

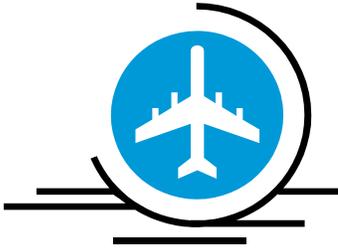
May 2012

Volume 2, Issue 2

KBPG

AWOS: 118.025

UNICOM: 122.8



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McMahon-Wrinkle Airport & Industrial Park



Recent Airport Activity



Location, Location, Location!

With the booming oilfield industry and an increase in construction jobs in the Permian Basin, there has been a huge influx of people coming to live and work in our area. It's old news that this boom is causing a shortage of housing and hotel availability. But what you might not be aware of is that we are rapidly running out of space at the airport! All 30 T-Hangars and the Corporate Hangar are full, and the North Hangar is filling up quickly too. We currently have a lengthy waiting

list for folks looking to rent space for their aircraft, as well as office and storage space in our other buildings. It appears that the boom is here to stay for quite a while. So, in the meantime, we will have to continue to make do with what we've got and keep looking for ways to improve our facilities and increase our capacity to meet the aviation needs of our area.

***** Please come join us on Thursday, May 3rd from 4:30 - 6:30 p.m. for our "Business After Hours" Open House!**

Recent Landings & Aircraft Photos



Pilot's Briefing

FLIGHT PLANNING TOOLS—by *Wayne Dawson*

We all remember the good old days when planning a cross country meant unfolding the Sectional chart, drawing a course line with a plotter, calling Flight Service for weather, and figuring the rest with the E6b. One fall day in 1980 I left Bethel, Alaska in my Aeronca Chief, with an expandable folder full of Sectionals, each with a single red line drawn across it. Five days and fifty flight hours later I landed at Davis Field near Washington, DC. Back then a \$2 chart and compass was all I knew and needed.

Thanks to the internet, today the choice of flight planning tools is nearly limitless. One of my favorites is AirNav.Com. In addition to airport information, AirNav also provides information about nav aids, airspace fixes, and aviation fuel. Their AirBoss Fuel Card provides members savings at the fuel pump. And for a small fee there is even an AirNav iPhone app.

After selecting the airport page you will be offered several

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 May 24th, followed by a Hamburger Cook-Out. Don't miss it!

Guest Speaker: John Boatright of the FAA Safety Team will be presenting, "What Is That Light Sport Thing Anyway?" covering Sport Pilot ratings and limitations. Mona Roberts - FAA Airworthiness Inspector, will be here as well, covering possible maintenance issues for Light Sport Aircraft. **WINGS CREDIT WILL BE GIVEN!!!**

We're cooking burgers! So, please RSVP! Call Kelly at 432-264-2362 or email: kgrant@mybigspring.com

Airport Director's Update

These are exciting times at the Big Spring McMahon-Wrinkle Airport & Industrial Park! The local flight school, the U.S. Flight Academy, is bringing college students from India to participate in a comprehensive flying training program. We're in final stages of planning for a new fuel tank farm and Terminal apron reconstruction. WAAS approaches are now in place for Runway 17/35 and FAA has approved Runway 06/24 for WAAS approaches effective this summer. There

ways to locate the airport of interest. You can then scroll thru specific airport information in a logical order. First is the airport identifier and name. Followed by: the effective date of the FAA information, airport location, airport operations and communications, nearby nav aids, airport services, runway information, ownership and management, operational statics, instrument approaches and printable approach plates, other nearby airports with instrument approaches, FBO's and nearby hotels, and a thumbnail aerial photo of the airport and Sectional chart.

Next time you're at you computer bring up AirNav.Com, enter KBPG on the airport page and learn some things you never knew about our home field.

Wayne Dawson currently serves as the Chairman of the Pilot Safety Committee, and 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-Wrinkle Airport.

WORDS OF WISDOM

"When once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return."

~ Leonardo Da Vinci

are new and different aircraft, large and small, based here. Fire-fighting helicopters remain on standby. The advent of the "light sport aircraft" is upon us, triggering a new chapter in Big Spring aviation history. Prospects for new hangars; activation of the "Big Spring Rail System", a "short line" railroad connecting the airpark with the Union Pacific railroad; planning for the "Truck Reliever Route" west of the airport with airport access; new and expanding businesses on the airpark--all these reflect promise for increased activity, growth, and change at the airport...

Hang on, keep tuned, and fly safe! Jim L.

Instructor's Corner

STABILITY—by Jarle Boe

What is stability?

According to the Merriam-Webster Dictionary, the definition of stability is “the property of a body that causes it, when disturbed from a condition of equilibrium or steady motion, to develop forces or moments that restore the original condition”.

LONGITUDINAL STABILITY (Pitch & Speed - around the lateral axis):

As we are flying straight and level, we encounter a wave of air disturbing our airplane and causing a nose down attitude, resulting in more speed (i.e. more lift) and more aerodynamic download (a.d.) on our horizontal stabilizer (pitch) allowing our airplane to resume straight and level flight.

Slow speed = Less a.d. = less stable.

More speed = More a.d. = more stable.

Move c.g. aft = less a.d.. = less stable.

Move c.g. forward = more a.d. = more stable.

Want to make our airplane more efficient?

Minimize aerodynamic download (a.d.) since it creates an aerodynamic drag.

Move c.g. aft = More efficient, more controllability, less stable.

Move c.g. forward = Less efficient, less controllability, more stable.

This means that moving c.g. affects stability, controllability and efficiency of our airplane. There is a trade-off between efficiency and stability, and we will typically want to fly

with our c.g. in the aft position, provided we are not outside of the aft c.g. limit.

The above is Positive Static Stability because our airplane returns to equilibrium.

Neutral Static Stability = Nose stays down (reduce power).

Negative Static Stability = Further nose down (power idle, gear and flaps down).

Dynamic Stability = Oscillation = from Positive Static Stability because oscillation decreases = Positive Dynamic Stability.

Neutral Dynamic Stability = Remains oscillating (reduce power).

Negative Dynamic Stability = Increases oscillation (power idle, gear and flaps down).

LATERAL STABILITY (Around the longitudinal axis):

What keeps our airplane from turning?

Dihedral wing type and tail (vertical fin).

Jarle Boe is a licensed Airline Transport Pilot, Single-, Multi-Engine and Instrument Flight Instructor with 8,800 flight hours logged. He is an instructor with U. S. Flight Academy and can be reached at jarle@usflightacademy.org or (432)853-3498.



Did You Know?

Texas has the third highest number of FAA Certified Pilots in the U.S.

#1: California - 64,529

#2: Florida— 51,671

#3: Texas - 50,932

(FAA U.S. Civil Airmen Statistics, December 2010.)

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, May 24th – 7:00 pm

Featured Guest Speaker: John Boatright, FAA Safety Team

WINGS Credit Topic: “What is that Light Sport Thing anyway?”

**followed by a second presentation on Light Sport Plane Maintenance
by Mona Roberts, FAA Airworthiness Inspector.**

**And... we'll be firing up the grill and cooking some tasty burgers during
the Safety Meeting! You definitely don't want to miss this one!**

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.