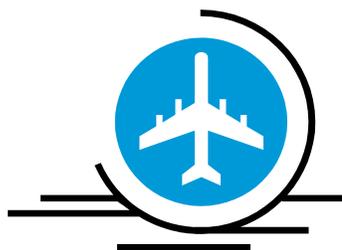


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## McMahon-Wrinkle Airport & Industrial Park



### Recent Airport Activity



***Thoughts on the Airport*** —Karen Reagan, Administrative Assistant

Now that I work for our airport, I tend to look around at other airports when I travel. Most of the smaller ones have some sort of construction or change happening. You can certainly see changes going on at our own airport.

Each day it seems like our numbers are increasing. I know that compared to when I started working here to now, there is a big difference in the amount of traffic we see in and out of the terminal. Frequently we receive calls and visits for hangar storage space, companies requesting land leases and buildings, and others. Just in the last two to three weeks, the

courtesy car has been kept hopping with the amount of requests for it.

With all these things going on, it is apparent that change is happening and the McMahon-Wrinkle Airport is alive and well!

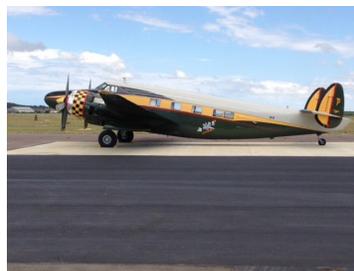


### Airport Director's Update

***Aviation—For Work and For Play***—Jim Little, Airport Director

Recently meeting Mark Baker, the President and CEO of AOPA, and the owner of an extremely rare "Howard 500" aircraft, caused me to reflect on a long career which has linked me with aviation most of my life. I was fascinated with airplanes as a youngster, learned to fly while I was in college, got into flying in the Air Force, and subsequently transitioned into command and control systems. My work included radars and sensors for aircraft detection and control in the US, the Philippines, Vietnam, Thailand, Korea, Central America, the Caribbean, and even locations above the Arctic Circle. In one job I had

responsibility for military air traffic control towers throughout the Western US. My current job keeps me exposed to aircraft of all types, and to the professionals that own, fly, and work on them. For someone who loves aviation, you couldn't ask for better... Jim Little



## Pilot's Briefing

**Cloud Base**— by Wayne Dawson

The hang gliders will soon return to Big Spring. If you sit in on the morning pilot briefings you'll hear terms like thermals, lift, cloud base, task and land out tossed around. Soaring is a racing sport, but to soar you need the right combination of atmospheric conditions.

It works like this. The sun heats the earth, and the earth warms the air. But because the earth's surface heats unevenly some spots absorb more heat and warm the air quicker. Then the warmer air breaks free of the earth's surface. It rises in a column called a thermal. The air rising in the thermal creates lift. It's possible for the hang glider to climb in the thermal's lift because the air in the thermal is rising faster than the hang glider is sinking. The catch is that the rising air in the thermal must come from somewhere. Cooler air between the thermal sinks to be drawn into the base of the thermal and lifted again. So to fly the race course, called a task, the pilot must circle using lift created by a thermal to climb to cloud base where

he departs on course toward another thermal marked by a cumulous cloud. He will repeat the process, climbing to cloud base then gliding to the next thermal, again and again to progress through the task. The rule of thumb is to fly slow in rising air, fast in sinking air and minimize your time in the thermal by climbing only high enough to glide safely to the next thermal. The race is really a race with the sun. Because as the sun passes across the sky at some time in the afternoon it will no longer heat the earth sufficiently to produce strong thermals. At that point the hang glider is no longer able to climb and is committed to the final glide. If you do it right you'll complete the task in the shortest possible time. If you misjudge the strength of the lift or dally too long in the thermals, it's likely you'll not complete the task. Landing anywhere but your destination is called landing out. Which means you just missed supper.

*Wayne Dawson holds a Commercial Pilot license with Single and Multiengine Land; Instrument Airplane; Glider ratings as well as Ground Instructor, Advanced Instrument license. He currently flies an RV7A which he completed building in 2007 and hangars here at Big Spring McMahon-Wrinkle Airport.*

## Pilot's Perspective

**Are You a 5% or 95%?** – by Robert D. Miller

Did you know that the AOPA Foundation which is the cornerstone of the Air Safety Institute and Safety Seminars, is supported solely by private donations. None of your AOPA dues goes to the Safety Foundation. And, did you know that only over 5.8% of the total AOPA membership donates to the Air Safety Foundation either a \$1.00 or thousands of dollars. In other words, 94.2% of all AOPA members give absolutely nothing to the Air Safety Foundation.

So what does the Air Safety Foundation do for you as a pilot and why should you donate \$1.00, \$5.00, or \$100.00? We as pilots must preserve our freedom to fly. We must support the foundation not only for safety and lower the accident rate thus preserving a positive impression for the general public, but also support the youth program to increase the pilot population. The foundation brings safety education to thousands of pilots through seminars and more importantly by internet webinars and safety videos.

I personally appreciate the safety videos and many of the productions by the Foundation which qualify you for the Wings Program. Just think, less than half the price of a tank of fuel for your airplane will go a long way with the AOPA Foundation. I personally have donated to the foundation for many years and am presently a member of the Hat in the Ring Society.

I believe in flying. I believe in the safety programs and the continual training that we as pilots must undergo, and I strongly support the work of the AOPA Foundation. At your convenience, review the educational outreach, the teen advisory council, the flight risk evaluator, mobile app, the safety quizzes and videos and all the other excellent programs that only exists through the private donations of pilots to ensure the Freedom to Fly remains within the United States.



## Pilot's Reflections

**Being a Woman Pilot**— by Jane Armstrong

I had the privilege of being a woman pilot. When I was young, I recall reading that Peter Pan flew—if he could, so could I.

Years later I read that the adult education classes were offering Ground School. I signed up and unbeknownst to me so did Nan, a co-worker at the newspaper in Burlington. We went from classes to lessons at the local airport. The day I soloed will remain one of the highlights of my life, but an even bigger day was when the FAA man came from Mitchell Field in Milwaukee to my hometown airport in Burlington, Wisconsin to test my flying skills.

The weather was windy—not Big Spring windy but breezy for that part of the country. Because the main runway was being used by a student getting lessons, I had to make cross-wind landings which weren't the easiest for me. The first one was not that good. The FAA man said we should go around, and he would show me what I did wrong. We did, and his landing was HORRIBLE! He said to try it again and this time it was possibly the best cross-wind landing I ever made. Upon arrival back at the terminal my instructor told me he was sure I had failed because that second landing was the worst he had ever seen.

The FAA man explained that the second landing was done by him but the last one done by me was perfect, and I got my license on May 15, 1969. It was the first license ever given at the Burlington Airport. Before that a student had to go to Milwaukee to test out.

Nan got her license too. We both were active in a group that owned a newspaper in Reedsburg, Wisconsin. We flew (taking turns) whenever we had to make that trip to check on the operation. We got to fly to newspaper conventions in New Jersey and Colorado a short time after getting our license.

On the trip to New Jersey we took along the Burlington newspaper publisher and the editor. Being fairly new at long distance flying we decided to pick smaller airports for refueling. One of them was so small that chickens came out to greet us and the runway really needed some serious mowing. Due to head winds it seemed to take us forever to get to the Atlantic City Airport. The editor told the convention attendees that he was in the back seat “knitting a parachute”.

We took the Burlington publisher, who was president of the National Newspaper Association, to a convention in Denver via round about route. We got as far as Nebraska when the weather turned bad and we had to land and wait it out.

Our passenger boarded a commercial flight while Nan and I

stayed the night. The next day I was told to fly directly to the Colorado Springs Airport instead of Denver so that we could join the group. We landed and were met by a black limo with American flags on top and were driven to NORAD where we went for a tour of the installation with the group. Felt like special VIPS.

Over the years I made many flights to places in Wisconsin, Minnesota, Iowa, Illinois, Indiana and South Dakota. Although I don't fly anymore due to health reasons, I still get excited around airports and love to see planes and dream that it is me in the cockpit.

## 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 p.m. Airport Board Meeting on Thursday, **August 21st.**

**Our Guest Speaker will be Phillip Welch, our own Airport Board Chairman. His program for the Pilot Safety Meeting is about changes in navigational technology for our pilots today. Snacks will be served! Don't miss it!**

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

*Phillip Welch is a Private Pilot with an IFR rating and has been flying since 1981. He owns a 1977 Piper Cherokee 235 which hangs in Big Spring.*

## ...Memory Ticker...

*Can you compute the height of the cumulus cloud bases?*

Soaring pilots use sophisticated online programs to predict the earliest usable lift, highest expected usable lift and height of the cloud bases. If you are gawking at the sky wondering how high the cloud bases are, there is a simple way for lesser mortals, airplane pilots, to get the answer. To do this you need to know the temperature and dew point because we know when the temperature and dew point come together, moisture in the air condenses and clouds form. Temperature and dew point is reported in Centigrade on the ATIS. We also know that rising parcel of unsaturated air cools at a rate of 2.5 degrees C per 1,000 feet. So by subtracting the dew point from the temperature then dividing the answer by 2.5, you can compute the height of cumulus cloud bases in thousands of feet. Call the ATIS and try it.



## **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, August 21st — 7:00 pm**

**Phillip Welch, a local private pilot , will be giving information about some of the navigational technologies that are out there today. DON'T 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.