

.Air
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NAVY DEPARTMENT
OFFICE OF NAVAL OPERATIONS
WASHINGTON D.C.

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U.S. NAVAL AIR STATION
PENSACOLA, FLA.

December 30 1918. **9598**
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From: Director of Naval Aviation.
To: All Naval Air Stations, Aviation Detachments,
Bureaus and Naval Districts.

COMMANDANT'S OFFICE

SUBJECT : Weekly Report- December 30 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 December 30, 1918:

P A T R O L S

<u>Stations</u>	<u>Flights</u>	<u>Hours</u>	<u>Mins.</u>	<u>Aircraft in Commission</u>	<u>Complement at Station</u>
Cape May	10	47 +	40	6 Seaplanes	12 Seaplanes
Chatham	8	12 +	0	13 Seaplanes	12 Seaplanes
Chatham				1 Dirigible	
Hampton Roads	32	90 -	41	14 Seaplanes	30 Seaplanes
Rockaway	2	3 -	59	2 Dirigibles	2 Dirigibles
Rockaway	0	0	0	9 Seaplanes	24 Seaplanes
	<u>52</u>	<u>154 -</u>	<u>30</u>		

TOTALS

	<u>Flights</u>	<u>Hours</u>	<u>Mins.</u>
Lighter-than-air	2	3	59
Seaplanes	50	150	31

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 preceding week.

Delayed despatch from Miami Marines reports the following.

<u>Flights</u>	<u>Hours</u>	<u>Mins.</u>
203	210	32

2. Hours of flying other than patrol obtained during the past week at Naval Air Stations, together with the number of flights and seaplanes in commission and at each station for the week ending December 30, 1918.

<u>Stations</u>	<u>Flights other than patrol.</u>	<u>Hours</u>	<u>Mins.</u>	<u>Aircraft in commission other than patrol</u>	<u>Complement at Station</u>
Anacostia	19	18	20	6 Seaplanes	m 12 seaplane
Cape May	9	2	17	6 "	
Chatham	3	1	23	6 "	
"	1		23	1 Dirigible	
"				1 Kite Balloon	
Hampton Roads	41	34	28	25 Seaplanes	m 18 seaplanes
"	20	7	41	1 Kite Balloon	
Key West	681	500	12	23 Seaplanes	54 "
"	3	43	1	1 Dirigible	
"				1 Kite Balloon	
Miami	907	769	50	42 Seaplanes	126 "
Pensacola	609	370	50	65 "	126 "
"	13	12	35	2 Dirigibles	
Rockaway	46	69	5	9 Seaplanes	
"	2	2	35	2 Dirigibles	
"	1	1		3 Kite Balloons	
San Diego	370	319	5	23 Seaplanes	48 "
	<u>2725</u>	<u>2152</u>	<u>45</u>		

	<u>Flights</u>	<u>Hours</u>	<u>Mins.</u>
Seaplanes	2685	2085	30
Balloons	21	8	41
Dirigibles	19	58	34
	<u>2725</u>	<u>2152</u>	<u>45</u>

GRAND TOTAL FOR FLYING TIME

Patrol	52	154	20
Other than Patrol	<u>2725</u>	<u>2152</u>	<u>45</u>
	2777	2307	5

m - Experimental.

3. Ensign Commissions have been requested for the following men:

Baker, Edmund F.	Kiefer, George Croney
Baldwin, Walter Smith	Lawrence, John Wheeler
Barnaby, Conrad	Logan, William
Barnett, Robert Fulton	McAnaw, Frank Lewis
Bering, Robert Ellis	McCosker, David L.
Bertine, Edwin Kellogg	MacMillan, Donald
Bloch, Harold Samuel	Malcomson, George W.
Bradley, Lloyd Marion	Mendosa, John William
Cavanagh, George Hiram	Meservey, Edwin Clement
Chamberlain, Frank Ware	Miller, Jay Jefferson
Clark, A.J.	Mitchell, Hugh Addison
Cline, Joseph C.	Moore, Harry Cordery
Clendaniel, George W.	Murray, Harold James
Coleman, Harold Thomas	Myers, Stanley H.
Collins, Jerome J.	Pettyjohn, Charles Raymond
Crisp, Theodore M.	Piecco, Thomas W.
Dodge, Roy Howard	Post, Theodore Harold
Gans, Hilary Wall	Quinn, Francis Walter
Gibbs, Walter	Reed, Harry Augustus
Gorman, Stephen Ambrose	Richardson, Lawrence
Gordon, F.V.	Rogers, Ralph T.
Gravelly, John O.W.	Schimmel, Vernon George
Gray, Gibson B.	Simonds, Walter Wesley
Griffen, Arthur R.	Smith, William J.
Grimstad, Orville K.	Spencer, Byron
Hanford, John W.	Spurrier, Donald Parrish
Hasselmann, George Henry	Stanton, George Harold
Hero, George A.	Stengel, Alvin Lorenz
Hillstrom, Roy Arthur	Svetker, Olson W.
Holton, James H.	Terry, Jesse Lee
Houseman, Robert Louis	Thrall, William Austin
Hoyt, Ferdinand Augustus	Tinsley, Timothy Wilson
Humphrey, Harvey Langley	VanAtta, Ronald Campbell
James, Clifford Putnam	Van Cleve, Carlton Grier
James, Ralph Monroe	Wheeler, James L.

Wood, Robert Warner.

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Patrols.

The weather has been so unfavorable that patrols could only be carried on for one day during the week. Fog, wind and threatening weather made it impossible to carry out the regular patrol schedule.

On Thursday, December 19th, two seaplanes left Portland, Maine, for Chatham. Seaplane No. 1816, Ensign Schiff pilot, made a non-stop trip in 2 hrs. and 40 min., distance 135 miles; average miles per hour, 56. Seaplane No. 1856 Lieut. (j.g.) Brennan, Pilot, had engine trouble and made a forced landing at Provincetown, Mass., from which point he was towed to the station.

Gunnery.

Two Mark IV bombs were dropped on December 19th for testing purposes. The first with a booster charge of 2 1/2 lbs. of tetryl was dropped from an altitude of 1000 ft. and failed to function. The second with a grade "A" booster charge was dropped from the same altitude and functioned in low order.

During the week twelve miniature bombs were dropped and functioned properly.

Lighter-than-air.

Dirigible No. A-5257 which was received on this station on November 28th has been thoroughly overhauled and tested. The inside of the bag was given two coats of Delta Dope and the nose and tail one coat of aluminum. Flights will be made whenever weather conditions permit.

Radio.

On days when no flying is possible all radio observers are required to stand striker watches at the radio shore station, in order to increase their operating efficiency. All seaplanes have been equipped with the new heavy type antenna weights and silicon bronze antenna wire.

Pigeons.

A plan for giving pigeons drinking water during the coldest weather has recently been devised by the Pigeon Department. Small lamps have been secured which will burn for thirty days without refilling. These have been placed under the drinking fountains and the lamps and fountains have been cased in boxes just large enough to contain them. The

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CHATHAM, MASS. December 23, 1918. Cont'd

box retains the heat and thus prevents freezing. The birds have access to the water through an opening in the front of the box. This arrangement should prove valuable to any Navy loft which is troubled with freezing water.

COCO SOLO, C.Z. December 9, 1918.

On the morning of December 8th, a torpedo was lost in Limon Bay during submarine target practice. In the afternoon seaplane #A-375 was dispatched in search of the lost torpedo. The torpedo was located in about fifteen minutes partly submerged on the beach. Seaplanes are found to be of great service in locating lost torpedoes, drifting buoys mines etc.

HAMPTON ROADS NORFOLK VA. -December 24, 1918.

The weather conditions during the past week have continued to be extremely bad, it being impossible to fly the first three days, and on Wednesday the only flight made was the mail trip from Washington. The best day's flying was on Friday, December 20th, when patrols covering 2536 miles were made for a total of 48 hours and 1 minute.

The Washington mail trip was carried on as well as could be expected, the mail being brought from Washington on four days and taken to Washington on three days. On Wednesday the sea was too rough to launch a seaplane and take it off the water, but it was possible to land close under the lee of Willoughby Spit, so the mail was brought from Washington; the plane landed across the bay and the mail was brought ashore in a fifty foot motor sailer. The trip on that day, with a leading wind, was made in two hours and ten minutes.

On December 19th, two HS-2 seaplanes left Hampton Roads at 8:50 A.M. for Anacostia, remained at that station for about two hours, and refueled and returned, carrying the mail, arriving at Hampton Roads at 5:00 P.M. This round trip was made in spite of bad weather and was necessitated by the fact that the previous day had been so bad that it was impossible to send planes to Washington.

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HAMPTON ROADS - December 24, 1918. Cont'd.

The mail trip to the fleet at Yorktown was made on three days, and on December 20th the mail was delivered and receipt obtained at Yorktown in five minutes.

On December 19th, Ensign R.D. Hively, USNRF, in HS-2 #2235, left New London, Conn. at 8:20 A.M., and flew to Hampton Roads, arriving at 4:13 P.M., having stopped enroute at Cape May to refuel. The time for the trip was seven hours and fifty-three minutes.

The Patrol Squadron has had three H-16s on which the steps tore off, and a new type of step has been substituted. This step is made with one-quarter inch ply on the outside and three-sixteenth inch on the inside, fastened with screws spaced one and three-quarter inches. A rough water test was given the first of these seaplanes so equipped, with good results, and it is hoped that this type of construction will give better service.

KEY WEST, FLORIDA - December 24, 1918.

During the past week a trip was made to Havana, Cuba. Three HS-2Ls left the station December 17th and made the trip over in one hour and ten minutes. Dr. Patterson, Sub-Secretary of Foreign Affairs in Cuba, was a passenger. The return trip was made without any difficulty.

An Hispano-Suiza motor installed in an N9 type seaplane for test on October 17th was taken out on December 18th, having been operated for 308 hours and 8 minutes without being removed for overhaul. This time is considered a record at this station for this type of motor.

On December 20th and 21st an inter-station athletic meet was held in Miami between the air station there and this station. Key West won three tennis matches on Saturday morning. In the afternoon Miami outplayed us and took the baseball game by a score of 6-4. Key West won the Basket Ball games in the evening. Key West officers won from Miami officers by a score of 17-11, and the regular team won 39-24. Key West won the swimming meet the following morning 39-14 taking every first place.

PENSACOLA - December 21, 1918.

Flying was secured Thursday, Friday and Saturday, due to unfavorable weather conditions.

Service Flight School.

During the week ending December 21st, 1918, eight students soloed, thirty-eight received instruction, and sixty-seven hours and forty-five minutes were flown in H-12's and H-16's.

On trying out the H-16 boat equipped with Bijur Electric starter, it was found that the boat was tail heavy, due to the fact that the radiators had been shifted from the front to the rear of the engines. The horizontal stabilizer is being raised from two inches to three inches in order to overcome the tail heaviness, and a further report will be made next week.

During the week twenty-six students qualified in Navigation.

Average error of all planes returning to point of departure was 1-1/5 miles, and 3-1/2 minutes.

There were only two and a half days on which it was possible to carry on Navigation Flights. During this time six HS-1's and three H-16's were used, with a total flying time of fifty-nine hours and fifteen minutes.

The new Navigation Syllabus has been received and is being put into effect, except as regards to running ranges. It has been impossible to do this on account of shortage of stop watches on the station. These have been requested by dispatch and as soon as they are received all students will be required to run ranges while on Navigation Flights, either to check or to ascertain direction and velocity of wind.

Bombing School.

Squadron IV on changing from F boats to HS-1's has five machines already in commission.

PENSACOLA, FLORIDA - December 21st, 1918. Cont'd.

Radio School.

Pensacola will continue to receive five radio electricians each week for training in gunnery and as operator on H-16's. These men will come from Harvard, after receiving an eight week ground school course in aircraft radio in addition to the regular operator's course. The course here will last five weeks. When training is finished here the graduates may be placed on inactive duty in case their services are not needed at this or some other station.

Engines.

The cutting off of the gasoline supply in HS-2-L boat seaplanes when in a glide or a right turn has been satisfactorily overcome at this station by the use of an enlarged sediment trap. This sediment trap is in reality a combined sediment trap and gravity tank. It is carried at the after end of the engine, between the banks, and is supported from above by arms extending to the intake manifold studs and at the bottom by a bracket fastened to two of the cylinder hold-down studs. The capacity of the tank is slightly over one gallon, which is sufficient to operate the engine for five minutes and a half at 350 R.P.M., and also is enough to permit four or five consecutive right flipper turns. There are two outlets at the bottom, both of which are screened, which supply the carburetors and at the top are two fixtures, one for the gasoline supply from the regular gravity tank and the other a vent which is carried above the entering edge of the upper wing. Since this sediment trap has been installed, no forced landings because of insufficient gasoline supply have occurred.

/s/ G. W. Steele. Jr.

By direction.
