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NAVY DEPARTMENT

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OFFICE OF NAVAL OPERATIONS

WASHINGTON

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

SUBJECT: Weekly Report - June 8, 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 June 8, 1918:

<u>Station</u>	<u>Flights</u>	<u>Hours</u>	(Theoret- ical Average)	<u>Aircraft in Commission</u>	<u>Aircraft at Station</u>
Bay Shore	<u>848</u>	<u>714</u> hrs. <u>7</u> min.	(460 hrs.)	35 seaplanes	35
Akron	27	18 hrs. 55 min.		1 kite balloon	
"	25	40 hrs. 3 min.		13 free balloons	
Hampton Roads	<u>234</u>	<u>297</u> hrs. <u>26</u> min.		26 seaplanes	60
" "	7	35 hrs.		4 K.Balloons	15
Coco Solo	28	<u>20</u> hrs.	(43 hrs.)	3 seaplanes	3
Pensacola	<u>2372</u>	<u>1698</u> hrs. <u>47</u> min.	(2066 hrs.)	46 seaplanes	123
"	31	13 hrs. 54 min.		1 Dirigible	3
"	2	1 hr. 13 min.		10 F.Balloons	10
Cape May	<u>54</u>	<u>109</u> hr. <u>49</u> min.	(115 hrs.)	5 seaplanes	8
" "	9	28 hr. 13 min.		1 Dirigible	2
Key West	<u>846</u>	<u>754</u> hr. <u>51</u> min.	(590 hrs.)	20 seaplanes	41
" "	15	49 hrs. 29 min.		1 dirigible	2
Chatham	<u>62</u>	<u>151</u> hrs. <u>50</u> min.	(129 hrs.)	6 seaplanes	9
"	8	26 hrs. 26 min.		1 dirigible	2
San Diego	68	39 hrs. 40 min.	(374 hrs.)	6 seaplanes	26
Miami	470	430 hrs. 57 min.	(835 hrs.)	18 seaplanes	58
" Marines	649	352 hrs. 47 min.	(547 hrs.)	20 airplanes	38

<u>Station</u>	<u>Flights</u>	<u>Hours</u>	<u>Theoretical Average</u>	<u>Aircraft in commission</u>	<u>Aircraft at stations</u>
Great Lakes	5	1 hr. 4 min.		2 seaplanes	2
Rockaway	<u>65</u>	<u>92 hr. 45 min.</u>	(259 hr.)	8 seaplanes	18
"	20	60 hr. 26 min.		2 dirigibles	3
"	17	271 hr. 40 min.		4 K. balloons	8
Montauk	<u>46</u>	<u>120 hr. 20 min.</u>	(100 hr.)	6 seaplanes	7
		<u>5,908</u>	<u>5,329 hr. 42 min.</u>		

Totals

	<u>Flights</u>	<u>Hours</u>
Seaplanes	<u>5,095</u>	<u>4,431 hr. 36 min.</u>
Lighter-than-air	<u>164</u>	<u>545 hr. 19 min.</u>
Airplanes	649	352 hr. 47 min.

NOTE - In order to secure some fixed basis upon which to approximate the amount of flying which a station would accomplish, there will be given hereafter the "Theoretical Average". This theoretical average represents the number of hours of flying which a station should do with 60% of its available heavier-than-aircraft flying.

2. Chatham reports following flying time for the week ending June 1st:

Seaplanes - 34 flights, 54 hours 39 minutes
 Dirigibles- 2 flights, 9 " 16 "

3. The following officers have been ordered abroad:

Briscoe, Benjamin, Lt. Comdr., USNRF	Ames, A.W. Lieut., USNRF
Doyle, F. H. Lieut., USNRF	Rugg, E. H., Ens. NNV
Dunn, J., Lieut. NNV	Tillotson, G. B. Ens. NNV
McKitterick, E. H. Lieut. USN	Winslow, L. C. " NNV
Murray, G. D., Lieut., USN	Wilson, F. J., " NNV
Ross, J.D., Lieut. NNV	Davison, H., Lieut. USNRF
Brackenridge, Gavin, Lt.(j.g.) USNRF	Meekins, J.C. Lt.(j.g.) NNV
Champlin, F. K., LLt.(j.g.) USNRF	Shirk, W.W., Lieut.(j.g.) USNRF

4. The following have been commissioned as Ensigns, USNRF:

Astry, Perry D.	Hartley, Francis J.
Atwood, Allen A.	Hicks, Albertson
Baird, Cyrus P.	Hill, George A.
Baker, John L.	Hively, Robert D.
Beswick, Howard A.	Jennings, Robert E.
Bevier, Richard B.	Laferty, Edgar B.
Boot, Harry E.	Lester, Robert R.
Bosak, Michael J.	Lewis, Robert J.
Brown, John L.	Litchfield, A. C.
Burton, Jas. H., Jr.	Lohges, Robert J.
Carter, Paul W.	Lynch, Joseph B.
Chapman, Willoughby R.	Matheson, Robert D.
Crawford, Mathew D., Jr.	Maxwell, Frank, Jr.
Creighton, Bert H.	McAlexander, Olin G.
Cuthrell, Hugh H.	McClelland, Gerald H.
Dickey, Fred C.	McDonnell, Chas. R.
Fake, Frank C.	McEndry, John F.
Fish, Henry W.	McNulty, Harold J.
Fisher, Howard S.	Hellen, Arthur W.
Gardner, Chas.	Mitchell, William H.
Germer, Edward	Moore, Robert Jr.
Harris, Stephen L.	Olson, Carl G.
Paine, Bryson	Stedman, William W.
Pennington, S.C., Jr.	Stevens, Harold T.
Reynolds, Frank J.	Sulzberger, Marion B.
Roam, William E.	Swineford, Oscar, Jr.
Rodgers, Francis G.	Tallman, Frank G.
Rogers, William A.	Thomas, Ralph P.
Rosenberger, Ferdinand A.	Townsend, Chas. H.
Salisbury, Kenneth B.	Tyler, Walter A.
Saunders, Kirkland R.	Van Court, Kirtland
Schmidt, Walter E.	Von Maur, James W.
See, Philip H.	Walker, William T.
Sheppard, William H.	Whyte, Dave R.
Sloanes, Douglass	Wilder, Emory H.
Smith, Glenn I.	Williamson, Richard L.

PENSACOLA -

Night Flying: The installation of night flying under supervision of Lieut. Byrd, has been very interesting, and we are now doing over twenty four hours nightly with four planes. Seaplane lights have been mounted in various places, and various equipment tried out, resulting in the following:

- 1 Very's night pistol
- 1 Klaxon horn
- 1 Hand spot light
- 1 Dashboard light of 6-8/10 volts and two candle power
- 2 Head lights, showing white lights, located under the lower wings near the entering edge, and attached to the intermediate struts. These lights are 6 inch spot lights, 21 candle power, and 6-9/10 volts.
- 1 Stern light or tail light, secured to an after engine strut, two feet above the upper wing. This light shows red astern and white to the right and left. It is two inches in diameter, 2 candle power and 6-8/10 volts.
- 1-Edison wet storage battery, under the after seat, to be used both for lights and for ignition purposes.

It may be noted that the head lights when tried on the upper wing were found to interfere with the vision of the pilot; and lights on the outboard engine section strut of the lower wings were continually drenched on get-aways. Lights on wing tip strut under the lower wing got wet and did not make good landing lights. A light on the pontoon nose was insufficient.

The present lights allow the plane to be seen from practically any direction, and are sufficient for forced landings. A typical case is that of Student Officer Harrison who made a forced landing on a dark night in the middle of the bay by means of his seaplane headlights. Harrison sounded his Klaxon, which was heard from the Station. A boat was sent, and directed by his Klaxon, found and towed him home.

For the regular landing field off the beach, the wrecking barge with its two search-lights and two flares, is moored with its search lights trained down wind. For landings a pilot keeps searchlight beams a little to starboard or to port, so as not to blind him. In addition, a raft containing three buckets of gasoline, is anchored 300 yards, cross wind, from the barge. The buckets of gasoline burn four or five hours with a very good light. The flood lights at the beach give enough light for emergency landings.

Instruction flights have been found necessary before allowing night soloing. Pupils of less than forty hours of solo are not accepted for night flying.

Student Officer, Albert A. Fraser, after six hours solo, had his throttle control from the rear seat break during flight. He cut his spark, landed, started his engine and flew home in the front seat.

Navigation. Sixty-five successful flights were made with four F-boats. The average error at return was 1-8/10 miles.

Ensign O.P. Killmer, Pilot, Ensign W.F. Clarkson, Assistant Pilot, made a forced landing forty miles at sea in F-Boat A-2310, owing to broken gas line. While his mate stood by, ingenious repairs were effected by Ensigns Killmer and Clarkson, as follows: A cartridge was fired from a Very's pistol and the empty cartridge case was split placing its halves upon the broken gas line and wrapping them with tape. Both planes then completed their patrol and returned to the Station.

HAMPTON ROADS:

The patrol and reconnaissance report for the week has proved particularly gratifying. On May 27, under ordinary conditions, four machines operating in pairs, made a total of six hundred miles patrol in eleven hours and fifty-seven minutes.

Six N-9's operating patrol, averaged one hour and forty-five minutes each, flying continuously during the afternoon on June 1st, without engine trouble and without forced landings.

On Wednesday, May 29th an H-12 type seaplane caught fire in the air at an altitude of two hundred feet. A perfect landing was made and the crew fought the fire with Pyrene extinguishers and by bailing with water cans and their helmets. The fire burned about thirty minutes but was held under control by the water thrown about it and was finally extinguished by a tug which came to the assistance of the crew. This mishap demonstrated the need of at least six Pyrene and possibly one Badger extinguisher on each H-12 and H-16 type boat.

In rough air and water, Saturday, June 1st, a patrol of three HS-1's was made in close formation, covering one hundred and fifty miles in about three hours.

Patrols: The patrol records for the week show that forty-six patrol and observation flights were made, totalling seventy-nine hours and covering approximately thirty-seven hundred miles.

On June 1st, at 1:30 p.m. while the entire station was at muster, submarine warnings were received by radio, necessitating the equipment and dispatching of observation and bombing planes. The first machine left the station at 2:10 and one hour and twenty minutes later eighteen machines were in the air outside of the Virginia Capes on active patrol. From that time until after sunset patrols were carried out for a total of forty-nine hours and forty minutes and covered approximately twenty-five hundred miles. The maximum distance from land reached by a seaplane on patrol duty was sixty miles. No boats were operating in conjunction with the seaplanes.

On May 28th Ensign Madison in an R-6, number 4-311, made a four and one-half hour patrol flight for a distance of about two hundred and twenty-five miles without landings.

/s/ N.E. IRWIN

By direction.
