



NRRA News

Fall 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

Ahhh. The summer of 2023. Now that was a good summer.

A warbird Yak 3UA stopped for fuel before heading to the west coast after EAA



The Commemorative Air Force B-25 Miss Mitchell was in town for a flyover during the dedication of the US Post Office. In late August. The B-25 crew stayed for a Johnson Motors sponsored lunch in hangar 11-13. We sent them off with a 350 gallon per minute water cannon salute from the bottom turret of crash truck 4. More B-25 pics on page 4.



Photo credit Stephanie Campeau

Quick recap of events. The airport turned 59 years old this July with little fanfare. Entirely because I forgot about it. We'll make up for it though. Next year we'll throw an epic 60th b-day party.

How about the weather? Hot and dry for most of the summer with completely scorched grass giving us a nice Mars-like infield between the runway and taxiway alpha. At least we didn't have to mow much. Then it was stupid hot and humid. Record setting. The heat index peaked at 119 degrees one day, the highest in Wisconsin with low to mid teens bracketing other days on each side. Yeah, probably best to park the good old Cessna 172 and wait for cooler weather during that stretch.

The week of EAA Airventure was fantastic. Best ever in fact. A flight of seven Canadian registered aircraft pictured below overnighted at New Richmond *International* Airport prior to heading to OSH the next morning. Hats off to the airport volunteers and staff who shuttled them back and forth to the local hotels. You're what make this airport great. Many of the Canadians stopped back for fuel on their return trip, too.

Avgas prices crept up in early August but are finally on the rebound. Fuel prices directly impact the amount of recreational flying, no question about it. Overall, it wasn't our busiest summer, but it was probably our best. It's great to see all of the activity at NRRA.



Local pilot and owner of many aircraft and hangars here at NRRA, Jim Kirvida, was featured in the August edition of *King Air* magazine. The *King Air* magazine spread included the cover and an eight page article.

King Air

A MAGAZINE FOR THE OWNER/PILOT OF KING AIR AIRCRAFT AUGUST 2023 • VOLUME 17, NUMBER 8 • \$6.50

Jim has owned the 1980 King Air F-90, pictured, for over twenty-five years and flies on a regular basis on behalf of his business, Custom Fire, and on numerous charity and humanitarian flights.

A link to the August issue is available here:

<https://kingairmagazine.com/article/?issue=august-2023>

Family Ties

Long time pilot shares passion for aviation, King Air



Jim Kirvida has owned N911CF for 25 years. The 1980 Beechcraft King Air F90 is one of three Beechcraft King Airs he has owned in his 51 years as a pilot.



Everyone Stay Calm

Yes, we had our first snowfall of the season last week - about 2 inches or so. The airport crew dispatched one truck after it and had things under control in about an hour circa 5:15 AM. No cause for panic. This only indicates that it's time to put the mowers away. Nothing else. El Niño has our back this year. Word on the street is we're in for a much needed and deserved mild winter. Hopefully we can stretch another break-down free year out of our tired snow removal equipment and its operators.



Midco Fiber Optic Internet Install

Internet provider Midco has been a real presence at the airport this year. An impressive amount of personnel have been installing fiber optic lines in both the north and south hangar areas. The south end was finished up in October with hook ups to individual hangars starting soon. The north end boring of the fiber lines down each taxiway is underway right now. As of today, (Nov 7th) they're finishing up between hangar rows 13 and 14 and moving north.

www.midco.com for info



Wildlife Management

In a normal year, we are usually dealing with a few dozen geese that nest around Hatfield Lake. We encourage them early on in the season to move along, and they usually do. This year has been better than most for geese. Instead, we are dealing with my new sworn enemy, the sandhill crane.

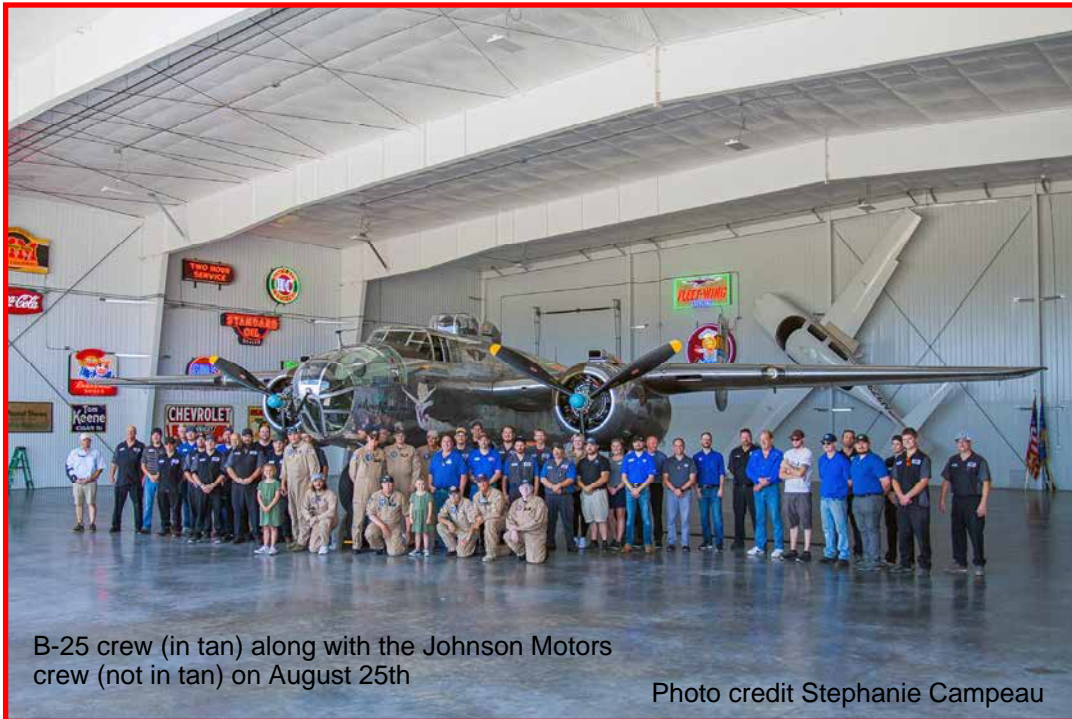


The incredibly dry summer brought out an abundance of grass hoppers and crickets. Cue the hungry sandhills. They flocked in by the dozens and loved to sit in the ditches and eat away. Time to bring out the big guns. Airport personnel fired off approximately 150 bird banger rounds (about \$275 worth)

from a starter pistol. Picture an M-80 firecracker that is shot in the air and you'll get the idea. That helped to encourage them to move along. We also brought out one of our two propane cannons that fire off an incredibly loud bang every 5 to 10 minutes. Regarding the cannon, it turns out that even after I turn off the propane, there is still just enough pressure left in the cannon that it will fire one last time. Huge, giant deafening mistake. Don't put the cannon in the back of the truck until it does one last kaboom. I swear it just about blew our rusty airport truck apart.



Also, be on the lookout for coyotes. We had two coyotes cross runway 32 approximately 1000 feet from the approach end of the runway last week. Big fellas, too.



B-25 crew (in tan) along with the Johnson Motors crew (not in tan) on August 25th

Photo credit Stephanie Campeau

Photo credit Stephanie Campeau



Airport Projects. Many, Many, Airport Projects

Welp, that didn't go as planned. At all. Not even close. Time to adapt. 2024 will go better.

The south hangar area reconstruction project that was originally planned for last summer will now be bid in January of 2024 following several design changes. We anticipate the \$1M+ project to get underway in April or May and wrap up about five weeks later.

The micro-surfacing project on two taxiways in the north hangar area along with the parallel taxiway to runway 14-32, known as taxiway alpha, was planned for last September. Unfortunately, the contractor was unable to start this fall due to contract snags at the FAA level. It happens. This project will now get underway in May as well. It's probably for the best. We won't be as likely to damage the rehabbed pavement with the snow removal equipment during plowing ops since it will have a few extra months to set up.



Additionally, we typically repair the cracks in the airport pavement each fall using airport funds. The wet weather in October delayed us and now, we're probably at the point where we've run out of time this season. We've been in communication with our contractor and it's looking like a spring job now. Thankfully we stay on top of any trouble areas we find during our daily inspections and can immediately make local repairs when necessary.

Lastly, engineering firm SEH was hired by the Wisconsin Bureau of Aeronautics last spring to create an airport master plan for NRRRA. A contract was finalized in late summer between the Bureau and SEH. Some preliminary work is underway, or in one instance, already completed such as an aerial airport GIS survey that was completed by a Cessna 310 survey aircraft on October 1st. The flight path of the aircraft is pictured on the left. The information gathered allows us to determine what is in the local airspace (3 sm), on the surface, and even below the ground.



On to the next step. An airport master plan kick off meeting involving the airport commission, SEH and Wisconsin Bureau of Aeronautics will be held in early January.

Ugh, that can't be good. Right?

Ever wonder how much radiation we're exposed to while flying? Probably not. But on a recent flight I flew, the subject came up so I'm going to tell you anyway. Cue a \$49 purchase on Amazon for a Geiger counter with questionable calibration and it's time to find out.

Normal radiation levels on the ground are well under 50 counts per minute (cpm) or ticks, just like you've heard in the movies. At 45,000', we have a different story. Try 546 cpm. Ahem. What? It sounded bad. Literally. That little counter was ticking away like mad. But the big factor is probably the duration of the exposure. If you're a jet jockey flying several hundred hours per year at 40,000' and above, the cancer risk is probably increased slightly. For the piston powered pilots, you're good to go. Also, we noted a 20% cpm increase between 40,000' and 45,000'. Interesting.



NRRA based Perceptive Avionics hosted a transponder check day for local aircraft in early August. About a dozen aircraft either taxied over or flew in for the event.

Perceptive Avionics also hosted Lake Elmo based EAA Chapter 54 on September 12th. The EAA chapter held their monthly meeting in the business aviation terminal and toured various local hangars and businesses.



Photo credit EAA Chapter 54



Transponder check in progress on an experimental aircraft in August.



Hangar Etiquette / Best Practices

Every couple of years, it's nice to have a reminder or two regarding the dos and don'ts when it comes to hangars. Thanks in advance for your efforts.



DOs



DON'Ts

Vehicle parking: This is a struggle at every airport. Whenever possible, please try and park your vehicle parallel to your hangar door as close to it as possible or even better, park in the 20' space between hangars. For those in rows 12 and 13, use the parking lot next to 13-3. Those owners with hydraulic doors - I get it. The doors swing out and you're never quite sure how close to get and you overcompensate. Nothing like a 15' door ding. The owners in row 19 with hydraulic doors painted markings on their apron to indicate how far out the door swings. Problem solved.

I don't get many complaints, but the few that I do are usually in regards to vehicles that are parked nose in to the hangar door leaving little room for aircraft to safely taxi by or for those doing the temporary "I'll just be a second but in reality 39 minutes" parking job on the actual taxiway. Next spring we may try using markings on the hangar aprons to designate the safe areas to park.

Prop wash: I've seen this many times over the years. Pilots will taxi up to the hangar and hang a left or right at near takeoff power and direct the prop wash directly into the hangar under the idea it's easier to push the aircraft back in (it's not). That blows a lot of dirt into the hangar onto other aircraft and could even send an un-chocked aircraft into the back wall. Even if the door is closed, all of the dirt piles up against the hangar door and will blow right in when the door is opened. For those daring souls who like to taxi right into your hangar, please be situationally aware of what's behind you. You're probably dusting off your neighbor(s), as in all of them, and it's sketchy as hell. Don't be from Tulsa (Total Utter Lack of Situational Awareness).

Trash containers: A taxiway doesn't just include the pavement. It includes about 20' - 25' on each side of the pavement. A dumpster or trash container that is placed (even temporarily) near the pavement is going to lead to hurt feelings.

The DAR

Daily Airport Randomness



That time of year. Senior photos.





And that's a wrap.

The Wednesday airport cookouts have become a fixture dating back to the mid-2000's.

The final lunch for the 2023 season was held on August 30th and drew around 65 people.

Throughout the summer we had several hundred people stop in for our cookouts.

Thank you to the many volunteers and staff who make these cookouts possible. You've gone above and beyond once again.

Mark your calendars. See you June 5th.

News from NRRR based Perceptive Avionics

Perceptive Avionics Announces Garmin Dealership

Perceptive Avionics is pleased to announce it has added Garmin to its expansive list of dealerships. They will sell and install Garmin's complete line of avionics starting immediately. Look for a grand celebration this spring as we will host a big event in partnership with Garmin. In the meantime, please stop by or give us a call to talk about your panel upgrades. In case you had not heard, most all of the major avionics companies have announced price increases of 3-7% for 2024 so stop by now and place your orders to beat the 2024 increases. We are in Hangar 16-1 at KRNH.



Perceptive Avionics launches "Priority First" for aircraft based at

Perceptive Avionics has launched a "Priority First" program for aircraft based at New Richmond Regional Airport. This means they are holding a spot for any avionics work for owners and aircraft at New Richmond. For any of your avionics needs they will take you in right away as a priority on a first come first served basis. Given that waiting times around the midwest are now nearly a year, we wanted to let everyone here know about this unique opportunity as the airport and community are important to us and we want you to be taken care of first.

Hangar Space - To Build

The north hangar area (rows 11 through 20) are now fully leased. 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 -

- Avgas update . . . The word from one of our avgas delivery drivers was Flint Hills is making one last batch of avgas that will probably last until the end of the year thanks to an extension granted by Federal officials. After that, we're getting our avgas from either Chicago or Kansas City.
- Local pilot and hangar owner Pat Anderson closed the chapter on his airline career late last month after an amazingly long 42 years in the business with outfits such as Mesaba, Republic, Northwest and finally Delta. Wait a second, three out of those four are out of business. I'm sure it wasn't Pat's fault. Anyway, Pat's last flight was from Madrid to JFK with a water cannon salute on the taxi in on a good old Boeing airliner. Captain Anderson took an early retirement and is anxious to get back in to some general aviation flying right here at NRRR. I'm pretty sure he's not done flying jets quite yet though. Congratulations Pat!
- For the seaplane pilots out there, it's that time of year. New Richmond Public Works will be installing the aeration system on Hatfield Lake this week that keeps the fairly shallow lake from freezing over. The system will be marked with buoys.
- Airport personnel started removing brush that was getting out of hand near the approach end of grass runway 4 this week on the south side of the airport. We should have that project wrapped up in the next few days.
- A local aircraft owner experienced a flat tire on his Cessna 172 while operating on runway 32 last week. This is what this airport and general aviation is about - many local pilots and a mechanic or two rushed to assist him in getting his aircraft off of the runway. It was to the point there wasn't room for another person to push. Amazing work. Absolutely amazing.
- Look at us cooperating and everything. The airport purchased a 1995 type I ambulance from St. Croix County Sheriff's Department a few years ago. They used it for a crime scene response vehicle. We used it for airport maintenance and for special events since it had nice floodlights. Fast forward to last October 19th at the airport commission meeting when local ambulance director Matt Melby casually mentioned the Water Department in New Richmond was looking for an ambulance to use to house their water line inspection equipment. We have one! On a handshake deal, the Water Department will borrow the ambulance from us and use it as needed. We're all part of the same team, so no need to sell it to another city department. When they're done with it, they will either return it (don't want it back, actually) or sell it and we'll get the proceeds (now we're talking).

AVGAS 100LL

NEW RICHMOND

REGIONAL AIRPORT



ambulance director Matt Melby casually mentioned the Water Department in New Richmond was looking for an ambulance to use to house their water line inspection equipment. We have one! On a handshake deal, the Water Department will borrow the ambulance from us and use it as needed. We're all part of the same team, so no need to sell it to another city department. When they're done with it, they will either return it (don't want it back, actually) or sell it and we'll get the proceeds (now we're talking).

- Old blue is being retired. The blue Dodge Ram utility truck the airport purchased from New Richmond Public Works in 2006 for \$5000 is done. I mean done-done. The vehicle was pretty rusty when we bought it. It didn't get better with age. The final straw was when the driver seat became dislodged from the floor due to rust. Fun! Plus the transmission is going on it. And the u-joints . . . Wobble, wobble. Time to be eco-friendly and recycle that beast.
- All airport pavement was inspected as part of a state program last month. Technicians were on site gathering data on airport pavement. The data is compiled and is used for planning of airport projects. No question, we're behind where we should be when it comes to pavement rehab. Next year's reconstruction project on the south end will help catch us up though. In the not so distance future, taxiway alpha will need a recon along with the north ramp and about 1/3 of the taxiways in the north hangar area. Unfortunately, pavement only lasts about 25 years in this area. The south hangar pavement is now 31 years old and taxiway alpha is 23. We're doing our absolute best to keep the pirate ship afloat.



A few more last things -

- It's Christmas party time. **Attention. Attention. Attention.** Please mark your calendars and make plans to attend our annual Christmas party. **Friday, December 1st from 5-8 pm** in the business aviation terminal on the north end of the airport. Everyone is welcome. We even bought a new Santa plane for the occasion. No need to bring anything. The fine crew at East Metro Jet Center has it covered. We really hope to see you there.
- The ground communications outlet (GCO) that allows communication with Minneapolis Approach from the ground at NRRRA was repaired for the second time this year. We hit a stretch of bad luck with it. The unit is now back in service. Additionally, approach frequency 121.2 has been out of service for months at a time lately. Use back up freq 119.97. Incidentally, our automated weather (AWOS) broadcasts on neighboring freq 120.0. You will hear some bleed over from the AWOS when you're near the airport. It goes away after a mile or two.
- Several thousand dollars worth of jet fuel filters were changed on the East Metro Jet Center 5000 gallon jet truck last month. The filters are changed on demand when the differential pressure reaches a certain PSI. We never hit the PSI, but opted to be proactive. The filter on the avgas pump on the south end of the airport was also swapped out which increased the flow rate to nearly 20 gpm.
- The 2006 New Holland TV145 articulated tractor is in the shop undergoing a 2400 hour



The 145 horse power New Holland TV145 smoothing out the soggy grass runway in March of 2019



inspection and service. The tractor, pictured to the left, typically powers a 14' runway sweeper that is often used from November through mid-February as a means of getting down to bare pavement. It is essential to airport operations.

- Crash truck 4, the airport E-One Titan crash fire rescue vehicle responded to 3 aircraft in



distress calls this summer. All of the aircraft reported engine issues and ultimately landed safely. A handful of water cannon salutes and a few standbys during warbird start ups were also conducted. It's a great asset to have at NRRRA

- Old Blue, our now retired airport maintenance vehicle, had a 95 gallon diesel tank mounted in the utility bed. We used the tank for servicing the fleet of airport equipment since most of our vehicles were last roadworthy in a previous millennium. Can't quite take them to the filling station now can we?. With the loss of Old Blue, we are shifting to fuel trailers now. We mounted two diesel tanks and hose reels on two of Northern Tool's finest 4' trailers. So far, so good. Thanks to Robert Rice for the good work.



- The Snocrete 848AC tractor mounted 900 ton per hour snow blower was declared as surplus equipment last year by the airport commission and was sold earlier this month for \$2500 and will see continued service on a farm in the far south metro. The unit was a backup to the Oshkosh/Wausau 5,000 ton per hour unit and was used only sparingly since 2018. We've stored the unit near one of the airport maintenance hangars for the last couple of years due to lack of indoor space. For the owners in hangar row 4, your view should be improving by the weekend.
- A reminder to pilots and hangar owners at NRRRA. If it gets icy in front of your hangar and you're having trouble pushing in your aircraft, East Metro Jet Center has you covered. We can move anything up to 125,000 lbs. Since I've been airport manager, I've seen a pilot with a torn achilles tendon, a concussion or two, and a few broken bones. Call us instead.



I think I've run out of things to say. Now that's a newsletter. Catch you at the airport soon!

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 Fractional Opportunities

Divvy Jet - Chad Halvorson DivvyJet.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:

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

**\$5.49 at the pumps or
add \$.50 for truck service**
(National average \$6.44)

Jet A

\$6.24 for truck service
(locally based aircraft pricing and Corporate Aircraft
Association pricing available)

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

Thank you

Mike Demulling
Airport Manager
715-246-7735 o
715-760-5055 c
mike@nrairport.com
www.nrairport.com

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