

# Aeronautical Bulletin

PUBLISHED IN THE AIRWAYS SECTION,  
OFFICE OF THE CHIEF OF AIR SERVICE, WASHINGTON, D. C.

NUMBER 150.

STATE SERIES.

FEBRUARY 1, 1924.

## LANDING FACILITIES IN THE STATE OF FLORIDA.

A summary of the information on all landing facilities reported in the airways section of the office of the Chief of Air Service, where insufficient data are available for the publication of an individual bulletin on the facility, with summarized information on those facilities covered by individual bulletins.

**ALVA.**—Emergency.

**APALACHICOLA.**—Seaplane landing facilities; fuel must be ordered in advance.

**ARCADIA.**—Emergency; formerly Dorr Field; 1 mile square; level; supplies in town; marked by "T" on field; located 15 miles east of town.

**AVON PARK.**—Emergency; one-half mile north and south by one-quarter mile east and west; elevation, 185 feet; supplies in town; marked by cross; located 3 miles west of town; surrounded by orange groves and timber.

**BALDWIN.**—Emergency; landing has been made in a field full of stumps.

**BARTOW.**—Municipal; 1,200 by 2,200 feet; demands careful landing; marked by white cross; located 2 miles east of town; trees on three sides;

Emergency; golf links used by a commercial company.

**BELLEAIR HEIGHTS.**—Commercial (seaplane). Reported by Aeronautic Chamber of Commerce, September, 1922.

**BONIFAY.**—Emergency; 900 by 660 feet; elevation, 120 feet; soft ground; located one-half mile southwest of town; supplies in town.

**BRADENTOWN.**—Emergency; supplies in town.

**BRANFORD.**—Emergency. Reported by Aeronautic Chamber of Commerce, 1923.

**BROOKSVILLE.**—Emergency; supplies in town; located 4 miles east of town in a hollow; lake on north; trees on other sides.

**CAMP JOHNSON.**—Government; rifle range; 3,000 by 1,000 feet; flat and hard surface; supplies in Jacksonville; located 11 miles south of Jacksonville; camp just south of field; St. Johns River on east.

**CLEARWATER HARBOR.**—Seaplane landings; harbor is commodious but very shallow, with long channel extending north and south which broadens out about a mile southward of city dock; is well protected and excellent for landing and take-off; channel marked with stakes; occasional storms

occur from June to November; good hotels; gas and oil obtainable from Standard Oil Co., and planes can taxi to end or sides of city dock and fuel from Standard Oil trucks; recommended as a stop-over point for seaplanes but is inaccessible to tenders; Clearwater is winter resort on west coast of Florida about 20 miles from Tampa, located northward of St. Petersburg, on Seaboard Air Line; anchorage is in 6 to 10 feet; mud bottom in channel near city dock; telegraph and railroad facilities available; there are no sand beaches for hauling out and it is not known what facilities for repairs can be had on shore. Published, Notice Aviators No. 12, December, 1923.

**DAYTONA.**—Emergency; narrow strip of land along the ocean; no accommodations on field; supplies in town; tide must be watched; 2 hours either side of high tide there is wide enough stretch of land free of breakers to land; located on east side of city.

**DAYTONA BEACH.**—Municipal; seaplane landing on Halifax River, near Yacht Club; runway and turning area; supplies in town.

**DEFUNIAK SPRINGS.**—Emergency; 825 feet square; elevation, 300 feet; supplies in town; marked by cross; located one-quarter mile north of town; trees removed on north; road on east; trees on south; low land on west.

**DE LAND.**—Emergency; about 200 by 1,000 feet north and south; fairly smooth; drainage good; 50 feet elevation; supplies in town; located 3 blocks southeast of town; house at south side; fence at north; trees at west end.

Emergency; 40 acres; oblong; north and south length; level; fair drainage; elevation, 40 feet; supplies in town; located 2 miles east of town.

**EUSTIS.**—Emergency; supplies in town.

**FERNANDINA.**—Seaplane landing; unprotected anchorage near mud flats opposite city; protected anchorage in creek south of city; gas and oil at docks; anchorage about 25 feet; mud bottom in the center of the harbor off the town; no dangerous shoals, and planes may readily taxi to the mouth of the St. Marys River, if necessary, to take-off; wind is variable.

**FLOYDADA.**—Emergency. Reported by Aeronautic Chamber of Commerce, 1923.

**FORT MEADE.**—Emergency; 1 mile by 650 feet; supplies in town; marked by cross; located east of city; surrounded by trees.

**FORT MYERS.**—Municipal; 2,000 feet east and west by 1,000 feet north and south; elevation, 11 feet; supplies in town; marked by cross; located 2 miles southwest of town; stumps on north; telegraph wires on west; trees and golf course on south; marsh and pond on east.

**FORT PIERCE.**—Seaplane landing; an abundance of good water for landing and take-off, with good lee, but quite a

- current; anchorage is in 6 feet; sand and mud off the city docks; wind is variable; repair facilities and supplies at garage near by. Reported in Notice to Aviators, August, 1923.
- GAINSVILLE.**—Emergency; 15 miles square; open prairie; swampy near town; elevation, 177 feet; supplies in town; cross in center of field; located  $3\frac{1}{2}$  miles south of town.
- GLENDAL.**—Emergency; 800 feet east and west; by 1,500 feet north and south;  $1\frac{1}{2}$  miles west of town, 9 miles north of de Funiak; schoolhouse on north; road on west.
- GREEN COVE.**—Seaplane landing; protected anchorage on either side of steamboat landing; 1 to 2 feet tide; no current; supplies from garage by truck.
- HAMPTON SPRINGS.**—Emergency; 2 or 3 planes have made landing on hotel golf course.
- HOBE SOUND.**—Emergency; 100 by 1,500 feet; fuel on request; white cross in circle; located north of hotel, near beach.
- IMMOKALEE.**—Emergency. Reported by United States Aeronautic Chamber of Commerce, 1923.
- JACKSONVILLE.**—See Camp Johnson.
- KEY WEST.**—Naval air station; 1 dirigible hangar 122 by 250 by 72 feet; no landing fields have been established here; three cleared spots 5 miles north of this island and this land is partly boggy; variable winds; poor place for operation of seaplanes; even if based on shore there is very little good water and little protection; anchorage on northern side of town, depth from 3 to 10 feet; coral bottom, which is very poor holding ground; necessary to taxi slowly and make landings and take-offs cautiously because of shoals west of air station.
- KISSIMMEE.**—Municipal; 1,350 feet east and west by 525 feet north and south; elevation 64 feet; supplies in town; cross in center; located 1 mile northeast of town; trees on north; open prairie on east; telephone wires on south, available permanently; good condition in wet weather.
- LABELLE.**—Emergency; 2,000 feet square; open cattle pasture; level, smooth, well drained surface; supplies in town; located  $1\frac{3}{4}$  miles north of town; surrounding country open; few trees and stumps.
- LAKE CITY.**—Emergency; 1,000 yards square; soft ground; available indefinitely; supplies in town; located 3 miles west of town of Waterloo; barn and house on west side; trees on east side; houses on north; road on east and north; lumber mill on north.
- Emergency; 600 by 100 yards; located 1 mile north of town; trees on north and west; swamp on south; road on east.
- LAKELAND.**—Municipal; 1,000 by 1,800 feet; good condition; supplies in town; lime circle and streamers; north and east of town.
- Commercial; 2,500 feet east and west by 750 feet north and south; level and hard; elevation, 250 feet; supplies in town; white dirt road just north; surrounding country is flat and wooded; stumps south of field.

- LEESBURG.**—Emergency; 3,000 feet square; very poor field; supplies in town; located 2 miles east of town; small white building in southeast corner; old white chimney in northwest corner; trees on east and west; scattering trees on north.
- LIVE OAK.**—Emergency; 4,800 by 1,600 feet; very soft, wet field; supplies in town; cross in center; located 3 miles west of town; railroads on north and south; trees on east and west.
- MARIANNA.**—Emergency; 1,320 feet square; 87 feet elevation; supplies brought to field; marked by "T" on west side; located 1 mile south of town; telephone wires on east; marshes on north; low trees on southwest; fence on west.
- MIAMI.**—Municipal; operated by chamber of commerce; 1,800 by 2,000 feet; natural sod, very level; can be used at all times, except sometimes in October and November when very high water in the Everglades; elevation, 20 feet; hangars; supplies available; located 12 miles northwest of town. Reported by Capt. Fraser Hale, January 31, 1923.
- Marine Corps flying field; very soft white sand in front of hangars; firmer farther out; hangars; supplies in town; located 3 miles west of town on canal which cuts center of city; marked by steel hangar.
- Seaplane facilities; excellent stopping place; plenty of water for landings and take-offs, but caution must be used to avoid the numerous small boats and yachts; shoals in parts of Biscayne Bay; anchorage is in 10 feet, sand and mud bottom, off the aeromarine airport barge; wind is variable; plenty of beaches where planes can be hauled out; repair and supplies at airport and garages.
- MOORE HAVEN.**—Emergency; 1,500 feet square; supplies in town; marked by "T" on field; located 2 miles northwest of town; a number of landings have been made nearer town.
- MOULTRIE.**—Emergency; golf course; located 1 mile south of town.
- NORTH LABELLE.**—Emergency; one-half mile square; good condition in wet weather; marked by "T" in center; located one-half mile north of town; river on south; lake on northeast; oil house on field.
- OCALA.**—Municipal; 2,640 by 1,125 feet; supplies in town; marked by white cross in center; located 1½ miles east of town; road along north; cotton field on south; scattering trees on east and west.
- OKEECHOBEE.**—Commercial; 1,300 feet square; elevation, 35 feet; hangar; supplies in town; white cross on center; located one-half mile north of town; railroad, creek, and woods on east; grove on north; hangar on south side; south and south-east prevailing winds.
- ORLANDO.**—Commercial; 1,300 by 2,400 feet; hard and level; hangar; supplies in town; cross in center; located 1 mile west of town; road on south; hangar in southwest corner; houses and groves in south corner; small house and garden on north; stumps on west, elevation, 127 feet; available permanently.



**ORMOND.**—Emergency; golf course; beach may be used also, but tide must be figured out; very rolling.

**PALATKA.**—Emergency; 600 by 1,800 feet; good condition; level and hard; well drained; elevation, 20 feet; supplies in town; located 4 miles east of town; railroad on northwest; state road on southeast; house and barn on south.

**PALM BEACH.**—Seaplane facilities; supplies and services available; is a seaplane station.

**PALMDALE.**—Emergency; 3,000 by 2,100 feet; supplies in town; cross in center; located on west side of town.

**PANAMA CITY.**—Seaplane landing; land in the bay near the wharf, but be cautious of submerged piles near the beach anchorage is good in 5 feet of water, firm bottom; gas plane at the Gulf Service Station Dock. Published, Notice to Aviators No. 12, December, 1923.

**PENSACOLA.**—Government; Corry Field; operated by Navy Department; maximum dimensions northwest and southeast, 5,000 feet; northeast and southwest, 6,800 feet; east and west, 5,100 feet; and north and south, 3,300 feet; surface is sand-loam which will not become muddy and is level; prevailing wind, variable; hangar for accommodation of approximately five planes (Government) in course of erection; accommodation for personnel in city of Pensacola; fuel and oil for Government planes on field or at naval air station by truck; complete repair facilities for Government planes on field or at naval air station 10 miles distant by road, 7 miles by air; meteorological data from aerological section, United States naval air station; located immediately north of Pensacola, Fla., about one-half mile from city limits and immediately east of the Louisville & Nashville (Flomaton-Pensacola) Railroad tracks. Readily located by its position with reference to American Chemical Co.'s building on northern edge of field at northwest corner; hangar, buildings, stacks, elevated water tanks, and telephone lines along northern, western, and southwestern border of the field; large white letters "Corry Field" along northern edge in about center; large white circle in center of field may be installed; wind vane on building at northern end; good approach from any direction. Reported by Navy Department October, 1923. Published, Aeronautical Bulletin No. 107, December 15, 1923.

Government; United States naval air station; United States Navy training field; communicate with commandant, United States naval air station Pensacola Fla.; maximum dimensions northeast and southwest, 1,525 feet, averaging 400 feet wide; northwest and southeast, 1,500 feet, averaging 400 feet wide; sand-clay formation; very good in all weather; take-off and climb up to 500 feet; is slightly hazardous due to restricted surrounding territory; altitude, 105.5 feet; variable winds; hangars for accommodation of approximately 45 planes (Government); accommodations for personnel in

city; marked with **T** in center; wind cone on top of hangar; wind is with stem of **T**; located in center of eastern extremity of Government reservation on shore of Pensacola Bay, approximately 4.5 miles directly southwest of Pensacola; meteorological data at aerological observatory; naval air station and hangars along entire southwestern end of field; thick tall pine woods close to northwestern edge of field; Pensacola Bay on east; seaplane facilities with hangars available. Reported by Commandant Naval Air Service, Pensacola, Fla., November 27, 1923.

**ST. AUGUSTINE.**—Seaplane landing; located north of bridge; anchorage, with mud bottom, anywhere in front of town; protected anchorage and beach in creek at north end of town; 3 feet tide; strong current; supplies available in town.

Emergency; 200 by 1,500 feet; golf course; one-way field; sodded and fairly dry; marked with "T"; located north of city; marsh at both ends.

**ST. CLOUD.**—Emergency; 2,000 feet square; supplies in town; cross in center; located northeast of town; wind gauge in southwest corner; gas house in northwest corner.

**ST. PETERSBURG.**—Emergency; a few planes have made landing with more or less trouble.

Seaplane landing facilities; land in the bay and taxi into the cove and gas at the Gulf Service Station; Gulf Service Station can be picked up very easily from the air, as they are painted bright yellow; good sand beach for landing; good anchorage in 15 feet in cove. Published, Notice to Aviators No. 12, December, 1923.

**SANFORD.**—Commercial; 1,100 by 445 feet; good condition; hangar; marked by "T" on field; located 2 miles south of town; road on north; trees on west; railroad on south; road on east.

Emergency; 2,000 by 1,320 feet; length north and south; good drainage; supplies in town; located 1½ miles south of town; pond on north; sparsely settled around field; telephone line on west side along road, marked by "T."

Seaplane landing facilities; at head of St. John's River route for small craft; protected anchorage with firm bottom near public wharf; no beach; supplies in town.

**SARASOTA.**—Municipal; 1,200 by 1,600 feet; good drainage; elevation 26 feet; cross in center; located 2 miles east of town.

**SEABREEZE.**—Emergency; landing made on beach.

**SEBRING.**—Municipal; 1,000 feet square; supplies on field; cross in center of field; located 1 mile south; red building in north-west corner; oil house at south end.

**STEWART.**—Emergency. Reported by Aeronautic Chamber of Commerce, 1923.

**TALLAHASSEE.**—Emergency; 1,200 by 500 feet; elevation, 82 feet; supplies in town; white cross in center; located 1 mile southeast of town; fence on south and east; tree in southwest corner.

**TAMPA.**—Municipal; 800 by 1,800 feet; hard surface; drainage good; supplies in town; located three-fourths mile west of town; trees on all sides.

**TITUSVILLE.**—Municipal; called Sylvan Lake Field; 800 by 500 feet; elevation, 6 feet; located west of railroad, southwest of town; garage near; good prairie fields around.

Seaplane landing; water is good off the ends of the piers, but is shallow between the docks; anchorage can be found in 6 to 10 feet, mud bottom, southward of the bridge and off the docks; long and excellent docks; wind is variable; repairs and supplies available.

**UMATILLA.**—Emergency. Reported by Aeronautic Chamber of Commerce, 1923.

**WEST PALM BEACH**—Emergency. Reported by United States Touring Information Bureau, 1923.

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