

~~CONFIDENTIAL~~
FEB 19 1918

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

SUBJECT: Weekly Report - February 2, 1918.

DECLASSIFIED - DOD DIR 5200.9.
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1. Preliminary trials of the Curtiss HS-1 equipped with 12-cylinder Liberty motor, were carried out during the past week, at Hampton Roads.

2. There are now in use at the Stations the following seaplanes, etc.:

55	Curtiss R 3 and 6	1	Curtiss Twin Boat
69	N-9's	5	Sturtevents
3	Aeromarines	2	Curtiss Twin Tractors
6	Curtiss F- Boats	1	Wright Martin
1	Boeing	1	Curtiss Triplane
6	Thomas	1	Curtiss Twin F.Boat
5	Burgess	9	Coastal Dirigibles
4	Curtiss J. N.(land.	2	Free Balloons
1	Paul Schmidt	17	Kite Balloons

3. Miami: Ensign R. L. Biggers, U.S.N.R.F. reported Jan.27,1918 for aviation duty.

4. Ensigns A. W. Ames; G. F. Lawrence, Jr.; H. A. Pumpelly, C. M. Tyson ordered to Gunnery School, Fort Worth, to report Feb.23,1918.

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5. The following men have received their commissions as

Ensigns, U.S.N.R.F.:

Brockwell, W. A.

Davis, H. R.

Callahan, P. J.

MacNaughton, L. M.

Crosscup, W. F.

Staub, J. F.

Finnigan, B.O.J.

Hodges, K. B.

Owen, K. B.

6. Hours of flying obtained during the past week at Naval Air Stations, together with number of flights, and seaplanes in commission at each station for week Feb. 2, 1918.

<u>Station</u>	<u>Flights</u>	<u>Hours</u>	<u>Machines</u>
Akron	?	4 hr. 21 min.	1 Dirigible
Akron	?	18 hr. 19 min.	13 Free Balloons
Bay Shore	0	0	5 Seaplanes
Chatham	0	0	
Key West	336	218 hr. 15 min.	8 Seaplanes
Lake Charles	241	197 hr. 32 min.	Airplanes
Miami	153	114 hr. 26 min.	12 Seaplanes
Pensacola	914	742 hr. 5 min.	40 Seaplanes
Pensacola	32	13 hr.	3 Dirigibles
Pensacola	0	0	2 Free Balloons
Philadelphia	34	8 hr. 44 min.	5 Airplanes
Rockaway	9	4 hr. 49 min.	3 Seaplanes
Rockaway	4	3 hr. 40 min.	1 Dirigible
Rockaway	6	1 hr. 50 min.	4 Kite Balloons

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<u>Station</u>	<u>Flight</u>	<u>Hours</u>	<u>Machines</u>
San Diego	10	1 hr. 29 min.	5 Seaplanes
Montauk	<u>3</u>	<u>4 hr. 49 min.</u>	2 Dirigibles
	1742	1333 hr. 19 min.	

Cape May - 5 Seaplanes, no flying, bay frozen over.

Hampton Roads - 25 Seaplanes, no flying, ice and weather conditions.

Montauk - 3 Seaplanes, no flying, Fort Pond frozen over.

7. The following men have qualified as naval aviators.

Cummings, J. H.	Bockins, G. H.
Dollard, O. Jr.	Daley, R. H.
Keith, Fred R. W.	Greely, B. M.
Strong, Alex.	Beeman, O.
Trail, O.	Clayton, H. C.
Morse, T. R.	Wheeler, A. G.
Prescott, F. W.	Carli, M. W.
Brettel, C.	Dean, J. L.
Toll, O.	Leiseuring, E. B.
Murphy, J. L.	Smith, E. B.
Kendell, N. M.	Sayre, C. H.
Cutler, R. W.	Ordway, R. S.
Sargent, H. C.	Bruckhauser, W. K.
Jones, M. S.	Watson, Paul.
Lange, K. L.	

8. Key West now reports the following personnel:

Naval Aviators	-	-	20
Student Naval Aviators	-		48
Qualified Mechanics, Aviation-			46
Student	"	"	- 137

		Total	251

Cape May:

Naval Aviators	-	-	4
Student Naval Aviators	-		5
Qualified Mechanics, Aviation-			19
Student	"	"	- 34

		Total	62

Hampton Roads:

Naval Aviators	-	-	27
Student Naval Aviators	-		12
Qualified Mechanics, Aviation-			51
Student	"	"	102

		Total	192

Foreign News Notes.

German Airplane Production.

It is reported that the monthly output of the "Oberusel" factory is one railway locomotive, and 30 to 40 airplane engines. They have received orders to increase their output to 150 airplane engines monthly. (Probably the American aviation program is the cause of this).

The following appeared in the "La Gazette de Hollande" of October 12, 1917.

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Aircraft Losses in September.

The enemy losses of aircraft on the German fronts in September numbered 22 captive balloons and 374 airplanes, according to Wolff. Of this number, 167 fell behind the German lines, whilst the rest were observed to come down over the enemy positions. The Germans admit the loss of 82 airplanes and captive balloons.

Description of A Big 3-Seater Gotha Seaplane.

Wing 24 metres by 3.40 meters
 Two 100 H.P. Mercedes or Benz motors
 Petrol for 6 to 8 hours
 Speed about 140 kilometres per hour
 3 machine guns, one forward, one aft below, one aft above firing through a tunnel in the carresseries
 Has Wireless apparatus
 Carries 30 to 40 big bombs

German Airplanes Control Night Firing.

During the night of Sept. 25, 1917, a German airplane controlled firing during one hour and twenty minutes. The radio goniometric calculations showed that this airplane was flying over the sea between Coxyde and Dunkirk. The cadence of the signals corresponded to the cadence of the shots which the Germans were firing on Dunkirk by the "Lengenboom" cannon. This is the first time that the control of night firing by German airplanes has been carried out on the British front, and this same operation has been repeated since on the French front.

Rubber -- as applied to German Aeronautics.

More than 10,000 people are employed by the Continental Company, collecting old used rubber. For this operation, collecting stations have been established throughout Germany. It is reported that when combined with a certain composition, this old rubber produces a satisfactory combination.

Sail Cloth -- as applied to German Aeronautics.

All the available stocks have now been confiscated by the authorities, on account of the shortage of materials for manufacturing carrying surfaces of airplanes.

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Heavy German Losses-

During the month of October the French brought down 15 German airplanes within the French lines and 27 within the German lines. Claim is also made to have brought down by disabling, 61 other German airplanes within the German lines. Three German kite balloons were destroyed.

Large German Plane With 3 Machine Guns and Propellers.

On a Saturday, in October, at 1 A.M. there descended between Philippine and the frontier an extremely large German biplane which at first desperately demanded help by signalling with rockets, use being made of white and reddish blue rockets.

In landing, the machine bent its nose. One of the occupants was unable to escape the wreckage unhurt. Of the other two, one was laid out on the ground, the other being wounded in the head and face.

The biplane had three propellers and was numbered G.o.C.4 No. 602/16. On its tail were painted the French colors in the form of a cockade. One of the officers said that in spite of the colors the machine had been fired at and that four shots had struck it. The airplane carried three machine guns. One of the bands of cartridges was partly used, about 50 shots having been fired. The other two machine guns were intact with ammunition. It appears that the points of the 1st few cartridges were of bronze and that the last were plain lead or dum-dum bullets. Other armament included 2 brownings, 3 bombs (height 12 in.) tapered off at 8 cms. from their thickest part.

Inspection of the machine showed that the Germans had a large map of London on which were clearly indicated the positions of Tower Hill, City Hall, Charing X Station, Norwich, etc. One of the German officers asserted that his squadron, composed of 8 machines, had left Ghent the preceding evening for London.

N. E. Irwin

By direction

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