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Admiral Albert C. Read, USN (Curtiss NC-4) Collection - Report of Transatlantic Flight of NC-4

Extracted on Apr-16-2024 09:18:07

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The battery was charged aboard the Aroostook and a number of spare parts left with Lieutenant Mirick, as everything had functioned well that far, and many spare parts were not considered necessary. The following articles were carried during the remainder of the flight to Plymouth.

- 1 coil antenna wire.
- 1 lead fish.
- 1 electrode insulator.
- 1 spare generator propeller.
- 6 Moorehead tubes.
- 2 power tubes for CG-1104A
- 4 magnavox transmitters.
- 1 Box assorted screws, carbon brushes, springs, etc.

The CQ-1300 transmitter was inspected again and new brushes with stiffer springs put in. The rubber gaskets under the cover had pulled out and rubber tape was substituted. The linen on the propeller tips showed some signs of wear, but went through the flight O.K. The skid-fin antenna was taut and there was nothing to do except wipe up the apparatus with 3-in-1 oil.

The following day at 21:36 G.M.T. (about 6 P.M. local time), we left the water at Trepassey; landing at 21:54 to wait for NC-3, and rising again at 22:02.

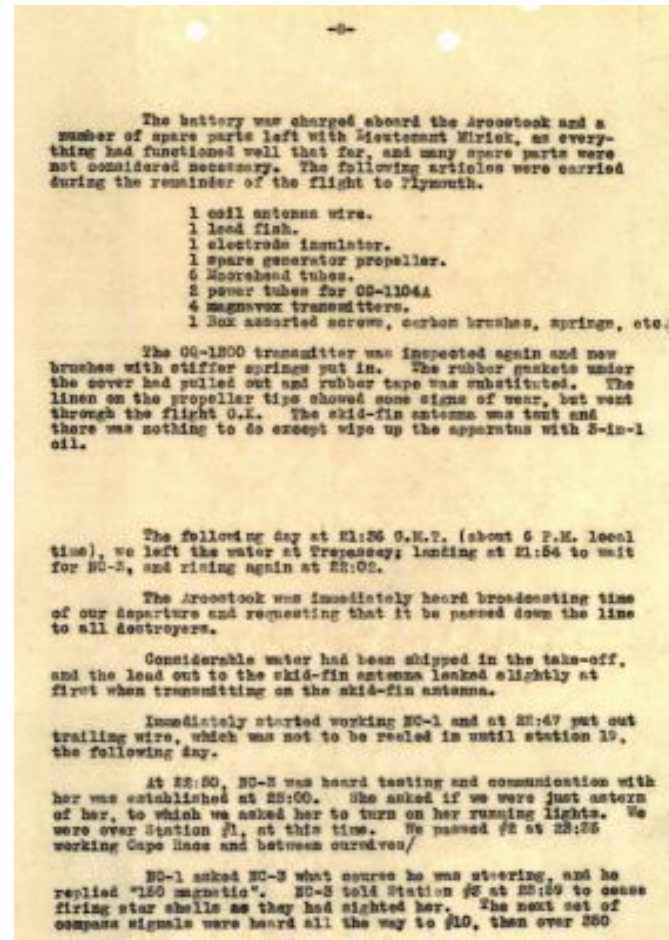
The Aroostook was immediately heard broadcasting time of our departure and requesting that it be passed down the line to all destroyers.

Considerable water had been shipped in the take-off, and the lead out to the skid-fin antenna leaked slightly at first when transmitting on the skid-fin antenna.

Immediately started working NC-1 and at 22:47 put out trailing wire, which was not to be reeled in until station 19, the following day.

At 22:50, NC-3 was heard testing and communications with her was established at 23:00. She asked if we were just astern of her, to which we asked her to turn on her running lights. We were over Station #1, at this time. We passed #2 at 23:35 working Cape Race and between ourselves/

NC-1 asked NC-3 what course he was steering, and he replied "150 magnetic". NC-3 told Station #3 at 23:59 to cease firing star shells as they had sighted her. The next set of compass signals were heard all the way to #10, then over 350



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