



NRRA News Fall 2022

A mile of road
gets you a mile.
Our mile of
runway gets you
anywhere.



This airport means business!
Proudly serving the New Richmond area since 1964

Now That Was a Summer

Times are good. Really good. The summer of 2022, which was the airport's 58th anniversary, will go down as one of our better summers here at NRRA. Despite fuel prices that were off the charts for most of the summer, recreational and especially business flying levels were impressive. We had a nice mix of business aviation aircraft including a significant number of large cabin aircraft with levels we haven't seen since the Super Bowl in 2018.

Let's talk about fuel prices for a bit. Things were manic for a while. Avgas jumped from \$4.99 per gallon at the start of May to a shocking \$6.19 on June 9th. Nobody really saw that coming. It could've been much worse. Fuel provider East Metro Jet Center was pretty much selling the fuel at cost for a short stretch. Jet fuel was more stable, but still saw a \$.45 per gallon swing.

Mid-August brought some much needed relief with avgas falling to a relatively reasonable \$5.49, which is where it's stayed ever since.

The wholesale prices are starting to trend up over the last two weeks. A hurricane in Southwest Florida and some poor decisions from the fellas at OPEC are all it took to derail the downward trend. Thankfully, there is an adequate supply of avgas on hand to ride out any short term fluctuations.

The extremely positive thing that came out of this is summer, despite the record high fuel prices, is you still flew. A lot. Hangar leases were also hot. Eight new hangar lots were leased since June, which brings the total leases here at the airport to a state of Wisconsin record of 117 and over 225 aircraft,

which places the airport in second place. Not much has been for sale either. I can't think of a single hangar for sale at the moment. Any that do sell are usually off market, word of mouth deals.

The Wednesday cookouts that ran from June through August in the hangar bay of the business aviation terminal were also well attended. The summer cookouts date back to 2005 and have become a summer tradition. Red Canyon Assisted Living out of Hudson even stopped by two or three times with bus loads of seniors and joined us for lunch, which was great to see. Anything that gets people to the airport is a good thing. We also had quite a few aircraft fly in from other airports thanks to some exposure on SocialFlight.com.



New Avgas Truck for East Metro

This should help make a good first impression.

Out is the gently used 1989 Ford F600, 1,200 gallon avgas truck that has served the airport well for over a decade. That truck was purchased in rough shape from an FBO that went out of business in Anoka several years ago and nursed back to life with some TLC.

In is a custom built 2022 Skymark 1,000 gallon fuel truck on a Dodge Ram chassis that was delivered in late August. Yeah. That thing's got a Hemi (not kidding). We can't exactly do burn outs with it since it is speed governed at 25 mph. But we can still pretend.



1989 F600 being trucked out in mid September.



The truck was ordered in January of 2022 and went through a 200 plus day build.

The new fuel truck has a computerized fuel meter and the ability to wirelessly transmit fuel totals right to the East Metro front desk.



Hanli Banitz refueling a Cirrus

The old fuel truck found a new home at an airport in Northern Minnesota thanks to an ad on Craigslist.org and will probably live on for another decade or two.

A receipt printer will also be installed on the Skymark truck this fall after a few supply chain issues are ironed out.

Oh come on

The airport actually got an inch of snow this morning. On October 14th. It was all gone by 10 am. No need to fire up the bucket truck and roll out the deicing fluid . . . just yet.

October 1st



October 14th



South Hangar Area Project

If you have been to the south hangar area recently, you probably noticed some activity related to the upcoming reconstruction project that is planned for next spring.



Soil borings on the south ramp

The project will consist of the complete removal of all taxiway, taxilane, and ramp pavement that was installed from 1989 through 1992 in the south hangar area, rebuilding the base, and installing new pavement. Yes, Airport Road, the main entrance to the south hangar area, will also be reconstructed. It sees hundreds of vehicles per day and was pretty much built like a neighborhood driveway back in the day. That is not a good look for us and makes it tough on the businesses located in that area.

I mentioned in a previous newsletter that the pavement in this area was originally designed for an aircraft weighing up to 12,500 pounds. Two weeks ago, we had an aircraft that weighed nearly 100,000 pounds on site. The airport routinely sees aircraft in the 40,000 pound plus category. Yes, we've outgrown our pavement.

A contractor was hired to bore through the pavement and take soil samples on 20 or so locations in the project area in early September. Survey and utility crews have also been very active marking airport infrastructure.

This reconstruction project is fairly straight forward and should go smoothly. There will be some access limitations next spring for hangar owners and businesses located in the project area. Airport engineers and management will help to minimize the impact. There will be plenty of communication well in advance of the project I promise. I anticipate self service fuel to be unavailable for about two weeks during the project. Thankfully, East Metro has the new avgas refueler to handle the demand via truck.



Survey markers near rows 1 and 2 and Airport Road

South Pilot Lounge Gets an Update

The “Always open” pilot lounge near the self service pumps on the south end of the airport received an update last month. We tossed the hand-me-down couch and love seat and went all out with a new love seat and saved 11% from Menards. Bistro tables were also placed in front of the main windows and new LED bulbs were installed.

Last spring the vanity in each restrooms was replaced along with new fixtures.

The outside cedar siding received a fresh coat of stain and the lighting under the canopy was replaced. And lots and lots of pressure washing of the building exterior was completed. For you hangar owners out there, a slight acidic solution does wonders at removing the chalk like appearance on exterior hangar walls.

The weather computer was also updated to a newer model and Starlink Internet was added to the building replacing the retro-like 6 mb/s Frontier DSL service.



The DAR

Daily Airport Randomness



A CJ3 in the early morning mist



Challenger 300



Crash fire rescue training by airport personnel in the E-One Titan



North American B-25 Bomber



Global 5000



Air Tractor Ag Plane



Challenger 605

Hangar Space - To Build

One hangar lot is available at the moment in the north hangar area. Lot 15-5.

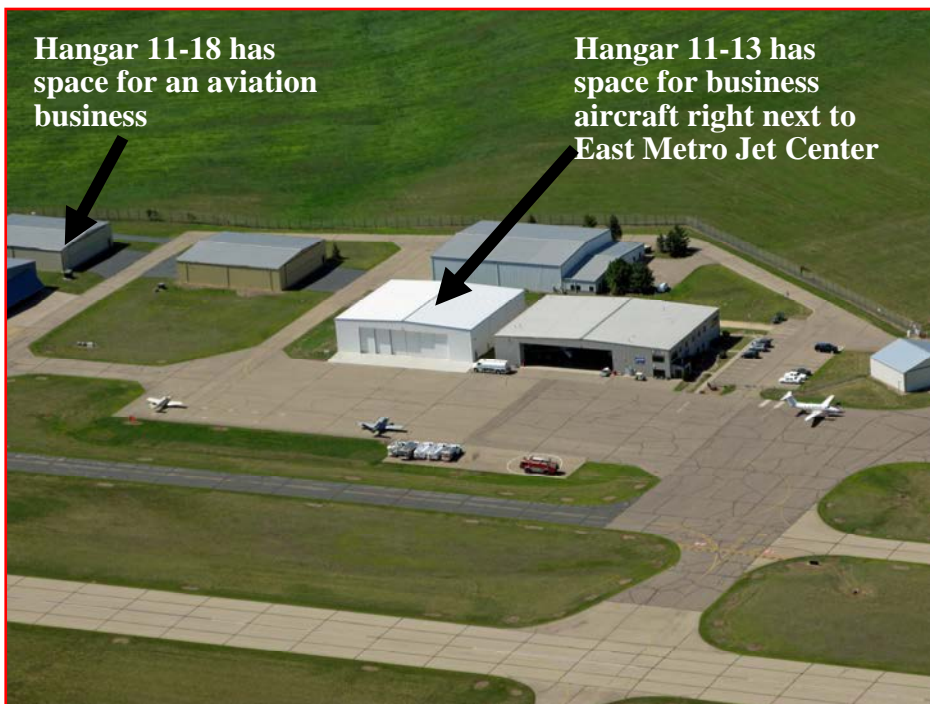
Five 100' x 100' hangars or larger are available to build in the northeast hangar area .

Hangar Space - To Buy **Nothing at the moment**

Hangar Space - To Rent - Business aviation hangar 11-13 (pictured below next to East Metro Jet Center), has room for business aviation aircraft (Call Greg at 715-529-7063)

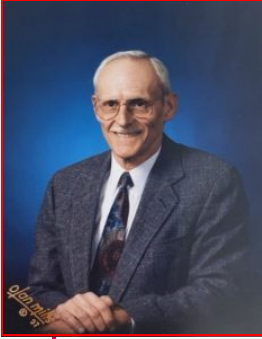
Office Space - To Rent - 1 office in the business aviation terminal (Call Mike at 715-760-5055) and 2 offices in hangar 11-14 are available (call Barry at 612-747-7008). \$350 per month each. Space for an aviation business is available in hangar 11-18 (Call Mitch at 715-781-4680).

Go to the airport website for an up to date listing of what's available.



A few last things -

- Airport pavement maintenance company Struck and Irwin will be onsite October 19th and 20th to for crack sealing runway 14-32 and the parallel taxiway. Runway closures are planned. Check NOTAMs please.
- **WHOO WHOO**. EXTREMELY IMPORTANT! Save the date. Friday, December 2nd. An airport Christmas Party. Plan on it.
- Runway 14-32 was repainted by airport personnel last month over a three day period. Yep. Should've done it sooner. It was overdue.



• Long time pilot and former hangar owner Glenn Newby passed away on July 28th. He was 85. Glenn had a long career as a mechanical engineer at 3M. He was a fixture here at the airport pretty much everyday as a member of the airport coffee club located in the south hangar area. His amazing knowledge was put to use often on a multitude of airport projects over the years. An impressive service was held for Glenn here at the airport following his funeral on August 4th.

• New Richmond based Perceptive Avionics was featured in the July issue of Minnesota Flyer magazine. The article covers the history of one of the founders of Perceptive, Jay Schrankler and his purchase and updating of his Beechcraft Debonair. A link to the article is here: <https://www.mnflyer.com/story/2022/07/01/news/historic-beechcraft-bonanza-gets-avionics-upgrade/1584.html>

• The dumpster on the south end of the airport is going away. Things got out of hand in August. Waste Management charged dumpster owner East Metro a ridiculous \$724 instead of the normal \$138. East Metro only tossed a bag or two per week. This left plenty of room for others to use, which wasn't a big deal until this summer. The extra charges piled on quickly and were due to overfilling and the



dumping of unapproved waste, including electronics and tires. I encourage hangar owners to get their own garbage service as soon as possible.

- I often get asked about options for Internet service here at the airport. Frontier Communications and Northwest Communications were the only game in town for years. Starlink service is now available. For \$110 per month, you can get roughly 150 mb/s down and up service via satellite. Go to starlink.com and use the 625 W Hangar Road address to get in the que.
- The airport commission voted at the regular meeting in June to raise the annual rent on hangar leases for the first time since 1999. The rate will be increasing from \$.10 per square foot per year to \$.12 per square foot per year beginning July 1st.
- For those IFR pilots out there, you may notice the TWOLF standard terminal arrival serving New Richmond and other metro airports is changing next month. The TWOLF 3 is being updated to the TWOLF 4. Major changes include the deletion of the Fort Dodge VOR, the deletion of the Flying Cloud VOR, and the addition of a waypoint after TRGET intersection with a crossing altitude.



The screenshot shows a web article from Minnesota Flyer. The main headline is "Historic Beechcraft Bonanza Gets Avionics Upgrade" by Tim Hennege. The article discusses Jay Schrankler's purchase of a 1965 Beechcraft Bonanza Debonair and its avionics upgrade. It mentions that the aircraft was purchased by the former Minnesota Department of Aeronautics and passed through several small businesses. The article also notes that the aircraft was sold to Barry Hammerback in Wisconsin, who then sold it to Jay Schrankler. The article includes a photo of the aircraft and a quote from Schrankler: "I had wanted a faster cross-country aircraft, and an upgrade from my former Cherokee 180 and now Cessna 172," Schrankler said. "The Debonair was in Barry's hangar and I was completely



A few more last things -

- New security lights were installed at entrance gates 1 and 3 in late August. The old metal halide lights were replaced with new LED fixtures. Yes, I realize I over did it a bit by installing a 30,000 lumen light near gate 3. I stepped it down to a 22,000 lumen fixture for gate 1. Lesson learned.
- We were thoroughly inspected. Starting in August, the TSA was on site to inspect the airport, flight instructors and finally the charter operator. The fuel trucks went through their annual reinspection by Westmor Fluid



30,000 lumens looking south towards gate 3.



Refueler test equipment operated by Westmor Fluid Solutions

Solutions in late August, which is required to maintain fuel licenses. The city of New Richmond safety committee also inspected the two airport maintenance buildings located in the south hangar area in September. I'm happy to report no violations. State of Wisconsin inspectors checked out the fuel farm on the south end of the airport this month and lastly, the FAA was on site to inspect our automated weather equipment. Check, check, check. We're all good.

- In the market for a used 1987 International dump truck? We'll be putting one up for sale next month.

Same goes for a tractor mounted eight foot wide snow blower and a 1957 Piper Apache fuselage that will

never see the sky again. Watch for them on Craigslist.org.

- Airport personnel will be renting a Skidsteer unit and brush cutter attachment early next month to clear the brush along STH 65 on the east side of the airport and around the segmented circle and windsock near the intersection of runway 22 and 32.
- Minneapolis Approach frequency 121.2 has been out of service several times this summer. The FAA is now posting a NOTAM in the New Richmond file when it is down.
- Local pilot Tyler Vizenor has operated an aircraft detailing service for the past few years. He is now using the Adams Polishes line of cleaning products. You can even get your aircraft ceramic coated. He does impressive work. He can detail your aircraft at your hangar or in the East Metro facility on the north end of the airport. You can reach him at 612-747-8102 or by email at tyviz02@gmail.com. His website is just being uploaded at the moment. Watch for it next week at supercleanaircraft.com.



Local Fuel Prices

100LL

**\$5.49 at the pumps or
add \$.40 for truck service**
(National average \$6.70)

Jet A

\$5.99 for truck service
(locally based aircraft pricing available)
(National average \$6.58)

MoGas

\$5.89 for truck service

**That's all for now
Hope to see you at the airport!**

Thank you

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Previous issues of NRRR News are available on the airport website.