

PROJECT 10073 RECORD

1. DATE - TIME GROUP 1. 24/0130Z 23 Feb 53 2. 24/0155Z	2. LOCATION 1. Easton, Maine 2. Westfield, Maine
3. SOURCE Multiple (Civilian)	10. CONCLUSION ASTRONOMICAL: VENUS
4. NUMBER OF OBJECTS one	
5. LENGTH OF OBSERVATION 1. 3-4 min 2. 15 min	
6. TYPE OF OBSERVATION Ground Visual	11. BRIEF SUMMARY AND ANALYSIS 1. Dark red obj, circular in shape, traveled on a West course disappearing below a hill. 2. Circular bright white object changing to bright red for brief periods traveled in a North direction.
7. COURSE 1. West 2. North	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

ACTION

26 Feb 53 10 3 43 z

*1. Ati's
2. Ati
3. C. files*

UNCLASSIFIED

RE247

WPA253

YDB235

TYC229

TDC223

CBB225

JEPSN 208

PP JEPHQ JEDWP JEDEN 111

DE JEPSN 10

P 231200Z

FM OIC FLIGHT 3-G 4602D (SS PRESQUE ISLE AFB ME —
TO JEPHQ/DIRECTOR OF INTELLIGENCE HQ USAF WASH D.C.

ATIC

1953 FEB 26

07:50

COUNTRY USA	REPORT NO. F3G-T-4	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT SIGHTING OF UNIDENTIFIED LIGHT		
AREA REPORTED ON WESTFIELD, MAINE (N46° 34' W67° 55')	FLIGHT 3-G, 4602d AISS, PRESQUE ISLE AFB PRESQUE ISLE, ME.	
DATE OF REPORT 27 February 1953	DATE OF INFORMATION 23 February 1953	EVALUATION F-0
PREPARED BY (Officer) JOHN F. FARNHAM 1/LT., USAF	SOURCE MR & MRS [REDACTED]	
REFERENCES (Control number, directive, previous report, etc., as applicable) A.F. LTR 200-3, TWX F3G 4602d AISS # 774, 25 February 1953		

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.)

I. CONTENTS:

Report # F3G-T-4A Sighting of Unidentified Light

II. PREAMBLE:

This report contains information pertaining to sightings of unidentified light in the vicinity of WESTFIELD, MAINE, (N46° 34' W67° 55'), by two (2) civilian residents of PRESQUE ISLE, MAINE.

III. TECHNICAL INVESTIGATORS:

M/Sgt. Willis B. Minor
T/Sgt. Frank E. Wasowski

JOHN F. FARNHAM
1/LT., USAF
OIC, FLIGHT 3-G

INCL.

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

DISTRIBUTION BY ORIGINATOR

1 cy-D/I, USAF
1 cy-CHIEF ATIC, attn ATIAA-2e
1 cy-3CO, 4602d AISS, Ent AFB, Colo.

1 cy-D/I 32d Air Div. Syracuse, NY
1 cy-CO, PIAFB, Maine

14823

JEDWP/AIR TECHNICAL INTELLIGENCE CENTER WRIGHT PATY SON AFB OHIO

JEDEN/CG ENT AFB COLO SPRINGS COLO

INFO JEDEN/ SCO 4602D AISS ENT AFB COLO SPRI GS COLO

UNCLASSIFIED

[REDACTED] F3G 4602D AISS B-24 PD ATTN: ATIAA-2C ENT AFB /
FLYCBRIT PD SINGLE CIRCULAR OBJECT CMA BRIGHT WHIT CMA CHANGING
TO BRIGHT RED FOR BRIEF PERIODS CMA (2) TWO TO (3) THREE TIMES LARGER
THAN EVENING STAR CMA WAS OBSERVED IN APPROX DUE WEST DIRECTION CMA
TRAVELING I NORTHLY DIRECTION PD OBJECT SIGHTED AT 2055 EST REMAINED
VISIBLE UNTIL 2110 EST CMA 23 FEB 1953 PD VISUAL SIGHTINGS FROM SURFACE
WITH NO AIDS PD LOCATION OF OBSERVERS CMA N 46 DEGREES CMA 34 MINUTES
CMA W 67 DEGREES CMA 55 MINUTES PD NEAREST COMMUNITY CMA WESTFIELD CMA
MAINE PD FROM POSITION OF OBSERVERS CMA WAS AT AN AZ APPROX 275 DEGREES
CMA ELEVATION APPROX 25 DEGREES PD ALTITUDE UNKNOWN PD OBSERVERS MR AND
MRS [REDACTED] T CMA PRESQUE ISLE MAINE PD MR

PAGE TWO STL 17

[REDACTED] FORMER TECH W 217TH MOBILE AAA BAT CMA W EXPERIENCE IN ETO
PD WEATHER CAVU CMA WIND SURFACE 320 DEGREES AT MPH CMA AT 10000 FT
230 DEGREES AT 45 KNOTS PER HOUR PD NONAIR TRAFFIC DURING SIGHTING
REPORTED BY CONTROL TOWER CMA PIAFB PD END

3/19/62 FEB JEPEN

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
F3G, 4602d AISS, PIAFB PRESQUE ISLE, MAINE	F3G-T-4A	2	2	2

SIGHTING OF UNIDENTIFIED LIGHT

VII. RELATED ACTIVITY OR CONDITIONS:

No activity or condition, meteorological or otherwise, which might account for the sighting was observed or reported in the area at the time of sighting.

VIII. PHYSICAL EVIDENCE:

No physical evidence pertaining to the sighting was secured during the investigation.

IX. INTERCEPTION OR IDENTIFICATION ACTION:

Observers notified via telephone S/Sgt John D. FLAHERTY, Tower operator at PIAFB of the presence of the light at 2125 hrs EST, who in turn immediately notified this Flight. According to Sgt FLAHERTY all locally based acft were on the ground at the time of sighting. Further check with the AC&W units in the area did not reveal any unusual sightings on date of observation. No action was ordered by the Alert Shack at PIAFB due to lack of justification.

X. LOCATION OF AIR TRAFFIC:

No acft reported in the general area of the incident by PIAFB Control Tower.

JOHN F FARNHAM
1/LT., USAF
OIC, FLIGHT 3-G

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

AIR INTELLIGENCE INFORMATION REPORT

FROM (Aircraft), 4602d AISS, PIAFB
PRESQUE ISLE, MAINE

REPORT NO.
F3G-T-4A

PAGE 1 OF 2 PAGES

SIGHTING OF UNIDENTIFIED LIGHT

I. DESCRIPTION OF THE OBJECT:

One (1) milky-white light alternating in color to pink red for short duration, unspecified shape two (2) to three (3) times larger than the largest star in the area, displaying no aerodynamic features, proceeding at the beginning of observation North and later alternating its course to North-West. Gradual loss in size and intensity with simultaneous change in color from milky-white to dark red during the last stage of observation. See Inclosure # 1, this report.

II. TIME OF SIGHTING:

First stationary sighting made at 2055 hrs EST. Second stationary sighting conducted at 2100 hrs EST. The third and last stationary sighting took place at 2110 hrs EST. Visual observation from the vehicle in motion conducted during the entire intervals between times indicated above.

III. MANNER OF OBSERVATION:

Only surface observation conducted. No optical or electronic equipment was used. Motions of the light were established by the observers with the help of stationary objects (telephone pole).

IV. LOCATION OF OBSERVERS:

Initial sightings made from the Eastern outskirts of WESTFIELD, MAINE, (N46°34' W67°55'). Second sighting conducted from the vicinity of "FOUR CORNERS" (N46°34' W67°57'), approximately two (2) miles West of WESTFIELD. During these observations the light was at an azimuth of approximately 275° from the position of observers proceeding North. Last observation conducted from the vicinity of AROOSTOCK UNIONGRANGE HALL (N46°38' W67°59'), approximately four (4) miles North West on U.S. Highway # 1. During that time a change in light direction from North to North-West was observed. No estimate of distance or altitude given by the observers. Approximate elevation of the light during the initial stage of observation believed to be 25° (see Sketch, Inclosure # 2, this report).

V. IDENTIFYING INFORMATION OF OBSERVERS:

The observers were identified as Mr and Mrs [REDACTED] presently residing at [REDACTED] PRESQUE ISLE, MAINE. Mr [REDACTED] served as a T/3 with the 217th AAA Bn during WW II in ETO and possesses a prior knowledge of aerial observation and identification as well as very good knowledge of the area described in this report. Both are well educated and of above average intelligence. They appear to be very reliable.

VI. WEATHER:

Weather conditions were good at the time of the observations. Ceiling and visibility unlimited, wind surface 520 degrees at seven (7) mph, at 10,000 feet 280 degrees at 45 knots per hour. The moon was out and the stars were clearly distinguished.

DOWNGRADED AT 3 YEAR INTERVAL

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) F3G, 4602d AISS, PIAFB PRESQUE ISLE, MAINE	REPORT NO. F3G-T-4A	PAGE 2 OF 2 PAGES
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We reached a point on the highway near the Aroostook Union Grange Hall where we parked again for approximately two (2) minutes. At this time the light seemed to be farther away, considerably lower, smaller in size and less intense. We lined it again with a telephone pole on the opposite side of the highway and once again we established beyond any doubt that the light was moving in the Northernly direction.

We resumed our journey toward Presque Isle, still observing the light through the left windows of our car. We noticed that it changed the direction from North to North-West and seemed to loose further on the intensity and size and it turned dark shade of red as it faded gradually away. Upon entering Presque Isle we lost contact with the light at approximately 2110 hrs.

We are very familiar with the area described above and the location of permanent orientation lights is known to us. We compared the light with the brightest star in the area and found it to be two (2) to three (3) times bigger. Furthermore, we established beyond any doubt that the light was making the above described motions during the entire fifteen (15) minutes of observation. Weather conditions were very good during the entire observation, with excellent visibility, clear sky, no wind, moon out and all stars clearly distinguished.

Mr. [REDACTED]
[REDACTED]
Presque Isle, Maine

Mrs. [REDACTED]
[REDACTED]
Presque Isle, Maine

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

INCLOSURE # 1 of REP. F3G-T-4A
STATEMENT BY MR & MRS
CLARENCE CAMBRIDGE

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) F50, 4602d AIB, PLAFB PRESQUE ISLE, MAINE	REPORT NO. F50-T-4A	PAGE 1	OF 2	PAGES
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STATEMENT

Presque Isle, Maine
27 February 1955

On 25 February 1955, at approximately 2035 hrs, myself and my wife were just about to begin our journey back to Presque Isle, following our visit with relatives in Westfield, Maine, when upon entering our car parked toward North on the East outskirts of Westfield, we noticed an unusually bright, milky-white, stationary light suspended in the sky West of the community. We were unable to estimate the approximate distance and altitude of the light.

This light seemed to be located in the approximate direction of the Evening Star. However, it was much closer to the horizon, larger in size and brighter in intensity. We turned our car around and proceeded straight through Westfield toward the junction of the Westfield Road with Highway #1. This time we could observe the light much better through the windshield of our car. The light appeared to be ahead of us. Our observation was momentarily impeded by trees and housings in the area, however, it was possible during the major part of the time when our car was on the Westfield Road.

Arriving at the junction of Westfield Road and Highway #1, we noticed a late model automobile, light in color, possibly 1950 Pontiac, parked near the junction with the engine pointing South. While the driver of the car was talking to someone in the area, other occupants of the car, more than two (2), had their faces turned toward the light and probably were observing it. We did not exchange any information with the occupants of this car.

Upon reaching the above quoted junction, we headed North on the Highway #1, toward Presque Isle. At that time the light became more intense and we decided to investigate it more closely. We parked our car on the East side of the highway, in the vicinity of so-called "Four Corners". We remained there for approximately three (3) minutes and noticed that the light was considerably lower than observed before and it was changing the color. From milky-white it turned to pink-red for the duration of approximately thirty (30) seconds and then reassumed the milky-white color again.

I would like to add, that I am a former T/5 with 217th Mobile AAA Bn, (90 mm), 3rd US Army, and I am familiar with principles of aerial observation having substantial combat experience in ETO during WW II, with the above named organization.

After we parked the car near "Four Corners" we lowered the windows and listened carefully for any possible noise produced by the light. We did not hear any, however, we were able to determine with the help of a telephone pole on the West side of the highway, that the light was travelling slowly toward North. We could not determine the approximate speed of the light. Gradually, the light - still proceeding North - disappeared behind the Green Mountain located parallel to the highway and one (1) mile West of it. At that time, we decided to give it a "chase" and going at approximate rate of seventy (70) miles per hour we noticed the light reappearing slowly from behind the Muggy Joe Mountain, also located approximately one (1) mile West of Highway #1, and constituting actually the continuation of Green Mountain.

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

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) F3G, 4602d AISS, PLAFB PRESQUE ISLE, MAINE	REPORT NO. F3G-T-5A	PAGE 1	OF 2	PAGES
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SIGHTING OF UNIDENTIFIED LIGHT

I. DESCRIPTION OF THE OBJECT:

(One (1) dark red, light, circular in shape, and four (4) or five (5) times larger than any visible star.) displayed no aerodynamic features. Path of flight was either in a westerly direction or descending in altitude. The light lost some of its intensity, but did not seem to change in size before disappearing below the hill. (See Inclosure # 1, this report).

II. TIME OF SIGHTING:

Sighting was made between 2030 hrs EST and 2130 hrs EST, either 23 Feb 1953 or 24 Feb 1953. Sighting was conducted for three (3) to four (4) minutes until the light disappeared.

III. MANNER OF OBSERVATION:

Only surface observation was conducted from a stationary position.

IV. LOCATION OF OBSERVATION:

Sighting was made from the vicinity of EASTON CENTER COMMUNITY, MAINE, (N46°37' W67°47') Mrs. [redacted]'s home is located approximately one half (1/2) mile south of the US Customs Office. The US Customs Office is located at the intersection of Highway # 10 and the Riviere des Chutes road on which Mrs. [redacted]'s home is located. (See Inclosure # 2, this report). No estimate of distance or altitude of the light was given, by the observer. The estimated Azimuth of the light at this point would be approximately 280° and the Elevation approximately 20°.

V. IDENTIFYING INFORMATION OF OBSERVERS:

The Observer was identified as Mrs. [redacted] and has resided in her present home in the EASTON CENTER COMMUNITY for twenty (20) years. Mrs. [redacted] is the wife of Mr. [redacted], a successful Potato farmer, who resides with her. From the appearance of Mrs. [redacted] and her home, she appeared to have a high standing in the community, to be of average intelligence and reliability. When questioned as to why she did not report the appearance of the unusual light sooner Mrs. [redacted] said she did not realize the importance of reporting unusual objects and wished to avoid publicity.

VI. WEATHER:

Weather conditions for 23 Feb 53 at this time of night were, ceiling and visibility unlimited, surface wind 320 degrees at seven (7) MPH., at 10,000 feet 280 degrees at forty five (45) knots per hour. Weather conditions for 24 Feb 53 at this time were, ceiling and visibility unlimited, surface wind 230 degrees at five (5) knots per hour, at 10,000 feet 280 degrees at thirty-two (32) knots per hour.

COUNTRY USA	REPORT NO. F30-T-5	(LEAVE BLANK)
SUBJECT SIGHTING OF UNIDENTIFIED LIGHT 24/20 30		
AREA REPORTED ON EASTON CENTER COMMUNITY, ME (N46°37' W67°47')	FROM (Agency) FLIGHT 3-G, 4602d AISS, PLAFB	
DATE OF REPORT 4 March 1953	DATE OF INFORMATION 2 March 1953	EVALUATION F-0
PREPARED BY (Officer) JOHN F. FARNHAM 1/LT., USAF	SOURCE Mrs H [REDACTED]	
REFERENCES (Control number, directive, previous report, etc., as applicable) Report # F30-T-4 dated 27 February 1953		

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.)

I. CONTENTS:

Report # F30-T-5A Sighting of Unidentified Light

II. PREAMBLE:

This report contains information pertaining to sighting of an unidentified light in the vicinity of EASTON CENTER COMMUNITY, MAINE (N46°37' W67°47'), by one (1) civilian resident of that community.

III. TECHNICAL INVESTIGATORS:

M/Sgt. Willie E. Minor
T/Sgt. Frank E. Masowski

JOHN F. FARNHAM
1/LT., USAF
OIC, FLIGHT 3-G

INCL.

DOWNGRADED AT 8 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

DISTRIBUTION BY ORIGINATOR
1 cy-D/I, USAF
1 cy-CHIEF ATIO, attn ATIAA-2a
1 cy-SCO, 4602d AISS, Ent AFB, Colo.
1 cy-D/I 32d Air Div., Syracuse, NY
1 cy-CO, PLAFB, Maine

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

F3G 46024 AISS, PLAFB
PRESQUE ISLE, MAINE

REPORT NO.

F3G-A-5A

1

1

PAGE

OF

PAGES

STATEMENT

Between 2030 hours and 2130 hours, either 23 February 1953, or 24 February 1953, as I was about to retire for the evening. (I do not remember the exact date) I observed an unusual light from the west window of my bedroom. My bedroom is located on the first floor in the northwest corner of my home. The light was first observed as I was about to close the venetian blind in the window and it appeared above the crest of the hill west of my home. There are two (2) houses located on the crest of the hill, both two (2) story, and the light was between these houses about mid-way from the ground to the roof of the houses. The direction at this point would be slightly Northwest from my home.

When I first observed this light, it appeared to be circular in shape, four (4) or five (5) times larger than any star visible at that time. The light was dark red in color and it seemed to lose some of its intensity in brightness before it disappeared below the crest of the hill. It was not possible for me to determine whether the light was traveling West and therefore disappeared below the crest of the hill, or if it were losing altitude and disappeared behind the crest of the hill. I had the distinct impression that the light veered slightly toward the South before it disappeared. I judge the total time I watched this light to be three (3) to four (4) minutes. The sky at this time was very clear, the stars were out and the wind was slight. I would definitely say that this light was not a star.

I would like to state that I have lived in this same home for twenty (20) years and at no time is it possible to observe the situation lights on "Quaggy Joe", (a nearby mountain) or any of the other lights at Presque Isle Air Force Base, from this particular point.

I dismissed the importance of this light from my mind until my daughter returned home from the city of Presque Isle the following week-end and told me about a certain Mrs. Cambridge, who works in the same office with my daughter, who reported the appearance of a strange light in the sky on the night of 23 February 1953. I immediately assumed it must have been the very same light which I had observed, but, at no time have I discussed the subject with Mrs. [REDACTED]

Mrs. [REDACTED]
[REDACTED]
Maine

Enclosure # 1
Report F3G-A-5

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

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AF FORM 112—PART II

APPROVED 1 JUNE 1948

(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) F3G, 4602d AISS, PLAFB PRESQUE ISLE, MAINE	REPORT NO. F3G -T-5A	PAGE 2 OF 2 PAGES
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SIGHTING OF UNIDENTIFIED LIGHT

VII: RELATED ACTIVITY OR CONDITIONS:

No activity or condition, meteorological or otherwise, which might account for the sighting was reported in the area. However, a similar object was reported during these hours on 23 Feb 53 by Mr and Mrs [REDACTED] (See report # F3G-T-5A dated 27 Feb 53.)

VIII. PHYSICAL EVIDENCE:

No physical evidence pertaining to the sighting was secured during the investigation.

IX. INTERCEPTION OR IDENTIFICATION ACTION:

None.

X. LOCATION OF AIR SERVICE:

No aircraft reported in the general area of the incident by PLAFB control Tower on 23 Feb 53 , 24 Feb 53 during the time of this sighting.

JOHN F. FAHNHAM
1/LT., USAF
OIC, FLIGHT 3-6

DOWNGRADED AT 3 YEAR INTERVAL
DECLASSIFIED



BLUE TINT INDICATES AIR TRAFFIC CONTROLLED AREAS
For pilot information see reverse side

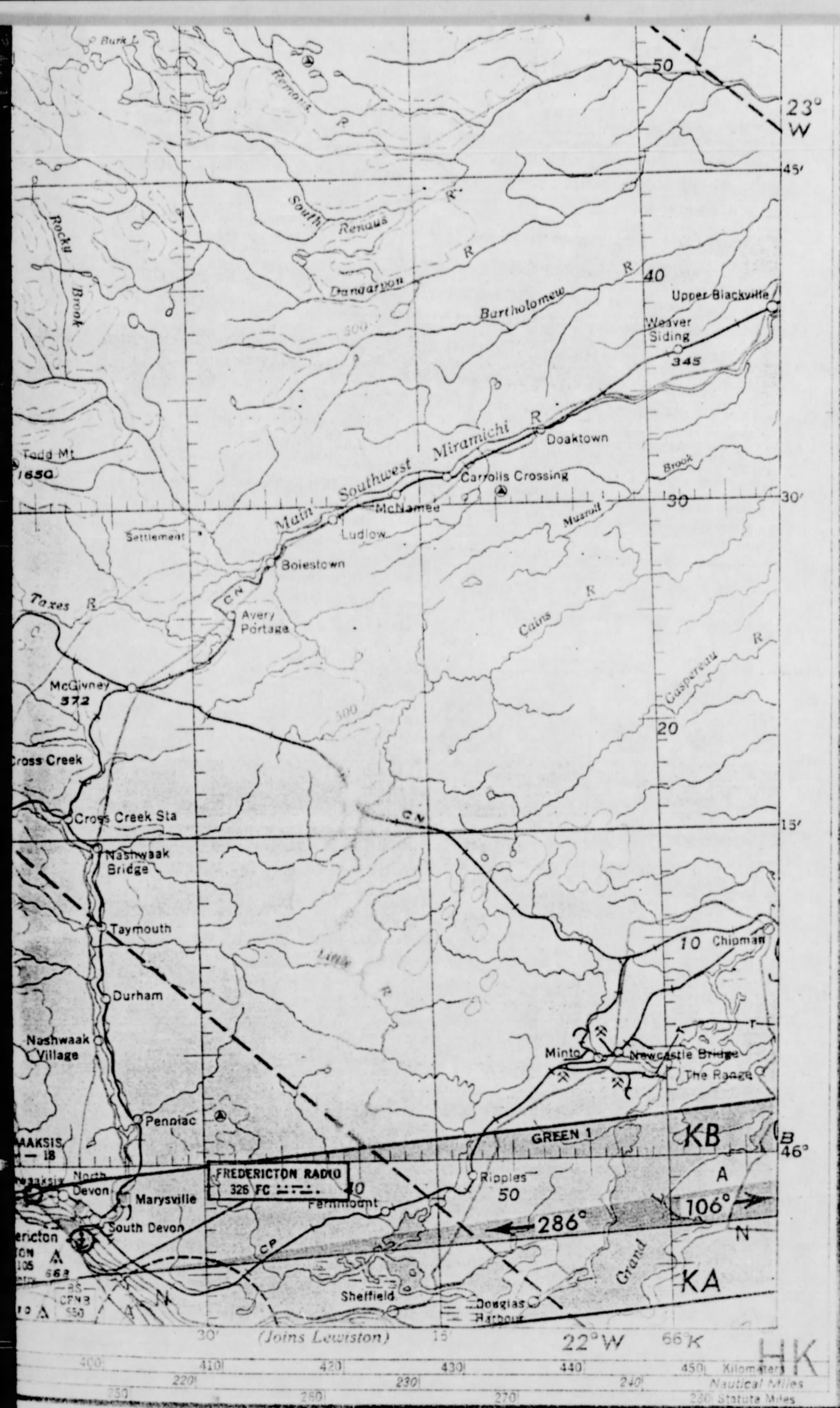
INCLOSURE # 2

Report # F3G-P-5

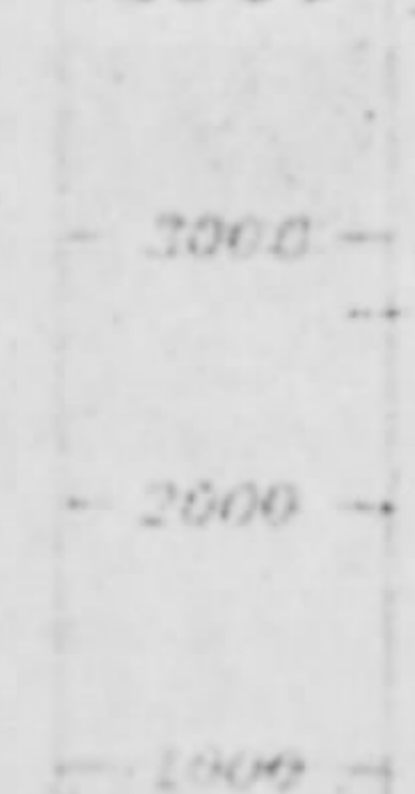


A* Location of Observer

B- Location of Hill and Two Houses



ELEVATIONS
IN FEET



GEOREF 12-51

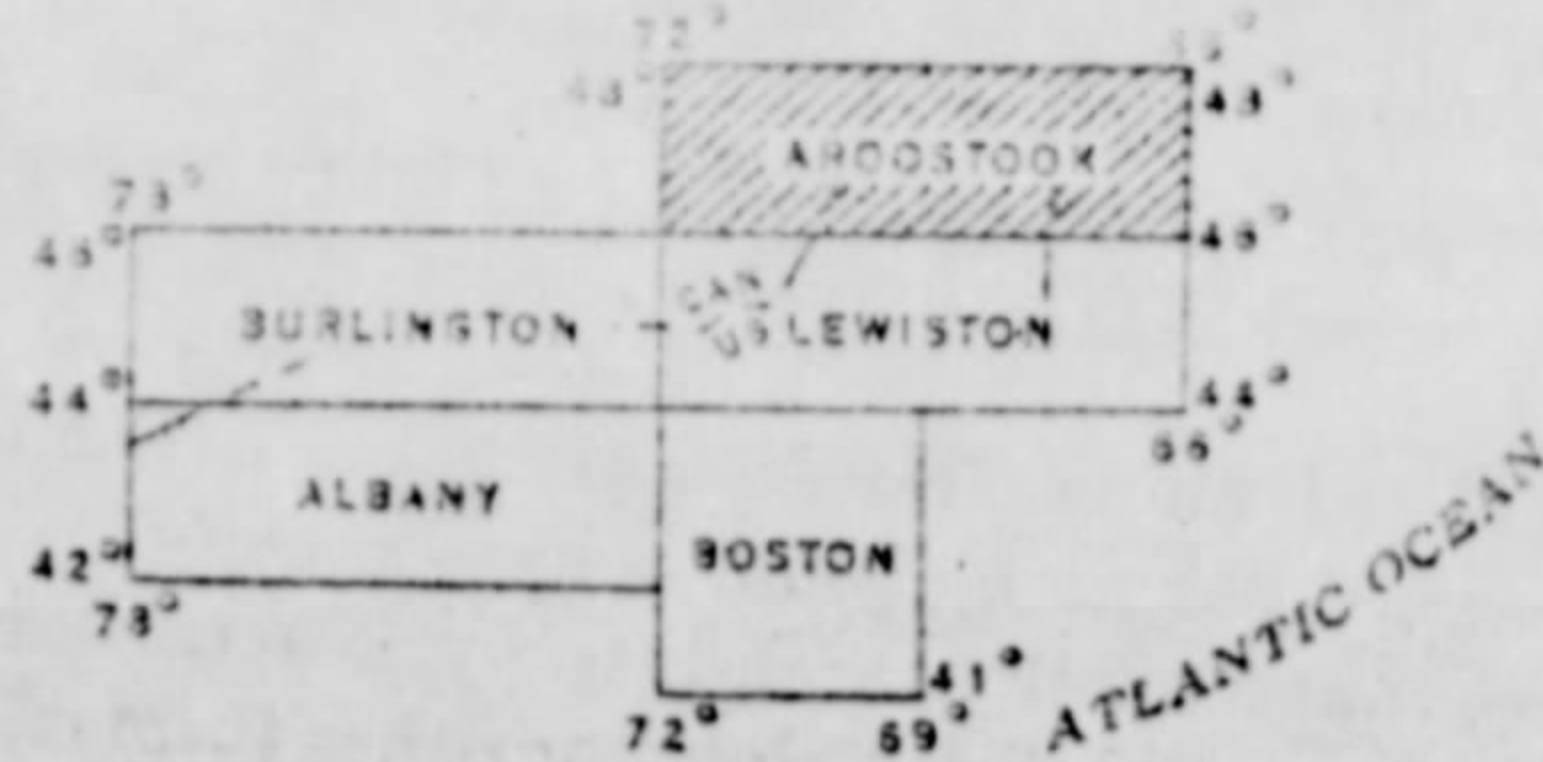
27th EDITION

Published by the U.S. Government
Printing Office, Washington, D.C.
This chart is published by the
Federal Aeronautics Administration
for the use of pilots and is not to be
used for any other purpose.
Changes in aeronautical information
on this chart after

JUNE 29, 1952

next scheduled edition, January 1953

AROOSTOOK (X-10) SECTIONAL AERONAUTICAL CHART



CRUISING ALTITUDES

CRUISING ALTITUDES WITHIN CONTROL AREAS AND ZONES — During VFR conditions aircraft at altitudes of 3000 feet or more above the surface within control zones and control areas, including controlled airways, must be flown at odd or even 1000-foot levels appropriate to the direction of flight. "Odd" and "Even" indicators are shown on Coast and Geodetic Survey Radio Facility Charts. Under IFR conditions within control zones and control areas, including controlled airways, altitudes will be flown in accordance with ATC clearances.

The following rules will govern the altitude at which aircraft shall fly when making VFR flights along controlled civil airways:

Green and Red Airways and Even-numbered VOR Airways

Eastbound flights. Aircraft shall fly at an ODD thousand-foot altitude above sea level (such as 3000, 5000, or 7000 feet).

Westbound flights. Aircraft shall fly at an EVEN thousand-foot altitude above sea level (such as 4000, 6000, or 8000 feet).

Amber and Blue Airways and Odd-numbered VOR Airways

Northbound flights. Aircraft shall fly at an ODD thousand-foot altitude above sea level (such as 3000, 5000, or 7000 feet).

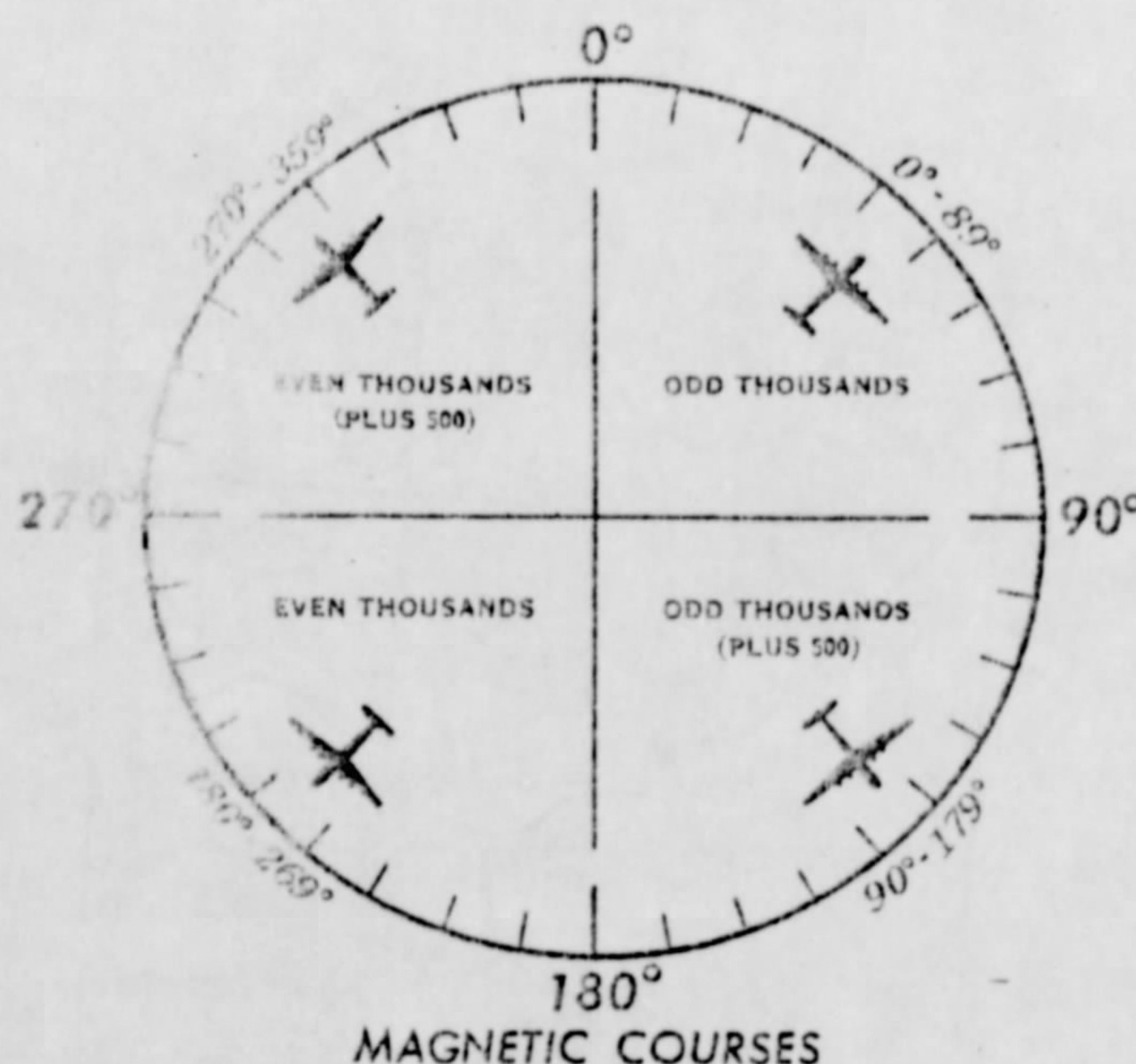
Southbound flights. Aircraft shall fly at an EVEN thousand-foot altitude above sea level (such as 4000, 6000, or 8000 feet).

The following rules will apply on segments where color airways and VOR airways overlap:

Where a color airway coincides with a VOR airway, the ODD or EVEN rule for the appropriate color airway will apply.

Where no color airway is involved and an Even-numbered and an Odd-numbered VOR airway coincide, the ODD or EVEN altitude rule for the Even-numbered VOR airway will apply.

CRUISING ALTITUDES OUTSIDE CONTROL AREAS AND ZONES—When the flight visibility is less than three miles, aircraft must be flown at an altitude appropriate to the magnetic course as illustrated below.



(Illustration applies only to flight outside of control areas and control zones, including uncontrolled airways)

VISUAL FLIGHT PLAN

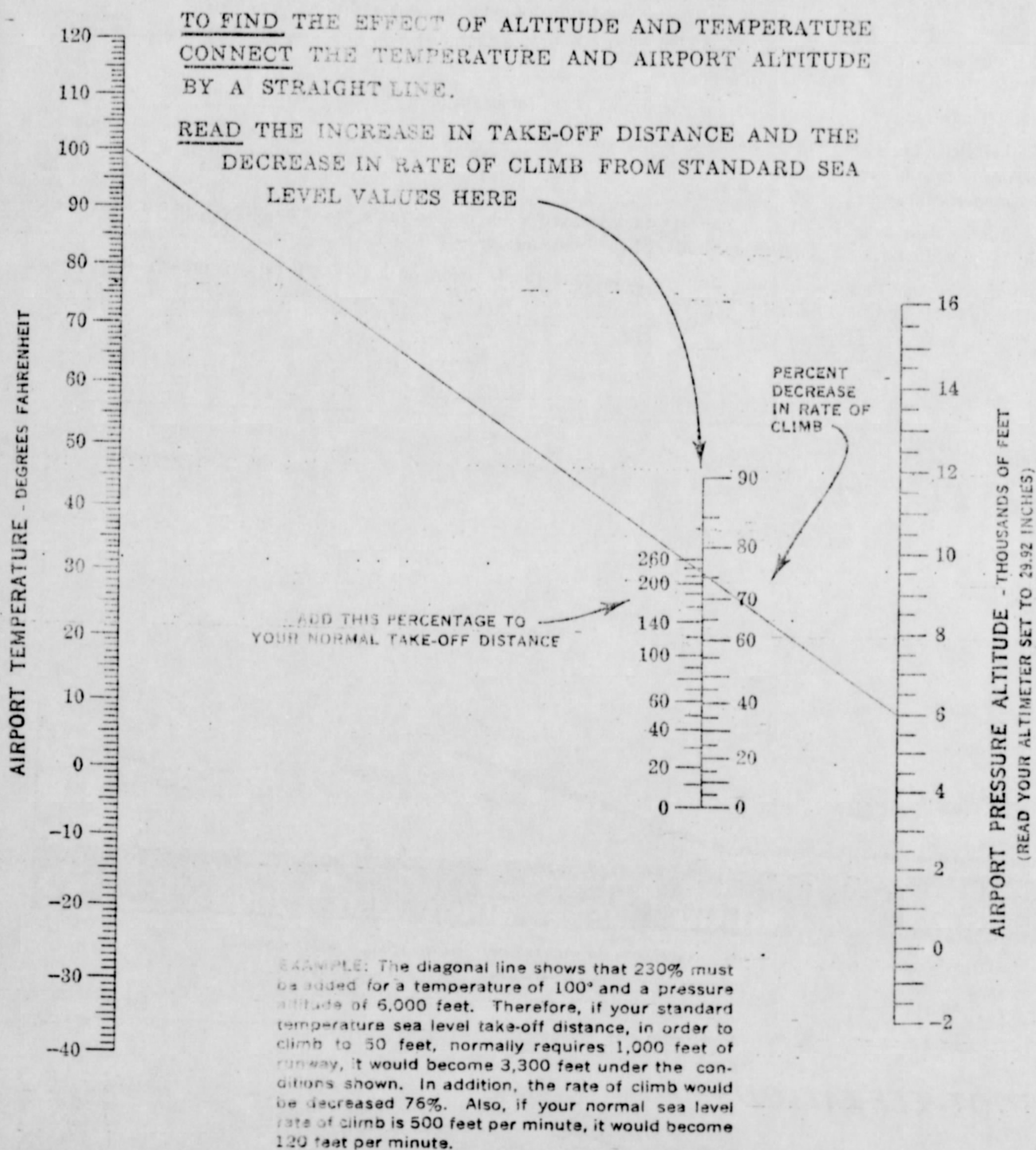
The Civil Air Regulations do not require that a VFR flight plan be filed for a VFR flight. However, the filing of such a flight plan is desirable, and the CAA urges that VFR flights be covered by flight plan whenever practicable as such filing materially assists in search and rescue operations if such action becomes necessary. Flight plans may be submitted to the nearest CAA airway communications station either in person or by telephone. Flight plans may be filed by radio if no other means are available but this practice should be avoided whenever possible to reduce congestion of radio channels.

If filing the flight plan, the pilot should state the name of the CAA communications station with which he will close his flight plan. If the destination is not served by a CAA communications station, or is in Canada or Mexico, the method by which the arrival report will be filed must be clearly understood by all concerned. VFR flight plans are transmitted via CAA communications facilities only to the CAA communications station with which the pilot has stated his arrival report or closing of flight plan will be filed. One hour after the estimated time of arrival, if no notice of arrival is received, queries are sent out over CAA communications systems to determine the location of the aircraft. If no information concerning the aircraft is obtained after an exhaustive communications inquiry, search and rescue operations are inaugurated. In as much as the government may be put to considerable expense in determining the location of aircraft when an arrival report is not filed, it is vitally necessary that all pilots make certain that notice of arrival is filed. If flight is terminated prior to reaching the point of intended destination specified in the flight plan, pilots should contact the nearest CAA communications station and the request that an arrival report be transmitted over CAA facilities to the CAA communications station with which the pilot stated the arrival report would be filed.

Pilots of aircraft operating on VFR flight plan who desire to make flight progress reports, should include in the report the phrase: "VFR FLIGHT PLAN FROM (blank) TO (blank)."

The flight plan shall contain the items listed under INSTRUMENT FLIGHT RULES - Flight Plan, except "Alternate Airport" and except that a visual flight rule flight plan should always specify "VFR" as a cruising altitude. The use of this term in lieu of an actual altitude indicates that the pilot intends to fly in accordance with Visual Flight Rules. Aircraft may climb above a well defined cloud or other formation provided, climb to and descent from such

THE KOCH CHART FOR ALTITUDE AND TEMPERATURE EFFECTS



This chart indicates typical representative values for "personal" airplanes.
For exact values consult your airplane flight manual.
The chart may be conservative for airplanes with supercharged engines.
Also remember that long grass, sand, mud or deep snow can easily double
your take-off distance.

LOSS OF AIRCRAFT PERFORMANCE DURING HOT WEATHER

Thin Air Reduces Lift. You get thin air at high altitudes and in hot weather. The hotter the temperature, the thinner the air.

Do you realize that Kansas City Airport with an elevation of 744 feet above sea level can have an effective elevation identical to Stapleton Field, Denver, at 5325 feet above sea level, under conditions of extreme heat and low pressure?

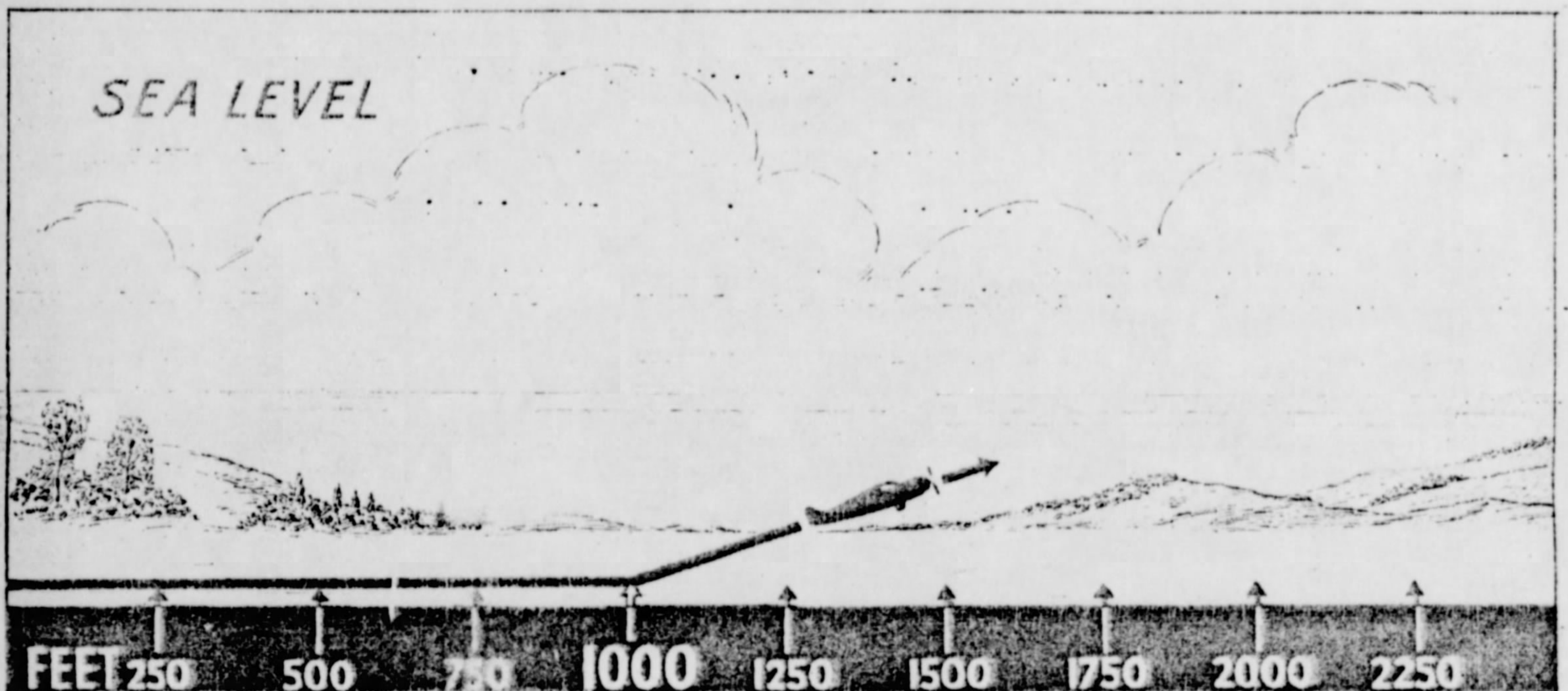
Do you realize that Brees Airport at Laramie, Wyoming, at 7273 feet above sea level, can be above the safe operational altitude of your aircraft during hot weather?

Note: The effective elevation of Brees Airport at 86°F, for example, is 10,250 feet—Caution!

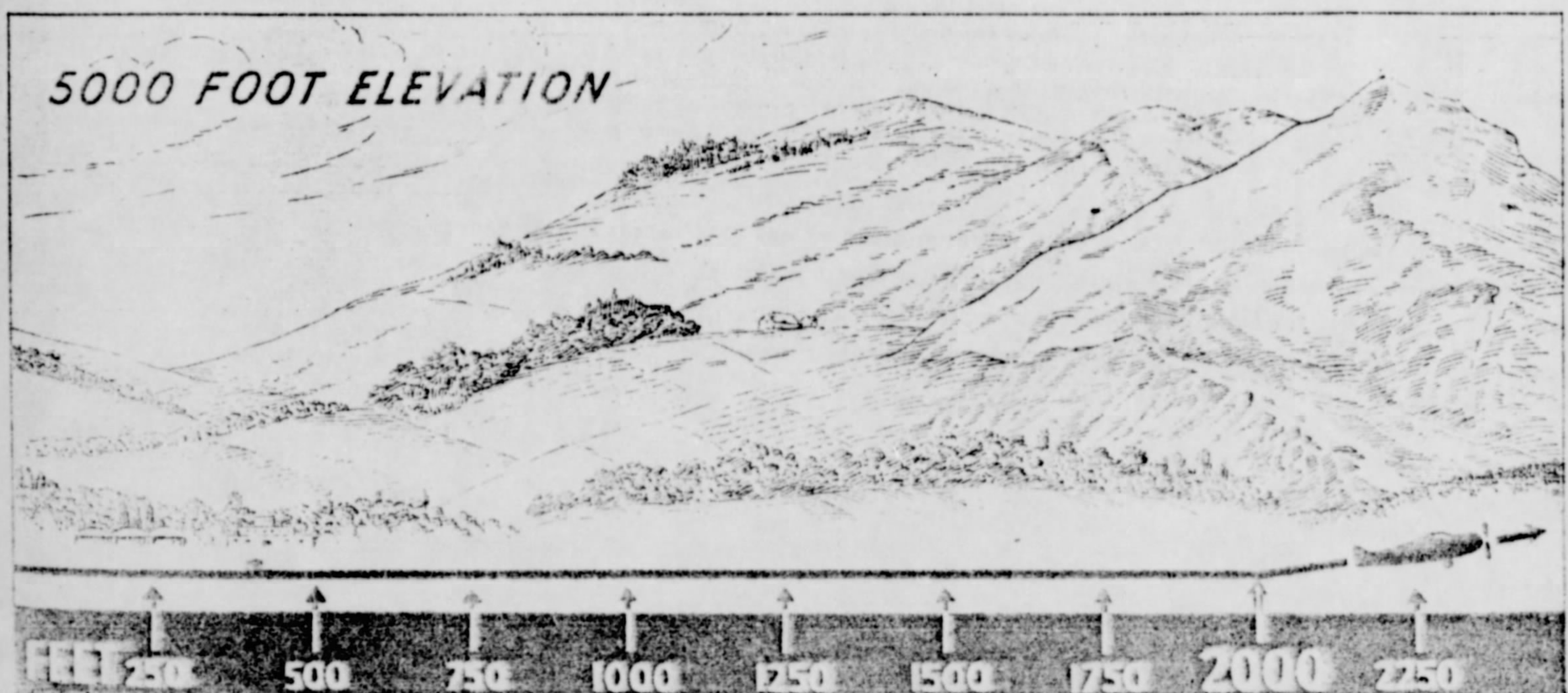
The rarified air at higher altitudes lowers the efficiency of engine and propeller, and lessens a plane's rate of climb. A typical light plane has a maximum rate of climb at sea level of 420 feet per minute, whereas its maximum rate of climb at 5,000 feet altitude is only 225 feet per minute.

This plane might be able to clear a 400 foot hill or factory stack located a few miles from a sea level airport, but if the pilot tried it at 5,000 feet, he would smack right into the middle of the obstruction.

Remember: Any increase in operating altitude (due to elevation or high temperature) greatly increases take-off and landing roll.



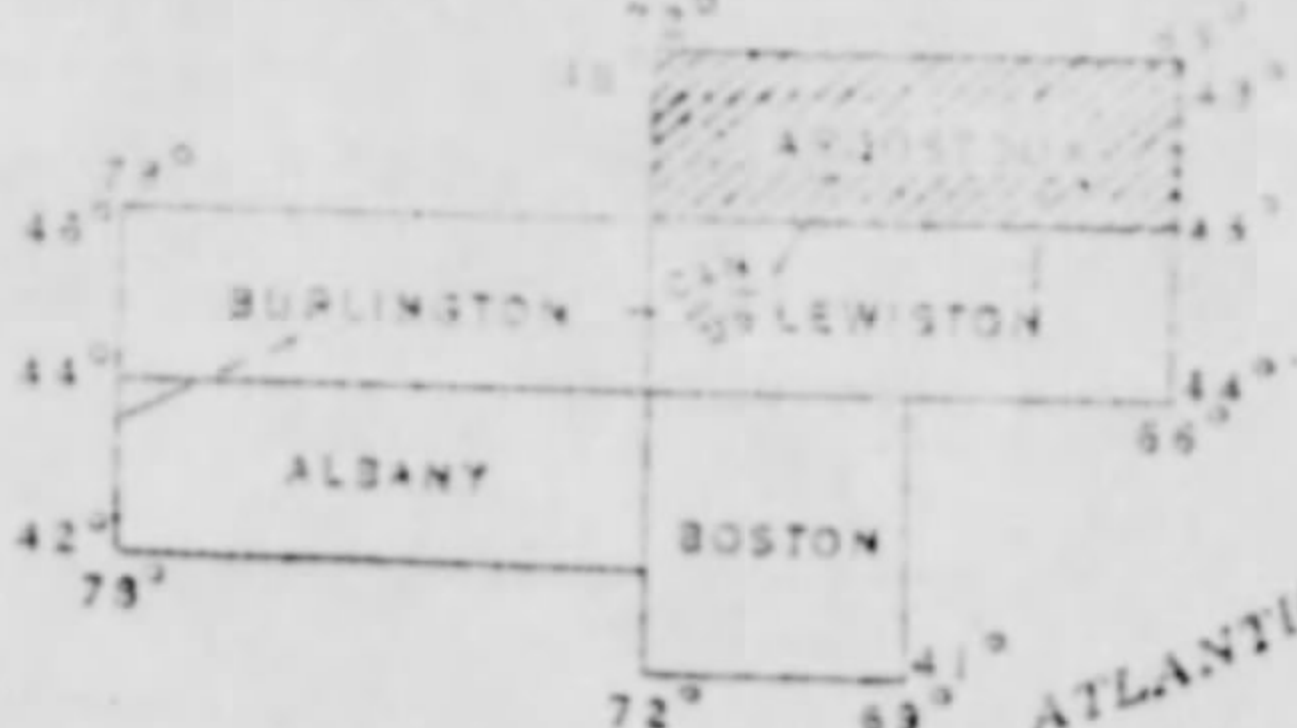
ATMOSPHERIC DENSITY AT SEA LEVEL ENABLES A PLANE TO TAKE OFF IN A RELATIVELY SHORT DISTANCE



THE DISTANCE REQUIRED FOR A TAKE-OFF INCREASES WITH THE ALTITUDE OF THE FIELD



AROOSTOOK (X-10) SECTIONAL AERONAUTICAL CHART



Inlosure # 2,
Report F3G-T-4



- A- Location of Observers, First Stationary Sighting
- B- Westfield Road
- C- Location of Observers Second Stationary Sighting
- D- Green Mt., Elevation 1310 Feet
- E- Quaggy Joe Mt., Elevation 1213 Feet
- F- Location of Observers Third Stationary Sighting

CRUISING ALTITUDES

WHIN CONTROL AREAS AND ZONES -- During VFR conditions aircraft at altitudes of within control zones and control areas, including controlled airways, must be flown at odd to the direction of flight. "Odd" and "Even" indicators are shown on Coast and Geodetic under IFR conditions within control zones and control areas, including controlled airways, in accordance with ATC clearances.

altitude at which aircraft shall fly when making VFR flights along controlled civil airways:

Green and Red Airways and Even-numbered VOR Airways

Eastbound flights. Aircraft shall fly at an ODD thousand-foot altitude above sea level (such as 3000, 5000, or 7000 feet).

Westbound flights. Aircraft shall fly at an EVEN thousand-foot altitude above sea level (such as 4000, 6000, or 8000 feet).

Amber and Blue Airways and Odd-numbered VOR Airways

Northbound flights. Aircraft shall fly at an ODD thousand-foot altitude above sea level (such as 3000, 5000, or 7000 feet).

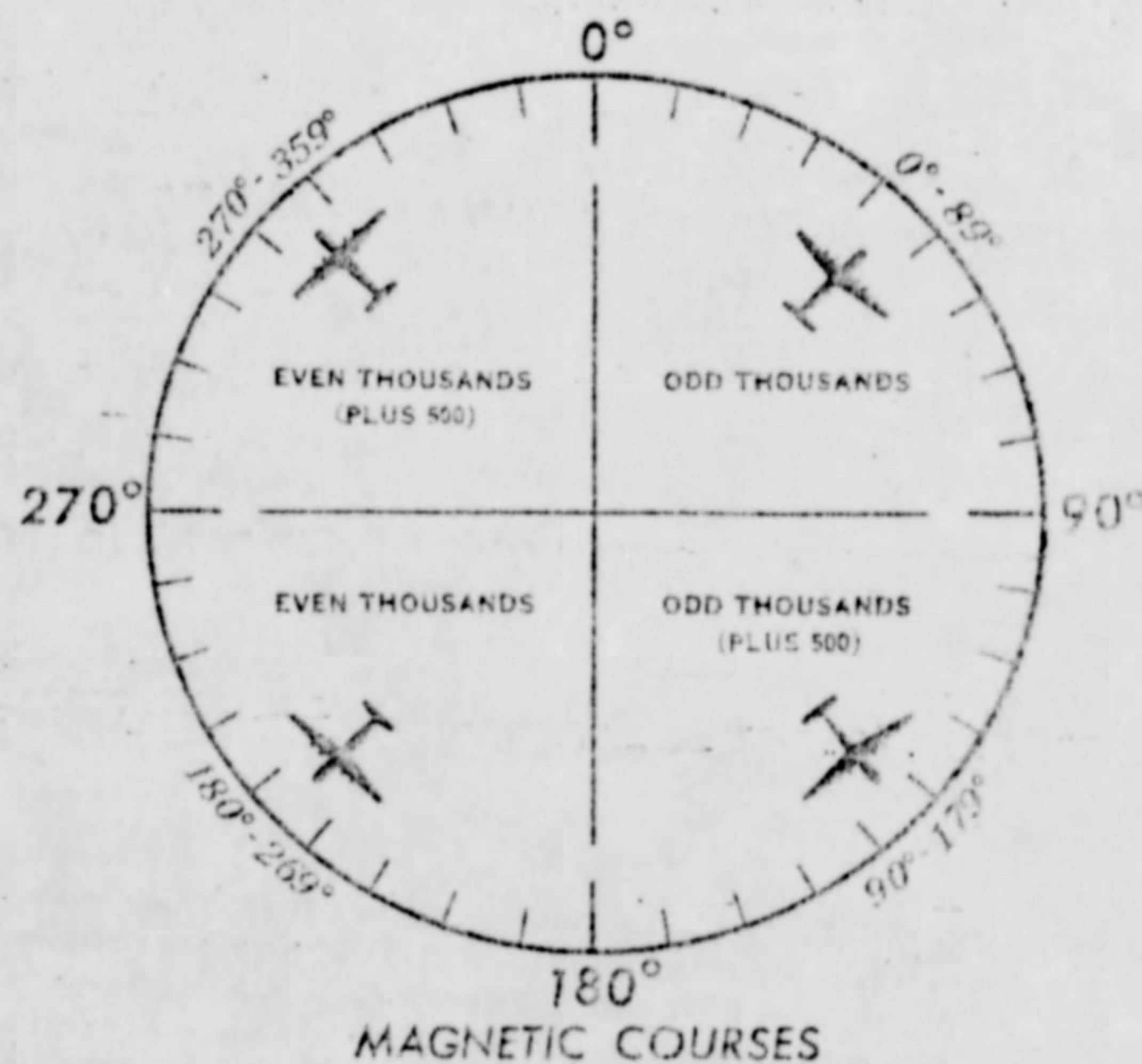
Southbound flights. Aircraft shall fly at an EVEN thousand-foot altitude above sea level (such as 4000, 6000, or 8000 feet).

The following rules will apply on segments where color airways and VOR airways overlap:

Where a color airway coincides with a VOR airway, the ODD or EVEN rule for the appropriate color airway will apply.

Where no color airway is involved and an Even-numbered and an Odd-numbered VOR airway coincide, the ODD or EVEN altitude rule for the Even-numbered VOR airway will apply.

CRUISING ALTITUDES OUTSIDE CONTROL AREAS AND ZONES—When the flight visibility is less than three miles, aircraft must be flown at an altitude appropriate to the magnetic course as illustrated below.



(Illustration applies only to flight outside of control areas and control zones, including uncontrolled airways)

VISUAL FLIGHT PLAN

The Civil Air Regulations do not require that a VFR flight plan be filed for a VFR flight. However, the filing of such a flight plan is desirable, and the CAA urges that VFR flights be covered by flight plan whenever practicable as such filing materially assists in search and rescue operations if such action becomes necessary. Flight plans may be submitted to the nearest CAA airway communications station either in person or by telephone. Flight plans may be filed by radio if no other means are available but this practice should be avoided whenever possible to reduce congestion of radio channels.

If filing the flight plan, the pilot should state the name of the CAA communications station with which he will close his flight plan. If the destination is not served by a CAA communications station, or is in Canada or Mexico, the method by which the arrival report will be filed must be clearly understood by all concerned. VFR flight plans are transmitted via CAA communications facilities only to the CAA communications station with which the pilot has stated his arrival report or closing of flight plan will be filed. One hour after the estimated time of arrival, if no notice of arrival is received, queries are sent out over CAA communications systems to determine the location of the aircraft. If no information concerning the aircraft is obtained after an exhaustive communications inquiry, search and rescue operations are inaugurated. In as much as the government may be put to considerable expense in determining the location of aircraft when an arrival report is not filed, it is vitally necessary that all pilots make certain that notice of arrival is filed. If flight is terminated prior to reaching the point of intended destination specified in the flight plan, pilots should contact the nearest CAA communications station and the request that an arrival report be transmitted over CAA facilities to the CAA communications station with which the pilot stated the arrival report would be filed.

Pilots of aircraft operating on VFR flight plan who desire to make flight progress reports, should include in the report the phrase: "VFR FLIGHT PLAN FROM (blank) TO (blank)."

The flight plan shall contain the items listed under INSTRUMENT FLIGHT RULES - Flight Plan, except "Alternate Airport" and except that a visual flight rule flight plan should always specify "VFR" as a cruising altitude. The use of this term in lieu of an actual altitude indicates that the pilot intends to fly in accordance with Visual Flight Rules. Aircraft may be operated in accordance with VFR above a well defined cloud or other formation provided, climb to and descent from such

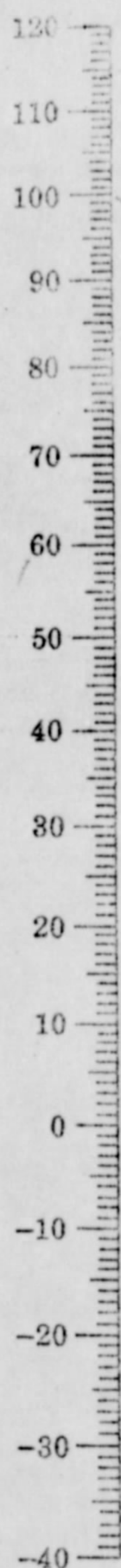
7-14-52

THE KOCH CHART FOR ALTITUDE AND TEMPERATURE EFFECTS

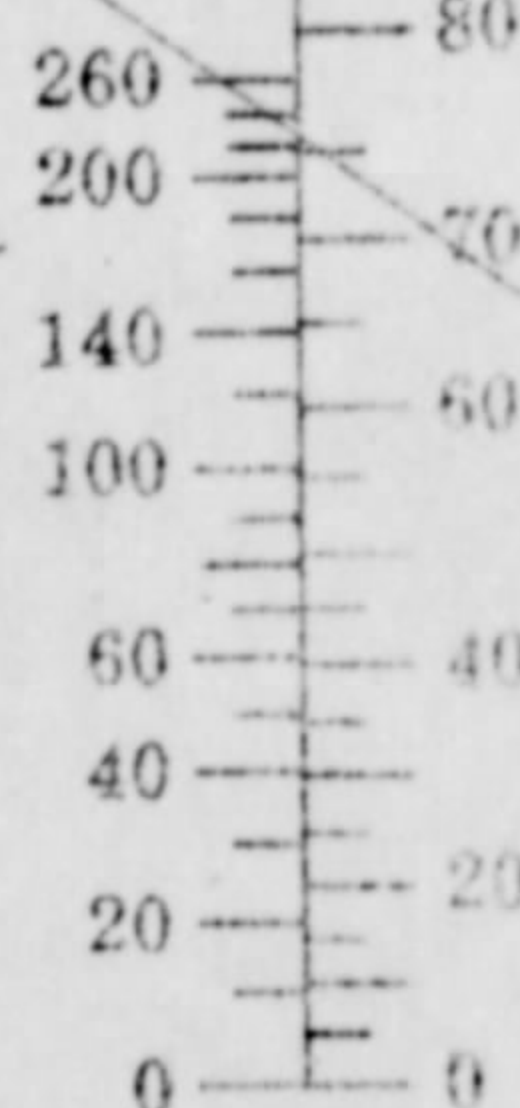
TO FIND THE EFFECT OF ALTITUDE AND TEMPERATURE
CONNECT THE TEMPERATURE AND AIRPORT ALTITUDE
BY A STRAIGHT LINE.

READ THE INCREASE IN TAKE-OFF DISTANCE AND THE
DECREASE IN RATE OF CLIMB FROM STANDARD SEA
LEVEL VALUES HERE

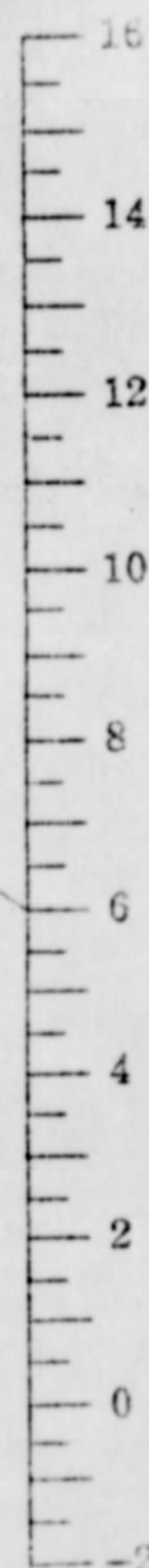
AIRPORT TEMPERATURE - DEGREES FAHRENHEIT



ADD THIS PERCENTAGE TO
YOUR NORMAL TAKE-OFF DISTANCE



PERCENT
DECREASE
IN RATE OF
CLIMB



AIRPORT PRESSURE ALTITUDE - THOUSANDS OF FEET
(READ YOUR ALTIMETER SET TO 29.92 INCHES)

EXAMPLE: The diagonal line shows that 230% must be added for a temperature of 100° and a pressure altitude of 6,000 feet. Therefore, if your standard temperature sea level take-off distance, in order to climb to 50 feet, normally requires 1,000 feet of runway, it would become 3,300 feet under the conditions shown. In addition, the rate of climb would be decreased 76%. Also, if your normal sea level rate of climb is 500 feet per minute, it would become 120 feet per minute.

This chart indicates typical representative values for "personal" airplanes.
For exact values consult your airplane flight manual.

The chart may be conservative for airplanes with supercharged engines.

Also remember that long grass, sand, mud or deep snow can easily double your take-off distance.