



# SPEED'S NEWS



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 CHAPTER 54 MEETING: MONDAY, OCTOBER 13, 1986 7:30 p.m. SANBORN AVIATION  
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Dear Chapter 54 Members and Friends:

I hope you haven't forgotten to make your reservations for the seminar and banquet on the 18th. I am really excited about this day out and look forward to seeing many of you there.

Here is some hot information from Headquarters:

**COLLISION  
 AVOIDANCE  
 SYSTEMS  
 HEARING**

Hearings were held in late September, in Washington, on Collision Avoidance Systems. We are pleased to note that one of the most interesting witnesses was Representative Robert K. Dornan (R of California) whose district includes the community of Cerritos where the August 31st mid-air occurred. He has been a pilot for 36 years and even before the recent mid air collision had introduced the bill, H.R. 3905, which would have required collision avoidance equipment on all airliners. This bill has laid dormant for several months. Representative Dornan favors ACAS over all other systems. In his presentation, Congressman Dornan said he thought ACAS should be adopted now, because it is immediately available and if installed on a voluntary basis, it would not prove to be a burden to anyone. No doubt, the airlines and corporate aviation would install ACAS immediately since the estimated cost is approximately \$7,500 for an airline unit and less than \$2,000 for a general aviation unit. A recent EAA Policy Statement sent to all U.S. EAA Chapter Presidents and Newsletter Editors stated that EAA favors the ACAS system over other possible alternatives.

**AIRPORT  
 THREATENED**

All EAA chapter members are encouraged to read the Hotline section of the October issue of SPORT AVIATION for information on the attempt to close the airport at Linden, New Jersey. EAA Chapter 320 President Art Bianconi has formed a committee to save the airport. The city of Linden, New Jersey, which wants to turn the airport into a real estate development, has attempted to attach provisions to congressional bills which would release Linden from its 1947 agreement with the United States government to keep the airport open. This is an extremely dangerous precedent for 600 other airports around the country which are operated under similar agreements. All EAA Chapters, especially on the East Coast, are encouraged to support Art in his efforts to keep the airport open. For more information, call Art (at home) at 718/948-4237.

*See you at the meeting and banquet. Eleanor*

LIABILITY/  
INSURANCE  
AVAILABILITY  
CRISIS

The February issue of SPORT AVIATION carries our fourth article on the subject of the current liability crisis and the effect it is having on every business, industry, municipality and consumer in America. The article urges EAA members and Chapters to become involved in seeking a solution to the problem. "We EAA members are 100,000 consumers. If each one of us writes four letters -- one to our senator, one to our congressman, one to the chairman or a member of the Commerce Committee and one to the chairman or member of the Congressional Subcommittee on Transportation, Aviation and Materials -- we will have a significant impact on the future. Write individual letters. Petitions and form letters are ineffective. Also, since your elected representatives have no requirement to share their correspondence with EAA, or other members of the general public, please send a copy of your letter (and any reply) to the Office of Government Affairs at EAA Headquarters. Your correspondence will be used to build a file of individual comments which one day may be useful on the floor of the U.S. Senate. Your action and your input is very important. If you don't write, you can be sure that our concerns will go largely ignored. The liability and insurance situation will continue to deteriorate. If you don't write, you can be sure that any reform package will be of little help for our aviation community. The choice is yours."

\* All EAA Chapters are urged to begin letter writing campaigns as soon as possible. Additional information on the liability situation may be found in the August, November, January, February and March issues of SPORT AVIATION. Excellent articles have also appeared in the January 27 issue of U.S. NEWS AND WORLD REPORT and the January 21 issue of THE WALL STREET JOURNAL.

\* In the state of Wisconsin, EAA HQ staff members have joined a local product liability coalition which is seeking to amend state and local laws in order to bring some sanity and logic back into the tort system. Such coalitions and alliances are being formed across the country. EAA Chapter members are encouraged to join similar organizations being formed in their states. \* As this issue of HQ REPORT goes to press, we have learned from sources in Washington that Senator Dan Glickman of Kansas intends to offer a "General Aviation Tort Reform Act" on the floor of the House of Representatives sometime during the month of February. Based upon the sketchy information we have received on this bill, it sounds as though it will benefit all of us in the sport and general aviation community and we will probably all want to support it. We'll keep you informed as more details develop. \* Malcolm Lawrence, the president of INAV, Inc., visited the EAA Aviation Center in January. He met with EAA's HQ staff on his proposal to establish "Aviation Products Arbitration Board to deal with product liability claims". The concept of an arbitration board, which mediates disputes, resolves conflicts and awards financial judgments to injured parties, is an idea that has been accepted by several U.S. industries and professions. The March issue of SPORT AVIATION will carry an article on how this concept might work within the sport and general aviation community.

This is it, folks. Have a good month --- See you Monday at the Meeting.

*Ellen*

# Great North American History Theatre

327 Landmark Center • 75 West Fifth Street • St. Paul, Minnesota 55102 • 612/227-1416

25 October 1985

FOR IMMEDIATE RELEASE

FOR MORE INFORMATION, CONTACT: LEILA RICHTER, 227-1604

## HISTORY THEATRE TAKES TO THE SKY WITH "SPEED"

In May, 1931, the clasp on Speed Holman's safety strap broke as he performed a difficult loop for the opening ceremony at the new Omaha, Nebraska airport. Speed fell from his plane.

The monument honoring Speed at the Minneapolis/St. Paul Airport reads in part: "He belonged to the heights and the heights claimed him." At the time of the accident, St. Paul's Mayor commented, "To me, he was adventure itself." The Governor said, "(Charles Holman) lived for the greatest thrill. From his boyhood he sought it. Nature gave him the qualifications and the intent of a bird." And the Minneapolis Journal added, "In his conception there was nothing that a man could not do with mechanical wings. It was simply a question of courage, skill, and equipment."

Speed's dazzling career spanned the 1920's -- a time of extravagance, adventure, danger. People and their achievements were bigger than life. Flappers and the Charleston swept across America. And in the Midwest, Speed Holman and Gene Dixon thrilled audiences everywhere with their daring exploits as stunt flyers.

Charles "Speed" Holman had always been bigger -- and faster -- than life. Born in Minneapolis in 1890, Speed grew up to be a very big and active man -- a 6'5½" daredevil who thrived on crazy chance. He liked his toys -- first motorcycles and cars, and later planes -- to be the fastest around. When he was just 15, Speed left high school to race motorcycles at the dirt track which later became the St. Paul Municipal Airport. Soon he met Walter Bullock, a pilot who served as his teacher, mentor, and ultimately competitor. In 1917, Bullock gave Speed Holman his first plane ride. Speed was hooked.

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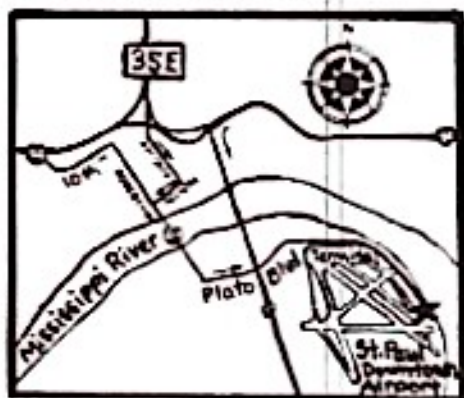
He first tried to join the United States Air Force, but was rejected for imperfect hearing. After working for Bullock as a pilot on delivery odd-jobs, in 1918 Speed joined the growing Midwestern carnival circuit as a stunt flyer. He was so brawny that he could barely fit into some of the planes; occasionally he had to remove his shoes to manipulate the pedals in cramped cockpits. But his feats of daring -- such as the dangerous outside square loop -- and the fearless wing-walking of his partner, Gene Dixon, stunned everyone who witnessed their "St. Paul Dispatch Flying Circus."

By 1926, Speed was widely recognized as a legitimate pilot. He had recently married, and was employed by Northwest Airlines as a pilot and mechanic. Yet he continued to risk his life seeking thrills as a stunt aviator, until his luck finally ran out at Omaha Airport in 1931.

SPEED will premiere in the Altair Aviation airplane hangar on Holman Field at the downtown St. Paul Airport, on April 25, 1986.

It's the latest work by award-winning Minnesota playwright Lance Belville. He has had 26 scripts produced in over 70 productions around the country, including 7 off and off-off Broadway in New York. PLAIN HEARTS, the History Theatre hit he wrote in 1983, had four stagings last year in Minnesota and North Dakota, and a commercial run in Chicago. Belville is the recipient of National Endowment for the Arts and Jerome Foundation fellowships in playwriting.

SPEED opens Friday, April 25 and runs through May 25, 1986. Performances are Thursdays through Sundays. For directions to the hangar, see map below. The hangar is heated, and both bleachers and theatre seats will be available. Performance times are 7 pm Thursday - Saturday, and 2 pm Sunday. Tickets are \$7.50 and \$8.00, with discounts for seniors, children, and groups of 15 or more. For reservations please call 227-1416 or Dayton's.



★ = Altair Aviation Hangar. Take the Robert Street Bridge to Plato Blvd., left on Plato to the Airport. Plato becomes Bayfield and curves to the right. Follow Bayfield to the hangar