

PILOT'S FLYING

LOG BOOK

I

Name R. H. B. Ker,

Rank 1st Lt. Captain

Regiment) 48th Sattler's
or Corps) R.F.C.

J. L. S. Co. - W. 100 - 100 - 100 - 100

R. H. B. Ker
Kershaugh,
Victoria,
British Columbia

PAL MSS 791

PHI MSS 796

INSTRUCTIONS FOR KEEPING PILOT'S LOGS.

- 1. All entries will be made in ink.
- 2. Care and neatness facilitates the checking off the Log.
- 3. All columns (Except the "passenger" if under instruction (Column.) should be filled in, particular care being taken that under the "wind" column, the direction and velocity of the wind is stated.

In the "remarks" column against each flight, a small diary of the record of the flight should be given, for example:-

- (1) Commenced instruction under Lieut. Stopford. practiced straights &c.
- (2) Accompanied Lieut. Wanklyn as passenger. Took temporary charge of controls for first time &c.
- (3) Made first solo flight. Circuits round aerodrome and practiced straights and landings, &c
- (4) Went for certificate and qualified or otherwise &c.

- 4. After having qualified for the R.A.C. Certificate, the log should be neatly lined off in red ink and the entries:-
 Total time in the air up to and including certificate
 hours minutes.
 Total time in air alone hours minutes will
 be entered, and all time in the air will be carried forward.

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
Oct. 13 th 10:37 am		M.F.L.H. 2977	Self [C. Parker] pilot	9 mins	900 ft.	Farnborough circuit	Joy ride
Time in air for week Total time						ending 13 th Oct., 1915 — in air — 9 minutes	9 minutes 7.7 W.
14-10-15 5:19 pm	—	M.F.L.H. 2977	Self [C. Parker] pilot	26 mins		straights & circuit	Sat in back seat, & held controls
16-10-15 9:35 am	—	M.F.L.H. 2975	Self [C. Parker] pilot	30 m.		straights	Sat in front seat
" 11:20 am	—	M.F.L.H. 2975	do.	25 m.		straights	do.
17-10-15 10:16 am	—	M.F.L.H. 2994	Self [Major Waldron] pilot	33 m.		straights & landings	do.
" 4:28 pm	—	M.F.L.H. 2975	Self [T. Jenkins] pilot	17 m.		straights & landings	do.
" 5:5 pm	—	M.F.L.H. 2977	do.	5 m.		straight	do.
18-10-15 3:30 pm	—	M.F.L.H. 2975	Self [C. Parker] pilot	10 m.		straights & landings	do.
" 4:25 pm	—	M.F.L.H. 2994	—	18 m.	500 ft.	1 straight & 2 circuits	First solo.
19-10-15 9:45 am	N.E. Light	M.F.L.H. 2975	—	17 m.	500 ft.	2 circuits	Bumpy
" 4:47 pm	do.	M.F.L.H. 2975	—	20 m.	1100 ft.	2 circuits	Bumpy

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
10-43 am		M.F.L.H.				Yarborough	turnings & landings
20-10-15		2975	—	12 m.	500 ft.		
" 11-20 am		M.F.L.H.					
"		2977	—	24 m.	500 ft.		
Time in air for Total time						week ending 20 th Oct., 1915 — <u>3 h. 57 m.</u> in air — <u>4 h. 6 m.</u> 77 h.	
11-10 am		M.F.L.H.				ticket Brooklands & back	first cross-country. landed too near sheds, tried to turn machine, right wing-tip hit ground & smashed under- carriage.
22-10-15		2994	—	20 mins.			
11-12 am		M.F.L.H.					
23-10-15		2975	—	43 mins	1400 ft.		
9-10 am		M.F.L.H.					
27-10-15		2995	—	15 mins	1300 ft.		
Time in air for week Total time						ending 27 th Oct., 1915 — <u>1 h. 18 m.</u> in air — <u>5 h. 24 m.</u>	
10-3 am		M.F.L.H.				circuits	
29-10-15		2994	—	17 mins.			
10-55 am		M.F.L.H.					
3-11-15		2994	—	18 mins			
Time in air for week Total time						ending 3 rd Nov., 1915 — <u>35 mins.</u> in air — <u>5 h. 59 mins.</u>	

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height
10-20am		B.E. 2C			
8-8-16	S.W. 25	5400 V.F.2.		20m.	2900
11.0am					
17-1-16	W. 15	2867	self	10m.	400
3-40pm		H.F.			
23-1-16	S.W. 12	563 V.F.2.	self	10m.	600
3-55pm					
"	S.W. 12	5655 V.F.2.	self	20m.	4000
3-15pm					
24-1-16	S.E. 12	5653	self	5m.	500
4-0pm		B.E. 2C			
"	S.E. 12	2092	self	10m.	2000
8-25am		H.F.			
25-1-16	S.E. 5	563 V.F.2.	self	25m.	600
11-50am					
"	S.E. 15	2346 V.F.2.		25m.	2000
3-45pm					
"	S.E. 10	2346	Cpl. Kirby	15m.	1700
8-25am		D.H. Sc.			
26-1-16	S.E. 10	5924		10m.	2000
10-20am		D.H. Sc.			
"	S.E. 10	5924		25m.	2100
8-0am		D.H. Sc.			
27-1-16	S.E. 5	5926		30m.	1000
3-30pm		D.H. Sc.			
"	S.E. 5	5926		10m.	1200
7-55am		D.H. Sc.			
28-1-16		5924		15m.	1500
3-10pm		B.E. 2C			
29-1-16	S.W. 5	2687	Sgt. Duffin	5m.	2000

Total time in air to 31st

No. 24 Squadron, Hounslow, S.W.

Course	Remarks
aerodrome	very bumpy.
Hythe. Firing at target with Lewis gun.	
Joy ride with Sibley	Pilot - Lt. Terwill
Joy ride with Sibley	Hounslow
Joy ride with Sibley.	Engine running badly.
Joy ride with Capt. Mitchell.	Did one loop.
Dual control with Capt. Chamberlain	
First time piloting a Vickers	
First flight in D.H. Scout. - Cloudy	
Practised landings & upward spirals.	
Landings.	Cloudy.
	Cloudy, & wet mist.

Jan., 1916 — 530 h. 50 m.

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
11:30 am		V. F. 1.					
2-2-16	S.E. 10	5653	self	45 m.	1200	Hounslow to Hendon.	Lost way, landed at Sandridge. Pilot - Lt. Seruill
" 1 am	S.E. 10	D.H.Sc. 5935		15 m.	1200	Hendon to Hounslow.	Cloudy & misty
11:25 am		D.H.Sc. 5924		45 m.	6500	Hounslow to Folkestone.	75 miles in 30 minutes
7-2-16	W.N.W. 30	D.H.Sc. 5924		35 m.	9000	Folkestone to St. Omer	Detected nose of machine on landing. Left Folkestone at 6500 ft. Unsuccessful crossing.
" 1:50 pm	W. 30	D.H.Sc. 5924		1h. 25 m.	9500	St. Omer patrol	
" 11:5 am	W. 8	D.H.Sc. 5924		60 m.	2500	St. Omer to Bertangles	Moving to new aerodrome
9-2-16	W. 20	D.H.Sc. 5924		10 m.	1000	Bertangles to Allonville (No. 9 Squ.)	
10-2-16		D.H.Sc. 5924		15 m.	1500	Allonville to Bertangles	
11-2-16		D.H.Sc. 5924		15 m.	2000	Round Bertangles. Pilot - Lt. Simpson (No. 9)	
13-2-16		B.E. 2c 2102	self	5 m.	500	Bertangles	Broke propeller
" 3:15 pm		D.H.Sc. 5924		5 m.	1200	Bertangles	Testing engine
" 4:0 pm		D.H.Sc. 5924		50 m.	8500	Patrol - Suzanne, Albert, Beaumont, Bienwillers.	(4 machines)
" 3:40 pm		D.H.Sc. 5924		1h. 5 m.	8500	Practice patrol - lines about Albert	
" 5:0 pm		D.H.Sc. 5924		1h. 15 m.	2100	Army patrol - Boulainville, Rubempre, La Vieoigne	
20-2-16		D.H.Sc. 5924		10 m.	700	Army patrol - do.	Clouds too low.
21-2-16		D.H.Sc. 5924		60 m.	10500	Army patrol - do.	
22-2-16		D.H.Sc. 5924		1h. 20 m.	9500	Army patrol - do.	
" 4:0 pm		D.H.Sc. 5924		1h. 5 m.	3400	Army patrol - do.	Clouds too low.
24-2-16		D.H.Sc. 5924					
" 12:20 pm		D.H.Sc. 5924					
27-2-16		D.H.Sc. 5924					
" 2:45 pm		D.H.Sc. 5924					
28-2-16		D.H.Sc. 5924					
" 3:15 pm		D.H.Sc. 5924					
" 8:30 am		D.H.Sc. 5924					
29-2-16		D.H.Sc. 5924					
" 1:10 pm		D.H.Sc. 5924					
Total time in air to						29 th Feb., 1916 - 43 h. 10 m.	

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
2-20 pm		D. H. Sc. 5924		5.5m	10000	Reconn. escort F.E.2bs (No. 12).	Too cloudy.
1-6-16 3-55 pm		D. H. Sc. 5924		10m	2000	To No. 9 aerodrome, Allouville	
" 5-10 pm		D. H. Sc. 5924		2h. 5m	10000	Artillery escort BE2cs (No. 9) Suzanne salient	
" 5-55 pm	W. 60 at 10,000	D. H. Sc. 5924		1h. 50m	12000	Patrol. Strong wind	
2-6-16 6-20 pm		D. H. Sc. 6000		10m	4000	Test flight	
3-6-16 1-35 pm		D. H. Sc. 5924		5.5m	5000	Patrol. very cloudy.	
9-6-16 7-0 pm		D. H. Sc. 5924		40m	8500	Practice patrol in formation - 6.	
10-6-16 3-5 pm		D. H. Sc. 5924		2h. 5m	11500	Patrol.	
16-6-16 10-45 am		D. H. Sc. 5924		15m	4500	visiting French aerodrome: Villers Bretonneux	
17-6-16 11-15 am		D. H. Sc. 5924		5m	2500	do. : Lachy (from Villers Bretonneux)	
" 11-50 am		D. H. Sc. 5924		40m	5500	Return home via French aerodromes at Moreuil & Couvrel.	
" 1-40 pm		D. H. Sc. 5924		2h. 20m	11500	Patrol	
" 6-55 pm		D. H. Sc. 5924		1h. 10m	10500	Patrol	
3 " 2-45 pm		D. H. Sc. 5924		1h. 30m	10000	Escorting BE2c. (No. 4)	Attacked 9 Hun machines going east over Albert - got one down
18-6-16 8-20 am		D. H. Sc. 5924		15m	4500	To No. 4's aerodrome, Baizieux.	
8 20-6-16 9-5 am		D. H. Sc. 5924		2h.	9000	Escorted BE2c photography: Martin) nich-Miraumont	
" 4-15 am		D. H. Sc. 5924		2h. 5m	11000	Patrol	
21-6-16 5-0 pm		D. H. Sc. 5924		2h. 15m	11000	Patrol	
" 8-5 am		D. H. Sc. 5924		1h. 50m	10500	Offensive Patrol. Saw 'Jokers' just S. of Bapaume & dived down to 6000ft. after him. Landed at No. 3's aerodrome Labrousse, owing to plug trouble.	
22-6-16		D. H. Sc. 5924		23-15			

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
8:45 am		D.H.Sc.					offensive Patrol. Main petrol tank burst.
1-7-16	W. 20	5924		12.20m	9500		our infantry advancing; great activity.
"	5:20 pm	D.H.Sc. 5924		5m	1000		H.A. Patrol. Returned because of engine vibrating.
"	5:25 pm	D.H.Sc. 5968		12.45m	10000		H.A. Patrol.
"	8:0 pm	D.H.Sc. 5924		5m	1500		rest flight
"	1:45 pm	D.H.Sc. 5924		12.15m	9000		offensive Patrol. Main petrol tank burst.
2-7-16		D.H.Sc. 5924		22.10m	10500		Patrol - IV Army TVI French Army. ^{Saw D.H. get direct} hit by A.P. shell near Buzieux
3-7-16	8:20 am	D.H.Sc. 5924		50m	6000		Escort - F.E.2b's (no. 22). Clouds thick & low.
6-7-16	10:20 am	D.H.Sc. 6010		50 5m	8000		Escort - do. Fight with 6 ^{Roland Scouts} planes over Bapaume at 2500 ft. } Main petrol tank shot. Ran on emergency tank. }
"	11:50 am	D.H.Sc. 6010		15m	3500		Return from Buzieux (no. 4) after landing for petrol.
"	7:50 pm	D.H.Sc. 5924		5m	2500		rest flight
"	9:5 am	D.H.Sc. 5924		35m	1000		Patrol. Clouds & rain at 600 ft. Landed at Buzieux.
7-7-16	2:25 pm	D.H.Sc. 5924		15m	3500		Return from Buzieux. Thick clouds & rain.
"	9:35 am	D.H.Sc. 5965		22.10m	12000		Escort - F.E.2b's (no. 22). Then joined offensive Patrol.
3 9-7-16	12:55 pm	D.H.Sc. 5924		15m	3500		rest flight
"	5:20 pm	D.H.Sc. 7842		22.25m	11500		offensive Patrol.
8 "	10:10 am	D.H.Sc. 5924		22.20m	12000		offensive Patrol
10-7-16	5:50 pm	D.H.Sc. 5924		10m	2000		To allonville - landed at No. 9 aerodrome
"	7:45 pm	D.H.Sc. 5924		12.15m	8000		Escorting '2c' to Bapaume - balloon strafing
"	9:10 pm	D.H.Sc. 5924		10m	3000		Return from No. 9 after landing after escort
				18:15			

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
9:35am		F.E. 8					
11-2-17		6431		10m.	2500		Test flight
11:30am		F.E. 8					Inspection Patrol
15-2-17		6431		1h. 5m.	10000		
				Time in air during		February — 8 h. 15 m.	
				Total time in air to		28 th Feb., 1917 — <u>243 h. 45 m.</u>	
				85 (Canadian) Reserve Squadron attached 39 R.S., Montrose, N.B.			
22-3-17		M.F.S.H. A7012	LT. —	20m.	500		aerodrome - 4 landings - Instructing
"		M.F.S.H. A7017	"	15m.	1500		do, - 2 landings do.
23-3-17		M.F.S.H. A7012	"	20m.	1000		do.
"		M.F.S.H. A7017	"	20m.	800		do.
24-3-17		M.F.S.H. A7012	"	25m.	3500		"
"		M.F.S.H. A7021	"	1h. 30m.	1500		"
25-3-17		M.F.S.H. A7010	"	10m.	1000		"
27-3-17		M.F.S.H. A7010	"	10m.	500		"
"		M.F.S.H. A7012	"	35m.	2500		"

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
1-5-17		MFSH A6835	Lt. -	5 m.			Instructing
"		MFSH A6835	"	20 m.			"
"		M.F.S.H. A6835	"	25 m.			"
"		M.F.S.H. A6835	"	25 m.			"
"		MFSH A6835	"	25 m.			"

Time in air during May ——— 2 h. 40 m.
 Total time in air To 31st May, 1917 — 268 h. 40 m.
 Aerial Gunnery Squadron, Camp Border, Ont.

8-6-17		CURTISS JN4 C-159		5 m.	600		
9-6-17		CURT. JN4 C-159		15 m.	1500		
"		CURT. JN4A C-523		10 m.	1000		
10-6-17		CURT. JN4 C-159	Capt. Cooper	25 m.	2500		
12-6-17		CURT. JN4 C-159	Cpl. Winterton	25 m.	3500		
21-6-17		CURT. JN4A C-523	Cpl. Button	10 m.	1500		
"		CURT. JN4A C-523	Lt. affleck	15 m.	800		
"		CURT. JN4A C-523		15 m.	2000		
24-6-17		CURT. JN4 C-159		10 m.	2000		

Testing Towed Target