



# NRRA News Summer 2025

*Issued August 5, 2025*

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

## Miracle on the Hudson Hatfield

July 17th. Seven fifteen AM. I'm sitting at my desk in the business aviation terminal working away. Ring, ring. "Airport Manager." "Mike, it's Monte in hangar 10 dash 2. I have a soaking wet pilot here who said she just went off the end of runway 22 into Hatfield Lake. Nobody else was onboard. EMS is en route." "Thanks Monte. I'm on my way."



We had our own Sully experience on a clear and slightly coolish Thursday morning in mid-July. It was an absolute miracle this was not a fatal accident. MIR-A-CLE.

A Minnesota based pilot who was stopping by New Richmond for fuel, attempted a landing on the airport's secondary runway, known as runway 22 near the south end of the airport. The Van's RV-6, two seat experimental aircraft skidded off the end of a fairly slick, completely dew covered grass runway. The aircraft ended up inverted in the water of Hatfield Lake.

The RV-6 has a canopy that tilts forward for aircraft entry and egress. You can do the math. It's going to be tough to exit when the aircraft is inverted, filling with water, and sinking rapidly.

After checking on the 72 year old pilot and verifying there were somehow, someway, only very minor injuries, I headed to the departure end of runway 22 and started working the problem. NRPD was on scene and NRPD & Rescue was en route. I notified the FAA Great Lakes Ops Center who got the NTSB on the blower with us and we got to work. After sending the NTSB investigator the first couple of photos of the accident scene, he fired back "Was the pilot some sort of escape artist?"

The twelve foot Alumacraft row boat local pilot and hangar owner Bob Perkins donated to the airport nearly twenty years ago was wrangled from the seaplane ramp area and was put to sea with a couple of fire fighters to stop a minor fuel leak and work on securing the aircraft. After a slew of photos were sent to the FAA and NTSB, the airport received permission to pluck the aircraft from the deep slightly after ten AM. Using a combination of airport equipment, fire department personnel, and a couple of tow trucks from Jerry's Towing, we were able to maneuver the aircraft towards the extended centerline of the grass runway and carefully lift it back onto dry land without further damaging the aircraft. I overheard a call from the crowd "You caught a big one!" followed by a few well deserved groans from the others. Thanks for that. The aircraft had relatively minor damage. A tweaked right wing and of course being water logged. But overall, not too bad. Hats off to airport employee Robert Rice, NRPD, NRPD, and St. Croix County Sheriff's Department for their absolutely exceptional work. Many, many thanks for your efforts. Five out of five stars. Would recommend.



## Open for Business

Done! (mostly - just need a final inspection). The much needed south hangar area reconstruction project is winding its way down. The project, which included the reconstruction of the south apron, all taxilanes, taxiways, seaplane ramp, auto parking area and entrance road, started on April 21st and was substantially complete on June 20th. Pavement striping was completed on July 7th. Thanks to the ridiculous amount of rain we've received from the severe storms lately followed by searing heat, the grass is coming in nicely as well.

The project was expected to last 45 working days. Only 39 were needed, however. Cooper Engineering reported the project quantities were all coming in under budget. Thanks for the great work!



Newly expanded pavement around one of the two airport maintenance buildings.

Item	% Complete	Item	% Complete
Pulverize & Relay	100%	HMA Pave. (4LT)	99.7%
Aircraft Tie-Downs	100%	HMA Pave. (5LT)	84.7%
Common Excavation	89.0%	HMA Pave (4MT)	94.4%
Base Agg. (1 1/4" Dense)	96.0%	Inlets 2x3	100%
Subbase	84.0%	Topsoil	90%
Storm Sewer Concrete	100%		

Overall, this project really changed the dynamic of the south hangar area and by all accounts from airport users, was well worth the wait. I couldn't be happier with the end

product. Thanks to the East Metro crew for pulling extra duty providing full service avgas fueling while the self service pumps were down. Much appreciated!

The majority of the nearly \$1.3M project was funded by the FAA using several different grants. The state and airport kicked in 5% each. The greatly updated seaplane ramp was funded entirely by the airport.



Taxiway Bravo in front of the self service fuel pumps looking southwest



Improved drainage and slightly larger fueling ramp area west of the self service fuel pumps



South apron looking southeast

## Another Box Checked - Obstruction Removal

I reported in the last newsletter a flight check by an FAA aircraft revealed two trees north of the airport were penetrating around nine feet into protected airspace near the approach end of runway 14. Technology onboard the FAA aircraft allows the measurement of obstructions down to the tenth of an inch. The obstructions required a Notice to Airmen (NOTAM) issued by the FAA that raised the minimum descent altitude for the runway 14 instrument approach a few hundred feet. Ouch. That stung a bit. The trees were located on private property, but were part of an easement the airport owns that allow for tree trimming and removal if necessary.



Greg Bonnes, owner of NR Tree Service in New Richmond, put on an absolute clinic on how to get things done in an efficient manner. His coordination between the property owner and the airport was impressive. Ultimately, a large elm tree was removed to the ground at



the land owner's request and the trimming of a slightly shorter maple tree was completed on July 8th.

The FAA was notified of the removal via their online portal and the unwieldy restrictions placed on the landing minimums for the instrument approach to runway 14 were lifted in a matter of hours.

Coincidentally, Greg is the son of longtime area pilot and former airport commission member Gene Bonnes. Gene worked at Dobby here in town and flew their Beechcraft Baron on sales calls around the US until the mid 1990's. Both Gene and Greg can be seen stopping by hangar 1 dash 2 on the south end of the airport for coffee on most Saturdays.

Local pilot and famed award winning aviation author, photographer, and aviation correspondent **Sparky Barnes** had a photo she took of local pilot John Mohr in his Piaggio Royal Gull appear on the cover of *General Aviation News* last month. One of her



recent photos of aircraft on the north apron also appeared on AVweb.com's picture of the week last month. AVweb gets around 1.3M page views per month and GA News reaches 110,000 readers per month. Congratulations!

## Picture Of The Week: July 18, 2025,

AVweb.com

Editorial Staff · Thursday, July 17, 2025



Photo By Sparky Barnes On the ramp at New Richmond, Wisconsin.



## Wicked Weather

The summer of 2025 has been a tough one weather-wise. A severe thunderstorm developed over the course of mere minutes right over the airport on June 19th and dumped 3/4 inch hail over the north hangar area and slightly larger hail in the south hangar area.

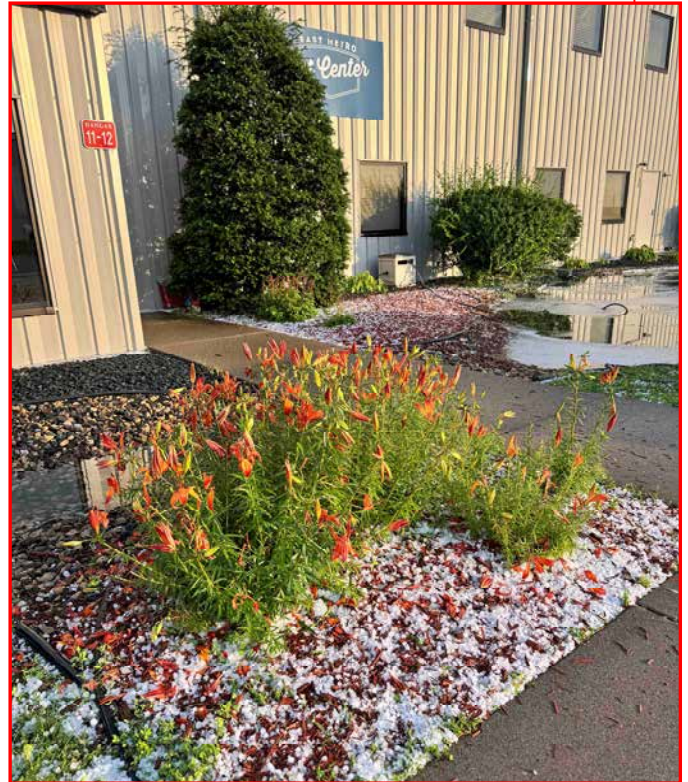
The eastern side of the city of New Richmond got it even worse with inch and a half hail being fairly common.

The blue and white fabric covered Citabria, N5534K, pictured

above on the far side of the apron, owned by Cumberland based pilot Sandi Randall, was caught in the weather. The aircraft was in town for a seaplane float install. The hail caused a few tears in the fabric and some other damage. Sandi opted to take the check from the insurance company and bounce. The aircraft is up for a salvage auction by the insurance company with bid closing on August 20th. The airplane still has plenty of life left once it is repaired. If you're interested in bidding, go to:

<https://www.tmhcc.com/en-us/contact-us/underwriting-teams/aviation-group/avemco/aircraft-salvage/>

The evening of July 28th brought the next severe storm through the area. This time, straight line winds did the damage. The automated weather observation station reported winds in the low 60 MPH range. The airport powered through the wind with only minor damage. The north and east side of town, not so much. Several trees were down in the area. One of the white cones that line the grass runway 4-22 got some air and was apparently lost to the sea. A few signs blew down and trash from construction sites was strewn about, but that was pretty minor compared to the damage in town. The storm did drop roughly 1.65 inches of rain in less than 30 minutes that created a few wash outs. We're on it. We ordered a bunch of erosion mats we will install soon.



## Hello. China?

So this is a new experience for me. In addition to our wildly popular guided safari tours, we can now add cave spelunking to our offerings.

A four foot wide by at least five foot deep sink hole was discovered during mowing ops last weekend near the entrance to the south hangar area. Just about fell in. Hmmm. This, as they say, was unexpected. As a kid, I remember a bunch of farm buildings were here that were pretty much gone by the mid 1980's. Sure enough, I think I found the remnants of an old barn that was carved into the hillside.

An aerial image circa 1965 cast some light on the mysterious sink hole. I believe the hole lines up with the south end of the building marked in the aerial photo on the right. I recall the area was filled in (mostly) during the airport runway project back in 1992.



The area is fenced off for the moment. Airport personnel are formulating a plan on securing the site without caving in an apparent void that travels to the northwest.

We'll get it figured out.



New signage was installed on taxiway Kilo near the east hangar area last month. The airport commission is taking a serious stance on runway safety. A couple of recent runway incursions, mainly by contractors working on the airport, have upped the urgency. I even followed one of the violators into town and chewed him out at the traffic signal at STH 64. In the near future, the city public safety committee will hear a recommendation from the airport commission to increase fines for crossing a runway from a few hundred dollars to more than a thousand. The public safety committee will make a recommendation to the city council for final adoption later this year. Please bare with us. An access road constructed with reclaimed asphalt is planned in upcoming airport projects that will allow safe travel from the north hangar area to the east hangar area for airport users. No runway crossing necessary.

## South Entrance Work

The large flower bed near gate number 1 that was originally installed circa 2004 was removed by airport personnel late last month. We apparently try to do most of our heavy work during the hottest, most humid days possible.

The original flower bed, pictured at right, was unserviceable during our recent south hangar area recon project and was quickly turning into a potential nature habitat of some kind. Cue a skid steer, a Polaris Brutus with a tiny dirt bucket, and a bunch of shovels and we have a much nicer area.



The flower bed near the south mailboxes is next up, but we are rehabbing it instead of removing it. We are planning on placing an airport directory back up in this area this summer to replace the one that was destroyed by a severe storm several years ago.

Speaking of signs, the 20+ year old sign at the south entrance with the horrible King Air logo made from clip art in the early days of the Internet is finally getting a retrofit this month. The stone pillars . . . They're staying. The rest, not a chance. The latest airport logo along with two additional, smaller hanging signs indicating most based aircraft in Wisconsin and most hangars in Wisconsin will be going up.

The flower bed beneath the sign will be getting a makeover as well. Several of the field stones from the flower bed near gate 1 are being repurposed in this area.



# The DAR

## Daily Airport Randomness

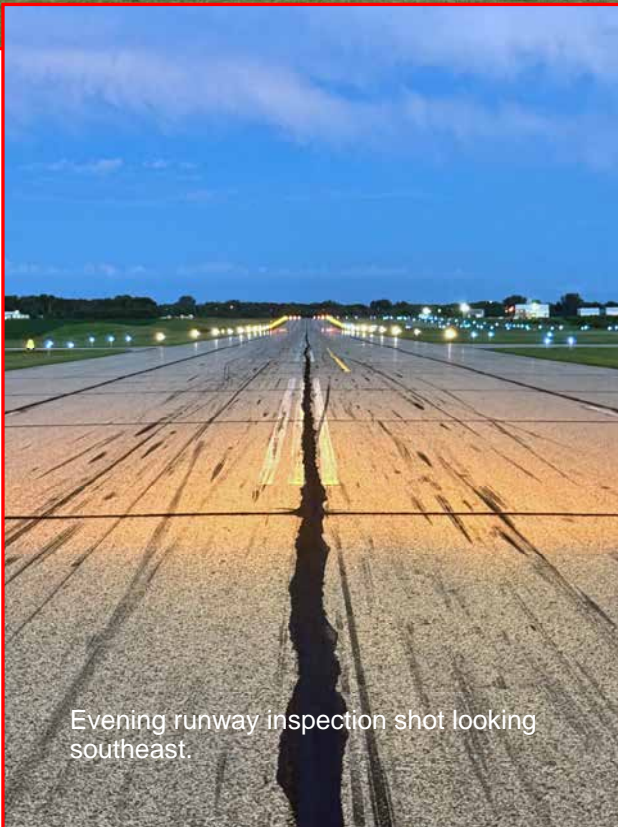


Fairly rare Eclipse jet on a fuel stop.

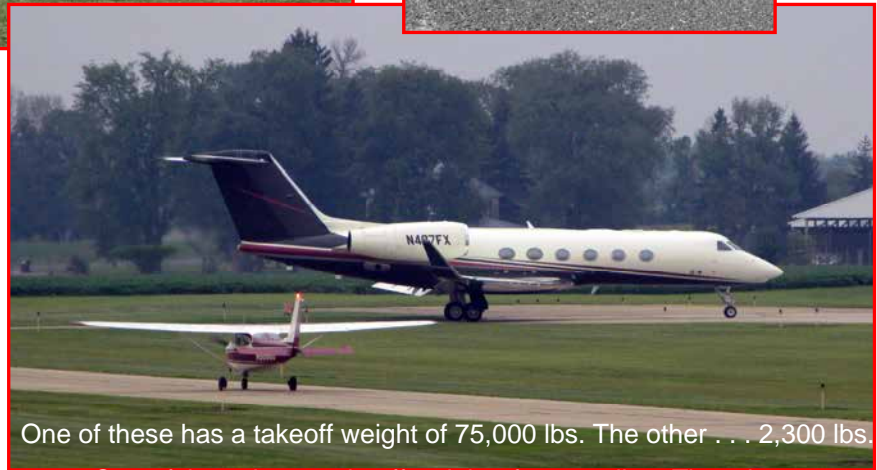


S-211 Jet post Oshkosh.

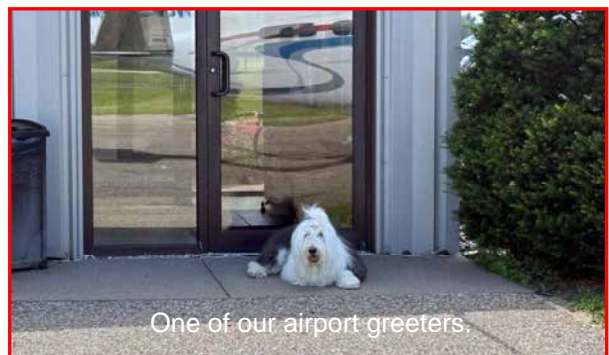
The only flying Boeing YL-15 Scout in the world from the 1940's. Apparently designed by the same guys who did the animation for Saturday morning cartoons. I can see the similarities. Photo by Lucian Banitz



Evening runway inspection shot looking southeast.



One of these has a takeoff weight of 75,000 lbs. The other . . . 2,300 lbs.



One of our airport greeters.

## Hangar Space - To Build

**One space remains** - a hangar lot accommodating a 120' wide x 100' deep hangar, hangar lot 24-2 pictured below.

**Stay tuned! Design work is around 70% complete on an extension to the east hangar area that will bring around 19 additional 60'x60' hangar spaces along with a handful of larger business hangar spaces. Work will occur in 2027.**

## Hangar Space - To Buy

Hangar 20-3. Listing info: Erin Laschinger – Mackaby Realty, Inc. Call or text: 651-485-5887  
Website: [www.ErinLaschinger.com](http://www.ErinLaschinger.com)

## Hangar Space - To Rent

- There is one spot in the FBO hangar and two spots in the neighboring corporate hangar for business aircraft. Contact Me at [mike@nrairport.com](mailto:mike@nrairport.com)

- Doug Trogstad has heated space for a single engine aircraft in row 16. Maybe two aircraft. [dtrog2u@comcast.net](mailto:dtrog2u@comcast.net)

- Scott Lanis mentioned he has a couple of heated spots available in row 18 for rent. Contact him at [blue4aviation@gmail.com](mailto:blue4aviation@gmail.com)

- Pat O'Malley has two spaces for single engine aircraft in row 17 [pomalley2022@gmail.com](mailto:pomalley2022@gmail.com)



**North, Corporate, and East Hangar Areas - April 22, 2025**

## A few last things -

- **WEDNESDAY SUMMER LUNCHESES!** Only four more left. Noon each Wednesday at the business aviation terminal hangar bay. **The August 6th cookout is sponsored by Prototype Machine owner Monte Weeks. He bought steak for us!!!** Shout out to



engineering firm SEH for sponsoring the lunch on July 16th. The weather completely sucked that day so we had a smaller crowd, but we really appreciate the effort. Thanks again!

- East Metro Jet Center spent some effort on sprucing up the self service FBO last month. New entrance doors were installed last month. This month, new interior lighting will be installed in the lounge area. Yes, the flickering lights that date back to 1994 will be replaced. A new fuel price sign was purchased proudly displaying one of the lowest fuel prices in the area, too. Lastly, a new fuel monitoring system that keeps an eye on the fuel supply will be going in along with new fuel probes for the tanks later this month. There is also talk of replacing the sidewalk leading to the lounge. We'll see on that one.



- Local CFI, part time East Metro line tech, exceptionally skilled carpenter, and all around good guy, Derek Sheetz, is offering his mowing services to area hangar owners. I hate to say it, but some of the hangar owners are getting behind on their mowing. Give Derek a call at 715-781-8807.
- The Buffalo, Minnesota City Administrator along with the Buffalo Municipal Airport Manager stopped by the airport last month for a tour of our facilities.
- The airport typically receives a significant amount of transient traffic stopping by during the annual EAA convention in Oshkosh. Traffic was down slightly this year primarily due to the unusually strange weather we've been experiencing. Low clouds, low visibility due to fog, mist, and SMOKE (OMG Canada c'mon) made conditions tough for visual arrivals. Don't get me wrong, things were still good, but the weather didn't help us out this year.
- The rotating beacon was out of service for a couple of nights early last month. Airport personnel replaced some wiring and a photo-cell and got things back online without the need for outside help. I'm wearing a hazmat suit the next time I need to climb that damn tower, too. Talk about a bunch of bird poop. Yuck.
- Last month, the Bureau of Aeronautics selected Westwood Professional Services out of Appleton, Wisconsin as the consultant for the design of the remaining



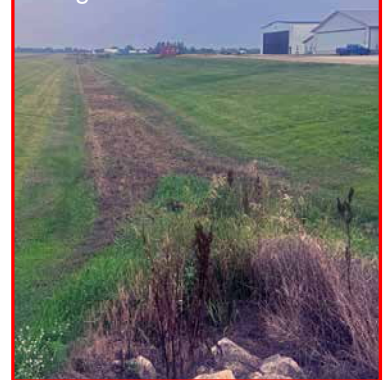
## Westwood

fence and security gate rehab project at the airport. The first meeting with Westwood is planned for Wednesday, August 6th and will determine the scope of the project.

Roughly 1/3 of the airport still needs to be fenced and all three existing security gates need to be replaced. Typically, security gates are expected to last ten years. Our gates are now 21 years old and are completely shot. Gate number 5, which serves the east hangar area, needs an operator to be installed as well.

- Airport personnel are getting caught up on airport maintenance work. Traditionally each June, the areas extending fifty feet on both sides of grass runway 4-22, the main drainage ditch that drains the entire north hangar area into Hatfield Lake, and the large area near windsock number 3 on the east side of the airport, are mowed with an 8' flail mower. Other work side tracked us and we finally got the area mowed last weekend.

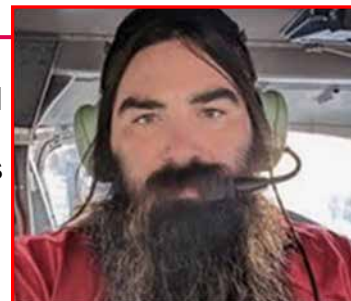
Freshly mowed drainage ditch in the corporate hangar area.



- We're upping our game when it comes to bird control this summer. Two additional tethered kites that look like a bird of prey were installed on the south end of the airport in an effort to keep the geese away. It's working! Best \$45 ever spent at Amazon. Thanks to Pat Anderson for the recommendation. We also stocked up on 500 rounds of bird screamers that are shot out of a starter pistol. My sworn enemy, the sandhill crane, hates the screamers. We'll keep after them until they head south.

## A few more last things -

- We've been influenced. Dirtbag Pilot stopped by New Richmond Regional Airport on a scorching hot Sunday in mid-June in his Cessna 150. The Appleton based pilot has a huge following across social media. He travels to airports across Wisconsin and rates airport couches (with a significant helping of sarcasm) at the various FBO's. It's a riot. Check out what he said about us at: <https://www.tiktok.com/@dirtbagpilot/video/7524452892720237855>



- The big shipment is in. Airport personnel will be installing a 16 unit cluster mailbox for use in the east hangar area next week. We need to pour a concrete base and screw the mailbox to it a few days later. Regarding mailboxes, the mailbox serving the south hangar area is owned and maintained by USPS. The remaining mailboxes are owned and maintained by the airport.

• The airport commission met a few times since the last newsletter went out. Runway incursions and the airport budget were the big topics of discussion. Regarding the airport budget, the airport has roughly a \$200k operations budget. If you take away payroll, the airport operates on slightly less than \$80k per year. This includes pavement maintenance (\$20-25k alone), fuel, parts, vehicle maintenance, utilities (another \$12k), snow plowing, etc. The airport relies on a lot of donated labor, equipment, and other resources to make a go of it. We are in the process of putting a value on all of the donated time, equipment, and use of resources. It's a significant amount and extremely important to the continued operation of our awesome facility. It probably doesn't get said enough, but thank you for all of your help and contributions. We greatly appreciate it.



- A small taxiway extension was constructed at the end of taxiway Charlie in the corporate hangar area last month. A new 80'x80' hangar was constructed in the corporate hangar area to house business aircraft this summer. The existing taxiway in front of the hangar clocked in about forty feet too short. That figures. Normally, taxiways, taxilanes, and other significant areas of pavement at the airport are funded primarily by FAA grants and we chip in our 5%. Back in the good old days, an FAA grant could be in hand in a matter of a few months. Not so much these days. We're talking years. To get this area paved in a timely manner, the hangar owner elected to step up and fund it privately due to a serious lack of airport cash. The extra effort is appreciated!



- Several areas of pavement were patched in the north hangar area last month. The pavement in need of the most repairs dates back to October of 2000. The worst areas were milled and fresh asphalt was installed. Thankfully we were able to piggy back on the taxiway project mentioned above. The same contractor who did the privately funded taxiway work contracted with the airport for the patch jobs. Ta-da. No more potholes. And . . . Now that I've seen how the pavement repairs are done up close and in person, I'm pretty confident we'll be able to pull off the next round of repairs on our own.

Way better than watching a YouTube video for sure.

- New Richmond Regional Airport based Perceptive Avionics announced the hiring of an experienced avionics tech last month. Gannon Strain holds FAA airframe and powerplant licenses along with inspection authorization. Gannon has years of experience working on general aviation aircraft and is a welcome and much needed addition to the airport. Additionally, Perceptive is in the process of expanding their operation to a large hangar in the north hangar area. Watch for additional information in the fall 2025 newsletter. [www.perceptiveavionics.com](http://www.perceptiveavionics.com)



## **Airport Business Directory:**

### **FBO Services:**

East Metro Jet Center - eastmetrojetcenter.com . Full and self service FBO services  
New Richmond Airside Rental - Car rentals for pilots and pax - A service of East Metro Jet Center

### **Aircraft Charter:**

Northern Airways - Chad Halvorson chad@divvyjet.com

### **Aircraft Detailing:**

Super Clean Aircraft - Hanli and Lucian Banitz info@supercleanaircraft.com 715-243-4247

### **Aircraft Fractional and Leasing Opportunities**

Divvy Jet - Chad Halvorson DivvyJet.com

### **Aircraft Maintenance:**

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

New Richmond Aero - NRAero.com

Strix Aero (Allison V12 overhaul and carburetor overhaul - cory.miller@strixaero.com

### **Aircraft Parts and Services:**

NDT Solutions (NDTS) - ndts.com

Prototype Machine - PTMachineinc.com

### **Aircraft Sales:**

Eagle Air - eagleair.us

Elevated Aircraft Sales - elevatedaircraft.com

### **Avionics:**

Perceptive Avionics - perceptiveavionics.com

Top Flight Avionics - tfacumberland@gmail.com

### **Flight Instruction:**

Link Aviation - info@linkaviation.com

Mike Demulling Flight Instruction - Mike@NRairport.com

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

Derek Sheetz - Dereksheetz01@gmail.com

### **Hangar Space:**

Wings of Wisconsin - wingsofwisconsin.com

Eighteen so far. Room for a few more!!

## **Local Fuel Prices**

**100LL**

**\$4.69 at the pumps or**

**\$5.09 for truck service**

**(National average \$5.99)**

**Jet A**

**\$5.99 for truck service**

(locally based aircraft pricing and Corporate Aircraft Association (CAA) pricing available)

**Thanks for making this airport great.  
Hope to see you here soon.**

Thank you

Mike Demulling

Airport Manager

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