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NAVY DEPARTMENT  
OFFICE OF NAVAL OPERATIONS  
WASHINGTON

I-32-GB

Op-Air  
0155-49

August 19, 1918

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

SUBJECT: Weekly Report - August 19, 1918.

1. Hours of patrol obtained during the past week at Naval Air Stations, together with the number of flights and seaplanes used for patrol, for week ending August 19, 1918.

P A T R O L S .

<u>Stations</u>	<u>Flights</u>	<u>Hours</u>	<u>Min.</u>	<u>No. of Aircraft.</u>
Cape May	31	67 -	53	7 Seaplanes
Chatham	56	144 +	40	11 Seaplanes
Coco Solo	14	43 +		2 Seaplanes
Hampton Roads	64	235 +	20	17 Seaplanes
Key West	109	128 +	46	9 Seaplanes
Miami	55	94 +	35	4 Seaplanes
Montauk	39	91 -	35	8 Seaplanes
"	4	28 -	40	1 Lighter-than-aircraft
Pensacola	18	97 -	50	16 Seaplanes
Rockaway	32	287 -	25	✓ 8 Seaplanes
"	12	66 +	36	2 Lighter-than-aircraft
	484	1286	25	
Seaplanes Total	468	1191 +	9	
Lighter-than-air craft total	16	95 -	16	

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 the best record for station.

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27 Sep 1958

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2. Hours of flying other than patrol obtained during the past week at Naval Air Station, together with the number of flights and seaplanes in commission and at each station, for week ending August 19, 1918.

Stations	Flights other than patrol	Hours	Min.	Aircraft in Commission	Complement at Station
Akron	19	16	30	Dirigibles	
"	27	19	40	Kite Balloons	
"	31	35	40	Free Balloons	
Bay Shore	651	615	10	23 Seaplanes	42 Sea-planes
Cape May	23	10	23	7 Seaplanes	12 Sea-planes
Chatham	16	8	50	11 Seaplanes	12 "
Coco Solo	25	6	3	12 "	12 "
Great Lakes	7	5	10	2 "	4 "
Hampton Roads	49	37	4	18 "	42 " m
"	40	21	50	2 Kite Balloons	13 Kite Balloon
Key West	971	837	4	25 Seaplanes	54 Sea-planes
"	14	26	18	1 Dirigible	2 Dirigible *
Miami	1462	1006	17	32 Seaplanes	72 Sea-planes
Miami Marines	469	461		11 Airplanes	40 Air-planes
Montauk	25	9	25	6 Seaplanes	12 Sea-planes
Pensacola	303	1070	19	58 Seaplanes	103 "
"	10	10	45	1 Dirigible	3 Dirigible *
"	1	8	30	10 Free Ball.	10 Free Bal. *
Rockaway	40	15	25	8 Seaplanes	24 Sea-planes
"	7	3	22	2 Dirigibles	2 Dirigibles *
"	26	293	35	4 Kite Bal.	17 Kite Bal
San Diego	372	231	16	12 Seaplanes	48 Sea-planes
	<u>5093</u>	<u>4749</u>	<u>33</u>		

	Flights	Hours	Min.
Seaplanes	4449	3852	26
Dirigibles	50	56	55
Lighter-than-aircraft	175	436	10
Airplanes	469	461	
<u>GRAND TOTAL FOR FLYING TIME</u>			
Patrol	484	1236	25
Other than patrol	5093	4749	33
	<u>5577</u>	<u>6025</u>	<u>58</u>

The following Officers have been ordered:

Tuttle, C.E.,	Lieut. USN	Dall, Curtis B.,	Ens. USNRF
Burt, Henry R.,	Lieut. (j.g.) USNRF	Swanson, Darle,	"
Carpenter, G.H.,	"	Johnson, Warren,	"
Blackely H.,	Ens. USNRF	Payne, Clyde S.,	"
Bridge, Robert S.,	"	Fulliam, Harold L.,	"
Carpenter, Fontinelle S.,	"	Wells, Alexander M.,	"

4. The following men have been commissioned as Ensign, USNRF.

\* Beck, John E.  
Bertoniere, George W.  
Child, Thomas E.  
Dall, Curtis B.  
Goodnow, Charles H.  
Green, George E.L.  
Howerton, James C.  
Leeds, Gerald E.  
Lott, John M.  
Marbury, Leonard,  
McGill, Max P.  
Niblack, Austin H.

Payne, Clyde S.  
Peachy, Henry K.D.  
Porter, John, Jr.  
Powe, William C.  
Searlett, Edward G.  
Taylor, James S.  
Thompson, Everett L., Jr.  
Tucker, Lawrence E.  
Tuttle, Charles W.  
Tyndall, Clarence W.  
Wood, David J.

HUNTINGTON REPORT.

18 August 1918.

### Squadrons in general.

The weather for the week was satisfactory on the whole, but extreme heat during three days caused many forced landings at sea due to overheated engines.

### Squadron 1.

The Patrol Squadron flew 231 Hrs. and 45 Min. on patrol during the week and covered a distance of approximately 11,000 nautical miles.

The H-12 emergency patrol has averaged fifteen minutes in leaving the station after a message has been received.

On Wednesday, August 7th, an H-12 emergency patrol was ordered to leave and the hand starter on the starboard motor of H-12 - A-765 broke as it was being cranked. A starter was removed from another motor, was slightly filed down, and was installed on the seaplane. Eighteen minutes after the order had been received the H-12 had been launched and had left on patrol.

Due to the fact that a great many patrol seaplanes have been landing at the station after dark, double search lights have been placed at all of the Squadron hangars which have given very satisfactory results.

On Tuesday, August 6th, Ensign E.J. Huntington in HS-1 - A-1700 landed from a patrol at 10:10 P.M. aided by the Squadron search lights.

### Experimental Squadron.

Further tests have been conducted on a Liberty motor installed on an HS-2 flying boat to determine the life of the battery independent of the generator, and the wires from the generator have been disconnected. With only one distributor being used the battery ran for seven hours before being exhausted.

A Boeing seaplane has been tested in aerial acrobatics to determine its strength and flying quality. Upon examination of the structure after landing it was found that the strut fittings had been pulled inboard along the wing spar for approximately two inches, breaking the ribs. The plane is unsuitable for other than ordinary straight flying.

HAMPTON ROADS 14, August 1918.

A Goodyear type parachute was dropped with 180 lbs. sand load. In dropping it hit handling line which ripped it for a distance of about 10" on the outer edge. Parachute afterwards opened and made good landing. It is believed that care should be taken in parachute dropping to prevent parachute hitting any lines.

CAPE MAY 15, August, 1918.

A suggestion for a change in construction for handling trucks for HS-2 boats is being made by this station as follows:

A small portion of the battens and matting should be cut out the top of the truck under the drain in the boat hull to permit hull to be drained while on the truck.

Due to the difficulty of landing HS boats in a rough sea, the opinion of the Bureau and of other Stations is requested as to whether it might not be advisable to keep a certain number of "R" machines at patrol stations for patrolling when the sea is so rough as to make landing in an "H" boat dangerous.

11, August 1918.

August 7, 1918, fog was encountered with low hanging clouds until 8:30 am.

August 10, 1918, a heavy fog was encountered at sea from the waters edge to an altitude of 1300 to 1400 feet. Made flying impossible for patrolling.

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PENSACOLA - August 7th.

The following is report giving data on behavior of HS-1's and handling of same in rough water, in flight to Appalachicola.

After about thirty minutes flying we saw a storm approaching from the southwest. The storm extended from a point southwest of us all of the way to land. We therefore deemed it inadvisable to approach land, and the only thing to do was to go around the storm. Behind this storm cloud, we found many such clouds of varying areas, and we succeeded in flying around six of them. Twice we got on the edge of squalls and found the air so very rough and uneven that we dropped from several hundred feet down to near water, and noticed that there was very little response from any movement of the ailerons. The only way we prevented an accident was by ruddering hard into the bumps. We all agreed that the waves were eighteen feet high. Finally, because of rough weather and because of the misunderstanding of the amount of gasoline in the tanks, we considered that the only chance we had to get back safely was to take a chance on landing. We landed into the wind, making a stall landing and porpoised three times, but did not injure the hull. We then headed to the westward, the engine idling at a slight angle to wind and sea. We waited for another squall to pass to the eastward of us, and having found that we had enough gasoline to reach the Station, and after the waves had died down to thirteen or fourteen feet, we decided to attempt to get into the air. We found that we could not take off into the wind and sea, and that the only way we could take off was to direct our course at a slight angle to the trough of the sea, about 115 degrees from the direction of the wind and waves. We got into the air successfully, without a single porpoise.

We went into a steady rain on the return and traveled for forty miles in the rain and mist with perfect performance of the motor."

CHATHAM, Mass. Aug. 11, 1918.

The weather this week has been very unsatisfactory for continuous patrol work on account of the large number of foggy days and thunder storms. Not much more than one-half daylight was available for flying purposes. Patrols were carried on at all times when weather permitted. Several emergency scout trips were made to investigate reports of off shore firing, which proved in each case to be thunder showers at sea.

Machine gun practice has been carried on at various spare times on Strong Island. This practice has been in the nature of instruction in assembling and trouble shooting, and is carried on for the benefit of officers and men desiring to become proficient in the use of machine guns.

BAY SHORE, L.I. - August 10, 1918.

Wing Tip floats have been installed on an Aeromarine twin float machine at this station. This was tried because of the difficulty of taxiing these machines in a cross wind, and their tendency to nose in when one wing tip buries itself in the water. Because of these nosing in so often when attempting to taxi them in fairly rough water, it has been often found advisable to secure them.

The wind tip floats, so far, have worked very well. They keep the wing tip from burying itself, and they seem to have no appreciable effect on the speed of the machine. It is intended to equip all twin float Aeromarines at this station with these floats.

A Curtiss OXX2 motor was installed in a twin float Aeromarine, but has not proved a success. The motor lacks the power to fly this machine satisfactorily.

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MONTAUK - August 12th.

Patrol flights were made whenever weather permitted. Flights made during the week were rather unsatisfactory, due to unfavorable weather conditions. Almost every day was so hazy that pilots could see only a few miles. Also sudden thunderstorms and fog caused three seaplanes to make forced landings; ~~they~~ not being able to return to the station for several days.)

Two HS-2L Type seaplanes are being assembled. The Liberty Motors have been installed and are ready for test. These flying boats cannot be handled except with the greatest difficulty with the present facilities at this station. A separate report will be made as soon as they can be tried definitely.

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The order changing the insignia to be worn by Class 5 Officers has been interpreted to mean that the Naval Aviator's device shall be embroidered in gold on the shoulder straps of the service uniform and on the sleeves of the dress uniform, not worn in the form of a one and one-half inch pin.

By direction.