

# Randolph Honors Inventor

Randolph AFB's Instrument Pilot Instructor School (IPIS) honored Col. Carl J. Crane, USAF Ret., Friday with a tour of the school, a demonstration flight in a Northrup T39 Sabreliner, and a dinner.

Col. Crane, a San Antonio native who lives in Helotes, developed and tested the first fully automatic landing devices in the 1930s.

Crane entered the U.S. Army Air Service after graduating from the University of Dayton in 1924. He began as a pursuit pilot, then became an instructor.

In 1929, he developed training techniques for blind flight with Col. William C. Ocker, and they co-authored the first book on instrument flight, "Blind Flight in Theory and Practice," in 1932.

Crane holds patents on several instrument flight devices. The early "Link Trainer," well-known as the "Blue Box," was developed from one of his early patents that was licensed by Link Aviation.

He also designed the first fully automatic landing device and received the Distinguished Flying Cross and the MacKay Trophy for flight tests on it.



**DEMONSTRATION FOR PIONEER**—Col. Carl J. Crane, USAF Ret., left, a pioneer of instrument flying, compares today's automatic flight devices with those he helped develop in the 1930s. With him in the cockpit of a Northrup T39 Sabreliner is Lt. Col. Ronald M. Condra. A demonstration flight in the T39 was included by the Instrument Pilot Instructor School.

## Special Religious Services Are on Celebration Schedule

## 4 Mexican Scouts Go Back Home

C O P Y

November 30, 1971

Hon. Barry Goldwater  
Senate Office Building  
Washington, D.C. 20515

Dear Barry:

Would it be interesting to see the color movies you took from the back seat of that AT-6 at Luke, in 1942, when I was sidegun firing at towed targets? They re-invented the system during Viet Nam with plausible results.

When you come for our AFA meeting next week, I hope you might take a little time to look at my Allweather Flitegage installed in a Cessna at San Antonio International Air Port. The Flitegage system proposes to make all-weather flight and landing for safer for general aviation aircraft, as well as improve the economy of airline operations.

It will be good to see you again. The telephone numbers are all San Antonio numbers.

Sincerely,

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CJC/hb  
opeiu-#120  
afl-cio



ALWEATHER FLIGHT SYSTEMS  
Box III Helotes, Tx 78023

8 December 1971

Honorable Barry Goldwater  
Senate Office Building  
Washington, D. C. 20510

Dear Barry:

There were a lot of disappointed people at La Villita last night at the AFA meeting, however your message was well received and understood.

And today your kind letter arrived. This also is appreciated. And there may be something to this mental telepathy after all. Perhaps it is just time to recommunicate a bit. You may also remember that ten years before we flew together at Luke the late Colonel Bill Ocker and I had co-authored the book "Blind Flight in Theory and Practice". Ocker's widow Doris resides in Tucson. For years she was house mother at the University there. We plan to make one of our periodic visits with here en route to visits with my children in California around Christmas.

Your Committee assignments almost demand that we fly together again in our Cessna Skyhawk which includes the Alweather Flitegage. Could we take a hop at Sky Harbor with you, either westbound or eastbound just before or after Christmas?

The Air Line Pilots Association have stated "The all-weather program of the air transport industry in this country is a blueprint for disaster." We are still using 1930 model instrumentation, somewhat embellished, in the 130,000 general aviation aircraft, and the military still complain of limitations imposed by weather.

Since May we have been flying the fourth model of the Flitegage, and I am greatly encouraged by the reaction to its capability by the pilots who fly it, - pilots of all classes of expertise. It's time for a major change! Maybe a little history in the making!

We hope to spend 22-23 Dec in Phoenix westbound. Somewhere along the line ahead we must fly together again.

Sincerely,

Carl J. Crane

BARRY GOLDWATER  
ARIZONA

# United States Senate

WASHINGTON, D.C. 20510

COMMITTEES:  
AERONAUTICAL AND SPACE SCIENCES  
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December 2, 1971

Mr. Carl J. Crane  
Box 111  
Helotes, Texas 78023

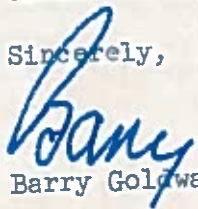
Dear Carl:

By a very peculiar circumstance and coincidence, we were talking about you just the night before I received your letter.

I certainly do recall the back seat movies and I also recall your avid and complete interest in instrument flying even at that early date.

I would certainly like to see your flitegage but time is going to be the factor; in fact, if we haven't decided on the Supreme Court Judges by that time I might even have to miss the meeting but I am planning on being there. I hope to see you.

Sincerely,



Barry Goldwater

BARRY GOLDWATER  
ARIZONA

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## United States Senate

WASHINGTON, D.C. 20510

December 23, 1971

Mr. Carl J. Crane  
Box 111  
Helotes, Texas 78023

Dear Carl:

I know this letter is going to cross paths some place, but I do want to get in touch with you and I hope that you do call me while you are in Phoenix. I am here now and I would most certainly enjoy flying with you. In fact, today would be an excellent day to try it because we could get up into the overcast.

I agree with the airline pilots about the equipment for today's flying, even though it is getting a little more exotic and sophisticated and easier to handle than what we had twenty or thirty years ago. I do hope to see you soon.

With best wishes,



Barry Goldwater



The Honorable Barry Goldwater  
United States Senate  
Washington, D. C. 20510

Dear Barry:

Your letter dated 23 December arrived yesterday, and here I've been thinking we discarded the Pony Express! But with all the many things agoing around Christmas it is just as well that we drove through the rain and snow in California, passing a bit south of Phoenix on the way west. Happy New Year!

We are now installing a Century I auto pilot and tracker in the Cessna. This should be complete on or about 15 January. Just before we left for the holidays Colonel Don Condra who commands the IPIS at Randolph carried four students aloft to check their responses under the hood to odd- position recoveries using the Alweather Flitegage. These civilian students, three of whom had not yet soloed made immediate recoveries to normal flight. Condra, who says he has flown with you some time back, now has considerable time on the Cessna for purpose of evaluating the system.

We will look forward to the time when you can fly our bird and perhaps combine this with a visit to the Instrument Pilot Instructor School at Randolph where they are doing a mighty fine job.

I will keep you posted on our progress.

Colonel USAF Ret

4 January 1972

Carl J. Crane, M. E.  
President

Alweather Flight Systems

"by the seat of your pants"

24 January 1972

Honorable Barry Goldwater  
United States Senate  
Washington, D. C. 20510

Dear Barry:

At American Air Lines Flight Academy, Fort Worth, on last Friday we spent the day flying 747 and other simulators and inspecting various instructional items at this elaborate school.

On returning home the January issue of the AIR LINE PILOT was reviewed. Enclosed is a tear sheet or two. You may not yet have seen or read these. On page 40 of "Reduced Visibility Landings." by Larry DeCelles reference is made to the article "Fail Safe Landing" in the September 1970 issue. This very definitive article you may like to have at your desk for reference. I'll send it to you if you like. Your Committee work might find food for thought in these items.

A few years ago a Staff Report prepared for the Senate on Aeronautical and Space Sciences stated, with reference to the subject of all-weather landing systems that "In a sense this problem requires a fundamental attack because all the simple, clever things have already been tried." After my visits to American Airlines, where they spend hours in simulators practicing to safely "see to land" from a selected decision height on so-called instrument landing systems; and after reading the charges and counter-charges of ALPA and FAA, and the testimony of "experts" in support of the one or the other, I am truly convinced that the problem does require a fundamental attack. This is what I have been busy with. And I take courage and hope when I note that (from the enclosed "At Press Time" report) that a part of my system - runway distance monitors - is about to get some consideration.

In a few days FLIGHT Magazine will describe a flight study of my Alweather Flitegage System, and you will receive a copy. I also hope that you will take the trouble to fly it too. It is highly important to untangle the confused thinking on the part of FAA and the pilots, and get both moving together in a constructive direction.

You must be as proud of your son as I am of my ex-Navy fighter pilot instructor who now is a senior VP of one of our large banks of San Antonio.

Regards and good wishes in this 30th anniversary year of our flight together at Luke.

512-226-5184

or 695-3367

Box 111

Helotes, Texas 78023

Encls as noted

Sincerely,

  
Carl J. Crane

BARRY GOLDWATER  
ARIZONA

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## United States Senate

WASHINGTON, D.C. 20510

January 31, 1972

Mr. Carl J. Crane, President  
Alweather Flight Systems  
Box 111  
Helotes, Texas 78023

Dear Carl:

Your letter of the 24th of January makes me more anxious than ever to see your system in action, and I certainly hope that this comes to pass some place in this busy schedule we both follow.

I have just returned from seeing Bill Lear's steam engine operate and, while there, I saw a number of his new improvements in aviation electronics which are really thrilling, but do not approach the need that your program accomplishes.

With best wishes,

  
Barry Goldwater



Cal & Mrs C JC  
Randolph

Hon. Barry Goldwater  
United States Senate  
Washington, D. C. 20510

Dear Barry:

Many thank for your letter of 31 January speaking of  
your visit with Bill Lear.

This little clipping was in our local paper last night.  
Just want to say that I keep legal with the aid of my  
46 year old pilot wife. She is not one for acrobatics  
but I'll stack her up with any airline pilot in the  
business when it comes to ATC or working in crowded  
traffic for ILS approaches.

Tonight we fly with Colonel Condra again on the Flitegage.  
It was he who flew with you circa 1963 at Randolph on  
SST items. He now commands the IPIS. I think you may  
want to stay at Randolph when you come. On the other hand  
there is a fine Motel adjoining the San Antonio Airport.  
I know Condra will want to show you the IPIS which is  
about to transpose into the Air Force Instrument Flight  
Center!

When Bill Lear was just starting out I gave him one of  
his first contracts for radio compass at Dayton, and visited  
his home shop.

Hope to see you ere long.

High regards.

CARL J. CRANE

BARRY GOLDWATER  
ARIZONA

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## United States Senate

WASHINGTON, D.C. 20510

February 24, 1972

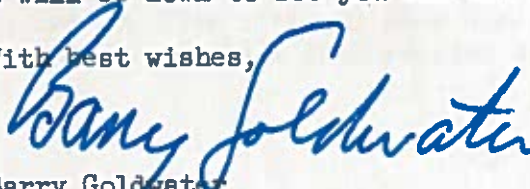
Colonel Carl J. Crane  
Rancho Cerro Alacran, Box 316  
Helotes, Texas 78023

Dear Carl:

Your instrument continues to intrigue me and I can hardly resist the temptation of popping down to see you any moment, but that is the way life is running these days.

Let me put it this way and as the year goes on and important hearings and legislative work we are engaged in quiet down I will be down to see you and some of my Air Force friends.

With best wishes,



Barry Goldwater

24 February 1972

Honorable Barry Goldwater  
United States Senate  
Washington, D. C 20510

Dear Barry:

This is just a note to enclose copies of recent correspondence relating to the A\weather Flitegage.

The article in FLIGHT Magazine has triggered some remarkable interest in the potential of this system. I have sent information to Dwane Wallace of Cessna, hoping for his favorable consideration.

I just hope my one Flitegage which has been flying since May without a murmur doesn't fall apart before people like you and the Canadians get a chance to fly it.

By now I hope that you have had the opportunity to read the story in Flight Magazine, and will soon come to visit with us, and perhaps help out some folks like Dolph Briscoe with a smile or two!

Sincerely,

CARL J. CRANE  
Enclosures



24 February 1972

Honorable Barry Goldwater  
United States Senate  
Washington, D. C 20510

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Sincerely,

CARL J. CRANE  
Enclosures

BARRY GOLDWATER  
ARIZONA

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## United States Senate

WASHINGTON, D.C. 20510

April 14, 1972

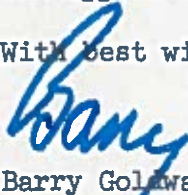
Colonel Carl J. Crane  
Rancho Cerro Alacran  
Box 316  
Helotes, Texas 78023

Dear Carl:

With the additional campaign duties I have taken on for the President and the press of Senate business, I am afraid that I won't be able to make the May 20th date.

My schedule is completely full starting May 1st through Election Day in November. Please thank Colonel Condra and regret this for me. I am sorry that I will not have the opportunity to be with you this year.

With best wishes,

  
Barry Goldwater

**ALWEATHER FLIGHT SYSTEMS**  
Box III Helotes, Tx 78023

September 1, 1973

Hon. Barry Goldwater  
United States Senate  
Washington, D. C. 20510

Dear Barry:

We have just returned from Wright-Patterson AFB where we spent three days demonstrating the Alweather Flitegage System to a score of pilots and engineers of varied expertise and experience. We are very pleased with the results of this effort, and others here during this year.

It looks now like production may begin before the year is out. We of course have been hoping that you might find this real advance in instrumentation for the CAT III landing and other military and civil applications worth the trip here for a bit of flight time. Some of your pilot friends have been hoping that you will make it soon. I had occasion in Dayton to tell some of our flights in the AT-6 equipped with the side-gun armament in 1942 quite a few years before it was applied in Vitnam. This came as quite a surprise to one Colonel who seemed to have been close to the recent application.

It will be good to see you again after so many years since those at Luke Field.

Sincerely

Carl J. Crane, M. E.  
President



Hon. Barry Goldwater  
United States Senate  
Washington, D. C. 20510

Dear Barry:

It was good to note that you honored the American Aces gathering here in San Antonio during which your published comments served to strengthen our long held opinion on how the war in Vietnam could have been ended a long time ago.

We were saddened a bit to think you would be so near to us without taking the time to give our Alweather Flitegage an hour flight. Since last writing to you we have developed a non radio altimeter (also non Barometric) which shows how costly radio altimeters can be eliminated for the CAT III approach/landign.

We hope you will be back again ere long.

Sincerely,

September 10, 1972

Carl J. Green, Jr.  
President

BARRY GOLDWATER  
ARIZONA

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## United States Senate

WASHINGTON, D.C. 20510

September 7, 1973

Mr. Carl J. Crane  
Box 111  
Helotes, Texas 78023

Dear Carl:

I have heard many good things about your flight gage and I am itching to get my hands on it.

I hope my schedule will begin to calm down a bit so I can go places I want to rather than places I must go and maybe in the months ahead that might happen.

It is always good to hear of your success.

With best wishes,

  
Barry Goldwater

October 5, 1973

Hon. Barry Goldwater  
United States Senate  
Washington, D. C. 20510

Dear Barry:

It was good to have your letter of September 7 with its kind expressions relating to my work which keeps us busy - presently putting some extra hours on a pre-production model of the Allweather Flightlog and the HAF Landing Altimeter.

In these troubled times, which involve the character and characteristics of our leadership in government it is heart warming to note the frequent reference to you and the image of forthright and honest effort you exemplify. So many feature articles, and editorial comment in recent months have given you the nod. Perhaps the time and circumstances will demand that you shoulder the responsibilities of high office to accomplish a mission that you do not covet.

God bless you,

Colonel USAF Ret.



April 15, 1974

Hon. Barry Goldwater  
United States Senate  
Washington, D. C. 20510

Dear Barry:

Enclosed is a copy of letter to NTSB Chairman which you may like to read if you have time from your busy schedule of R & D relating to chili.

If you will stop by and fly the Flitegage I will be happy to give you a few pointers on how to make Arizona chili the equal of our San Antonio variety of the Texas quality.

Anyhow good wishes.

Sincerely,

BARRY GOLDWATER  
ARIZONA

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## United States Senate

WASHINGTON, D.C. 20510

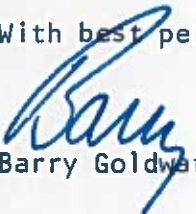
April 22, 1974

Col. Carl J. Crane (Ret)  
Rancho Cerro Alacran  
Helotes, Texas 78023

Dear Carl:

I'm still hoping to get by someday and fly your Flitegage. I know it has the answers to many of the problems that confront us today in instrument flight, so the first chance I get, as I've told you before, I'll be by.

With best personal wishes,

  
Barry Goldwater

BARRY GOLDWATER  
ARIZONA

# United States Senate

WASHINGTON, D.C. 20510

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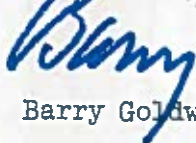
November 25, 1974

Colonel Carl Crane  
Allweather Flight Systems  
Post Office Box 111  
Helotes, Texas 78023

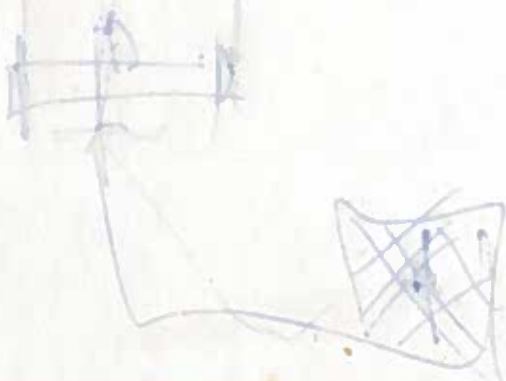
Dear Carl:

I'm still busting my butt to get down and fly that system of yours and one of these days I'm going to do it. You being the granddaddy of instrument flying, I don't have to be shown to believe in you.

With best wishes,



Barry Goldwater'



# United States Senate

WASHINGTON, D.C. 20510

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November 25, 1974

Colonel Carl Crane  
 Alweather Flight Systems  
 Post Office Box 111  
 Helotes, Texas 78023

Dear Carl:

I'm still busting my butt to get down and fly that system of yours and one of these days I'm going to do it. You being the granddaddy of instrument flying, I don't have to be shown to believe in you.

With best wishes,

*Barry*  
 Barry Goldwater'

1st Indorsement

Carl J. Crane, Col USAF Ret- 1 Dec 1975; To Barry Goldwater M/G USAFR- Please reply by Indorsement hereon (or otherwise). The Stinsons Flight of the Order of Daedalians (which I organized) holds its formal dinner meeting at Lackland AFB evening of 16 December - ladies night too. Will you be our guest - - and during the day fly our Flitegage equipped Cessna 172?

Hope also to see you at the San Antonio C of C. Enjoyed the E K bash on TV too!

*Carl J. Crane*  
 Carl J. Crane

*Last communication  
 with B.G. Jr.*



**ALWEATHER FLIGHT SYSTEMS**  
**Box III Helotes, Tx 78023**

20 July 1974

Hon. Barry Goldwater  
United States Senate  
Washington, D. C. 20510

Dear Barry:

Congratulations on your recent honors for work on behalf of aerospace. And we also enjoyed reading the article in the current National Observer but were a little disappointed in that the article failed to mention how you and I performed the first Side Gun Fighter tactics at Luke Field in 1942, which laid the ground work for the "dragon ships" used in Viet Nam. TSK, Tsk!

While awaiting your flight report on the Alweather Flitegage System, if and when this ever comes to pass, I enclose a rather spontaneous handwritten report which followed the two-day visit of Dr. William L. Rutherford, now on duty at Edwards Air Force Base, Even I couldn't add much to this.

Just a word about Dr. Rutherford who took his M. D. and then in the Air Force completed the flight surgeon's course, but since he "would rather be flying", he spent five years as a United Airlines pilot. He is now on leave from United Airlines, a member of ALPS's Aeromedical Committee, and is currently engaged in the study of human factors for the Lovelace Foundation which is being coordinated with NASA. It seems that Bill Rutherford grew up in the cockpits of his father's privately owned airplanes which were used when his dad was not flying with the air lines. Dr. Rutherford came to fly with us on the recommendation of another United pilot who has been here twice and is due back again shortly.

We of course would be more than delighted to see you again here although it is our intuitive judgment that if anyone is needed in Washington more than you at this time we would be hard pressed to name him.

Sincerely,

Encl as noted

CJC:pc

*copy -  
other copy in  
Box 7, Folder p47-2*

31 July 1975

Hon. Barry Goldwater  
U. S. Senate  
Washington, D. C. 20510

Dear Barry:

When you and I flew together at Luke Field you were taking colored movies of the side-gun fighter arrangement I tried to sell Wright Field in 1938-39 before moving to Phoenix. Three years later the system was finally adopted during Viet-Nam and proved very effective against ground targets. It sure takes a long time to convince some people of the value of things.

I am enclosing copy of a letter to James Dow. We attended the AGARD meeting in Cambridge in May, where we enjoyed Dow's presentation very much. Since you are undoubtedly aware of the \$2.1 million that FAA has committed to improvements in approach/landing hardware and systems you may be interested in my comments.

Hopefully the time will come when you can form your own opinion about the Alweather Flitegage System by sampling its merits in flight.

Pam joins me in very good wishes.

Sincerely,

Encl as noted

CJC/pc

22091 WAITE  
LAKE ELSINORE, CA  
92530

# Flight Test NEWS

PUBLISHED BY THE SOCIETY OF FLIGHT TEST ENGINEERS  
P O BOX 4047, LANCASTER, CALIF.

SEPTEMBER 1976  
VOLUME 6, NUMBER 6

## HAROLD CHENEY RECEIVES "KELLY" JOHNSON AWARD



MR. HAROLD CHENEY

Mr. Harold Cheney was presented the 1976 "Kelly" Johnson Award for outstanding achievement in flight test engineering. The award ceremony was conducted at the SFTE Symposium

during the dinner banquet on the evening of August Sixth, on beautiful Orcas Island, Washington.

Harold Cheney is a charter member of the Long Beach Chapter and truly a pioneer flight test engineer. His colorful professional career started in 1936 at Vultee Aircraft Co. following graduation from the University of Cincinnati in Aeronautical Engineering. During college he was a co-op engineer at Aeronca on the improved C-3. Harold's present position is at Douglas Aircraft Co., on the YC-15 project. His first flight test assignment was recording data on a knee pad in a Vultee VIA transport. He developed the first photo recorder for the Vultee P-48 fighter in 1939. Today Harold Cheney evaluates YC-15 aircraft performance in "realtime" viewing CRT displays in Douglas' Flight Development Center.

He served as chief flight test engineer at Vultee Aircraft Co. and Convair from 1938 to 1956, a variety of flight test management assignments for General Dynamics from 1956 to 1970, and Flight Test Project Engineer at Douglas from 1970 to present. The repertoire of test programs in Harold's professional career is vast; to mention a few were the BT-13 Trainer, A-35 Dive Bomber, P-81 (first U.S. turboprop), F-102, Terrier Missile, MX-774 Ballistic Missile (Atlas prototype), Pogo Stick, Convair 880 transport, Little Joe II Booster, and F-111B. He was deputy program manager on the Little Joe II Booster for the development of the Apollo Command Module.

Throughout his career, Harold has been active in technical societies. He is past director of Aerospace Division of ISA, AIAA member, and presented a technical paper at the 1961 annual meeting of the Society of Experimental Test Pilots. Harold has contributed to the SFTE's development and strongly believes in its main objective: the advancement of flight test engineering throughout the aircraft industry by providing technical and fraternal communication among individuals in test operations, instrumentation, test data processing, and systems analysis.

Carl —

You and Dad started me in a wonderful experience of testing aircraft and missiles (including Apollo)

Harold R Cheney

Clair Cheney, W.W.I pilot  
flew for Edgar Tabin Aerial  
Surveys for years beginning  
in mid 1920's. He and  
his sons attended my high  
school classes at Main  
Ave, + Brackenridge in  
San Antonio while I was  
a Lieutenant at Brooks  
Field - instructor - 1927-  
1930



FL SIGN

22 July 1980

U. S. Representative Barry M. Goldwater Jr.  
Dirksen Building Room 2240  
Washington, D. C. 20510

Dear Congressman:

Your dad, on or about 8 April 1942, before he was on active duty, flew back seat in my special AT-6 at Luke Field taking color movies of my side-gun fire tearing a tow target to shreds. Through the years we have had bits of correspondence, some relating to my work on instrument development.

The above is a bit of introduction, and a short bio-sketch of me is enclosed. Kindly note the copy of my letter to Dr. John Lauber of NASA, Moffett Field, CA.

If the subject interests you (I have also belonged to AOPA for years), you may even care to fly our research Cessna 172 equipped with the Flitegage VII-B and let me send you additional information.

Your dad promised to come fly with me but has not yet quite made it.

Kindly favor me with your thoughts on this subject.

Sincerely,

*x Re-invented as the  
Magic Dragon  
during Viet Nam!  
CJC*

*Carl*  
CARL J. CRANE  
Col USAF Ret

Encl as noted

CJC/pc



BARRY M. GOLDWATER, JR.  
20TH DISTRICT OF CALIFORNIA

COMMITTEE ON PUBLIC WORKS  
AND TRANSPORTATION  
COMMITTEE ON SCIENCE AND  
TECHNOLOGY

**Congress of the United States**  
**House of Representatives**  
**Washington, D.C. 20515**

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23241 VENTURA BOULEVARD  
WOODLAND HILLS, CALIFORNIA  
(213) 883-1233

VENTURA COUNTY OFFICE:  
CAMARILLO  
(805) 482-7272

August 6, 1980

Colonel Carl J. Crane  
Flight Design  
Post Office Box 17745  
San Antonio, Texas 78217

Dear Colonel Crane:

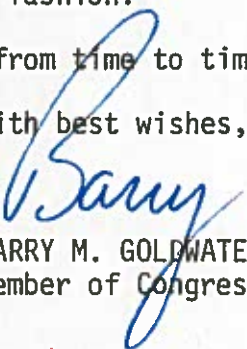
Thank you for your letter of July 22nd. Your new flight instrument looks quite interesting.

I noted the paragraph in your letter to Dr. Lauber which mentioned the possibility of using Trust Fund money to assist aircraft owners in replacing current instruments with your new one. Frankly, I don't think that is politically feasible. I am having enough trouble just getting the Administration to spend the Trust Fund on aviation safety improvements available to the public. It would be much more difficult to change the law to allow the money to go to private individuals.

Therefore, I suggest that you pursue the development of your instrument as an optional (approved) device, and let the free enterprise system work in its normal fashion.

Please let me know how you're doing from time to time.

With best wishes,

  
BARRY M. GOLDWATER, JR.  
Member of Congress

BMG:jt

*Rec. 8/8/80*

BARRY M. GOLDWATER, JR.  
20TH DISTRICT OF CALIFORNIA

COMMITTEE ON PUBLIC WORKS  
AND TRANSPORTATION  
COMMITTEE ON SCIENCE AND  
TECHNOLOGY

Congress of the United States  
House of Representatives  
Washington, D.C. 20515

WASHINGTON OFFICE:  
RAYBURN HOUSE OFFICE BUILDING  
(202) 225-4461

SAN FERNANDO VALLEY OFFICE:  
23241 VENTURA BOULEVARD  
WOODLAND HILLS, CALIFORNIA  
(213) 883-1233

VENTURA COUNTY OFFICE:  
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August 6, 1980

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Flight Design  
Post Office Box 17745  
San Antonio, Texas 78217

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With best wishes,

*B. M. Goldwater*  
BARRY M. GOLDWATER, JR.  
Member of Congress

BMG:jt

*Rev. 8/8/80*



16 August 1980

U. S. Representative Barry M. Goldwater Jr.  
Dirksen Building Room 2240  
Washington, D. C. 20510

Dear Congressman:

Thank you for your sincere comments regarding my effort on behalf of flight safety.

I believe we are both interested in this important subject although our paths to the implementing of it may vary a bit.

The Germans and the Japs lost the shooting war, but now seem to have shot down our automotive industry. Hopefully we can beat them to the punch before they do the same thing to our avionics folks.

Please read through the enclosed folder for a better idea of our effort and view this in the light of my latest letter to Dr. Lauber, dated 14 August 1980, copy enclosed.

Will you kindly send me a copy of your H. R. 7611, and please try for a visit with us to fly our Cessna.

Sincerely,

CARL J. CRANE, P.E.

Encl as noted

CJC/pc  
1) Brochure  
2) Dr. Lauber ltr 8/14

BARRY M. GOLDWATER, JR.  
20TH DISTRICT OF CALIFORNIA

COMMITTEE ON PUBLIC WORKS  
AND TRANSPORTATION  
COMMITTEE ON SCIENCE AND  
TECHNOLOGY

**Congress of the United States**  
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(213) 883-1233

VENTURA COUNTY OFFICE:  
CAMARILLO  
(805) 482-7272

August 25, 1980

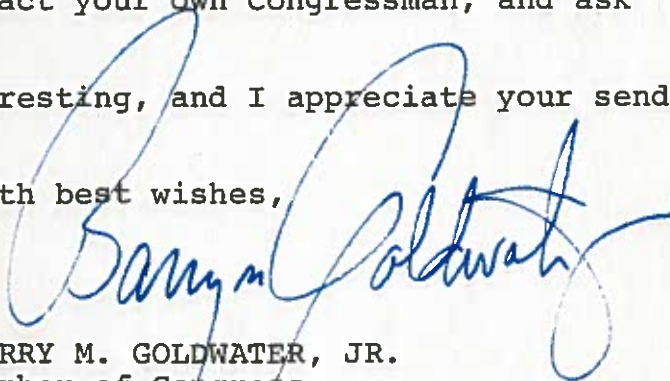
Mr. Carl J. Crane  
Flight Design  
Box 17745  
San Antonio, Texas 78217

Dear Mr. Crane:

Many thanks for your letter of August 16, and your request for a copy of H.R. 7611, which I've enclosed. I would appreciate it if you would contact your own Congressman, and ask him to cosponsor the bill.

Your brochure is most interesting, and I appreciate your sending it to me.

With best wishes,



BARRY M. GOLDWATER, JR.  
Member of Congress

BMG:mr  
Enclosure



96TH CONGRESS  
2D SESSION

# H. R. 7611

To provide that receipts and disbursements of the Airport and Airway Trust Fund shall not be included in the budget of the United States Government.

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## IN THE HOUSE OF REPRESENTATIVES

JUNE 18, 1980

Mr. GOLDWATER (for himself, Mr. JOHN L. BURTON, Mr. CLAUSEN, Mr. EETEL, Mr. FARY, Mr. GLICKMAN, Mr. HARKIN, Mr. HARSHA, Mr. LEVITAS, Mr. LEWIS, Mr. LIVINGSTON, Mr. LLOYD, Mr. MOORE, Mr. ROE, Mr. ROYER, Mr. SHUSTER, Mr. SNYDER, and Mr. TAYLOR) introduced the following bill; which was referred to the Committee on Government Operations

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## A BILL

To provide that receipts and disbursements of the Airport and Airway Trust Fund shall not be included in the budget of the United States Government.

1 *Be it enacted by the Senate and House of Representa-*  
2 *tives of the United States of America in Congress assembled,*  
3 That, notwithstanding any other provision of law, the re-  
4 ceipts and disbursements of the Airport and Airway Trust  
5 Fund and any amount in such Trust Fund shall not be  
6 included in the totals of the budget of the United States Gov-

1 ernment, and shall be exempt from any general limitations  
2 imposed on budget outlays of the United States.

3       SEC. 2. The amendment made by the first section of this  
4 Act shall apply to budgets of the United States for fiscal  
5 years beginning after September 30, 1981.

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