# Kennedy Campaign Flies High In Plane Family Gave to Him

WASHINGTON — (NEA)— Sen. John F. Kennedy (D-Mass) is flying for President in high style.

Like aviation-minded business executives and VIPs, including President Eisenhower and New York Gov. Nelson Rockefeller, the Senator often travels in his private airplane.

Kennedy's two-engine executive airliner, a Convair-240, is a present from his four sisters and two brothers. The gift includes a personal pilot, co-pilot and stewardess-secretary plus all expenses for gasoline and maintenance.

Convair-240s cost about $339,500. They have a top speed of 270 mph and can travel 2,000 miles without refueling. The accessories on Kennedy's two-tone brown and white number include an automatic pilot, auxiliary power unit and radar. The plane is based at LaGuardia Airport in New York.

Neither Kennedy's office nor the company which maintains the plane would give an estimate of the cost of maintenance and operation.

The craft's interior resembles a plush office. Furnishings include two luxurious couches and four chairs that convert into beds. One side of a large desk is fitted with a typewriter well and typewriter for the stewardess-secretary. The other side is used by Kennedy.

A filing cabinet and mimeograph machine are located nearby. Topping off the furnishings are a television set and hot food and drink service similar to those used on commercial airliners.

The inside color scheme is in shades of brown and tan. It was designed by decorators for Frederick B. Ayer and Associates, the company which made the sale to the Kennedys, and now maintains the plane.

The unique feature of the company's package deal is the flight crews it supplies customers. Kennedy's high altitude chauffeur is Howard Baird, a graying 37-year-old former Navy and commercial airline pilot. A calm man of few words, Baird looks like the strong, confident flight captains pictured on airline posters.

He describes Kennedy as "the perfect passenger" and says the Senator never worries about flying. "He comes up front once in a while," Baird says, "to ask how things are going and to sit for awhile. He is always prompt for his take-offs."

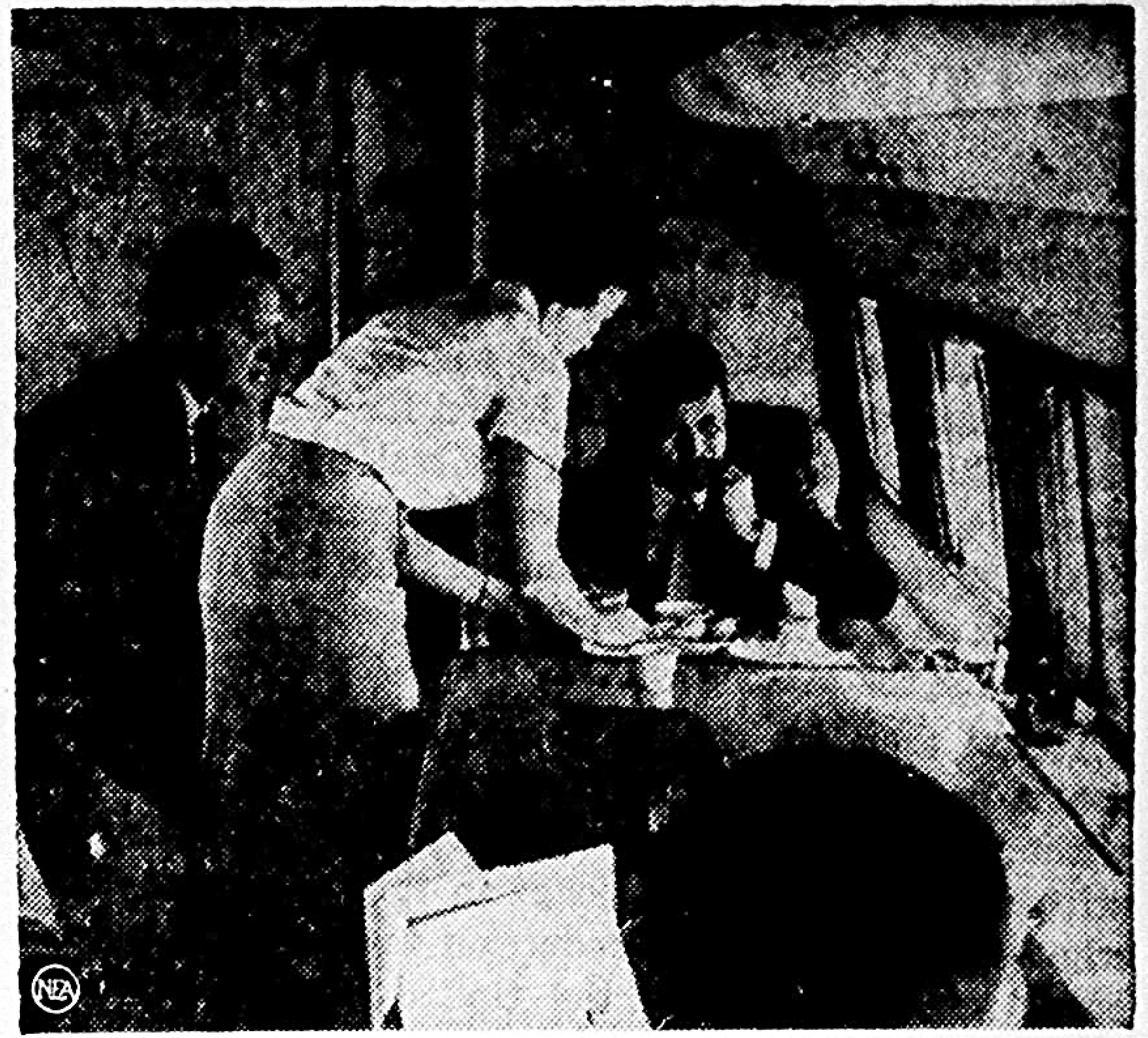
Baird explains that he follows no special flight procedures when flying Kennedy "except meeting higher safety standards than the normal airline carriers. We have never had particularly bad weather, flying problems or plane trouble." He explains that he never leaves the controls during a flight.

Baird, a pilot with 15 years commercial flying experience, was born in Gerber, Calif., and raised in Nevada. After being discharged from the Navy in 1945, he flew for airlines in Alaska, Kansas City and Chicago.

In 1950, he signed for a five-year hitch with a U. S.-owned airline operating in Saudi Arabia and Ethiopia. His last job before joining Ayer was piloting for an oil company. He, his wife and two children live in Port Jefferson, N. Y.

The co-pilot, 40-year-old Roland Dumais, hails from Pawtucket, R. I. An Army Air Corps fighter pilot in World War II, Dumais was shot down over Italy and spent six months in a prison camp. Upon returning to civilian life, he flew for airlines and private corporations.

Stewardess-hostess is brown-haired Boston beauty, Janet des Rosiers. Before joining Kennedy's staff, she was a secretary in New York.




**KENNEDY EATS** while traveling in his plush flying office. The plane was presented to him by his four sisters and two brothers.

## Be Careful In Checking Stock Index

NEW YORK (AP)—If you buy or sell stock indiscriminately on the sale basis of the rise or fall in any index of stock price averages, you're quite likely to get stung.

The index is a good tool, especially when in the hands of professionals, for finding out which way the market as a whole may be headed. But that's just one of many things you should know when you're in the stock market. Playing the averages can be a dangerous sport for amateur investors, whose numbers have multiplied in recent years.

Even the stocks in the index itself aren't always all moving in the same direction, and rarely at the same pace. Whole industries may be suffering a bear market in their stocks for months while the index continues to climb to new highs.

Brokers will tell you: If you're using an index to check on general trends, okay. Over a period of time—not just day by day ups and downs—it usually does that job well. But don't use an index to decide if you should sell a certain stock or buy one, get out of one industry's stocks or into another. Find out about the company's performance and prospects first, about the outlook for the industry.

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