

KBPG
AWOS: 118.025
UNICOM: 122.8



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McMahon-Wrinkle Airport & Industrial Park



Recent Airport Activity

As you know, the recent drought has played a major role in all of our daily happenings. Whether it's the City's new water restrictions, the extreme heat, or the fires that have been ravaging our community, we cannot escape the negative effects of our current climate. Due to the recent fires, we have seen the largest numbers ever of fire fighting aircraft here at the airport. We currently have a private company, "Construction Helicopters" located on the facility, with their fire fighting helicopter that uses a suspended "bucket", and we also have the Texas Forest Service stationed here



with their airplane. The Forest Service aircraft is often referred to as a mini-tanker and is used to apply retardant to the fire, similar to how a crop-duster operates. It is nice to know that these enormously helpful resources are on hand if needed! We've also had more Army crews stopping by for barbeque and fuel. The military crews always bring a smile to our faces and we truly do enjoy having them and showing them a small token of our gratitude!

Recent Landings & Aircraft Photos



Pilot's Briefing

Military Operating Areas

A cross country flight to almost any Texas destination will likely take you thru a Military Operating Area, MOA. MOAs are a category of Special Use Airspace. Special Use Airspace also includes Prohibited, Restricted, Warning and Alert areas. MOAs are established to separate certain military training activity from IFR traffic. Examples of activities conducted in MOAs include air combat tactics, air intercepts, aerobatics, formation flying and low altitude tactics. These may occur in Class D and Class E surface areas, and Federal airways. Participating aircraft may also exceed 250 knots indicated airspeed below 10,000 feet MSL. When you are flying under IFR, you may be cleared thru an active MOA if ATC can provide separation. Otherwise, ATC will reroute or restrict your operations. While extreme caution is recommended, you may operate VFR within an active MOA. Pilots should contact any FSS within 100

Pilot's Safety Meeting!

Mark your calendar, and plan to attend!!

There will be a Pilot Safety Meeting at 7:00 pm, immediately following the 5:30 pm Airport Board Meeting on August 18, 2011. Special Guest Speaker will be ... Michael D. Harvey, Air Traffic Manager at the Midland International Airport.

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

NM of the area to obtain accurate real-time information concerning the MOA hours of operation. Prior to entering an active MOA under VFR you should contact the controlling agency for traffic advisories. MOAs are depicted on Sectional and WAC and En-route Low Altitude charts, along with specific information regarding the name, floor altitudes, time of use, controlling agency and communication frequencies of each MOA. Good preflight planning, enroute communications and watchfulness are the key to successfully navigating your next MOA. Sources: FAA, Aeronautical Information Manual, 2011; Jeppesen, Instrument Commercial Manual, 2002

Words of Wisdom

"As we got further and further away, it (the Earth) diminished in size. Finally it shrank to the size of a marble, the most beautiful you can imagine. That beautiful, warm, living object looked so fragile, so delicate, that if you touched it with a finger it would crumble and fall apart. Seeing this has to change a man."

~ James B. Irwin, Apollo 15

Bad Attitudes!

On February 17, 2011, about 2040 central standard time, a Cessna 182P airplane, N325LA, was destroyed during a loss of control following a touch-and-go maneuver at the Levelland Municipal Airport (LLN), Levelland, TX. The private pilot and one passenger were fatally injured and the two remaining passengers sustained serious injuries...

Reportedly, the pilot had departed LBB with the intention of flying to LLN to perform touch-and-go maneuvers. An individual, located in a house approximately 1,100-feet west of the accident site, reported that around 2040 she heard an airplane's engine either accelerate or decelerate followed by a "thud" sound. The ear witness then elected to go out on her front porch,

but not seeing anything unusual she went back inside. About 30 minutes later one of the surviving passengers was able to crawl to her neighbor's house for help.

The airplane came to rest in an inverted position 3,045-feet from the approach end of runway 17 and approximately 62-feet east from the runway edge. There was no evidence of a post crash fire. Runway 17 was a 6,100-foot long by 75-foot wide asphalt runway.

At 2040, the West Texas Mesonet weather observation facility at Levelland, Texas, approximately 1.75 miles southeast of the accident site, reported wind from 267 degrees at 10 MPH gusting to 11 MPH. Info courtesy of: www.nts.gov

Airport Director's Update

Exciting times continue at the Big Spring Airport: We had a great "Prairie Dog Fly-In" June 11th. High Sky Wing of CAF supported us with a superb flyover for the City's July 3rd "Pops In The Park" celebration. National Hang Gliding Competition is scheduled August 14-20 with the largest-ever number of participants expected. Our Webb AFB Reunion is scheduled in October, with lots of flying activity anticipated. On a sad note, Kimball Guthrie, owner of Guthrie Aviation died on June 21, and Bob Fishback, former pilot and aircraft owner, was taken by cancer in June as well... Fires, Fires, and more Fires—have blackened farms, ranches and property throughout the Big Spring area, with Big Spring Airport hosting or servicing many helicopters, flying cranes, aerial tankers, and crewmembers fighting those fires. We thank God for the dedication and skills those aircrews possess, and their ability to work closely with their equally qualified counterparts on the ground.



The engineering/design team for the Airport Terminal apron upgrade is being selected and design work will commence shortly. Len Hobbs is pressing hard on developing the Texas Aircraft Maintenance Center on the Big Spring Airport.

Cheers! Jim L.

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, August 18th — 7:00 pm

**Featuring Guest Speaker: Michael D. Harvey,
Air Traffic Manager for the Midland International Airport!**

UPCOMING AIRPORT ACTIVITIES:

US Nationals Hang Gliding Competitions: August 14—20th

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.