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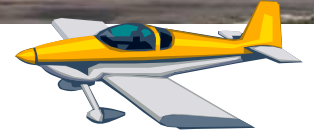
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## McMahon-Wrinkle Airport & Industrial Park



### Recent Airport Activity



*Welcome back to Big Spring,... again!*

Who can deny all the activity in our once sleepy little town? We have seen a number of changes over the past year or so and evidence of the boom are all around us. We have new restaurants, new stores and businesses, and even the crumbling landmark Hotel Settles is back to her original splendor! Our businesses are profiting from the influx of activity and the waiting lines are getting longer. The hustle and bustle are paying off in a big way for Big Spring.

In a stark contrast to this flurry of activity, I was recently fortunate enough to have the pleasure of seeing something different. Just a few weeks ago I watched as a group of Austin businessmen who had flown into the airport gather around a local retired pilot to listen to his aviation stories. The exchange lasted for only a matter of minutes, but the number of smiles and laughter and fond memories of times gone by was immeasurable. The

elder gentleman's enthusiasm and love of aviation was obvious and it spilled over into the rest of the group effortlessly. Watching as the group of businessmen savored the chance to slow down and just remember, I couldn't help but smile and laugh too. It gave me a sense of peace to know that there are still those around us who aren't so busy and who have long since stopped running themselves ragged over a dollar.

My hope is that we can all take some time this year to focus on what matters the most. Our time! They say time stands still for no man. I couldn't think of a better way to put it. Make sure the time you spend is worth it, and every once in awhile, take a moment to look back at all the things that have made you smile. I promise they are worth remembering, and there's a whole generation of folks who need to hear those old stories, lest we all forget. ~Kelly

### Recent Landings & Aircraft Photos



## Pilot's Briefing

### Radio Communications By Wayne Dawson

I've recently listened to discussions between pilots with respect to radio communications procedures used in the vicinity of our airport. At one time or another I'm sure you've heard it too; Kelly won't let you get a word in edgewise, or Jim blows into the pattern and never says a word. Big Spring is an uncontrolled airport. There are no regulatory communication requirements at uncontrolled airports, but as a courtesy, and in the interest of safety, you should communicate your position and intentions to others. I suggest you read the guidance provided in the AIM 4-1-9., Traffic Advisory Practices at Airports Without Operating Control Towers. Pilot work load is greatest on and near the airport, and so is the potential for distractions. When departing or entering the airport environment don't count on the other guy seeing you first, remain alert. Look, listen and communicate. Before taxiing to depart, or flying within 10 miles of the airport pilots should listen to the ATIS for wind, weather and specific airport information then tune to the CTAF frequency and listen for other traffic. Departing the airport pilots should monitor the CTAF and announce their position and intentions

## 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, **February 28th**. Don't miss it! We had lots of fun at the November meeting—including some cool night vision viewing!! Thank you so much, AIR EVAC!!

**We have a very special presentation planned for the February meeting, and will have refreshments as usual. If you are able to attend, please do so. Your participation helps ensure the safety of all our local pilots!**

Please RSVP by calling Kelly at 432-264-2362 or email: [apdir@mybigspring.com](mailto:apdir@mybigspring.com)



before taxiing, before taxiing onto the runway, and until 10 miles from the airport. Pilots of inbound traffic should monitor the CTAF and communicate their position and intentions from 10 miles to landing. This includes an initial position report relative to the airport, upon entering downwind, base, final, and leaving the runway. The AIM has very specific recommendations to pilots practicing instrument approaches at uncontrolled airports, and I suggest you review them. Keep in mind that VFR traffic may be departing in the opposite direction of your approach. VFR pilots are also unlikely to be familiar with the published instrument procedures. So when you report crossing a fix inbound they have no clue where you are. By reporting your position in distance and direction from the airport they will know where to look for you. Communicating your position and intentions will enhance safety at Big Spring Mc Mahon-Winkle Airport.

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-Winkle Airport.

### WORDS OF WISDOM

*"To most people, the sky is the limit. To those who love aviation, the sky is home." ~ Anonymous*

## Airport Director's Update

The Airport at Big Spring! Even some lifelong residents of Big Spring don't know Big Spring has an airport. That's amazing to me, but even more amazing is the number of people and organizations touched, in one way or another, by our airport. During WW II, the Korean War, and the Vietnam Conflict, over twenty-one thousand soldiers and air-men earned their wings on this airfield. Today, we have an unbelievable diversity of uses for our airport. Corporate jets fly in and out daily, coordinating oil field, ranching, wind energy, and local business activities. Medical evacuations occur frequently, supporting our VA and civilian hospitals. Prisoner exchanges take place, supporting five local prisons and local law enforcement. Air Evac helicopters launch here to remove injured people from accident scenes. Forestry Service fire fighting helicopters are hangared and staged out of here, as are helicopters used to help install new power lines supporting the wind turbines. Hang Gliders have found a home here for national level competition. Military helicopters and aircraft refuel and practice landings here. Angel Flights transport cancer victims to distant hospitals for treatment. Hunters, college students, politicians, celebrities, pipe-line inspectors, crop dusters, aviation enthusiasts, and transient aircraft use our facility. Even blimps have been known to land here. The Settles Hotel Corporation used the airport to assist in planning and corporate oversight in the re-construction of that grand facility. There is an air museum, an active flight training school, aircraft maintenance facilities, and over fifty airplanes presently stationed on the field. Yes....I would say that we do have an airport in Big Spring, and a pretty active one at that!! Pass the word!

~ Jim Little, Airport Director

# Instructor's Corner

## Airspace *By Jarle Boe*

Being in the aviation training arena for more than 25 years my experience is that the single most confusing area among novice pilots as well as experienced pilots is the understanding of the different airspaces surrounding our airports, particularly controlled fields.

In displaying the airspace there are two main sections:

\* Controlled airspace where it is deemed necessary to maintain control of the aircraft flying within this airspace. Execution of such control is done by ATC-Air Traffic Control centers, located throughout the U S and other continents. Mandatory participation with ATC is required for instrument traffic operating in accordance with Instrument Flight Rules. In the U S participation with ATC is not required for visual traffic operating in accordance with Visual Flight Rules.

\* Uncontrolled airspace is airspace not controlled by ATC although ATC may act in an advisory manner.

In defining the airspace with emphasis on our U S airspace, starting from the ground and upwards there are three main spaces:

Class G (for Ground): Generally the airspace from the ground to 1200 feet Above Ground Level (AGL). This is uncontrolled airspace.

Class E (for Everywhere): Generally the airspace overlaying class G and underlying class A, situated between these two airspaces G and A, and typically beginning from 1200 feet AGL and ending at 18000 feet Mean Sea Level (MSL)(FL180). This is controlled airspace.

Class A (for Above): That airspace overlaying class E starting at FL180 and ending at FL600 (60000 feet MSL). Controlled airspace where only traffic adhering to the Instrument Flight Rules can operate.

VFR cloud clearance and visibility requirements for these spaces are in class G in daytime 1 mile visibility and clear of clouds, where the night requirements are 3 miles visibility and 500 feet below the cloud(s)/1000 feet above the cloud(s)/2000 feet horizontal distance from the cloud(s). These night requirements are the same as in class E below 10000 feet MSL. In class E above 10000 feet the VFR requirements are 5 miles visibility and 1000 feet below the cloud(s)/1000 feet above the cloud(s)/1 statute mile horizontal distance from the cloud(s). Class E requirements are the same for day and night operations.

That is all there is to it! These are our three main airspaces with visibility and cloud clearance requirements. Then, surrounding our airports, depending on the particular airport traffic load and definition, we have additional classes of airspaces where basically class E airspace (controlled) is drawn down to the ground within typically 5 statute miles of the airport, and at least one instrument approach is available for guidance to the airport in Instrument Meteorological Conditions (IMC). At these airports the overlaying class E airspace starts at 700 feet AGL due to the available instrument approach procedure (Identified with a shaded magenta circle around the field on aeronautical charts):

Class B (for Busy) is surrounding large hubs such as Dallas and Houston and is generally from the ground up to 10000 feet MSL and

## Did you know?

Who was the first person to be licensed as a pilot by the FAA? One might guess that it must have been none other than Orville Wright, but it wasn't!

In fact, the first Federal Pilot's License, License #1 was issued to a man by the name of William P. MacCracken, Jr. on April 6, 1927. MacCracken was the Assistant Secretary of Aeronautics at the time, and a WWI Army pilot with a laundry list of credentials to his name. Still, he graciously offered the privilege of License #1 - waiving the fee and examination - to Orville Wright. No longer being an active pilot, Wright refused the honor insisting that the world would still recognize him as the first man to fly, even without a license.

*Courtesy of Orville Spradling*

shaped like an upside down wedding cake with the primary airport in the center. Radar and transponder is mandatory. VFR visibility and cloud clearance is 3 miles and clear of clouds and a clearance is required to enter. A control tower is mandatory for this controlled airspace. Identified with solid blue on aeronautical charts.

Class C (for Congested) is surrounding less busy airfields such as Midland and Lubbock and is generally from the ground up to 4000 feet AGL and shaped like an upside down two layer cake with the primary airport in the center. Radar and transponder is mandatory. VFR visibility and cloud clearance is the same as in class E, with a requirement of a minimum 1000 feet AGL ceiling and 3 miles visibility in order to land. In daytime, by requesting a "Special VFR" clearance, the pilot can land with the day visibility and cloud clearance requirements of class G. A control tower is mandatory for this controlled airspace. At times when the control tower is not in operation the airspace becomes uncontrolled, and operating practices becomes such as those at uncontrolled fields. Identified with solid magenta on aeronautical charts.

Class D (for Dense) is surrounding lesser busy airfields such as San Angelo and is generally from the ground up to 2500 feet AGL with the primary airport in the center. VFR visibility and cloud clearance is the same as in class E, with a requirement of a minimum 1000 feet AGL ceiling and 3 miles visibility in order to land. In daytime, by requesting a "Special VFR" clearance, the pilot can land with the day visibility and cloud clearance requirements of class G. A control tower is mandatory for this controlled airspace. At times when the control tower is not in operation the airspace becomes uncontrolled, and operating practices becomes such as those at uncontrolled fields. Identified with segmented blue on aeronautical charts.

Class E (for Everywhere Surface Area) is surrounding our lesser busy airfields such as Mineral Wells and is typically from the ground up to the overlaying class E airspace with the primary airport in the center. VFR visibility and cloud clearance is the same as in class E, with a requirement of a minimum 1000 feet AGL ceiling and 3 miles visibility in order to land. In daytime, by requesting a "Special VFR" clearance, the pilot can land with the day visibility and cloud clearance requirements of class G. A manned weather station is mandatory for this controlled airspace. At times when the weather station is not manned the airspace becomes uncontrolled, and operating practices becomes such as those at uncontrolled fields. Identified with segmented magenta on aeronautical charts.

Class G (for Ground Surface Area) is our least busy fields such as Big Spring and Colorado City and is typically from the ground up to the overlaying class E airspace. VFR visibility and cloud clearance is the same as in class G. This is uncontrolled airspace and there are two types of these fields; those with an instrument approach procedure for guidance in IMC where the overlaying controlled airspace E starts at 700 feet AGL, and those without an instrument approach procedure for guidance where the overlaying controlled airspace E starts at 1200 feet AGL.

In conclusion: Our main airspaces from the ground and up are G, E, and A. Surrounding our airfields, depending on how busy the field is, are B, C, D, and E. That is about all there is to it!

*Jarle Boe is a licensed Airline Transport Pilot, Single-, Multi-Engine and Instrument Flight Instructor with 8,800 flight hours logged. He is*

## ...Memory Tickler

**Q:** What are the visibility and cloud clearance requirements in Class B airspace?

**A:** The visibility and cloud clearances minimums in Class B are three statute miles and clear of clouds. These minimums are made simple because an ATC clearance is required for all aircraft to operate in Class B airspace, and all aircraft that are so cleared receive separation services while in Class B airspace.

*Courtesy of Wayne Dawson*



## **McMahon-Wrinkle Airport & Industrial Park**

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

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We're on the web!

[www.mybigspring.com/pages/airport](http://www.mybigspring.com/pages/airport)

### **Pilot Safety Meeting: Thursday, February 28th – 7:00 pm**

**We have a very special presentation planned... Details coming soon!**

**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

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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.