

„Meeting Notes

Blue Ribbon Farms Fall Airport Committee Meeting

October 20, 2022

Chairman John Cuny

Meeting was opened at 1:40 pm. Present were:

Natasha/Jim Nichols, Andy Baritelle, Mark Long, John Cuny, Drew Zacharias, Gunar Clem, Jeff Hecox, Carmen Lynaugh

The meeting was opened with a discussion regarding the need for the reporting of all aircraft related infractions to the Airport Committee. After a review of the reported infractions, this info would be passed to the Board of Directors for action. The fact that Blue Ribbon is a daytime, VFR only airstrip was reiterated. Recent night time use of the airport by an unidentified v-tail Bonanza

Any discussion of the Mason Wing Walking Academy was tabled until the final release of the court order was made public

Drew Zacharias presented the quotation for proposed signage (airport taxiway and dangerous bluffs) developed by Wendy Chalk. Signs, posts and mounting hardware came to \$653. Keeping the signs low enough to allow passage of aircraft was noted. It was also suggested by Drew Zacharias, that a sign be placed at the east end of the runway stating “Danger-Active Runway-Stay Clear” be posted. Additional quote for such a sign will be presented. Natasha Nicholes inquired as to the possibility of her placing a “no turnaround” sign near her residence. There was unanimous approval. Another “private road/ no turnaround” sign was also approved, utilizing the existing street sign post on Maynard St.

The problem of pedestrian traffic and dogs on the runway was also discussed. Aircraft having to abort a landing and “go around” presents

an occasional problem/safety concern. Drew Zacharias offered to speak to Todd about be better aware of traffic in the pattern when walking his German Sheppard in the early am and at dusk.

Several airport related safety/maintenance projects were discussed. Two volunteer groups were assembled to facilitate the west end windsock replacement and painting of the support pole. The groups consist of :

1. Windsock replacement-Jeff Hecox, Jim and Natasha Nicholes , and Drew Zacharias
2. Windsock pole painting-Jeff Hecox, Drew Zacharias, Mark Long Jim Nicholes Andre Baritelle and Carmen Lynaugh.

Another project had to do with the maintenance of the runway itself. The runway requires periodic aeration, fertilization and reseeding. Also, flattening the runway with the use of a roller could be done. This group would consist of: Drew, Mark, Jim and John

Another discussion within the area of runway maintenance had to do with mowing. John Cuny has been instrumental in keeping the runway mowed. Due to rising fuel costs and equipment wear and tear, he will no longer be able to bear this burden. The need for reimbursement of costs associated with mowing was discussed. In addition, the use of professional mowers or the acquisition of a BRF mower and fuel budget will also have to be considered. A “stop gap” measure of creating a calendar indicating mowing responsibilities should also be initiated. This would spread the burden of mowing over the ten or so active pilots. Again, this would be a temporary solution to a fiscal responsibility that rests upon the entire HOA membership. Volunteers should contact John Cuny, who will develop the calendar.

In anticipation of the coming winter rain season, the displaced threshold was discussed. Additionally, it appears as though the French Drain, recently installed is no longer adequate to keep the east end of the runway sufficiently dry. A 300 foot displacement was deemed both prudent and reasonable, leaving approximately 1700 feet of usable runway. Mark Long would attempt to contact the FAA to make this displacement known on appropriate FAA documents.

Along this same line, the suggestion that (at some time in the future) we consider an automated electronic broadcast be made available to area pilots, describing weather, runway conditions and the fact that Blue Ribbon is a PRIVATE airstrip was made.

New Business

Question of whether runway safety is a concern and fiscal responsibility of all HOA members was discussed. The difficulty of raising HOA dues was discussed and will be a topic of the next Board of Directors and (ultimately) at the upcoming HOA general meeting. The creation of a separate, voluntary, discretionary fund was also a topic.

The issue of setbacks (from the runway) and their impact on safety was a topic of concern. A question of both definition and authority of setbacks will be reviewed by a Committee. This is largely due to the fact that, by the current definition of "setback", there are several instances of non-compliance. Is a low solid obstruction or vegetation permissible as a protective barrier for a home? It appears as though this 120 foot setback is a result of a Clallam County ordinance. If safe and within County guidelines, the committee will explore the possibility of rewriting the standards. Jim Nichols suggested the possible use of a "cone of clearance" concept, widest at the approach end of a runway and then narrowing.

The long-standing issue of obstructions to taxiways was once again a topic of discussion. The question of what roadways are/were officially declared taxiways and how to regain their usage is a topic of interest. Keeping the taxiways open for the use of current and future pilots is an absolute necessity to keeping Blue Ribbon a viable, private airport.

Andy Baritelle has offered to lead a group to investigate use of existing roadways for taxiways and look into the feasibility of removing obstacles that would inhibit use by aircraft. There are several other issues (including drainage/runoff onto the airstrip) that exist on and around Andy's residence as well.

The ultimate use of the east end lots (on the new curve) and how Maynard and several homes with entries off that part of Kitchendick (that will no longer be maintained by the County), will be served, is also an important concern. It was suggested that both hangars and tiedowns might be offered to HOA pilots on these three lots. It would seem an easy task to provide taxiway access to the runway. Also, what are the actual current restrictions to buildings placed on these lots. An airport subcommittee, headed by Gunar Clem, will investigate and report back to both the Airport and BOD with recommendations for going forward.

A permanent, secure home for HOA runway maintenance equipment is needed. Currently, the equipment is locked and chained, out in the open, on the community property on the eastern end of the runway. Andy Baritelle graciously suggested that he would consider allowing a small portion of his property for the placement of a shed to house the equipment. The feasibility and cost of such a structure will be examined and submitted to both Andy and the Board for approval.

Finally, Carmen (Lynaugh?) Hecox has demonstrated an interest in possibly assuming the Treasurer position that will soon be left vacant

by Gunar Clem. She has a background of working with HOA's. Coupled with this is the need to take action on both retaining the current Administrative Aid position and considering the use of an outside agency to assist in HOA matters. Mark, Gunar Clem and Drew Zacharias will be approaching Carmen to discuss.