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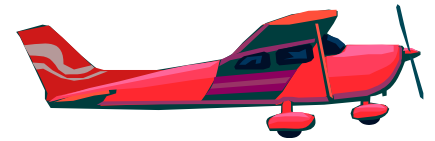
McMahon-Wrinkle Airport & Industrial Park



Recent Airport Activity

It has been a whirlwind of a year! The Airport has seen a great deal of activity in the form of both aviation and industry, as well as fires and frozen water pipes! We hope you have enjoyed the newsletters and we look forward to our second year of keeping you up to speed on all of the airport activities.

As many of you know, we are quickly becoming the preferred thoroughfare for transitioning military crews. We would like to thank Lone Star Aviation, both Hog Heaven BBQ, and Big



John's Feedlot, courtesy of Ronda Holguin - for feeding these very brave and special folks!

We have also gained a couple of new industrial tenants, including an expansion of Desert Tanks, Cross Plains Chemical, and Tri-formance. Our rental properties are highly sought after, and we like to keep them full to generate revenue for the airport improvement funds!

Recent Landings & Aircraft Photos



Pilot's Briefing

MOUNTAIN OBSCURATION By Wayne Dawson

Mountain obscuration might seem an odd subject for discussion among west Texas pilots. But flying gives us long legs and the Rocky Mountains are not far away. Mountain obscurations are reported as AIRMETs. AIRMETs are issued for moderate icing, moderate turbulence, sustained winds of 30 knots or more at the surface, ceilings less than 1000 feet and/or visibility less than three miles affecting over 50 percent of an area at any one time, and extensive mountain obscurement. AIRMET Sierra denotes IFR conditions and mountain obscuration. An AIRMET deserves your attention. At first glance mountain obscuration might not seem a big deal. Just scoot along under the ceiling and who cares if you can see the mountain tops. Keep in mind that by definition mountain terrain changes rapidly. And weather reporting stations may be significantly lower than your route of flight. So you may find yourself cruising over climbing terrain under a rapidly dropping ceiling. Along with a dangerously low ceiling the weather creating the mountain obscuration may be dumping fog,

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 November 17th.

Guest Speaker will be Jarle Boe of the U.S. Flight Academy. Topic will be "Instrument Flying"

Refreshments will be served! Don't miss it! Please RSVP! Call Kelly at 432-264-2362 or email: kgrant@mybigspring.com

Airport Director's Update

There are many "sucker holes" out there. You know, the little hole in the cloud layer that allows you to penetrate and get up "on top". Many accidents have resulted from this type decision by pilots who put themselves into situations they were not prepared to cope with. West Texas presents lots of opportunities for judgmental errors, including sandstorms, sudden and violent winds, rapid weather changes, even blinding sun when landing. All accidents have more than one contributing factor. An aborted flight, a cancelled trip, or a delayed landing -all very small prices to pay for safety. Don't allow that initial

rain, freezing rain, snow or ice on you. In other words mountain obscurations can quickly create conditions in which you can't see the terrain ahead and you can't see the surrounding terrain in order to turn back. You can't make it over the pass and you can't turn back. VFR on top is a poor alternative to scud running in the valleys. Cloud tops may rise to exceed the service ceiling of your aircraft, and whether on top or in the clouds you will not be able to see the terrain below or ahead of you. Thorough preflight planning and caution cannot be over emphasized. While flying in Alaska I lost three friends who flew into the ground while trying to navigate VFR thru mountain obscuration conditions. The lesson here is that while flying VFR in the mountains on a VFR day is a wonderful experience, flying VFR in the mountains in marginal weather can get you killed.

Wayne Dawson— Safety Committee Chairman, 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 hangars at Big Spring McMahon-Wrinkle Airport.

WORDS OF WISDOM

"I fly because it releases my mind from the tyranny of petty things."

~ Antoine de Saint-Exupery

bad decision to be the first in the chain of events leading to an accident.

The airport has had a lot of transient military helicopter visits lately, and the 2011 Webb AFB Reunion, October 7-8, brought in lots of visitors and considerable flying activity. Jan Collmer performed his great aerobatic routine flying his Extra 300L, as did Gordon Richardson, Jr. with his AT-6. Connie Edwards and Tex brought in their vintage Albatross, and other vintage aircraft and T-6's came in conjunction with a fly-in at the Edwards' Ranch. A great day at the airport for all flyers and attendees. Hope you were able to be a part of it. Regards, Jim Little - Airport Director

Instructor's Corner

INSTRUMENT FLYING by Jarle Boe

Due to being privileged with mostly blue skies and VFR conditions in our West Texas area, instrument proficiency and currency tend to become less maintained.

A regular review of instrumentation and scanning procedures is therefore a good practice for an active instrument rated pilot; filing IFR on a VFR day will aid in keeping the instrument routines up as well.

In highlighting the basic theory of practical flying in IMC (Instrument Meteorological Conditions) let us start with its history:

In 1937 the Royal Air Force (RAF) chose a set of six essential flight instruments which would remain the standard panel used for flying in IMC. This Basic Six set, also known as a six pack, was adopted by commercial aviation.

Most aircraft built since 1953 have four of its instruments located in a standardized pattern called the T-Arrangement where the Attitude Indicator (i.e. Artificial Horizon) is the top center, Airspeed to the left, Altimeter to the right and Heading Indicator under the Attitude Indicator. The other two: Turn Coordinator (or Turn & Slip Indicator) and Vertical Speed, are usually found under the Airspeed and Altimeter. In aircraft with glass cockpit instruments, the layout of the displays conforms to the basic T-Arrangement.

The ways of powering the six packs are in general: The Airspeed, Altimeter and Vertical Speed are operated by the pitot tube and static port, and we all know that if the pitot tube gets clogged up (by a bug or dirt dober, etc.) our airspeed does not work and will act as an altimeter where the airspeed increases as we gain altitude. If our static port gets clogged all three instruments will not be working and the remedy will then be to switch to the alternate Static source, or break the glass on the Vertical Speed indicator if the aircraft does not have an alternate static source.

The gyroscopic instruments (Attitude Indicator, Heading Indicator, and Turn Coordinator) are typically powered by an engine driven vacuum pump which creates a suction (Attitude Indicator and Heading Indicator), and electricity (Turn Coordinator). In this instance it is imperative to verify proper suction displayed on the Suction Gauge before takeoff. The Attitude and Heading Indicators are also electrically operated, in some aircraft as a back up to the engine driven vacuum pump, as well as the only means of operation.

Which are our pitch instruments? Think Pitot Static System (Airspeed, Altimeter, and Vertical Speed) and **Attitude Indicator**, the only instrument which gives both pitch and bank information and is acting as a **control instrument** replacing the horizon of earth in IMC conditions.

Which are our bank & turn instruments? Think

gyroscopic instruments (Attitude Indicator, Heading Indicator, and Turn Coordinator).

How do we scan? As in primary visual flying, where the most important aspects are Airspeed, Airspeed, and Airspeed; in instrument flying the most important aspects are **Pitch, Bank, and Power**.

We therefore establish one **Primary Instrument** (that instrument we would like to keep constant) for **Pitch**, one for **Bank**, and one for **Power**.

Example: we are in a straight and level flight attitude, our **pitch primary instrument** is the **altimeter** (the one we would like to keep constant), while our **bank primary instrument** is the **heading indicator** (the one we would like to keep constant), and our **power primary instrument** is our **airspeed** (which in a climb becomes our pitch primary instrument and the vertical speed then becomes our power primary instrument).

Again, our **attitude indicator is our control instrument** and the most important instrument on our panel. In scanning we establish level pitch attitude with the altimeter and vertical speed and verify with the attitude indicator, then establish a straight bank attitude with the heading indicator and verify with the attitude indicator. Our last step will be to verify power with the airspeed indicator. The scan is consistent where the prevalent issues are to **see, realize, and do, and trust our instruments**.

As more instrument flying experience is gained, the pilot will focus on the attitude indicator, and his or her peripheral vision will establish each primary instrument relative to the flight phase/attitude conducted.

Jarle Boe is a licensed Airline Transport Pilot, Single-, Multi-Engine and Instrument Flight Instructor with 8,500 flight hours logged. He is an instructor with U. S. Flight Academy and can be reached at (432) 853-3498 or jarle@usflightacademy.org

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

Pilot Safety Meeting: Thursday, November 17 th — 7:00 pm

**Instrument Flying - with speaker Jarle Boe, Flight Instructor & Owner
of the U.S. Flight Academy located here on the Big Spring Airport!**

The 2011 Webb Air Force Base Reunion was a huge success!

Thank you to everyone who helped out!

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.