

Powers to Tell U2 Story For First Time in Public

WASHINGTON (AP)—U2 pilot Francis Gary Powers will tell his story in public today for the first time since he was convicted in Moscow of being an American spy.

Chairman Richard B. Russell, D-Ga., announced yesterday the flier will appear at 2 p.m. at an open session of the Senate Armed Services Committee.

It will be Powers' first public appearance since he was released on Feb. 10 in exchange for the Soviet spy, Rudolf I. Abel.

THE DECISION to question Powers at an open session was announced after a closed briefing by Central Intelligence Director John A. McCone before two Senate subcommittees.

McCone was reported to have told these groups he was satisfied with Powers' story and felt the flier should not be criticized for what happened when his high-flying reconnaissance plane came down deep inside Russia on May 1, 1960.

Some senators who attended the briefing told newsmen they felt Powers had been criticized unfairly, and that it would be to

the advantage of the United States as well as of Powers himself to give a public accounting.

THERE HAVE BEEN complaints among some members of Congress that Powers should have destroyed the plane before bailing out. As it was, the plane and its equipment were recovered virtually intact by the Russians.

Just what it was that knocked the plane out of the skies has never been made clear. Powers refused to say at his Moscow trial that his craft had been hit by a rocket at 68,000 feet. He conceded he felt an explosion while at this altitude but said he

had "no idea what it was."

The Senate Armed Services Committee said a Central Intelligence Agency statement on the case, would be made public at noon today.

ONE SOURCE said Powers had successfully undergone lie detector tests. This informant said that as he now understood it, Powers believes his plane was knocked down by "a near miss with a Russian rocket."

This is supposed to have exploded close enough to knock the aircraft out of control and send it pitching so violently earthward that the pilot was unable to activate self-destruction devices.

Republican Leaders Will Meet to Complete Slate

HARRISBURG (AP) — Republicans reportedly were seeking candidates from the Pittsburgh and Philadelphia areas yesterday to round out the organization-backed ticket for statewide offices this year.

Leaders from all 67 counties and the GOP State Committee are due here today to look over and informally enclose the regular slate for the May 15 primary, headed by U.S. Rep. William W. Scranton, of Dalton, for governor,

and U.S. Rep. James E. Van Zandt of Altoona, for the U.S. Senate.

The field for the lieutenant governor and secretary of internal affairs nominations looked wide open.

A survey of Republican sources indicated the organization would like a woman for the internal affairs post and a Catholic and a metropolitan area resident or residents to balance out the ticket.

Searchers Recover 96 Bodies In 111-Victim African Plane Crash

DOUALA, Cameroon (AP) — Search teams struggled through dense African jungle last night to recover the 111 victims of the worst single-plane disaster in the history of civil aviation — the fiery crash of a chartered flight carrying vacationers to Europe.

By nightfall 96 torn and charred bodies had been assembled in a jungle clearing three miles from where the four-engine Caledonia Airlines plane crashed after taking off from Douala Airport Sunday night for Luxembourg.

"THAT WAS all we can really hope to find," said a Douala airport officer. "Conditions could not be more difficult."

The DC7C carried 101 passen-

gers and a crew of 10. It plunged into the coastal swamps just two minutes after what seemed to be a normal take-off.

In Douala, an airline spokesman said, "We believe everyone on board was killed instantly when the plane hit the mud. There was no explosion, but the fuel tanks burst into flames on hitting the ground. High flames could be seen from the airport terminal two miles away and they burned most of the night."

Rescue teams had plowed into the swamps but rain and the swamp slowed the pace of rescue work and multiplied the difficulties of investigations seeking a clue to the crash.

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