

NAVY DEPARTMENT
OFFICE OF NAVAL OPERATIONS
WASHINGTON

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CONFIDENTIAL

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

SUBJECT: Weekly Bulletin for week ending January 26, 1918.

1. It is expected that advanced training in scouting and observing will be carried on at Pensacola. Curtiss H-16 Seaplanes will be used for this purpose.

Training in bombing, gunnery, etc. will be given at Miami. The HS-1 and light, fast machines will be used.

2. The following ensigns U.S.N.R.F. have been ordered from Pensacola to Fort Worth, where they will be trained in bombing and gunnery by the Royal Flying Corps Staff:

Curran, Stanley R.	Adams, Schuyler	Davis, Harold
Weld, Lothrop M.	Fahy, Chas.	Staub, John F.
Lehan, Ralph A.	Weatherhead, Chas. H.	Burchart, Ellis
Powers, Harvey M.	Bergen, Thos. M.	Shumway Paul E.
Speed, Christopher M.	Kunkel, Chas. F.	Hall, Edwin M.
Hodges, George S.	Jackson, Williams	Lee, Lewis H.
Madison, H.A.	Zabriskie, A.C.	Townsley, Wm. H.
Brewster, Chas. H.	McDonnald, Arthur G.	Geyer, Clarence H.
Atwood, Raymond L.	Paul, Arthur	

Forty enlisted personnel have also been ordered to Fort Worth from the Packard Company and Forty from Miami.

3. Ordered abroad:

ENSIGNS U.S.N.R.F.		
Theard, Albert	Duffet, W.	Lohrke, O.E.
Bailey, M. M.	Patterson, Z. H.	Hutcheon, F.E.
Gardner, G.	Nisbet, Jas.	Tree, Ronald
Ludlow, Geo. R.	Dent, E. J.	Hubbard, Chas. E.
Provost, E.	Johanson, E. L.	Smith, A. W.
Wright, W.M.	Swett, G.A.	Perron, H.V.
Hines, J.W.	Davidson, D.	Baker, Geo. F.
	Bergen, L. J.	

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Also the following Intelligence Officers:

Lincoln, P. G.	ENSIGN USNRF	Palomba, P.W.	ENSIGN USNRF
Rockwood, R.E.	" "	Brown, J.E.	" "
Tilburn, A. H.	" "	Mayo, T. C.	" "
Gatens, H. E.	" "		

4. Key West reports the following accidents:

A-355 Totally wrecked Dec.27,1917.
 A-349 Badly " Jan.11,1918.
 A-225 " " Jan.15,1918.
 A-348 " " Jan.14,1918.
 A-202 damaged by nose dive Jan.25,1918.
 A-226 totally wrecked Jan.27,1918.

5. Lieut. G.B.Strickland reported at Montauk on Jan.25, 1918, and assumed command. Lieut. M.A.Mitscher has been detached.

6. San Diego: Four concrete hangars, each capable of housing from eighteen to twenty seaplanes are to be constructed along the Eastern shore line of North Island, San Diego, for the naval flying corps. Additional hangars are to be erected as the training program of the naval flying school at Rockwell field expands.

The naval flying school administration buildings, cadet and enlisted men's barracks, shops and hospital will not be built until the signal corps aviation school has moved into its new quarters on the Western half of North Island. This probably will be in from sixty to ninety days. The temporary four-plane hangar for the navy is completed. No more temporary structures will be built. Later this temporary hangar will be replaced by a concrete structure capable of housing eighteen seaplanes.

7. 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 26, 1918:

<u>Station</u>	<u>Flights</u>	<u>Hours</u>	<u>Machines</u>
Rockaway	1	14 min.	1 Dirigible
"	7	1 hr. 29 "	4 Kite Balloons
Pensacola	1105	895 " 25 "	42 Seaplanes
"	25	11 " 10 "	2 Dirigibles
"	1	13 " 3 "	2 Free Balloons
Key West	348	224 " 26 "	9 Seaplanes
San Diego	5	52 "	2 Seaplanes

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<u>Station</u>	<u>Flights</u>	<u>Hours</u>	<u>Machines</u>
Montauk	1	1 hr. 18 min.	Dirigible
"	0	0	5 Seaplanes
Miami	113	96 " 47 "	9 Seaplanes
Akron	?	3 " 16 "	1 Dirigible
"	?	16 " 48 "	12 Free Balloons
	<u>1606</u>	<u>1264 hr. 48 min.</u>	
Cape May	No flying, Bay frozen over.		
Hampton Roads.	1 attempted flight, in heavy 22 Seaplanes gale with snow on Sunday, Jan. 20th.		

8. Foreign News Notes.

Recently an enemy machine destroyed an Italian Hangar in the following manner. It approached the ground with all lights showing, as though it were an Italian machine about to make a landing. When within a few hundred meters of the ground it suddenly leveled off, and flying over the hangar, dropped one or more bombs which made a clean hit. Up to now the Italians have not had any recognition signals for their own machines when approaching their hangars, but simply lighted all lights and came down.

It is known that practically all the pilots now on the Italian front are Germans, and that they are using machines of the LVG, AVG and Aviatik types.

In the recent enemy attack by air, in which the enemy lost 11 or more machines, a German Sergt. Major, who was made prisoner, reported that all of the pilots of the machines that were lost were very young and had been very drunk the night before the attack. All were practically intoxicated when they went up the next day, and flew without using any judgment or caution. One very strange thing about the fight is the fact that while the British and French pilots were attacking the bombing machines and bringing them down without any trouble a number of German fighting machines of the Albatross type were flying over the other machines, and made no attempt to help their comrades. Their position at a great height gave them the advantage over the allied machines, but they failed to enter the fight. Either there is a great deal of ill feeling between the German bombing squadrons, or the new pilots now on the Italian front are afraid to attack the Allied Machines when in numbers.

By direction.

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