

OCTOBER 2019

# PROPWASH

A NEWSLETTER OF EAA CHAPTER 517, INC.



*Five Valleys Flyers*



*EAA Chapter 517, Inc*

# B-17 Nine-O-Nine tragedy stuns aviation community



By EAA

EAA has sent its condolences and offers of support to our friends at the Collings Foundation following Wednesday's tragic accident that resulted in several casualties and destroyed the World War II-era B-17 Nine-O-Nine in Windsor Locks, Connecticut. The airplane was attempting to return to the airport shortly after takeoff when it was unable to land safely on the runway and hit a maintenance building.

The NTSB and FAA are

investigating the cause of the accident, which closed Bradley International Airport at Windsor Locks for more than six hours on Wednesday.

EAA's B-17 Aluminum Overcast is scheduled to be at Hyannis, Massachusetts, this weekend, and the airplane is expected to arrive there for ground tours on Friday. Out of respect for our colleagues at the Collings Foundation and the tragic B-17 accident on Wednesday, EAA's B-17 tour will pause from passenger flights this weekend.

To honor our commitment to the EAA chapter that has planned our arrival there this weekend, we will have our B-17 on display for ground tours, enabling us to tell the story of the heroic crews that flew these airplanes 75 years ago to preserve the freedoms we enjoy today.

We apologize for any inconvenience, but ask that we take a moment not only to remember those who flew the airplane in wartime, but those groups dedicated to preserving this living history and bringing it to people throughout our nation today.

## CFI Corner

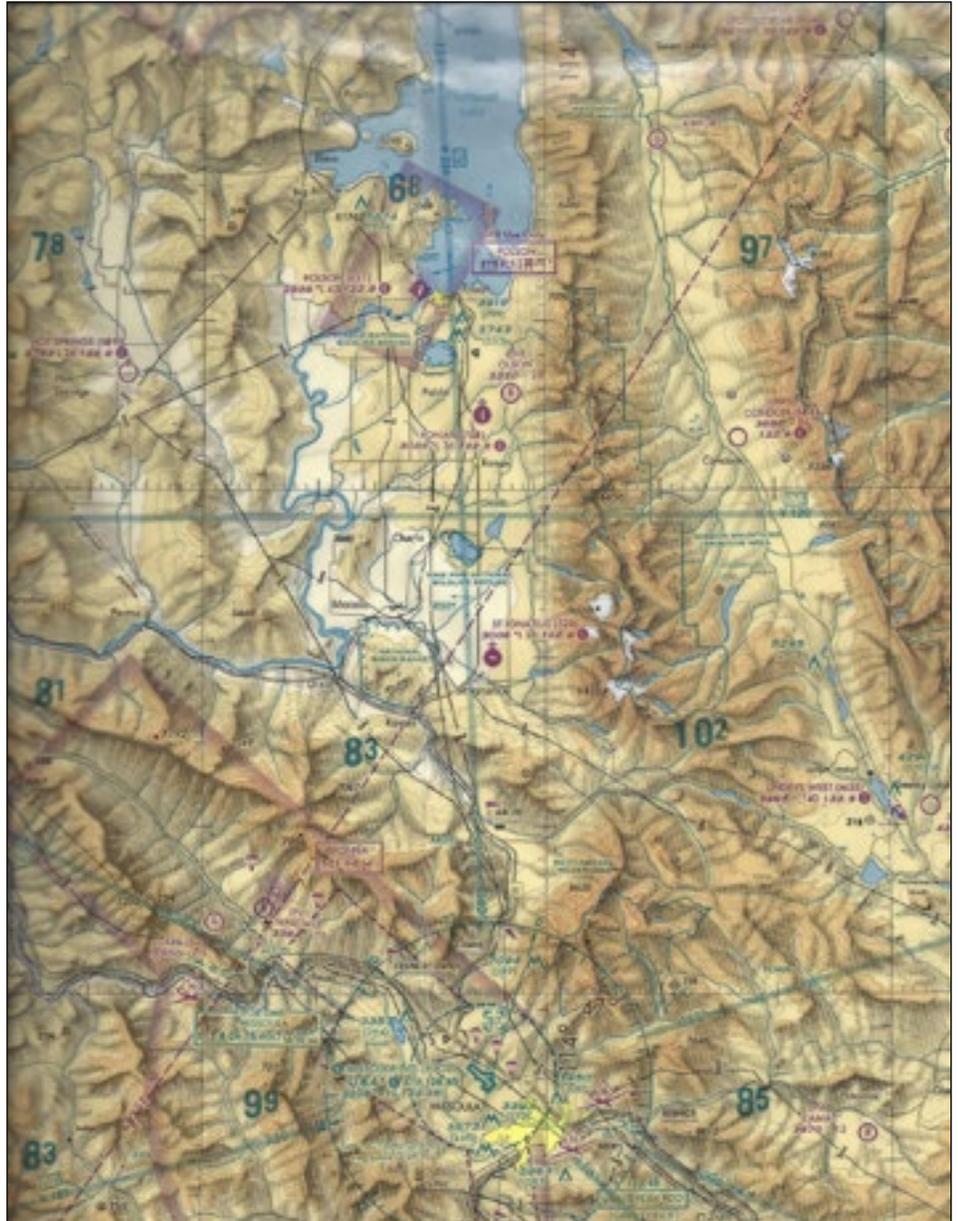
# What is an ASRS report?

By Sherry Rossiter, CFI-I

Recently, a general aviation pilot contacted me to find out how to file an Aviation Safety Reporting System (ASRS) form online with NASA after an airspace incursion. The incursion was not intentional. However, the incursion happened because the pilot didn't know where he was as he searched for his destination airport. I'm certainly not casting any stones because this could happen to any pilot, including me. It is easy to get distracted or become fixated on problem-solving when flying – the classic example being Eastern Airlines Flight No. 401 over the Everglades of Florida in 1972 ([https://en.wikipedia.org/wiki/Eastern\\_Air\\_Lines\\_Flight\\_401](https://en.wikipedia.org/wiki/Eastern_Air_Lines_Flight_401)).

Even when flying to a destination you have been to many times before, the terrain can look different depending on the season of the year or even the time of day. Not all light aircraft have GPS or “moving map” displays, so it's important for pilots to know exactly where they are at all times. The only way you will know exactly where you are is by doing some flight planning that includes studying the terrain along your route of flight and especially at your destination airport. If you already know what terrain features to watch for, it is a lot easier to know where you are.

But let's get back to our discussion about the Aviation Safety Reporting System. The ASRS was developed in April 1976 under an agreement between the FAA and NASA to encourage the voluntary and anonymous reporting of “aviation



occurrences” in the United States. If certain criteria are met, the person filing the ASRS report can be “immune” from FAA enforcement action. However, for immunity to be conferred, the pilot must file the report within 10 days of the occurrence, the occurrence cannot be deliberate (i.e., willful), and the

occurrence cannot be a criminal act. If a report is filed that involves willful and/or criminal action, the ASRS report will not protect the filer from prosecution and/or administrative action.

The information provided by the filer of the ASRS report will be “de-identified” in a timely manner

after NASA's receipt of the report. The report filer is left with an identification number that proves a report was filed. If the FAA later attempts an enforcement action of some type, the filer can then produce evidence (the identification number) that a report was filed based on the immunity criteria mentioned above, and they will be protected against an FAA enforcement action.

The ASRS database is the largest database in the world of voluntary reports filed by pilots, flight instructors, maintenance personnel and air traffic controllers. The database is searchable and user-friendly. For example, if you wanted to know if having an attitude indicator fail in flight on C210s was a common occurrence, you could search the database and see how many reports you find. I personally have searched the database numerous times when researching certain topics for writing an aviation article or teaching a class.

For more information about the Aviation Safety Reporting System and how to file a report, go to [www.asrs.arc.nasa.gov/overview/immunity.html](http://www.asrs.arc.nasa.gov/overview/immunity.html)

*Editor's Note: There are at least six other flight instructors, who are members of EAA 517. If any of you would like to write an article for the CFI Corner, please contact me at [cburson@gmail.com](mailto:cburson@gmail.com) Thank you.*



# Five Valleys Flyer's completes another successful season of Young Eagles events



## Ray Aten

EAA 517 / Five Valleys Flyer's Young Eagles / Eagles Coordinator

Saturday morning, September 14, marked the final First Saturday Young Eagles event for EAA Chapter 517 for 2019. The weather was excellent for great flying and 11 young people ranging in age from 9 to 17 got their chance to experience the joys of flying. Ray Aten, Larry Depute, Bruce Doering, and Gary Matson provided their airplanes and expertise for this event.

The 2019 season of Young Eagles events began the first Saturday in May at the Chapter's hangar in the East LZ hangar complex at Missoula International Airport (KMSO) and coincided with Five Valleys Flyer's fly-in pancake breakfast. These monthly Young Eagles events and fly-in pancake breakfasts at the EAA hangar continued





through September. In addition, Young Eagles flights were provided to Frenchtown Middle School students, fifth and sixth graders from the Superior school system, summer program youth from the Boys and Girls Club of Missoula, and young people attending the open house at Lincoln Airport.

In total, pilots Ray Aten, Perry Chinn, Larry Depute, Will Deschamps, Bruce Doering, Bryan Douglass, Don Lorenzen, and Gary Matson with the coordinated ground support of Ralph Johns, Roger Shaw, and Michael Zielinski (our Ray Aviation Scholar) provided 95 Young Eagle flights to students ranging in age from 8 to 17. I thank them each very much for their support, and I encourage each of you to consider joining the ranks of Young Eagles pilots and/or ground support for our chapter in 2020. Sharing your joy for flying is a great way to insure that future generations will also enjoy flying.

The Young Eagles pilot and plane requirements are what would be expected of any pilot, and the training is an online Youth Protection Program coupled with a background check. Join us – it's well worth it. A common Young Eagle response on lift off is, "This is so cool!" A great reminder of why we fly.



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*Builders, please send updates to the newsletter editor at [cburson@gmail.com](mailto:cburson@gmail.com) so this list can be kept current.*

# Larye Parkins selling Waieux project

By Larye Parkins

My Waieux (model A) project is being readied for sale. The airframe kit is complete, with exception of one or two aluminum angle pieces that were consumed for rework. The sales package includes the Jabiru 3300 engine, still pickled in the shipping crate, unopened, so it has not had the placard downgraded for LSA compliance. The only parts needed to complete the kit are the instruments, propeller and upholstery, plus paint should the builder choose. The wings were inspected by an EAA technical advisor before closing. Lighting mounts have been incorporated into the wing structure, but the skins are intact, so lighting remains an option. The package also includes a large parts bin with all small parts and hardware sorted and labeled in bins.

To date, I have invested

approximately \$31,000 in the airframe and engine. Any reasonable offer will be accepted. Jabiru engines from Arion are currently priced at \$18,900, and the Waieux “B” airframe kit is priced at \$24,995, and the quick-build kit (pre-built wings and fuselage) is \$32,895. The minimum price for the equivalent Model “B” kit from Sonex, with engine, is about \$44,000.

Delivery terms are negotiable: the complete kit, engine, wings, parts bin, and 12-foot workbench built from the shipping pallet, which still contains the fuselage and empennage skins, fit into a 16-foot cargo trailer or rental truck. The project is currently located in Shelton, Washington.

The minimum price for the equivalent Model “B” kit from Sonex, with engine, is about \$44,000. This is an opportunity to get a Waieux



Sonex Waieux

aircraft partially built, with engine, for less than the price of a quick-built kit, without engine, from Sonex. The conversion kit to Model B would involve reworking the wing root ribs only: the conversion kit is about \$10,000 from Sonex. The primary difference between the “A” and “B” models is a slightly larger instrument panel.

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