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G. H. KISSEL
U.S. AVIATION CORPS

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MRS. R. H. KISSEL
MORRISTOWN
NEW JERSEY
U.S.A.

AFC 2002/001/37555 (PM503)

.....JULY 16, 191.....

x .....Tuesday.....JULY 17, 191.7.....

Diary just received. Pa Mama and Rudy came out to the technology barracks because I had just received word that orders were expected at any minute and that we would consequently be confined to grounds, ready to depart at any minute.

My trunk and bags are packed and ready. Elyand I were equipped with clothing by Capt. Budd. 49th inf. U.S.A.

Wednesday JULY 18, 1917

We drilled all day to-day and were not allowed off of grounds despite the fact that no orders were received. Owing to the great heat and an attack of hay fever I felt very low and under the weather.
In the late afternoon Ellis and I purchased a few travelling necessities.
The following boys are going with me. Ham Coolidge, Boston, Walker Ellis, New Orleans, John Mitchell, Milwaukee, Douglas Campbell, California, Bill Ely, Rochester. Bob Moore, Cambridge, Edwin Bates, Medford, Bartlett Bacon, Brookline, Waldo Heinrichs, Honolulu.

Thursday JULY 19, 1917

Early this morning Bates was called to the office and put in charge of us to take us to Fort Wood, N.Y. After having my picture taken with Rudy we took the 12 o'clock train to N.Y. We were met in N.Y. by Pa, Mayta, Eleanora and Barbara. Pa had gotten orders for us from the fort letting us off for the night so I went out to Morris and with them in the Hayes in time for late dinner. After dinner I was presented with a magnificent Viola suit.

Friday JULY 20, 1917

I went in with Pa on the 8.20 train to N.Y. and took the 10 o'clock boat over to the fort. From then until 12 I was issued my equipment and then went over to N.Y. & lunched with Pa. Archie was sent up to the Grand central to get our officers trunks.

In the afternoon all the boys in my squadron except Mitchell, Ellis & Heinrichs left with me and we met Pa at the Hudson terminal. We also met Hoag's young brother and all went to Newark where we were met by William & Louis in both machines. At Morristown we had plenty of food drink & sleep.

× Saturday JULY 21, 1917

I woke up early this A.M. & got up at 5.45 and wrote a letter. All of us started for Newark at 8 A.M in the Haynes & took the 10 o'clock boat to Fort Wood. We were issued blankets and returned to the Harvard club for lunch first having had a swim and a cool drink upstairs. Bass lunched with us & He. Ely & Bacon stayed in town & came out to M'i'n in the late evening. Moore Bass & I motored out at 5, helped a woman out of a ditch with her car and arrived home in time for a julep.

X Sunday JULY 22, 1917

We got up this morning fairly late and after a little target practise we went over to Bernardsville and had a truly swim. Mayta Norie & Barbie came in the Buick & went back to-getter after Barbie's swim. Bass saw us there for a while. We went home to lunch & then left in the afternoon, all of us, for Nyk. in both cars. There was a thunderstorm when we were in Jersey city. The family came over onto the island & have just gone. I have just received my para-typhoid inoculation & expect to sleep on the barrack's porch to-night.

Monday JULY 23, 1917

This morning we had a terrible breakfast at Fort Wood and all started on the lighter at 9.15 for the Cunarder, Orduna. Mayta, Norie, Bartie & Pa came down to see me off. The boat sailed at 3.00 o'clock and it seemed very tough on the family, but they were great about it and smiled continually. They gave me lots of fruit and candy and all the boys were delighted. Instead of lying out in harbor we put straight out to sea and started north.

Tuesday JULY 24, 1917

The food is pretty fair on board but the service is terrible and makes the meals unappetizing. We did nothing all morning but this afternoon we had a life-boat drill. Fortunately there is no room in the steerage for us so we have second class cabins which are very comfortable. The steward is very nice and obliging & I have arranged to have a hot bath every night.

The 12n boys from California were late so there are now 47 of us and 10 officers. The other men on the boat are chiefly railroad engineers, some eleven hundred in all. There are a few men in the medical corps on board & a few ambulance drivers.

× Wednesday JULY 25, 1917

Steaming through the fog for the better part of the day, we came toward 4 P.M. in the vicinity of Halifax which was noticeable by the small fishing boats which loomed up on either side for a moment only to disappear. Finally we reached the harbor itself and waited for quite a while until the double row of protecting nets were moved aside to let us through. As we entered we passed between British, Italian, Dutch and American ships, some with their war paint, others painted with stripes denoting neutrality. One interesting ship was the huge Olympic ready to leave with us. To-night we had salt fish for supper which was worse than any imaginable food. To-night at table one was obliged to hold one's tea cup continually under one's nose.

Thursday JULY 26, 1917

We are lying in Halifax harbor and expect to stay here for three or four days more. The harbor is very picturesque with its low hills on either side making a soft and cozy haven for many ships. The deep green of the north american pines is reflected in the water and gives the little port a sense of loneliness hidden here away from commercial civilization such as N.Y. The mouth of the harbor is scarcely half a mile wide but once within, the waters widen out to a surface several miles in width.

The great change in our life on board is marked by practically no exercise but by continual sleep. In the morning we had calesthenics for one half hour and in the afternoon we slept and slept, had supper & slept again

Friday JULY 27, 1917

This morning by tipping a steward I have arranged to sit at another table where they serve one very politely and obligingly and do not treat you as if you were a jail bird which was evidently at the 1st table to which I was assigned. The trouble lay in the fact that owing to a shortage in the crew some of the eleven hundred engineers who are sailing with us were obliged to wait on table and the first one we encountered suffered under the impression that he was a slave driver.

Several more ships have come in including an American gun-boat. Out in the mouth of the harbor are two English destroyers and one battleship whose crews cheered us as we came in by them night before last.

Saturday JULY 28, 1917

This morning was rather uneventful but at about six o'clock this evening mats were spread out on the decks and the engineers started the sport with an exhibition wrestling match. This, however, was not sufficiently exciting so volunteer boxing matches followed which brought loud cheers & such yells as "Soak 'em Micky", "Hat a boy red" & so on. An announcement was then made stating that a boat race in the life boats between the 4 engineer companies would come on Monday. The aviators heard this & have also offered a crew. This evening Ely and I went up to the 1st class lounge (affirmy means mutation) & played bridge with two ambulance drivers & were well entertained.

X Sunday JULY 29, 1917

To-day being sunday was rather quiet and uneventful. After service this morning the crowd was rather excited when the ~~Caronia~~ Adriatic loaded with American troops passed our stern and anchored a little farther up the harbor. There was a great deal of cheering & yelling.

This evening five or six of our boys met Hobbie Baker, one of our lieutenants, up on the hurricane deck & we all settled down for an hour or so of close harmony.

Monday JULY 30, 1917

To-day was the day of the big boat race. Early in the morning the crews went out for practise & I feared one of them was going to be run over by the Carmania as she came in laden with U.S. Troops. Six boats started in the race, five were engineers & one was the aviators. It was very hard to start them even owing to the wind and one of the engineer crews started a good deal ahead of the others & got first place. The aviators got second. In the officers race the aviators got first place. It seems that the engineers think we are high-brow because they were delighted that we didn't win the 1st race, they didn't care who won. There was boxing this evening.

Tuesday JULY 31, 1917

To-day was marked chiefly by the announcement that the aviators would have to go on guard duty so at four in the afternoon they turned their beds out on the steerage deck & waited for duty. At 12 midnight I went on & stayed on guard until 4 A.m. It wasn't so bad though because Ely & Mitchell had posts right next to mine.

Wednesday AUGUST 1, 1917

after my watch until 4 I went below and slept until 8. I then waited around until 12 noon & went on again until 4 in the afternoon. The aviators have volunteered to go on submarine lookout duty and have to work for 24 hours 4 off & 2 on & then get 24 hours off. We hope to get better food in consequence.

At 6.10 this evening we started out. An unknown ship lead, then came the Adriatic, then the Orduna, then the Bermudian & the Carmania & lastly I think the Olympic followed us out crowded with chinamen. It is quite a fleet in all & I expect we meet a large convoy to-morrow. To-night is terribly foggy & gloomy.

Thursday AUGUST 2, 1917

The interesting feature on coming on deck this morning was to see the five boats which comprise our group sailing along in single file. The Orama, our convoy carrying 16 guns, is leading. She is not a battle-ship, however. Next comes the Adriatic, then ourselves, then the Carmania & lastly the Bermudian. Owing to the slow speed of the latter we must all travel at about 10-12 knots an hour. All in all I think there are about seven thousand troops including the niggers in the Bermudian. To-night at seven o'clock the aviators will go on submarine lookout duty. We go on for 24 hours & are then off for 24 hours. We get on watch 2 hours at a time & rest for four.

Friday AUGUST 3, 1917

Last night at 9.30 my shift went on for the first time. All of my best friends in the expedition were in this shift of 10 men. We watched for two hours & after resting 4 hours went on again at 3.30 just in time to see the dawn. During my next two watches which came at 9.30 A.M. & 3.30 P.M. I was very interested in the many quick changes which the five ships made in their formation. They seemed to be practising manoeuvers & were very quick at it & all worked simultaneously. We spotted several sails & reported them to the bridge, because Submarines sometimes disguise themselves by using a sail. The only advantage in this look-out work as yet is the fact that we sleep on deck & see all that goes on.

Saturday AUGUST 4, 1917

To-day I woke up pretty tired, naturally enough, and was greeted with the information that I was to receive another para-typhoid inoculation. This time it was not a bit pleasant and for some reason or other it completely knocked me out. I sat around most of the day and did nothing and went to bed early. From now on it has been decided that we have done our share of look-out duty so the engineers will finish it up for the trip.

Sunday AUGUST 5, 1917

The weather was very pleasant this morning but towards the afternoon a wind began to blow up which promised rough weather. The promise was kept. Before going to bed I took a walk around the first class deck & the wind was howling through my hair.

In the middle of the night I woke up to find the boat rolling violently and heard a crash which I believed to be someone falling out of bed. It turned out, however to be a trunk which traveled across from one side of someone's cabin to the other and which stopped up against the wall with a bang.

Monday AUGUST 6, 1917

To-day is a beauty for those who like it. When I woke up I went right in to breakfast and ate in a hurry. Various implements on the table took a great deal of pleasure in moving and every now and then the saloon would become dark because the port holes would be completely covered by a wave. I stayed on deck all day and only went below for lunch. Supper not being a very enticing meal at best was left off of my schedule and I went straight to bed thus avoiding seasickness. Many other poor devils got it badly, particularly Bobbie Moore.

Tuesday AUGUST 7, 1917

Up on deck again and still not sick. All the sea dogs such as Ely take great pleasure in teasing me and trying to make me look at the horizon, the stern etc. hoping that it will finish me, but instead of getting worse I am better. I have been walking all over the boat, have gone to all my meals and don't feel the least bit doubtful.

All day as usual the ships changed their formations, and the larger ones seem to pitch and roll as much as we do.

In the evening there was an amateur ships concert in the 1st class cabin and it was very good indeed considering.

Wednesday AUGUST 8, 1917

We have been expecting to meet our escort all day to day, but as yet it hasn't turned up. It is now 4 P.M. so there is still a chance that we meet it to-night. All the life-boats are swung over the side and we carry our life-belts wherever we go. The sea is calm again which is bad in a way because the subs can operate better. To-night I expect to sleep on deck somewhere because we expect to get in to Liverpool Friday or Saturday and we are now well in the danger zone.

Thursday AUGUST 9, 1917

The ships passengers having spent a most uneventful day were much aroused to hear that the man in the crow's nest had sighted our escort. It was just dusk and we all rushed to the hurricane deck, and after a wait of ten or fifteen minutes we began to see black objects scurrying up and down the horizon, first one then two and up to six altogether. They are small destroyers and chasers and are partly British & partly American. Whatever they are we are perfectly contented because they are terribly fast and there are enough of them.

Friday AUGUST 10, 1917

At about three this afternoon we were informed that land had been sighted so we will probably get in sometime to-morrow.

But the important feature of the day was not that; it was a dinner last evening. Ely, Ellis, Teary & my self had a first class dinner served in my cabin. We had tomato soup, wonderful fried fish, roast beef, fresh asparagus, roast potatoes, hot gooseberry pie, a pint of sparkling moselle each, and cigarettes! On top of this Jobie Baker, one of our officers and the great hockey player, came below & we all had coffee & port & cigars and then some close harmony.

× Saturday AUGUST 11, 1917

At about three o'clock this afternoon we sighted land and it was a most happy sight. From then on it seems that there must have been quite an element of danger for the boats acted very queerly and at one time they turned & zig-zagged frantically while the small destroyers scooted in and out among them like water bugs.

At about 10.30 in the night our small fleet must have received a signal of danger ahead for they turned completely around and wandered out in the Irish sea probably to make a circle around some place where submarines were lurking.

no. 3 Sunday AUGUST 12, 1917

To-day has been most eventful. Early this morning we awoke to find ourselves anchored off the dock at Liverpool. Needless to say we were all more than delighted for the fact is that everyone on board had been quite uneasy and keyed up for the past three weeks. At about 7.30 we lifted anchor & were pulled in to dock. There was a great commotion on board and baggage was frantically emptied on the wharf. Soon after the aviators were debarked and went to the customs shed where the baggage was all piled together but not examined.

At about eleven thirty we were finished

and hearing that our train didn't leave until 2 o'clock we decided to see Liverpool & get something to eat. Six of us walked about a mile and a half to the Adelphi, the best hotel in the city. Here we got an excellent meal served by four waiters. Nothing was excluded and we dined with claret as a beverage, later topping the meal with cigarettes and Corona-Corona cigars. I afterwards found out that nothing but officers are allowed in the dining rooms of first class hotels, but nobody knew what we were so we marched right in.

Our train left at about 3 o'clock and then the excitement was intense. Everyone was very amused at the queer little railroad cars & the narrow tracks and all of us pointed to different things at the same time & tried to see everything at once. We were mucked impressed by the little streets in Liverpool roped on either side by small brick houses, all alike, and each with its own little hedge in front and small garden in back. Speaking of gardens it was interesting, although not surprising, to see every little patch of available ground planted with vegetables.

As we passed along from town to town the people rushed out & waved frantically at us, because we were about the 4th troop train to go by that day and more were known to be following. As a matter of fact the aviators only took up about two coaches and the rest of the train was filled with pitch black Jamaican soldiers. They were trained over there as British Colonials and were then shipped to Canada and across to England. It was slightly unfortunate that our train was not entirely Americans like all the others for we were asked at stations where we picked up the black monkeys. We answered by saying that we knew nothing about them save that they were British soldiers.

We arrived at Bugby for a stop of about 20

minutes in order to get some food. Some very nice English girls and old men came rushing out with trucks loaded with cans of tea & coffee and gave us all we wanted. We also bought small lunches which we ate on the train.

One feature of the trip, particularly interesting to us, was the sudden appearance of three airplanes flying just over the train. One of them was sufficiently obliging to go through several stunts for us. To me, however the most interesting sights were the small villages & farms. I have always read of English buildings and have seen many pictures of thatched houses & village streets, so I was not so much surprised at the fact that these picturesque scenes existed as I was to see how perfectly they seemed to fit in with what I had read about them, and particularly at the fact that each one was intrinsically original and quaint in itself and that it was more difficult to find one that wasn't a gem than otherwise.

Rows & rows of brick houses with the same little roofs & smoking chimneys; splendid little gardens & hedges together with heavy vines which seemed to force their way into every little chink; and on some nearby corner or square the minute little country church with its steeple just peeping above the roofs; all these went to characterize these towns and make them a thing never to be forgotten. But of all, the farms were ideal. Snuggled in a grove of thick trees small thatched cottages sent up little puffs of smoke in the still evening, and by each of these small hamlets was a small pool over which the trees cast their dark shadows and made the place a little heaven of deep purples and clear greens contrasted by the soft light of the afternoon sun on the irregular roofs. The fields were either full of ripening grain or were as green as green could be and were cut down almost to the turf by the cattle which grazed over them.

Everything one looked upon made one think of the many years ago in which this land was fashioned by its people into just the same little fields, canals, roads and bridges as it has now. For example instead of wire or wooden fences as in America, the boundaries were marked by thick little hedges and copses or by straight or winding avenues of very old trees which often lead up to the landowners houses hidden in behind them. All of rural England seemed to me as I passed through it as a miniature world where all the land is utilized and where the neat doll-like houses seem to have been created and to have grown up together with the country in which they live.

At dusk we passed through the outskirts of London and were greeted everywhere by cheers, but until eleven o'clock did we arrive here at Folkstone. It took us quite a time to get our baggage piled onto trucks, but once finished we started down to the barracks where we were put up for the night.

Monday August 13th 1917

I awoke this morning to find that our barracks were the houses of wealthy people given over for that purpose. They were right up on the bluffs looking out over the channel and were in reality summer residences. The insides of the buildings have been completely gutted and the soldiers sleep on the floors. It seems very pathetic to see green houses once filled with flowers, now used for storing fire hoses & the like, but such are the sacrifices of the rich in England given willingly to help the soldiers. Our breakfast was very good and the English soldiers who attended to us were very obliging. They were mostly men who have been invalided in the war. At eight o'clock we marched down to the pier & took the boat across the channel.

On arriving at Boulogne we sat on the wharf for a while and then went in a group to get lunch at a very pleasant little hotel. At 2.10 we took the train for Paris. I got in a compartment with Doug Campbell + a boy named McCormick. In the coach there were also three Belgian officers and two English officers. At first I was very scared when the officers started talking because it was my debut into the French language. However once I got started I gained confidence and began to talk about everything that I could remember the French words for. Of course I did nothing but make mistakes, but they were very polite and pretended not to notice them and listened very patiently when they couldn't understand.

We finally arrived in Paris at about dark where we were met by the American officers of the aviation service. We then went in automobiles to Les Casernes Neuilly where we left our luggage, after which we went off for the night. Eddy Ellis and myself went to the Hotel Continental and took rooms for the night. We were very hungry and had a very nice little supper served in our rooms for us before going to bed.

All in all I liked the country of France very much as I passed through, but on the whole I don't think it was as picturesque as England. For example there wasn't that feeling of completeness in the use of all available land, and the little farms weren't half as neat. The

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French people, however, were most interesting and had far more interesting ways about them. In fact to talk to all the different people here is my great joy.

Tuesday AUGUST 14, 1917

This morning we returned to Les Casernes Rawilly to report there. We found that we had the day off until 4 P.M. I also discovered that my I made had been lost. I suppose it was left on the boat which took us across the channel. I have tried to trace it thru the Q. M. department

I went to see Uncle Jack to-day and he was ever so nice to me, and has tried to help me in every way. All but ten of us leave for Toul to-morrow, but we dont know what happens to us then.

Wednesday AUGUST 15, 1917

We ten are elected together with our officers to stay here in Paris and do general organization work. Our major said that we were chosen because we were most capable, intelligent & of good characters, but perhaps that is just to let us down easy. He said that we were on the inside of things now and stood a big chance for promotion. At any rate we will learn to fly eventually, and several months of work won't hurt us much and may help us a great deal.

Thursday AUGUST 16, 1917

We reported for work at 9.30 this morning and I was put to wiring the buildings. They are 40 Avenue Montaigne. I did this for part of the day and then returned to Paris authorities here who could tell us where to get cheap lodgings. We have very nice rooms now for next to nothing now in a little hotel on the Rue de l'Université.

no. 4.

Friday, AUGUST 17, 1917

My wiring job fell through to-day because the Frenchman in charge of the building says it has got to be done by the French government. However I am very pleased anyhow because Ellis & I have been put in charge of Lieutenants Blakeman and Baker to study bombs & bombing and they are very nice. To-day they had nothing for us to do so I got off. I went to see Uncle Jack again and put in $400.00 to start a bank account with Morgan & Harjes. I afterwards did some shopping and got stuck I think. In the evening Ely & I dined with three Ambulance boys that we know here. Life is expensive.

~~no. 4.~~ Saturday, AUGUST 18, 1917

This being a rather uneventful day doesn't require much writing. I did a little work at the office this morning but there was really nothing to do. This afternoon we strolled down town, sat at a café for a while and then went out to dinner and a show afterwards. When I got home to bed I received a letter from Mayta & one from Nolie.

X①

Sunday AUGUST 19, 1917

After getting up very late this A.M. I wandered around this district with some of the boys and at 1 oclock Ely & I went and met Jim Means at the Grand Hotel. He had Patterson with him and we then went for a walk up the Champs Elysées after having had lunch.

Monday AUGUST 20, 1917

To-day I went to the office as usual but had no work to do. At one oclock Ely & I met uncle Jack at the Ritz and had lunch with him there. He was ever so nice to us and gave us a very good time. In the late afternoon I went to Hoare's and ordered a uniform. I also went to the Q.M. department to see if my trunk had been found but received no news of it.

Tuesday AUGUST 21, 1917

After having had a very discouraging day with no prospects for the future in view, Walker Ellis, Bill Ely and myself went to a little restaurant called Le Petit Thurand way up on the Ave of Victor Hugo. It was very expensive but most refined and we ordered the best things to eat we could find. Ely suddenly found some Champagne named St. Marceau 1906 & immediately ordered a quart saying that there was none better in the world. It was good but our meal for three cost us almost 100 francs.

Wednesday AUGUST 22, 1917.

To-day I had the pleasure of being put back on the job of wiring the offices with bells, and I must say it is rather discouraging to do electrician work when you are trying to learn aviation.

In the evening Mitchell, Ellis, Ely & I dined at the Grand Café & there nitely saw a girl that caught his eye. She looked like most French girls, however.

Thursday AUGUST 23, 1917

Much to our disgust an order came out to-day stating that all uniforms must be regulation but I feel that they won't hold us strictly to it.

I have finished wiring Colonel Bolling's office & I hope it is quite satisfactory because I dont intend to do any more to it.

This evening Bill & I dined at the Taverne Royale & I there ate probably the best cooked food I have had yet. I shall eat there again if I die in the attempt.

Friday AUGUST 24, 1917

To-day I am sorry to say I was unwell for the first time since I have been here. I have been eating such rich food that my stomach has gone back on me. The result is that I am about to make a sudden change in my system of eating and intend to be far more conservative.

Walker and I wired Major Carbery's office this afternoon.

x(2)

Saturday AUGUST 25, 1917

I am feeling much better to-day although slightly weak and unenergetic. This-morning we wired Mr. Hales' office.

In the afternoon we heard the good news that we should make out applications for commissions so we fell to and in so far as there were no stenographers, I tried the type-writer myself. I was slow but finally got all my sheets properly printed out.

In the evening Mitchell, Ellis, Ely & myself dined quietly at The Petit Havard.

Sunday AUGUST 26, 1917

I went to the office early this morning and major Johnson signed our applications for commissions which is the first big step.

To-day we left the hotel de l'Université and moved up here to a pension at no. 9 Rue Keppler. When we left, the old patron was very pleased at having had us and came up stairs with a bottle of white Bordeaux made by his brother and with some nice little cakes which he gave to us in honor of our departure.

Monday AUGUST 27, 1917

The same old routine to-day with nothing to do except to wonder how soon we are going to get our commissions. The new pension is comfortable enough as far as quarters go, but I dont enjoy eating. Except for breakfast the food is very good but it is very trying to wait a half an hour to get served. Besides three travelling salesman & a red cross doctor aren't conducive to pleasant conversation.

no. 2. Tuesday AUGUST 28, 1917

Having spent most of the day drawing designs for letter-heads I walked down town in the afternoon with the team. We strolled around and I went to the Q. M. department to see about my last trunk but there is as yet no news of it.

To night I went to the movies for the first time since I left home and they were very interesting, but I didn't enjoy the evening half as much as I did when I went to the movies last at Forest Hills.

Wednesday AUGUST 29, 1917

This morning Lieut. Noyes took us all down to the personnel department to see about getting us commissions, but unfortunately Major Sorrell, a West-pointer, was opposed to it on the principle that the boys at Tours would object. Since we were chosen as the few best among them and since we would rather fly anyway I dont see why we shouldn't get something as a reward for our work.

This evening I took Sowry Paulding out to dinner at the Petit Hurand and we had a very pleasant time.

Thursday AUGUST 30, 1917

I didn't do anything very interesting all day but this evening we had a Spee dinner. We dined in a private dining room at the hotel Holt and had a splendid time. Those present were Clarence Henry, Francis Colby, Bill Hoffmann, Albert Hoffman, Steve Idalli, Roosevelt, Baird, Sowerman Paulding & myself. We talked over old times, of the club-house before it burned, and being the only one who knew I outlined the plan for the new rooms in the club. We drank Champaigne, sang songs & heard such as Captain Colby talk on the war. Toward the end we "shot several muggets" with due solemnity.

Friday AUGUST 31, 1917

This morning I didn't feel quite as active as usual and I can't imagine why.

In the afternoon we got our pay for two months and commutation of rations since we have been here in Paris. I therefore went to Morgan & Harjes & cashed my check. This giving me a feeling of wealth I immediately went to Buntings & ordered a pair of high boots.

I think our commissions may go through but there is a bit of trouble over them.

Saturday SEPTEMBER 1, 1917

This morning we moved out of the pension on the hill & thank God. I never heard such a cackling in my life. We are now at the hotel metropole just around the corner from the headquarters. We have huge rooms, one for each person, and perfect peace & quiet. The price is 13 frs. a day food & all. Each room has running water in it which is a great blessing. Being a regular hotel you can buy extras like wine when you want them.

Sunday SEPTEMBER 2, 1917

This-morning after having my breakfast served in my room because Mitch said it was stylish & he wanted to, we walked over to the "Invalides" & saw the war relics. Those of this war which were most interesting were the captured German aeroplanes. There were three in all & one was a little fokker, so small that I can't imagine how it ever stayed up. We tried to get into Napoleon's tomb but it was closed.

Monday SEPTEMBER 3, 1917

By the latter part of the afternoon life became interesting because two of us discovered a little patisserie beyond the étoile. We ordered some ice-cream & were looking around, and the wonderful things to eat seemed terribly tempting, when in rushed a girl with some cakes fresh from the stove. We immediately lost our self-control and bought some. I never tasted such things in my life. We also bought some fudge made with toasted hazel-nuts & this evening I did nothing but eat it, so I'm sure I will hear from it in the future.

x(3) Tuesday SEPTEMBER 4, 1917

I did a little work this morning by interpreting the meaning of some papers on bombing and then was called down before the board with the other nine boys in my group. We were passed and then had to take slight medical exams. I think now that our applications will leave here this evening or to-morrow & from then on it is only a question of time.

My tailor writes me that my uniform has been sent from England but it hasn't arrived here yet.

Wednesday SEPTEMBER 5, 1917

I woke up sick this morning. The fudge I bought at the Pâtisserie had hazel nuts in it and they poisoned me, the result being that after 2 A.M. I spent a miserable night. I got up for breakfast but couldn't eat anything & went back to bed at about 12. I drank some tea for lunch, and tried to eat some eggs but could not. For supper, however, I managed to eat more tea & make quite a meal on boiled rice. I went to bed feeling very comfortable.

Thursday SEPTEMBER 6, 1917

Woke up feeling fine, but not too active. In the afternoon I went down to Rumpelmeyers for tea & on the way out bumped into a girl who begged my pardon. It was Helen Byrne. I went up & called on her this evening & we went to the movies. She is over here doing red-cross work & is chiefly an interpreter. It is very pleasant to meet a girl you know but I would much rather it were some-one else, particularly as I get arguing with her constantly. However, I am not complaining & since she is here alone I expect I will be taking her out quite a bit. I'm getting tired of male society.

Friday SEPTEMBER 7, 1917

I received a postal from Bill Ely this-morning who is touring around southern France studying night flying. He expects to be back in 10 days.

I wrote Aunt Lena to-day & asked her to please select a Gladstone bag for me in London because I can't get one here. I hope it will be what I want.

Saturday SEPTEMBER 8, 1917

Wallier Ellis just had the good-fortune to-day to be told that he is going down to Clermont-Ferand with Lieut. Blakeman to study bombing for three weeks. I stay here in the office.

This evening I took Helen Byrne to dinner at the Petit Hurand where I had a table reserved. We got especial attention and service as a result. Afterwards we went down to the movies on the Champs Elysées which were fairly good but not as good as last week.

Sunday SEPTEMBER 9, 1917

I woke up fairly late this morning and instead of going down-stairs for breakfast I went into Walker's room where Mitchell, Ted Advance, Walk & myself all had breakfast together. Afterwards Walk & I felt pretty active so while our baths were running we went through the good old calesthenic exercises which we had at Tech.

Right after lunch Hang Campbell and I decided to go out to Versailles, so we walked down to the gar des Invalides and got into the small electric train. The train didn't leave for twenty

minutes and with every minute more and more Sunday excursionists piled into the car with squealing babies until the heat and noise was terrible. Eventually we started and then immediately stopped again because we had already come to a station. This continued for 40 minutes until finally we pulled in to Versailles. Jong and I got out and after enquiring from several people started off for the palace.

As we approached we crossed over a huge barren, gravel-covered opening in front of the gates. Once inside of the gates we traversed a large cobble-stoned court surrounded by towering statues of knights and soldiers while in the centre was an equestrian statue mounted on a pedestal and looking out toward the gate. On either side the endless wings of the palace seemed to run off and lose themselves in distance. We were rather disappointed to see no trees or flowers but none the less we followed the crowd through a passage which lead out to the other side of the palace. A remarkable sight struck us full in the face. On either side were large gardens with many paths and fountains while out in front and down below us for more than a mile stretched a long vista with fountains and statues placed on different levels. At the very bottom of the hill a huge artificial lake stretched almost out of sight in the distance. We walked down in that direction with splendid old trees forming a veritable canyon of green on each side. It struck us as impossible to have ever conceived of such a vast undertaking of landscape gardening because paths and walks sprung out in all directions but instead of being short or small, they ran

right off into the distance and never ended. Other paths lead into secluded places where magnificent marble or bronze structures were erected and surrounded by an amphi-theatre of trees.

Down by the lake there was a small restaurant where we stopped to get something to eat at a little table under the trees. The lake was covered by boats which paddled up and down the entire length of this long oblong body of water. Sitting along the banks in shady nooks were soldiers on leave with their best girls and friends.

On the way back from the lake we took a path through the woods, but like all others it just ran off into space for miles so we didn't dare follow it. Sometime when I have more time I am going out there in the morning and am going to explore until I see if the garden really has any limits, or if by any chance there is any shady nook in those vast woods where they forgot to hide a beautiful statue or fountain. No matter how long the Kings lived there I don't believe they ever saw all their gardens. If the palace is beautiful now I can scarcely imagine what it must have looked like when it was kept up for the eyes of Royalty.

By the time we got back to the station we were weary from the heat and exercise and were glad to sit in the train. This lasted for only a few minutes, however, because several ladies entered the car and though no foreigners got up to offer seats to them we thought we might as well show them how we are supposed to do at home, so up we got. When I got back I was very tired and glad to sit at home in my room for the evening.

x (4)

Monday SEPTEMBER 10, 1917

Count Hale and I went down town this afternoon while I ordered an overcoat and afterwards we ran across Ruth Fiske who is over here in the Red-cross as an assistant nurse. We all went out to dinner at a little restaurant way down in the artist's quarters and had very good and cheap food. The only objection was coming back in the metro.

Tuesday SEPTEMBER 11, 1917

Ely arrived back from his trip through southern France and evidently had a perfectly wonderful time. He got two flights in flying boats and liked it a great deal. Everybody is gradually getting his first flight but me. As yet I haven't been off the ground.

We dined out this evening at a restaurant called Jerny's to celebrate his return and from the way my head feels ~~to-day~~ I think we did enough celebrating, not more, however, than such an event requires.

Wednesday SEPTEMBER 12, 1917

To-day was celebrated by the arrival of a great quantity of mail. I, myself, got some eight or nine letters which I read with great glee. I, in consequence, haven't done anything all day but write back answers because getting this mail makes me feel hopeful about getting some more.

Thursday SEPTEMBER 13, 1917 10

Ely and I went down town this P.M. and did a bit of shopping. I stopped in at Brentanos to see about getting posters for Barry.

At 5 o'clock, we went to the Red-Cross, met Helen Byrne & took her out to tea. That evening we all three dined together at Jenny's, had a very pleasant dinner and went afterwards to the movies.

Friday SEPTEMBER 14, 1917

Did a little orderly work for Lieutenant Stevenson by going down to his old hotel in a taxi, carrying his luggage down-stairs and taking it to another hotel.

I wrote letters in the afternoon and then walked down town for a few minutes.

Saturday SEPTEMBER 15, 1917

I received several letters this morning and one was from Abbott Ingalls who got a commission as 2nd Lieut. from Plattsburg.

This afternoon Eby and I went down to Helen Byrne's office where we met her and were introduced to Miss Lee Rochester, a very attractive girl who is over here doing canteen work etc. We all went to tea afterwards at Rumpelmeyers and had a very nice time.

Sunday SEPTEMBER 16, 1917

This afternoon right after lunch, Ely, Fearn and myself walked all the way down to Notre Dame de Paris & back. The church was most interesting indeed because I had studied & was very keen to see it. I took several photographs.

Afterwards we went to "Blighty" where Miss Rochester served us free tea. It is a club for British soldiers to go to when they get leave. We had a very interesting time talking to Tommys & Australians & they were wonderful. Miss Butler who runs the place is most agreeable & says we are more than welcome until we become officers.

x(5) Monday SEPTEMBER 17, 1917

I went up to the Q.M. issuing department to get some things issued to me & on the way out found my long-lost trunk piled in a dusty corner. My joy knew no bounds. I came back from the office & received a letter from Catherine as a splendid surprise because I had just gotten one a few days before. Thirdly I received a letter from Aunt Jena saying she has bought a Gladstone bag for me marked with my name & is giving it to me for a present.

Walker & Lieut. Blakeman return to-morrow.

Tuesday SEPTEMBER 18, 1917

I wrote aunt Lena this morning and thanked her for the bag after having first gone down to meet Lieut. Blakeman and Ellis. They had a bully trip and informed me that the government had bought the bombing school at Clermont Ferrand. We will start there with our work in 15 days or so.

This evening Ely & I took Helen Byrne and Lee Rochester out to dinner at Huphots and we afterward went to the movies.

Wednesday SEPTEMBER 19, 1917

This morning I talked to Lieut. Blakeman and have arranged to have myself sent to Tours in a few days.

In the afternoon I went down with Walt while he bought himself a fur-lined flying suit & we afterward went to Blighty for tea. We walked home with Lee Rochester and decided to dine at Josephs where we had a most quiet & pleasant dinner. Walt had to go to work so I took Miss Rochester home and had a very nice time talking over friends we knew at home with her. It was very nice to meet a girl who talks common sense.

Thursday SEPTEMBER 20, 1917

I spent a good part of yesterday drawing & painting a poster, and in the latter part of the afternoon went down with reason while he tried on his uniform. We afterwards went to Rumpelmeyers for tea. Our commissions came back for some reason or other yesterday but we find that it was a mistake and that they have to go back again to G.H.Q. to be telegraphed.

Friday SEPTEMBER 21, 1917

Yesterday I had hopes of getting a flight soon and to-day I got it. I went out to Villa-Coublay with the officers and Joe Stevenson took me up in a Nieport 18 meter machine. It was great fun and not a bit scary. We seemed to be part of the air and to hardly be moving. It was most surprising when we banked and spiralled to see the horizon running all over the place.

x (6)

Saturday SEPTEMBER 22, 1917

To-day was spent chiefly in writing letters and painting.

In the afternoon I went down town with Ely and we happened to meet Capt. Bill Hoffmann at Maximo. We sat with him a while & then I returned to the hotel for dinner. Afterwards several of us went to the movies.

Sunday SEPTEMBER 23, 1917

A very lazy morning spent in bed & lounging around my room. At about noon time Montgomery & Morrison, who have finished their work at Tours came in and we had a very pleasant time talking to them.

In the afternoon Ely & I went to tea at the opening of a new red-cross station here at Paris & afterward I went to dinner & the movies with Miss Rochester.

x (7) Monday SEPTEMBER 24, 1917

Yes verily I'm a Frenchman. To-day Bates had to go to the Newport and La Rhone factories to get catalogues etc. and I went with him as interpreter. It was pretty good fun.

At 12 oclock Berty Hosser came and took me out to lunch and we had a bully time. He was most agreeable. Afterwards I went & tried on my uniform which has arrived. The belt, hat and whip-chord breeches haven't come yet. The uniform is very satisfactory indeed so I ordered another one for winter wear at the same place.

Tuesday SEPTEMBER 25, 1917 12.

I received two letters from C. W. yesterday afternoon and one the first thing this morning so I feel very well satisfied.

This afternoon I finished the poster for the club dinner we had a few weeks ago & I afterward took Harm. Coolidge down to Blighty for tea. I think he enjoyed it very much. My uniform came back this evening but it wasn't quite right so I will have to take it back for slight alterations.

Wednesday SEPTEMBER 26, 1917

I wrote letters this A.M. and in the afternoon I made a water color of the Pont-neuf. I find that it is just as much fun as ever and I hope to make several. Afterwards I went down to Blighty for tea, and spent the early part of the afternoon shopping. I sent 4 volumes of "Fragments in France" to Catherine.

This evening I had a bully time listening to the phonograph in Alec Mathews room.

x 8 Thursday SEPTEMBER 27, 1917

I did a little work this morning correcting an Italian bombardment translation. Just before lunch our uniforms belts etc. arrived and we took them down to the tailor. They are most satisfactory indeed, and I find he has done better work than any of the other tailors. Dined out with Miss Rochester. Stopped at hotel to get some music, & six boys grabbed me when I reached my room, ruffed me up & undressed me while Ely went down to the taxi. When I got dressed again they marched down to the street with me & escorted me

Friday SEPTEMBER 28, 1917

To-day I occupied my self chiefly in shopping. I went down town with Bill in the afternoon and we bought all the various necessities for an officer such as spurs and things of that nature. We dropped in to Blighty for late tea because I had to go and get my new boots at 5.30.

Saturday SEPTEMBER 29, 1917 13

Spent very little time in the office this morning. I went down town to get my spurs slightly changed and also got a walking stick of which Bales & Campbell highly disapprove.

I came down to the office to get four letters which were here for me and answered one to Mayta.

This evening we all went to the movies.

Sunday SEPTEMBER 30, 1917

Got up early & went to muster call at 8 o'clock. On the way back ~~from~~ to breakfast we bought wild strawberries from a man on the street & some thick cream at a small store & then had a feed. Ely & Mitchell felt so full of food & lazy that they went back to bed. I went down to the 9.30 service at Blighty which was short & very good.

This afternoon I went to Blighty for tea & took Miss Rochester out to dinner. Afterwards her sister played through a lot of American music for us which we got from a boy in our hotel.

Monday OCTOBER 1, 1917

A very important looking document arrived for me this morning addressed to Lieut. Kissel & it turned out to be a bill of lading stating that there was a package for me at the gare St. Lazare. I went down there & with much trouble managed to get it. It was a very nice Gladstone bag which Aunt Lena sent me.

This afternoon I took my boots down to have some trees made and afterwards took Coolidge & Bates to Blighty. Miss Butler treated us regaly & I'm sure they had a bully time particularly as we were sitting with a very interesting Australian. The commissions have arrived at G.H.Q.

x9 Tuesday OCTOBER 2, 1917

I got some letters to-day, one from Rudy, Jackson & Pauline Smyth. Jackson seems to be cut up about having to stay & do medical work.

This afternoon Eddie Bates & I went to the Y. M. C. A. for tea but it wasn't too good.

At dinner this evening Ely & I stayed for soup & potatoes but when fish came we decided to go out. We weren't feeling very well anyway, our stomachs being pretty bad so we went to Josephs & ate the most indigestable things we could find, lobster, wine, mushrooms & coffee.

Wednesday OCTOBER 3, 1917

To-day was marked from lunch on, because after lunch our commissions arrived. We then made out discharge papers and couldn't get them signed until seven this evening. We then went back to dinner as civilians & the Englishman at the hotel treated us to two bottles of port after dinner. He is very nice & is in the red-cross.

At 8.30 we came down to the office again & took our oaths of office before Lieut. Wilcox and became 1st lieutenants from that moment on.

Thursday OCTOBER 4, 1917

We turned out in our uniforms this morning and immediately things began to happen because Major Johnson called Ely, Dean, Mathews, two other lieuts. & myself in to him & told us that we would be sent to England in a few days to take charge of several hundred students at a school there. We will also get our flying training. It sounds pretty nice to me.

This evening I dined out with Miss Rochester & we went to the movies. When I came home I found Mitchell & Ely both in a good humor. They had evidently been out to dinner too.

Friday OCTOBER 5, 1917

To-day I went down to see uncle Jack & say good-bye to him and also did a little final shopping. After lunch Major Robertson called us to him and outlined our duties for the future which seem most interesting.

This evening I dined out with Ely, Mitchell & Bill Emerson. Unfortunately I got wet early in the afternoon & now feel a horrible cold coming on.

Early this P.M. I bought 40 posters for Barry, paid for them & had them sent to Mayta.

Saturday OCTOBER 6, 1917



I raced around this morning and finished some of my shopping.

This afternoon Bough + Russ Cobb came in and Ely + I went down town with them. I went to tea at Bligh's for the last time + took Miss Butler some flowers.

Sunday OCTOBER 7, 1917

Left the hotel at 7.30 in two staff cars + took the 910 train for Boulogne, Major Johnson was with us. When we reached Boulogne it was so wet + rainy that the boat didn't run, so we had to spend the night there in a small house. In our party are Lt. Gaines, Ely, Mathews, Frean + myself.

Monday OCTOBER 8, 1917.

This morning was still very windy so the boat didn't run. It was still very wet in the afternoon but the boat went none the less at five oclock & I had a great deal of trouble getting all the baggage on board.

The crossing was very rough but I went to sleep in the cabin and thus avoided an unpleasant trip. It took us two hours to cross. We took the train at Folkestone & got here to London at 10.30. We are now at Browns hotel, a very comfortable spot.

Tuesday OCTOBER 9, 1917.

To-day was given us to ourselves so I did a deal of shopping & also went to see Aunt Rosa but she is away for a time.

I also went to call on Mr. Sweet but he had already gone home.

One of the many things I did to-day was to get my picture taken & shave off my moustache afterwards.

This evening we went to see "Bubbly" a very good musical comedy.

Wednesday OCTOBER 10, 1917

Reported to Capt. Angels office & was ordered down to Netheravon to be stationed there and take charge of mechanics at Upavon, Oxford & Market Drayton. I will also get flying training.

This afternoon I went and called on Mr. Charles Sweet and talked with him for about a half an hour.

This evening we went to Big Bag but it wasn't much good.

This P.M. I rabbed Pa & E.W. my address.

To morrow we leave for Netheravon on the eleven o'clock train.

Thursday OCTOBER 11, 1917

Mathews & I took the 11 o'clock train to Salisbury where we changed for a train to Amesbury. We missed the Amesbury train because we were directed to the wrong track, but we got another in two hours. A motor met us at the station & we drove about five miles to the camp here. It is a dirty place & the English are awfully nice to us. They live in lovely little cottages & the officers mess is like a club, men in livery or uniform waiting on you, wine, cards, pool & everything. There is a camp moving picture house also.

Friday OCTOBER 12, 1917

To-day I was motored over to Uphaven, to the central flying school. I was met by Lt. Horin there, an American in the R.F.C. & he showed me all around. I called the sergeant of the detachment there & was glad to hear that things are running smoothly. In fact the British are delighted with the American mechanics. They say they do excellent work, that they never talk or complain and are always polite & interested in their work.

I lunched at the school and played bridge afterwards. That school is even more comfortable than this.

I stopped smoking cigarettes to-day.

Saturday OCTOBER 13, 1917

I got my flying equipment out and was told at what time I must report for gunnery, wireless & flying.

This afternoon I was assigned to A flight of Squadron 24. In fact this training will be the best possible because the major of the squadron is a peach and the capt. of the flight is the best here & is going to teach me himself. His name is Studd.

At about 5 o'clock this P.M. he took me up for a flip and I had a bully time. I start instruction Monday if the weather is good.

Sunday OCTOBER 14, 1917

To-day was a beautiful day and being a holiday no-one did any flying I wrote several letters, one very long one to papa.

At about five o'clock I put on a sweater & ran about a mile & a half for exercise & then had a good hot bath.

I went to the school movies this evening & afterwards went over to the room of an observer who showed me some very interesting photographs he took from aeroplanes at the front.

Monday OCTOBER 15, 1917

This morning I went to buzzer class & also to machine guns and I found that I hadn't forgotten much about wireless but that I had forgotten lots about the Lewis gun.

This afternoon I went to the sheds but didn't get a ride. Matheny went up for about 40 minutes with an instructor and will go solo to-morrow probably.

Tuesday OCTOBER 16, 1917

My work consisted in guns & wrelers most of to-day. At 5 P.M. the rain let up & I had 35 minutes instruction on straights & turns with Capt. Studd.

At 6.30 the major came in to my room, told me a car was waiting & that General Harding wanted to see me in Salisbury. I nearly fainted. I drove down was ushered in by a lieut. Colonel & talked to the general on the question of the mechanics under my command. I afterwards was taken out to dinner by Capt. Stapleton his adjutant and enjoyed myself very much. I drove home again at 10 o'clock & felt that there must have been something wrong with a British general who wanted to interview me.

Wednesday OCTOBER 17, 1917

I telephoned in to capt. Grazel this A.M. & arranged about the questions brought up with the general last night.

This P.M. it rained but let up at 5 o'clock. I went for a ten minute flip with major McEwan & learned quite a lot. We landed & I went up for another 15 with Capt. Studd.

This evening I walked over to the Sergeants hall with the major & watched a dance there. The colonel was there & danced once himself. It was great to see the respect the men have for the officers & yet how the officers are so friendly with them when not on duty.

I wrote a letter to General Harding this evening.

Thursday OCTOBER 18, 1917

It was very uneventful here this A.M. + I did little of anything.

This afternoon I went for 50 minutes instruction with Capt. Studd + practised "Take offs", which were quite hard to get onto at first.

This evening I wrote letters.

Friday OCTOBER 19, 1917

I reported at the sheds at 8 A.M. + had 25 minutes instruction with Capt. Studd. I did "Take offs" first + when I started on landings I got five right off without any trouble which surprised me absolutely + utterly bewildered him.

He told me I was to go solo this afternoon after having had 2 hours + 25 minutes dual but when the afternoon came there were no solo machines free so I went dual again for 20 minutes.

I went to the Camp movies this evening.

Saturday OCTOBER 20, 1917

This morning I went for 15 minutes dual with Capt. Studd in a 70 h.p. & then he got out and I went solo for the first time in my life. I stayed up 30 minutes and enjoyed myself very much. I tried a few experiments such as gliding & opening up again & running on half throttle etc. just to get in the habit of handling the throttle.

This afternoon the weather wasn't fit for flying so unfortunately I couldn't go up.

Sunday OCTOBER 21, 1917

I went up for another 30 minute solo before breakfast and was warned before I went that it was very bumpy. Well, it was & I didn't know what was going to happen to me from one minute to the next. I made four landings & broke nothing although one was on a ridge & I had to take right off again to prevent breaking an under-carriage.

Lieut. Horin came over from C. F. S. to lunch with me. We took tea at Mr. Moore's house in the village & had a jolly time. Horin stayed to dinner & spent the night in Mathew's bed after a rather jovial evening.

Monday OCTOBER 22, 1917

No flying for solo's this morning because it was too windy. However some of the instruction pilots went off on a formation at about 9.30.

This afternoon, Nicky Pease, a captain in the British cavalry who married Janette K., came over to pay a call on me. He was very nice and asked me to go over and see them whenever I could. Of course its difficult now but perhaps when I get trusted on Avros I can land there for tea.

It was too windy for flying this afternoon also.

Tuesday OCTOBER 23, 1917

Rainy this morning, still no flying. I spent most of the time in Capt Studd's office helping Worty on a board made for scheduling the running time of his engines.

After lunch I walked down to the village with Foster, cashed a check & bought some stamps. It was blowing a hurricane all afternoon so I continued working in the captains office. I doubt if there will even be flying to-morrow unless this storm clears up.

Wednesday OCTOBER 24, 1917

Nothing very eventful in the flying line to-day because we had the usual bad weather. We made up for it though this evening. An officer came down to our mess from the 72nd I.S. & he played the piano very well. We all had a glorious time & afterwards I went over to the Colonels' rooms & played poker with the colonel, major McEwan, a captain & a lieut. The lights went out at 11.30 but Col. Playfair had candles so we played till about 12.30. I lost about 3 pounds.

Thursday OCTOBER 25, 1917

Another poor day, in fact very stormy. If there isn't flying to-morrow I shall push off on my trip.

This evening we repeated last night to a certain extent only we didn't play poker. The colonel dined at Capt. Studd's table.

At about 12.30 in the night Alec Mathews returned from London.

Friday OCTOBER 26, 1917

No flying this A.M. so I decided to start off. I got my free traveling warrants from the major and took the 12.27 train out. I was met at Brockenhurst about 1½ hours late & drove up to the aerodrome at Beaulieu, where I interviewed the sergeant and spoke to the men. I went to the officers mess for awhile & was then taken down in a side car to catch the 7.37 for London. I arrived at 10.45 & went direct to the Hotel here. Aunt Lena had just started to go to bed but she came into her sitting room & talked to me.

Saturday OCTOBER 27, 1917

I walked around London this A.M., did some shopping and above all got a hair cut which I certainly needed. This afternoon I went up to see Capt. Drexel for a while and then went & called on Aunt Alice & Mildred. Aunt A. gave me 5£ to get a fur helmet & gloves.

This evening I dined with Ely at the Savoy and we went and saw a show called "The Boy". It was very good.

Sunday OCTOBER 28, 1917

This morning Ely & I went with Aunt Lena to St. Paul's Cathedral to the morning service. Afterward we went to lunch at the Berkly hotel and had a very good meal. Ely & I then walked down to the American Army & Navy club & were much impressed by its size & magnificence. We then walked down to Buckingham palace & all over London, eventually winding up at the Savoy where we ran across Lt. Adrin, R.F.C. & several other aviators.

We dined with Aunt Lena at Buckhlands.

Monday OCTOBER 29, 1917 18

I got up this morning at 5 A.M. & had breakfast in my room. I then started for Paddington Station & caught the 6.30 train for Ternhill which arrived at 12.20. I lunched at Ternhill, saw the Sergeant and got a free warrant to Manchester from the adjutant.

I was met in Manchester at 6.30 by Uncle Willie. We went home to his house & I was so sleepy all evening that I nearly collapsed, but managed to stick it out till bed-time.

Tuesday OCTOBER 30, 1917

I stayed at the Kessler's during the morning and then took the 12.05 train back to London, in time to get in to have tea with Aunt Lena. That evening I met Bill Ely at the Savoy and we dined there together, afterwards we went to the theatre & saw "Theodore & co." which was a very good show.

Wednesday OCTOBER 31, 1917

I did a little shopping early this A.M. & bought such things as a helmet & fur gloves. I then said good-bye to Aunt Lena & caught the 11.35 train to Andover junction & got off at Weyhill. I arrived at Janeatt's house at 3 & had tea & stayed for dinner. I had a taxi at 10 to take me to the junction & didn't arrive in Bulford till 12.30. There wasn't enough room for me in the truck so I waited for the second trip & eventually got up to camp at about 1.30. I found a letter from C.W., the first from America for about 4 weeks.

x (14)

Thursday NOVEMBER 1, 1917

Netheravon is the same as ever and as I expected I brought bad weather back with me, because its raining again.

I therefore spent most of to-day lettering a board for Capt. Studd, and hope that to-morrow I can both finish my flying & the board as well. He is a corker & I have a jolly time sitting in his office with him.

Friday NOVEMBER 2, 1917

To-day I received another letter from C. W. and was most pleased. However that was the only excitement of the day because I didn't get any flying. I spent most of my time worrying in Capt. Studd's office.

This evening Mathews & Nutall came over from C.F.S. and Alex is going solo on an Avro to-morrow. There was quite a party on to-night & Capt. Studd & Capt. Blackwood were most amusing. They had a fit of breaking things, particularly glasses.

Saturday NOVEMBER 3, 1917

I finished painting Capt. Studd's engine board for him and I think it may look fairly well when I put on the finishing touches, at least better than it did before.

This afternoon the clouds lifted & Capt. Studd took me up in his machine to see that I hadn't forgotten the feel of the air, but he wouldn't let me go solo because he was afraid I would get lost or hit someone in the clouds. He has an 80 h.p. machine just fixed up specially for solo purposes & is going to let me go up in it to-morrow.

Sunday NOVEMBER 4, 1917

It was pretty windy this A.M. but the P.M. was fine for flying so I went solo for an hour. I had made seven landings & had 10 minutes more time so I cut out a little & made a few steep banks first to one side then the other. I finished by cutting off and spiraling once over the sheds & coming in over a lot of new planes. I got probably talked to for it because the Capt. was waiting for me. He said nothing strange was to be done because it tought the Huns bad tricks and especially not near the sheds.

x (15)

Monday NOVEMBER 5, 1917

I flew for an hour and ten minutes this morning to kill time. I went over to Thruxton & back. I tried to land once on our drome but the wind drifted me to one side & I saw a busted aeroplane directly in my line. By trying to turn from it I didn't pay much attention to my landing. As a result I hit one wheel quite hard & bent the axle a little so decided to take off again to avoid hitting the other machine & breaking my own as well & scared the mechanics near the other machine almost to death.

Tuesday NOVEMBER 6, 1917

There was no flying this morning but this afternoon I just managed to get in my last 50 minutes before it began to rain. Although I didn't do any solo in the morning I went over with Capt. Studd in his machine to a town near by. Capt. Blackwood went in his machine with another man. We landed in a field outside, walked in and bought some apples from a gardner and then flew back.

This evening an R.N.A.S. man turned up on a cross country and proceeded to fill himself with drinks.

Wednesday NOVEMBER 7, 1917

To-day I settled up all my books etc. at Netheravon and paid my bill there. I stayed throughout the morning to get packed up and left after lunch. I hated to go in one way because I had gotten to know and like the people there a lot.

Here at Upavon I am living with the staff and expect to remain here for some time. To-night I received several packages and letters forwarded from France and was mighty glad to get them.

This evening I looked in at the Sergeants dance.

Thursday NOVEMBER 8, 1917

I reported to Major Charlie in his squadron office this morning and later he gave me my first flip in an Avro. It is very much more sensitive than a Farman naturally enough & very powerful.

I have been definitely quartered now and am living with Doran, and it certainly is most comfortable indeed.

The mechanics in my charge at this station are doing very well.

Friday NOVEMBER 9, 1917

This morning I went to the sheds & Capt. Storey asked me to go up for a joy ride. We started out & I did a few straights & turns. When we got over a village near here he asked me if I objected to looping & I said "no". Off we went, a loop, a spin, a loop, a dive down to the house where some of his friends lived while he waved at them, a "zoom" up again & so on. I then had to take the bus back & felt a bit groggy.

After it was all over I had enjoyed it but my stomach hadn't.

Saturday NOVEMBER 10, 1917

It was too dud for flying to-day. I went to machine guns in the morning & in the afternoon I played bridge. Before dressing for dinner I took a good run with Horan, & being Saturday night, there was much rough housing & good-natured scrapping in the mess. The camp orchestra played for us during dinner.

x (16) Sunday NOVEMBER 11, 1917

This morning I took my first instruction with Capt. Storey. We spent 35 minutes doing take-offs & landing and he then took me back & said I was ready for solo.

In the afternoon he was away & another officer, thinking I was still on instruction, took me up for a half an hour. He never spoke to me at all nor gave me control except once or twice on landings. When I told him I was supposed to be on solo he took me back & I went up for 15 minutes by myself & made one landing satisfactorily but lost my prop.

Monday NOVEMBER 12, 1917

To-day the weather was very foggy & we couldn't fly at all. I spent the better part of the day playing bridge & writing.

Before dinner Moran & I took our usual run of about 1 mile & ¼ around the camp. It is good fun & keeps us in trim.

This evening I went to the dance given by the officers for the sergeants & stayed up till after two o'clock.

Tuesday NOVEMBER 13, 1917

This morning the weather was bad but in the afternoon the fog lifted a little & I was sent up for ½ an hour. I found myself in the clouds several times and didn't like the idea of getting lost much so I practised landing. I did fairly well but continually failed to catch my prop. I am not used to rotary motors yet & can't handle the fine adjustment lever & switch at the same time.

This afternoon I drilled the mechanics and they showed a tendency to be languid & lazy.

Wednesday NOVEMBER 14, 1917 20

No flying to-day but I have had plenty to do in regards my own work. I have just received a letter from Capt. Drexel asking for individual record sheets for every man in my command. I also have had one of my men reported as refusing to obey orders & must give him a talking down to-morrow.

To-night there was another dance but I didn't stay long.

Thursday NOVEMBER 15, 1917

To-day has been one of my busiest. I've been up 4 different times and have done 2½25 minutes flying altogether. I flew over to Jan's house and waved at her in her garden. I also practised steep banks, zooms, spins, side-slips, stalling turns and landing.

In the afternoon I drilled my mechanics and also had to have one brought up before me for a calling down. He had refused to obey an order to sweep out a shed. I think I was just as frightened as he was.

Friday NOVEMBER 16, 1917

To-day I started off on a flip and decided to stop at Netheravon to see Capt. Studd because the rumpetics seemed to be out. I landed very carefully and when I found he was away and not coming back I started to leave but was told my tire was off. When I went to the A.R.S. to get it fixed who should I find but Diamond & Buck from C.F.S., two instructors. They promise not to tell on me for landing away without permission so I'm all right now.

x (17) Saturday NOVEMBER 17, 1917

To-day has been terribly misty and not many people have been flying. I was allowed to go up this morning but my motor was going poorly and I kept losing pressure. I came down to get it fixed & then went up again, but couldn't go above 1000 ft.

This afternoon I went to 2000 ft. and looped a couple of times. There is nothing to it when you do it yourself. It's not half as bad as other things.

x (18) Sunday NOVEMBER 18, 1917

There was no flying to-day owing to its being very bad weather so I spent a good part of my time sitting in the house. I received in the morning's mail two letters from C.W., one with a picture in it and I consequently spent a good bit of my afternoon writing.

This evening we had a concert in the new theatre made in a dope shop & it was really a first rate vaudeville, given mostly by members of the school forces who were professional comedians etc. who had joined the army.

Monday NOVEMBER 19, 1917

To-day was formation day and I went on my first formation with a position to the right above & behind the leader. It was a little difficult to get used to flying in position at first but soon I got used to it & it wasn't hard. I evidently did quite well because in the afternoon I went on another formation composed of 3 instructors another man & myself and was allowed to go even despite the bad flying conditions. The leader & myself were the only ones that finished because the others couldn't keep up & had to go back.

Tuesday NOVEMBER 20, 1917 21

Did nothing much to-day owing to dud weather. Wrote a long letter home to the family & several other short ones. I only drilled my men 15 minutes as it began to rain.

Played bridge this evening with Bush Percy & Doran & we had a fine time. It seems that Doran & I always beat them.

Wednesday NOVEMBER 21, 1917

I spent a part of this morning seeing that Horan stayed in bed because he has a nasty cold. In the middle of the morning my sergeant came in and told me that he had received orders to proceed to Winchester. Well I had received no such order so I telegraphed to Captain Drexel. In so far as I am in command of these men, I can't let them go until I receive proper orders from London.

Thursday NOVEMBER 22, 1917

This morning I telephoned Capt. Drexel & he tried to tell me that I had no authority to detain the men but knowing that I was in command I flatly told him I had & we almost had a severe fight.

This afternoon I got permission to call on Capt. Studd & I stopped & had tea with him for a half an hour. He is just as nice as ever & I was cheered up a lot by my visit. I may go over there for dinner Saturday night.

X (19)

Friday NOVEMBER 23, 1917

This morning the men in my command left for Winchester & they seemed to be in very good spirits despite the fact they hadn't been paid.

At eleven o'clock I went up for 50 minutes & climbed through the clouds up to 7000 ft. It was one of the most beautiful sights I have ever seen. The clouds looked like huge snow banks stretching for miles & the sun shining down on them gave them an orange glow.

Saturday NOVEMBER 24, 1917

To-day the weather was so windy that no machine venured up. I spent a great part of the day doing official writing.

In the evening Doran, Mathews, Frazier & I hired a taxi & went to Fetherston for dinner. We were regally received & Captain Studd certainly made me feel glad to get back there. It's very nice to have people really pleased to see you & when I went into the room there was Ford yelling.

Sunday NOVEMBER 25, 1917

The wind was higher still this morning and of course flying was out of the question.

In the afternoon Horan, Busk & I went over to Percy's room to play bridge with him because he is sick in bed with grippe & like a little cheering up. While we were there a boy came in with one eye all bandaged up. He had crashed & almost killed himself some time ago & he is just out of the hospital now. His face had been so cut up & is so distorted that it was very sickening to look at him and most pathetic. He is almost blind as result of the shock.

Monday NOVEMBER 26, 1917

Day dawned with a still sky & a heavy frost so when I went up to the sheds for flying it was very cold. I was supposed to go on the formation at 11 oclock but when the time came another student went in my place because he had never been before. When they came back I took a machine at 12, flew over to Janeatte's & did a little stunting, 2 consecutive loops, stalls, spins, dives & then flew back.

This P.M. I went up for 20 minutes in a B.E. 2B & did two landings. They are crazy machines.

Tuesday NOVEMBER 27, 1917

Exceptionally poor weather & as a result, no flying. I managed to make use of my time by writing & also paid several calls on Percy.

Despite the fact that we fly here whenever we can an order came in from Brigade headquarters that we should fly still more & attempt worse weather. This just shows how the English push their flying along as compared with the French who wait for an excuse not to fly.

Wednesday NOVEMBER 28, 1917

This morning I looked around in the air a bit & then landed to thank Captain Studd for inviting me to dine with him the other night. As usual something happened to me for landing because when I wanted to leave my engine wouldn't start. Eventually I got it going & came in when practically every other machine had stopped on account of the mist & rain.

Before lunch a British office flew over here on a German Albatros. It was some machine. He landed & gave us a lecture on German aerial tactics & then flew off to visit another school.

Thursday NOVEMBER 29, 1917

We had flying all day to-day although the clouds were low. I did shows & 20 minutes altogether, first I practise stunting on an Avro, for an hour, then took a BE 2b on a cross country & it was so bumpy that I nearly got sick, It was almost impossible to read my map, I lunched at Yatesbury then went to Netheravon & back here, taking 2 hours flying time. When I got back here I was pretty tired, but there were machines up so I decided to make use of a possible day & fly some more on an Avro, Mathews broke his aileron wires to-day, crashed his machine to bits but didn't get hurt. (Smoking cigarettes again).

Friday NOVEMBER 30, 1917

I did quite a lot of flying on Avros to-day but the most amusing thing I did was to fly over to Janeatte's for lunch! I went over first & dropped a note that I was coming, then came back & got a 1B & rushed off, I landed in a nearby field & after lunch Jan & Aunt Lena came out to see me start away. They were most amused & so were several others who gathered.

When I got back I was talking with the Major & he is going to put me on "pups" to-morrow.

Saturday DECEMBER 1, 1917

Blowing a 50 m. p. h. gale. The instructors went up first & then received orders that they should carry on instruction. One other fellow and myself were sent up solo. I had men holding my wing tips until I started & when I got up I practically made no forward headway. On landing I swung a little off wind after touching ground and blew over on to a wing tip & broke the wing-skid, which is the first thing I have broken. It was too windy for "pups".

There was a concert in the mess this evening.

Sunday DECEMBER 2, 1917

Still too windy for "pups". I went up solo again to-day in the same gale & managed to reach Devizes in half an hour. I got back in less than five minutes. I didn't blow over when I landed this time, but another fellow swung around on the ground taking off, blew over on his nose & then onto his back & smashed the fuselage. The wind is going down so I expect I shall try a "pup" tomorrow.

Monday DECEMBER 3, 1917

It was a bit windy to-day but in the afternoon I went off on a "pup". It swings a bit taking off but its great when you get it in the air, just like a young polo pony. I didn't try any stunting because I want to get ~~used~~ to the controls first. The elevator control is more sensitive than an Avro. A "pup" is the most difficult machine I've attempted to fly as it is very tail-heavy & starts to settle too soon.

I graduated from the school to-day.

Tuesday DECEMBER 4, 1917

I put in more than two hours on "pups" to-day & tried all the stunts. They loop beautifully. In one loop I shaved my sight forward & flew upside down for a short distance. I did a bit of diving & contour chasing and its lots of fun.

I tried a roll but couldn't get away with it, but I will sooner or later.

This evening the doctor, Busk, Markham & I, played bridge in my room & we had a fine time.

Wednesday DECEMBER 5, 1917

I spent over two hours on "Pups" again to-day & it was the most perfect day for flying we have had yet. I went flating around the camp, down gullies in & out & had a great time but the major was not very pleased to have me contour chasing so I stopped. He said that the engines in the Snome "pup" are not sufficiently reliable.

x (21) Thursday DECEMBER 6, 1917

I flew the mono "pup" to-day and its a great machine but terribly fast for playing around so many other machines. It flies level at 110 m.p.h. & climbs almost vertically. This morning I took it up to 16000 ft. in 40 minutes, doing the first 10 in 15 minutes. It was so awfully cold by the time I got to that height that I decided to come down. I spun down 3000 ft. in no time at all. This afternoon I practised landings & think I am getting slightly better.

Friday DECEMBER 7, 1917

It was pretty wet and nasty to-day & there was no flying. This morning I played a round of golf with ~~Jeffin~~ Bisset & it was quite rainy. I had borrowed clubs & managed to get a long fairly well.

This afternoon it cleared a little & I went up for a 25 minute's flip, not that I particularly wanted to but I was sent.

Saturday DECEMBER 8, 1917

This morning I went up in the mono pup again & managed to do two complete rolls having first asked Longton how to do it. Now that I have the idea I don't think it will be very difficult again.

This P.M. I went for a flip on the Bristol scout and it certainly is light on the controls, but I don't like it as much as a pup. Just as I was coming in a fellow crashed on the aerodrome & was killed.

Sunday DECEMBER 9, 1917

Being Sunday there wasn't going to be much flying to-day anyway, and on account of the mist there was none. I played two rounds of golf in the morning with Foster & was then asked down to Colonel Strange's for lunch by his brother. The Colonel was out but Mrs. Strange was just as nice as she could be & we had a very pleasant Sunday afternoon, just sitting around & being comfortable.

Orin came back the evening after having been away on a week's leave.

Monday DECEMBER 10, 1917

We had a horrid day to-day & did nothing. This morning I was transfered from D to B Squadron having done 32 hours & 30 minutes. I hope to learn a lot of acrobatic flying in B Squadron under Longton.

This afternoon was spent in playing bridge & being comfortable.

This evening Colonel McLean had his farewell dinner in the mess & we had a splendid celebration & gave him a fine send-off.

Tuesday DECEMBER 11, 1917

I did my first flying with B Squadron to-day which consisted in a formation for one hour & ten minutes. It certainly was rotten. The man next to me couldn't fly his machine & persisted in "S" turning. The result was that we were all driven out to the sides to keep from being crashed down.

In the afternoon I couldn't get a machine so I took it easy.

Wednesday DECEMBER 12, 1917

This morning I went up in a Pup & managed to amuse myself thoroughly. I did 3 or 4 rolls, glided on my back, rolled out of loops & other things. This afternoon I went over & called on Captain Studd & he seemed very fit indeed.

I got a large pacquet of letters to-day & hope to get some more soon again as the mail has been poor lately.

Thursday DECEMBER 13, 1917

I went up this A.M. & got through a gap in the clouds but soon everything was clouded over & I just managed to find my way home by lunch. I decided that the weather was going to be bad so I applied for leave & got off on the 11.15 tender to Pewsey.

When I got to London I dined with Aunt Lena & went to the theatre. We saw the "Saving Grace" & it was very good.

Friday DECEMBER 14, 1917

I went to headquarters this A.M. and tried to find out why I had never been notified about the payment of my mechanics. It turns out that they had forgotten all about it here but I think it is fixed up now.

This evening I went to the Savoy & met Bill Ely, having first called on Mr. Babington of 64 South Eaton Place who so kindly asked me to do so, saying that his son knows Abbott in America. Bill & I met several other fellows & we all dined together.

Saturday DECEMBER 15, 1917

I spent a very quiet day to-day, sitting around and writing, but in the evening things cheered up a bit. I met Elly again and after dining at the Savoy we went to see the "13th Chair" which I had never seen at home. It was most exciting but slightly drawn out.

We went straight back to bed & I was almost asleep before I had shut the door.

This P.M. I went with Aunt Lena to the musical in Albert Hall given in honor of the 1st seven divisions.

(22) X Sunday DECEMBER 16, 1917

Slept until eleven this morning & then did some writing. I had decided to have a lazy day.

I lunched with the Babingtons who were extremely nice to me and afterwards went to call on Aunt Alice & Mildred. Lord Acheson was there also & he rather amused me.

This evening was quietly spent talking to Aunt Lena about art & every other sort of thing.

Monday DECEMBER 17, 1917

I did a little shopping to-day & bought some things including a fur collar & chin-piece as a Xmas present from Pa. I caught the 3 oclock train back to Pensey & arrived at camp at about 5.45.

When I got here I found three packages from Catherine & was terribly pleased. One was a sweater she had made me, another a box of candy & the third a drinking cup marked with my initials. Needless to say I was extremely happy.

Tuesday DECEMBER 18, 191

To-day the weather was none too good but I tried a pup for a little just to get my hand in again. We have only one pup for the time being because the engines are being changed, but we will have more soon. I was landing much too slow and nearly stalled twice.

This evening there was the opening movie night with a combination of vaudeville and movies, and it was extremely good indeed.

Wednesday DECEMBER 19, 1917

There was flying all day to-day and after taking a short flip on a pup I had my first trip in a camel. They are very powerful machines but not as pleasant to fly or as comfortable as a pup. What's more they are very tricky & are apt to stall easily so one has to be very careful when "S" turning in. One boy got killed on one to-day by spinning into the ground.

I rolled one twice, but was unable to keep from falling into my belt. It seems queer but I tried many times to loop but couldn't, no matter how much left rudder I put on it always went to the right.

Thursday DECEMBER 20, 1917

It was foggy this morning so I didn't get up early. This afternoon people were flying & I wanted to go up but there weren't any spare machines, in fact we only had two serviceable.

This evening several officers had been having a party in the mess and after 10 pm & I had come back from the movies and were about to go to bed they all came & paid us a visit.

Friday DECEMBER 21, 1917

Foggy all day to-day and no flying at all. I spent the entire day playing pool and writing & feel very weary now. I hope there will be something doing to-morrow because I've had a week without much flying now and feel that I should like to start again.

This evening I went over to Olive's room and had cocoa with him which we cooked on his fire. It is very good and a pleasant habit to cultivate before going to bed.

Saturday DECEMBER 22, 1917

We did quite a little flying to-day as the weather was better and I've now done about three hours on a camel.

This evening the orchestra played for us at dinner as it was Saturday night and we had quite a gay time.

Sunday DECEMBER 23, 1917.

I flew over to Jan's right after lunch, dropped her a note about coming over Christmas, and after flying around a bit I started back. I had about 20 more minutes to fly so I practised landings with quite a lot of success. On the last one I came in felt my wheels touch & looked around to see if I was near the sheds, at the same time pulling back the stick. I still had a little flying speed and the result was that I left the ground again & pancaked five feet. One wheel broke off & of course I turned over. My belt was so tight that I hung in it for several minutes until someone came & helped me out. This is the first time I ever broke anything.

Monday DECEMBER 24, 1917.

I flew again early this afternoon & then went over to A Squadron to find Clude. He flew me over to Jan's in an area & had the misfortune to choose a plowed field. However I got him out with the help of others without any damage.

It is very nice here at Jan's and we had a fine dinner of roast hare this evening.

Tuesday DECEMBER 25, 1917

Christmas: At breakfast we had presents from Aunt Lena. I got a very nice bag for carrying toilet articles. Jan gave me a book & there was a package from Mayta containing socks she had made me.

I went to church with Aunt R. and came back for a dinner of turkey & plum-pudding from America.

This afternoon I went shooting with Dick & he got a partridge. They are very wild & hard to get near to.

Wednesday DECEMBER 26, 1917

Rude was coming for me this morning but couldn't owing to a scarcity of machines so I couldn't get back. I went shooting again this P.M. & then took a 3.20 train to Rudgersall. Fortunately I was able to get a taxi there to take me back to camp as it was 12 miles away.

On getting back I find a telegram asking me to report to Rawdon concerning mechanics debts, so I must go in to-morrow morning.

Thursday DECEMBER 27, 1917

Here I am in town and at last the money has been paid over to me, so when I go back I can pay the school all that is owed them by my mechanics.

I lunched at the officers club with Waters, the Lieut. who has come to the C.F.S. with 37 more mechanics. While there I met Richards, Trainer, Newall & others just over from America.

We all went to a show to-night called "Here & there" & it was rotten

Friday DECEMBER 28, 1917 26

After breakfasting with Aunt Lena I did a little shopping and then went down to H.Q. again to get any mail that might be there.

In the afternoon I got the three o'clock train back to school and although I couldn't find Waters in the station he was on the train all the time.

This evening I went to the sergeants dance but didn't stay long.

Saturday DECEMBER 29, 1917

On arriving at the sheds at 8.30 I found that there was only one "camel" serviceable & that I was due to fly at 11.30. I therefore walked up to the Avro flight in D squadron. They had several extra ones so they gladly gave me one to fly and I went over to see Studd & to let Major McEwan have a flip in the Avro which he did & enjoyed himself thoroughly. I then came back, got a camel & wandered over there again but didn't land.

(25) x Sunday DECEMBER 30, 1917

I did absolutely nothing all to-day but play pool, write letters & loaf. I had made arrangements to fly over to Oxford for lunch but it was foggy and there was absolutely no flying. Perhaps I will be able to get over there on Tuesday, New Years day.

Monday DECEMBER 31, 1917

It being very windy there wasn't much flying for anyone, and owing to the fact that we only had one serviceable "Camel" I didn't go up at all to-day.

This evening there was a large dance for the whole school in one of the instruction shops and I went to see the new year in, but it was very boring. I only danced about twice the whole time and I enjoyed myself most at about 11.30 when I came down to my room and made cocoa with Oliver.

Summary of my life during the last 6 months of

**1917 A.D.**

On July 23rd we set sail in the Orduna, our detachment consisting of 10 officers and 47 cadets. During the few days before our departure I had several of my friends out at Inamore to enjoy home comforts for the last time before leaving.

We traveled three days in the fog before we reached Halifax, where we stayed a week in port, spending a dull life on ship-board and enjoying ourselves as best we

knew how. At the end of the week we put out across the Atlantic together with four other troop ships and arrived at Liverpool on August 12th, having spent a most uncomfortable time on board our ship for three weeks as steerage passengers.

From Liverpool we crossed by train to Folkstone where we spent the night, and the next day we crossed the channel and proceeded to Paris.

At Paris I staid two months together with nine of my companions. Our life was dull and most disappointing at first but we managed to meet several old friends and wiled away the time as best we could. The hard part of it was, though, that we had no work to do and all the time we felt that we were wasting time. On October 3rd we got our commissions, and that was really all we had to show as a result of our two months work. It certainly was work to get them too. Soon after Ely, Mathews, Team and myself got orders to proceed to England to take charge of mechanics and Team flying.

We left Paris on October the 7th and were very happy to be leaving. On our arrival in London we were given our orders concerning our duties and Mathews and I were detailed to go to Netheravon on Salisbury Plain where we should learn to fly and also take command of detachments of mechanics in the near vicinity. After staying a day or two in London we set off for Netheravon on Oct. the 11th.

Netheravon was most comfortable and I met some very nice people there, particularly Captain Studd, my flight commander. The largest group of mechanics that I had was at the Central Flying School only five miles away. I had one group however, way up at Market Drayton and I was obliged to make a trip up there. I went on to Manchester and spent the night with the Kesslers.

After a month at Netheravon I had completed my flying there, having done four hours solo and 15 landings on a Maurice Farman pusher, so I was transferred to the Central Flying School. Here my flying made very quick progress and before long I felt quite at home in the air and had done most of the ordinary stunts. I was also near my mechanics now and it was much easier to take care of them. However, toward the end of November all the men in my command were ordered overseas so I was, from that time on, left with nothing but my flying to think about. I put in as much time as possible and before long I was flying pups. On Dec. 3rd I was graduated and posted to B Squadron to fly Camels. In this Squadron

I really was taught the finer arts of flying and stunting by Hongton who is the best Camel pilot I have ever seen.

By this time the C.F.S. had become a regular home to me and I got to know lots of people there very well. My quarters were exceptionally comfortable and the mess was a beautifully furnished stone building resembling a country club. For pastime we had squash courts, tennis courts and a golf course, as well as concerts every week and moving pictures in the evening.

From time to time I used to fly over to Thuxton 15 miles away to amuse Jeanette whose house was there and once I landed for lunch. When Christmas came around Aunt Lena was there too so I got two days off and was flown over there by a friend. I had a most pleasant Christmas and did quite a bit of shooting, and returned to the C.F.S. to feel that even though I was thousands of miles from home I still had some relatives with whom to enjoy my Xmas holiday.

Tuesday JANUARY 1, 1918

A terrific day with which to begin the new year; low clouds scooting over our very heads and a howling gale. Nothing but Avros, and perhaps an SE5, have been up all day and when any of them landed they almost always met with difficulties. Several machines turned over after they had landed & quite a number of planes were damaged.

I didn't fly at all but spent most of my day writing letters in front of the mess fire, a very lazy but comfortable life.

Wednesday JANUARY 2, 1918

Having received permission to stop out for lunch during my reconnaissance I went over to Jan's in the morning & dropped a note asking her to wave a handkerchief if she could have me and a friend. The handkerchief was waved so I went & got my friend. When we arrived Ellen, the waitress opened the door & informed me that everyone had gone but that she had the lunch ready. She said, that she had waved the handkerchief because she hated to disappoint me & knew that Mrs. Pease would like to have me. It was very funny but we had a fine lunch with a bottle of wine and it gave Ellen great pleasure to have us come.

(26)X Thursday JANUARY 3, 1918

Instead of stunting to-day I decided to do a little sight-seeing. I flew over to Stonehenge saw the old foundations of the Stone ages and then went on to Salisbury where I had a good look at the cathedral.

This evening I went to the movies to see my friend Charlie Chaplin & then retired to my room and took some aspirin and a hot rum toddy in hopes of breaking up a cold which has just come on.

Friday JANUARY 4, 1918

While up in a camel this A.M. I met some-one in a pup and we had a great old fight, first one with the advantage and then the other. He persisted in keeping up the scrap and I nearly died of exhaustion.

This P.M. we went on a formation of 2 pups & 3 camels. We went to Amesbury, Upavon, Yatesbury and home & took 1 hour and 10 minutes. I had to keep my head out the entire time & it was nearly blown off.

Saturday JANUARY 5, 1918

Nothing exciting occurred all day. I did a little flying as usual but the weather was quite poor so it wasn't much fun.

So I came into the aerodrome after my last flight this afternoon I saw Longton back again. He had been ordered out to the front but the medical board wouldn't pass him for winter service.

Sunday JANUARY 6, 1918

This morning I had fighting practice for 20 minutes with Longton. It was great fun but I couldn't get up to him. He is so light and knows his machine so well that he always kept above me. The result was that I couldn't try the offensive and after a while I attempted nothing but the defensive which I did quite well.

I have gotten on to rolling out of a loop now and also gliding on my back.

Monday JANUARY 7, 1918

This morning I asked permission to take a camel to Oxford and was told I could have one at 3.15. Just before lunch Calverly, one of the instructors here spun into the ground in a poop and was killed. The atmosphere at lunch was quite blue so I was glad to leave.

On arriving at the Oxford aerodrome, I asked the sergeant there where Lieut. Ely was and the answer was "Dead, sir, buried Saturday" He had been up Wednesday the 2nd for a joy-ride in a Bristol fighter & the pilot stalled near the ground & spun to earth. Both were killed instantly.

I telephoned Lady Oster & came here to her house to spend the night.

(27) X Tuesday JANUARY 8, 1918 28

Sir William & Lady Oster are just as nice as they can be and I deeply appreciate all that Lady O. did for Billy before his death and after. I went to lunch at the Wrights to-day because the Osters had to go to town and the Wrights were also ever so nice to me. Mrs. Wright gave me a pair of socks to take away with me and she and one of her daughters came up to the aerodrome with me to see me off. The day was a holiday there as well as here but I got someone to help me get started and we got the machine going without difficulty. It took me 35 minutes to get back if not less and 40 minutes to go there.

Wednesday JANUARY 9, 1918

The clouds were low this-morning and it was terribly cold, so I didn't enjoy my flip very much. The result was that I only staid up for 15 minutes.

This afternoon instead of having low clouds we had a howling wind and it was a pretty ticklish job riding bumps in a camel and also putting her on the floor.

I wrote letters to-day to both Lady Osler and Mrs. Wright in Oxford.

Thursday JANUARY 10, 1918

Wind all day. Machines were blown over from time to time and we had a great party. Fortunately I happened to manage successfully. In the morning I went up in a camel and fought Tiny Tipton in an S.E.5. I should have been able to outclimb him but I had a poor engine. Sad to say he put it well across me most of the time but the experience was good.

Friday JANUARY 11, 1918

It rained most of this morning from time to time so I didn't attempt to go up. In the afternoon Longton let me take his camel and I had a glorious flip. There's nothing like having a good engine.

This evening there was a concert at the camp "movie house" and it was quite good for a travelling company.

Saturday JANUARY 12, 1918

I went over to see Studd in the chief's camel at about 11 o'clock. He is going to Stonehenge & is in line for a squadron. I didn't stay long and when I left I amused his new huns a bit by diving on them. Before lunch I took Russell, the Irishman, up in an Avro and gave him a little excitement. He seemed to enjoy it.

This afternoon I took the chief's camel up again & managed to roll it to the left and then back again. It is much more difficult to the left.

(28) X

Sunday JANUARY 13, 1918

To-day no-one flew at all because the squadrons are changing sheds owing to the introduction of the new system. Hereafter each instructor will take a pupil right through from the beginning & will take him on each machine in turn.

This afternoon I went for a walk with Waters, which is the first bit of exercise I've had for some time.

Monday JANUARY 14, 1918

We all turned up at the sheds at 7.45 this morning in order to get the new system started on time but there was about two inches of snow already on the ground and it was still snowing hard, so we could do no flying. I went back to the mess and sat there all day doing practically nothing.

Tuesday JANUARY 15, 1918

I didn't wake up until ten minutes before nine this A.M. and although the weather looked bad there seemed to be some machines flying, so I had a quick cup of cocoa and rushed up to the sheds. It was raining but I went up just the same for 20 minutes. The hard part about flying in the rain was the landing.

To-night we went to the movies but they were rotten.

Wednesday JANUARY 16, 1918 29

More bad weather but at lunch time it cleared up. However there was no machine for me so I just stood around. Captain Salt the wing instructor took me up in an Avro for a few minutes just for the fun of it and I learnt a few things as well.

One of our crazest huns went off in Longtain's Camel and of course got lost. I certainly hope he didn't crash it.

Thursday JANUARY 17, 1918

Rain, sleet, snow, slush and fog were the chief factors noticeable in to-day's activity. Of course no one attempted to fly and I did nothing but read a book and play bridge.

This evening we went to the movies and saw "The Girl of the Golden West". It was quite good, but the picture which followed was awful.

Friday JANUARY 18, 1918

A repetition of yesterday. None of us did anything but play cards and write letters. I have been playing quite a little bridge lately anyway and life seems almost like days in Cambridge last winter when the weather was dud and when we all played bridge from morning till night.

Saturday JANUARY 19, 1918

The weather was fair this morning so I managed to get in two flips on 3802. I tried over and over again to roll to the left but each time I got almost over I lost my grip and fell into my belt.

This evening there was a concert in the anti-room given by the huns, but it was too long & drawn out. Afterward Bush & Oliver came to my room for cocoa & sardines on toast. I gave Bush one of my sweaters & he was delighted with it.

(29) Sunday JANUARY 20, 1918

I took the air at 8 o'clock and although quite windy it wasn't raining then. I was asked to stay up an hour by Rochester, my instructor. After about 20 minutes it began to rain and the wind was terrible, but I staid up. It was the worst day I've ever been up and the bumpiest. Fortunately I put her down all-right.

This afternoon I went for a 3 or 4 mile walk with Oliver.

Monday JANUARY 21, 1918

This morning Oliver and I had made arrangements to go to town on the 12.30 because to-morrow was promised as a day off. About a half an hour before we were about to start the Colonel cancelled the holiday & naturally everybody was wild. I couldn't get a camel so I took a pup up for a half an hour.

This evening I went to the movies & they were very good. Several of the other officers staid in the mess, got quite tinged & more or less broke the place up.

Two avros collided this morning in the air. Both de

Tuesday JANUARY 22, 1918

No flying for me to-day because people have been turning machines over and crashing them right and left.

This afternoon a new camel was delivered and a new type of Bristol scout also arrived here to give us a little exhibition. It performed very well. I spent most of the afternoon playing golf.

Wednesday JANUARY 23, 1918

Still no flying for me owing to lack of machines. I helped Markam send Jenkins off on his first flip solo & unfortunately he got his tail up too high & went over onto his nose. I wish I had never offered to assist.

I went to Nethersavon for lunch to-day because Oliver was going too, but Capt. Sudd wasn't there so I was more or less fooled. Our new Camel which arrived yesterday was immediately crashed by Eastman. Another new one came this evening.

Thursday JANUARY 24, 1918

Too windy for flying so at eleven o'clock we arranged to catch the 12.30 to Town as to-morrow is a holiday. Oliver, Raymond & I went in and later met Bush and Rochester who came in afterwards. We dined at the Waldorf having first had tea at Aunt Lena's. We then went to see Cheep and had a splendid time.

Friday JANUARY 25, 1918

I got up rather late and they spent most of the morning shopping with Oliver. We then all met at the Piccadilly for lunch because Tiny Tipton is going overseas and we wanted to have a farewell meal with him. It was a great success.

Oliver & I had tea again at Aunt Lena's and we all got the 5 o'clock train back. There was nothing to meet us at the station so we went to the Phoenix and had some cheese & crackers as well as a lot of noise while waiting for the transport to arrive

Saturday JANUARY 26, 1918 30

An absolutely impossible day for flying but much to my joy I found six camels in the shed waiting for action the next good day. Fourteen new ones have been allotted and 4 have already arrived. Pretty soon we will have about 20 camels waiting to be flown.

We went to the movies this evening and they were quite good.

(30) X Sunday JANUARY 27, 1918

No flying to-day and I spent most of my morning playing bridge. Right after lunch the fog lifted for a little while so I flew over to Netheravon with Oliver while he got his gloves. Soon after it was dud again so we were washed out for the day. I returned to the mess and once more started playing bridge.

Monday JANUARY 28, 1918

This morning Oliver & I started heading a formation around but the clouds were too low. We landed at Lakedown & then went on to Andover for lunch. On returning I had to go up again in a formation lead by Langton to do a patrol and attack some L.H.4s but we never saw them owing to the clouds.

This evening Graham & I took the 8 o'clock train to Town to go to Norwich. When we arrived in London a raid was going on. We didn't get to bed until after one.

Tuesday JANUARY 29, 1918

The weather was bad when we started to Norwich & the train didn't get in until two o'clock. It was almost three by the time we reached the aerodrome and only one of the new camels was ready. We tossed to see who should get it & fell to me. The mist was terrible, but fortunately there was another man flying a camel to Hornchurch near London and I followed him. I got in to London for the night and dined with Waters Lynn & his uncle. I spent the night at Aunt Lena's.

Wednesday JANUARY 30, 1918

The fog was terrible to-day so I didn't attempt to finish my trip. I stayed in town & did practically nothing. I lunched at the officer's club and afterwards went to headquarters where I heard that I am soon to go out with one of our squadrons in connection with the British. We will fly SE5s, & it will be about the first squadron to go overseas.

Thursday JANUARY 31, 1918

A terrible mist to-day too but I decided to try & reach the C.F.S. I got out to Horndean at 11.45 and although the mist was terrible I set out at 12.05 hoping to go to Hounslow for lunch. Once in the air I found that impossible. All London & the parts north were completely covered in fog. I went south west where I saw a hill & continued going by compass for I had no map. I had no idea where I was but I hoped to hit the channel or some place I knew. I reached Southampton, guessed it was Southampton & therefore started north until I reached Salisbury Plain I knew.

Friday FEBRUARY 1, 1918

I took all morning fixing up clearance papers etc. & packing to get ready to go to Turnberry & Ayr for aerial gunnery & fighting. I eventually got away on the 4.17 train from Hudgeryhall and arrived in town in time for dinner. Waters & I dined together at the Berkeley & afterwards went to see "Dear Brutus" which was a very good play. I then went to the club for the night as the Berkeley was full.

(31) X

Saturday FEBRUARY 2, 191 8

I got up early and took the 8.50 train out of St. Pancras station. I wrote letters all morning in the train & talked with two Scotchmen. The trip was very long & tiring. After changing trains twice I eventually got here to Turnberry at 9.30 in the evening & was given a room. This is a wonderfully large golfing hotel with the links & the dunes right on the sea front. I have a splendid room & all the comforts of home, linen sheets, hot baths etc.

Sunday FEBRUARY 3, 191 8 31

We got up early for breakfast and reported at 8.30. We were then all given instruction as to what to do & were numbered. My number while here is 153. All morning & afternoon we went to lectures in the gunnery hut and I must say I was tired & glad when the day was over.

Monday FEBRUARY 4, 1918

To-day was just as bad as yesterday & worse because everything was repeated all over again to-day. Added to that we were given a lot of notes to copy in the bargain and I am beginning to feel as if I were back again in ground school, to complete our day of misery we weren't finished at 4.30 but had to also attend a lecture for an hour at 5.15 on the C.C. gear which was terribly boring.

Tuesday FEBRUARY 5, 1918

To-day wasn't have bad. We spent the whole time shooting on the range & it was a lot of fun. We first did stoppages, then C.C. gear & then deflection practise. We had another lecture again to-night.

I got a letter from Pa & one from Mayta too to-day but most of all a cable saying that Rudy is engaged to Irene Turnure. Well I give up: think of Rudy as the father of a bouncing baby, I can't.

Wednesday FEBRUARY 6, 1918

This day was rather unfortunate for us because we did all of yesterday's work over again. We were supposed to go on the 100 yard range but it was out of commission so we had to content ourselves with reviewing. This evening I did a little writing and played bridge with some pretty poor players.

Thursday FEBRUARY 7, 1918

Absolutely nothing doing worth mentioning. Shooting is good enough fun but after a while you get tired of it. I went on the 200 yard range and the morning firing I got fairly good scores but that doesn't necessarily mean that I can shoot. At lunch time I went to a lecture on the Kanger gear which was quite good.

Friday FEBRUARY 8, 1918 32

More shooting to-day as usual, and some of it practises on stoppages. Lord knows I ought to be pretty good at them by now. This evening some new people arrived and one of them was Gile, Charlie's friend who comes from Colorado. He seems to be an awfully nice fellow and a good sort.

(33) X Saturday FEBRUARY 9, 1918

To-day we worked on the range all morning and in the afternoon, being Saturday we were free to do as we liked. I had just received several letters in the morning so I decided to answer them first and then spent the rest of the time enjoying myself.

Sunday FEBRUARY 10, 1918

Our work was down on the range and in the huts as usual this morning but we had the afternoon in the hotel for the purpose of writing up our notes. I had already done some of my notes already so after I finished I had a very pleasant afternoon playing bridge.

Monday FEBRUARY 11, 1918

A terribly boring day on the range & in the huts again, thank goodness its my last in X group for I should certainly never be able to stand another. In all my life I have never been so awfully fed up before.

Tuesday FEBRUARY 12, 1918

This morning we had our oral examination on guns, gears and sighting. Before I went in several of us made up a pool of two shillings each for the person who got the best marks. The exam was great fun and I enjoyed it a lot. I always did like oral exams a great deal. Incidently I got 99%, the highest mark of the lot, and therefore won 12 shillings which didn't hurt my feelings.

Wednesday FEBRUARY 13, 1918.

Nothing doing all morning on account of the mist, so I stayed in doors, wrote letters & played bridge. In the afternoon things didn't look very promising & I managed to get some one to play golf with me. No sooner had we started than the hooter blew & we had to go to the aerodrome for flying, but when we got there it was washed out.

Thursday FEBRUARY 14, 1918.

To-day was quite a busy day We went down to the aerodrome early & spent all morning doing our tests. We were taken up in BE 2C's & BE 2E's & personally I never have flown with such terrible pilots. The afternoon was just as bad & I'm thankful to say that I'm almost finished.

Friday FEBRUARY 15, 1918.

No flying to-day either in the morning or afternoon so I spent the whole day playing golf. Four of us started and in the morning we only did twelve holes but in the afternoon we got through fourteen. It was terrible in the beginning but toward the end I improved slightly. It was great fun though and fine exercise.

(34) X Saturday FEBRUARY 16, 1918

Our last day at Turnberry. We took the five o'clock train for Ayr and arrived here about a half an hour later & were taken to our billet in a tender. Our quarters would be all right but there is no furniture except a bed and a lot of us are in one room. The food is good, though, and the living room fairly comfortable, so I dare say we will manage well enough for a couple of weeks.

X Sunday FEBRUARY 17, 1918 33

We went up to the aerodrome this morning in a bus and found that we have to wait a while in the pool owing to the number of students ahead of us. Several machines were up and I am very keen to get flying again. This afternoon I wrote letters and read.

Monday FEBRUARY 18, 1918

Owing to the rain and bad weather no one went to the aerodrome so I made good use of the time by going down to the town and getting my hair cut with Howling. I bought several things & on the way back walked up Mudton road to find a place called "Braemar". In the afternoon Howling & I went and called on Mr. Abbott, the man who lives there & he was exceedingly nice to us. I happened to meet a Mrs. Willis on the train and she said he was her uncle & gave me the address, so that's how I happened to go and call.

Tuesday FEBRUARY 19, 1918

When we went up to the aerodrome this morning they had nothing for us to do so we were given the day off. I walked around through the town and was much impressed by the neatness and prosperous appearance of the many stone houses. One never sees a wooden house in this country.

All afternoon I read and did practically nothing. In the evening Howling & I called on Mr. & Mrs. Abbott again and had a very pleasant time listening to the Welte-piano, a remarkable instrument.

Wednesday FEBRUARY 20, 1918

To-day I started flying. I was first taken up for 10 minutes in an avro and put through stunts and I almost got sick. I don't mind stunting myself but I hate it when anyone else does it to me. a little later I went up in a Camel and tossed it around to my heart's delight.

In the afternoon I went up on a formation in a camel but it was a poor formation & not much fun.

(35) X Thursday FEBRUARY 21, 1918

Terrible wind and rain all day. I spent the better part of the morning reading and writing letters.

In the evening Allen and I walked down Tout and Took in the movies, but they weren't any good.

Friday FEBRUARY 22, 1918

We got up late this A.M. so rather than go without breakfast we went down to the station hotel and had some there. In the afternoon I left my suit to be pressed and then went to the hotel again & indulged in a bath.

This evening Howling & I dined with Mr. & Mrs. Abbott and had a splendid dinner. Afterward some young ladies by the name of Watson dropped in. One of them has been a nurse in France for two years & is most interesting.

Saturday FEBRUARY 23, 1918

I had a splendid day to day. I went to Mr. Abbott's house right after breakfast and we took the train up to his brother's house in Troy. We all lunched together at their house and they were just as nice as they could be. After lunch both Mr. Abbott & myself played a round of golf and I had a glorious time, I certainly appreciated it more than anyone can imagine.

Sunday FEBRUARY 24, 1918

A very lazy day. I never got up until very late this morning and then spent the entire day indoors owing to the wind and rain. In the afternoon I wrote letters and this evening I read a book called "Sonia" which proves to be quite interesting and original in style.

Monday FEBRUARY 25, 1918

Fine weather and flying. In the morning we did a sham battle. Two formations of camels went as escort to a formation of Avros which was theoretically supposed to bomb Moon. We were met by hostile aircraft and our duty was to fight them off & keep them from bothering the bombers. There were so few of them though that they had no chance.

This evening I walked around to the Watson's to tell them that I will be in for dinner to-morrow and I stayed there some time.

Tuesday FEBRUARY 26, 191 8

I received several letters this morning, two of which were from C. W., and rather disconcerting as well. I therefore did a bit of writing in return until lunch time. In the afternoon I went down town and got some snapshots & also had an affidavit sworn on my income return.

This evening Gile and I went out to the Watsons for dinner and had a most lively evening playing games.

Wednesday FEBRUARY 27, 191 8

We had flying this A.M. and I did two hours in all & had a fine time. I first did a bit of fighting against Hamilton and faged pretty well. I then flew over the Watsons' house and successfully put the wind up them all. I next flew over to Turnberry with Hamilton and together we raised all the hell we could by diving on everything & everybody & chasing them to cover.

This evening Armstrong & I went to the Abbott's to call.

Thursday FEBRUARY 28, 1918

Got up late this morning and had no breakfast. I then read a bit before lunch. I regret to say that I stayed in doors all this afternoon & played bridge.

This evening Armstrong & I were invited to the Abbotts after dinner & we played billiards and had a splendid time.

Friday MARCH 1, 1918

Flying all day to-day but this morning I was informed that I had finished the course, so I didn't get a chance to fly in the afternoon. It seems that most of my course consisted in fighting students for I never had a single scrap with an instructor & hence didn't learn much.

This evening Legs & I went calling at the Watsons & had a very pleasant time.

Saturday MARCH 2, 1918

I flew this morning on one of the pod camels and had a splendid time coming chasing up the beach.

This afternoon, though, was the time to be remembered. I went up to Troon & played in a foursome with three friends of Mr. Abbotts. It was an exceptionally close match and we only won on the 18th hole. I am going up again on Monday afternoon to play a round with Mr. Laird.

Sunday MARCH 3, 1918

This morning was a half-holiday so we all took it easy, but this P.M. there was flying & I took a short flip early in the afternoon. At about three o'clock the Watsons came up to look around the aerodrome & I got them a pass. Unfortunately there was a very bad crash in a camel of one of our naval flies, but luckily he wasn't killed.

Monday MARCH 4, 1918

This a. m. I flew for an hour and 10 minutes and in the first part of the time I scrapped Colonel Rees in a D.H.2. & it was great fun. I then flew to Turnberry and looked around.

In the afternoon I went to Troon and played a round of golf with Mr. Laird and afterwards dined with him, and had a most pleasant afternoon & evening.

Tuesday MARCH 5, 1918

a 36 hole day. Mr. George Abbott & I left there early this A.M. & took the car to Prestwick where we met Mr. Frank Abbott and Mr. Laird. Mr. F. A. & I took the other two on both morning & afternoon but were defeated by a small margin. It was a great day and I had a glorious time. I came home & dined with Mr. G. A. afterward.

(37) X

Wednesday MARCH 6, 1918

This morning Davidson & I went out to Old Prestwick and had a round of golf. He was off form & I was doing better than yesterday so it wasn't much of a match. I went out in 48 & came in in 44 which wasn't very bad.

This P.M. it was too windy for flying so I went out with several other fellows to see Burn's cottage & monument. The latter & its surroundings was very beautiful.

Thursday MARCH 7, 1918

I went up to the aerodrome to-day but owing to the lack of machines in the Pool I couldn't get a flip. I was standing by the shed when a Camel spun into the ground. I was one of the first out to the crash & helped get the man out of the wreckage, but he was hopelessly mashed up and dead before we even got him out.

Ortmeyer, an American officer, also spun into the ground and was killed.

Friday MARCH 8, 1918

To-day I played 36 holes of golf at Prestwick with Biset. I was going quite well with an 88 in the morning and 86 in the afternoon. Wilson & Davidson also played a match & we had a fine day.

When I got back I heard that Velie, an American naval flier, had also spun himself into the ground to his death. We seem to have had a rather unfortunate week.

Saturday MARCH 9, 1918

All day at Troon with Mr. Laird. We played a four ball match & it was quite even. Mr. Stephen & I played Mr. Laird & Mr. Clark, giving the latter a third of a stroke. I lunched at the club and dined with the Lairds in the evening. It certainly is great to get so much golf & I'm not a bit anxious to leave here.

Sunday MARCH 10, 1918

This morning I slept rather late & then walked down to the Station Hotel with Bissot to get a good hot bath, something quite impossible at Westfield.

This afternoon I borrowed a Camel from C. Flight & flew for a half an hour. When I came in there was about 200 feet of telegraph wire wound around my propeller shaft, I must have struck it head on when flying up the street of Treon & consider myself very lucky not to have smashed my prop or to have been upset by it.

Monday MARCH 11, 1918

This morning I went out to Prestwick & played a round with Hunter the professional. I held him all square the first 9 holes he getting a 38 and I a 39. On the way home against the wind I met with a grief and the match ended on the 16th hole. I was good fun, though, and good for my game.

Tuesday, MARCH 12, 1918

Up to Troon on the 9 o'clock train. Before lunch I played a twosome with Mr. Laird and in the afternoon a two-ball foursome, Miss L. & I against Mr. Laird & Miss Gilmore, his future daughter-in-law. It was rather good fun & a fairly close match.

I staid for dinner and the evening with the Lapds & returned on the 10.45 train having had a most pleasant & healthy day.

(38) × Wednesday MARCH 13, 1918

Troon again this A.M. to play a match with Jenkins, the brother of the champion who now holds the international cup. He is just out of hospital and off his game so I managed to beat him. At times we played very well for a bit & then suddenly very badly.

This evening Davidson & I went out to the Watsons for dinner, played the piano etc. & were quite happy.

Thursday MARCH 14, 1918

I went up to the aerodrome this A.M. and was informed that five other American "Camel" pilots & myself were to leave for overseas to-night.

In the afternoon I managed to get a short flight then went & packed my things.

I dined with the Abbotts, and the Watsons came down to the station to see me off. When I got to Broom Miss Laird & Miss Gilmore were at the station to say good-bye to me on the way through, so all in all I had a fine send off.

Friday MARCH 15, 1918

I sat up all last night in the train & consequently felt very tired this morning. After breakfasting with Aunt Lena I reported to Mason's yard & was ordered to the C.F.S. to go through a gas chamber & get my kit. I took the afternoon train out & got there in time for dinner & met all my old friends. We had a fine little reunion. I am going through the gas on Monday afternoon.

Saturday MARCH 16, 1918

I had nothing to do all day at the C. F. S. but enjoy myself. I was given a "Camel" to fly around in all day and I had a great time. In the morning I took a short flip but I was gone for three hours in the afternoon & visited several aerodromes to look up friends. The only person I managed to locate was Major McEwan.

This evening we all went to the concert which was quite good.

Sunday MARCH 17, 1918

To-day was very misty & quite misty but Oliver & I decided to take two "Camels" & go to Hamble to see the Emmons. We managed to get there successfully & landed in the Avro field right next to their house. We stayed for lunch and afterward gave them an exhibition battle for amusement.

Monday MARCH 18, 1918

I got all my kit packed up this morning and arranged for my departure. I then had an hour to spare and took my last flip while in England.

Waters and I left at 1.30 for Lark Hill where we went through the gas chamber & afterward we left Salisbury for London. We spent the night at the Berkeley, Gordon Schultz was there, & after a dinner we went to see Arlette.

Tuesday MARCH 19, 1918

I reported at Mason's yard again this morning and received orders to leave on the 7.35 to-morrow morning for Boulogne. I then ran around town getting money & doing various other errands and I just had enough spare time to take lunch & dinner with Aunt Lena and say good-bye to her.

I took a room at the Rubens near the Victoria station & had a good quiet night.

(39)x Wednesday MARCH 20, 1918

I got up at six this morning & took my way to the station where I got my baggage on the troop train. We left Folkstone on the 11 o'clock boat & reached Boulogne in time for a late lunch.

On reporting at the A.M.L.O's office I received orders to take the 12.30 night train to the pilot's pool at Candas. When I got on the train I was more dead than alive but I hardly dared even sleep because I had to change trains at Amiens at 5.30.

Thursday MARCH 21, 1918

Reached Amiens, pitch dark & nobody to tell me anything. I eventually was told that the Candas train was that alongside. I then had to look for baggage but none had been put off the train. I found a porter and being able to talk French got into a baggage where I found my luggage. My train was leaving in 2 minutes & I just got it onto the car by arguing with a baggage man. I was the only one out of 26 officers who got his luggage & himself on the early train.

Arrived here at Candas in the middle of the morning & spent the day sleeping & reading

Friday MARCH 22, 1918

A day with absolutely nothing to do but rest and look around.

This is a huge A.S.D. and there are all sorts of imagineable machines here under repair. Many Hun prisoners are being used around the camp and troops go by every minute so the place has quite a war-like appearance.

I have met several fellows here that I knew in England and was very glad to see them.

Saturday MARCH 23, 1918

Last night I had quite a scare because an A.E.O. sleeps in the back of our hut and in the middle of the night he got up & started wandering around and yelling out all sorts of things in his sleep.

To-day Clay and I were posted to 43 squadron but nothing came for us as they are moving.

We went to the movies this evening and saw a pretty good William Hart picture.

Sunday MARCH 24, 1918

This morning Clay and I had nothing to do so we went down to headquarters and got permission to get two saddle horses from the stables & go for a ride. We had a great ride and it was fine exercise although it took us about an hour to find the stable in the village after we got permission to have the mounts.

This evening was wonderful & clear & we watched the F.E.8's go out on their night bombing expeditions. The Huns are making a terrific push & have gained all our ground back of the last 2 years.

Monday MARCH 25, 1918 38

This morning the tender from 43 came for us and we are now with the squadron at Avesnes le Comte. We are flying 130 horsepower Camels in this squadron & it is doing excellent work. Yesterday they brought down 12 huns, one man getting six. In the past 3 months they have had no casualties.

I am billeted in the town in a very nice small room and expect to stay here until the squadron moves back to its regular place. We are down here just for the push.

(40)x

Tuesday MARCH 26, 1918

I have been put in C flight with Captain Woollett as my commander and he seems to be an exceptionally nice man. At present I will fly when I get a chance behind the lines in order to learn the country and in about two or three weeks I'll start in as a war pilot and then the excitement will begin. As far as I can make out I at least have about a 50-50 chance of getting away with it.

Wednesday MARCH 27, 1918

This morning the clouds were quite low and the whole squadron went out on an offensive patrol but Capt. Trollope & four men in his flight never came back. It is doubtful what happened to them but they were last seen fighting about twice their number of Huns and we're afraid that their prospects of returning are pretty bad.

To-day we got orders to prepare to move to-morrow so it doesn't seem as though we will be here long

Thursday MARCH 28, 1918

I was assistant orderly officer to-day and relieved Clay at meals. It was raining all day and there was no flying. We are still all parked up to move and hence we couldn't eat at our mess but all went down to a little officer's club in the town. We had rather an amusing evening and the party was quite hilarious. We have had no news to-day of the five Post machines & I'm afraid they are in Hun-land either dead or alive.

(41) X Friday MARCH 29, 1918

To-day I was orderly officer and expected to spend a good deal of my time in the O.C.'s office, but at lunch time five of us were sent to St. André to get new machines. It was terribly windy & bumpy and my pressure wouldn't work. I came home on gravity but as I came in to land the bumps were so bad that my feed wouldn't work and it was all I could do to get in.

I met Colonel Playfair when I got back & he remembered me. He is our wing C.O. & was my wing C.O. at Hetheringsett.

Saturday MARCH 30, 1918

A terribly bad and windy day and in consequence no-one did any flying. I sat around all day and made good use of my time by writing letters to all sorts of people, to whom I owed letters.

Sunday MARCH 31, 1918

Clay and I had a most tiring and not altogether pleasant job. We had to go through the kits of six officers who are missing and make a detailed inventory of their things. It took us all day and I certainly am glad to be finished. It's the first time I ever spent an easier Sunday like that.

Monday APRIL 1, 1918

I didn't do much all day to-day as usual, and in the morning my chief occupation was reading and writing letters.

This P.M. I got a machine and went up for an hour. I went over to Ancqs and had a good look at the lines and they came back and study the country around the aerodrome.

Tuesday APRIL 2, 1918

To-day I had two flips, first by myself and then on a formation with two other machines. We went all the way down our area of the line and learnt the part we will have to work over. At times we got over the Hun lines but didn't get archied.

As I walked home to-night it was very dark & raining gently. In contrast the sky was lit up incessantly by huge flashes from our big guns & the roar was like thunder. It was so fearful & awe-inspiring that even the townspeople whispered to each other & didn't seem to dare to talk aloud.

Wednesday APRIL 3, 1918 (42) x

No flying of any sort owing to the bad weather in the morning, but in the afternoon some of the boys were sent up balloon straffing. Captain Woollett my flight commander got three.

I, myself, got no chance to fly at all and spent my time reading and writing.

Thursday APRIL 4, 1918

Nothing but rain to-day. I stayed in all day, and in the afternoon I got so tired of it that I started playing poker and naturally enough I lost in the good old fashion way but one has to do something to keep amused.

Friday APRIL 5, 1918

Reading all day & no flying but this evening two Tenders took a lot of us to Arsiens, supposedly to have a gay time, but when we got there we were most disappointed. The whole city was absolutely deserted and it was all we could do to squeeze into a terrible little place for a meal. Windows were broken and walls of buildings caved in by shell fire, and even as we entered the town two shells burst not far away from us.

Saturday APRIL 6, 1918

To-day I did a little flying around and practised stalls. In the afternoon all three flights went out separately on ground straffing jobs and six of the men didn't return, but one wired late this evening that he got back safely. The other five are either prisoners or killed I'm afraid. They were Lewis, Mather, Hudson Bailey & Hill. Our fellows brought down five huns themselves.

Sunday APRIL 7, 1918

This morning I went on a formation down the line to study the country and think I know it pretty well now.

When I came back I was sent over to St. André with two other fellows to bring back new machines. The one I got will be mine henceforward and I have W for my letter. It seems like a very good machine. On landing Johnson crashed owing to the rain & wrote his off.

(43)x Monday APRIL 8, 1918

Rain all day to-day and I didn't get a chance to test my machine after it was fixed up for work. I read a good deal of the day but spent the rest of the day painting american shields which I am using put on my machine.

Tuesday APRIL 9, 1918

To-day I was orderly officer and being wet there was no flying anyway so I hadn't much else to do. I censored letters & then finished my U.S. shields.

I sat up late before going to bed in order to wait for the O.P. orders which came through at about midnight given by the Colonel himself on the telephone

Wednesday APRIL 10, 1918

I was up early this morning standing by to go on my first patrol at eight o'clock but execution orders never came through all day. I tested my new machine and she flies very well although the engine doesn't rev. quite as high as I might wish.

To-night a regiment marched by, each battalion playing its band and the men singing as they went up to the trenches. It was a most impressive thing to hear & filled one's mind with the wonders of the war.