



# NRRA News Winter 2023

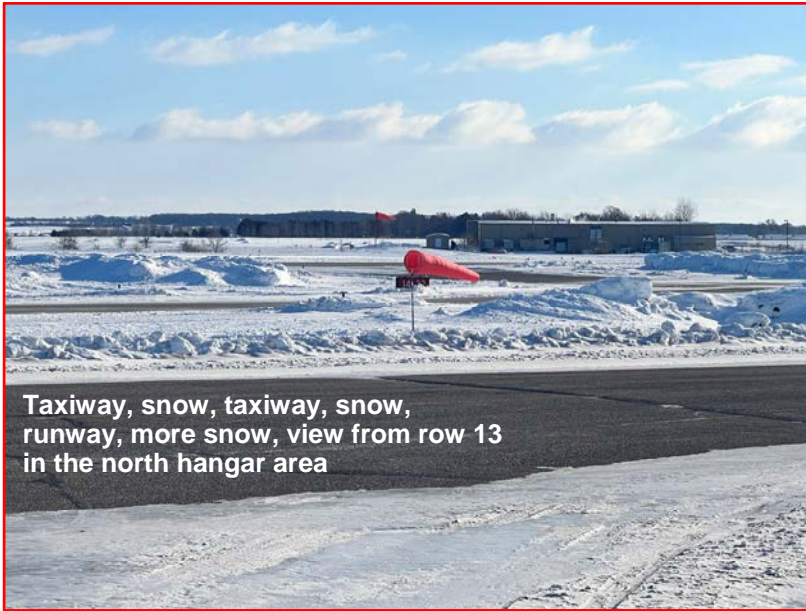
A mile of road  
gets you a mile.  
Our mile of  
runway gets you  
anywhere.



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

## Painful. Just painful.

We should've known better. When it snows in October, the upcoming winter is probably going to suck. It has. And it isn't just the snow. Low clouds and poor visibility due to freezing fog really hit us which made the airport unusable for business and recreational aircraft for multi-day stretches.



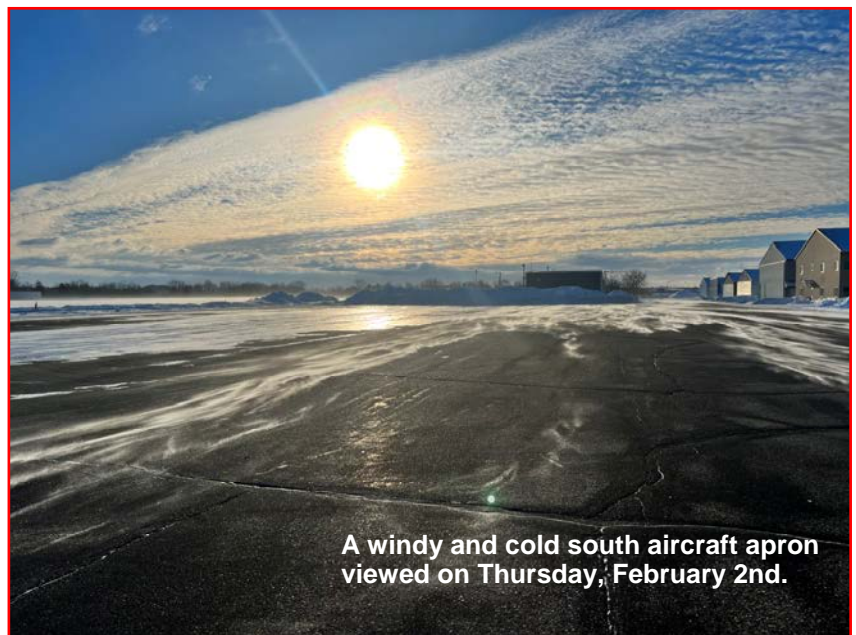
Taxiway, snow, taxiway, snow,  
runway, more snow, view from row 13  
in the north hangar area

The winter of 2022-23 will be remembered as the worst since I started here at NRRA in 1995. It hit us early like a Mike Tyson punch to the face, and then came back to deliver storm after long duration storm in December and January. By the third week in January, we received a full season's worth of snow. We're talking over four feet so far, and it hasn't been the light, fluffy snow either. We've had super saturated, wet, heavy snow that takes an amazing amount of diesel fuel and noise to move and then it turns rock solid once it's plowed. This makes it a challenge for the snow clearing equipment and operators alike.

Just to amp things up a bit, we also had our share of ice events, with rain, freezing rain and drizzle.

Overall, our main runway came through looking great. It's probably been the best it's ever looked during the winter thanks to the snow removal crew. This gang is really getting into the groove and it makes me incredibly proud what has been accomplished. Runway deicing fluid (which is now at a super expensive \$14 per gallon), limited plowing and an emphasis on sweeping, results in completely bare runway pavement. I wish I could say the same for the hangar taxilanes where plowing is necessary and sweeping is impractical. It's still pretty slick in many spots with compacted snow and ice.

Then there are the snow banks in the hangar areas. Unlike a city street where you simply plow snow to the edge of the pavement, the snow in the hangar rows must be moved to the end of each row using pusher plows. The bad news is we have nearly run out of room to store any more snow from the hangar rows. We may need to start trucking snow to remote airport locations if we don't get a thaw soon. In summary, things haven't gone according to plan this winter. It got ugly on us.



A windy and cold south aircraft apron  
viewed on Thursday, February 2nd.

Continued on next page

If you haven't been to your hangar in a few weeks, prepare yourself for what you may find. About three weeks ago, we had a few days of unusually warm weather. The foot or more of snow that had accumulated on the roofs of many of the hangars suddenly came sliding off with a vengeance. I noticed a hangar in row 20 with the newly relocated roof snow piled up in a very dense and compacted three foot deep row alongside the building. The hangar entry doors were completely blocked.



Pictured are two of the four active single-axle dump trucks along with the Oshkosh/Wausau 5,000 ton per hour snow blower

Both airport maintenance buildings took some damage. The awning on hangar 5-7 and the rain gutters on 6-2 were tweaked pretty hard. I noticed a few satellite tv dishes on some of the hangars were left in rough shape with parts dangling away thanks to the unexpected avalanches.

After seeing similar types of snowfalls in the winter of 2018-19 and the flooding that occurred when things began to melt in early to mid March, I have a bad feeling. I'm expecting significant issues with the run off if we aren't proactive. Airport personnel will be clearing drainage channels through the ditches and will be clearing drains as soon as next week to prepare for the thaw. If you have a storm drain near your hangar, please do what you can to keep it clear.

Good news. Warmer weather is on the way for this weekend and the upcoming week looks promising.



I'll be out this weekend with the Cat 950 loader moving snow banks. If you get to your hangar and find you need a little horsepower to get access, give me a call or text at 715-760-5055.

### New Snow Removal Equipment is Inbound

Back in the spring of '21, the airport participated in a state bid process for the purchase of new snow removal equipment that included a Wisconsin made industrial tractor, a 20' ramp plow with 4' adjustable wings that together tip the scales at 4,500 lbs, a 14' snow sweeper attachment, and a 9' wide by 4.5' high snow blower attachment that can move about 1,100 tons of snow per hour. The bids were opened in late spring with an anticipated delivery date of mid-November of that year. Then December. Then February of '22. Then the summer . . . You get the idea. Things got delayed due to several factors, including a labor strike at the tractor plant, supply chain issues, etc.



Good news, next week is the week. NRRRA will receive roughly \$365,000 worth of equipment using FAA, state, and local funds. The local share is an amazing 5%.

The 20' plow will allow an immediate and very noticeable improvement on how we move snow in the hangar areas.



## South Hangar Area Project

I mentioned in the fall newsletter planning is underway for the reconstruction of the pavement in the south hangar area, which includes the auto parking lot and entrance road, aircraft parking apron, parallel taxiway to runway 4-22, known as taxiway Bravo, the taxilanes serving hangar rows 1 through 10, and the connection from the ramp to runway 32, known as Alpha 1. The project is anticipated to occur this year. The exact start date is TBD.



Most of the pavement in the south hangar area was installed in the early fall of '92. Back then, the airport didn't have much street cred going for it. FAA forecasts at the time anticipated, as I recall, 44 aircraft would be based here by 2020. We're at 225 based aircraft now. Back then, the pavement was designed based on the FAA forecast and was intended for relatively low use for aircraft that didn't exceed 12,500 lbs. To be honest, the pavement is inadequate and it is extremely understrength considering some of the pieces of snow removal equipment and the crash fire rescue truck weigh nearly 50,000 lbs and aircraft weighing in excess of 75,000 to 100,000 lbs are using it.

Borings completed last summer in the area revealed the pavement consists of 2" of asphalt sitting on a 6" base course of gravel. This combo isn't going to cut it. The plan is to have, depending on the area, between 3" and 4" of asphalt installed on an 8" or thicker base course. This project isn't just a repaving job. It is a legitimate reconstruction.

Overall, we're looking at 40 working days to get this done. Due to the work near runway 32, it is anticipated the runway will be closed for up to 3 days. Runway 4-22 will also be closed for up to 10 days.

There will be significant impacts on the users in the area. I'll send out frequent updates as the information comes available. As a matter of fact, from the airport side of things, we'll try to over-communicate keeping in mind access for the 20 plus employees working in row 10, seaplane ramp access, self service avgas access, and access to hangars will be an issue.

### Tires. Matched perfect and staggered special

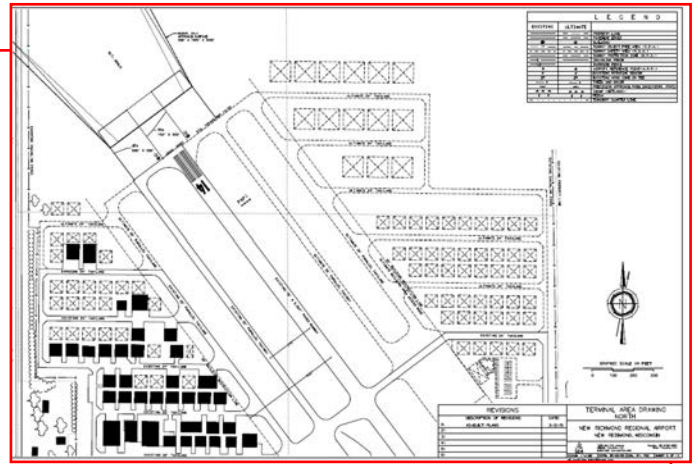
Not really. It's just a line from the movie *Days of Thunder*. The 2006 New Holland TV-145 industrial tractor that is used primarily for sweeping the runway and parallel taxiway, received new rubber last week. This is the first tire change since we got the vehicle in October of '06 some 2,700 hours ago. It's safe to say, the old tires, which were meant for off pavement use, really didn't owe us anything. They were wore down to the steel belts. The new tires are intended for on-road use and provided us with an immediate improvement in traction. As they should for \$1,800 each.



## Airport Master Plan

An incredible amount of planning is coming this year. The Wisconsin Bureau of Aeronautics is in the process of selecting an engineering consultant who will be charged with developing a comprehensive plan for New Richmond Regional Airport. The 12 to 18 month project will include short and long term needs of the airport, assist with land use compatibility, and will include airport usage projections. Think of the master plan as a document that helps airport owners make informed decisions.

It will greatly benefit area governments in their planning processes. A contract will be awarded to one of the three interested firms this winter. The project will be funded with FAA and state grants.



This guy decided to park himself at the approach end of runway 14 while snow removal operations were underway on December 16th

## Wildlife Study

A wildlife hazard assessment has been underway at NRRA since September of 2021 and will be drawing to a close this spring. The study was needed by the FAA before they would fund the completion of the fencing around the airport.

Wildlife biologists traveled to New Richmond multiple times, often camping overnight at remote parts of the airport, to study the existing hazards, which include deer, a rather large black bear, multiple swans, geese, and other waterfowl, otters, badgers with bad attitudes, and more recently, coyotes. Representatives from the US Fish and Wildlife Service and Wisconsin DNR also participated in the study.

Once a hazard determination is made, the remaining portion of the airport fence will be completed using FAA, state and local funds. New Richmond

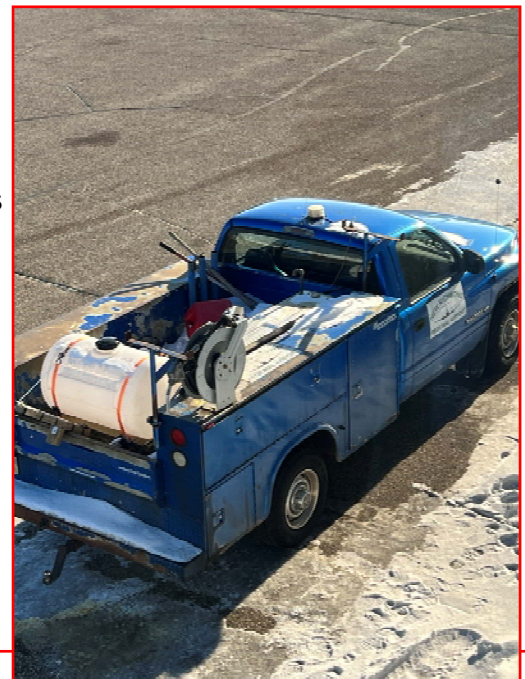
Police Department is also considering allowing hunting on land around Hatfield Lake for the 2023 waterfowl season in the fall.

## New Maintenance Truck

The airport will be replacing the 2001 Dodge Ram work truck this spring.

The current truck was purchased from New Richmond Utilities in 2007 for \$5,000 and has served us well ever since. Ongoing maintenance issues including worn U-joints and failed heater core, along with significant body rust, are forcing this once faithful vehicle into retirement.

The truck carries numerous tools and all of the necessary components for the runway and taxiway lights, including bulbs, wiring harnesses, lenses, transformers and couplings. It also has a 100 gallon diesel tank for servicing airport snow removal equipment and during the winter, carries a 55 gallon tank used for applying runway deicing fluid.



# The DAR

## Daily Airport Randomness



Newly completed corporate hangar 11-13 on the north ramp



A view from the New Holland TV-145 with 14' sweeper attachment.

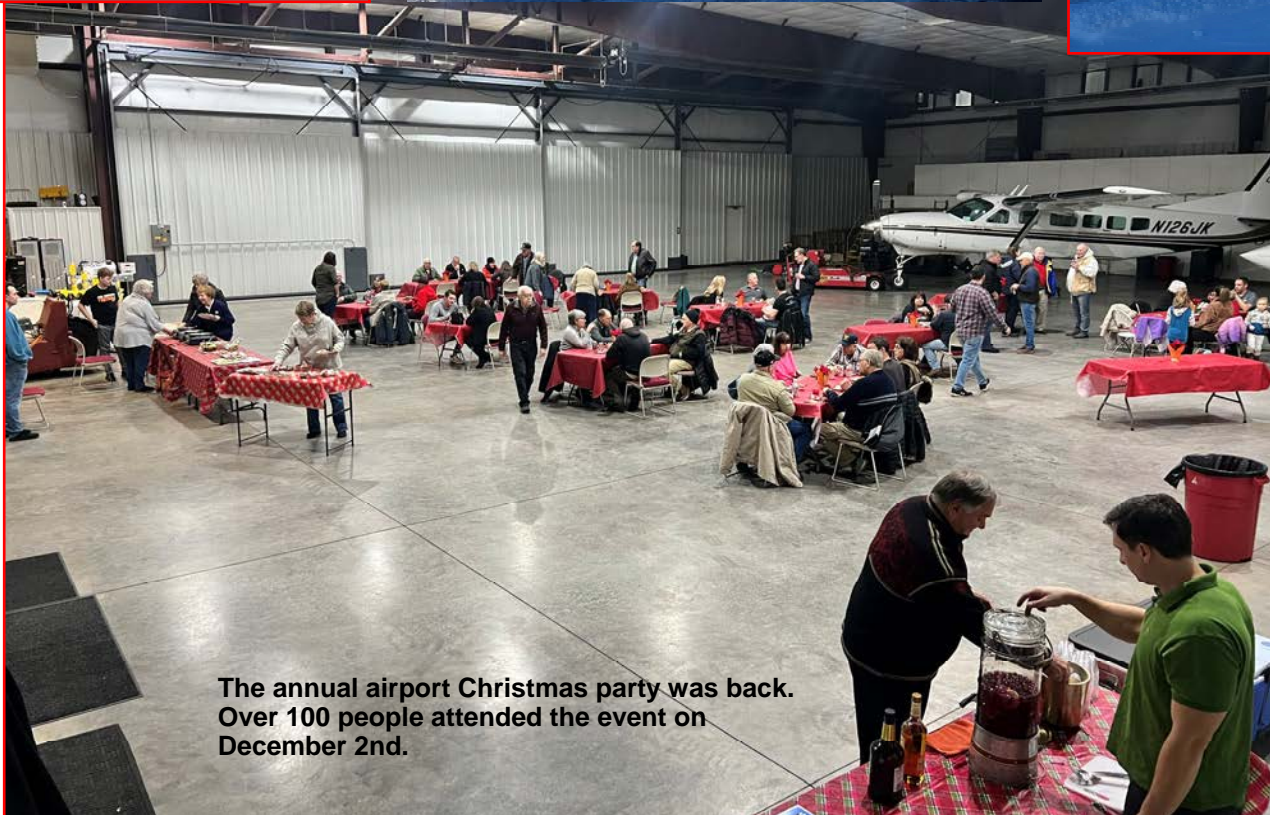
Runway deicing. It takes about 55 gals of deicer to deice the runway 30' wide. This ice-covered runway was down to bare pavement in 1 hour. A few passes with the sweeper and we were back in business.



A new 80' x 60' hangar under construction in row 19 in tough winter conditions. 3 other hangars are underway this winter.



Experimental L-39 Jet in late December



The annual airport Christmas party was back. Over 100 people attended the event on December 2nd.

### Hangar Space - To Build

Two hangar lots available at the moment in the north hangar area. Lot 15-4 and 15-5. Both are 60' wide x 54' deep. Everything else is leased or has a lease pending.

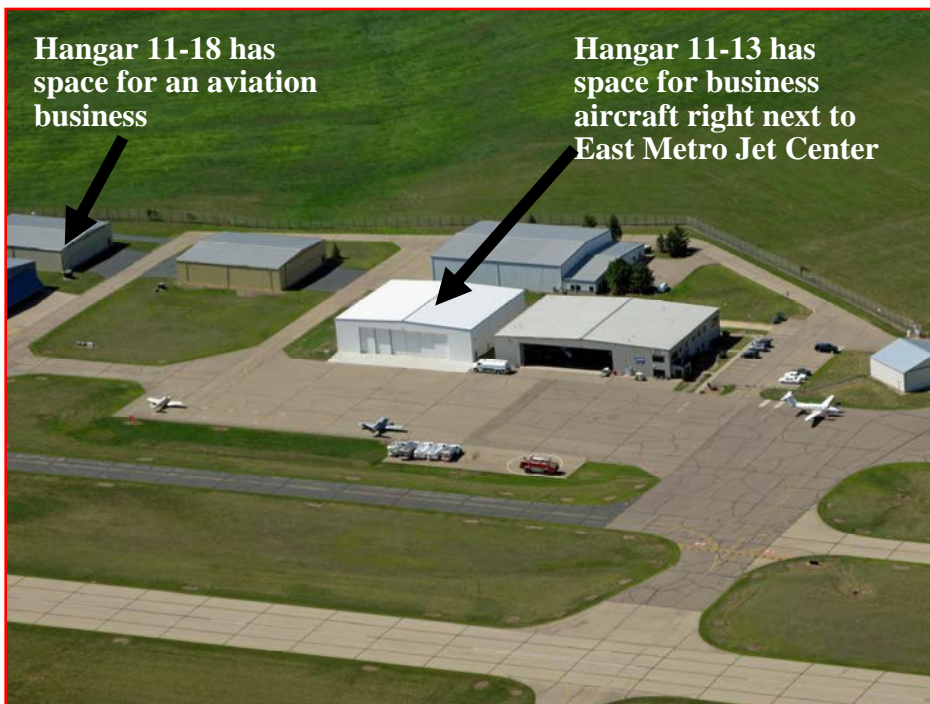
Five 100' x 100' hangars or larger are available to build in the northeast hangar area.

### 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 -

- An airport commission meeting is planned for mid-February. Watch the airport website for the date. It will be held in the business aviation terminal at the airport and typically lasts an efficient 30-45 minutes. One important agenda item will include discussion on opening up seven 60' x 60' hangar spaces on the northeast side of the airport. The north hangar area is down to only 2 spaces. It's time to head northeast.



- If you find your hangar ramp too icy to push or pull your aircraft in or out of your hangar, give East Metro a call at 715-246-5338. East Metro has tugs positioned on both ends of the airport that are capable of moving aircraft up to 125,000 lbs. If you do plan on using some type of deicer on your ramp, avoid salt and other corrosive products. Salt shouldn't be used anywhere on the airport. Ever. Salt can be tracked on to an aircraft and lead to corrosion that could render an aircraft permanently unairworthy. A non-corrosive, solid product called NAAC runway deicer is available in 50 lbs. bags from The Green Earth Deicer Company out of Eastern Wisconsin 920-238-0482. We get our liquid runway deicer from them and they have great turn around times. Speaking of runway deicer, the airport has enough fluid on hand for 11 applications. This better get us through the winter.

- If you've been near the business aviation terminal on the north end of the airport during the evening, you may have noticed the stunning blue LED light strip across the top of the building. The light strip was installed by our friends over at Aspect LED in the north metro. Aspect LED was founded by local pilots and aircraft owners Steve and Beth Nielsen. Personnel from Aspect LED were filmed during the installation which will be posted on YouTube soon for use as a step by step installation guide.
- FAA aircraft registration expiration dates have changed. Previously, registrations were valid for three years. With the change, the expiration has been extended to seven years. For example, a registration issued in 2022 is now valid until 2029, even though the registration card will indicate 2025.

[https://www.faa.gov/licenses\\_certificates/aircraft\\_certification/aircraft\\_registry/](https://www.faa.gov/licenses_certificates/aircraft_certification/aircraft_registry/)

- This month, East Metro Jet Center will have automated external defibrillators (AED's) stationed at both the full service FBO on the north ramp (located in the main office hallway) and the self service FBO on the south ramp (located between the men's and women's restrooms).



- Two new runway guidance signs were ordered this winter with expected delivery in late March. The signs will replace the occasionally operative signs at the approach end of runway 32 and the mid-field sign, 2,000' from the approach end of runway 32.

- Airport personnel replaced the 36" alternating poly and wire brush on the airport sweeper in December. The refills cost around \$2,300 and typically last for around 2 seasons. Airport personnel also replaced 12' plow blades on two of the trucks this fall along with a 9' blade on one of the plow wings. The New Holland TV-145 was out for several days with a seriously leaking water pump in December. This repair required a trip to the implement dealer. Typical winter. Plow, repair, repeat.



## Airport Business Directory:

### FBO Services:

East Metro Jet Center - eastmetrojetcenter.net

New Richmond Airside Rental - Car rental for pilots and pax - A service of East Metro Jet Center

### Aircraft Detailing:

Tyler Vizenor - supercleanaircraft.com

### Aircraft Maintenance:

Indianhead Airways Nick Jilek - nick.jilek@smcltd.com

New Richmond Aero - NRAero.com

### Aircraft Parts and Services:

NDT Solutions (NDTS) - ndts.com

Prototype Machine - PTMachineinc.com

### Aircraft Sales:

Elevated Aircraft Sales—elevatedaircraft.com

### Avionics:

Perceptive Avionics - perceptiveavionics.com

Top Flight Avionics - topflight@centurytel.net

### Charter Flights:

Orion Airmotive - orionairmotive.com

### Flight Instruction:

Mike Demulling Flight Instruction - Mike@NRairport.com

Nate Hartigan - nathaniel.w.hartigan@hotmail.com

### Hangar Space:

Wings of Wisconsin - wingsofwisconsin.com

## Local Fuel Prices

### 100LL

**\$5.24 at the pumps or  
add \$.50 for truck service**

(National average \$6.44)

### Jet A

**\$5.24 for truck service**  
(locally based aircraft pricing available)  
(National average \$6.66)

### 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 NRRA News are available on the  
airport website.