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NAVY DEPARTMENT
OFFICE OF NAVAL OPERATIONS
WASHINGTON

JUL 12 1918

July 8, 1918.

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

COMMUNICATIONS SECTION

SUBJECT: weekly Report - July 6, 1918.

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

Station	Flights.	Hours.	Mins.	Average	Theoretical Commission	Aircraft in Station.
Coco Solo	33	42+		(58)	3	Seaplanes 4
Key West	891	787-	7	(547)	29	Seaplanes 38
"	9	30-	56		1	Dirigible 2
Bay Shore	854	851+		(590)	35	Seaplanes 41
Miami	1221	1067+	13	(1051)	31	Seaplanes 73
Hampton Roads	189	211+	1		26	Seaplanes 53
"	10	31+	45		2	Dirigibles 2
Pensacola	1163	826-	20	(1757)	52	Seaplanes 122
"	55	28+	5		1	Dirigible 3
Rockaway	114	204+	55	(374)	9	Seaplanes 26
"	17	55+			2	Dirigibles 3
Montauk	38	75+		(115)	5	Seaplanes 8
"	13	13+	9		1	Dirigible 3
"	1	-	14		1	Kite Balloon 2
Miami (Marines)	577	293-	45	(605)	28	Airplanes 42
Chatham	50	53-	53	(130)	8	Seaplanes 9
"	1	5+	37		1	Dirigible 2
Akron	22	13-	44			Dirigibles
"	19	10-	38			Kite Balloons
"	22	27+	22			Free Balloons
Cape May	85	114+	1	(144)	4	Seaplanes 10
San Diego	122	89-	43	(576)	6	Seaplanes 40

Total 5506 4821 33

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.

NOTE - In order to secure some fixed basis upon which to approximate the amount of flying which a station should accomplish, there will be

FILE

given hereafter the "Theoretical Average". This theoretical average represents the number of hours of flying which a station should do with 60% of its available heavier-than-aircraft flying.

<u>T O T A L S:</u>		<u>Flights</u>	<u>Hours</u>	<u>Mins.</u>
	Lighter-than-air	189	208	30
	Seaplanes	4730	4321	18
	Airplanes	577	293	45
	Dirigibles	127	168	16

<u>P A T R O L S:</u>	<u>Flights</u>	<u>Hours</u>	<u>Mins.</u>	<u>No. Of Aircraft</u>
Coco Solo	2	4	2	2 Scaplanes
Key west	84	107	25	10 Scaplanes
"	9	30	56	1 Dirigible
Miami	22	49	45	8 Scaplanes
Hampton Roads	59	114	26	19 Scaplanes
"	10	21	45	2 Dirigibles
Pensacola	70	127	35	11 Scaplanes
Rockaway	53	154	50	7 Scaplanes
"	9	46	47	2 Dirigibles
Montauk	24	66	25	7 Scaplanes
"	1	7	16	1 Dirigible
Chatham	24	37	50	6 Scaplanes
"	1	5	37	1 Dirigible
Cape May	52	97	10	4 Scaplanes
San Diego	5	5	37	3 Scaplanes
	<u>425</u>	<u>887</u>	<u>26</u>	

2. The following officers have been ordered abroad:-

Morgan, B.P.	Lieut. USNRF.	Hoot, Harry,	Ensign, USNRF.
Patton, W.H.	Lieut. (j.g.) NNV.	Irving, C.B.	" "
Bard, W.H.	Ensign, USNRF.	Jeffery, M.P.	" "
Barron, H.C.	" "	Knauer, H.P.	" "
Benedict, T.H.	" "	Ludington, H.J.	" "
Bletcher, T.B.	" "	Matteson, C.	" "
Biggs, Jas R.	" "	McCormick, A.H.	" "
Burke, J.F.	" "	McKinney, W.P.	" "
Cantrell, W.H.	" "	Owen, G.I.	" "
Chute, J.L.	" "	Oxley, John H.	" "
Corneck, W.B.	" "	Perry, W.M.	" "
Cutrell, H.H.	" "	Peptuz, P.C.	" "
Davidson, J.S.	" "	Philbin, G.C.	" "
Denning, N.J.	" "	Place, R.F.	" "
Dillon, T.F.	" "	Reycroft, W.G.	" "
Finch, B.C.	" "	Rogers, W.H.	" "
Gage, F.H.	" "	Schlimms, G.W.	" "
Garvey, N.P.	" "	Shelton, J.H.	" "
Gleischauf, R.E.	" "	Smith, W.P.	" "
Goodyear, F.H.	" "	Terhune, E.A.	" "
Grooch, W.S.	" "	Tewksbury, H.R.	" "
Hartley, Francis	" "	Thompson, J.S.	" "
Hilbert, W.	" "	Townsend, Chas.	" "
Hite, H.M.	" "	Waggoner, Carl	" "
Hodgson, L.A.	" "	Whittaker, H.D.	" "
Hogan, Dana	" "	Williams, C.L.	" "
		Whitte, E.B.,	Ensign, USNRF.

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3. The following have been commissioned as Ensigns, USNRF:

Allen, Philip, Jr.
Baker, Phillip D.
Barron, Harold C.
Benedict, Thos. H.
Biggs, Jas. R.
Browne, Harold J.
Chute, Jas. L.
Davidson, John S.
Denning, Mathe J.
Dillon, Theodore F.
Ellsworth, Thos. T.
Finch, Volney C.
Fuller, Ernest J.
Gleichauf, Raymond E.
Graves, Mortimer F.
Haggerty, Alfred G.
Hite, Hugh M.

Jenckes, Stephen N.
Knauer, Howard P.
Ludington, Howard J.
McKinney, William P.
Neale, Raymond M.
O'Bryan, Lawrence T.
Oxley, John H.
Perry, Warren M.
Philbin, Gerald G.
Reycroft, Wendell G.
Rounds, Edward W.
Shelton, John H. Jr.
Terhune, Edward A.
Thackray, George E.
Wells, Robert H.
Whitaker, Henry D.
Witte, Edward B.

HAMPTON ROADS -

"Flight test made on Dirigible A-238, to determine the best type of antenna to be used. Apparatus employed was International C.Q. 1115 Radio Set. Test showed conclusively that best type of antenna for use on dirigibles is a single trailing wire with load wires and control wires as a counterpoise."

"Extremely satisfactory test was made of small General Electric wireless telephone on A-959 during flight to Washington. Clear speech obtained for a distance of approximately 70 miles; buzzer signals equally good at that distance. Course to Washington turns over land at this distance, which possibly accounts for fading of signals after passing that point."

Officers and men from this station are operating a Kite Balloon in connection with torpedo practice, this being the first time that kite balloons have been used in this work. No torpedoes were lost during the twenty eight days of operation, and the work was carried out much more speedily with the cooperation of the balloon. Eight torpedoes were fired and recovered in five hours, the previous best time being five torpedoes in five hours. The balloon was secured to the surface craft during a sixty mile gale and rode throughout this storm without damage, and was brought down and nursed in a fifty mile wind

Only two balloons were used during the twenty eight days at sea. At the end of two weeks the first balloon was brought back to the Station, and replaced by a new one. This balloon was in very good condition, slight damage to the empennage being the only damage sustained during this protracted period of operation. The

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second balloon was returned to the Station after two weeks operation in perfect condition.

A brief outline of the method of operation of kite balloons in connection with torpedo practice is herewith given:

The kite is transferred from the ship to the S.C. boat upon arrival at the range; the S.C. boat is then stationed on the five thousand yard line directly on the proposed course of fire. When the torpedo is fired, the balloon pilot telephones the boat officer the course of the torpedo and the boat immediately gets under way, and proceeds at full speed to the right or left of the course of the torpedo toward the target, arriving at the target at about the same time as the torpedo, at which point the torpedo can easily be observed from the balloon and the location given. In the case of an erratic course, the S.C. boat follows the torpedo under the direction from the balloon pilot.

PENSACOLA -

Squadron II: On June 19th, N-9 A-1014 flew twelve hours and thirty five minutes out of a possible fourteen hours. On June 20th, N-9, A-2390, flew twelve hours and fifty five mins. out of a possible fourteen hours and fifteen minutes.

On June 19th, an Aerial collision occurred between N-9s #A-125 and #A-104 while formation flying. Three N-9s were flying in formation at an altitude of about seven hundred feet when A-125 joined them, taking the rear position in a diamond formation. A-104 was in position to the right of A-125 and while making a right hand turn near the Life Saving Station, the two collided. According to witnesses, the propeller of A-104 cut the right wing of A-125, locking them together and causing them to fall together.

Frederick C. Van Dusen, CQM (A) USNRF, on Friday, June 21st, had the unusual experience of the propeller flying off while in flight. When at an altitude of about 1000 feet the propeller became detached with a screeching sound, travelling in an almost horizontal course and drifting to the left and ahead of the plane. The pilot cut the switch and glided to a safe landing. The propeller was later picked up undamaged.

Squadron V: Squadron V has discovered that great care must be taken in the inspection of HS-1 hulls, as they become injured internally without showing the effect externally. During the past week, three HS-1 hulls have been severely damaged in rough water and in one instance twenty four ribs were found fractured. In all cases there has been no exterior evidence of the damage, and the hull has appeared to be in perfect condition. It was only after close inspection of the interior with a pocket flash light that the trouble was discovered.

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Smashiron VI: On June 17th, H-12s, A-773 and A-775, were wrecked while taking off in rough water. During their recovery by the wrecking barge, a storm unfortunately arose with a wind velocity of sixty five miles per hour, and completed their destruction. A-773 was wrecked due to a bad porpoise, while getting away, which smashed the bottom of the hull and allowed it to fill with water. A-775 broke in two aft of the pilot's seats while attaining speed in rough water.

The test of the Texas Oil Company's "Tarvaco" motor oil for "Liberty" motors proved very satisfactory. After a run of fifty hours it showed very little carbon deposit and during the run no trouble was experienced with fouled plugs.

During the week an average of six serviceable H-12s flew a total of one hundred and forty four hours. Twenty six students flew solo, eighty seven received instruction and forty made the prescribed Navigation Flights in H-12s.

PENSACOLA -

ADVANCED TRAINING

"The night flying division flew a total for the week of seventy one hours and thirty five minutes, qualifying eighteen additional night bombers and making a total of eighty five qualified to date.

A submarine silhouette water target is under construction and the students will be marked by a bomb splash plotting board which has been designed."

COCO SOLO-

"Communication with patrol vessels has been carried on daily by means of signal bombs and have proved very successful. The buoy consists of water tight paper box with wooden staff running through the center of same, weighted on one end and red pennant on the other. The message is written on the box, and when seaplane is in proper position, bomb is dropped and recovered by the patrol vessel. No trouble has been experienced in recovering same, although there is a tendency to drop the bomb astern of the vessel."

/s/ N. E. IRWIN.

By direction.