

The Aero Center

RUN-UP

Bismarck Aero Center & Mandan Aero Center

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CUSTOMER SPOTLIGHT

Featuring Kitty & Mark Burke

Our customer spotlight this quarter is on local ND piloting couple Kitty and Mark Burke. A few years ago, they were featured in a previous spotlight. We wanted to follow up with them to see where their aviation journey has taken them!

Q: Where did your story begin?

Kitty: We both grew up on farms in Bowman, ND. Mark and I became really good friends during our high school years. During that time, Mark and his brother bought an Aeronca Champion. Our junior year, he flew me 30 miles in his plane to get my senior pictures taken. I loved it! We started dating our senior year, and one year after graduating high school we were married. We were both both 19 and felt ready to take on the world. We moved to Bismarck, ND and were blessed with four children. Throughout the early years of our marriage, Mark continued to rent a plane and fly us all back to Bowman to visit grandparents.

Q: How did you get started in aviation?

Mark: Growing up in Bowman, our neighbor, Stanley Pope, got me interested in aviation when he shared his dream of flying with me. His encouragement made it

attention to what was going on with the instruments. One day, I asked Mark to teach me how to land our plane. He said, "Kitty, if I'm going to teach you to land the plane, I want you to get your private pilot's license." Mark was my certified flight instructor. I had to learn from the get-go that when we were flying and he was teaching me, I was not his wife but his student. This was a challenge, but I was willing to go the distance and get my license. Mark was an amazing instructor. I learned to fly in a Cessna 150, and got my private pilot's license at age 52!

Q: Where are your favorite destinations to fly to?

Mark: Every summer, we fly to the backcountry in Idaho. We camp and hike and explore several of the backcountry airstrips. Our favorite public airport in Idaho is Johnson Creek, and our favorite private airstrip is Allison Ranch. We also like to fly to Minnesota to see our son and daughter-in-law. Some of our other favorites include: Madeline Island in Wisconsin, Moberg airstrip in Bemidji, Minnesota and Bowstring in northern Minnesota.

Q: Where are you living now?

Kitty: Three of our adult children and their spouses live in Fargo, ND. After a visit to our kids in May of 2016, we



Mark & Kitty Burke



Their hangar home in Kindred, ND

possible, and I took my first flying lesson at age fifteen in Hettinger, ND from J.B. Lindquist. Years later, Bob Simmers opened the door for me by letting me ride along on "doctor trips" in the Seneca and later hiring me to fly them for Aircraft Management Services. Fred Adams was key in opening the door to a turbine aircraft career. I'm thankful to Bob and Fred for their opportunities and encouragement. Aviation has also been a part of our marriage and family in many ways. We enjoy flying as a hobby, depend on it for transportation, and I have developed a career out of it.

Kitty: Aviation has been part of my life since I met Mark. I just flew along as a passenger for many years. After the kids were all grown up, I started paying more

were returning to Bismarck and decided to drive through Kindred to check out the airpark there. A residential airpark in Kindred, ND? We barely knew anything about it and had to see it to believe it! When we arrived in the clean and neat little town, we saw several empty lots with the taxiway in their backyard. There were already three homes there, so we asked one of the owners a few questions about them. On our way home, we decided that we should buy a lot and build a house once Mark retired from Basin Electric. The next day, we purchased a lot. The following day, we decided to start building a house right away and use it as a weekend getaway home, until we could retire years down the road.

Continued on page two

SPOTTED ON THE RAMP:

Cessna Citation
Sovereign (680)



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



This member of the Cessna family made its first flight just 19 years ago in Feb. 2002. Its stretched fuselage, larger wings, and more powerful engine design was to provide increased take off weight, while still giving it a 3,200 nautical mile range. This business jet can seat 12 passengers and cruise at 460 knots.

CUSTOMER SPOTLIGHT Continued

Q: How did you decide it was the right fit for you?

Mark: We looked at our resources and decided our airplane could provide the link between living and working in Bismarck during the week and living in Kindred on weekends. We started building in October of 2016 and moved in May of 2017. In 2018, I took an early retirement option from work and we moved to Kindred full time. I now fly corporate aircraft at the Fargo Airport.

Q: What are your favorite things about living at the Newport Ridge Airpark?

Kitty: We have fallen in love with the people in Kindred airport community. Our immediate neighbors share a common bond with their love of aviation. We get to see our kids and grandchildren every week, and Mark loves his new job. This is by far my favorite place I have lived. We love having neighbors over, and enjoy getting to know the new couples who are building their dream hanger home.

Mark: I love getting up in the morning and opening the

hangar door early on a summer morning and enjoying a cup of coffee while sitting at a table next to our Cessna 182RG. Or if I have to go to work, Kitty helps me push the airplane out and I make the nine minute flight to the Fargo Airport to report for work. Living on a taxiway and having a hangar attached to our home is a dream-come-true for us. To live at a federally funded airport is a very rare situation. It is such a unique opportunity that we have only ever seen in places like Arizona and Florida. The airport at Kindred has two instrument approaches, lights, fuel, and is very well maintained. The runway and access to the runway are all cleared by the airport manager, and the taxi way is cleared of snow by the taxiway owners.

To learn more about the Newport Ridge Airpark, visit www.newportridgekindred.com or reach out to Mark and Kitty: marksburke@icloud.com

Upcoming Events



8-9 MAR	Virtual Fly-ND Conference (formerly UMAS)
14 MAY	Fly-ND Career Expo, Fargo Air Museum
13 JUN	Mandan Airport Fly-In

We recommend confirming upcoming events with local airports or organizers.



New Faces

BOB REIKOW Senior A&P Maintenance Technician

Bob joins Bismarck Aero Center with over 35 years of aircraft maintenance experience. Bob has a wide variety of turbine aircraft experience and expertise. He has factory airframe-specific training in King Air, Beechjet 400A, Pilatus, Falcon 50. Bob has also received advanced training on PT-6, Piper, Continental, and Garrett Engines.

Recently, Bob has been commuting to the Twin Cities, where he has been working on multiple turbine aircraft. Bob is no stranger to Bismarck as he spent the past seven years as a customer of BAC and previously worked at BAC for approximately six years.



Promotions



JESSE FOSTER Flightline Technician 3

The Bismarck Aero Center is pleased to announce Jesse has been promoted to a Flightline Technician 3. Jesse first started with BAC nine years ago and quickly became proficient and reliable with his night shift role. His consistent hard work continues to foster a high level of confidence with his co-workers and our early morning customers.

Over the recent years, Jesse has been pushing himself to take on more responsibilities and learn our quality control procedures. He has put in the extra effort to understand our flightline equipment better and make sure our fuel is always top notch. Congratulations, Jesse, on your promotion to Technician 3!

GET TO KNOW YOUR TECH

John H. Martin, Senior Avionics Technician

Q: Where did you grow up?

My father was in the U.S. Air Force, so I pretty much grew up everywhere. I never stayed in one spot for more than two years.

Q: How did you get started in aviation?

I am also retired from the U.S. Air Force, so that's where I started in aviation in 1972.

Q: What is your favorite airplane?

The Vought F4U Corsair!





We shaved our heads...



Santa was out working hard on Christmas Day!



...to support our co-worker, Linda...



Our FBO recently received a brand new Skymark 5k Jet-A refueling truck!



...who is battling cancer...



#DoIt4Linda



MAINTENANCE CORNER

One thing, which is extremely important for pilots to pay attention to, is fuel quantity indications. Unfortunately, a lot of general aviation aircraft have old, unreliable fuel quantity systems.

Most single engine piston aircraft use resistance float operated transmitters to measure the fuel quantity. What that means is the float of the transmitter moves up and down with the level of the fuel. As an arm attached to the float moves, it changes the amount of resistance being measured, sent to, and ultimately displayed on the gauge. Over the years, a common problem can occur in which the transmitters can get “dead spots” in them or spots that open the circuit, giving erratic fuel quantity indications. These transmitters can be repaired or replaced with new ones. However, a new more accurate system is now on the market.

A new style of transmitter is available from a company called CIES. The transmitters from CIES operate off of magnetic field readings instead of resistance which amounts to a more reliable indication.

With this new system, you will not be able to use your factory gauge. You will either need to get a newer approved gauge or so you would either need to get an approved gauge or incorporate it into a JPI, Garmin, or other approved display. While they are not cheap, if your old fuel quantity is unreliable, rather than pay for troubleshooting and replacement of an old part(s), it might make more sense to upgrade to a more reliable and modern system. You can learn more about the CIES transmitters by looking at their website or contacting us at Bismarck Aero Center to look at your options.

- Erik Peterson, Lead Maintenance Technician

COME FLY WITH US Flight Instruction Tip

Should you use an iPad during flight training? At the beginning of their training, many students 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. 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. This is because you will not want to add an unnecessary distraction or complication by integrating it when it does not best serve your learning.

The most important rule to follow when using an

iPad, regardless of VFR or IFR, is to learn to use all of it’s functions properly! Fumbling to find a required piece of information or getting lost in the sea of images and functions will only compromise your training. Spend the time learning the features of your iPad and the aviation program you are using. 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 way, this training time will save you money and make your investment work for you during your flight training.

Keep in mind, technology can fail. A low battery, overheating of the device or it just simply is not working properly can happen.

Happy Flying! Ray Brooks, Lead CFI

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



PRODUCT SPOTLIGHT

Garmin Digital Engine Indication System

The benefits of installing a Garmin digital engine indication system (EIS) go far beyond just replacing an aging system in your aircraft. These modern, reliable solutions can present crucial engine and fuel information with enhanced precision.

Streamlined displays with intuitive user interfaces reduce pilot workload, improve engine, and fuel management, and add overall confidence in the cockpit. From the compact GI 275 EIS to the larger format EIS TXi and G3X Touch™, there is an EIS solution for nearly every

aircraft type and operator budget.
GI 275 EIS: Convenient size, powerful capabilities

Don't be fooled by the size of the GI 275 EIS. Designed to fit a standard 3-1/8" instrument cutout, this stand-alone touchscreen solution provides engine, fuel,

electrical information and more in a convenient, cost-effective package. Plus, with minimal or no panel modifications required for installation, GI 275 proves ideal for aircraft owners looking to keep the classic look of their panel. It graphically displays cylinder head and exhaust gas temperatures, features lean assist mode, and monitors fuel quantity and fuel flow to estimate how much fuel, range and flight time remains.

If you are interested in learning more about upgrading your EIS, call me at 701.223.4754 or email at Krish@bismarckaero.com

The Tech Guy, Kris

EIS TXi: Larger display, broader aircraft applicability

Looking for more display real estate to monitor engines and fuel? The dedicated EIS TXi presents the same essential engine, fuel, and electrical information as the GI 275 EIS but with a few more features on a larger touchscreen. It is available for most normally aspirated or turbocharged Lycoming/Continental 4- to 6-cylinder singles and twins, as well as select single engine turbo-prop aircraft.

For turboprop operators, EIS TXi can display dynamic gauge range markings for torque, prop RPM, Ng percent, interstage turbine temperature and more. Automatic, color-coded data bands based on the aircraft's current

condition will illuminate, with automatic timers and exceedance warnings

prompting visual cues to flash, highlighting each out-of-limit parameter.

Integrate EIS with PFD, MFD on G500/G600 TXi, G3X Touch

For those pilots that prefer a panel layout with more integration and fewer displays, the G500/G600 TXi and G3X Touch flight displays can combine EIS information with PFD and MFD capabilities, providing an "all-in-one" flight display solution.

The GI 275



The EIS TXi



IS YOUR PIPER AIRCRAFT

compliant with the recent FAA Airworthiness Directives?

Let Bismarck Aero Center take care of it quickly and cost effective. We do Non-Destructive Testing (NDT) right here in Bismarck, ND. Our team of experienced aircraft maintenance professionals will have your aircraft compliant and back to you the same day.

Give Erik or Howard a call to check on your aircraft's compliance or to schedule an inspection!

CALL TODAY: 701-223-4754



Do you know your **TRIVIA?**

We are celebrating 100 years of agricultural aviation! In 1921, C.R. Nellie, an entomologist with the Ohio Department of Agriculture, came up with the idea of combating pests with an airplane. The first crop dusting test flight targeted a catalpa grove infested by the Catalpa Sphinx moth. What airplane was flown for the test flight?

- A) Boeing-Stearman Model 75
- B) Curtiss JN-6 "Jenny"
- C) Huff-Daland Duster "Puffer"
- D) Grumman G-164 Ag Cat

The answer to our previous question is D. Jingle Bells was the first song ever broadcast from space, by astronauts Wally Schirra and Tom Stafford during a prank in December 1965. Congratulations to Mark Schneider for being this quarter's lucky winner!

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

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