Minutes
Meeting of the
Blue Ribbon Farms Airport Committee
September 23, 2023
Pilot committee Chairman John Cuny's Hanger

John Cuny, chairman of the committee called the meeting to order at 10am. Present were Blue Ribbon Farms Association Board members Andre Baritelle, Carmen Lynaugh. In addition were the Airport Committee members Jeff Hecox and Rick Smith.

1. Runway Conditions
    a. Safety –
        - ***Low Flyby*** – The group discussed that there was an incident where a low flyby was witnessed by Cuny and Baritelle in addition to another incident witnessed by Hecox and Lynaugh a few weeks prior. Both Cuny and Baritelle both spoke to the pilot of the plane and was assured by the pilot that he would not fly in the BRF airspace in the future. It was decided that unless this happens repeatedly, we don't need to take any further action. It was noted he may also be living in the area. Cuny provided an article about this pilot (regarding his affiliated business's) which was published in the Sequim Gazette on September 20, 2023, the gentlemen runs a flight instruction academy out of Sequim Valley Airport, (see attachments).
        - ***Drones*** – The group discussed drone sightings, at this time these units are known to be used by realtors, Septic inspection companies and potentially by others for recreational purposes (e.g. paragliders). We as a group determined that we needed to 'reach out' to the business's to make them aware of the rules and who to contact for approval to use a drone around the airstrip was discussed. Currently the website directs Drone operators to contact the president of the HOA. Cuny introduced and provided a copy of an article entitled "Close Encounters" regarding Drones, *(*see attachments) It was also suggested that we try to track siting of drones to evaluate if further actions are necessary.
        - ***Contact information***- It was also discussed the need to update contact information on any and all Airport Boards/websites so that current contract information is listed. Cuny and Smith volunteered to investigate updating information to the websites/boards with the FAA and other related websites related to airport information.

- ***Nontowered Runways*** – Cuny shared with the group an article from AOPA Pilot from September 2023 on Nontowered Runways, *(see attachments)*. Cuny stated we have a unique situation in that this airport is being used by more than just conventual pilots. The group discussed how these pilots need to make observation of the airstrip prior to landing and the best way to achieve this is by looking from the side at the airstrip to evaluate if there are any obstacles on the airstrip that could present potential hazards (wildlife, maintenance people, debris etc). Cuny said that we all need to remember the 4 things needed for successful take off and landing: Airspeed, Control, Visual and Courtesy to other pilots. Cuny and Smith discussed that the south pattern is the preferred but it is recognized the need to use an alternate pattern when required by adverse weather conditions and that there is a preference of no straight in landings for safety reasons.
- ***See Something Say Something*** – The group discussed the need to have immediate notification of situations that need attention as they are noticed. It was determined that the contacts need to be defined for notification of a situation:
    - ***For Irrigation Issues – Rick Smith – 805-824-3472***
    - ***For Runway Condition & Foreign Objects – John Cuny – 817-875-5909 (items such as golf balls, Dog Poo, Frisbees, Trash, etc)***
    - ***Alternate Contact if primary contacts cannot be reached – Andre Baritelle -360-477-2469***

2. Year End Review of Maintenance
    a. Condition –
        - ***Mowing*** – The group discussed the current mowing and it was discussed the need to investigate future maintenance options for the upcoming budget. Typically, the airstrip needs to be mowed from April to October a minimum of 4 times a month. Cuny shared with the group that he was saddened by the amount of commitment by the members which seems to be waning and yet the runway is a benefit to the properties. But proposed the following options
            1. Continue to recruit members within the association.
            2. Hire 3rd parties to mow the common areas.
            3. Further investigate to options of robotic mowers.
        - ***Fertilizer*** – The group discussed the past fertilizing and the need to place ¼" to ½" of fine compost on the airstrip to help provide additional organic matter and microbes to keep the airstrip healthy. Smith said he may be able to borrow a spreader and Baritelle will look into the cost for the compost, Cuny offered to

use his tractor to pull the spreader as the only other tractor available in the HOA is to heavy and could damage the runway. It was agreed that formal notification would be given to all pilots if and when the compost is placed.

3. Adjournment
    a. The meeting was adjourned at 11:08am with no future meeting date.

Carmen Lynaugh, Minutes

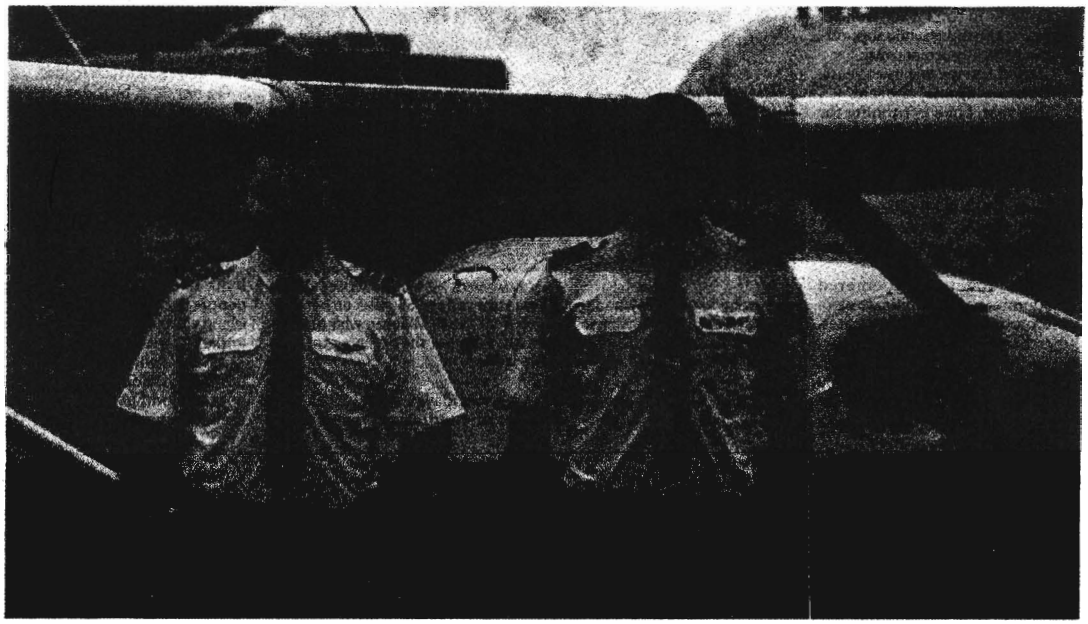
Attachments: Provided by Cuny

- Sequim Gazette Article from September 20, 2023
- Close Encounters Article from AOPA September 2023
- Nontowered Article from AOPA September 2023

Instructor helps people's dreams take flight

Anatolian Flight Academy trains pilots-to-be out of Sequim Valley Airport

By Emily Matthiessen
Sequim Gazette



SEQUIM GAZETTE PHOTO BY EMILY MATTHIESSEN

Aidan Lara, left, is one of Cenk Özer's current students at the Anatolian Flight Academy, operated out of Sequim Valley Airport. Lara is studying for a private pilot's license, an intense course of study that culminates in an oral exam and a flight exam which each take about three hours. "The legal minimum flight hours is 40 per FAA to take the test," Özer said, "but average US student takes 75 flight hours to be a pilot. On top of that, they spend an average of 150 hours studying for their exams. If you fail the test, it will be on your record and companies will hesitate to hire you as pilot."

To become a pilot, new Sequim High School graduate Aidan Lara said, one must be highly motivated.

"There is a lot of reading and studying involved, but it's worth it and if you have a passion for aviation, it makes the learning easier," said Lara, who takes lessons at the Anatolian Flight Academy at Sequim Valley Airport.

Lara has been passionate about aviation since he was 2 years old, and he joined the Young Eagles at age 8, but he waited until the summer after graduation to enroll. Three of his friends had taken lessons from Cenk (pronounce Jenk) Özer at the academy and he'd heard only good things about it.

"You must be in the right mental state, financial state, have a supportive family, and be motivated and ready for lots of learning," said Aidan.

With Özer, the pilot-in-training can be sure he'll get plenty of instruction on safety.

"In my flight school safety is the number one priority — always," Özer said.

He said that he advises potential pilots to think about how much support the people close to them give to the endeavour, and to consider how their absence from home will affect their families.

Sometimes he has to decline students who are not ready for the rigors of the course and the disciplines of aviation.

"As a business owner I have a right to refuse to train someone I think will be a dangerous pilot," Özer said. "Dangerous pilots make wrong decisions and the result could be fatal and I do not want to put my name on this pilots training record."

"We practice what is called, 'The impossible turn.' It is when you lose an engine on takeoff and pilots tend to try and turn back to the airport," explained Lara. "To execute this safely, both in real life and in the simulations, you must have enough altitude and be close enough to the airport to make it back safely. This situation, in real life, is where pilots often crash because they wait too long to react, they don't have the altitude, or they don't know how to execute the maneuver. This is one of the most important maneuvers to know, in the aspect of safety."

Sequim Valley Airport manager Andy Sallee said teaching the next generation of pilots is critical for the industry.

"We need small flight schools to teach new pilots for general aviation to continue to thrive," Sallee said. "These new pilots will conduct future life-saving emergency medical evacuation flights, blood bank flights, rescue missions, forest fire fighting, air transportation of passengers and cargo along with many additional functions. These pilots are needed to replace pilots who are retiring.

"The Anatolian Flight Academy will also help keep pilots current with up to date procedures with the highest emphasis on safety."

Ray Beverly, federal aviation administration (FAA) designated pilot examiner (DPE) said that none of Özer's students have ever failed the test — not one.

"I've been flying my whole life, so this comes from a wide perspective. Cenk Özer is a very good instructor."

From Anatolia to the Olympics

A first generation immigrant from the Anatolian mountains of Türkiye, Özer came to the Olympic Peninsula in 2010. Although he'd already accomplished a lot with his schooling: an electronic and communication engineering bachelor degree in Türkiye and a master's degree in engineering in Germany, he had a higher goal in mind.

"Becoming a pilot was always my biggest dream growing up as a kid. I grew up dreaming about it days and nights," said Özer. "In Türkiye we did not have the opportunities you guys have in the USA.

"America is a heaven for pilots," said Özer. "If you work hard, you can make a lot of things happen here."

Özer's first job here was working for the National Park Service on a work visa, and he fell in love with the land.

"Sequim is my home for the last 13 years," said Özer. "It reminds me of my village where I was born and raised."

His village of 2,000 people is more than 6,500 feet above sea level.

"It is mountains and green and clear water, farms, cows," he said. "That is why I love it here and I feel I belong to here."

Özer worked for about seven years to save up enough money to learn to fly, and then he learned to fly as many different airplanes as he could (more than 50 makes and models). He learned from as many different teachers as he possible, noting that each teacher has their own skills and experiences to learn from and synthesize into his own unique teaching style.

In fact, Özer said, he is still learning.

"I have a saying that a good pilot learns everyday," he said. "The training never ends. The moment you stop learning you will start rusting."

Özer said the local community has been very supportive of him, "especially the local pilots and YMCA. I love the YMCA. A lot of people welcomed me and helped me succeed because they saw me working days and nights, very hard, nonstop."

The Flight Academy, said Özer, is his way to give back to a community that has given so much to him.

Airplanes are expensive to maintain and there is not a large student population in the area, so the business is mainly a labor of love. He supports this with his other work, all flight related, primarily flying big jets for Amazon Prime.

Özer thanked Andy Sallee, Bob McCrorie, Gary Vihinen, John Mangiameli, Katherine Harrop, Linda Priddle, Richards Bud Davies and Scott Brooksby for providing "tremendous and endless support of my personal aviation career and flight school business in our beautiful Sequim home in the last four years."

Said Sallee, "We're real proud of him. I've watched Cenk from the beginning. He came so far so fast. He was so determined. He's gotten farther in his six years than a lot of people do in ten."

Anatolian Flight Academy

Location: Sequim Valley Airport, 468 Dorothy Hunt Lane

On the web: anatolianeagleflightacademy.com

Contact: 360-775-7599, anatolianeagleflightacademy@gmail.com

From Sequim Gazette Sept. 20, 2023

TLIGHT

or helps people's dreams take flight

SEQUIM GAZETTE PHOTO BY EMILY MATTHIESSEN

Aidan Lara, left, is one of Cenk Özer's current students at the Anatolian Flight Academy, operated out of Sequim Valley Airport. Lara is studying for a private pilot's license, an intense course of study that culminates in an oral exam and a flight exam which each take about three hours. "The legal minimum flight hours is 40 per FAA to take the test," Özer said, "but average US student takes 75 flight hours to be a pilot. On top of that, they spend an average of 150 hours studying for their exams. If you fail the test, it will be on your record and companies will hesitate to hire you as pilot."

ASI SAFETY TIPS /

Close encounters

Navigating in an unmanned sky

BY TERRIE MEAD

IN THE VAST expanse of the azure sky, it's not just birds, clouds, and other airplanes you could encounter. With the ubiquitous rise of drone technology, pilots increasingly cross paths with unmanned aerial vehicles (UAVs). How can we safely navigate these encounters? The solution lies in understanding the UAVs' capabilities and regulations governing them, being prepared before every flight, and consciously responding rather than instinctively reacting.

The emergence of drones has broken new ground in the aviation sector, yielding many advantages in areas ranging from agriculture to emergency response. However, this progress has come with challenges. These unmanned marvels have introduced certain risks to general aviation, with pilots recounting near misses and, at times, collisions. Consequently, the need to ensure the safe coexistence of drones and conventional aircraft in shared airspace has gained escalating urgency.

Foremost, knowledge is power. Pilots should familiarize themselves with the FAA drone rules, which in part state that drones should not operate near any aircraft, should not exceed 400 feet agl without prior permission, and must always yield the right of way to crewed airplanes.

Preflight preparation is vital in anticipating a potential encounter between your airplane and a drone. It begins with a comprehensive review of notices to air missions (notams). Some drone activities necessitate the filing of a notam. The information it provides gives you a better picture of what to expect.

Secondly, referencing the Aviation Safety Reporting System (ASRS) can provide useful insights. This database documents recent drone encounters, with details on altitude and location, thereby helping to identify recurring patterns along your planned route.

Another valuable resource is the B4UFLY app. Opening the app presents a map displaying flight plans filed by drone pilots. However, the app's usage isn't widespread, so it might not account for all drone activity in your flight path. Use it as a tool, not a definitive guide.

The FAA's Remote ID requirements for registered drones is in effect on September 16, 2023. From then on, expect all drones (excluding those less than 0.55 pounds) to transmit essential details such as registration, altitude, location, and speed via Bluetooth or Wi-Fi. As more drone pilots become compliant, more data will be available, and we anticipate the rise of apps capable of displaying such information, offering another layer of preparation and awareness.

If you encounter a drone in flight, your first reaction might be alarm. However, it's imperative that you maintain focus. Your primary goal is the safety of your aircraft and its occupants. If a collision seems possible, your experience and training in collision avoidance should come into play. Use the principles of "see and avoid." However, remember that drones can be tough to spot, given their small size. Be prepared to execute evasive maneuvers, prioritizing altitude loss.

Record the drone's approximate altitude, direction, color, size, shape, and identifying markings. Your observations will be essential for an FAA investigation.

Notify ATC about the drone sighting, providing your collected details. Even if you're flying VFR and aren't in contact with ATC, tune into the nearest flight service station to report the drone in a pirep. The timely relay of this information could help prevent potential collisions.

Post-flight, report your drone encounter to the FAA via your local flight standards district office (FSDO) and the ASRS website. This is not just a procedural necessity but a responsibility to your fellow pilots, as your report will contribute to understanding in-flight drone activity patterns and formulating preventative measures. ■ *terrie.mead@aopa.org*

▶airsafetyinstitute.org

Nontowered

Orderly operations keep everyone safe

BY CATHERINE CAVAGNARO

RECENTLY I ENJOYED dinner with friends who were excited to take their first flight in a general aviation airplane with me the next morning. Kelli and Melissa peppered me with questions like, "How will we get permission to take off?" Their eyes widened when I explained that we won't need permission because the Franklin County Airport (UOS) is a nontowered field. With a mix of excitement and trepidation they continued, "Is that safe?" "Wait, what happens if another plane is arriving while we are departing?" "What if two airplanes approach the airport at the same time?"

I assuaged their concern by explaining that there are several ways we can ensure safety as we operate to and from a nontowered field. I described how we are always on the lookout for other traffic, and that I would enlist their assistance in that endeavor. Also that we pilots announce our intentions on the common traffic frequency to coordinate departures and arrivals with other pilots. Finally, I explained that my airplane is equipped with ADS-B so that many of the other airplanes will appear on the panel's display. With a shared commitment to safety, attention to surroundings, and some common courtesy, general aviation pilots can enjoy the great freedom with which we are blessed.

Of course, several recent midair collisions show that when coordination efforts break down, the results are devastating. In one accident in 2022, a Cessna 340 collided with a Cessna 152 on the final approach course to Runway 20 at Watsonville, California (WVI). The Cessna 152 pilot was performing a sequence of touch and goes in the pattern while the Cessna 340 pilot finished his cross-country flight with a straight-in approach to the same runway. Perhaps this tragedy served as an impetus for the FAA staff to review and update their guidance on nontowered airport flight operations in Advisory Circular 90-66C that appeared in June of this year.

The general advice that encourages pilots to operate in predictable ways and to speak a common language carries over from its predecessor that served as the basis for the article "Don't Be That Pilot: Take Your Time, Try a Little Courtesy" (July 2022, *AOPA Pilot*). While the "FAA does not regulate traffic pattern entry, only traffic pattern flow," the new version explicitly discourages straight-in approaches. It advises those who do opt for a straight-in approach to self-announce at least eight miles from the airport and reminds them that they enjoy no priority over traffic already established in the pattern.

Earlier this summer, I witnessed that descending into a pattern can be as dangerous as a straight-in approach as I administered a commercial practical exam in a Cessna 172. Ben, the candidate, entered the 45-degree leg for a left downwind to Runway 18 at the Winchester Municipal Airport (BGF). As he did so, he pointed to an aircraft above the airport heading east, and connected it to an ADS-B target reporting 1,000 feet above pattern altitude.

Shortly after Ben announced turning onto the downwind we saw the target turn north on the traffic display, now only 500 feet above us, and the two airplanes almost overlapped. At this time, the Cirrus pilot announced that he too had turned downwind for a full stop landing and had the 172 ahead of him in sight. Ben wisely decided on a short approach and made an early turn onto the base leg to encourage more distance between the aircraft. To our surprise, the Cirrus pilot quickly followed onto the base and final legs. Ben initiated a go-around, stayed in the pattern, and completed the landing without the pressure of another airplane so close on our tail. While the Cirrus pilot's decision to enter the pattern on a crosswind leg aligns with FAA advice, descending into an established leg is dangerous and unacceptable. He should have entered on the crosswind at pattern altitude.

The last page of AC 90-66C invites feedback from the public for changes that could be made to this version or for the next full

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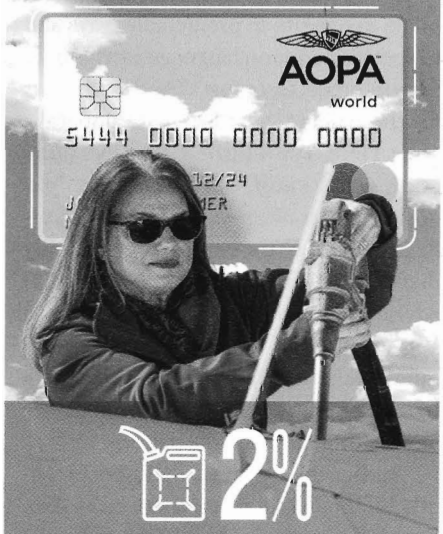

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update. While this circular contains excellent information, there are some topics that could be introduced or emphasized. What follows are a few of my suggestions for an improved version of the advisory circular.

Practice instrument approaches

AC 90-66C advises that "safety may best be served by breaking off the approach and entering the airport's downwind leg to not disturb the current flow of landing and departing traffic." But that's just not realistic in our bustling training environment, and it would not be wise to give pilots the idea that there will be fewer straight-in approaches in the future.

Airmen certification standards for the instrument rating require that the candidate descend as low as 200 feet above the ground at the missed approach point very close to the runway. Negotiating with other pilots in the pattern and even altering the approach speed to facilitate myriad operations should be part of every instrument pilot's repertoire, and pilots who operate in a standard pattern should always be on the lookout for traffic on straight-in approaches. Rolling wings-level on base to check the extended final leg and the opposite base leg is an important practice. Assuming that there will be such traffic is an effective antidote for complacency.

Airspeed in the pattern

Facilitating multiple kinds of operations at a nontowered airport doesn't end with communication among pilots, as the accident in Watsonville demonstrates. In AOPA Air Safety Institute's "Early Analysis: Midair at Watsonville Municipal Airport," ADS-B data shows that the Cessna 340 maintained a ground speed of approximately 180 knots until the collision on short final—at least twice or possibly three times as fast as the Cessna 152. Such disparity in approach speeds surely made the charge to see and avoid an especially challenging one.

Verbiage

AC 90-66C asks pilots to "consider that non-instrument-rated pilots may not understand" IFR phrases. But the example it gives as a best practice, "Cessna N1234 on VOR 6 not flying the published missed approach, turning east for another approach," is at odds with the advice. Non-instrument-rated pilots might not know what a VOR approach is, and even instrument-rated pilots won't be familiar with the published missed approach unless they are viewing the same approach plate. "Cessna N1234, five-mile final, Runway 6, low approach," offers the pertinent information and makes sense to any pilot. "Cessna N1234, going around on Runway 6, departing east" during the missed procedure can help coordinate with other traffic in the pattern.

Defining the upwind leg

The first figure in Appendix A in AC 90-66C shows that the upwind leg of the pattern is parallel to and on the opposite side of the runway from the downwind leg. But under the textual description it says "The upwind leg is separate and distinct from the departure leg and often used to reference the flight path flown after takeoff (or a touch and go)." This sentence seems to say that some pilots are using "upwind" when they really should be using "departure leg," but it's not clear to me where the FAA stands on such a blurred distinction. The circular could more clearly communicate that these should remain separate legs. Because FAA guidance condones entering the pattern on the crosswind, flying the upwind leg to delay turning crosswind until a pilot can seamlessly enter between or behind other traffic on the downwind leg can be helpful. The Cirrus pilot who entered on the crosswind leg at Winchester could have used the upwind leg to his advantage.

Flying with friends new to general aviation always reminds me of the amazing amount of trust they place in me. Associated with the gift of their trust comes the profound responsibility for me to continually improve my abilities, preparation, and decision-making skills, so spending time with AC 90-66C proved a valuable expenditure of my time. If you haven't had the chance to review this new version of AC 90-66, I hope you find the time soon and make your own suggestions to the FAA. ■ *Catherine Cavagnaro teaches aerobatics at UOS and is the Gaston Bruton Swindell Professor of Mathematics at Sewanee: The University of the South.*