

The Aero Center

# RUN-UP

Bismarck Aero Center & Mandan Aero Center

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# CUSTOMER SPOTLIGHT

Featuring Jeff Jacobson



Our customer spotlight this issue features Jeff Jacobson. He lives on a small ranch in Manning, ND, with his wife, Ashley, and their three kids, Curtis, Paige, and Lauren. Jeff owns an oil service company located in Killdeer, ND, called Twin Falls Oil Service. The company specializes in transportation services, including hydro-vac services, winch work, water and crude oil trucking and tank rental services. They currently operate in North Dakota, Montana, Wyoming, Colorado, and Texas.

*Q: When did you become interested in aviation?*  
My first experience with General Aviation (GA) came as a Junior in high school, when a friend was going to the local airport to go flying with his dad and asked if I wanted to come along. My friend wasn't really that interested in the flight and decided to sit in the back seat, which allowed me to sit in the right seat, opposite his dad. I remember being impressed with all of the instruments and how large the dash seemed. The flight was fantastic! It was in Cessna 182 from the Twin Falls, ID, airport. We were out on a "fun" flight doing some descents, climbs, steep turns, etc. The experience definitely put some butterflies in my stomach and I was "hooked."

A few years later after I was married and my son was very young, my wife's grandfather flew into the Jerome Airport fly-in with his Cessna 206 and took us for a ride. When we landed, I started asking around at the fly-in about flying lessons. That's when I met my future flight instructor and aviation mentor, Doug McFall. I bought into the local flying club and started using their 172 trainer. I took lessons through the winter and got my ticket the next summer. The weekend I took my check ride, the Blue Angels were in Twin Falls for an airshow. I had to fly to another airport to meet the FAA Examiner because the Twin Falls Airport was closed for airshow

*Jeff with his recent acquired Bonanza Aircraft.*

training. After my successful check ride and the TF Airport was open, I was returning the plane and I was in the traffic pattern with Blue Angel #7. I actually got to talk to him as he was off my right wing and extended his downwind to let me land (probably like 20 miles!!!). Two days later, I departed with five friends and we flew to EAA AirVenture in Oshkosh, WI. What an aviation whirlwind summer!

*Q: Who has been your aviation mentor(s)?*  
I have had four main aviation mentors in my life. First was my wife's grandfather, Newel Nelson, who took me on some of my first GA flights. He shared stories of his flying experiences in WWII, flying troops and supplies over the "Hump." He really encouraged me to go for it!  
Second was my primary flight instructor, Doug McFall. Along with teaching me all the basics, he taught me that flying should be fun and interesting. He exposed me to lots of new experiences and spent time with me as a friend and mentor, not just a student. It was his C-182 I landed at Oshkosh three days after completing my check ride. It was also in that 182 that I landed at Smiley Creek on a mid-summer morning and got my first taste of high-density altitude mountain flying! Doug really has a passion for aviation and shares it with everyone he meets. I talk to him a couple of times a year; he is always available as a resource as I advance in my own flying.

Third is my friend Rick Robinette. He is an A&P mechanic, owner of Foothills Aviation shop at the Buhl Idaho Airport and a Certified Flight Instructor. Rick and I became friends after I ground looped a Maule M-4 that I had bought. Ouch, not the way you want to meet a

*continued on page two*

# CUSTOMER SPOTLIGHT *continued*

mechanic! Rick and I actually became partners in that airplane and spent a lot of time together as we repaired and made correcting changes to that aircraft. Rick is always who I call when I have a maintenance question or if the engine is making a noise I am not familiar with. When I bought a C-172 in Phoenix a couple of years ago, Rick met me there and did the pre-buy with me.

Fourth is my friend Joel Were; I purchased my Bonanza that I am currently flying from Joel when he upgraded to a newer Bonanza last year. Flying with him has taught me a lot and really boosted my confidence. My desire to get my instrument rating comes from flying with Joel and his enthusiasm for aviation and Bonanza Aircraft.

*Q: Do you use aviation for business or just for fun? If for business, how does it help?*

I have always wanted to use GA for business traveling. There is always a fun use for flying. I once flew to Bismarck with my office manager for a meeting at the

state capitol. As my business has expanded from North Dakota to other states, my need to travel has increased and I am starting to travel further for business purposes. I am really enjoying the freedom of traveling on my schedule! I recently told my wife Ashley, "I may never fly commercial again!" Probably not entirely true, but I hope to do as much of the flying myself as possible.

*Q: What advice do you have for someone that is trying to get into aviation?*

The best advice I can give is to understand that aviation is not just a hobby, it is a passion. If your interests take you to aviation, be ready to make a big commitment. There is more to learn about aviation than any one person can learn in a lifetime. If you are not willing to put in the effort to always be learning and prize safety above all else, then you could become a danger to yourself and those around you. Aviation is hard work and a lifelong pursuit, but the view is breathtaking!

## SPOTTED ON THE RAMP:

*Mississippi Air National Guard C-17*



Having its first flight on September 15, 1991, the massive C-17 sits 55 feet tall by 174 feet long and 169 feet wide. It is commonly used to perform tactical and strategic airlift missions. It has a 170,900 pound cargo capacity and a flight range of just over 2,400 NMI.

Surprisingly enough, the landing distance with a maximum payload for the C-17 is only 3,500 feet! (Photo not taken in Bismarck)



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



# PRODUCT SPOTLIGHT

## Avidyne Vantage Flight Display System

Avidyne Corporation has recently announced the new Vantage Flight Display System and a dual 12-inch diagonal upgrade for legacy Cirrus aircraft with the Entegra Flight Deck.

The Avidyne Vantage Flight Display Systems are designed for forward fit and retrofit applications in a variety of applications and display formats. Vantage displays provide significant display size, brightness, and processor performance improvements over legacy systems while retaining the ease of use that is synonymous with the Avidyne brand. Vantage includes 3D Synthetic Vision display of nearby terrain, traffic, obstacles, airports, and flight plan overlay, plus a hybrid touch user interface that allows pilots to control the system with touch screen or dedicated knobs and buttons.

The Vantage provides full and split screen displays of Maps and Flight plans, Jeppesen Approach Charts and Airport Diagrams, multiple user configurations, editable data blocks, checklists, and will share much of the same operational user interface as the popular IFD550/540/440 FMS/ GPS/ NAV/ COM systems. This also provides full reversionary capability with dual Attitude Reference Sensors that are tightly coupled with the DFC90 autopilot for fail-safe, redundant operation.

*Avidyne Vantage for Cirrus Entegra-equipped Aircraft*

Avidyne Vantage is designed as a retrofit upgrade

for Entegra-equipped aircraft. Owners upgrading to Vantage will enjoy the only option available for 12" touchscreen displays and will include Avidyne's unique hybrid touch interface and a tight, seamless integration with Avidyne's IFD-Series GPS/NAV/COMs and the DFC90 autopilot. Pilots will also appreciate the upgraded larger 12" screens boasting higher resolution XGA displays, standard synthetic vision capability, as well as dual AHRS with MFD reversion and split-screen capability. Avidyne Vantage will interface with existing engine instruments and SIU for engine instruments displayed on the Vantage MFD, or with newer DAUs that add primary engine instruments displayed on the Vantage PFD.

The Vantage upgrade will initially be certified for Cirrus aircraft with a dual IFD-Series GPS/NAV/COMs and DFC90 autopilot configuration and will be compatible with all configurations of engine instruments and other Cirrus factory installed equipment without any requirement for costly unlocks.

Avidyne's Vantage flight displays will be first available as a retrofit for Cirrus aircraft equipped with the Entegra PFD and MFD flight deck. The Vantage PFD for the Cirrus will be very familiar to current Entegra owners in terms of ease and methods of operation, with a minimal transition learning curve.

*Want to learn more about the Avidyne Vantage Display system? Reach out to me at [krish@bismarckaero.com](mailto:krish@bismarckaero.com).*

*The Tech Guy, Kris*



Our employees and their families had a great time at the BAC and MAC annual Christmas party!



Congrats to A&P Brian Barry on five years at BAC!



Congrats to A&P Erik Peterson on 10 years at BAC!



CFI Clint May introduced Sweet Briar School students to the world of General Aviation with a tour of BAC.



BAC employees showing kids how to use the



flight simulators at the Bismarck Sport Show.



Congrats to Isaac on earning his Private Pilot license!

# Upcoming Events



<b>5-8 APRIL</b>	Schedulers and Dispatchers (San Diego, CA)
<b>11 MAY</b>	Aviation Career Day (Bismarck, ND)
<b>12 JUNE</b>	Mandan Fly-In (Mandan Aero Center)
<b>11 SEPT</b>	Bismarck Fly-In (Bismarck Airport)

We recommend confirming upcoming events with local airports or organizers.

## COME FLY WITH US *Flight Instruction Tip*

Nothing developed my situational awareness in the cockpit quite like becoming a flight instructor. No longer could radio calls or crosswinds be my sole focus. After having the mixture pulled out in flight and multiple students locking up the flight controls on short final, it became a necessity to divide my attention between external and internal influences.

Likewise, my understanding of weather, aerodynamics, and operating procedures increased significantly once I started explaining the 'why' of the various concepts. Not only has instructing progressed my piloting skills, but it has given me tremendous satisfaction in helping others realize their dreams. That being said, it does not require a flight instructor's certificate to become a mentor in aviation, refine your own knowledge, and make an impact in someone's life.

Numerous scientific studies have concluded that those who teach what they have learned show better

understanding and knowledge retention. Engaging in mentorship actions throughout the year can keep you connected to the aviation community and updated on the latest piloting trends. By helping to coach other pilots or students, flying can take on a new purpose and enjoyment. I challenge all pilots to make a deliberate effort, at least once this season, to nurture growth in someone around them.

Opportunities are limitless for pilots at all levels. Everyone has something to contribute; whether taking a child to *Ye Old Malt Shoppe* in Garrison and exposing them to General Aviation, or providing a sounding board for a young pilot trying to analyze a weather decision. Even student pilots can share their knowledge with school groups or young kids who find aviation memorizing. Please do not hesitate to reach out to me for specific opportunities to mentor young or future pilots.

*Happy Flying! -Clint*

*Interested in flight instruction at BAC?  
Contact Clint: 701-223-4754 or  
clintm@bismarckaero.com*



# New Faces



## DAN FOLDEN Flightline Technician I – Full Time

Dan joins Bismarck Aero Center as a Flightline Technician 1. Prior to coming to the FBO team, Dan worked on his family farm in Sawyer, ND. He has since worked with a local lumber company as a warehouse employee and delivery driver. He has also spent some time working in the oilfield and gaining experience in construction, electrical work, landscaping, and concrete work. Being from a military family, he was born in Germany and has traveled to many places before growing up around Minot. Dan has a love for airplanes and is looking forward to learning more about the aviation industry. Dan comes to BAC with a reputation of having great work ethic, a positive attitude and he takes pride in his work.

## KYLE O'BRIEN Flightline Technician I

Kyle joins Bismarck Aero Center as a Flightline Technician 1. Prior to working with Bismarck Aero Center, he worked with a local construction company, operating heavy machinery and working outside. Along with his employment, Kyle is serving our country in the North Dakota National Guard where his Military Occupational Specialty (MOS) is Military Police. Kyle was first inspired to learn more about aviation during his High School courses at the Bismarck Career Academy and is now able to put his aviation knowledge to work. Kyle comes to BAC with a reputation of being very determined and is ready to learn more our aviation industry.



## MAINTENANCE CORNER

Have you ever been flying along and suddenly your exhaust gas temperature (EGT) or cylinder head temperature (CHT) indication pegs into the red? Don't panic. Before you jump to conclusions, make sure you analyze the situation. Engine monitors are an excellent tool in aircraft today. They can be great at not only letting a pilot know way more details on how their engine is running in flight, but they can also be helpful in potentially catching a problem, well before it becomes an emergency.

When the indications are working correctly, they are a great tool for troubleshooting maintenance problems. They can help identify bad (or fouled) spark plugs, bad ignition leads, clogged fuel injector nozzles, valve issues, or many other problems that can be going on with specific cylinders. They allow a quick way to see which cylinder is having the problem, which can save a lot of money when it comes to troubleshooting time.

Monitoring your CHTs and EGTs is very important; however, when you see one spike or an indication moving erratically, don't immediately trust that indication. If the CHT suddenly jumps or goes down on one cylinder, look at the EGT for that same cylinder. Did it also go up or down at the same time? Usually, if the EGT didn't change, then the erratic CHT indication is probably just an indication problem. The same goes for the EGT; if it suddenly moves and the same cylinder's CHT doesn't go up or down at the same time, then it is likely just an indication issue related to the EGT.

EGT and CHT probes are notorious for failing. They fail on their own frequently and they fail even more frequently when they have been handled. If you suspect they are not reading correctly, it would be a good idea to have a mechanic look into it.

- Erik Peterson, Lead Maintenance Technician

## Do you know your **TRIVIA?**

There are more than 14,000 air traffic controllers in the United States, who monitor approximately 45,000 flights per day. The first air traffic controller position was created in 1929, when a man was employed to prevent collisions between airplanes in St. Louis, MO. His communication tools were a red flag for "hold" and a checkered one for "go." What was his name?

- A. Bill Kindersley
- B. Jeffrey Myers
- C. Archie League
- D. Kennedy Steve

Submit your answer by 4/15 for a chance to win a \$25 gift card! Contact Shae at [shaeh@bismarckaero.com](mailto:shaeh@bismarckaero.com) or message us on our Facebook page.

*The answer to our previous trivia question was B. The TSA estimated over 20 million travelers would be screened at airports over Thanksgiving weekend 2021. Congratulations to Doug Alm for being this quarter's lucky winner!*

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