

RUN-UP



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CUSTOMER SPOTLIGHT Ryan & Cooper Leininger

This quarter's customer spotlight is on father-son pilot duo Ryan and Cooper Leininger.

Cooper, a sophomore at the University of North Dakota, credits his early aviation passion from Ryan's father, Lynn Leininger. During his sophomore year in high school, his grandpa took him out to Oshkosh, WI for EAA AirVenture. They had such a great time and at the end his grandpa asked him the question that would shape where he is today, "When are you going to start taking flying lessons?" He never really thought about the possibility until that moment, but after the question was brought up he started to figure out how to make it happen.

Cooper started flight training at the end of his junior year of high school, while he worked on the flightline in Bismarck. "I got to learn a lot about the behind the scenes part of aviation that keeps things running smoothly in corporate and airline industry. More importantly, I got lots of advice from corporate and airline pilots while on the job. I would be sitting in the FBO and a Citation or Gulfstream pilot would be there waiting for passengers and we would start talking.



Cooper (left) & Ryan (right) preparing for a flight together

In other instances, I would be fueling an airline and the First Officer would come out and we would talk at the fuel truck. Whatever the scenario, I would ask for their two cents on the industry. The advice I got from pilots was some of the most valuable information for determining what I wanted to pursue in aviation."

After Cooper starting learning more about flying, it wasn't hard to help get his father Ryan back into it. Ryan, EVP of United States Operations & Co-Founder for New Wave Energy Services, remembers getting his "aviation bug from his father as well." He grew up around airplanes, airports, and flying with his dad in his Taylorcraft. His father's love for aviation was pretty contagious and he loved taking anyone that he could flying with him. "I always wanted to fly, but life got in the way. Once Cooper began his training, it clicked that if I'm going to do this, now is the best time to start."

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CUSTOMER SPOTLIGHT Continued

“It has been a lot of fun learning and flying with Cooper” states Ryan. “He really pushes me to not let the day to day distractions get in the way of my studying and training. I think it is his payback for me pushing him through school and athletics. He is pretty relentless! Joking aside, having flying to bond over has been a very rewarding experience. I think all parents should look for activities or interests they can share with their grown children. For us, aviation has made that search pretty easy.”

For Cooper, flying with his father has been a great experience as well. “It’s always great, but it’s very odd to be the person in charge and the one he is looking to for answers. He is the person that taught me to drive a car, now I am helping him learn to fly a plane! He is still early in his training, while UND is very thorough and fast paced, so it might be a little while until we are closer in training. I love bringing what I have learned at school and implementing it into our flying together. I’ve really enjoyed watching him improve.”

Along with Ryan’s father, Ryan mentions that their instructor, Ray Brooks, has been a great resource for him and his son. “Cooper has been flying for a couple years now on his own, but Ray remains a very active part of his aviation journey. He is always available with an ear to listen and with words of encouragement.”

When asked what advice you would give someone looking to become a pilot, Ryan and Cooper both had inspiring words. “If you want to do it, get in touch with your local instructor and get started,” says Ryan. “The aviation community is pretty amazing. I have never seen such a welcoming group of people from all walks of life. It’s like a secret club and everyone wants you to succeed. You will never regret it.” Cooper adds, “Being a pilot takes commitment and passion. Fall in love with the training and learning, because it never stops.”

PRODUCT SPOTLIGHT

Garmin GI 275 Electronic Flight Instrument

Looking to upgrade your avionics panel without having to reconfigure your entire panel?

New to the Garmin product lineup, the GI 275 is a powerful electronic flight instrument that directly replaces legacy primary flight instruments in the cockpit. GI 275 is suitable as a direct replacement for a variety of instruments, including an attitude indicator, attitude directional indicator (ADI), course deviation indicator (CDI), horizontal situation indicator (HSI), multi-function display (MFD), and engine indication system (EIS). Capable of serving as a 4-in-1 flight instrument with attitude, airspeed, altitude and heading information, the GI 275 can also be installed as a standby to a number of glass flight displays and is available with a 60-minute back-up battery.



Lightweight and compact, it is intentionally designed to take advantage of the common 3.125-inch flight instrument size, reducing installation time and preserving the existing aircraft panel. It’s also compatible with a variety of third-party autopilots and does not require a separate interface adapter, further reducing installation labor. GI 275 has received Federal Aviation Administration (FAA) approval and is available immediately for installation in more than 1,000 single-engine and multi-engine aircraft models.

Suitable as a replacement to many aging flight instruments and gyro-based attitude indicators on the market, the GI 275 gives aircraft owners the benefits of a modern and reliable flight instrument. Its bright, high resolution touchscreen display and wide viewing angle offer superior readability in the cockpit. Built in Wi-Fi connectivity enables a wireless transfer of aviation databases to your unit.

Give me a call to see if Garmin’s GI 275 Electronic Flight instrument could be right for your aircraft!

The Tech Guy, Kris Hexom

SPOTTED ON THE RAMP



Bombardier Global Express:
First seen in the skies in October 1996, the Global Express is a large cabin, long range business jet. It has a range of over 6,000 nautical miles and can reach a top speed of Mach .90 - just under 700 mph!

BAC is a proud to be an Air Elite FBO & provide great service to all our customers.



NEW FACES

Henry Gaskins, Full-Time Flightline Technician



Please help us welcome Henry to our Bismarck Aero Center FBO team! Henry Joins BAC with significant experience in customer service. Henry's experiences range from food service, hospitality, security, building maintenance, lumber cutting, and even as a Travel Agent for AAA. Currently, Henry works two nights per week at the Luft where he enjoys serving the weekend crowds. Henry's references truly enjoy his strong work ethic that he shows each day and acknowledges that he is a solid team player.

Henry enjoys giving to the community through his band "Henry and the Hens" where they provide entertainment at various Bis-Man area charity events. His go-getter attitude will make him a perfect fit for our FBO. Welcome to the team, Henry!

Koltan Montieth, Full-Time Flightline Technician



Koltan joins BAC after spending the past few years working in oil field support positions. Most recently, he worked on rig sights as a Water Filtering Operator, where they reclaimed and separated oil and water byproducts. Koltan also brings a strong customer service foundation from his time as a Sales and Leasing Consultant at local car dealership in Mandan. He took great pride in ensuring customers had a great experience and measured his success by repeat business and continued referrals.

Along with his work at the FBO, Koltan serves our country in the North Dakota National Guard as a Blackhawk Helicopter Mechanic. He holds true to the military values of discipline and professionalism. He is excited to get back to Bismarck/Mandan full-time and contribute to our growing team. Welcome aboard, Koltan!

QUARTERLY RECAP

Look at all the fun we had!



1. Thank you for a great 2019, from your friends at Bismarck & Mandan Aero Center! 2. Our annual company Christmas Party was lots of fun! We celebrated a few of our dedicated team members for their five years of service: Linda Davis, Joshua Simmers, and Kris Hexom. 3. The Bismarck Air Traffic Controllers teamed up with BAC Lead CFI, Ray Brooks, and together they exposed nearly 2,000 students in the Bismarck area to aviation-related careers this past year. 4. BAC was the proud sponsor of Charlie Plumb's speaking arrangement at BSC. Charlie was a pilot in the Vietnam War and was shot down on his 75th mission. He talked about the struggles and the mental toughness it took to get back home.

COME FLY WITH US Flight Instruction Tip

When are you too old or too young to learn to fly? The FAA states that an applicant for a student-pilot certificate must be at least 14 years old for the operation of a glider or balloon, and 16 years old for other categories of aircraft. My definition of being ready to learn to fly includes no specific age. People are ready to learn to fly if they are motivated to learn, can read and understand the flight training material, can learn and follow procedures, can understand how to interpret the flight instruments/displays, can reach the controls and see out of the airplane, and have strong situational awareness.

Seniors may possibly have more medical issues than younger pilots do, but if a pilot is healthy enough to fly, age is not the issue. Senior pilots may not be as quick as younger pilots, but they have the advantage of experience and better developed decision-making skills. Calendar age isn't the factor in learning to fly. It's attitude, clarity, and physical ability.

The bottom line: don't let age be a limit for your dream of flight!

Happy Flying!
Ray Brooks, Lead CFI



Interested in flight instruction at BAC?
Contact Ray: 701-223-4754 or rayb@bismarckaero.com.

MAINTENANCE CORNER

As a mechanic, I like taking road trips to small airports to fix airplanes with flat tires, but I hate telling the customer how much it is going to cost. There are a few steps you can take to avoid having to deal with this situation. Be sure to thoroughly look over your tires when you are doing your preflight inspection on your airplane. If the tire is starting to look bald, then it is probably time to get rid of it. If the tire is "showing cord", then it is no longer considered airworthy. The cord can be identified by a lighter color fabric looking type of material starting to show through the rubber. It is also a good idea to periodically ensure that your tires have the proper inflation. Proper inflation will help to extend the life of the tire. Inspect the tire for any bulges, cracks, cuts, tread separation, FOD damage, or areas of potential chemical exposure. A lot of aircraft have fuel sumps located over the tires and if the sump is leaking fuel onto the tire, it will destroy the tire over time.

Another thing to look at while you are down inspecting tires is the brake linings, or "pads", as well as the brake discs. The linings should be evenly worn and should be thicker than a tenth of an inch on most GA aircraft. If they are thinner than that, they need to be replaced. If they get too thin, you run the risk of the piston, or "puck", in the caliper, extending beyond its intended travel and it will leak brake fluid. If the leak is not noticed, eventually you will run out of brake fluid and your brakes will no longer work. The discs should also be evenly worn without excessive grooves in them. If they get too thin, you can have the same problems as thin linings.

If you are ever questioning your tires or brakes, feel free to ask your mechanic to take a look and give their opinion. It might save you a costly bill for your mechanic to make a road trip.

Happy Flying! Erik Peterson, Lead Maintenance Technician



UPCOMING EVENTS

March 1st-3rd

2020 Upper Midwest Aviation Symposium (UMAS) (Minot)

March 10th-13th

NBAA Schedulers & Dispatchers Conference (Charlotte, NC)

April 12th

Bismarck Aero Center's 30th Birthday!

May 13th

Aviation Career Day (Bismarck)

TRIVIA

The world's oldest operating airline was established in 1919, over 100 years ago. In 1946, it became the first European airline to begin scheduled flights to New York, using DC-4 aircraft. In 1960, they made the switch to jet engines. Which airline is it?

A. KLM Royal Dutch Airlines

B. British Airways

C. Delta Air Lines

D. Lufthansa Airlines

Submit your answer by 2/28 for a chance to win a \$25 gift card! Contact Shae Helling at shaeh@bismarckaero.com.

The answer to our previous trivia question is D. After three years of great support, the total money raised at all three Props and Hops events is \$52,600!

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