

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

SUBJECT : Weekly Report - June 1 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 June 1 1918.

<u>Station</u>	<u>Flights</u>	<u>Hours</u>	<u>Aircraft in commission</u>	<u>Aircraft at Station</u>
Bayshore	422	267 Hrs.54 min.	31 Seaplanes	31
Akron	25	17 Hrs.24 min.	1 Kite Balloon	1
Akron	20	29 Hrs.16 min.	14 Free Balloons	14
Hampton Roads	304	279 Hrs. 4 min.	29 Seaplanes	60
Hampton Roads	2	54 min.	2 Kite Balloons	15
San Diego	<u>86</u>	51 Hrs.54 min.	6 Seaplanes	20
Rockaway	33	26 Hrs.10 min.	6 Seaplanes	17
Rockaway	7	5 Hrs. 55 min.	2 Dirigibles	3
Rockaway	1	15 Hrs.	2 Kite Balloons	12
Miami Marines	633	386 Hrs.10 min.	23 Airplanes	42
Key West	757	706 Hrs.27 min.	18 Seaplanes	44
Key West	13	17 Hrs.57 min.	1 Dirigible	2
Montauk	27	60 Hrs.	5 Seaplanes	7
<u>Miami</u>	<u>783</u>	<u>540 Hrs 45 min.</u>	21 Seaplanes	58
Coco Solo	29	16 Hrs.	3 Seaplanes	3
Pensacola	2729	2032 Hrs. 34 min.	48 Seaplanes	115

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<u>Station</u>	<u>Flights</u>	<u>Hours</u>	<u>Airc ft in commission</u>	<u>Aircraft at Statio.</u>
Pensacola	29	25 hrs. 36 mins.	1 Dirigible	3
Cape May	31	46 hrs. 47 mins.	6 Seaplanes	7
"	4	30 hrs.	1 Dirigible	2
	<u>5935</u>	<u>4554 hrs. 57 mins.</u>		

	<u>Flights</u>	<u>Totals. Hours.</u>
Seaplanes	5201	4087 hrs. 29 mins.
Lighter-than-air	101	141 hrs. 18 mins.
Airplanes	<u>633</u>	<u>326 hrs. 10 mins.</u>
	<u>5935</u>	<u>4554 hrs. 57 mins.</u>

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Chatham despatch not received in time for this report.

2. Chatham reports following flying time for the week ending May 25, 1918.

Seaplanes	21 flights	38 hours 2 mins.
Dirigibles	2 flights	2 hours 20 mins.

3. The following officers have been ordered abroad:

R.W. Cabaniss	Lieut. Comdr. USN	W.W. Townsley	Ensign USNRF
W. Masek	Lieut. USN	T. Buchanan	" "
A.C. Zabriskie	Ensign USNRF	A. Byork	" "
S.T. Curran	" "	A. M. Crawford	" "
R. Davis	" "	J.L. Dean	" "
D. H. Geyer	" "	J. Dyer	" "
E.H. Hall	" "	H. Fuhr	" "
C. Kunkle	" "	F. Pursel	" "
A. Madison	" "	W. A. Stumpf	" "
P. Shunway	" "	F. R. Temple	" "
C. Speed	" "	B. F. Tyler	" "

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

Barton, Robert Jr.	Dimmick, Edwin
De Bussy, W. L.	Endicott, John
Hurd, N.C.	Hall, Chas. A.
Hunt, Stanley F.	Noble, Leland
Norris, Albert	Smith, Nelson H.
Twining, Edward, Jr.	Peltz, Gordon
Weston, Charles	Huntington, Edwin J.
Wigglesworth, Frank	Dwyer, Martin J. Jr.
MacRae, Donald O.	Pulliam, Harold, A.

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Sprague, William  
Hunter, Harry H.  
Sturgis, A. H.  
Sweeney, Paul A.  
Talbot, Robert A.  
Wilson, Donald  
Mitchell, E. L.  
Fauchtwagger, A. J.  
Freeman, S. A.  
Hoopes, Thos. T.

Howlett, Walter M.  
Hicks, Fred. B.  
Gradar, G. W. Jr.  
Cormack, W. S.  
Thorpe, Leslie A.  
Grooch, Wm. S.  
Harrison, E. M.  
Wilson, Earle F.  
Soper, Harold C.  
Green, Walter C.

### HAMPTON ROADS

On May 24th Ensign F.H. Davis, USNRF., reported at the L.W.F. Aeroplane Company, College Point, L.I., and flew a Seaplane from there, to the Naval Air Station, Hampton Roads, Norfolk, Va. a distance of approximately three hundred and thirty miles; the total flying time being four hours and thirty minutes. Two stops were made, the first being between College Point and Cape May, for the purpose of examining the gasoline pump, and the second at the Naval Air Station, Cape May, N.J., to take on a supply of gasoline.

Ensign L.M. Weld, U.S.N.R.F. succeeded in locating an Army seaplane that had been in distress for twenty-four hours and was in sinking condition. Ensign Weld immediately radioed this information to his operating base, and reports from him resulted in the rescue of this plane. This flight was started at 6 P.M. and the plane returned to the Station at 8:20 P.M. having covered 140 miles.

A patrol of two seaplanes piloted by Ensign L.M. Weld, USNRF. and Ensign Arthur Paul, USNRF, operating together, unassisted by destroyers or convoys of any kind, covered a distance of 254 miles in triangular patrol at sea off Cape Henry. Both planes remained in the air four hours and fifteen minutes: the total flying time for the two planes being eight hours and thirty minutes, and the distance covered five hundred and eight miles, without trouble of any kind. This patrol was made in R-6 type seaplanes.

Patrol flights: During the week of May 25 1918, covered by this report, a total of twenty-five successful patrols were carried out from this Station, covering a distance of three thousand three hundred miles, during a period of fifty-five hours and thirty minutes in the air. Landings have been made on the open seas, and in all instances successful getaways were also made. No patrol seaplanes were lost or seriously damaged during the week.

Note: This report from Hampton Roads was delivered by Naval Air Route.

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PENSACOLA:

Squadron I: Seaplane A-224 of division "C" Ensign W.T. Snow, Division Commander, accomplished thirteen hours of flying on Wednesday 22nd May, with fourteen hours ten minutes between sunrise and sunset.

In Division "B" Ensign C.L. Allen, U.S.N. division Commander, Seaplane A-119 made an identical record on Thursday May 23rd. This division with five seaplanes assigned made a total of fifty-six hours on May 20th or an average of eleven hours and twelve minutes for each seaplane in the division.

Seaplane A-100 made a total for the week of seventy-five hours fourteen minutes, or an average of ten hours and forty-five minutes for each of the seven days (flying was carried on for nine hours on Sunday).

On May 23rd, Student Officer F.M. Graves on a cross wind to made a forced landing in restricted waters in "Big Lagoon", repaired his carburetor, made a normal get-away and again was forced to land in the lagoon from broken hose connection. A wrecking plane from his division with Division Commander Allen went out and repaired the plane and for a second time it made a normal get-away. Upon reaching a height of about seventy-five feet, the propeller came entirely off and gave a slight glancing blow to the nose of the pontoon without serious damage to either pontoon or propeller. For a third time Graves landed in the "lagoon". The wrecking plane with Ensign Allen, after inspection of A-363, returned to the Station, secured another propeller, brought it back to the lagoon, installed it on A-363 and Graves made a normal get-away and flew home.

Squadron V: During the past week fourteen Officers and Student Officers qualified as H-12 pilots.

MONTAUK.

A flight in Seaplane was started at 6:00 o'clock in the evening and returned at 8:45 o'clock. Landing was made on water by moonlight. No difficulty was experienced in flying and landing by moonlight.

CRPE MAY.

A-955 came down at sea about 50 miles from shore. It was forced to land due to oil lead breaking. Seaplane was adrift until 2:00 A.M. when picked up by S.S. Texas. Very pistol and small flash lights were used in signalling vessel. Vessel very suspicious. Seaplane taken aboard without serious damage and taken to New York. This was the only forced landing this week.

One flight of 4 hours was made by Ensign R.H. Merrill,

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U.S.N.R.F. in A-196. This seaplane is equipped to carry 70 gallons of gasoline. It returned with 18 gallons of gasoline giving a fuel consumption of about 13 gallons per hour. This seaplane landed at 9:15 P.M. by searchlight.

KEY WEST

An R-9 on patrol duty returned to Station with leaking front gravity tank. Tank was removed, new tank installed and filled and machine was in the water in twenty-two minutes.

Two mechanics removed four OXX cylinders from motor in plane, replaced piston rings and cylinders and motor was running in one hour and twenty minutes.

While two R-9's were on patrol about thirty-five miles off shore, one was forced to land. The pilot of the other plane completed the patrol, arranged for patrol boats to proceed to position of disabled plane, and after giving the patrol boats 2-1/2 hours start, he, in company with another plane, quickly located the disabled plane and guided a patrol boat to it."

By direction.

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