

in reply refer to initials
and No.

NAVY DEPARTMENT

OFFICE OF NAVAL OPERATIONS

WASHINGTON

0155-27

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DECLASSIFIED - R09 DIR 5200.9,
27 Sep 1958

From: Chief of Naval Operations (Aviation).
To: All Naval Air Stations, Aviation Detachments,
and Ships Carrying Aircraft,
Subject: Weekly Report - April 6, 1918.

1. Hours of flying obtained during the past week at Naval Air Stations, together with number of flights and sea-planes in commission and at each station for week ending April 6, 1918.

<u>Station</u>	<u>Flights</u>	<u>Hours</u>	<u>Machines in Commission</u>	<u>Machines at Station</u>
Chatham	25	25 hrs. 40 mins.	5 sea planes	6
Bay Shore	62	25 hrs. 45 mins.	15 sea planes	2
Key West	306	529 hrs. 48 mins.	21 sea planes	19
San Diego	62	27 hrs. 17 mins.	5 sea planes	9
Cape May	17	15 hrs.	2 sea planes	3
" "	7	11 hrs.	2 dirigibles	2
Pensacola	1200	35 hrs. 45 mins.	45 sea planes	37
"			2 dirigibles	3
"			2 kite balloons	2
"		1 hr. 39 mins.	1 free balloons	1
Montauk	25	54 hrs. 15 mins.	4 sea planes	15
"	1	3 hrs. 25 mins.	1 dirigible	2
Akron	11	15 hrs. 15 mins.	free balloons	
Miami	445	271 hrs. 12 mins.	15 sea planes	14

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<u>Station</u>	<u>Trials</u>	<u>Time</u>	<u>Machines in Commission</u>	<u>Machines at Station</u>
Station 1	104	77 hrs. 41 mins.	20 Machines	16
"	18	2 hrs. 33 mins.	1 White Balloons	7
"	9	6 hrs. 10 mins.	3 Machines	2
"	15	13 hrs. 31 mins.	3 Balloons	2
"	<u>1</u>	<u>7 hrs. 15 mins.</u>	<u>1 White Balloon</u>	<u>8</u>
	2017	1947 hrs. 10 mins.		

and the following No., Naval Base, Azores:

1. "Porto" No. 1000, 1st flight, 11 minutes.
 2. "Porto" No. 1001, 1st flight, 11 minutes.

3. The following have been ordered abroad:

McDermott, J. J.	Lt. Comdr., U.S.N.A.
Barrett, R. J.	Ensign "
Anderson, F. J.	" "
Boyd, F. J.	" "
Wanderbilt, J. J.	" "
MacDonald, J. J.	" "
Allen, J. J.	" "
Donald, J. J.	" "
Kayser, J. J.	" "

4. The following men were commissioned as Ensigns, U.S.N.A.

Tuck, J. J.	Cook, P. J.
Coyle, J. J.	King, G. S.
Quincy, J. J.	Johnson, B. R.
Nathan, J. J.	Hazleton, T. J.
Berk, J. J.	Stanley, C. J.
Kaworth, J. J.	Virke, D. J.
Will, J. J.	Chessman, J. J.
Smith, J. J.	McConnell, E. H.
Brady, J. J.	Mickey, R. J.
Baldwin, J. J.	Barker, G. J.
Grayson, J. J.	Ahearn, M. J.
Larrow, J. J.	Corbin, E. J.

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Gardner, J. F.
 McLean, J.
 Hanson, J.
 Briscoe, M. O.
 McLean, J.
 McCormick, J. J.
 Duckworth, W. A.
 Miller, J.
 Russell, J. J.
 Bohacke, E. J.
 Davis, J.
 McCarthy, J. R.
 Iseman, J. W.
 Unton, J.
 Jean, J.
 Talbot, E.
 Johnson, J. E.
 Donovan, J.
 Comstock, E. J.
 Mason, J.
 Trell, J.
 Good, J.
 John, J.
 Robinson, J.
 Johnson, J.

Clarson, J. J.
 Irving, J.
 Bush, J.
 Smith, J.
 Theobald, J.
 Reed, J.
 McClain, J. J.
 Ellis, J.
 Sullivan, J.
 West, J.
 McParrott, J.
 Evans, J.
 Jewell, J.
 Roseborough, J.
 Green, J.
 Butler, J. J.
 Cooper, J.
 Vidler, J.
 Harris, J.
 Reed, J. W.
 Lewis, J.
 Barr, J.
 Carlson, J.
 Hingard, J.
 Bible, J.

Allison, J. J.

4. Pensacola reports that practice started with Batchelor dinner on March 28, 1918, preliminary to dropping funds based on targets.

Hampton Roads reports the following sea commissions as follows, U.S.N.M.C.

March 27, 1918, Valentin Steverson
 March 29, 1918, J. J. Seagleston

U. S. N. reports the Detachment inspected March 27, 1918 by Rear Admiral Spencer J. Good and his staff of the following officers:

Capt. J. E. Marsh Capt. J. J. Hourigan
 Capt. James W. Parker Asst. Comdr. G. W. Crosby

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5.

Miami reports :

On Sunday, March 24th, a squadron of seaplanes, consisting of four speed scouts, three "F" Boats and nine R-6 and R-9 machines, flew to Key West, Florida and back, a distance of 500 miles.

Miami reports:

A seaplane (R-9 type) a gunnery instruction machine, averaged for the last week eight hours per day flying, and for two days obtained ten hours and forty minutes and eleven hours and eight minutes flying time.

Miami reports:

A 2nd Lieutenant, U. S. N. C., while flying an "F" Boat, stalled the machine on a spiral, going into a nose dive and tail spin at an altitude of 200 feet. He was slightly injured, contusions head and back. This officer has been taken off flying duty on account of carelessness on several occasions.

6.

Foreign Notes:

Ensign Nugent Fallon, U.S.N.A.S., acting as second pilot in one of the large America flying boats operating from the R. N. A. S., Felixstowe, England, in company with two other seaplanes, from that station, successfully engaged five enemy seaplanes near the North Hinder Lightship, North Sea, on March 12, 1918. Two

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enemy planes were shot down and the observer in a third was killed. All the British machines returned safely.

Foreign Stations report flying for week ending March 10, 1918:

In England,	236 hrs.	11 mins.
In France,	190 flights	
	117 hrs.	39 mins.

7. New Types of Planes.

Various sources report new types of German planes at present either being worked out or undergoing tests.

Reported "Fokker" pursuit triplane so dangerous for the pilot that no flying of any extent is yet permitted on this plane.

Report undergoing test a "Fokker" pursuit ~~quadplane~~ ~~quadplane~~, with observer's rotary engine 130 to 140 H. P. machine in main line the triplane, but has besides a very small plane level with axle of landing gear.

Report a life machine, but with larger span and fixed engine, 350 H. P. 12 cylinders in V as under other trials.

Report large bombing plane of Gotha type under construction, with four rotors placed two in front, driving one propeller, in automatic control gear makes

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possible the release of any one of the motors. This control gear or clutch can also be operated by the pilot. For night work the plane has a light in the rear, which can be seen only by a plane flying at the same altitude.

Germans are reported to have ready for service large three-seater, twin engine seaplanes, each carrying a torpedo about 4 meters long.



By direction.

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