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Op-Air
0155-34

NAVY DEPARTMENT
OFFICE OF NAVAL OPERATIONS
WASHINGTON

20/B

~~CONFIDENTIAL~~

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

DECLASSIFIED - DOD DIR 5200.9,
27 Sep 1958

SUBJECT: Weekly Report - May 11, 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 May 11, 1918.

Station	Flights	Hours	Aircraft in Commission	Aircraft at Station.
Pensacola	3199	2434 hrs. 42 mins.	57 Seaplanes	115
"	57	32 hrs. 24 mins.	1 Dirigible	3
"	-	-	1 Kite Balloon	3
"	-	-	10 Free Balloons	10
Miami Marines	758	398 hrs. 56 mins.	15 Airplanes	31
Montauk	39	30 hrs. 55 mins.	5 Seaplanes	8
"	1	2 hrs. 20 mins.	1 Dirigible	2
Hampton Roads	265	212 hrs. 9 mins.	22 Seaplanes	43
"	22	4 hrs.	5 Kite Balloons	11
Rockaway	13	3 hrs. 20 mins.	2 Seaplanes	15
"	6	18 hrs.	2 Dirigibles	3
"	5	27 hrs. 2 mins.	5 Kite Balloons	9
"	2	3 hrs. 15 mins.	1 Free Balloon	1
Chatham	19	23 hrs. 50 mins.	2 Seaplanes	5
Bay Shore	271	192 hrs. 25 mins.	14 Seaplanes	26
Key West	671	558 hrs. 5 mins.	20 Seaplanes	33
"	13	23 hrs. 18 mins.	1 Dirigible	2
Akron	39	56 hrs.	1 Kite Balloon	1
Miami	579	448 hrs. 14 mins.	17 Seaplanes	64
Akron	10	9 hrs. 51 mins.	14 Free Balloons	14
San Diego	44	26 hrs. 42 mins.	6 Seaplanes	9
	<u>6013</u>	<u>4555 hrs. 28 mins</u>		

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Last paragraph

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3. Pensacola:

R-6 Navigation flights have been prevented during the past week by the roughness of the Gulf, and aside from two experimental reconnaissances no scouting has been done.

Pensacola:

One Goodrich Blimp, A-245, was assigned to this station and is being used day and night. This is the first satisfactory dirigible that has been received at this Station.

~~Pensacola:~~

Pen! Tests have been conducted by Flight Commander Hobbs of H-12 No. A-772 with reinforced Paragon two blade propellers and Curtis four-blade propellers.

Flight Commander ~~B. B.~~ Hobbs, R.N.A.S., and Lieut. (j.g.) N. Fallon, U.S.N.R.F., arrived on 1st May. Flight Commander, ~~B. S.~~ Hobbs, R.N.A.S., will act in an advisory capacity as general aide to the Superintendent of the Aeronautic School. Lieut. (j.g.) N. Fallon, U.S.N.R.F., will have general supervision over Squadron Five (H-12's) and Navigation Flights.

A scarf ring is being successfully placed on an N-9 seaplane for use in the gunnery course and its test will be conducted during the coming week.

Tests have been conducted by Flight Commander Hobbs of H-12 No. A-772, with reinforced Paragon two-blade propellers and Curtis four-blade propellers.

-: Summary of Test:-

(a) Paragon two-blade propellers (R-6 type) reinforced at hub: diameter 9' 3", pitch 6' 7-1/2", serial number 6400, Liberty Motors. Five passengers and 200 imperial gallons of gasoline.

Results

1000 ft.	in 2-1/2 minutes at	1600 R.P.M.
3000 ft.	" 7 " "	1610 "
6000 "	" 14 " "	1610 "
8000 "	" 20 " "	1600 "

Water temperature with Livingston Radiators, Class A, dimensions 2' 6" x 3' 4" at

1000 ft.	- Port 170 degrees
	Starboard 168 degrees
3000 ft.	- Port 168 degrees
	Starboard 165 degrees
6000 ft.	- Port 162 degrees
	Starboard 159 degrees

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8000 ft. - Port 162 degrees
Starboard 151 degrees

#31 choke, 155 compensator and 145 Main jet used in carburetors. Stop watch not used on this test-yet it is very nearly exact. Port radiator lost 3 gallons water during flight, starboard ~~water~~ *radiator* lost 2 gallons water during flight.

(b) Curtis four-blade propellers, diameter 8' 7", pitch 6' 8" type D 5008, with exactly same passengers, load, etc. all conditions absolutely identical.

Results

1000 ft.	- in 2 minutes,	11 seconds at 1440 R.P.M.
3000 ft.	- in 7 minutes,	31 seconds at 1440 R.P.M.
6000 "	- " 17 " ,	36 " " 1440 "
8000 "	- " 27 " ,	0 " " 1440 "

Throttle had to be opened almost full out at 8000 ft. to maintain steady 1450 R.P.M.

Water temperature with same radiators

1000 ft.	- Port 158 degrees
	Starboard 162 "
3000 ft.	- Port 152 "
	Starboard 160 degrees
6000 ft.	- Port 148 "
	Starboard 154 "
8000 ft.	- Port 147 "
	Starboard 152 "

Same carburetion as first test.
Stop watch used on this test
Water loss - about same as first test.

Pensacola:

N-9 A-365 with modified wings, minus engine sections, has been assigned to Squadron 3 and is at present being used as a target machine for Camera Gun use.

Pensacola:

Total flying time for the week *ending May 4th* 1440 *hours 44 minutes* with no crashes of any kind.

Montauk:

on April 30th seaplane A-304 was completely wrecked while making

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4.
a forced landing in a heavy surf. This was an account of a dense fog which came up while the seaplane was on a patrol flight and the motor failed, probably due to short circuit in spark plugs. The seaplane turned over when it landed and was washed near the shore by the surf and then turned over again several times. Neither the pilot nor the observer were injured, although they were forced to swim ashore through the surf. While swimming ashore, one of the spiral leggings of the pilot became unfastened and it became entangled in his legs in such a manner that it was very difficult for him to swim.

Massachusetts Institute of Technology.

This detachment subscribed \$529,050.00 in the 3rd Liberty Loan.

Percentage subscribing 87.6

Pro rata subscription \$429.69

which entitles us to nine stars in our quota flag.

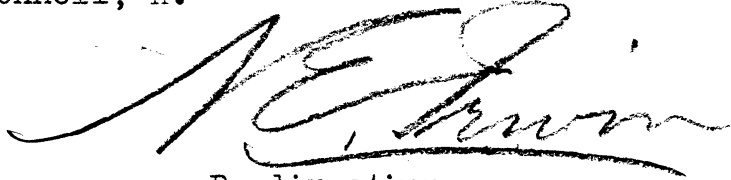
Telegraphic reports for week ending May 11 1918 not received from the following station in time for weekly report: Cape May.

The following men were commissioned Ensigns U.S.N.R.F.:

Fletcher H.M.
McEwen W.R.

Markle G.B.Jr.
White R.H.

McConnell, H.



By direction

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