

John H. Plumb World War I scrapbook

Section 6, Pages 151 - 180

A scrapbook created by John H. Plumb containing photographs documenting Plumb's training and service in World War I, taken mostly between November 6, 1917 to July 3, 1919. The scrapbook is entitled "Some Great Events of the Great War." It contains pictures of aviation and flights in Kansas as early as 1911, including Plumb's first plane ride in 1915. It also includes Plumb's medals earned at La Marne, France, and at the Battle of St. Mihiel in 1918. The bulk of the photographs document Plumb's training in the United States, departure from New York, arrival and activities in Sheffield, England, and service in France. Also included are photographs of naval battles and factory scenes manufacturing weapons. The photographs are arranged chronologically by event.

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together and saluted as we approached. The way they looked us over was a little alarming. They seemed to be surprised at our presence. We found a fine large airdrome at Trier, with splendid buildings and a huge Zeppelin hangar at the east side of the field. The German aero squadrons and pilots were less surprised at our presence. In a thoroughly military manner they turned over to us, 250 German aeroplanes. We had them each tested in the air by German flyers and
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We start into Germany Nov. 21st '18.



German Hangars



They burned their planes

German Airdrome - Pruetin



All metal plane



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Then



on to



Trier



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signed for them -- part of the quota to be turned over to the Americans under the terms of the Armistice. The next day all the Germans left except a few who stayed for police duty around the barracks. The four of us were in charge of the entire Airdrome. We explored it and found that it was the most important airdrome of the German Airforce. The most surprising thing was to see automobiles with high-ranking German officers in them, speeding along with no rubber tires. They had steel rims with coil springs between the outer rim and the wheel.

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at Trier 200 German Planes were turned over to us.



At the right is a Zeppelin hangar and I find it so big that snap-shots failed to bring out its enormous size. It was the home of a large ZL.



Here at Trier I am feeling the controls of a Fokker D7 for the first time. Think of the thrill our squadron had in having dozens of these feared German Fokkers to fly and play with and on a German Aerodrome too!!

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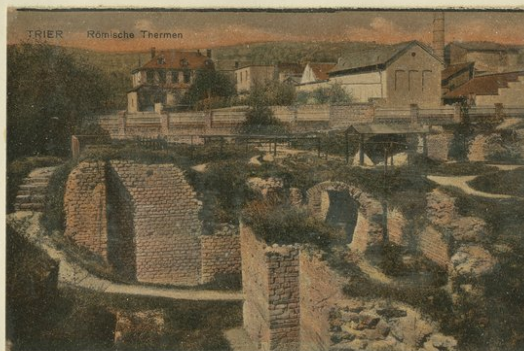


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Decorating Germans



Kaiser Bill

rim. Germany was short on rubber, even the rubber shock cords wrapped around the axle and landing gear on their aeroplanes was substituted with an ingenious coil spring cord. However, all their aeroplanes had rubber tires. I tried to purchase post cards and other articles in Trier and the Germans refused to take my money for them. They seemed to be afraid of us on first contact. -- Two days later the squadrons arrived. The planes were flown up through rain and fog. Outside of 2 forced landings the move was made without accident. Our aeroplanes and the Americans were a great attraction at Trier and the whole population came out

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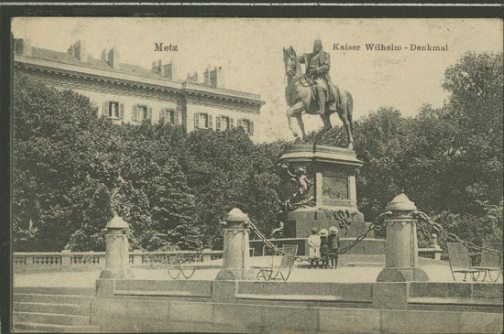


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Food-riot in Esch.

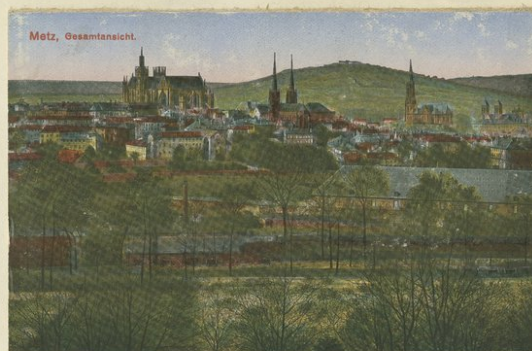
French soldiers done this



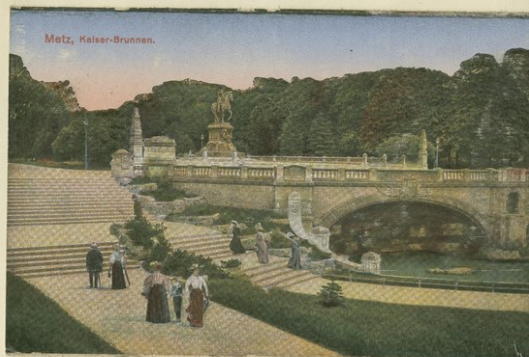
*Kaiser
Bismarck
statue
at
Metz
←*



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Maréchal Foch à Metz 26.11.18.

I was indeed fortunate in being one of the very few Americans present to witness the victorious French troops, led by Marshall Foch, enter the city of Metz November 26, 1918.

Foch enters Metz.



This was a great historical event for France and every German statute in the city was destroyed. The inhabitants gave the French troops a great reception. It is the capitol of Lorraine.



Reception to Marshal Foch

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to see us during the next few weeks. This interesting city made us forget war -- our money had more value than ever before. We were enjoying this new kind of army life. The people soon got acquainted with us, their fear entirely vanished. They seemed to be well fed, well clothed. We attended the theatres, went everywhere as if there had never been a war. American soldiers took complete charge of the country. The American flag was hoisted over the government building, every

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TREVES AIRDROME GERMANY.
91st. AERO SQUADRON.

Loan of Beef	X M A S - - - 1918.	Roast Pork
Brown Gravy	Oyster Dressing.	Mashed Potatoes
Pickled Beets	Potato Salad	Cold Slaw
Layer Cake	Tapioca Custard	Fruit Salad
Coffee	Cheese	Tea
	Bread and Butter.	

Chas. Wickens, Mess Sgt.

In the course of time we are again called upon to celebrate the Yuletide Season on foreign soil. In the past months our minds have been somewhat burdened, and our tasks and toils have been many, but at this time our minds are relieved to know that our work has not been in vain, and our rewards await us when we return to a better country, both civilized and free, and can again hoist the "Stars and Stripes" over the home of the free and the land of the brave.



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Spirit of Washington look down
Upon this ancient German town
And see the flag you loved fly free
Upon the spire of Monarchy.

Where Porta Nigra's olden gate
Still stands in sombre ruinous state.
The officers of the U.S.A.
Go briskly to and fro each day.

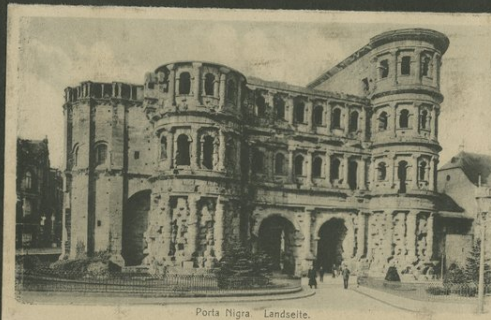
And soldiers, thousands of them walk
These ancient streets and try to talk
The German language with a "Oui",
---Exponents of Democracy.

So far from home, Great Spirit guide
Our every step, that we with pride
May go back soon with laurels won,
And hear our loved ones say "Well Done"

L.P.D.

U.S. Army.

cont.
From
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telephone and telegraph message was intercepted. Division after division of American troops were arriving. - Again Trier was bristling with activity, but with American soldiers everywhere you looked!! What a transformation since my first sight of Trier!! I drove our supply officer and Mess sergeant clear back to Nancy to purchase things to eat for a special occasion. (Food was scarce in Germany.) Christmas was about on us. We celebrated it with a big feed.



in a German Aeroplane hangar. (see page 122) We had sugar, vegetables, cream and even butter for a change. Now, another move -- this time to Coblenz. Again I drove the officers up in advance of the squadrons to arrange for their coming, but this time it wasn't such easy going -- heavy rains had swollen the Moselle river until it spread out over the highway. The concrete road was submerged, the water reaching up to the running board of the car. I soon was able to judge the distance from the invisible slab to the fence sticking out of the water, but prog-

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ress was slow. Every once in a while we would come to a low place and the water would drown the motor. We would proceed after drying the distributor points. We only made Mayen up to midnight and stayed the night in the hotel. Next day the water was still higher. -- The scenic beauty of this country is absolutely breathtaking. From the plains of Kansas to this was like entering Fairyland --- Look at the views between pages 117 and 118. Imagine driving a car along that highway you see at the edge of the river. I had read of these beaut



tiful Castles and seen pictures of them, but their numbers and the country is the most awe inspiring I have ever seen. I drove to the Coblenzhauf - in Coblenz. Where we cleaned ourselves of the mud and dirt. The Rhine river was up too, the water was a foot deep in the street in front of the hotel. Fort Ehrenbreitstein and the huge statue of the Kaiser standing on the point where the Moselle flows into the Rhine river, were the first objects to catch our attention in this very old interesting city →



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On to ~

a high hill to Fort Alexander, where our Airdrome was to be located. Overlooking the entire city, with Ft. Ehrenbreitstein on the top of the hills on the opposite side of the Rhine, our airdrome was indeed to be an interesting place. The aeroplanes could take off the ground and be 800 feet over the city of Coblenz almost instantly. The picture on page 126 shows our hangars, Ft. Alexander, the city, the Moselle and Rhine rivers, and Ft. Ehrenbreitstein all very clearly. -- We immediately made ourselves at home in the Fort and took over 150 aeroplanes from the Germans before they retired across the Rhine.



Comic from page 124
--After centuries and centuries of historical events Coblenz was now being taken in charge by Americans, and was to be the headquarters of the American Army of Occupation, which under the terms of the Armistice, was to hold the Coblenz Bridgehead, the French taking Mainz and the English taking over Koln or (Cologne). We proceeded over a highway of hair-pin turns to the top of

A few days later the three Squadrons arrived and we were quartered in the finest barracks we had yet occupied. -- The beds had springs on them and the German Mark had declined in value until we were so rich that we purchased sheets and used them during the months we were quartered in Coblenz. We lived in a state of luxury probably never enjoyed before by any soldiers in any war. During our stay in Germany we received a total of 550 aeroplanes from the Germans, which were turned over to us in accordance with the terms of the Armistice. Many were shipped in by rail, were set up by

Coblenz.

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German crews and tested in the air by their pilots before being accepted. Besides this our only official duty at Coblenz was to photograph the entire Bridgehead zone, which the 91st Squadron proceeded to do. -- I drove the officers over all the Allied occupied territory on sight seeing trips. Koln, Wiesbaden, Mayence and various Castles were visited on 2 on →



COBLENZ

An aeroplane view of COBLENZ, Germany.--- The seven buildings at the extreme bottom of the picture are our aeroplane hangars. At the right and left, and above are trenches and shell holes, the proving grounds of the German infantry and artillery. In the trees just above the trenches are parked hundreds of gun carriages in orderly rows, left by the Germans. Fort Alexander, one of the largest and most important forts on the Rhine, with its moat, is plainly visible on three sides, and the barracks and official buildings can be plainly seen on the inside. In this Fort we were quartered, the 91st, 94th and 166th Aero Squadrons. The Fort is on top of a high hill 800 feet above the city. Directly above, across the Rhine river can be seen Fort Ehrenbrietstein, just to the right of where the Moselle river empties into the Rhine. -- Coblenz is the capital of the Rhine Province or Rhenish,

Prussia and one of the most important cities on the Rhine river. It is estimated that more than a million tourists a year visit this vicinity as the Rhine and Moselle valleys abound with famous ruins of castles and romantic scenery. The city has numerous buildings of historic interest. It was headquarters for A.A.O.C.

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on the Rhine



3 day trips, and on one occasion we went through the neutral zone into forbidden territory. I covered the Rhine river district from Cologne to beyond Mayence by air, water and automobile. The river was disappointing in scenic beauty as it seems so artificial. Every foot of the river bank has been walled up with rock through the passing centuries and the hills terraced almost to their summits. -- The American airdrome at Coblenz was a point of interest to all the Allied Nations and the civil population as well. We had many important military visitors, Pershing, Haig, →

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Weyer



Coyle
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Foch and hundreds of others. General Mitchel flew the Crown Prince of
England over the American zone in one of our Salmson's, on one of his
visits. French, English and Italian aeroplanes used our field on their
trips to Coblenz. There was plenty of interesting activity at this
→ Coyle
on page
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the Y.M.C.A.



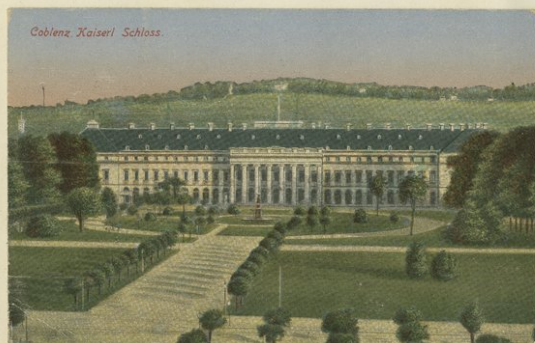
at Coblenz.



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COLOGNE CATHEDRAL is one of the finest works of Gothic architecture in the world. Its chief features of interest are the towers, the seven massive bells, the richly colored windows and the relics of the three kings of Cologne, - Kaspar, Melchior and Balthazar, reputed to be the three Wise Men of the East. I visited the church Easter morning- 1919.

GEUS-KÖLN 12