



# SPEED'S NEWS



**SPEED HOLMAN CHAPTER-54**  
ST. PAUL, MINNESOTA

PRESIDENT: Mike Fox 221-0430  
VICE-PRESIDENT: Roy Wyland 645-1034  
SECRETARY-TREASURER: Rosemary Frank 451-8187  
DESIGNEES: Roger Westerberg 458-0708  
Al Amnden 484-4058  
NEWSLETTER EDITOR: Eleanor Renwick 888-7233

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CHAPTER 54 MEETING: MONDAY, JUNE 11, 1984 7:30 p.m. SANBORN AVIA.  
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Dear Chapter 54 Members and Friends:

I cannot comprehend the date here (June 1st.) How can this be? It only seems like March if I don't look out the window. Judging from all of the listings in the Minnesota Flyer Calendar, there's plenty to do this summer, and it will pass quickly.

Please note the EXTRA edition to the letter this month. I've had a great time collecting the information and hope you enjoy reading it.

The EAA Aviation Foundation Video Series will offer an official video tape of EAA '84. For the first time, a special EAA video team will capture the color and excitement of the EAA Oshkosh Convention. The one hour documentary will feature the airplanes, personalities, air shows, press conferences and forums of the 8-day celebration of flight. The video tape is offered to EAA members at a special pre-convention discount price of \$39.00. ORDER today by sending your check or money order to: EAA Aviation Foundation Video Series, EAA '84 Wittman Airfield, Oshkosh, WI 54903-3065. Please specify VHS or Beta.

The annual pilgrimage to Oshkosh in late July is coming soon, and "OSHKOSH BOUND '84" posters are once again available, FREE, from Radio Systems Technology. The posters measure 4" X 16" and provide easy recognition by fellow EAAers enroute. To obtain your poster, send a self-addressed envelope per poster to Radio Systems Technology, 13261 Gross Valley Ave., Gross Valley, CA 95945. ATTN: Oshkosh Poster.

Congratulations to GENE PRANK, who came in second at the Reece Aviation spot landing contest. SCOTT EMKOVIC is working on an instructor rating this summer.

Don't forget, if you have news to announce, please let us know and you can see it in print here!

JUNE 7, 1967

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EXTRA!!            EXTRA!!            EXTRA!!            EXTRA!!            EXTRA!!

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On Saturday, May 26th, I had the pleasure of meeting Forrest Holmen. You may recognize his name. You may know him personally, and probably longer than I have. This occasion was very special to me because I believe that he is the epitome of home builders everywhere. He has extensive knowledge in his field (both diesel and aircraft mechanics), has been laughed at for his dreams, and has the drive and persistence to carry on his project, in spite of it all.

Three years ago, Forrest started his present project, a P-51 Mustang PT-10. I first heard of him through a mutual friend at STP, who initially sold him what remained of a much abused fuselage. The gear had been cut off; not taken off, mind you. All of the bolts were long gone. There was no skin left anywhere, and certainly no engine. No seats, no tail, no instruments, no panels, no wheels, no wings, no spars, no ribs, no bron, no nothing. Imagine the boos and laughter when Forrest dragged this proposition into his hangar and told everyone what it was going to be!

Well, he had to start somewhere. Any rebuilding project starts with tearing it down some more. All the wood pieces that were left on the fuselage were nearly rotted to the point of non-existence. They were removed, and carefully reconstructed in the slowest manner possible--by fitting, testing, and shaping, little by little until they exactly matched what was there before. There were no spars or center section left either, so Forrest laminated many pieces of wood together for spars, and reconstructed the whole center section--by fitting, testing, and shaping pieces directly on the fuselage. At the stage of making ribs, he built the required jig, and was unfortunately interrupted by a welding accident which burned his feet and legs, resulting in a 4-month stay in the hospital. There were many more weeks of recuperation needed at home, but there was no time for idleness. That's an excellent time to build ribs, right? This was done without detailed scale drawings, or aircraft manuals, although Forrest did have two planes and some parts to use for patterns. What about parts? What would you do? Yes. Look in Trade-A-Plane. Forrest has answered many many ads. He's written to lots of people all over the country and sent them his shopping list. A panel here, an instrument there, a seat somewhere--it all adds up to an airplane eventually. It's an excellent way to meet people who are all interested in knowing when the plane flies. Not exactly like walking into the nearby parts store, but it's surely no expensive.

Forrest, born in 1917, pinpoints his interest in aviation back to 1927--the big spark being Lindy's crossing of the Atlantic. He built models and then started on the real thing. About the time he'd have hung an engine on that first plane, (he never did say what type it was other than "a plane") he went to work on a Holman instead.

JIM MOODY is looking for a furnace to fit between slides - for his garage so he can start on his airplane during the winter. If you have a furnace to help him out, call him at 738-3456.

Due to the last announcement for the Pig Roast at New Hope Airport on June 16th. Last minute ticket information can be gotten from Sandy LeHire at 499-6422 or by calling the Airport at 499-3315.

Your comments are needed on the following subjects:

1.]

**51% RULE COMMENTS NEEDED:** We still receive an occasional complaint or remark from an applicant for an amateur built experimental certificate regarding the "major portion or 51% rule", especially when the FAA finds that the applicant has not met this requirement. These remarks come from designers and manufacturers of kits as well as from individual homebuilders.

We all know the "major portion or 51% rule" has considerable room for interpretation, and this is not all bad as it provides flexibility both for the amateur builder and for the FAA Inspector who is called upon to issue the experimental certificate for the aircraft.

Recently, FAA developed an innovative concept whereby it could be determined whether or not a project would qualify as "Amateur Built" before it was started. Further, a designer or kit supplier could determine that the product would fit this criteria. This has been extremely helpful in specific cases where the new concept was applied, but many people do not know it exists and, therefore, cannot put it to use. The concept is in a trial status and receives its life in a document entitled FAA Notice N8130.29, issued 7/25/83. The information contained in this notice is available at your MIDO, GADO or FSDO.

The concept consists of breaking down the construction and assembly process into its various components and then giving weighted credit for having done the work and having used specific tools in this endeavor.

A check list was developed for two categories of aircraft - one of over 350 lbs. maximum empty weight and the other for aircraft up to 350 lbs. maximum empty weight. (The latter covered the introduction of ultralights into the amateur built category.)

After completing the check list, if the resultant number is over 50 the project qualifies. If 50 or less it is not within the basic requirement and hence will not be eligible for an experimental certificate in the amateur built category.

It is not mandatory for the FAA to use the check list if the inspector is satisfied that the 51% requirement has been met, but it is helpful in the event of a dispute.

Inasmuch as this trial period is scheduled to close 7/1/84, we would appreciate any comments you may have regarding its use, both pro and con, by June 10. Where possible please support your remarks with specifics so we can provide FAA with a constructive recommendation by the middle of June. Address your comments to: Charles Schuck, EAA Washington Representative, 708 MacArthur Ave., NE, Vienna, VA 22180.

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**10% LUXURY TAX ON AIRCRAFT:** We have been in contact with Wisconsin Congressman, Jim Moody, regarding the amendment to the Tax Reform Act of 1983, which seeks to impose a 10% tax on personal use aircraft. We have pointed out to Congressman Moody that the aviation community is already in dire straits and that we pay taxes far in excess of what could reasonably be assumed our share. We have also told him that all of the principal aircraft manufacturers are suffering large staff lay-offs and that the very small amount of revenue which would be gained from such a 10% luxury tax cannot be compared to the tremendous additional burden it would place on those of us who fly, not only for recreation but provide a great number of community services. Unfortunately, Congressman Moody continues to support the Bill and its amendments "as part of a necessary deficit reduction package to raise revenues and to cut Federal spending". Obviously, we disagree. We strongly encourage all of you to contact your Representatives in Washington to give them your views on this extremely important issue.

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LANDING

SHAWNEE KIDS

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See you at the meeting or around the state soon.

Shawnee

He worked on the Hohewick until joining the Navy in 1936. He was stationed at Gold-Chamberlain where he watched an old diver and Curtis Fledglings for use locally. He must be a historian's dream with his vivid details concerning the military development there. He picked up valuable experience and training as an aviation mechanic, which he finds useful on his PT-19 project.

Charlie Holman and the Northwest crew figured Forrest should join them when he got out of the Navy. This was at the worst of the 30's Depression. Forrest, however, decided he needed a more steady job than what fledgling aviation offered. He went to work in the lumbering business, packed his tools in the back of an airplane and flew around the country repairing things, eventually ending his own de lousie. He "retired" in 1959.

Forrest moves slowly around his hangar and peers through thick glass. He is quick to admit that his biggest reason for getting up in the morning is to go over to the airport and work some more on his plane. He keeps regular hours at his hangar, no matter what the season. There is a daily parade of friends who offer support and encouragement. The PT-19 is scheduled to be completed next year, after finishing the wings this winter. His next project is a PT-26. He already has a new collection of parts started.

Now, with all wood parts carefully hand built and shrouded out of the metal skin replaced or ready to go on; the engine hung, with Forrest just itching to hear it run; the gorgeous wood pro visible against the yellow cowling; fuel tanks installed and authentically painted; the fabric going on smoothly; and the vision standing on the sturdy new gear with the covers in place and tidily safety-wired down; would you believe he's had many offers from people to go out and fly it for him?

*Eleanor Renwick*