

Independent Votes May Be Decisive

Washington — (UPI) — Vice President Richard M. Nixon returned from his first campaign swing Saturday convinced the presidential election may be decided by a relatively small minority of independent voters.

The GOP nominee, who campaigned vigorously in Nevada, California, Hawaii and Washington state during a 10,000-mile foray, also is known to believe that to win the GOP must run about 10 per cent ahead of its normal party registration.

Nixon further feels that the Catholic religion of his Democratic opponent, Sen. John F. Kennedy, may be working in Kennedy's favor so far. However, he believes this may be neutralized by election time.

The Vice President was obviously pleased with the result of his opening swing. But he also made it clear he felt his campaign must be as intense and vigorous as possible until the actual election Nov. 8 with particular emphasis on keeping party precinct workers laboring enthusiastically.

Those close to Nixon know that he feels the "real" independents must be wooed and won if the GOP is to triumph.

U2 Pilot's Parents Heading for Russia

Richmond, Va. — (UPI) — The father and mother of U2 spy pilot Francis Gary Powers flew to Washington today on the second leg of their journey to the Soviet Union for their son's espionage trial next week.

Mr. and Mrs. Oliver Powers, who left their Pound, Va., home Sunday, were expected to meet Norton businessman Sol Cury and Dr. Lewis K. Ingram, Mrs. Powers' personal physicians, at Washington.

But he also knows that many of these voters say nothing and only vote — often on the basis of some last minute development.



HELICOPTERS IN SPOTLIGHT—A helicopter of the New York Airways, one of three scheduled helicopter airlines in the nation, is shown flying over New York harbor. The recent crash of a passenger-carrying helicopter in Chicago put the "whirly birds" in the spotlight. However, this was the first fatal accident involving passenger-carrying craft since they were put into operation in Chicago in 1956. Last year the three scheduled airlines carried nearly 300,000 passengers. (UPI Telephoto)

Helicopters Said Ugliest and Safest Airborne Machines Ever To Take To Skies

Editor's note: The crash of a passenger-carrying helicopter in Chicago recently put the "Whirly Birds" in an unaccustomed spotlight. In the following dispatch, a veteran aviation writer discusses these unconventional aircraft and their safety record.

By ROBERT J. SERLING

Washington — (UPI) — If you want to get purely technical about it, the helicopter is 407

years older than the airplane. The Wright Brothers first flew in 1903. But in 1496, Leonardo Da Vinci published a design for a flying machine that remarkably like the modern helicopter—even to its flying characteristics.

It took another 442 years for Da Vinci's contraption to

achieve reality. The first workable helicopter was built in 1938. Since then, they have become the world's most versatile aircraft.

Helicopters are simultaneously the ugliest and safest airborne vehicles ever built. With their complete absence of wings and big awkward rotor blades, they seem about as capable of flight as an out-sized brick. But they very design contains built-in safety factors that no conventional aircraft can match.

Blades Manipulated
A helicopter operates simply by pushing the air with its rotor blades. The pilot manipulates the blades according to what direction he wants forward, backward, straight up and straight down.

If he wants to descend, he flattens the angle of the blades. To climb, he adjusts the blades so they push the air down. To go forward, he tilts the blades in the direction of flight. If an engine fails, he can glide safely to the ground so long as he has forward motion; the rotor blades turn almost as fast as if there still were power.

The first whirly-bird used transmission gears from a Mack truck, and had virtually no forward speed. The latest models can cruise 130 miles per hour and there are "copters" on the drawing board designed to top 200 MPH.

Two Main Types
There are two main types. One is the single rotor helicopter, with one set of blades mounted in the center of the fuselage, and smaller blades at the rear which turn in the opposite direction to offset the "torque" or pull of the main blades. The second type is the tandem or two-rotor 'copter with giant blades at both ends of the fuselage. The latter is supposed to be easier to control—just as if you had a golf bag with handles at both ends instead of in the center.

Are 'copters safe? The Chicago crash was the first fatal accident involving a passenger-carrying helicopter since they were put into service between Midway and O'Hare airports in Chicago in 1956. Last year, the three scheduled helicopter airlines, Los Angeles Airways, Chicago Helicopter Airways, and New York Airways, carried nearly 300,000 passengers. The Chicago company alone operates 140 flights daily, compared to only 16 four years ago.

Careful Training Needed
The military 'copter safety record isn't as good as the commercial. But most of the military crashes involved training flights. It takes careful and rigid training to produce a capable 'copter pilot because the whirly-bird's flight characteristics are so different from those of an airplane.

Helicopter experts say that a student can solo a 'copter in six to eight hours—about the same solo time as for a conventional aircraft. But it takes another 70 to 80 hours to obtain a helicopter commercial license.

A 'copter pilot must learn

to use both hands and both feet simultaneously, requiring tremendous coordination. Instead of the one "wheel" or control stick of the fixed wing plane, a 'copter pilot has two control levers—one for speed and direction and the other for altitude changes.

The versatility of these flying egg-beaters is underlined by the growth of the 'copter industry and related activities. There are 10 companies producing whirly birds of varying sizes, 156 helicopter operators in the U.S. and Canada, and 264 heliports—a figure which does not include regular airport space reserved for 'copter operations.

Fame Came in War
'Copters achieved their first fame in the Korean war when they demonstrated their remarkable versatility and dependability in rescue and artillery-spotting operations. They were so useful that one Air Force general commented: "I wouldn't be surprised if somebody turned a 'copter upside down and used the blades against ground troops."
Helicopters also have performed countless mercy missions during floods and other catastrophes. They may be the ugly duckling of the airways, but nobody has ever thought up a job a whirly bird couldn't do.

Katanga Army Is Still Mobilizing

Elisabethville—(UPI)—Premier Moïse Tshombe said Saturday the Katanga army is still mobilizing despite the United Nations decision not to enter the Province which has seceded from the Congo.

He told a news conference he was confident the Katanga question would receive fair consideration at the security council meeting scheduled for Sunday night.

Asked if Katanga would be represented at the security council meeting Tshombe said a Katanga delegation was now in Brussels but that he doubted there was time to get any member of it to New York.

Tshombe, who regarded U.N. Secretary General Dag Hammarskjöld's decision to call a U.N. troop movement into Katanga a great victory for the Province, said a troop entry would have meant anarchy and chaos.

Saturday he sent light planes into the air throughout the Province to drop leaflets on native villages informing them of the U.N. decision and of this government victory.

Dancer Gene Kelly, Bride on Honeymoon

Beverly Hills, Calif. — (UPI) — Dancer Gene Kelly, 47, and his bride, Jeanne Coyne, honeymooned today following their surprise marriage Saturday at Tonopah, Nev.

Miss Coyne had served as Kelly's production assistant for the past several years. It was the second marriage for both.

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