



# NRRA News

## February 2016

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

### February Snowstorm

Our snow removal skills were tested once again following the largest snowfall we've had since 2012. Just under a foot of snow fell in the New Richmond area beginning at noon on Tuesday, February 2nd and continuing through much of that night. The will of the equipment and the equipment operators was tested.

Fairly warm temperatures at the beginning of the storm lead to melting snow on the pavement. As nightfall arrived, temperatures dropped, turning that melting snow into a layer of ice, causing some slow going and a lot of traction issues for the snow removal equipment. Initially, the 14' sweeper was used to keep the



A menacing 4' snow drift outside the maintenance hangar

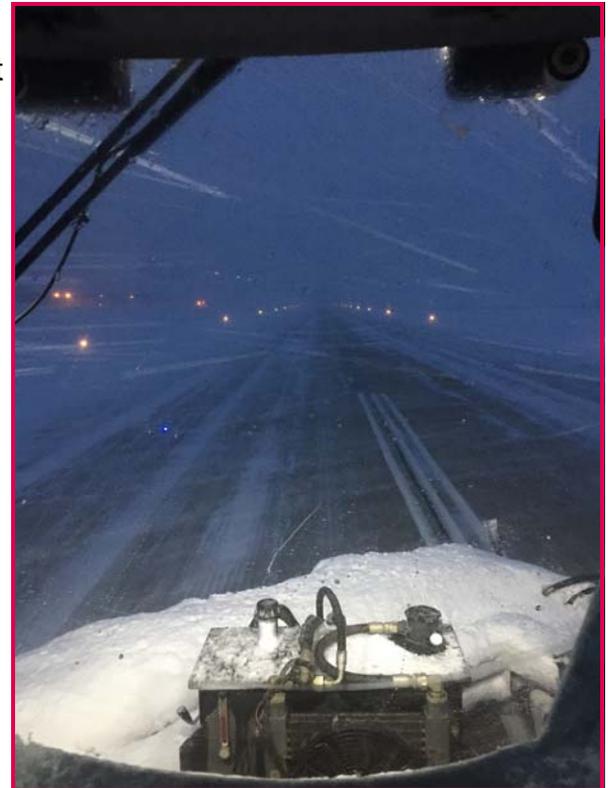
runway clear until the snowfall rate became too intense with snowfall rates of nearly 1.5 inches per hour. By early evening, 3 dump trucks were used and the sweeper was removed from the New Holland tractor and replaced with the loader and 16' pusher plow.

Then it happened. To borrow a line from *A Few Good Men*, well, you see, there was a blowout. Probably the most important piece of snow removal equipment we have, the versatile New Holland tractor, was down with a blown out tire around 11 PM, leaving the 3 trucks to keep the airport open. We double checked inventory and noticed we didn't have any spare \$1200 tractor tires in stock. Thankfully, Matt from Farm Country Service was able to find a suitable replacement tire for us by 9 AM Wednesday.



Plowing is only half the job when it comes to an airport.

The FAA provides very specific direction when it comes to snow banks. At an airport this size, anything over six inches deep beginning at the edge of the runway or taxiway lighting—not the pavement edge, and increasing in depth to as much as 24" at 32 feet, is considered a hazard. Once the plowing is done, it's time to do some snow relocating. The two airport snow blowers are the only way to handle the job. Approximately 10 additional hours of snow blowing was completed on Wednesday to keep the airport safe and in compliance. Walter, the 500 horsepower snow blower takes care of the runway and taxiway edges and the tractor mounted snow blower handles the hangar areas. The airport remained open and safe throughout the entire snow event thanks to the airport staff and even a volunteer from the Airport Commission! (More on page 3)

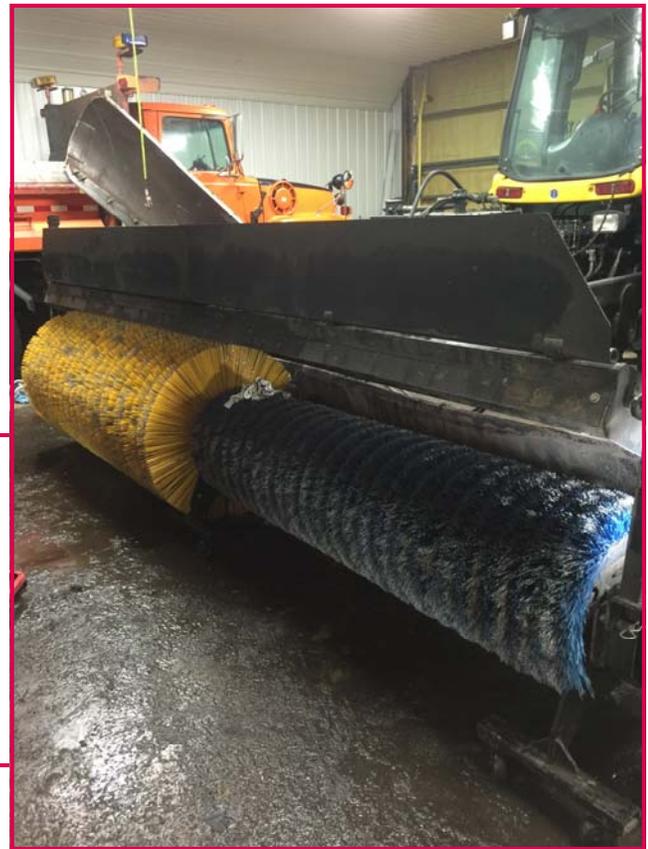


View from 9' up

## After the Storm

The 9 year old airport sweeper underwent its third brush change last week. The combination poly and steel bristles erode after each use ultimately wearing down to the 4 inch bristle limit. The sweeper is a fantastic tool used to break through tough, compacted snow and ice and reach bare pavement.

Changing the brush is an incredibly dirty job I'm sure the Discovery Channel would jump all over. The pic on the right shows the progress at the halfway point of the six hour task.



## Business Activity

Business aircraft use of NRRRA is up . . . way up. Historically, January is the slowest month at the airport, followed closely by December. This winter is shaping up to be different. December was the busiest winter month we've ever had. A variety of turbo-prop and small to mid-size aircraft have utilized the airport this winter.



## Holiday Get Together

We had a fantastic turnout at the 2015 NRRRA Christmas party. Just a shade under 150 people attended some portion of the three hour event. The completely free event was sponsored by airport employees and Griggs Aviation.



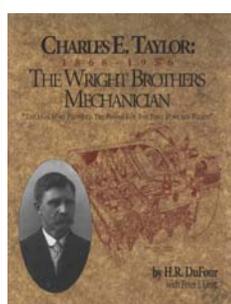
## Governor Visit

Wisconsin Governor Scott Walker made a stop in New Richmond late last month. Governor Walker arrived via one of the State's Pilatus PC-12 aircraft. He was in town for an event at WITC—New Richmond.



## Seaplane Dock

A fundraising effort is underway to improve the seaplane dock on the south end of the airport. A floating Alaska Dock or similar system will replace the current aluminum dock, making seaplane docking much easier and safer. So far, \$2000 out of the needed \$3500 has been raised. If you'd like to contribute to the effort or offer advice on the design, give me a call.



## Book Donation

Burke Doar, a frequent business aviation user from Connecticut, and son of the late civil rights attorney John Doar, with many ties to New Richmond, toured the airport last fall and told me about his good friend who was the great grandson of Charles E. Taylor, the aircraft mechanic for the Wright brothers. An absolutely fantastic book about Taylor's work supplying the power plant for the first powered flight was donated by Burke to the airport last month. The rare book is available for on-site reading here in the business aviation terminal on the north end of the airport.



A view from the New Holland tractor cab with the 4' x 8' snow blower

### More Regarding the Snow

FAA requirements direct airports of this size to not allow more than 1 inch of snow to accumulate on the runway. We are allowed two hours to clear that one inch, but chances are we'll have it done way before that. Requirements for commercial service airports are even more stringent.

When it comes to ice control, salt, and in some cases sand, are a giant no-no. The FAA does not allow any snow removal equipment that normally carries salt to work on the airport. Unfortunately, that means no New Richmond Street Department trucks or equipment can assist us if we fall behind. If it plows a street, it can't plow an airport. Transfer of the corrosive salt can damage or even

destroy an aircraft.

To deal with the ice, we use a spray on, non-corrosive liquid deicer. The latest 275 gallon batch came in at a little over \$7.50 per gallon. It's deathly expensive, but it has kept our runway useable and relatively ice free throughout the winter. Thankfully we've only gone through about 75 gallons this winter leaving the rest for next season.

At the risk of jinxing everything . . . We've never had to apply deicer after the second week of February since the sun is typically strong enough to quickly melt any ice accumulations.

On the aircraft side of the icing equation, we stock several gallons of type IV anti/deice fluid for aircraft wings and flight controls and alcohol/TKS fluid for deicing leading edges.



Moderate ice accumulation on a Learjet picked up while on approach into NRA last month.

### Fuel Prices

It's nice to get rid of all those fours that were displayed on the fuel price board for the last few years. Avgas is back down to \$3.99 self serve! The prices are trending in the right direction making flying even more affordable. Full service is available for jet and avgas for an additional \$.25 per gallon.



### Sugar Fix. Yeah. We've got That.

A new (read reliable) combination snack and beverage machine is in service in the business aviation terminal on the north end of the airport. It's accessible 24/7. On the snack side, it has your standard candy bars, granola bars and chips. For beverages, it has bottled water, Gatorade, and can and bottle soda.



### Movie Night is Coming Back!

The dates aren't certain yet, but we plan on bringing back movie nights at the airport starting next month. One of the videos on the short list will be *Flying the Feathered Edge - The Bob Hoover Project*. It's a fantastic story about legendary pilot Bob Hoover and his impressive career. If you're a pilot, and you know who Bob Hoover is, consider this mandatory viewing. It's that good.

### Must Haves for This Spring

If you're still holding out for an iPad for aviation use, it's time to pull the trigger. Walmart online is selling the iPad mini wi-fi only for under \$200. Download the Foreflight app and you're in business. For even more flight safety, the Stratus GPS / ADS-B receiver for sale at Sportys.com gives you traffic, weather, and GPS navigation capability. Stop on by if you'd like a demo of either product or some dual instruction after your purchase.

### Rotating Beacon

The 57' rotating beacon located near hangar row 8 on the south end of the airport was down hard last month. The 1/3 horsepower motor that spins the several hundred pound green and white lights at a steady, FAA required 24 RPM, tripped a breaker. Problem 1. A climb up the beacon revealed a smoking mess of a motor. Problem 2. It's winter. On top of a 57' tower. It was cold out. Problem 3. Enough complaining. The motor was removed - time for a new one. But wait, they don't make this model any longer. The manufacturer recommended replacing the entire beacon assembly to the tune of \$6K. Reliance Electric in Hudson came to the rescue. They promptly rebuilt the existing motor and returned it to us for installation with only a three week down time. The beacon is now smoke free and back in service.



### Local Fuel Prices

**100LL**

**\$3.99 at the pumps or add  
\$.25 for truck service**

(National average \$4.75)

**Jet A**

**\$3.24 for truck service**

(National average \$4.08)

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

Thank you

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