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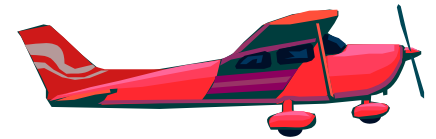
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McMahon-Wrinkle Airport & Industrial Park



Recent Airport Activity

Welcome to the second year of our quarterly airport newsletter! 2012 is off to an exciting and unusual start here at the Big Spring Airport. We are currently working to get the terminal apron upgrade started, and hope to have that project completed by the end of March. The upgrade will allow the airport to handle much larger aircraft and provide an opportunity to work with groups who have shown interest in bringing in large aircraft operations. We recently had a severe snow storm,



which caused us to have to close the airport for three days due to the heavy accumulation of snow and ice on the runways. Our airport maintenance crew was able to get both of the runways cleared with the aid of other City departments and their heavy trucks and equipment. Airport operations resumed in a timely manner and we continue to see an increase in the usage of our facilities.

Recent Landings & Aircraft



Pilot's Briefing

AIRWORTHINESS DIRECTIVES by Wayne Dawson

You were just going along believing life was good, when an Airworthiness Directive (AD) arrived with your name on it. An AD is notification by the FAA to the owner or operator of a certified aircraft that a known safety deficiency with a particular model aircraft, engine, propeller, avionics or system exists and must be corrected. If a certified aircraft has outstanding AD's that have not been complied with the aircraft is not considered airworthy. AD's usually result from part failures reported by operators or the result of accident investigations. The purpose of the AD is to notify the owner that the aircraft may have an unsafe condition, the aircraft may not be in conformity with its basis of certification or other conditions that affect its airworthiness, or that there are mandatory actions that must be carried out to ensure continued safe operation, and in some urgent cases the aircraft may be grounded until repairs are made. AD's are mandatory and often contain dates or aircraft flight hours by which repairs must be made. Most of us expect our mechanic to catch any outstanding AD's during the

annual inspection. But by their nature AD's can be generated at any time. Timely compliance is the aircraft owner's responsibility. It was easier in the old days, the FAA mailed AD's to aircraft owners. No news was good news. They no longer do that. AD's are now available to the aircraft owner through the FAA data base online. And as you may suspect there are lots of AD's. Some date back to the 1940's. In order to stay informed you can register online to have AD's specific to your aircraft emailed directly to you. Rodney Patridge A&P will discuss AD's and your responsibility as the aircraft owner at the February 16, 2012 pilots meeting. For those of you interested in receiving AD's by email, bring your laptop and aircraft log books. Rodney will walk us through the FAA sign-up process.

(Sources: FAA.gov, Rodney Patridge, Wikipedia)

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 the Big Spring/Mc Mahon-Wrinkle Airport.

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 February 16th. Don't miss it!

Guest Speaker will be Rodney Patridge, Licensed A&P Mechanic. Topic will be "*Airworthiness Directives & the Aircraft Owner's Compliance Responsibilities*".

Refreshments will be served. Please RSVP! Call Kelly at 432-264-2362 or email: kgrant@mybigspring.com

Airport Director's Update

Year 2011 saw lots of dynamic activity on Big Spring airport and industrial park. 2012 looks to be even more dynamic. In 2011 we obtained City and TxDOT Aviation approval/funding for upgrade of the airport terminal apron and a new fuel tank farm. The 2011 Webb AFB reunion brought in lots of visitors, Jan Collmer and his aerobatic show, and lots of T-6's and other classic aircraft with their noisy recip engines. Numerous grass fires in the area made Big Spring a primary staging base for Forestry Service helicopters. Changes in aircraft ownership resulted in a large turnover in T-Hangars, and

WORDS OF WISDOM

"The engine is the heart of an aero plane, but the pilot is its soul."

~ Sir Walter Raleigh

demand for larger aircraft and helicopter storage exceeded the capacity of our large hangars. Utilization of the airport continues to grow. Leasing of the airpark rail spur to a development company is exciting. The rail spur is now officially a "short line" railroad and a locomotive for shuffling rail cars will arrive in January. The rail will bring in new business and enhance existing businesses. Other businesses on the airpark are experiencing a boom. The January 9th 11-inch snowfall started the new year with a disruptive "bang", forcing closure of the airport for three days. A mixed blessing, since we really need the moisture.

Happy New Year to all! Jim Little, Airport Director

Bad Attitudes!

* **On January 3, 2012**, approximately 1730 central standard time, a Piper PA-28-160, N5768W, was substantially damaged during a forced landing near San Angelo, Texas. Visual meteorological conditions prevailed at the time of the accident. The instructional flight was being conducted under the provisions of 14 Code of Federal Regulations Part 91 without a flight plan. The commercial certificated flight instructor and student pilot were not injured. The local flight departed approximately 1705.

The flight instructor reported that they were performing touch and go landings in the traffic pattern. While on the downwind leg, the flight instructor changed fuel tanks in order to balance the fuel burn. Shortly thereafter, the student added power to adjust his approach path to the runway and the engine did not respond. The flight instructor switched back to the previous tank; however, engine power was not restored. During the forced landing, the right wing struck a tree and separated.

* **On December 2, 2011**, about 0810 central standard time, a Beech F90, N90QL, collided with terrain while on an instrument approach to the Midland Airpark (MDD), Midland, Texas. The commercial pilot, the sole occupant, sustained serious injuries. The airplane was registered to and operated by Quality Lease Air Services LLC., under the provisions of 14 Code of Federal Regulations Part 91 as a positioning flight. Instrument meteorological conditions prevailed and an instrument flight rules (IFR) flight plan had been filed for the cross-country flight. The flight had originated from the Wharton Regional Airport (ARM), Wharton, Texas, at 0626 and was approaching MDD.

According to the pilot, while on approach to MDD, the airplane was experiencing an accumulation of moderate to severe mixed ice. At the time, his right windscreen was covered with ice and the left windscreen was partially covered with ice. Air Traffic Control (ATC) informed the pilot, that according to radar, he was not going to make

Did You Know?

General Aviation in Texas generates:

- **61,900 Jobs**
- **\$ 2.5 Billion in Payroll**
- **\$ 8.7 Billion in Economic Output**

(TxDOT, Economic Impact of General Aviation, 2005)

the Final Approach Fix (FAF), for the instrument approach. Subsequently, the pilot elected to execute a missed approach. As the pilot added power, the airplane entered a 90 degree bank to the left. The pilot disconnected the autopilot and attempted to level the wings; however, the airplane then entered a 90 degree bank to the right. The pilot reported hearing the stall warning horn and said the airplane was out of control as it descended from 3,300 feet.

The airplane impacted into a residential house, approximately 1 mile from the approach end of runway 25, and a post crash fire ensued. The pilot was able to exit the airplane and there were no reported ground injuries.

At 0815, the automated weather observing system at MDD, reported wind from 030 degrees at 9 knots, 1 and 3/4 statute miles visibility in light fog, scattered clouds at 300 feet, overcast at 800 feet, temperature 34 degrees Fahrenheit, dew point 34 degrees Fahrenheit, and a barometric pressure setting of 29.84 inches of Mercury.

* **On November 30, 2011**, approximately 1115 central standard time, a Cessna 305A, N6735Q, was substantially damaged during a forced landing near Gillespie County Airport(T82), Fredericksburg, Texas. Visual meteorological conditions prevailed at the time of the accident. The local flight was conducted under the provisions of 14 Code of Federal Regulations Part 91 without a flight plan. The pilot was not injured.

While on approach to the runway, the pilot added power to adjust his approach path. The engine did not respond. The pilot was unable to restore the engine power and set up for a forced landing to a nearby field. During the forced landing, the airplane struck a wire and then the ground. The right main landing gear was bent, the firewall was wrinkled, and the fuselage adjacent to the right wing strut was buckled. (Data courtesy of NTSB at: www.nts.gov)

GIVE US THE SCOOP!

If you would like to make comments or suggestions regarding this newsletter, please call 432-264-2362 or send an email to: kgrant@mybigspring.com

We'd love to hear from you!

McMahon-Wrinkle Airport & Industrial Park

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We're on the web!

www.mybigspring.com/pages/airport

Pilot Safety Meeting: Thursday, February 16 th — 7:00 pm

**Airworthiness Directives & Aircraft Owner's Compliance Responsibilities
Presented by Rodney Patridge, Licensed A&P Mechanic**

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.