1. DATE TIME GROUP 28 [illegible] 53 29/0325Z	2. LOCATION Grand Island & N. Platt, Neb.
3. SOURCE AF Pilots	10. CONCLUSION Astro (VENUS)
4. NUMBER OF OBJECTS One	
5. LENGTH OF OBSERVATION 23 Min.	11. BRIEF SUMMARY AND ANALYSIS Aircrew of C-47 a/c at an altitude of 8,000' observed a light changing colors from white to blue to red and back to white in constant manner 20° above horizon.
6. TYPE OF OBSERVATION Air-Visual	
7. COURSE	COMMENTS: This object was observed from 3 points on the ground and from two a/c. A commercial flight westbound was of the opoinion that the object was the star Venus which it has seen an several other occasions recently.
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

FORM
FTD SEP 63 0-329 (TDE) Previous editions of this form may be used.

AF FORM 112—PART I
APPPOVED 1 JUNE 1948

[redacted] (CLASSIFICATION)

UNCLASSIFIED

COUNTRY		(LEAVE BLANK)
More than 1		

AIR INTELLIGENCE INFORMATION REPORT

28/3125

SUBJECT: Unidentified Flying Objects Report

AREA REPORTED ON	FROM (Agency)	
Grand Island and North Platte, Nebraska	DCS/I, Headquarters, ADC Ent AFB, Colorado Springs, Colorado	
DATE OF REPORT	**DATE OF INFORMATION**	**EVALUATION**
10 February 1953	28 January 1953	A-2
PREPARED BY (Officer)	**SOURCE**	
Vernon L Sadowski, Major USAF	Capt James W Tressell, 1st Lt Norman C Dooley, 1st Lt Charles M Baker, Cpl Walter DeKuyper	

REFERENCES (*Control number, directive, previous report, etc., as applicable*)
AFL 200-5, Dated 29 Aprild 1952

SUMMARY: (*Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II.*)

In accordance with AFL 200-5, dated 29 April 1952, Subject: Unidentified Flying Objects Reporting, the following report is submitted:

On 28 January 1953 between the hours 2125 CST and 2148 CST the above mentioned sources observed what appeared to have been an unidentified flying object. These sources observed same from a C-47 aircraft #44-77250 flying at an altitude of 8000 feet on a true heading of 270° and at a ground speed of approximately 90 knots. Object was first observed when the aircraft was over Surprise, Nebraska by entire crew and the object appeared to be between 20° and 30° above the horizon and over Grand Island, Nebraska.

Contacts were made with the following ground stations: Grand Island, Lexington and North Platte, Nebraska. All ground stations reported by radio to aircraft that the object was west of them. Commercial Flight 609, west-bound was contacted on Chanel D-Delta and B-47 #0211, flying at 39,000 feet, was contacted, however neither could see the object reported upon.

To Lt. Dooley, who first noticed the phenomena, the light appeared instantaneously and changed color from white through blue, red and back to white in a consistant manner. The object faded out of sight with movement toward the horizon covering an angular distance of approximately 20° in 8 minutes.

APPROVED: D Bruce Grath Lt Col
for C A MILLER
Colonel USAF
Director R&E

1 INCLS.
Map

DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

DISTRIBUTION BY ORIGINATOR

Original: Director of Intelligence, Headquarters, USAF, Washington 25, D. C.
Copy: Chief, Air Technical Intelligence Center, Attn: ATIAA-2-c, Wright-Patterson, AFB, Ohio

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

[redacted] (CLASSIFICATION)

UNCLASSIFIED

16—85569-1 ☆ U. S. GOVERNMENT PRINTING OFFICE : 1950 O—918331

AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted]

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 1 OF 3 PAGES
Hq, ADC, Ent AFB, Colo. Springs, Colo.		

Name and Addresses of Observers:

Captain James W. Tressell, AO-725008
USAF Res.
Intelligence, ADC
Age 34, Pilot (Observer at the time of sighting)

1st Lt Norman C. Dooley, AO-721042
Base Supply Officer, 4600 AB Group
Age 33, Pilot

1st Lt Charles M. Baker, AO-2092616
USAF Res. Statistical Service, ADC
Age 28, Co-Pilot

Cpl Walter DeKuyper, 1946076
Eng. on C-47 (4477250) 4600 MS Sqd
Age 20

Statement by Lt. Dooley, Pilot C-47 aircraft:

There was a high haze, a very light, high cirrus around 25,000 to 30,000 feet; it was a bright moonlight night. Stars were hard to detect. We were approximately 15 minutes out of Grand Island approximately over Surprise, Nebraska when I called Grand Island and received approval to make GCA approach. We got set up listening to the range, with Lt. Baker under the hood flying instruments. At the time I received clearance for our approach, a bright light appeared 10° to the left of our nose and above us about 5 to 10,000 feet. The light appeared to be over Grand Island. My first impression was that somebody had turned on a landing light to attract our attention and the first thought that came to my mind was why a pilot flying that much higher would try to attract our attention. While I was watching this thing it started to change color. The first time it was just a brilliant white, changed to pale blue and then to light amber then a redish tone and finally to white. The object appeared to cover a regulated cycle on these undulating colors. I brought Lt. Baker's attention to it then Capt Tressels and the engineer's. We were all watching it. There was one object and it appeared circular. Object size was compared to a dime on the windshield from the pilot's seat and the dime just about covered the object. There was no trail or exhaust.

At that time I contacted Grand Island again and asked them at what points they had a view of the sky. He said he had east and northeast glass in his tower. I asked him to check outside and check a light that was over Grand Island. He said he saw it just a little bit above the horizon and west. So I asked him if he would check with North Platte and see if they had the thing in sight. This was sometime later - 7 or 8 minutes later. He called North Platte on direct line. North Platte said the thing was west of them. Lexington radio saw it and it was also west of them. While we were talking the thing over, North Platte said it had gone out of sight. We still had it in sight.

North Platte weather station took a theodolite shot of it on the first sighting, and it appeared to be circular. (They didn't give us any readings;) all they said was they had observed it through a theololite. After that they had notified Lowry. The thing was apparently half-way between Denver and Rapid City, so I told them to notify Flight Service, thinking it might be intercepted from Rapid City.

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UNCLASSIFIED [redacted]

DECLASSIFIED
DOD DIR 5200.10

16—55570-1 ☆ U.S. GOVERNMENT PRINTING OFFICE : 1950—O-918332

AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted] (CLASSIFICATION) UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 2 OF 3 PAGES
Hq, ADC, Ent AFB, Colo. Springs, Colo.		

Grand Island wanted us to contact Commercial Flight 609, westbound, they would like to talk to us on D-Delta. Grand Island also told us that a B-47 (No 0211) flying at 39,000 feet could not sight the object. He was either going to Burbank or was from Burbank. We could see his vapor trails. He was about 100 miles south of us. We could still see the thing, but the B-47 pilot could not. There was just alight haze layer. When we contacted Flight 609 object had gone out of sight but the pilot said yes, they had seen it - it was Venus setting in the West. I didn't know his altitude. I think he said 13,000 -- or 8,000 feet. Three nights before they took off in Chicago, same flight, they had the same impression that I had that somebody was blinking a landing light at them. They took evasive action to miss it. He didn't say where he got the information, but he said it was Venus. He said he followed it a long time that night. I didn't argue with him, I just got his impression. He said if you are here at the right time you can see it almost any time. He said he had seen similar things several times. He said it set awfully fast.

We got back here at 1225, I think, and they had a CAM flight that came in from Des Moines or somewhere, and he said that it was Venus, they see it every once in awhile coming west at that time of night. So we just agreed with him that that was it.

I studied astronomy for two years; I've seen Venus before. I have about 1650 hours pilot time; Capt Tressel, 2500 hours; Lt Baker about 650 hours, the engineer 300 or 350 hours. Lt Dooley has had about 350 hours of night time flying in the last two years.

We didn't change our course. The object remained directly in front of the aircraft.

We were flying Green 3 Airway from Omaha to North Platte; and Blue 36 from North Platte to Akron, Colorado.

We lost sight of it about 9:48 CST. It was my impression that it was terrifically high. There was a real high haze; you could see everything through it. If anything, it was below this haze from where we were sitting. It appeared to be below the real thin layer of cirrus cloud. We were out of the haze layer before we got to North Platte. The object was out of sight by then. We didn't appear to be looking through any haze at it. The engineer, Cpl DeKuyper, remarked he never saw a landing light that big on an airplane.

The time it went out of sight at North Platte, it was quite a distance from us. It must have been at least 100 miles from North Platte. This thing passed approximately 10 degrees to the left of our position, and when it went out of sight it was maybe 5 or 10 degrees to the right. It covered an azimuth angle of about 20 degrees. The object was lost and it appeared to have dipped below the horizon, but shortly thereafter it was noticed several times to reappear momentarily and very dim.

The people on the ground at Grand Island said the color was changing. They remarked on the phenomena of the lights changing. They never said anything about the size. The object appeared in my angular coverage of vision instantaneously and came on just like someone turning on a light.

I asked Grand Island if they could contact Goodland to see if they could pick it up on radar. He said he didn't have any contact with them; he would notify Flight Service at Lowry.

UNCLASSIFIED

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[redacted] (CLASSIFICATION)

DOWNGRADED AT 3 YEAR IN
DECLASSIFIED AFTER 12 [illegible]
DOD DIR 5200.10

16—55870-1 ☆ U. S. GOVERNMENT PRINTING OFFICE : 1950—O-918332

AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted]

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 3 OF 3 PAGES
Hq, ADC, Ent AFB, Colo. Springs, Colo.		

Statement by Norman C. Doolry
NORMAN C DOOLRY, AO-721042
1st Lt, USAF Res

M 13125

Observer: James W Tressell
JAMES W TRESSELL, AO-725008
Capt, USAF Res

Observer: Charles M. Baker
CHARLES M. BAKER, AO-2092616
1st Lt, USAF Res

Observer: Walter DeKuyper
Cpl WALTER DeKUYPER, 1946076

DOWNGRADED AT 3 YEAR INTERVALS
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[redacted]

16—55570-1 ☆ U. S. GOVERNMENT PRINTING OFFICE : 1950—O-918332

Coon Rapids
Hernion
Perry
Madrid
Huxley
Woodward
BAXTER
NEWTON FLYING SERVICE
COON RAPIDS
PERRY
DODGE
TUFTS
Audubon
AUDUBON
GUTHRIE CENTER
Panora
Dallas Center
WHO
Newton
Colfax
NEWTON
HUSBAND
NORTH
Guthrie Center
Adel
DES MOINES
Exira
Redfield
Runnells
Monroe
Menlo
Earlham
Adair
DES MOINES
DES MOINES RADIO
Stuart
Anita
Martensdale
Indianola
Knoxville
Pella
Atlantic
DRESSER
Greenfield
WINTERSET
Wintersel
Lewis
Cumberland
Melcher
Harvey
Griswold
OSCEOLA
Murray
Osceola
Lucas
TURBOT
Chariton
Creston
Afton
Corning
STRINGTOWN
LENOX
Lenox
Van Wert
Humeston
Villisca
Diagonal
LEON
Leon
Mystic
Corydon
Allerton
SCHENCK
Gravity
Clarinda
CLARINDA
Mount Ayr
LAMONI (CAA)
Lamoni
Bedford
Lineville
Seymour
Cincinnati
IOWA
MISSOURI
Athelstan
LAMONI RADIO
Hopkins
SCOTT
Unionville
Grant City
Eagleville
Princeton
Maryville
MARYVILLE
Conception Junction
ALBANY MEM.
Albany
Bethany
Harris
Spickard
REESE
Milan
Darlington
Stanberry
ENYART
WOODWARD
WATSON
Gait
ACE HIGH
Trenton
EMBRY
Laredo
Brownington
King City
Pattonsburg
To St Joseph
ST JOSEPH RADIO
To Kirksville
(Joins 307)
(Joins 360)
95L
94M
93°
40°
41°

450	470	480	490	500	510	520	530	540	550	560	570	580	590	600	610	Kilometers
250	260		270		280		290		300		310		320		330	Nautical Miles
290	300		310		320		330		340		350	360		370	380	Statute Miles

SCALE 1:1,000,000
LAMBERT CONFORMAL
GEOREF 5-52

16th EDITION
Consult Coast and Geodetic Survey Radio Facility Charts and Civil Aeronautics Administration Airman's Guide for changes in aeronautical information on this chart after November 4, 1952
Next scheduled edition, July 1953

PLATTE RIVER (307)
UNITED STATES
U.S. AIR FORCE EDITION

DANGER AREA
(D-203)

NEBRASKA
KANSAS

Note: It is requested that users of this chart indicate corrections and additions which come to their attention and comply with mailing instructions on reverse side.

SCALE 1:1,000,000

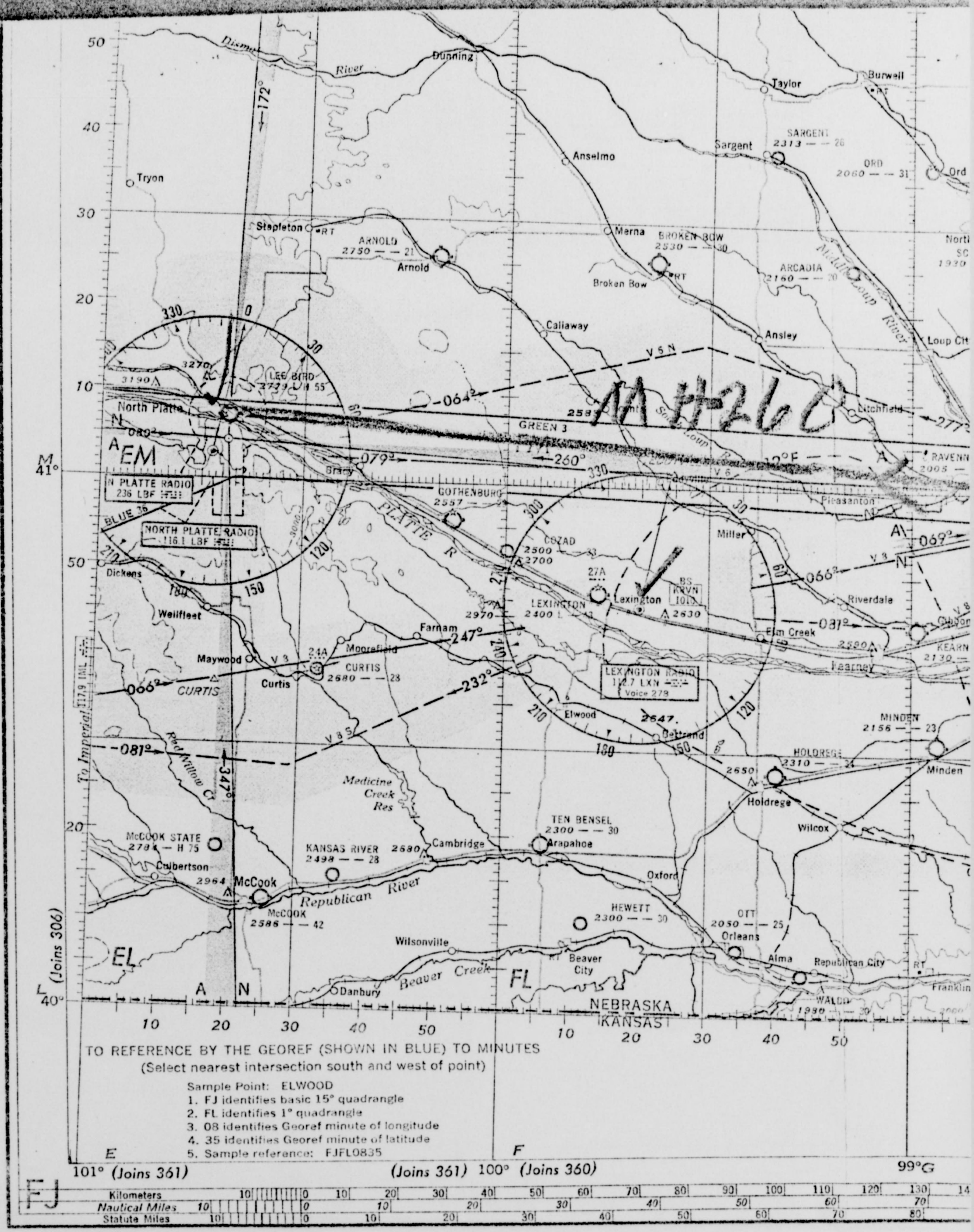
GEOREF 5-52

Compiled and printed at Washington, D. C. by the U. S. Coast and Geodetic Survey
under authority of the Secretary of Commerce

FEBRUARY 1945 Revised OCTOBER 1952 BASE NO. 3R1

BLUE TINT INDICATES AIR TRAFFIC CONTROLLED AREAS

Victor airway designations are shown along the radials of the omni range stations. Limits of these airways which are not indicated on this chart are 5 miles on either side of the radials.



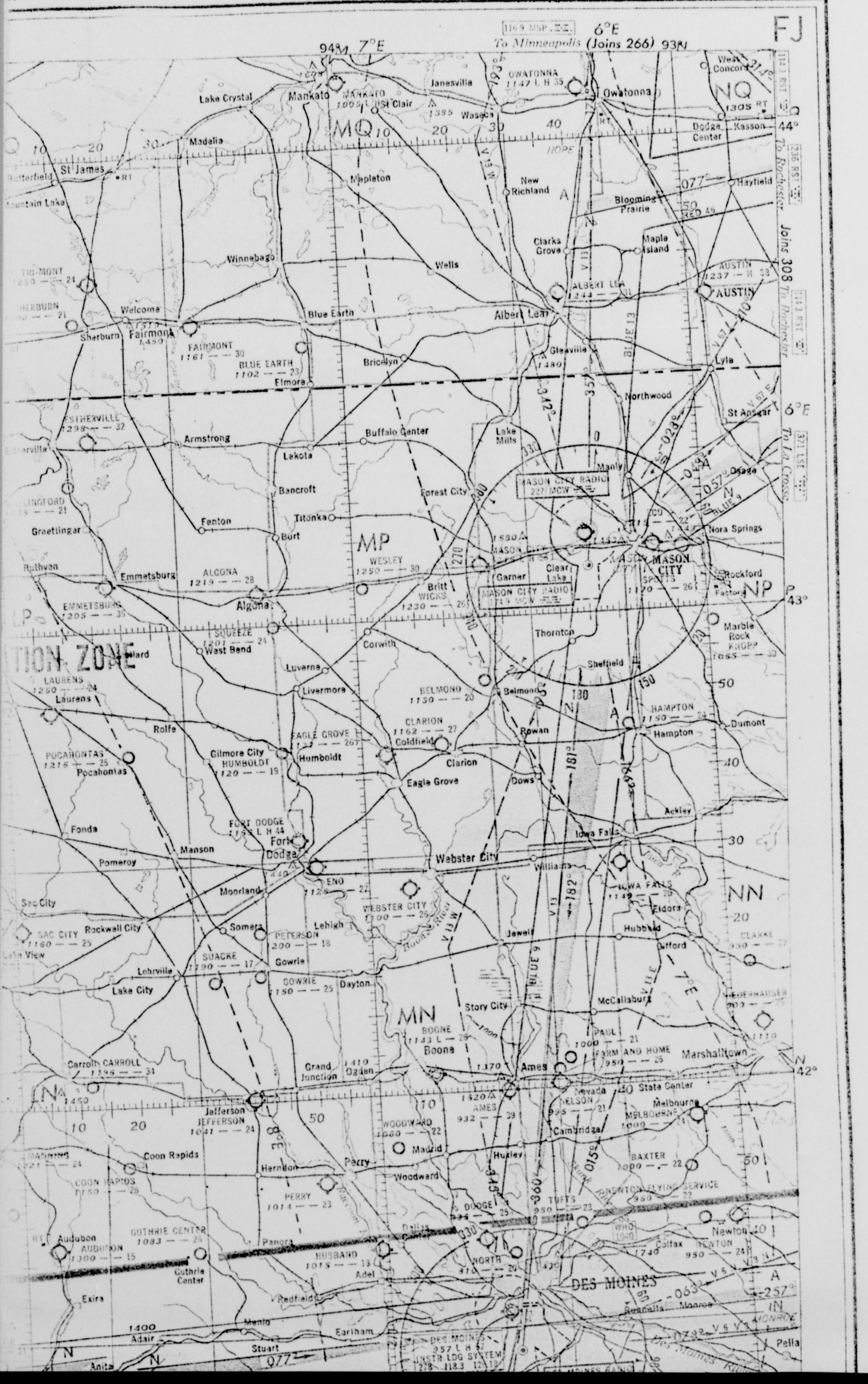
(307)

PRICE 25 CENTS

Principal Sources: U. S. Geological Survey, U. S. Army Corps of Engineers, U. S. Air Force, U. S. Dept. of Agriculture, Civil Aeronautics Administration, and the U. S. Coast and Geodetic Survey.

rt number.

Lambert Conformal Conic Projection
Standard Parallels 33° and 45° Scale 1:1,000,000



ONAUTICAL CHART

Compiled to ICAO Standards
For ICAO number add 2000 to the chart number.

MINNEAPOLIS AIR DEFENSE IDENTIFICATION ZONE

MINNESOTA
IOWA

ELEVATIONS IN FEET

WORLD AERONAUTI

To Huron 391 HON — (Joins 266) 113.3 HON — 113.3 HON — To Huron

99°G 11°E 98°H 10°E 97°J

RED 31 · Alpena · Oldham · 092° · BLUE 58

GQ · 044° · Weasington Springs · Woonsocket · Carthage · 114° · 129° · 293° · HQN · HOWARD 1570 — — 31 · MADISON 1688 — — 22 · JQ

Fort Thompson · Gannvalley · Artesian · Vilas · Howard · Madison · RT · Wentworth · 230

Letcher · AMBER A · V15 W · V15 · 117 · Canova · Winfred · 296° · 300

Chamberlain · Firesteel Cr · Colton · SIOUX FALLS 1473 SUV

Kimball · MITCHELL 1293 — H 67 · Plankinton · Roundhouse · Salem · RT · 281° · 270 · SIOUX FALLS RADIO SUV

Mitchell · Alexandria · Humboldt · SIOUX FALLS 1423 L H 57

Stickney · Bridgewater · 240

Iona · PLATTE 1618 — — 28 · Platte · Marion · 30 · 210

Parkston · CLIFFS 1310 — — 13 · Freeman · Parker · 180

RT · Armour · Lennox · 20

GREGORY 2206 — — 28 · SKIE 1325 — — 26

Tripp · Menno · 053°

Lake Andes · Lake Andes · Chaiean Cr · Scotland · James River · Centerville

LAKE ANDES 1456 — — 27 · Wagner · WAGNER 1464 — — 32 · HP · JP

Bonesteel · GP · Jamison · 43° · Avon · Tyndall · Tabor · Hospital 2100 · Volin

Butte · MISSOURI R · Lynch · WOOLF 1395 — — 28 · YANKTON 1282 — — 41 · Springfield · Yankton · BS WNAX 570

Niobrara · K H RANCH 1620 — — 19 · Crofton · BECKER 1475 — — 30 · 1775 · Hartington

Stuart · STUART-ATKINSON 2130 — — 32 · Atkinson · Verdigre · Bloomfield · RT · HARTINGTON 1383 — — 26

BLOOMFIELD 1673 — — 23

O'Neill · O'NEILL 2100 — — 35 · Creighton · CREIGHTON 1625 — — 24

Stafford · Orchard · Elkhorn River · Plainview · Randolph

PERKINS 2127 — — 25 · CLEARWATER 1730 — — 20 · Pierce

Neligh · HN · NELIGH 1745 — — 25 · Oakdale · TILDEN 1684 — — 21

11°E · GN · EDWARDS 2000 — — 17 · Tilden · 1870 · Norfolk

40 50 10 20 30 40 50 42 Cummins ville · Elgin · ELGIN 1940 — — 14 · WAGNER 1790 — — 24 · 20 · NORFOLK 1562 L H 58

RT · Bartlett · Beaver Creek

Taylor · Burwell · Ericson · SPALDING 1931 — — 18 · PACKARD 1807 — — 26 · Newman Grove

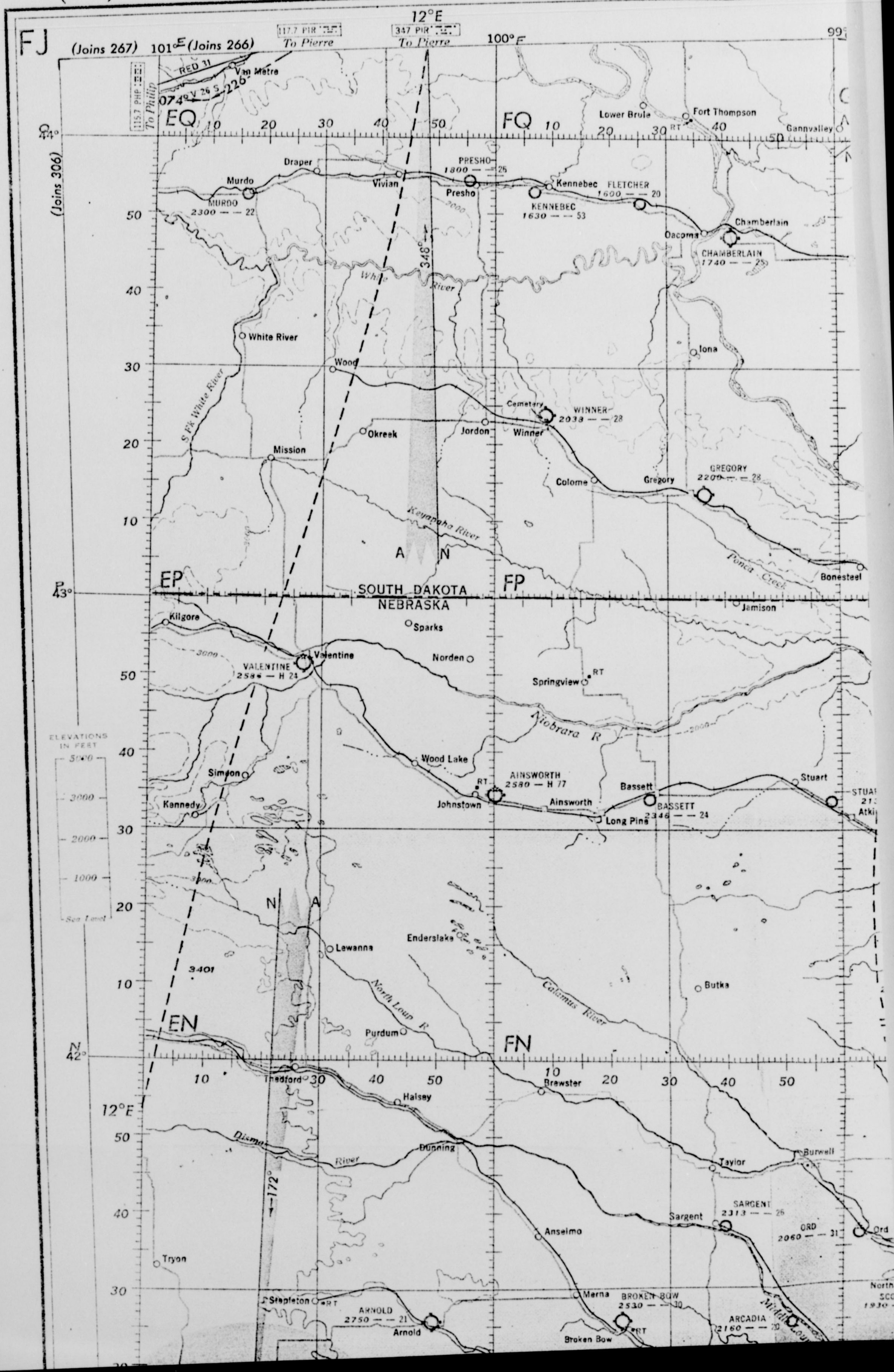
SARGENT 2313 — — 26 · Spalding · Humphrey · Albion · RT

ORD 2060 — — 31 · Ord · Cedar Rapids · St Edward

Greeley · North Loup · SCOTIA

(307) PLATTE RIVER

ELEVATIONS IN F



AERONAUTICAL CHART SUPPLY

To insure that the airman has the latest information available, U. S. World Aeronautical Charts are revised at six-month periods and the Alaskan World Aeronautical Charts are revised at twelve-month periods. The time of the next scheduled printing is shown on the face of the chart below the date of the aeronautical information.

Chart users are advised to check the list Dates of Latest Prints on display with authorized agents.

CIVIL CHART SUPPLY

Authorized agents for the sale of aeronautical charts have been appointed at certain airports and principal cities throughout the United States. The charts may also be obtained from the Director, U. S. Coast and Geodetic Survey, Washington 25, D. C.

MILITARY CHART SUPPLY

(Ref: AF Reg. 67-3)

1. **Aeronautical charts, maps and publications** distributed by the USAF Aeronautical Chart and Information Service are indexed or listed in the current edition of the USAF "Catalog of Aeronautical Charts and Related Publications."

2. **Requisitioning.**

a. Outside Continental United States:

(1) USAF activities are to submit requisitions thru the supply channels designated by the Theater Commander for maintenance and distribution of aeronautical charts and maps.

(2) Theater supply facilities are to submit requisitions for replenishment of stocks of aeronautical charts and maps thru channels to USAF Aeronautical Chart and Information Service, Washington 25, D.C.

b. Within Continental United States: Requisitions from USAF activities within Continental United States are to be submitted to Commanding Officer, Aeronautical Chart Plant, Attn: Distribution Division, 2nd and Arsenal Sts., St. Louis 18, Mo. Except when emanating from an Air Force, Wing, or Command Headquarters, requisitions are to bear the signature or approval by indorsement of the Base or Station Operations Officer. Quantities of charts and maps requested are to be such as to assure the maintenance of a 30-day supply at all times but not to exceed a 60-day supply.

3. **Requirements for Special Purpose Maps and Charts.**

a. Maps and charts for special purposes, specific missions, and also those maps and charts published by other government agencies, which are not listed in the principal types of aeronautical charts in the current edition of the USAF "Catalog of Aeronautical Charts and Related Publications," should be requisitioned from USAF Aeronautical Chart and Information Service, Washington 25, D.C. Charts will be furnished, if available, when sufficiently identified in requisitions as to name or number, scale, projection and publisher.

b. Information regarding cloth reproduction of certain selected aeronautical charts and maps may be obtained, on request, from: USAF Aeronautical Chart and Information Service, Washington 25, D. C.

4. Obsolete Charts.

Aeronautical charts rendered obsolete-for-air by a new edition, when not practicable to correct for conformity with new edition, are to be salvaged if feasible, or else destroyed. Disposition by salvage or destruction is to be made in accordance with provisions of AFR 205-1. New editions of charts available are announced in the USAF Aeronautical Chart and Information Service Bulletin published semimonthly.

CORRECTION INSTRUCTIONS

1. The Coast and Geodetic Survey is making every effort to furnish the user with accurate charts. The user will materially assist in this effort by marking corrections of aeronautical information, drainage, relief and cultural features (roads, canals, power lines, etc.) on the face of the chart, on an overlay of the area, or under "Remarks" below. In reporting elevation corrections, state method used by observer in making the determination.

a. Mark correction on face of chart or under "Remarks" below.
b. Fold chart along regular fold lines, but with back out.
c. Make an extra fold along dotted line and staple at points so marked.
d. Fill in the return address and drop the chart in any U.S. mail box. Postage is not required.

Remarks: .....

STAPLE HERE

STAPLE HERE

FROM .....

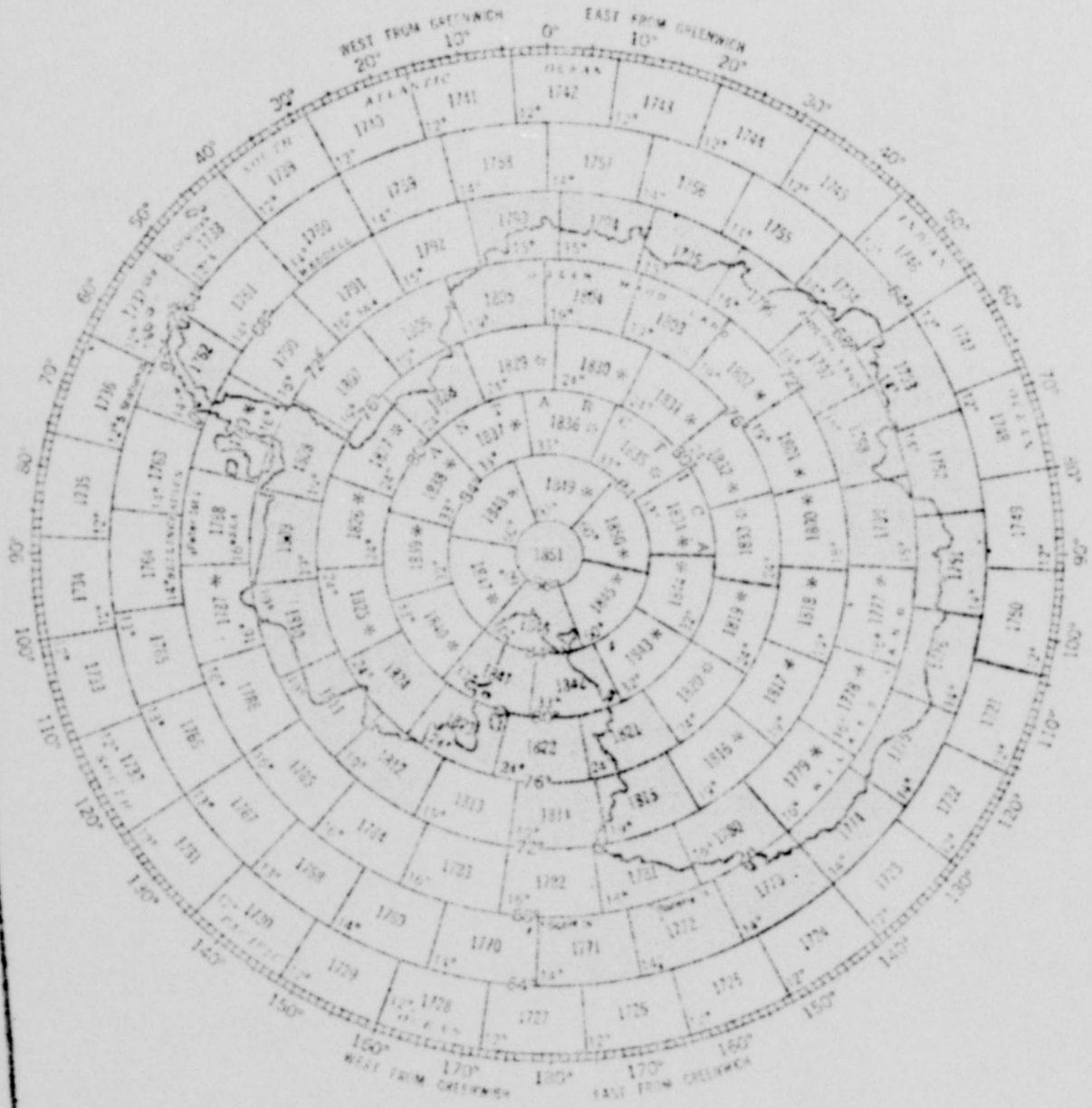
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PERMIT NO. 1009

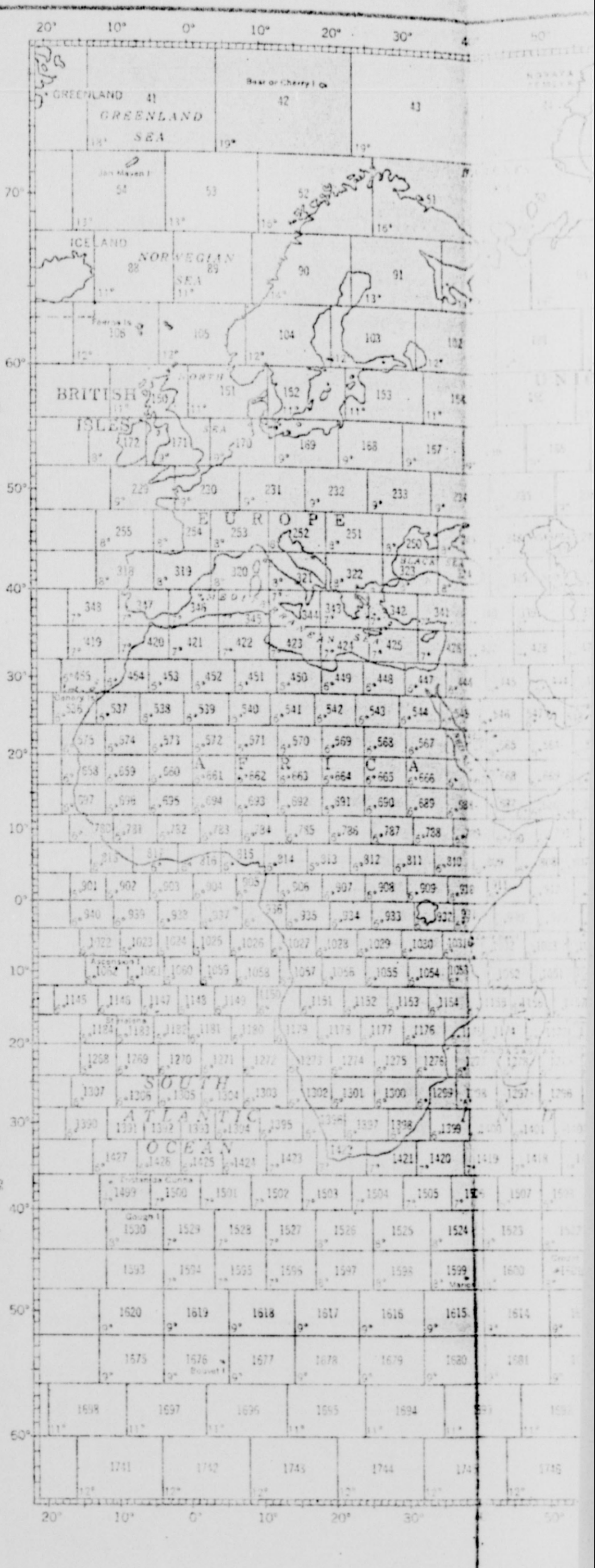
PENALTY FOR PRIVATE USE TO AVOID
PAYMENT OF POSTAGE, $300

NORTH POLAR AREA



SOUTH POLAR AREA





*Indicates that there is not sufficient information available to compile charts in this area at a scale of 1:1,000,000. Requisitions for these charts will be filled with the appropriate Universal Water Chart.

AERONAUTICAL SYMBOLS

AERODROMES

Aerodromes with facilities		Aerodromes with emergency or no facilities	
LAND	WATER	LAND	WATER
◎	⚓	○	Landing Area
◎	⚓		⚓ Sheltered Anchorage
◎	⚓		

Civil
Joint Civil and Military
Military

AERODROME DATA
AND LANDING FACILITIES INFORMATION

LAND WATER

WORLD AERONAUTICAL CHART INDEX

Scale of Series 1:1,000,000

AERONAUTICAL SYMBOLS

RADIO FACILITIES

All radio facility data are printed in blue with the exception of certain LF/MF facilities such as tower frequencies, radio ranges and associated airways, which are printed in magenta.

Methods of indicating specific voice and CW calls are shown below

Use of the word "Radio" within the box indicates voice facilities.

Radio Range ..... BALTIMORE RADIO 257 BAL 116.2
(With voice)

Radio Range ..... EGLIN RANGE 269 VPS 114.6
(Without voice)

Nondirectional Radiobeacon ..... DOUGLAS RADIO 257 LGW 332
(With voice)

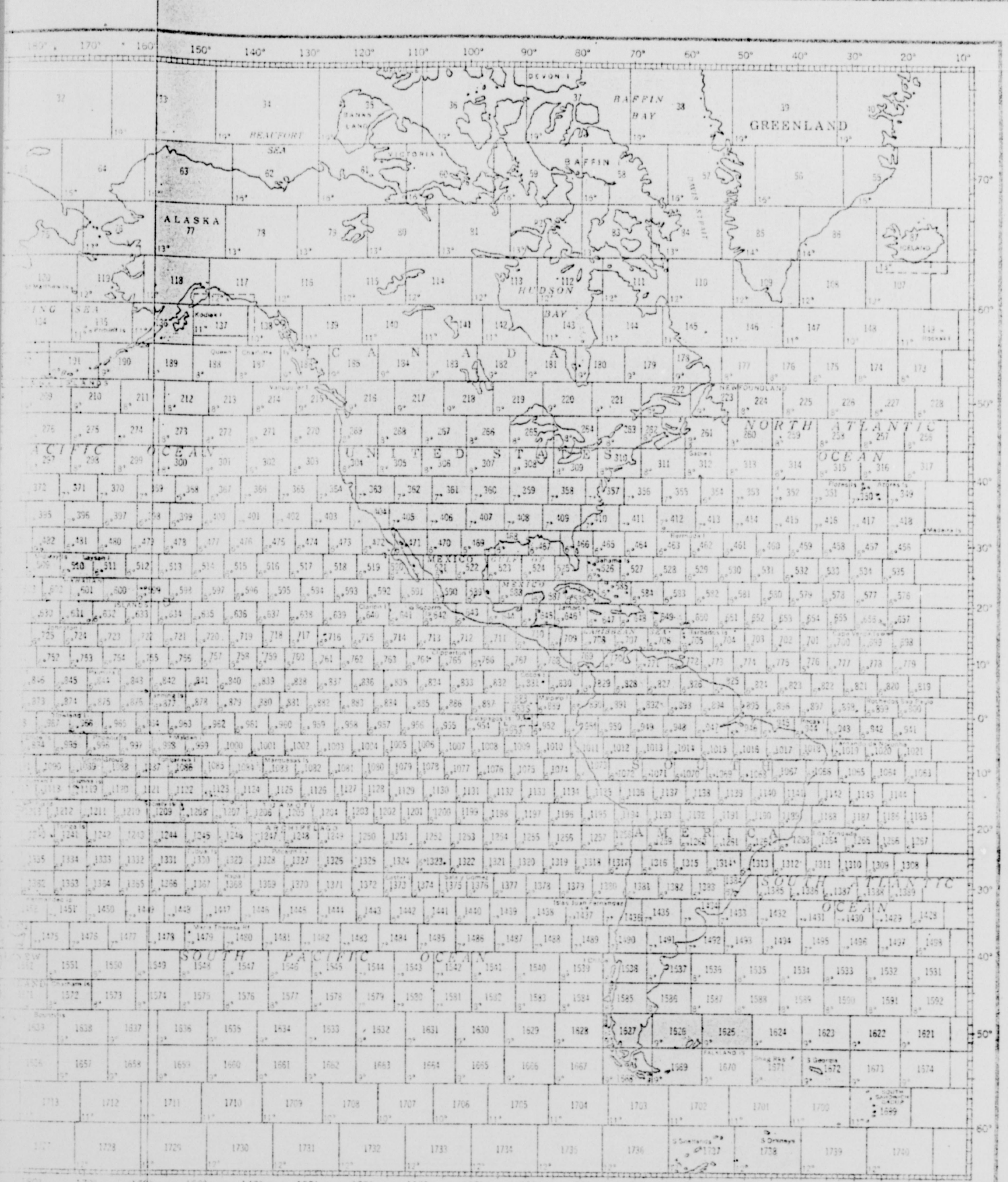
Nondirectional Radiobeacon ..... DIXIE 338 DXE 344
(Without voice)

Radio Communication Station ..... COMM 122.8
(With voice)

Radio Communication Station ..... VALDEZ 5168 5598
(Without voice)

Radio Broadcasting Station ..... KFYR 550

Radar Beacon (Racon) ..... RACON T



INDEX

Charts published

Charts not published

UNIVERSAL WATER CHARTS

Universal Water Charts (Scale 1:1,000,000; size 29 x 22 inches) covering 4° of lat. have been published for use in place of the World Aeronautical Charts in water areas. The user must insert the appropriate long. values for the particular area desired. Water tint is printed within the normal geographical limits and the chart is designed for use in both north and south latitudes.

NOTE: Requisition these charts by name and latitude interval.

Example: WAC-225 would be WATER-48/52

TOPOGRAPHICAL SYMBOLS

CITIES AND TOWNS

Metropolitan Areas — NEW YORK

Large Cities — RICHMOND

Cities — ARLINGTON

Small Cities — Freehold

Large Towns — Corville

Towns & Villages — Arcola

HIGHWAYS AND ROADS

Dual Lane and Super Highways

Primary Roads

Secondary Roads

Trails

U. S. Road Markers — 50

National, State or Provincial Road Markers — 37

Road Names — ALASKA HIGHWAY

STAPLE HERE

STAPLE HERE

FROM _____

_____

_____

OFFICIAL BUSINESS
PERMIT NO. 1009

PENALTY FOR PRIVATE USE TO AVOID
PAYMENT OF POSTAGE, $300

To:

The Director

U.S. Coast and Geodetic Survey

Washington, 25, D.C.

STAPLE HERE

STAPLE HERE

MAKE EXTRA FOLD HERE TO RETURN TO DIRECTOR, USC&GS

U. S. DANGER AREAS ON WORLD AERONAUTICAL CHART 307

NO.	NAME	ACTIVITY	USING AGENCY	ALTITUDE	TIME
C-201	Lincoln	Aerobatics	NAS Lincoln, Nebr.	2,700-38,000	Days
D-203	Offutt AFB	Military Instrument Practice	Strategic Air Command, Offutt AFB, Nebr.	2,500-12,000 MSL	Varied

Altitude given in feet. AR - Airspace Reservation (Prohibited) C - Caution D - Danger W - Warning (Hours)

No person shall operate an aircraft within an Airspace Reservation or Danger Area unless permission for such operation has been issued by appropriate authority.

Aircraft are not restricted from flying through Caution Areas; however, extreme caution should be exercised by pilots flying through such areas.

AERONAUTICAL SYMBOLS.

AERODROMES

Aerodromes with facilities

LAND	WATER	
○	⚓	Civil
◎	⚓	Joint Civil and Military
◎	⚓	Military

Aerodromes with emergency or no facilities

LAND	WATER	
○		Landing Area
	⚓	Sheltered Anchorage

AERODROME DATA
AND LANDING FACILITIES INFORMATION

BARGERSVILLE
308 L H *41*
Airport of entry
GCA SYSTEM
278 126.18

LAND		WATER	
308	Elevation in feet	00	Elevation in feet
L	Minimum lighting	L	Minimum lighting
H	Hard surfaced runway	S	Normal sheltered take-off area
41	Length of longest runway in hundreds of feet	62	Length of longest runway in hundreds of feet

NAS ANACOSTIA
00 L S 62
2970

The facility code character is replaced by a dash if specific information is not available or if the facility itself is not available.

GCA SYSTEM - Ground Control Approach System. Other controlled approach systems by appropriate abbreviation.

278 126.18 2970 - Control tower transmitting frequencies

AIR NAVIGATION LIGHTS

Rotating Light ☆

Rotating Light (With flashing code lights) ☆

Rotating Light (With course lights and site number) 12 ☆

Flashing Light Fl ☆

Flashing Light (With code) Fl ☆

Lightship ⚓

Marine Light Occ W R G

F—Fixed Qk Fl—Quick Flashing Occ—Occulting Gp—Group W—White B—Blue SEC—Sector
Fl—Flashing I Qk Fl—Interrupted Quick Flashing Alt—Alternating R—Red G—Green (U)—Unwatched sec—Second

Marine lights are white unless colors are indicated; alternating lights are red and white unless otherwise indicated

MISCELLANEOUS

Obstruction 1103 ⅄
(Numerals in italics indicate elevation above sea level of obstruction top.)

Group Obstruction ⅄

Prominent Transmission Line —┬———┬—

Mooring Mast ┣

Isogonic Line — — — 4°E — — —
Values for 1950

Reporting Point (Compulsory) ⅄

Reporting Point (Non-compulsory) △

Ocean Station Vessel (Normal position)

International Boundary
(Closed to passage of aircraft except through air corridor)

Restricted areas are numbered, and are indicated on the charts as follows:

PROHIBITED AREA (AZ-78) — Prohibited Area — Flight of aircraft prohibited except by specific authority of using agency

DANGER - RESTRICTED OR WARNING AREA (D-32) OR (W-8) — Danger, Restricted or Warning Area — Invisible hazards to air navigation

CAUTION AREA (C-54) — Caution Area — Visible hazards to air navigation

AERONAUTICAL SYMBOLS

RADIO FACILITIES

All radio facility data are printed in blue with the exception of certain LF/MF facilities such as tower frequencies, radio ranges and associated airways, which are printed in magenta.

Methods of indicating specific voice and CW calls are shown below

Use of the word "Radio" within the box indicates voice facilities.

Radio Range (With voice) — BALTIMORE RADIO 257 BAL

Radio Range (Without voice) — EGLIN RANGE 284 VPS

Nondirectional Radiobeacon (With voice) — DOUGLAS RADIO 351 DOW

Nondirectional Radiobeacon (Without voice) — DIXIE 388 DXE

Marine Radiobeacon — RBe ASHTABULA 313 0m-10m & 30m-40m

Radio Direction Finder (Without voice) — DF McGRATH 2912 4220

Radio Direction Finder (With voice) — DF KODIAK DF HOMER 121.5

Radio Communication Station (With voice) — CS COWEN RADIO 4470

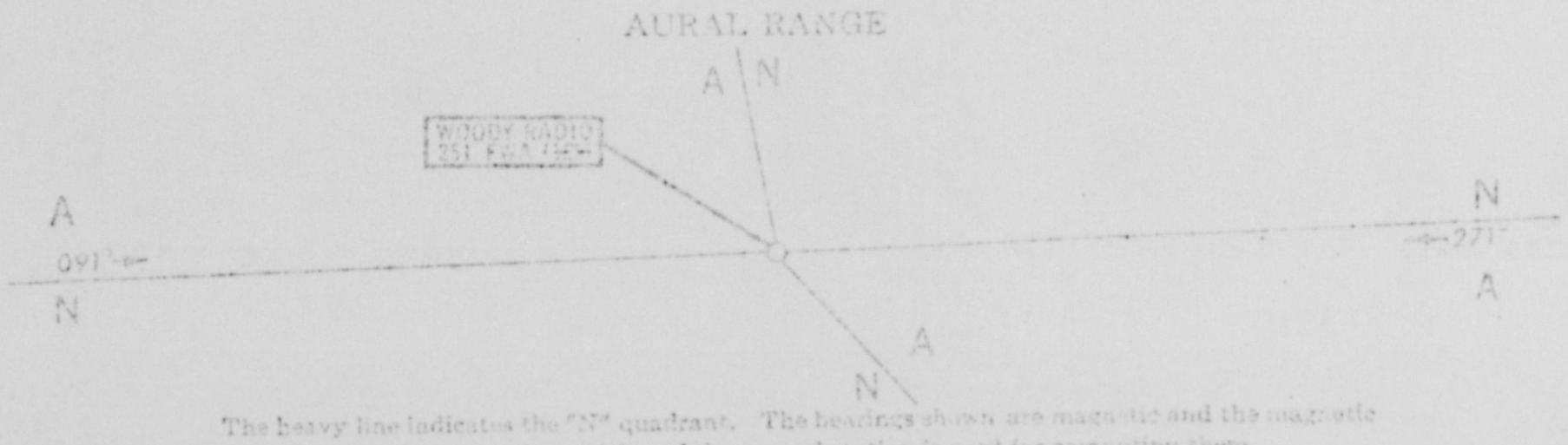
Radio Communication Station (Without voice) — CS KAZAN 5200 CKNX

Radio Broadcasting Station — BS CFRB 1010

Radar Beacon (Racon) — RACON 0256 2-1-2

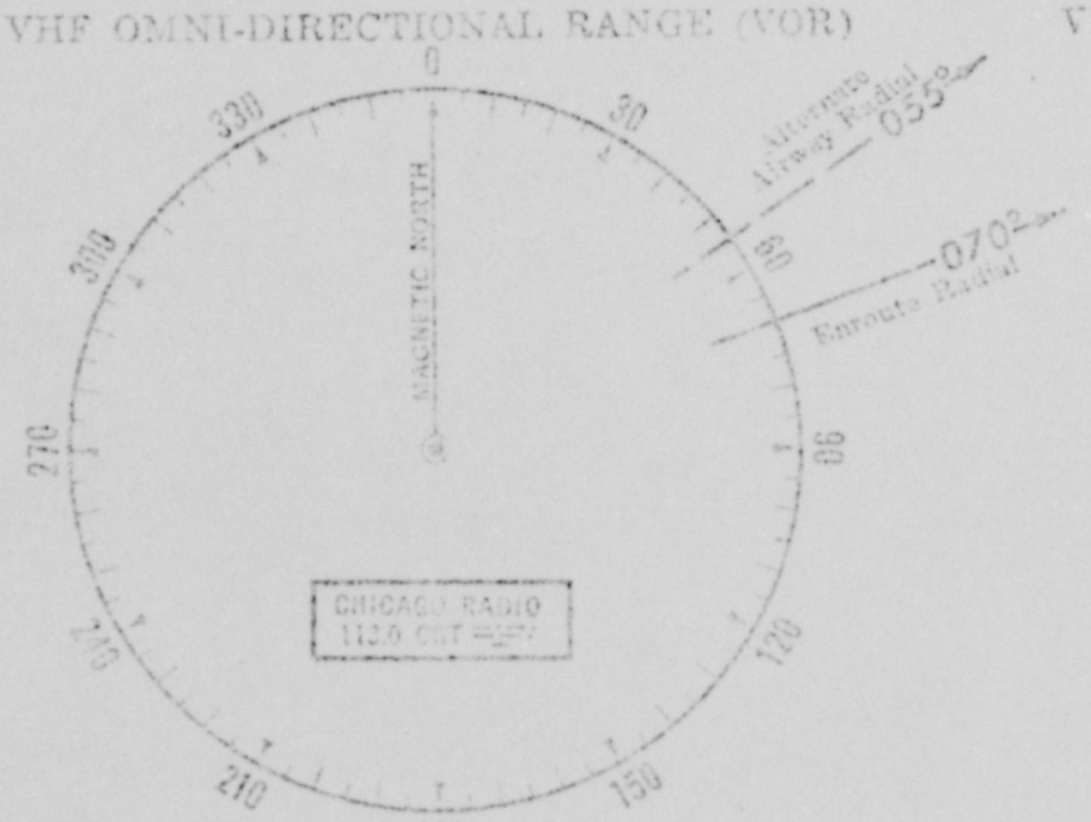
Radio Fan Marker Beacons — 100 watts: NOTT; BATES. 5 watts: DIXIE

AURAL RANGE



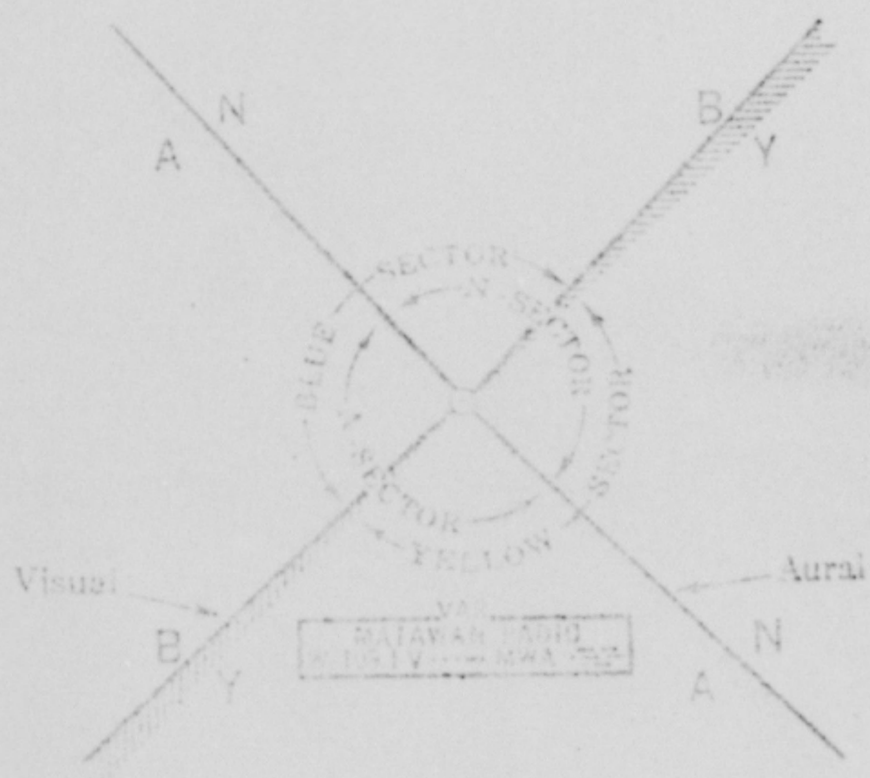
The heavy line indicates the "N" quadrant. The bearings shown are magnetic and the magnetic variation at the position of the ground station is used for computing them.

VHF OMNI-DIRECTIONAL RANGE (VOR)



Bearings are magnetic from the station.
Radius of circle is 15 nautical miles.

VHF FOUR COURSE VISUAL-AURAL RANGE (VAR)



Letter preceding frequency in box indicates channel identification.

AIR TRAFFIC CONTROL

Control Zone

Controlled Civil Airway — Uncontrolled Civil Airway

Blue tint where shown indicates air traffic controlled areas

TOPOGRAPHICAL SYMBOLS

CITIES AND TOWNS

Metropolitan Areas — NEW YORK

Large Cities — RICHMOND

Cities — ARLINGTON

Small Cities — Freehold

Large Towns — Corville

Towns & Villages — Arcola

HIGHWAYS AND ROADS

Dual Lane and Super Highways

Primary Roads

Secondary Roads

Trails

U. S. Road Markers — 60

National, State or Provincial Road Markers — 37

Road Names — ALASKA HIGHWAY

RELIEF FEATURES

Contours { Reliable; Approximate; Depression }

Levees or Eskers

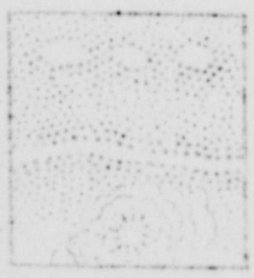
Hachures

Bluffs, Cliffs & Escarpments



Sand { Dunes; Areas; Ridges }

Lava Flow



HYDROGRAPHIC FEATURES

Swamps & Marshes

Tidal Flats (Exposed at low tide)

Danger Line

Rocks Awash

Shoals (Exposed at low tide)

Springs

Wells & Water Holes

Reefs, Coral & Rocky Ledges (Awash at low tide)



Streams & Rivers { Perennial; Intermittent; Probable or Unsurveyed; Braided }

Intermittent Lakes (blue stipple)

Drainage Ditches

Canals { In use; Abandoned }

Dry Lake Beds (brown stipple)

Sand Deposits in river bed

Dry Washes (brown stipple)

Glaciers and Ice Caps



CULTURAL AND MISCELLANEOUS

Landmarks (with appropriate note)

(Numerals indicate elevation above sea level of top)

Oil Tanks

Oil Fields

Dams

Elevations (In feet) { Highest on chart; (Highest on chart is devoid of tint); Highest in a general area; Spot }

Mines and Quarries

Mountain Passes

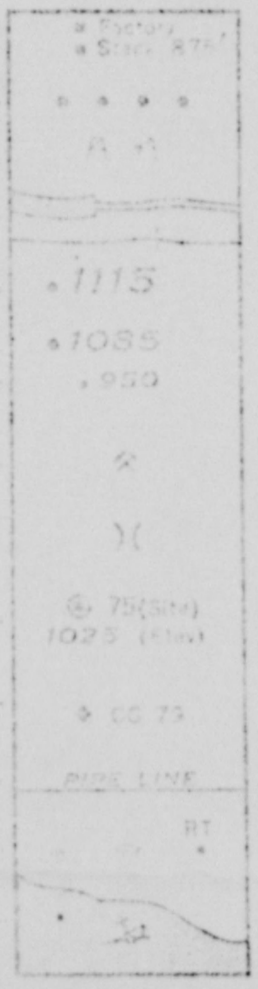
Lookout Stations (Elevation is base of tower)

Coast Guard Stations

Pipe Lines

Race Tracks or Stadiums

Stranded Wrecks

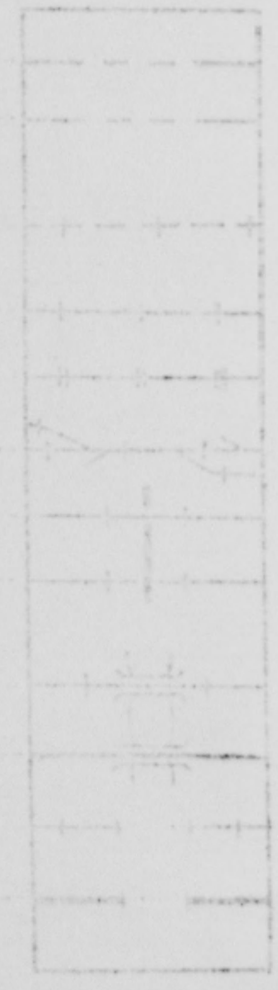


Boundaries { International; State & Provincial }

Railroads { Abandoned or Under Construction; Single Track; Multiple Track; Sidings & Spurs; Overpass; Underpass }

Bridges { Railroad; Highway }

Tunnels { Railroad; Highway }



6-27-42