

EXPERIMENTAL AIRCRAFT ASSOCIATION

Chronology

1953, January

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 January 26th, 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.

1953, February

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.

1953, September

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.

1953, October

EAA member Ray Stits requests permission to establish an EAA Chapter in Riverside, California. 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, May, June, July

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.

1955

EAA's Project Schoolflight is born when St. Rita's High School in Chicago, Illinois, 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.

1958, January

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

1959, August

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

1962, April

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.

1964, August

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

1966, December

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.

1970, August

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, Wisconsin, 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.

1971, August

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.

1976, August

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, Wisconsin. The "Flyer" will become the centerpiece of the EAA Aviation Foundation's Museum.

1980, August

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

April 1981

Tom Poberezny is appointed President of the EAA Aviation Foundation.

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*.

1982, August

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.

1982, September

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.

1982, December

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.

1983, June

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

1983, August

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.

1983, August

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.

1983, August

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.

1983, August

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.

1983, September 25

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.

1984, January 9

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

1984, January 31

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-August 4, 1984.

1984, February 6

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.

1984, March 20

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.

1984, March 29

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

1984, April

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.

1984, June

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

1984, July

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.

1984, August

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.

1985, January

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.

1985, May

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.

1985, July

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.

1985, August

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.

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.

1985, November

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.

1986, January

Paul H. 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.

1986, January

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*.

1986, May

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 12- by 30-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.

1986, May

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.

1986, July

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

1986, August

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 from OSHKOSH '86 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.

1986, October 19

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.

1986, October 24

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.

1986, October

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.

1987, May 21

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.

1987, July 9

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.

1987, July 11

A 15-by-44 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."

1988, March

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.

1988, March

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.

1988, May

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.

1988, July

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 WW II aerial fighting units; a Quonset hut "briefing room;" and engine repair shop; a Naval aviation exhibit and many other displays and artifacts.

1988, July

Air traffic at EAA's 36th Annual Convention Fly-in 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.

1989, February

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

1989, March

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.

- 1989, April** 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.
- 1989, May** FAA creates a new "recreational pilot certificate" as a lower cost alternative to private pilot certification. EAA had petitioned for the category in 1984.
- 1989, July 1** 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.
- 1989, July 28-August 3** "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.
- 1989, December** 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.
- 1990, January** EAA joined FAA in completing the first phase of an aviation safety project by releasing a handbook for amateur-built aircraft flight-testing.
- 1990, July 27-August 2** 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."
- 1991, January** EAA Founder Paul Poberezny calls upon FAA to create a new certification process for single-engine, two-place aircraft used primary 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.

1991, April

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.

1991, July 26–August 1

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

1991, September

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.

1992, January

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

1992, March

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.

1992, May

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, Texas. The addition completes the Foundation's collection from the earliest powered flight to the jet age.

1992, June

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

1992, July 31

The Small Aircraft Certification Compliance Program is announced at EAA OSHKOSH '92. 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.

1992, July 31-August 6

A record 2,398 showplanes attend EAA OSHKOSH '92. 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.

1992, September

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

1993, January

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*.

1993, February

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.

1993, March

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

1993, May

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.

1993, July

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.

1993, August

The 41st 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.

1993, September

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.

1993, October

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.

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 two million viewers.

1993, November

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.

1993, December

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.

1994, February

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.

1994, March

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.

1994, May

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

1994, June

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.

1994, July

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.

1994, August

The 42nd 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.

1994, September

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.

1995, February

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.

1995, May

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.

1995, July

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.

1995, August

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.

1995, October

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.

1995, November

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 members pilots who need advice in various areas of medical certification.

1995, December

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.

1996, April

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.

1996, September

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.

1997, February

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.

1997, March

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.

1997, April

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.

1997, October

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.

1997, October

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

1998, February

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.

1998, May

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.

1998, July

The 48th 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.

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

1998, September

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 *Sprit of St. Louis* and the half-scale model of the Lockheed F-22 Raptor fighter jet.

1999, April

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.

1999, May

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.

1999, July

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.

1999, July

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.

1999, November

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.

2000, January

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."

2000, January

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

2000, May

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.

2000, July

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, North Carolina, on December 17, 2003.

2000, September

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.

2000, November

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.

2001, July 24

EAA's "Countdown to Kitty Hawk" countdown clock was switched on at 1:22 p.m. 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.

2001, August

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

2001, September

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.

2001, October

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 September 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.

2001, December

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.

2002, February

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.

2002, June

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.

- 2002, July** 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.
- 2002, July** 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.
- 2002, September** 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.
- 2002, September** 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.
- 2002, November** 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.
- 2002, December** 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.
- 2003, October** 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.
- 2003, December** 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 successful flew at Kitty Hawk in November and December, and some 35,000 aviation enthusiasts braved foul weather to be present at the anniversary.
- 2004, March** 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.

2004, March

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.

2004, March

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.

2004, July

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.

2004, September

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.

2005, January

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

2005, February

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.

2005, March

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.

2005, July

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..

2006, January

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.

2006, April

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.

2006, July

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.