

CHAPTER III - OPERATIONS OF GROUP TASK UNITS.

CESF confidential dispatch #211525 ordered VPB's 145 and 125 at Brunswick and VS-31 at Squantum to report to ComAirLant for operational control. Therefore no further air coverage will be furnished by Northern Group.

On 28 May the eight SBD's and six SB2C's of VS-31 took off for Norfolk.

(b) ZP-11 Blimp Squadron, South Weymouth, Mass.

Ships available during the month were:

K-15	transferred to NAS, Lakehurst, 23 May.
K-38	" to Blimp Squadron 12, Det. 1, 25 May.
K-50	" to NAS, Lakehurst, 23 May.
K-61	
K-69	transferred to NAS, Lakehurst, 23 May.
K-82	" to Blimp Squadron 12, Det. 4, 26 May.
K-92	" to Blimp Squadron 12, Det. 4, 26 May.
K-100	
K-124	" to Blimp Squadron 12, Det. 1, 25 May.
K-125	" to Blimp Squadron 12, Det. 1, 25 May.

Because of unfavorable weather conditions all flying was secured on 8 days: May 4, 8, 11, 17, 18, 19, 22, and 27.

This Squadron made a total of 61 flights which were subdivided as follows:

Escort	7
Night Escort	8
Patrol	10
Night Patrol	2
Photographic	2
Training	14
Ferry	5
Special searches	5
Others	8

Total	61

During May when 568 hours were spent in the air, 425 at sea, and 264 on mission; 67 vessels were escorted. Of the total 23,184 miles flown, 17,556 were flown over water.

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The following ammunition was expended for operational purposes:

<u>.50 cal.</u>	<u>MK 17 D/C's</u>	<u>MK 47 D/C's</u>
600 rds.	10	4
<u>Float Lights</u>		<u>Bronze Slicks</u>
88		32

Since the announcement of V-E Day, a considerable change in the nature of the squadron's operations has taken place. As rapid an adjustment to the new situation as possible has been affected. Immediately after the announcement of victory attention was directed toward Air/Sea Rescue and utility training.

On 7 May the Squadron conducted its last Anti-Submarine Patrol. Hereafter only the escorting of convoys and single ship movements or special missions would be flown.

On 14 May the Squadron gave its last air coverage to both convoy and single ship movements.

On 16 May the Squadron reported to ComAirLant for operational control in compliance with orders from CESF.

In compliance with orders from FASL Blimp Squadron ELEVEN, on 17 May, took over utility commitments of AirUtron One requiring service of K-type airships.

The Squadron conducted its first Utility missions on 21 May. Torpedoes were recovered in both the inside and outside firing ranges at Newport, and the Amogansett Coast Guard Station was calibrated.

With the ferrying of the K-50 to Lakehurst on 28 May the transfer of all Blimpron 11 Airships to other units was completed. This was the last airship flight made under the operational control of ZP-11.

The same day also marked the decommissioning of Blimp Squadron ELEVEN.