

RUN-UP



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LOCAL SPOTLIGHT Bismarck Air Museum

Hangar #5, a historic Bismarck Airport landmark, is on the brink of being demolished. But the Bismarck Air Museum Foundation Board (BAMF) is doing everything they can to preserve this piece of Bismarck’s living history.

Built in 1936, Hangar #5 is a product of the Great Depression. In 1935, President Franklin D. Roosevelt established the Works Progress Administration (WPA), which employed millions of people across the nation on new public works projects. Bismarck was the recipient of a variety of projects, with Hangar #5 being one of them. Many similar hangars were built across the U.S., but very few are still in existence. It may simply look like an old building now, but this piece of history has been with the Bismarck Airport since its origin and has played a crucial role in its operation for many years.

With the Bismarck Airport looking to progress with its Master Plan, the removal of Hangar #5 is one of the changes the airport is looking at along with runway and ramp upgrades. About 10 years ago, local aviation enthusiasts Bob Simmers, Gary Ness, and Jerry McLaughlin became aware of Hangar #5’s predicament and decided to do something about it. They formed the Bismarck Air Museum



Foundation board with the mission “to preserve the history of aviation in North Dakota through the presentation of aircraft and aviation heritage.” Soon after, Dr. Bob Roswick joined as the President of the board, and they grew to nine volunteer members. “The board’s goal,” says Dr. Roswick. “Is to make sure everybody knows we’re close to losing Hangar #5.”

The board’s current plan is to move Hangar #5 to a nearby location on the north end of the airport. This would be across the street from the new hotel that is planned for the Bismarck Airport. There, it can be restored and utilized as the Bismarck Air Museum. They hope to repurpose it as a venue for preserving aviation history and promoting aviation education, as well as hosting community events. The current deadline to move the hangar, though, is the end of 2018.

In 2017, the BAMF board submitted a proposal to the Bismarck Airport to move Hangar #5, but it was turned down because of a lack of funding. The airport is doing everything they can to help and is petitioning the FAA for more time. “We have stakeholders all over Bismarck,” Dr. Roswick says. “Everyone we talk to is on board. But whenever you start a project, you need to find major contributors. We’re struggling to find those donors.” Without those contributors, there is no future for Hangar #5.

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SPOTTED ON THE RAMP



Check out this beautiful HondaJet HA-420 we had visit us at KBIS recently! This aircraft was manufactured in 2015.

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



LOCAL SPOTLIGHT Continued

"We've done the legal work for the foundation. We have site drawings from KLJ Engineering. We have a rendering by Ubl Design Group." Dr. Roswick says. But one of the biggest obstacles they face is that it's a 1930's building they are preserving, but the 1930's generation is gone. "This is Bismarck's living history." Dr. Roswick petitions. "Does Bismarck have the capacity to have this feature as a part of our community?"

The BAMF board is looking for individuals who are passionate in helping preserve this historical Bismarck landmark. "If you can help save Hangar #5," Dr. Roswick says. "We want to talk to you."

To get in contact with the BAMF board or to find out more info on Hangar #5, visit www.bismarckairmuseum.org.

PRODUCT SPOTLIGHT *REVIEW* Garmin G5 Electronic Flight Instrument

Recently, we introduced the new Garmin G5 to our readers. Designed for installation in single and twin piston aircraft, it is a space-saving, affordable option to upgrade to a "glass cockpit" in your aircraft. Up to two G5 displays can be incorporated into a single aircraft panel in several approved combinations, including the attitude, DG/HIS, or turn coordinator positions. Bruce Burkett, a local pilot who has over 13,000 flight hours, recently installed the G5 in his Cessna 172N. Bruce took some time to share his opinion on the new system:



"I had two G5 displays installed, one being the HSI. I coupled the G5 with the autopilot, and the HSI allowed me to get rid of my backup system. It gives me equal to or greater backup security. The displays are laid out so the bulk of info I need is in one view. I don't have to scan and change my focus. The G5 is really an advanced system, especially the attitude indication and HSI technology. In addition to autopilot, the HSI and the ADS-B I had installed have many benefits, especially for IFR flying.

Two questions to ask yourself if you're thinking of installing the G5: Does it improve the value of my aircraft? And does it increase safety? Safety is always a key feature when travelling with family and friends. No matter what aircraft I fly, I always make sure it's in sound mechanical condition and I know my personal limitations. The Garmin G5 definitely helps with both of these!"

If you would like more information on the G5 Electronic Flight Instrument and all its uses, contact Kris Hexom at 701.223.4754 or krish@bismarckaero.com.

Register today!

Engage. Educate. Motivate.

2018 UPPER MIDWEST AVIATION SYMPOSIUM

March 4-6, 2018 | Delta Hotels by Marriott | Fargo, ND



Keynote Speaker:
Howie Franklin

"The man who made history serving five presidents on Air Force One"

SCHEDULE HIGHLIGHTS

SUNDAY

- Aerial Applicators Safety Meeting
- Opening Social and Passport Awards at the Fargo Air Museum

MONDAY

- Student Day – More than 100 students in attendance
- Breakfast speaker: Fargo Air National Guard Updates
- Many IA Renewal Qualifying Classes
- FAA ADO Updates
- Exhibitors Night Social

TUESDAY

- The state of Aviation in North Dakota
- ForeFlight and Advanced ForeFlight with Tajae Viaene
- FAASTTeam Safety Seminars with Jay Flowers
- ND Aviation Hall of Fame Awards Banquet

Registration: www.ndac.aero/umas

QUARTERLY RECAP

Look at all the fun we had!



1. We had our annual BAC & MAC Christmas Party at Kobe's Japanese Steakhouse. **2.** Erik Peterson, our Lead Maintenance Technician, was named by the national AMT magazine as one of the 2017 40 under 40 aircraft maintenance technicians. **3.** There's always lots of laughter when all the BAC & MAC co-workers, family & friends get together! **4.** Tracie, Nicolette & Christine, along with Cindy Neff & Santa, at the Power of 100 winter meeting. **5.** Trevor Opp, one of our Flightline Technicians & a senior at the University of Mary, is keeping busy as our Business Operations Intern. **6.** Elard Thomas, Jesse Foster & Shae Helling each received their 5 year awards from Mike Aarested. Thanks for your dedication, gentlemen!

COME FLY WITH US

BAC Flight Instruction Department

Did you know? BAC has our very own flight instruction department! Here's what we have to offer flight students:

- ✦ One full-time & five part-time Certified Flight Instructors (CFI)
- ✦ Flexible training schedules- weekday & weekend availability
- ✦ Two Cessna 172 training aircraft
- ✦ Year-round training
- ✦ Instruction for Private Pilot, Instrument, Commercial, High Performance, & CFI ratings

We have a dedicated team of flight instructors who enjoy sharing their love of flight. If you or someone you know is interested in flight instruction, find out more information on our website or give Ray Brooks, our Lead Flight Instructor, a call at 701-223-4754.



CONGRATS!



Chris Brown recently earned his CFI rating. Great job Chris, all your hard work paid off!

Kaelin Schneider worked hard to earn his instrument rating. Next up: commercial rating!



WELCOME BACK!



Chad Hegel returns to BAC as a part-time Flightline Technician. We're glad to have you back at the airport!

MAINTENANCE CORNER

"Winter flying is upon us, and with it comes smooth air and great aircraft system performance. When you get the plane started and warmed up, it is a great time to spend in the air. The cumulus clouds usually responsible for choppy skies are taking the winter off!

Proper preheating of the engine is very important. Starting the engine when it is very cold is going to cause scoring of the piston skirts and unnecessary wear on the engine components. Of course when the temperature is zero degrees, the propeller won't even move if you apply pressure by hand and it won't attempt a start. But on those 20-degree days, it is tempting to start the engine cold. Tanis Aircraft, leading aircraft engine preheat systems manufacturer, reminds us to always preheat when the outside air temperature is 32-degrees or lower and if there is a windchill of 20-degrees for two hours or more. Remember to also use a fitted blanket, or at least a "horse" blanket and bungee cords, when preheating outside. The preheat systems are not intended to overcome any breeze. Happy Flying!"

- Mike Aarestead, MAC Director of Maintenance



UPCOMING EVENTS

- Feb. 6-9th** NBAA Schedulers & Dispatchers Conference (Long Beach, CA)
- March 4-6th** Upper Midwest Aviation Symposium (UMAS) (Fargo, ND)
- May 9th** Aviation Career Day (Bismarck, ND)

TRIVIA

As you saw in this newsletter, the industry's newly added HondaJet is unique in many ways. One very noticeable difference is that it has over-the-wing engine mounts. This one of a kind design allows the HondaJet to have all of the following except what?

- a) Better anti-icing b) A more spacious cabin
- c) A reduction in noise d) Increased fuel efficiency

Submit your answer by 2/25 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 B. Over 27,000 attendees were at the annual 2017 NBAA's Business Aviation Convention & Exhibition in Las Vegas, NV. Congratulations to Ryan Anderson for being this quarter's lucky trivia winner!

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



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