

the nation

Tax shelter for Kidco Ltd.

Kid entrepreneurs buy town

United Press International
GORDA, Calif. — Everything about the coastal town of Gorda is small, including its new owners.
The mayor, 14-year-old Dickie Cessna and his three sisters, NeNe, 11, Bette 13, and June, 16, raised their flag over the 20-acre community Tuesday, becoming the youngest town owners in America.
The Cessna children bought the town, population about 20, for an estimated \$500,000 to \$1 million. The price tag included Gorda's general store, a restaurant, gas station and seven houses where the residents and employees of the town live.
The 5-foot-tall mayor says a high priority will be the building of a

"Gorda Transit Authority," consisting of a wooden boardwalk running from one end of town to the other — about 75 yards.
And, since none of the tiny town's residents own cars, he says the gas station should have plenty of petrol for summer tourists.
"We don't have a Police Department," the young Cessna proclaimed, "because there is no crime in Gorda. But we do have a Fire Department. It consists of two hoses."
The four Southern California children were able to buy the town because of a rich movie contract with Warner Bros. that will chronicle the kids' struggle against bureaucrats for their right to sell

horse manure and kill gophers with a secret formula they invented.
The youngsters own Kidco Ltd. and run the business from their home near Ramona, Calif., 35 miles northeast of San Diego.
Their enterprise began three years ago when they began collecting horse manure and wood shavings from their father's stables and sold it as compost to residents of San Diego County Estates.
When state authorities learned the kids earned \$30,000 in a single month, the Cessna family was hauled before the state Board of Equalization and told they would have to pay back taxes on the manure because they didn't have a sales license.

The kids won the battle and were given a license along with a suspension of back taxes, but their troubles with the law had only begun.
They developed a secret gopher-killing formula and were exterminating the pests in the neighborhood for \$1 a head when the state Health Department got wind of it. They were ordered to reveal the contents of the formula, given to them by an "old Indian," and they refused.
Dickie Cessna explained Kidco bought the town as a tax shelter and to attract tourists. He said the corporation plans to build a 30-space recreational vehicle park in Gorda and will sell Kidco T-shirts at the general store.

DC-10 manufacturers say grounding is unwarranted

United Press International
WASHINGTON — McDonnell Douglas Corp., which makes the DC-10 jetliner, said Wednesday the government's sweeping decision to ground the all such domestic aircraft is "extreme and unwarranted."
In a statement released about six hours after the Federal Aviation Administration order revoked the aircraft's flying certificate, McDonnell Douglas also said it is still has confidence in the aircraft's design.
The aircraft company also said that some of the problems in wing mounts of the DC-10s jet engines have probably resulted from improper maintenance procedures by airlines.
"Suspension of the DC-10 type certificate by FAA is an extreme and unwarranted act in the light of salient facts that have emerged during

the investigation into the probable cause of the tragic accident at O'Hare Airport on May 25.
"McDonnell Douglas reaffirms its faith in the integrity of the DC-10 design. The company is making every effort to assure a prompt return to service of the DC-10 and will take whatever steps are necessary to accomplish this.
"The FAA's unprecedented action is apparently based upon discovery of a crack in the pylon aft bulkhead of two additional DC-10 Series 10 aircraft on June 5, 1979. Previous cracks in the pylon aft bulkhead have been found only in DC-10 Series 10 aircraft operated

by two airlines, a total of eight such cracks have been found.
"Such cracks have been found only on aircraft operated by airlines whose past procedures for removal and reinstallation during maintenance of engines and pylons as a unit have been contrary to McDonnell Douglas recommended procedures. These airlines are now conforming to the recommended procedures.
"Investigations to date concerning the DC-10 crash in Chicago on May 25 have revealed a 10-inch crack in the pylon aft bulkhead which appears to have been present for some time prior to the accident.

Veteran decision angers women

United Press International
WASHINGTON — Women's groups are outraged by the Supreme Court's decision to uphold a state law that gives an absolute, lifetime preference for government jobs to veterans — most of whom are men.
The court's 7-2 ruling reinstating Massachusetts' veterans preference statute — one of the most extreme in the country — "guarantees perpetual reverse discrimination" in public employment in favor of men who served in the military, said Eleanor Smeal, president of the National Organization for Women.
But another opinion issued Tuesday was cause for cautious celebra-

tion among women who work for Congress.
The high court, in a 5-4 ruling, for the first time gave congressional aides the constitutional right to press damage suits against members of Congress for sex discrimination. It left open a question about congressional immunity, however, that may still allow lawmakers to escape legal attack.
In the sensitive area of veterans preferences, women's groups now are counting on Congress for reform, Ms. Smeal said.
Eleanor Holmes Norton, head of the Equal Employment Opportunity Commission, agreed the court's decision on that issue "puts a heavy

responsibility on Congress to take action that will be fair to women and to the nation's veterans alike."
She noted President Carter sought to curtail veterans preference in 1978, but his plan was defeated, 281-88, in the House.
But the mood was brighter in a congressional office building Tuesday afternoon where a group of staffers gathered to celebrate the court's decision giving them an avenue to redress sex discrimination on Capitol Hill. Congressional employees are not protected by federal civil rights laws.
Tuesday's ruling eventually could result in money damages for the initiator of the suit, Shirley Davis,

former office manager for ex-Rep. Otto Passman, D-La.
But Reps. Pat Schroeder, D-Colo., and Rep. Harold Volkmer, D-Mo., said it was "only a beginning" because of many remaining unresolved questions.
Ms. Schroeder, who has spearheaded congressional antis-

crimination activities, noted the court left open the issue of whether Passman can use a defense of congressional immunity if Ms. Davis proves she was fired because of her sex.
Another unresolved question is whether each member or the entire Congress is responsible.

Brown angry over absentee power; asks court to decide

United Press International
SACRAMENTO, Calif. — Gov. Edmund G. Brown Jr., an unannounced candidate in the presidential sweepstakes, may have to restrain his politicking to California for several weeks.
That's how long it could take the California Supreme Court to resolve Brown's power struggle with a lieutenant governor who appoints judges and issues executive orders once the governor's eastbound jet crosses the Sierra.
The legal question is how much of the governor's power is assumed by Republican Mike Curb, a recording tycoon and a protégé of former Gov. Ronald Reagan, when the Democratic chief executive is out of state.
Brown asked the state Supreme Court to rule that he still retains authority when absent, arguing against what he calls "horse and buggy rules that would strip the elected governor of power when he's only a phone call away."

He says a provision of the state constitution giving the lieutenant governor power when he is "absent from the state" really refers to an effective absence, not a literal one.
Gray Davis, Brown's chief of staff, said Tuesday it might take six weeks to two months for the court to rule on the issue. "But that's just a guess," he said.
"He is unlikely to leave the state until the question is settled, but we don't see this as some kind of ball and chain around us."
Davis said Brown doesn't intend to give Curb a chance to fill a vacancy on the Los Angeles County Board of Supervisors or to call a special election for a constitutional amendment aimed at limited court-ordered busing for racial integration of schools.
"The governor was elected to make those decisions and he doesn't want to forfeit those decisions to anyone else," he said.
Brown said he had no specific

travel plans and would leave California only for pressing issues. He once again will pass up the Western Governors' Conference, which starts next week in Sun Valley, Idaho.
"There's a great deal of pressing business here in California," Davis said, noting the Legislature is nearing completion of work on the budget and post-Proposition 13 bailout bills.
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New flight time set — overseas

United Press International
PARIS — In a quest to prove his theory that fiberglass airplanes are better than any other small craft, a Kentucky businessman piloted a gold and white single-engine Windecker Eagle across the Atlantic in record speed.
"It was absolutely no sweat at all," Jerry Dietrick said Tuesday night. "I even took a few cat naps along the way. This airplane is so great, I could almost have slept the whole time and it would have found its way to Paris by itself."
Dietrick, 55, who lives in Florence, Ky., with his wife and two children, began flying in World War II. He now owns a small company that manufactures water filtration equipment and does all of his own business flying.
Dietrick arrived at Paris Le Bourget Airport Monday night — 4,168 miles, 21 hours and 58 minutes after he left Cincinnati in his fiberglass plane — the only such craft he says is certified to fly in the United States.
The 55-year-old pilot-businessman said he averaged a speed of 193.35 mph to set a record for planes weighing between 3,800 and 6,600 pounds.

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