

The Aero Center

RUN-UP

Bismarck Aero Center & Mandan Aero Center

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CUSTOMER SPOTLIGHT

Featuring JJ Erasmus, Flight Student



Our customer spotlight this issue is on one of our area's newest private pilots, JJ Erasmus. Originally from the east coast of South Africa, JJ immigrated to the United States with a sport pilot license already under his belt. Looking for a new challenge, he worked tirelessly with our flight instruction department to earn his private pilot's license this summer.

Q: Where did you grow up? And what drew you to aviation?

I grew up on the east coast of South Africa. My parents have taken me to every airshow they can, ever since I was a toddler. Looking up in the sky and watching planes overhead hooked me, and over time I grew more and more interested.

Q: What made you want to get your private pilot's license?

To be honest, seeing the guys do aerobatics airshow after airshow was one of the main reasons I really wanted to get my license. When I was finally able to get my license, there were no second thoughts about it! I couldn't wait to get in the air and try my hand at flying.

Q: What do you want to do with your license, and/or what other ratings do you want to get?

Crop spraying is something I want to do, so getting my

tailwheel endorsement, agriculture rating and turbine rating are next on the list. And hopefully soon after that, my aerobatic rating!

Q: What advice would you give to someone looking to get started in aviation?

For someone just starting out or thinking about it, I would say take the leap and go for it. You will not regret it. I would also say your dreams don't chase after you, you must chase after them, so grab hold of any opportunity that pops up!



SPOTTED ON THE RAMP:

Flying Legend Tucano Replica



A local North Dakota aviator brought this quarter's Spotted on the Ramp to Bismarck this summer. It is a Tucano Replica with a unique shark paint job. This homebuilt experimental aircraft was originally built by Perry DiClemente. It only has two seats but has a cruise speed of about 130 knots and a range of up to 490 nautical miles!



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

Upcoming Events



10 SEPT	DC-3 <i>Miss Montana</i> movie showing
11 SEPT	Bismarck Fly-In (Bismarck Airport)
06 OCT	Props & Hops (Mandan Aero Center)

We recommend confirming upcoming events with local airports or organizers.

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. Dan has a love for airplanes and a desire to learn more about all that the aviation industry has to offer. Dan comes to BAC with a reputation of having great work ethic, a positive attitude and he takes pride in his work.

BEN BRADY Avionics Technician I

Ben joins Bismarck Aero Center with an AS degree in both Electronics and Avionics. Early on in his career, Ben worked at an avionics shop as a wiring harness fabricator. Ben's last several years of experience have been in field repair of industrial appliances, food equipment, and HVAC equipment. As a field repairman, he has developed skills in customer service, problem solving, and ingenuity. Ben's references praise him as someone who is resourceful in getting the job done and having high integrity. Ben will be able to apply his field repair skills immediately at BAC while continuing to refine his avionics craft.



RYAN STRAUB A&P Aircraft Maintenance Technician I

After four years of active service in the US Air Force, Ryan relocated to Bismarck, ND to join BAC as an Aircraft Maintenance Technician. While working in Minot at the Minot Air Base, he served as flight controls and landing gear Maintenance Technician on B-52s. Ryan join's BAC maintenance team with a reputation of being a "go-to airman" on tough projects. Ryan has his bachelor's degree and is looking to continue to fine tune is A&P skills in Bismarck under his new leadership.

EVAN KRECH BAM Flight Nurse – Full Time

Bismarck Air Medical (BAM) is happy to have Evan Krech join full-time as a Flight Nurse. Evan has been a part-time flight nurse with BAM since 2020 and is making the transition to pick up more responsibilities and flights. Born in Rolla, ND; Evan graduated with a Bachelor of Science in Nursing from South Dakota State University. He has spent the last 10 years in nursing; with most of his experience in Emergency Medicine and Critical Care. Even is certified in Basic Life Support, Advanced Cardiac Life Support, Pediatric Advanced Life Support, Neonatal Resuscitation and Trauma Nursing. Evan is looking forward to being able to expand his role as a full-time flight nurse assisting with daily operations and serving our patient population when needed most. He enjoys the fast-paced career with never-ending opportunities for learning and helping others.



**11th Annual
Bismarck**

& Fly-in Drive-in

**September 11th, 2022
8am-1pm**



Presented By

puklich



Located at

**Bismarck Aero Center
2301 University Dr., Bldg. 53**

**Airplane Rides • Pancake Breakfast • Giveaways •
Kid's Activities • Classic Car Display • Aircraft Display**



First Steps Learning Center brought their future pilots over to tour the FBO, hangars, and a few planes.



We had over 1,500 people at the Mandan Airport for the Annual EAA Chapter 1008 Planes & Pancakes Fly-In.



Clint visited North Dakota's Gateway to Science where he talked about flying and showed students our awesome flight simulators. Clint also took Wild Roots Homeschool Group on a tour of our hangar facilities!



Ulrich Urloan's celebrating his solo flight.



Terrance Andre San Gabriel celebrating his solo flight.



Lucas Schafer celebrating his solo flight.

COME FLY WITH US *Flight Instruction Tip*

Welcome to North Dakota; it's windy here. As the fourth windiest state in the union, pilots in North Dakota are not lacking in opportunity to get some experience landing in windy conditions. Whether gusty or coming in from the side, wind might not meet the traditional definition of "weather," but strong crosswind landings make even seasoned pilots' palms sweat. NTSB reports that 64% of pilot-related accidents happen on takeoff (16%) or on landing (48%) and of these 80% involved wind as at least a casual factor. Because crosswind landing skills aren't required by the private nor commercial ACS, they are often not focused on in training as regularly as other maneuvers. But once newly minted pilots enter the 'real world' of flying they are inevitably going to encounter winds outside their comfort zone.

For a year and a half, I instructed students in the Seattle area where hardly any of my students encountered a crosswind of greater than 5 kts. Not the same problem we have here in North Dakota. In Seattle, I would often fly to a nearby airport and request the cross runway from tower, just to expose them to this common and stressful situation. If the drainage project gets done at the Bismarck Airport, I'll be sure to take advantage of it with my students.

When dealing with a crosswind in a small single-engine aircraft, you have two ways to transition from a crab. A pilot can either touch-down with a last-second kick out (which relies heavily on accurate timing and control input) or you can transition to a wing-low method (sideslip) for touchdown. For most small aircraft, the wing-low method is preferred as the easier method of

landing an aircraft. In this method, the pilot uses their rudder pedals to keep the longitudinal axis of the airplane aligned with the runway and the ailerons to control wind drift. The airplane will touch down with the upwind main wheel first followed by the opposite main and finally the nose wheel. Often easier said than done.

The first error I often see is the tendency for inexperienced pilots to overreact on the flight controls. With any windy condition, wind often changes from 200 AGL to just above touch down whether it is strength or small gusts. When encountered with bumps or gusts on final young students typically make matters worse by overresponding and are often late on corrections. Just as the natural stability of the airplane is taking effect, the pilot adds a full load of control input. A light touch generally does the job for most conditions.

Another common observation I make is that a young pilot will stop flying the aircraft the second a tire contacts the ground. Young pilots need to remember to "Fly the Aircraft to the Hangar!" The battle with the wind isn't over until the airplane is parked. Once the upwind wheel connects with the pavement, the pilot needs to keep in the wind correction they had on final and continue to use proper taxiing technique. It is too easy for a pilot to become lazy and release all their crosswind input, only to get themselves in a bad situation with the upwind wing lifting off the ground. Going out with an experienced pilot in a supervised situation will make you more confident when unexpected winds blow at your destination.

Happy flying, all the way to your hangar! - Clint

Interested in flight instruction?

Contact Clint: 701-223-4754 or clintm@bismarckaero.com



THE SIXTH ANNUAL



OCTOBER 6

6:30-9:00 PM ✿ MANDAN AERO CENTER

Planes ✿ Beer ✿ Music

PRESENTED BY



PLAINS AG

FOR THOSE WHO DEMAND MORE



SILICON PLAINS

BEK COMMUNICATIONS · BIG BOY · BRAVERA BANK · CLEAR SKIES AVIATION · CORRAL SALES RV SUPERSTORE
FLASH PRINTING · HARLOW'S BUS & TRUCK SALES · MAIER COMPANIES INC · MAIN STREET DRIVE THRU
LIQUOR & COFFEE · PROPWORKS PROPELLER SYSTEMS · SOUTHWEST AG · WORLD FUEL SERVICES
BISMARCK AIR MEDICAL · DAKOTA PRINTING & EMBROIDERY · MISSOURI VALLEY INSURANCE · STAIGER CONSULTING GROUP

All proceeds benefit Kelley Bethke in his fight against cancer



TICKETS & MORE

SHARE THIS POSTER WITH CO-WORKERS & FRIENDS!

BON VOYAGE, INTERNS!

This year, we had the opportunity to spend the summer with four amazing interns! As the summer comes to a close, they're getting ready to head back to school.

DJ POLK, MARKETING & OFFICE

Q: Where are you going to school this fall, and what degree are you pursuing?

I'm attending my final semester at North Dakota State University in Fargo. My degree is in Business Management.

Q: How did you become interested in aviation?

I became truly interested in aviation when my dad purchased a Bonanza last year. After riding in it and experiencing what it was like to fly across the country in an airplane, I couldn't resist it. That summer, I job shadowed with BAC and attended EAA AirVenture Oshkosh in 2021, both of which only solidified my love for the industry.

Q: What did you gain from your internship?

I gained an understanding of how aviation businesses like ours do business, from a financial, operational, administrative and service delivery standpoint, as well as an amazing appreciation for how big and small the industry is.

Q: What airplane is your favorite?

You might have guessed – my favorite airplane is the V-tail Bonanza. With their unmistakable tail, retractable gear, low-wing design and hot-rod look, there's nothing like a V-tail Bonanza!



IAN INDOVINA, LINE

Q: Where are you going to school this fall, and what degree are you pursuing?

I am going to UND to study commercial aviation.

Q: How did you become interested in aviation?

I became interested in aviation at a young age, I loved space and spaceships, and I wanted to fly them when I was younger and become an astronaut!

Q: What did you gain from your internship?

I gained many new friends in the field of aviation and people I can call if I ever need help. I am also able to recognize more aircraft and understand how to fuel them.

Q: What airplane is your favorite?



My favorite airplane is the F-14A Tomcat, solely because of the movie Top Gun.

LOGAN MORRISON, LINE

Q: Where are you going to school this fall?

I'm attending Northland Community and Technical College in Thief River Falls, MN. I'll be studying their A&P program and hopefully being able to apply the degree in the maintenance field once I graduate.

Q: How did you become interested in aviation?

I've always been interested in learning about how machinery works. I grew up on a farm where there was machinery everywhere I looked, and airplanes always interested me the most!

Q: What did you gain from your internship?

I gained knowledge of what goes on at the airport and what it's like to be a part of the operation.

Q: What airplane is your favorite?

My favorite airplane is the G2 Cirrus Vision Jet!



JOSH HUDSON, SHOP

Q: Where are you going to school this fall, and what degree are you pursuing?

I am attending Northland Community and Technical College in Thief River Falls, MN. I'm studying their A&P program.

Q: How did you become interested in aviation?

Many family friends from the aviation farming industry and church talked me into getting involved. Once I started, I found out how much I liked it.

Q: What did you gain from your internship?

A lot! Before my internship, I had never really touched an airplane before in any way. It was a learning curve, but I am very happy I did it.

Q: What airplane is your favorite?

I love the taildragger Aviat Husky airplanes. We had the chance to work on a few of them in the shop, and they were always a pleasure to see and work on.



It was our pleasure to spend this summer with these four talented interns. We wish them luck in their next semester of school!

DID YOU SNAP A FUN AVIATION PHOTO ON YOUR RECENT FLYING ADVENTURE?



We would love to feature it in the next Run-Up issue! Send photos to shaeh@bismarckaero.com

Moving On Up



ASHLEY DOCKTER BAM Chief Flight Nurse

Ashley has been promoted to Chief Flight Nurse with Bismarck Air Medical (BAM). She has been a part-time Flight Registered Nurse (RN) for the past 6 years with the company and is very familiar with the BAM operations. Recently, Ashley has worked as a Travel Emergency RN to help area hospitals with workforce shortages. Her RN experience ranges from Cath lab, ICU and to Emergency Trauma. Along with her experience, Ashley is well respected for providing compassionate care to those she is helping.

As Chief Flight Nurse, Ashley will take on leadership responsibilities with the Air Medical operations. She will work together with the pilot staff to continue to improve the company working culture and delivery of top air medical care. We very excited to have Ashely stepping into this role and look to see her grow relationships with North Dakota area hospitals that are served by Bismarck Air Medical.

DONNIE GOVEN A&P Maintenance Technician I – Full Time

Donnie Goven has been working part time as a Junior Technician with Bismarck Aero Center since 2017. Immediately after completing High School in Turtle Lake, Donnie started commuting to the Mandan Airport to work as a Maintenance Assistant. His summer experience solidified his interest aviation maintenance and he attended Northland Community Technical College in Thief River Falls to receive his A&P license.

Upon completion, Donnie continued working at Bismarck Aero Center during the summer and winter breaks while attending the University of North Dakota for his bachelor's in aviation maintenance management. During his 4th summer, Donnie spent the majority of his time learning the transactional side of the aircraft maintenance business and spent most of his time working with our software programs. During his time at UND, Donnie also worked in the university's aircraft maintenance department, conducting maintenance on their fleet of piper aircraft.



MAINTENANCE CORNER

Does your engine seem to vibrate excessively? It could be that your prop is out of balance. Having a prop out of balance is not only annoying and tiring during flight, but it can also cause vibration which can cause fatigue cracks and other problems such as loose hardware or chaffing of components. Balancing the prop requires special balance equipment to perform and typically takes two to three hours of labor to complete.

The balancing process will ultimately be completed with the mechanic installing weights on the spinner

bulkhead. The balancing equipment will tell the mechanic how much weight needs to be added and where it needs to be added. Once the weight is added, a final run with the balancing equipment installed will confirm if the vibration has been reduced to an acceptable limit.

If you'd like to schedule a prop balance and feel the difference, please give us a call! It could end up paying for itself by preventing vibration-induced damage to the aircraft.

- Erik Peterson, Lead Maintenance Technician

PRODUCT SPOTLIGHT

BendixKing AeroCruze 100

Looking for an autopilot install? It's a popular upgrade these days. Many pilots and aircraft owners worry about compatibility with existing avionics and price of an autopilot system. If you're looking for an affordable option, BendixKing's AeroCruze 100 could be what you've been waiting for. The AeroCruze 100 is an affordable and flexible digital autopilot system for Cessna 172, 175, 177, 180, 182, 185 and Piper PA 28 and PA 32 aircraft. The AeroCruze 100 provides a seamless integration with the AeroVue Touch EFIS as well as a variety of other manufacturers. Here's why you should consider adding the AeroCruze 100 autopilot system to your panel:

- Emergency autopilot level button helps to bring the aircraft to a wings-level position.
- Connects to either hand-held GPS or IFR panel-mounted GPS systems.
- When connected to hand-held GPS, follows programmed flight plans.
- When connected to panel-mounted GPS, autopilot follows roll steering commands to fly complex flight plans. Like lane keeping assist in your car, the AEP stand-by mode actively monitors aircraft bank angle. Autopilot corrects bank angles greater than 45 degrees by automatic roll command.

Want to learn more about BendixKing AeroCruze 100 autopilot system?

Reach out to me at krish@bismarckaero.com.

The Tech Guy, Kris





Do you know your **TRIVIA?**

When he enlisted in the Army Air Corps in 1941, this famous actor already had over 400 hours as a civilian pilot. He flew 20 combat missions in a B-24 as a command pilot, wing commander or squad commander, earning the Distinguished Flying Cross with two oak leaf clusters, the Air Medal with three oak clusters, and the French Croix de Guerre with Palm. He was promoted to Brigadier General in 1959 and retired in 1968, after serving 27 years.

- A. Clark Gable
- B. Jimmy Stewart
- C. Morgan Freeman
- D. Paul Newman

Submit your answer by 9/15 for a chance to win a \$25 gift card! Contact Shae at shaeh@bismarckaero.com or message us on our Facebook page.

The answer to our previous trivia question was D. Northwest Airlines was the first flight to land at the Bismarck Airport in 1931, in a "Stinson Detrouter," built by Stinson Aircraft.

Keep up to date with events, aviation news & cool aircraft! Follow us at:

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