AS MUCH AS 80° PER CENT" I CAN NOT STRES
MOR STRONGLY THIS VERY IMPORTANT FAC-
TOR AND SHOULD BE NOTED. WITH MOT BEING
A SCIENTIST I CAN MOT COMENT ON THE
INFLUENCES OF THIS THEORY, BUT IT DOS
SEEM PROMISING, THIS PROSEDURE AT
FIRE PREVENTION IN FUEL TANKS IN AIRCRAFT.
ALL PASSINGER CABINS COULD BE PROTECT-
ED BY INCORPORATING WALLS OF CC SHEET
ING. THIS SHEETING COULD BE PLACED IN
THE MIDLE OF THE CABIN STRUCTURE,
THE THICKNESS OF THIS MATERIEL, WOULD HA
VE TO BE TO A SPESIFIC WIDTH AND THI
KNESS' IM SURE AIRO SCINTISTS WILL SEE
MY POINT. THE SHEETING WOULD OF COURE
BE CONSISTED OF USED OR ACTIVATED
CC CRYSTELS. ANOTHER WAY TO USE CC
AGINST A FUEL TANK FIRE WOULD BE TO
INSTALL PIPES THEASE TO BE FIXED AT
TOP OF TANK WITH OUTLETS AT SPES
IFIC DISTANCES. THE PIPES WILL BE
ATACHED TO A CONTAINER FULL OF CC"
WHEN A FIRE IS IN PROGRESS THIS
WOULD BE ACTIVATED BY A COMPRESED
AIR VALE. THIS IN RETURN WOULE BE
CONTROLED BE AIR CREW IN THE CAP-
TAINS CABIN. OR THE REAR OR TAIL
END SUCH AS THE AIR HOSTESES CABIN.