CUSTOMER SPOTLIGHT
Dr. John Reynolds

Our Customer Spotlight this quarter is on local physician and pilot, Dr. John Reynolds.

Dr. Reynolds’ story begins in Rochester, MN, where he and his three siblings grew up. He was no stranger to the medical field, as his father was a general physician at Mayo Clinic. Dr. Reynolds followed in his father’s footsteps and after high school, he set off for Chicago to study medicine. After many, many years of specialty education and training, Dr. Reynolds began his career as a certified hematologist-oncologist physician. He specializes in the diagnosis, treatment, and prevention of blood diseases and cancers. In 1996, he came to Bismarck and began working for Sanford Health.

Around 2008, Dr. Reynolds decided to make another dream of his come true: flying. He contacted Bob Simmers, who introduced him to local Certified Flight Instructor (CFI) Fred Wooten. “I had wanted to learn how to fly for a long time, but as a physician it’s hard to train with time restrictions,” said Dr. Reynolds. “Fred did a fantastic job in helping me become involved in aviation. He was more than simply available for flight training. He also became a true friend.” In 2009, Dr. Reynolds bought a Diamond 40, and in that aircraft he earned his private and instrument ratings.

While reminiscing on his flight training with Fred, Dr. Reynolds recalled a particularly challenging flight. It was during the winter, and they landed at a remote North Dakota airport in very icy conditions. “The entire ramp was like glass,” he said. “And when we got out of the plane, Fred and I couldn’t even stand up!”

After 30 years as a full-time physician, Dr. Reynolds was able to retire in June 2018. This has given him the opportunity to focus on combining his two passions: medicine and flying. Dr. Reynolds is now able to work as a locum tenens physician, temporarily filling in for other physicians when they are absent or if a clinic is short-staffed. He sold his Diamond this summer, and is planning to upgrade to a twin-engine Diamond. “The twin Diamond is a much better all-weather aircraft,” he says. “So I’ll be able to travel farther in the Midwest for locum jobs. That way I have more time to see patients instead of spending a whole day driving.” Currently, he is training in Long Beach, CA for his twin engine rating.

Although his primary focus with flying is for business, Dr. Reynolds is able to get away for vacations every now and then. His fiancée, Rebecca, enjoys flying with him as well. Dr. Reynolds is a fan of smaller airports though, where there is not as much traffic. One of their favorite destinations is Red Lodge, MT, for ski trips. “When you fly out of Red Lodge,” he shares. “The runway is high and short so you have to be at half-gas and half-gear to take off.” Another location they like to visit is Mackinac Island, MI. “There are no cars allowed on the island,” he said. “So you land on the middle of the island, but you have to take a horse and carriage anywhere else!”

With over a decade of piloting experience, both for work and fun, Dr. Reynolds is full of stories and good advice. For those interested in pursuing their private pilot’s license, he says, “Start when you’re young, You’ll pick up things faster and have more time to enjoy flying.” Even though he may not have started flying early in his life, Dr. Reynolds has proven dedication and passion for doing what you love will get you where you want to go.
SPOTTED ON THE RAMP

A rare sighting at KBIS - an Aero L-39 Albatros! Over 2,500 of these high-performance jets serve over 30 air forces around the world. Predominantly used as a trainer aircraft, it was the first to be equipped with a turbofan powerplant.

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

NEW FACES

Matthew Kidd, Senior A&P Maintenance Technician

A warm welcome to the newest face in our Bismarck maintenance shop! Matt joins BAC with 20 years of aviation maintenance experience.

He started out as an apprentice mechanic in high school. Matt then joined the U.S. Marine Corps and spent five years as an active duty helicopter mechanic. After the Marine’s, Matt spent three years in the U.S. Army National Guard where he was a Blackhawk Mechanic that was called to active duty in support of Operation Iraqi Freedom.

Post military, Matt spent the majority of his time working in Alaska on a variety of aircraft ranging from “big iron” to single-engine sea planes and everything inbetween. Recently, Matt re-located to Lincoln, ND. We’re excited work with Matt each day!

Koby Hansen, Part-Time Flightline Technician

We welcome Koby to our BAC family and the flightline team!

A recent graduate of Washburn High School, Koby is currently a student at Bismarck State College working on his generals. During his summers off, he has been working with the City of Washburn and at Great River Energy doing general labor and working mostly outside.

He is fresh to aviation but shows a lot of enthusiasm to learn and contribute to our company. We’re excited to have you on our flightline team, Koby!
Our lead flight instructor, Ray Brooks, recently earned his CFII rating! That means there’s even more instructors ready to help you with whatever training you need. Our pilot ratings include:

- Private Pilot
- Instrument
- Commercial
- High-Performance

Give us a call today to schedule your flight!

701-223-4754

MAINTENANCE CORNER

“Have you ever thought about what’s getting old in your aircraft? Here is one of the top things to check: fuel hoses in the engine compartment. These generally have a five-year recommended life, but that is only a recommendation. In the shop recently, we changed hoses on a Cherokee with a date code of 1967! They were 51 years old and stiff. These can be easily replaced using the original fittings, new special hose material, and firesleeves. Have your technician specially check these during your next annual.

In addition, there is a recommended 500-hour Service Bulletin on all magnetos. The points and brush inside the magneto should be changed during the inspection, internal timing corrected if needed, and the coil should be checked to make sure it is within tolerance. The condenser should be changed every 1,000 hours, to minimize a mag problem during a fly-in breakfast! Happy flying!”

- Mike Aarestead, MAC Director of Maintenance
1. We had a blast at the 8th Annual Bismarck Airport Fly-In & Drive-In! Over 1,000 people helped us raise funds for the Scottish Right Speech Therapy Center.  
2. The 2nd Annual Props & Hops was another success! More than 350 attendees & over $20,000 was raised for Mandan Airport Manager Jim Lawler (left), who is battling cancer.  
3. Nicolette was marshalling in new students at the University of Mary annual community fair!  
4. Johnny D. volunteered to add the rivets to our custom made signs for our renovated FBO lobby.
**PRODUCT SPOTLIGHT**

**The ADS-B Rebate is Back!**

Every pilot is aware the Automatic Dependent Surveillance-Broadcast (ADS-B) mandate for January 2020 is fast approaching, but what you may not know is this past October, the FAA reopened the $500 rebate program for the ADS-B Out equipage. Previously ended in September 2017, it will now close October 11, 2019. The agency has made $4.9 million available in funds for this program, which will fund 9,792 new ADS-B Out installations.

Here are the five steps you need to follow in order to meet the mandate and receive the rebate:

1. Purchase the equipment and schedule installation
2. Reserve an online position to get a Rebate Reservation Code
3. Install the equipment
4. Conduct the required equipment performance validation flight and get an Incentive Code
5. Claim the $500 rebate online using the Rebate Reservation Code and Incentive Code

As AOPA President Mark Baker said, “This is the last opportunity for GA aircraft owners to take advantage of the FAA rebate in meeting the 2020 deadline.” As with the earlier rebate program, the FAA reports the new rebate program is available only to those who have not yet equipped their aircraft.

Want to get a head start on installing your ADS-B Out before it gets too close to the deadline? Contact Lead Avionics Technician Kris Hexom at 701.223.4754 or krish@bismarckaero.com for more info.

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**COME FLY WITH US**

**Flight Instruction Tip**

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

“Keep your logbooks up to date, and never forget to double check the aircraft logbooks too.

Sometimes your aircraft isn’t kept in the same vicinity and if the logbook hasn’t been updated for your airplane, it’s now un-airworthy. If you get ramp checked after a flight or something happens, you’ll be responsible as the Pilot In Command!”

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

The Boeing 747 is a “largely” impressive aircraft within aviation history. Mainly used as commercial jet airliner or cargo aircraft, it carried the passenger capacity record for 37 years after it was first flown commercially in 1970. What of the following is not true about the Boeing 747?

A. Burns approximately 1 gallon of fuel every second
B. Originally nicknamed the “Jumbo Jet”
C. President Trump’s current personal aircraft
D. All versions of the 747 have travelled 35+ billion miles

Submit your answer by 11/25 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 C. The 190 and 195 became Cessna’s only Postwar Radial Engine Aircraft. Congratulations to Larry for being this quarter’s lucky trivia winner!