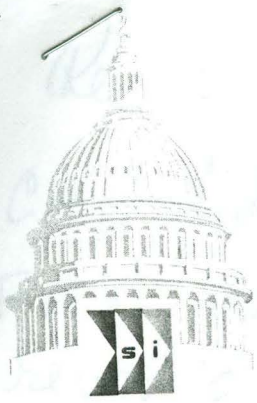


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The CAB's findings on USOA as of Dec. 7 1964 of course were a biased kangaroo court, - preconceived conclusions.

Even that hearing found that USOA could within ~~3 or 5 days~~ <sup>IMMEDIATELY</sup> put into operation ~~five~~ <sup>six</sup> DC 7's - How could this be so if USOA was so bad off financially? also we should get copies of Alan Boyd's speech shortly after the USOA case saying that they had made a mistake and other carriers were worse off than USOA and that they would not do that anymore. Look at Standard & Vance

Re: CAB reference to Standard

- ① CAB didn't stop Standard - the FAA ~~was~~ suspended or revoked their FAA "Operating Certificate" for financial incompetence.
- ② Months later CAB got around to "suspending" not "revoking" their economic authority.
- ③ As to ONA who beat the FAA to the punch, so to speak, and simply ceased operations, - CAB never even made a move to suspend

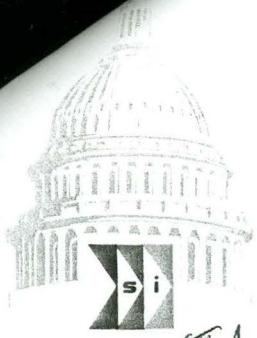
The bias re: USOA is most certainly demonstratable. Look at Rosenthal's remark "FAA tried to put USOA out of business; couldn't do it so passed the buck to the CAB."



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The CAB yaps about Congress invalidating all previous authority, yet justifies ONA being given all kinds of consideration because of a previous authority - "Transatlantic Charter". Why wasn't that also invalidated or combined into one hearing? They have a "King can do no wrong" complex