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NAVY DEPARTMENT
OFFICE OF NAVAL OPERATIONS
WASHINGTON D.C.

26-GB-R

August 5, 1918.



From: Chief of Naval Operations (Aviation).
To: All Naval Air Stations, Aviation Detachments
and Bureaus.

SUBJECT: Weekly Report - August 5, 1918.

1. Hours of patrol obtained during the past week at
Naval Air Stations, together with the number of flights and
seaplanes used for patrol, for week ending August 5, 1918.

P A T R O L S.

<u>Stations</u>	<u>Flights</u>	<u>Hours</u>	<u>Min.</u>	<u>No. of Aircraft.</u>
Key West	91	129 -	58	9 Seaplanes
San Diego	0	0 -	0	3 Seaplanes
Chatham	39	85 -	54	11 Seaplanes
Rockaway	65	272 -	20	11 Seaplanes
Rockaway	10	55 -	35	2 Lighter-than-air craft
Coco Solo	16	54 †		2 Seaplanes
Montauk	35	97 -	15	9 Seaplanes
Montauk	2	6 -	25	1 Lighter-than-air craft
Hampton Rds.	67	168 -	30	17 Seaplanes
Hampton Rds.	6	21 -	23	1 Lighter-than-air craft
Miami (Navy)	46	9 -	35	4 Seaplanes
Pensacola	66	110 -	35	19 Seaplanes
Cape May	25	63 -	4	8 Seaplanes
	<u>468</u>	<u>1074</u>	<u>34</u>	
Seaplane Total	450	991	11	
Lighter-than-air craft total	18	83	23	

NOTE: The sign † indicates that the record for the week is greater, the sign - indicates that the record for the week is less than for the week preceding. Underscoring denotes the best record for station.

2. Hours of flying other than patrol obtained during the past week at Naval Air Stations, together with the number of flights and seaplanes in commission and at each station, for week ending August 5, 18.

Station	Flights other than patrol	Hours	Min.	Aircraft in commission	Aircraft at Station
Key West	993	829	42	16 Seaplanes	63 Seaplanes
Key West	27	35	22	2 Dirigibles	2 Dirigibles
San Diego	352	224	50	10 Seaplanes	45 Seaplanes
Chatham	24	59	6	7 Seaplanes	12 Seaplanes
Rockaway	48	24	50	11 Seaplanes	18 Seaplanes
Rockaway	4	2	37	2 Dirigibles	2 Dirigibles
Rockaway	34	356	59	4 Kite Bal.	21 Kite Bal.
Montauk	27	10	5	8 Seaplanes	9 Seaplanes
Montauk	6	3	51	1 Dirigible	2 Dirigible
Hampton Roads	41	39	41	20 Seaplanes	54 Seaplanes
Hampton Roads	2	1	35	1 Dirigible	1 Dirigible
Hampton Roads	14	22	37	4 Kite Bal.	13 Kite Bal.
Miami (Navy)	1269	1046	15	27 Seaplanes	94 Seaplanes
Miami Marines	492	339	15	9 Airplanes	41 Airplanes
Pensacola	1029	625	5	60 Seaplanes	146 Seaplanes
Pensacola	24	16	50	1 Dirigible	3 Dirigibles
Pensacola	1	1		10 Free Bal.	10 Free Bal.
Cape May	30	13	37	8 Seaplanes	15 Seaplanes
Coco Solo	17	"	"	3 Seaplanes	4 Seaplanes
Bay Shore	406	421	45	35 Seaplanes	50 Seaplanes
Akron	24	16	2	1 Dirigible	
Akron	36	20	14	1 Kite Balloon	
Akron	18	25	15	14 Free Balloons	
Great Lakes	13	7		2 Seaplanes	4 Seaplanes
TOTALS	4931	4143	33		

	Flights	Hrs.	Min.
Seaplanes	4162	3225 ^a	39 ^a
Dirigibles	87	76	17
Lighter-than air craft	190	502	22
Airplanes	492	339	15

GRAND TOTAL FOR FLYING TIME

Patrol	468	1074	34
General	4931	4143	33
	<u>5399</u>	<u>5218</u>	<u>7</u>

* Note:- Coco Solo reported no flying time for other than patrol flights.

3. The following Officers have been ordered abroad:

Starr, F.C. Lieut.Comdr. USN	Hough R.J. Ensign USNRF
Wysong, F.E. Lieut. USNRF	Pettinger H.H. " "
Poor, R. Lieut (j.g.)USNRF	Porter, J.H. " "
Randolph, H.D.Lieut (j.g.) USNRF	Pulitzer, H. " "
	Rotering, V.F. " "
Butler, M Ensign, USNRF	Schwarr, G.K. " "
Constable, H.B. " "	Smith, F.P. " "
Daniel, J.M. " "	Warner, H.H. " "
Dwyer, H.J. " "	Waters, R.S. " "
Finnegan, J.J. " "	Wettach, H.H. " "
Grace, H.V. " "	Wray, J.R. " "
Graves, F.M. " "	
Haggarty, A. " "	

4. The following men have been commissioned as Ensigns USNRF:

Baker, W.	Ketcham, J.B.
Ballard, H.	Manners, J.V.
Bizzel, C.	Miller, H.
Blotner, F.M.	Moon, E.H.
Brice, M.	Nelson, L.
Brown, H.E.	Orme, C.D.
Butler, M.	Proctor, C.D.
Catchpole, H.	Ritterhouse, D.
Chappelle, J.F.	Sanborn, C.
Clair, J.R.	Scattergood, G.B.
Cole, H.L.	Smith, D.
Curtis, G.M.	Strong, T.
Fisher, C.A.	Taylor, W.D.
Gilpin, K.	Terrier, S.M.
Goodrich, G.	Thomas, D.
Greene, J.H.	Train, R.L.
Hance, E.H.	VanDewater, L.
Hackstadt, N.A.	VanHulteyn, J. Mc
Holtham, E.A.	VanTuyl, W.H.
Honeywell, A.D.	Vail, D.
Ibsen, N.H.	Wait, E.F.
Johnston, H.R.	Waters, R.S.
Kearney, P.E.	White, R.

PENSACOLA, FLA. July 24, 1918.

One of the H-16's was flown for several hours before the steps were altered. It was found to be rather difficult to land without porpoising slightly, and although the instructors had little trouble in handling the machine, it was thought that students would not be able to land without an unnecessarily long period of instruction. Both steps on the three H-16's were altered as per blue-print from Hampton Roads, the alteration being completed in 36 hours elapsed time. This alteration makes a great difference in the ease with which the H-16's can be landed, the student pilots experiencing about the same difficulty as with the H-12s.

Practically no further trouble has been experienced with the bottoms of the H-12s since the step has been made of $3/4$ " oak planking. H-12, #A-767, the first boat to have the heavy planking put on, has flown 58 hours and ten minutes, and is still in excellent condition. The breaking of the ribs is still causing some trouble, but these are usually repaired by the night carpenter crews without causing loss of flying time.

Navigation.

Nine students completed the Navigation course during the week, making a total, to date, of two hundred and twenty-eight men.

Gunnery.

During the past week, a towed target in the form of a flag attached to a plane has been tested, and proved satisfactory except that the towing wire broke; this fault will be remedied with stronger wire. No difficulty due to the resistance offered by the target, was noticed in handling the plane, but it will be necessary to have two men in the machine, one as pilot and the other to reel in the towing wire.

Bombing.

The stationary water target for dummy and sub-calibre bombing is operating in shallow water near Santa Roas Island, so that as many sub-calibre bombs may be recovered as possible. The splash of the bomb is sighted by two men on the Island, 300 yards apart, and the angles they observe are signalled to a third man between them, who plots these angles on the bomb splash plotting board, and thus determines where the bomb landed and accordingly marks the student bomber. Further reports on the bomb splash plotting board are being made. Students and Officers of the Dirigible Section are now taking the bombing and gunnery courses in accordance with Nav. Air. 82-71, JPN-HA, of July 15, 1918.

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MONTAUK 22 July, 1918.

On July 19th two seaplanes from this station passed over where the U.S.S. San Diego sank before the crew had been picked up. The pilots of the seaplanes reported the occurrence immediately by radio and also telephoned from the nearest Coast Guard Station, which was No. 81. This is believed to be the first notification given of this sinking. Seaplanes afterwards sighted an object which was wither a submarine or a whale near Coast Guard station No. 78. Two other seaplanes, A-952 and A-922, while patrolling in the same district saw several submarine chasers and one destroyer setting off depth charges. The pilot of A-922 saw some object underneath the water which he believed to be a submarine. He directed the attention of the chasers to it and they afterward exploded depth charges near the place he indicated.

ROCKAWAY 27 July, 1918.

On Monday, July 22, 1918, Dirigible A-242, in charge of Ensign E.B. Packard, USNRF (pilot) made a flight of 15 hours on patrol duty, which is believed to be a record for this type of aircraft in this country. Seaplanes at this station in 282 hours and ten minutes covered approximately 18,230 miles of patrolling during the past week.

SAN DIEGO 22 July, 1918.

On July 13th, 1918, two R-6 Seaplanes, Nos. A-331 and A-332, Pilots Lieutenant E.W. Spencer, Jr., USN, Commanding Officer, and Lieutenant Frank Simpson, Jr. USNRF made a patrol flight to the Submarine Base, San Pedro, California, a distance of ninety (90) nautical miles. The up trip was made in one hour and forty minutes, and the return trip in one hour and thirty-four mintues. The visibility was very poor, but nogreat difficulty was experienced. Seaplanes were not equipped with compasses, but the course was followed by observation of the coast line. No engine troubles were experienced.

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PARIS 6 July 1918.

The Liberty Motor was tested in Levy LePen boat. The test was entirely successful, and the boat shows increase in power and speed, both in climb and straightaway, over same type of boat equipped with Renault Motor".

The French have had considerable success in locating mines by means of Kite Balloons attached to dredges which are engaged in dredging harbors and their approaches. This is of particular interest in this country because of the extensive dredging operations contemplated along the Atlantic Coast.

Correspondence buoys are being extensively used by the French in their patrolling. They are relied on as the surest means of communication with patrol vessels.

CHATHAM MASS. July 29, 1918.

Dirigible A-246 was sighted about fifty miles South of Cape Sable at 9.30 A.M. July 21st by a Norwegian steamer, which picked up the crew and salvaged the aircraft, landing them at Halifax. The dirigible had drifted helplessly for forty hours, after the rudder support on the vertical stabilizer had broken. The bag has not been examined to determine whether it is fit for further service.

An enemy submarine was attacked by two seaplanes, while firing on a tug boat and three barges, about three miles East of Nauset Bar at 10:30 A.M. July 21. Two bombs were dropped but they failed to act.

A series of bombs was dropped during the week under the supervision of an aviation ordnance officer from Washington, in order to determine the efficiency and reliability of different types of explosives.

/s/ John J. Hyland,

By direction.