

EXPERIMENTAL AIRCRAFT ASSOCIATION

Chronology

January 1953

Paul Poberezny, the leader of a small group of aviation enthusiasts who had been assembling at his home on an irregular basis, founded the Experimental Aircraft Association and is elected its first President. On Jan. 26, 1953, Poberezny calls the first official meeting of EAA at Curtiss-Wright (now Timmerman) Field in Milwaukee. The group originally gathered together to aid and assist amateur aircraft builders. However, its purposes quickly encompassed the promotion of all facets of aviation — especially sport aviation, the preservation of America's rich heritage of personal flight — and the promotion of aviation safety.

The organization derives its name from the "Experimental Aircraft" category, which is assigned to airplanes used for recreational and educational purposes only. One of the keys to the association's constant growth is the fact that its membership is open to everyone interested in aviation.

February 1953

The first issue of the official EAA newsletter — *The Experimenter* — is published. The newsletter is originally written, typed and mimeographed in Paul and Audrey Poberezny's basement and eventually evolves into *Sport Aviation*, EAA's flagship publication.

September 1953

The first annual EAA Fly-in Convention is held at Curtiss-Wright Airport in Milwaukee. It was the official business and social gathering of the fledgling EAA. It was also an effort by Paul Poberezny to bolster an ailing Milwaukee "air pageant." Although the first EAA Fly-In was considered an unqualified success at the time, it was a humble affair compared to today's EAA AirVenture fly-in, one of the world's largest and most significant aviation events.

October 1953

EAA member Ray Stits requests permission to establish an EAA Chapter in Riverside, Calif. EAA Chapter 1 is the first of 1,000 worldwide Chapters that provide local activities for aviation enthusiasts and retain the "grass roots" ambiance of the organization. The Chapter network is largely responsible for the continuation of EAA's legendary volunteerism and camaraderie.

1954

Early feature articles about EAA begin appearing in *FLYING* magazine and *MECHANIX ILLUSTRATED*. These feature articles are responsible for drawing early attention to EAA significantly boosting its membership. Many publications have since devoted entire issues to EAA and its activities.

1955

EAA's Project Schoolflight is born when St. Rita's High School in Chicago, uses Poberezny's updated "Baby Ace" as an aviation project. Eventually, Project Schoolflight will be administered by the non-profit EAA Aviation Foundation. As a result of this outreach program, there have been hundreds of amateur-built aircraft built in various schools.

May, June, July 1955

MECHANIX ILLUSTRATED magazine features a series of articles on the construction of the "Baby Ace" airplane. Paul Poberezny modified and improved the design of the original Corben Baby Ace when he obtained control of the defunct Corben Airplane Company. The "Baby Ace" is now a suitable project for amateur homebuilders. Articles on the airplane and its construction generate intense interest in EAA, Paul Poberezny and the "Baby Ace" by the many "do-it-yourselfers" in America, which again increased membership.

January 1958

The first issue of *Sport Aviation*, EAA's flagship publication, is mailed to EAA members. *Sport Aviation* is the direct descendant of *The Experimenter*.

August 1959

The seventh annual EAA Fly-in Convention outgrows its convention site at Curtiss-Wright Field in Milwaukee. Rockford, Ill., is selected as the new site of the annual EAA Convention, which now attracts hundreds of planes and thousands of aviation enthusiasts.

April 1962

The EAA Air Museum Foundation is incorporated to permit tax-deductible donations. The new EAA Air Museum Foundation will eventually develop the world's largest private collection of aircraft and aviation related artifacts. The EAA Air Museum Foundation will also be responsible for EAA's outreach programs, research and development, educational programs and will co-sponsor the annual EAA Fly-in Convention.

August 1964

EAA Headquarters is moved from the basement of the Poberezny's home to a new building on property acquired in Franklin, Wis.

December 1966

EAA offices quickly outgrow their new Headquarters' building. As a result, a new Museum, office complex and restoration facility are added to the EAA Headquarters' site.

August 1970

The annual EAA Fly-in Convention has grown to include a total sport aviation exhibition. The Convention site in Rockford can no longer accommodate the annual celebration of flight and Oshkosh, Wis., is selected as the new and permanent site.

1971

The EAA Aviation Foundation embarks on a research and

development program directed at proving the utility, economy and safety of using unleaded automobile fuel in certain types of aircraft.

August 1971

Because many EAA members are interested in specific types of aviation activities, three EAA divisions are established to cater to their specialized activities. They include the Antique/Classic Division (now Vintage Aircraft Association), the International Aerobatic Club and Warbirds of America. Each of these Divisions has its own Board of Directors and newsletter. The newsletters will eventually develop into monthly publications.

August 1976

Tom Poberezny, son of Paul Poberezny, is named chairman of the annual EAA Fly-In Convention and Sport Aviation Exhibition. The 1976 Convention is a milestone in the history of aviation as John Moody, the "father" of the modern ultralight movement, displays his powered hang glider for the first time.

1977

On the anniversary of Charles Lindbergh's historic solo Atlantic flight, a meticulously accurate reproduction of "The Spirit of St. Louis" built in the EAA Aviation Foundation's restoration shop, embarks on a cross-country commemorative tour. This tour is aimed at rekindling America's interest in its aviation history.

1978

The EAA Aviation Foundation, through Project Schoolflight, commissions an exact replica of Orville and Wilbur Wright's "Flyer" to be constructed by students at Blackhawk Technical School in Janesville, Wis. The "Flyer" will become the centerpiece of the EAA Aviation Foundation's Museum.

August 1980

EAA and the EAA Aviation Foundation Boards of Directors vote to establish new EAA facilities adjacent to the Convention site in Oshkosh, Wis.

1981

EAA establishes the first, exclusive ultralight organization in the history of the United States by forming the EAA Ultralight Association. Rapidly growing into the largest ultralight organization in the world, the EAA Ultralight Association begins publishing its own monthly magazine, *ULTRALIGHT*.

April 1981

Tom Poberezny is appointed President of the EAA Aviation Foundation.

August 1982

Construction begins on the new EAA Aviation Center and International Headquarters in Oshkosh. In addition to housing a large and sophisticated Air Museum, the new facility will include mini-theaters, restoration shops, full technical and historical libraries, a meeting and conference center and the international headquarters of EAA and the EAA Aviation Foundation.

September 1982

The first annual EAA Ultralight Convention is hosted by the EAA Aviation Foundation, EAA and the EAA Ultralight Association. This convention, which continues for several years, becomes the world's largest and most comprehensive ultralight event.

December 1982

The EAA Ultralight Association becomes a division of the National Aeronautic Association (NAA) and is authorized to be the sole representative on all ultralight matters within the United States. It will report directly to the Federation Aeronautique Internationale (FAI), the international sport aviation governing body, which sanctions aviation record attempts. EAA is now NAA's representative on ultralight, antique and amateur-built aircraft to the FAI. In addition, EAA's International Aerobatic Club is NAA's representative for aerobatic flight.

June 1983

EAA successfully petitions the FAA for an exemption to FAR Part 103 governing Ultralight operations. The exemption permits flight training in two-place ultralights.

August 1983

The 1983 EAA Convention is the largest and most successful to date. A total of 1,521 show planes are registered, and visitors represent 71 different countries. More than 40,000 aviation enthusiasts utilize the EAA campgrounds, and EAA activities feature more than 300 forums, seminars, workshops and more than 400 commercial exhibitors.

During the EAA Convention, Federal Aviation Administrator J. Lynn Helms presents Paul Poberezny with auto fuel STCs for Cessna 120, 140, 180 and 182 type aircraft.

The new EAA Aviation Center building is dedicated at Wittman Field in Oshkosh. The 100,000-square foot facility includes the international headquarters of EAA and the EAA Aviation Foundation, as well as the world-class EAA Air Adventure Museum.

August 1983

The EAA Aviation Foundation, along with researchers, suppliers and manufacturers, is invited to testify before the House Subcommittee on Transportation, Aviation and materials regarding alternative fuels for general aviation. Testifying on behalf of the Foundation, Harry Zeisloft, technical director of the Kermit Weeks Flight Research Center, points out the immediate need for an alternative to avgas and the continuing necessity for alternative fuels in the future. The Subcommittee praises the Foundation's auto fuel research program.

September 1983

Paul Poberezny is awarded the Federation Aeronautique Internationale's gold Air Medal at ceremonies in Los Angeles. The presentation takes place during the 76th annual FAI World Conference. The gold Air Medal, which is FAI's highest honor, cites Poberezny's aeronautic service on a national and international level, his achievements in aviation, as well as his initiative, and devotion to the cause of aviation.

January 1984

The entire EAA Headquarters and corporate offices of the EAA Aviation Foundation move to their new facilities in the EAA Aviation Center in Oshkosh.

Tom Poberezny, president of the non-profit EAA Aviation Foundation, announces the establishment of an educational Air Academy for young people ages 15-17. The first session of the EAA Air Academy will be held July 15-Aug. 4, 1984.

February 1984

For the second year in a row, the EAA Fly-in Convention and Sport Aviation Exhibition is named one of the top 100 tourist attractions on the North American continent.

March 1984

The non-profit EAA Aviation Foundation receives FAA approval to issue additional auto fuel STCs for a wide range of aircraft. A total of 101 separate aircraft models are now eligible for EAA's auto fuel STCs.

The gondola of the first manned balloon to cross the Pacific Ocean, the Double Eagle V, arrives at the EAA Aviation Center. It will become one of the EAA museum's "visitor participation" exhibits in the Air Challenger's Gallery

April 1984

The EAA Aviation Center, since its dedication in July 1983, has already been visited by more than 165,000 people. The Air Museum has been praised by aviation enthusiasts, aviation publications and museum professionals.

June 1984

During the third annual EAA International Ultralight Convention, Paul Poberezny discusses his recent recommendation for mandatory registration of ultralights and an FAA-administered written exam for ultralight pilots with many ultralight manufacturers. The exam would verify that ultralight operators have sufficient knowledge to operate their vehicles in a safe manner without hazard to the public or to other users of airspace.

Samuel R. Pierce, Jr., Secretary of the U.S. Department of Housing and Urban Development announces that the EAA Aviation Center in Oshkosh, Wis., is one of the 10 public/private partnerships selected to receive a HUD award for National Excellence.

July 1984

Tom Poberezny dedicates the Carnauba Expedition Exhibit at the EAA Air Museum. Museum visitors are able to gain a greater appreciation for both aviation and the Carnauba Expedition by "experiencing" a 6½-minute flight through the jungles of South America along the Amazon River by using modern audio/visual technology. The exhibit is a replica of the Sikorsky S-38 Amphibian airplane that flew the original Carnauba expedition.

August 1984

The 32nd annual EAA International Fly-In Convention is a great success. One of the highlights of the Convention was the arrival of *Voyager* on July 29. It was the first major public exhibition of this unique aircraft that went on to circle the globe non-stop without refueling in December 1986.

January 1985

Light Plane World is the title of a dynamic new monthly magazine joining the EAA family of publications. It will encompass the entire world of light personal aviation, from ultralights to "primary" aircraft, from Aircraft Recreational Vehicles (ARVs) to kitplanes and will emphasize information on "homebuilt" design and construction.

May 1985

EAA petitioned the FAA to amend Federal Aviation Regulations to permit the use of previously effective airworthiness standards and procedures for type certification of recreational and training aircraft. These airplanes would be limited to a single engine of 100 hp (or less) and could not carry more than two occupants. This amendment would lower the design and manufacturing costs for such aircraft and would lead to renewed interest in the production of light planes.

May 1985

The EAA Aviation Foundation has reached a milestone in its alternative fuels research and development program. On May 31, 1985, L. E. Lamb received the Foundation's Supplemental Type Certificate (STC) for his 1946 Ercoupe. The STC was the 10,000th issued by the Foundation since the program was initiated in 1980. The FAA has now fully approved the use of unleaded automobile gasoline for more than 300 different aircraft models and engine combinations.

July 1985

The 33rd annual EAA International Fly-In Convention and Sport Aviation Exhibition welcomes record numbers of people and airplanes congregated to celebrate "The World of Flight." The convention saw 1,760 show planes register (the highest total ever), 12,000 transient aircraft, visitors from 66 foreign countries and more than 800 members of the press corps reported on this year's convention. The most outstanding event of the convention was undoubtedly the arrival of the British Airways' Concorde. This was the first appearance of the supersonic jet in the Midwest.

August 1985

A Smithsonian photo exhibition by the Wright Brothers, entitled "Early Flight: 1900-1911" goes on exhibit at the EAA Aviation Center in the Gilbert H. Hansen Photography Gallery.

November 1985

The unaffordability and unavailability of product liability insurance is becoming the number one threat to aviation's future. EAA forms a task force to investigate this problem and to testify at Congressional hearings.

January 1986

Paul Poberezny announces the consolidation of the EAA Ultralight Association into the general framework of EAA. The move to consolidate the Ultralight Association was prompted by the ultralight movement's shift in focus from ultralight aircraft to a wide variety of light aircraft. EAA will continue to support all Ultralight Chapters and will also continue to improve EAA's *Light Plane World* magazine, which concentrates on ultralights, light planes and the interests of the homebuilder.

Tom Poberezny, president of EAA Aviation Foundation, is appointed publisher of the five EAA Division magazines: *Sport Aviation*, *The Vintage Airplane*, *Warbirds*, *Light Plane World* and *Sport Aerobatics*.

May 1986

A 2,500-square foot addition to the EAA Air Museum will house EAA's new Vistascope Theater, which brings sight and sound together for a "total sensory experience," incorporating specially-designed film and equipment. The film is projected onto a 12x30-foot concave screen which fills the viewers' entire field of vision. The audio track is amplified and played through a comprehensive stereo system that circulates sound throughout the theater.

Pioneer Airport, which is located directly behind the EAA Aviation Center, is created to capture the spirit of the early pioneers of flight — the barnstormers. The "barnstormers" fly some of the EAA Aviation Foundation's collection of antique aircraft.

July 1986

Paul Poberezny is named Chief Judge of the 1986 National Championship Air Races at Reno, Nev.

August 1986

The tone for the 34th annual EAA Fly-in Convention is set early with the arrival of the Goodyear Blimp. The Italian military precision jet team, "Frecce Tricolori" made its first visit to North America by thrilling Convention audiences with their performances in 10 Aermacchi MB-339A two-place jet trainers. Statistics emerging include an estimated 10,000 transient aircraft; 1,741 show planes registered; 1,424 visitors from 66 foreign countries; and a record 938 members of the international press corps reported this year's EAA AirVenture celebration.

October 1986

The newly established Wisconsin Aviation Hall of Fame salutes General William "Billy" Mitchell, EAA President Paul Poberezny and air racing great S. J. "Steve" Wittman as its first three charter inductees at a special dinner banquet at the EAA Aviation Center. The Hall of Fame will be housed in the EAA Facility.

The EAA Aviation Foundation's replica of Charles Lindbergh's "Spirit of St. Louis" is officially retired today in ceremonies at the EAA Air Museum. The plane, which has been seen by millions of people during travels to more than 210 cities in the United States and Canada, is now on permanent display. The plane was built by EAA museum staff members in 1976-77 to commemorate the 50th anniversary of Lindbergh's historic solo flight across the Atlantic Ocean.

The EAA Air Museum becomes the first museum in the country with a strictly aviation theme to receive accreditation by the American Association of Museums (AAM). The accreditation followed an intensive series of evaluations and successfully capped a three-year EAA Air Museum accreditation process.

May 1987

The EAA Aviation Foundation's "Spirit of St. Louis" replica comes out of retirement and arrives in Paris to re-enact Charles Lindbergh's landing at LeBourget Field, which culminated the his historic solo flight across the Atlantic Ocean 60 years ago. Piloted by airline captain and longtime EAA member Verne Jobst, the "Spirit" also attends the Paris Air Show.

July 1987

A striking new exhibit that welcomes visitors to the EAA Air Adventure Museum in Oshkosh. The exhibit, located next to Highway 41 on the EAA grounds, features an authentic F-86 fighter jet elevated on a steel pedestal.

A 15x44-foot mural painted by the internationally renowned British artist Frank Wootton and enlarged by state-of-the-art computer technology is unveiled. The "Airpower Panorama" exhibit depicts B-17 bombers flying combat formation over Europe during World War II and is located in the "Warbird Gallery."

March 1988

EAA opposes a Notice of Proposed Rulemaking (NPRM) that would require the use of Mode C transponders in a major portion of the airspace throughout the United States. This NPRM would impose massive new airspace restrictions on sport and general aviation aircraft. Paul Poberezny says if the NPRM is adopted in its present form, it will be a "death knell for general aviation." EAA favors use of Mode C transponders in appropriate areas of high density traffic and where there is a potential for conflict, as the current air traffic control system cannot handle the additional workload from this NPRM.

Construction begins on a dynamic new exhibit featuring the EAA Aviation Foundation's famous "Spirit of St. Louis" replica. This exhibit will capture the excitement of Charles A. Lindbergh's historic solo flight across the Atlantic Ocean.

May 1988

In December 1986, a worldwide audience followed the incredible round-the-world flight of the Voyager aircraft and her two pilots, Dick Rutan and Jeana Yeager. The new Voyager Exhibit at the EAA Air Adventure Museum includes a mock up of Voyager's cockpit area that was made from the same molds as the original airplane. This is the only place in the world where people can look inside and see how difficult it must have been to maneuver and understand the physical and mental strain of this nine-day flight.

July 1988

EAA Aviation Foundation receives a \$200,000 grant from The Lynde and Harry Bradley Foundation of Milwaukee to support the Museum's new Eagle Hangar addition, a facility designed to recognize the significant contributions of the men, women and aircraft of World War II. The 42,000 square feet of exhibit area will contain a significant portion of the EAA Aviation Foundation's "Warbird" aircraft collection; a 110-foot mural identifying major WWII aerial fighting units; a Quonset hut "briefing room;" an engine repair shop; a Naval aviation exhibit and many other displays and artifacts.

Air traffic at EAA's 36th annual Fly-In Convention is nearly four times busier than O'Hare Field in Chicago, Wittman Field recorded approximately 12,000 airplanes, including a record 2,053 showplanes, coming into the Fly-in.

February 1989

Paul and Tom Poberezny are awarded honorary Doctor of Engineering degrees from Milwaukee School of Engineering.

March 1989

FAA issues a proposed plan for a "Primary Aircraft Category" based on petitions from EAA and AOPA. The category includes certification standards for airplanes under 2,700 pounds. It is not until 1992, however, that the proposal becomes part of FAA rules.

April 1989

Paul Poberezny announces his resignation as EAA President after 37 years in the office. Four months later, he is elected to a new position as EAA Chairman of the Board. Tom Poberezny is elected by EAA members to become the new president of the 125,000-member organization.

May 1989

FAA creates a new "recreational pilot certificate" as a lower cost alternative to private pilot certification. EAA had petitioned for the category in 1984.

July 1989

The "Eagle Hangar," a 44,000-square foot addition to the EAA Air Adventure Museum, is dedicated. The Eagle Hangar is a tribute to the people and aircraft that participated in World War II. More than a dozen airplanes for the era are eventually on exhibit in the facility.

The EAA Aviation Foundation's Audio-Video Center is dedicated in honor of broadcaster Paul Harvey, who has a long association with aviation and EAA.

August 1989

"Jennies to Jets" was the theme of the 37th annual EAA Fly-In Convention. Featured attractions included six antique Curtiss JN-4D "Jennies," the SR-71 "Blackbird" spy plane, five C-5 "Galaxies" and a number of Soviet aircraft.

December 1989

A new film titled "On The Wing" premieres in the Museum's Air Adventure Theater. The production explores natural and human-powered flight from the beginning of time.

January 1990

EAA joined FAA in completing the first phase of an aviation safety project by releasing a handbook for amateur-built aircraft flight-testing.

August 1990

The 38th annual EAA Fly-In Convention featured a 50th anniversary "Battle of Britain" program; appearances by the F-117A "Stealth" fighter and B-1B bomber; and British Airways' supersonic "Concorde."

January 1991

EAA Founder Paul Poberezny calls upon FAA to create a new certification process for single-engine, two-place aircraft used primarily for training and recreational flying. This effort eventually led to the Small Aircraft Certification Compliance Program announced in July 1992.

The second "Spirit of St. Louis" replica completes flight tests. It begins regular flights later in the year. The aircraft continues to fly around the country today as a promotion and teaching tool.

April 1991

EAA petitions FAA to consider rules changes regarding aircraft operation in and around Terminal Control Areas (TCAs). The changes would allow smaller airplanes without Mode C communications equipment to use airports within TCAs.

August 1991

The 39th annual EAA Fly-In Convention included tributes to the AVG "Flying Tigers" and the aircraft of "Operation Desert Storm"; an exhibit honoring the "Golden Age of Air Racing"; and the world's only flying B-29 "Superfortress."

September 1991

FAA approves changes in two-seat ultralight training exemptions proposed by EAA and the United States Ultralight Association. The new rules more accurately affected the larger ultralights being used for training and recreational flight.

January 1992

A new category of aircraft — Contemporary Classics built between 1956 and 1960 — is incorporated into EAA's Antique/Classic Division.

March 1992

FAA, in a recommendation from EAA, adopts European Joint Aviation Requirements-Very Light Airplanes as equal to American Federal Aviation Regulations in determining compliance of light aircraft.

May 1992

Production begins on a new feature film titled "Young Eagle," starring Academy-award winning actor Cliff Robertson. The production, aimed at drawing young people to aviation, is completed in December and premieres in January 1993.

The EAA Aviation Foundation acquires nine early jet fighters from the Combat Jets Flying Museum in Houston. The addition completes the Foundation's collection from the earliest powered flight to the jet age.

June 1992

EAA and other organizations successfully push for an appeals process for pilots and flight engineers whose cases are brought before FAA.

July 1992

The Small Aircraft Certification Compliance Program is announced at the EAA Fly-In Convention. The program enables light private and training aircraft to meet simplified certification regulations as opposed to large passenger aircraft.

The EAA Aviation Foundation launches the Young Eagles Program. The goal of the program is to provide one million young people with an airplane ride by the year 2003 and spark a new generation's interest in aviation.

August 1992

A record 2,398 showplanes attend the EAA Fly-In Convention. Highlights include tributes to the 357th Fighter Group, World War II Glider Pilots, Doolittle Raiders and Tuskegee Airmen. Sections of a P-38 frozen in the Greenland ice cap since 1942 were also brought to the Convention by the Greenland Expedition Society.

September 1992

Following a decade-long debate, EAA's push for a new Primary Aircraft Category is established by FAA.

January 1993

EAA marks its 40th anniversary with more than 133,000 active members in over 70 nations. The international Chapter network includes more than 750 Chapters. Jack Cox authors a series of historical articles on EAA in *Sport Aviation*.

February 1993

FAA awards the EAA Aviation Foundation a \$25,000 grant for further research into alternative aviation fuels. EAA and the Florida Institute of Technology begin a research program to study the impact of oxygenated auto fuel on aircraft systems.

EAA representatives join with FAA staffers, the Small Aircraft Manufacturers Association and engine and propeller manufacturers to begin work on simplified certification procedures for aircraft engines and propellers.

March 1993

Matthew White of Excelsior Springs, Mo., becomes the 10,000th Young Eagle to fly since the program's introduction in 1992.

May 1993

The Pitcairn and Ryan Hangars open at the Air Adventure Museum's Pioneer Airport. The structures became the fifth and sixth buildings at facility, which honor vintage airplanes from before World War II.

EAA and Winnebago County approves a new lease agreement, keeping the EAA Fly-In Convention in Oshkosh for the next 25 years.

Carol Waxmundsky and Ethan Martin become the first two participants in the Cliff Robertson Airport Work Experience Program — a program designed to allow two teenagers to gain work experience by participating in the upkeep of airplanes at the EAA Aviation Center.

July 1993

EAA reacts quickly to an FAA moratorium on airworthiness certificates for imported experimental and air racing aircraft. Working with the federal agency, EAA helps develop new standards by early 1994 that allow the certification process to begin once more.

August 1993

The 41st annual EAA Fly-In Convention goes on despite Midwest flooding that causes logistical headaches and keeps many people from attending the event. The U.S. House Aviation Subcommittee holds a forum at the event for the first time, and the new Global Positioning System is tested during the Fly-In. A Formula One world speed record is set and the Breiting World Cup aerobatic series stops at Oshkosh.

September 1993

EAA helps organize a conference in Kansas City regarding the revitalization of general aviation. Industry and government representatives establish issues to be covered and agree that the EAA-led Small Airplane Certification Compliance Program should be used as a model for cooperation between all aviation entities.

EAA proposes that pilots holding at least a recreational pilot's license be allowed to exercise recreational pilot privileges without a third-class medical certificate.

October 1993

EAA opens the Homebuilders' Hall of Fame and the Antique/Classic Hall of Fame at EAA Headquarters. Paul Poberezny, George Bogardus and Steve Wittman are the first homebuilders honored; George York and Buck Hilbert are inducted into the Antique/Classic Hall.

October 1993

For the first time, a prime-time TV special featuring the EAA Fly-In Convention is broadcast nationwide. The program on ESPN draws more than 2 million viewers.

November 1993

EAA takes over Chairmanship of the General Aviation Action Plan Coalition, a group of industry and association representatives aiming to revitalize general aviation. Among the issues established are amateur-built aircraft safety, unapproved parts availability and video training opportunities.

December 1993

Tom Poberezny appears on National Public Radio to discuss amateur-built aircraft and the innovations homebuilt airplanes have brought to general aviation.

EAA closes the year with a record 137,000 members in more than 100 countries.

February 1994

EAA testifies in opposition of placing the nation's air traffic control system under a federal corporation. Safety and service might be hampered under such a system, while general and sport aviation pilots might be forced to pay "user fees" for many services they would not need, according to the association.

March 1994

The Foundation's B-17 "Flying Fortress" leaves on its first-ever national tour. Over the next four months, thousands of people will tour the restored World War II bomber at one of the more than 40 stops on the tour. Hundreds more will join the B-17 Historical Society and have the opportunity to fly the airplane.

May 1994

The Foundation's F4U "Corsair" flies for the first time following a 13-year restoration project.

June 1994

More than 18,000 young people on four continents fly during the first International Young Eagles Day. The flights help boost the total number of Young Eagles to more than 85,000.

Tom Poberezny chairs a fundraising committee that will help aviation legend Bob Hoover with his legal costs against FAA. Hoover had his medical certificate pulled by the FAA in 1993 and is fighting to have it reinstated.

July 1994

EAA announces a new Flight Advisors program at the 1994 Fly-In Convention. The program will allow experienced homebuilders and restorers to provide advice and counsel to those unfamiliar with building or restoring airplanes.

FAA gives final approval to new guidelines for experimental, exhibition and air racing aircraft. EAA was invited to participate in the formation of those guidelines.

August 1994

The 42nd annual EAA Fly-In Convention welcomes a record 2,584 showplanes. Among the highlights was an appearance by 15 Apollo astronauts, British Airways' Concorde, a first-ever "Jet Days" program, a B-2 bomber fly-by and a salute to the World War II "Jolly Rogers." U.S. Transportation Secretary Federico Pena, FAA Administrator David Hinson and Air Force Chief of Staff Merrill McPeak all attended the Convention, further advancing the event's place as a top aviation event in the world.

Construction begins on two new exhibit hangars that would add 80,000 square feet of exhibit space to the Convention grounds. The project was a further expansion of the Convention grounds and the growing agreement that EAA AirVenture is becoming the nation's leading aviation event.

President Clinton signs the General Aviation Revitalization Act into law, ending a six-year battle for liability reform for the general aviation industry. The new law provides for an 18-year statute of repose for liability suits against the original manufacturer for certificated aircraft of less than 20 seats.

September 1994

After two months in Oshkosh, the Foundation's B-17 began the second half of its national Heritage Tour with stops in Minnesota, Iowa and Nebraska. It would fly through the southwestern U.S. before returning to Oshkosh in October.

The number of EAA Chapters breaks the 800 mark, with Chapters established on five continents.

Matthew Jurnagan of Corona, Calif. becomes the 100,000th Young Eagle flown since the program's introduction when the 13-year-old boy flies with pilot Jeanette Walder of Santa Ana, Calif.

February 1995

EAA and ESPN reach an agreement to produce 12 one-hour programs on the world of flight for ESPN2. The series, titled "Ultimate Flights," will feature a diverse spectrum of aviation activities and will premiere in July 1995.

May 1995

EAA surpasses the 150,000-member mark, the highest total in its history. EAA's Antique/Classic Division also expands to more than 10,000 members.

The National Association of Flight Instructors (NAFI), an organization representing more than 3,000 flight instructors throughout the country, becomes an affiliate of EAA.

July 1995

The “Women with Wings” exhibit opens in the Air Adventure Museum. The 18-screen video display salutes women who have made a difference in the world of flight.

August 1995

The 43rd annual EAA Fly-In Convention includes the first two of four new exhibit hangars on the Convention grounds, boosting exhibitor totals to more than 700.

October 1995

EAA helps celebrated aerobatic pilot Bob Hoover regain his medical certificate. Revoked for medical reasons, the incident began a three-year fight against the FAA’s emergency revocation power. Hoover’s revocation questioned FAA’s power and resulted in the introduction of the “Hoover Bill” to congress creating a review process of emergency revocation.

November 1995

EAA’s Aviation Medical Examiner (AME) Pilot Advocate Program begins advising pilots who may be having difficulties obtaining their medical certificates. More than 100 AMEs throughout the country volunteered to assist EAA member pilots who need advice in various areas of medical certification.

December 1995

EAA creates the Ultimate Flights web page providing internet features about information presented on ESPN2’s Ultimate Flight Television series. Future websites will include pages on the EAA Aviation Foundation and the Young Eagles Program.

The Eagles Aerobatic Team flies its final show at Daytona Skyfest. The team, comprised of EAA President Tom Poberezny, Charlie Hillard and Gene Soucy, flew 3,000 shows over 25 years and reached unprecedented levels of aerobatic performance.

April 1996

EAA conducts an extensive review of FAA proposed medical standards for Airman Certification. The EAA Aeromedical Council works with the agency to eliminate objectable proposals creating an improved pilot medical standard.

September 1996

The GlaStar, built by volunteers for Young Eagle Operations out of Pioneer Airport, passes FAA inspection. The GlaStar was selected after volunteer pilots contributed their ideas of an airplane to fly Young Eagles. The aircraft will later become part of the EAA Aviation Foundation’s fuel research program.

1997

EAA Television debuts *Sport Flying* on the Speedvision cable channel. Three-time national aerobatic champion Patty Wagstaff and Apollo 12 Commander Pete Conrad serve as field editors each bringing a unique perspective to the world of flight.

February 1997

EAA President Tom Poberezny announces the creation of a Blue Ribbon Advisory Panel named “Vision of Eagles,” to review EAA’s present youth and education programs. The panel expands summer aviation education experiences at the EAA Aviation Center furthering EAA’s commitment to youth education. Summer programs serve as the next step to the Young Eagles Program, the most ambitious youth aviation program ever undertaken.

March 1997

Paul Poberezny, EAA founder, is inducted into the International Aerospace Hall of Fame in San Diego. He receives recognition for his leadership and lifelong contribution to the international aviation community.

April 1997

EAA successfully lobbies the FAA to decrease restrictions of the Recreational Pilots License allowing pilots to learn to fly quicker and more economically. The license was created at the recommendation of EAA to encourage new pilots to enjoy general aviation without earning higher pilot ratings.

October 1997

EAA receives more than 250 national media inquiries in a three-day period following the tragic death of entertainer John Denver in a homebuilt aircraft accident. EAA’s response to the tragedy helps people more fully understand amateur-built aircraft and avoid an outcry for new and unreasonable restrictions.

The Environmental Protection Agency recognizes EAA for its efforts to demonstrate that aircraft can be repainted using environmental friendly materials.

February 1998

After eight years of testing and research by EAA and Cessna, the American Society for Testing Materials approves a new specificity for 82-grade unleaded aviation fuel. This advancement is a major step towards the use of unleaded fuel in all general aviation aircraft and a milestone in EAA Aviation Foundation’s 22 years of fuel research.

May 1998

The EAA Air Academy lodge is completed providing housing for the EAA Air Academy. The facility will serve 1,000 young people each year as they attend educational sessions exploring the scope of aviation including aeromodeling, ballooning, aircraft construction and restoration and aviation history.

July 1998

The 48th annual AirVenture broke attendance records with the Friday of the convention was also the single-day largest attendance in the history of the annual convention. Ideal weather and the return of the Concorde helped to draw record-breaking numbers.

July 1998

EAA Young Eagles program reaches 400,000 flights, allowing young people to discover more about the world of flight and the possibilities within themselves.

September 1998

EAA is named one of the top 100 non-profit organizations in Reshe Hamilton and Robert Tragert's book *100 Best Non-Profits To Work For*. Selected out of 700,000 organizations in the United States, EAA was described as "one of the more passionate followings in the world of aviation...EAA appears likely to keep growing and to continue catering to the needs of its exceptionally devoted members."

1999

Construction is complete on the Leadership Center, an addition to EAA headquarters in Oshkosh. The new facility houses staff offices and educational programs.

The addition also creates Hangar X in the EAA AirVenture Museum. Complete with a "Clean Room" entrance, Hangar X provides a fun sight, sound and touch exploration of the Lockheed F-22 Raptor.

EAA establishes its Homebuilt Aircraft Council to serve the expanding needs of the homebuilt aircraft community.

The EAA AirVenture Museum finishes 1999 with its highest attendance in its 16-year history. During the year, 165,789 people visited the museum experiencing the history of flight from the Wright Brothers, to Charles Lindbergh's *Spirit of St. Louis* and the half-scale model of the Lockheed F-22 Raptor fighter jet.

April 1999

The National Association of Flight Instructors (NAFI), an affiliate of EAA, launches its official monthly publication *NAFI Mentor*. Designed expressly for flight instructors, *Mentor* will help members expand their teaching knowledge and ability to remain current.

May 1999

EAA announces the addition of KidVenture to AirVenture 1999. The program will be an opportunity for children and young aviation enthusiasts to actively participate in the convention. KidVenture venues will include a control line model airplane area, RC model construction, plus technical classroom activities of wing rib construction, flight simulation and a science demonstration area.

July 1999

EAA Founder Paul Poberezny is inducted into the National Aviation Hall of Fame in Dayton, Ohio, joining the nation's top aviation legends and honoring his contributions to American aviation.

July 1999

EAA AirVenture 1999 is a success once again and visitors see the first phase of the Forums Plaza redevelopment, a three-year program that replaces the forum tents with permanent pavilions featuring modern communications systems.

November 1999

Three ultralight legends become the first inductees in the EAA Ultralight Hall of Fame, the fifth Hall of Fame established through EAA for various sport aviation activities.

January 2000

Tom Poberezny, EAA president, is appointed as the sixth Commissioner of the prestigious Centennial of Flight commission, which will play the leading role the nation's celebration of commemorating 100 years of powered flight in 2003. The commission was created by an Act of Congress to coordinate and publicize "public activities celebrating the achievements of Wilbur and Orville Wright."

EAA establishes the www.safetydata.com website, which offers maintenance, safety and regulatory information on hundreds of homebuilt and ultralight aircraft.

May 2000

FAA grants exemption to members of EAA, the National Association of Flight Instructors, and the Small Aircraft Manufacturers Association allowing them to rent their armature-built experimental aircraft to other pilots to obtain transition flight training in homebuilt aircrafts.

July 2000

EAA announces its plans for its year-long celebration of the centennial of flight during AirVenture 2000. Entitled "Countdown to Kitty Hawk," the commemoration will feature the authentic reproduction of the Wrights' 1903 *Flyer*, which will be flown at the Wright Brothers National Memorial at Kill Devil Hills, N.C., on Dec. 17, 2003.

September 2000

EAA officially unveils the "Countdown to Kitty Hawk" program during a news conference held at the National Air & Space Museum in Washington, D.C. Media from around the world report on the initiative, which will be highlighted by the flight of the EAA Wright Flyer reproduction at Kitty Hawk, N.C., on Dec. 17, 2003.

November 2000

EAA efforts help eliminate threatening language in House Resolution 4205 which included a provision requiring the demilitarization of surplus military equipment, including aircraft. EAA became the first aviation organization to lobby for the language's alteration or elimination protecting warbird aircraft.

2001

The Young Eagles Program reaches 700,000 flights. The program has given children their first flight in 90 different countries, taking off from grass strips and international airports, in antique and modern aircraft. While Young Eagles celebrates this milestone, EAA members continue toward their goal to fly 1 million young eagles by the centennial of flight in 2003.

July 2001

EAA's "Countdown to Kitty Hawk" countdown clock was switched on at 1:22 p.m. July 24, 2001, counting down the 875 days to 10:25 a.m. on Dec. 17, 2003, when EAA's authentic reproduction of the Wrights' 1903 *Flyer* will take flight at the Wright Brothers National Memorial. Visitors can watch the clock's countdown at the EAA AirVenture Museum.

August 2001

EAA launches e-Hotline to keep members and affiliates informed of the latest aviation news. Delivered every Friday afternoon by e-mail, e-Hotline subscribers receive brief reports of EAA news, sport and pilot updates, upcoming chapter events and answers to the Question of the Week.

September 2001

In the aftermath of the terrorist attacks on the World Trade Center and Pentagon, EAA helps lead the defense of general aviation, using its contacts in federal government to reopen the national airspace as quickly as possible and preventing unreasonable restrictions on private flying. EAA also joins other aviation organizations in creating common-sense security recommendations for general aviation.

October 2001

EAA introduces an internet-based "EAA Flight Planner," allowing pilots to create complete flight plans by entering the identifier of their departure and destination airports. The flight plans include weather briefings, NOTAMs and digitally generated sectional charts. The service is free for all EAA members.

Tom Poberezny, EAA president, testifies before the House Aviation Subcommittee about recommendations and information for the return of general aviation to the skies after Sept. 11, 2001. The integrity EAA has earned over its 48 years, brings credibility to its recommendations enabling EAA to assist the country with the return of general aviation.

December 2001

EAA AirVenture 2002 is named one of North America's "100 Best Events" by an elite tourism industry selection committee for the American Bus Association. AirVenture 2002 will be the EAA's 50th annual convention.

February 2002

A decade-long effort by EAA to create simplified, economical categories of aircraft and pilot certification make a huge step forward as FAA releases the Sport Pilot/Light-Sport Aircraft proposal as a Notice of Proposed Rulemaking (NPRM). EAA hosts an industry conference to create consensus standards for the aircraft to be manufactured under the new rule.

June 2002

The EAA Family Flight and Balloon Festival draws thousands of visitors to the EAA AirVenture Museum for a weekend of flight activities. More than two dozen hot-air balloons lift off on June 2 as a highlight of the event.

July 2002

As part of EAA's 50th anniversary, the organization releases two new critically acclaimed items: a complete CD-ROM collection of *Sport Aviation* magazines covering 1953-2001, and a 50th anniversary book highlighting EAA's annual fly-in.

During EAA AirVenture 2002, EAA unveiled a new aircraft insurance plan, in association with Falcon Insurance, that helps ease the difficulty in obtaining coverage for many types of amateur-built aircraft.

September 2002

EAA and other aviation organizations jointly oppose federal legislation that would ban general aviation flights within three miles of large public events and open-air assemblies, claiming the proposal is based on economics instead of security reasons.

EAA petitions FAA to allow Recreational Pilots to use a state driver's license as medical certification, as part of a joint research project that would track medical issues for general aviation pilots.

November 2002

A new program designed by EAA, which addresses the shortage of Airworthiness Inspectors for homebuilt aircraft, is approved by FAA. The program will include EAA-designed curricula used in FAA training courses.

December 2002

EAA Founder Paul Poberezny receives the Wright Memorial Trophy, one of the nation's most prestigious aviation honors, from the National Aeronautics Association. Previous recipients include Charles Lindbergh and Neil Armstrong.

October 2003

Some 35,000 volunteer pilots help EAA reach its ambitious initial goal for the Young Eagles program, when 15-year-old Andrew Grant of German Valley, Ill., becomes Young Eagle No. 1,000,000. EAA also announces that the Young Eagles program, the most successful aviation education program ever created, will continue as a permanent part of EAA's activities.

December 2003

EAA's Countdown to Kitty Hawk program comes to a successful conclusion when an exact reproduction of the 1903 Wright Flyer is present at the Wright Brothers National Monument on Dec. 17, 2003 – 100 years to the day of the Wrights' first flight at the Kitty Hawk, N.C., location. The airplane successfully flew at Kitty Hawk in November and December, and some 35,000 aviation enthusiasts braved foul weather to be present at the anniversary.

March 2004

Many of the daily operations of the EAA Aviation Foundation are brought under the administration of EAA. The Foundation remains as an endowment and asset-holding corporation.

The *EAA Experimenter* magazine is retired as a new monthly publication, *EAA Sport Pilot & Light-Sport Aircraft*, makes its debut as the organization prepares to help aviation enthusiasts take advantage of the upcoming sport pilot rule.

Actor Harrison Ford, a dedicated EAA member and Young Eagles volunteer, accepts the chairmanship of the Young Eagles program, succeeding Gen. Chuck Yeager. Ford's chairmanship is announced at a national news conference in Van Nuys, Calif.

July 2004

Just prior to EAA AirVenture 2004, the FAA announces that the sport pilot/light-sport aircraft rule will become effective on Sept. 1, 2004. This is the culmination of EAA's 10-year effort to create new pilot and aircraft certifications devoted exclusively to recreational aviation.

September 2004

The new sport pilot/light-sport aircraft rule becomes effective on Sept. 1, 2004. Immediately, EAA moves to educate the aviation community and the public about the possibilities available under the rule. The organization also works to bolster the infrastructure to make the rule successful, including industry, instructors, insurance and much more.

January 2005

Cessna Aircraft becomes the first EAA "Partner in Flight," a program that shows aviation industry support for EAA's educational and inspirational mission.

February 2005

EAA announces that SpaceShipOne and White Knight, the aircraft that combined to make the first successful civilian space flight, will make its only public appearance at EAA AirVenture Oshkosh 2005. A month later, another blockbuster announcement was made, as the Virgin Atlantic GlobalFlyer — in which EAA member Steve Fossett had just completed the world's first nonstop, nonrefueled around-the-world flight, would also appear at AirVenture.

- March 2005** EAA kicks off its first Sport Pilot Tour, bringing the possibilities of sport pilot/light-sport aircraft flying to aviation enthusiasts in selected major cities throughout the U.S.
- July 2005** Boosted by SpaceShipOne, GlobalFlyer and other attractions, the EAA AirVenture fly-in is one of the most successful in EAA's history. In addition, the Very Light Jet (VLJ) industry uses AirVenture as a springboard, with announcements from Honda and Cessna regarding their new jets..
- January 2006** EAA announces that its members had flown 1.2 million Young Eagles by the end of 2005, with 10-year-old Gerald Miles of Newnan, Ga., being Young Eagle No. 1,200,000 flown.
- April 2006** EAA's efforts to uncomplicate medical certification for pilots reaches a major breakthrough, as proposals from EAA gained acceptance by FAA aeromedical officials. EAA's proposals, which grew out of EAA member input at AirVenture 2005, would lead to major changes in aeromedical certification within the following year.
- July 2006** EAA AirVenture Oshkosh 2006 is a major aviation news source, with announcements coming from Eclipse Aviation (provisional type certificate), Honda (production of HondaJet), Cessna (Exploration of light-sport aircraft market and next generation single-engine piston aircraft) and others. The F-22 Raptor military jet made its first appearance at the event. More than 625,000 people enjoy a week of activities, including a record opening-day crowd that saw the Beach Boys in concert following that day's air show.
- August 2006** EAA was voted Oshkosh's top tourist attraction, earning the Oshkosh *Northwestern* "People's Choice Award."
- September 2006** 35 years of AirVenture Forum recordings were made available, comprising more than 10,000 EAA presentations.
- December 2006** Harrison Ford extended his Young Eagles chairmanship for an additional two years, through mid-2009.
- NAFI presented first "Centenary Permanent Membership" to an active aviator, 101 year old John Miller.
- January 2007** Tom Petri, the congressman representing EAA's home district, was named the ranking minority member of the House Aviation Subcommittee.

March 2007

The Young Eagles program hit 1,300,000 youth flown when 12-year-old Arlene Martinez of Yuma, Ariz., was flown. The news comes as *EAA Sport Aviation* magazine features highlights of the 15th anniversary of the Young Eagles program.

July 2007

e-Hotline newsletter received a new look and was also the first edition of the *AirVenture Today* online edition.

During the month of July, nearly 1 million people visited www.airventure.org, totaling more than 3.8 million page views. EAA's video features were also seen by nearly a half-million people during the week of AirVenture. AirVenture attendance was up 3 percent over 2006. Attendance reached 560,000, with more than 2,600 showplanes among the 10,000 aircraft at the event. AirVenture highlights included Audrey Poberezny receiving the "Key to the City" of Oshkosh, acknowledging her many roles and contributions in EAA's growth through the past 55 years and after a decade the return of the Goodyear blimp.

September 2007

The first *Reach for the Sky* e-newsletter was sent to over 1,400 people who, during AirVenture 2007, expressed interest in more flight training.

October 2007

A speaker's bureau was established as a resource for EAA chapters seeking presenters or programs for meetings/gatherings.

November 2007

EAA switched to its "new look" home page on www.eaa.org. The updated site showcased that EAA represents "The Spirit of Aviation."

December 2007

EAA launches its official Facebook page as the organization enters the world of social networking.

February 2008

The AirVenture advance ticket purchase system became fully operational, allowing EAA members and non-members to purchase AirVenture admissions in advance through a secure website and print tickets that can be scanned and exchanged for wristbands.

EAA announced its new online calendar of events, with more than 1,000 aviation events listed.

March 2008

Total number of those holding sport pilot certificates surpassed 2,000.

EAA ChapterGram received a face-lift and features news from EAA headquarters, but also other news, success stories, and tips from other chapters, creating a dialogue throughout EAA's chapter network.

April 2008

Filming of “Public Enemies,” a full length feature film starring Johnny Depp and Christian Bale, utilized some EAA facilities and aircraft, as well as Wittman Regional Airport.

May 2008

Paul Poberezny was honored by the Wisconsin Historical Society as one of the five “Wisconsin History Makers.” Paul received the Seymour Cray Award for Distinction in Technology, recognizing his aviation career including the founding and development of EAA.

The online *EAA Sport Aviation* archive was unveiled, including 59,000 pages of the flagship publication from 1953-2006.

July 2008

Air operations began from Wittman Regional Airport’s new control tower located at the corner of Knapp Street Road and Waukau Avenue.

The Young Eagles program reached another milestone by surpassing the 1.4 million mark, with 10-year-old Noah Barfield of Midland, Ga., becoming Young Eagle No. 1,400,000.

July 28-August 3, 2008

Despite challenges from fuel prices and the economy, 540,000 attended AirVenture 2008. The showplanes once again numbered 2,500, including 1,000 homebuilt aircraft.

October 2008

EAA Aviation Center and AirVenture Museum commemorated its 25th anniversary.

EAA submitted its comments to the FAA regarding proposed policy changes for homebuilt aircraft, particularly the “51 percent rule.”

The 50th “Hints for Homebuilders” web video was posted. The popular online video series has received more than 350,000 plays since they first were introduced in early 2008.

November 2008

A web log (blog) was kicked off on www.airventure.org to highlight the progress of updates taking place on the AirVenture grounds.

January 2009

The Experimenter e-newsletter was launched to all EAA members on our e-mail list. In 48 hours, more than 17,000 people subscribed to the new monthly digest of aircraft building.

The UW-Oshkosh Center for Community Partnerships reported that AirVenture is responsible for \$110 million in economic impact each year, including \$84 million of direct spending by AirVenture participants.

January 2009

EAA's Twitter feed is launched, providing followers with quick updates to aviation news and happenings.
<http://www.twitter.com/eaupdate>

March 2009

Paul Poberezny stepped down as chairman of the board after serving in that role since 1989. Tom Poberezny was appointed the new chairman of the board and announced he was stepping down as president.

April 2009

A joint program, Next Step, was launched with Sporty's Pilot Shop. Following each Young Eagles flight the youth will receive a logbook and an access code to Sporty's online flight training course, free of charge.

May 2009

The new Aptify membership system was launched.

The "Brown Arch" on the AirVenture grounds received a makeover with a "Tribute Area" that includes paving bricks available purchase by EAA members and other aviation enthusiasts.

June 2009

A digital version of Sport Aviation was offered to all members.

EAA and the Aircraft Owners and Pilots Association (AOPA) begin to collaborate on issues and programs that protect, support and grow general aviation.

July 2009

The new Founders Wing at the AirVenture Museum is dedicated, allowing for greater flexibility of events, banquets and other functions. A part of the wing includes a re-creation of EAA's first office in the basement of Paul and Audrey Poberezny's home in Hales Corners, Wis.

EAA launched its own social community website, Oshkosh365. More than 20,000 members registered in the first month alone, giving aviation enthusiasts a specialized place to gather and share their interests. The new site includes videos, message forums, personalized aviation weather and news, and upcoming webinars and events.

July 27-August 2, 2009

Highlighted by the appearance of the Airbus A380 and WhiteKnightTwo, AirVenture 2009 saw a 12 percent increase in attendance to 578,000. Total showplanes numbered 2,662 (the highest total since 2005), including 1,023 homebuilt aircraft, 1,007 vintage airplanes and 355 warbirds.

August 2009

Pioneer Airport at EAA Headquarters celebrates its 25th anniversary with a "Good Ol' Days" celebration featuring vintage aircraft and other activities harkening back to aviation's barnstorming era.

October 2009

Sully Sullenberger and Jeff Skiles, who successfully completed an emergency landing of US Airways Flight 1549 in the Hudson River, are announced as the new co-chairmen of the EAA Young Eagles, succeeding Harrison Ford.

EAA's "Hints for Homebuilders" aircraft construction videos surpass 1 million views, becoming the most-watched building tips series on the Internet in the 18 months since they launched.

EAA Young Eagles program surpasses 1.5 million Young Eagles flown since 1992. No. 1,500,000 is 16-year-old Reno Elliot of Carmichael, Calif., who was flown by Phil Haupt in a Piper Pacer.

November 2009

A new Warbirds e-newsletter, *Warbirds Briefing*, is launched giving members a regular online community that digs deeper into the warbird community.

December 2009

Light Plane World, EAA's latest e-newsletter, is launched – devoted to ultralights and light-sport aircraft.

EAA hosts its first webinar for chapters. The inaugural webinar, focusing on chapter recordkeeping and tax issues, had more than 100 participants.

January 2010

EAA Sport Aviation magazine is relaunched with extensive upgrades and changes based on the input of more than 20,000 EAA members over the previous 18 months. The new, larger magazine format encompasses a new design and bold graphics, and is the most significant makeover in the publication's 57-year history. The redesign received major recognition a few months later, receiving three EXCEL awards from Association & Media Publishing magazine.

February 2010

16-year-old Tyler Whitney of Fenwick, Mich., became the first Young Eagle to pass his FAA Private Pilot written test by using the Sporty's Online Pilot Training Course, which became free to all Young Eagles.

The International Aerobatics Club's *Sport Aerobatics* magazine is relaunched, incorporating many of the same elements featured in the new *Sport Aviation* magazine.

FAA representatives visit EAA headquarters for the first time to discuss major issues regarding airport access, including such controversial topics as through-the-fence access agreements.

April 2010

The International Aerobatics Club's *In the Loop* monthly e-newsletter debuted as a digest of aerobatic flight highlights and other important information for aerobatic pilots and enthusiasts.

Facebook pages for Homebuilders, Ford Tri-Motor and WomenSoar are launched, allowing fans to read and share information, videos and photos as part of EAA's growing online community.

EAA is supportive of the general aviation caucus formed within the U.S. Congress designed to alert and inform congressional members and their staff about the value of general aviation to the nation's economy and transportation system.

May 2010

More than 40,000 people participated in nearly 450 events as part of the inaugural International Learn to Fly Day. EAA chapters organized a variety of local events dedicated to a single goal: introducing more people to the world of flight. The festivities generated more than 500 documented news stories plus numerous social networking posts on Facebook, Twitter and similar sites. The U.S. House of Representatives passed a resolution declaring May 15, 2010, as International Learn to Fly Day.

EAA and the Academy of Model Aeronautics signed a memorandum of understanding that could lead to joint projects in the future, including reciprocal museum and convention privileges.

June 2010

The first Young Eagles flight training scholarship is awarded to 17-year-old Tyler Stargardt of Marshfield, Wis.

EAA and the National Association of Flight Instructors agreed that NAFI will become a fully independent organization no later than March 1, 2011. The decision came after many months of discussions regarding NAFI's 15-year affiliation with EAA and what governance and relationship changes would be necessary to serve members of each organization. Since 1995, the two organizations shared administrative functions, office space and other resources. With a cleaner operating structure, and each organization focused on its core strength, EAA will continue to work with NAFI on projects that benefit all of aviation.

The redesigned *Sport Aviation* magazine earned three EXCEL awards, presented by Association Media & Publishing, which represents membership and association publications, recognize the best in association publishing each year. *Sport Aviation* received Gold Awards for redesign and general excellence, and a Silver Award for "most improved."

July 2010

Rod Hightower, a longtime EAA member, pilot and aviation enthusiast who has established a distinguished career in business senior leadership positions, was named EAA's new president, effective Sept. 7, 2010. Tom Poberezny, EAA president since 1989, will retain his active role as EAA chairman and AirVenture chairman.

July 26-August 1, 2010

Record-setting rainfall in the days and weeks leading up to AirVenture 2010 turned Oshkosh into "Sploshkosh," prompting aircraft and RV campers to find refuge on hard surfaces early in the week. AirVenture chairman Tom Poberezny noted the flooding made the last-minute preparations and adjustments "the most challenging I've faced in my 35 years as chairman." Despite the soggy conditions, attendance only fell 7 percent from 2009's outstanding attendance to 535,000. Total showplanes numbered 2,380, including 1,106 homebuilt aircraft, 635 vintage airplanes and 374 warbirds. Week-long "Salute to Veterans" activities were well-received as was AirVenture's first Night Air Show, prompting its return in 2011.

August 2010

The EAA AirVenture Museum is re-accredited by the American Association of Museums for 15 years – a further testament to the quality of people, programs and exhibits. Receiving accreditation for the third time, the AirVenture Museum was the first aviation museum in the U.S. to earn this prestigious accreditation 20 years ago. AAM-accredited status is important and very valuable when applying for grants and other donation dollars.

September 2010

Former *FLYING* editor-in-chief Mac McClellan joins EAA as a contributor to *Sport Aviation* magazine and other communication resources. McClellan brings his monthly "Left Seat" column to *Sport Aviation*, starting in November 2010, while also provides regular updates for e-Hotline and EAA's websites.

October 2010

EAA launches the Student Membership program, available to all Young Eagles who have not yet celebrated their 19th birthdays. The membership, which is free of charge to Young Eagles, is an excellent next step following the initial flight experience. The student membership package includes the digital version of *Sport Aviation* magazine, a free student membership to the Academy of Model Aeronautics (AMA), free admission to more than 300 science and technology museums, free access to Sporty's Online Pilot Training Course, and a number of other EAA-member benefits.

November 2010

Sport Aviation magazine earns a prestigious MIN Editorial & Design Award, winning the redesign category, with post-award comments such as “propelled the brand into its next stage” and “demonstrated why the magazine is one of the principal benefits of membership in EAA.” Other noted winners included such well-known magazines as *Harper’s Bazaar*, *Sports Illustrated*, and *Entertainment Weekly*.

January 2011

EAA President/CEO Rod Hightower kicks off his Grassroots Pilot Tour, which feature periodic visits to EAA chapters that include a presentation about EAA’s future and key aviation issues, as well as a question and answer session.

EAA is named as one of five industry groups on the GA Joint Steering Committee, and is also represented on the safety analysis team. This role is important for EAA, which can help form strategy and policy on a high level that directly affects general aviation, light-sport aircraft, and amateur-built aircraft.

February 2011

Data illustrates the significance of the Young Eagles program since its inception in 1992. Of the approximately 1.6 million Young Eagles flown since those first flights, some 1.1 million of them in the U.S. are now between the ages of 15 and 34. Within that age group, some of the findings are enlightening and a cause for optimism. For instance, a Young Eagle is 5.4 times more likely to earn a pilot’s certificate than an American age 15 to 34 who has not taken a Young Eagles flight. In addition, 7.3 percent of all active pilots in the U.S. ages 15-34 were previously Young Eagles. This percentage will only grow as more of these Young Eagles reach the typical age range (late 30s to early 50s) where adults begin flight training.

A newly updated and redesigned *ChapterGram* launches and is now delivered to all EAA chapter leaders and other EAA members on a bi-weekly basis. The e-newsletter includes items of immediate use to chapters, as well as EAA news, highlighted chapter newsletters from throughout the country, and upcoming events and deadlines.

April 2011

EAA’s “Hints for Homebuilders” online video series, which offers practical tips for building and restoring airplanes, passes 2 million views. More than 200 segments have been produced covering all aspects of aircraft construction skills, featuring the leading homebuilding experts of our time, well-known aircraft designers, and knowledgeable EAA staff members.

The first “EAA Aviation Experience” is held in Van Nuys, Calif., featuring flights in EAA’s B-17 *Aluminum Overcast*, a large number of GA aircraft on display, Young Eagles flights, and a scheduled Grassroots Pilot Tour presentation.

June-July 2011

EAA Air Academy sees record participation, with all seven camps at or near capacity.

July 25-31, 2011

EAA AirVenture 2011 features Boeing 787 Dreamliner's first public appearance, the long-awaited return of the Commemorative Air Force's B-29 bomber "*FIFI*", salutes to Burt Rutan and Bob Hoover, and the Centennial of Naval Aviation celebration during the 59th annual Fly-In Convention. Marquee attractions and mostly excellent weather helped attendance rise 1.3 percent from 2010 to 541,000. Total showplanes numbered 2,522, including 974 homebuilt aircraft, 899 vintage airplanes, 367 warbirds, 94 ultralights, 36 aerobatic aircraft, and 30 rotorcraft. The Night Air Show was once again a major hit after debuting in 2010.

July 26, 2011

Tom Poberezny announces his retirement as EAA chairman and EAA AirVenture chairman at the Brown Arch during EAA AirVenture 2011, effective August 1, 2011.