

# Minutes of the Blue Ribbon Farms Airport Committee Meeting March 15, 2025

10 AM, Mr. Baritelle's residence, 131 Maynard Rd

1. Meeting was called to order at 10am. Andre Baritelle, Board Liaison to Airport Committee, host of this meeting, welcomed those attending and introduced Chairman John Cuny who also welcomed the attendees. Also present were BOD Treasurer Carmen Lynaugh, Aline & Rick Smith, Janis Hernandez, Doug Medema, Dennis Jennings, Sherl Cuny, Mark Long, Drew Zacharias, and Bob Gray. (the meeting was recorded for the record)
2. Approval of November 20, 2024 minutes: Sherl made a motion to accept the minutes as posted, Andre seconded motion. Motion carried.
3. Maintenance of Runway:
  - a. Group mowing and runway condition messaging texts – currently we have a group text with 14 people on a text message stream to assist in coordinating mowing and other maintenance plus giving runway condition updates. This technique appears to be working. We have pilots and non-pilots participating in maintenance of the runway. Rick Smith does most of the maintenance on the irrigation system.
  - b. The BOD approved the Airport Committee's purchase of a manure spreader at the end of last year. The runway is getting some low spots and there are clay spots, we will now be able to spread topsoil and other supplements to try to make the runway smoother and become healthier due to adding organic material. It was suggested and recommended for the pilots to taxi down the edge of the runway, to minimize the compaction in the center of the runway. This has contributed to the low spots over the years. It was also suggested when the spreader is going to be used that the committee ask the BOD to send out an email and/or put in a newsletter that work will be happening on the runway to spread material, this is so that everyone is informed of the work the Airport Committee is completing.
  - c. 15 bags of Weed & Feed fertilizer were purchased from this year's budget, and we will need assistance applying it. The suggestion is to have the spike roller/aerator being used prior to the spreading of the fertilizer. We need volunteers to do this fertilizer application. It would be good to place it a couple of days before rain is expected. No one stepped up to organize the effort, so the mower text stream will have to be used to coordinate volunteers.
  - d. Safety vests have been purchased with this year's budget. People that mow and do maintenance on the runway should always wear a vest when on the runway for visibility. Seven of them have been purchased to hand out to active maintenance people.
  - e. Tyler View and Land End obstructions: The BOD cleared the general easement on Tyler View and Lands End for the roads to be used for their originally intended purpose as a taxiway to the airstrip. The mailboxes have been relocated to Maynard Rd., however there are still a few potential obstructions (street # signs, bushes, tree's, structures, etc.) that the BOD will be looking at this year. With the sale of

some of the lots at the end of Tyler View this may encourage the installation of hangers leading to aircraft traffic on Tyler View and Lands End roads.

- f. The lighted "X" was discussed, and it was reiterated that the lighted "X" does not mean the runway is closed, but that the pilot should be aware that work of some type is taking place on the runway. This is why a fly over of the runway is recommended to all pilots prior to landing looking for mowers and wildlife. But also, that people doing work on the runway are to have time to get off the runway for someone to take off or land. It was suggested that low-cost radios can be purchased with a headset for people doing maintenance to hear when a pilot makes an announcement, this is potentially a good idea except not all pilots have a radio in their aircraft.

There was a discussion of where the "X" trailer should be placed on the runway when using it, it should not be in the middle of the runway. The discussion turned into the possibility of making the "X" a permanent installation rather than on the trailer, an option to be considered is the roof of the pumphouse with an on/off switch. This may make it more convenient to use by the maintenance people. The following people have volunteered to investigate and possibly make a fixed location for the "X" (Rick, Doug and Andre).

#### 4. Safety:

- a. Pedestrian usage of runway: It was pointed out that we are currently having an issue with pedestrians crossing and walking down the center of the runway not seeming to know where to look for airplanes when pilots are approaching for landing or taxiing for takeoff. Andre said that people have been observed walking across the runway not paying any attention to the possibility of an airplane on the runway or in the pattern to make a landing because they were on their phone with a head set on. With the new plane using the runway that is a glider and can possibly land not under power there is concern. This aircraft is very quiet the need for people to be aware is even greater, particularly with its large wingspan. Pedestrian crossing of the runway does not present as much of an issue because it is only 64' wide, but when people are walking up the runway loitering, or playing with their dogs on the runway is what is of concern. It also appears from recent communications that some people appear to feel that the 120' building setback is part of the runway and for their use as part of the common area. This is not the case and the 120' set back is private property(s). The Lot 39 which is the area owned by the POA does include an area at the east end that extends up to Maynard Rd. at Kitchen-Dick, this is the only area owned by the POA that is not the runway area, but is potentially an area to park airplanes. There have also been discussions by some people with the Ladies of Greywolf that they wanted to shut down the runway at designated times to have an off-leash dog park, our current CC&Rs do not allow this to happen. This is an idea that gets floated around from time-to-time over the years. We, as a community need to handle this situation with the update to the Gov. Doc. and be aware of how our insurance covers us.

Education of the membership about the rules, procedures and regulations as to how to safely live with an active runway was discussed. The Committee needs to decide what is the best way to give people the knowledge they need to be safe. The members need to know, what and where the flight pattern is and where should they be looking to see if a plane is coming in for a landing. This is especially true for new

members in the POA as they need to be aware of what it means to live in an Airpark Community. A ground school where some planes are available to get into understand what a pilot can see and not see was suggested. Maybe at the membership picnic is an opportunity to provide some education for the membership. Another suggestion was that we could have some videos available to share information and post it on the website for educational purposes. John has some video that could potentially be used, he offered to work with Bob to look for a video to share as an educational tool.

At the eastern end of the runway, it has been suggested we install a bench up by Maynard Rd, with memorial plaques possibly and educational signage. This idea will be looked at in the future.

- b. Signage was discussed and it was determined that even though in 2022/2023 some new signs were installed (Speed limits, taxiways, unstable bluffs among others) that we may need even more signage. It was noted that due to budget not all the suggested signs were installed at this time. However, due to an increasing in traffic it was suggested that we investigate into more informational/educational type signage. The need to mark the edge of the runway may be necessary on the south side of the runway because of that being the edge of many private properties. It is the private property owner's responsibility to make sure that people accessing the runway from their property are aware that it is at their own risk to cross the runway and how to look for airplanes and yield to them.

Bob wondered if there was a way to do some sort of beacon system to alert pedestrians that a plane is coming in for a landing. This is a cost item that we could potentially get budgeted, however not all pilots have a radio to activate this type of system, and it may give the pedestrian a false sense of security and if a pilot fails to activate it. This could be a potential problem.

Signage discussion continued, with no consensus on how to proceed Janis, Bob and Dennis will work together to make an inventory of current signs, and propose wording and locations the following signs: 1) potential monument sign at the entrance near Maynard Rd that could include educational information; 2) midfield signage for the North side of the runway by the curve on Lands End Rd, and 3) suggested a standardized private property sign for information of an active runway location. They will prepare recommendations to present to John and schedule a meeting for the Airport Committee to discuss the recommendations and for further action and then forward them to the BOD for consideration and potential funding.

- c. Wildlife on the runway is a continuing and increasing issue. The geese, seagulls and deer are the bulk of the problem. There is a concern that there are people that feed the wildlife and that this encourages them here. The Gov Doc's committee should be looking at if we should ban feeding with the update to the documents. The state may be making legislation to ban feeding of certain wildlife, Andre will look for more information on the subject. We do have coyotes in the area which do help in population control mainly for the deer. We will also look into deterrents that could be used for wildlife.
5. Discussion on Gov Doc Airpark Sub-committee: This sub-committee is looking at making changes to the current documents and making all flight related matters under the Airport Committee responsible for making flight operation policies and procedures recommendations to the BOD for approval. The FAA can change any item at any time and these items should not be in the Gov Doc's, as we may have to make necessary changes to

our operating procedures, to be in compliance with FAA rules. It was reiterated that all the Airpark Sub-committee recommendation for the update will be approved by the Airport Committee prior to getting approved by the GDC and final approval by the BOD, before it is sent to our attorney.

John said he did not agree on the drone discussion at the Airpark Sub-committee because the POA has had an attorney in 2011, that stated that the Board has the authority to prohibit the usage of the airspace above the airstrip by radio-controlled aircraft. This is why the website say people using drones or model airplanes need to have a minimum of two people, one operating and one observing with a handheld radio monitoring the runway for aircraft. The POA can be more restrictive than laws potentially as specified by the attorney previously. Doug did say that Kitsap County does control take offs and landings of drones and this may be a way to control usage in the POA. This is an issue that is only going to become more prevalent as the use of drones expands. John has reached out to the FAA for information on what they are going to be updating their rules.

6. Airport Liability Insurance: There has been a rumor that someone wanted to talk to our carrier outside of the Insurance Committee. This is not the case, the broker sent an application for review prior to receiving the quote for the renewal. Carmen received it from Cindy Alsing, the Insurance Committee contact that the Broker had, and it was forwarded to Andre, BOD Chair, and John, Insurance Committee Liaison, for review. There was a question on one of the questions on the form, regarding use of the airstrip non-aviation recreational purposes, that was checked "NO." We wanted to verify that they are aware that our airstrip is not fenced, and pedestrians do occasionally cross it. A call was made with Andre and John speaking to an insurance underwriter, because the Broker was on vacation, and we wanted an answer prior to this meeting. The person said that they were aware it is a residential airport and expect some pedestrian traffic and the "NO" answer was correct. The person said that as for parking airplanes, that the owner of the airplane is responsible for tying them down and moving them. The person said that maybe we could look into no trespassing signage but did not say they are required.

The outcome of this is that the rumor mill is rampant and needs to stop, because it does not help anything out except causes mistrust and unrest and as a community this is not healthy.

7. Next meeting will be scheduled probably in June. Mr. Cuny thanked those attending and adjourned the meeting at noon.