



## CUSTOMER SPOTLIGHT Harley Kleeman

Our customer spotlight for this quarter is on aviation enthusiast Harley Kleemann.

Growing up on a ranch next to the badlands north of Killdeer, ND, Harley was the kid with his head always in the clouds. The U.S. Air Force would fly F-106 Interceptors and B-52's low over the family house, and thus began his love of aviation. It wasn't uncommon to find Harley and his dad putting together all types of plastic model airplanes and flying balsa control line and RC aircraft together. "I remember being as young as three and running out of our house to see what airplane was flying over." Harley recalled.

Once he graduated high school, Harley joined the Air Force and was stationed in Minot, ND. Starting as a Hughes MA-1 Radar Technician, he worked his way up to becoming a Crew Chief on a Convair F-106. It wasn't until going back to Killdeer years later that Harley was able to focus on earning



Harley & Cindy with their Piper. "I have never enjoyed working with a professional organization more than I have with Bismarck Aero Center. Everyone there is a class act!"

his pilot's license. In 1979, he and six other pilots started the Killdeer Flying Club and bought a 1975 Cessna 150. During his first lesson, he recalls the flight instructor thinking he had already been taking lessons. He was a natural pilot from the start and has loved it ever since. After getting his private license, he has flown a Piper 250 Comanche and a Navion B.

As the years went on, he was able to fly occasionally, but his priority was his family and career. Fast forward to 2013, the kids were all moved out of the house and it was time to get back to his passion of being in the air. In 2018, he found and bought a low-time Piper Arrow IV on Trade-A-Plane and the rest is history. He related, "I have a philosophy of don't sit and dream about it, find out what you want to do and just do it. With that, I decided I wasn't getting any younger and I wanted a plane now!"

Today, you still find Harley with his head in the clouds, but now his wife Cindy, who has become passionate about flying too, is up there with him. Last February they began  
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## CUSTOMER SPOTLIGHT Continued

participating in the ND Aeronautic Commission's Passport Program, where pilots collect stamps from all of North Dakota's 89 airports. So far, they have collected 32 stamps and plan to visit the rest of the airports in the near future.

When asked about what advice he would give to young individuals dreaming of flying, Harley asked fellow pilots "To be the match that lights the fuse for a young person's passion for aviation. I don't know where I would have been

without mentors like Walt Rice, Pete Hutchinson, and Don Fettig. Spread the passion and be a mentor."

When asked about what advice he would give someone interested in taking flight lessons, Harley had some very simple words. "Just do it and do it now. You will need to make it a priority and do it while you can, because you never know if you will ever have the opportunity again."

## SPOTTED ON THE RAMP



**C-130 Lockheed L382G Hercules:**  
Spotted in Bismarck, this monster of an aircraft is used primarily for military transport and commercial cargo flights. With a wingspan of over 130 feet, the Hercules has a payload of 51,000 pounds and has a cruise speed of just under 300 knots.

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



## PRODUCT SPOTLIGHT

### Garmin GFC 500 and 600 Autopilots

Have you been eyeing the Garmin GFC 500 and 600 autopilots, but they are not approved for your airframe? Garmin recently expanded the list of approved airframes for both autopilots. Various Cessna, Bonanza, Grumman, Beechcraft, Mooney, and Piper models are now eligible!



Designed for piston single-engine aircraft weighing less than 6,000 pounds, the GFC 500 provides advanced in-flight characteristics, self-monitoring capabilities, and minimal maintenance. The GFC 600 autopilot is intended for high performance piston and turbine aircraft. It features solid state attitude, self-monitoring capabilities for superior autopilot performance, and increased reliability and safety benefits.

Both autopilots feature vertical navigation (VNAV) button on either autopilot mode controller, as well as altitude constraints on the flight plane page to setup a vertical descent profile. With these features, pilots receive the benefits of a smooth and controlled descent.

Visit the Garmin website to see if your aircraft is now eligible for the GFC 500 or 600 Digital Autopilot. Give me a call to see if this autopilot could be right for your aircraft!

The Tech Guy, Kris Hexom

## NEW FACES

### Marshall Reikow, Part-Time Flightline Technician



Help us welcome Marshall to our Bismarck Aero Center FBO team! Marshall is joining our Bismarck Aero Center family as a flexible part-time Flightline Technician. Marshall is currently a senior attending Shiloh Christian School. He is very active in many different extra-curricular activities such as football, speech, One-Act and golf.

Marshall has grown up around and has been involved in aviation his entire life. As a result, he has the basic aviation acumen, supported by his strong work ethic. Customers and co-workers will be able to quickly pick up on Marshall's polite demeanor, and his interest in handling each request with care. Welcome to the team, Marshall!

### Matt Taylor, Part-Time Flightline Technician



Please welcome Matt to the Bismarck Aero Center FBO team! Matt joins our Bismarck Aero Center FBO with three years of previous experience as a Flightline Technician. Matt aspires to complete his private pilot's license and loves the CAD design process of building aircraft. He is currently researching the possibility of building a Zenith 650 kit aircraft. He has a deep passion for aviation and serving his fellow aviators.

Matt's full time job is a Communications Specialist with the city of Bismarck handling 911 dispatch. His current role requires a great attention to detail. Prior to his role with dispatch, Matt also served as an above and below wing Station Trainer for a local aviation ground handling provider; and certainly enjoys to train and mentor new employees. Once Matt is trained up, he will work in a part time capacity backfilling for vacations, and will be on call when available for short notice fill ins. Welcome aboard, Matt!

## CONGRATULATIONS!

### Chad Hegel, Lead Flightline Technician



Bismarck Aero Center is pleased to announce that Chad has been promoted to Lead Flightline Technician. Chad first started as a part-time Flightline Technician for Bismarck Aero Center back in 2012 and before that did aircraft refueling for Great Lake Airlines. His time at the FBO has only fueled his passion for aviation.

Chad's full-time career has primarily been focused on working in his family's business. During his time working with his parents, Chad has been involved with the pressures of running a business and acknowledges that these ups and downs have prepared him for the responsibility of Lead Technician. Chad's previous role required him to juggle multiple roles ranging from customer service, production, new equipment set up, equipment maintenance, and chief problem solver.

Chad's previous success can be attributed to his curiosity to learn every aspect of the job along the way and deploy this knowledge during critical situations. As a Lead, Chad's motivation to function at a high level, previous experience on the Flightline, and passion for aviation will position him well to bring out the best in everyone around him.

# QUARTERLY RECAP

Look at all the fun we had!



1. The International Cessna 195 Club Fly-In & Convention was held in Bismarck this year, during our annual Bismarck Airport Fly-In. The weekend was rainy but we had over 35 Cessna 195's and about 1,000 people attend the Sunday breakfast. 2. FIFI the B-29 and a P-51 shared their history with the local Bis-Man community. Lead CFI Ray Brooks got the once in a lifetime opportunity to ride in the P-51! 3. The 3rd Annual Props & Hops was held in Mandan, with great beer, food, and music. Over \$12,000 was raised to support local Private Pilot Student Scholarships! A big thank you all our sponsors and silent auction donors that help make this event successful.

# COME FLY WITH US Flight Instruction Tip

Many students beginning their training often ask the question, "Is the iPad the right tool for me in my flight training?" There are many schools of thought on the use of technology during flight training and I couldn't possibly cover all of them, so rather than try, I will stick with how we recommend the use of technology in a balanced learning approach to flight training.

Depending on if you are working on your first certificate (Sport, Recreational, or Private) or if you are adding on the Instrument Rating to your Private certificate, the use of an iPad will differ greatly on how best to integrate it into your training so as to not provide an unnecessary distraction or complication.

The most important rule that you should follow when using an iPad, regardless of VFR or IFR, is to learn to use all of its functions properly! Fumbling to find a required piece of information or getting lost in the sea of images and functions will only delay or compromise your training, not accelerate it. Spend the time to learn the features of the iPad and the aviation program that you are using on the ground first. This time can be by yourself with the help page or a tutorial video, or it can be spent with a qualified instructor who has experience in that app. Either case, this training time will save you money, avoid unsafe situations and make your investment work for you during your training.

Keep in mind, technology can fail. Low battery or just mistreatment of a device can cause it to not work properly. It's a good practice to have a backup like a E6B or paper chart on the ready to help keep you safe.

Happy Flying!

Ray Brooks, Lead CFI



Interested in flight instruction at BAC?

Contact Ray: 701-223-4754 or [rayb@bismarckaero.com](mailto:rayb@bismarckaero.com).

## MAINTENANCE CORNER

Have you ever come out to the airport to preflight your airplane only to find that the strut is flat? It happens quite a bit during the colder months of the year. Over the years, as the O-rings in the strut age, they flatten out. Then when it gets cold outside, the O-ring shrinks just enough to let the nitrogen out of the strut which causes it to collapse. At this point, your strut should be serviced with nitrogen. Sometimes you can get lucky and the nitrogen will hold going forward. Other times, the strut will just end up collapsing again in a week. If that happens, it is best to replace the O-rings in the strut assembly (repack the strut). On most struts, the job will take two to three hours of labor and the O-rings themselves are usually reasonably priced.

Even when you are not having problems with your strut, there are some things you can do to help keep it in good condition. Every so often it is a good idea to keep the chrome clean by wiping off any dirt or contamination. Then come behind it and give it a light coating of hydraulic fluid to help lubricate the O-rings. Keeping it clean and lubed will also help to prevent corrosion on the chrome of strut. If the strut looks low, it most likely needs to be serviced with nitrogen. If the strut starts to feel "spongy", it is probably low on hydraulic fluid and should be serviced. Your POH usually gives dimensions for how much chrome should be showing and it may also have more guidance on preventative maintenance as well.

Happy Flying! Erik Peterson, Lead Maintenance Technician



## UPCOMING EVENTS

<b>Dec. 17th</b>	Birthday of Aviation
<b>Mar. 1st - 3rd</b>	Upper Midwest Aviation Symposium (UMAS) (Minot, ND)
<b>Mar. 10th - 13th</b>	NBAA Schedulers & Dispatchers Convention (Charlotte, NC)

## TRIVIA

On October 3rd, Mandan Aero Center hosted a successful Third Annual Props and Hops fundraiser. After three years of great support from sponsors, North Dakota aviators, and our Bismarck/Mandan community, what is the total dollar amount that the Props and Hops event has been able to raise (the 3-year net total)?

- |           |                 |           |                 |
|-----------|-----------------|-----------|-----------------|
| <b>A.</b> | <b>\$15,400</b> | <b>B.</b> | <b>\$26,200</b> |
| <b>C.</b> | <b>\$35,800</b> | <b>D.</b> | <b>\$52,600</b> |

Submit your answer by 11/22 for a chance to win a \$25 gift card! Contact Shae Helling at [shaeh@bismarckaero.com](mailto:shaeh@bismarckaero.com).

The answer to our previous trivia question is B. To date, there have been 12 individuals that have walked on the moon. Congratulations to Kerry Carpenter for being this quarter's lucky trivia winner!

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