

RUN-UP



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CUSTOMER SPOTLIGHT

Benj Stoick

Our customer spotlight this quarter is on pilot and retired grocer Benj Stoick of Mobridge, S.D.

Stoick's love of flying began in the small town of Timber Lake, S.D., 60 years ago. His first plane ride was in a Cherokee 180, flown by aviation icon and local undertaker J.D. Kesling. Fifteen years later, at the age of 22, Stoick took his private pilot check ride in Pierre, S.D. and 30 minutes later bought a Piper Archer. This was the first of four airplanes he's owned over the course of his flying career. "When my wife, Sheila, found out that I had traded the station wagon for an airplane, she wasn't very happy," Stoick said with a grin, "but she got over it as soon as she took her first flight."

In the 45 years since, Stoick has landed at over 300 airports from West Virginia to Arizona, Mississippi to Montana, logging more than 6,000 hours. He landed funeral director Kesling's Cherokee Six on to rural roads to conduct services, flew the Majority Leader of the United States Senate, as well as another well-known dignitary, Santa Claus. He has also flown pro-bono individuals confronted by crisis, and transported families to hospitals in both Dakotas, Minnesota, Nebraska, Iowa, and Colorado. While most of those adventures have long-since faded from his memory, there is one that seems like it happened yesterday, even after 22 years.

"This two-year old boy was in his final hours after a year-long struggle at the University of Minnesota Hospital," Stoick said, his voice quieting. "His parents both quit their jobs to be with him that entire time, and his older sisters moved back to Dickinson to live with their grandparents." He hesitated before going on. "Grandpa and Grandma were rushing the little girls to Minneapolis, knowing that they would never get there in time, but they had to try."

After Stoick's wife reached him at the grocery store with this news, he called the school in Dickinson to learn the make and color of the car the grandparents were driving. His next call was to the North Dakota Highway Patrol. "I asked if they would have a State Trooper pull them over and give them a police escort to the Bismarck Airport," Stoick recalled. Amazingly, the little boy's sisters were waiting for him at the airport when he landed.



Stoick flying with family in his Piper Lance

"The airport was busy with two airliners, as well as a Citation, a King Air, and a helicopter," he continued. "When I realized I was number six in sequence, I asked Approach to expedite my landing. I guess my voice must have cracked when I tried to explain the reason for my request."

Immediately, without being asked, both airline captains relinquished their positions to Stoick's Lance, as did the pilots of the other close-in aircraft. Stoick blinked back tears before he continued. "Bismarck Ground told me they'd taken the liberty of filing a flight plan to the Anoka County Airport north of the Twin Cities, and that they'd requested a car be waiting to take us to the hospital." His voice became softer still. "Everybody was so incredibly good to us that night. We got there in time, but barely." And now years later, those little girls still hug him when their paths cross, which is all the pay he will ever need.

"For two-plus decades, Bismarck and Mandan Aero Centers have been caring for my aircraft." Stoick says his appreciation for the service he receives has never waned. "I have always been so impressed with the professional way they do things up here. It's like Mayo Clinic for airplanes!"

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CUSTOMER SPOTLIGHT

Stoick continued. "I get the same personal attention from the line crew as the guy whose jet is parked next to me. The maintenance shops always give my aircraft the same high-level of attention they would give an aircraft on which their own kids might be flying. I like knowing that's the case when I slide into the left seat, which is why I have never gone anywhere else for my maintenance."

After 50 years of crisscrossing the country in his planes, Benj Stoick's story as a private pilot will soon come to a close. "Of the four aircraft I've owned, the Lance has been my favorite by far, which is why I've spent some very serious money to restore her to the condition she's in today. From the prop to the tail number, she's brand new. God and the Wright Brothers know I hate to part with her, but she just sits in the hangar now, because there's no place I'd

rather be than home."

Along with his decades of flight experience comes great advice for aspiring pilots. "By all means, pursue this dream, you'll never be sorry!" Stoick says. He recommends student pilots have a highly-skilled Flight Instructor put them under the hood and bank the aircraft 45 degrees, and execute 720 degree turns until the student experiences a bad case of vertigo. "My instructor had to slap me hard across the chest to get me to release the aircraft, but it was a very valuable lesson!"

The lesson from this exercise: humility. "That's when you will fully appreciate that there is a huge gap between people like me who fly for pleasure, and those people who fly professionally and are really good at it."

FOR SALE

Interested in purchasing Benj Stoick's favorite plane?

- 1976 Piper Lance, N919BS
- Same owner for 20+ years
- New 300 HP Lycoming Engine (only 150 hours)
- Six-place, 154 kts. cruise
- Well-maintained instrument panel

Questions? Contact Mike Aarested at:
701-663-9925 or mike@mandanaero.com.



BISMARCK AIR STRONG



We remember the friends that we lost and support all those that are suffering. You are in our hearts Metro Area Ambulance Service, Bismarck Air Medical, LLC., and CHI St. Alexius Health.

To the crew of N441CX, thank you for your duty, honor, and sacrifice. You will never be forgotten. Godspeed, Charlie X-Ray.

NEW FACES

Augustine "Gus" Etilo, FBO Flightline Technician



Gus joins the BAC Flightline team with a strong passion to work in aviation.

Before moving to Bismarck with his wife, Gus received his certificate for aircraft maintenance from the Aviation Institute of Maintenance in Philadelphia, Pa. His ultimate professional goal is to refresh his main-

tenance knowledge and take the test to become a licensed A&P mechanic. Along with these studies, he also received training in auto mechanics from Virginia Western Community College.

Prior to coming to Bismarck Aero Center, Gus spent two years working as a Repair Technician at Furniture Row and as a Direct Staff Professional at HIT Inc. His duties allowed him to help those that are less fortunate, while still working with his hands on mechanical repairs.

Gus is a very positive and results driven person. With his drive and attention to detail, he makes a great addition to our Flightline Team. Welcome aboard, Gus!

CONGRATULATIONS!



Congratulations to our Line Technician, Lindsay Gerhardt, on passing her Private Pilot Checkride. Awesome job, all your hard work paid off!



Congratulations to our Line Technician, Emily Gerhart, on passing her Commercial Rating Checkride. Great job, keep up the good work!

MAINTENANCE CORNER

"It is that time of year again, when it is nice to have your aircraft engine preheated and the cabin warm when you plan to fly. The average engine preheater is rated at approximately 500 watts, and this low amperage is not able to warm the engine in less than an hour.

There has been discussion for many years whether it is hard on the engine to have the preheater plugged in so long. The general consensus though is if you plan to fly within the next week, plug it in now and it will be properly warmed up. It is not appropriate to leave it plugged in all winter, but a week or so won't hurt your aircraft. The concern is that it draws in moisture while it's warming, but using the preheater for an hour or so is not reasonable for the heater to do its job. It also is necessary to use a blanket on the cowling in addition to the preheater. 500 watts only costs five cents per hour, so use your preheater to your advantage. Winter flying is great, especially for good aircraft performance. Happy Flying!!!"

- Mike Aarestead, MAC Director of Maintenance

QUARTERLY RECAP

Look at all the fun we had!



1. Our lead CFI Ray Brooks has been keeping busy promoting flight instruction in the Bis-Man community & instructing new pilots this winter. **2.** Lots of fun was had at our annual BAC & MAC Christmas Party! Look at all those grins. **3.** We recognized just a few of our great employees & their years of dedication: Scott Yantzer, Tracie Gefroh, & John Martin (not pictured) - five year award, Brandon Hoggarth - 10 year award, Howard Burns - 15 year award. **4.** A beautiful snowy sunrise at KBIS.

UPPER MIDWEST AVIATION SYMPOSIUM

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Save the Date!

March 3-6, 2019 | Bismarck Ramkota Hotel

Watch for more information at: www.ndacaero.com

For hotel reservations Bismarck Ramkota Hotel:
(701) 258-7700 (Be sure to ask for the UMAS rate)

North Dakota
Aviation Council

COME FLY WITH US Flight Instruction Tip

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

“The FAA sets minimum standards for currency, but not proficiency. According to the AOPA, ‘Proficiency in an aircraft includes normal operations as well as knowledge of the emergency procedures for the aircraft that you fly, as well as type of flying.’ In other words, maintaining proficiency means going above and beyond the legal requirements of currency. Whether you are a student pilot or a seasoned aviator, practicing performance maneuvers and training using simulator programs can enhance your skills and may even prevent accidents down the road.”

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





UPCOMING EVENTS

Jan. 29-Feb. 1	NBAA Schedulers & Dispatchers Conference (San Antonio, TX)
March 3rd-6th	Upper Midwest Aviation Symposium (UMAS) (Bismarck)
May 8th	Aviation Career Day (Bismarck)
June 9th	Fly-In & Pancake Breakfast (Mandan)
Sept. 8th	Fly-In & Pancake Breakfast (Bismarck)

TRIVIA

We are now in the final countdown to the ADS-B mandate. As of January 1, 2020, all aircraft flying in airspace where transponders are already mandatory will need to be equipped with ADS-B Out. Which of the following statements is *false* about ADS-B?

- A) ADS-B enhances the safety of all aviators by giving pilots greater situational awareness from traffic and free weather information (If you have ADS-B In).
- B) ADS-B allows for more efficient search. ADS-B transmits data once a second vs. 3-15 seconds from ground radar.

- C) Aircraft with ADS-B installed will see increased value vs. aircraft without it.
- D) The FAA will extend the ADS-B timeline mandate.

Submit your answer by 2/25 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. Air Force One is often a Boeing 747, but President Trump's personal aircraft is a Boeing 757. Congrats to Shawn Volk 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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