



Welcome to 2020!

First of all, I'd like to thank our past President – Lynn Weber for guiding us the last two years as she presided and supported our many efforts within the mission, vision, goals and objectives of the EAA organization. You have certainly helped shape us into a stronger organization with a broader aviation interest and look forward to your continued support as we move into 2020. Job well done Lynn and thank you!

I'd also like to thank Brett Seibert for taking on the role of VP for the Chapter and look forward to working with him and helping grow and advancing our Chapters initiatives with all our members.

As we begin anew, and like many New Year's resolutions, I want to encourage all of our members to get involved and use your time, talent and expertise to assist each other on the never-ending learning journey in aviation. We are fortunate that we are blessed with exceptional aviation talent and all of us can learn from and pickup something new this year.

I hope everyone is having a safe and happy start to 2020 and look forward to another year of EAA activities and camaraderie within this fantastic aviation organization.

All the best in 2020!  
Joe

### DUES REMINDER

If you haven't done so already, just a reminder that the 2020 Chapter 1387 annual dues are due. \$15 for a single membership and \$20 for a family membership payable to EAA Chapter 1387 and sent/given to our treasurer, Pat Donovan. His mailing address is: 421 Piper Ct, Troy, MO 63379. Thanks!

#### EAA Chapter 1387 2020 Calendar of Events

##### Monthly Chapter Meetings 2<sup>nd</sup> Sunday, exceptions\*, 2-3:30p

1/12	7/12
2/09	8/09
3/08	9/05*YE
4/12	10/11* Weber Farm
5/02*YE	11/08
6/14	12/12* 4-7p, Christmas Party

##### Young Eagle Activities (Tentative):

5/02 at Mexico Mo  
9/05 at Washington Mo

##### Other Important Dates;

March 31 – April 5 Sun 'n Fun  
July 20 – 26 Airventure

##### Meeting Location:

Lincoln Co. Health Dept.  
Large Conference Room (South End of Bldg)  
5 Health Department Drive  
Troy, MO 63379





## TOOL DONATION AND SHARE CRIB

On behalf of the Chapter, I'd like thank Roger Mehl for the Dave Domeier tool donation. Bill Becker and Pat Donovan picked up Roger's tool donation. The items have been sorted and the Chapter should consider keeping (aviation related) and items we may not want to retain (misc hand tools, plumbing items, leaf blower, etc). We propose the Chapter hold an auction/hangar sale on the unwanted items just for Chapter members with the proceeds going to our YE activities.

Pat Donovan will generate a list of aviation items for the Chapter to use as a tool crib. We are also looking for a volunteer to help to set up a loaner system that can be maintained on our Chapter Web site. We should also have a listing of items owned by members who are willing to loan those out.

## ANNUAL CHRISTMAS PARTY

Just a big "Thank You" to our Social Committee for organizing and hosting our annual gathering. I think from the pictures taken and food consumed, everyone enjoyed the year-end event. We opted to change the format to more of a social event and "grazing" with an opportunity to mingle with your fellow Chapter members and get everyone into the holiday season mood.

We also shared in a little gift giving & exchange and I hope you had a little fun with that too. Here's a few pics for your pleasure!





## LINCOLN COUNTY PILOT SPREADS ‘SPIRIT OF AVIATION’ TO NEXT GENERATION

[Kara Jeffers](#)

Dec 28, 2019

(Reprinted with permission from the Lincoln County Journal)

As a kid, Mike Bradsher watched crop-dusters tend to nearby farm fields from his backyard, “enthused” by the small planes as they flew past. He got his private pilots license in 1976, and has put in around 2300 hours of flight time since as a commercial pilot and certified flight instructor (CFI) in more recent years. Around 15 years ago, he helped establish the Troy Air Park, a subdivision with an airport in the middle, along with Experimental Aircraft Association (EAA) chapter #1387.

Now, after years in the sky, Bradsher has reached an aerial milestone – sharing his love of aviation with over 100 kids, and giving them the chance to experience flying in a small recreational plane through the Young Eagles program.

The EAA provides a community and resources for lovers of general aviation, and one of their most noted programs is Young Eagles. Local chapters will organize events where chapter members volunteer their time and planes to give kids from the ages of 8-17 a free ride that lasts around 20 minutes. During the flight, kids even get the chance to take the controls while under the pilot’s supervision.

Chapter #1387 has given 1069 Young Eagles flights to date. This year, Bradsher gave six flights, which bumped his total number of Young Eagles flights to 102.

“I love aviation,” Bradsher said. “I love airplanes. I love to fly. It’s just the enjoyment I get out of it. I like doing it, I like to fly airplanes. And it’s kinda fun to watch these kids. Every flight has a great memory.

One of the kids down in Washington, he was really excited to fly the airplane.

“His first question was ‘can I fly the airplane?’ and I said ‘sure, sure you can fly.’ And then when I let him fly the airplane, and I showed him how to operate the controls. ‘Push forward and it goes down, pull back and it comes up, turn left and it turns left, turn right and it turns right.’ He did that, and he flew for about 3-4 minutes and then he says ‘I think you better fly this.’”

Bradsher said the moment surprised him, as most kids who get ahold of the controls are loathe to let go. He also shared another favorite memory of taking a child with a disability and his family up in his Cessna 172.

“That was probably the most joyful Young Eagle flight I had, to be able to do that for that child and to show him what it was like to fly in a GA [general aviation] airplane.”

Bradsher uses his Cessna 172 to give Young Eagles flights, as the plane is slower at take off and landing and its high wings lets passengers look out and down easier.

The Young Eagles program as a whole works to give the next generation a chance to fall in love with flying and then do something with that passion. Once a child completes their flight, they get their own log book where they can log the minutes, and the back of that log book has a code to complete an online pilot course for free that sets them up for the written test.

The course normally costs around \$250.



Young Eagle kids are also automatically given free membership and access to online resources and educational materials about flight, and the program even has a superhero created by Stan Lee to promote the program named "Aviore." In 2018, EAA gave out 100 scholarships that paid for a year of flight training to help kids get their pilot's license. Dick Knapinski, director of communications for EAA, shared that more than 20,000 pilots under the age of 40 got their start as a Young Eagle.

Bradsher is helping teach one of those scholarship recipients, and shared that a young man from several years ago that Chapter #1387 helped out with some starting steps is now on his way to work for Delta.

"They can't find enough pilots now," Bradsher said, "And it will be probably for the next five-10 years. There's a lot of opportunities down here, for not only pilots but for mechanics as well... and avionics and electronics. So there's a lot of opportunities for a lot of kids involved in aviation."

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**A few more details on YEs** -- In addition to the article above in the LCJ, the Chapter would also like to recognize the overall stats for our YE tally's to date;

Our Chapter flew 130 YEs in 2019 at our two events and HQ reports 2,183,678 flown as of 11/8/19. The plan for 2020 is to stay with the 2 event format with target dates of per above.

## 2020 01 JANAURY LEARNING AS WE GO!

Bill Jagust

Happy New Year to you and your aviation dreams. As I am still in the process of getting done the things unfinished in the year of 2019 I am learning that we are above the same "water level" trends of last year. GREAT to know.

New this year is our NEW EAA Chapter 1387 President. I took this picture of him at the "Moose Lodge" at Troy Airpark.



Mr. Joe V. is a very talented man with a Big Boeing background. I have had the privilege to motor around with him in his beautiful RV-7 EXPERIMENTAL aircraft and he has taken some neat cross country flights to see his family down there in Texas.





That EAA 1387 group may be small but they have some really great talent and some really cool planes. TALENTS: We have a man who is big into formation flying. Heck, anyone can go up and fly an airplane. But when you want someone to check and see if you have lettuce in your teeth from the lunch ya just had at the Quincy, IL restaurant, well he is your man!



Mr. Mike in (somewhat) tight formation. I was too busy keeping the wings level. I also deleted the other in your face pictures of lettuce in Mike's teeth. The other talents are in the building projects that grace the buildings of Troy Airpark. Lurking are a Pietenpol, RV-14, KR-2, and Legal Eagle just to mention a few. Surely we will be visiting the various projects to talk to the builders and to play a little "SHOW AND TELL."

Tune in to this monthly newsletter for the latest and greatest info on the EAA Chapter, number 1387.

On a sad note we lost one of the great builders, a great man, and distinguished pilot, we called him Deputy dd out at Troy Airpark. Dave Domeier passed away 10/31/2019. His wake was in his home town of New Ulm, Minnesota. I flew Delta Airlines up to MSP and rented a car and had a lovely time with David's brothers and family members who just loved him so much.



I was tasked with telling about the FIVE airplanes that Dave built. The photos were on the wall. Center stage on the table was his TWA Captain's hat. The best nail biting story was from his brother who was able to fly with his older brother David on an Air Force KC-97 aircraft. After several approaches and finally landing the aircraft and taxiing in to the ramp the two right engines shutdown. His brother asked David, are we saving fuel? No, David replied, "WE ran OUT of fuel!"

The touching story was how growing up David and the boys after church on Sunday would ride their horses to the creek and have lunch. There was a lady who was on the other side of the creek named Betty. David and Betty were married in April of 2019 this pasted year. As it was said, "David was living right up until the end."

GODSPEED Captain David G. Domeier. It was great to know you.



Flowers from his friends in Missouri



## ADS-B REGULATIONS AND UPDATE

Pat Donovan

### FAA Regulation 14 CFR 91.225 about ADS-B

By January 1, 2020, you must be equipped with ADS-B Out to fly in most controlled airspace.

Federal Regulations 14 CFR 91.225 and 14 CFR 91.227 contain the details.

If you fly in this airspace you must be equipped with ADS-B

Airspace	Altitude
Class A	All
Class B	Generally, from surface to 10,000 feet mean sea level (MSL) including the airspace from portions of Class Bravo that extend beyond the Mode C Veil up to 10,000 feet MSL (e.g. SEA, CLE, PHX)
Class C	Generally, from surface up to 4,000 feet MSL including the airspace above the horizontal boundary up to 10,000 feet MSL
Class E	Above 10,000 feet MSL over the 48 states and DC, excluding airspace at and below 2,500 feet AGL Over the Gulf of Mexico at and above 3,000 feet MSL within 12 nautical miles of the coastline of the United States Mode C Veil Airspace within a 30 NM radius of any airport listed in Appendix D, Section 1 of Part 91 (e.g. SEA, CLE, PHX) from the surface up to 10,000 feet MSL

Any airspace that requires the use of a Transponder will on January 01, 2020 also require aircraft to be equipped with a Version 2 ADS-B Out system. This can be either a 1090ES (DO-260B) ADS-B system or a UAT (DO-282B) ADS-B system.

For aircraft operating above FL180 (18,000 ft.) or to comply with ADS-B mandates outside the United States, you must be equipped with a Mode-S transponder-based ADS-B transmitter. For aircraft operating below 18,000 ft. and within the United States ADS-B rule airspace, you must be equipped with either a Mode-S transponder-based ADS-B transmitter or with UAT equipment.

**REGULATION §91.225 Automatic Dependent Surveillance-Broadcast (ADS-B) Out equipment and use.**

(a) After January 1, 2020, and unless otherwise authorized by ATC, no person may operate an aircraft in Class A airspace unless the aircraft has equipment installed that—

(1) Meets the performance requirements in TSO-C166b, Extended Squitter Automatic Dependent Surveillance-Broadcast (ADS-B) and Traffic Information Service-Broadcast (TIS-B) Equipment Operating on the Radio Frequency of 1090 Megahertz (MHz); and

(2) Meets the requirements of §91.227.

(b) After January 1, 2020, and unless otherwise authorized by ATC, no person may operate an aircraft below 18,000 feet MSL and in airspace described in paragraph (d) of this section unless the aircraft has equipment installed that—

(1) Meets the performance requirements in—

(i) TSO-C166b; or

(ii) TSO-C154c, Universal Access Transceiver (UAT) Automatic Dependent Surveillance-Broadcast (ADS-B) Equipment Operating on the Frequency of 978 MHz;

(2) Meets the requirements of §91.227.

(c) Operators with equipment installed with an approved deviation under §21.618 of this chapter also are in compliance with this section.

(d) After January 1, 2020, and unless otherwise authorized by ATC, no person may operate an aircraft in the following airspace unless the aircraft has equipment installed that meets the requirements in paragraph (b) of this section:

(1) Class B and Class C airspace areas;

(2) Except as provided for in paragraph (e) of this section, within 30 nautical miles of an airport listed in appendix D, section 1 to this part from the surface upward to 10,000 feet MSL;

(3) Above the ceiling and within the lateral boundaries of a Class B or Class C airspace area designated for an airport upward to 10,000 feet MSL;

(4) Except as provided in paragraph (e) of this section, Class E airspace within the 48 contiguous states and the District of Columbia at and above 10,000 feet MSL, excluding the airspace at and below 2,500 feet above the surface; and

(5) Class E airspace at and above 3,000 feet MSL over the Gulf of Mexico from the coastline of the United States out to 12 nautical miles.

(e) The requirements of paragraph (b) of this section do not apply to any aircraft that was not originally certificated with an electrical system, or that has not subsequently been certified with such a system installed, including balloons and gliders. These aircraft may conduct operations without ADS-B Out in the airspace specified in paragraphs (d)(2) and (d)(4) of this section. Operations authorized by this section must be conducted—

(1) Outside any Class B or Class C airspace area; and

(2) Below the altitude of the ceiling of a Class B or Class C airspace area designated for an airport, or 10,000 feet MSL, whichever is lower.

(f) Each person operating an aircraft equipped with ADS-B Out must operate this equipment in the transmit mode at all times unless—

(1) Otherwise authorized by the FAA when the aircraft is performing a sensitive government mission for national defense, homeland security, intelligence or law enforcement purposes and transmitting would compromise the operations security of the mission or pose a safety risk to the aircraft, crew, or people and property in the air or on the ground; or

(2) Otherwise directed by ATC when transmitting would jeopardize the safe execution of air traffic control functions.

(g) Requests for ATC authorized deviations from the requirements of this section must be made to the ATC facility having jurisdiction over the concerned airspace within the time periods specified as follows:





## FAA Regulation 14 CFR 91.225 about ADS-B, Continued

(1) For operation of an aircraft with an inoperative ADS-B Out, to the airport of ultimate destination, including any intermediate stops, or to proceed to a place where suitable repairs can be made or both, the request may be made at any time.

(2) For operation of an aircraft that is not equipped with ADS-B Out, the request must be made at least 1 hour before the proposed operation.

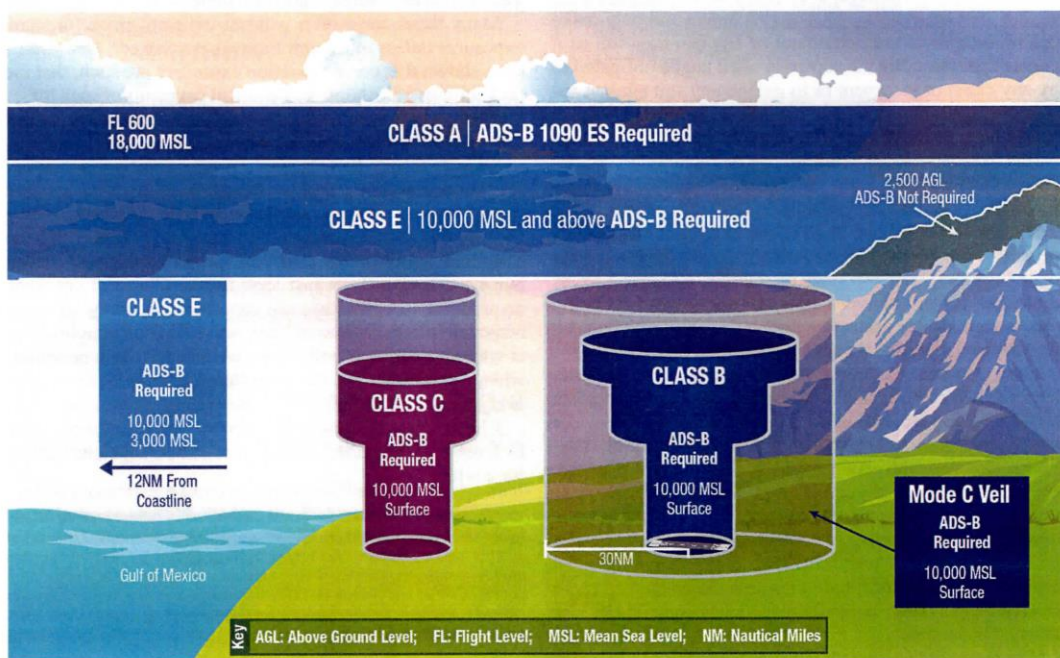
(h) The standards required in this section are incorporated by reference with the approval of the Director of the Office of the Federal Register under 5 U.S.C. 552(a) and 1 CFR part 51. All approved materials are available for inspection at the FAA's Office of Rulemaking (ARM-1), 800 Independence Avenue, SW., Washington, DC 20590 (telephone 202-267-9677), or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html). This material is also available from the sources indicated in paragraphs (h)(1) and (h)(2) of this section.

(1) Copies of Technical Standard Order (TSO)-C166b, Extended Squitter Automatic Dependent Surveillance-Broadcast (ADS-B) and Traffic Information Service-Broadcast (TIS-B) Equipment Operating on the Radio Frequency of 1090 Megahertz (MHz) (December 2, 2009) and TSO-C154c, Universal Access Transceiver (UAT) Automatic Dependent Surveillance-Broadcast (ADS-B) Equipment Operating

on the Frequency of 978 MHz (December 2, 2009) may be obtained from the U.S. Department of Transportation, Subsequent Distribution Office, DOT Warehouse M30, Ardmore East Business Center, 3341 Q 75th Avenue, Landover, MD 20785; telephone (301) 322-5377. Copies of TSO -C166B and TSO-C154c are also available on the FAA's Web site, at [http://www.faa.gov/aircraft/air\\_cert/design\\_approvals/tso/](http://www.faa.gov/aircraft/air_cert/design_approvals/tso/). Select the link "Search Technical Standard Orders."

(2) Copies of Section 2, Equipment Performance Requirements and Test Procedures, of RTCA DO-260B, Minimum Operational Performance Standards for 1090 MHz Extended Squitter Automatic Dependent Surveillance-Broadcast (ADS-B) and Traffic Information Services-Broadcast (TIS-B), December 2, 2009 (referenced in TSO-C166b) and Section 2, Equipment Performance Requirements and Test Procedures, of RTCA DO-282B, Minimum Operational Performance Standards for Universal Access Transceiver (UAT) Automatic Dependent Surveillance-Broadcast (ADS-B), December 2, 2009 (referenced in TSO C-154c) may be obtained from RTCA, Inc., 1828 L Street, NW., Suite 805, Washington, DC 20036-5133, telephone 202-833-9339. Copies of RTCA DO-260B and RTCA DO-282B are also available on RTCA Inc.'s Web site, at <http://www.rtca.org/onlinecart/allproducts.cfm>.

[Doc. No. FAA-2007-29305, 75 FR 30193, May 28, 2010; Amdt. 91-314-A, 75 FR 37712, June 30, 2010; Amdt. 91-316, 75 FR 37712, June 30, 2010; Amdt. 91-336, 80 FR 6900, Feb. 9, 2015; Amdt. 91-336A, 80 FR 11537, Mar. 4, 2015; Amdt. 91-355, 84 FR 34287, July 18, 2019]







## How Can We Help?

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Facebook: EAA Chapter 1387

## Upcoming EAA Webinar's - 7PM CST

EAA gratefully acknowledges the support of Aircraft Spruce and Specialty Co. for their generous sponsorship of EAA webinars.

Registration is required, and space is limited.

Date	Title	Presenter(s)
1/8/20	<b>AOG! Dealing With Breakdowns Away From Home</b> <b>Qualifies for FAA WINGS and AMT credit.</b>	Mike Busch
1/14/20	<b>Chapter Websites - A New Offering</b>	Charlie Becker
1/15/20	<b>Transportation Security and You — What's New Since 9/11?</b> <b>Qualifies for FAA WINGS credit.</b>	Prof. H. Paul Shuch
1/21/20	<b>Basic Aerodynamic Principles Demonstrated in Aerobatics</b> <b>Qualifies for FAA WINGS credit.</b>	Dagmar Kress
1/22/20	<b>EAA Proficiency365™ - Stay Active and Current Year-Round</b> <b>Qualifies for FAA WINGS credit.</b>	Radek Wyrzykowski
1/29/20	<b>Compression Testing Aircraft Engines and Maximizing Cylinder Life</b> <b>Qualifies for FAA WINGS and AMT credit.</b>	Bill Ross
2/5/20	<b>Bolted Joints in Tension</b> <b>Qualifies for FAA WINGS and AMT credit.</b>	Mike Busch



**JANUARY 2020**



**EAA CHAPTER 1387 NEWSLETTER**

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