

ONE TOUR CRAFT IS FORCED OUT

Engine Failure Forces It Down; Woman's Plane Damaged Avoiding Child.

By JAMES V. PIERSOL

(Staff Correspondent on National Air Tour with The Detroit News Airplane.)

RICHMOND, Va., Oct. 10.—Two planes were damaged in the National Air Tour flight from Baltimore here late Wednesday, but the tour was resumed today.

A Great Lakes plane piloted by W. L. Lancaster took off promptly at 10 o'clock for Winston-Salem, N. C. Twenty-six others followed at one-minute intervals. Greenville, S. C., was to be the second stop.

The Touroplane entry of the American Eagle Aircraft Co., of Kansas City, Mo., was eliminated from the tour when engine failure on the take-off at Baltimore forced a landing in a farmer's yard. The plane was damaged too badly to be repaired in time to continue, but neither Don Mathers, the pilot, nor E. W. Southwood, his passenger, was injured.

CROWDS BREAK THROUGH.

The second difficulty occurred when a large crowd broke through the lines and overran the field while the planes were landing here. Mrs. Keith Miller was forced to turn her plane sharply to avoid hitting a child. In doing so she broke a wheel and scraped a wing tip. Repairs were expected to enable her to continue the tour.

Mrs. Miller, who is one of the outstanding women pilots and is scoring high in the contest, received the congratulations of tour officials for skilled handling of her plane in the emergency. She was considerably shaken by the accident.

ANOTHER ESCAPE.

The crowd narrowly missed causing another accident when Roger Q. Williams, pilot of one of 12 accompanying planes, landed. Williams, who was pilot of the Pathfinder on its recent flight from Old Orchard, Me., to Rome, attracted a lot of attention by looping his plane, a Triad amphibian, as soon as he came over the field. When he came to land the crowd again rushed onto the field and he barely missed a score of men and women.

Aside from these incidents and a few changes in the standing of the contestants the tour has settled down to a routine procedure which is to be followed until the remaining 4,000 miles of the itinerary is covered and the fleet returns to Detroit Oct. 21.

Capt. Frank Hawks, tour referee, and Lee Shoenhair take off two hours in advance of the tour every morning and afternoon to instruct local committees in the handling of the planes when they arrive. Both pilots are flying speedy Lockheed and they give a short exhibition flight at each city before they land.

REGULAR SCHEDULE.

The flight is usually followed by Lieut. Wendell Brookley, of the Army Air Corps, who is carrying Capt. Ray Collins, tour manager. The contestants are scheduled to leave each control point starting at 10 a. m. and 2 p. m. Departures are made in the inverse order of arrival at intervals of one minute following the first plane off. The accompanying planes, which include a flying weather bureau in charge of C. G. Andrus, Government meteorologist, and The Detroit News, alternately, precede or follow the contestants.

E. W. Cleveland, chief starter, is always the last to depart from each control.

William B. Stout, president of the Stout Air Lines, who flew from Philadelphia here in one of the Ford Motor Company's entries, planned to leave the tour today and rejoin it later in the West.

From Greenville, the tour flies to Jacksonville, Fla., and will return to Detroit by way of Wichita, Kan.; Des Moines, Ia.; St. Paul, Minn., and Chicago.

The score of the first 10 entrants and the points they have gained for reliability and efficiency were announced by Arthur G. Schlosser, tour scorer, and are as follows:

John Livingston, Waco	14,272
Arthur J. Davis, Waco	12,697
M. E. Zeller, Ford	11,801
D. Moran Hackman, Fairchild	11,776
J. W. Crosswell, Curtiss Condor	11,316
George W. Hancock, Bellanca	10,448
Earl Rowland, Cessna	9,632
R. A. Neale, Bellanca	9,632
J. Carroll Cone, Commanal-Airel	9,004
Mrs. Keith Miller, Fairchild	8,864

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DON'T CROSS YOUR LEGS YOU MAY GET THE PALSY

CHESTER, Minn., Oct. 10.—It might be the cause of palsy, according to Dr. Henry W. Mayo, of the Mayo Clinic, here. Pressure on the peroneal nerve at the bend of the knee cause temporary paralysis and the leg movement, he says, will produce palsy in some

is condition is more often produced by leg-crossing in leisure-aged persons, he says. One of their frequent habits is crossing the legs.

