

# 24 PLANES OUT OF 25 LAND ON MAYWOOD FIELD

## One Flyer Forced to Alight Near Gary, Ind.

Roaring down from above through a crowded and noisy hour of landing, twenty-four airplanes, their flyers constituting the personnel of the second annual commercial airplane reliability tour, settled down on Maywood flying field yesterday between 4 and 5 p. m. The planes are at the second stop of their thirteen day flight.

When judges, checkers, starters and timekeepers of the Chicago Association of Commerce had counted noses after the planes had taxied up to the display line, it was discovered that one of the twenty-five, which left Detroit in the morning was missing.

### Locate Missing Flyer.

Telegraph wires were kept busy for a time and the missing flyer, H. H. Gallop of Detroit, driving a Woodson special, was located near Gary, Ind., where he was forced down by engine trouble. He probably will proceed to Maywood early today to be with the others when they take off for Milwaukee at noon.

His temporary delay was the only untoward incident of the first part of the flight. The others, fifty nationally known airmen and manufacturers, leaving Detroit at 10 a. m. and proceeding to Kalamazoo, Mich., for a few hours' stop, then flying to the Maywood field.

For an hour before the planes began to drift in by ones and twos a crowd of 5,000 people, headed by Arthur C. Lueder, postmaster, were standing

around the rim of the field and perched on the roofs of buildings of the government air mail station.

The minute each plane touched the long cinder runway, a checker and timekeeper ran to its side to obtain data on fuel, landing, engine displacement and pay load, all figures used to decide the awarding of a total of \$24,000 total prizes when the tour is ended.

Lined up in a string almost a mile long, the planes presented a contrast in construction, colors, and manufacturing features. Under the mothering wing of a great Stout all metal monoplane, capable of carrying ten persons, was a tiny Driggs Dart monoplane, its entire wing spread of 27 feet just fitting under the silver wing above it. The little plane, by far the smallest in the tour, was so much the object of the crowd's curiosity that its pilot, Jack Laass of Dayton, was forced to taxi it into one of the hangars for safe keeping.

The first pilot to land his ship on the field was the well known C. S. [Casey] Jones, driving a Curtiss Oriole. On last year's tour Jones finished second and is one of the strongest aspirants for first place this year. Eddie Stinson was not far behind him in his specially constructed Stinson-Detroit.

### Woman Makes Air Trip.

The only woman in the flight, Mrs. Susan H. Embry of Cincinnati, rode with Lieut. John Paul Riddle in a Waco Special, an Ohio built plane.

Thrills for the crowd were furnished

by Vance Breeze, who soared aloft after the squadron was safely on the ground in a small Ryan monoplane and proceeded to turn loops, do side-slips and 'straight-up "zooms" only a few hundred feet over the heads of the gasping crowd. His machine was powered with a Wright Whirlwind circular motor.

At noon today the flyers will stage air maneuvers before their departure, and each will be presented with a Red Cross medal by Miss Mae Greene, "Miss Chicago."

## LAY \$1,000,000 K.O.F.C. GARY HALL CORNER STONE

The corner stone of the new nine story home of St. Thomas council, Knights of Columbus, will be laid at Gary this afternoon, with the Rt. Rev. John F. Noll, bishop of Fort Wayne, officiating.

Occupying a lot 125 feet square, the structure, when completed, will have cost more than \$1,000,000. Steel and brick construction will be used throughout. The first, second, and third floors will be used for recreation, dining, and reading rooms, while the upper stories will form a club hotel.

Porter & McNally of Cleveland and McNally & Quinn of Chicago are architects of the buildings. James F. McLaughlin is grand knight of St. Thomas council.

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