

American Aviation DAILY

Your Overnight Washington Representative 1025 Vermont Ave., N. W., Washington 5, D. C.

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INCLUDING INTERNATIONAL AVIATION

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Vol. 71, No. 20 _____ Wednesday, November 29, 1950 _____ Page 161

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Prior to the decision, American had to land all Toronto-New York flights at Buffalo, junction of AA's routes 7 and 56. Only non-stop service was provided by Trans-Canada Air Lines. Selection of American over Colonial to parallel TCA was based on the fact that American currently serves Toronto and could therefore provide the new service at less cost.

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VERNER NAMED EXECUTIVE DIRECTOR OF CAB TO MANAGE STAFF

CAB has appointed James M. Verner as Acting Executive Director of the Board, a new position described as general manager of the Board's staff, responsible for planning, directing, and co-ordinating staff activities. New position was created largely as a result of a management survey of the Board's operations conducted during the last three months of former Chairman Joseph J. O'Connell's regime.

Verner will work under the general supervision of Chairman D. W. Rentzel and will be responsible for (a) directing the development of operational plans, (b) scheduling flow of work according to priorities, and (c) directing efforts and co-ordinating activities of office and bureau heads. He will assume his new duties immediately. His present position of executive assistant to the chairman will be filled by Charles I. Longacre who has been designated acting executive assistant. Longacre came to the Board recently as assistant to the chairman.

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MILITARY CARGO PLANES TO USE PISTON POWER FOR SOME TIME, ROCHE TELLS ASME

NEW YORK, N. Y., November 28 (By James J. Haggerty, Jr.) -- Turbojet engines may be used to power some military cargo airplanes of the future, but the Air Force will continue to build piston engine types for some time to come, according to Lt. Col. Lucian S. Rochte, chief, cargo branch, engineering division, Air Materiel Command. In fact, Rochte said in an address before the Air Cargo Day meeting at the Hotel Statler here, all three types of power plants --- turbojet, turbo-prop and piston --- will be used, depending upon the mission for which the plane is designed. The Air Cargo Day meeting was a part of the annual meeting of the American Society of Mechanical Engineers.

Rochte used the troop-carrying plane as an example of piston engine continuance. The low altitude, low speed requirements of a troop carrier make it doubtful that it will be powered by anything but piston engines in the foreseeable future. Rochte sees a trend toward turbo-prop and turbojet power for longer-haul aircraft, however.

In his address, Rochte laid down what he considers to be the basic requirements for future military cargo aircraft. They include:

(1) Cargo compartment --- rectangular in profile with integral loading ramp and doors. Maximum interchangeability of cargo and passengers is mandatory. Floor must be of rugged construction and truck bed height with tie down fittings on a 20 inch grid pattern both on the floor and cargo compartment walls.

(2) Landing gear --- rugged and free of maintenance problems. Must have sufficient bearing area to permit operation from mud and sand surfaces. Track type landing gear, however, is apparently not the answer; the weight penalties more than offset the advantages.

(3) Crew compartment --- maximum visibility, latest cockpit standardization specifications and a seating arrangement which places all crew members as close together as possible.

(4) Maintenance --- engines must be located so that they may be changed easily and rapidly. Hydraulic, oxygen, fuel and oil lines must be readily accessible.

(5) Emergency features --- designers should give serious thought to hanging the maximum amount of fuel externally under the wing, reducing crash fire hazard. All fuel, as well as other inflammables like oil, hydraulic fluid, de-icing alcohol, etc., should be located as far from the fuselage as possible. The fuselage construction should incorporate the maximum in crew and passenger protection. Too little attention has been paid to the incorporation of structural members in the nose; this can be done without excessive weight penalty. Rochte lauded the Chase XC-123 as an example of good built-in crew protection.

Rochte did not list performance requirements since they are variable for different types, but stated generally that cruising speeds and service ceilings should be reasonably high, stalling speeds, take-off and landing distances low and range-payload relationships flexible.

Rochte's talk highlighted the evening session of the Air Cargo Day meeting. Chairman for the evening session was Adm. L. B. Richardson, director of research of Fairchild Engine and Airplane Corp; vice chairman was L. J. Moorman, Jr., of Slick Airways. S. S. Kreisler and Carlos Wood, Douglas Aircraft Co. engineers, covered the "National Defense Potentialities Of The C-124 And DC-6A Cargo Transports," while this reporter and Maj. Gordon Duncan, Military Air Transport Service, teamed to report on air cargo in Korea.

In the afternoon session, with Charles Froesch, chief engineer of Eastern Air Lines, as chairman and Miller A. Wachs of Sikorsky Aircraft Division as vice chairman, Alan F. Kelse of Boeing Airplane Co. spoke on "Versatility Plus Performance -- the Boeing Stratofreighter;" Jervis C. Webb, general manager of Jervis C. Webb Co., covered "Overhead and Floor Tow Conveyors for Air Cargo;" and George Hagemann, technical editor of Ronald Press, discussed "What's New in Cargo Terminals."

C&S SEEKS RECONSIDERATION OF BOARD RULING IN NAL ROUTE CASE

Chicago and Southern Air Lines has asked CAB to reconsider an October 23 order in which the Board reversed an earlier ruling and permitted interchange and stock option agreements of National, Pan American and Panagra to remain part of the National Dismemberment Case (Docket 3500 et al.). C&S said it "wholeheartedly concurs in and fully supports" petitions for reconsideration filed previously by Braniff and Eastern, and "adopts Braniff's petition" as its own.

Last week, Braniff attorney Hubert A. Schneider claimed that the Board's reversed decision was based on ex parte meetings of representatives of Pan American, Panagra, and W. R. Grace & Co., with Board members or assistants and was made without notice to any other party in the proceeding. Schneider said: "It was highly improper and contrary to accepted standards of conduct for Pan American, Panagra, and W. R. Grace & Co. to make ex parte representations to members of the Board on a matter pending before it." And, he continued, "it was contrary to good administrative practice and probably unlawful for the Board either on its own motion or on the basis of ex parte representations to have reconsidered and vacated its prior order without affording all other parties to the pending matter an opportunity to be heard."

Schneider also objected to the Board's reversing its decision in the absence of Member Harold A. Jones who had voted affirmatively in the original decision to dismiss the agreements if not completed within a specified time. Jones was entitled to participate in reconsideration, Schneider held, but he was absent when reconsideration took place. It was also pointed out that Chairman Rentzel, who did not participate in the original decision, participated in its reversal without "having the benefit of the views of Member Jones." According to the Board's minutes, the original decision was adopted unanimously by Members Ryan, Lee, Jones and Adams with Rentzel not participating due to absence. The reversal, in Jones absence, received the affirmative votes of Rentzel, Ryan and Lee with Adams not concurring.

* * *

FLORIDA AIRWAYS REFUSED FURTHER HEARING ON MAIL PAY

CAB has turned down Florida Airways' petition for further hearing on its application for final mail pay settlement and ordered the defunct carrier to file any exceptions it may have to the Board's tentative decision of November 3 within ten days. Last week Florida asked that the record be reopened for further hearing on additional evidence of sales after the close of original hearings last January.

Delay in filing this petition until after the issuance of the tentative decision, CAB said, "is tantamount to an attempt to get two hearings and two tentative decisions in the event the first tentative decision is not as favorable as the carrier desires." In its tentative decision, Board proposed disallowing \$181,607 of a \$222,271 claim for operating expenses for the last two weeks of Florida's operations and complete disallowance of a \$36,781 claim for post-expiration expenses.

* * *

DISMISSAL OF CHICAGO-WASHINGTON SERVICE INVESTIGATION ASKED

Pacific Northwest Trade Association today asked CAB to dismiss the Chicago-Washington, D. C., Service Investigation which, though instituted in February, 1949, has just recently been activated by the Board. The Association said it supports a similar motion for dismissal filed by United Air Lines and said CAB "would be wasteful with its appropriations and with the finances of the interested parties were it to proceed" with the investigation. Interest of the Association centers around possible elimination of direct one-carrier service between the Pacific Northwest and Washington currently provided by United.

NORTH CENTRAL INVESTIGATION GROWING INTO MAJOR LOCAL, TRUNKLINE CASE

When the Civil Aeronautics Board issued its decision in the Parks Investigation Case last July, it supplemented the award of local service route 106 to Mid-Continent Airlines with a new investigation called the North Central Route Investigation Case. Subsequent actions of the Board and interested airline parties have resulted in raising the case to the level of a major local service line proceeding and, unless CAB changes the scope of the case, it may develop into a major trunkline proceeding as well. Following are major developments in this case since the Parks decision:

(1) On July 28, 1950, CAB terminated Parks Airlines' certificate and re-awarded the so-called Great Lakes and Mississippi Valley routes to Ozark Airlines, designating both segments as local service route 107. Board also re-awarded Parks' "North Central" route to Mid-Continent Airlines and designated it No. 106. It marked the first time a trunkline was authorized to conduct feeder services.

In the same decision, CAB instituted an investigation to determine whether three of the five segments of route 106 awarded to MCA, together with a major portion of a fourth segment, should be suspended, calling it the North Central Route Investigation Case. (Docket 4603).

(2) After an informal exchange of correspondence between MCA officials and the Board, it was established that MCA was free to serve only segment 1 (Chicago-Sioux City) and the Milwaukee-Rockford portion of segment 5. Service to all other points on route 106 could not be started pending a decision in the new investigation case.

(3) On September 22, 1950, CAB amended its original order, injecting for the first time the issue of trunkline service. As a result, the investigation was broadened to include possible suspension of MCA's entire route 106, possible transfer of any or all portions to a local service line, and, in the event of suspension of segment 1 (Chicago-Sioux City), possible authorization "of trunkline service to one or more of the following points: Chicago, Rockford, Dubuque, Waterloo, and Sioux City."

(4) Wisconsin Central Airlines, Mid-West Airlines, and Ozark Airlines filed applications for the North Central routes and requested consolidation with the North Central Investigation Case.

(5) Braniff Airways, American Airlines, Northwest Airlines, and Chicago and Southern Air Lines asked CAB to amend the September 22 order to eliminate all reference to trunkline authorizations or to restrict it merely to east-west trunkline service between Chicago and Sioux City.

If Board does not alter the September order, at least five trunklines have served notice they will request consolidation of pending applications for additional service in the mid-west with the North Central case.

Next move is up to the Board to act on consolidation requests of the local service lines and on alteration requests of the various trunks.

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NEW ANTI-SUBVERSIVE RULES MAY HIT ATLANTIC CARRIERS

Stricter regulations issued under the McCarran Control Act to keep alien subversives out of the United States have been placed in effect by the Immigration and Naturalization Service. It was thought the new rules might adversely affect the westbound traffic of the trans-Atlantic airlines to a greater extent than those previously effective.

The new rules are designed to keep out past and present Communists and members or former members of any totalitarian party, including Nazis, Fascists and Spanish Falangists. With the exception of accredited diplomatic representatives and their immediate families, no member or former member of the Communist Party can enter this country under the new regulations. Past members of other totalitarian groups can obtain temporary permits, at the Attorney General's discretion, if they were nominal members only and took no part in party activities.

AIRLINE FINANCIAL

NATIONAL AIRLINES reports a profit of \$1,797,200 for the first 10 months of 1950, compared with a profit of \$177,589 for the like period in 1949. The company also increased its depreciation reserve by \$84,393 for the 10 months ended last October 31.

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SLICK BUYING PROTOTYPE DC-6A

Slick Airways is buying the prototype plane, now being used for CAA flight certification tests at Palm Springs, Calif., as one of its three Douglas DC-6A's. This will enable the air freight carrier to take delivery in February, at least four months before it could get first production model.

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SAFETY RECORD

MID-CONTINENT AIRLINES has completed 16 years of scheduled airline operations without a single crew or passenger fatality. Its planes operated an estimated 579,913,335 passenger miles without accident during the 16 year period.

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AVIANCA CLAIMS CARGO VOLUME RECORD

Avianca, the Colombian national airline and affiliate of Pan American World Airways, has released cargo volume figures which it claims exceed the tonnage of any air carrier in the world.

During the nine months ended last September 30, Avianca carried over 69,000,000 pounds on its domestic and international routes, an increase of 73% over the same period of 1949. Average daily volume was close to 125 tons, of which approximately 68% moved on all-cargo services. Top month for the period was August, when Avianca transported a total of 10,000,000 pounds of cargo, with a daily average of over 150 tons.

Company's cargo fleet at present consists of two Douglas C-54's, five Curtiss C-46's and six Douglas C-47's.

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STEWART ELECTED CENTRAL DIRECTOR

Central Airlines has named James Stewart, cinema, radio and stage actor, as a member of its board of directors. Stewart was commander of a bombing group in the 8th Air Force in World War II with the rank of colonel.

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SALES PROMOTION

TRANS WORLD AIRLINES reports good results from the newspaper and radio advertisements locally "tailored" for 25 cities in its major campaign announcing new Lockheed Constellation and Martin 202 services.

The campaign was geared to explain the changes in local service in each of the cities resulting from the addition of new Constellations and Martins to TWA's domestic feet, and regional and district sales managers said it was most effective.

The ad series was prepared under the direction of J. C. DeLong, general advertising manager for TWA, and Samuel Henry, Jr., and H. G. Riegner, assistant directors. It was handled with media by TWA's agency, Batten, Barton, Durstine and Osborne.

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WILSON JOINS CONSULTING FIRM

Robert B. Wilson, former supervisor of maintenance planning of American Airlines, has joined Wallace Clark and Company, management consultants.

MANUFACTURING

NORTH AMERICAN AVIATION'S board of directors has declared a dividend of 75 cents per share on the company's common stock payable on December 20. It is the first dividend of North American's new fiscal year and is the same as last year.

NORTH AMERICAN AVIATION has made following additional appointments at its new Columbus plant:

E. A. Wright, from general supervisor of scheduling at Los Angeles to superintendent of production control; Kenneth Pierce, from planning supervisor at Los Angeles, to general superintendent of planning; G. W. Brown, from supervisor of production methods at Downey, Calif., to general supervisor of production methods; Davis Stewart, from scheduling supervisor to general supervisor of scheduling; Ray Biss, from staff of factory superintendent at Long Beach, Calif., to staff of factory manager.

REPUBLIC AVIATION CORP., through radio and newspaper advertisements, is seeking 200 architectural, electrical, civil and mechanical engineers for training as aeronautical engineers. Republic is now hiring personnel at the rate of 200-250 per week with an immediate goal of 1,500 new workers and a long range goal of raising current employment of 6,500 to 9,500 by the end of 1951. While engineers are in critically short supply now, Republic is also looking for jig builders, machinists, tool and die makers and other skilled production workers.

NORTH AMERICAN AVIATION has scheduled production on non-current spares to start at Columbus by December 11. Approximately 50 carloads of floor jigs and parts sub-assemblies, including F-51 sub-assemblies from Downey, are being shipped from Los Angeles to Columbus. J. S. Smithson, manufacturing vice president, said North American expects to hire 2,000 additional workers for the spares program in the first six months of operation.

GREER HYDRAULICS, INC., Brooklyn, New York, has appointed Astra Aircraft Corp., Johannesburg, South Africa, as exclusive representative in the South Africa area. Astra will handle sales and service of all Greer aircraft maintenance and test equipment.

SHELL OIL CO.'S research affiliate, Shell Development Co., Emeryville, Calif., is working, among other petroleum by-products, on a synthetic armor plate which is lighter than steel and is designed for protection of fighter pilots. A new four story research facility for Shell Development was recently dedicated at Emeryville.

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MAINTENANCE -- OVERHAUL

PACIFIC AIRMOTIVE CORP.'S contract for rehabilitation of North American F-51's is practically complete. Only a few airplanes remain on the line for finishing touches. About 400 workers were laid off as line dwindled. Grand Central Aircraft Co. will wind up on its F-51 contract about January 1.

PACIFIC AIRMOTIVE CORP. has sold its branch in Anchorage, Alaska, to Robert C. Reeve, owner of Reeve Aleutian Airways. Cecil O. Bryant, who has been branch manager, will return to PAC's Burbank, Calif., base. All other employes are being retained by Reeve.

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AIRCRAFT AND COMPONENTS

NORTH AMERICAN AVIATION'S F-86D interceptors will be equipped with electronic controls for regulation of fuel flow for their J-47-GEL7 afterburner engines.

CURTISS-WRIGHT CORP. put on a three day display of its new-type engines and propellers for executives and engineers in the west coast aircraft industry at Los Angeles this week. Similar to recent showings in New York and Washington, the exhibit included the Sapphire turbojet, the Python, the Mamba and the double Mamba turbo-prop

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AIRCRAFT AND COMPONENTS (Cont.)

engines, which Wright Aeronautical Corp. will build under agreement with Armstrong Siddeley; the Cyclone compound, which will soon go on Lockheed L-1049C Constellations, and Curtiss Propeller's series of turboelectric propellers. E. M. Powers, vice president for engineering, was in charge of the display.

ONE OF THE GLENN L. MARTIN CO.'S VIKING ROCKETS built for the U.S. Navy has set a new altitude record for U.S.-built single stage rockets. The Viking attained an altitude of 107 miles after launching from White Sands, N. Mex., Proving Grounds. One of 10 single stage rockets being built by Martin, the Viking weighs five and one half tons and is over 50 feet long. It is powered by Reaction Motors rocket engine and has reached speeds exceeding one mile per second. The record was set by the fifth rocket to be launched in a 10-rocket long range development program. While it exceeded the previous single stage rocket altitude record of 106 miles, it did not equal the 250 mile altitude achieved by an Air Force rocket fired from White Sands last February.

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CAA REPORTS LARGE RISE IN COMMUNICATIONS WITH PILOTS

There has been a 224% increase in radiotelephone contacts made between CAA communicators and pilots in the first eight months of 1950 as compared with the same period in 1949. The more than 4,000,000 R/T contacts reflected the greater number of military operations, as well as civil, which went from 198,307 in January of this year to 332,677 in August. In August, 76,434 private pilots used these services compared with only 31,877 in January.

Pre-flight briefings in the same eight month period of 1950 reached 1,225,253 compared with 690,590 in the like 1949 period. CAA feels that the general increase in CAA briefings helped reduce the number of emergencies in flight, which dropped from about 4,400 in 1948 to 571 in 1949.

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AMC SIGNS FUELLING CONTRACT AT EL PASO

Air Materiel Command has signed a contract with El Paso International Airport for fuelling Navy, MATS, Central Transport Command and National Guard planes flying through El Paso. Contract will yield the city 2½¢ per gallon on an estimated volume of 300,000 gallons of fuel per month. Purpose of the contract is to supplement fuelling facilities at nearby Biggs Air Force Base.

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AVIATION BOOKSHELF

The CAA VHF Omnidirectional, by H. C. Hurley, S. R. Anderson and H. F. Keary. Published by CAA's Technical Development and Evaluation Center as Technical Development Report 113. This 65 page illustrated report is a technical history of the omni-directional radio range system and the background on considerations prompting its adoption, technical problems, etc. Copies are available from CAA's Office of Aviation Information, Temporary Building T-4, 17th Street and Constitution Avenue, Washington 25, D. C.

UHF Distance Measuring Equipment for Air Navigation, by R. C. Borden, C. C. Trout and E. C. Williams. Published by CAA's Technical Development and Evaluation Center as Technical Report 114. A 42 page illustrated report on distance measuring equipment as related to the Common System of Air Navigation and Traffic Control. Copies available from CAA's Office of Aviation Information.

Manual of Welding Engineering and Design, compiled by Eutectic Welding Alloys Corp., 40 Worth Street, New York 13, N. Y. A 43 page illustrated manual, first of a series of free technical handbooks of developments in welding materials and techniques.