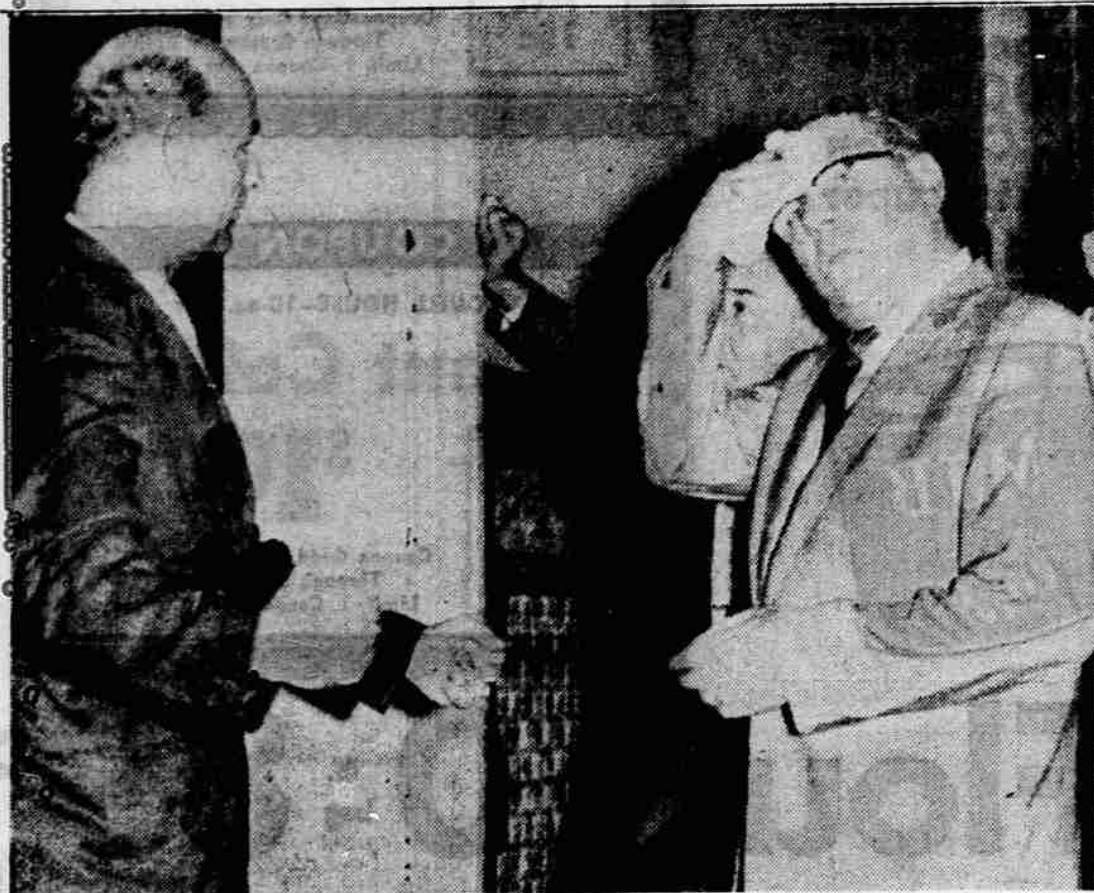




SCENE OF MEETING—Shown above is the Presidential cottage at Camp David, Md., where President Eisenhower and Russian Premier Nikita Khrushchev will stay during their week end cold war talks. The President and Khrushchev will arrive at Camp David Friday and remain until Sunday. Soviet Foreign Minister Andrei Gromyko and U.S. Secretary of State Christian Herter will also attend the meeting.

—(UPI Telephoto)



TEAMSTERS FINGERPRINTED—The heat's on as leaders of Teamsters local 107 at Philadelphia await fingerprinting after indictment for alleged misappropriation of the local's funds. At left is Joseph E. Hartsough, secretary to Ray Cohen, center, secretary-treasurer of the local. Mopping his brow is local President Joseph E. Grace.

—(UPI Telephoto)

Experts Don't Concentrate on Dow-Jones, Wall Street Finds

By ELMER C. WALZER
UPI Financial Editor
New York — (UPI) — Wall Street always eager to know what the experts buy, has discovered they do not concentrate on the Dow-Jones industrial.

This was brought out in a survey by Capital Gains Research Bureau of Larchmont, N. Y., in a survey dated July 31 and just released.

Capital Gains concluded that a more accurate and dependable average for measuring the general market and the performance of the mutual funds is the Standard & Poor's 500 stock index.

Of the 200 mutual funds and closed-end investment companies operating today with combined assets of \$16.5 billion, only 71 have assets of more than \$50 million. These 71 with assets of \$14,834,200,000 represent 90 per cent of the industry.

Portfolios Examined
Capital Gains Research took these 71 and examined their investment in the 30 issues in the Dow-Jones industrial average, stocks considered the cream of the market.

As of July 31, these 30 stocks had a total of 1,419,378,800 shares outstanding. They had a market value of \$111,180,472,612.

The 71 funds used in the study had a total of 15.69 per

cent of their total assets in these issues. This amounted to only 1.95 per cent of the shares outstanding in the group and 2.09 per cent of their market value.

U. S. Steel Ranks First
From the standpoint of dollars invested in the 30 issues, U. S. Steel ranked first with 43 funds owning 2,924,400 shares valued at \$236,690,300.

Texaco was in second place with 48 funds owning 2,444,570 shares valued at \$210,538,591. Goodyear Tire came third with 33 funds owning

Freshmen Urged To Forego Cars

Manhattan, Kan. — (UPI) — College freshmen should leave their cars at home, a Kansas State University psychologist says.

Donald P. Hoyt, head of Kansas State's counseling center, says his advice is based on a study made on the relationship between car ownership and the grades of undergraduates at the university.

Freshmen with cars tended to have lower grades than those without cars, he said. This was particularly true of those majoring in engineering.

Foreign Bike Puzzles Rider

Syracuse, N.Y. — (UPI) — Foreign-made bicycles, like foreign-made cars, can pose a problem to operators accustomed to the domestic variety.

Mary Lou Pascarella, 14, was struck by a car and slightly injured when her British-built bicycle shot into an intersection.

The girl told police she was unfamiliar with the English-type brakes and could not bring the bike to a halt in time.

THIS WAY OUT
Stamford, Conn. — (UPI) — Police here learned that while a florist's delivery truck is a pretty good blind to make a raid in, it's not a very good paddy wagon. Officers rounded up several men at a dice game after arriving at the scene undetected in the florist's truck, but the suspects made their get-away when police herded them into the rear of the delivery truck, leaving the front door unguarded.

Farmers Not All For Migratory Bill

Salem — (UPI) — Oregon Agriculture Director Frank McKennon told the Governor's Migratory Labor Committee of which he is chairman that any impractical approach to the migratory labor problem is not to the farmers' liking.

A number of committee members hinted they had talked with farmers who were not all for the new legislation involving migratory labor.

McKennon's remarks followed the reports.

Among possible plans urged was one to help the laborers conserve their earnings.

The committee, which meets next here Dec. 15, is comprised of representatives from eight state agencies.

Strategic Air Command Invokes Discipline To Keep Crews Alert

Offutt Air Force Base, Neb. — (UPI) — The more than 4,000 crews of the Strategic Air Command are kept from giving in to "irresistible impulses" that might endanger lives and their expensive aircraft through a never-ending program of "discipline, discipline and discipline."

Officers responsible for SAC's intensive program of safety on the ground and in the air are proud of a record that showed only three accidents per 100,000 flying hours through the first seven months of this year.

Dealing With Humans
At the same time, they recognize that "we're dealing with humans who are subject to human errors in judgment."

"As a result, we have to keep harping and harping," said Lt. Col. James T. Gladstone, in charge of flying safety for SAC's safety division commanded by Col. Woodrow P. Swancutt.

All briefings on peacetime missions, he said in an interview, include warnings that "flying safety is paramount and will take precedence over all other mission requirements."

If any one of the nearly 18,000 individual crew members shows any sign of deviating from carefully prescribed safety regulations, he is downgraded immediately. If grounding is necessary, the officer or enlisted man remains grounded until he can prove he will conform.

Rare To Give In
Gladstone, a native of Danville, Va., and veteran of 18 years in the Air Force with all but four of them concentrated on safety, said it is rare for a pilot to give in to an impulse that he knows is against regulations — such as flying too low.

"Buzzing went out years ago," Gladstone declared firmly. "The temptation to show off might still be in an individual, but in SAC our flying is a team thing. If one pilot started to give in to such an

impulse, his training — and other members of the crew — should immediately bring him back to his senses."

The Strategic Air Command now is composed for the most part of men of proven mature judgment, it was pointed out. Officers in the top crews — the "senior" and "select" crews of the K47s, B52s, KC97s and KC135s — currently average 37 years of age. The youngest is 23; the oldest 45.

The pilots have an average of 4,018 flying hours, have been commissioned an average of more than 13 years, have been on top crews two years or more, and 62 per cent have had actual combat missions — average 43 missions.

Accomplished Pilot
"When we get a new man we get an accomplished pilot to start with," Gladstone said. "However, he is not a SAC pilot yet. We assign each man to an instructor pilot who trains him in all phases of his SAC mission assignment. Once the instructor feels the newcomer is ready, he is given a standardized test by people who are well grounded in all phases of SAC flying. Only then, if he passes, is he assigned combat crew duty."

Even after a pilot or other SAC-man "makes" a crew, he is subject to a never-ending round of tests, expected and unexpected. If a check shows any lack of discipline, he goes back for more training or to a different job. Flagrant violations mean separation from the Air Force.

Despite all possible precautions, there are still accidents, the safety officer said, because of both human and material failures.

Gladstone gestured toward

a two-inch thick pad of papers and diagrams on his desk.

Explained To Board
"This is a final report on an accident involving a KC135 tanker," he explained. "The pilot had to explain everything to a board of investigating officers in his own unit. So did everyone else involved. Now, the wing commander — a general — has to come here

to SAC headquarters and tell his superiors what happened and why in an effort to prevent similar incidents."

Capt. Jerry Dalton of SAC's Information Services Office recalled how Col. Dave Schilling, a World War II fighter ace, had to come to Offutt AFB when Gen. Curtis LeMay was SAC commander and explain an accident at Turner AFB in Georgia, where Schilling was wing commander.

MAIL TRIBUNE, Medford, Or., Thursday, Sept. 24, 1959

After meeting with the cigar-chewing LeMay, Schilling remarked ruefully: "I had lunch with General LeMay today. And he did all the eating." Schilling was killed two years ago in England — in an automobile accident.

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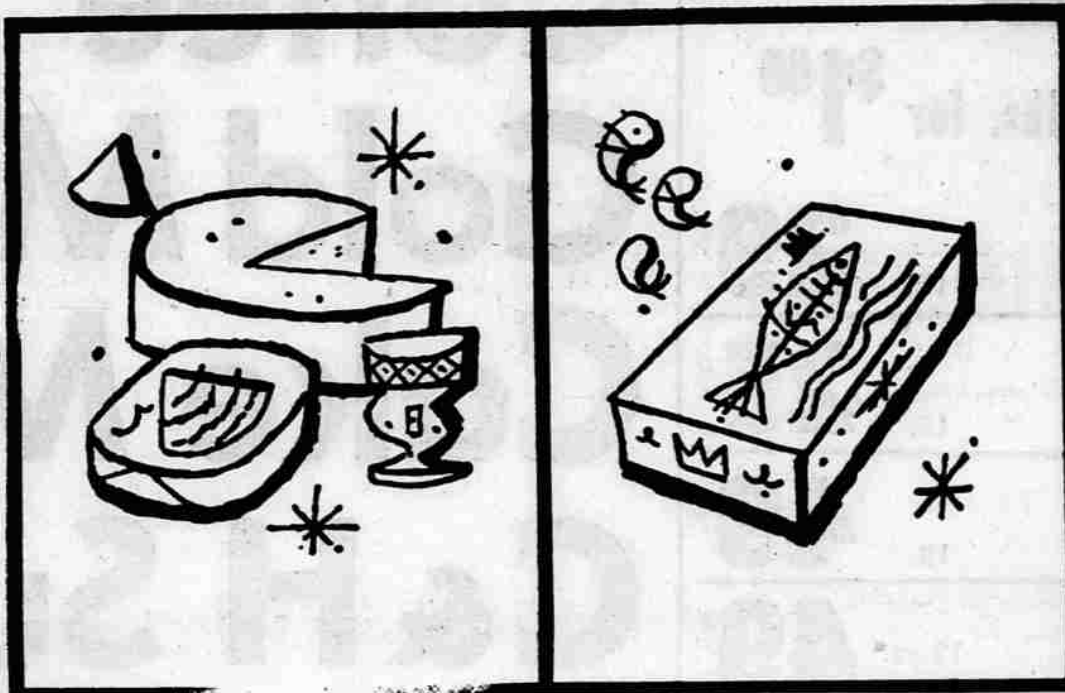


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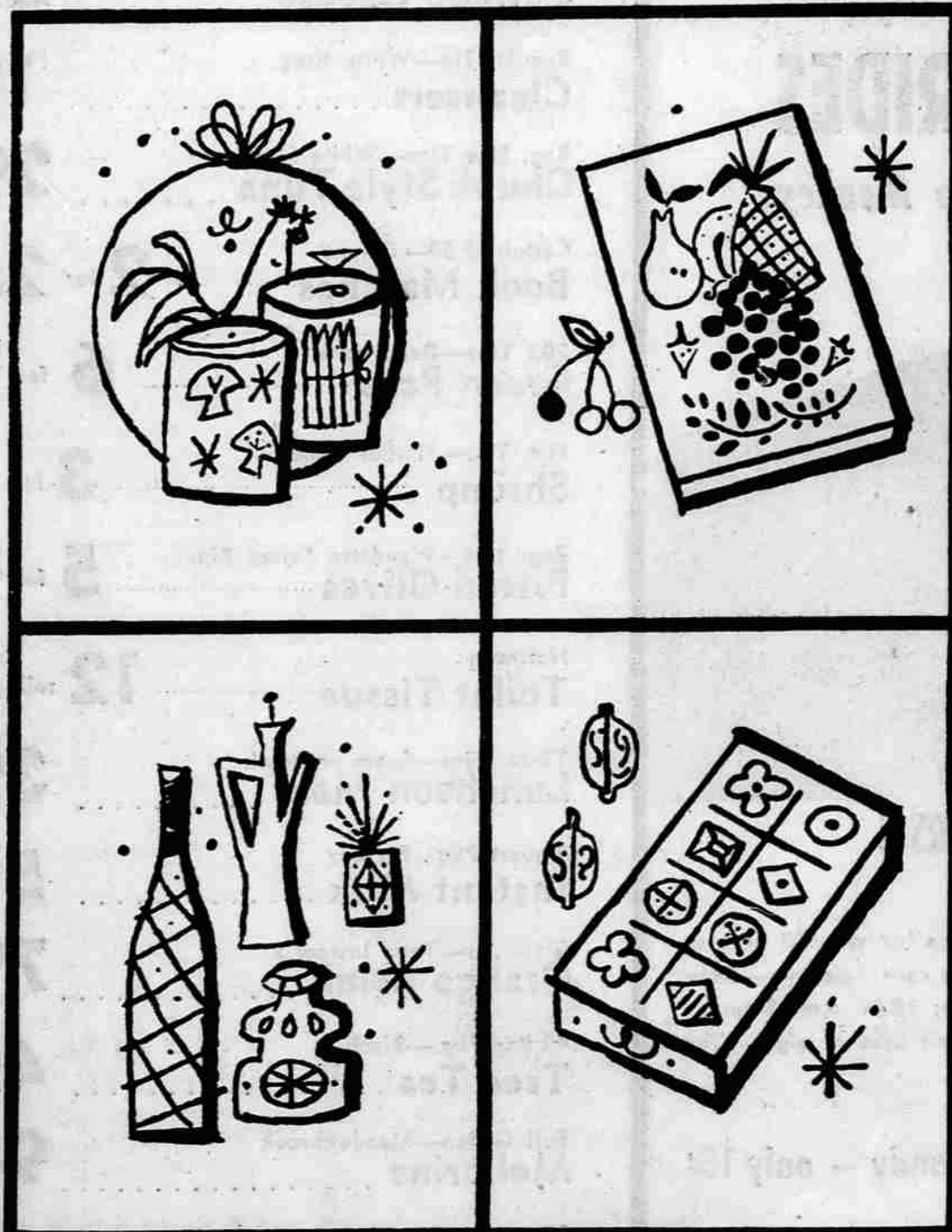
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