

RUN-UP



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CUSTOMER SPOTLIGHT

Marvin Bodvig

This quarter our Customer Spotlight shines on long time aviator and owner of Tappen Farm Supply, Marvin Bodvig.

Marvin's interest in aviation started back in the 1960's, when he and aviation mentor Ward Whitman used to go flying in Ward's 150 Super Cub. The two would spend all day flying around, hunting fox around Kidder County. This was, of course, back when it was legal to do this. The two spent so much time doing it that Marvin decided to get his license.

In 1968, he started flying lessons. His instructor would fly over from Bismarck and meet him in Steele. It was not long before Marvin got his private and commercial license. As Marvin recalls, "Al Pietsch had about 24,000 hours when he signed me off to get my private license. Then, Gene Engle of Chemical Aviation helped me get my commercial rating to crop spray."

Marvin purchased his first aircraft shortly after getting his ratings: a 1963 Super Cub with a 90-gallon spray tank strapped to it's belly. He still owns that aircraft to this day! "I sprayed a lot of acres with that aircraft. In the first year, I was able to do enough business to pay it off and still have a little money left over," said Marvin.

Later, Marvin went out and purchased a Cessna 185 that he kept for over 40 years. His C-185 was all business use and it went all over the country with him. "It helped me get to conferences in all different corners of the United States, from San Diego to the Florida Keys and back again. I flew



Marvin and his 1963 Super Cub on the farm

all over for work. That aircraft really helped us get around for many years."

The aviation bug did not just bite Marvin. His son, Wayne, uses a 180 horsepower Carbon Cub to check fields and cattle in the morning. What could take him all morning with a pickup takes about 30 minutes in the Cub. "Wayne was a fast learner. He soloed with just 10 hours in the logbook. I like to think I had a little influence on him getting into aviation," states Marvin.

When thinking back about his flying years, Marvin said the best advice he could give someone getting into aviation is to respect your airplane and the weather, and always keep practicing. It is not by accident that Marvin has over 4,000 flight hours and is incident free. "A person can't afford to let his or her skills get rusty. I know what its like to be caught in bad weather and it was not fun. Keep sharp and keep flying!"



Mandan Aero Center • 701.663.9925 • mandanaero.com
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PRODUCT SPOTLIGHT

GTN Xi Series: : Fourth Generation GPS/NAV/COMM Solutions

Garmin has come out with the next generation of in-flight navigation technology. The GTN 650Xi and GTN 750Xi—the fourth generation of GPS/NAV/COMM solutions—are designed as a direct slide-in upgrade allowing pilots to preserve their panel and modernize the cockpit at the same time. The all-in-one GPS/NAV/COMM boasts a feature-rich multifunction display and can integrate with new or existing remote-mount equipment such as a transponder or audio panel. Dual-core processors and modern hardware also prepare the GTN Xi series for advanced capabilities in the future. The GTN 650Xi and GTN 750Xi have received FAA approval and are available immediately for fixed-wing single-engine and multi-engine piston, turbine and experimental aircraft, with helicopter and business aircraft approvals soon to follow.

The GTN 650Xi/750Xi supports faster map rendering and smoother panning throughout the touchscreen navigator. It boasts a large, ultra-high-resolution display and wide viewing angle that offers superior readability in the cockpit. Retaining all the features of the GTN 650/750, the GTN Xi series adds a vibrant display and vivid colors that enhance the contemporary look of the new navigators. When installed alongside a G500 TXi or G600 TXi flight display, the GTN Xi series brings a new level of modernization to the cockpit. Highly complementary, the GTN Xi and the TXi flight displays share similarities in display, appearance and hardware qualities.

The GTN 650Xi/750Xi offer advanced navigation functions, including ILS and LPV instrument approach procedures, as well as visual approach guidance. Based on a published glide path angle or a three-degree glideslope from the threshold of the runway, visual approaches also take into account terrain and obstacle clearance to assist pilots in flying a stabilized approach to the runway in visual flight conditions. Additional capabilities include the option to add a published or custom holding procedure, vertical navigation (VNAV), graphical flight plan editing on the moving map and more.

If you would like to learn more about this upgrade, please call me at 701.223.4754 or email me at krish@bismarckaero.com.



The Tech guy, Kris

We have some **NEW FACES**

EDEN WEST Flightline Technician, Part-Time



Eden joins the BAC team with a long-time interest in aviation. She is finishing up her studies for her Private Pilot's license. Eden grew up around aviation and has been active in the Civil Air Patrol (CAP) for over five years. She is currently a Squadron Cadet Commander and provides leadership to many of the young Cadets entering CAP.

Recently, Eden spent the past 12 months working as a Dietary Aid at the Baptist Health Care Center. She is currently attending Bismarck State College, where she is scheduled to complete her Associates in Business Administration in the spring of 2021. Her role at BAC allows her to explore the opportunities that exist to combine her business education and her passion for aviation. Welcome to the team, Eden!

THOMAS CRAIG Flightline Technician, Full-Time

Tom joins BAC with a well-respected reputation and several years of flightline experience. He gained experience while working in Minot, ND, for Avflight. While there, he worked his way up to being a Line Technician Supervisor before making the move to Bismarck.

Tom has a mechanical aptitude and a wide variety of experience ranging from HVAC, appliance repair, property maintenance, and groundskeeping. He is also a proud veteran of the United States Air Force. He and his wife are newlyweds and are excited about their transition to Bismarck. Tom's previous experience and hard-work ethic will make him a great addition to our FBO team. Welcome to BAC, Tom!



JAKOB ROGERS Flightline Technician, Part-Time



Jakob comes to Bismarck Aero Center all the way from Alaska. He is currently attending Bismarck State College as a transfer student from the University of Alaska Fairbanks. His area of study is the Process Technology Program and he plans to graduate in 2022. Jakob comes from an aviation family and is interested in pursuing possible career opportunities within the industry.

Jakob's previous employers in Alaska compliment his work ethic and ability to quickly learn new skills. He loves to ask good questions and dive right into any task. Jakob brings additional flexibility to the team, as well as a determined attitude. Welcome aboard, Jakob!

UPCOMING EVENTS

Dec. 17th

Birthday of Aviation

March 7th-9th

FLY-ND Conference

(Formerly the Upper Midwest Aviation Symposium)

QUARTERLY RECAP

Look at all the fun we had!



1. Ray Brooks (pictured on the far right) and Clint May (not pictured) had the pleasure of participating in America's Operation "Thank You". This relay in the Sky was a National Campaign to thank Healthcare Professionals and First Responders. 2. Congratulations to Jaden (left) and Justin (right) on your solo first solo flights! We are happy to see you succeed in following your dreams.

MERRY CHRISTMAS & HAPPY NEW YEAR!

FROM YOUR FRIENDS AT BISMARCK AERO CENTER & MANDAN AERO CENTER

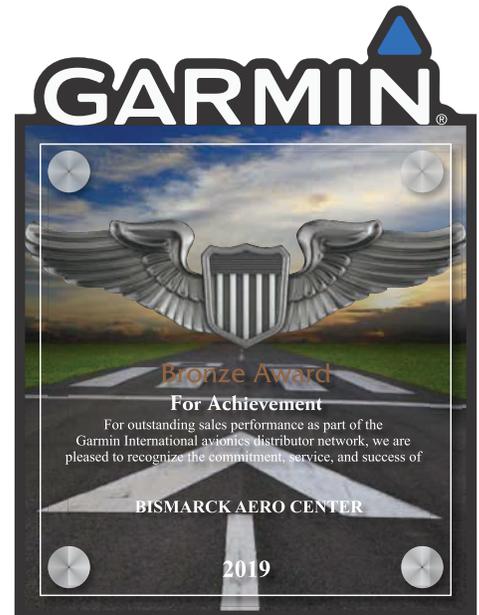
SPOTTED ON THE RAMP Cozy Mark 4



The Cozy Mark 4 design was created by Burt Rutan, Dick Rutan's brother. The aircraft can go 180 knots, using only eight gallons an hour and has a 600 lb useful weight. This proud owner plans to use it for gender reveal parties!

Dick Rutan was the first pilot to fly non-stop around the world on December 23, 1986.

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



Bismarck Aero Center was honored to receive the Garmon Bronze Award for outstanding achievement in Garmin Sales and Service.

COME FLY WITH US Flight Instruction Tip

Brrrr.. It's cold outside again and time to plan for winter flying. When preparing your aircraft for flight this winter, warm-up procedures are a necessity in North Dakota's very cold temperatures. Using a hangar is best, as it is comfortable and time efficient. Don't forget to dress warmly for your walk-around, even if you will be inside the hangar. Your winter walk-around should take longer than normal, especially if it's completed outside in the elements. If you get cold during the walk-around, you are not dressed correctly for the trip. **Do not dress for airport-to-airport flying, even if that is your intended flight plan. Dress to survive.** Are you prepared to stay outside for a few days?

Also, avoid "get home-itis". Always file a flight plan and warm the engine prior to start. Without a good preheating of the engine, you can put a lot of undue strain on the starter and battery. Certain aircraft are approved for winter baffles and oil cooler plates. If you have them or can use them, please do. During descent, try to maintain a warm engine temperature. Keep a good eye on the weather at your destination. Blowing snow and ice fog can form quickly and you will need to have an alternate landing site planned. Regardless of what happens, plan ahead and enjoy the North Dakota winter flying.

Happy Flying!
Ray Brooks, Lead CFI

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

MAINTENANCE CORNER

As we enter the late fall and early winter season, it is important to pay attention to your oil temperature on any piston engine. You should typically have a plate or some other way to block off some of the airflow, either to the air inlets for the engine or for fins on the oil cooler itself. Always consult your pilot's operating handbook (POH) prior to installing any form of cold weather plate. The purpose of blocking some of that cooling air is to allow your engine's oil to reach a warm enough operating temperature. If you run your engine too cold, you can cause premature engine wear.

Another problem is if the oil does not get hot enough, it will retain moisture. You may notice this happening if you pull off your oil cap and there is condensation on the inside of it. The water droplets will stay inside your engine and ultimately cause corrosion to internal engine parts. When the oil gets to a proper operating temperature, it will get hot enough to boil out or "cook off" any condensation, allowing the moisture to leave the engine through the oil breather tube as a vapor.

A cold weather plate can be something as simple as putting duct tape over part of the inlets or part of the oil cooler fins. Most manufacturers sell actual plates that can be physically attached to the cowling or the baffling to block off the air flow. Always consult your POH or talk to a mechanic prior to blocking any cooling air, as blocking too much air could cause the engine to overheat. The POH will specify which temperatures they should be installed in and where the plates should be installed.

In addition to cold weather plates, your engine should always be preheated or come out of a heated hangar prior to attempting to start in the cold. I typically prefer that an engine not be started without some form of preheating if it is under 35 degrees Fahrenheit. The better you can take care of your engine during the winter, the longer it will last.

Happy Flying! Erik Peterson, Lead Maintenance Technician



TRIVIA

Nine days before Christmas in 1965, astronauts Wally Schirra and Tom Stafford sent an odd report to Mission Control that they saw an Unidentified Flying Object about to enter Earth's atmosphere, traveling in the polar orbit from north to south. They interrupted the tense report with the sound of a holiday song, with the astronauts playing musical instruments they had smuggled aboard. Do you know the name of this song, the first ever broadcast from space?

- A) Here Comes Santa Claus B) Run Rudolph Run
C) Rudolph the Red-Nosed Reindeer D) Jingle Bells

Submit your answer by 12/24 for a chance to win a \$25 gift card! Contact Shae Helling at shaeh@bismarckaero.com.

The answer to our previous trivia question is C. In 2019, we saw the dawn of the super-haul flights. The current longest flight in the world is flown by Singapore Airlines and goes from Singapore Changi International to Newark Liberty International Airport, lasting 9,500 miles and 19 hours. Congratulations Ron Lundquist for being this quarter's lucky winner!

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



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2301 University Drive Bldg. 53
Bismarck, N.D. 58504
701.223.4754
www.bismarckaero.com

