

**Minutes of EAA Chapter 1175 Meeting
April 2, 2019**

Convened at:

Marlow's Roost (Hangar)
13020 Madrone Forrest Dr.
Grass Valley, CA

Called to Order: ~7:05 pm, Terry Horlick, President

No Board Meeting was convened for April, to date.

Attendees: ~22

Minutes: March 2019 Minutes were approved.

Airport Cleanup Day, Saturday, April 6th

If it rains, Saturday, April 20th will be the alternate cleanup day.

GOO Airshow, July 20th

Requested EAA to do a Pancake Breakfast.

Marvin Becker Memorial Service

Peace Lutheran Church, 11 am, April 6th. Marvin died suddenly and unexpectedly at 89 years old. He flew for United Airlines for 35 years.

Presentation: Cal Fire, Jake Sjolund, Back seater, Fire Coordinator at the Fire Scene.

Discussed Cal Fire organization. Jake has done many ground and unit jobs.

Aircraft are designed to keep the fires small, and contained, ground crews actually put out the fires. Goal is to keep fires at 10 acres or less. The salt based, fertilizer retardant keeps on "retarding" after it dries.

Jake discussed defensible space versus reduction zone:

30 feet defensible space.

70 feet reduction zone.

Home fire prevention techniques:

Put a screen over the gable vent(s), and have a cover ready to put over the vents in case of a fire outbreak. Keeps the embers from getting into the attic, a major cause of house fires.

Keep the gutters clean.

Keep trash and wood piles away from the house.

Fuel, weather and topography keeps the fire burn going, can only control fuel. Remove the fuel sources like trees and brush. Don't cut it down and leave it, REMOVE it.

Jake discussed the Paradise fire:

75 mph winds. Within 20 minutes, the first engine had arrived on the fire, 40 acres had already burned.

Aircraft couldn't get retardant on the fire to lay down a line for containment.

Discussed Cal Fire versus Forrest Service areas of responsibility, aircraft used, aircraft coverage at the fire scene, tankers (S-2s, helicopters) versus observers/controllers (OV-10s, Aerocommander).

Note: OV-10s are Cal Fire and Aerocommander is Forrest Service.

Cal Fire is a Regional resource.

Used over 500,000 gallons of retardant over 2 years.

12 Cal Fire air attack bases.

5 pilots at GOO, can only fly 7 hours/day

Visibility limit is 3 miles.

Always take off on runway 25 and land on runway 07.

Forrest Service is a National resource.

Use smoke jumpers out of Redding airport.

Safety Presentation, Bruce Marlow

Safety Video, "Forced Landing, Grumman Aircraft Style"

Aircraft:

Engine failure on takeoff.

Crashed into a grass field, impact was established at 24 1/2 G's

Plane looked like a pile of junk after impact

No reason found for engine quitting.

ELT worked.

Pilot:

Broke 10 ribs, pelvis and tore T-10 in his back.

EMT's arrived right away, fire department cut him out of the plane.

Within 12 minutes was in the hospital ICU.

Spent 8 week in and out of consciousness. In the video, the pilot was in a wheel chair as a paraplegic, expecting a full recovery.

Primary cause of engine failures on takeoff is fuel starvation.

Empty tank(s)

Fuel select valve left in the "off" position or on an empty tank. (yikes).

Water in the fuel tank(s).

Bruce related the following experience flying a Cessna 182:

His flight instructor liked to pull surprises on Bruce, like putting the fuel selector in the "off" position when Bruce was not looking.

So, during taxiing about and then back to the run up area, the engine quite.

Maybe if they had done a take-off, the engine would have quit.

Allan Krosner mentioned a fuel story. He had a bladder fold in his plane fuel tank that held water back. When he pushed the tail down, he then noted quite a bit of water released into the fuel tank. Can't be too careful on doing the preflight.

Meeting adjourned ~9:00 pm.

Respectfully Submitted,
Paul Bevelhymmer,
Secretary

Follow up to meeting note:

***There will be a Chapter Board meeting convened on Tuesday, April 23,
6:00 pm at the picnic table in front of the Marlow's hangar.***