

**Created by:** Lexie Boblitt, Warder Park Elementary School

**Grade level:** 4

**Primary source citation:** Orville Wright Diary Entry, December 17, 1903. The Wilbur and Orville Wright Papers at the Library of Congress; Diaries and Notebooks, <http://memory.loc.gov/cgi-bin/ampage?collId=mwright&fileName=01/01007/mwright01007.db&recNum=27&itemLink>

Allow students, in groups or individually, to examine the diary entry located at the above link while answering the questions below in order. The questions are designed to guide students into a deeper analysis of the source and sharpen associated cognitive skills.

### **Level 1: Description**

1. Who was Orville Wright?
2. What was he writing about? Can you read his cursive?
3. Why did he write this diary entry?

### **Level 2: Interpretation**

1. Do you think this was the Wright Brothers first attempt of an airplane flight? Can you find any evidence in the entry?
2. What emotion do you think Orville was feeling as he wrote this diary entry?
3. If you could interview Orville Wright, what questions would you like to ask him?

### **Level 3: Analysis**

1. Why do you think Orville's diary entry is important to Ohio's history?
2. It has been 96 years since this diary entry. Can you create a diary entry about witnessing an airplane flight today?
3. What could you tell Orville about how flight has changed since his diary entry?

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by noon and got the machine out on the trucks by front of the building ready for a trial from the level.

The wind was gradually dying and by the time we were ready was blowing only about 4 to 5 miles per. sec. After waiting several hours to see whether it would breeze up again we took the machine in.

Thursday, Dec. 17<sup>th</sup>

When we got up a wind of between 20 and 25 miles was blowing from the north. We got the machine out early and put out the signal in the mouth of the station. Before we were quite ready. When T. Daniels, W. S. Hough, A. D. Ethridge, W. C. Brinkley of Maule, and Johnny Moore, of Nags Head arrived. After

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running the engine and propellers a few minutes to get them in working order, I got on the machine at 10:35 for the first trial. The wind according to one anemometer at this time was blowing a little over 20 miles (corrected) 27 miles according to the Government anemometer at Kitty Hawk. On slipping the rope the machine started off increasing in speed to probably 7 or 8 miles. The machine lifted from the truck just as it was entering the fourth rail. Mr. Daniels took a picture just as it left the trucks. I found the control of the front rudder quite difficult on account of its being balanced too near the center and thus had a tendency to turn itself when started so that the rudder was turned too far on one side and then too