

Op. Air  
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NAVY DEPARTMENT  
OFFICE OF NAVAL OPERATIONS

20-B

WASHINGTON

CONFIDENTIAL

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

SUBJECT: Weekly Report - May 4, 1918.

12801

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 4, 1918:

<u>Station</u>	<u>Flights</u>	<u>Hours</u>	<u>Aircraft in commission</u>	<u>Aircraft at station</u>
Miami	681	502 hr. 52 min.	19 seaplanes	57
Miami(Marine Det.)	557	279 hr. 41 min.	17 Airplanes	26
Sam Diego	9	3 hr. 55 min.	4 seaplanes	7
Akron	14	13 hr. 4 min.	1 kite balloon	1
Akron	18	16 hr. 6 min.	8 free balloons	8
Chatham	32	41 hr. 12 min.	2 seaplanes	5
Montauk	23	51 hr. 20 min.	4 seaplanes	8
Montauk	11	20 hr.	2 dirigibles	2
Rockaway	30	30 hr. 30 min.	3 seaplanes	12
Rockaway	3	7 hr. 29 min.	2 dirigibles	3
Rockaway	4	15 hr. 32 min.	5 kite balloons	3
13219 Rockaway	1	12 hr. 45 min.	1 free balloon	1
Key West	526	376 hr. 24 min.	19 seaplanes	33
Key West	6	8 hr. 41 min.	1 dirigible	2
Bay Shore	346	248 hr. 57 min.	21 seaplanes	25
Hampton Roads	270	232 hr. 52 min.	23 seaplanes	39
Hampton Roads	27	2 hr. 28 min.	4 kite balloons	11

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<u>Station</u>	<u>Flights</u>	<u>Hours</u>	<u>Aircraft in commission</u>	<u>Aircraft at station</u>
Pensacola	1,847	1,440 hr. 4 min.	52 seaplanes	108
Pensacola	8	5 hr. 7 min.	3 dirigibles	3
Pensacola	_____	_____	3 kite balloons	3
Pensacola	_____	_____	10 free balloons	10
Cape May	) Dispatch mutilated 46	22 hr.	2 seaplanes	6
Cape May				
	2	1 hr.	2 dirigibles	2
	4,461	3,411 hr. 5 min.		

Pensacola

On Friday, April 12th, the left propeller of seaplane A-766(H-12) gave way at the hub, just as this seaplane was about to leave the water. The parts of the propeller narrowly missed personnel, and parts went through the hull and out through the bottom. The compartment forward of the step filled immediately, but the machine was brought in under tow.

Pensacola

The Aeromarine A-477 was given its first flights, and air and water behavior were very satisfactory. Trouble is being experienced with the gasoline feed, but various ways are being tried of overcoming this difficulty. As yet the vibration troubles, experienced with previous Aeromarines, are not evident. Certain minor structural details are under investigation by the Hull Division as to safety.

Pensacola

The Hull Division has supplied, for conducting landing test of students, an instrument designed by Naval Constructor Richardson. one of which is simply a modified stadimeter, by use of which the stake boat is moored at an exact distance of 1,000 yards from the watch towers. The other instrument is a wooden bar with a front and rear sight, the front sight being an ellipse with cross wires. The cross wires are put on the stake boat and the ellipse is of such size that the area of water viewed through it represents a circular area of 200 feet radius around the stake boat.

Hampton Roads

Daily sea patrol flights with two seaplanes have been carried on when the weather permitted. During the past week patrols were carried out on five days.

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During the patrol flight on the 19th, one seaplane made a forced landing on account of engine trouble, approximately twenty miles outside of the Capes. The pontoon struts on one side were broken as a result of landing in rough water, and the seaplane was rapidly being broken up by the waves, when picked up by a torpedo boat. Due to lack of facilities for handling seaplanes on torpedo boat, very little beside the motor was recovered intact.

Akron

Chief Quartermaster George Church, U. S. N. R. F., was seriously injured when a balloon in which he was flying was wrecked at Wayland, Ohio, on May 2, 1918.

Key West

Daily practice patrols during the week were maintained between Station and Dry Tortugas, and between Station and Long Key, both distances about sixty miles.

Key West

On April 19, 1918, a very satisfactory test run of 5,000 cubic feet was made by the semi-portable Hydrogen plant being established at this station.

Key West

Practice emergency patrols have been carried out in conjunction with submarine and submarine chasers. On the last occasion the time consumed from the ringing of Emergency Patrol Alarm to the time of all planes in the air, was three and one half minutes. The planes were on their carriages on the beach, and there was no special detail of men to put them overboard.

Key West

On April 24th a pilot and mechanic as passenger, flew from the station to Long Key with a propeller, pontoon strut and fittings tied to side of fuselage of type R-9, and 50 pounds of tools in fuselage back of rear seat. There was no appreciable difference in the lateral balance of flying of plane, but was somewhat tail-heavy. The propeller and strut were put on a type R-9 seaplane, which had hit a submerged stake when getting off the water. After repairs had been made, seaplane which had met with accident was flown back to station.

Montauk

Regular patrol flights being carried out daily.

Akron:

The following men were commissioned as Ensigns, USNRF:

Briscoe, W. C.	McKean, E.D.
Roseborough, J.C.	Duckworth, H.A.
McCormick, J.S.F.	Sewell, A.T.
Evans, A. W.	Miller, E.H.
Groom, H. B.	McDermott, M. J.

Pensacola

H. H. Tewksbury was commissioned as Ensign, USNRF,  
April 21, 1918.

Pensacola

All Aeromarine were out of commission practically all week, awaiting structural modification. First remedy as applied (for longerons fittings, faulty design) has proved insufficient. Before being put out of commission, they were given a thorough air test for formation flights, and found very satisfactory. Their air behavior is excellent. On climbing they were found to perform satisfactorily to 6,000 feet, but would not climb higher.

Pensacola

Two radio sets (long range) have been installed in R-6 seaplanes for use in connection with out-of-sight-of-land scouting flights. The two remaining sets received are being installed in H-12.

R-6 scouting flights are made in as large numbers as the weather conditions permit, and for the last week eighteen such flights were made. The longest flights made are 65 miles triangular flights, owing to tendency of V 2-3 engines to overheat, and inferior reliability of these engines.

M. I. T.

The Officers and Regiment of this Detachment took part in the Patriots' Day Parade on April 19, 1918.

San Diego

A seaplane equipped with a large center float and two wing tip floats, built by the Loughhead Brothers of Santa Barbara, California, having a seventy two-foot wing spread top plane and equipped with two Hall-Scott 150 H. P. engines, was tested at this station on April 15th to 18th, inclusive.

This seaplane flew from Santa Barbara to San Diego for test, a distance of about two hundred miles, with four persons aboard, and a total useful weight of about fifteen hundred pounds in three hours and one minute. This machine flew easily

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on one motor, but lacked sufficient reserve buoyancy.

San Diego

Reports station inspected and visited during past six weeks by the following:

Admiral Ross, U. S. N., Inspector of Training, U. S. Navy  
Admiral Suzuki, Staff Officers and Midshipmen, Japanese  
Training Squadron.

Capt. Lanning, U. S. N., Bureau of Navigation

Capt. Robert L. Russell, U.S.N., Commandant Twelfth  
Naval District.

Lieut. Commander Towers, U. S. N.

Flight Commander Greer, R. N.

Lieut. R. D. Kirkpatrick, U. S. N.

Lieut. Sleffel, U. S. N. R. F.

Civil Engineer Kirby Smith, U. S. N.

Dr. C. E. Lucke

Pay Inspector Grey Skipwith, U. S. N., District  
Supply Officer.

Pay Director E. B. Rogers, U. S. N., Inspector

Senior Surgeon L. L. Williams, U. S. P. H. S.,  
Health Inspector.

Congressman Kettner, Naval Affairs Committee.

Capt. N. E. Irwin, U. S. N., flew to Hampton Roads from Anacostia as a passenger, on Thursday, May 2, 1918, in an H-12. The time required to make the trip, one hour and thirty minutes, established a record between the two stations. Capt. Irwin made a return flight next day in an HS-1.

By direction.

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