

Op-Air
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NAVY DEPARTMENT
OFFICE OF NAVAL OPERATIONS
WASHINGTON

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FEB 7 - 1918

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

DECLASSIFIED - DOD DIR 5200.9,
27 Sep 1958

SUBJECT: Weekly Bulletin for week ending January 19, 1918.

1. Some of the large type flying boats on order have been completed and several have been shipped to Miami.
2. Capt. N.E. Irwin and Flight Comdr. Davis have returned from the South.
3. There are now in use at the Stations the following seaplanes, etc.

51 Curtiss R 3 and 3	1 Curtiss Twin Boat
64 N-9's	3 Sturtevant's
3 Aeromarine's	2 Curtiss Twin Tractors
7 Curtiss F-Boats	1 Wright Martin
1 Boeing	1 Curtiss Triplane
5 Thomas	1 Curtiss Twin F Boat
4 Burgess	9 Coastal Dirigibles
2 Curtiss J.N. (land)	2 Free Balloons
1 Paul Schmidt	14 Kite Balloons

4. Miami: Ensign F.B. Christmas U.S.N.P.F. reported 15 January 1918 for duty in connection with gunnery school, and Ensign Duncan H. Read 16 January 1918 for Aviation duty.
5. The station at Rockaway has received a French Kite Balloon which is being given comparative tests with other balloons at the station.
6. 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 of January 19, 1918:

<u>Station</u>	<u>Flights</u>		<u>Hours</u>		<u>Machines</u>
Akron	?		24	min.	2 Dirigibles
Akron	?	3	hr.	40	" 10 Free Balloons
Cape May	11	4	"	"	6 Seaplanes
Miami	130	126	"	30	" 35 "
Hampton Roads	71	34	"	30	" 22 "
Key West	230	143	"	30	" 8 "
Pensacola	1044	953	"	05	" 43 "
Pensaccla	9	5	"	36	" 2 Dirigibles
Pensaccla	1	5	"	37	" 2 Free Balloons
	<u>1496</u>	<u>1276</u>		<u>52</u>	

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7. Pensacola reports the following personnel:

124 Naval Aviators
248 Student Naval Aviators
213 Qualified Mechanics, Aviation
1506 Student Mechanics, Aviation

8. The following Ensigns U.S.N.R.F. have been ordered abroad, February 1, 1918:

From Pensacola.

Bostick, E.R.	Davidson, J.H.	Callahan, P.J.
Hodges, K.B.	Nichols, A.L.	Owen, K.B.
Ashley, J.W.	Becker, F.	Finnigan, B.O.
Buchanan, John S.	Barrows, J.	Hines, J.W.
Perry, L.A.	Hammer, L.A.	Booise, A.
Garrison, J.	Brockwell, W.A.	Crosscup, W.M.
	Boger, F.	

From Miami.

Thomas, R.D.	King, F.E.	Voorhees, D.A.
Benjamin, H.R.	Maxwell, H.W.Jr.	

The following Ensigns U.S.N.R.F. have been ordered to Fort Worth for advanced instruction:

Grosvenor, T.P.	Griswold, R.A.	McCann, R.H., in command of this detachment.
Gaston, W.	Chapman, T.H.	
Shaw, G.W.	Crane, J. Jr.	
Wetherald, R.W.	Lynch, F.R.V.	
Frothingham, P.B.		

Ordered to Ireland for Kite Balloon duty, January 28, 1918:

Blakey, R.K.	Morse, H.L.	White, D.T.
Clark, R.S.	McIntyre, H.R.	Whitney, K.
Close, E.F.	McNally, L.A.	Williams, C.D.
DuChem, N.R.	Noland, J. Let	Wing, R.C.
Ehrmanntraut, W.R.	Partridge, W.N.	Gheen, J.W.
Eldridge, C.G.	Read, C.E.	Harris, H.C.
Gibson, J.R.	Shumway, C.E.	
Kant, E.S.	Stoppel, F.	
	Van Emden, A.L.	

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The following men have been commissioned:

Duffett, Wayne	Paris, Irving	Townsley, W.W.
Patterson, Z.H.	Shumway, Paul E.	Gardner, G.
Brewster, Chas.H.	Sweet, Gilbert N.	Ludlow, G.H.
Dent, Elvert, Jr.	Bailey, M.H.	Bryant, R.A.
Johansen, Elmer L.	Provost, E.	Paul Arthur
Madison, Harry A.	Wright, W.M.	Cantwell, R.C.
Nisbet, James A.	Zabriskie, A.C.	Gardner, W.H.
		Snow, W.T.

9. All observers from Massachusetts Institute of Technology were sent to Miami, 23 January 1918.

Most of the Inspectors have been sent from Massachusetts Institute of Technology to the various factories to complete their course of training.

10. News Notes from Abroad.

England:

18 enlisted personnel of the U.S. Navy have completed their course of instruction in Dirigible Ground work at R.N.A.S. Cranwell, and have been directed to report to the Commander U.S. Naval Aviation Forces, Foreign Service, for further duty.

Austrian Aviation and Aircraft S: S.C.#840

TYPES OF AIRPLANES IN USE: The various types of fighting airplanes in use with the Austrians are:

- a) The K.D., with crossed uprights, now made firm (whereas before its wings slipped), with the inconvenience, however, of not being adapted to high flying;
- b) The Albatros, D. 3;
- c) " " D. 5 (too heavy)
- d) The Berg I.

The Albatros, D. 3, is the best type with an Austro-Daimler motor of 180 H.P., with a velocity in excess of 200 kilometers, with V shaped uprights, and able to rise 1000 meters in less than two minutes.

BOMBING:

The following random notes have been received from authoritative sources.

A few weeks ago a lieutenant dropped four 25 lb. bombs on an enemy aerodrome from 150 ft. A hangar was hit and wrecked, and the pilot then fired 200 rounds at five machines and several mechanics on the ground. He then attacked three wagons carrying road materials; the first bolted, three horses were shot in the team of the second, and the third overturned into a ditch. Another lieutenant also dropped four bombs on the same aerodrome and destroyed a small hut, another bomb on the ground damaged an enemy airplane which was also riddled with machine-gun fire.

A 2nd Lieutenant, after firing 200 rounds into transport, dropped a bomb on a wagon which blew up. He then scattered infantry, but his machine was badly hit and the spar of the bottom plane collapsed, but he managed to return safely by putting on aileron control. He also dropped a bomb from 100 feet on a small factory which appeared to be wrecked.

A Captain when flying at 100 feet saw a gun team galloping along the road, dropped three 25 lb. bombs, one of which killed four horses. He fired 200 rounds at other targets and scattered several parties of infantry.

A LIEUTENANT LANDS IN NO MAN'S LAND. While engaging troops at 30 feet, an English Aviator's machine was hit, compelling the pilot to land in "No Man's Land". On crawling out of his machine, he was fired at by German snipers, so he took up a German rifle with which he fired at the enemy and then crawled back. On the way he picked up a wounded man and carried him until reaching one of the English patrols. He then found another British machine which had landed, owing to the pilot being wounded, so he got into it and tried to fly off, but could not start it.

Another member of the squadron dropped bombs on a gun and horses and obtained a direct hit. He also obtained a direct hit on a G.S. wagon which was destroyed, and two of the personnel were killed. He then attacked 300 troops marching in fours and shot 14 of them.

FLYING IN BAD WEATHER: The latter part of November low clouds and thick ground mists considerably hindered aerial work of certain British squadrons. In spite of adverse weather conditions, however, machines went out to interfere with the enemy's movements, as much as possible and to obtain desired information. One day six 112 lb. and eighty-

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four 25 lb. bombs were dropped, and 5200 rounds were fired at ground targets. One squadron dropped four 112 lb. bombs on a railroad station and another squadron dropped six 25 lb. bombs in the trenches.

A WEEK'S WORK. The weather being persistently bad for aerial work, nevertheless six enemy airplanes were brought down, seventeen driven down out of control and approximately 13 tons of bombs were dropped, while more than 55,000 rounds were fired from low altitudes at ground targets.

RECONNAISSANCE. The following narrative by a 2nd Lieut. is of interest:

He left the aerodrome with another lieutenant on a Ground Patrol. As they approached a certain point the pilot noticed three enemy airplanes above him and slightly to the northeast. After calling his companion's attention to their presence, the pilot climbed into the overhanging mist to attack unseen. He did not see the lieutenant who had started out with him after that. He remained in the clouds and flew westward - according to his compass. Evidently this compass was completely at fault, because when, at times, he came below the mist, he was unable to locate his position.

At length he reached a big town with a large common on its north or northeast side; a river ran southwest through the town. He saw a party of Germans working on the railroad, and, assuming that they were prisoners, decided to come down. After making two circuits of the town, he landed on the common. Remaining in his seat with the engine running, he motioned to a peasant who was standing nearby and hurriedly asked whether the French or English were in possession of the country. The peasant replied that it was occupied by German troops and indicated in which direction were the French lines. The pilot quickly opened his engine and again "took off". As he flew over the town once more he was the target for intense machine gun and anti-aircraft fire. He flew steadily in the direction that had been indicated, half hidden in the mist.

He saw two two-seater enemy airplanes just below the clouds and remained unseen between them in the mist, but saw them descend towards an aerodrome near a town.

From time to time he came down quite low to ascertain his position, but the gray-green uniforms on the roads told him that he was still over the enemy's lines. Knowing which way the wind was blowing, he was able to deter-

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mine his direction by the smoke from the chimneys. He finally passed two towns which he could hardly identify because he had passed so many places similar in appearance. But he could see kaiki clothed troops below. His gasoline was almost exhausted and he landed on the first good spot.

He noted that the enemy territory had been well marked with ground signals, the apex pointing to the east.

ATTACKING A BALLOON. A flight commander crossed the lines at dawn of a November day and attacked a balloon. He opened fire at about 100 yards range and the balloon burst into flames. He then returned and attacked the shed, but machine gun fire was too active so he returned home, but while doing so, fired an enemy factory.

N. E. Irwin
By direction
J. H. Towers

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