

Experimental Aircraft Association, Inc.
Minutes of the Annual Membership Meeting, July 28, 2021

EAA CEO and Chairman of the Board Jack J. Pelton called the meeting to order at 8:30 a.m. on Wednesday, July 28, 2021, at the EAA Theater in the Woods in Oshkosh, Wisconsin.

Awards Presentation

Pelton presented Bob Wilson with the Chairman's Award, and Jerry Gregoire with the Freedom of Flight 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: two present in person, have not submitted a proxy; 29,919 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 in the June 2021 issue 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. Six Class I directors were to be elected. The names of the nominees were published in the May 2021 issue of *EAA Sport Aviation* magazine as required by the association bylaws. They were: Eric Gurley, Jack Pelton, Darren Pleasance, Dan Schwinn, Lou Seno, Alan Shackleton 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 2020 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 2020 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, 2021, for the Experimental Aircraft Association and the EAA Aviation Foundation (which is referred to collectively as EAA).

Good morning members and guests.

I am Stuart Auerbach, EAA's Treasurer, and it is my pleasure to present to you the Annual Financial Report for the Experimental Aircraft Association and EAA Aviation Foundation (which I will refer to collectively as "EAA").

- The information I am reporting is from EAA's audited financial statements for the fiscal year ended February 29, 2021 (or fiscal 2021).
- Copies of these financial statements are available on our website at www.eaa.org.

Fiscal 2021 was a challenging year to say the least. The year began with the sudden need to navigate the unknowns of the COVID pandemic as we planned for AirVenture 2020. As the landscape became clearer in May 2020, canceling AirVenture 2020 was our only choice. The staff rallied to unravel plans and save almost all uncommitted costs of the event. The organization made adjustments to follow government orders and guidance while working to continue operations safely wherever possible. Staffing adjustments were made accordingly. Several programs and events were moved to on-line delivery such as Spirit of Aviation week during the normal AirVenture timeframe. Support from the donor community kept fund raising moving forward while investment markets yielded substantial gains. While being adaptive and conscientious, we were able to mitigate our operating losses to the extent possible and produce the following results.

EAA generated total income of \$28.8 million in fiscal 2021, a decrease of \$24.4 million or 48.9 percent from fiscal 2020. EAA benefited from the investment markets again, \$8.8 million of gains in fiscal 2021 compared with \$2 million of gains the prior year, an increase of \$6.8 million, or 340 percent. Therefore, looking at the income excluding investment returns, a more meaningful way to monitor the health of the organization, fiscal 2021 had operating income of \$20 million, a decrease of \$31.2 million or 61.0 percent compared with fiscal 2020.

Looking at EAA's operating income sources in more detail, absent AirVenture 2020.

Donations represented nearly 45 percent of EAA's income and are a critical source of support for activities that advance our mission of growing participation in aviation. In fiscal 2021, donations of cash, property and services were \$9.0 million, a decrease of \$2.2 million or 19.3 percent over the prior year. The cancellation of AirVenture 2020 also

forced cancellation of The Gathering, our annual fundraising gala. The Gathering generates a substantial portion of our annual support from charitable giving. Despite the cancellation of The Gathering, EAA's generous donors have continued to support us through this difficult period, such as a \$1 million matching gift program from The James Ray Foundation. This program was designed to introduce new donors to EAA or encourage higher donations from existing donors – that goal has been achieved. This is in addition to continued support for the Ray Aviation Scholarship program of over \$1 million annually. Also of note, a \$6 million capital campaign and development project, known as Project 21, was initiated to transform the Museum into a vibrant year-round 21st century education and pilot skills training facility. You may have noticed the construction and architectural renderings if you have visited the museum.

The remaining \$11.0 million of income sources accounted for the other 55 percent and are from a variety of our programs but this year including Membership, Advertisers and Merchandise sales. Cancellation of many of our programs and activities contributed to an overall decrease of \$8.1 million or 42.4 percent compared with the prior year. These Other Income sources are as shown in the pie chart.

EAA's membership decreased by 6.9 percent last year to approximately 225,000 members. The decrease was the result of renewal and new joins activity that customarily occurs in connection with AirVenture did not occur last year. Since August 2020, membership campaigns have been progressively recovering a considerable portion of this decline. At fiscal year-end, Individual members represented 62 percent of the member base, down 6.8 percent, Lifetime members made up 4 percent, an increase of 588 members or 8.3 percent, Students made up 22 percent, a decrease of 3.5 percent, Family and all other make up 12 percent and experienced a 15.5 percent decline. Membership Dues and Subscription income, which represents \$5.7 million or 28.5 percent of EAA's revenue this year, was down 3.1 percent versus the prior year.

On the expense side, EAA incurred \$28 million of operating expenses in fiscal 2021, a decrease of \$17.6 million or 38.6 percent over the prior year.

Program expenses in fiscal 2021, excluding AirVenture and Membership Services, were \$10.9 million, representing 39 percent of EAA's total expenses. 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 2021, many of these programs were either cancelled, substantially curtailed or delivered to the membership and general public on-line. The organization is also engaged in a number of strategic initiatives focused on creating clear pathways for new participants to engage in aviation, promoting innovation and pilot proficiency. One of these programs is the Aero Educate program which was announced earlier this week. The organization used its freed up capacity for development and implementation of this new innovative program aimed at growing youth engagement in aviation.

AirVenture expenses amounted to \$3.8 million or 13 percent of total expenses in fiscal 2021. Based on the timely decision to cancel AirVenture 2020, as mentioned earlier, we

were able to avoid many of the costs of putting on the event at full-scale. We did incur fixed costs such as insurance, depreciation, rent and maintenance of our grounds. We also had staff costs invested in planning for the 2020 event up to the time of cancellation. Immediately following cancellation of the 2020 event, the staff turned its attention to planning for the 2021 event you are enjoying this week.

Membership service expenses were \$3.7 million or 13 percent of total expenses this past year. 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 \$8.3 million or 30 percent of total expenses this past year. These expenses include our initiatives for growth and development of membership growth of membership. Also in this category, investments have been made in information technology to advance the state of automation, quality of member support systems and to develop a more robust digital platform. Since most of our programs were affected in some way by the pandemic, staff time was reallocated to value-added activities wherever possible. This was assisted by funds received from the federal Paycheck Protection Program. EAA was awarded \$2.4 million in funds under this program which allowed us to maintain our core staffing throughout 2021. This funding came in a form of a loan where repayment could be forgiven if the funds were used for program specific purposes. We are pleased to report that this loan has been fully forgiven early in fiscal 2022.

Fundraising expenses were \$1.3 million or 5 percent of total expenses this past year. During fiscal 2021, the organization continued its strategic focus on fundraising through the EAA Aviation Foundation, Inc. as the dedicated fund raising arm for EAA. Our philanthropic message has progressively improved our fund raising results while the organization has increased its focus on upgrading stewardship of resources entrusted to support EAA programs.

The overall result for EAA's fiscal 2021 activities was an increase in net assets of \$800,000, or almost 1 percent.

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

- At fiscal year-end, EAA had total assets of more than \$116.5 million, a substantial portion of which is available to cover our debt repayment, operating reserve requirements and investment in furthering the organization's mission over time. EAA financial reserve position was key to absorbing the impact of AirVenture 2020 cancelation and curtailed operations of fiscal 2021. This reserve position is now supporting our efforts to rebuild our operational scale in fiscal 2022, including reengagement in AirVenture 2021.
- EAA's net property and equipment increased by \$800,000 to \$35.1 million in fiscal year 2021. As an appropriate response to the pandemic, EAA held off on significant capital purchases as compared with prior years. Although a more conservative spending posture was implemented in 2021, capital spending was

targeted toward AirVenture site development and safety. These investments include enhanced parking lots, redirecting vehicles away from primary show grounds, enhanced tram and bussing services, roadway improvements and much more. Additionally, a strategic land acquisition was made on the south end of the site. This acquisition was made to provide access to EAA owned grounds to relocation and redevelopment the Ultralight Fun Fly Zone.

- EAA had total liabilities of \$25.5 million, an increase of \$1.5 million or 6.3 percent. This increase mainly reflects the refundable advance from the Paycheck Protection Program of \$2.4 million. With loan forgiveness, this amount will be removed from liabilities and recognized as grant income in FY 2022. Other increases are from growth in Lifetime and multi-year memberships, offset by the annual \$600,000 debt service payment on the IRB and lower advance payments on AirVenture 2021.
- EAA's net assets at fiscal year-end were \$91.0 million, \$800,000 above the prior year as previously discussed. Of this amount, \$56.8 million or 62 percent is unrestricted as to use, and \$34.2 million or 38 percent is subject to donor restrictions.

In conclusion, EAA's management and the board believe that while the organization incurred a COVID-related operating loss due to curtailment of operating activities, our financial position remains solid and with an appropriate level of liquidity. Fiscal 2021 financial results were managed to mitigate long-term negative effects on EAA's future sustainability. In fiscal 2022 and beyond, the organization is positioned to continue building its financial strength and invest 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

It is so nice to finally be back with members. It just seems like it has been so long. Doing this meeting virtually last year, was just probably one of the most depressing member meetings I've ever participated in. It's also nice to see some EAA members in the front row, who come every year from the Lakeland Flying Club. Thank you for being here. I know it's a long journey. Your dedication to aviation is really well noted.

After listening to Stuart's presentation, it's very sobering to see where we have been. But it certainly more rewarding to know that we were able to manage our way through the storm. We were able to do that because of the leadership team I have. I hope you all get a chance to meet them. They worked really hard on sticking to our strategic plan, which had the tools and reserves, to keep us financially solid through even the worst of times without having an AirVenture.

Now, one thing we didn't plan for, which is why we're so excited about this week, is not to have two in a row. We only were able to plan to have one. Thank goodness that we

have AirVenture this year. Last year, while doing the virtual meeting, I gave everybody an update on what we're continuing to get done while under stay-at-home orders. And what I had hoped to accomplish back then, was to instill hope that we're able to survive and be here in July of 2021.

Let me give you a snapshot of what has happened since July of 2020, up until December of 2020, which we were living still under a very unknown circumstances. And really looking at, how could we find a way to make AirVenture happen? During that period of time, we continued to deliver to our members on everything that the members expect. Our call centers were open, our publications were published on time. Our webinars were increased and we never lost contact with any of you.

The AirVenture planning piece was really the difficult piece. At the end of last year, there was no clear line of sight that we could have anything more than a grassroots airshow without exhibits, without gatherings and a lot of other things. We were committed to do that if we had to. We were not going to let 2021 get by without some form of a member gathering. I think it was a classic example of the old analogy you hear, about a duck.

We were trying to keep a very calm and outward presence to all of you, to give you confidence that we could get through this. Believe me, we were paddling feverishly underwater while trying to keep that calm. We worked our way through the fiscal year as Stuart mentioned, and we actually performed better than what we had thought we would during the pandemic. We worked really close with the health departments and local officials to navigate, to get to this day.

They were very supportive and cooperative, and as things slowly started to unfold as to what we would and would not be able to do. I know a lot of people have said, "It's over wires and everything back to normal." But we made some decisions to hold the line as to where we were, what we were able to do in the May-June timeframe, and be able to get the agreements locally to allow that to happen.

A lot was centered on the recognition that anything we do outdoors is going to be just fine. But any of the large indoor gatherings, we needed to relieve the areas that have significant congestion. The team came up with some great fixes. That we will institutionalize going forward, with probably the most significant one being our main gate arrival process.

We offered the ability for people to order their passes online and have them mailed. We called that the Express Arrival Process, where you could then come in and head straight through the main gate without having to stand in any lines at the admissions buildings. That relieved a lot of congestion this year. We got rid of the concert, as you know. We had to unfortunately, and this is the one area that was very difficult for us, was to eliminate the Lifetime Member Dinner.

The reason for doing that was that again, the gathering size limitation of the Lifetime Dinner would have been so small that we would have left out probably about 80 percent of our lifetime members to participate. We didn't want to disenfranchise anybody. The

decision was made that it would be best to not do that this year. We eliminated large exhibit parties. We changed the airshow to have two shows centers on the flight line, and spread people out.

We did change the layouts in the exhibit hangers, which I think has been pretty nice as far as the opening up of the aisle and making them more comfortable to get around. I mentioned, a lot of those changes are going to be permanent as we go forward. We think they add to the efficiency and the experience of being at AirVenture.

Stuart hit on some of the capital investments that we made during 2020. Those were in, fiscal year 2021, those were some of the tough decisions on, how do we allocate our capital to areas that will have the most return for us, as far as the AirVenture grounds are concerned? We did a study back in 2019, to look at traffic flow. We came up with some fixes that caused us to create what we now call, The Gray Lot. It also caused us to re-look at the layout of tram routes and bus routes, to improve safety, turnaround time, throughput, and volume.

I hope we'll get feedback from you as to how that performed. Everything we have seen so far to date, shows that while change is very difficult, and it's going to take a few years before people get comfortable with the new locations and routings. Everything we're seeing on the grounds is that it's clearly safer. It certainly seems to be more efficient. Every year at Oshkosh, and probably today will not be different than any other years, we get a little rain. You can count on. A little humidity, also.

One of the big areas that we had as a goal was that no aircraft that came to AirVenture would be turned away. We wanted to have a place for them, so there would always be parking for aircraft. But to do that, we needed to harden the turf surfaces that the airplanes taxi on, and the areas where they park. We demoed a new product this year that is buried under the grass. It's called PERFO matting.

It was placed in the South 40 and some of the camping areas. It really proved to make a big difference when you get heavy rains. Two weeks before the event, we had a day where we had five inches of rain. That was our true test of whether this would work or not. And it certainly has. We will start to continue to do more of that in the coming future.

For AirVenture 2020, we had a NOTAM change that was planned to be implemented. This year, we actually got to roll that NOTAM change out. It provides better way points and holding positions for VFR arrivals, and better ability to handle large capacities at one time, and better ways of handling via text messaging system in the NOTAM, if the airport is closed for any temporary period of time due to an airport incident or mass arrivals.

Of all the feedback we get, this one has absolutely succeeded in being a great success. Along with the advent of ADS-B. I was listening to the controllers over the weekend, telling aircraft who were trying to cut in line, by tail number, and saying, "Sorry, 99 Bravo-Bravo is heading to Fisk, take a right turn and go to the back of the line."

I'm sure everybody that was ahead of them, applauded the fact that they didn't have to get cut off, or have any road rage. That has been a real positive. We had planned for this event to be about 30 percent smaller than 2019. We thought that was not even a conservative bet and that had a little bit of risk to it. I think what you can see today is we planned financially for that. We supported the grounds assuming we could handle 2019's crowds.

Based on what we're seeing so far this week, it looks like it clearly will be at the level of 2019, which was our record year, or even greater, based on our pre sales of admissions and looking at our arrival numbers. This has changed since I put my notes together on Tuesday. At the close of business on Monday, we had 10,000 aircraft that had already arrived. As of this morning, which was Tuesday's closure, we now have 12,000 planes on the ground at AirVenture, with not one airplane being turned away. And we still have parking for more. Thank you, team.

Now, a more exciting number. I feel like I'm keeping up with a ticker tape in regard to our membership numbers. Stuart gave some membership numbers that made you feel good that we were coming back. I received some membership numbers last night and our membership appears to be going through the roof, if you will. Our total membership number now stands at 240,651, which was 224,000 in 2019. So, membership is back, and stronger than it has been.

I have one thing I got to ask you. And my team is probably going, "Okay, here he goes again. He's kind of wandering." I had a chance yesterday to be a moderator at a forum. It had AOPA, GAMA, FAA, and me. I read the introductions of the people who were participating in the forum. And my good friend, Mark Baker from AOPA was there and I had to introduce him. They gave me the canned bio you got to read by saying, "Keep it short. Just a couple lines."

Well, his bio starts out about Mark Baker, leading the largest membership organization in the GA industry. I had to stop. And he's a friend. I looked at him, everybody in the audience and I said, "We have a chance this week to eliminate that. We can become the largest membership organization in general aviation, by getting all of your friends and people who are here that you know, to join what we hope is well worthy of that participation." So we have a challenge for everybody today. Let's see if we can exceed the AOPA membership number.

While struggling through this year and we're getting back to our core, basic programs that we offer. We are back full-time ensuring that our chapters are being supported. The Ray Scholars Program is on full steam ahead. Our Flying Start Programs and all of the things that we get out to chapters is back in full swing. We do need people to start getting back to flying more Young Eagles, which I know they will, as the summer continues to hopefully, safely roll out.

We have an advocacy team that continues and has not missed a beat on moving MOSAIC forward. MOSAIC, was launched a few years ago. It's a regulatory change that is really

going to be the next revitalization step of general aviation that will allow the light-sport category of aircraft to be redefined on a performance-based standard, which will allow not just a fixed weight number of the airplane to be able to be operated with sport pilot privileges, but far more airplanes with better safety records and better capabilities.

It also has some reform efforts in the experimental amateur-built category of airplanes. This is on track for a 2023 implementation, by way of rulemaking. Our team has been integral in actually defining the specifics with the FAA. I'm so proud of our advocacy team. I don't think people understand how things get done in Washington. It's very interesting that we are the organization that the FAA has elected to partner on this, and have a seat at the table with them in crafting what the language will look like, and where that particular regulatory change will go.

We have been there every bit of the way, and they have been actually asking us and having us help create where that goes. So from being an EAA member and the value proposition of what we're doing that sometimes goes unnoticed, when this thing gets unveiled in 2023, it is because of the EAA advocacy team that really made that happen. So I want to thank our team for that.

Our advocacy team works behind the scenes, and they don't get the recognition. Going into AirVenture we thought we didn't have anything else going on. There's no privatization of towers. There's no reauthorization bill. This ought to be a whole ho-hum AirVenture for the advocacy team, not needing to get people charged up. But thanks to our friends at the FAA, they created a crisis a couple of weeks ago that affects all of us. And that we should be very, very concerned.

It's the debacle around the definition of commercial flight training in experimental amateur-built airplanes. Again, our advocacy team last week, worked with the FAA to come up with what we call as a near term, Band-Aid that allows you to get what's called a LODA, online from the FAA within two to four days. It will allow you to continue to train. Either your flight instructor needs to have the LODA, or the owner of the airplane needs to have the LODA.

But there's no actual physical communication you have to do with the FAA. It can all be done online. I think there's a QR code that you can go out and take a picture of on the grounds to make that happen. But that's just a Band-Aid. That's something that we vehemently oppose. It's against 60 years of history and court action that has taken place in the past that shows what they're doing is basically a re-interpretation of the regulations incorrectly, as a result of a court case.

We banded together with our other associations. This week, there were two bills that were produced. They were dropped on the House and Senate floor, to make sure that this onerous requirement that's been put on us, will be permanently be removed by legislation. EAA is on top of these things and we're moving swiftly to get them taken care of.

We will be asking members to get involved, to do support campaigns with your elected officials, to make sure they support these bills. Right now, we do have support from both sides of the aisle. We hope that it will be able to get through the system very quickly.

Stuart touched on the new programs that we have launched. It was really fun to launch our Aero Educate program on Monday. If you look at EAA's legacy and future as to what we've done with youth. I really believe Aero Educate is going to be another one of these landmark programs, very similar to what the Young Eagles Program has been and continues to be for us in flying people. We have always struggled with, after you fly a Young Eagle, what's next? How do you keep them engaged? How do you create and provide them a pathway to show what careers are available, how can they participate in aviation? And get to them where they, I hate to say, where they live, but in front of them, which is really online. To be able to do that on their phone, iPad, and computer. This program had great support from industry. It deals with not only professional pilot careers, but engineers, mechanics, and all aspects of aviation. It's based on a program of having projects to work on and things to do.

It's geared to Young Eagles and their parents. Because we need their involvement to help them with their careers, and with teachers below the high school age. I really believe this is the missing ingredient that after you take that flight. We will immediately be able to connect these young people into the Aero Educate system, and start their journey. It has a badging component to it. It's a reward and competitive based program, to make you want to continue to learn. It's currently in the beta testing phase. We hope to have the final software done shortly. That helps us secure where our youth education programs are going.

I'm very proud of Project 21, which we have been developing for the last two years. This program has been funded entirely by donors. It has not touched any operational funds used to run EAA. The program takes the most significant elements of AirVenture and KidVenture, which is probably one of the greatest youth, hands-on learning venues here on the grounds, which we continue to get rave reviews.

The question we have been asked regarding Project 21 is, how can you do that year round? Our facility will have that ability, through very flexible learning STEM labs and various kinds of educational opportunities. One of the floors will have a Pilot Proficiency Center, like we have out in the Four Corners, with the Redbird assets that they have so generously donated to EAA.

How do we put that to use full-time to get behind the words that we continue to say? We have to demonstrate it with actions. Which is, are you committed to general aviation safety? A way to manage safety, is through proficiency. This will give us a world-class facility to do that year round, by inviting type clubs and CFIs. The FAA is intending to hold CFI renewal courses and seminars there. And some very on-purpose training will happen in that facility.

I've been asked over and over in the last month, but more importantly, leading into AirVenture. Are you worried about AirVenture? What are the issues that keep you up at

night? People are looking for very specific tactical, and behind the scenes actions. And wondering if there are issues the EAA team haven't thought through? And it's pretty simple. We don't worry, because this all happens because of our volunteers.

There are over 5,000 plus strong committed volunteers, and they weren't going to let AirVenture go away. I cannot thank the volunteers enough for what they do. Otherwise, this wouldn't happen. And it's quite a story.

In closing, I want to thank you for your continued support, and promise that we will ensure that EAA will be here strong, vibrant, and making a difference, well into the future.

Member Question & Answer Session

Larry Stencil, EAA 115011. I have been an EAA member for almost a half a century, and an A&P during that whole time. I attended a MOSAIC forum with Tom Charpentier and Doug McNair. I think there's a missing component of MOSAIC. I'd like you, as chairman, to perhaps throw your horsepower behind. They're talking about increasing weight. Tom says, "Just talk about weight."

But the performance standards that will increase the light-sport category definition to include now, something they're calling light-personal aircraft. And any aircraft then, that would meet those definitions, could be flown by a light-sport pilot. The problem that I see is that there are an awful lot of legacy aircraft that are going to be included.

Cherokees, 172s and so forth, that are being treated mechanically as a Boeing 747 maintenance wise. So, MOSAIC is addressing the pilot and airplane end, and I see a missing component in the mechanic end. I think it's time to start treating class one airplanes as more like a light-sport or EAB. Had that primary noncommercial thing and it was in FAR 23 rewrite, then adopted, this wouldn't be an issue. I would like to see that addressed in MOSAIC moving forward.

Ken Swain, EAA 102241. I have flown the Fisk arrival every single year it has been in use. From the very first year, in the same home-built airplane. I flew it this year. The extended out arrival way points is probably good. I heard, even though they were using the Green Lake transition, selective numbers were being called out via ADS-B for people to even things out, as far as the flow would go.

Sort of a humorous comment. One of the Fisk arrivals, "Wow, we need to take a picture of this. This was a beautiful arrival." Well, the clouds were at about 3,000 feet, so it's a case of, it looked good on a scope. There's a couple of things that could help. The reason I knew it was a Green Lake arrival is because I dialed into the ATIS through the telephone. The telephone arrival aid is a good thing. It worked well on Thursday. But from my campsite, I tried dialing it dozens of times. The weather went down and it was a constant busy signal. The capacity does need to be extended.

One of the biggest Achilles' heel, I know and they tried to address it. There are a lot of airplanes that don't fly 90 knots, and aren't capable of flying 90 knots wide open. They really clog it up.

The please show up between 7:00 and 7:30 blurb, It's inadequate, specifically because a lot of people are coming from a long ways away. Being there at 7:00 or 7:30 in the morning, isn't going to work. A lot of airplanes are slow, and may not have an electrical system, with lights, and be able to take off early enough to get there at that time. As much as I know it's a very useful thing to have one arrival procedure, there needs to be serious thought given to a low speed arrival procedure.

Because I'm whiling along, I can hold 90 knots all day long. But while I'm whiling along, I can't hold 75 or 60 knots all day long. Plus my pitch attitude gets high, I can't see. Some of these guys are doing the best they can. I would like to think that most of them are, and it's not a lack of piloting skill. Their needs to be some serious thought given to this issue. We have turbine arrivals and warbird arrivals.

If there were another way to get them in, I don't claim to be an airspace expert, but if there's another way for lower speed airplanes to get in, it would greatly enhance the safety of the situation.

I used the EAA app the last time I was here at the convention and found it to be a very useful tool. This year, it's an absolute, abject, and miserable failure.

Jim Bennett, EAA 867988, Independence, Missouri. I came up on July 14th and volunteer every year. I noticed there are a lot of early arrivals, but they don't volunteer. Myself and others volunteers noticed people were asking, "Where can we eat?"

There's a Subway and an A&W, but they close early. A bunch of us got together and wanted to respectfully, suggest that maybe one of the Redbird stores could be open a week earlier. So people could get some supplies, instead of having to go off campus. Those of us that volunteer do have access to the kitchen.

Barb Dooley, EAA 1239053. We were delighted to be back this year and see old friends. It was really hard last year to not be with our EAA friends. Just to note about shower facilities, not all of us are in these great, big, gorgeous rigs with pullouts, showers and running water.

There's a lot of us in tents. And we're using the shower facilities. Wednesday, the first night I was here I went to the new shower out on South Stits. I was the only one there. No problem. It was clean. There was a lot of space. There's a shower caddy to put my soap on. Thursday, there were two of us there. It was fine. Monday, I was there and there was a 20-minute line. And we were glad to stand in line for 20 minutes for a clean shower.

So last night, we went to a different location. We thought we would beat the line. So we went out to Homebuilt. There was no water in that shower. From there, we went to the Old Barn, the old shower in Camp Scholler. Wasn't very crowded. Walked in and we saw

why. The water was backed up in the drain. It was almost overflowing into the area where you were standing. So not clean and not very sanitary for COVID.

So if you could continue to help us with the new shower facilities, which were great, and do updates on the old ones. That would be awesome.

CJ Stumpf, EAA 1143734, Vermont. Thank you for having us all, and holding this. The new endeavor arrival procedure worked really well, flew it twice. I suggest adding a little bit of guidance to the NOTAM on when to descend from the 2,300 foot level. But just a great job, arrivals planning team and controllers. It worked beautifully.

Good job having trams earlier this year, much appreciated. Especially because things flowed south much earlier in Vintage than expected, we were a little panicked about how people were going to get north.

Now, the American economy. Half of our job creation traditionally is small business, small and rural, a lot of entrepreneurship there and innovation. About a third of our exports, if you believe SBA reports.

Small and rural by definition, are transport challenged. They are not close to big airports, because that's why we're small and rural. It takes me about 26 hours in general to get from A to B, from my area. If I'm taking commercial transport, it takes me generally about six by Piper Comanche, so we appreciate our airplanes very much.

We just loaded the global database for airports and we started sorting it by country. About half of the airports are here in America. We think our country is big, it's not that big. We have a unique resource of small airports, but in the legislature. And I spent time in my legislature working on rural broadband, which is the other big challenge for small, rural. It is under appreciated and transport is a key challenge, because we're still humans. And we make our relationships face-to-face.

We can do Zoom and whatever else, but once we've made those connections. It's critical to be able to get out to meet our customers and suppliers. It became clear during COVID, just how important and valuable GA was to small and rural, and to maintaining community. GA flights surpassed, unfortunately for our economy, for the Part 121 economy, we suppressed commercial flights. And obviously, charters just boom. So in short, it also became clear that GA itself is a job creation factory.

EAA is one of our key advocacy organization. I'm here to ask you to promote to state and federal legislatures, how important GA is to both our airports and our older legacy airplanes is to the American economy, job creation, money growth, and our small airports. They're just under a tremendous development pressure, because they're just so easy to build on. They're usually where the centers have built up. We need your help protecting them. At the grassroots level, we do what we can, but it depends on what it is from community to community. Could you possibly consider funding support for small community airports, so that we can help our communities understand our relevance, and our economic impact to our communities?

John Willis, EAA 156306, Calhoun, Georgia. This is my 40th consecutive AirVenture. This is the first time the trams have been functionally useful. The previous 39 years, I could outwalk a tram. There are still a couple of times during the day when the line backs up. But there's always a tram on the way, which is a big improvement. Thanks for that. It makes a good impression on all of the first-time visitors. I try to bring someone every year. Also, thanks for the Chapter Camping Program. This is the first time we've tried that and it has worked really well. I just appreciate that kind of support for the chapters.

Election Results

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

The Class I Directors elected are:

Eric Gurley
Jack Pelton
Darren Pleasance
Dan Schwinn
Lou Seno
Alan Shackleton

Adjournment

With there being no further business to discuss and a motion duly made and seconded, the meeting was adjourned at 9:20 a.m.