

DIARY OF  
V.L. BURGE  
1909 - 1912

U.S. Signal Corps  
Company "G"  
Fort Wood, New York

Fort Sam Houston, Texas  
c/o Government Aeroplane

Manila, Philippine Islands  
c/o Government Aeroplane

## DIARY OF V. L. BURGE

1909 - 1912

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### NOTES

V.L. Burge enlisted in the Army in 1907, remaining in the service until his retirement in January, 1942.

During this time he advanced through all the grades, to reach the rank of Colonel, Air Corps, U.S. Army.

His flying career with the Army began in the Philippine Islands in 1912 (pps. 35, 36 and 37), where he was instructed by Lieut. Lahm, now General Lahm, retired. V. L. Burge became the first enlisted pilot in the history of the U.S. Army.

At the time of his retirement, he was the second oldest active pilot in the Air Corps, and had flown constantly during his 30 years as a pilot, during which time he accumulated over 5,000 hours flying time, and was rated as a Command Pilot.

Retired as a Colonel at the age of 53, after 35 years of continuous service, he now resides at 240 Rosemary, San Antonio 2, Texas.

Left Fort Myer, Virginia, May 19, 1909, with dirigible No. 1 for Fort Omaha, Nebraska. Arrived Omaha May 21. Started to inflate No. 1 ready for flight 22. Made first flight Thursday, 29. Fine flight for 5 minutes when gasoline pipe leading to engine broke, shutting off gasoline supply. Engine stopped and ship landed in field about one mile from balloon house. Towed it back with two ropes, over telephone and trolley wires. After lots of hard work, finally succeeded in getting it back.

28 -- Engine repaired and everything ready for flight but high winds prevented.

29 to 30 -- Wind too high for flight.

31 - 6:30 p.m. took ship out for flight. Lieuts. Lahm and Foulois made a fine flight of about 5 minutes duration in considerable wind. Lieut. Winter then took Engine for flight. It being his first attempt. He started off all right, but from the start it was evident that he could not handle it in the high wind. They circled the field and then headed into wind, but could make no headway so they turned around and headed into wind, but could still make no headway. Lieut. Lahm then threw out drag line and three men seized it, but as Lieut. Winter failed to shut off engine, it was impossible to hold ship. They wrapped line around fence post, but it pulled post up and headed for telephone line. Being only about 20 feet high and running at good speed, he failed to clear high pole. The ship struck it head-on, tearing a great hole in the nose of bag. The frame was over wires and when enough gas escaped the frame buckled in center and broke. The propeller was twisted in wires and after considerable work we succeeded in getting frame down. The engine was rescued without injury, but most of frame will have to be rebuilt. The damage is estimated at about \$200 or \$300.

June 1 - Started to repair gas bag and frame. Expect to have things fixed up in about two weeks.

June 2 - Repairing net and frame. Will be able to repair ship much sooner than first expected!

June 3 - Repairing airship and making flights in captive No. 9. Drilled in maneuvering to over telephone lines and trees.

June 4 - Repairing dirigible and maneuvering captive No. 9. Lieuts. Lahm and Foulois left for Washington to attend Wright medal ceremony and flights.

June 5 - Repairing dirigible - captive balloon flights.

June 6 - Sunday.

June 7 - Pay day, captive flights, repairing dirigible.

June 8, 9, 10, 11, 12 - Repairing dirigible.

June 13 - Sunday.

June 14, 15, 16 - Repairing dirigible. It is completed and getting things in readiness for trip to Toledo, Ohio. Four men leave this evening for Leavenworth to get tent in readiness for shipment to Toledo, Ohio.

June 17, 18, 19 - Packing dirigible for Toledo, Ohio.

June 20 - Sunday. Took in ball game at Benson, between Signal Corps and Benson Eagles which the S.C. won by a score of 5-3. The feature of game was the pitching of Cass, who held down his opponents to four scattered hits and struck out 16 men.

June 21, 22 - Filled Dirigible No. 1 with gas and put everything in shape for flight. Used new machine for pumping in gas and filled bag in one hour and 30 minutes.

June 23 - Put everything in shape for flight. Ran engine for an hour without trouble. Could not fly on account of wind and rain.

June 24 - Expect to get up this morning, but at present, 7:30 a.m., it is very foggy and chances are rather slim.

June 24 - Took dirigible out at 6:30 p.m. Lieut. Winter would not attempt to make flights except by keeping two ropes on it and letting it up a short distance and running engine. Evidently he has "cold feet" or is only four-flushing. Also shipped 200 tubes of gas to Toledo, Ohio.

June 25 - Did nothing all day, but late in the evening, took ship out for flight. Lieut. Winter would not attempt flight except as a captive. He broke planes and we had to repair them. He was very nervous or scared and it was very evident that he did everything possible to delay making a flight. Finally gave it up on account of darkness.

June 25 - Began taking dirigible apart for shipment to Toledo. Filled No. 9 with gas from it and expect to make a free flight tomorrow.

June 26 - Started to deflate for shipment to Toledo.

June 27 - Loaded ship on car for shipment.

June 28 - On road to Toledo via N.W. and Wabash. Will be several hours late arriving in Chicago on account of wash out at Dunlap, Iowa. Train backed to Council Bluffs and took I.C. to Denn-----, then over their own lines to Chicago.

June 29 - Still on the road but about 10 hours late. Arrived Chicago 8:30 a.m. Left 12 noon via Wabash. Arrived Toledo 8:30 p.m. Went to Camp at Casino and had quite a time.

June 30 - Found everything in bum shape. Only one Company of 27th Infantry in camp. Expect to put up airship today. Tent on ground in readiness to go up.

June 30 - Unloaded tent and put up small tents to camp in.

July 1 - Started to put up tent July 1. Poles nearly all up, but rain delayed us. Unloaded airship also. We are being eaten up by mosquitoes. Also have a pest of June bugs.

July 2 - Put tent up and started to get things ready for filling bag. A strong wind at night blew down tent, tearing it up and breaking frame and engine. It will spoil the flights here. Expect to stay until tournament is over.

July 4 - Sunday. Watched troops rehearse for the tournament and strolled around park. Met girl and went home with her to Nebraska Ave. Lieut. Lahm arrived in evening.

July 5 - Spread tent out for inspection by Lieut. Lahm. Don't expect to do anything here. Everything is in readiness for tournament. Went to town to look around. The troop gave their first exhibition drill before an immense crowd. Will give another one this evening.

July 6 - Are repairing tent for excuse to remain here until tournament is over. Will take in drill this p.m. and expect to go to city this evening. Man had both legs cut off in front of arena by trolley car. Took in Buffalo Bill's Shop in evening.

July 7 - Repairing tent and dirigible and took in tournament in evening.

July 8 - Repairing tent and dirigible and went to city in evening.

July 9 - Repairing tent and took in tournament in evening.

July 10 - Packing tent and dirigible for shipment to Fort Omaha, Nebraska.

July 11 - Pay day. Took in theaters and parks. Troops are beginning to leave.

July 12 - Waiting orders. Rained in afternoon. Government teamster killed by lightning. mules were also killed that he was driving.

July 13 - Everything ready for shipment. Leave for Omaha 2:30 p.m. over L.S. and M.S. Raining very hard. Expect to arrive in Chicago about 9 p.m.

July 14 - Still on the road and in the best of spirits. Arrived in Omaha 12:30 p.m. Rained all evening.

July 15, 16, 17, 18 - Awaiting arrival of dirigible and tent from Toledo, Ohio.

July 19 - Dirigible arrived and was unloaded and started to repair it. It is very hot in the balloon house.

July 20 - Repairing dirigible and tent.

July 21, 22, 23, 24, 25, 26, 27, 28, 29, 30 - Repairing tent and dirigible.

July 31 - Muster.

August 1 - Sunday.

August 2, 3, 4, 5, 6, 7, - Repairing tent and dirigible preparatory to leaving for Des Moines, Iowa.

August 8 - Sunday.

August 9 - Dirigible in good shape and awaiting orders as to whether to inflate or not.

August 10, 11, 12, 13, 14 - Awaiting orders to proceed to Des Moines, Iowa for tournament. Four men expect to go to Washington to attend the Aeroplane tests.

August 15 - Sunday.

August 16, 17, 18, 19, 20, 21 - Awaiting orders to proceed to Des Moines to attend military tournament.

August 22 - Sunday.

August 23, 24, 25, 26, 27, 28 - Awaiting orders to proceed to Des Moines.

August 29 - Sunday.

August 30, 31 - September 1 - Pay day.

September 2, 3, 4 - Getting things in shape for Des Moines.

September 5 - Sunday.

September 6 - Things all ready for shipment.

September 7 - Loading ship and tent for shipment.

September 8 - Loaded and shipped acid to Des Moines, Iowa.

September 9 - Loaded tent and other things for shipment.

September 10 - Loaded dirigible for shipment.

September 11 - Leave at 1:42 for Des Moines via Rock Island.

September 12 - Left Omaha 40 minutes late, arrived Des Moines 30 minutes late. Went in camp at state fair grounds. (Camp Corse). Went to Fort Des Moines in evening to see brother.

September 13 - Sunday. Nothing doing. Freight and airship have not yet arrived.

September 14 - Freight and airship arrived and was unloaded. Rained all day, and night. Tent full of water and everybody wet and disgusted.

September 15 - Still unloading and started to up up tent in rain and mud. Very disagreeable job.

September 16 - Still working on tent, but nearly finished. Troops are beginning to arrive. Several thousand arriving today.

September 17 - Tent finished and dirigible almost ready.

September 18 - Hauling gas tubes over ready to inflate. Started to inflate. All troops in camp.

September 19 - Lieut. Lahm and Major Salzman arrived. Filled bag with gas and tried engine out. But, did not make any flights.

September 20 - Tournament starts off successfully. Over 10,000 people in attendance. Unable to make any flights on account of high wind. Signal Corps man had leg broken in arena.

September 21 - Everything pulled off in good shape. Over 5,000 in attendance. No flights on account of high winds. Engine also on bum. Rained in evening.

September 22 - Another large crowd present. Things came off all in good shape. No wind, but engine refused to work so could not fly.

September 23 - Made one short flight in afternoon. Engine worked poorly and didn't make record attempt.

September 24 - Very large crowd in attendance. Made two fine flights in morning and two in evening. Large crowd in attendance.

September 25 - Made short flight in afternoon, but owing to motor working poorly and raising planes failing to work, were forced to land in field quite a ways from tournament. Planes fixed and succeeded in flying back safely. Large crowd on hand and tournament ended in a blaze of glory. Started to deflate and tear down in evening.

September 26 - Worked all day tearing down and packing up. Cars loaded late in evening. Expect to leave early in morning.

September 27 - Breaking camp early in morning. Left about noon. Train did not arrive in Omaha until midnight account of delay. Slept in car all night.

September 28 - Unloading cars and very tired. Company of hospital corps arrived. Street car strike on in town. Almost impossible to get to city.

September 29 - Still unloading. 13th Infantry arrived from Des Moines for Ak-San. Ben. (??)

September 30 - Muster. Starting to get no. 1 in readiness for flight. Rumor is that we go east soon. Hope it is true. Car strike still on. No cars run after 7 p.m. Makes things very unpleasant.

October 1 - Turned for duty with Company H as Company D left for Fort Riley. All operators with dirigible suspended. All troops in camp in post. Several thousand being present.

October 2 - Interesting ball games between troops and large crowds to see parades and hear band concerts.

October 3 - Very large crowd present in afternoon. Cars running regular first time since strike.

October 4 - On guard. Another large crowd present. Estimated at 6,000. Drill by Cavalry and Infantry.



October 5 - Pay day. Went to city in afternoon and attended Ak-Sar-Ben in evening. Had fine time. Large crowd present.

October 6 - Went to city in afternoon and took in theater.

October 7 - Went to city in evening and took in Krug Theater. Large crowd present at drill.

October 8 - Drill given for benefit of school children. Very large crowd present.

October 9 - On guard.

October 10 - Took in the Burwood in evening.

October 11 - Troops all leaving except 15th Cavalry, who remain for officer's tests. Snowing, which broke all records for early snows.

October 12 - Cold somewhat abated. Taking things easy.

October 13, 14 - At work in balloon house. Getting things in shape for a flight.

October 15 - Starting to make gas.

October 16 - Took in football game between Minnesota and Nebraska. Minnesota won, 14 to 0. Johnston, Minnesota's star halfback, has his leg broken.

October 17 - Sunday. Stayed home all day and took in Burwood in evening.

October 18 - Filling gas tubes.

October 19, 20, 21, 22 - Filling gas tubes.

October 23 - Saturday. Went to city in evening and stayed all night.

October 24 - Sunday.

October 25, 26, 27 - Getting dirigible in shape for inflation. Spent evening in city and took in Orpheum.

October 29 - Loaded 150 gas tubes for shipment to Sandy Hook, New Jersey, for captive work.

October 30 - Took in Orpheum.

October 31 - Sunday. Took in Krug Theater in evening.

November 1 - Took in Orpheum in evening.

November 2 - Pay day.

November 3, 4 - Working at Balloon house. Took in Krug Theater in evening.

November 5 - On duty at balloon house. Accepted W & W sewing machine.

November 6 - Went to city in evening and took in theater.

November 7 - Started to generate gas. Sunday. Worked all night.

November 8 - Slept all day and worked at night generating gas.

November 8 - Worked until 12 midnight generating gas.

November 9 - Went to city in afternoon and took in Orpheum and Boyd's in evening. Worked from midnight until 7 a.m.

November 10 - Worked until 11 p.m. generating gas. Bag filled and ready for flight.

November 12 - Turned cold and rained and snowed.

November 13 - Still snowing and raining. Very cold.

November 14 - Very cold. Took in Krug in evening.

November 15 - Generating gas. Started to snow again. Lieut. Bamberger packing up to leave for Islands.

November 16 - Lieut. Bamberger left for Des Moines. Also, Lieut. Dickinson left for New York. Took in Krug Theater in evening.

November 17 - Madole went to hospital. It is thought he has typhoid. Fumigated barracks. Too cold to do any work.

November 18 - Went to dance in evening. Still very cold.

November 19 - Working in gas plant.

November 20 - Went to Orpheum in afternoon and spent evening with Mrs. E.

November 21 - Took in Iena Revers at Krug. Snow and sleet all night.

November 22 - Still snowing. At work in gas plant. Stayed home in evening.

November 23 - Worked all night in gas plant.

November 24 - Made three fine flights with dirigible. Sgt. Schmidt and Lieut. Haskell doing fine. It was their first trip. Took in the "Gentlemen from Mississippi" at Boyd's in afternoon.

November 25 - Thanksgiving. Took in Krug in evening.

November 26 - Working in gas plant.

November 27 - Nothing doing. Took in Krug in evening.

November 28 - Sunday.

November 29 - Monday. Took dirigible out in evening but could do nothing on account of fog.

November 30 - Muster.

December 1 - Nothing doing all day. Took in Orpheum in evening. Took inoculation for typhoid.

December 2 - Nothing doing. Took in dance in evening.

December 3 - Snowing all day.

December 4 - Still snowing and cold.

December 5 - Snow and very cold. Sunday. Took in Gayety.

December 6 - Pay day. Took in Orpheum and Krug.

December 7 - Joyce had \$170.00 stolen from under his pillow. Met Hazel Bell.

December 8 - Very cold. 7 to 10 below. Turned for duty.

December 9 - Nothing doing. Put rest of gas from tubes in No. 1.

December 10 - Took 2nd inoculation. On guard.

December 11 - Went out with Hazel.

December 12 - Went to Orpheum with Hazel.

December 13 - Schmidt left for Illinois.

December 14 - Nothing doing.

December 15 - Out all night with ----- Very cold.

December 16 - Still very cold.

December 17 - On old guard.

December 18 - Took in Krug.

December 19 - Took in Creighton Hall.

December 20 - Took 3rd inoculation. On guard.

December 21 - Took in Orpheum and Gayety.

December 22 - Went to city.

December 23 - Took in Krug.

December 24 - On duty.

December - Christmas.

December 26 - Sunday.

December 27 - Getting No. 1 in readiness for shipment to Los Angeles for aviation meet.

December 28 - Getting things ready for Los Angeles.

December 29 - Preparing No. 1 for shipment.

December 30 - Shipped No. 1 to Los Angeles. Attended dance at Gym.

December 31 - Muster.

January 1, 1910 - New Year's. Went to city and took in theater.

January 2 - On guard.

January 3 - Nothing doing.

January 4 - On duty.

January 5 - At school.

January 6 - Pay day. Took in Gayety.

January 7 - On duty.

January 8 - Took in Orpheum.

January 9 - Sunday. Took in Orpheum and Gayety.

January 10 - Nothing doing. Much warmer.

January 11, 12, 13, - In school.

January 14 - On guard.

January 15 - Nothing doing.

January 16 - Sunday. Went to city.

January 17 - On duty.

January 18 - Went to city and took in Gayety.

January 19 - Went to city.

January 20 - Took in dance.

January 21, 22 - Went to city to see Miss Canterbury.

January 23 - Went to city. Took in Gayety and Orpheium.

January 24, 25, 26 - Attending school.

January 27 - Miller discharged by purchase. Accompanied him to train.

January 28 - No. 1 expected to arrive from Los Angeles with about \$1,600.00 charges.

January 29 - No. 1 arrived and we unloaded it.

January 30 - Sunday. Took in Orpheium and Gayety.

January 31 - Monday. Muster.

February 1, 2 - Attending school.

February 3 - Pay Day. Went to city and attended dance in evening.

February 4 - Attending school, also night school.

February 5 - On duty.

February 6 - Took in Orpheium and Gayety. On duty.

February 7, 8, 9, 10 - On duty.

February 11 - In school.

February 12 - On duty. Went to city in evening.

February 13 - Sunday. On guard.

February 14, 15, 16, 17, 18, 19, 20 - In school and on duty. Also spent evening of 18th at masquerade ball at Fraternity hall, and 19th with Grace.

February 21, 22, 23, 24, 25, 26, 27 - In school and on duty. Also took in several theaters and spent evening with Grace.

February 28 - Muster. Order to go to San Antonio for aeroplane work received at headquarters. Madole and I expect to leave soon.

March 1 - Received orders and turned things in.

March 2 - Got transportation and commutation and took baggage to depot. Also were paid by check. Spent evening in city with Grace.

March 3 - Left at 9:15 a.m. via Burlington. Stopped over in St. Joe, Missouri, seven hours, and met Schmidt, Noel, and also Lena. Left there 9:15 p.m. Arrived Kansas City, Missouri, 11:15 p.m.

March 4 - Left on Kety Flyer, 2:30 a.m. Arrived and changed cars, at Rarsons, Kansas. Also changed at -----, Texas.

March 5 - After being on road all night arrived in San Antonio at 7:30 a.m. Went to barber shop and cleaned up. Then took car for Fort Sam Houston, which is a very pretty post situated in city limits. Reported to aeroplane shed for duty. It is situated quite a distance from post, which makes it very inconvenient. Lieut. Foulois, with 9 men, was here. Found them repairing aeroplane, which had been smashed up quite a bit in a slight accident. Went to city in evening with Idzorek and took in points of interest. Visited Alamo and also district. Weather here is very hot to us as we left Omaha very chilly.

March 6 - Sunday. Still taking in city. Visited leading hotels and then returned to camp very tired as have scarcely slept any in four days. Guess will turn in and sleep and then answer all correspondence.

March 7 - Repairing aeroplane. Fine weather.

March 8 - Repairing aeroplane. Expect to make flight.

March 9 - Aeroplane repaired and all ready for flight. Very windy weather.

March 10 - In the grip of a "Northerner" and it is very cold. Rained very hard this afternoon. Weather too bad to make any flights.

March 11 - Nothing doing. Fine weather. Tested out engine and found it all O.K.

March 12 - Made 3 fine flights in morning and two in afternoon at an average height of 90 feet, and remained in air an average of 15 minutes. Went to city in evening and took in theaters.

March 13 - Sunday.

March 14 - Made 3 fine flights of about 25 minutes in a gusty wind at an average height of 50 feet.

March 15 - Nothing doing on account of high winds.

March 17 - Made three very successful flights. On landing on third flight, broke skids by landing in a small ditch, whereby machine could not slide forward.

March 18 - Repairing aeroplane and working on tent for machine. Very windy.

March 19 - Repairing aeroplane and fixing new tent.

March 20 - Sunday.

March 21 - Made fine flight of about 15 minutes at height of between 200 and 300 feet in 15 mile wind.

March 22 - Nothing doing. Too much wind.

March 23 - Working on tent. Too much wind to fly.

March 24, 25, 26 - Too much wind to fly. Took in Mexican dance in evening.

March 31 - Rain and wind. Very muddy.

April 1 - Still raining a little. Have succeeded in not being fooled today as yet.

April 2 - Taking life easy.

April 3 - Sunday.

April 4 - Too high wind to fly.

April 5 - Pay day. Went to city in eve and took dinner at Hotel Gunter.

April 6 - Made short flight in morning. Tried to get off without use of weights, but failed. Went to dance at Gym in evening.

April 7, 8 - Raining and very muddy. Rained all night 8th.

April 9 - Rained all day and night. Mud something fierce.

April 10 - Sunday. Still trying to rain.

April 11 - Weather clearing off nicely. Tried to make flight, but too muddy.

April 12 - Made five fine flights. Shut off engine at about 300 feet and glided to the ground in a beautiful manner.

April 13 - Nothing doing. Too much wind.

April 14 - Made four fine flights and glided to ground at height of about 300 feet. Remained in air 33 minutes last flight. Twice attempted to carry up passenger, but failed to get off ground as he was too heavy.

April 15 - Made two short flights. Engine broke on last flight. Exhaust valve stem broke at seat, breaking piston head and cracking cylinder wall. Will be unable to fly for some time.

April 16 - Discharged. Had \$162.00 finals. Took in city and visited Curtiss' machines, which are here for carnival.

April 17 - Re-enlisted Sunday.

April 18 - Went to see Curtis and Baldwin machines in afternoon and took in carnival in evening.

April 19 - Nothing doing. Stayed home all day.

April 20 - Took in aviation meet and assisted Capt. Baldwin. Fine flights were made by Hamilton. Also by Curtis, but Willard failed to do anything. The famous Hamilton glide was very sensational.

April 21 - Took in carnival and aviation meet, but the wind was so strong, no flights were made.

April 22 - Remained home.

April 23 - Took in carnival and aviation meet. Curtiss and Hamilton made some fine flights. Also took up passengers.

April 24 - Very windy. Took in dance at Electric park.

April 25 - Nothing doing. Repaired engine.

April 26 - Made two short flights, but engine worked poorly.

April 27 - Made two successful flights. Attempted to make third flight with E. O. Eldred as passenger. Got off poorly and flew at about 30 feet high. Went O.K. until started to turn when machine came down like so much dead weight, smashing skids. It is believed that air is so rare here that with present engine, passengers cannot be carried. In the east, same engine carried passenger with ease. Will be a day or so repairing machine.

April 28, 29 - Repairing machine.

April 30 - Pvt. Eldred discharged. Machine repaired. "Reel" left for Denver at 8 p.m.

May 1 - Sunday.

May 2 - Pay day.

May 3 - Went to city and purchased clothing.

May 4 - Went to city in morning. Painting aeroplane boxes.

May 5 - Painting tent poles and repairing aeroplane.

May 7 - Rained for first time in several months.

May 8 - Sunday

May 9 - Made short flight in morning. Changed horizontal plane to front and put small new one on rear.

May 10 - Repairing aeroplane.



May 11 - Took in dance at Gym. Nothing doing all day.

May 12 - Made short flight in morning. Engine missed and it was found two cylinders were cracked.

May 13 - Working on tent bench and engine.

May 14 - Working on tent and repairing aeroplane.

May 15 - Sunday.

May 16, 17 - Slight rain and somewhat colder.

May 18 - Rained all day.

May 19 - Rained and blew very hard in morning, but cleared up in afternoon.

May 20 - Cylinders arrived from Dayton and installed. Rained very hard with hail.

May 21 - Repairing engine.

May 22 - Sunday. Took in ball game at Infantry post.

May 23 - Viewed eclipse of moon and Halley's comet in eve.

May 24 - Went to city in afternoon.

May 25 - Nothing doing. Took in dance at post in eve.

May 26 - Went to town in afternoon.

May 27 - Nothing doing.

May 28 - Made short flight in morning, but engine worked very poor.

May 29 - Sunday. Rain. Took in ball game at Infantry post.

May 30 - Made fine flight of one hour and two minutes at 44 miles per hour.

May 31 - Made short flight, but slightly damaged machine in landing. Rather windy. Made short flight in afternoon, but engine worked poorly. Very warm.

June 1 - Made three fine flights in morning. Took in dance at post.

June 2, 3 - Nothing doing.

June 4 - Took in dance at Electric park. Rained very hard.

June 5 - Sunday.

June 6 - Getting things ready to ship to range.

June 7 - Pay day. Made two short flights.

June 8 - Took in post dance.

June 9 - Putting on new rear horizontal plant. Hottest day ever known here. 105 in shade.

June 10 - Rain.

June 11 - Permission granted to install wheels on aeroplane.

June 12 - Sunday. Took in ball game.

June 13 - Loaded cars for shipment to range.

June 14 - Finished loading cars for range.

June 15 - Six men and Lieut. left for Leon Springs to install annunciator system. Madole and Simmons remain behind to finish wheels for aeroplane and I also stay back to watch things. Took in dance at post.

June 16, 17, 18 - Working on wheels for aeroplane.

June 19 - Sunday.

June 20, 21, 22 - Making wheels for aeroplane. Took in dance at post tonight (Wednesday).

June 23, 24, 25 - Working on new wheels and putting new rear plane on aeroplane.

June 26 - Sunday.

June 27, 28, 29, 30 - Working on wheels to aeroplane. Muster.

July 1, 2 - Pay day. Working on wheels. First rain in several weeks.

July 3 - Sunday. Took in ball game in post.

July 4 - Went to city in afternoon to get fight returns. Jeff knocked out by Johnson in 15th. Heavy rain in afternoon. Took in vaudeville and dance at Electric park in evening. 4th passed very quiet in San Antonio. No fireworks at all.

July 5 - Went to city to get ring.

July 6 - Took in dance at post.

July 7 - Put gasoline tank and propellers on aeroplane.

July 8 - Working on aeroplane.

July 9 - Went to city and took in dance at Muth's garden.

July 10 - Sunday.

July 11, 12, 13 - Working on aeroplane. Took in dance at Muth's 14th.

July 16 - Turned motorcycle over to Q.M. Detail arrived from Leon Springs.

July 17 - Sunday. Took in Electric park.

July 18 - Putting up tent for Capt. McMannis' aeroplane.

July 19 - Tent finished and aeroplane arrived. It is a modification of the Curtiss and Wright machines, the principal feature being a swinging engine for balancing.

July 20 - Made three flights in morning.

July 21 - Attempted flight at 4:30 a.m., but after machine left rail it tilted and swung around facing starting point. Was broken up considerably. Had intended to fly several hours if things had gone right. Was rather dark when starting.

July 22 - Went to city. Repairing aeroplane.

July 23 - Repairing aeroplane.

July 24 - Sunday. Tried out engine on Capt. McMannis' machine.

July 25, 26, 27 - Repairing aeroplane.

July 28 - Wheels arrived for aeroplane. About finished repairing and will put on wheels at once.

July 29 - Took in band concert by Mexican band at Alamo Plaza.

July 30 - Spent evening in city.

July 31 - Sunday. Muster.

August 1, 2 - Assembling wheels for aeroplane. Pay day.

August 3 - Went to city.

August 4, 5, 6 - Installing wheels on aeroplane. Went to city in eve and took in Electric park.

August 7 - 22nd Infantry arrived from Alaska. Took in Electric park in eve. Missed last car and came home in taxi.

August 8 - Wheels installed on aeroplane.

August 9 - Took machine out and tried wheels and worked O.K. Ran it up and down field with engine running.

August 10, 11, 12 - Too windy to fly.

August 13 - Took in dance at Muth's garden.

August 14 - Sunday.

August 15 - Put in for furlough. Propellers arrived.

August 16 - Put on new propellers.

August 17 - Altered and moved gasoline tank.

August 18 - Made short flight. Got in air in about 100 feet with new wheels. Springs were not strong enough and in landing, they stretched considerable and failed to come back to original shape. Wheels are a success.

August 19 - Made two fine flights. On first flight, shut off engine at 500 feet and glided 725 yards. On landing, was forced to hurdle bushes and broke uprights on right skid.

August 20 - Made two fine flights and a glide from 500 feet. Engine worked poorly.

August 21 - Sunday.

August 22 - Made two fine flights. Wheels worked fine.

August 23 - Made three short flights and landed very heavy to test wheels, which stood strain fine.

August 24 - Made three short flights, but machine behaved poorly owing to atmospheric conditions. On last flight, engine stopped at height of 200 feet and he glided to ground. Made rough landing in 1st flight.

August 25 - Made two short flights but couldn't do much owing to atmospheric conditions. Broke sprocket and will be unable to fly for a few days.

August 26 - Repairing sprocket.

August 27 - Too windy to fly.

August 28 - Sunday.

August 30 - Pitcher Rogers, of San Antonio, his friend and two ladies came out and stayed all afternoon buying all kinds of beer. Big time!

August 31 - Helped Lieut. Foulois unpack. Rain.

September 1 - Made two short flights. Troops arrived from Leon Springs. Visited Company D and met several of the boys I knew.

September 2 - Took in ball game between San Antonio and Houston. Fine game; 1 to 0, favor of Houston. Rogers pitching. Pay day.

September 3 - Too windy to fly.

September 4 - Sunday.

September 5, 6 - Helped Lieut. Foulois move.

September 7 - Ready to leave. Bought ticket to St. Louis. Took in dance at post Gym.

September 8 - Attempted short flight, but owing to bad atmospheric conditions, machine came down heavy and was smashed up considerable. Left at 9 p.m. for St. Louis, M.K. & T.

September 9 - Still on road.

September 10 - Arrived St. Louis 30 minutes late. Took train to East St. Louis and I.T.S. from there to Riverton. Arrived at 4:40 p.m. Met Mr. Barber of Review at Springfield. Met Sister and Mrs. B. Passed very enjoyable evening at their home.

September 11 - Still in Riverton. Took in town in evening and spent very enjoyable day with Mr. and Mrs. B. and Sis.

September 12 - Left at 9 a.m. and arrived in St. Joe at 1:00 p.m. and had to stay over night with Mr. Dale and Tim. Also called on Ethel.

September 13 - Left St. Joe at 8 a.m. and left Danville at 11 a.m. Arrived at West Lebanon 12:00 and met folks. I am having big time.

September 14 - A very pretty town and lots of nice girls.

September 15 - Took in show and met Miss L.

September 16 - Took auto ride to Rence with Chas. A fine trip and fine country.

September 17 - Took trip to Williamsport with Charles to repair telephone. Fine city and country. Went out with Miss L. Went to Danville at 6 p.m. and then to Champaign to meet Ethel. Then back to Odgen and stayed all night with Tim.

September 18 - Went to Homer park with Tim.

September 19 - Left for Ivesdale via Champaign. Met Earl Cole and Carrie Davenport. Arrived at Ivesdale 9:30 a.m. Were having a big field day. Met lots of people I knew, but most of them had grown out of my recollection as I had been away five years. Spent evening with Miss Sutton. Also met Uncle Thomas, editor of News.

September 20 - Left for Monticello and spent afternoon with Auntie and also met Edna. Took in Bulletin office. Left for Ogden at 5:40 and met Ethel and stayed all night.

September 21, 22, 23 - Worked on Record and spent evening in Ogden and Champaign.

September 24 - Left for home, arrived West Lebanon 12 noon and found everything O.K.

September 25 - Sunday. Took in ball game and went to church in evening.

September 26 - Raining. Harry Hornday brought home dead after sudden death in Danville. With Miss L.

September 27 - Drove to Williamsport and Attica. With Miss L.

September 28 - Funeral of H. Hornday. With Miss L.

September 29 - Worked at Gazette as Mrs. Pomeroy was sick. Mother went to Fischer. With Miss L.

September 20 - Working at Gazette. Took in show with Miss L.

October 1 - Working at Gazette. With Miss L.

October 2 - Sunday.

October 3 - Working at Gazette office.

October 4 - Left at 5:45 a.m. for Springfield. Stopped over at Ogden and St. Joe. Arrived Riverton at 3 p.m.

October 5 - Stayed over and helped at office.

October 6 - Took in fair and saw Hoxey in flight. Fine flight in strong wind. Large crowd. Also saw Oldfield.

October 7 - Helped at office.

October 8 - Took in fair and saw Oldfield and Brookins race. Saw start to St. Louis by Hoxey. Took in engine at Springfield in evening.

October 9 - Sunday. Left for St. Joe at 3:20. Arrived Ogden at 7:10 and spent eve with Ethel.

October 10 - Spent day in St. Joe and met Lee Dale and wife.

October 11 - Went to Monticello to visit and spent evening.

October 12 - Returned to St. Joe and home in eve. with Miss L.

October 13, 14 - Loafing with Miss L.

October 15 - Left for Champaign and attended football game between Illinois and Chicago. Illinois won; 3 to 0. 14,000 present. Students celebrated in evening by building fires all over town. Spent evening in Ogden.

October 16 - Spent day and eve in Ogden.

October 17 - Went to Champaign to visit and came home in evening. With Miss L.

October 18 - Spent day loafing. With Miss L.

October 19 - Left for Chicago to attend World's series. Arrived O.K. and found weather rather cold.

October 20 - Took in game which was a walk-away for Philadelphia. 12 to 7. Very one-sided. Heaving batting by Philadelphia; too many errors by Cubs. Left for St. Joe, Michigan, at 4:50 over Pere Marquette. Arrived at 8 p.m. and surprised brother. A very nice town. More of summer town and is now deserted.

October 21 - Rain and cold. Visited Morse Printing Company, where Earl works. Quite a plant.

October 22 - Took in show at Benton Harbor.

October 23 - Took in ball game at Benton Harbor.

October 24 - Went to theater in evening.

October 25 - Seeing town.

October 26, 27 - Seeing town. Rain and snow.

October 28 - Left for West Lebanon, Indiana, with Earl and Robert Earl. Arrived Chicago and stayed in town all night.

October 30 - Left at 7:28 for Sloah. Arrived at 11 p.m. Arrived West Lebanon 12 midnight. Met Aunt Lizzie. Grand 7 pound boy had been born to Bertha and Charles Friday eve.

October 31 - Earl left for St. Joe, Michigan. I left for Riverton to work for Ethel. Arrived at 2:30 p.m.

November 1 - In Springfield for Mr. Barber.

November 2, 3, 4, 5 - Working on Review. Ethel left for home and also attended Ward and Vokes' at Springfield.

November 6 - Sunday. Took in show at Springfield.

November 7, 8, 9, 10, 11, 12 - Working on Review also met Miss Jones and attended show in Springfield with Dr. and Mrs. Wilbur.

November 13 - Sunday. Left for Ogden and spent day with Ethel.

November 14 - Met Sister in car and went as far as Champaign with her. Got ticket for 4th Estate at Illinois and worked on Record in afternoon. Took in 4th Estate at Urbana in evening with Tim, Ora and Ethel.

November 15, 16, 17, 18, 19 - Working on Record and spending evenings in Ogden. Left Saturday for home.

November 20 - Sunday. Went to church in evening.

November 21 - Nothing doing.

November 22 - Went to St. Joe, Illinois, to attend party and stayed all night in Ogden.

November 23 - Arrived home at noon. Spent evening with Miss L. First time I had seen her in a month.

November 24 - Thanksgiving. Took dinner at Bertha's.

November 25 - Working.

November 26 - Left for Ogden arriving there at noon. Took in Lecture course and stayed all night.

November 27 - Sunday. Stayed all day and night with Ethel.

November 28 - Left for home arriving at noon. Found letter from Lieut. Foulois disapproving extension of furlough. Colder.

November 29 - Birthday.

November 30 - Cold and snow. With Miss L.

December 1 - Very cold with snow. Packed trunk for trip to Texas.

December 2 - Left for Ogden and stayed until 4th when I left for Riverton. Arrived at 4:00. Tim took trip with me.

December 5 - Spent day in Riverton and left in evening for St. Louis via I.T. S. sleeper.

December 6 - Left Ft. Louis at 10:05 over M.K. & T.

December 7 - Arrived in San Antonio at 10 p.m. two hours late. Mac met me and I spent night at shed.

December 8 - Loafing and getting things in shape.

December 9 - Reported for duty. Aeroplane is being altered. Elevator plane is being put on rear as in latest model of Wright machines.

December 10 - Working on aeroplane.

December 11 - Sunday. Took in ball game between professionals and post team. Ray of St. Louis pitched.



December 12, 13, 14, 15, 16 - Working on aeroplane. Rain all week. Very muddy.

December 17 - Cleared off.

December 18 - Sunday.

December 19 - Testing engine.

December 20 - Tried out machine by running over ground and worked fine. Tried short flight, but made bad landing; breaking off rudder struts.

December 21 - Rain.

December 22 - Rain. Took in dance at post Gym.

December 23 - Repairing machine.

December 24 - Finished repairs. Took in party at Mrs. Snell's. Had fine time.

December 25 - Sunday. Took in ball game at post. Had fine X'mas dinner at E Troop 31th Cavalry.

December 26 - Field day and ball game at post.

December 27 - Nothing doing.

December 28 - Took in dance.

December 29 - Helped move Lieut. Foulois.

December 30 - Cold.

December 31 - Cold. Took in New Year's dance at Muth's and danced all night.

January 1, 1911 - Fine day and had big dinner at E Troop.

January 2, 3 - Very cold. 16 above zero. Coldest in years.

January 4 - Pay day. Took in show and dance.

January 5 - Went to city in morning.

January 6 - Working on aeroplane.

January 7 - Took in dance at M.W.A. hall.

January 8 - Sunday.

January 9 - Took machine out, but broke skid.

January 11 - Repaired machine and balanced it. Left wing was about 11 pounds light. Took in dance at Bethaven. (Met Blondie).

January 12 - Took in dance at Owl ball.

January 13 - Working on propellers.

January 14 - Took in dance. Mac discharged.

January 15 - Sunday. Went to Mexico and took in bull fight. Four bulls and three horses were killed. It was very cruel and barbaric and more of centuries past than present. People are very odd and characteristic. Returned in evening and stayed in berth all night.

January 16 - Working on propeller.

January 17 - Made short flight in morning.

January 18, 29, 20 - Working on propeller. Bad weather.

January 21 - Made flight in afternoon, but owing to stop cock on gasoline tank closing, was forced to land suddenly, breaking rudder stay. Took in dance in eve at Muth's.

January 22 - Sunday.

January 23, 24 - Working on propellers.

January 24 - Made short flight, but on landing in rough ground, broke skid.

January 25 - Repaired aeroplane.

January 26, 27, 28 - Repairing aeroplane and took in dance at Muth's on 28th.

January 29 - Sunday. 3rd Cavalry left for border to patrol same.

January 30 - Repairing aeroplane.

February 1 - Made several fine flights in morning. Broke upright in running over ditch.

February 2 - Took in international meet. Some fine flying done by Hamilton, Simon, Garros, Barnier and Audemars and Frisbie.

February 4 - Military day. Fine flying by Simon, Garros and Barnier, who located hostile artillery, who in turn fired upon them. The artillery then came on grounds and attacked aeroplanes in air. Aeroplanes proved their usefulness as weapons of war.

February 5 - Some fine flying by French team. Wind was very strong.

February 6 - Flying by French team, Audemars and Frisbie. Lieut. Foulois made two fine flights. One over post.

February 7 - Made fine flight in evening.

February 8 - Made two flights. On second flight he started over post but when over barracks, cylinder No. 2, which failed to get oil, slowed engine down and he had to make a very quick and dangerous turn and spiral glide to land in open ground he had just left. Repaired it, but couldn't get enough speed to fly. Had to pull it back to shed.

February 9 - Took engine apart and repairing it.

February 10 - Repairing engine.

February 11 - Took in dance at Muth's.

February 12 - Took in Star and took trip with Brown. Jones came down from Taylor, Texas.

February 13, 14 - Repairing aeroplane and took in dance at Muth's.

February 15 - Took in dance at Gym.

February 16 - Took in dance at Turner's and stayed all night with Mrs. S.

February 17 - Repairing tent. Parmelee arrived. Rain all day the 18th. Stayed in city with Mrs. Senate until midnight. Came home in rain and mud.

February 19 - Sunday.

February 20 - Rain.

February 21 - New machine arrived. Assembled same and tried motor. Put old machine in tent.

February 22 - Washington's birthday and tested motor in morning. Made several flights in afternoon.

February 23 - Made seven flights and flew to dinner in morning.

February 24 - Made several flights in morning and in afternoon, took everybody up for a ride. Certainly the greatest of all sports. Nothing like it. Mr. Parmelee can sure handle the machine. Leave for border next Tuesday.

February 25 - Too windy to fly. Disassembled machine for shipment to Laredo. Took in dance at Muth's and went home with Stella.

February 26 - Sunday. Spent evening at Mrs. S's.

February 27 - Loaded machine for shipment to Laredo. H Company will put up new shed and bring another machine here soon. Also expect another. Leave at 7 a.m. tomorrow.

February 28 - Left San Antonio at 7 a.m. Arrived Laredo 1 p.m. Put up tent, assembled aeroplane and unloaded car. Took in city in evening. Nothing but Mexicans. The Mexican language being principally used.

March 1 - Made five flights. Took up Mr. Hue of Collier's weekly. Large crowds of Mexicans present.

March 2 - Made several fine flights. Pay day. Went to city in evening and met Clarke's people.

March 3 - Made flight to Eagle Pass, Texas, in 2 hours 10 minutes at a speed of 60 miles an hour. Distance covered; 125 miles. World's record for continuous flight by two men, and also for speed. It is the first time aeroplane was ever used under war conditions.

March 4 - Went to Mexico in afternoon and took in shows in evening.

March 5 - Lieut. and Parmelee started back to Laredo, but owing to some trouble with machine were forced to land in river 12 miles from Eagle Pass. Both uninjured. Large crowd assisted their return. Went to Mexico in evening.

March 6 - Got orders to go back to San Antonio. All ready to go by evening. Went to Mexico.

March 7 - Left Laredo 7:45 a.m. for San Antonio. Arrived about 1:30 a.m. Went to post but car and tent had failed to arrive.

March 8 - Tent and machine arrived. Machine had all ribs broken. This was caused when machine was taken from river by strong current.

March 9 - Repairing machine. 17th Infantry arrived in supposed maneuvers.

March 10, 12, 13, 14 - Repairing machine. Nearly all troops in camp. Still mystery about them being sent here.

March 15 - Made three fine flights. Troops still coming.

March 16 - Made two flights in morning and in afternoon flew to Leon Springs and back; a distance - one way - of 25 miles. Took 30 minutes going and 40 returning. Very windy. All troops in.

March 17 - No flights.

March 18 - Made three fine flights in morning, the last being in rain. Worked down town on poles. Rained all p.m. Camp a veritable mud hole. Sunday. Saw Grant's hay (?????).

March 19 - Made several flights.

March 20 - Made eight flights.

March 21 - Made eight flights.

March 22, 23 - No flights. Lieut. and Parmelee went hunting.

March 24 - Putting up tent for new machine.

March 25 - Rain and mud. Parmelee left for Dayton.

March 26 - Sunday. Still muddy.

March 27, 28 - Nothing doing. Lieuts. Walker, Beck and part of Curtiss machine arrived. Put in for 10 new men.

March 29 - Put up tent. Made fine flight!

March 30 - Made fine flight but on landing machine ran into horse and buggy which was in way and knocked horse down, tore up buggy and also broke machine considerable.

March 31 - Muster. Repairing machine.

April 1 - Finished repairing machine. Had review of troops. Largest review in history of country. First time that full division has ever been together.

April 2 - Sunday.

April 3 - Rain.

April 4 - New machines arrived.

April 5 - Put up new tent.

April 6 - Assembled Curtiss. Made 25 minute flight.

April 7, 8 - Assembling Curtiss. Wind blew down new tent slightly damaging Wright machine. Placed it in old tent with new one.

April 9 - Sunday.

April 10 - Moved to camp. Ely, Parmelee and General Allen to come.

April 11 - Working on new tent. Pay day.

April 12 - Assembled new Wright.

April 13, 14 - Working on machines.

April 15 - Went to city.

April 16 - Took in dance at Electric park.

April 17 - Made three fine flights but on landing last time, elevator failed to respond and machine went head-on to ground. Luckily Lieut. was not hurt. Machine badly broken.

April 18, 19 - Repairing machine and taking in carnival.

April 20 - Coffyn and Ely arrived and made several fine flights. Curtiss somewhat swifter but not as good at maneuvering. Coffyn doing much better flying.

April 21 - Coffyn made some fine flights, but Ely failed to show up.

April 22 - Division review. Both Coffyn and Ely flew in review. Coffyn took Lieut. Foulois as passenger, while Ely flew alone. Wind was pretty stiff for Ely and he had all he could do to keep machine on even keel. He landed heavy, breaking one of the struts on front wheel. Coffyn carried two signal flags and the Stars and Stripes on elevators.

April 23 - Sunday. Rain.

April 24 - Working on machine. Too muddy to fly.

April 25 - Rain.

April 26 - Coffyn and Foulois went out in mud and made 1 hour and 38 minutes endurance test. It was thought impossible to get up in mud, but after a short run, they succeeded. It rained three times while in air. In afternoon they fastened 102 pound box of ammunition under machine for trip to Leon Springs, but all tests were called off at last minute, thus preventing their going. Ely flew for about 30 minutes but was forced to descend owing to hot motor.

April 27 - Put on duplicate control on Wright so either man could operate from either seat with levers in the same position. Made two flights in afternoon with Wright by Coffyn and Foulois and Curtiss by Ely with Walker as passenger in second.

April 28 - Got up at 5 a.m. and Lieut. Beck flew Curtiss. Made some fine flights. Flew in afternoon in very strong wind. Flights by Coffyn and Foulois also.

April 29 - Lieut. Kelly flew Curtiss and handled it fine in air, but had very narrow escape in landing. Coffyn instructed Lieut. F. in landing. Went to city in evening.

April 30 - Muster.

May 1 - Repairing propeller for Collier machine. Made short flight in evening, but wind was too strong to do much flying.

May 2 - Lieut. Walker took up Curtiss in strong wind and had a very narrow escape from death. As he was trying to make a right turn, the machine stood on end and came very near turning over. He fell for about 50 feet before the machine righted itself by some miracle. He then almost went into the tents, but managed to circle field and was evidently very nervous and he couldn't control machine as it darted around at will. As he tried to land, he failed to shut off power and the machine jumped about 50 feet in the air. He then made another circuit of field and narrowly missed the wireless pole to city water works tower. On this round, he succeeded in landing all right. He was very pale and nervous and evidently relieved to get out of it. Everybody is wondering how he ever got out of it alive, and I guess he is too. Rained all afternoon.

May 3 - Coffyn and Foulois made several flights and in afternoon they flew on scouting expedition for 51 minutes. Beck and Kelly also flew Curtiss. On last, as Lieut. Beck was flying over surrounding country, and when over nothing but trees, when gasoline cock closed owing to

vibration of engine, the engine stopped and he was forced to glide down in trees breaking machine badly but luckily he escaped injury.

May 4 - Division maneuvers. Coffyn and Foulois flew for 30 minutes. Scouting and located troop. Repairing Curtiss.

May 5 - Coffyn made several fine flights, making some sensational glides. Cut off engine at 6,000 feet and spiraled down.

May 6 - Repairing damages that were broken in some unknown manner.

May 7 - Sunday. Went to Exposition park.

May 8 - Review by Governor. Coffyn and Foulois flew Collier machine. Working on tent.

May 9 Curtiss machine finished. Coffyn took up all new officers in Wright.

May 10 - Short flight by Coffyn. Lieut. Kelly killed in Curtiss. He brought out machine which had just been repaired and took it up without any preliminary ground test. Made several circuits of field without mishap. When he tried to land, he came down fast and the front chassis broke. The machine then shot in the air for 40 feet and his control was evidently broken, as he could be seen fighting desperately to bring her down all right, but the left wing dropped and his first and then the nose. He was thrown a somersault fully ten feet in front of machine, his skull being fractured and practically every bone in his body broken. Also had splinter over heart. Never regained consciousness. Machine a total wreck.\*\*

May 11 - Putting up tents. Wind blew over 60 miles in night, breaking front poles of tents. No damage to machine.

May 12, 13 - Awaiting arrival of Lieut. Kelly's relatives. Went to city.

May 14 - Lieut. Kelly's relative arrive. Funeral, the 15th. Took in Electric Park. Got new suit.

May 15 - Attended Lieut. Kelly's funeral. 11th Cavalry acted as escort.

May 16 - Repairing tent.

May 17 - Made short flight in morning. Tried out Romme machine, but failed to get off ground.

May 18, 19 - No flights.

May 20 - Took in Exposition park.

May 21 - Sunday. Took in Exposition park.

\*\* NOTE: Kelly Field, San Antonio, Texas, named after Lieut. Kelly

May 22, 23, 24 - Made flights with new officers.

May 25, 26 - New Curtiss arrived. Assembling same. Coffyn left for Dayton. Foulois made several good flights.

May 27 - Took in Exposition Park.

May 28 - Took in Exposition Park.

May 29, 30, 31 - Assembling Curtiss aeroplane. Flights by Lieut. Foulois every morning.

June 1, 2, 3, - Finished repairing Curtiss. Tried out same, but worked unsatisfactorily. Lieut. Foulois went to Leon Springs as adjutant.

June 4 - Sunday. Took in dance at Electric park. Went home with Blondie.

June 5 - Pay day. Took Blondie out. Had big time. Arrived home at 3 a.m. taxi.

June 6 - Beck made short flight. Went to city with Clarke.

June 7, 8, 9, 10 - No flights. Capt. Beck expects to go to Washington soon.

June 11 - Sunday.

June 12, 13 - Flights by Lieut. Foulois in Wright. Dismantling Curtiss and McCormick machines preparatory to leaving for Washington and Chicago.

June 14, 15, 16 - Flights by Foulois in Wright. Took down tents.

June 17 - Prepared Collier machine for shipment to Mr. Collier in New Jersey.

June 18 - Sunday.

June 19 - Made fine flight of 34 minutes at 1500 feet.

June 20 - Capt. Beck received orders to go to Washington.

June 21 - Loaded Collier machine for shipment. Capt. Beck left for Washington.

June 22, 23, 24 - Lieut. Foulois made several fine flights.

June 25 - Sunday. Took in dance at Electric park with Blondie.

June 26 - Clarke discharged.

June 27 - Lieut. Foulois made good flight in strong wind.

June 18, 19, 30 - Nothing doing. Muster. Pay day. Broke camp.



July 1, 2 - Troops expect to break camp soon. Took in doubleheader at League park. Took dinner at Gunter. With Blondie at Electric park in evening.

July 3 - Made short flight.

July 4 - Out all night with Blondie.

July 5 - Tore down tent. Shipped Curtiss to College Park.

July 6 - Flights every morning. 13th Infantry left for home.

July 8 - Made short flight.

July 9 - Curtiss detail received orders to go to College Park, Md.

July 10 - Sgt. Richter and Pvt. Bullifant left.

July 11 - Davis and Morgans left.

July 12 - Flight by Lieut. Foulois. Received orders to go to Washington to take charge of organization of entire Signal Corps militia for U.S.

July 13 - Hartman and Rice left for C.P.

July 14, 15, 16 - Troops leaving for posts.

July 17 - Lieut. Foulois got orders to go to Washington to take charge of re-organization of Militia S.C. of U.S.

July 18, 19 - Turning in property. Lieut. expects to leave in day or so. Lieut. Walker ordered to regiment.

July 20, 21, 22, 23, 24, 25, 26, 28, 29 - Nothing doing. Lieut. Foulois left for Washington. Took in dances at Electric park with Blondie.

July 30 - Sunday. Took in Electric park with Blondie.

July 31 - Muster. 229 left for Austin; hiking it.

August - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 - Nothing doing. Taking in parks.

August 11, 12, 13, 14, 15 - Calling on Blondie and taking in parks.

August 16, 17, 18, 19, 20 - Taking life easy and going to city occasionally.

August 21, 22, 23, 24, 25, 26, 27 - Taking in parks and dancing.

August 28, 29, 30, 31 - Taking in parks. Pay day and muster. 10th Infantry ordered to Panama. 28th Infantry on target range at Leon Springs.

September 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 - Taking in parks dances and shows.

September 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30  
- Working at post print shop. Taking in Electric park and shows.

October 1 to 31 - On duty with aeroplane.

November 1 - 30 - Assisting in installation of new wireless station and on duty as clerk in office of signal officer.

December 1 to 27 - On duty as clerk in San Antonio. Ordered to Philippine Islands with aeroplane. Left post 27th via Southern Pacific. Arrived Frisco 30th. Kintzel left in Tuscon, Arizona. Arrived Sunday morning. Took in city and came to Fort McDowell in evening.

January 1 to 4, 1912 - Stayed at Fort McDowell.

January 5 - Left early for transport dock. Boarded Army Transport "*Sheridan*" and sailed at noon with 1,600 men. Large crowd to see us off. Sea was calm and weather perfect. Got seasick before we were out of sight of land. Fierce. Half of men sick.

January 6 - Still sick, but feeling better.

January 7 - Ate first meal.

January 8, 9, 10, 11, 12, 13 - Feeling fine. Weather ideal, but making poor time.

January 14 - Arrived Honolulu day and half behind schedule. Landed and took in city. Very beautiful place. Ideal climate. Coaled ship. Returned at 10 p.m.

January 15 - Coaling ship. Not allowed shore leave today. Left at 1:00 p.m. Weather fine. 4 battleships at anchor here. Making good time. Sea smooth.

January 16, 17, 18, 19 20 - Sea very rough. Water washed decks. Evidently in tail of storm.

January 22 - No Sunday or 21st due to crossing of 180th Meridian and dropping of one day.

January 22, 23, 24, 25, 26, 27 - Sea fine. Making good time.

January 28 - Arrived at Guam early in morning. Discharged freight all day. Did not land. Left at 6:30 p.m.

January 29, 30, 31 - Sea fine. Making good time.

February 1, 2, 3 - Land sighted. Southern Samar. In sight of land all the time.

February 4 - Arrived Manila early morning. Went into dock about 7:30 a.m. Left transport at 9:00 a.m. and took carimetta (?) to Signal Corps post. Very pretty city. Fine quarters. Met several Signal Corps boys I knew. Annual carnival in progress. Big doings. Witnessed parade and aeroplane flight made by Lee Hammond, Baldwin aviator. Expect to get o Ft McKinley

tomorrow. Native are queer set, wearing scarcely any clothes; women smoke same as men in the streets. Very shiftless.

February 5, 6, 7, 8, 9 - Taking in city and carnival. Had fine time at carnival. Large and enthusiastic crowds. Took in Walled City which was built in the 16th century as a protection against the Moro pirates, by the Spanish. Don't know when we will get to work on machine as hangars are not yet built. Change of quarters.

February 10 - Looking over city and took in carnival. Had fine time. Got home at 3:00 a.m.

February 11 - Sunday.

February 12, 13, 14, 15, 16, 17, 18, 19, 20, 21 - Attending Tel. school. Change of quarters. Taking in band concerts on Luneta.

February 22, 23, 24, 25, 26, 27, 28, 29 - School and taking in shows and concerts. 39 men came on "*Sheridan*" from States.

March 13 - Ordered to Fort McKinley for aeroplane work. Assigned to K Company 19th for rations. Took walk over to see new hangars. Fair field. Sheds fine. Large enough for 2 machines. Concrete floor.

March 14, 15, 16, 17 - Overseeing in clearing field. Assembling machine. Greatly retarded by Lieut. De who does not know machine and will not let one go ahead. Assembled most of it in his absence. All main planes and tail on and nearly ready for engine.

March 18 - Put on engine, propellers and controls. Fixing minor details.

March 19 - All ready for flight.

March 20 - Tried out engine and worked fine.

March 21 - Lieut. Lahm took machine out and tried it out. Ran up and down field several times. Finally shot it in air for about 10 feet and while still headed up, cut engine off, with the result that the machine lost headway and fell flat breaking right skid, two struts and skid brace. No other damage. Repairing breaks. Finished same.

March 22 - Took machine out and gave ground test. Handled it much better, seeming to have touch of control better. Will probably take air in day or so. As he has not flown for three years, he is naturally a little skittish about it and out of touch with machine.

March 23 - Gave machine ground test for about half-hour. Lieut. handles it much better, but has not yet doped out keeping nose down when landing and lands bad.

March 24 - Sunday.

March 25 - Made several short flights across field. Controls machine better and makes better landings. Expect to see him make some good flights in a day or so.

March 26 - Made several fine short flights. Handled machine fine. Ran engine for test; worked fine.

March 27 - Made four fine flights of 7, 6, 7-1/2 and 5 minutes respectfully, making complete circuit of field. Handled machine perfectly.

March 28 - No flights. Lieut. on range.

March 29 - Made several fine flights.

March 30 - Made 12 minute flight for Col. Glassford, Capt. Wallace, Mrs. Glassford and Wallace. Were very much pleased with flight.

March 31 - Muster. Sunday. Went to Manila. Standard Oil Company plant burned. Very large fire.

April 1 - Made seven fine flights at about 500 feet. Worked fine. Standard Oil Company still burning.

April 2 - Made four fine flights of 10, 14, 9-1/2 and 46 minutes each.

April 3 - Made several short jumps, but engine worked poorly seemingly not giving enough power. Worked on magneto all day. Seems to be in good condition now.

April 4 - Made several short flights, one of 14 minutes over post. Engine still missing.

April 5 - Made several short flights, one of 12 minutes over post. Flew with Corp. Burge as passenger on 8 short flights, but owing to engine working poorly, could not get very high. Average height, 30 feet.

April 6 - Made several fine flights. Average height; 300 feet.

April 7 - Sunday.

April 8 - Made six fine flights. One over post and landing on 7th Cavalry parade. Took Kintzel for 6 minute flight. Took Corpl. Burge as passenger twice for 10 and 11 minutes and instructed him in operation of machine. Handled elevator for turns and in straight-away. Worked fine.

April 9 - Made fine flight of 12 minutes. Started on 2nd flight with Corpl. Burge and as engine was working poorly, it started to drop on turn. Came near landing in trees, but luckily, cleared them and were gliding at a nice angle when Lieut. Lahm's hat blew off and he released control to grab it, causing machine to land heavily, breaking several struts. Repaired same day.

April 10 - Made several fine flights, one over post for 21 minutes. One for 17 minutes with Corpl. Burge as passenger in which he was instructed in handling machine. Attempted to make second flight, but engine missed and failed to get up. Gen. Bell and Col. Glassford were out inspecting machine.

April 11 - Made several fine flights of 11, 16, and 45 minutes. Sixteen-minute flight with Corpl. Burge as passenger, in which he was instructed in operation of machine, handling both

controls very well. Also tried unsuccessfully twice to get up with Corpl. Burge as passenger. 45 minute flight around surrounding country at height of 1,300 feet.

April 12 - Made flights of 9, 14, 17, 16 and 16; total: 1 hour: 12 minutes. Corpl. Burge under instructions on all but last flight.

April 13 - No flights. Lieut. sick.

April 14 - Sunday.

April 15 - Lieut. still sick. Went to Transport "Sherman" off and bid Kintzel good-bye.

April 16 - Lt. Lahm sick.

April 17 - Due to lack of power in engine on first flight attempted, machine rose but 3 or 4 feet. One wing struck dirt pile, turning machine, bending two wheels and breaking 10 ribs in lower right wing. Repairs completed by 2 p.m. Engine overhauled, cleaned and new cylinder substituted for third. Engine tests showed it working better than when received.

April 18 - Made short flight but owing to engine missing, landed. Attempted second flight, but engine missed badly. Overhauling magneto. One rear strut bent and replaced.

April 20 - Flights of 13, 12 and 8 minutes. Engine missing at high speed not enough power to carry two persons. Overhauled and changed 3rd cylinder. Still missing at high speed.

April 21 - Sunday. Went to Manila in evening.

April 22 - Engine still missing on high speed. Put on flexible steel tubing for gasoline. Somewhat improved.

April 23 - Six minute flight in puffy wind with engine missing.

April 24 - Attempted flight but owing to engine missing, had to land fast, and heavy, on lower end of field breaking rear strut. Mr. Mantel, engine expert of the Peerless Engine Company, worked all p.m. but did not locate trouble.

April 25 - Mr. Mantel worked on engine from 7:30 a.m. to 12:30 p.m. when missing was almost eliminated. One spray opening closed and magneto advanced 4 cogs. Evidently a poor mixture causing trouble.

April 26 - Flights of 11, 14, 12 17 and 15 minutes. Total: 1 hour and 9 minutes. Corpl. Burge under instruction on all but first. Engine missed occasionally on high.

April 27 - A loose spark plug connection caused skipping on attempted flight and a puffy 10-12 mile wind at 7 o'clock stopped work for the morning. Col. Glassford and Lt. Ware came out to see machine.

April 28 - Sunday. Mr. Mantel came out and tested engine. No improvement.

April 29 - Flights of 6 and 31 minutes. Insufficient power at first to lift two men. Wind arose. Engine missed occasionally. Lt. Love reported for instruction.\*\*

April 30 - Flight of 3 minutes alone. 12, 16, 17, 11 minutes with Corpl. Burge operating. 16 minutes with Lieut. Love. Last flight in 10-12 mile wind. Kept busy.

May 1 - No power. Landed hard in lower field, breaking one broken and one bent main plane. Repaired at once.

May 2 - Flights of 3 minutes alone. 15 and 16 minutes with Corpl. Burge operating. 16 and 14 with Lt. Love.

May 3 - Tested compression and found it way off. 3rd cylinder less than 40 pounds. Dismantled engine, ground valves and repaired magneto. Almost assembled again.

May 4 - Started to assemble engine about 5:30 a.m. Completed by 6:30 a.m. Tried out and still missing bad. Attempted to get off with Corpl. Burge, but no power owing to missing. Took off cylinders and put on new intake and exhaust valve springs. Engine than ran perfectly. Springs evidently weakened by hearing engine too much.

May 5, 6 - Worked fine, but seemed to lose power after taking air with two men. Tried several times to get away with Lt. Love and Corpl. Burge, but failed. Working fine with one man. Seems to lose compression. Best speed ever attained.

May 7 - Engine still seems to lose compression. Tried several times to get away with Corpl. Burge and Lieut. Love, but failed. Mr. Mantel came out and advanced magneto one notch and got 1380 R.P.M. on 6 notches. Made fine flight of 12 minutes with Corpl. Burge in which he handled machine alone and made landing. Took Lt. Love up for a short flight. Worked fine.

\*\*NOTE: Love Field, Dallas, Texas, named for Lieut. Love.

END