Our Customer Spotlight is on EAA volunteer and one of this area’s biggest aviation enthusiasts, Mylo Wolding.

Raised on the farm his grandfather homesteaded in 1917, Mylo Wolding spent his youth in rural New Town, North Dakota. After he graduated from high school, adventure was calling and he moved east to Wahpeton. Soon after, his adventures took him even farther away when he joined the U.S. Army and was stationed overseas. First a year in Vietnam, and then a year and a half in Germany. “I was interested in joining Army aviation,” Mylo says. “But that would have required a four-year extension to my time in the Army.” His family and farm were awaiting him back home, and Mylo returned to North Dakota.

Mylo married his wife Kristie, a school teacher, and they spent the next few decades farming and ranching as they raised their four children. As time went on, Mylo’s sons took over the family business. In 2017, their farm became a Centennial Farm, as it has been continuously owned by their family for over 100 years. “We now have about 7,000 acres and over 600 head of cattle.” Mylo proudly says. “But now that I’m retired, I’m just a helper.”

At age 50, Mylo decided it was finally time to pursue his interest in aviation. “Up until then, rodeo was my past-time,” Mylo remembers. “I had put my aviation dreams on the backburner for farming.” He and three friends bought a Cessna 172 from North Dakota aviation icon J.B. Lindquist and took flying lessons at Pietsch Aviation in Minot. “Warren and Kent Pietsch have been great mentors and supportive of all I’ve done,” Mylo says. “They were there all the time to encourage and answer any questions I had.” Now 20 years later, Mylo has over 3,000 hours along with his private pilot, instrument and glider ratings.

Throughout the years, Mylo has owned a variety of aircraft. The Cessna 172 he started with was eventually traded for a Cessna 182, which is currently his favorite for cross country trips. He flew an American Champion Citabria as well, but recently traded it for a beautiful Aviat Husky. Five years ago, Mylo and Kristie purchased a home at the privately-owned Stellar Airpark in Chandler, Arizona. Just outside of Phoenix, it is a prime area for recreational flying in the Husky. “The 182 is well equipped and a great cross country aircraft,” Mylo says. “But the Husky is fun for off-airport landings. Some other guys at Stellar have Huskies and have shown me fun places to visit. There’s dozens of dirt strips in the desert if you can find them!”

As much fun as Mylo has flying around North Dakota and Arizona, his favorite trip each and every year is going to the Reno Air Races in Nevada. Back in 2000, brothers Warren and Kent Pietsch encouraged him to attend as a volunteer on their ground crew. Mylo loved it so much, he’s been back every year since. Mylo says with a grin, “The trip there is half the fun. You get to fly through the mountains and follow the valleys.” The Air Races themselves are something else. When you have eight to nine aircraft, with a minimum of 50 feet and a maximum of 250 feet off the ground, around pylons at 400 to 500 miles per hour, it’s hard not to be excited. Last year was Mylo’s favorite trip so far, as his son and grandson accompanied him. They flew out to Reno in the Texas Flying Legend’s C-53, the military version of the DC-3. The Texas Flying Legends had four warbirds in the unlimited race.

When he’s not finding desert landing strips or soaking up the fun at the Air Races, Mylo can be found in a variety of local aviation areas. Currently, he is the New Town Airport Board President and an member of the Mandan EAA
chapter. Recently, he helped to start an EAA chapter at Stellar Airpark, and one day last year they flew 97 Young Eagles. One of his grandsons is now taking flight lessons through his high school, and Mylo is hoping he will continue on to earn his private pilot’s license. This last July, he was able to visit EAA AirVenture in Oshkosh, Wisconsin for the first time. “Some of my friends are performing in the air shows,” Mylo said with an infectious grin on his face. “I’m really excited to go!”

Mylo has valuable advice for anyone interested in learning to fly, “Don’t give up. It can be overwhelming at first, but it is very, very satisfying once you accomplish it.” And as someone who waited so long for his dreams to take flight, Mylo can testify to that.

SPOTTED ON THE RAMP

A pair of Canadair CL 215 aircraft stopped in Bismarck on their way to fight wildfires. These twin-engine, high wing aircraft are designed to operate at low speeds and in high gust-loading environments, ideal for forest fire conditions.

PRODUCT SPOTLIGHT

Garmin GFC 500 & 600 Digital Autopilot

Have you been eyeing the Garmin GFC 500 and 600 autopilots, but they are not approved for your airframe? Garmin recently announced they will be adding addition airframe approvals for both autopilots. Various Cessna, Bonanza, Grumman and Beechcraft models are now eligible!

Designed for piston single-engine aircraft weighing less than 6,000 lbs., 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.

New features to both autopilots include vertical navigation (VNAV) button on either autopilot mode controller, as well as altitude constraints on the flight plane page to set-up a vertical descent profile. With these features, pilots receive the benefit of a smooth and controlled descent.

Visit the Garmin website to see if your aircraft is eligible for the GFC 500 or 600 Digital Autopilot. Contact Lead Avionics Technician Kris Hexom at 701.223.4754 or krish@bismarckaero.com for more info.
Bismarck’s 8th Annual
Fly-in & Drive-in

September 9th, 2018
8:00am - 1:00 pm
Free to Attend!

Vintage to Modern: Just Plane Fun!

Bismarck Aero Center • 2301 University Dr. Bldg. 53
- Pancake Breakfast • Airplane Rides • Giveaways

For more info, call 701-223-4754 or visit Facebook.com/Bismarck.Aero.Center
QUARTERLY RECAP
Look at all the fun we had!

1. The 15th Annual Aviation Career Day was held at the Bismarck Airport. Over 800 students participated!
2. A group picture of almost all the Career Day volunteers. Really goes to show how the event has been able to grow over 15 years!
3. Check out the brand new F-18 that stopped by BAC.
4. Bismarck Aero Center participated in the Bismarck Larks “STEM” night. Along with Clark the Lark and Larks players, students were able to learn about aviation and test out their skills on the flight simulator.
5. Bismarck Aero Center was happy to be part of a Make-A-Wish for seven year old Evan, who is battling panhypopituitarism. This airplane loving kid was able to tour the entire airport! 6. EAA’s “Tin Goose” Ford Tri-Motor made a tour stop in Bismarck, ND. It gave over 30 rides over Bismarck/Mandan as it raised money for our local EAA Chapter. 7. We “Raised the Roof” and much more during our FBO renovations this summer. Make sure to stop by and check out all the changes we made! 8. The Bis-Man Power of 100 group hosted its One-Year Anniversary at BAC and gave over $10,000 to Furry Friends Rockin’ Rescue.
NEW FACES

Zachery Riveland, A&P Maintenance Technician

Zachery is the newest addition to our Bismarck Aero Center maintenance team. He is a recent Aviation Maintenance Technology graduate from Northland Community Technical College in Thief River Falls, MN. He also recently obtained his FAA issued Airframe and Powerplant License.

Originally set out to utilize his talents as a violinist, Zachery found his place in his other passion; aviation. He has a strong background in customer service and excellent communication and problem-solving skills. We’re excited to welcome you to our team, Zachery!

Marshall Christensen, A&P Maintenance Technician

We are excited to welcome Marshall to our Mandan Aero Center maintenance team! Marshall recently completed his degree in Aviation Maintenance Technology from Lake Area Technical Institute in Watertown, SD and obtained his FAA issued Airframe and Powerplant License.

While at school, he worked as an aircraft refueler and handled airline maintenance call-outs. He grew up with a passion for aviation, and is the proud new owner of a 1955 Beech Bonanza which he has spent numerous hours getting back into airworthy condition. Welcome to the team, Marshall!

CONGRATS!

Congrats to Cooper Leininger, our flightline summer intern, on passing his private pilot checkride! What’s next on the list? He will be starting at the University of North Dakota this fall pursuing a degree in Commercial Aviation and Unmanned Aircraft Systems (UAS). Keep up the good work, Cooper!

Jamie Timmreck, Flightline Technician

Welcome Jamie to our BAC flightline crew! Jamie joins BAC with a life-long interest in aviation. He has logged hours toward his Private Pilot’s License and intends to finish it while working at BAC. Jamie is currently a partner in Timber Contracting, a company which provides finish and trim work to home builders. Prior to that, Jamie spent six years in the oil patch working as a Field Operations Representative and Regional Sales Manager. Jamie will be able to utilize his background in these areas on the flightline.

We’re excited to have you on our flightline team, Jamie!
COME FLY WITH US
Flight Instruction Tip

Out Lead Flight Instructor, Ray Brooks, has a flight tip for experienced and student pilots alike:

“Pay attention to what your butt is telling you.

If you had to select just one skill area to improve, try working on your coordination. Knowing when and how to use your feet in keeping the Turn Coordinator ball centered would put you in the top few percent of pilots who “feel” what the airplane is telling them through the seat of their pants.

Keeping “the ball” centered results in an airplane that is more efficient and flies a given line much more precisely. If you can’t feel it through your posterior, please pay particular attention to the ball. A little time spent keeping the ball centered will pay big rewards.”

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

MAINTENANCE CORNER

“Any good mechanic or pilot knows the engine air filter is an important component for the operation of the engine. What you may not know, is it is more important to ensure the gasket sealing the filter is secure. Back in 1975, I watched a Cessna 172 land in a muddy field after the engine quit. It was determined that 4 inches of the filter gasket had come loose and fluttered in the airflow of the carburetor, creating an excessive rich mixture which made the engine quit.

Years later, a Cessna 182 quit while flying in Montana, but the pilot leaned out the mixture to the position where the engine started again. We found a 5 inch piece of filter gasket fluttering in the airflow causing the problem. A couple years later, there was an Airworthiness Directive issued to inspect the gasket on the 182 series, but it was only a one-time inspection. Of course, this gasket can still become a problem when it wears out many years down the road.

The paper air filters in the industry are approved to be washed with soap and water up to 20 times, and this action can allow the gasket to become loose. Brackett air filters system have addressed the loose gasket issue as well, with an AD on some of their smaller filter housings. They sell a new gasket for installation, as the Brackett style never does change the housing during maintenance. (Mechanics, resist the temptation to re-glue these gaskets, as the new gaskets comes with good stuff that actually sticks.)

To make sure you’re flying as safe as you can, make sure to have all gaskets inspected every time the filter is removed. Happy Flying!”

- Mike Aarestead, MAC Director of Maintenance

DID YOU KNOW?
BAC is Recipient of the 2018 NATA AMT Employer Award

For the 4th Year in a row, Bismarck Aero Center’s maintenance department has been recognized by the National Air Transportation Association (NATA) with the Aviation Maintenance Technician Employer Award. This program recognizes aviation maintenance organizations that encourage and support maintenance technician training.

An AMT must complete at least 12 hours of training each year to be counted towards the organization’s award percentage. With a commitment to training and improving all our technicians’ skills, we are constantly working to provide customers with confidence each time they go flying.
TRIVIA

At last year’s Bismarck Fly-in, we had a beautiful 1952 Cessna 195A on display for everyone to look at. From 1947 to 1954, there were 1,180 of these aircraft produced. Now, there are only 125 Cessna 195A registered in USA. The 190 and 195, now rare post World War 2 aircraft, became Cessna’s only ______________?  

A) Cantilever Wing Style Aircraft       B) 2-Bladed Propeller  
C) Postwar Radial-Engine Aircraft       D) Civil Use Aircraft  

Submit your answer by 8/25 for a chance to win a $25 gift card! Contact Nicolette Derosier at 701-223-4754 or nicoletted@bismarckaero.com.

Last newsletter’s correct answer was D. There were 858 students that attended the record-breaking year for the Aviation Career Day. Congratulations to Chris for being this quarter’s lucky trivia winner!

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

facebook.com/bismarck.aero.center     linkedin.com/company/bismarck-aero-center