

DECLASSIFIED

NAVY DEPARTMENT

Op-Air  
0155-53

OFFICE OF NAVAL OPERATIONS

I-32-GB

WASHINGTON

September 9, 1918.

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

Subject: Weekly Report - September 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 September 9, 1918:

<u>P A T R O L S:</u>					<u>Aircraft in</u>	<u>Complement</u>
<u>Stations</u>	<u>Flights</u>	<u>Hours</u>	<u>Min.</u>		<u>commission</u>	<u>at station</u>
Cape May	43	123 ÷	23	11	seaplanes	12 seaplanes
Chatham	38	96 ÷	19	11	"	12 "
Coco Solo	13	40 -		2	"	12 "
Hampton Roads	70	202 -	47	18	"	24 "
Key West	98	136 ÷	20	9	"	18 "
" "	11	51 ÷	11	1	lighter-than air craft	
Miami	35	116 -	19	4	seaplanes	12 seaplanes
Montauk	65	174 ÷	20	9	"	12 "
"	8	33 ÷	35	1	lighter-than air craft	
Rockaway	81	303 ÷	40	20	seaplanes	24 seaplanes
"	11	39 -	15	2	lighter-than air craft	
San Diego	2	7 ÷	17	3	seaplanes	12 seaplanes
	473	1,306 ÷	25			
Lighter-than air craft total	30	107	1			
Seaplanes total	443	1,199	24			

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 the station.

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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 September 9, 1918:

Stations	Flights other than patrol			Aircraft in commission	Complement at station
	patrol	Hours	Min.		
Hampton Roads	24	9	8	2 kite bal. # 15 kite bal.	
Akron	7	4	57	1 dirigible	
"	33	22		1 kite balloon	
"	16	29	5	14 free balloons	
Bay Shore	1,049	907	30	26 seaplanes	42 seaplanes
Cape May	20	9	50	7 "	
Chatham	42	24	37	8 "	
Coco Solo	24	9	30	3 "	
" "	1	31		1 kite balloon	#1 kite bal.
Hampton Roads	37	29	53	22 seaplanes	m24 seaplanes
Great Lakes	4	3	5	2 "	
Key west	1,005	702	17	27 "	36 seaplane
Miami	1,858	1,468	40	37 "	72 "
Miami (Marines)	122	173	40	23 airplanes	
Montauk	32	16	2	11 seaplanes	
"	1		15	1 dirigible	# 1 dirigible
"	10	56	5	1 kite bal.	# 1 kite bal.
Rockaway	30	21	30	20 seaplanes	
"	13	4	50	2 dirigibles	# 2 dirigibles
"	22	244	5	4 kite bal.	
Pensacola	1,159	874	30	54 seaplanes	108 seaplanes
"	71	43	10	1 dirigible	# 3 dirigibles
"	1		35	10 free bal.	
San Diego	368	251	25	12 seaplanes	36 seaplanes
	4,949	4,937	39		

	Flights	Hours	Min.
Seaplanes	4,628	4 318	49
Dirigibles	92	53	12
Lighter-than-air craft	199	445	10
Airplanes	122	173	40

GRAND TOTAL FOR FLYING TIME:

Patrol	473	1,306	25
Other than patrol	4,949	4,937	39

5,422      6,244      4

# Number at Station.  
m 18 experimental.

3 The following Officer has been ordered abroad:

Hunter, Robert F., Ensign, U.S.N.R.F.

4. The following men have been commissioned as Ensign, U.S.N.R.F.

Anderson, W.C.	Hagy, W.W.	Raymer, F.H.
Arp, L.C.	Holst, E.T.	Rickard, G.
Blair, F.K.	Johnson, W.H.	Roberts, J.C.
Boyd, T.P.G.	Lile, C.T.	Robinson, G.E.
Bryan, W.C.	McGown, T.O.	Rodenbaugh, E.S.
Burrage, W.S.	McKelway, A.J.	Rohwer, F.W.
Burnham, M.	Mahoney, D.F.	Roth, H.L.
Colston, C.M.	Merritt, M.P.	Sams, L.K.
Compton, R.P.	MMsh, D.E.	Saunders, S.B.
Crumb, S.A.	Noble, R.C.	Spaulding, I.D.
Dean, P.T.	Ostán, O.L.	Tibbitts, R.D.
Dodson, W.C.	PErker, P.G.	Tobin, G.J.
Eastman, P.Y.	Peaslee, A.T.	Wagner, A.C.
Easton, G.	Rhilbin, P.A.	Wilson, E.R.
Garlington, J.P.	Furington, C.A.	Wood, W.P.

PENSACOLA - August 28, 1913.

Squadron III

With only two R type machines in operation, for this Squadron's bombing pupils, gratifying energy was displayed by the crews of these machines; in one instance a pontoon was changed in twelve minutes and in another a motor was changed in four hours.

NAVIGATION SCHOOL.

Squadron VI

In the evening of August 18th, orders were received to prepare three E-16 flying boats for a flight to New Orleans, to start at 8:00 a.m. the following morning. Machines #A-1041-1042-1043 were each equipped with four machine guns, two live Mark IV bombs and a complete radio set. Each boat was furnished with a new type of gun mount, with which the machine gun is raised approximately three and a half feet above the deck, giving a much greater range of fire. Owing to bad weather in the morning of August 19th the boats were unable to start until 1:15 p.m. Numbers 1041 and 1042 flew to New Orleans, arriving there at 3:40 p.m., which is considered very good time for the distance. Number 1043 was unable to leave the water.

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PENSACOLA (continued)

During the past week ending August 23rd, fourteen students flew solo, eighty received instruction and fifteen made the prescribed Navigation Flights. The total flying time for H-12's and H-16's was 163 hours and 5 minutes.

WEEKLY OFFICERS' MEETING

At the weekly Officers' Meeting, held Tuesday, 20 August, 1918, Mr. Valdez read the weekly report from Operations (Aviation) of August 12th, Mr. Lawrence read Aircraft Technical Notes on British tests of H-16 flying boats, and Mr. Reed, the Meteorological Officer, read a very instructive and entertaining report of his Free Balloon flight over the Gulf of the previous week.

CAPE MAY - September 4, 1918.

Special attention has been paid during the past week to the matter of radio communication with planes on patrol. Messages from planes to the Station are continually received, and we have been able to trace the course of the plane throughout the entire length of a 250 mile patrol, at a maximum distance of 100 miles from the station. A representative of the Simon Company of New York, is now on the Station, and in one case, a message was received from this Station by a plane in the air at a distance of 15 miles on a test flight, conditions being very favorable.

An R-9 from this Station landed at Atlantic City at noon, August 29th, for repairs. An entire new left wing was needed. Wing was sent to Atlantic City by truck, wings changed on the plane on the beach, and the machine flew back to the Station at 4 o'clock the following afternoon.

Ensign R. P. Evans landed at Ocean City, N.J. about one month ago, his motor having frozen, due to plug in crank case coming out, allowing the oil to run out. A new motor was sent by truck from this Station to Ocean City, N.J., and by use of shear legs and block and tackle, motor was removed from the plane and new motor placed in the plane, and set up in two days. Plane then took the air in perfect running condition.

August 21, 1918.

A piping system for filling planes with gasoline has been put in operation at this Station and is very successful. 5,000 gallon storage tank has been raised approximately 6 feet in elevation, and 2 inch pipe run from this tank to three points 4 on the beach.

At each point there is 100 foot hose with valve. These hoses will reach practically every point on the beach, and planes can be gassed directly from the hose by gravity flow in approximately fifteen minutes time.

A system of weekly conferences for mechanics and observers has been instituted which gives promise of resulting in lively increase of interest in the Station and patrol system by these men. By keeping the beach enlisted personnel posted as to the aims of the Station and workings of system, it is thought a much more personal interest will be taken in their work.

A means has been suggested of inter-communication between pilot and observer in the forward cockpit of flying boats as follows:

A light tube or hose in the hull from pilot's seat to forward cockpit provided with a funnel on each end with a net over the funnel. Message will be written on paper, placed in the hose, and the end of the hose put into the wind. Pneumatic pressure will then shoot the message to the other end of the tube. Messages may be sent either way.

On August 14, 1918, S.O.S. received at 12:00 noon - four planes sent out and located 5-masted Schooner on fire and sinking. Vicinity was searched but no submarine discovered. At a point 1/4 mile from schooner very distinct bubbles were noticed. Three bombs were dropped and two functioned. It is considered that possibly hostile subs drop some device which sends up bubbles as a blind.

COCO SOLO - August 24, 1918.

Overheating of V2C10 motors has been entirely done away with by the use of boiler compound in the radiators. This compound cleans out all the rust and sediment and allows perfect circulation through the radiators.

This Station has patrolled to sea for over 450 hours, with only two forced landings, proving the reliability of the V2C10 motor. All flights have been from two to four hours duration, patrolling from 60 to 70 miles to sea. The average for all V2 motors on the Station has been 62 hours in operation before overhaul.

G. W. Steele, Jr.

By direction.

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