just say? Well the two VOR/DME approaches only share the VOR. The VOR/DME Initial Approach Fix to runway 35 is a fix called MYRTS and the Missed Approach Fix for runway 35 is the VOR/DME. The VOR/DME approach to runway 17, uses the VOR as the Initial Approach Fix and the Missed Approach Fix is TYOL intersection. Now here is where it gets interesting. The Initial Approach Fix for the RNAV (GPS) approach to runway 35 is called NEGCI. NEGCI is also the Missed Approach Fix for the RNAV

(GPS) to runway 17. Likewise, the RNAV (GPS) Initial Approach Fix for runway 17 is called YALUT. YALUT is also the Missed Approach Fix for RNAV (GPS) approach to runway 35. This is very efficient if you are practicing approaches. From your first Initial Approach Fix fly the approach, go missed and enter the hold. The Missed Approach Fix becomes the Initial Approach Fix for your next approach, and so on. The catch is that you might find yourself on a busy two-way street. Here is my point, which I cannot over emphasize. For your own and the safety of everyone flying to and from Big Spring, you must always communicate your position and intentions. The place to meet another pilot is in the terminal not in the air.

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 RV7A which he completed building in 2007 and hangs here at Big Spring Mc Mahon-Wrinkle Airport. He is also a member of the FAAST (FAA Safety Team).

Pilot's Safety Meeting!

Mark your calendar, and plan to attend!!

The Next Pilot Safety Meeting is at 7:00 pm, immediately following the 5:30 pm Airport Board Meeting on Thursday, **May 23rd**. Don't miss it! The February Safety Program was one of our best yet—**Thank you, Haverfield Aviation!!**

We have a WINGS Credit eligible presentation planned for the May Pilot Safety meeting, by John Boatright from the Lubbock FSDO, titled "Don't Rip Your Britches on the Fence". As usual, refreshments will be provided. Don't Miss It!

Please RSVP by calling Kelly at 432-264-2362 or email: kgrant@mybigspring.com



WORDS OF WISDOM

“Flying might not be all plain sailing, but the fun of it is worth the price.”

~ Amelia Earhart, Fun Of It

Airport Director's Update

PLANNING FOR THE UNKNOWN- Is the “Cline Shale” Play for real? How will it impact Big Spring? When will it start? How long will it last? How many people will be coming in to “Big Spring? How can we support them with housing, utilities, schools, medical services, restaurants, entertainment, etc.? What will be the impact on vehicular traffic, law enforcement, jails, emergency services, etc.? These are the type questions the city, county, and neighboring communities are currently wrestling with, as well as the Airpark. Local governments are meeting and addressing these issues, and consultants are being sought out. In spite of everything, we are already behind in the process. The “boom” has already started. This is evident in motel rates and availability, housing shortages, restaurants lines, traffic jams, shelf stockages in local stores, hiring shortages, and, at the airport, increased air traffic and lack of availability of hangar space. All these issues are being addressed, but whether the resolutions will be in time and sufficient to meet the demands of the “oil boom”, that is the question. Sadly, no one has all the answers at this time, but we are certainly doing our best to anticipate and plan accordingly.

~ Jim Little, Airport Director

Pilot's Point of View

Why Do You Have an Airplane? *By Robert D. Miller*

Do you just let your airplane just sit in a hanger and work on it, or just take little short trips? Is the price of fuel keeping you from flying? If you own an airplane you need to use it. What is the purpose of an airplane, it is transportation. The price of gasoline is the least of all expenses in owning an airplane as compared to insurance, depreciation, maintenance and of course to maintain your pilot proficiencies.

So use that airplane and go to places like Cortez Colorado for the Cliff Dwellers at Mesa Verde National Park, Sheridan Wyoming for The Little Big Horn National Park, Cedar City Utah for Bryce Canyon, New Orleans, Branson Missouri, Santa Fe New Mexico, the Bahamas, Anchorage Alaska, Prudhoe Bay Alaska, Seattle Washington, Savannah Georgia, Charleston South Carolina and many many more sites to see.

...Memory Tickler

Q: Which Big Spring runway is up hill?

A: The answer is shown on the airport diagram. Runway 6 is 0.6% up.

Bad Attitudes!

On February 8, 2013, approximately 1245 central standard time, a North American Medore SNJ-4, N2269U, was substantially damaged during a forced landing south of Garden City, Texas. The pilot was not injured. The airplane was registered to an operated by a private individual under the provisions of 14 Code of Federal Regulations Part 91 as a ferry flight. Visual meteorological conditions prevailed at the time of the accident. The flight departed San Antonio, Texas, and was en route to Midland, Texas. According to the Federal Aviation Administration inspector who responded to the accident, the airplane had undergone maintenance on the fuel system and was being ferried to Midland, Texas. At 8,500 feet, during cruise flight, the pilot switched fuel tanks and subsequently lost fuel pressure. The pilot attempted to restore fuel pressure; however, he was not successful. During the forced landing the right main landing gear tire exited the road and the airplane came to rest on it's nose. The left wing spar was bent.

On February 13, 2013 The pilot reported that he had added a specified amount of fuel at the previous fuel stop and he was

I have personally flown to all of these mentioned locations, plus many more. In a private plane you can just about go anywhere that you cannot go commercially, and you have the freedom of coming and going as you please. Weather may delay you, but I estimate that I have completed ninety to ninety-five percent of all my flights.

If those distances seem too far think of all the places in Texas: Padre Island, Houston, Tyler, Amarillo, Fredericksburg, Big Bend State Park, Marfa and the list goes on and on. So enjoy your airplane, fly and use it and improve your quality of life.

Robert Miller holds a Commercial, Instrument, and Multi-Engine license. He currently flies a Turbo Cirrus SR22 G3, has approx. 3,500 hours since being licensed in 1975. He has previously owned a Mooney Exec., Cessna 182, Cessna T182 RG, and a Cirrus Centennial. He is a member of the AOPA Airport National Support Network and is a Hat in the Ring, Life Member.

Did you know?

The Rick Husband Amarillo International Airport (AMA) has the third largest runway in the world and it is also the official alternate landing site for the space shuttle.

Texas has more airports than any other state in the US.

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using a fuel totalizer to determine the quantity of fuel on-board. After climbing to a cruise altitude of 14,000 feet above ground level he discovered that the fuel mixture control was frozen and he was unable to lean the mixture to a lower fuel flow setting. The pilot reported that because of the increased fuel consumption he briefly considered an enroute stop for additional fuel but decided to continue. During descent the airplane experienced a complete loss of power in both engines and the pilot made an emergency off-field gear-up landing about 7 miles from the destination. The airplane impacted terrain and thick scrub trees which resulted in substantial damage to both wings, both engine mounts, and the fuselage. A post-accident examination found that only a trace of fuel remained. The pilot also reported that there was no mechanical malfunction or failure and that his inadequate fuel management was partly because he had become overconfident in his abilities after 50 years of flying.

http://www.faa.gov/data_research/accident_incident/

<http://www.nts.gov/aviationquery/month.aspx>

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

Pilot Safety Meeting: Thursday, May 23rd – 7:00 pm

John Boatright from the Lubbock FSDO will be on hand to provide a WINGS credit program, titled: Don't Rip Your Britches on the Fence!

YOU DON'T WANT TO MISS IT!

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
-or- (432) 270-2729

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.