

2 LIVES ARE LOST IN FALL OF AIRPLANE

**W. T. EVANS OF BEAMAN IS
KILLED ALMOST INSTANTLY**

William Evans of Beaman and Karl Lorenzen of Marshalltown Killed When Airplane Goes Out of Control and Drops Several Hundred Feet Into Plowed field—Controls of Dual-Controlled Machine Believed Frozen

A horrible airplane crash took place on the W. T. Evans farm south east of Beaman last Saturday at about 10:30 o'clock that brought realization to everyone that life is an uncertainty. The two passengers, W. T. Evans, of Beaman, and Karl Lorenzen, of Marshalltown, were fatally injured. W. T. Evans died almost instantly, while Lorenzen lingered until 10 o'clock Sunday morning.

The two were riding in a ship owned by Walter Lorezen, brother of the dead pilot, and had taken off, sailed over Beaman and were returning to the field where they took off, when something happened, just what happened, will never be known, but the crash took place while the ship was banked into the gale that resulted in a tail-spin.

The ship was between 500 and 700 feet from the ground when eye witnesses viewed the peculiar antics of the ship. Stories that Evans had been piloting the ship cannot be verified, although residents claim that Evans had made arrangements for lessons and was taking his first instructions when the accident occurred.

It was apparent from the conversation Lorenzen had had with others that he considered Evans a prospect for the purchase of a plane, but Mrs. Evans said that her husband had told her he did not contemplate buying a plane nor did he feel competent to undertake the control of an airship, altho he had served with the airplane division of the army during the world war but had gone no further than ground instruction.

Evans took a flight Friday afternoon with Lorenzen, it is said and had offered to pay for the trip, but Lorenzen had made no charge as he wished to make a sale, he and his brother having taken the agency for the Travel-Air Company ships.

The few who witnessed the mishap believe the plane was banked into the wind instead of away from it as a landing was attempted on the Evans farm and the statements that Evans was guiding the plane at the time of the accident may be founded solely on the fact that those first to the crumpled ship claimed to have found Evans' hands gripped tightly to the control in the forward cockpit.

The plane was a dual-controlled machine and if it is true that Evans was piloting, or that he gripped the control to prevent Lorenzen from making a safe landing, the controls might easily have been frozen and no effort of the man actually piloting the plane could have resulted in a safe landing.

The story of some of those who claimed to have witnessed the accident was that the motor seemed to stop suddenly and the machine went into a spin to drop rapidly to earth.

Even had the plane been at 700 ft., the maximum height fixed by those who witnessed the accident, it would have been impossible for it to have been "straightened out" after going into a spin. The height for safety when it becomes necessary to "straighten out" a plane, is usually fixed at 2,000 feet, altho some contend the plane may be righted at 1,500 feet.

Whatever the cause, whether due to banking into the wind to cause the plane to spin, or failure of the motor, the ship never came out of the spin but fell rapidly to the plowed ground in a corn field not more than a quarter of a mile south of the home of Evans.

The plane nosed into the soft earth the propellor shaft angling in up to the axle, the lower part of the shaft being broken.

The wheels sank into the ground to the axle, the left wheel buckling in.

Rods supporting the wings are for the most part of a saw steel, capable of bending greatly without breaking. Midway of the body of the plane the framework buckled somewhat and the covering canvas was torn.

Men near by rushed to the scene and Lorenzen was taken from the rear cockpit without great difficulty. Evans, who was believed the pilot on the fatal trip, because he was in the forward seat, had fallen forward and his body was removed with difficulty. He is said to have breathed once or

twice after he had been taken from the seat.

According to the first on the scene the hands of both men were on the dual controls and this led to the belief that he had been frozen.

Dr. R. T. Spain, of Conrad, was called and reached the Evans home within fifteen minutes after the accident. The body of Evans was removed to the Alexander undertaking parlor here.

William Thomas Evans was born April 8th., 1898, at Beaman, Iowa, where he spent the greater part of his life, and died May 25th., 1929, at the age of 36 years, 1 month and 17 days.

He was the oldest son of Phillip Thomas and Sallie H. Evans. In his childhood he was baptized in Grace Reformed church where his parents worshipped.

In 1911 he was graduated from the Conrad high school, after which he attended Cornell College for two years. He then entered Iowa State College at Ames, where he graduated in 1921.

During these years he joined the army and was a cadet in the flying school at Kely Field, Texas.

On March 31st., 1923 he was married to Harriet Wilkinson, of Ames, Iowa, and located on a farm near Beaman where he lived until his death.

He leaves besides his deeply bereaved wife, his aged father, one sister, Mrs. Sarah Neff, and one brother, Charles M., both residing with their father near Beaman, besides numerous other relatives and friends.

Mr. Evans was a member of the Delta U fraternity, at Iowa State College; a members of Roman Lodge, A. F. and A. M., of Conrad, was the first commander of the Weatherman-Walter post of the American Legion, No. 131, at Beaman; and for 5 years he has been president of the Beaman Elevator Company. His loss is keenly felt in the entire community to which he was making such a significant contribution.

Funeral services were held at the home south east of Beaman at 2 o'clock Tuesday afternoon. Services conducted by Rev. Schmidt. Interment in the Beaman cemetery. The pall bearers were Arch McMartin, Don McMartin, Kenyon King, Charles Whorrall, Geo. Simms and Vern McClure.

Harry Karl Lorenzen was born in this city, Sept. 6, 1899, a son of Mr. and Mrs. N. Lorenzen, 206 South Fourth avenue. He had lived in Marshalltown all his life.

He has been interested in air navigation for several years and is said to have been credited with 219 hours of actual flying.

In addition to his parents he is survived by four brothers and three sisters. The latter are Ewald, Walter and Marie Lorenzen, of this city; Mrs. Rudolph Kraus, Grand Meadow, Minn.; Mrs. Lars Holmquist, six miles north