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COMMUNICATIONS SECTION

NAVY DEPARTMENT

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OFFICE OF NAVAL OPERATIONS

I-53-GB-R

WASHINGTON

August 12, 1918.



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

SUBJECT: Weekly Report - August 12, 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 August 12, 1918.

P A T R O L S.

<u>Stations</u>	<u>Flights</u>	<u>Hours</u>	<u>Min.</u>	<u>No. of Aircraft.</u>
Cape May	24	70 †	57	7 Seaplanes
Chatham	44	105 †	16	9 Seaplanes
Coco Solo	1	6 -	53	2 Seaplanes
Hampton Roads	97	231 †	45	17 Seaplanes
Hampton Roads	6	21 -	4	1 Lighter-than-aircraft
Key West	95	106 -	40	11 Seaplanes
Miami (Navy)	32	54 †	50	4 Seaplanes
Montauk	32	94 -	10	7 Seaplanes
Montauk	5	35 †	55	1 Lighter-than-aircraft
Pensacola	104	178 †		20 Seaplanes
Rockaway	75	299 †	20	10 Seaplanes
Rockaway	11	55 †	46	2 Lighter-than-aircraft
San Diego	<u>1</u>	<u>3</u> †	<u>41</u>	3 Seaplanes
	527	1264 -	17	
Seaplanes Total	505	1151 †	32	
Lighter-than-aircraft total	22	112 †	45	

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 week preceding. Underscoring denotes the best record for station.

2. Hours of flying other than patrol obtained during the past week at Naval Air Station, together with the number of flights and seaplanes in commission and at each station, for week ending August 12, 1918.

<u>Station</u>	<u>Flights other than patrol</u>	<u>Hours Min.</u>		<u>Aircraft in Commission</u>	<u>Complement at Station.</u>
Akron	26	22	12	1 Dirigible	
Akron	19	13		1 Kite Balloon	
Akron	15	19	5	1 Free Balloon	
Bay Shore	552	596	40	28 Seaplanes	42 Seaplanes
Cape May	20	6	48	7 Seaplanes	12 Seaplanes
Chatham	25	11	58	9 Seaplanes	12 Seaplanes
Coco Solo	43	52	7	3 Seaplanes	12 Seaplanes
Coco Solo	6	1	30	1 Kite Balloon	1 Kite Bal.*
Great Lakes	15	9	35	2 Seaplanes	4 Seaplanes
Hampton Roads	46	57	23	20 Seaplanes	42 Seaplanes <sup>m</sup>
Hampton Roads	17	28	47	2 Kite Balloons	13 Kite Bal.*
Key West	1025	831	31	27 Seaplanes	54 Seaplanes
Key West	16	23	21	1 Dirigible	2 Dirigibles*
Miami	1106	875	55	25 Seaplanes	72 Seaplanes
Miami Marines	388	396	35	10 Airplanes	40 Airplanes
Montauk	7	45	50	4 Seaplanes	12 Seaplanes
Pensacola	1111	681	5	59 Seaplanes	108 Seaplanes
Pensacola	65	48	35	1 Dirigible	3 Dirigibles*
Pensacola	3	3	26	10 Free Balloons	10 Free Bal.*
Rockaway	15	5	35	10 Seaplanes	24 Seaplanes
Rockaway	5	4	3	2 Dirigibles	2 Dirigibles*
Rockaway	34	281	5	3 Kite Balloons	22 Kite Bal.*
San Diego	326	239	22	9 Seaplanes	48 Seaplanes
<b>TOTALS</b>	<b>4985</b>	<b>4255</b>	<b>28</b>		

	<u>Flights</u>	<u>Hours Min.</u>
Seaplanes	4391 ÷	3413 ÷ 49
Dirigibles	112 ÷	98 ÷ 11
Lighter-than-aircraft	94 -	346 - 53
Airplanes	388 -	396 - 35

GRAND TOTAL FOR FLYING TIME

Patrol	527 ÷	1264 ÷ 17
General	4985 ÷	4255 ÷ 28
	5512 ÷	5519 ÷ 45

\* Number at station.  
 m 18 Experimental.

3. The following Officers have been ordered abroad:

Burgess, W.M.,	Ens.	USNRF.	Moon, E.H.,	Ens.	USNRF.
Farrelly, R.	"	"	Morton, A.N.	"	"
Gardner, G.K.	"	"	Mosely, H.V.	"	"
Gilpin, K.M.	"	"	Belson, L.	"	"
Grant, J.L.	"	"	Rogers, H.	"	"
Harris, F.H.	"	"	Sheppard, W.H.	"	"
Lyon, R.F.	"	"	Snow, W.T.	"	"
Mc Mahon, J.E.	"	"	West, J.D.	"	"
Moody, J.W.	"	"	Willing, A.	"	"

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

Ackerman, M.S.	Gray, A.S.	Marshall, L.
Adamson, G.H.	Grumman, L.R.	Martin, M.
Allison, G.	Haas, B.P.	Mauck, F.W.
Anderson, A.	Halbert, F.	Maytime, T.E.
Applegate, R.P.	Hallett, R.	Menken, J.H.H.
Atha, S.K.	Halstead, W.T.	Merit, H.
Barkelaw, E.H.	Hamilton, W.H.	Mershon, E.J.
Barnes, B.S.	Harding, W.K.	Morton, J.W.
Bartholomew, O.H.	Hardy, C.W.	Mudge, E.
Best, H.W.	Harper, C.F.	Nordhouse, L.M.
Biggs, C.H.	Harwood, T.P.	Ostenberg, Z.
Bombgardner, H.	Helm, A.	Parker, K.S.
Blount, H.F.	Henderson, S.T.	Pierce, H.W.
Bouldin, W.	Hewlett, J.H.	Pixler, L.G.
Brandestein, E.W.	Hinds, H.S.	Prettyman, L.D.
Bruce, W.T.	Hiscox, D.F.	Ralph, T.G.
Buman, A.T.	Hite, P.E.	Richardson, C.S.
Burgess, G.P.	Holden, J.P.	Ridall, E.W.
Campbell, D.P.	Holt, A.R.	Robbins, F.T.
Churchell, J.L.	Horton, H.D.	Robbinson, H.S.
Cooley, R.L.	Huiscamp, G.L.	Rogers, R.F.
Corbett, J.J.	Hume, K.W.	Roulet, A.L.
Coughlin, G.E.	Hummer, R.P.	Schiller, M.E.
Cushing, W.H.	Johnson, W.F.	Seymour, H.J.
Donaldson, B.W.	Judson, J.W.	Shade, H.W.
Downs, P.W.	Kelley, O.M.	Simpson, J.R.
Dougherty, D.	Kelley, S.F.	Sloan, W.E.
Dudley, D.	Kilbuen, J.R.	Somers, A.
Dunlap, H.W.	Kirk, H.S.	Sprague, E.L.
Dunseith, G.R.	Knight, J.A.	Sprunt, J.D.
Ellington, K.R.	Krebs, W.W.	Taylor, A.G.
Emerson, A. Jr.	Krug, C.S.	Taylor, C.
Fay, J.A.	Lane, W.P.	Tinges, C.H.
Falvey, A.J.	Laird, C.W.	Topp, A.
Farmer, E.M.	La Vie, R.F.	Trethaway, R.C.
Fenton, J.J.	Liessing, R.	Valentine, S.
Ferguson, G.H.	Lyon, J.W.	Turner, G.B.
Fickinger, R.B.	Leverents, A.	Webber, H.
Fleitman, W.M.	Lockwood, J.E.	Williams, R.
Foss, F.K.	McCarthy, T.C.	Williamson, F.V.
Frothingham, S.	McCarthy, L.A.	Wiegel, C.H.
Gardner, A.H.	McClure, H.T.	Wilson, W.C.
Gibson, H.	McCormick, J.S.	Wilson, W.H.
Gildehaus, E.P.	McDonald, W.C.E.	Wolfer, J.
Gillies, F.M.	McKenna, V.V.	Woods, J.H.
Givin, W.R.	Mandeville, G.T.	Woodruff, C.C.
Graham, A.H.	Marinelli, V.	

CAPE MAY - August 8th.

A Davis gun was tried out successfully on a HS-1 Boat. This gun gives indications of being highly useful for airplane patrol. It was discovered, however, that the aluminum bolt which holds the shoulder piece of the gun is of too light a construction. This shoulder piece sheared off when the pilot elevated gun. Fault has been temporarily remedied by a light steel strip from gun mount to shoulder piece, but it is suggested that the design of the gun be changed to remedy this defect.

Three HS-2 Boats were delivered to the station this week by flying down from L.W.F. factory, College Point, New York. This method of delivering relieves the station of a large amount of work necessary in setting them up when delivery is made in crates.

Two HS-2 Boats recently delivered to this station have been temporarily put out of commission due to the fins being smashed in making landing in rough sea. It is thought that a little heavier construction in these fins would be advantageous.

Pilots who have tried out bomb sights mounted on the bow of flying boats, suggest that the forward cockpit be extended a little forward, or the bomb releasing gear be placed differently in the cockpit, as under present arrangement, it is impossible for the observer to use his bomb sight and let go the bombs at the same time.

CHATHAM - August 6th.

In the early part of the week numerous reports were received of firing at sea along different parts of the coast. Air patrols were sent to investigate these reports but did not find evidence of enemy submarine operating in those vicinities.

A shipment of 10 HS Boats and six Liberty motors has arrived at the railroad station and the work of transporting them from the railroad station to the Naval Air Station is well under way. Two planes have been erected during the week, A-1694 and R-967. Also, ammunition has been received for the six pound Davis non-recoil gun.

Work is progressing steadily on the erection of the hydrogen gas holder for use in connection with the dirigible hangar. Erection of two 100 feet towers for the Station's wireless service is being pushed steadily by the contractor.

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PENSACOLA, FLA. - July 31, 1918.

On July 22nd a Station altitude record for F boats was established when Ensign W.H. Gardner piloted F boat #A-2324, 10,000 feet in one hour and thirty minutes. Failure of the gasoline pump necessitated descent, although the machine was still climbing and the motor functioning excellently up to this time.

On Wednesday, July 24th, Seaplane #A-329 (R-6), began flying at 6:00 AM. By 12:00 M it had made fourteen flights and dropped fifty-six bombs, with a total flying time of five hours and twenty minutes.

An altitude test for Hispano-Suiza motored planes was conducted on Saturday, July 27th, by Lieutenant Byrd and Boatswain Talbot in Seaplane (N-9) #A-2460. An altitude of 17,800 feet was attained in one hour and forty five minutes, and although the machine was still climbing, the pilot was forced to descend by water condensing in the carburetor jets.

The first Hispano-Suiza equipped with an oil radiator was tried out during the past week. This addition seems to have entirely solved the problem of overheated motors. During the tests, the motor temperature never exceeded 177° F. Without the oil radiator, the temperature has been between 190° and 200° F.

Further tests on lubricating oils proved a heavy "Monogram" oil to be superior to any so far tried out in Hispano-Suiza motors, i.e., Mobil "B", Castor, Ursa.

A trip was made to Appalachicola on July 23, 1918, in two HS-1 seaplanes, #A-1384 and #A-1620. A distance of 270 miles was covered in two hours fifteen minutes out and two hours forty-five minutes return. The fuel consumption was 142.5 gallons gasoline and 2.5 gallons of oil per plane. No trouble was experienced during the flight.

On July 23rd an endurance test was made with an H-16 flying boat carrying a useful load of 3842.1 pounds. The engines were run at 1450 R.P.M. and the boat remained in the air seven hours and four minutes. The flying boat with which this test was made was equipped with Livingston H-16 "B" type radiators which gave excellent results. At no time during the seven hours and four minutes did the water temperature exceed 175° F, while the water consumption was one quart for each engine.

Two altitude tests were conducted in Squadron VI during the past week. H-16 #A-1043 with 3832.3 pounds useful load attained an altitude of 9200 feet in 1 hour and 20 minutes. The performance was lessened by the starboard motor not running smoothly.

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H-12 #A-767 with 3084 pounds useful load attained 11,000 feet in one hour and eight minutes. These altitudes are not considered as ceilings.

Navigation.

Although during the past week there were six days on which some patrol flights were possible, the weather conditions were not very good. Thunderstorms were frequent, especially over the Gulf, which precluded the running of anything but patrol Flight No. 1. The number of students completing the course was nineteen, making a total to date of two hundred and forty seven.

The average error of all planes returning to the point of departure was one and four-tenths miles, with an average time error of three minutes. The maximum error was, for a flight of two planes, seven miles.

SAN DIEGO. July 29th, 1918.

On July 23rd, 1918, enemy submarines were reported as operating in the waters adjacent to San Diego Bay, and upon telephonic orders from the Commander, Division Two, U.S. Pacific Fleet, (Senior Officer Present Afloat), at 12:30 AM the Patrol Division of the Station was made ready for patrol and combat. Patrols commenced at daybreak and were carried on until dark. The enemy submarine turned out to be a whale.

HAMPTON ROADS.

A pair of Matthews propellers gave satisfactory results on an H-16, as there was a very noticeable absence of vibration, and the plane flew very satisfactorily with a motor speed of 1325 revolutions per minute.

From July 14th to July 26th, Kite Balloon A-2665, Ensign E.H. Miller Commanding, operated from the U.S.S. Oklahoma at torpedo practice. During this time sixty-two torpedoes were fired by the U.S.S. Oklahoma, the U.S.S. Arizona and the U.S.S. Nevada. During the firing the Kite was transferred to S.C. 130 and succeeded in locating all of the torpedoes fired except one which sank. Two others which sank were located by the Kite and recovered by divers.

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HAMPTON ROADS.

On July 24th the station was seriously damaged by fire when a British Type dirigible settled on the roof of hangar "A" and caught fire. The hangar and the station machine shop were completely destroyed, and the administration building was seriously damaged. The dirigible, two HS-1s, and one R-9 were a complete loss. The fire broke out at 11:54 A.M. and was completely extinguished by 3:00 P.M., with the aid of the Naval Base Fire Department and the Naval Training Station personnel. Routine seaplane patrols were carried on as usual during the entire day with no interruption.

The Patrol Squadron flew 272 hours on patrol during the week, and covered a distance of approximately 12,000 nautical miles.

Two HS-1 Flying Boats directed the "U.S.S. Gresham" to a sinking derelict sixty miles due East of Cape Henry. "The seaplanes found derelict, Latitude 36° 50', Longitude 74° 56' fifteen minutes after beginning search"--Radio from "U.S.S. Gresham" to Commandant Fifth Naval District.

On Wednesday, July 24th, <sup>H-12,</sup> A-782, developed an oil leak in one motor, when about 60 miles at sea. By throttling the damaged motor and flying mostly on the other, the seaplane was able to complete the patrol and land inside the Capes. The accompanying seaplane on the same patrol, A-783 ran out of oil in one motor after five hours and forty minutes of flying at a point about three miles from the station. It completed the distance to the station by flying with only one motor, and landed without difficulty or injury to the plane or the motor.

The Cleveland Tractors, which are to be used in bringing HS-1 seaplanes up the steep incline at the foot of the basin, arrived during the week.

The Experimental Squadron tested an N-9 seaplane with a safety escape hole cut in the upper wing above the forward cockpit, and no appreciable difference in performance was noted.

Relative tests for speed and climb were made with Curtiss and Lang propellers on an HS-1. The Curtiss propeller was clearly superior in all respects.

/s/ John J. Hyland,  
By direction.