

**U. S. NAVAL AIR STATION  
PENSACOLA FLA.**

**9 April 1918.**

**FROM: Third Squadron.  
TO: Superintendent Aeronautic School.  
SUBJECT: Weather conditions experienced in flights.  
REFERENCE: Aeronautic School order on same of 8 April 1918.**

1. Naval Aviators attached to Squadron III declare that during the week of March 30th., peculiar air conditions existed which made climbing more difficult than usual. The majority of these fliers can not name a specific instance of these conditions but it is generally believed that it did exist. It is agreed that climbing was most difficult between 4000 and 5000 feet and that at times the air appeared "thin", allowing the motor to turn up a full number of revolutions but hardly any climb resulting.

2. A. Feher, CTC, USN., and J. T. Sunderman, CQM, USN., Naval Aviators, and flight instructors in Squadron III, declare that March 28th., this condition was most marked: that a new R-6 with the motor turning up 1400 R.P.M. would only climb about 60 feet a minute at 4000 feet. At 6000 feet this climbing rate improved to a great extent, but was not normal. The same machine on an official test has climbed 300 feet a minute. They declare that climbing was possible at a sub-normal rate from 1000 feet up and that this condition supposedly lasted all day. Both of these Naval Aviators have had sufficient experience in determining the best climbing angle to judge this phenomenon without error in actual flying affecting it to any extent.

3. It is agreed that from time to time such days have been noticed at Pensacola during the last two years.

4. All Naval Aviators questioned agree on the phenomenon and its effect; that although the motor is revolving properly and a good climbing angle is maintained, an extremely slow rate of ascent is attained; that this condition nearly always occurs above 1000 feet on such days and not below; that at altitudes above 6000 feet it is not so marked.

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