

**Experimental Aircraft Association, Inc.**  
**Minutes of the Annual Membership Meeting, July 27, 2022**

EAA CEO and Chairman of the Board Jack J. Pelton called the meeting to order at 8:30 a.m. on Wednesday, July 27, 2022, at the EAA Theater in the Woods in Oshkosh, Wisconsin.

**Awards Presentation**

Pelton presented Alan Farkas with the Chairman's Award.

**Determination of Quorum/Secretary's Report**

Pelton called on Jim Phillips to report on the number of people present in person or by proxy, for the purpose of determining a quorum. Phillips reported on the members present. As finally determined, after verification of proxies, the numbers were: 51 present in person, who had not submitted a proxy; 29,406 present by proxy held by Jack Pelton and Jim Phillips. There being only 250 members necessary for a quorum, Phillips declared that a quorum was present.

**Notice of the Meeting**

Phillips confirmed that the Notice of the Annual Meeting of the Corporation was published on the corporation's website and in the May 2022 and June 2022 issues of *EAA Sport Aviation* magazine, which was mailed to all U.S. resident members and posted on the corporation's website at least 20 days prior to the meeting as required by the bylaws of the corporation.

**Election**

Phillips announced the inspectors of the election: Emory Swinney, Kristine Pihlgren, and Carleen Murphy. Five Class I directors were to be elected. The names of the nominees were published on the corporation's website. They were: Stuart Auerbach, Joe Brown, Jim Phillips, Paul Schafer, and Mark Van Tine.

**Resolution for Consideration**

Pelton stated that the minutes of the board of director's meetings held since the last annual meeting were available on the website. He then asked for approval of the following resolution:

Resolved, that the reading of the minutes of the July 2021 annual membership meeting shall be waived, and such minutes will be made available to anyone present at the meeting who might desire to read them; and

Resolved further, that such minutes should be and are hereby approved.

The motion carried by voice vote.

Resolved, that all acts, decisions, and proceedings by the board of directors of the association since the last annual membership meeting, and the fiscal year 2022.

The Annual Report presented by the chairman of the corporation, should be and are hereby approved and ratified.

The motion carried by voice vote.

### **Treasurer's Report**

Pelton called on EAA Treasurer Stuart Auerbach to present the audited financial report for the fiscal year ended February 28, 2022, for the Experimental Aircraft Association and the EAA Aviation Foundation (which is referred to collectively as EAA).

*The following is a transcript of Auerbach's presentation of the audited financial report:* Following the very challenging period of fiscal 2021, due to the COVID 19 pandemic and the cancellation of the in-person AirVenture 2020, and uncertainty regarding AirVenture 2021, EAA's management faced challenges in planning for fiscal 2022. The EAA Management team prepared for a range of operating scenarios, from a downside worst-likely-scenario to an upside best-case scenario, in order to be best prepared for the broad range of potential outcomes we could be facing. As I will report to you today, the fiscal 2022 financial results exceeded our best-case plan in virtually all areas and was a dramatic improvement over fiscal year 2021 results.

During fiscal year 2022, EAA's membership increased by 28,000 to more than 253,000 total members. The addition of 28,000 members in fiscal 2022 more than recovered the loss of some 17,000 members in fiscal year 2021, the most restrictive and impactful period of the pandemic. All classes of member showed healthy growth, with individual membership growing 8 percent, lifetime up 24 percent, student members up 17 percent, and all other (mostly family) up 26 percent. In fiscal year 2022, member dues represented 12 percent of EAA's total income.

Moving to financial results, in fiscal 2022, EAA generated total income of \$48.1 million, an increase of \$19.3 million or 67 percent over results in fiscal 2021. EAA's operating income from program operations was \$45.7 million, up nearly \$26 million or 129 percent. Investment income was \$2.4 million compared with \$8.8 million of income in the prior year. The decrease of \$6.4 million was due to downward trends in investment markets in the latter part of fiscal 2022 compared with markets that were extraordinarily bullish throughout the prior fiscal year.

Looking more granularly, \$19.4 million of the increase in income from operating sources was attributable to the AirVenture 2021 event, which was not held in the prior year. AirVenture 2021 was one of our all-time best events by several measures, with attendance at 95 percent of the record 2019 event. Income from donations of nearly \$10 million was approximately \$1 million higher than the prior year. The elevated level of donations over the past couple of years includes funds raised for EAA's new Education Center. The increase in other income sources reflects the initial return, post-pandemic, of many of EAA's programs and activities, as well as COVID-related PPP relief grants.

On the expense side, EAA incurred nearly \$40 million of operating expenses in fiscal 2022, an increase of \$11.7 million or 42 percent over the prior year.

Year-round program expenses in fiscal 2022 increased \$3.6 million or 33 percent to 14.5 million, representing 37 percent of EAA's total expenses. As you know, EAA has programs that run throughout the year in areas of; education, information resources, advocacy initiatives, and a range of services that support builders, restorers, aircraft owners, and aviation enthusiasts of all kinds. During fiscal 2022, many of these programs were being reactivated from a dormant state during the pandemic, proving a foundation for return to full scale operating in the current fiscal 2023. The organization is also engaged in several strategic initiatives focused on creating clear pathways for new participants to engage in aviation, and to promote innovation, and pilot proficiency. You will hear more about these exciting programs momentarily in Jack Pelton's Chairman's report.

Expenses for AirVenture 2021, included in fiscal 2022 results, were \$12.5 million or 32 percent of total expenses. This was markedly higher than costs incurred for AirVenture 2020 for which the decision was made in early May to convert to a virtual event. Some costs such as insurance, depreciation, rent and maintenance, and staffing had to be committed to prior to cancellation, and could not be refunded or deferred. Costs for last year's AirVenture 2021 were slightly favorable to recent years' costs as the organization reduced the scope of activities in the interest of visitor safety while COVID was still a concern.

Membership service expenses in fiscal 2022 were \$4.7 million or 13 percent of total expenses. The increase of \$1 million over the prior year relates to personnel costs formerly classified as management and general expenses, which have been reclassified as membership service expense in accordance with current accounting standards. These expenses fund some of our most valued member offerings, including our publications, advocacy and government affairs efforts, and member call center.

Management and general expenses amounted to nearly \$6.7 million or 17 percent of total expenses this past year. The decrease of nearly \$1.6 million versus the prior year is primarily driven by reclassification of costs to member services as just noted. These expenses include our initiatives for growth and development of membership, and investments in information technology to advance the state of automation, quality of member support systems and to develop a more robust digital platform.

Fundraising expenses were \$1.3 million or 3 percent of total expenses this past year. During fiscal 2021 and 2022, the organization continued its strategic focus on fundraising through the EAA Aviation Foundation, Inc. as the dedicated fund-raising arm for EAA.

The overall result for EAA's fiscal 2022 activities was an increase in net assets of \$8.4 million, an addition of more than 9 percent to net assets at the beginning of the year.

Finally, a few comments on EAA's financial position.

- At fiscal year-end, EAA had total assets of more than \$125.1 million, a substantial portion of which is liquid and available to cover our debt repayment, operating

reserve requirements and investment in furthering the organization's mission over time. EAA's financial reserve position was key to absorbing the impact of cancelling AirVenture 2020, and the curtailed operations of fiscal 2021. The solid results of fiscal 2022 now put the organization in position to resume full scale operations in the current year fiscal 2023.

- EAA's net property and equipment increased by more than \$4 million to \$39. One million in fiscal year 2022. More than \$3 million of this was invested in the new Education Center, bringing the investment to date to \$5.8 million of an estimated total project cost of \$7.5 million. Most of the remaining asset additions have been made to develop the AirVenture site, and advance information technology capabilities and infrastructure.
- EAA had total liabilities of \$25.6 million, essentially even with the prior year. Increases of \$1.9 were noted in accounts payable, and accrued liabilities due to the higher level of operating activity in FY 2022. This was offset by \$1.9 million of reductions in advance deposits, and long-term indebtedness.
- EAA's net assets at fiscal year-end were more than \$99 million, an increase of \$8.5 million from the prior year as previously discussed. Of this amount, \$68 million or 68 percent is unrestricted as to use, and \$32 million or 32 percent is subject to donor restrictions.

In conclusion, EAA's management and the board believe that the organization has weathered the impact of the COVID-19 pandemic, and posted strong results in fiscal 2022 to fortify its financial position, and restore an appropriate level of liquidity. While cautious about emerging developments in the economic environment, the organization is positioned to continue building its financial strength, and investing in programs and activities that bring value to our membership, and drive measurable progress toward our mission of promoting the Spirit of Aviation.

### **Chairman of the Board Report**

Pelton presented the Chairman of the Board Report.

*The following is a transcript of Pelton's Chairman of the Board report:*

I want to thank the entire EAA team for their focus on delivering on membership promises while managing budgets, as if it was their own personal money.

Today is an interesting week for us, and I want to make sure we recognize the passing of Tom Poberezny, that occurred on Monday morning. Tom was instrumental in what we have here today at Air Venture. There's so many milestones in his career and legacy that we can all be proud of having an association with Tom. From his days of being an aerobatic pilot, to running the organization at the same time, to creating the Young Eagles program, which is in its 30th anniversary this year, those all have Tom's thumbprints on it. As far as the events concerned, it was his vision that took Paul's grassroots fly-in concept, and turned it into the greatest aviation event in America. Our prayers and

thoughts are for Tom's family, as he hopefully is looking down on us on this 30th anniversary, and for the event itself. God bless you, Tom.

I want to recognize the board of directors who are in attendance. Thank you, and let me also recognize the senior leadership team. You guys are outnumbered.

It's been a great week, and a good start to the week. We had an interesting storm that rolled through on Saturday. Steve Taylor, and his facilities team recovered very quickly. I think for most people that showed up on Monday, they wouldn't have known that we had 60 mile an hour winds and torrential rains on Saturday night. One of the interesting fact — my wife refers to me as the individual who's full of insignificant facts, that's kind of a family joke — the ATC let us know that after Monday, we had more arrivals than either Hartsfield in Atlanta or O'Hare as far as traffic was concerned. They said you guys officially and clearly, are the busiest airport in the entire United States, and that's just remarkable that it was all done safely, and the controllers were able to handle it. Our volunteers handled the parking, and it was a remarkable start to what we think will probably be another record year.

I also want to talk about the membership numbers. Our membership numbers are currently at the highest number of members that we've had in our entire history. Our survey results show that we're focused on things that are most important to members, which is publications, advocacy, and convention. They are rated as top priorities. At least the data is showing that we're hitting the marks on all of that.

Last year when I was up here, it was really talking about the process of what I refer to as tippy-toeing into Air Venture 2021, to get this event back going and strong again. This year, an example of the fact that we're completely back to where we have been in the past with our forums and workshops. Our educational outreach is very critical to our mission. This year, we maxed out the number of presenters that we could accommodate, and we are having 30 percent more forums and workshops than we've had in any of the prior years, which is remarkable. We were talking before the event, if you really look at the schedule for the week, an individual that comes here has access to every possible knowledge based expertise in aviation, from learning to fly, to building a home built, to what does it take to land on Mars, which is pretty exciting when you think about bringing young people to this event, to understand what aviation is all about. In order to do that, it takes a village, as they say, and I want to make sure we thank our volunteers, which you cannot thank enough.

Leading into this week, there were a lot of concerns expressed over the much higher travel costs associated with high automobile and aviation fuel prices, food prices, and lodging prices. We all know inflation has been very tough this year, but record number of volunteers showed up again, well over 5,000 of them, to make this event possible, which we can't do without them. When you talk to people who have been associated with EAA in the leadership role, I think we humbly call ourselves overhead because if we weren't here, this event would still go on because of those volunteers. It would clearly happen. They own what they do here.

This year we made a few changes. I think the biggest addition that we're very proud of is to really reach out and recognize our lifetime members with a different experience during Air Venture. We added what we call Lifetime Member Oasis, which is in the old Sky Shoppe just near the Brown Arch, and it's a place for our lifetime members to gather and relax. It's open all day, all week long, there's refreshments, it is air conditioned, and it's a place for them to call home. We have over 7,000 lifetime members now, and the big difficulty we have during the event is having enough resources to support them in a different way than the other members. We used to do a lifetime member dinner of which we were limited in the number of people we can fit into our facilities. We just didn't have a place big enough, so I always felt that we were leaving a lot of lifetime members behind because you could have 800 people to dinner, and you got 7,000 people that want to go. We had the flight line pavilion, which only could accommodate about 125, 150 people a day at that. This new oasis, at least on Monday, when I was in there around noon, we had already had 500 people coming through there. I reached out and talked to many of them and they were very appreciative of this new place and their new hangout, so it's a great new edition and will be here for the rest of time.

Of course, the biggest celebration of the week is the 30th anniversary of the Young Eagles Program. We've flown over 2.3 million Young Eagles to date, and the program continues to remain very strong. Well, there was a brief timeout in 2020 with a number of young Eagles that were flying, 2021 came back pretty strong. This year, we have a campaign going on over the next 12 calendar months for Young Eagle pilots to consider flying 30 Young Eagles in celebration of the 30th anniversary. Sean D. Tucker and Jimmy Graham remain as our co-chairs of the program, and they're here all week helping support the celebration. Thursday will officially be Young Eagles Day, and there will be a lot of activities going on the campus.

The other initiative that was put in place in our strategic planning process was, what's next after a Young Eagle flight? That's been one we've all wrestled with for these 30 years. As you take young people up on flights, they get an experience of a lifetime, they're interested, it's been rewarding for them and the pilot, but how do we stay engaged with these people? How do we continue to help them in their pursuit of whatever aviation dreams they may have? We created a program that's called AeroEducatE, which we beta launched last year. It's now in full swing, and we have an exhibit in the innovations and college area near the tower, where you can go and learn more about the program. You can really reach out to young individuals that participate, not only in a Young Eagle flight, but those interested in aviation. It's online and free.

It talks to young people, parents, and teachers. It provides learning opportunities for numerous aviation career paths, and it rewards them as they continue to digest the curriculum through a badging process. It also provides a curriculum for teachers, to use in their classroom. We think this really is the next big step as to what happens after a Young Eagle flight, and there's much, much more to it, and it continues to evolve. We think we now are giving them what they need to be able to continue their pursuit in aviation.

One of our other key chapter programs has been the Ray Scholarship Program. It's proving that you can have over 80 percent success rate in completing pilot training. The

key that we've unlocked on this is, it requires mentors, and supporting chapters. A person eligible for a Ray Scholar has to come from a chapter, they have to already have been committed to wanting to pursue their pilot's license, and have a chapter involvement through a mentorship program to help them through that journey and path. They provide awards to each of those individuals of \$10,000, which is adequate enough to get a pilot's license at this point. This year we will have awarded over 558 of these scholarships. We have data that shows over 85 percent that have started the process, and got their pilot's license, which is absolutely incredible because the national average is 80 percent don't complete their training. It's making a big difference. We have a young individual that's here this week, who was a Ray Scholarship award winner. He completed his pilot's license, and now he's giving Young Eagle flights, so it's doing the job we had hoped that it would do.

The next big area that we are focused on is based on member feedback, which has been advocacy issues. We really have three big advocacy issues that we're focused on, that we really have to make a difference on. The first one, you probably have read about, it's the modernization of special airworthiness certificates, and in our FAA government vernacular, it has an acronym called MOSAIC, and it's a rule making project that's a multi-year initiative for our advocacy team. The intent of the rule is to expand the definition of light sport aircraft to enable manufacturers of affordable, larger, and more capable, personal and flight training aircraft, very similar to what we do today with LSA. I like to just break it down and say, at some point when this rule gets put in place, a 172 would qualify as a light sport aircraft, and a person with a sport pilot certificate would be able to fly that 172. The expansion of that to these airplanes that are very well qualified, and have a tremendous safety record. It just requires an existing sport pilot to go through training and endorsements, no different than a tail wheel or complex aircraft endorsement, essentially a checkout in the airplane. The FAA is drafting the rules as we speak, and we're anxiously waiting for them to put the rulemaking for public comment. The initial timeline was at the end of this year. We'll find out more this week as the FAA is here in supporting us to understand exactly where they are.

Hot topic number two, which is getting to be very critical. There is an EPA mandate that's going to be put in place this year that eliminates lead from aviation fuel by year 2030. There's a program that we have a seat at the table, on the steering committee, for it's the Eliminate Aviation Gasoline Lead Emissions Program, that's referred to as EAGLE. It's comprehensive, and it involves public and private partnerships that consists of aviation and petroleum industries, and U.S. Government stakeholders to try to transition to a lead free aviation fuel. We're trying to do this without compromising safety or economic health of the general aviation industry. It's a really complex problem. I know everybody gets focused on sound bites you hear, and the aviation press that there are fuels out there that have STCs, and are capable of solving this for numerous aircraft, not necessarily all aircraft. EAA's position on this is, we will support every effort of anybody that's trying to solve this problem, whether it be by an STC or through an ASTM standard to get the fuel approved.

The thing that a lot of people don't really understand as far as the complexity of it, is just a small piece of the puzzle that is getting a fuel that works. The second piece of it is

making sure that the fuel is something that petroleum companies are willing to invest in, and their facilities to make the changes necessary to produce it. You also have the supply issue of making sure that it's also something that aviation fuel is only delivered to the airports by rail and by truck, and making sure that, that whole ecosystem is on board with what that transition and type of fuel can be. [There are a] lot of arguments about [it]. We have got some piecemeal kinds of fuels that are out there today like Swift, but unfortunately, in this environment today to add additional fuel storage at all of the airports is economically, in most cases, not viable in wanting to have now a multiple fuels versus 100 low lead [and] Jet-A, at a given airport. The trick to this is, how do you get something that can migrate directly into a 100 low lead storage facility?

We're actively involved. I would say, being completely transparent on this, I'm very disappointed. I think that we're off to a too slow a start, on getting this done. We're too often bogged down in information that's going out that's inaccurate. We will certainly work to make sure that we get a path, and we will get this thing solved in the coming years. One of our major tasks at EAA today is to ensure that, between now and when the cut over is mandated to occur, that we ensure that there's a supply of 100 low lead gas to get us through that transition. There's been initiatives like at Reid-Hillview Airport in Northern California, where they have now banned 100 low lead fuel, and have left hundreds of airplanes that are based at that airport with no fuel on the field, which means that they have to go somewhere within about a 20 or 30 mile radius to get fuel. We think, and we are arguing with the FAA and we're arguing with Congress that, that's creating a serious safety issue of not having the fuel supply, and putting pilots at risk. You will read and hear a lot more about that, as it unfolds in the coming months and coming years.

The last item is the FAA Reauthorization Bill, which all the things I've talked about leading into this particular issue, can possibly get resolved in FAA reauthorization. It occurs in 2023. That's a bill that actually funds the FAA, and dictates what the FAA's priorities and agenda needs to be. It's been five years since the last bill, so it's time for renewal of authorizing their budget, and if you recall in most of the prior reauthorization bills, the argument has always been against, not against, but it's been about privatization of the air traffic control system. That was always the hot, single issue that GA was most concerned about. It will come up again, but we believe that it's a much weaker argument this year to privatize, because as we went through the pandemic and aviation slowed down, including the airlines, the revenues that come in through the fuel taxes that pay for the ATC were severely less, and it shows that if you go to a privatized model, it economically absolutely could bankrupt the system.

Many people who were in favor of privatizing have now backed off that position, but for us, what we've got to do is, in that bill, nowhere has general aviation ever been recognized. The Reauthorization Bill only talks about commercial airlines and the air traffic control system. We are on a crusade to make sure general aviation is a part of it, and we have our list of priorities that we want established in that bill. We've had numerous meetings with Congressman Graves who's asking us, what are the priorities and what are the things you want included in that bill to make sure it gets accomplished? I have said that we have to have MOSAIC. We need continuation of leaded fuel until the transition occurs, and that we need to get rid of the third class medical and expand



BasicMed to replace it. 75,000 pilots are flying with BasicMed, and there have been no safety issues associated with that.

The other significant issue associated with that is the FAA right now is broken. It's in a transitionary period. It has nothing but acting people in the major leadership roles and not a lot is getting done. The only way that we have proven when we got basic med through, is to do it through congressional mandates. We need to make sure it's in this bill, we have all the mandates that are important for us to thrive and grow in the coming years, so that the FAA, it has to be responsive and react. You will be hearing a lot more on that.

I hope you get an opportunity to visit our new EAA Education Center. For the last couple years, it's been referred to as Project 21, and it was an effort to build around two of our cornerstone events that occur during AirVenture. The two biggest education areas on the grounds, besides the workshops and forums, are KidVenture. 20,000 kids go through that in one week, and we had 5,000 to 6,000 people go through the Pilot Proficiency Center.

We came up with an idea to institutionalize that year round, and with the help of some very generous donors, we created a new 30,000-square-foot facility, and it's all funded completely by donors. No member funds were used. We now have a year round pilot proficiency center, youth education center, and conference center. It's state of the art. It addresses the needs to for the next generation to follow us in getting the interest and education they need. It's a beautiful facility, and I encourage you to go over to the museum and take a look. It's active, it's alive, and it's working very well.

I'm going to conclude this by saying, thank you for your continued support. Without our membership and you, giving us your inputs, comments, and helping us direct where we need to go. It's been a pleasure to serve you. I look forward to your continuing support.

### **Member Question & Answer Session**

Jim Barnett, EAA Lifetime 87988. My comment is not anything negative, but it's a thank you. Last year when I came up to the microphone, I was concerned about those of us that come up early to volunteer, and not having facilities available. I had asked, and you all responded with opening the red barn and having some portable bathrooms that are not locked during the week or two week before, and you all responded. I think that's a marvelous thing, and I want to thank you for responding to the fact that those of us that volunteer would like, and have needed facilities in the past, as opposed to going into town, and giving money to Walmart or wherever, so thank you very much.

Mark Peterson, EAA 442468, Poplar Grove, Illinois. I'd like to ask for an addition to the main Camp Scholler registration building. It needs an overhead cover for inclement weather. Two minutes after arrival, I got a rain shower while standing at the registration table.

About two years ago, I made a recommendation that we do something about all the young kids on motorized vehicles, running all over creation through Camp Scholler. I see a lot of signs now that remind people that you have to be a licensed driver to operate a motor

vehicle, so we're not seeing 10 year olds driving around on golf carts, et cetera. That, I really appreciate.

I don't know if it's my imagination or not, but it seems like there's more security. Either that, or they're more visible. It helps enforce some of the rules on the convention grounds, as well as in Camp Scholler. I see a lot of individuals riding around on mopeds with the yellow vest or security, which I appreciate.

Don Bose, EAA Lifetime 155372. Dallas, Texas. Stuart Auerbach had an outstanding financial report, and congratulations on the rebound from COVID.

I had a chance yesterday to experience the Pilot Proficiency Center. The IFR training was outstanding.

With Tom Poberezny's passing we're all reminded of the importance of leadership succession planning, and I'm interested in knowing how the board sees that process from year to year.

Brent Conley, EAA Lifetime 874578. I think you're more likely to be hit by a golf cart going home than a beer cart. Nobody wants that.

I participated in the Flight Proficiency Center program. There's a waiting list to get in. It's a phenomenal facility. It's really impressive that you were able to pull that off and fund it. My only plea is to find a way to leverage it the other 51 weeks of the year. It would be a shame it wasn't leveraged year round.

My concern on advocacy revolves around the commercial introduction of UAVs into our aerospace. It's one of those issues that's going to affect a lot of us within the next few years. The commercial industry will try everything they can to go above 500 feet. An organization like EAA has a tremendous voice, and influence with the FAA. We need to slow down drones in our aerospace. Drones are going to happen at some point, but it needs to be done in a safe way that pilots are protected, and the risk is minimized.

Peter Mitchell, EAA Lifetime 33446. Concord, California. Chapter 393 is celebrating our 50th anniversary this year. Two items. I second prior speakers' comment regarding camper registration. I started volunteering there over a decade ago. The personnel directing traffic have a horrendous job on occasions. The people arriving are tired. Some of them have come a long ways. I have a 2,200 mile drive. There is no shade, and the one individual I know spent a 14 hour day out there when it was busy on Monday. Some kind of shelter, both rain and sun would be a great deal because it's a thankless job.

The other item is the EAA Academy. We have a \$10,000 donation dedicated to a second Young Eagle this year. We were told that because of limited housing, we are only allowed one per chapter. We need to double the residency hall, so we can handle more youth in the Air Academy program. We have the funds, and we have kids that want to come, but there hasn't been any growth in accommodations.

A small item on my way here this morning. I got stopped by a member that was looking for the Super Cub vendor. He had a vendor number, but the map was useless. He said there used to be signs on the street giving you an idea where numbers were. Many of the vendor personnel don't even know their own vendor number. A lot of tents don't have numbers, so it can become quite a search to find a vendor.

Ken Swain, EAA 102241, Harvard, Illinois. This is my 44th convention. All but three of those times I've camped in Camp Scholler, and I flew to the convention in the same homebuilt airplane.

My wish list is to have someone in EAA leadership spend a night in a non-air conditioned tent. They get up the next morning, scramble for breakfast. Use EAA transportation to get from their tent in the middle of the campground, and make their way to the convention. There would be a few requirements. They get to pre-schedule two forms or workshops in the morning and afternoon. In between them, they have to find a place to have lunch, and pay for it after waiting in line. To get into the convention, they have to wait in line for a wristband. At the end of the day, they wait in line to buy dinner somewhere.

They can come to the evening event of their choice, either Theater in the Woods or Fly in Theater. Once again, getting there using EAA trams or buses. In a perfect world, they'd then spend that second night in the tent. Should they choose to shower, they can go with 20 or 25 of their closest friends to the nearest shower. After that experience, what they would report back to the board on is, how many of the events they pre-chose and managed to make on time.

C.J. Stumpf, EAA 1143734, Vermont. We had a number of people from Comanche Town comment their appreciation on the response to last year's request to get services available earlier. We appreciate EAA and Vintage working together to make the trams, food, showers, et cetera, available earlier. In order to stay together, we're starting to arrive earlier and earlier. This is a response to the success of AirVenture, and that's much appreciated.

EAA is a really big place. There's a lot of great content, and it is really hard to come and learn everything we want to learn, and make it on time.

My request is to work together to bring more women into aviation. There is a lot of focus on students and STEM. They are not focusing on women. I think there's an opportunity there to do both to expand the population of pilots.

I request that we work together to get needed equipment, to make aviation, pilots and aircraft better and safer. They don't know the process, and I wonder if we could work together, both to increase with Congress, because they are understaffed. They really need more staffing in the ACOs and more knowledgeable staffing. I would be delighted, and I know other type groups would be delighted to help bring people together to reach Congress. What we're hearing from inside the FAA is, "We love your projects. We're not trying to hold you up or be unfair. We're just really busy."

Thank you very much for hosting us, and thanks to Vintage for hosting us. It has been a wonderful experience year over year.

Don Knight, EAA 103674. It's great being able to talk to the board every year. I get here two weeks early every year, and I've had fun showing people through the museum. One of my favorite things is SpaceShipOne, because it shows that a regular citizen of the USA can get up into space. That shows me we don't need our government or our bigger organizations to get our new ideas across.

I was at the proficiency center all week doing small tours. There's so many great things happening. I haven't really seen much and admit, I didn't download the app. We need to have more ways to find something.

Volunteers need to have a greater relationship with staff and board. Maybe one or two board members could get together and have a Q&A.

Monroe McDonald, EAA 106749. This is an advocacy issue. I live in Western Arizona on a private airport, under a military operating area, which has a floor of 7,000 feet and it's no problem. There are a number of airports under this floor, and the Air Force is now proposing to lower the floor of this MOA to 500 feet, which means our traffic pattern would be in an MOA with jet aircraft flying through it. They asked for comments of what we thought about it. Instead of sending a comment to them, I notified you, and AOPA. I hope you can do something to help, because it will essentially shut down civil aviation in that area.

### **Election Results**

Pelton called on Swinney to present the election results for Class I Directors (three-year term).

The Class I Directors elected are:

Stuart Auerbach  
Joe Brown  
Jim Phillips  
Paul Schafer  
Mark Van Tine

### **Adjournment**

With there being no further business to discuss and a motion duly made and seconded, the meeting was adjourned at 9:40 a.m.