



NRRA News Summer 2023

Buckle up. There's a lot going on.

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

To borrow a line from the airline folks . . . aaaaand . . . we're delayed.

The much anticipated reconstruction project planned for the south end of the airport hit a patch of turbulence during late spring. We're not talking Airbus A380 induced turbulence. I'd say it's more like a vintage DC-3. Still a jolt, but survivable.

Long story short, this project that will replace all of the pavement in the south hangar area isn't happening in 2023. It is now planned for the spring of 2024.

The south hangar area was last designed and constructed in the early 1990's. The taxiways between the hangars are twenty feet wide. Always have been. This width no longer conforms to FAA standards which require twenty-five foot wide taxiways. No problem. We'll apply for a waiver since the wider taxiways will require significant alterations to the stormwater drainage and nearly all of the hangar aprons will need to be modified (aka torn up) in some fashion. That has to raise the price tag a lot. Right?



The south hangar area at NRRA on a hazy July 7th.

The response from the FAA in regards to our waiver request - Nah. Our waiver was denied. Word has it that long term waivers are no longer possible. Message received five by five. We shall conform.

Brad from Cooper Engineering was sent back to the actual electronic drawing board. The redesign process leaves no possibility of getting the project started, much less finished, before winter. Since the FAA is funding around 90% of this project, we pretty much need to follow their design standards. Our very lean operation we run here at NRRA doesn't have the horsepower to cover that construction bill.

But wait, there's more. The parallel taxiway to the grass runway 4-22 is currently forty feet wide. Always has been. Another news flash. This width no longer conforms either. Shockingly, it was deemed to be too wide. The taxiway will be reduced in width to the new standard of - wait for it - wait for it - twenty-five feet. That is unless we want to pay for the wider taxiway ourselves. That's a no-can-do.

And there's even more. The seaplane ramp was initially included to be reconstructed as part of the project. Unfortunately for the 25 locally based seaplanes, it was determined to be ineligible. If any improvements are to be made, they can only be funded locally. Cue the Price is Right loser music.

In all seriousness and sarcasm aside, things like this happen. I promise we'll use the delay to our advantage planning-wise and get things back on track for next year.



The Weather, a Short Recap

May: Still seems like late winter. Oh c'mon. It'll never warm up. Admit it. We were all thinking it.

June: Crazy hot. Seems like the summer of '88 again. We received less than one inch of rain for the entire month. WTH Canada? Enough with the smoke already. Haven't mowed the 79 acres of grass at NRRA in weeks. Everything is turning brown. Even the weeds quit growing. We've only sprayed once so far this year. Saving money on that expensive Round Up is an unwanted bonus.

July: We picked up close to three inches of rain during the first week. If you managed to avoid the couple of storms that rolled through and tossed our patio furniture across the ramp and dropped some serious hail near the airport, it's been beyond fantastic flying weather. Feels like a normal summer again.



Smoke from the Canadian wildfires dropped the visibility to as low as one and a quarter miles on June 14th. Seems unhealthy.



Dark skies to the southeast after the storm on July 3rd. Nearly two and a half inches of rain fell from two different storms that afternoon and evening. . Peak gust was 45 mph.



Scary view from the airport beacon cam looking over the south hangar area to the east after sunset on July 3rd. Those are mammatus clouds and are indicative of severe turbulence. Best to be on the ground at this point. Things were looking a bit swirly too.

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Live



VIP Visit via Blackhawk

A UH-60 Blackhawk helicopter carrying about eight military personnel plus a three person flight crew stopped by NRRRA on June 13th.

The flight originated at Camp Ripley in Central Minnesota and brought the officer in charge of the Freedom Park Project on the west side of Hatfield Lake in for a tour of the project.

The aircraft took on fuel and departed back to Camp Ripley after a three hour stay.



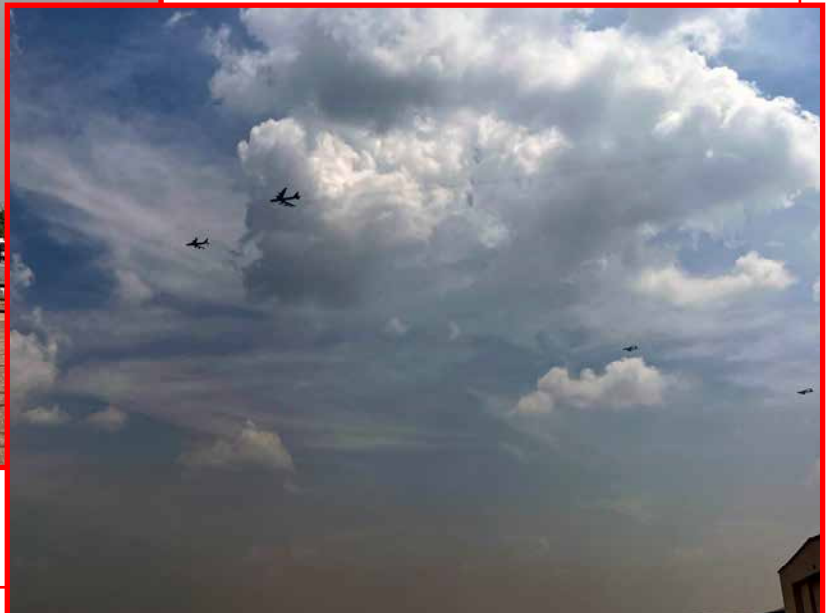
Four Ship Fly By

A nice crowd of local residents gathered on the north ramp at NRRRA to see the fly-over of two US Air Force KC-135 tankers with two B-52 bombers in trail on the afternoon of June 27th.



The flight originated in Washington state and flew over St. Paul to Hudson to New Richmond to Amery before turning north towards Duluth at three thousand feet above ground level. I love the sight and sound of 24 engines roaring overhead. Gives you chills.

The US Air Force flights were in recognition of exactly 100 years to the day of aerial refueling by the US military.



Sorry. The iPhone pics don't do the aircraft any justice. It was very cool to see live.

Pavement Maintenance Project

This September, NRRA will have contractors on site to repair the pavement on taxiway alpha (parallel taxiway to runway 14-32) and the taxiways between hangar rows 11 and 12 and 13 and 14 on the north end of the airport.

The cracks in the pavement will be routed and sealed first. Then an application of water, asphalt emulsion, aggregate, and other additives, known as microsurfacing, will be applied to the entire pavement surface. We're not talking a driveway seal coat. No no. This is a thick coating that will extend the life of the pavement that ranges in age from sixteen years to twenty-three years old. The pavement centerline markings will be restriped after the microsurfacing is complete. 95% of the cost of the project will be funded by the FAA and state.



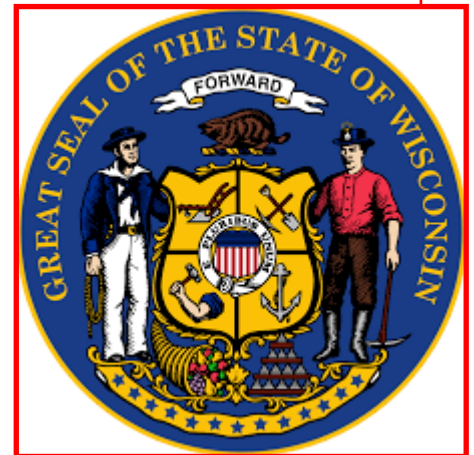
Runway 14-32 will also undergo \$15,000 worth of crack repair in October using airport funds.

Personal Property Taxes are History

Before you get too excited . . . It's not as good as it sounds.

You may have heard on the news or read a quick news story that the state of Wisconsin officially dissolved personal property taxes last month. That sounds like great news. Hangars are classified as personal property. Does this mean there won't be taxes on hangars now? Unfortunately no. No it does not.

Beginning in 2024, hangars will be reclassified as real property instead of personal property. About the only benefit to this change is this may make it a little easier for banks to finance hangars and to record their liens and it'll be easier for hangar owners to obtain valuations and information on hangars using the St. Croix County property website. That's about it.



For the businesses out there, it will save you a few bucks (probably less than \$100) each year since business equipment is now exempt and no longer needs to be reported.

VFR Transponder Check Charity Event

Perceptive Avionics is hosting a VFR transponder recertification event at NRRA on August 5th starting at 8:30 AM on the north ramp in front of East Metro Jet Center. The cost of the recertification is \$150 with \$50 of that amount going to local EAA chapters.

The VFR recertification is valid for 24 months per part 91.413 of the Federal Aviation Regulations.

Additionally, East Metro Jet Center will offer full service avgas fueling at self service pricing during the event.

A rain date of August 19th is planned in the event of inclement weather. Check the Perceptive Avionics website for details. perceptiveavionics.com



High Speed Fiber Optic Internet This Summer at NRRA

Starting this month, Midco, a fiber optic Internet provider, will be trenching in fiber optic cable in the north hangar area with the south hangar area occurring a few months later.



Initial work was conducted last month with Midco crews trenching and boring the fiber optic cabling near gate number 3 on the north end of the airport. The plan is to make gigabit speed fiber optic Internet available to any hangar owners who request it. Installation was reported to be free and they may be offering low utilization packages which would be ideal for security systems and remote plug-ins, etc. Details on this were a bit sketchy but additional information is coming soon. The system is expected to go live in November of this year. www.midco.com

Aerial Surveys

You may see two to four Cessna Caravans on the north ramp this month. The aircraft are basing in New Richmond for the month and are flying multispectral imaging flights over the entire state of Minnesota. Portions of Wisconsin were completed by the same company in 2022.

The restricted category, unpressurized aircraft have camera pods mounted in the fuselage and typically fly 50 or more mile legs at altitudes of 15,000 to 17,000 feet and have an incredible endurance of over 10 hours thanks to aux jet fuel tanks located in the cabin. One of the Caravans flew non-stop to New Richmond from Portland, Oregon over a seven hour stretch.

Weather is the biggest factor for the pilots in completing their photo missions. Haze, smoke, and of course clouds and even the shadows created by the high clouds are deal breakers.



The DAR

Daily Airport Randomness

Must be the 3rd week of June. The tiger lillies are blooming right on time.



I stopped to help the FOD cross the runway.



A new corporate hangar under construction near the north ramp



We're down to only 3 high pressure sodium lights at the airport. NR Utilities swapped out all of the other lights with LED's this spring.



Warbirds at the self service pumps following their Memorial Day fly-overs around the area.





NRRA Fly-in and Car Show 2023

Special thanks to local pilot and hangar owner Mitch Campeau and his team at Johnson Motors in New Richmond for coordinating and sponsoring the fly-in and car show held May 20th. Absolutely fantastic work!

49 aircraft flew in and dozens and dozens of cars were on site. We also had incredibly perfect weather.

The VFW reported they served around 375 meals. Proceeds from the event went to the Freedom Park Project located just west of the airport.

Thanks to the airport staff for helping make the airport look perfect for the event!



S.211 Marchetti Jet . . . Coming Back??

I heard from a reliable source the S.211 Marchetti Jet may be back in New Richmond the week after Oshkosh. Thirty minute flights are available for purchase in the S.211 for pilots with a private license or better. I was fortunate enough to be able to fly in the back seat of one of these in the summer of 2020. Yeah. It's a bucket list kind of thing. It was a blast. Watch the north or south FBO bulletin boards for details.



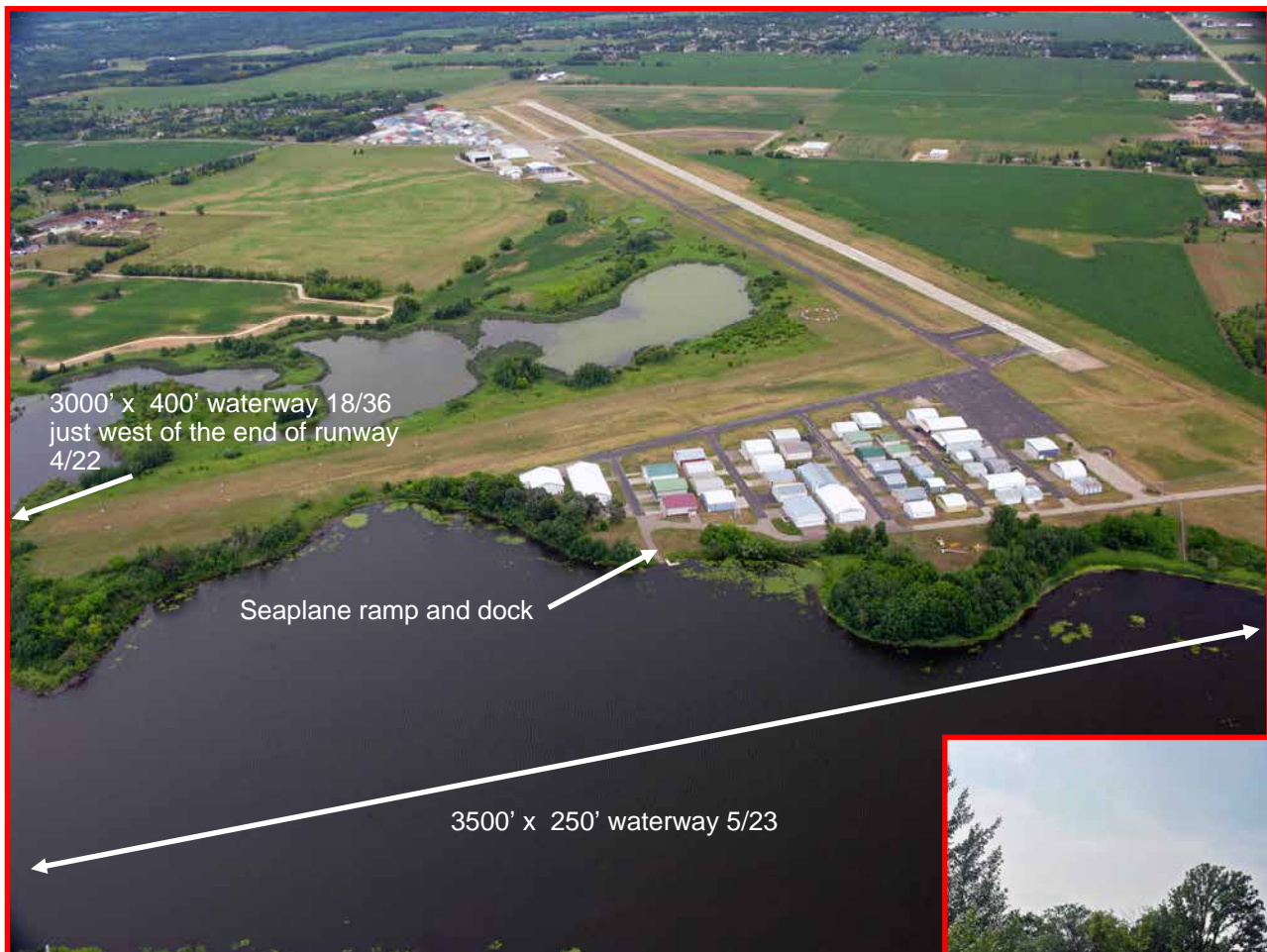
Turning final to runway 14 at NRRA in Aug of '20



Hatfield Lake and Seaplanes

NRRA is very fortunate to be located next to a suitable lake for seaplane operations. I first recall seeing a seaplane operating on Hatfield Lake around 1980 when I was a young northside kid.

Today, I counted 25 locally based seaplanes at the airport that are capable of using the lake. I believe this represents 10% of the total number of seaplanes in Wisconsin.



Hatfield Lake is not officially recognized as a seaplane base by the FAA. The FAA denied our request for the facility to be published on aeronautical charts in 1995 due to airspace conflicts with runway 4-22 and powerline obstructions along highway 65. Looking through my notes from back then, I jotted down a quote from the FAA guy reviewing our request. He indicated "It doesn't mean you can't use it. We just aren't going to advertise it for you." Got it.

The seaplane ramp pictured at right, was paved in the late 1990's and was funded entirely by donations from seaplane pilots. I seem to recall it cost us around \$1,300 back then with everyone chipping in \$100 each. I clearly remember 26 or 27 year old me marching into the city offices with a wad of cash I collected for the paving project and handing it over to some unimpressed city officials. I forgot about getting receipts. Lesson learned.

The floating dock was funded partially with donations as well. This time, I remembered the receipts.

Next year the seaplane base is expected to be added to the official airport layout plan for the airport and will be discussed in the airport master plan work that is just getting underway.

Hangar Space - To Build

The north hangar area (rows 11 through 20) are now fully leased or has leases pending. There is room for a corporate hangar south of hangar 11-20. The airport is accepting proposals.

NEW!!! Five 100' x 100' hangars or larger are available to build in the northeast hangar area immediately and starting later this month, five 60' x 60' spaces.

Hangar Space - To Buy Nothing at the moment. Most hangars sell off market by word of mouth.

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).

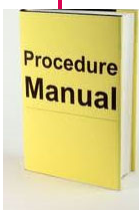


A few last things -

- Word on the street is avgas refiner Flint Hills Resources out of Rosemount, Minnesota, is ceasing production of avgas this fall. Well that's not good. That's where pretty much all FBO's in the upper Midwest get their avgas. The next closest refinery is in the Chicago area. After that . . . Tyler in eastern Texas. Our shipping costs will go up substantially. I'm guessing around seventeen cents per gallon. We're hopeful the avgas will be able to be shipped by rail in a more economical manner and stored at a multi-modal site, such as the one located just outside of New Richmond. Stay tuned for updates.
- The vending machines located in the full service and self service FBO's are once again accepting debit, credit, and mobile payments. New compliant readers were painstakingly installed in each machine last week. To my surprise, the kits didn't come with instructions. It was YouTube to the rescue! The south FBO unit was down for a few days around the fourth of July due to a failed software update out of the gate, but is fully functional now. Snack away.
- The lobby hours at the full service FBO are now 6 am until 10 pm daily. Automatic magnetic locks secure the facility each night. If you need access after hours, please get in touch with me at 715-760-5055. The south FBO lounge is still open 24/7.
- The airport commission met in mid-May and discussed the leasing of farm land at the airport. Traditionally, the lease for the roughly 125 acres went to a neighboring farm. Future RFP's for the land will include requirements for farm land lessees to undergo a security background check, they must have equipment that can fit through our security gates (16 footers), there will be restrictions on the types of crops that may be planted and the types of fertilizers and other chemicals that can be used due to wildlife attractants and interference with weather observation equipment, and the requirement to have an aviation radio and safety lighting when operating within 300 feet of a runway edge.
- The FAA released an advisory circular for operating aircraft at non-towered airports. It is AC 90-66C. It's 28 pages and it's a pretty simple but worthwhile read. In summary, clear and concise communication on the radio is always the way to go at a non-towered airport, especially when there are multiple aircraft in the area. As long as we're talking about radios and communication - as a reminder, the precision approach path indicator (PAPI) lights at the airport can be turned on with 3 clicks of the microphone day or night. Please, PLEASE stop clicking the lights up to high intensity during the day with 7 clicks. I'm begging here. 3 clicks will do the trick. I know this is mostly student pilots and instructors who have never, ever cracked open an airport facility directory, from flight schools at other nearby airports doing this, but the fact is continual use of high intensity for hours on end damages the constant current regulators for the lighting system and parts for these systems are getting really, really scarce. Please help spread the word before we smoke another softball sized capacitor.
- Critical point of failure. Sounds bad. Better take care of it ASAP. As it turns out, I am a potential critical point of failure for NRRRA. I love the airport and hope to never leave. But if I were to be accidentally run over by a wayward aircraft tug, or sucked into the engine of a mighty Cirrus Jet or . . . whatever. You get the idea. To remedy this situation, the airport is developing a procedures manual that covers some higher importance management items. Think of it as a how to manage NRRRA 101 manual. The airport commission and I came up with 26 different areas that need to be documented that include how to access airport administrative files, how to service and maintain runway lighting, how to issue notices to airman, snow removal procedures, lease issuance and management, FCC licensing etc. The manual is expected to be complete and ready for use by January 1st.
- The lease invoices for the annual hangar lot rent went out early last month and were due by July 1st. The lease amount is now \$.12 per square foot per year up from \$.10 per square foot. This was the first time since 1999 that the amount was increased.



An evening final approach to runway 14 at NRRRA with the PAPI lights on the left



A few more last things -

- Wings of the North Air Museum at Flying Cloud is holding their AirExpo 2023 on July 22nd and 23rd. An impressive line up of warbirds will be on hand, including a B-17, P-51, Corsair, and Skyraider (the Vietnam era one. Not the light sport version) . A pancake breakfast will be held each day from 8-11 am. Buy your tickets online at wotn.org/airexpo/
- Last year at this time, self serve avgas was selling for a record setting and border line obscene \$6.19 per gallon. Today it's down to \$4.99. Cheapest in the area. 25 years ago this month it was, brace yourself, \$1.65 per gallon.
- For you dog owners out there - there is a newly installed dog waste station located on the south side of the parking lot near the business aviation terminal. It has plastic bags and even a little spray bottle to clean your hands if you have poor aim. We also have a nice assortment of tennis balls at the front desk for the pups (or co-pilots. We won't judge).
- I mentioned in the last newsletter that contractors for Xcel Energy installed a slew of new markers on the powerlines that are located south of the approach end of runway 32. Last month, they also installed solar powered LED obstruction lights on the utility poles to mark the obstructions at night. Speaking of obstruction lights, new lights were installed on the Frontier Communications radio tower in downtown New Richmond in late spring. The tower, that was erected in the early 1980's as I recall, has a white strobe for daytime and red beacon at night.



Airport Business Directory:

FBO Services:

East Metro Jet Center - eastmetrojetcenter.net . Full and self service FBO services

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

Aircraft Detailing:

Tyler Vizenor - supercleanaircraft.com - Aircraft cleaning, waxing, and ceramic coating

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:

Eagle Air - eagleair.us **NEW!!**

Elevated Aircraft Sales—elevatedaircraft.com

Avionics:

Perceptive Avionics - perceptiveavionics.com

Top Flight Avionics - topflight@centurytel.net

Flight Instruction:

Mike Demulling Flight Instruction - Mike@NRairport.com

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

Riley Koosman - rileykoosman@gmail.com

Hangar Space:

Wings of Wisconsin - wingsofwisconsin.com

Local Fuel Prices

100LL

**\$4.99 at the pumps or
add \$.50 for truck service**

(National average \$6.33)

Jet A

\$5.49 for truck service

(locally based aircraft pricing and Corporate Aircraft
Association pricing available)
(National average \$5.85)

**How's that? Enough?
Hope to see you at the airport!**

Thank you

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