

Op-Air
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NAVY DEPARTMENT
OFFICE OF NAVAL OPERATIONS

I-32-GB

Washington

September 16, 1918

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

Subject: Weekly Report - September 16, 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 September 16, 1918:

PATROLS

<u>Stations</u>	<u>Flights</u>	<u>Hours</u>	<u>Min.</u>	<u>Aircraft in commission</u>	<u>Complement at station</u>
Cape May	48	114 -	3	9 seaplanes	12 seaplanes
Chatham	22	48 -	59	11 "	12 "
Coco Solo	16	70 ÷	29	3 "	12 "
Halifax	8	9	20	2 "	4 "
Hampton Roads	75	256 ÷	43	18 "	24 "
Key West	109	176 ÷	9	10 "	18 "
" "	21	32 ÷	59	1 lighter-than- air craft	2 dirigibles
Miami	55	139 ÷	10	4 seaplanes	12 seaplanes
Montauk	71	171 -	25	15 "	12 "
Rockaway	72	297 -	50	16 "	24 "
"	5	33 -	6	2 lighter-than- air craft	2 dirigibles
San Diego	1	4 -	23	3 seaplanes	12 seaplanes
	503	1,354 ÷	27		
Lighter-than- air craft Total	26	66	5		
Seaplanes "	477	1,288	22		

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27 Sep 1958

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 the station.

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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 week ending September 16, 1918:

Stations	Flights other than patrol	Hours	Min.	Aircraft in commission	Complement at station
Akron	14	12	40	Dirigibles	
"	8	16	40	Kite Balloons	
"	25	45	17	Free Balloons	
Bay Shore	837	718	35	23 Scaplanes	42 seaplanes
Cape May	23	23	31	9 "	
Chatham	45	31	5	8 "	
Coco Solo	13	2	30	1 Kite Balloon	
Great Lakes	12	10	2	n 2 Scaplanes	
Halifax	6	3	30	2 "	
Hampton Roads	54	42	5	25 "	m 24 Seaplanes
"	15	9	20	4 Kite Balloons	#15 Kite Bal
Key West	1,072	853	52	30 Scaplanes	36 Scaplanes
Miami	1,712	1,247	37	"	72 "
Miami Marines	247	204	46	Airplanes	
Montauk	20	15	20	12 Scaplanes	
"	4	14	5	1 Dirigible	# 1 Dirigible
"	5	21	5	1 kite bal.	# 1 Kite Bal
Rockaway	32	15	35	16 Scaplanes	
"	1		56	2 Dirigibles	# 2 Dirigibles
"	35	340	35	4 Kite Bal.	# 14 Kite Bal
Pensacola	2,483	1,698	40	64 Scaplanes	108 Scaplanes
"	125	100	45	2 Dirigibles	# 3 Dirigibles
"	1		55	10 Free Bal.	# 10 Free Bal
San Diego	356	259	29	11 Scaplanes	36 Scaplanes
	<u>7,145</u>	<u>5,688</u>	<u>18</u>		

	Flights	Hours	Min.
Seaplanes	6,652	4,918	44
Dirigibles	144	128	26
Lighter-than-air craft	246	564	48
Airplanes	247	204	46

GRAND TOTAL FOR FLYING TIME:

Patrol	503	1,354	27
Other than patrol	<u>7,145</u>	<u>5,688</u>	<u>18</u>
	<u>7,648</u>	<u>7,042</u>	<u>45</u>

- # Number at Station
- m 18 Experimental
- n Great Lakes does not carry on patrolling or training.

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3. The following Officers have been ordered abroad:

Corbett, M.Q.	Lieut.(j.g.)	U.S.N.R.F.
Jesse, H.J.	1st Lieut.,	U.S.M.C.
Kaemmerling, G.H.	" "	" "
Baker, H.E.	2nd Lieut.	" "
Bennett, H.C.	" "	" "
Burnett, C.V.	" "	" "
Bushong, K.E.	" "	" "
Cain, H.N.	" "	" "
Cowles, D.B.	" "	" "
Davis, R.E.	" "	" "
Davis, N.	" "	" "
Dickerson, D.	" "	" "
Dunn, H.T.	" "	" "
Ehret, H.S.	" "	" "
Eldridge, H.D.	" "	" "
Ferguson, W.W.	" "	" "
Fleer, F.H., Jr.	" "	" "
Freeland, B.B.	" "	" "
Huhn, J.B.	" "	" "
Kirwan, R.J.	" "	" "
McConnell, W.C.	" "	" "
Moody, T.L.	" "	" "
Moore, R.C.	" "	" "
Poythress, C.D.	" "	" "
Reed, R.K.	" "	" "
Rodgers, F.G.	" "	" "
Rhodes, G.H.	" "	" "
Robinson, P.V.	" "	" "
Shivery, A.K.	" "	" "
Stanley, J.S.	" "	" "
Stanley, J.S.	" "	" "
Smith, B.D.	" "	" "
Strong, H.A.	" "	" "
Stovall, H.E.	" "	" "
Stephens, G.B.	" "	" "
Wellman, C.G.	" "	" "
Whiteside, J.R.	" "	" "
Woodward, D.J., Jr.	" "	" "

4. The following men have been commissioned as
Ensign, U. S. N. R.F.:

Anderson, C. W.
Armstrong, W. L.
Batchelder, R. B.
Bachman, R. H.
Berghorn, W. H.
Boone, A. D.
Bolinger, J. C.
Bayes, G. McC.
Burham, H. C.
Burton, J. G.
Carle P.
Chase, F. F.
Clemens, T. B.
Cowell, C. C.
Demonet, G. F.
Edmonds, R. W.
Ernest, C. T.
Edwards, E. M.
Gibbs, F. H.
Gorton, A. W.
Gray, G. B.
Hall, L. N.
Hambly, A. S.
Henry, F. A.
Hill, H. R.
Hildebrandt, B. E.
Hunsaker, J. W.
Irvine, J.
Jeannelle, R. C.
Luebbess, L. E.

Meany, R. E.
Mitchell, F. R.
Montgomery, A. M.
Montgomery, W. R.
Owens, S. W.
Parent, J. H.
Parsons, E.
Patton, J. B. Jr.
Perry, R. D.
Pottinger, C. R.
Purdy, C. J.
Reicheldeifer, F. W.
Ridgaway, T. N.
Riggins, L. W.
Seehof, J. F.
Shants, F. L.
Smith, F. C.
Stewart, J. C.
Stitt, W. B.
Storrer, R. L.
Sweet, C. W.
Taylor, R. S.
Titcomb, W. S.
Unger, W. S.
Urner, G.
Warren, R. B.
Wheeler, R. A.
Williams, J. A.
Wilson, A. F.
Wood, H. L.
Young, A. C. Jr.

KEY WEST - September 10, 1918.

Due to the fact that the placing of the radio generator in the propeller blast renders the set useless in case of motor failure, a shaft with a pulley in ratio to the normal speed of the blower motor and its pulley was made, fitted with bearings and flexibly coupled to the shaft of the generator. This was placed in the rear of the observer's cockpit over the blower, bringing the set to within a foot and a half of the top of the fuselage. A belt connection was made between the pulley on the blower motor shaft and the pulley on the generator shaft. The set was then tested out under the power of the blower motor and worked remarkably well. Radiation readings ranged from 1.7 to 2.0 amperes and were heard from a distance of 75 miles.

Actual patrols at this station for the week ending September 8th were out a total of 144 hours and 31 minutes covering a track of 8,670 miles. The visibility averaging 20 miles this track covers an area of 173,400 square miles. Patrol time per day averaged 20 hours and 50 minutes and area covered per day averaged 24,771 square miles.

FOREIGN NEWS NOTES - August 10, 1918.

Headquarters' Office Memorandum on the subject of addressing personal mail, reads as follows:

(a) For personal letters posted in America, for officers in London -

"Lieut. John Doe,
U. S. Naval Forces Operating in European Waters (Aviation),
London, via Postmaster, New York City."

(b) Letters posted in Great Britain or France -

"Lieut. John Doe,
U. S. Naval Forces Operating in European Waters (Aviation),
30 Grosvenor Gardens, S.V.I."

A flight lasting thirty hours and a half was reported last week. This was accomplished by a large type coastal dirigible while on patrol duty.

PENSACOLA September 4 1918

Squadron III

Beginning last week, bombing instruction was started in HS-1 Seaplanes. The machines are equipped with two sub-calibre bomb chutes, each of six bomb capacity. The releasing gear has proved entirely satisfactory and the Mark II bomb sights which have been used are absolutely accurate and have been operated by students very successfully.

Squadron IV

Students are securing very good scores while using Mark II U.S.Navy Bomb Sights recently installed on F boats in this Squadron.

NAVIGATION SCHOOL

Squadron V

During the past week a new and more thoroughly comprehensive course of instruction for student HS-1 pilots was inaugurated in Squadron V. It is believed that the system formerly in vogue is sufficient for H-16 pilots who will be called upon for very little flight duty in HS-1 Seaplanes after they complete the advanced training course, but for an HS-1 pilot, the old system of two hours instruction and thirty odd minutes solo has proven entirely inadequate. Accordingly the student HS-1 pilots now receive two additional hours instruction during which they are instructed in the following maneuvers:

- (a) A complete turn, first shallow to the right and left, then steep turns completing full circles to right and left.
- (b) Right and left hand spirals.
- (c) Steering a compass course for at least ten minutes.
- (d) Shooting at a mark on the water and landing within three hundred feet of this mark.
- (e) Practice until a complete knowledge of taxiing on the water is acquired.

Squadron VI

A very ingenious device, to be used as a substitute for the leads fastened to the upper wing and strut fitting, through which the aileron control wires now pass along the tip of the wing has been suggested by one of our Quartermasters.

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PENSACOLA (continued)

To remove the wires from the present leads, it is necessary to take off the entire fitting from the wing, the bolts of which fit so tight into the strut that they are often ruined in being extracted. The suggested device is a lead which may itself be opened on a hinge and is kept closed by a small bolt with an easily removable butterfly nut, and it is hoped that this improvement will be adopted.

Navigation.

The principal feature of the week's work was the inauguration of the six flight course in which each student is required to take three flights as pilot and three as observer. The new course is eminently satisfactory, producing a keener interest among the students, and the separation of the duties of pilot and observer has resulted in far more accurate work; the pilot can put his whole attention upon the management of his machine and the steering of the course, and the observer can concentrate upon the proper working out of the course and the gunnery and bombing.

MONTAUK - September 5 1918.

Kite Balloon A-2744 has been placed in back of the six-inch battery, two observers being kept in it at all times during daylight. Telephone communication is kept between the kite balloon and the guns. Several parachute jumps have been made from this kite balloon for practice.

Enough men to man both six inch guns are kept in tents near the guns. Small ready magazines have been constructed to hold six complete powder charges. Trials have demonstrated that both guns can be manned, loaded and fired in less than 1-1/2 minutes after the alarm is given, and a continuous firing kept up until the crews from the station arrive at the guns. It requires three minutes for the full regular crews to man the guns so that a continuous stream of ammunition can be supplied.

CAPE MAY September 12 1918.

The great trouble experienced by pilots with ringing of the ears and deafness after long patrols in flying boats has been almost eliminated on this station by the use of an especially prepared parafine wax. Pilots now entirely dispense with cotton in the ears, relying on wax entirely. This wax can be secured on a Medicine and Surgery requisition on Medical Supply Depôts.

CAPE MAY - September 12, 1918.

Training of pigeons on this Station is progressing in a highly satisfactory manner. Pigeons now are returning consistently from seaplanes at sea, the longest single flight at sea for a pigeon to date being forty-five miles.

HAMPTON ROADS - September 11, 1918Patrol Squadron

The Patrol Squadron flew 202 hours and 47 minutes on patrol during the week and covered a distance of 10483 nautical miles.

On Saturday, September 7th, H-16 A-830 was ordered to proceed on an emergency patrol and had left the water five minutes after the message had been received at the station.

On Saturday, September 7th, two HS-2s were ordered out on emergency patrol duty, and although they were lashed down and secured at the time in anticipation of an approaching storm, they both left the water eleven minutes after the message had been received.

A station record was made during the week for changing Liberty engines in an HS-2, when the crew of Seaplane A-2218, Port watch of Division B, Squadron One, removed an engine and completely installed a new one in six hours and fifteen minutes.

During the week an H-16 and two HS-2s were ordered on an emergency patrol in a wind approximately thirty knots. They made the required search and returned without damage.

On September 2nd the pilot of a leading machine on patrol reported that while passing over a heavy cloud bank at a comparatively low altitude his compass described three complete circles lasting five minutes and that the course of the patrol had to be made by the angle with the sun.

Experimental Squadron

Tests were conducted to test the sending radius of an interplane telephone set. When the plane was fourteen miles distant the voice could be distinctly heard at the shore station but it was quite inaudible in the plane.

Tests were conducted with direction finder coils to determine the degree of audibility necessary for operation while flying. While the plane was on the water signals were plainly received for a distance of five miles and the direction finder worked very satisfactorily, but in the air the signals were too faint to be of use.

Tests are being conducted to determine the suitability of placing the Davis Non-recoil gun on the HS-2, the H-12 and the H-16. Two H-12 s assigned to the Patrol Squadron are equipped with Davis guns but the Station has so far been unable to obtain very satisfactory results with this gun on the HS-2.

/s/ G.W.Steele Jr.

By direction.
