NATIONAL ADVISORY COMMITTEE FOR AERONAUTICS.

Technical Memorandum No. 7

NOTES ON LANDING PLACES FOR SEAPLANES ALONG THE ATLANTIC COAST.

Prepared by Ewing Easter.

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NEW JERSEY.

Asbury Park.- Emergency landing for small craft only in Deal Lake. Deal is an artificial lake about a mile long and about 150 yards wide. Several bridges and telephone wires make landing and take-off dangerous. Protected anchorage anywhere. Gas and oil available. No aviation supplies. No beach. No tide. No current.

Keyport.- Excellent landing for all seaplanes. Moorings in deep water furnished by Aeromarine Plane and Motor Corporation, who have large factory there. Repairs and supplies available. High test gas and oil at factory. Three to four foot tide. Beaching facilities.

DELAWARE.

New Castle.- Landing for all seaplanes. No protected anchorage. No beach. Swift current around wharves. Gas and oil available. No aviation supplies. Tide 5 to 7 feet.

MARYLAND.

Annapolis.- Excellent landing for all seaplanes. Good sand bottom and beaching facilities at north end of state road bridge. Annapolis one mile from this point. Weather reports available at Naval Academy. Gas and oil available. No aviation supplies. One foot tide. No current.

Baltimore.- Excellent landing for all seaplanes at Hanover Street Bridge, which can be seen from the air as large concrete bridge south of upper Baltimore harbor. Protected anchorage furnished by Easter Airlines, whose shop and office are located in arch of bridge. High test gas and oil. Aviation supplies and repairs available. One foot tide. Beaching facilities. No current. Ten minutes from business district by trolley. Weather reports available.

Cambridge.- Good landing for all seaplanes. Protected anchorage with firm sand bottom in cove west of steamboat landing. Good beach about one mile west of town. High test gas and oil from Red "C" Oil Company. No aviation supplies. Two foot tide. No current.

Chestertown.- Good landing for all seaplanes. Partially protected anchorage with mud bottom near bridge. Beach on opposite shore from town. Gas and oil available. No aviation supplies. No tide. Moderate current.

Crisfield.- Good landing for all seaplanes. Protected anchorage in creek west of town, with firm sand bottom. No beaching facilities. Gas and oil at public wharf. No aviation supplies. Two to four foot tide. No current.

Easton.- Good landing for all seaplanes. Large craft will land at mouth of Tread Avon River and taxi to steamboat wharf at Easton Point. (One mile from town.) Gas and oil available by truck from town. No aviation supplies. Tide negligible. Moderate current.

Ocean City.- Excellent landing for all seaplanes in Sinepuxent Bay. Good anchorage with sand bottom near bridge. Good beach. Gas and oil available. Two foot tide. Strong current at bridge and wharves. No aviation supplies. Weather reports at Coast Guard Station.

Oxford.- Good landing for all seaplanes. Good anchorage in firm sand. Beaching facilities. Gas and oil available. No supplies. One to two foot tide. No current.

Salisbury.- One-way landing and take-off for small craft only in Wicomico River. Very narrow and twisting. Landings will be made at point in river two miles southwest of town and taxi up to public wharf. No landing for large craft. Anchorage in soft mud bottom. Gas and oil available. No supplies. No beach. No tide. No current.

Cape Charles.- Good landing for all seaplanes. Avoid stakes and keep in steamboat channel when taxiing up to the wharf. Protected anchorage with sand and shell bottom in cove near steamboat wharf. Gas and oil stations on docks. Three foot tide. No supplies. No beach. No current.

NORTH CAROLINA.

Beaufort.- See Morehead City as landing facilities are much better there.

Columbia.- Good landing for all seaplanes in Bull Bay which is three miles from town. In taxiing up Scuppernong River avoid stakes and keep in channel. One-way landing and take-off for small

craft in Scuppernong River nearer town. Protected anchorage with soft mud bottom. Gas and oil available. No beach. No supplies. No tide. Moderate current.

Bell Haven.- Good landing for all seaplanes. Anchorage for large craft in front of town. Protected anchorage for small craft in creek in back of town. Gas and oil available to wharf by truck. No tide. No current. No beach. No supplies. Avoid submerged reef marked by Wreck East of public wharf.

Edenton.- Good landing for all seaplanes. Protected anchorage with soft mud bottom in creek west of public wharf. Gas and oil a vailable. No beach. Two to three foot wind tide. Moderate current. No supplies.

Elizabeth City.- Good landing for all seaplanes. Protected anchorage in harbor, with mud bottom. Gas and oil available at public wharf. No aviation supplies. No tide. No current. No beach.

Hertford.- Good landing for all seaplanes. Avoid stakes in landing and taxiing. Protected anchorage with firm sand bottom. Gas and oil available by truck. No supplies. No tide. No current. Good beach.

New Bern.- Good landing for all seaplanes. Unprotected anchorage with firm sand and mud bottom. Severe northeast gales frequent between November and April. Gas and oil available at public dock. No supplies. No tide except wind tide. Moderate current. No beach.

Oriental.- Good landing for all seaplanes. Protected anchorage, with firm sand bottom. Gas and oil available from garage in town. One to three foot tide. No current. Good beach.

Plymouth.- One-way landing and take-off for small craft only. Not safe for large craft. Dangerous as river is narrow and bordered with high trees. (Width of river about 200 feet.) Protected anchorage with soft mud bottom. Gas and oil available. No supplies. No tide. Moderate current. No beach.

Morehead City.- Excellent landing for all seaplanes. Unprotected anchorage in front of city. Gas and oil available at gasoline docks. Weather reports and aviation supplies available from Coast Guard Air Station two miles south of town. Also beaching facilities there. Four to five foot tide. Swift tidal current at wharves.

Southport.- Excellent landing for all seaplanes. Unprotected anchorage, rocky bottom. Gas and oil at wharf. Two foot tide. Beach. No supplies.

Swann Quarter.- Good landing for all seaplanes in Juniper Bay. Seaplanes will beach at entrance of canal one-half mile from town. Protected anchorage with firm sand bottom. Gas and oil supplies not always available. One to two foot tide. No aviation supplies. Good beach. No current.

Washington.- Landings for large craft will be made east of railroad bridge about one mile from city. Landings for small craft can be made in front of city between bridges. In landing here

avoid small stakes. Gas and oil for large craft by truck from city, for small craft at gasoline docks. Good anchorage, mud bottom. No tide. No beach. No supplies.

Wrightsville Beach.- Landing for all seaplanes in sound north of bridge. Take-off along sound to north or through inlet to ocean. Numerous sand bars to be avoided. Unprotected anchorage in sound with sand bottom. No gas and oil except by trolley from Wilmington during winter months. Gas and oil available in summer. Trolley service to Wilmington all year. Two to four foot tide. Swift tidal current. Good beach. No aviation supplies. This is the best point of landing for Wilmington as the river at that point is narrow with submerged stumps and exceedingly swift current.

Wilmington.- See above.

SOUTH CAROLINA.

Beaufort.- Landing for all seaplanes. At high tide avoid submerged reef and marshland extending about one-quarter mile out from point of land on opposite shore east of town. Moorings available in front of K. of C. wharf. Good anchorage here also with firm sand bottom. Gas and oil station on steamboat wharf. Aviation supplies available and beaching facilities at Marine Air Station, Paris Island. Four to six foot tide. Strong tidal current at wharves.

Charleston is marked on your map so I presume you have full data. Paris Island is also marked on your map.

Georgetown.- Good landing for all seaplanes in Winyah Bay and taxi quarter-mile up creek to town. Anchorage at mouth of creek with firm sand bottom. (Do not anchor in creek in front of town as bottom here is smooth rock.) Gas and oil available at wharves. No supplies. Two foot tide. Swift tidal current at wharves. Beach at mouth of creek.

GEORGIA.

Savannah.- One-way landing and take-off for all seaplanes. Unprotected anchorage with mud bottom. Gas and oil available. No aviation supplies. Swift current. No beach. -- foot tide.

Fairhope unsuitable for landing.

Darien unsuitable for safe landing.

Brunswick.- Landing for all seaplanes. Protected anchorage in front of abandoned Naval Air Station. Gas and oil available at public wharves. Tide three to four feet. Strong tidal current at wharves. Beach at Air Station. No supplies.

Fernandina.- Good landing for all seaplanes. Unprotected anchorage near mud flats opposite city. Protected anchorage in creek south of city. Severe northeast gales frequent from November to May. Gas and oil at gasoline docks. No supplies. Six to eight foot tide. Swift tidal current at docks. No beach.

Deland.- Landing for small craft only in Lake Breesford which is three miles from town. Protected anchorage anywhere with mud bottom. Gas and oil available at dock. No supplies. No tide. No current. No beach.

Note.- The St. Johns River route is unsafe for any but very small craft south of Lake George, as the river is narrow and very twisting.

Green Cove Springs.- Good landing for all seaplanes. Protected anchorage on either side of steamboat landing. Gas and oil available from garage by truck to wharf. One to two foot tide. No current. No supplies.

Palatka.- Landing and take-off for large craft north of railroad bridge or south of state road bridge. Landing for small craft between bridges for take-off in small bridge taxi through railroad drawbridge and take-off north of same. Gas and oil available for large seaplanes by truck and for small craft at public wharf. No supplies. No beach. No tide. No current.

St. Augustine.- Excellent landing for all seaplanes north of bridge. Anchorage with mud bottom anywhere in front of town. Protected anchorage and beach in creek at north end of town. Gas and oil available at Capo's wharf or from garages. No aviation supplies. Three foot tide. Strong tidal current at wharves. Weather reports from Coast Guard Station.

Sanford.- At head of St. John's River route for small craft. Excellent landing. Protected anchorage with firm sand bottom near public wharf. Gas and oil available from garages. No beach. No tide. No current. No supplies.

Note.- I have operated an "F" boat at the points mentioned and this report is based upon notations made at

the time.

Latitude and longitude is not given as I have no means of ascertaining this data at hand.

In giving the rise of tide I have not taken the figures for mean neap tide but have given figures which allow for the maximum rise due to wind conditions, which are of more interest to the seaplane pilot.

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