

Blue Ribbon Farms Property Owners Association

Airport Committee meeting

November 13, 2015

Members present: Mark Cheney, Gunar Clem, John Cuny, Dan Masys, Rick Smith, Steve Robinson

Members absent: Trisha Davis, Larry Keene, Brent Morris, Jay Sakas

Invited Guests: Michael Mason, Lee Oman, Dave Woodcock

The Blue Ribbon Farms Property Owners Association Airport committee convened at 7:00 pm. The main topic for the meeting was development of the informational content for the Association website's Airstrip page, including airport rules of operation, and supplemental information for pilots and for community property owners.

A draft of the proposed changes to the website was distributed prior to the meeting, and each element was discussed in detail. The proposed language is included here:

Flight rules

1. Aircraft operating from the airstrip will comply with F.A.A. regulations Part 91, "General Operating and Flight Rules, Subpart A, General , and Subpart B, Flight Rules, specifically paragraphs 91:127 and 91:155. (Article III, Section 1 2, and Section 6)
2. The airstrip shall be a day use facility. (Article III, Section 2 (c))
3. The use of the airstrip for commercial purposes is not permitted. (Article III, Section 2 (d))
4. Vehicles, bicycles and livestock are not permitted on the airstrip, except vehicles used for maintenance purposes. (Article III, Section 2 (e))
5. If the airstrip is used by pedestrians or their pets, they do so at their own risk, and they shall yield to aircraft at all times. (Article III, Section 2 (f))
6. A standard left hand pattern shall be used. (Article III, Section 6 (b))

Proposed supplemental information

1. Guest aircraft are welcome with prior permission from a member of the Association. Guest pilots should be referred to the operating guidelines on the Blue Ribbon Farm website prior to them operating at WN29.
2. Pilots doing multiple landings are encouraged to do full stop landings and taxi back to the approach end for the next take off.
3. No aerobatics within the traffic pattern - standard FAA flight rule.
4. No parachute jumping onto the field.
5. RC flying allowed - verbiage to be determined. [Ideas under consideration: RC operations within traffic pattern require a licensed pilot and an observer, one of whom must be a BRFP OA community resident; restrictions on gas-powered models vs. electric models due to noise; different rules for drones than for fixed wing RC aircraft.]
6. The published traffic pattern is 900 MSL, which is 800 feet above ground level (AGL).
Explanatory note: FARs recommend but do not require patterns altitudes of 1000 feet AGL. Terrain is the most common extenuating circumstance for a nonstandard pattern altitude, and

WN29 does have terrain issues. The risk of turning final at too high an altitude is substantial for the WN29's relatively short grass strip. The prevailing westerly winds favor approaches to the west that touch down close to the runway threshold nearest Kitchen-Dick road.

FAA guidance on approaches to airports, as shown in the diagram below, includes a base leg descent so that the turn to final is not normally at the downwind leg altitude. Thus property owners on the streets intersecting Kitchen Dick, such as Bon Jon, Klahhane and Buckhorn roads can expect to see aircraft in descent.

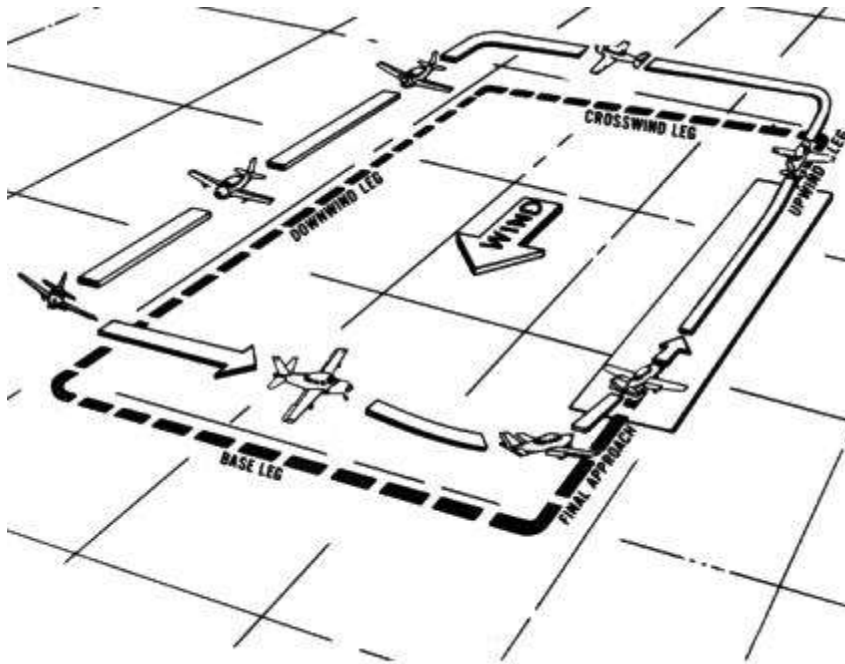


Figure 7-2 Basic Rectangular Traffic Pattern

7. WN29 lies in close proximity to the Sequim Valley Airport to the south, pattern altitude of 1000 feet, and the Rakes Glenn airport to the east. Flying an extended pattern at Blue Ribbon may also conflict with the traffic pattern at Rakes Glenn which is also 900 feet MSL.
8. The runway lies just south of the Dungeness National wildlife refuge; minimum altitude over the refuge is 2000 feet.
9. All aircraft parking and tie down will be on the property of the aircraft owner.
10. Dogs that are being walked in the vicinity of the runway must be on a leash, per Clallam County animal control regulations.
11. Owners living along Greywolf Road have access to the runway by using the taxiway easement along Air Court Road. Aircraft may be towed on Greywolf Road, however prior permission from the County Road Department is required, and towing vehicles must be road legal. No taxiing of aircraft under their own power is permitted on Greywolf Road. The form to request County permission (which is a one time submission) can be found [here](#).
12. Tyler View, Lands End and Maynard Roads are designated aircraft taxiways. All vehicles will give way to aircraft at all times.
13. Non-resident pilots who rent BRFP OA properties and temporarily base their aircraft at WN29 must provide to the BRFP OA Board proof of liability insurance coverage for their aircraft for the duration of their rental.

14. All pilots should be considerate of property owners in the community, and use prudent and safe measures to minimize aircraft noise.
15. The final responsibility for the safe conduct of any flight lies with the pilot in command (14 CFR 91.3).

The editorial content will continue to be refined by members of the Airport committee and by all interested resident pilots and BRFPWA aircraft owners.

The Airport Committee meeting concluded at 7:50 pm.