

1. DATE TIME GROUP 28 J / 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 opinion that the object was the star Venus which it has seen on several other occasions recently.
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

UNCLASSIFIED

COUNTRY		(LEAVE BLANK)	
AIR INTELLIGENCE INFORMATION REPORT			
SUBJECT Unidentified Flying Objects Report			
AREA REPORTED ON Grand Island and North Platte, Nebraska		FROM (Agency) DCS/I, Headquarters, ADC Ent AFB, Colorado Springs, Colorado	
DATE OF REPORT 10 February 1953	DATE OF INFORMATION 23 January 1953	EVALUATION A-2	
PREPARED BY (Officer) Vernon L Sadowski, Major USAF		SOURCE 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 April 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 23 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 consistent manner. The object faded out of sight with movement toward the horizon covering an angular distance of approximately 20° in 8 minutes.

APPROVED:

DB McGrath Lt Col
for
C A MILLER
Colonel USAF
Director R&E

1 INCL
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

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

UNCLASSIFIED

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 <u>high haze</u>, a very light, <u>high cirrus</u> 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 CCA ^{RANGE} 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. <u>The first time it was just a brilliant white</u>, 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 Tressells 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. <u>He said he saw it just a little bit above the horizon and west.</u> 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. <u>Lexington</u> 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 theodolite. 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.						

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.

UNCLASSIFIED

DDO DIR 5200.10

(CLASSIFICATION)

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

REPORT NO.

Hq, ADC, Ent AFB, Colo. Springs,
Colo.

PAGE 2

OF

3

PAGES

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 a light 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 9:43 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

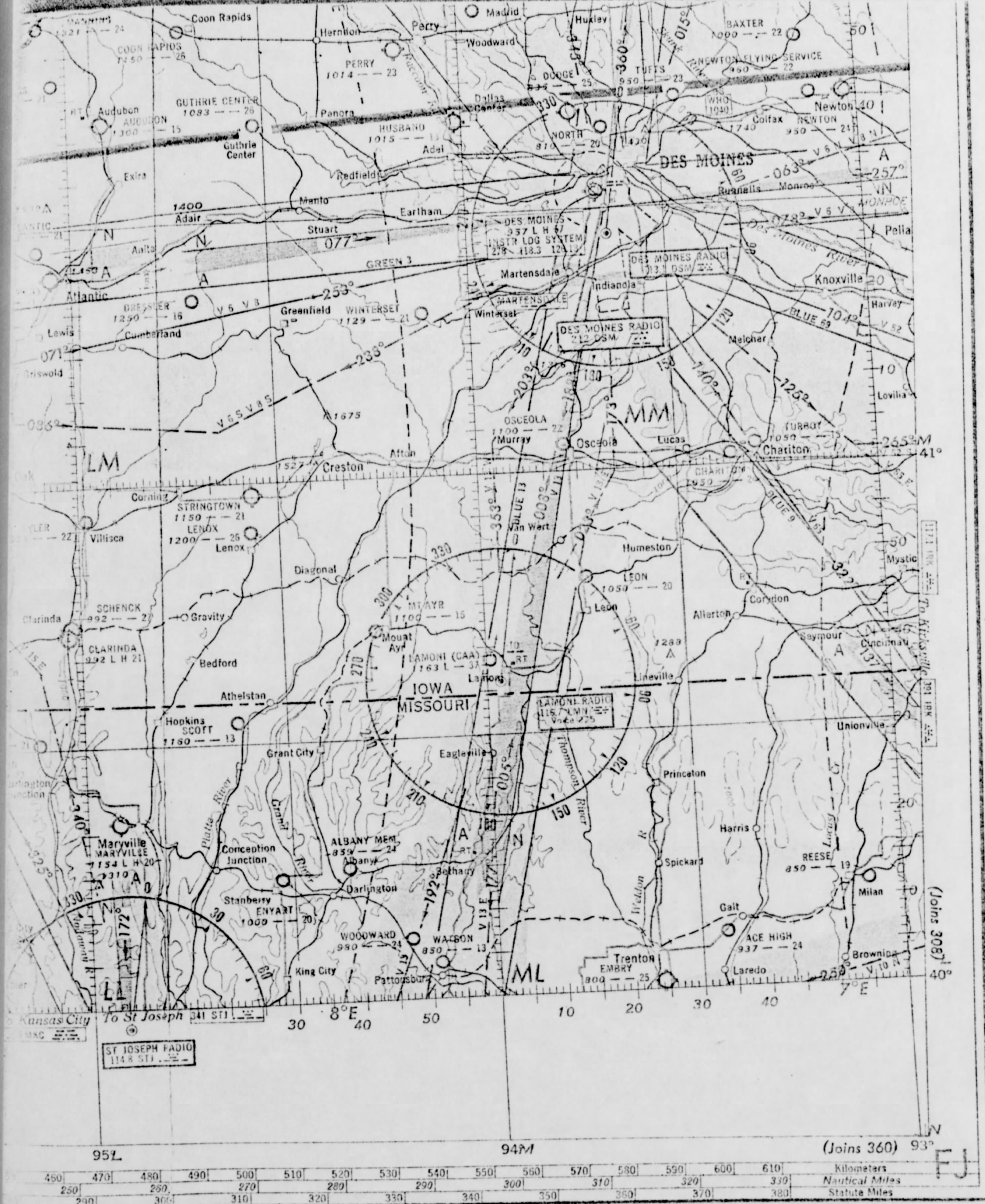
DOWNGRADED AT 3 YEAR IN
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Hq, ADC, Ent AFB, Colo. Springs, Colo.	REPORT NO.	PAGE 3 OF 3 PAGES
Statement by <u>Norman C. Dooly</u> NORMAN C DOOLY, AO-721042 1st Lt, USAF Res		
Observer: <u>James W Tressell</u> JAMES W TRESSSELL, AO-725008 Capt, USAF Res		
Observer: <u>Charles M. Baker</u> CHARLES M. BAKER, AO-2092616 1st Lt, USAF Res		
Observer: <u>Walter D. Kuiper</u> Cpl WALTER DeKUYPER, 1946076		
DOWNGRADED AT 8 YEAR INTERVAL DECLASSIFIED AFTER 12 YEARS DOD DIR 5200.19		
UNCLASSIFIED		

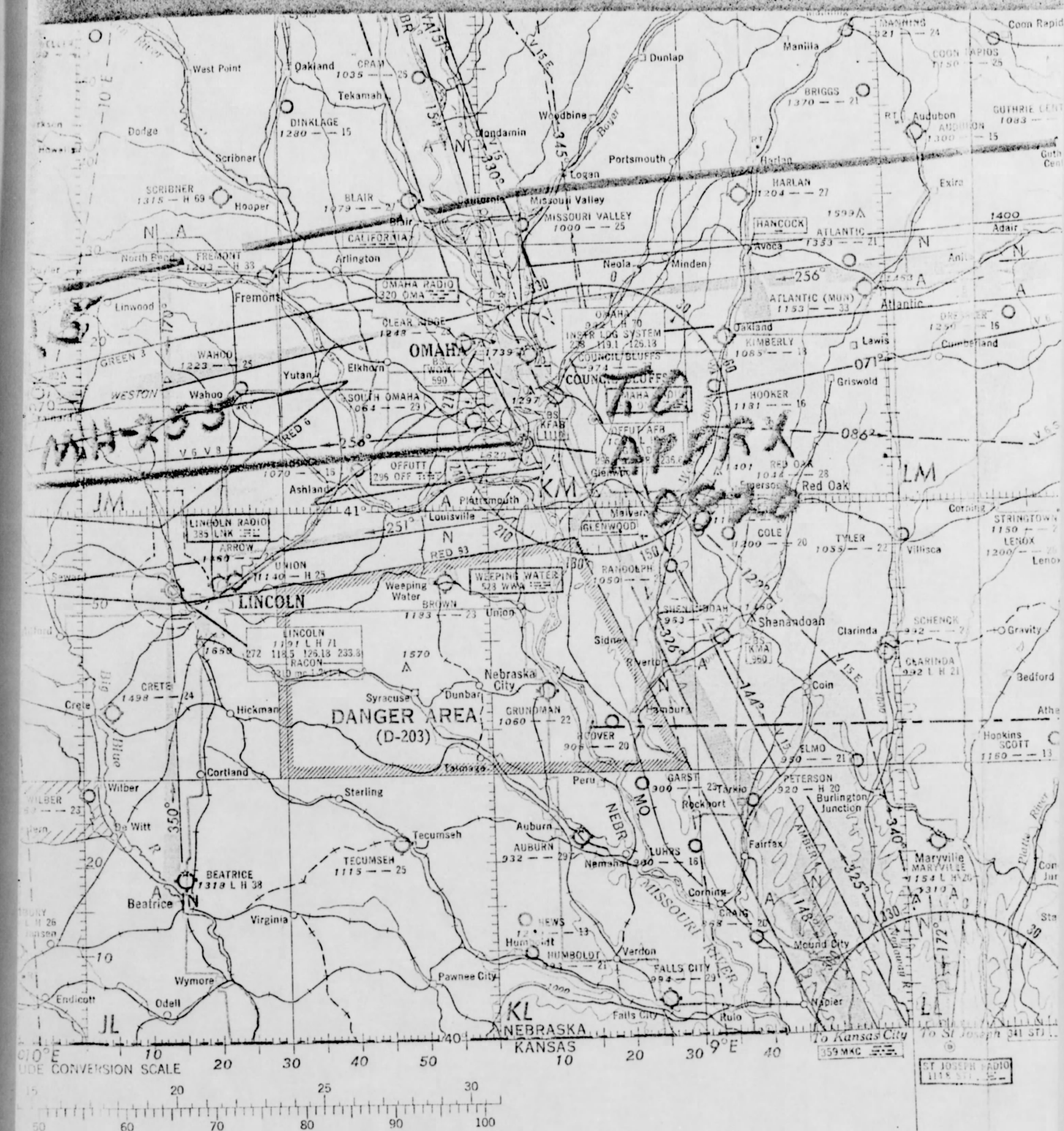
NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—
31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW.
IT MAY NOT BE REPRODUCED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



Scale 1:1,000,000
GOREF 5-52

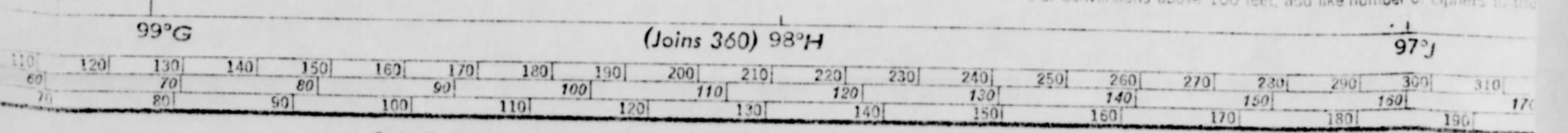
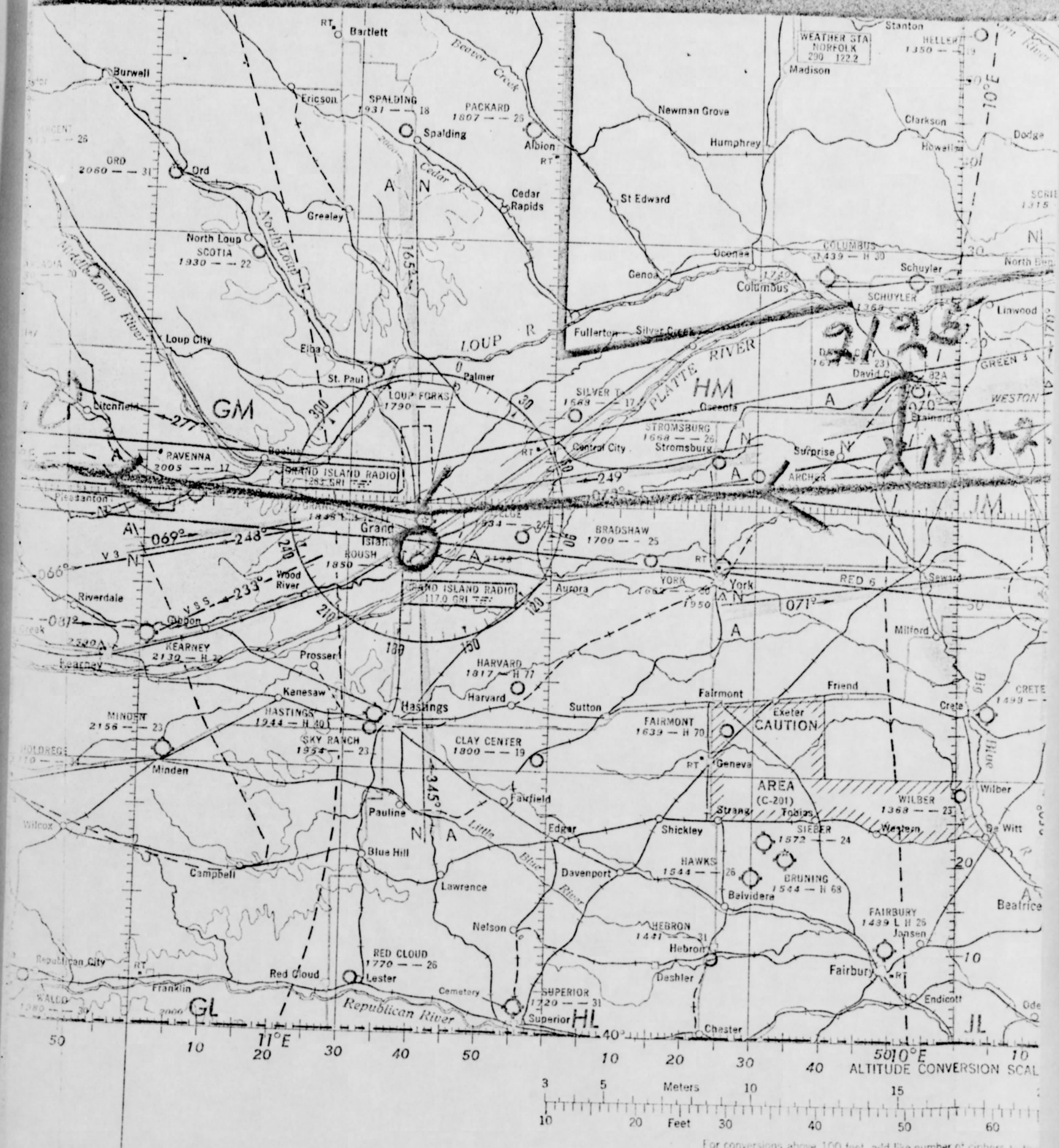
16th EDITION
Consult Coast and Geodetic Survey Radio Facility
Charts and Civil Aeronautics Administration Airman's
Guide for changes in aeronautical information on this
chart after November 4, 1952
Next scheduled edition, July 1953

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



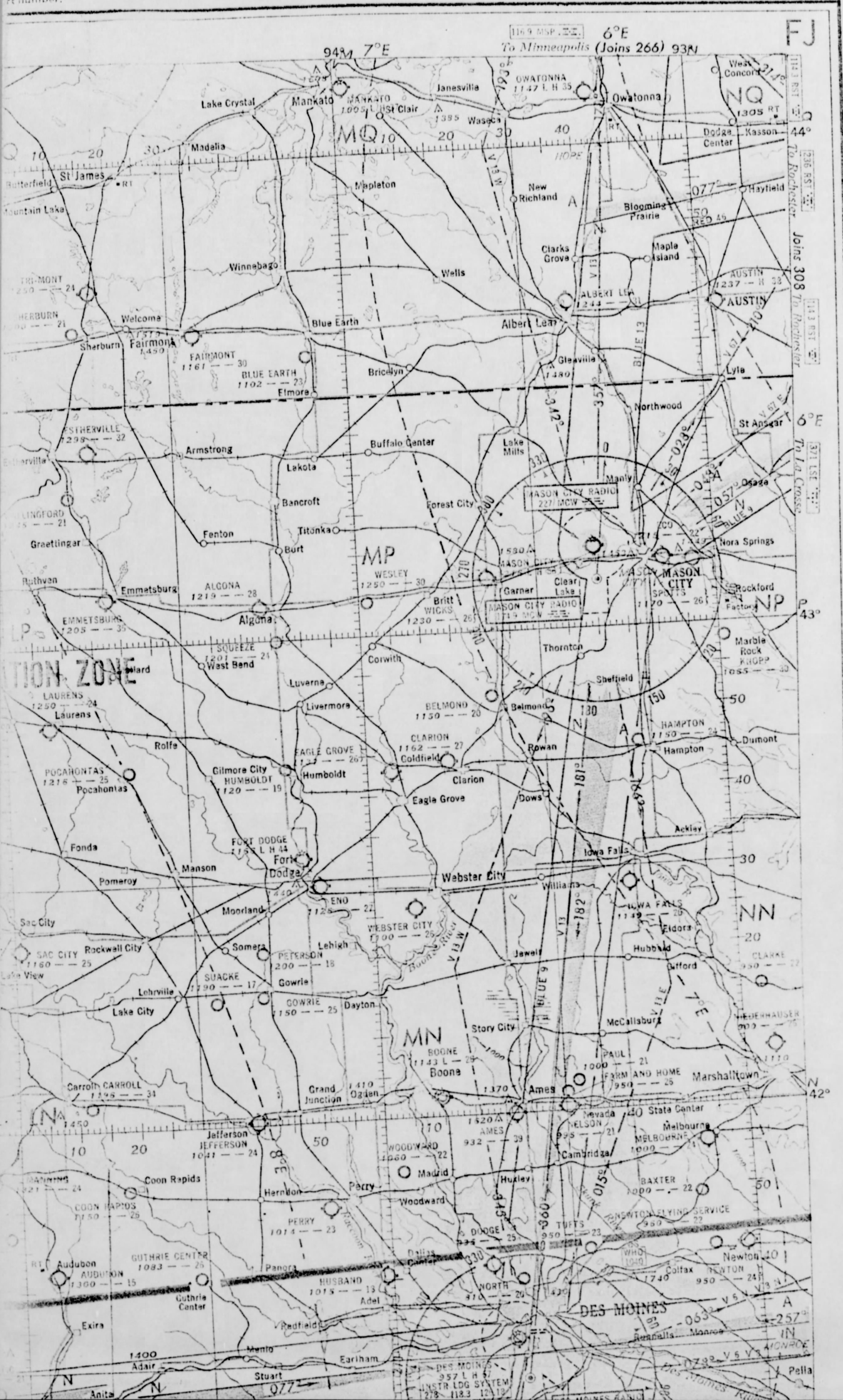
Note: It is requested that users of this chart indicate corrections and additions which come to their attention and comply with mailing instructions on reverse side.

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



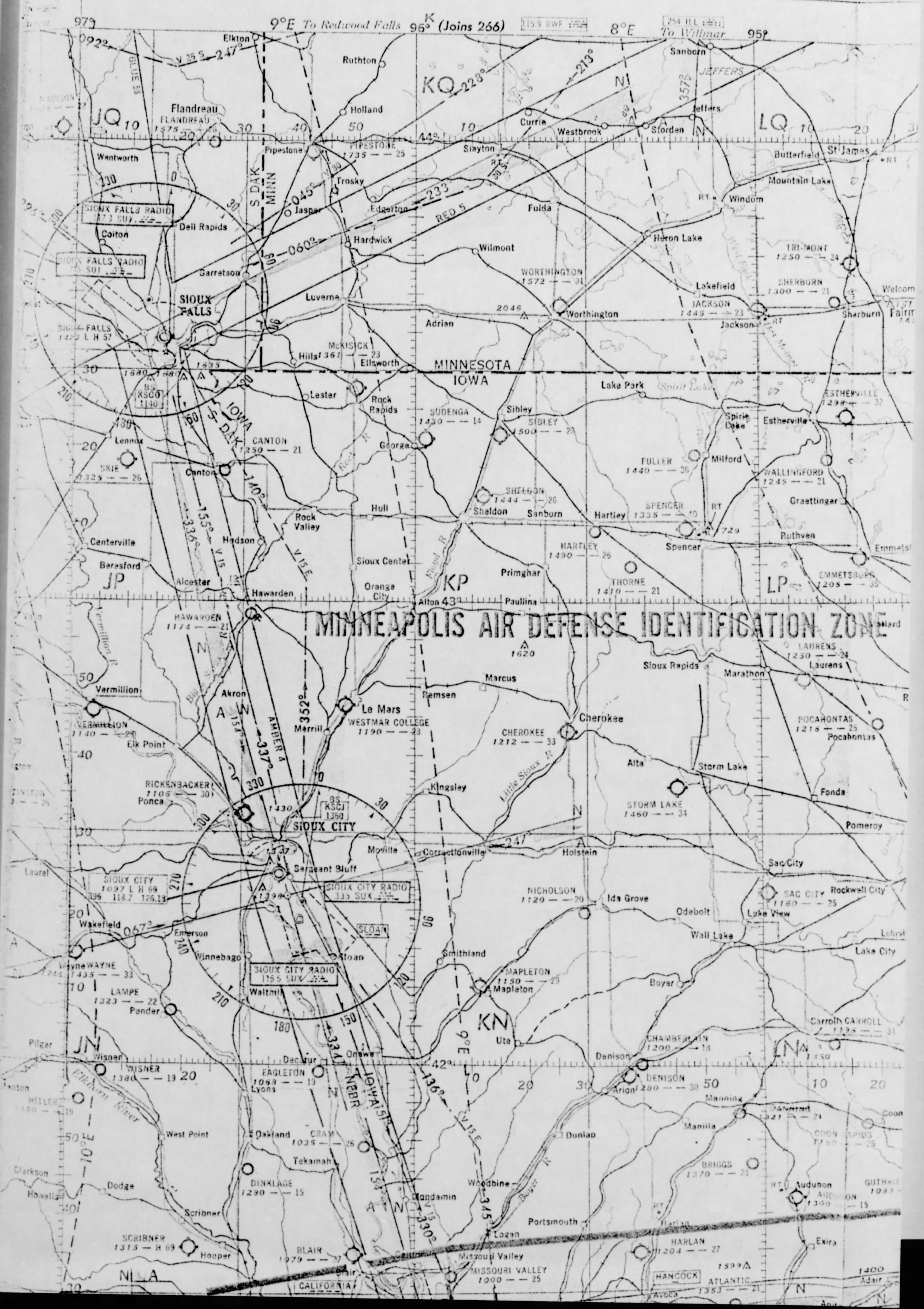
Compiled and printed at Washington, D. C. by the U. S. Coast and Geodetic Survey
under authority of the Secretary of Commerce
FEBRUARY 1945 Revised OCTOBER 1952 BASE NO. 3R1
BLUE TINT INDICATES AIR TRAFFIC CONTROLLED AREAS
Victor airway designations are shown along the radials of the omni range stations. Limits of
these airways which are not indicated on this chart are 5 miles on either side of the radials.





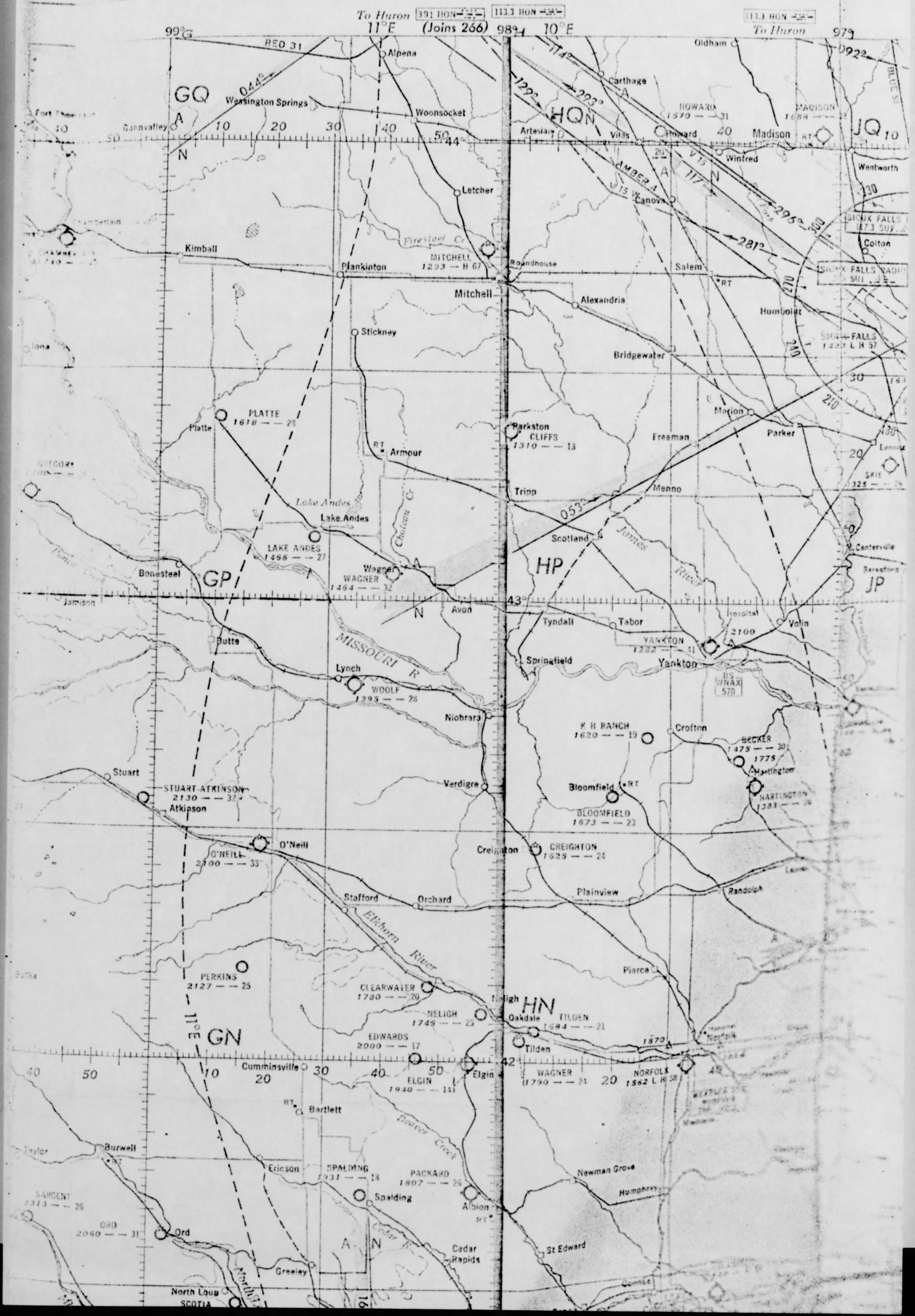
NAUTICAL CHART

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



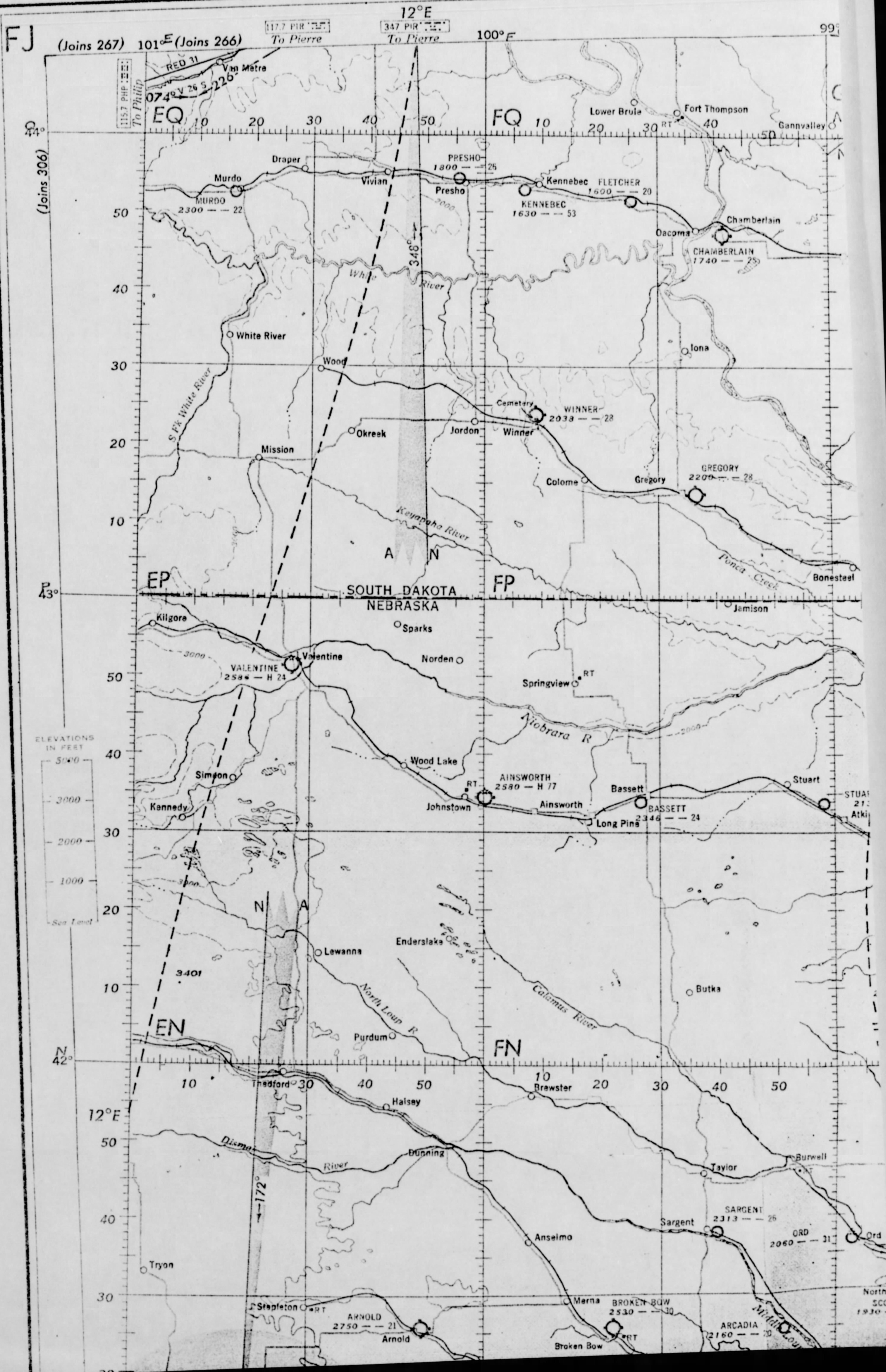
ELEVATIONS IN FEET

WORLD AERONAUTICS



(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:

.....

.....

.....

.....

.....

.....

.....

.....

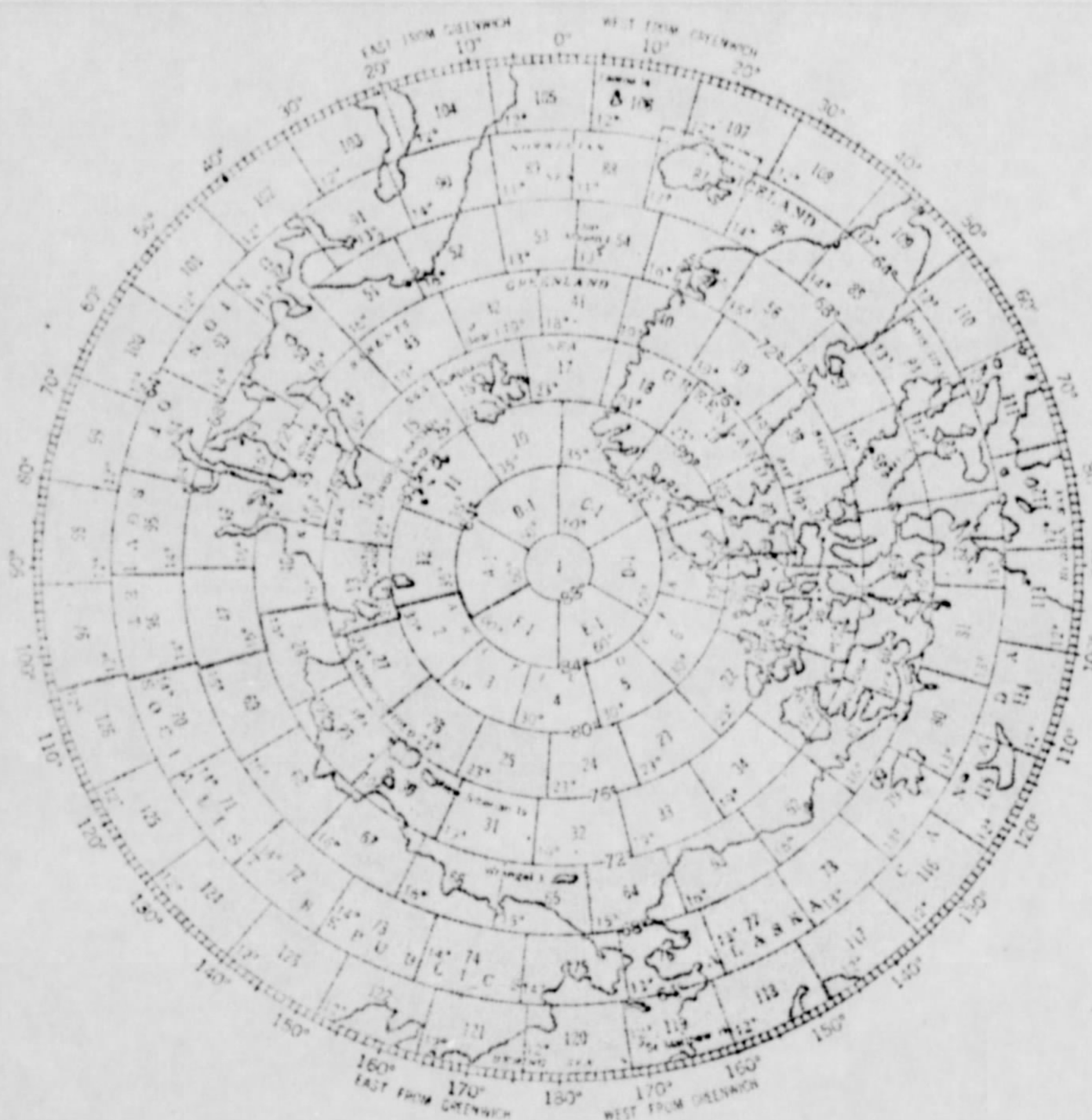
STAPLE HERE

STAPLE HERE

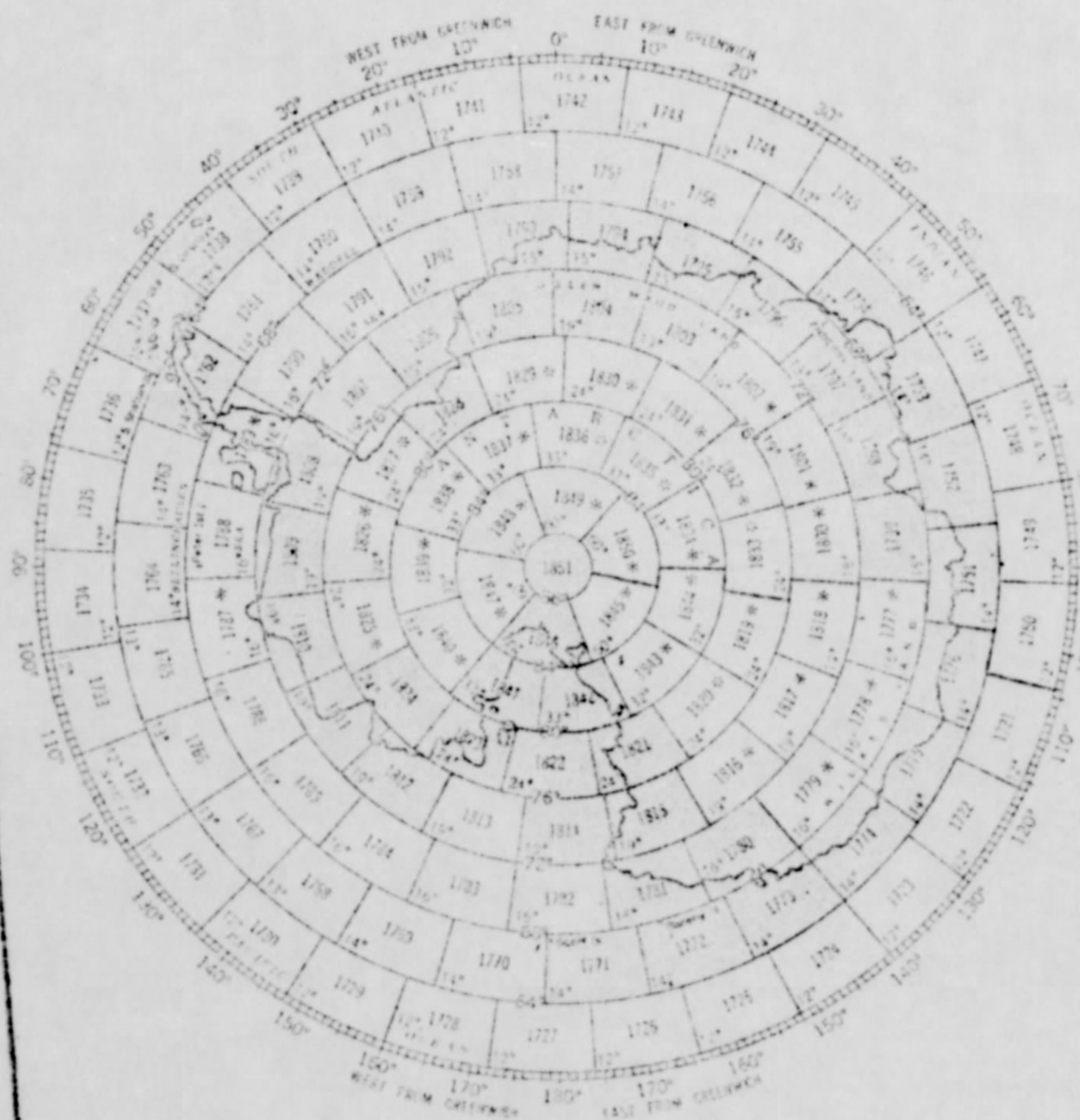
FROM

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

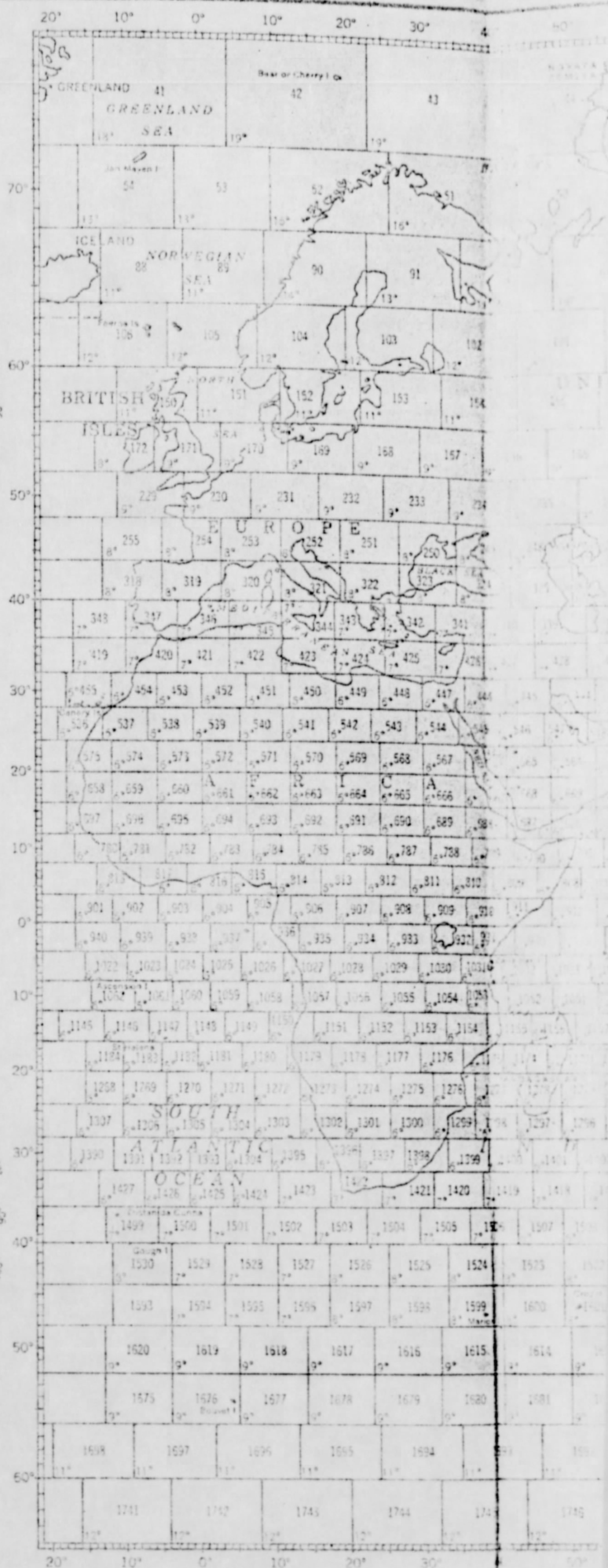
NORTH POLAR AREA



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.

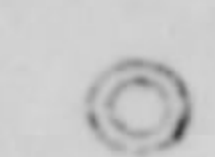


AERONAUTICAL SYMBOLS.

AERODROMES

Aerodromes with facilities

LAND



WATER



Civil

Joint Civil and Military

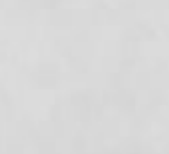
Military

Aerodromes with emergency or no facilities

LAND



WATER



Landing Area

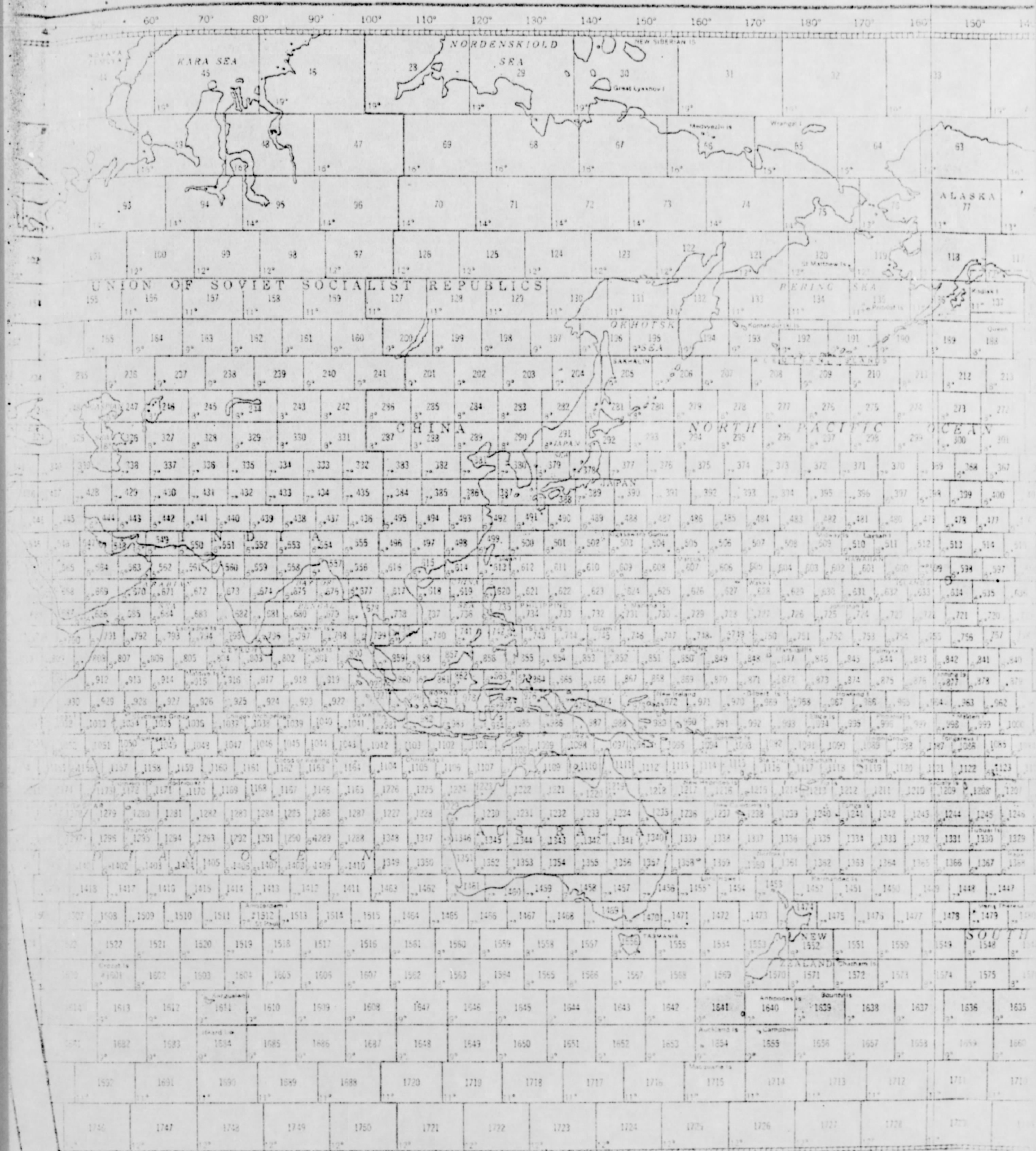


Sheltered Anchorage

AERODROME DATA AND LANDING FACILITIES INFORMATION

LAND

WATER



WORLD AERONAUTICAL CHART INDEX

Scale of Series 1:1,000,000

AERONAUTICAL SYMBOLS

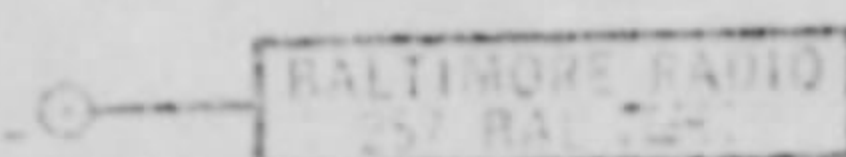
RADIO FACILITIES

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.

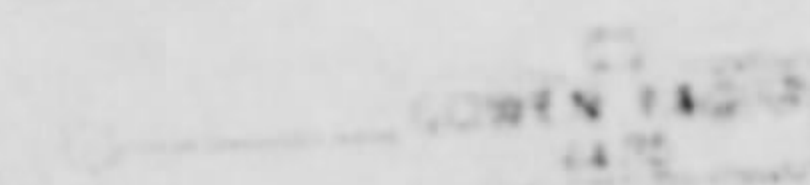
Methods of indicating specific voice and CW calls are shown below

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

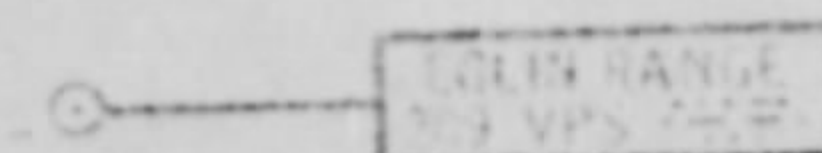
Radio Range
(With voice)



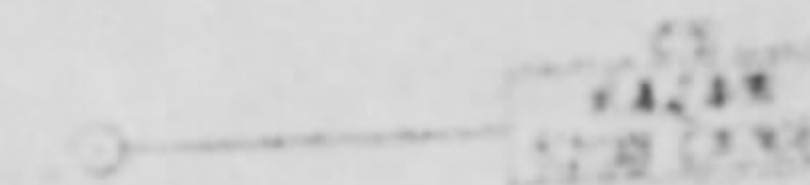
Radio Communication Station
(With voice)



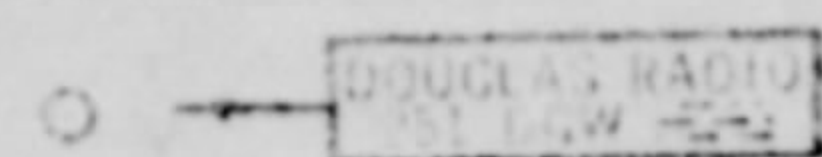
Radio Range
(Without voice)



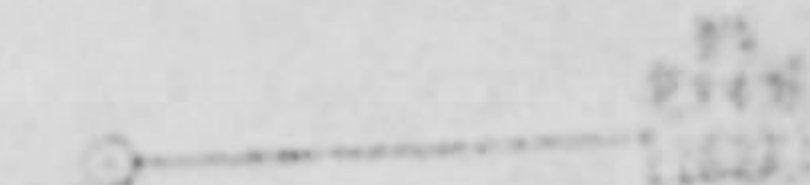
Radio Communication Station
(Without voice)



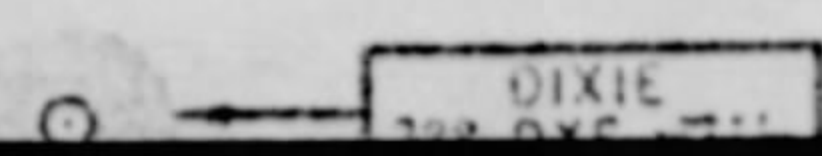
Nondirectional Radiobeacon
(With voice)



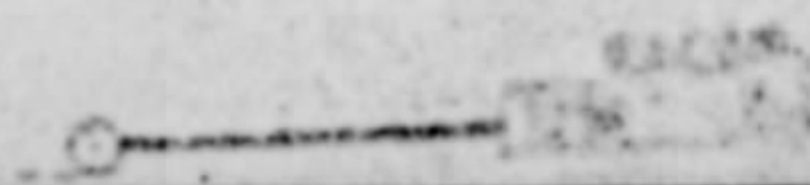
Radio Broadcasting Station

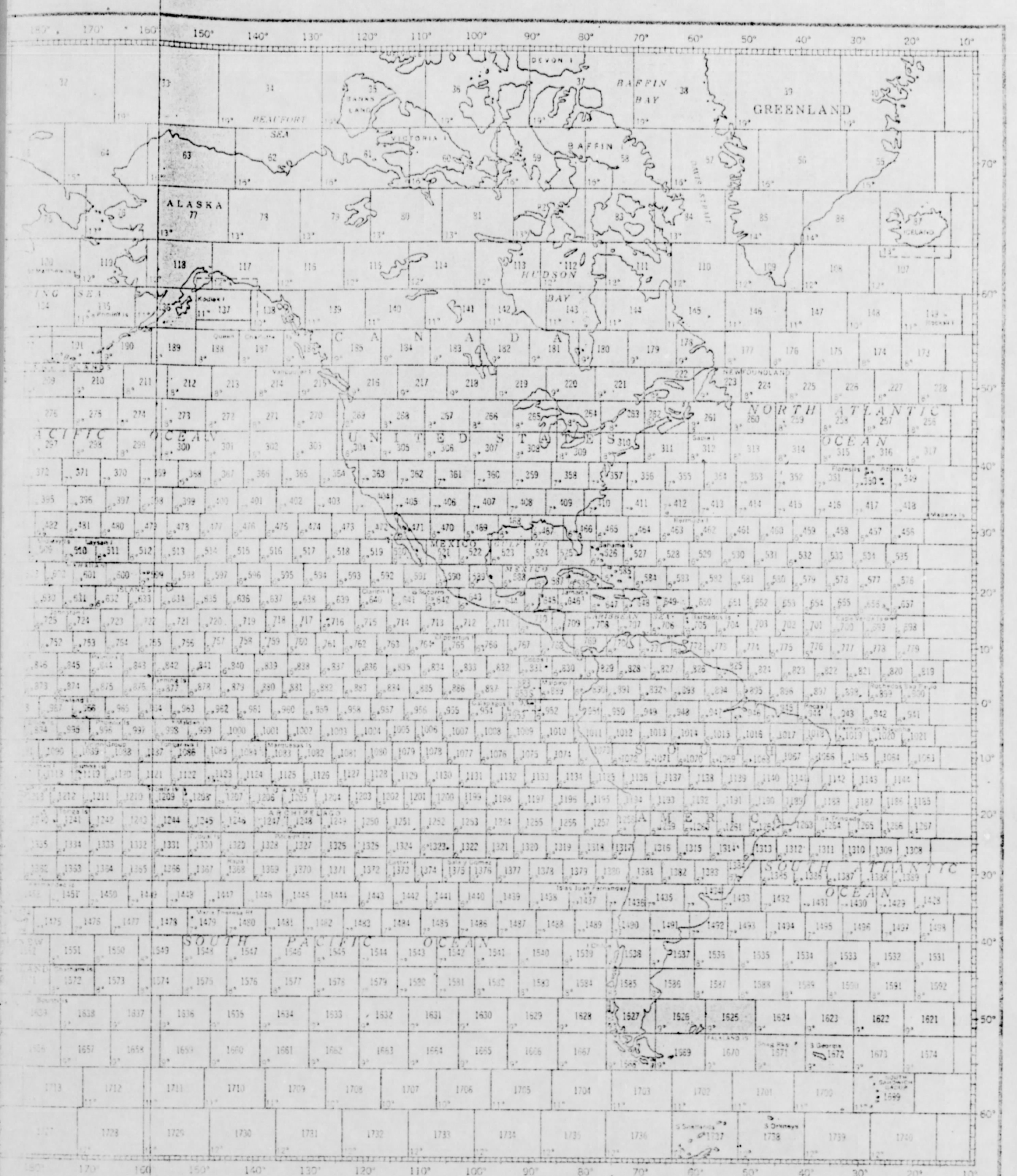


Nondirectional Radiobeacon
(Without voice)



Radar Beacon (Bacon)





EX

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

FROM _____

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

OFFICIAL BUSINESS
PERMIT NO. 1009

To:
The Director
U.S. Coast and Geodetic Survey
Washington, 25, D.C.

MAKE EXTRA FOLD HERE TO RETURN TO DIRECTOR, USCGS

U. S. DANGER AREAS ON WORLD AERONAUTICAL CHART 307

NO.	NAME	ACTIVITY	USING AGENCY	ALTITUDE	TIME
C-201	Lincoln	Aerobatics	NAS Lincoln, Nebr.	1,000-10,000	Days
D-203	Orlando AFB	Military Instrument Practice	Strategic Air Command, Orlando AFB, Fla.	2,000-10,000 MSL	Unltd.

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

Rotating
Rotating
Rotating
Flashing
F - Fixed
Fl - Flash

Obstruction
(Name above)

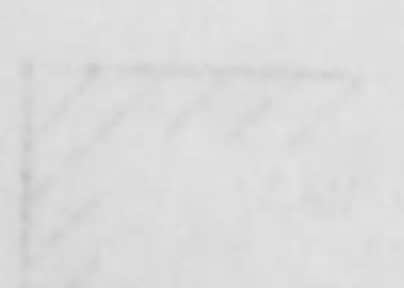
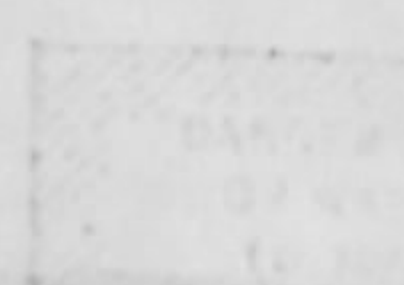
Group 1

Prominent

Minor

Significant

Minor



AERONAUTICAL SYMBOLS.

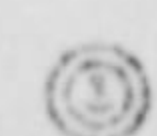
AERODROMES

Aerodromes with facilities

LAND



WATER



Civil

Joint Civil and Military

Military

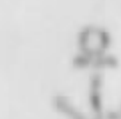
Aerodromes with emergency or no facilities

LAND



Landing Area

WATER



Sheltered Anchorage

AERODROME DATA AND LANDING FACILITIES INFORMATION

LAND

WATER

BARGERSVILLE
908 L H 41
Airport of entry
GCA SYSTEM
278 128.18

908 Elevation in feet
L Minimum lighting
H Hard surfaced runway
41 Length of longest runway
in hundreds of feet

00 Elevation in feet
L Minimum lighting
S Normal sheltered take-off area
82 Length of longest runway
in hundreds of feet

NAS ANACOSTIA
00 L S 62
2870

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.
278 128.18 2870 - 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 FI *

Flashing Light (With code) FI *

Lightship *

Marine Light Occ W R G *

F--Fixed QkF--Quick Flashing Occ--Occulting Gr--Group W--White B--Blue SEC--Sector
FI--Flashing IQkF--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.)

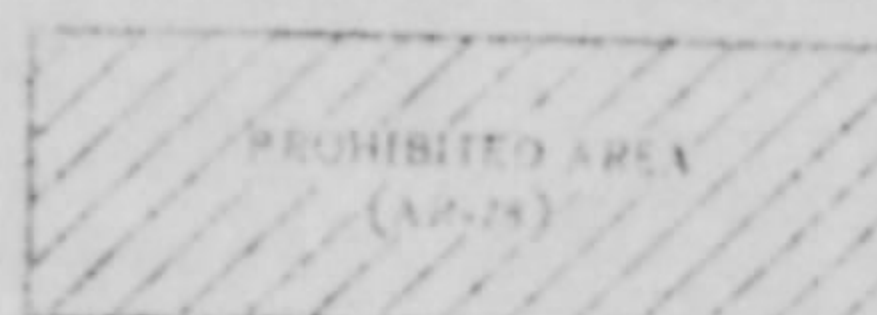
Group Obstruction 1103

Prominent Transmission Line ————

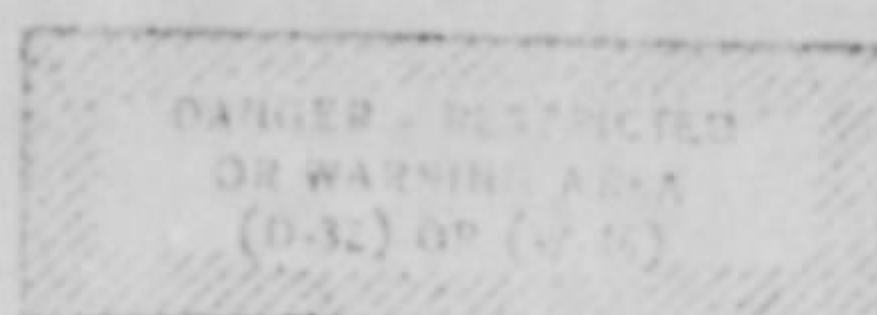
Mooring Mast ————

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

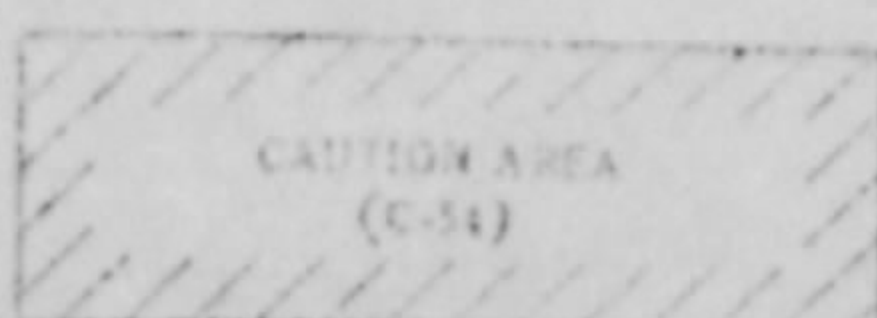
Restricted areas are numbered, and are indicated on the charts as follows:



Prohibited Area — Flight of aircraft prohibited, except by specific authority of using agency



Danger, Restricted or Warning Area — Invisible hazards to air navigation



Caution Area — Visible hazards to air navigation

Reporting Point (Compulsory) *

Reporting Point (Non-compulsory) *

Ocean Station Vessel (Normal position) ————

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

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)

Radio Communication Station (With voice)

Radio Range (Without voice)

Radio Communication Station (Without voice)

Nondirectional Radiobeacon (With voice)

Radio Broadcasting Station

Nondirectional Radiobeacon (Without voice)

Radar Beacon (Racon)

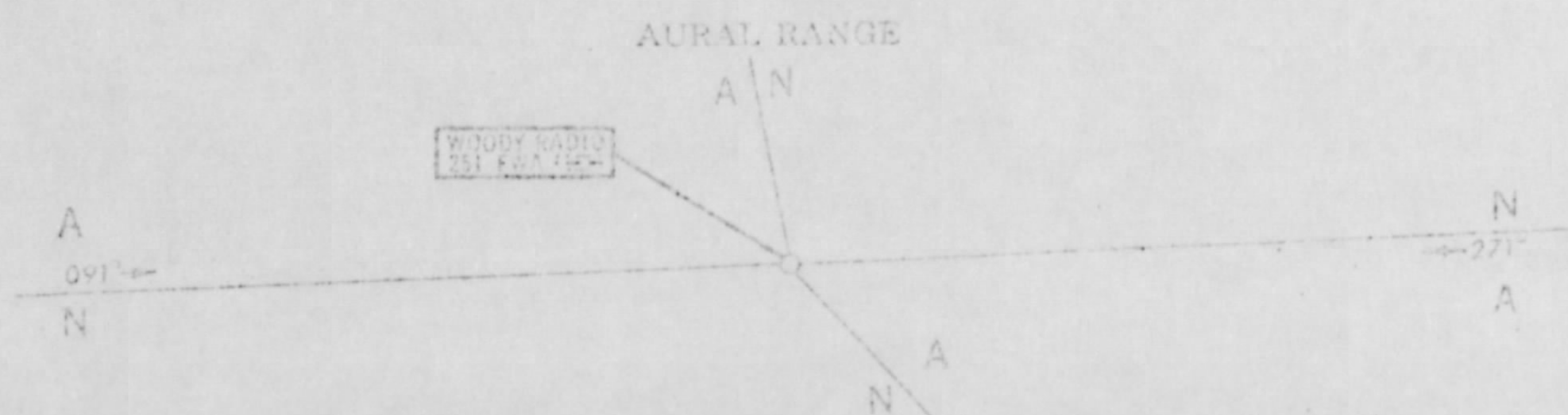
Marine Radiobeacon

Radio Fan Marker Beacons

Radio Direction Finder (Without voice)

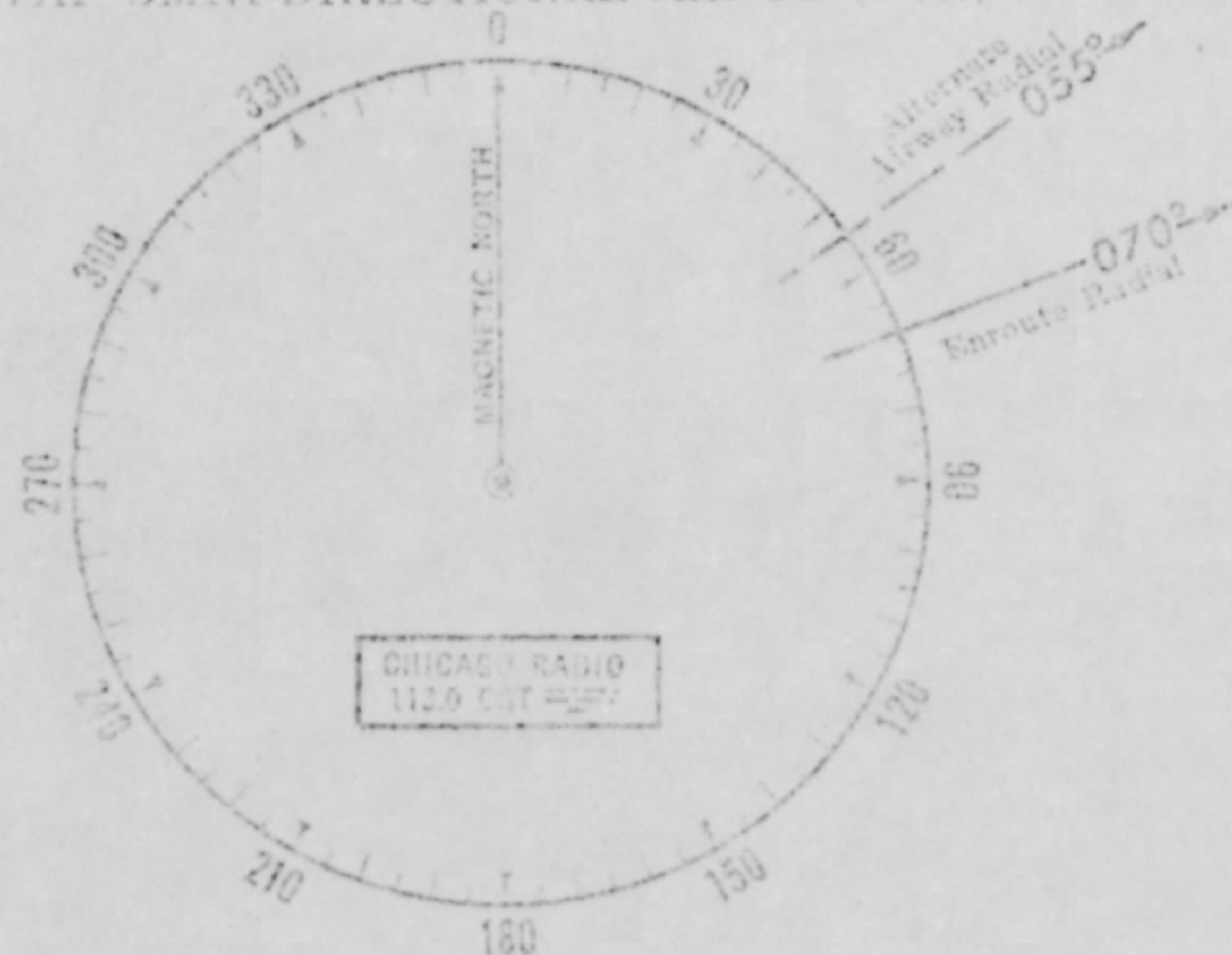
100 watts
5 watts

Radio Direction Finder (With voice)



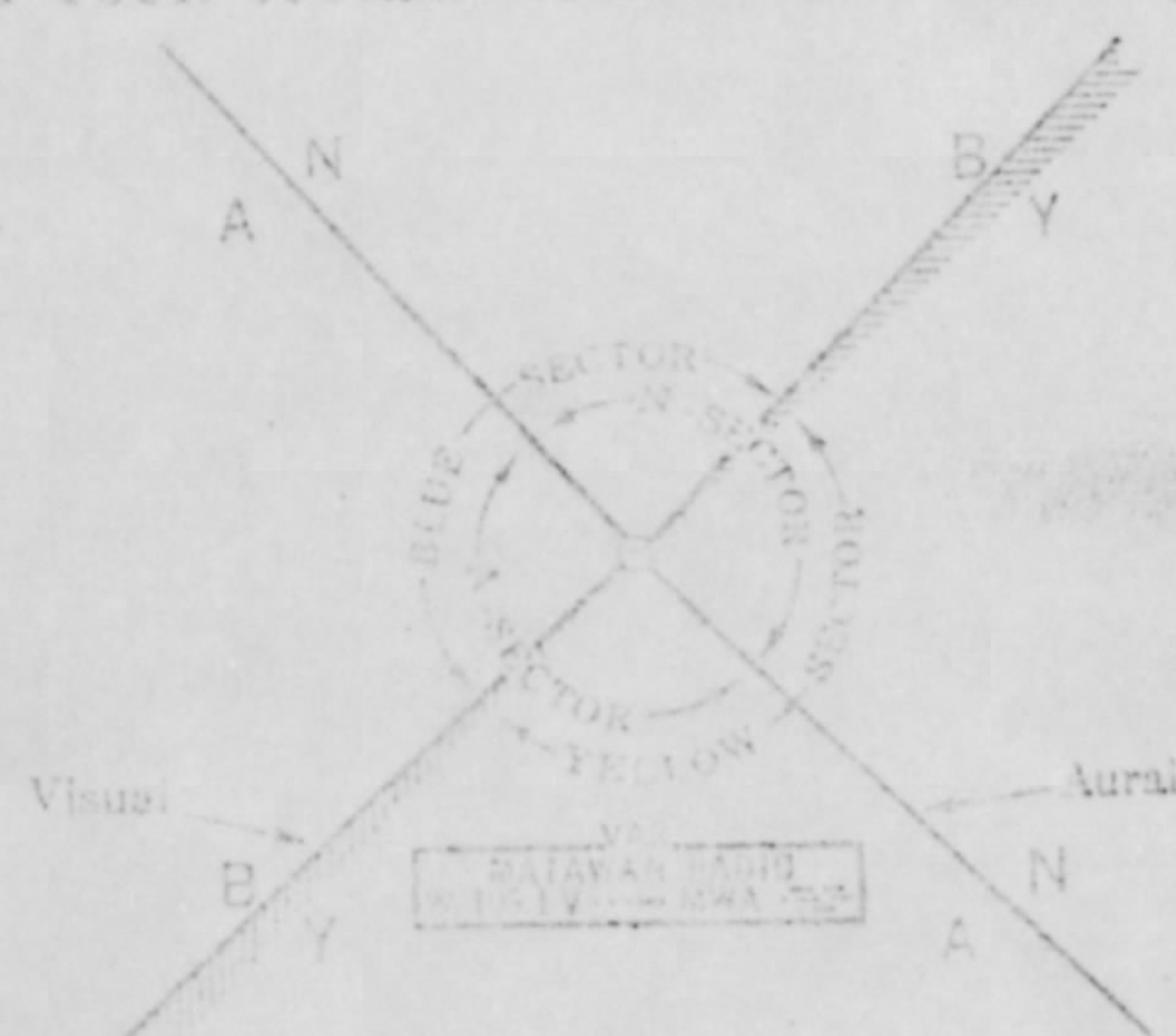
The heavy line indicates the "N" quadrant. The bearings shown are magnetic and the magnetic variation at the position of the ground station is used for computing them.

VHF OMNI-DIRECTIONAL RANGE (VOR)



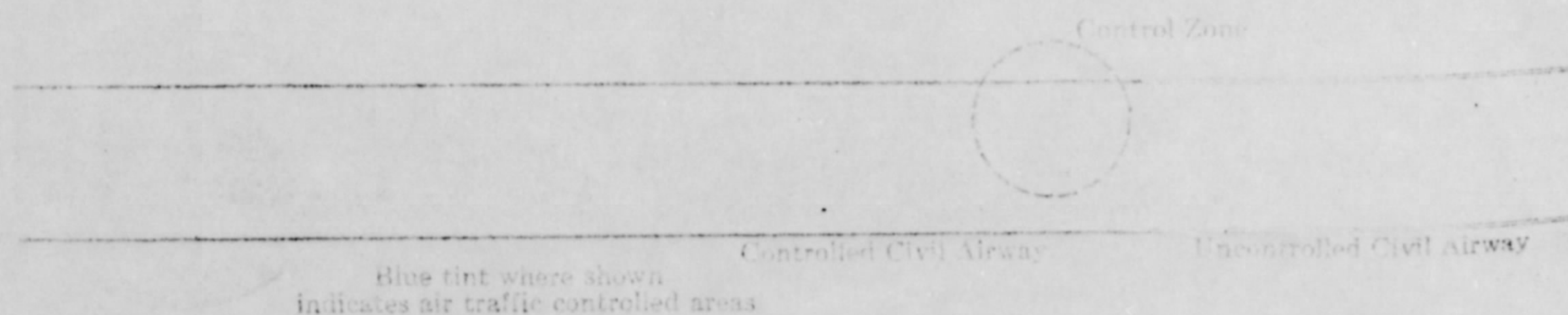
Bearings are magnetic from the station.
Radius of circle is 15 nautical miles.

VHF FOUR COURSE VISUAL-AURAL RANGE (VAR)



Letter preceding frequency in box indicates channel identification.

AIR TRAFFIC CONTROL



TOPOGRAPHICAL SYMBOLS

CITIES AND TOWNS

Metropolitan Areas	NEW YORK	
Large Cities	RICHMOND	
Cities	ARLINGTON	
Small Cities	Freshhold	
Large Towns	Corville	
Towns & Villages	Arcola	

HIGHWAYS AND ROADS

Dual Lane and Super Highways	
Primary Roads	
Secondary Roads	
Trails	
U. S. Road Markers	
National, State or Provincial Road Markers	
Road Names	ALASKA HIGHWAY

RELIEF FEATURES

Contours	- Reliable - Approximate - Depression	
Levees or Eskers		
Hachures		
Bluffs, Cliffs & Escarpments		
		- Dunes - Sand - 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)		
		- Perennial - Intermittent - Probable or Unsurveyed - Streamed
		- Streams & Rivers - Intermittent Lakes (blue stipple) - Drainage Ditches - Canals - 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 data - Highest in a general area - Spot	1115 1035 950
Mines and Quarries		
Mountain Passes		
Lookout Stations (Elevation is base of tower)		
Coast Guard Stations		
Pipe Lines		
Race Tracks or Stadiums		
Stranded Wrecks		
		- Boundaries - Abandoned or Under Construction - Single Track - Railroads - Multiple Track - Overpass - Underpass - Bridges - Tunnels