

OFFICE OF NAVAL OPERATIONS

WASHINGTON

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

Subject: Weekly Report - February 16, 1918.

1. Type allowance list of stations at home is in hands of the printer now and will be sent to all stations as soon as completed.

Quarterly allotment of money for various departments is being compiled and will go into effect April 1st, 1918.

2. There are now in use at the Stations the following seaplanes, etc.:

55 - Curtiss R 3 and 6	1 - Burgess Dunne
77 N-9's	1 Paul Schmidt
3 Aeromarines	2 Curtiss Twin Tractors
6 Curtiss F-Boats	5 Sturtevents
1 Boeing	1 Wright Martin
7 Thomas	1 Standard
6 Burgess	1 Curtiss Triplane
3 Curtiss J.N. (land)	8 Coastal Dirigibles.
1 HS-1 Boat	2 Free Balloons

13 - Kite Balloons

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3. The following men have received their commissions as ensigns, U.S.N.R.F.:

Krum, H.W. Jr.	Bell, W.F.	Morgan, D.P.	Thornburn, H.H.
Sittenham, F.W.	Schoonmaker, E.	Reemelin, C.B.	Dushane, C.B.
Thompson, W.D.	Southworth, T.D.	Maxwell, F.B.	Wadleigh, P.F.
Leak, V.T.	Rust, H.L.	Miller, V.R.	Brown, D.L.
Marshall, L.K.	Whitehouse, R.T.	Palmer, C.N.	Palmer, T.R.
Roberts, T.T.	Hudson, R.S.	Hodges, C.E.	Lewis, H.H.A.
Clarke, E.H.	Whitney, R.T.	Henderson, E.F. Jr.	West, H.E.
	Roche, F.J.		Ryan, H.L.

4. The following men have been ordered abroad:

Ens. A.B. Dewey, Jr.	USNRF	Ens. Jas. C. Newlin,	USNRF
" W.K. Bruckhauser	"	" R.S. Ordway	"
" O. Beeman	"	" E.B. Smith	"
" W.W. Carle	"	" C.H. Sayre	"
" H.C. Clayton	"	" A.G. Wheeler	"
" J.L. Dean	"	" Paul Watson	"
" B.M. Greely	"	" G. Enos	USN
" T.M. McKeirnon	"	" C.A. Hawkins	USN
	Bsn. G. Varini		USN

5. Montauk; Ens. A.S. Williams, U.S.N.R.F. temporarily detached Feb. 13, 1918, for temporary duty at Naval Air Station, Rockaway, L.I., N.Y.

6. Chatham; reports construction work progressing rapidly, approximately 92% complete.

7. Hampton Roads: Five test flights including high speed and climbing tests, have been made with the HS-1 totaling 2 hrs. and 55 mins.

Machine gun tests were also made, firing from the rear seat. On one flight two live bombs were dropped from altitudes of 1000 and 1500 feet respectively, the machine being flown to Cape Henry. Two dummy bombs were also dropped from an altitude of approximately 500 feet.

Dupont tracer and incendiary machine gun bullets were tested from the rear seat at an altitude of 2500 feet.

Experiments with Wireless Telephones are being carried on by the Western Electric Company for use of seaplanes abroad.

8. Hours of flying obtained during the past week at Naval Air Stations, together with number of flights, and seaplanes in commission at each station for week Feb. 16, 1918.:

<u>Station</u>	<u>Flights</u>	<u>Hours</u>	<u>Machines</u>
Cape May	1	14 min.	5 Seaplanes
Pensacola	1323	1122 hr. 05 min.	46 Seaplanes
"	1	40 min.	3 Dirigibles
"	2	34 min.	2 Free Balloons
Akron	1	44 min.	1 Dirigible
"	10	24 hr. 10 min.	13 Free Balloons
Rockaway	18	19 hr. 3 min.	3 Seaplanes
"	2	4 hr. 15 min.	2 Dirigibles
"	13	2 hr. 58 min.	7 Kite Balloons
Miami	127	83 hr. 25 min.	12 Seaplanes

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<u>Stations</u>	<u>Flights</u>	<u>Hours</u>	<u>Machines</u>
Forth Worth	68	45 hr. 15 min.	Airplanes
Montauk	5	19 hr. 59 min.	2 Dirigibles
Key West	527	391 hr. 31 min.	12 Seaplanes
Bay Shore	0	0	5 Seaplanes
Hampton Roads	156	88 hr. 56 min.	25 Seaplanes
Chatham	0	0	
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Totals -	2254	1803 hr. 49 min.	

Reports: for the week ending Feb.16,1918 were not received in time for the weekly report, from the following stations:

Philadelphia

Lake Charles

San Diego

Foreign News Notes

German Production Ample for Needs - Quality Deteriorating

1. In any case, it appears generally speaking, that the Germans are producing airplanes in sufficient numbers to maintain the material at the level necessary for their aviation, both at the front and outside the war zone; only important battles, which result in a considerable destruction of apparatus, may determine temporary shortages during which scarcity of certain makes may occur, in which case they are replaced, in these squadrillas, by airplanes of analogous makes.

On the other hand, it appears to have been proved that the quality of the apparatus is feeling the influence of the difficulties in supplying certain raw materials, and perhaps also the disappearance of a portion of the skilled labor.

Several aviators, amongst whom is Captain von Dewall, Commander of the 2nd fighting squadron, have declared that the most recent deliveries, were far from being up to the standard of previous deliveries and that aviators preferred motors constructed before the war to the present standard motors.

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The Ruse of a Submarine

2. Recently prisoners have stated that when a German submarine is attacked it frequently launches a charge which explodes in its vicinity and submerges rapidly, expelling a quantity of oil and remains quietly submerged in the hope of causing the attacking vessel to believe that their shots have been effective.

German Defenses Against Airplanes

3. Information is at hand that the Germans are employing for protection against enemy airplanes on the Alsation front, metallic wires suspended about 1,000 meters from little balloons filled with hydrogen.

This wire net is charged with electricity at high tension. During the day the nets are taken in. Germans have placed several kilometers of these nets in the Metz sector, and have used them occasionally on the other fronts.

The informant stated that about 30 French aviators have already been killed by these aerial defenses.

Leather Helmets

4. An aviator fell with his seaplane 800 feet in a nose dive, totally wrecking his machine, on Feb. 13, 1918.

He wore the regulation helmet, the left front of which was pierced through, the gash being three-quarters of an inch long. He was slightly cut on the head and his face was badly bruised, but otherwise uninjured.

This is another demonstration of the safeguard of these leather helmets. Were it not for this helmet relieving the force of the fall, the pilot would undoubtedly have been killed outright.

By direction

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