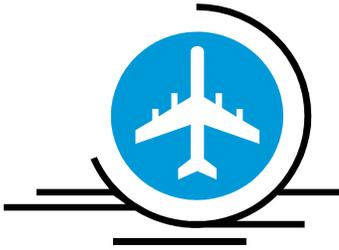


KBPG
AWOS: 118.025
UNICOM: 122.8



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McMahon-Wrinkle Airport & Industrial Park



Recent Airport Activity



Welcome, 2014!

The new year is here and there are plenty of changes in store for the Big Spring Airport. While most people have made their new year's resolutions to gain one thing or lose another, change something for the better or keep something dear, the airport is no exception.

We will be gaining a new fuel farm, a much needed 12 unit T-hangar, and an upgraded parking ramp at the terminal. These three projects have been in the works for quite awhile and couldn't have arrived at a better time for the aviation community. Traffic has increased along with the desire to have self-serve fueling capabilities. We have long since ran out of airplane hangar space. And the apron upgrade will allow for heavier aircraft to comfortably rest while their passengers tend to their personal business in our community.

Even more gains are in store for the airport in other areas, and there are sure to be some changes for the better. We have searched high and low for a new Airpark Maintenance Superintendent and hope to have that position filled very soon. We should commend the airpark staff for keeping the facility up and running smoothly in the meantime!

Additionally, I have come to the end of my journey with the City of Big Spring Airport. My departure comes with many mixed emotions: Sadness at the thought of leaving my co-workers, our tenants, and the aviation community and excitement for the new opportunities in store for myself and my family. I wish you all the very best and look forward to seeing the many great changes at the airport. Here's to a wonderful new year!

- Kelly Seales

Recent Landings & Aircraft Photos



Pilot's Briefing

SAFETY ALERTS— by Wayne Dawson

There are two types of Safety Alerts issued by ATC. They are the terrain or obstruction alert, and the aircraft conflict alert. Terrain or obstruction alerts are issued when your Mode C altitude readout indicates your flight is below the minimum safe altitude for that area. In general, you will be requested to check your altitude immediately. The controller will then provide the minimum safe altitude required in your area. An aircraft conflict alert is issued when the controller determines that the minimum separation between aircraft being controlled could be compromised. If a conflict alert is issued to you, the controller will advise you of the position of the other aircraft and a possible alternate course of action. Keep in

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 20th.**

Our Guest Speaker will be John Boatright of the Lubbock FSDO, FAA Safety Team - FFAST. The WINGS accredited program is titled, "Way To Go, Einstein!" Snacks will be served! Don't miss it!

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

Director's Update

It's A New Year!!

It's a New Year and, as usual, it is full ups and downs. On the down side, we are losing Kelly at the end of February. She has been a mainstay at the airport for over 5 1/2 years, and she has been involved in every aspect of the airport and Industrial Park operations. This Safety News Letter is the result of only one of her many initiatives. We'll miss you Kelly!!!

mind that for either of these alert services to be available, your aircraft must be under radar control and your Mode C transponder must be fully operational. Safety alerts may be issued by either a center or terminal radar facility controller. Reference the Jeppesen Instrument Commercial Manual for additional reading.

Wayne Dawson is the Airport Safety Committee Chairman and serves on the McMahan-Wrinkle Airport & Industrial Park Development Board. He holds a Commercial Pilot license with both 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 hangars here at the Big Spring McMahan-Wrinkle Airport.

WORDS OF WISDOM

Dad, I left my heart up there.

~ Francis Gary Powers, CIA U-2 pilot that was shot down over the Soviet Union, describing his very first flight at the age of 14.

On the positive side, work is in progress on the Terminal Apron resurfacing project and the pad for the new Fuel Tank Farm. These should be completed in March. Our new 12-Unit T-Hangar is in the final design phase. The aeronautical activity on the airport, especially related to the oil "boom", continues to increase. We receive daily inquiries regarding hangar space for large and small aircraft and helicopters. A seismic study is in progress assessing the oil and gas potential underneath the "airpark" and we have a contract in place with a company ready to start explorations for oil. On the Industrial Park side, we have rail development taking place faster than we can keep up. It is exciting times at the airport and fun to be a part of it. Happy New Year to you, and keep it safe on the ground and in the air!

Jim Little, Air Park Director

Pilot's Perspective

Oops!! I landed on the Wrong Runway or Heaven Forbid the Wrong Airport – by Robert Miller

Southwest Airlines recently landed at the wrong airport in Missouri, and only last month a 747 Dreamliner landed on the wrong airport in Kansas. If you haven't lined up with the wrong runway at the correct airport, you will one of these days. I personally have not landed at the wrong airport but I must confess that I have mistakenly thought I was going to land at the wrong airport then realize the correct airport was another 7 miles away. As for lining up on the wrong runway, that does happen, or even lining up on a taxiway. All of us have certainly had these occasions if they are truly truthful with themselves.

So what do we do about it? With the GPS's and the technology that we have, we must cross check our instruments. Within 10 miles of destination airport, I place my autopilot on heading and scroll the CDI to the correct heading for the designated airport which places a magenta line on my PFD. I turn my heading to intercept the magenta line, and then on autopilot it would automatically turn. Last week when flying into Lakeway the airport is not easily seen due to the hills and Lake Travis, but as stated above I was lined up with the runway long before I saw it.

So when you are busy getting ready to land and you see an airport in front of you, your impulse is to suddenly confirm that is the airport, when in fact it may be the wrong one. Also, when you look for geographical structures near the airport they may be so similar to your destination airport that you then have a cognitive anchoring that this is the correct airport. In the Midwest a lot of the towns and airports are very similar and you must be on guard. High-time pilots tend to be lax in their crosschecking and make too many assumptions which become incorrect and result in embarrassing situations.

Confusing mileage and minutes to destination can also lead to the incorrect assumption that the airport that you see are incorrect and your correct one is only another 7 miles away.

What about lining up on the wrong runway, take two runways 20 and 17? They are both southerly runways and it is very easy for a pilot to be on a downwind for 20 and actually turn to final on 17.

You cannot depend upon the tower to guide you to the correct runway much less the correct airport. Often times when a tower informs you that you are clear to land they may not know where you are but have given you the clearance based upon you reporting your location. If you report that you are three miles west of the airport and you are looking at wrong airport then obviously he cannot see you, if he is at another airport seven miles away. Also, you would be causing problems to the incorrect airport when they do not even know that you are adjacent to them.

Another problem is not insuring that you are talking on the correct frequencies and receiving the same. What if you are listening to traffic on 122.80 at your destination airport, but you are transmitting on 123.00. You hear the traffic and with your transmission you are assuming that they hear you when in fact they have no knowledge of you. Insure that you are transmitting and receiving on the same frequency.

Do not fall in the trap of intellectual laziness, be a professional. Use read backs with correct runway assignments, crosscheck your heading with runway numbers, and confirm proper airport and runway information with actual data in your instruments. Don't ever assume that the runway in front of you is the correct runway without confirmation. A good pilot with professional habits will always be at the right airport, on the right runway and on the right frequency. Lazy pilots, who knows?



McMahon-Wrinkle Airport & Industrial Park

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432-264-2367 Fax

We're on the web!

www.mybigspring.com/pages/airport

Pilot Safety Meeting: Thursday, February 20th — 7:00 pm

We will have a very informative presentation by John Boatright, of the FAA. The program is WINGS credit eligible!

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

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.