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0155-39

NAVY DEPARTMENT

32/T

OFFICE OF NAVAL OPERATIONS

WASHINGTON

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17 June 1918

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

SUBJECT : weekly Report - June 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 June 15 1918.

Station	Flights	Hours	Theoret- ical Average	Aircraft in Commission	Aircraft at Station
Miami(Marines)	742	317 Hrs.50 Min.	(562)	20 Airplanes	39
Rockaway	64	122 " 17 "	(259)	7 Seaplanes	18
Rockaway	11	43 " 07 "		2 Dirigibles	3
Rockaway	9	160 " 40 "		2 Kite Bal.	8
Great Lakes	5	2 " 28 "	(43)	3 Seaplanes	3
Montauk	44	102 " 14 "	(144)	6 Seaplanes	10
Bay Shore	611	541 " 28 "	(504)	33 Seaplanes	35
Miami	<u>620</u>	<u>500</u> " <u>56</u> "	(820)	21 Seaplanes	57
Coco Solo	26	27 " "	(43)	3 Seaplanes	3
Key west	919	743 " 31 "	(604)	24 Seaplanes	42
Key west	14	49 " 04 "		1 Dirigible	2
Akron	22	100 " 57 "		1 Dirigible	
Akron	1	" " 15 "		1 Kite Balloon	
Akron	26	48 " 54 "		13 Free Balloons	
Chatham	64	116 " 15 "	(130)	6 Seaplanes	9

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COMMANDANT'S OFFICE

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Station	Flights	Hours	Theoretical Average	Aircraft in Commission	Aircraft at Sta.
Chatham	2	7 Hrs. 10 min.		1 Dirigible	2
Hampton Roads	356	294 "	36 "	30 Seaplanes	63
Hampton Roads	9	19 "		5 K. Balloons	15
San Diego	<u>75</u>	50 "	52 " (460)	6 Seaplanes	32
Pensacola	2660	1865 "	20 " (2133)	52 Seaplanes	127
Pensacola	14	7 "	15 "	1 Dirigible	3
Cape May	68	87 "	42 " (79)	4 Seaplanes	8
Cape May	<u>4</u>	<u>10 "</u>	<u>15 "</u>	1 Dirigible	2
Total	6356	5137 Hrs	3 Min		

TOTALS

	<u>Flights</u>	<u>Hours</u>
Seaplanes	5502	4454 Hrs. 36 min.
Lighter-than-air	112	364 " 37 "
Airplanes	742	317 " 50 "

PATROLS

	<u>Flights</u>	<u>Hours</u>	<u>Number of Aircraft</u>
Rockaway	7	41 Hrs. 57 Min	2 Dirigibles
Montauk	31	93 " 29 "	7 Seaplanes
Miami	143	295 " 41 "	10 Seaplanes
Coco Solo	14	27 "	3 Seaplanes
Key west	53	72 " 21 "	6 Seaplanes
Key west	14	49 " 04 "	1 Dirigible
Chatham	48	110 " 17 "	6 Seaplanes
Chatham	2	7 " 10 "	1 Dirigible
Pensacola	84	161 " 45 "	13 Seaplanes
Bay Shore	2	2 " 3 "	2 Seaplanes

FILE

	<u>Flights</u>	<u>Hours</u>	<u>Number of Aircraft</u>
Cape May	39	82 hrs. 13 m.	7 Seaplanes
Cape May	<u>4</u>	10 " 15 m.	1 Dirigible
	441	953 hrs. 15 m.	

Hampton Roads did not report patrol flights in Weekly dispatch.

2. The following officers have been ordered abroad:

Parsons, E.S.	Lieut NNV.	Mitchell K.L.	Ensign USNRF
Mitchell J.R.	Lieut USNRF	Pedott, Sid.	Ensign USNRF
watson Chas .	Lieut(jg) NNV	Sprague W.G.	Ensign USNRF
westbrook J.S.	Ensign NNV	Sweeney P.A.	Ensign USNRF
Boynton N. Jr.	Ensign USNRF	Turner F.I.	Ensign USNRF
Lovelace L.H.	Ensign USNRF	Townsend, Bailey	Ensign USNRF
Menzias J.C.	Ensign USNRF	Tyler W.A.	Ensign USNRF
MacRae D.O.	Ensign USNRF	Yerber F.K.	Ensign USNRF

3. The following have been commissioned as Ensigns USNRF:

Billings, Dwight C.	Jones, David G.
Blair, Thomas S. 3rd	Knapp Joseph F.
Boynton, Nehemiah Jr.	Lawrence Ralph T.
Cottingham, Walter S.	Mahoney, Stephen P/
Cassidy, Robert V.	Maze, Montgomery
Chadwick John C.	McLean James T
Ellis, Earl H	Merrill Charles L.
Freudenheim, Leon	McCormick Alister H.
Fuller, William A.	Pedott Sidney
Gerber, Fritz K.E.	Snody Allan Poucher
Hoffer, Richard H.	Townsend, Bailey
Hawkins James H.	Vaughan Charles L. Jr.
Hickman Benjamin F.	weeks Walter L.

COCO SOLO

On May 28th a reconnaissance flight was made over Gatun Lake with two seaplanes. The approach over Gatun Locks from the Harbor to the Lake is safe at 1500 feet. Air conditions over the lake were perfect, with plenty of air and water space for landings and get-away.

"It is intended that a formation flight of 3 planes will be made to Panama City for a conference with the Commandant of the 15th Naval District."

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PENSACOLA -

SQUADRON II

With only three machines serviceable, Division "B" on June 4th, flew thirty two hours and thirty five minutes.

SQUADRON III

Aeromarine A-448, the only one of this type thus far having been equipped with the new type of pontoon struts and longeron fittings, has been used as remodeled for over fifty hours, and no repairs have been necessary except the changing of one starting dog.

SQUADRON V

On Thursday evening, 6 June 1918, two F Boats flew over the Gulf in search of an H-12 which had landed during the afternoon because of motor trouble; one F Boat was in the air for three hours, the other for two hours. They went fifty miles over the Gulf, returning to the Station by compass in the dark. Each seaplane carried Very's Pistols, water bottles and emergency rations.

The Night Flying Division has, to date, flown 205 hours and 25 minutes, averaging 28 hours a night.

Three crashes have occurred at night, two being caused by the pilot nosing in, from misjudging his altitude above the water, and the other running into piling while on the step. No one was hurt, and the pilots have been picked up immediately by a sealer equipped with a search light.

It has been found that at night the sea is very glassy with no wind, and this has greatly added to the difficulty of getting off and landing.

BOMBING

An eighteen pound cement bomb has been developed at this station, and experiments during the last week were entirely satisfactory. The launching device used is similar to the Mark IV. In view of the fact that night bombers are to be trained in high altitude work, it would be advisable to send high altitude sights for this work if they are available.

GUNNERY

The Curtiss N-9, equipped with Hispano-Suiza engine, has proved highly satisfactory for gunnery work.

HAMPTON ROADS

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During the week the following seaplane patrols were made at sea in H-16, H-12, HS-1 and R type machines.

Fifty nine patrols have been carried out with marked success, and during a period of one hundred and forty three hours and twenty minutes in the air, a total distance of eight thousand five hundred and ninety seven miles was covered. Some of these patrols covered a distance of seventy miles seaward.

Sunday, June 2nd, twenty seven sea patrols were made, covering a distance of two thousand five hundred and five miles, during a period of fifty hours and eight minutes in the air. All of these patrols were successfully carried out, seaplanes returning under their own power.

Seaplane No. A-221, N-9 type, equipped with a Hispano-Suiza motor, has made two altitude flights this week. On June 6th this machine with pilot and passenger, climbed to an altitude of ten thousand feet in fifty five minutes, part of this distance being through heavy cloud banks. On June 7th an altitude of nine thousand feet was attained in thirty minutes in the same machine, carrying pilot and passenger.

Dirigible SS Zero, left Akron, Ohio, June 4th, at 10:00 p.m. for Hampton Roads, via air route, piloted by Lieut. Lansdowne and Lieut. Corbett. During the night she successfully crossed over the Allegheny mountains, attaining an altitude of four thousand feet. Flight across Pennsylvania was made without incident. In crossing Maryland the main gas valve stuck open and could not be closed, resulting in a loss of gas which necessitated landing. Up to this time an average altitude of twenty five hundred feet had been maintained. Landing was made at Hagerstown, Maryland, at 10:00 a.m., June 5th, without serious damage to dirigible. The machine was dismantled and shipped to this Station by boat, where it is expected to be in commission within a short time. The six-cylinder Rolls-Royce Engine with which this dirigible is equipped, ran satisfactorily throughout the trip.

KEY WEST

On Friday, May 31st, three R-9 Seaplanes in charge of Lieut. Parker and Ensigns Hoagland and Douglas, flew from Key west to Havana. The distance was covered in two hours, the machines flying throttled down. A moderate Easterly wind was blowing. The return was made the next day, requiring two hours. The planes were received with great enthusiasm by the Cubans, and the President and members of the Cabinet were given flights. One seaplane was badly damaged at the start of the return trip, but neither pilot or mechanic were injured.

On June 1st an N-9 flew a total of fifteen hours actual time in the air.

N. E. IRWIN,
By direction.

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DELAYED REPORT FROM HAMPTON ROADS.

P A T R O L S

	<u>Flights</u>	<u>Hours</u>	<u>Number of Aircraft</u>
Hampton Roads	44	101 hrs. 43 min.	37 Seaplanes.
