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NAVY DEPARTMENT
OFFICE OF NAVAL OPERATIONS
WASHINGTON

I-32-GB

December 9, 1918.

DECLASSIFIED - DOD DIR 5200.9,
27 Sep 1958

From: Director of Naval Aviation.
To : All Naval Air Stations, Aviation Detachments,
Bureaus and Naval Districts.

SUBJECT: Weekly Report - December 9, 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 December 9, 1918:

P A T R O L S .

<u>Stations</u>	<u>Flights</u>	<u>Hours</u>	<u>Mins.</u>	<u>Aircraft in commission.</u>	<u>Complement at station.</u>
Cape May	11	37	- 36	6 Seaplanes	12 Seaplanes
"	2	7	+ 25	1 Dirigible	1 Dirigible
"					1 Kite Balloon
Chatham	8	14	- 59	15 Seaplanes	12 Seaplanes
Coco Solo	4	17	+ 25	2 Seaplanes	12 Seaplanes
Hampton Roads	48	114	- 53	18 Seaplanes	24 Seaplanes
"	2	8	- 6	1 Dirigible	1 Dirigible
"					8 Kite Balloons
Rockaway	8	94	- 35	4 Kite Balloons	6 Kite Balloons
"	10	22	+ 50	14 Seaplanes	24 Seaplanes
"	5	20	+ 35	1 Dirigible	2 Dirigibles
	<u>98</u>	<u>337</u>	<u>59</u>		

	<u>Flights</u>	<u>Hours</u>	<u>Mins.</u>
Lighter-than-air total	17	130	41
Seaplanes total	81	207	18

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 preceding week.

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 the week ending December 9th, 1918:

Stations	Flights other than patrol	Hours, Mins.	Aircraft in commission other than patrol	Complement at station
Anacostia	26	57 hrs. 30	5 seaplanes	m 9 seaplanes
Akron	32	38 39	19 Free Balloons	
Cape May	03	01 35	6 seaplanes	
Chatham	09	7 48	12 seaplanes	
Coco Solo	11	12 15	3 seaplanes	
Gt. Lakes	4	1 10	2 seaplanes	
Halifax	7	4 25	4 seaplanes	
Hampton Roads	44	53 14	30 seaplanes	m 14 seaplane
Hampton Roads	1	0 52	1 dirigible	
Hampton Roads	22	3 34	1 Kite Balloon	
Key West	396	737 58	24 seaplanes	36 seaplane
Miami	1626	1308 46	46 seaplanes	114 seaplane
Miami Marine	384	399	airplanes	
Pensacola	2441	1555	70 seaplanes	108 seaplane
Pensacola	115	109 35	2 dirigibles	
Pensacola	2	1 20	2 Free balloons	
Rockaway	37	18 45	14 seaplanes	
Rockaway	2	0 30	4 Kite Balloons	
San Diego	511	428 20	15 seaplanes	
	<u>6173</u>	<u>4740 16 min</u>		

	Flights	Hours	Mins.
Seaplanes	5615	4186	46
Airplanes	384	399	0
Balloons	28	44	3
Dirigibles	116	110	27
	<u>6173</u>	<u>4740</u>	<u>16</u>

GRAND TOTAL FOR FLYING TIME

Patrol	98	337	59
Other than patrol	6173	4740	16
	<u>6271</u>	<u>5078</u>	<u>15</u>

m- Experimental.

NOTE: Montauk despatch not received to put in this report.

File:

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MEN COMMISSIONED.

	Ensign	USNRF
Harrington, Elliott Dean.	"	"
✓ Stifel, Arnold George	"	"
✓ Snavelly, Ralph Adelle.	"	"
✓ Wood, George Joseph.	"	"
✓ Thorpe, Raymond George	"	"
✓ Sparling, Elliot Wallfort	"	"
✓ Schroeder, John Edward	"	"
✓ Rex, Edmund Searles	"	"
✓ Price, Louis Pirtle	"	"
✓ Mitchell, John, James Jr.	"	"
✓ Merriam, Lawrence Campbell	"	"
✓ Leggatt, Horatius Bonar	"	"
✓ Lander, Alfred Alexander	"	"
✓ Larkin, Harold Peabody	"	"
✓ Lamb, Frank	"	"
✓ Ingraham, Clark Edward	"	"
✓ Huntley, Wilson Crutcher.	"	"
✓ Hall, Myron Crawford.	"	"
✓ Gauthier, Charles Bell.	"	"
✓ Frederick, Stanston Willard.	"	"
✓ Fwan, Charles Match.	"	"
✓ Demarest, Kenneth Elmer/	"	"
✓ Davis, George Erwin Wm.	"	"
✓ Collyer, Frank Ferry Jr.	"	"
✓ Burrow, Less Joslyn Jr.	"	"
✓ Burnes, Joseph Alcysius	"	"
✓ Bronk, Detley Wulf.	"	"
✓ Schimmel, Vernon George	"	"
✓ Croston, Albert Marion	"	"
✓ Himes, George Heckman.	"	"
✓ Herrell, Martin Lewis.	"	"
✓ Kellogg, John Paynes.	"	"
✓ Cheney, Philip Loring	"	"
✓ Hartman, Rubey Cresson D.	"	"
✓ Holden, Wm. Hall	"	"
✓ Hood, Harvey Perley 2nd	"	"
✓ Lawler, Leo Thomas.	"	"
✓ Lyle, Wesley Ben	"	"
✓ Merritt, Roswell Augustus.	"	"
✓ McAdoo, Robert Hazlehurst.	"	"
✓ Requa, Lawrence Kendall	"	"
✓ Wagner, Carl Farnest.	"	"
✓ Brown, Vincent Sadoe.	"	"
✓ Hale, Andrew.	"	"
✓ Hansen, Albert August.	"	"
✓ Lumpkin, Richard Adamson	"	"
✓ Mulliken, Edward Henry	"	"
✓ Stilwell, James Gerald.	"	"
✓ Zieser, Julius Stephen	"	"
✓ Tuger, John Robert	"	"
✓ Rutledge, Daune Horton	"	"
✓ Clark, Charles Samuel	"	"
✓ Bailey, Roscoe Scott	"	"

NEW COMMISSIONED.

	Ensign	USNRF.
✓ Brown, John Quincy.	"	"
✓ McPaul, John Joseph	"	"
✓ Tuttle, Thomas Westley	"	"
✓ Ryan, Wm. Miles	"	"
✓ Watson, John Whitfield	"	"
✓ Weddell, Reid.	"	"
✓ Wallick, Louis Duane	"	"
✓ Whigham, Wm. Jr.	"	"
✓ McClintock, Jack Risher	"	"
✓ Stiles, Wm. Alberto	"	"
✓ Smith, Thomas Duncan	"	"
✓ Beals, David Thomas	"	"
✓ McLaren, Archibald	"	"
✓ Rhodes, Fréd Burnett	"	"
✓ Shank, Wm. Capen	"	"
✓ Webster, Frederick Norton	"	"
✓ Pann, Edwin Huff	"	"
✓ Tainter, Charles Wilson	"	"
✓ Tomlinson, Gaither Roger	"	"
✓ Goldsmith, Norton L.	"	"
✓ Burbank, Paul Evans/	"	"
✓ Stonemetz, Philip Thayer.	"	"
✓ Hinton, Sebastian	"	"
✓ Monteith, Millard Edgar	"	"
✓ Monaghan, John Aloysius	"	"
✓ Brannan, Wm. Forest	"	"
✓ Stanley, Clarence.	"	"

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71.
CHATHAM - December 2, 1918.

RADIO.

During the past week the shore station has kept up its remarkably excellent work, intercepting messages. On one occasion Honolulu was heard. The time signals from the Eiffel tower, France, are received here daily, 2700 meters spark.

PIGEONS.

During the week forty young birds were successfully broken to the loft. They were all liberated at one time and all but two were coaxed back to the loft. These two returned after being out for two nights.

PENSACOLA, FLA. - November 23, 1918.

The Aeronautic School subscribed \$4,094.76 to the United War Work Campaign. Several Units made an exceptionally good showing, the best being the Engineer Gunners, of whom every man in the unit, not on leave or ill, made a subscription, 152 in all. Student Officers turned in the largest subscription per capita.

KEY WEST, FLA. - December 3, 1918.

The N.C.L. Kite Balloon Winch at this station was put into operation during the past week and tested out with a kite balloon. The operation of this winch was highly successful in every respect.

During a practice flight in Dirigible A-236 an American submarine was sighted, submerged in forty feet of water. The ship hovered over the submarine until it came to the surface. It was found that the dirigible could follow the submarine's course provided it remained directly above the undersea craft. This practice was carried out under normal weather conditions.

ANACOSTIA, D.C. - December 6, 1918.

A fin attached to a scarf ring mount for a Lewis Gun has been tested out on a machine in flight. The idea of the fin is to balance and make more easy the movement of the gun at any angle to the wind or drive from the propeller.

(a) The fin is made of thin metal, is pan-shaped, and works on the same principle as the tail end of a wind vane.

(b) First a single Lewis Gun was mounted, then a double mount for Lewis gun was tried; both mounts proved very satisfactory and made the movement of the gun when broadside to the wind very much easier.

As a contribution to the "Free Milk for France" parade on November 27th, two Navy seaplanes flew over Washington and a marine with a parachute was dropped from each plane. An HS-2 and an R-6, equipped with Liberty motor, were used.

(a) The parachute in cone shaped container was made fast by several turns of line passed through stop-holes over floor boards directly under rear seat of fuselage of R-6 seaplane.

(b) The bight of another line was passed around container drawn taut and both ends secured to sides of pilot's cockpit, for the purpose of eliminating any chance of parachute being drawn out by spray when getting off.

(c) After getting in air the pilot cut this line so that parachute hung directly downward under fuselage. As this machine is fed by pressure from hand pump in forward cockpit it was necessary to carry an extra man to pump after the jump. Sergeant Holland, U.S.M.C. and Boatswain Fitzpatrick, U.S.N., both squeezed into forward cockpit.

(d) The pilot, Ensign G. A. Ott, upon reaching position, cut power and stalled machine horizontally at 3000 feet.

(e) Sergeant Holland then stepped out on left wing and crawled slowly back, taking care that all lines led clear through wires. Grasping combing of pilot's cockpit with both hands he lowered himself until his feet rested on pontoon span wire and then suspended himself from pontoon brace strut.

(f) Upon receiving final signal "all clear" from

pilot, Sergeant Holland, cut himself free. The machine circled about until Holland was seen to make a perfect landing on the flat roof of a police station in the heart of the city.

(g) From the HS-2 Marine Gunner McCoy jumped and landed successfully; he, however, sustained some bruises. The cone was secured under wing to forward spar hinge fitting between first and second section outboard, at 2500 feet. The plane was placed in a slow glide; no difficulty was experienced by the gunner in jumping off the hull's fin directly under the wing.

(h) This was the first trial of parachute jumping from a flying boat and is worthy of note on account of the types of planes used and the success over a city.

PENSACOLA - November 30, 1918.

Service Flight School:

On November 26, 1918, H-12 boat, Seaplane No. A-780, was seriously damaged by fire in the hull, caused by a spark from a drop light igniting gasoline fumes. All the men, with Chas. Harold Trask, CMM (A) USN, deserve great credit for extinguishing the fire which was close to tanks holding about 250 gallons of gasoline.

Gunnery School:

Two types of towed-target sleeves were tried out by Squadron II, by Ensign Cantwell and Ensign McMurrin this week, with highly satisfactory results. A reel was installed in gunner's cockpit of #2423 and a spool, over which line was let out, was placed under fuselage. There was no noticeable effect on control of machine at any time, either at releasing target or at cutting loose of same. It was impossible to reel in target and consequently it was cut loose before landing. The target flew slightly below all controls and kept clear even in sharp turns.

Further tests of mirrors for pilot's observation of student while flying in the air were made during the past week. It is now generally agreed that the mirrors are of great benefit to the pilot in correcting the student, and installation of these standard auto-mirrors on all gunnery planes will be recommended.

PENSACOLA - November 30, 1918.

Bombing School:

The new surprise target has been completed and is operating successfully. Following is a description as to how it operates:

The surprise target representing a submarine is constructed of planks two inches thick, and is five feet long and about three feet wide. On it is built a conning tower and periscope. A line is fastened to a ring attached to the end of the target. The line passes through a pulley attached to a 450 pound cement weight at the bottom of the bay and to a windlass on the dock. When the plane passing over, sights the target, the operator at the windlass submerges the target. When the target disappears it submerges on its side. By releasing the line a 100 pound weight serving as a pendulum sets the target upright, and it again appears on the water.

In HS-1 Squadron a new device for dropping bombs has been installed. It consists of a lever coming through the deck of the plane to the left of the sight. This lever if pulled back releases the bomb on the left hand side, and if pushed forward releases the bomb on the right hand side. It has proved successful and we hope to install it on all the planes this week.

We wish to again emphasize the fact that the Mark III Sight has completely revolutionized the bombing course. The proficiency acquired during training since these Sights finally arrived has increased to such an extent that the present F boat work with Mark II sights is considered practically a waste of effort. The real training begins when the Student can be given work with Mark III.

The F Boat Squadron will be shifted to an HS Squadron as rapidly as possible, and all work will be done with HS and Mark III Sights. Four HS planes are now being erected in this squadron, using (temporarily) unstrengthened hulls.

HAMPTON ROADS Va. December 5, 1918.

Patrol Squadron.

~~arrived~~ During the past week regular mine patrols were carried out quite uniformly, there being no one day in which at least one or more patrols were not made. This is exceptionally gratifying considering adverse weather conditions that prevailed throughout the week. Fifty-two patrols were made for a total of 167 hours and 37 minutes. The best day's flying time for the week was 41 hours and 35 minutes, covering a distance of 2199 nautical miles.

With the exception of Sunday and Thanksgiving Day (days excepted by orders), the Washington mail trip was made each way daily. The best time for this trip during the week was made on November 30th, by Ensign J.V. Manners, USNRF pilot and Ensign Lewis, USNRF, Assistant Pilot, in C-1 number 3492 which left Anacostia at 1:50 PM and arrived at Hampton Roads station at 3:50 PM.

On November 27th, two HS-2's were returning from a long patrol, well out to sea, when one of them, number 1207 was forced to land in rough water at 11:45 AM. The pilot Ensign Lampher signalled to pilot Ensign Manners of the accompanying plane to proceed home and arrange for a tow. Ensign Manners reported at the station at 12:50 PM and gave the position of seaplane number 1207. Immediately the Commander, District Forces Afloat was asked to send U.S. boats in search and to send out a broadcast by wireless. At 1:58 PM, F-5 number 3334, pilot Ensign Stillwell, left to search for plane No. 1207. Within one and one-half hours the station had wireless reports from the F-5 to the effect that plane number 1207 was in tow of the USS Merrimack, not more than five miles from the pin point location given. Later one of the U.S. boats relieved the Merrimack and arrived with plane 1207 about three hours after dark. The USS Merrimack was the only vessel sighted by seaplane 1207 after landing and probably would not have observed the seaplane had it not been for the broadcast warning.

An emergency test was made on Friday, November 29th with the following results: The klaxon was sounded at 10:55 A.M. and at 10:59 AM. C-1 3499, pilot Ensign Fisher and Ensign Proctor, Assistant Pilot, left the East Pier. At 11:02 AM HS-2 number 1376, Pilot Ensign Lampher and Assistant Pilot Ensign Biggs in the accompanying plane left the beach.

HAMPTON ROADS VA, continued

As an instance of the value of well established communications at this station, on December 2nd, seaplane number 2030 was left by Cape Henry in company with two other planes on the date of November 30th, was reported by the Radio Station, Smiths Island, as having landed and taken fuel off at Fisherman's Island at 3:01 PM, after which it was reported in the general direction of Cape Henry. The two other planes reached this station on December 1st. Number 2030 was obliged to make a stop at Rockaway where repairs to the oil pump were effected. (A message received from the Rockaway station) regarding this plane so ~~soon~~ this station was not advised of its position. Therefore, its arrival was in no-wise anticipated. In addition, the weather conditions were extremely bad, a high wind blowing, accompanied by a thick mist. Simultaneously with the starting of this plane, the ~~other~~ scheduled Washington mail plane was due to arrive at this station. It was, therefore, supposed that the pilot of this plane had landed on the beachfall ~~in~~ in the neighborhood of Cape Charles and Fisherman's Island, to westward of his course. Upon the arrival of the Washington plane, the pilot stated that he had come ~~down~~ down continuously on his course. The absence of another plane was therefore established. Communication was immediately effected between this station, Fisherman's Island, Cape Henry, and all adjacent Coast Guard stations. At 6:00 P.M., the plane was reported as secured for the night in sheltered waters at Smiths Island. The following morning it was refueled and proceeded to this station. The quick resorting of this plane is, therefore, significant, as otherwise its presence in this District could not have been foreseen.

On November 26th a flight was made to Crisfield, Md., and return in flying boat type HS-2 Number 1908, for the purpose of testing a new type of radio telephone. Voice signals were transmitted every ten minutes during the entire flight and the receiving station had no difficulty in getting all the position reports when the plane was 65 miles away. On the following day the same set up was tested on a flight to Washington and return. Telephone signals were transmitted every ten minutes the entire distance and the receiving station at Hampton Roads and at Washington were able to get signals from the plane the entire flight. On the return trip the gas pump broke down, and it was necessary to use the hand pump the entire distance. The Communication Officer at Hampton Roads was kept fully informed by radio

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DUMFRIES ROADS VA. Continued.

telephone of the position and condition of the plane, and were prepared to send a boat to assist in case of forced landing as necessary. It was after dark when the plane landed and when flying over York Spit light the engine began to fail and radio telephone message was sent, saying the plane should be in in 15 to 20 minutes and if not a boat should search between York Spit and Old Point four miles off shore. The plane arrived on time and it was unnecessary to send a boat to assist. Every word sent by radio telephone from the time the plane was 100 miles away was received at the Dumfries Roads Radio Station and transmitted to the Communication Office. Satisfaction: voice signals at this distance is considered as excellent results in radio telephone transmission from plane to shore. A General Electric "U" tube transmitter was used on a wave of 375 meters.

FOR SIGR NEWS NOTES 28 October 1915.

Ensign Benjamin Lee, R.F. (Aviation), and R.C. Fisher, M.F.2C, have been reported missing, probably drowned; and Ensign J. Garrison R.F., was severely injured as a result of seaplane 4067 crashing in the Humber River, England, when starting for Dundee from Killbegh, October 25th.

Lieut. (Junior Grade) R. McCann, R.F., and Ensign G.L. Hodges, R.F., at the time of the accident dove overboard from the rescue launch and under the burning wreckage of the machine. They emerged in the center of a circle of flaming gasoline and wreckage in their endeavors to rescue the crew of the seaplane. The saving of Ensign Garrison, Second Pilot, was solely due to their efforts. Ensign Hodges brought him while unconscious through the burning wreckage to the rescue boat, keeping him under water intermittently and with his own body protecting Garrison from the flames. In doing this, Ensign Hodges sustained severe burns himself.

Lieut. McCann dove overboard repeatedly in and about the wreckage in utter disregard of his own life, and did not discontinue his efforts until all possible hope of rescuing the crew had passed.

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J. T. ...

By direction.

0165-57 File.