

[June 29, 1927]¹⁴

Left 4.25 standard [Eastern Standard Time]

4:29 altitude 300 feet turning. After turn completed 400.

Raining slight.

5:50

Altitude 2200 feet. Not so much vibration now. Well beyond Cape Cod. Still visible few ships. Few ships. Cold. Having quite [a] time keeping Bert [Acosta] on course. Balchen still aft with us. Cans [of] gas affect standard compass. Must get them out of way soon.

As I looked through our trap door passing north of Halifax a cl[oud] was under us and the shadow of the America on the cloud had a beautiful rainbow around it.

Oil leak near [illegible]. Leak fixed with glue.

Sometimes have difficult time attracting attention ahead [from other crew members] to send radio or change course. Lights don't work so well. Found a long stick and hit Noville on shoe with that.

Went forward at 3:15 to pilot. I got caught in passage way.

For ten hours we have seen no land or water. It's now ten A.M. I sit here wondering if the winds have been with us. If they haven't we don't reach land.

14. In the original diary, the diary entries follow the chart. The order has been reversed here for clarity. The original diary pages concerning the flight begin "January 16, 1925"—actually June 29, 1927.

I take my hat off to the boys with me. Their courage is marvelous.

*[From Flight Chart recorded in diary, June 29, 1927]*¹⁵

5:00 [A.M.] Raining thick. Average altitude 40000

6:00 Still drizzling.

6:30 Wind shifting clockwise; nearly behind us. Wind on surface from S.W.

7:00 E. [illegible]. Compass seems out and gas cans are affecting STD Compass not so good.

7:30 At this lower altitude find drift to left changing clockwise

8:00 Are keeping altitude for safety rather than speed at this time.

10:[00] Just passed Labrador Bay. Fog covers area to right.

12:00 Looks like 103 mph ground speed. Thought of NC boats flight [the 1919 crossing] when passed Halifax.

15. Pages concerning this flight in the diary run from January 16, 1925, through January 28, 1925.

2:00 Cans of gas are now all used. Must get gas check.
See land to left.

5:30 Thick fog for nearly hour. Can hardly see wing tips.
Can't navigate.

6:30 Impossible to navigate. Wonder how long this
will last.

7:30 Impossible to navigate. Situation terrific.

8:30 Impossible to navigate.

[June 30, 1927]

12:30 Dawn is here very beautiful over the horizon.¹⁶

2:00 Clouds are right up to us. Nothing seen below for
10 hours.

3:30 Ice began to form.

5:00 Dense fog that can't climb out of. Terribly danger-
ous. No water yet.

5 (?) [*sic*] Haven't seen water or land for 13 hours.

16. The time recorded in the log is Eastern Standard Time. Therefore, "dawn" near Europe at 12:30 a.m. is reasonable, because the local time was about 5:30 a.m.

9:00 Can see water now

10:30 Things at last are pleasant.

12:30 Taking longer than I thought to get to land.

[The photographs that follow show the diary pages on which Byrd recorded the *America's* transatlantic flight.]

18
Jan. 19

SUNDAY JANUARY 18, 1925

Impassible to navigate - water being too shallow

Impassible to navigate - water too shallow

Dam is now very high - over the dam was a cloud that on night up to nothing was taken for 10 hours

See log for forms

See log that cant climb out of trench - 100 ft deep

Time	Temp	MONDAY	JANUARY 19, 1925	act.	clearing
6:30	113		68	5000	5000 feet
7:30	113		62	6400	6000 feet
8:30	113		60	7000	5500 ft
11	113		66	5000	same
12:30	113		64	6000	same
2	113		64	6000	same
3:30	113		64	6800	5000
4	113		54	9400	5000
6	113		52	10000	5000
			36	11000	5000

20
Jan. 20

TUESDAY, JANUARY 20, 1925

Have not been with a bird for 18 hrs
can see water now
There is a lot of ice present we had our first
fishing since then. It was a complete failure to land

21
Jan. 21

WEDNESDAY, JANUARY 21, 1925

Time	in day	Temp	Wind	Clouds
8:45	18.50	113	74	90% wind
9	21.90	105	75	35% cloudy
10:30	33.09	105	60	15% cloudy
10:30	33.55	105	44	34% cloudy