



SPEED'S NEWS



SPEED HOLMAN CHAPTER-54
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CHAPTER 54 MEETING: MONDAY, MAY 12, 1986 7:30 p.m. SANBORN AVIATION

Dear Chapter 54 Members and Friends:

I offer my deepest apologies to those of you who signed up for the museum work party. I know it was a disappointment to not be able to make the trip after anticipating it for a whole year. If you want to make plans for next year, let's discuss it at the meeting.

A REVIEW:

Thirty members of EAA Chapter 54 attended the premiere of "Speed" at the Downtown Airport, Friday, April 25th. Nature made a major contribution the play about Stunt flyer Charles Holman as it was being presented in a theatricalized airplane hanger at Holman Field. In the final scene of the play the huge hanger door opens slowly to reveal two white-clad actors portraying Holman and wing-walker Genevieve Dixon, both young, both dead, both veiled in myth as they stand before the twisted wreckage of the airplane. And then nature tingled the senses - as the two made their appearance during a lull in a downpour - a flash of lightning gave the wet tarmac a magical flow. The actors recited their final poetic lines and just after they finished, a single clap of thunder provided the finale.

The play will continue through May 25 by the Great North American History Theatre. 7 P.M. Thursdays through Saturdays, 2 P.M. Sundays. Call 227-1416 for ticket information. It is a play well worth seeing.

Rosemary

The articles enclosed are things I've collected during the past couple of weeks with you readers in mind. Hope you enjoy them!

SEE YOU MONDAY, THE 12th!!!!

Eleanor

EAA CALL FOR LIABILITY ACTION

THE EAA IS SPEARHEADING GENERAL AVIATION'S REPLY TO UNREASONABLE LIABILITY INSURANCE

By John Burton

EAA founder and President Paul H. Poberezny, who was one of the first in the aviation community to publicly recognize the overall liability crisis at last year's EAA Convention and Fly-In, has received an enormous amount of input (see *Air Progress*, February 1986) from aviation enthusiasts throughout the country and is now pushing for action that will hasten a remedy to the situation.

"Long before the liability situation in general and product liability in particular were recognized as national problems, EAA Chapters and homebuilders were feeling its effects as insurance coverage for their activities and the products they need were either unavailable or unaffordable," Poberezny said. "Their concern was relayed to EAA Headquarters, where we formulated an in-house task force to study the liability situation well over one year ago. Since our EAA Convention and Fly-In last summer, we have provided extensive information on the subject to our members and the general public through an in-depth series of articles that appeared in our flagship publication, *Sport Aviation*."

Poberezny said that, in addition to educating aviation enthusiasts about the growing product and general liability problem, the series also asked readers to write EAA Headquarters, their respective state officials and their Congressional representatives in Washington with comments—both pro and con.

"EAA is a consumer-oriented organization," Poberezny emphasized, "and consumers are the ones who are most affected by the liability crisis, especially product liability. Since EAA began seeking a reasonable and fair solution to this problem early last year, we have learned of several forward-thinking senators, congressmen, attorneys, aircraft man-



EAA President Paul Poberezny is personally taking charge of the organization's liability insurance investigation.

ufacturers, insurance executives and many others who have attempted to bring some logic back to our tort laws—and the way they are interpreted—through uniform product liability legislation."

Poberezny cited the efforts of Congressman Dan Glickman (D-Kan), Senator Robert Kasten (R-Wis) and Senator John Danforth (R-Mo) for taking an important first step toward solving the overall problem. Glickman's bill, which seeks to establish federal standards and guidelines in product liability cases involving general aviation aircraft, is of particular interest. The Glickman bill

addresses federal court jurisdiction in all general aviation liability cases; manufacturer liability for equipment which is "unreasonably dangerous for its intended purpose" as well as maintenance; damages based on comparative responsibility; statute of limitations for manufacturers and suppliers of repair and replacement parts or components of 12 years; and non-manufacturers only, being held liable for their actions, among other issues.

"We hope the entire population—not just the aviation community but all Americans—will study the bills currently under consideration in Congress and do whatever they can to help get them passed," Poberezny said. "It is now time for all of us to act. We must not sit back, silently, while Congress does our thinking for us. Let's think for ourselves, study these bills—and the effects they might have on our country—and let our elected representatives know exactly how we feel about product liability legislation."

Poberezny also praised the work of other organizations involved in the growing efforts to curb product liability costs, especially the General Aviation Manufacturers Association (GAMA). GAMA brought the viewpoints of both consumers and manufacturers to the attention of Congress and was largely responsible for a Congressional hearing on the subject. EAA was among those to testify before the House Subcommittee on Transportation, Aviation and Materials last October.

"Since we've been in this fight, we've seen more and more individuals and organizations getting involved," Poberezny concluded. "We feel that is a very positive step because the more voices we have supporting our efforts, the better our representatives in Washington and in our State capitals will hear us." ●

Terra cuts receiver price

In a direct-to-dealer marketing move, the Terra Corp. has reduced the list price of the TPX 720 comm transceiver from \$549 to \$395 — a 28 percent drop.

The battery-operated TPX 720 offers 720 communication channels as well as 200 "NAV receive" channels. Design advantages make it a dependable back-up for pilots who go down in the bush because of electrical failures; it extends their range and could mean the difference between survival and disaster.

Terra dealers report TPX 720 sales not only to pilots but also to search-and-rescue operations, airport managers, police and fire departments, glider operators, balloon crews and ultralight enthusiasts.

Complete details on the TPX 720 handheld transceiver, now in production for immediate delivery, are available from the Terra Corporation, 3520 Pan American Freeway, N.E., Albuquerque, New Mexico 87107, or by phone call (505) 834-2321.

True or False?



This 1960 prototype space suit for a lunar astronaut was a far cry from the real thing. In this suit, an astronaut could garden, then curl up to rest inside.

Smithsonian News Service photo courtesy of National Air and Space Museum

World's largest aircraft auction in June

The 11th Annual Oklahoma Aircraft Dealers Association Aircraft Auction and Trade Show will be held June 18, 19 and 20 at AAR's facility on Will Rogers World Airport, Oklahoma City, Oklahoma.

This annual event is sponsored by the Oklahoma Aircraft Dealers Association whose 20 members comprise the largest such aircraft dealers association in the world. The primary purpose of the auction is to provide a professional environment which brings together the largest number of prospective aircraft buyers and sellers at one time and place. Now in its 11th year, the OADA Auction Trade Show is truly international in its buyers appeal. Over 300 aircraft dealers from across the U.S. and as far away as New Zealand, South America, Mexico and Canada will be attending this year's program.

When asked why all these dealers come to Oklahoma City, Ralph Hurley, owner of Hurley Aircraft Corporation, said, "Because Oklahoma City is the center for the used aircraft sales business in the world."



With the OADA we have the capacity to paint, upholster, perform engine overhauls, hot sections, airframe maintenance, modifications and avionics installations.

A hospitality and cocktail party sponsored by the OADA will be held the evening of June 18th at the Hilton Inn West from 6 to 9 p.m. for all those attending and their guests. A/C Flyer and AAR Oklahoma will sponsor the party June 19th Thursday evening at the Air Space Museum; transportation will be provided.

The activity starts Thursday, June 19th at 9:30 a.m., opening with an air show, with the auction beginning at 10 a.m. Approximately 50 percent of the aircraft will be sold prior to adjourning for the day. The auction will resume Friday, June 20th at 10 a.m., continuing until all remaining aircraft have been auctioned.

Aircraft to be auctioned come from all over the United States. While any owner may fly their aircraft to the show and offer it for sale, only registered aircraft dealers

may purchase aircraft during the auction. No sales commissions will be charged. The owner need pay only a nominal entry fee for each aircraft he wishes to have auctioned. Last year's auction yielded 209 aircraft valued at over \$23.5 million, with over 13 million dollars worth actually being sold or traded during the two-day event.

In conjunction with the auction is the Aviation Trade Show. Located at AAR's Hangar 1C at Will Rogers Airport are exhibitors representing various aviation manufacturers, service and trade representatives, and other aviation vendors displaying the latest in aviation products, service and support. The Trade Show will be open Wednesday from 12 noon to 5 p.m., and continue Thursday and Friday 9 a.m. to 5 p.m. Saturday and Sunday following the Auction/Trade Show the Oklahoma City Chamber of Commerce is producing, "Aero Space America '86," an airshow and display of old and modern aircraft. Held at Will Rogers World Airport, this exciting two-day event features a different show each day.