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NAVY DEPARTMENT
OFFICE OF NAVAL OPERATIONS
WASHINGTON

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29 July 1918. AUG 2 1918 10 28 AM

From : Chief of Naval Operations (Aviation)
To : All Naval Air Stations, Aviation Detachments and Bureaus. **COMMANDANT'S OFFICE**

SUBJECT : Weekly Report - July 29 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 July 29 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>
Pensacola	66	123 ÷	15	7 Seaplanes
Miami	35	66 -	55	5 Seaplanes
San Diego	4	10 -	21	3 Seaplanes
Rockaway	71	282 ÷	10	8 Seaplanes
Rockaway	12	75 ÷	32	2 Lighter-than-air craft
Coco Solo	15	52 -		2 Seaplanes
Chatham	54	128 ÷	40	5 Seaplanes
Cape May	69	124 ÷	20	9 Seaplanes
Key West	111	138 ÷	06	9 Seaplanes
Key West	4	14 ÷	44	2 Lighter-than-air craft
Hampton Rds.	89	272 ÷	00	17 Seaplanes
Hampton Rds.	14	62 ÷	10	1 Lighter-than-air craft
Montauk	39	120 -	00	7 Seaplanes
Montauk	<u>1</u>	<u>3 -</u>	<u>30</u>	1 Lighter-than-air craft
	584	1473 ÷	43	
Seaplane Total	553	1317	47	
Lighter-than-air craft Total	31	155	56	

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.

5115

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 July 29, 1918.

<u>Station</u>	<u>Flights other than patrol</u>	<u>Hours</u>	<u>Mins.</u>	<u>Aircraft in Commission</u>	<u>Aircraft at Station</u>
Pensacola	1178	1020	27	55 Seaplanes	139
Pensacola	81	72	10	1 Dirigible	3
Pensacola	1	00	30	10 Free Balloons	10
Miami	1231	988	30	29 Seaplanes	84
Miami Marines	345	245	20	9 Airplanes	43
San Diego	203	131	51	10 Seaplanes	40
Rockaway	70	34	40	10 Seaplanes	21
Rockaway	6	9	8	2 Dirigibles	2
Rockaway	13	233	3	4 Kite Balloons	13
Coco Solo	17	5	00	2 Seaplanes	4
Akron	49	37	2	Dirigibles	
Akron	30	17	00	Kite Balloons	
Akron	15	23	47	Free Balloons	
Chatham	38	20	18	5 Seaplanes	13
Chatham	8	11	50	1 Kite Balloon	2
Bay Shore	1017	1026	37	27 Seaplanes	50
Hampton Rds.	96	37	10	19 Seaplanes	57
Hampton Rds.	12	10	52	1 Dirigible	1
Hampton Rds.	8	38	43	2 Kite Balloons	13
Great Lakes	13	9	48	2 Seaplanes	2
Montauk	11	5	45	7 Seaplanes	7
Montauk	1	1	30	1 Dirigible	2
Key West	1075	883	6	29 Seaplanes	68
Cape May	51	16	47	9 Seaplanes	15
Key West	18	27	8	2 Dirigibles	2
TOTALS	5587	4908 Hrs. 2 Min.			

Seaplanes	5000	Flights	4179	Hrs.	59	Min.
Dirigibles	167		157		50	
Lighter-than-air craft	232		482		43	
Airplanes	345		245		20	

GRAND TOTAL FOR FLYING TIME

Patrol	584	Flights	1473	Hrs.	43	Min
General	5599		4983		34	
	6183		6457		17	

The following officers have been ordered abroad:

Grow, H. B.	Lieut.	USN	Dodd, J. M.	Ensign	USNRF
Lansdowne, Z.	"	"	Fageres, E. D.	"	"
Norfleet, J. P.	"	"	Graves, J. D.	"	"
Blair, W. H.	Lieut(jg)	USNRF	Hallet, J. G.	"	"
Curtis, R. C.	"	"	Hill, J. W.	"	"
Moulthrop, B. L.	"	"	Holloway, T. E.	"	"
Roberts, C. R.	"	"	Holton, H. H.	"	"
Adams, H.	Ensign	USN	Howe, H.	"	"
Allison, J. S.	"	USNRF	Jennings, A. G.	"	"
Appleby, J. L.	"	"	Keddie, E. H.	"	"
Barnum, D. S.	"	"	Little, J. A.	"	"
Bark, R. D.	"	"	McAdoo, W. G.	"	"
Barr, T. T.	"	"	McCormick, J. S.	"	"
Benedict, H. G.	"	"	McDermont, M. J.	"	"
Berger, G. B.	"	"	McKeen, E. D.	"	"
Beswick, H. A.	"	"	Marrow, T. J.	"	"
Blood, G. W.	"	"	Miller, G. G.	"	"
Breyman, C. H.	"	"	O'Neill, D. E.	"	"
Britt, H. G.	"	"	Platt, W.	"	"
Colwell, S. G.	"	"	Rowe, C. A.	"	"
Corey, A.	"	"	Smith, E. L.	"	"
Crawford, H. D.	"	"	Smith, N. R.	"	"
			Sinclair, A.	"	"

The following men have been Commissioned as Ensigns USNRF:

^o Arnson, I. G.	Flood, J. C.	Reich, W. F.
Benedict, H. G.	Hubachek, F. B.	Richman, J. S.
Bres, H. A.	Lyon, R.	Richmond, I.
Bridge, R. S.	McMurian, S. B.	Roedell, C.A.
Colwell, S. G.	Moody, J. W.	Swinton, R. H.
Dale, J. S.	Punnett, T. R.	VanDusen, F. G.
Dalen, J. H.	Rees, F. E.	Wray, J. R. L.

DECLASSIFIED

- 4 -

COCO SOLO 6 July 1918.

Weekly patrols have been carried out during the past week without cessation and in most instances they are made to a distance of about 70 miles to sea, and all pilots have had very good experience in navigating out of sight of land, since almost daily during these flights heavy rainstorms are encountered and the pilot must depend entirely upon his compass. These flights average about 2-1/2 hours in duration, and although a heavy sea is running about one-third of the time no accidents outside of bent or broken pontoon struts have occurred. However, a heavy drain is being made on our reserve supply of pontoon struts, but this must be expected due to the unusual conditions which prevail within the landing area.

PENSACOLA 17 July 1918.

Seaplane A-488, Aeromarine, has given a very satisfactory performance, having had over one hundred hours in the air, with no structural defects appearing to date.

Shadow shooting has been tested during the past week and has proven a great success. It consists of shooting at the shadow of your own machine in the water, and appears to be the most beneficial of any gunnery practice yet instituted, as it gives the student the actual use of the ring sight on a machine gun, and a practical demonstration of the necessity of leading a moving target.

PARIS 29 June 1918.

The Commander-in-Chief, Atlantic Fleet, has recently invited attention to the paragraphs in the Uniform Regulation stating that shoulder marks lined with white are not of regulation pattern, and shall not be worn.

6 July 1918.

A cable has been received from the Secretary of State for Air of the British Royal Air Forces that the British Government have every confidence in the Liberty Motor, and that, therefore they urge that the production of these motors be expedited as much as possible.

The Liberty Motor was tested June 23rd in a Levy LePen boat and on several occasions since that date. The tests have proved entirely successful. The boat shows greater power and speed, both in climb and straight away, than when equipped with Renault motor

-5-

HAMPTON ROADS July 23, 1918.

On Saturday July 20th, several seaplanes and a dirigible convoyed the U.S.S. "Mayflower" which had the Secretary of Navy and Chief of Naval Operations on board, to the Navy Yard. Upon her departure early the following morning a patrol of two HS-1s, two R-6s and a dirigible escorted the "Mayflower" down the Chesapeake Bay to Yorktown.

Investigation by seaplanes has been carried on for several days with reference to establishing gasoline stations along the Coast, which would enable seaplanes to remain outside for longer duration on patrols before returning to Base. Three suitable places have been located.

Very satisfactory results have been obtained with the HS-2 which is now undergoing tests. With two bombs, a full patrol equipment, and three passengers the plane left the water in thirty seconds against a ten-knot wind, and in forty seconds with the wind.

An emergency antenna for use while on the water has been tested on an H-16 and satisfactory results have been obtained at a forty mile range. Further tests are being conducted.

A low altitude bomb sight, designed and constructed at this station, has been used with great success.

On Sunday July 21, seaplane A-961, Ensign C. B. Burke, USNR pilot, located an object that appeared to be a submerged submarine. He dropped a 100 pound bomb which functioned satisfactorily, and upon circling again, the object disappeared. He reported the fact to the Station, and an emergency H-12 patrol was immediately despatched to make further search. A film of oil was evident on the surface, but nothing definite was determined. This same H-12 then joined a convoy twenty miles at sea, and patrolled until nearly dark, returning to the Station after having been in the air five hours and three minutes. Both H-12s landed after dark with no difficulty whatever.

/s/ John H. Hyland,

By direction.