

David Brock Answers
the Japanese Question

U.S. \$2.75
CANADA \$3.25

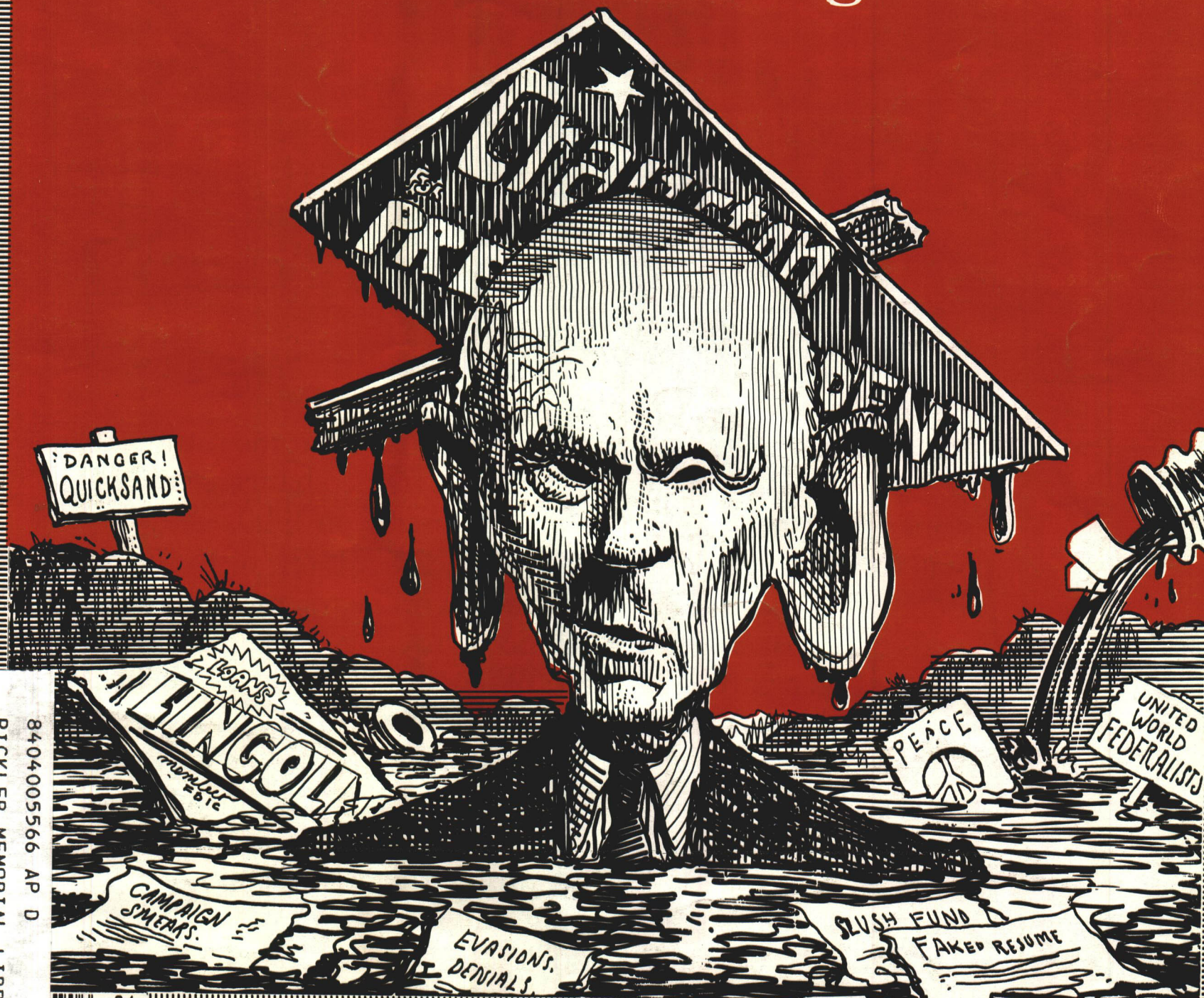
THE AMERICAN SPECTATOR

APRIL 1990

A MONTHLY REVIEW EDITED BY R. EMMETT TYRRELL, JR.

Big Government Conservatives • Big British Conservatives

Alan Cranston's Big Lies



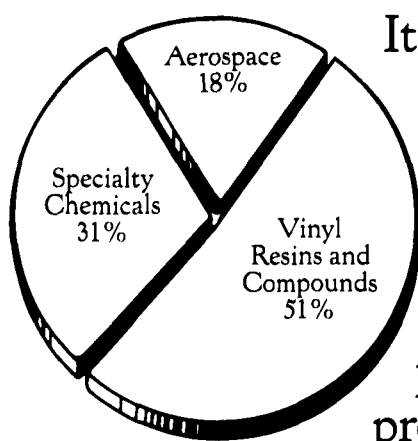
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Fortunately, We Also Know How To Put It Back Together.



It may sound strange, but the more you take an airplane apart, the longer it will stay together. This Boeing 737 has hundreds of thousands of parts. If these parts get proper care, the airplane

should last indefinitely. So it's no wonder the aircraft maintenance and modification business is good.

Our subsidiary, Tramco, is a leader in modifying, repairing, and overhauling aircraft and aircraft components. Yet, a healthy market doesn't fully explain some phenomenal growth. Not many companies double in size every three years. Tramco has since it was

formed in 1970. And the future looks even brighter as Tramco hangars are booked with over 200 aircraft in 1990.

Tramco is just one of 16 business units in BFGoodrich's Aerospace Division, which has been growing about 25% per year. Overall, BFGoodrich had an excellent 1989—the second-best year in our history.

BFGoodrich has come a long way since our move out of the tire business. Our refocused strategy is now in its fourth year. And judging by the performance of businesses like Tramco, we know how to put a multibillion-dollar company back together too.

BFGoodrich
Chemicals and Aerospace. Not Tires.