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?
by noon and got the machines out on the trucks by 5000 feet 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 13 to 15 miles per sec. After waiting around about two hours to see whether it would freeze up again we took the machines in.

Thursday, Dec. 17

When we got up a wind of between 20 and 25 miles was blowing from the north. We got the machines out early and put out the 2,000 feet of the sec with the station. Before we were quite ready, Mr. T. Daniels, W. S. North, Dr. E. E. Smith, R. C. Brackley of Maudol, and Ida Wells of Maudol arrived. After running the engine we propelled a few minutes to get them in proper order, I got on the machine at 10:35 for the first trial. The wind according to our anemometer of this time was blowing a little over 20 miles (corrected) 27 miles according to the government anemometer at Kitty Hawk. Considering that after the machine started off increasing in speed to probably 7 or 8 miles. The machine lasted from the trucks such as it was running the fourth mile. 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 starting to turn itself when starting to turn itself when starting. As the rudder was turned too far on the outside and then too...