Op.Air
0155-36

NAVY DEPARTMENT

10-GB

OFFICE OF NAVAL OPERATIONS

WASHINGTON

[redacted]

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

SUBJECT: Weekly Report - May 25, 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 May 25, 1918:

Station	Flights	Hours	Aircraft in commission	Aircraft at station
Montauk	23	48 hrs.	5 seaplanes	7
Bayshore	342	323 hrs. 16 mins.	24 seaplanes	24
Coco Solo	5	3 hrs.	2 seaplanes	2
Key West	608	560 hrs. 32 mins.	23 seaplanes	37
" "	2	3 hrs.	1 dirigible	2
San Diego	55	33 hrs. 49 Mins.	6 seaplanes	12
Miami	602	383 hrs. 13 Mins.	18 seaplanes	61
Miami (Marines)	973	517 hrs. 22 mins.	23 airplanes	39
Rockaway	28	47 hrs.	6 seaplanes	17
"	10	15 hrs. 51 mins.	1 dirigible	2
"	5	47 hrs. 55 mins.	2 kite balloons	9
"	1	3 hrs.	1 free balloon	1
Akron	28	21 hrs. 25 mins.	1 kite balloon	1
"	19	27 hrs. 33 mins.	12 free balloons	14
Hampton Roads	327	280 hrs. 47 mins.	25 seaplanes	68
" "	4	4 hrs. 39 mins.	2 kite balloons	15

Stations	Flights	Hours	Aircraft in commission	Aircraft at stations
Pensacola	2,651	2,058 hrs. 39 mins.	48 seaplanes	121
"	84	6 hrs. 5 mins.	1 dirigible	3
"	- - -	- - - - - - -	1 kite balloon	3
"	- - -	- - - - - - -	10 free balloons	10
Cape May	39	68 hrs. 12 mins.	6 seaplanes	7
" "	12	8 hrs. 55 mins.	1 dirigible	2
Total	5,818	4,462 hrs. 13 mins.		

T O T A L S

	Flights	Hours
Seaplanes	4,680	3,806 hrs. 28 mins.
Airplanes	165	138 hrs. 23 mins.
Lighter-than-air	973	517 hrs. 22 mins.
	5,818	4,462 hrs. 13 mins.

CHATHAM: Report not received in time for this report, but gives the following flying time for week ending May 18th:

Seaplanes, 32 flights - 68 hrs. 37 mins.

KEY WEST: Reports flying time for week ending May 18th:

Seaplanes, 598 flights - 560 hrs. 37 mins.
Dirigibles, 6 flights - 9 hrs. 10 mins.

2. The following Officers were ordered abroad:

Ensign R. W. Cutler, U.S.N.R.F.
" F. R. Lynch, "
" G. F. Lawrence, "
" J. E. Baum, "
Asst. Naval Constructor F. J. Wilson.

3. The following have been commissioned as Ensigns, U. S. N. R.F.:

Lovelace, L.
Mathes, B. W.
Currie, E. H.
Haskell, M.
Crawford, A. M.
Blodgett, F.C.P.
Burns, Ed. R.
Delehenty, T.W.

Richmond, E.G.	Doss, J. L.
Bauch, Chas.	Fellows, E.H.
Brumm, Guy R.	Fehr, Harry
Horner, W.W.	Kenny, C. J.
Marshall, R. W.	Little, J. C.
Pial, Walter	Tyler, R. F.
Pollard, Russel	Lambert, N.D.
Hahn, Wm.	Stephanowich, C. J.
Moore, S.C.	Griffin, R. H.
Ross, A. S.	Pogue, Alfred
Walker, J.C.	Buchanan, Theodore
Purcell, Geo. F.	Byord, Amos
Dyer, Jas.	McCormock, R.J.
Platt, L. J.	Stumpf, Wm. A.

Temple, Frank E.

4. MIAMI

Lieut. (j.g.) Baum in one patrol flight covered a distance of 300 miles.

5. PENSACOLA.

N-9-A-999 accomplished 64 hours 55 minutes of flying for the six days of the week.

N-9-A-369 flew a total of 12 hours 35 minutes on May 10th.

The R Type seaplanes established a new weekly record - 450 hours for 13 planes; also a new daily record for one plane of this type (11 hrs. 10 mins.). Ten planes flew a total of 79 hours, 30 minutes in one day.

The Squadron Engine Officer (CBM) L. R. Moore, U.S.N. (N.A.) devised and put to use a method of towing a seaplane by rescuing plane. This consists of a pendant and bridle made of 21-thread manila, the legs of the bridle 14 feet long, with an eye in the end of each leg, and the pendant attached to the bridle 6 feet long, with its end fitted with eye and also with toggle. On one occasion Moore towed home a stranded R-6, which was beached approximately 80 feet from the water's edge. The water run was about three miles through five foot waves. No damage to planes resulted.

Propeller tests were conducted with H-12-A-772. Flight Commander Hobbs climbed this plane 13,000 feet in 62 minutes with Paragon R-6 propellers reinforced, and 8000 feet in 19 minutes - with Curtiss plane the climb was 8,000 feet in 27 minutes.

The following interesting mishaps occurred to planes engaged in navigational flights:

(a) 26 April, propeller tip of A-895 carried away, tearing loose the diagonal pontoon struts and plane landed in Gulf, 20 miles from shore. Its mate, A-172, towed it 15 miles towards home in a four foot sea, where the planes were met by a rescuing sub-chaser.

(b) 8 May, A-878, made a forced landing in Mobile Bay on reconnaissance flight, because of water leak. Pilot and assistant pilot repaired leak, but exhausted the compressed air before being able to start the engine. Its mate, A-330, returned to this Station and reported. Rescuing planes A-930 and A-183, with Squadron Engine Officer and standard rescuing equipment proceeded to Mobile Bay and Engine was started and plane flew home. Standard rescuing equipment is as follows:

1 Full 155# air flask.
1 Complete kit of tools.
Spare parts, valve springs, push rods, rocker arms, three different kinds of hose, total 50 lbs.
76 Gallons of gas.
2 Towing bridles
25 Fathoms of 1-1/2 inch manila.
Sea Anchor.
1 fr. diagonal strut.

SQUADRONS IN GENERAL:

The weather for the week was excellent, and all previous records for flying time were broken, not only as to total of 2434:42 hours, but in tactically all Squadron, Division and individual plane performances.

Crash records made the lowest yet attained with .16 crash per 100 hours for flying, and .04 wrecks per 100 hours of flying, i. e., one crash per 610 hours of flying and one wreck per 2434:42 hours flying.

NAVIGATION:

Thirty seven Navigation and ten reconnaissance flights were made for the week. No H-13 Navigational Flights have been carried on, nor will be until two planes are available, complete with serviceable accessories. Flights at present carried out by R's, with occasional use of N-9's or F boats when weather is extremely favorable.

BOMBING:

Sub-Caliber bombs to weigh about 20 pounds are being designed. These will be made with cement with metal tail guides. For the present, bombing tests are conducted with wooden dummies, and ordinary bricks are used for practice.

6. ANACOSTIA

Two flights were made in R-6 (Liberty 12) with experimental radiator mounted in top center wing section, fitted with cut-out handles to reduce radiation as desired. On the first flight with all of the radiator in use, the water reached its maximum temperature of 182 degrees Fahrenheit at 3,500 feet; temperature gradually dropped to 175 degrees at 5,000 feet altitude. As used, this radiator seemed to meet requirements satisfactorily. On second flight with one small section of radiator cut out, water temperature was 200 degrees Fahrenheit, at 3,000 feet altitude. This was on maximum climb, 3,000 feet being attained in five minutes. The thermometer registered 72 degrees on this date. Tests made by Lieutenant Vernon.

7. KEY WEST

On May 7, 1918, an extensive practice convoy patrol was carried out in connection with surface craft and submarines. Six R-9 seaplanes and one dirigible were used.

The first seaplane left Dry Tortugas at 4:53 a.m. but had difficulty finding convoy, on account of darkness and returned to Dry Tortugas at 7:47 a. m., from which time at approximately two-hour intervals seaplanes took up their position with convoy until 7:07 p. m., when darkness prevented further observation.

Dirigible left Key West at 10:20 a. m., returning at 5:40 p. m., making flight of seven hours thirty five minutes, which is believed to be a record flight for coastal dirigible in the Naval Service in this country. During this flight engine ran constantly at 1200 R.P.M., using 44 gallons of gasoline. One bag ballast (25 lbs.) was expended. No gas valved excepting automatically. Gas pressure never went over 30 Mm, gas pressure alone brought up after flight to 6 mm. using 7500 cu. ft. hydrogen. Very cloudy day with very little sun.

By direction.