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NAVY DEPARTMENT

Op-Air.
0155-43.

OFFICE OF NAVAL OPERATIONS

32-GB-R

WASHINGTON

July 15, 1918.

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

SUBJECT: Weekly Report - July 15, 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 July 15, 1918.

Station	Flights	Hours	Mins.	Theoret- ical Average	Aircraft in Commission	Aircraft at Station
Coco Solo	<u>36</u>	48 ⁺	40	(58)	2 Seaplanes	4
Bay Shore	<u>981</u>	1094 ⁺	23	(691)	28 Seaplanes	48
San Diego	<u>123</u>	78-	58	(576)	9 Seaplanes	40
Rockaway	92	242 ⁺	50	(346)	10 Seaplanes	24
"	13	48-	49		2 Dirigibles	3
"	8	133 ⁺	45		3 Kite Balloons	10
Miami	1096	1049-	57	(1008)	26 Seaplanes	70
Hampton Roads	147	172-	19		15 Seaplanes	50
"	12	29 ⁺	47		1 Dirigible	1
Montauk	57	111 ⁺	45	(115)	8 Seaplanes	8
"	3	11-	29		1 Dirigible	
Akron	30	24 ⁺	23		Dirigible	
"	20	26-	30		Free Balloons	
Key West	948	797 ⁺	7	(533)	28 Seaplanes	37
"	12	40 ⁺	34		1 Dirigible	2
Great Lakes	9	3 ⁺	38	(29)	2 Seaplanes	2
Cape May	68	70-	37	(158)	3 Seaplanes	11
Pensacola	1332	717-	35	(1610)	47 Seaplanes	116
"	11	7-	40		1 Dirigible	3
Chatham	27	142 ⁺		(130)	8 Seaplanes	9
"	3	5-	23		1 Dirigible	1
Miami Marines	<u>415</u>	207-		(605)	28 Airplanes	42
	5443	5065 Hrs.	9 Min.			

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 best record for station. NOTE:- In order to secure some fixed basis upon which to approximate the amount of flying which a station should accomplish, there will be given hereafter the "Theoretical Average".

This theoretical average represents the number of hours of flying which a station should do with 60% of its available heavier-than-aircraft flying.

<u>T O T A L S :</u>	<u>Flights</u>	<u>Hours</u>	<u>Mins.</u>
Lighter-than-air	28	159	75
Seaplanes	4916	4529	49
Airplanes	415	207	
Dirigibles	84	168	5

NOTE: The figures given in the paragraph on "Hours of Flying" under the heading, "Theoretical Average", are based upon estimates which apply primarily to stations wherein elementary training alone, is being carried on.

It is evident that the same mode of computation should not be applied to stations carrying on advanced training or patrolling.

A more accurate basis of comparison is therefore being evolved, and it is requested that stations which have already adopted or formulated plans of this nature, submit to this office a description of same.

<u>P A T R O L S :A</u>	<u>Flights</u>	<u>Hours</u>	<u>Min.</u>	<u>Number of Aircraft</u>
Coco Solo	15	48		2 Seaplanes
San Diego	4	2	4	3 Seaplanes
Rockaway	42	161	10	8 Seaplanes
"	10	47	38	2 Dirigibles
Miami	52	129	20	6 Seaplanes
Hampton Roads	69	121	31	16 Seaplanes
Montauk	42	103	55	8 Seaplanes
"	3	11	29	1 Dirigible
Key West	12	40	34	1 Seaplane
Cape May	35	62	35	3 Seaplanes
Pensacola	45	72	5	14 Seaplanes
Chatham	52	123	50	8 Seaplanes
"	1	4	30	1 Dirigible
Total	382	928	41	

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2. The following officers have been ordered abroad:

Affleck, William R.	Ensign	USNRF	Morfora J.H.	Ensign	USNRF
Austin, Raymond	"	"	Neale, Raymond	"	"
Barnes, Earl C.	"	"	Parvin, John L.	"	"
Burns, Robert W.	"	"	Stockwell Walter F.	"	"
Callory W.	"	"	Sturgeon A.G.	"	"
Clements J. R.	"	"	Thackray, G.M.	"	"
Hastings, H.T.	"	"	Van Deren F.F.	"	"
Hoffman, R.G.	"	"	Vaughn Charles L.	"	"
Janckes S.H.	"	"	Wells, Robert H.	"	"
Kennedy, S.C.	"	"	Wicker, James C.	"	"
Kilner, O.P. (T)	"	USN	Williamson N.L.	"	"
McCreery, Worthington	"	USNRF	Wright Floyd N.	"	"
Mitchell G.W.	"	"			

3. The following men have been Commissioned as Ensigns USNRF

Alexander, William H.	Lake, Albert C.
Auchincloss, Reginald	Leary, Neville C.
Avery, Lyman C.	Lee, Thomas, B.
Ballintine, Herbert W.	Lippman, Albert F.
Barr, Joseph S.	Little, James A.
Becker, Charles B.	Lynn, David E.
Begley, John S.	McCreery, Worthington
Blagden, Benjamin	McMahon, James C.
Brady, Jack	McKeller, Earl F.
Cannon, George C.	McKown, Richard K.
Carlucci, Francis J.	McShane, Colgate C.
Chapman, Thomas	Marshall, Richard A.
Constable, Henry B.	Morton, Ansel N.
Corry, Arthur	O'Neill, Daniel E.
Cullinan, Craig F.	Painter, Alden L.
Daniel John M.	Peck, Frederick C.
Davis, Robert J.	Phillips, Elliot, S.
Davis, Thomas E.	Pottinger, Earl H.
Davidson, Russell, L.	Poyntz, Pearce D.
Diehl, Walter S.	Proass, Paul
Dodd, John M.	Ramsey, Beverlald M.
Dolecek, Edward E.	Read, William A.
Donelson, William W.	Roland, Percy W.
Fageros, Edgar D.	Rotering, Victor F.
Farrelly, Richard D.	Rose, Joseph E.

Favorite, George O.
French, John B.
Gaines, Ludwell E.
Good, Eugene A.
Gould, Littleton
Grace, R. Virgil
Grant, John L.
Hollis, Thomas Jr.
Holloway, Thomas F.
Holton, Richard A.
Hough, Henry J.
Jennings, Albert C. Jr.
Jordon, Robert
Keddie, Edward
Kendall, Charles H.
King, Henry W.

Rowe, Charles A.
Schwarr, Clelland K.
Sheldon, Samuel D.
Snody, Allan P.
Stanley, Richard
Stiwell, Richard
Stephens, Allan W.
Stremeyer, Walter H.
Sqibb, Charles G.
Thomas, Duncan G.
Vogell, Charles G.
Warner, Herbert R.
Wettach, Robert H.
Wilber, Wadworth
Willing, Arthur
Wilson, Alfred C.
Wolfe, Alexander

July 3, 1918.

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Curtiss V2-3 engine #6377 in R-9 Seaplane A-919 has been flown continuously for over one hundred and ninety hours, and is still in servicable condition - an extraordinary performance for this type of engine, and seemingly due to the fact that the intake manifold connections to the bottom of the water jacket were lowered.

SQUADRON V

On June 28th, two HS-1 seaplanes were sent to Apalachicola, Florida, to determine the suitability of a landing place for H-16 seaplanes in that vicinity. The distance from Pensacola is approximately one hundred and fifty miles, and the trip was made in two hours and eight minutes. The route followed along the Gulf shore was made very clear by the use of the Naval Aviation Chart No.31115.

The Squadron V Engineer Officer has devised a plan by which the starting dog trouble in liberty motors is more easily repaired with a great saving in time. As the starting dog is at present an integral part of the master gear, both being a continuous casting, when the dog strips it is necessary to remove both the dog and the gear, at the same time removing the oil pump. The Squadron has cut the dog away from the gear and has provided it with a flange which is secured to the gear by six bolts. When the dog breaks, the bolts are removed, and it is taken out without disturbing the master gear - an operation taking half an hour, which takes at least two or three hours by the old method.

SQUADRON VI

In spite of rough weather, the H-12s flew ninety-seven hours and fifty minutes during the past week, and an average of six servicable boats per day was maintained. Seventy-five students received instruction and fourteen took navigation flights.

DECLASSIFIED

PENSACOLA July 3, 1918.

It has been found advisable to fly the H-12s only when there is a comparatively smooth sea, due to the fact that landings in rough water makes them inoperative until extensive repairs have been made to the hulls. For this reason, F boats have been used on a great many navigation flights when it has been considered unwise to use H-12s, due to the condition of the sea. It is an interesting fact that when H-12s, A-773 and A-775, broke up on rough water during the previous week, and F boat landed along side of both of them in order to be of possible assistance, remaining on the water a considerable interval in each case, and getting away in a perfectly satisfactory manner without any damage whatever to its hull.

ADVANCED TRAINING.

NIGHT FLYING.

The night flying division has to date flown three hundred and fifty-five hours and fifty minutes with three crashes and no injuries to personnel. One hundred and two qualified night fliers have been graduated.

SQUADRONS IN GENERAL

A station record was made for motor time, when motor 5463 OXX-6 had been in service for 45 days and seen active service for 331 hours and 10 minutes, the motor still being in condition for further use and at present in service.

A-2393

Hispano-Suiza N-9/while being piloted by Ensign H.T. Eastbroek, at an altitude of 2100 feet broke both engine bed members allowing the motor to fall forward about six inches, consequently the propeller cut into the nose of the pontoon. The motor, however, continued to fire on two cylinders which made the machine practically uncontrollable, the Pilot landing safely only by side slipping to within a few feet of the water leveling out and settling in. The machine and pilot landed safely, but when the machine was being towed to the station it nosed in on account of pontoon filling with water. It is especially noteworthy of mention that when the incident occurred everything was normal, the water temperature being 165 degrees F. Oil Pressure 65 pounds, and the motor at 140⁰ RPM. There was no vibration nor any warning previous to the breakage.

DECLASSIFIED

Liberty Motors in this Squadron have given a most satisfactory performance, one motor having had 78 hours without even having a plug removed or any further adjustments than carburetor made.

Many HS-1 hulls have been repaired without completely opening the hull, i.e. a hole had been cut into the side and ventilation furnished carpenters at work in the hull by means of electric fans. The air stream being circulated through the hull by means of a cone from the electric fan to the opening in the hull.

There were five days during the week when Navigation was possible. The total flying for week was 126 hours, 38 Students completed the course making a total of 186 to date.

Liberty Motor operation was very satisfactory for the week. Two motors were taken out of Machine 779 for inspection, after having run approximately 80 hours and were found still fit for further service.

A few instances where vibration was evident in the motor has been traced to the propellers. These propellers would line up and track well, but would vibrate at high speed. New propellers eliminated this trouble. It is believed that a slight difference in pitch between the blades caused this flutter.

HAMPTON ROADS.

Patrols.

The comparative efficiency of seaplane and power boat patrols was thoroughly demonstrated this week. An HS-1 patrol having been forced to land through engine trouble, was missing for 31 hours. Submarine chasers and Coast Guard vessels having been unable to locate the plane, dirigible and seaplane patrols were sent out. The disabled machine was located 72 miles from the home station in tow of a tramp steamer.

The patrol officer has completed the compilation of a photographic directory showing all Coast Guard Stations and Light-houses within a radius of 150 miles of this Station. It is used

DECLASSIFIED

as an aid to pilots in determining their positions, and in preparing patrol reports. Photographs show a clear view of each of the Stations and are marked distinctly to show which way the view given faces, also specifying in detail distinctive features of coloring, situation, etc. Arrangements have also been made to have the number of all coast guard stations painted on their roofs to assist pilots in determining the identity of the various stations passed.

On a few occasions patrol machines returning to the station after dark have made night landings without special lights or appliances, and without injury to the machines.

/s/ N. E. IRWIN.

By direction.