

**EAA Chapter 1175 - Nevada County  
Minutes of Chapter Meeting  
April 3, 2018**

Convened at: Marlow's Roost  
13020 Madrone Forrest  
Dr.Grass Valley, CA

Attendees: ~ 29 including several visitors

Called to Order: ~7:10 pm, Terry Horlick, President

Minutes: March 2018 minutes were approved.

EAA Seminar for Chapter Officers: Terry Horlick

**EAA Headquarters structure for reorganization:**

Suggest not doing Chapter business at the regular monthly meeting, but plan for more social activities, fly-outs etc., and do presentations of interest.

Chapter board members would meet once a month to conduct Chapter business. The attendees at this meeting seemed favorable to adopting the reorganization structure.

Terry would like to plan a board meeting in approximately 2 weeks.

**Young Eagles: David Bernasconi**

GOO Young Eagle Flights will be on, Saturday, June 16, 2018, the same as the National Young Eagles date, 9am to noon. Setup will be done on Friday, 15 June.

**Marine Corp League: Buzz Elliott**

- "Toys for Totts"
- Picnic, 9 June, 10am - 2pm, at the airport, behind the Admin building.
- Put airplanes on display.
- Do airplane rides.

**Safety Presentation: Bruce Marlow**

Q: Aircraft tires, "When do they need to be replaced?"

A: Answer, "When the cord is observed." (*Yikes*)

Bruce discussed and showed his Comanche fuel pump and discussed the difficulties in replacing an old, outdated, original fuel pump. Bruce showed a safety video, from Real Pilot Stories, "Trapped on Top." The story involved a pilot flying a Mooney, who ended up on top of a complete overcast, on a cross country up in Washington state. He became very low on fuel, ultimately called Seattle Center for help. Then, the engine quit (right tank was empty). Controller decided to talk him down through the clouds. At 2,500, the engine quit again, left was tank empty, while on final to Renton, WA. He was able to glide in for a

safe landing, with the help of a short re-start burst from the engine just before touchdown. Aircraft held 48 gallons, he put in 48.6 gallons.

Lessons Learned:

1. Circumstances change on a cross-country flight.
2. Don't let the situation become critical before you take action and call for help.
3. DO NOT BE AFRAID OF ATC, they are there to help!

Bruce asked the group to share some of their "short on fuel" experiences, several responded (*We won't mention names, FAA might see this report*).

### **Presentation: "Karyl & Bruce's Flying Adventure," by Karyl Marlow Sept. 10- 30, 2017**

Purpose of trip:

- To attend a wedding in Chicago
- Opportunity to fly further east than Denver
- Visiting friends and farm
- Revisiting the past
- Fulfill an item on their bucket list

Karyl showed a view of their route, which covered 5,300 miles and 40.9 hours of flight time in their Piper Comanche. Karyl and Bruce traded off being "Captain" on various segments of their flight.

Their route, *as best I could copy it*, was as follows:

Nevada County, CA, to Wendover, UT, to Thermopolis, WY, to Mason City, IA, to Kenosha Regional, WI, to Chicago, IL, to Oshkosh, WI, to Beaver Island, MI, to Mackinac Island, MI, to Holland, MI to Adrian, MI to Bloomburg, PA, to Lebanon, TN, to Nashville, TN, to Decator, AL, to Hotsprings, AR, to Broken Bow, NB, to Sheridan, WY, to Carbon County, UT, and back to Nevada County, CA.

Some of the highlights of their trip included seeing:

- Old Wendover Airbase where B-29 bomb drop-training took place during WWII as part of the Manhattan Project (Atomic Bomb)
- Mt.Rushmore National Park (busts of presidents)
- Custer State Park
- Black Hills National Forest
- Visiting friends in Chicago
- EAA Air Museum – especially the museum aircraft displays
- Mackinac Island, no cars on island, just walking, bicycles and horse drawn carriages
- Big, historical hotel, the Grand Ol Opera

- The Bath Houses in Hotsprings
- B-17G displayed at Broken Bow

Karyl gave a great oral/pictorial presentation of their trip. Sure sounded like a lot of fun, especially doing all of that flying. Thanks Karyl!!

Meeting Adjourned: ~ 8:55 pm  
Respectfully Submitted,  
Paul Bevelhymer