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Year Ago High 43; Low 37

The Charlotte Observer

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127 ON PLANES, 7 ON GROUND

134 Persons Killed As Two Giant Airliners Collide Over New York

Toll Is New Aerial Record

NEW YORK — Two airliners, one a jet, collided in the air Friday and plunged down into New York City. There were 134 persons killed in the worst disaster in the history of aviation.

Not since the Wright Brothers gave wings to mankind in 1903 has there been a single air catastrophe to equal the blazing collision that scorched the earth below it.

Of 128 persons aboard the two planes, the sole survivor was one small boy.

The jet plunged into a crowded Brooklyn neighborhood, killing a street cleaner at work and six other persons. A blockwide area was scoured with fiery death and destruction.

The other plane, a four-engine, propeller-driven craft, apparently exploded and came down in flaming pieces on Staten Island, across the narrow neck of New York Harbor. It landed in an open field, sparing further tragedy.

Police fixed the collision spot above the Narrows, the heavily traveled steamship lane between Brooklyn and Staten Island. Federal authorities said the jet's last reported position was 5,000 feet over Preston, N. J., while the other plane was cleared over Linden, N. J., to drop down from 6,000 to 5,000 feet.

Until Friday, the worst air tragedy in history was the death of 129 servicemen in the June 18, 1953, crash near Tokyo of an American Air Force transport.

Fire Commissioner Edward P. Cavanagh Jr. said it might be many hours before all the buildings ravaged by the fallen jet could be thoroughly searched for bodies.

The awesome tragedy, occurring over a metropolitan area, pointed up the growing peril of overcrowded airways above the nation's larger cities.

It was only the second in-flight collision between commercial airliners. The last was over the Grand Canyon in Arizona in 1956 when all 128 persons died in a collision between a Trans World Airliner and a United Airliner.

By grim coincidence, the same two airliners were involved in Friday's crash. It occurred at 10:24 a.m. in dirty gray skies that were further obscured by the falling snow.

The two big planes were coming from the west for separate landings at the two New York City airports—LaGuardia Field and Idlewild Airport, about 10 miles apart on Long Island. The ceiling was about 600 feet.

The two planes were supposed to have been at different altitudes. But for some unexplained reason, they weren't. Recorded conversations their pilots had with the control towers were being monitored for some clue to the tragedy.

So was an automatic flight recording device carried by jets to list their action in flight.

Ironically, a part of the jetliner came to rest in the wreckage of a Brooklyn funeral parlor, with a score or more passengers entombed in the debris of the house of death.

Would-be rescuers told of seeing passengers' bodies held to their seats by safety belts they had sufficed in anticipation of landing. In the past, many passengers' lives have been saved in air mishaps by just such belts. But this time the fury of the disaster made them worthless.

Many of the passengers were coming home for Christmas. They bore gaily wrapped holiday gifts for relatives and friends.

Hours after the crash, dusk's merciful effort to black out the horror of the Brooklyn scene was thwarted by the garish glare of huge police and fire department searchlights. They played over the wreckage as it was being probed for victims.

Residents made homeless by the crash were fed and sheltered at a nearby public school and in the auditorium of St. Augustine's Roman Catholic Church.

United's was the first passenger-carrying jet to crash in New York City.

A passerby, Louis Vierick of Brooklyn, found the youngster lying unconscious on the pavement, and with the aid of a policeman got him to the hospital about six blocks away.

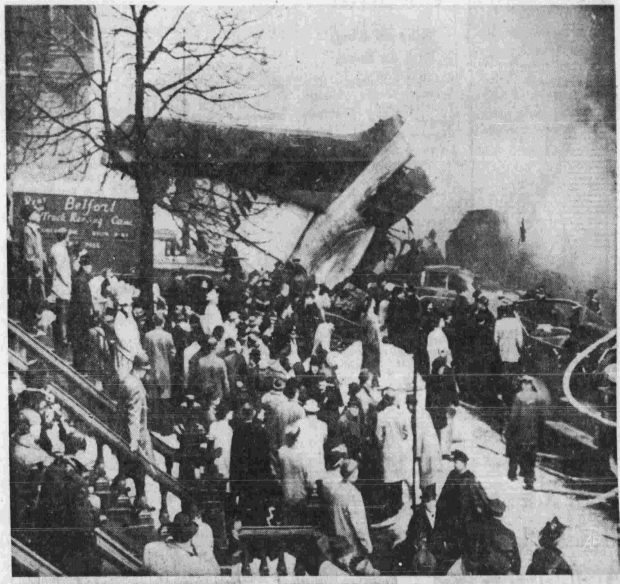
He had been on his way home to join his mother, who had flown here earlier to visit relatives. His own trip had been delayed because he had a sore throat.

At one point, in the hospital, he recovered consciousness long enough to murmur that his mother was waiting at Idlewild Airport for him.

And he was right. She was there with a number of others waiting for the plane. They were in tears. When the news of her son's survival was given her, she broke into a great smile of joy.

The boy regained consciousness later and was able to talk to a doctor. He said of the accident: "I heard a big noise while we were flying. The last thing I remember was the plane falling."

The doctor said the youngster was in "good spirits." His mother and his sister, Kande, 9, arrived at the hospital later, after being driven from Idlewild by Henry Sano, a United Air Lines representative.



Tail Section Of UAL Plane Rests On Brooklyn Street After Crash



Unidentified Man And Woman Assist Stephen Baltz, 11

'Mother . . . Waiting For Me,' Moaned The Only One Alive

By IRISH DONNELLY
NEW YORK — "Mother . . . she's waiting for me."

These mumbled words came from the lone survivor of Friday's double plane disaster, 11-year-old Stephen Baltz, as he lay seriously injured in Brooklyn's Methodist Hospital.

He was aboard a United Airlines jet plane from Chicago when it collided over New York with a Trans World Airlines plane, and crashed into a Brooklyn residential area.

He apparently was hurled free from a tail section.

A passerby, Louis Vierick of Brooklyn, found the youngster lying unconscious on the pavement, and with the aid of a policeman got him to the hospital about six blocks away.

He had been on his way home to join his mother, who had flown here earlier to visit relatives. His own trip had been delayed because he had a sore throat.

At one point, in the hospital, he recovered consciousness long enough to murmur that his mother was waiting at Idlewild Airport for him.

And he was right. She was there with a number of others waiting for the plane. They were in tears. When the news of her son's survival was given her, she broke into a great smile of joy.

His wrist watch had stopped at 9:37, presumably Chicago time. That apparently fixed the time of the crash as 10:37 a.m.; New York time.

The metal watch wristband was crushed, and smelled of jet fuel.

The boy is the son of Mr. and Mrs. W. S. Baltz of Chicago's suburban Wilmette. He is vice president and general counsel of the Admiral Corp.

The boy regained consciousness later and was able to talk to a doctor. He said of the accident: "I heard a big noise while we were flying. The last thing I remember was the plane falling."

The doctor said the youngster was in "good spirits." His mother and his sister, Kande, 9, arrived at the hospital later, after being driven from Idlewild by Henry Sano, a United Air Lines representative.

His condition was listed as critical. He lapsed back into unconsciousness shortly after his remarks.

See STEPHIE, Page 2, Col. 4

Ike Extends Cuba Sugar 'Blackout'

WASHINGTON — President Eisenhower, citing continued "deliberate hostility" by the Fidel Castro regime, Friday cut to zero Cuba's sugar sales to the United States for the first three months of 1961.

Eisenhower said also he would ask Congress again for authority to block purchases of sugar from another Caribbean country ruled by a dictator — the Dominican Republic.

Shortly after the White House announcement, the Agriculture Department fixed 1961 sugar requirements at 10 million tons and set quotas for the first quarter of 1961 which omitted Cuba.

In addition to Castro's hostility, Eisenhower said the fact that Cuba is increasing commitments to sell sugar to Communist countries makes it an unreliable supplier for the United States. This country normally has bought about a third of its sugar needs from Cuba, usually paying a premium.

As for the Dominican Republic, the President said that country's government — headed for 20 years by dictator Rafael Trujillo — was condemned unanimously by hemisphere nations for violating the peace in Latin America.

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A fool and his money are soon invited places.



ROBERT KENNEDY
... Attorney-General



DOUGLAS DILLON
... Treasury Secretary

Dillon, Bob Get Cabinet Posts

Related Story on Page 2B

WASHINGTON — (UPI) — President-elect John F. Kennedy named his 35-year-old brother Robert to be attorney general Friday and selected Douglas Dillon, a key Eisenhower appointee, to be secretary of the Treasury.

The choices wrapped up Kennedy's 10-man cabinet except for the postmaster general's job. That post apparently is earmarked for J. Edward Day, 46-year-old vice president of the Prudential Insurance Co.

Kennedy will issue that announcement today in Palm Beach, Fla., where he will remain with his wife and two children until after New Year's Day.

When Kennedy flew to Palm Beach Friday afternoon, Day was on the plane with him. So was Robert Kennedy.

There is no historical precedent for a president naming his brother to a Cabinet post, but Kennedy said with a grin Friday that "We're going to start one."

Apparently anticipating criticism of the appointment, he said again and again that he had applied the same test to his younger brother as he did to every other cabinet selection—was he the best man available for the job?

Kennedy said he decided the answer was yes because in every assignment Bobby had undertaken, he had "demonstrated himself to be a man of intellectual energy, intellectual courage and organizing ability."

To backstop his brother, the President-elect named Byron (Whizzer) White, a longtime friend and former football great, to be deputy attorney general. White, a Denver attorney, headed the "Citizens for Kennedy" during the campaign.

Robert debated about taking the cabinet job for two reasons. First he was aware that it would cause criticism. Second, he was said to have questioned whether he would be able to "run his own show" with his brother as chief executive.

Dillon, the new secretary of the Treasury, is a banker-diplomat who is the only 100 per cent

See MAN, Page 2A, Col. 1

See EDWARD, Page 8A, Col. 4

See THE FOLKS, P-2A, Col. 2

Boyd Payton Flunked Recent Lie Detector Test, Expert Says

RALEIGH — Textile union leader Boyd Payton has flunked his lie detector test. This was reported Friday by State Paroles Board Chairman Johnson Matthews.

Matthews said the lie detector test taken Thursday convinced the examiner that Payton was "attempting deception" in some of the answers. Matthews made his report in a letter to Gov. Luther H. Hodges. He ended it by saying, "The Board of Paroles does not recommend executive clemency for Boyd E. Payton."

Payton began in October to serve a 6-to-10 year prison sentence he received after he was convicted of plotting to destroy

facilities at a struck Henderson cotton mill in 1959.

The Carolina director of the Textile Workers Union of America has constantly proclaimed his innocence.

Matthews said the New York lie detector expert, Cleye Backster, who administered the test, reported, "It is the further opinion of this examiner that Payton had definite knowledge of and did directly or indirectly authorize the specific acts outlined in the conspiracy charge against him."

Backster listed a number of "pertinent questions" used in the test and reported to Matthews.

"In the opinion of the exam-

Other Stories And Pictures On 2A, 3A