

Reference: "Henrietta Heritage", by Eleanor C. Kalsbeck, p. 283-284 (1977).

\* \* \* \* \*

Daniel Quimby was born in Westchester County, March 9, 1778. He was the son of Moses and Bathsheba (Pell) Quimby, a descendant of William Quimby who came to America in 1639. Daniel first married Anna, daughter of David and Naomi Halstead of Harrison, New York. Secondly he married Deborah Powell. He was the father of seven children, four girls and three boys.

Daniel Quimby was a Quaker preacher who, when not attending the duties of a local Meeting, traveled quite extensively in the ministry, especially in the eastern states. The family lived on the old Richardson-Peterson farm on East Henrietta Road, just south of the present Hollybrook Road. (This house is no longer standing). In 1830 Daniel requested a certificate of unity for a religious visit in the southern and western states. A plan to pay a religious visit to the inhabitants of Great Britain, Ireland, Holland and Norway was not carried out. It was said his wife Deborah was accustomed to remaining at home to care for the children and the home. Should he return cold and wet from his long journey, she would unharness the horses and stable them and he would find a cheerful hearth and a hot supper awaiting him. She also entertained frequently for his benefit.

In 1840 the Daniel Quimbys moved to Mendon, purchasing a farm on Clover Street near the entrance of Mendon Ponds Park. Deborah was appointed an Elder in 1845, in the Quaker or Friends Meeting there. She passed to eternal rest June 19, 1851. Daniel died December 27, 1858.

One of their sons, Henry Quimby married Sarah Turner. This marriage was outside the Friends Society and he was "disowned" by the Society. He was for a short time a furrier in New York City, returning to the farm at Mendon with his family. Henry and Sarah Quimby had three boys and one girl. By his second marriage to Maria Sternbergh, he had one daughter.

One of his sons, William Crocker, born in 1838, married Nancy Jane, daughter of William and Minerva (Post) Ryno. They had a son Henry and three daughters, one of whom died in infancy. One of their daughters, Sarah Minerva married Samuel T. Jones, son of T.O. Jones and Samantha Titus of Henrietta. They had six children: Byron Quimby, Wylan, Garnet, Carroll, Corrinne and Jennie. Jennie married Leonard Buyck and they lived for many years at 3067 East Henrietta Road; in later years, they moved to 1618 Lehigh Station Road.

\* \* \* \* \*

<http://earlyaviators.com/ejonesby.htm>

**January 16, 1915. Lieutenant B. Q. Jones (Martin tractor) made NEW DURATION RECORD of 8:53:00 in San Diego**  
from CHIRP - JULY 1940- DEARBORN MICH. - NUMBER 27  
courtesy of Steve Remington - [CollectAir](#)

### **FIRST FLIGHT FROM SELFRIDGE, 1917**

**Capt. Byron Q. Jones, Selfridge's first Base Commander, made the first flight from Selfridge in a Curtiss JN4-D biplane on July 8, 1917, seven days after the field was activated as a military installation. On July 16, 1917, three months after World War I had started, actual pilot training began at Selfridge.**  
From "History of Selfridge Air National Guard"

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### **Official Web Site of the US Air Force:**

[http://www.af.mil/information/heritage/milestones.asp?dec=Early\\_Years&sd=01/01/1900&ed=12/31/1939](http://www.af.mil/information/heritage/milestones.asp?dec=Early_Years&sd=01/01/1900&ed=12/31/1939)

**Jan 15, 1915:** Lt. Byron Q. Jones set a new one-man duration record of 8 hours, 53 minutes in a Martin T tractor biplane at San Diego.

**Mar 12, 1915:** 1st Lt. Byron Q. Jones, Cpls Carl T. Hale and Robert H. Houser flew a Burgess-Renault to a three-man duration record of seven hours and five minutes.

**Jul 3, 1915:** Lt. Byron Q. Jones became the first Army officer to deliberately loop and stall an aircraft at San Diego.

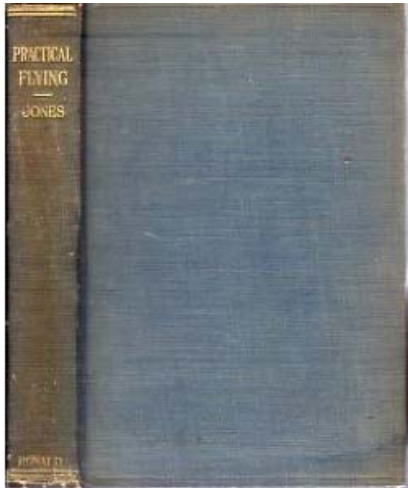
**Mar 11, 1918:** 1st Lt. Byron Q. Jones, Cpls Carl T. Hale and Robert H. Houser flew a Burgess-Renault to a three-man duration record of seven hours and five minutes.

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Practical Flying; A Training Manual for Airplane Pilots [Hardcover]

Byron Q. Jones (Author)

Purchased from Amazon.com and is expected to arrive before the end of Aug. 2011.



Selfridge Air National Guard Base - Mount Clemens, MI  
[http://themilitaryzone.com/bases/selfridge\\_angb.html](http://themilitaryzone.com/bases/selfridge_angb.html)

The Base is named after Lt. Thomas Etholen Selfridge, killed September 17, 1908, in an aircraft crash while flying with Orville Wright at Ft. Myer, Virginia. Lt. Selfridge was the first military officer to pilot an engine-driven aircraft and first to meet his death in powered flight.

Capt. Byron Q. Jones, Selfridge's first Base Commander, made the first flight from Selfridge in a Curtiss JN4-D biplane on July 8, 1917, seven days after the field was activated as a military installation. On July 16, 1917, three months after World War I had started, actual pilot training began at Selfridge.

**Flying, Volume 5, By Aero Club of America**

### ***ARMY AVIATORS AT SAN DIEGO HAVE FLOWN 108,000 MILES WITHOUT ACCIDENTS***

**W**E have too few aviators in the United States Army, but what we have give good accounts of themselves. The censor will not let us publish reports from the Mexican border where, with efficient aeroplanes and motors, the aero squadron is doing excellent work.

During the first seven months of 1916 United States army birdmen attached to the Signal Corps aviation school at North Island, San Diego, Cal., have made 4,000 flights for a total time aloft of 1,800 hours and for a total mileage of approximately four and one-third times the distance around the globe. There has not been a fatal accident to the men engaged in training work and scarcely any disabling of machines for more than twenty months.

This record of aeronautical achievement, in striking contrast to that presented by the United States flying corps of 1912-1913, can be attributed solely to the marvelous development during the last two years of the aeroplane and the aeronautical motor, to the splendid system of training in vogue at the North Island military aerodrome, to the efficiency of the officers in charge of the army aviation service and to the favorable climatological conditions existing in the vicinity of the training school.

In pursuance of arrangements for the upbuilding of the aero squadrons of the army, officers from every branch of the service are being detailed for aviation duty. In time, with the fulfilment of an intensive system of training enlisted men for pilots and officers for observers, as advocated by Colonel William Glassford, commandant of the Signal Corps aviation school, the aviation squadrons will be brought up to their full authorized strength. Members of the organized militia and civilian aviators are being trained now at schools throughout the country to become proficient military pilots.

Foreign military aviation experts have pronounced the Signal Corps aviation school at North Island one of the most

efficient in the world. The best of American civilian aviators have been employed to impart their technical knowledge of the flying game to army officers. Lectures on aeronautical motors and aeroplanes frequently are given by men of national repute. The lessons learned in the European war also are being applied.

When an officer reports to the Signal Corps aviation school from his regiment he is first put to studying motors and motor vehicles. At the same time his instruction in the handling of military aeroplanes starts. He goes aloft in a dual controlled machine piloted by a skilled aviator. Through means of a double control or twin steering wheels every movement of the control wires as the aeroplane spirals, banks and volplanes is imparted to the student. Gradually he learns instinctively how to operate the elevating gear and rudder, and after passing from ten to fifteen hours aloft with an instructor he is able to take his first flight alone.

Following the method of the French and British flying corps, all American army training aeroplanes are now being fitted with the Deperdussin, or, as it is familiarly called, the "Dep" control. By this control the warping wings are turned by the wheel instead of the cumbersome shoulder yoke, while the rudder is operated by a foot lever instead of by turning the wheel. A greater safety factor and a much more efficient movement in steering are obtained by the adoption of this control.

Upon the completion of the first course the student takes up the study of motors as applied to aeronautics. Daily instruction is given to him by George Hallett, one of the foremost aeronautical engineers, who has been retained as instructor by the War Department. Prior to his employment by the government, Hallett was engineer of the transatlantic flyer America.

Meteorology is the next study taken up by the student. He is taught cloud formations and their significance as to wind and rain and what course to pursue in case he is overtaken by storms of cyclonic violence while in flight.

An aeronautical engineering course follows. This consists of a thorough study of the mechanics and principles of air navigation, the aeroplane and all its component parts. During this course the student must learn to construct a modern military aeroplane and be able to repair any damage to the chassis, and fuselage, motor or other parts. The progress of the student through the phases of his studies is marked by a chart, kept in the office of the commandant, similar to the charts recording the classroom efficiency of the students attending the country's leading educational institutions.

The student obtains his first real experience as an air navigator when he is called upon to fly for his Aero Club of America license, which is the equivalent of the French "brevet" or the British "ticket," and is the next step in his test for the rank of junior military aviator. In flying for his license he must cut two sets of five figure eights between two pylons and volplane from an altitude of three hundred metres with the motor dead, stopping his machine within one hundred feet of a designated mark.

These tests comprise seven evolutions, all of which bring out every bit of the technical skill of the pilot. The aviator must make five figure eights around pylons, keeping all parts of the machine inside of a circle of a 300 foot radius; must climb out of a field 1,200 feet by 1,200 feet, ascending to a height of 500 feet, keeping inside the field during the climb; ascend to an altitude of 3,000 feet, kill the motor and spiral down, changing the direction of the aeroplane from left to right and land within 150 feet of a designated mark; must land with the dead motor in a field 800 by 100 feet, assuming the field to be surrounded by stone walls, hedges and trees not less than ten feet high; must from a 500 foot altitude land within 100 feet of a designated line; make a triangular cross-country nonstop sixty mile flight and a straightaway cross-country flight of ninety miles, making a reconnaissance of the terrain over which he is flying.

The enlisted personnel of the Signal Corps flying school are permitted to take up a course in aeronautical motors, their construction and repair, and to learn to become competent pilots, but not observers. It is Colonel Glassford's idea to train enlisted men to handle the reconnaissance aeroplanes, leaving the highly trained work of the observer to the commissioned personnel.

Probably very few persons outside those intimately connected with or familiar with military aeronautics realize the tremendous value of a skilled aeroplane observer. Some light on this subject may be gained from a statement made by a member of the British Royal Flying Corps, who said that England has been and is still spending large sums of money in training aeroplane observers compared to the amount expended in training pilots. Youngsters who are affiliated with the Boy Scouts furnish the best material for observers, according to the British viewpoint.

These boys are taken in hand by an instructor and marched in a body through the streets of London. They are first halted in front of a dry goods store, then a shoe store and other shops, and then taken for a walk in the outskirts. They have supper and then they are told to sketch everything they saw during the day. Those whose descriptive matter is of a high order are accepted and later taken on flights from Hendon to Brooklands and along the British coast, and after months of strenuous training are sent to the firing line.

By training a large number of enlisted men and civilians Colonel Glassford hopes to form a reserve of air pilots that can be quickly brought into service in the event of war, while regular army officers graduated from the Signal Corps aviation school, who have seen field service in the aviation branch and who have returned to their regiments, will be available as observers.

North Island, the present station of the Signal Corps aviation school, comprises 1,200 acres of land and is rated by military aviators as the finest combination land and water flying base to be found in the world. The government does

not own this land. In fact the government, up to a few months ago, did not seem to care whether it ever purchased a permanent site for its aeronautical training schools. But the importance of aviation at last has been brought home to the War Department and to Congress, and steps are now being taken to purchase North Island, erect permanent concrete quarters and hangars and eliminate the temporary buildings which have served for training.

The present equipment of the Signal Corps Aviation School consists of eleven training machines. Six of these are of the Martin type, four are 90-horse power Curtiss reconnaissance aeroplanes and the other an 80-horse power Curtiss flying boat. The War Department has contracted for forty-two more aeroplanes, of which about fifteen will be shipped to North Island for training purposes. The number of officers now stationed at the school is forty and the enlisted men 130. This number is being augmented daily.

Associated with Colonel Glassford as instructors and in an advisory capacity are Major Frank Lahm, formerly holder of the Coupe Internationale des Aeronautics and pioneer military aviator; Lieutenant **Byron Q. Jones**, holder of the world's sustained flight record, with two passengers, for land machines; Lieutenant Herbert Dargue, who set a new American cross-country non-stop record for one passenger while flying with the expeditionary force in Mexico; Oscar A. Brindley, winner of the Curtiss Flying Marine Trophy for 1915, and Francis Wildman, flying boat operator, who has covered more than one hundred thousand miles in a flying boat without breaking a strut or wing section.

World's and American records held by United States army birdmen are as follows:—

Lieutenant **Byron Q. Jones**, world's sustained flight record, with two passengers, with land machines; time aloft, 7 hours 5 minutes; at San Diego, on March 12, 1915.

Captain Hollis Le Roy Muller, American altitude record for pilot alone, land machine; height, 16,974 feet; at San Diego on October 8, 1914.

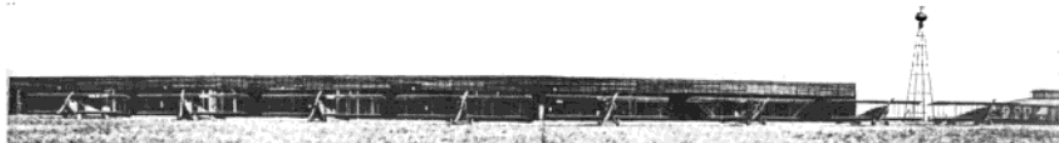
Captain T. F. Todd, American sustained cross-country record with one passenger; distance, 244 miles, San Diego to Burbank and return. Lieutenant Dargue set a new record while flying in Mexico with Lieutenant Edgar Gorrell as passenger by covering 306 miles. This flight has not been officially recognized, but it was one of the most spectacular in American aviation history, as both men were covered with icicles as a result of their air dash over the mountains of Northern Mexico.

The late Lieutenant Walter Taliaferro, American sustained flight record for pilot alone, land machine; time aloft, 9 hours 48 minutes; achieved at San Diego on September 17, 1915.

Sergeant Albert Smith, world's sustained seaplane flight record for pilot alone; time aloft, 8 hours 42 minutes; achieved at San Diego on February 19, 1916.

Captain Clarence Culver, holder of the world's record for flashing radio messages from aeroplanes in flight; total distance sent, 114 miles, while flying at an altitude of one and one-half miles; achieved in flight from San Diego to Santa Monica and return, on July 27, 1916.

In addition to these records, Floyd Smith, chief pilot of the Martin Aeroplane Company, while testing new seaplanes for the United States army at North Island, last February set new world's altitude records for one, two and three passengers by ascending 12,362 feet, 9,554 feet and 9,603 feet, respectively.



A squadron of Army aeroplanes lined up for flight at North Island. The pennant flying from the lookout tower indicates that one or more aviators are in the air.



**Catalog #:** BIOJ00098

**Last Name:** Jones

**First Name:** Lt. Byron Q.

**Repository:** San Diego Air and Space Museum Archive



**Catalog #:** BIOJ00097

## **LEGENDS OF AMERICA**

**A Travel Site for the Nostalgic & Historic Minded**

**TEXAS LEGENDS**

**History & Hauntings of Fort Brown**

**Fort Brown (1846-1944)**

<http://www.legendsofamerica.com/tx-fortbrown.html>

**On April 20, 1915, the first U.S. military airplane to be attacked by hostile fire** came from Fort Brown. The plane, manned by Officers **Byron Q. Jones** and Thomas Millings, were looking to spot movements of Mexican Revolutionary leader Francisco "Pancho" Villa. Though, it did not cross the border into Mexico, it was fired upon by machine guns and small arms.

**Research by Bill Sauer, President of the Greece Historical Society**

According to the following account in the Rochester Democrat & Chronicle, 8 July, 1917, p. 33, Lt. Byron Q. Jones graduated from East High School in 1908, and was appointed to West Point by Congressman James Breck Petkins.

who served No. 1 in the victoriously 1911 \* 20

**NOW COMMANDING OFFICER**

**Byron Quinby Jones. In Aviation Work, Is Promoted.**



**CAPTAIN BYRON QUINBY JONES.**

Word has been received by Mr. and Mrs. S. T. Jones, of Henrietta, that their son, Captain Byron Quinby Jones, United States army, has been made commanding officer at the new army aviation school at Mount Clemens, Mich. Captain Jones is 29 years of age.

Captain Jones has followed aviation work for three years. He was graduated from East High School in 1908 and was appointed to West Point by Congressman James Breck Petkins. In 1912 he received his diploma from West Point.

**STAND COMING OF CURIST**

Research by Bill Sauer, President of the Greece Historical Society

From the Rochester Democrat & Chronicle, 17 November 1932, p. 17, we learn that Byron Q. Jones is a Major and is stationed at "Landing Field", VA.

## 50th Anniversary Is Marked by Couple

Fifty years of married life were celebrated yesterday by Mr. and Mrs. Sam Jones of East Henrietta at an informal reception for relatives and friends in honor of the anniversary.

Guests included the Rev. James Fellows, who as minister of the Henrietta Methodist Church married the couple Nov. 16, 1882, and Miss Mary Sherman, Mrs. Anise Jackson and Miss Emma Sherman, all of whom attended the wedding.

Four children and eight grandchildren of the couple living in the vicinity were present. Two sons, Garnet T. Jones of Niles, Mich., and Maj. Byron Quinby Jones of Landing Field, Va., were unable to attend.

## B. Q. Jones, 70; Pioneer Flier, Aerial Acrobat

Washington (AP) — Byron Quinby Jones, 70, a pioneer Army flier and World War I chief of Army aviation training, died March 30, 1958, at Walter Reed Hospital of a heart ailment.

Yellow clippings in his scrapbook identified Jones, a retired colonel, as:

1. The first pilot deliberately to put a plane in a tailspin and pull out of it successfully.

2. The first Army pilot to stall a plane, loop the loop, and do aerial acrobatics.

3. The holder of an American endurance record for solo flying in 1915—8 hours and 53 minutes in a Martin tractor airplane.

4. The holder at the same time of the world's endurance record for a pilot and two passengers—seven hours and five minutes in a Burgess tractor.

As the head of Army aviation training in World War I, Jones flew throughout England and along the front in France inspecting aviation facilities and operations. He wrote a book, "Practical Flying," which became a standard training manual for airplane pilots.

Jones also was in charge of testing and providing air service equipment in World War I, and served as commanding officer of Wilbur Wright Test Field at Fairfield, Ohio.

He was on the staff of Gen. Douglas MacArthur in Australia in World War II, working particularly on techniques of amphibious warfare. He retired in 1944.

Jones, a native of Hen-

rietta, graduated from the U. S. Military Academy in 1912 and learned to fly at the Signal Corps Aviation School at San Diego, Calif.

He was married to Evelyn Kennerly Clark of St. Louis, Mo., a great granddaughter of William Clark of the Lewis and Clark expedition. Mrs. Jones died in 1958.

He leaves a stepson, George A. Chadwick Jr., here; two brothers, S. W. Jones of Rochester, G. T. Jones of Niles, Mich.; two sisters, Mrs. C. V. Widener of Norman, Okla., Mrs. Leonard Buyck of Henrietta.