

PROJECT 10073 RECORD CARD

1. DATE 30 Jun. 1 Jul 62	2. LOCATION Richmond, Virginia	12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other <u>UNIDENTIFIED</u> ☐ Insufficient Data for Evaluation ☐ Unknown
3. DATE-TIME GROUP Local 0000 GMT 01/0200Z Jul	4. TYPE OF OBSERVATION ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar	
5. PHOTOS ☐ Yes ☒ No	6. SOURCE Civilian	
7. LENGTH OF OBSERVATION 10-20 mins	8. NUMBER OF OBJECTS one obj and two rpts	9. COURSE East descending 2. Echo 1
10. BRIEF SUMMARY OF SIGHTING Two rpts. Second rpt of 1 Jul identified as Echo 1. The 1st rpt of obj follows: one red obj (& white) circular observed at 20dgr elev 169 dgr azimuth. In ten mins obj descended to 13½ dgr elev 132dgr azimuth. No sound trail or exhaust. Flight steady. No unusual features noted. Speed constant.		11. COMMENTS 2d obj Echo 1. First obj remains as unidentified.

U. S. DEPARTMENT OF COMMERCE, WEATHER BUREAU

SURFACE WEATHER OBSERVATIONS

STATION

W. A. Richmond, Va.

DATE

JUN 30 1962

TIME	WET BULB (°F)	REL. HUMIDITY (%)	TOTAL SKY COVER	CLOUDS AND OBSCURING PHENOMENA										TOTAL OPAQUE SKY COVER	PRECIPITATION (INCHES)	NET WIND CHANGE	WIND DIRECTION (DEGREES)	WIND SPEED (MILES PER HOUR)				
				LOWEST LAYER			SECOND LAYER			SUM TOTAL	THIRD LAYER								SUM TOTAL	FOURTH LAYER		
				AMT.	TYPE & DIR.	HEIGHT	AMT.	TYPE & DIR.	HEIGHT		AMT.	TYPE & DIR.	HEIGHT							AMT.	TYPE & DIR.	HEIGHT
19	81	11	10	AC	FL	U					U				10							
	81	11	10	AC	FL	U					U				10							
	81	11	10	AC	FL	U					U				10							
	81	11	10	AC	FL	U					U				10							
	73	11	10	AC	FL	U					U				10							
	76	10	8	AC	FL	U	2	CS	1	10	U				10							
	76	10	1	SC	30	6	AC	FL	U	7	3	CS	1	10	U							
	84	10	3	SC	30	5	AC	FL	U	8	2	CS	1	10	U							
	81	10	4	SC	30	5	AC	FL	U	9	1	CS	1	10	U							
	71	9	1	SC	30	1	6	AC	FL	U	7	2	CS	1	10	U						
	66	10	7	SC	430	2	AC	FL	U	9	1	CS	1	10	U							
	60	9	7	SC	430	1	AC	FL	U	8	1	CS	1	9	0							
	54	10	3	SC	40	5	SC	45	5	8	3	AC	120	10	U							
	58	10	8	SC	45	2	AC	120	10	U					U							
	79	10	9	SC	440	1	AC	120	10	U					U							
	71	10	8	SC	445	2	AC	120	10	U					U							
	67	8	3	SC	45	3	AC	FL	U	6	2	CS	1	8	0							
	65	10	7	SC	445	2	AC	120	10	U					U							
	67	10	7	SC	445	3	AC	100	10	U					U							
	76	3	6	SC	445	3	AC	100	9	0					9	0						
	77	8	4	SC	45	2	AC	FL	U	6	2	CS	1	8	0							
	97	7	3	AC	100	4	CS	U	7	0					7	0						
	87	7	3	AC	100	4	CS	U	7	0					7	0						
	90	7	2	AC	100	5	CS	U	7	0					7	0						

SYNOPTIC OBSERVATIONS

PRECIP. (INS.)	SNOW FALL (INS.)	SNOW DEPTH (INS.)	MAX. TEMP. (°F.)	MIN. TEMP. (°F.)	HGT. 850 MB. SURFACE	STATE OF GRND.	SEA STATE & DIR.	SWELL HGT. & DIR.	SWELL PERIOD	SURF. W. N. M. P. D.	WATER TEMP.	SOIL TEMP.	STATION PRESSURE COMPUTATIONS.						
44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	TIME (L. S. T.) 59	0056	0656	1253	1857
0	0	X	66	66	X	X	X	X	X	X	X	X			ATT. THERM. 60				
0	0	0	71	66			0								OBSVD. BAR 61				
T	U	0	68	66			1								TOTAL CORR. 62				
66	0	0	80	66			1								STA. PRESS. 63	29.860	29.770	29.720	29.720
T	U	U	81	73			1								BAROGRAPH 64	29.860	29.770	29.720	29.720
0	0	0	77	68	X	X	X	X	X	X	X	X			BAR. CORR. 65	0	0	0	0

SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT)

24 HR. PRECIP. (INS.)	24 HR. SNOWFALL (INS.)	24 HR. SNOW DEPTH (INS.)	WIND SPEED (MILES PER HOUR)	WIND DIRECTION	WIND GUSTS (MILES PER HOUR)	THICK- NESS OF ICE ON WATER (INS.)	FROZEN GRND. LAYER (INS.)	RIVER GAUGE	24 HR. MAX. R. H.	24 HR. MIN. R. H.	WATER EQUIV. (INS.)	PRECIP. & THUNDER	BEGAN	ENDED	DUR. IN HOURS	OBSVD. TO VIS.	BEGAN	ENDED	DUR. IN HOURS
06	0	0						10			10	R-	0625	0703					
												R-	0703	0720					
												R-	0720	0737					
												R-	0737	0747					
												R	0747	0801					
												R-	0801	0820					
												RW-	0820	1845					

WIND AND MISCELLANEOUS PHENOMENA

WIND 4:57 Sunrise cloudy Sunset cloudy
WIND 25 m.p.h. associated direction NE and time 1227 E

WIND	5	10	15	20	30	45	60	80	100	120	150	180
WIND												

WIND 1137E

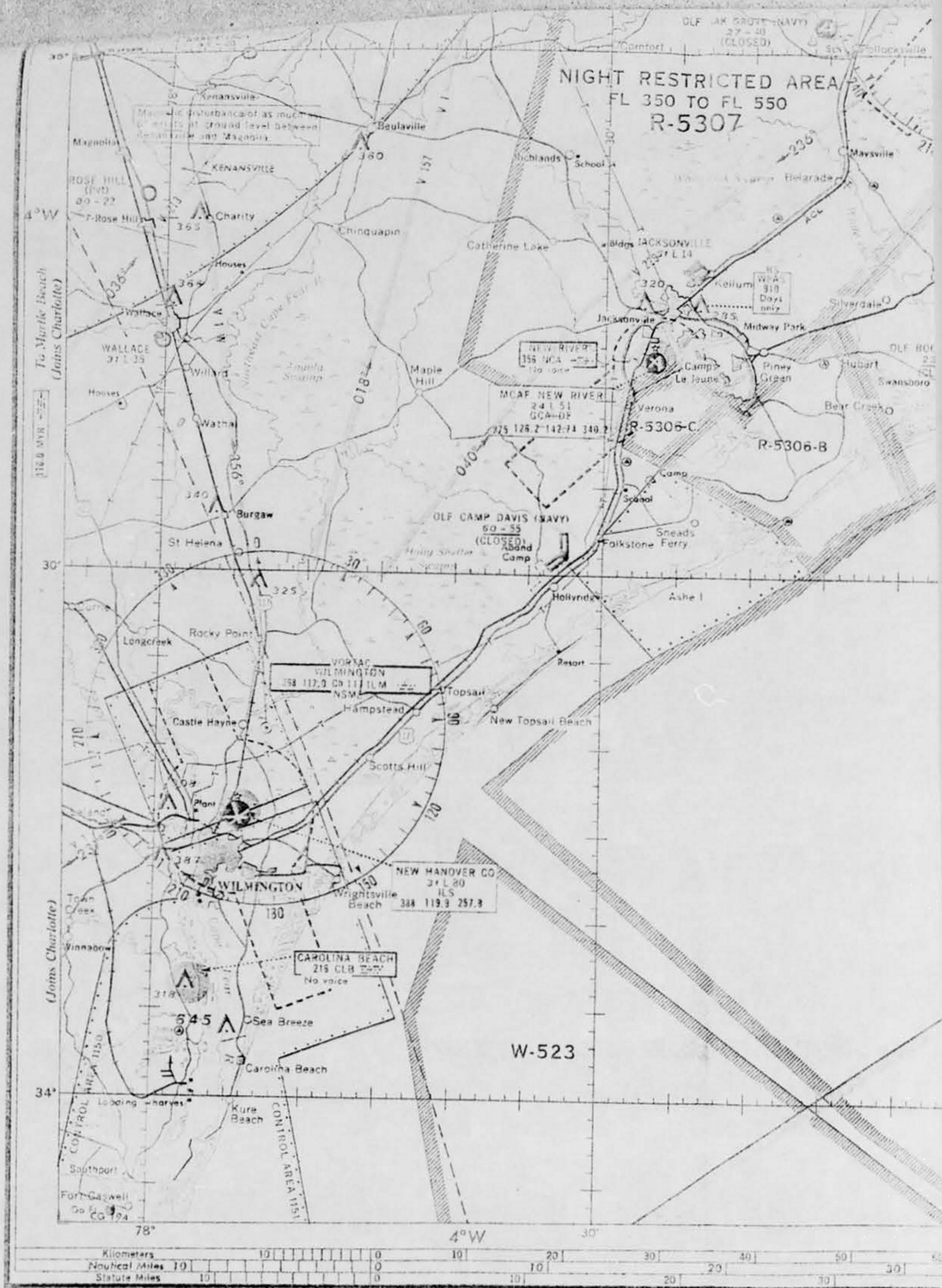
Attach 3 (cont'd)

SURFACE WEATHER OBSERVATIONS

STATION	TIME	WIND	TEMP	DEW	REL	SEA	WAVE	WIND	TEMP	DEW	REL	SEA	WAVE
✓ 1001	4.00 P.M.	12			64	5							
R 1002	4.10 P.M.	12			64	1							
✓ 1003	4.11 P.M.	12	69022	170	66	50252	6641	42157					
✓ 1004	4.12 P.M.	12			64	7							
R 1005	4.13 P.M.	12			113	66	60	64	7				
✓ 1006	4.14 P.M.	12			113	66	60	64	7				
R 1007	4.15 P.M.	12			113	66	60	64	7				
✓ 1008	4.16 P.M.	12			113	66	60	64	7				
R 1009	4.17 P.M.	12			113	66	60	64	7				
✓ 1010	4.18 P.M.	12			113	66	60	64	7				
R 1011	4.19 P.M.	12			113	66	60	64	7				
✓ 1012	4.20 P.M.	12			113	66	60	64	7				
R 1013	4.21 P.M.	12			113	66	60	64	7				
✓ 1014	4.22 P.M.	12			113	66	60	64	7				
R 1015	4.23 P.M.	12			113	66	60	64	7				
✓ 1016	4.24 P.M.	12			113	66	60	64	7				
R 1017	4.25 P.M.	12			113	66	60	64	7				
✓ 1018	4.26 P.M.	12			113	66	60	64	7				
R 1019	4.27 P.M.	12			113	66	60	64	7				
✓ 1020	4.28 P.M.	12			113	66	60	64	7				
R 1021	4.29 P.M.	12			113	66	60	64	7				
✓ 1022	4.30 P.M.	12			113	66	60	64	7				
R 1023	4.31 P.M.	12			113	66	60	64	7				
✓ 1024	4.32 P.M.	12			113	66	60	64	7				
R 1025	4.33 P.M.	12			113	66	60	64	7				
✓ 1026	4.34 P.M.	12			113	66	60	64	7				
R 1027	4.35 P.M.	12			113	66	60	64	7				
✓ 1028	4.36 P.M.	12			113	66	60	64	7				
R 1029	4.37 P.M.	12			113	66	60	64	7				
✓ 1030	4.38 P.M.	12			113	66	60	64	7				
R 1031	4.39 P.M.	12			113	66	60	64	7				
✓ 1032	4.40 P.M.	12			113	66	60	64	7				
R 1033	4.41 P.M.	12			113	66	60	64	7				
✓ 1034	4.42 P.M.	12			113	66	60	64	7				
R 1035	4.43 P.M.	12			113	66	60	64	7				
✓ 1036	4.44 P.M.	12			113	66	60	64	7				
R 1037	4.45 P.M.	12			113	66	60	64	7				
✓ 1038	4.46 P.M.	12			113	66	60	64	7				
R 1039	4.47 P.M.	12			113	66	60	64	7				
✓ 1040	4.48 P.M.	12			113	66	60	64	7				
R 1041	4.49 P.M.	12			113	66	60	64	7				
✓ 1042	4.50 P.M.	12			113	66	60	64	7				
R 1043	4.51 P.M.	12			113	66	60	64	7				
✓ 1044	4.52 P.M.	12			113	66	60	64	7				
R 1045	4.53 P.M.	12			113	66	60	64	7				
✓ 1046	4.54 P.M.	12			113	66	60	64	7				
R 1047	4.55 P.M.	12			113	66	60	64	7				
✓ 1048	4.56 P.M.	12			113	66	60	64	7				
R 1049	4.57 P.M.	12			113	66	60	64	7				
✓ 1050	4.58 P.M.	12			113	66	60	64	7				
R 1051	4.59 P.M.	12			113	66	60	64	7				
✓ 1052	4.59 P.M.	12			113	66	60	64	7				
R 1053	4.59 P.M.	12			113	66	60	64	7				
✓ 1054	4.59 P.M.	12			113	66	60	64	7				
R 1055	4.59 P.M.	12			113	66	60	64	7				
✓ 1056	4.59 P.M.	12			113	66	60	64	7				
R 1057	4.59 P.M.	12			113	66	60	64	7				
✓ 1058	4.59 P.M.	12			113	66	60	64	7				
R 1059	4.59 P.M.	12			113	66	60	64	7				
✓ 1060	4.59 P.M.	12			113	66	60	64	7				
R 1061	4.59 P.M.	12			113	66	60	64	7				
✓ 1062	4.59 P.M.	12			113	66	60	64	7				
R 1063	4.59 P.M.	12			113	66	60	64	7				
✓ 1064	4.59 P.M.	12			113	66	60	64	7				
R 1065	4.59 P.M.	12			113	66	60	64	7				
✓ 1066	4.59 P.M.	12			113	66	60	64	7				
R 1067	4.59 P.M.	12			113	66	60	64	7				
✓ 1068	4.59 P.M.	12			113	66	60	64	7				
R 1069	4.59 P.M.	12			113	66	60	64	7				
✓ 1070	4.59 P.M.	12			113	66	60	64	7				
R 1071	4.59 P.M.	12			113	66	60	64	7				
✓ 1072	4.59 P.M.	12			113	66	60	64	7				
R 1073	4.59 P.M.	12			113	66	60	64	7				
✓ 1074	4.59 P.M.	12			113	66	60	64	7				
R 1075	4.59 P.M.	12			113	66	60	64	7				
✓ 1076	4.59 P.M.	12			113	66	60	64	7				
R 1077	4.59 P.M.	12			113	66	60	64	7				
✓ 1078	4.59 P.M.	12			113	66	60	64	7				
R 1079	4.59 P.M.	12			113	66	60	64	7				
✓ 1080	4.59 P.M.	12			113	66	60	64	7				
R 1081	4.59 P.M.	12			113	66	60	64	7				
✓ 1082	4.59 P.M.	12			113	66	60	64	7				
R 1083	4.59 P.M.	12			113	66	60	64	7				
✓ 1084	4.59 P.M.	12			113	66	60	64	7				
R 1085	4.59 P.M.	12			113	66	60	64	7				
✓ 1086	4.59 P.M.	12			113	66	60	64	7				
R 1087	4.59 P.M.	12			113	66	60	64	7				
✓ 1088	4.59 P.M.	12			113	66	60	64	7				
R 1089	4.59 P.M.	12			113	66	60	64	7				
✓ 1090	4.59 P.M.	12			113	66	60	64	7				
R 1091	4.59 P.M.	12			113	66	60	64	7				
✓ 1092	4.59 P.M.	12			113	66	60	64	7				
R 1093	4.59 P.M.	12			113	66	60	64	7				
✓ 1094	4.59 P.M.	12			113	66	60	64	7				
R 1095	4.59 P.M.	12			113	66	60	64	7				
✓ 1096	4.59 P.M.	12			113	66	60	64	7				
R 1097	4.59 P.M.	12			113	66	60	64	7				
✓ 1098	4.59 P.M.	12			113	66	60	64	7				
R 1099	4.59 P.M.	12			113	66	60	64	7				
✓ 1100	4.59 P.M.	12			113	66	60	64	7				
R 1101	4.59 P.M.	12			113	66	60	64	7				
✓ 1102	4.59 P.M.	12			113	66	60	64	7				
R 1103	4.59 P.M.	12			113	66	60	64	7				
✓ 1104	4.59 P.M.	12			113	66	60	64	7				
R 1105	4.59 P.M.	12			113	66	60	64	7				
✓ 1106	4.59 P.M.	12			113	66	60	64	7				
R 1107	4.59 P.M.	12			113	66	60	64	7				
✓ 1108	4.59 P.M.	12			113	66	60	64	7				
R 1109	4.59 P.M.	12			113	66	60	64	7				
✓ 1110	4.59 P.M.	12			113	66	60	64	7				
R 1111	4.59 P.M.	12			113	66	60	64	7				
✓ 1112	4.59 P.M.	12			113	66	60	64	7				
R 1113	4.59 P.M.	12			113	66	60	64	7				
✓ 1114	4.59 P.M.	12			113	66	60	64	7				
R 1115	4.59 P.M.	12			113	66	60	64	7				
✓ 1116	4.59 P.M.	12			113	66	60	64	7				
R 1117	4.59 P.M.	12			113	66	60	64	7				
✓ 1118	4.59 P.M.	12			113	66	60	64	7				
R 1119	4.59 P.M.	12			113	66	60	64	7				
✓ 1120	4.59 P.M.	12			113	66	60	64	7				
R 1121	4.59 P.M.	12			113	66	60	64	7				
✓ 1122	4.59 P.M.	12			113	66	60	64	7				
R 1123	4.59 P.M.	12			113	66	60	64	7				
✓ 1124	4.59 P.M.	12			113	66	60	64	7				
R 1125	4.59 P.M.	12			113	66	60	64	7				
✓ 1126	4.59 P.M.	12			113	66	60	64	7				
R 1127	4.59 P.M.	12			113	66	60	64	7				
✓ 1128	4.59 P.M.	12			113	66	60	64	7				
R 1129	4.59 P.M.	12			113	66	60	64	7				
✓ 1130	4.59 P.M.	12			113	66	60	64	7				
R 1													

— SUN —

Line	Lat	Long	Alt	Time	Speed	Direction	Remarks
17022	171 46 00	174 16 00	50258	60611	47157		
	113 16 00	174 16 00	47 7	606			
	153 11 00	174 16 00	47 8	606			
	176 16 00	174 16 00	47 14	606	727 1058		
	176 17 30	174 16 00	47 11	606			
	177 16 00	174 16 00	47 14	606			
	176 17 00	174 16 00	47 9	606	70010 47112		
	172 17 00	174 16 00	47 12	606			
	136 68 62	174 16 00	47 12	606	713/2820		
	133 70 63	174 16 00	47 20	606	712/2820 10/614 1878		
	123 76 64	174 16 00	47 12	606	712/2820		
	130 79 64	174 16 00	47 15	606	711		
	126 78 60	174 16 00	47 12	606	710		
12678	65 77X	60 707	70650	30006	48066		
	119 79 63	174 16 00	47 9	606	710		
	119 73 66	174 16 00	47 15	606	710		
	117 74 64	174 16 00	47 11	606	710		
	114 70 66	174 16 00	47 14	606	710		
	114 79 66	174 16 00	47 12	606	710		
	115 77 64	174 16 00	47 11	606	710		
	115 77 64	174 16 00	47 11	606	710		
	115 75 67	174 16 00	47 6	606	710		
	119 73 66	174 16 00	47 6	606	710		
	122 70 66	174 16 00	47 6	606	710		
	122 70 66	174 16 00	47 6	606	710		
	122 67 65	174 16 00	47 6	606	710		



PRICE 25 CENTS

NORFOLK

Compiled and printed at Washington, D. C. by
U. S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

Principal Sources: U.S. Geological Survey, U.S. Air Force, U.S. Army Corps of Engineers, U.S. Dept. of Agriculture, Federal Aviation Agency, and Coast and Geodetic Survey
BASEL Edition of July 1957 Revised Dec. 1961



Detailed airport data and other useful information are printed on the back of this chart.

See Norfolk Local Aeronautical Chart,
scale 1:250,000, for additional information



Detailed airport information and other useful information are printed on the back of this chart.
 See also: Aeronautical Chart, additional information.

Low Altitude Federal Airways are indicated by center line.
 RED 1 VOR (Enroute) V3 092 V3 E (Alternate)
 (Limits are not shown on chart, but are generally five statute miles on either side of line)
 (Brackets indicate width and length of non-standard segments)
 These airways and controlled airspace which are effective below 14,500 feet are shown on this chart. See legend on back of chart for further details.
 Dashed line indicates aerodrome outside horizontal limits of controlled areas.
 Aerodrome may be omitted when same as nearest charted town name.
 Aerodrome with hard-surfaced runway at least 1,500 feet long is shown by runway pattern.

COLOR REGISTRATION
 Gold

R-5306-A

ATLANTIC COASTAL AIR DEFENSE IDENTIFICATION ZONE

WARNING AREA W-122

Warning, National Defense Operating Area
Operations hazardous to the flight of aircraft
conducted within this area

CAPE LOOKOUT
312
Carrier
on 1m 4 off 2m

AIRPORT
CAR 50 18 as amended effective December 26, 1961, is
from the center of any airport having an operative
2000 feet above the surface. Unless authorized by the
area except for landing and taking off at airports with
control tower operated by the Federal Government, is
during its hours of operation. The same requirement is
Government, if the aircraft has two-way radio capability
maintained on the appropriate tower, frequency, time
airports having traffic areas are shown in blue, all off

Federally operated control tower



DAYTON
100.1 70
112.5 126.2 257.8

Non-F.



Hours of operation of tower, if not continuous, are

NOTICE TO USERS OF THIS CHART
You are urgently requested to inform us of corrections and additions that come to
your attention while using this chart. When practicable, such information should be
indicated clearly and accurately on the chart (a replacement copy will be returned).
Mail to THE DIRECTOR, U.S. COAST AND GEODETIC SURVEY, WASHINGTON 25, D.C.

50TH EDITION
Information on this
includes data received
FEB. 5, 1961
Consult appropriate Nautical
Information Publications
Supplemental data and
information. Next edition
in approximately six months

COLOR REPRODUCTION
Chart

IFICATION ZONE

T

L

7°W

A

AIRPORT TRAFFIC AREAS

CAR 50.18 as amended effective December 26, 1961, establishes an airport traffic area within a radius of 5 statute miles from the center of any airport having an operative control tower and extending from the surface to but not including 2000 feet above the surface. Unless authorized by air traffic control, aircraft may not be operated within an airport traffic area except for landing and taking off at airports within that area. While operating in an airport traffic area having a control tower operated by the Federal Government, two-way radio communication must be maintained with that tower during its hours of operation. The same requirement applies where the control tower is operated by other than the Federal Government, if the aircraft has two-way radio capability; if equipment permits reception only, a listening watch must be maintained on the appropriate tower frequency. Limits of airport traffic areas are not shown on this chart. However, all airports having traffic areas are shown in blue, all other airports in magenta, thus:

Federally operated control tower

Non-Federal control tower

Other Airport (no traffic area)



DAYTON
1008 L 70
118.5 129.2 257.8



MARTINSBURG
558 L 70
120.5 125.2 236.3



SOMERSET
7540 L 37

Hours of operation of tower, if not continuous, are included under Remarks in aerodrome directory on back of chart.

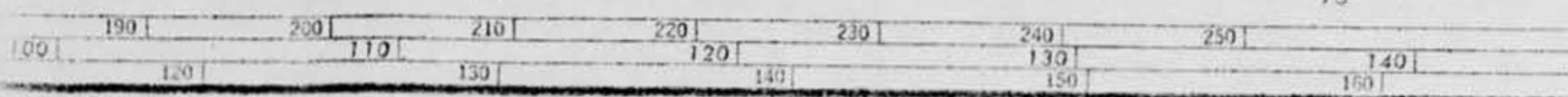
HIGHEST ELEVATION

1549

GROUND ELEVATIONS IN FEET

475

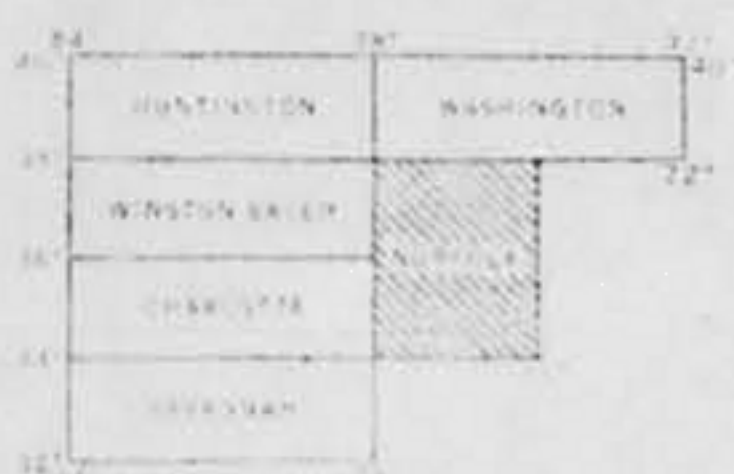
Day Tower



50TH EDITION Aeronautical information on this chart includes data received through FEB 5, 1962

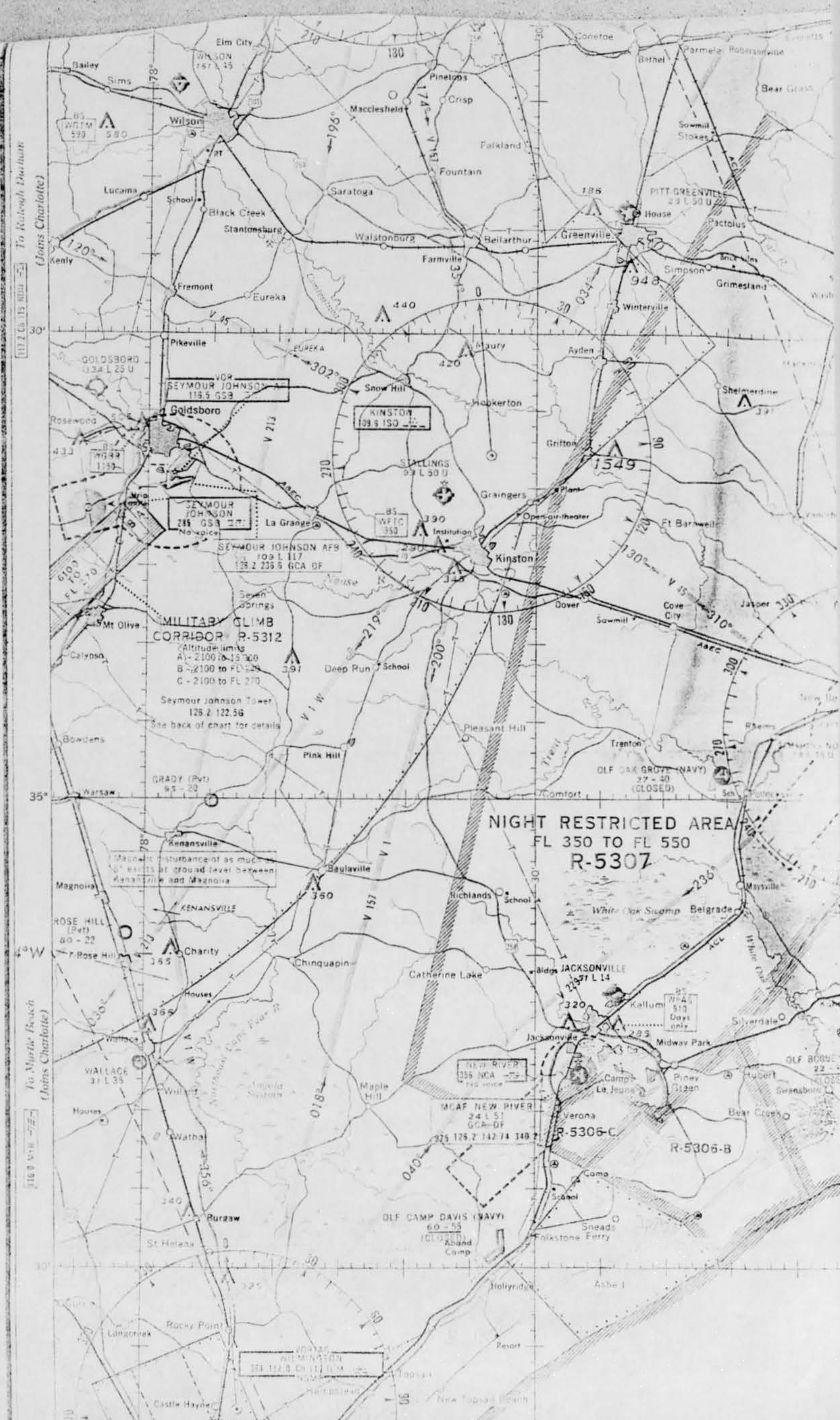
Consult appropriate NOTAMS and Flight Information Publications for supplemental data and current information. Next edition is scheduled in approximately six months.

NORFOLK SECTIONAL AERONAUTICAL CHART



To Raleigh-Durham
(Joins Charlotte)
117.2 Ch 115 RDU

To Marine Beach
(Joins Charlotte)
116.0 MVB



MILITARY CLIMB CORRIDOR R-5312

Altitude limits:
A - 2100 to 15300
B - 2100 to FL 270
C - 2100 to FL 270

Seymour Johnson Tower
125.2 122.56
See back of chart for details

**NIGHT RESTRICTED AREA
FL 350 TO FL 550
R-5307**

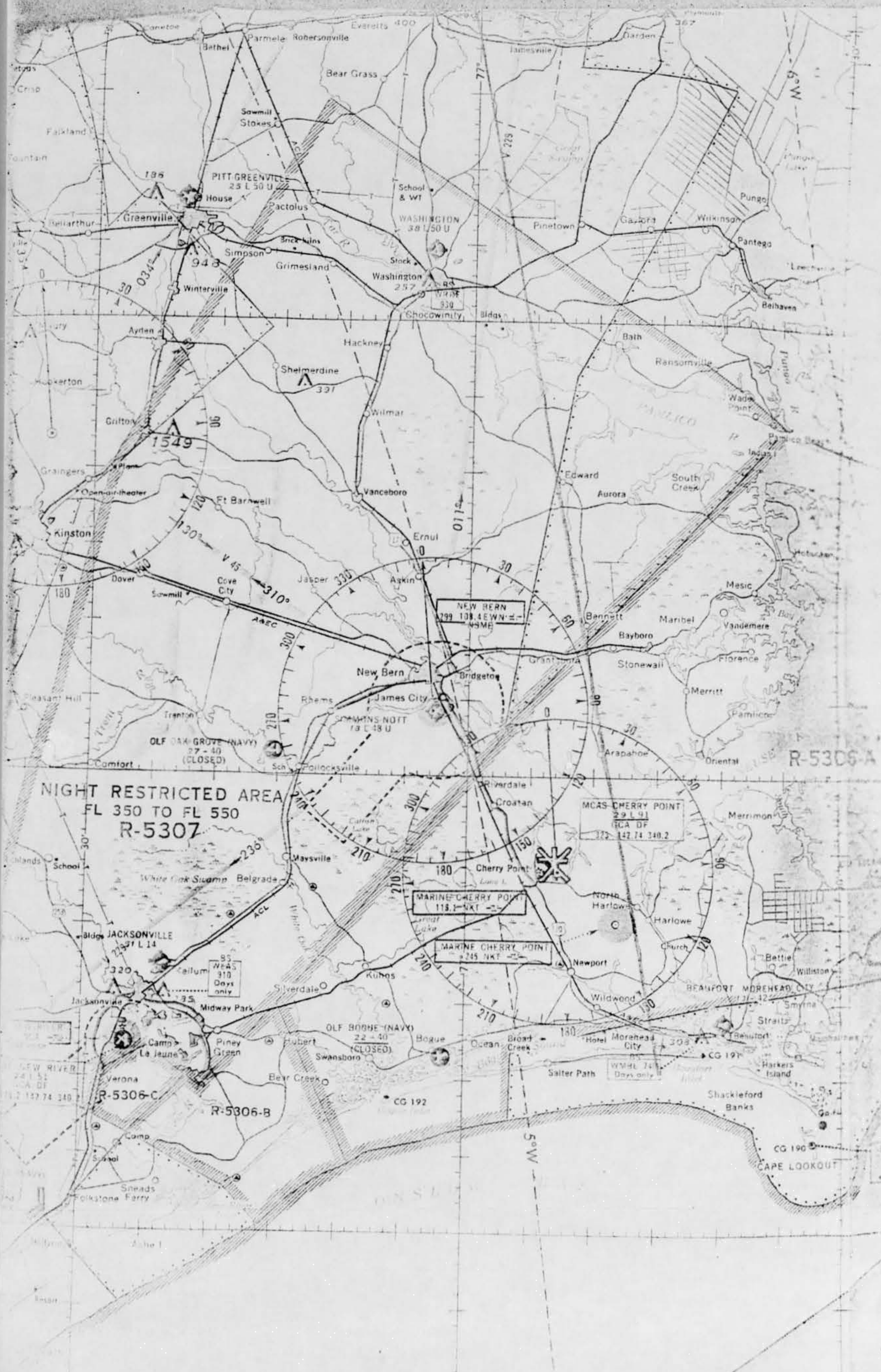
NEW RIVER
355 NCA
Fog voice

MCAN NEW RIVER
24 L 51
GCA-DF
125.2 142.74 140.2

R-5306-C

R-5306-B

VORTAC
117.2 Ch 115 RDU
116.0 MVB



NIGHT RESTRICTED AREA
FL 350 TO FL 550
R-5307

MCAS CHERRY POINT
29 L 91
122 142 74 340.2

MARINE CHERRY POINT
118.7 NKT

MARINE CHERRY POINT
245 NKT

R-5306-C

R-5306-B

R-5306-A

CG 192

CG 190

CAPE LOOKOUT

149TH TACTICAL FIGHTER SQUADRON (TAC)

UNITED STATES AIR FORCE
BYRD FIELD, SANDSTON, VIRGINIA

REPLY TO
ATTN OF: OIT

20 July 1962

SUBJECT: Report of UFO Sightings

to: Air Technical Intelligence Center
Wright-Patterson AFB, Ohio

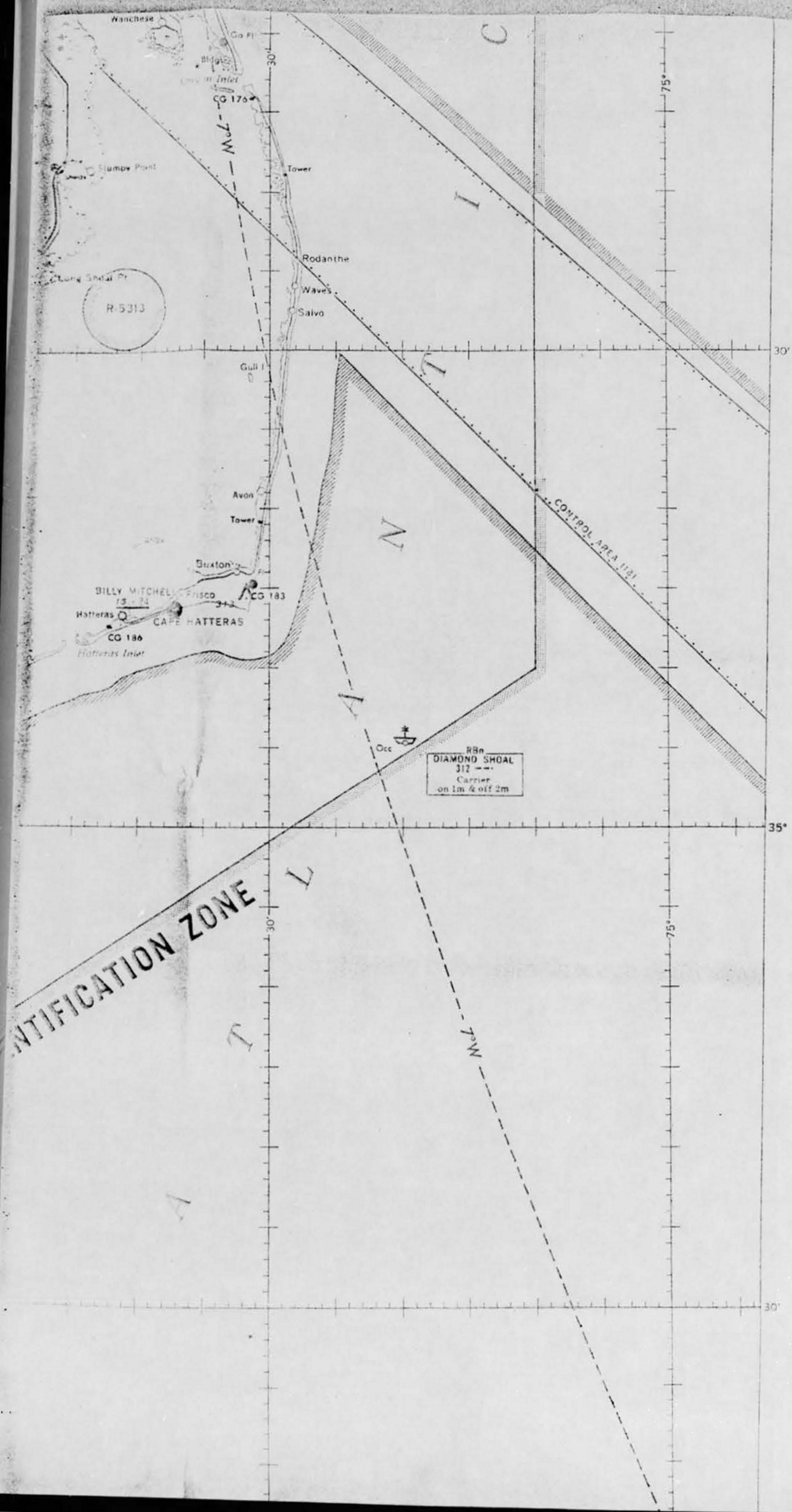
1. On 6 July 1962, this squadron was notified that two local Richmond residents of the same family had made UFO sightings on 30 June 62 and 1 July 62.
2. The family was on vacation on 6 July and was contacted by the squadron Intelligence Officer on 9 July for more details.
3. The 30 June sighting was not resolved as to its possible identity and information is forwarded in attachments in accordance with AFR 200-2.
4. The 1 July sighting was obviously an observation of ECHO I when compared to information received from the National Aeronautics and Space Administration.
5. All additional information is contained in attachment form.

James P. Whitman
JAMES P. WHITMAN
Captain USAF
Intelligence Officer

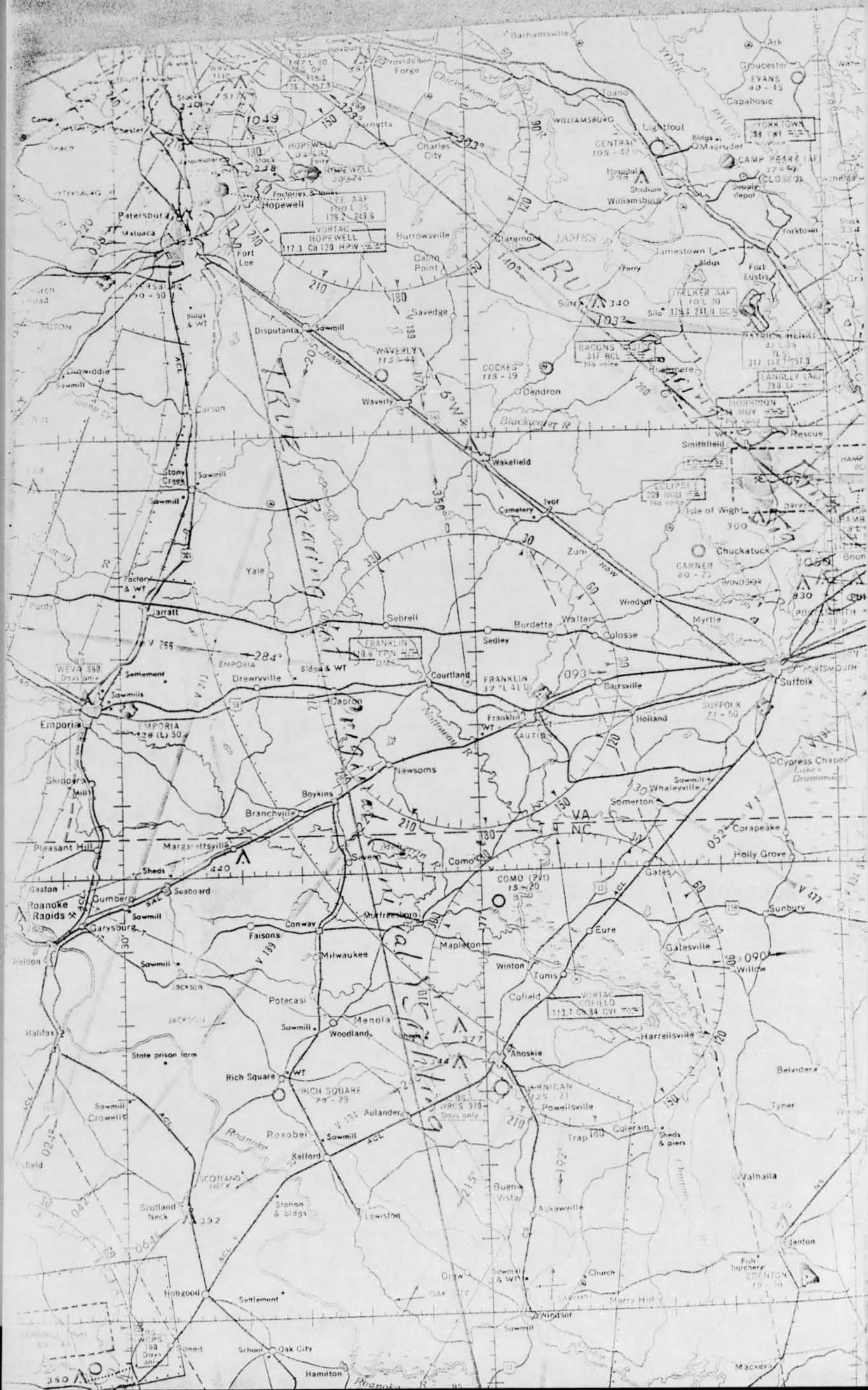
- 4 atchs
1. 30 June Sighting
 2. 1 July Sighting
 3. 30 June Local Weather Observations
 4. Norfolk Section with Observers
Location and Sight Bearings Plotted

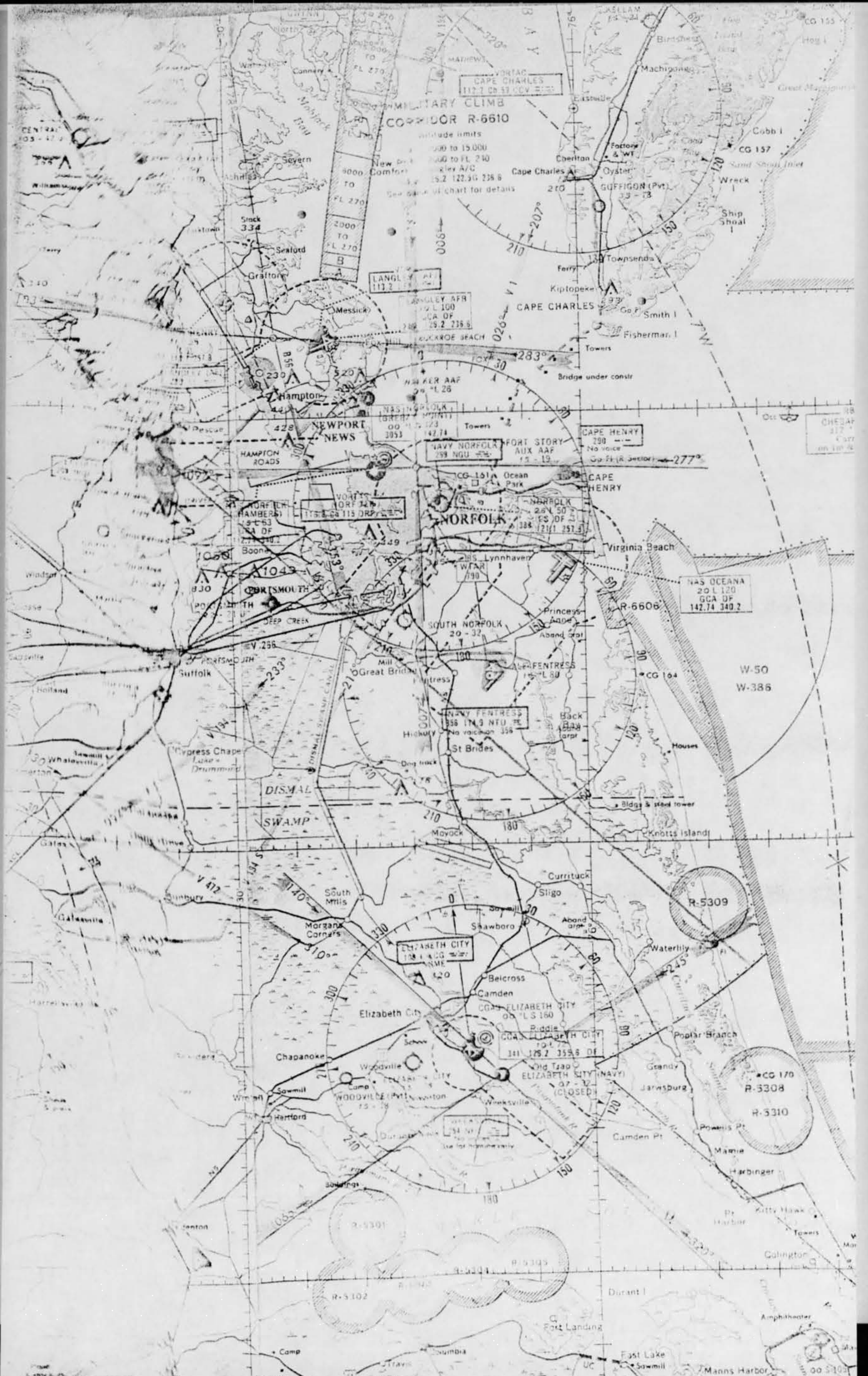
Copy to:
108 TFW (DI)
9th AF (DI)
TAC (DI)











**MILITARY CLIMB
CORRIDOR R-6610**

Altitude limits
1000 to 15,000
1000 to FL 240
15.2 122.5G 238.6
See chart for details

LANGLEY AFB
113.2 38.5
15.2 122.5G 238.6

NAS NORFOLK
113.2 38.5
15.2 122.5G 238.6

NORFOLK
113.2 38.5
15.2 122.5G 238.6

ELIZABETH CITY
113.2 38.5
15.2 122.5G 238.6

CAPE CHARLES
113.2 38.5
15.2 122.5G 238.6

CAPE HENRY
113.2 38.5
15.2 122.5G 238.6

NAS OCEANA
20.1 120
142.74 340.2

W-50
W-386

R-5309

CG 170
R-5308

R-5310

R-5102

R-5301

R-5305

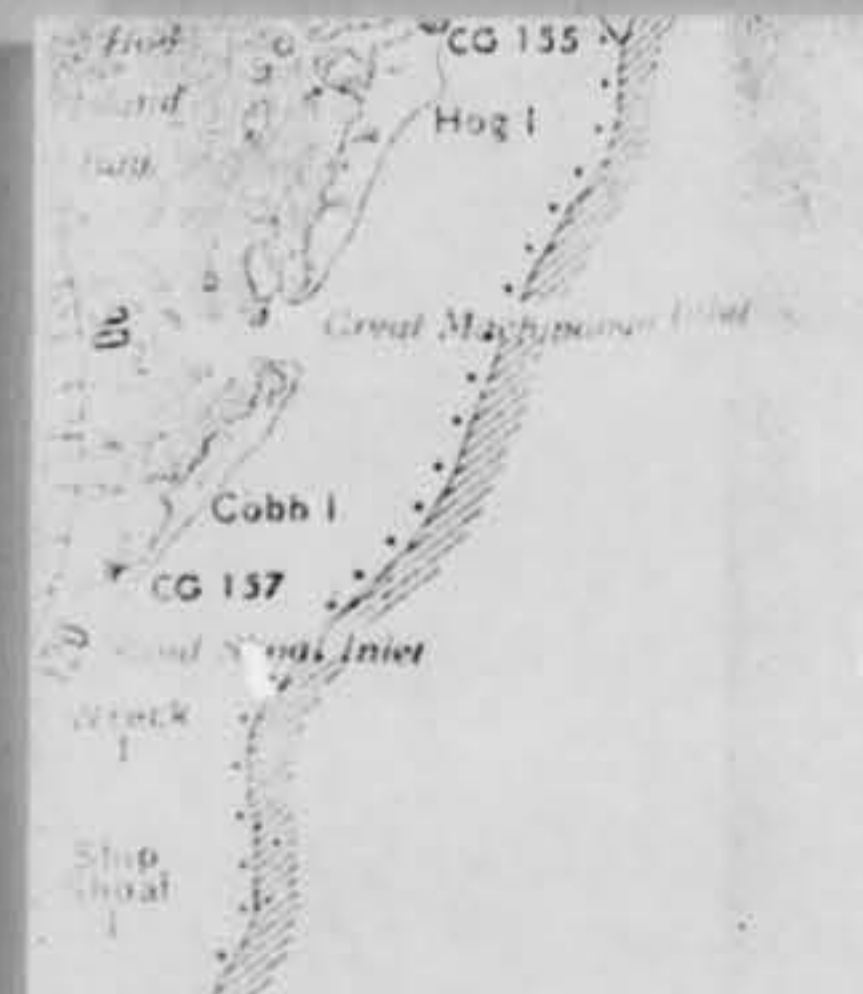
R-5304

R-5303

R-5302

R-5301

R-5300



WARNING AREA W-386

Warning: National Defense Operating Area
Operations hazardous to the flight of aircraft
conducted within this area

CG 137
Carrier
on 1m & off 2m

ATLANTIC COASTAL AIR DEFENSE
IDENTIFICATION ZONE

N

A

E

C

W-50
W-386

ATLANTIC

CG 170
R-5308
R-5310

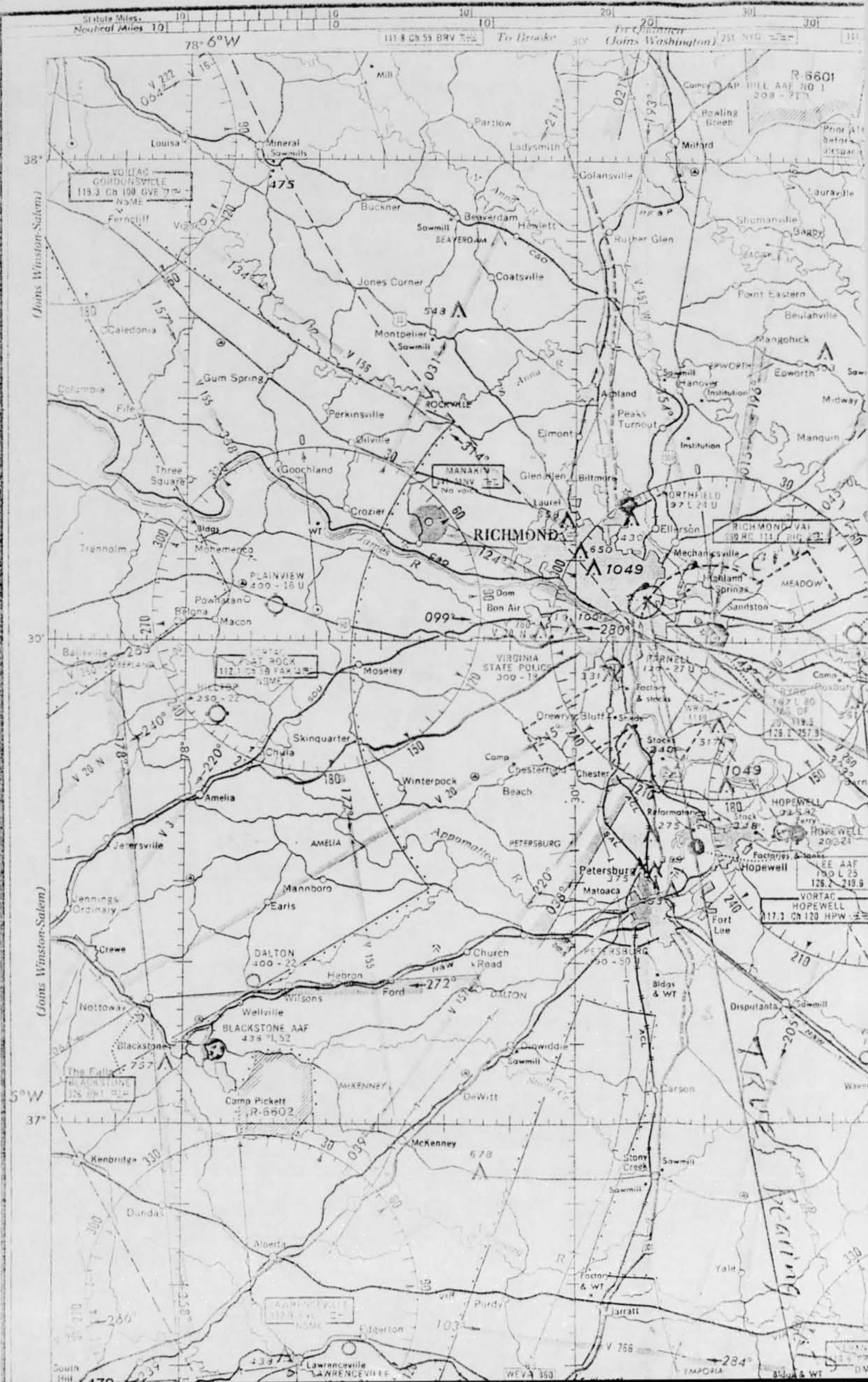


W-72

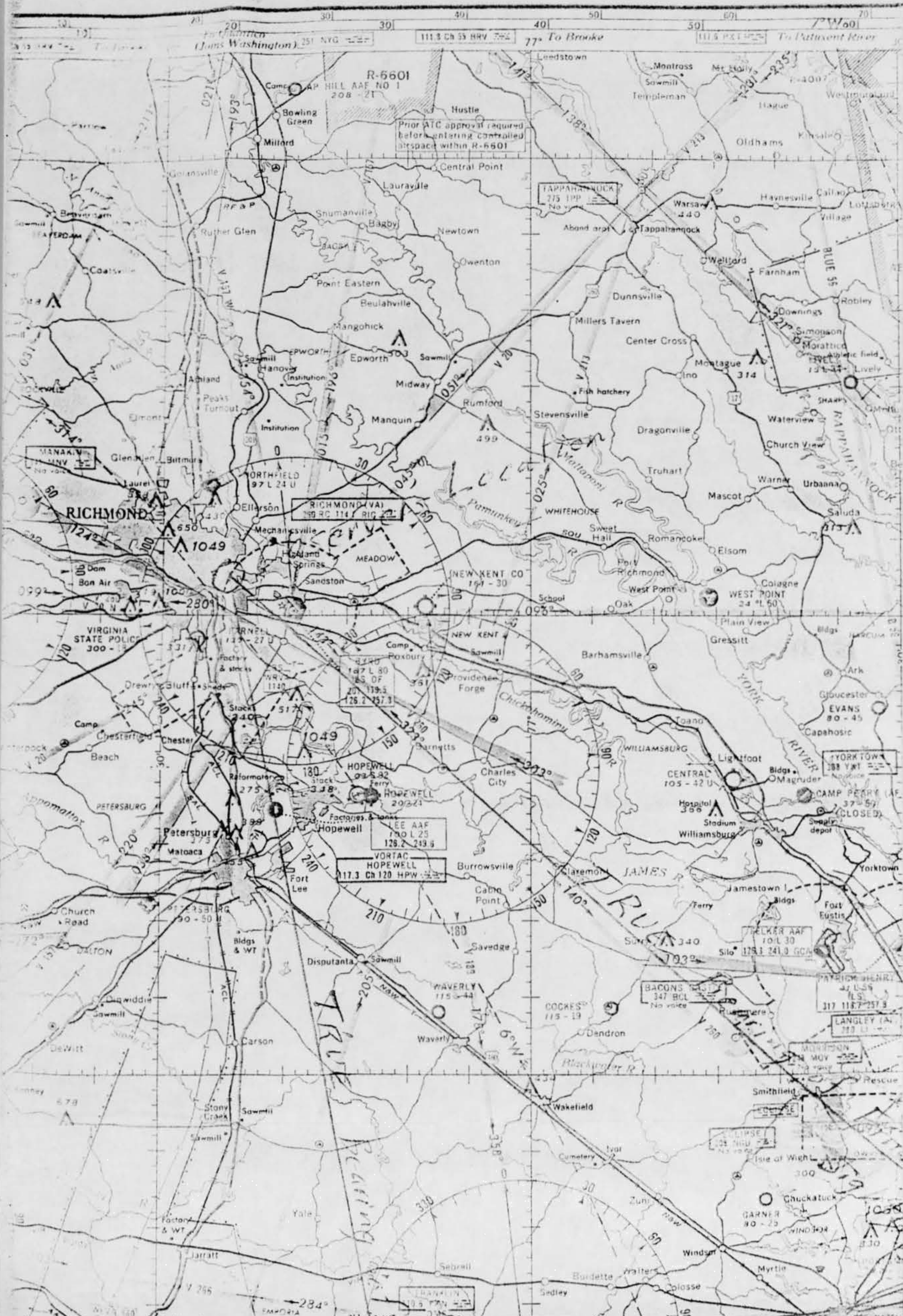
Warning: National Defense Operating Area
Operations hazardous to the flight of aircraft
conducted within this area

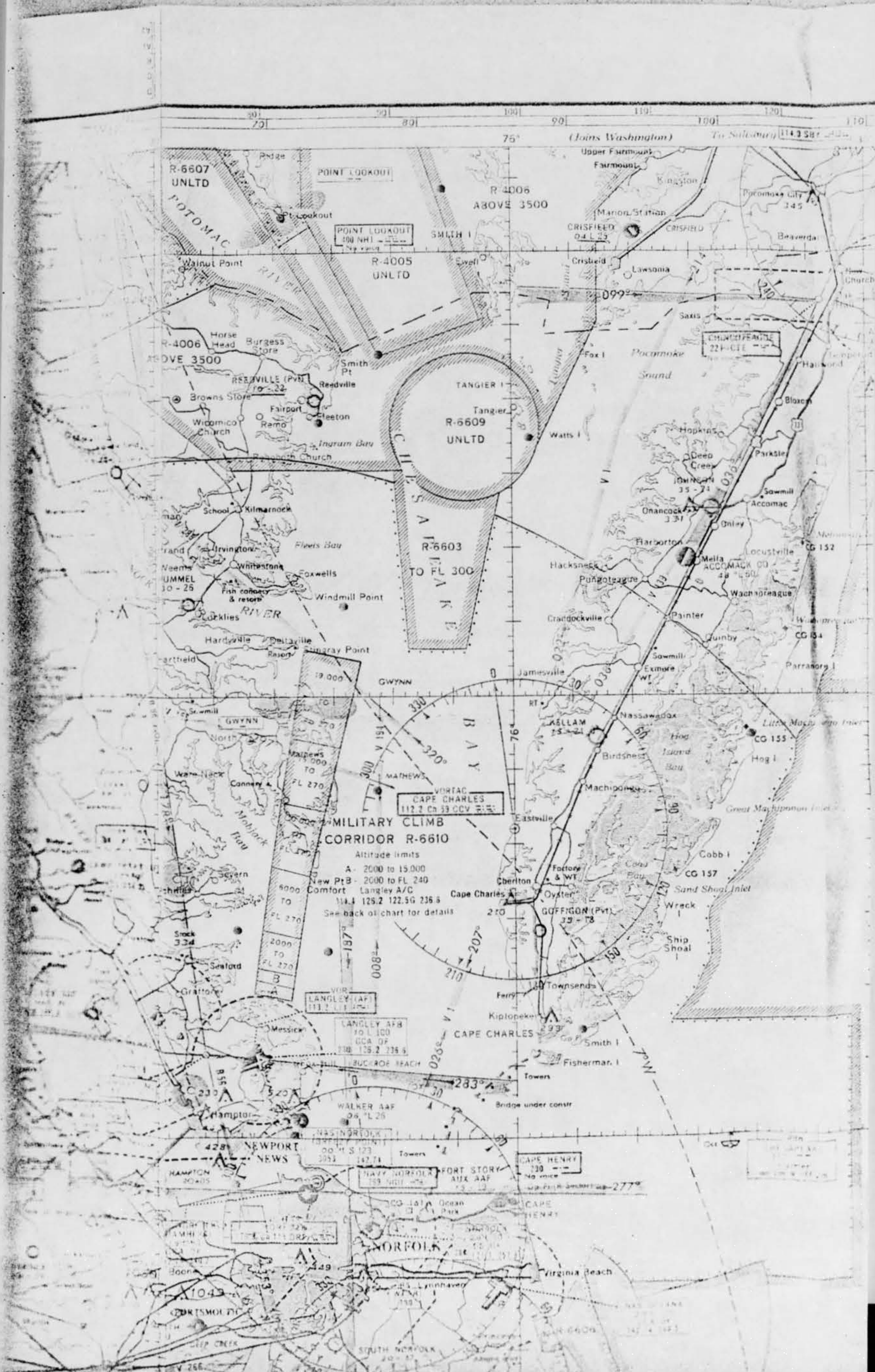
NORFOLK

ELEVATIONS



ELEVATIONS IN FEET





R-6607
UNLTD

POINT LOOKOUT

R-4006
ABOVE 3500

R-4005
UNLTD

R-4006
ABOVE 3500

R-6609
UNLTD

R-6603
TO FL 300

MILITARY CLIMB
CORRIDOR R-6610

Altitude limits
A - 2000 to 15,000
New Pt B - 2000 to FL 240
Comfort Langley A/C
114.1 125.2 122.5G 236.6
See back of chart for details

VORTAC
CAPE CHARLES
112.2 Ch 59 OCY 215

VORT
LANGLEY (AF)
113.2 113.2

LANGLEY AFB
101.100
CCA OF
113.2 125.2 236.6

BUCH ROE BEACH

WALKER AAF
06 L 26

NAS NORFOLK
00 L 123
205.1 142.71

NAVY NORFOLK
159 159.1

PORT STORY
AUX AAF
15.1 15.1

CAPE HENRY
130
No voice

CAPE HENRY

NORFOLK

CAPE HENRY

CAPE HENRY

CAPE HENRY

CAPE HENRY

CAPE HENRY

NORFOLK

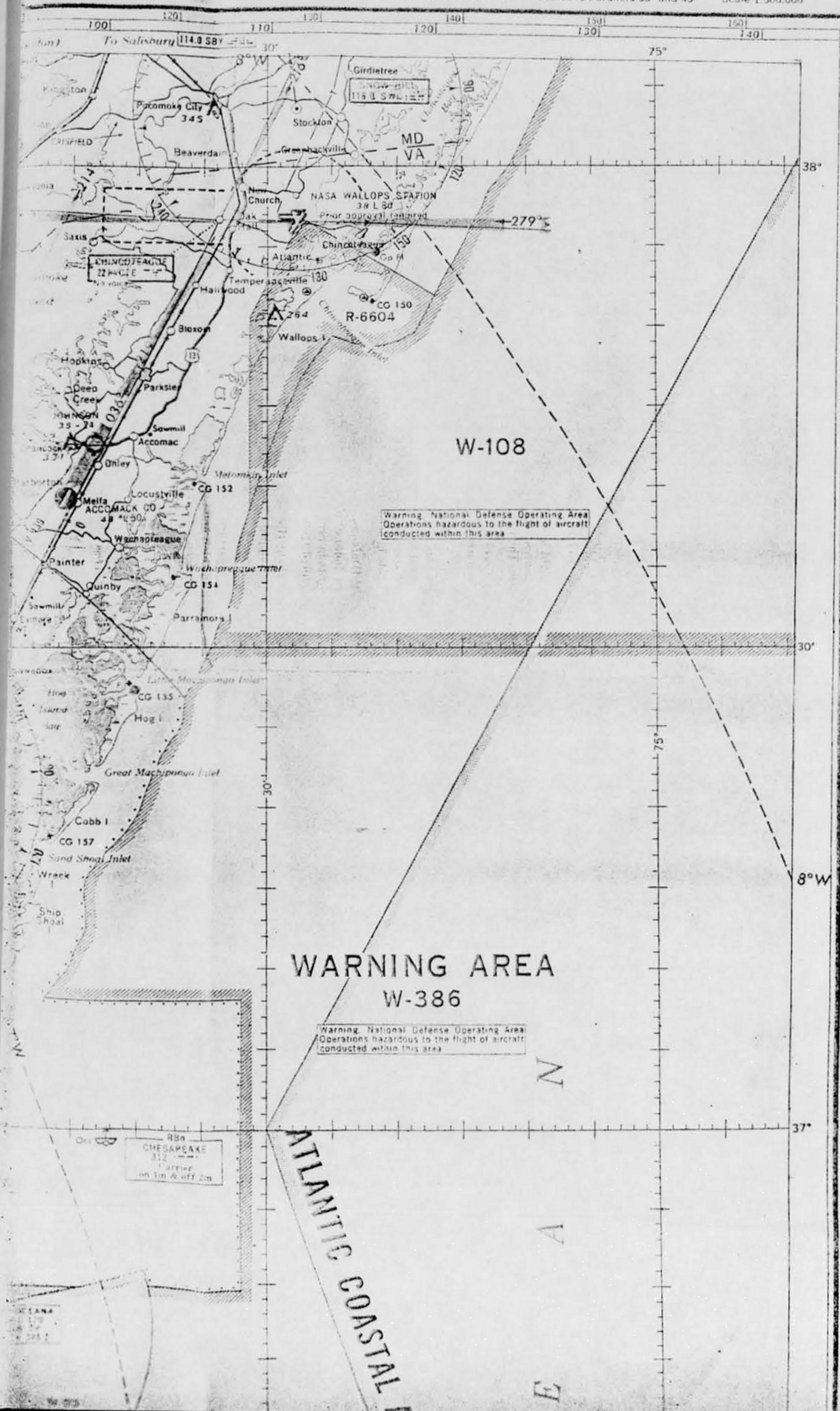
Lambert Conformal Conic Projection

Standard Parallels 33° and 45°

Scale 1:500,000

(Joins Washington)

Attach 4



W-108

Warning National Defense Operating Area
Operations hazardous to the flight of aircraft
conducted within this area

WARNING AREA
W-386

Warning National Defense Operating Area
Operations hazardous to the flight of aircraft
conducted within this area

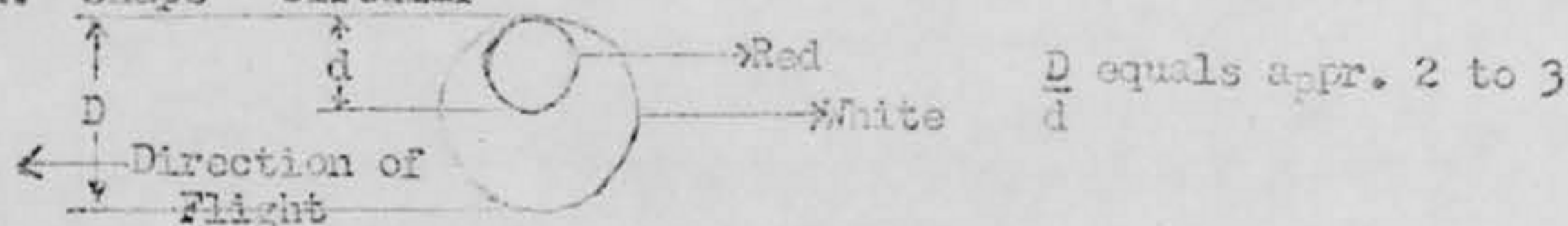
RBA
CHESAPEAKE
312
Carrier
on 1m & off 2m

ATLANTIC COASTAL

Summary of 30 June Sighting

1. Description of object

a. Shape - Circular



b. Size

(1) The individual observed Echo I the following night. If the size of Echo I was assumed to be that of a fifty cent piece, the size of this object would be that of a dime or slightly smaller.

c. Color

(1) As indicated above.

d. Number - One only.

e. Details or features

(1) As indicated above. Two solid circular areas of white and red light source. No other details visible to the observer.

f. No tail, trail, or exhaust were visible to the observer.

g. No sound was heard in connection with the object.

h. No other pertinent or unusual features were apparent to the observer.

2. Description of Course

a. The observer stated that his attention was first called to the object because of the source of red light involved. At the time he stated he was sitting on a porch of his residence looking at the stars. The observer wears glasses to correct for lack of detail of distant objects. He does not require glasses for reading purposes. He was wearing his glasses at the time of initial observation.

b. Location of object at initial observation

Angle of elevation - 20° plus or minus 1°
True bearing - 169° plus or minus 5°

c. Location of object as it disappeared behind trees

Angle of elevation: $13\frac{1}{2}^{\circ}$ plus or minus 1°
True bearing - 132° plus or minus 5°

*78 is a point source!
Impossible!
But as indicated!*

AERODROMES - NORFOLK SECTIONAL CHART

NAME	LAT. LONG.	ELEV.	RUNWAYS			FACILITIES			REMARKS
			NO.	LONGEST	SURFACE	FUEL	REPAIRS	LIGHTING	
Accomack Co. Municipal	37°39'-75°48'	48	1	5000	Concrete			2000' M end on prior request	5000' of runway available, 2000' of S end closed
OLF Atlantic (Navy)	34°53'-76°21'	24	3	3500	Asphalt				Closed. OLF to MCAS Cherry Point
Barnhill	35°57'-77°33'	60	1	4000	Turf				Private. Pole line W. Trees E
Beaufort-Morsehead City	34°41'-76°40'	13	3	4252	Bituminous	80,91			
Billy Mitchell (Hatteras)	35°14'-75°31'	13	1	2400	Asphalt				
Blackstone AAF	37°04'-77°57'	436	4	5240	Concrete			Beacon & rawy. on prior request	Attd. 24 hrs. Caution: Freq. parachuting & sky diving. Rawys. 3/21, 8/23, 12/30 closed
OLF Bogue (Navy)	34°41'-77°01'	22	3	4000	Asphalt				Closed. OLF to MCAS Cherry Point
Byrd	37°39'-77°19'	187	3	8000	Concrete	80,91, 100J, A.B.C. 113/143	Major	Runway, hi-intens. appr. & runway on request	Attd. 24 hrs. 2-way radio req'd. Use paved areas only. Landing fee for executive & non-schedule air carrier. Rt. tlc. rawys. 6/24 & 33. †123.9 mc. A.N.G. use
OLF Camp Davis (Navy)	34°50'-77°34'	50	2	5500	Concrete				Closed
Camp Peary (AF)	37°19'-75°38'	37	1	5000	Asphalt				
Central	37°19'-76°43'	193	2	4200	Turf	80/87	Major		SW, E blocked trees. NE blocked pole line
MCAS Cherry Point	34°54'-75°53'	29	8	9100	Asphalt	A+B,J	Major	Runway, flood, hi-intens. rawy. & approach	Official business only
Cockes	37°04'-75°53'	115	1	1900	Turf				
Como	36°28'-75°59'	15	1	2000	Turf				Private
Dalton	37°05'-77°51'	400	1	2200	Turf				
Edenton	35°01'-75°34'	19	3	4800	Asphalt				
CGAS Elizabeth City	36°16'-75°11'	10	5	7219	Concrete	A+,B		Runway, hi-intens. rawy.	Runway 5/21 & 14/32 closed. Runway 7/25 emerg. use only. Official business only. Operates on prior notice
CGAS Elizabeth City	36°16'-75°19'	00	2	16000	Pasquotank River		Minor	Seadrome lights on 1 hr. prior request, flood	Tower operates 0800-1600 Mon.-Fri. 0800-2200 Sat., Sun.
Elizabeth City Municipal	36°15'-75°15'	15	3	2800	Turf	80/87	Major		Landing strips rough
Elizabeth City (Navy)	36°14'-75°08'	07	2	3200	Asphalt				Closed
Emporia Mun.	36°41'-77°29'	128	3	5044	Asphalt & Concrete	80/87	Minor	Runway, dusk to 2300	W & NE bld trees
Engelhardt	35°50'-75°00'	01	1	3000	Turf				
Evans	37°24'-75°29'	80	1	4500	Turf				
Felker AAF	37°08'-75°37'	10	1	3020	Asphalt	A	Major	Runway	Attended 24 hours
ALF Fortress (Navy)	36°42'-75°08'	16	5	8000	Concrete			Runway, prior req.	ALF to NAS Oceans
Fort Story Aux AAF	36°55'-75°01'	13	1	1950	Steel mat				
Franklin Mun.	36°42'-75°54'	37	3	4100	Concrete	80,100	Minor	Bdy. & ben. on prior req. by phone	Use paved areas only
Garner	36°51'-75°41'	80	1	2500	Turf				Not attended. Fuel available
Goffigon	37°14'-75°58'	25	1	1800	Turf				Private
Grady Field	35°00'-77°55'	93	1	2000	Turf				Private
Halifax County	36°28'-77°43'	250	3	3200	Turf	80,91		Strip on req. after 2300	Field rough
Hilltop	37°25'-77°57'	250	1	2200	Turf	80			Pole line W
Hopewell	37°18'-77°13'	20	3	2413	Asphalt	80,100	Major		SW bld. trees
Hopewell Seapl. Base	37°18'-77°13'	03	1	9240	James River	80, 100/130	Major		Ramp, float, dock
Hummel	37°35'-75°27'	39	2	2600	Turf				
Jacksonville	34°47'-77°23'	01	1	2800	Turf, W half paved				Private
Jernigan	36°15'-75°59'	125	1	2100	Turf	80			Strip rough
Johnson Field	37°42'-75°43'	35	1	2450	Turf	80/87			Pole line NW
Kellam	37°27'-75°53'	15	2	2100	Turf	80/87	Major		
Lawrenceville Municipal	34°45'-77°47'	317	2	2400	Turf				Irreg. attd. Fuel, repairs avail. N blocked trees
Lee AAF	37°17'-77°27'	100	1	2800	Asphalt	A,C	Minor	Runway	Twr. oper. 0700-1600 Mon.-Fri.
Livdy	37°45'-75°34'	15	2	3400	Turf			Bdy., rawy. on request	Not attended. Fuel available
Manteo	35°55'-75°42'	12	3	3300	Asphalt	80,91, 100	Major		Attd. 24 hrs. NE bld. trees. E/W runway rough
Manteo Seaplane	35°55'-75°43'	00		10,560	Croatan Sound	80,91	Major		Ramp dock, combined oper. with airport. Unsafe for light aircraft-rough water
New Hanover County	34°16'-77°54'	31	3	8000	Asphalt & Conc.	80,91, 100J	Major	Rawy. appr. & hi-intens. runway	Attd. 24 hrs. 50' unlighted overhead hi-voltage pole line running W from Cont. twr. to airport boundary. Radar tower NW
New Kent Co.	37°31'-77°08'	161	1	3000	Turf	80/87	Minor		
MCAP New River	34°42'-77°20'	24	3	1125	Asphalt	A+B	Minor	Runway	Attd. wk. days, Sat. on 2 hr. prior notice. Off. business only. Rawy. 14/32 clud. Twr. oper. 0700-sunset Mon.-Fri.
NAS Norfolk (Chambers Fld.)	36°56'-76°17'	15	3	6320	Concrete	A+BC, J	Major	Runway, bdy., fld. and hi-intens. rawy.	Restricted
NAS Norfolk (Greasy Point SPB)	36°57'-76°17'	00		12,300	Willoughby Bay	A+B, J	Major	Lighted buoys, hi-intens. appr. on 6 hrs. prior request	Ramps, buoys, haulout

NAME	LAT.
Norfolk Mun.	36°54'
Northfield	37°38'
NAS Oceans	36°50'
OLF Oak Grove (Navy)	35°02'
Parnell	37°28'
Patrick Henry	37°08'
Petersburg Mun.	37°14'
Pitt-Greenville	35°54'
Portsmouth	36°54'
Plainview	37°32'
Roadside	37°50'
Rich Square	36°15'
Rocky Mount Municipal	35°58'
Simmons-Nott	35°04'
South Norfolk	36°48'
Stallings Field	35°20'
Suffolk Mun.	36°50'
Virginia State Police	37°50'
Walker AAF	37°01'
NASA Wallops Station	37°56'
Washington Municipal (Warren Field)	35°34'
Waverly Mun.	37°04'
West Point Municipal	37°31'
Weyerhaeuser Company	35°51'
Wilson Mun.	35°45'
Woodville	35°14'

Fuel octane rat
Military fuel is
The above list
*Joint civil and
† Aeronautical
SPB: Indicate
Private aerodromes

Military aerodromes

NOTE: Aerodromes reflect for change

When you see
When you see

AERODROMES - NORFOLK SECTIONAL CHART

NAME	LAT. LONG.	ELEV.	RUNWAYS			FACILITIES			REMARKS
			NO.	LONGEST	SURFACE	FUEL	REPAIRS	LIGHTING	
Norfolk Mun.	36°54'-76°12'	26	3	5002	Concrete	80/87, 91/96, 100/130	Major	Runwy., hi-intens. appr. & runway	Attd. 24 hrs. S, SE bld., trees. Landing fee in lieu of gas purchase, \$ 123.0 mc.
Northfield	37°38'-77°26'	197	2	2400	Bituminous on 3000' strip	80/87, 100	Major	Runway	
NAS Oceana	36°50'-76°02'	20	4	12,000	Concrete	A+, J	Minor	Runwy., bdy. hi-intens. rwy. & appr.	
OLF Oak Grove (Navy)	36°02'-77°15'	27	3	4000	Asphalt				Clad.; OLF to MCAS Cherry Pt.
Parnell	37°28'-77°27'	120	2	2750	Turf	80	Major		
Patrick Henry	37°08'-76°30'	41	2	5000	Concrete	80/87, 100/130	Minor	Runwy. & hi- intens. rwy. & appr. on req.	Attd. 24 hrs. Major airframe repairs avail. Landing fee in lieu of gas purchase, \$ 123.0 mc.
Petersburg Mun.	37°11'-77°31'	190	3	5000	Asphalt & concrete	80/87, 100/130	Minor		
Platts-Greenville	36°35'-77°23'	25	3	5000	Asphalt	80, 91		Runwy. on req.	Rt. tie. runways 19, 25 & 32
Pottamouth	36°47'-76°27'	22	2	2150	Asphalt on 3500' Turf	80, 91	Major		S bld. pole line
Plainview	37°32'-77°53'	400	1	1500	Turf	80			
Roseville	37°50'-78°16'	19	1	2200	Turf				Private. Pole line NE
Ross Square	36°15'-77°17'	78	1	2500	Turf				Pole line NW
Rocky Mount Municipal	35°53'-77°48'	27	2	4005	Asphalt	80, 100	Major	Runway	Attd. 24 hrs. Contact Rocky Mount Radio for airport info, services prior to landing. Pole line SE
Simmons-Nott	35°04'-77°30'	18	2	4307	Bituminous	80, 91, 100	Major	Runway	Attended 24 hours
South Norfolk	36°46'-76°15'	29	2	3250	Turf	80/87, 91/96	Major		Pole line W
Stallings Field	35°20'-77°57'	33	3	5000	Asphalt	80, 100		Runwy. on req.	
Suffolk Mun.	36°40'-76°36'	71	3	5000	Concrete	80			
Virginia State Police	37°30'-77°32'	300	1	1800	Turf	80			SE bld. trees, 420' twr. on NE side of field
Walker AAF	37°01'-75°18'	66	1	2400	Asphalt	A, C	Minor	Runway on prior request	Official business only
NASA Wallops Station	37°56'-75°28'	38	3	8000	Concrete			Hi-int. rwy. on request	Prior approval required. Runwy. 04/22 clsd. UFN - construction
Washington Municipal (Warren Field)	35°34'-77°03'	35	3	5000	Concrete	80, 100	Major	Runway	Attended 24 hours. Right traffic NE, ESE VSSE
Waverly Mun.	37°04'-77°08'	115	2	4400	Turf				
West Point Municipal	37°31'-76°45'	24	3	5000	Concrete			Runwy. on prior request	Unattended, fuel in emergency only
Weyerhaeuser Company	35°51'-76°47'	10	2	2900	Turf				Private
Wilson Mun.	35°48'-77°53'	161	3	4500	Asphalt	80, 100	Major	Runway	
Woodville	36°14'-76°21'	15	1	1800	Turf				Private. Pole line SSE, S

Fuel octane ratings listed by number are those available to civil aircraft, unless otherwise noted.

12-28-61

Military fuel is listed by letter code indicating octane ratings as follows: A+: 115/145, A: 100/130, B: 91/96, C: 73 or 80, J: Jet Fuel.

The above listing does not include Air Force aerodromes.

*Joint civil and military operations; Air Force facilities at these fields are not listed.

‡ Aeronautical advisory station operating on 123.0 mc.

SPB: Indicates seaplane base or anchorage.

Private aerodromes: Indicated by (Pvt) on face of chart and "Private" in Remarks column. Use only in emergency or by specific authorization. General use by other than owner may be prohibited by State law or restricted by owner.

Military aerodromes: Army, Navy, AF, AFB, AB, AAF, NG, NAS, MCAS, OLF, ALF. For use of Armed Services.

Civil use only by prior permission of the Commanding Officer.

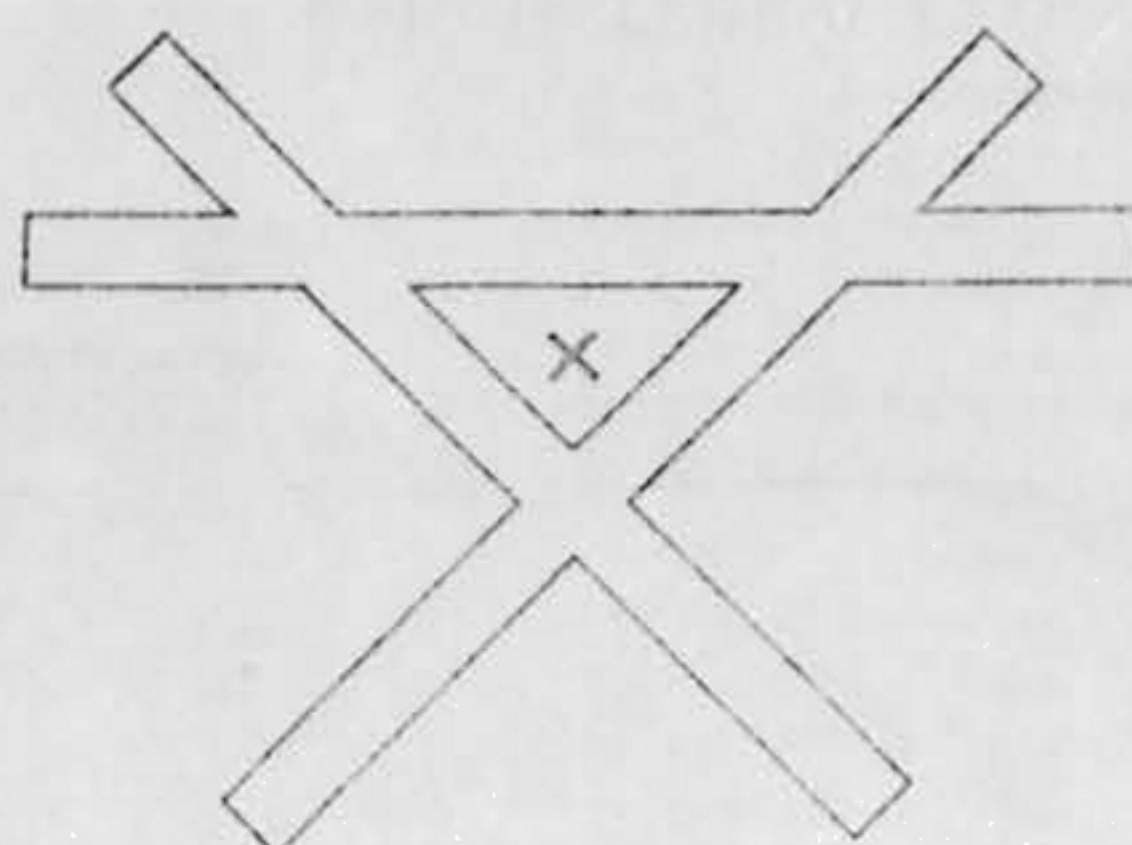
NOTE: Aerodrome information tabulated above was abstracted from the latest available reports and may not reflect existing conditions as of date of issue of this chart. Consult the Airman's Guide and NOTAMS for changes in aerodrome data.

CLOSED AIRPORT AND RUNWAY MARKER

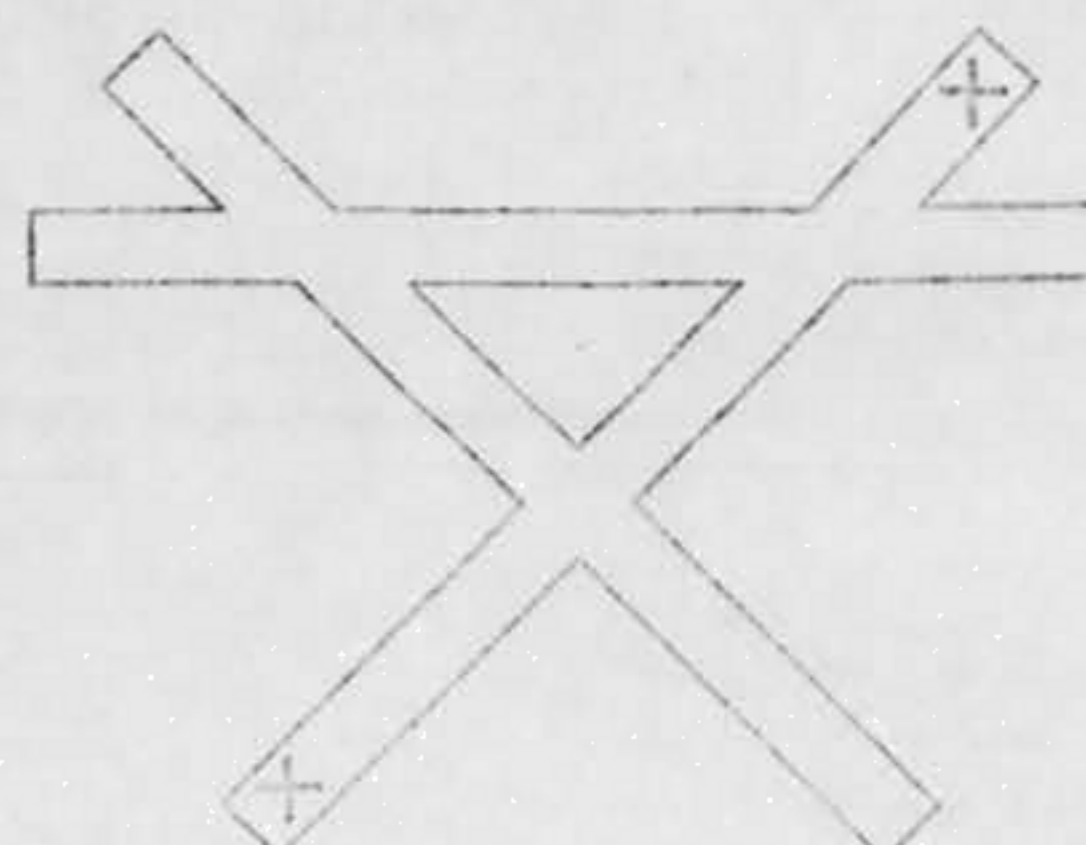
When you see a large "X" in the center of the airport, that airport is closed. Do not attempt a landing!

When you see an "X" on a runway, that runway is closed and hazardous for use. Do not use it!

TYPICAL INSTALLATIONS



ENTIRE AIRPORT CLOSED



ONE RUNWAY CLOSED

PROHIBITED, RESTRICTED, WARNING, AND CAUTION AREAS ON NORFOLK SECTIONAL CHART

NO.	NAME	ALTITUDE	TIME	APPROPRIATE AUTHORITY
R-4005	Patuxent, Md.	Unlimited	Continuous	C.O., NAS, Patuxent River, Md.
R-4006	Patuxent, Md.	Above 3500	Continuous	C.O., NAS, Patuxent River, Md.
R-4007	Patuxent, Md.	To 5000	Continuous	C.O., NAS, Patuxent River, Md.
R-5301	Albemarle Sound, N.C.	To 20,000	Sunrise to sunset	Comdr., Fleet Air, NAS, Norfolk, Va.
R-5302	Albemarle Sound, N.C.	To 20,000	Sunrise to sunset	Comdr., Fleet Air, NAS, Norfolk, Va.
R-5303	Albemarle Sound, N.C.	To 20,000	Sunrise to sunset	Comdr., Fleet Air, NAS, Norfolk, Va.
R-5304	Albemarle Sound, N.C.	To 20,000	Sunrise to sunset	Comdr., Fleet Air, NAS, Norfolk, Va.
R-5305	Albemarle Sound, N.C.	To 20,000	Sunrise to sunset	Comdr., Fleet Air, NAS, Norfolk, Va.
R-5306-A	Cherry Point, N.C.	To FL 350	Continuous	C.G. Marine Corps Air Station, Cherry Point, N.C.
R-5306-B	Cherry Point, N.C.	To FL 290	Continuous	C.G. Marine Corps Air Station, Cherry Point, N.C.
R-5306-C	Cherry Point, N.C.	To 20,000	Continuous	C.G. Marine Corps Air Station, Cherry Point, N.C.
R-5307	Cherry Point, N.C.	FL 350 to FL 550	Sunset to sunrise	C.G. Marine Corps Air Station, Cherry Point, N.C.
R-5308	Currituck Sound, N.C.	To 10,000	Continuous	Comdr., Fleet Air Norfolk, NAS, Norfolk, Va.
R-5309	Currituck Sound, N.C.	To 10,000	Sunrise to sunset	Comdr., Fleet Air Norfolk, NAS, Norfolk, Va.
R-5310	Currituck Sound, N.C.	To 10,000	Continuous	Comdr., Fleet Air Norfolk, NAS, Norfolk, Va.
R-5313	Long Shoal Point, N.C.	Unlimited	Continuous	Comdr., Fleet Air Norfolk, NAS, Norfolk, Va.
R-6801	Camp A.P. Hill, Va.	To 22,000	Continuous	† FAA Washington ARTC Center or area FSS C.G. Second U.S. Army, Fort Meade, Md.
R-6802	Camp Pickett, Va.	To 22,000	Continuous	C.G. Second U.S. Army, Fort Meade, Md.
R-6803	Chesapeake Bay, Va.	To FL 300	Continuous	Coordinator, Virginia Capes operating area, Naval Base, Norfolk, Virginia
R-6804	Chincoteague Inlet, Va.	Unlimited	Continuous	Chief, Wallops Station, National Aeronautics & Space Administration, Wallops Island, Va.
R-6808	Pendleton, Va.	Unlimited	0800 to 1700 EST Mondays through Fridays	C.O., U.S. Fleet Air Defense Training Center, Dam Neck, Va.
R-6807	Potomac River, Va.	Unlimited	Continuous	C.O., Naval Air Test Center, Patuxent River, Md.
R-6809	Tangier Island, Va.	Unlimited	Continuous	Comdr., Fleet Air Norfolk, NAS, Norfolk, Va.
W-50	Pendleton, Va.	To FL 750	0730-1830 Monday through Friday	VACAPES OPARECORD, NAVB, Norfolk, Va. C.O., FADTC, Dam Neck, Va.
W-72	North Carolina	Unlimited	Continuous	COMPAIR, Norfolk, Va.
W-108	Chincoteague/Va. Capes	To FL 750	Continuous	VACAPES OPARECORD, NAVB, Norfolk, Va. C.O., NAS Patuxent River, Md. COMOPTEVFOR NAVB, Norfolk, Va.
W-122	Cherry Point, N.C.	To FL 550	Continuous	MCAS Cherry Point, N.C.
W-385	Virginia Capes	Unlimited	Continuous	VACAPES OPARECORD, NAVB, Norfolk, Va. Comdr., 836 ADIV, Langley AFB, Va.
W-523	Wilmington, N.C.	To FL 600	Sunrise to sunset	Comdr., Seymour-Johnson AFB, Goldsboro, N.C.

MILITARY CLIMB CORRIDOR

NOTE: All flights through these areas must obtain prior approval from the appropriate authority on frequencies listed.

R-5312	Goldsboro, N.C. (Seymour-Johnson AFB)	* See below	Continuous	† FAA, Raleigh-Durham, N.C. Approach Control: 126.2 122.5G Comdr., Seymour-Johnson AFB, N.C.
* A - 2100-15,000; B - 2100-FL 240; C - 2100-FL 270; D - 6100-FL 270; E - 10,100-FL 270; F - 15,100-FL 270; G - 19,100-FL 270.				
R-6810	Hampton Roads, Va. (Langley AFB)	* See below	Continuous	Langley AFB Approach Control: 111.4 126.2 122.5G 236.6
* A - 2000-15,000; B - 2000-FL 240; C - 2000-FL 270; D - 6000-FL 270; E - 10,000-FL 270; F - 15,000-FL 270; G - 19,000-FL 270.				

P - Prohibited R - Restricted W - Warning C - Caution † - Controlling Agency

Altitudes are in feet. Local time is shown unless otherwise noted.

No person shall operate an aircraft within a Prohibited Area, or within a Restricted Area between the designated altitudes during the time of designation unless prior permission has been issued by the appropriate authority as listed above. The appropriate authority is defined as either the controlling agency (†) or the using agency.

Flight within Caution Areas is not restricted, but pilots are advised to exercise extreme caution.

NOTE: Consult NOTAMS and Flight Information Publications for changes in data subsequent to JAN. 2, 1962.

RADIOTELEGRAPH CODE AND PHONETIC ALPHABET

INTERNATIONAL (ICAO)

A—ALFA	K—KILO	U—UNIFORM	0—ZERO
B—BRAVO	L—LIMA	V—VICTOR	1—WUN
C—CHARLIE	M—MIKE	W—WHISKEY	2—TOO
D—DELTA	N—NOVEMBER	X—XRAY	3—TREE
E—ECHO	O—OSCAR	Y—YANKEE	4—FOUR
F—FOXTROT	P—PAPA	Z—ZULU	5—FIVE
G—GOLF	Q—QUEBEC		6—SIX
H—HOTEL	R—ROMEO		7—SEVEN
I—INDIA	S—SIERRA		8—AIT
J—JULIETT	T—TANGO		9—NINE

MILITARY CLIMB CORRIDORS

GOLDSBORO, N.C. (SEYMOUR JOHNSON AFB)
RESTRICTED AREA R-5312

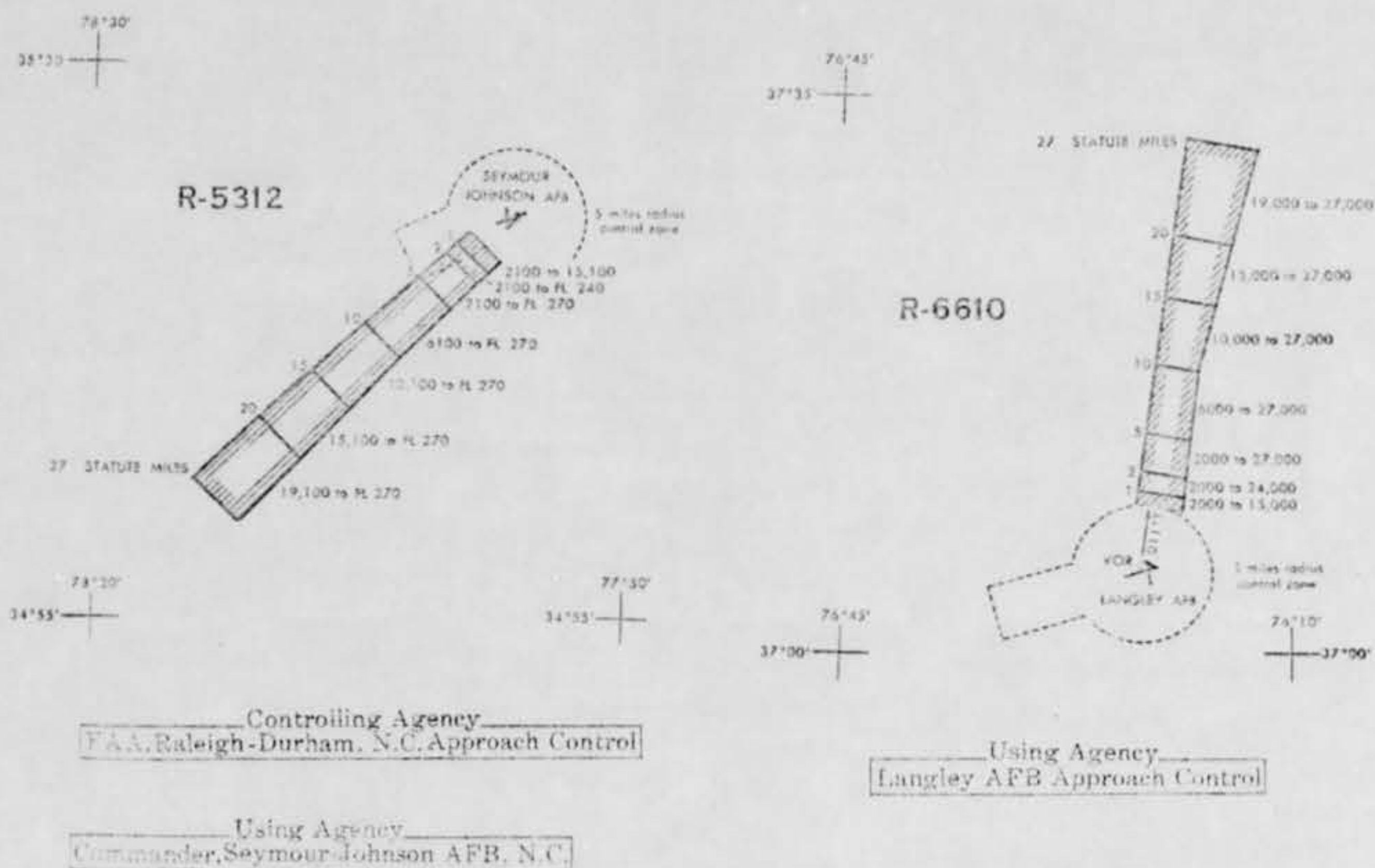
HAMPTON ROADS, VA. (LANGLEY AFB)
RESTRICTED AREA R-6610

The Military Climb Corridors illustrated below have been designated as Restricted Areas.

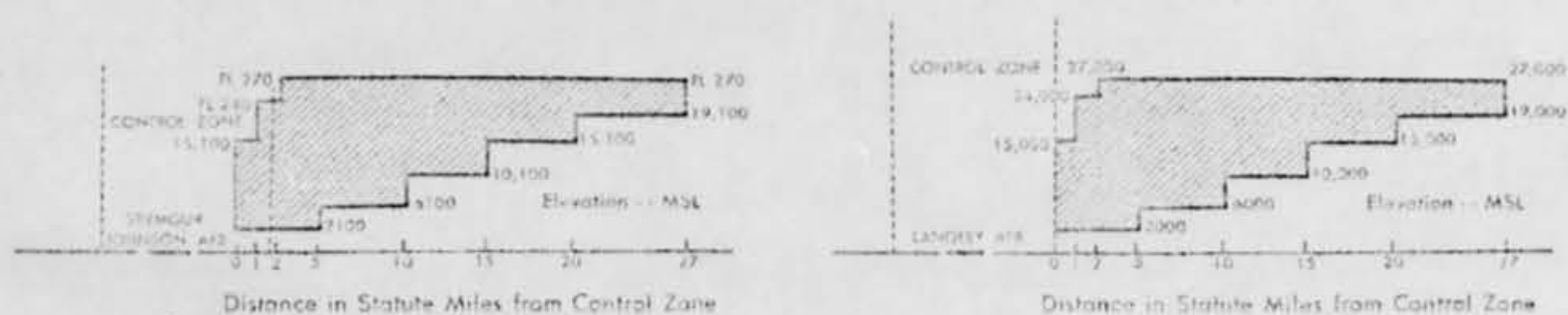
Pilots of Century Series aircraft on active air defense missions are unable to see and safely avoid other aircraft during the climb phase of a scramble. In the interest of safety, the Dept. of Defense and the FAA have agreed to establish restricted corridors to segregate such operations from other air traffic. ALL FLIGHTS through these areas must obtain prior approval from the Appropriate Authority.

The lateral and vertical limits of the Military Climb Corridors are indicated below. The relation of these corridors to the terrain and aeronautical facilities can be seen on the face of this chart, where the lateral limits are also shown.

LATERAL LIMITS OF MILITARY CLIMB CORRIDORS

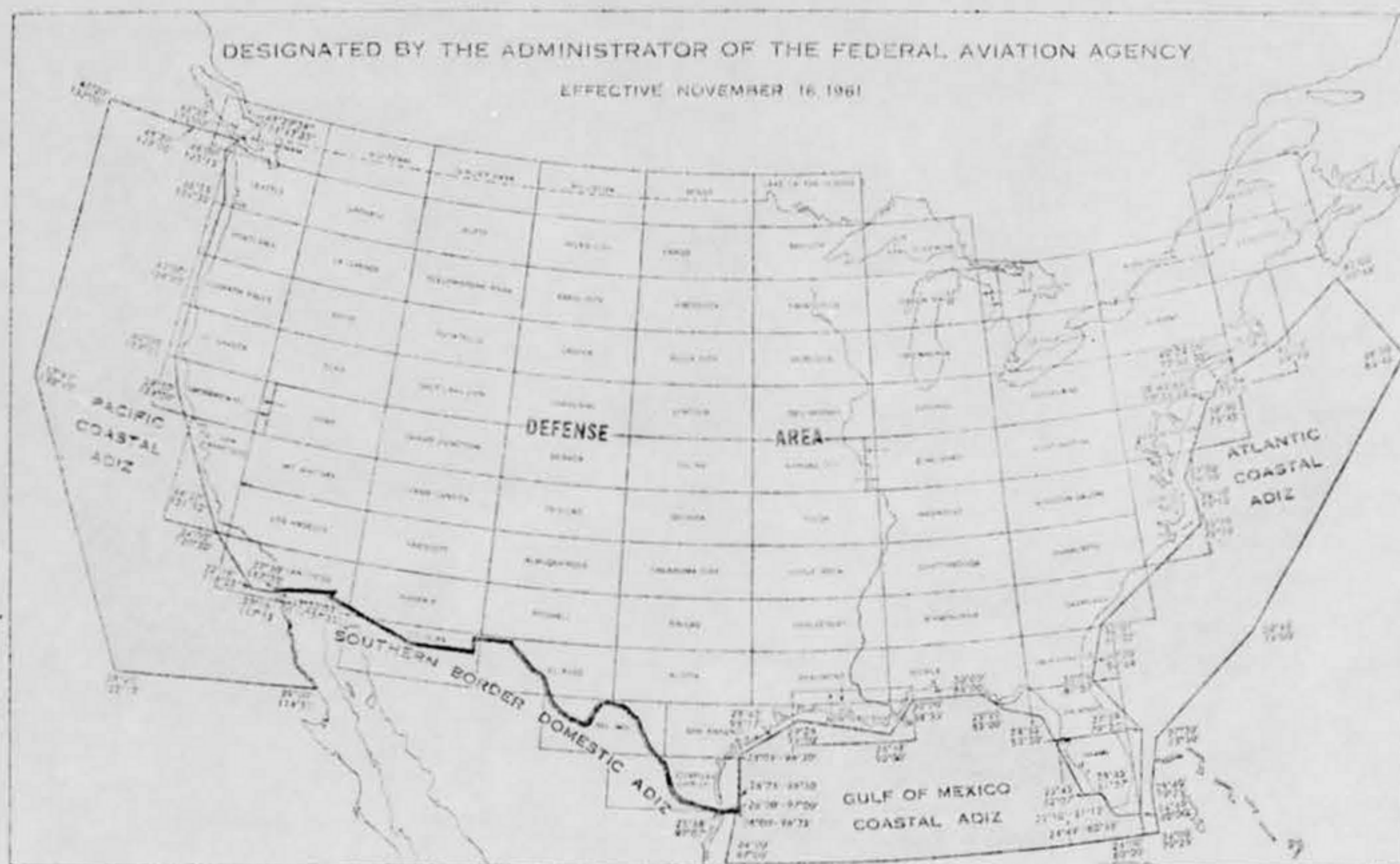


PROFILE SHOWING UPPER AND LOWER LEVEL OF MILITARY CLIMB CORRIDORS



NOTE: Consult NOTAMS and Flight Information Publication for changes in data subsequent to date of chart.

U.S. AIR DEFENSE IDENTIFICATION ZONES AND DEFENSE AREA



CIVIL AIR REGULATIONS - PART 620 - SECURITY CONTROL OF AIR TRAFFIC

Operational Requirements, Abbreviated Form

	Southern Border Domestic ADIZ	Alaskan Domestic ADIZ	Coastal ADIZs	DEWIZ
Flight Plan.	Required for northbound aircraft.	Required.	Required.	Required before take-off; ETDZ required. Exception permitted in §620.14(c).
Functioning Two-way Radio.	Required except as stated in §620.13(b) (1) (iii).	Required except as stated in §620.13(b) (1) (iii).	Required except as stated in §620.13(b) (1) (iii).	Required.
ADIZ Tolerances in Note following §620.14(c).	Within 5 minutes of estimate and 10 nautical miles of course centerline.	Within 5 minutes of estimate and 10 nautical miles of course centerline.	Within 5 minutes of estimate and 20 nautical miles of course centerline.	Within 5 minutes of estimate and 20 nautical miles of course centerline.
Position Reports.	Normal IFR reports or - VFR give ETP at least 15 minutes before penetration.	Normal IFR reports or - VFR give ETP at least 15 minutes before penetration.	Same as Domestic ADIZ or - inbound foreign aircraft initial report at least one hour from U.S.	Normal IFR reports or - VFR report prior to penetration. Correlation of ground filed data may be requested.
Air Defense Emergencies §620.17.	ALL AUTHORIZED EXCEPTIONS WILL BE SUSPENDED AND ADDITIONAL SPECIAL SECURITY INSTRUCTIONS MAY BE ISSUED DURING DEFENSE EMERGENCY OR AIR DEFENSE EMERGENCY CONDITIONS.			
Aircraft exempted from compliance to the provisions of Part 620 other than §620.17.	Local exemptions granted by FAA ARTCC.	Local exemptions granted by FAA ARTCC.	Local exemptions granted by FAA ARTCC.	Local exemptions granted by FAA ARTCC.
	Aircraft remaining within 10 nautical miles of departure point within the Continental U.S.	Aircraft remaining within 10 nautical miles of departure point within the Continental U.S.	Aircraft remaining within 10 nautical miles of departure point within the Continental U.S.	Aircraft remaining within 10 nautical miles of departure point within the Continental U.S.
	Aircraft with T.A.S. less than 180 knots.	Aircraft with T.A.S. less than 180 knots.	Aircraft with T.A.S. less than 180 knots, north of 28°N. or west of 85°W.	Aircraft with T.A.S. less than 180 knots - listening watch required.
	Aircraft from U.S. southbound through Southern Border ADIZ not entering Coastal ADIZ.		Flight over or within 3 nautical miles of any island in Hawaiian Coastal ADIZ.	

NOTE: Detailed procedures to be followed by the pilot are contained in Part 620, for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington 25, D.C.

216/11-4-61

SEARCH AND RESCUE

Search and Rescue Service is a life saving service provided through the combined efforts of the FAA, Air Force, Coast Guard, and Civil Air Patrol in cooperation with other organizations such as State Aeronautics Authorities, Sheriffs Air Patrol, State Police, and Local Search and Rescue Units. It provides search, survival aid, and rescue of personnel of missing or crashed aircraft.

All you need to remember to obtain this valuable protection is:

1. File a Flight Plan with a FAA Flight Service Station (FSS) in person or by telephone or radio.
2. File an Arrival Report.
3. If you land at a location other than intended destination, report the landing to the nearest FAA Service Station.
4. If you land enroute and are delayed more than an hour, report this information to the nearest service station.
5. Remember that if you fail to report within one hour after your E.T.A., a search will be started to locate you. If you fail to report within three hours after your E.T.A., the full facilities of the Search and Rescue Service will be activated.

Searches are expensive; they inconvenience other people, and on numerous occasions the lives of other pilots are sacrificed when searching for lost or overdue pilots. SO, FILE AN ARRIVAL REPORT IMMEDIATELY!

GROUND TO AIR EMERGENCY CODE DISTRESS SIGNALS

REQUIRE DOCTOR, SERIOUS INJURIES	I	REQUIRE SIGNAL LAMP WITH BATTERY, AND RADIO	1	REQUIRE FUEL AND OIL	L
REQUIRE MEDICAL SUPPLIES	II	INDICATE DIRECTION TO PROCEED	K	ALL WELL	LL
UNABLE TO PROCEED	X	AM PROCEEDING IN THIS DIRECTION	↑	NO	N
REQUIRE FOOD AND WATER	F	WILL ATTEMPT TAKE-OFF	▷	YES	Y
REQUIRE FIREARMS AND AMMUNITION	∇	AIRCRAFT SERIOUSLY DAMAGED	L7	NOT UNDERSTOOD	JL
REQUIRE MAP AND COMPASS	□	PROBABLY SAFE TO LAND HERE	Δ	REQUIRE MECHANIC	W
		IF IN DOUBT, USE INTERNATIONAL SYMBOL	505		

INSTRUCTIONS:

1. Lay out symbols by using strips of fabric or parachutes, pieces of wood, stones, or any available material.
2. Provide as much color contrast as possible between material used for symbols and background against which symbols are exposed.
3. Symbols should be at least 10 feet high or larger, if possible. Care should be taken to lay out symbols exactly as shown to avoid confusion with other symbols.
4. In addition to using symbols, every effort is to be made to attract attention by means of radio, flares, smoke, or other available means.
5. When ground is covered with snow, signals can be made by dragging, shoveling or tramping the snow. The depressed areas forming the symbols will appear to be black from the air.
6. Pilot should acknowledge message by rocking wings from side to side.

VISUAL EMERGENCY SIGNALS

NEED MEDICAL ASSISTANCE - URGENT USED ONLY WHEN LIFE IS AT STAKE 	ALL OK - DO NOT WAIT 	CAN PROCEED SHORTLY - WAIT IF PRACTICAL 	NEED MECHANICAL HELP OR PARTS - LONG DELAY 	DO NOT ATTEMPT TO LAND HERE 
LIE SUPINE	WAVE ONE ARM OVERHEAD	ONE ARM HORIZONTAL	BOTH ARMS HORIZONTAL	BOTH ARMS WAVED ACROSS FACE
LAND HERE 	USE DROP MESSAGE 	OUR RECEIVER IS OPERATING 	NEGATIVE (NO) 	AFFIRMATIVE (YES) 
BOTH ARMS FORWARD HORIZONTAL - FALLY, SQUATTING AND POINTING IN DIRECTION OF LANDING - REPEAT	MAKE THROWING MOTION 	CUP HANDS OVER EARS 	CLOTH WAVED HORIZONTALLY	CLOTH WAVED VERTICALLY
PICK US UP - PLANE ABANDONED 	AFFIRMATIVE (YES) 	NEGATIVE (NO) 	HOW TO USE THEM IF YOU ARE FORCED DOWN AND ARE ABLE TO ATTRACT THE ATTENTION OF THE PILOT OF A RESCUE AIRPLANE THE BODY SIGNALS ILLUSTRATED ON THIS PAGE CAN BE USED TO TRANSMIT MESSAGES TO HIM. AS HE CIRCLES OVER YOUR LOCATION, STAND IN THE OPEN WHEN YOU MAKE THE SIGNALS. BE SURE THAT THE BACKGROUND IS SEEN FROM THE AIR. IS NOT CONFUSING. GO THROUGH THE MOTIONS SLOWLY AND REPEAT EACH SIGNAL UNTIL YOU ARE POSITIVE THAT THE PILOT UNDERSTANDS YOU.	
BOTH ARMS VERTICAL	DIP NOSE OF PLANE SEVERAL TIMES 	FISHTAIL PLANE 		

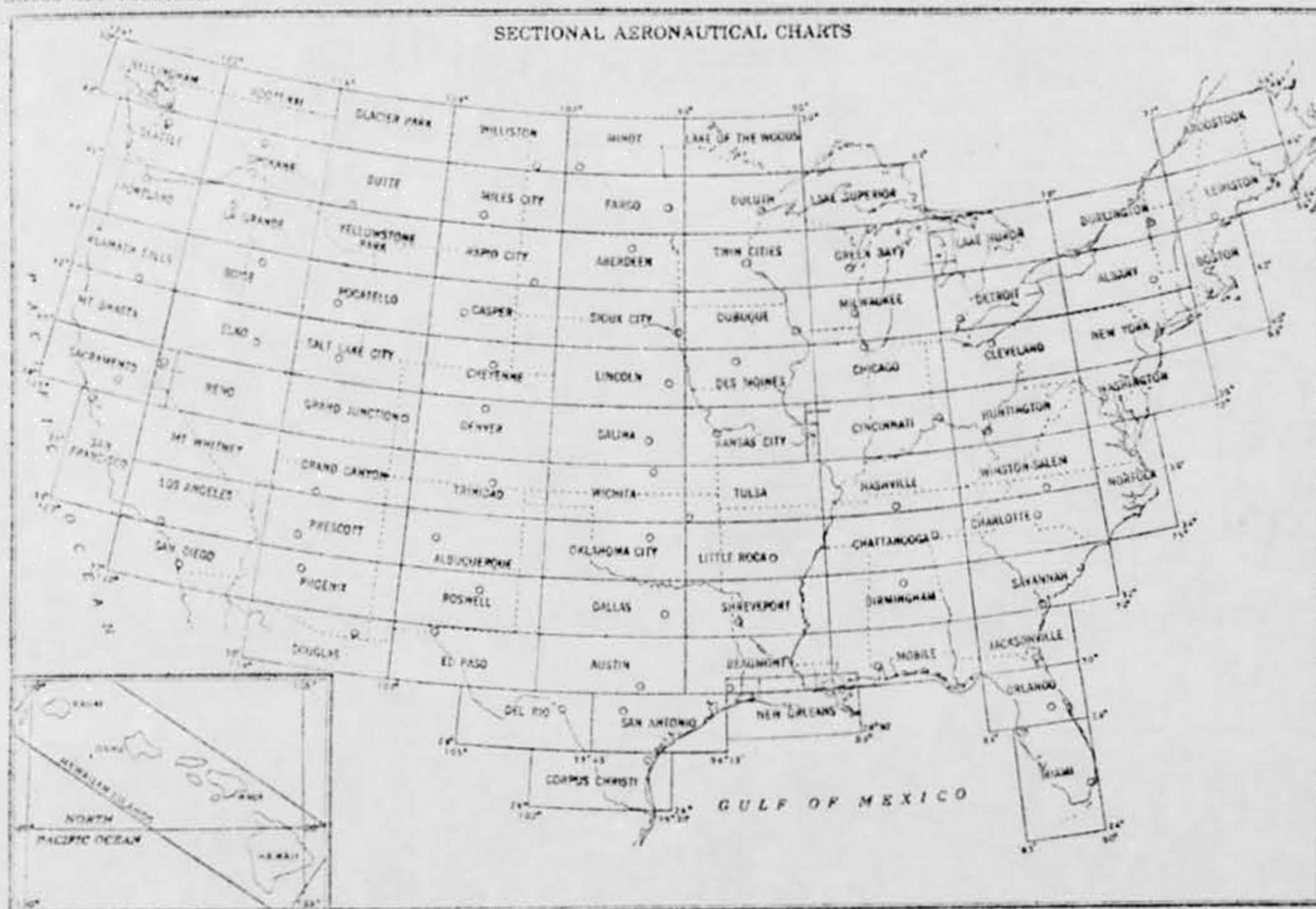
FAA 25-100

SECTIONAL CHARTS

The Sectional Aeronautical Chart series provides complete coverage of the United States except Alaska and is designed primarily for contact flying. The charts portray detailed cultural and topographic features including important landmarks and selected aeronautical information required for visual navigation supplemented by instruments.

Because of frequent changes, most Sectional Charts are scheduled for printing every six months to provide the airman with the latest charted information possible. Others are scheduled annually. Aeronautical Charts are sold through authorized agents located at airports and principal cities throughout the United States. They may also be obtained by writing to the Director, Coast and Geodetic Survey, U. S. Department of Commerce, Washington 25, D. C.

In the lower right hand corner is printed the date of the chart. The scheduled time for the next edition is indicated under the date. After the expiration of this time from the date of the chart, users are advised to check with notices (Dates of Latest Prints) on file with authorized agents. Charts that carry older dates than those shown on this list of dates are obsolete.



ADDITIONAL AERONAUTICAL CHARTS PUBLISHED AND PRINTED BY THE U. S. COAST AND GEODETIC SURVEY

World Aeronautical Charts	Provides world coverage at a size and scale convenient for navigation by moderate speed aircraft. Topographic and aeronautical information is similar to the Sectional Chart except as limited by the smaller scale. Sixty-two charts cover the continental United States.	1:1,000,000
Local Charts	Designed to provide additional landmark information and topographic detail in the vicinity of important air terminals.	1:250,000
Instrument Enroute Charts	Provides the necessary aeronautical information for enroute instrument navigation (IFR) in the established low and intermediate altitude levels.	1:729,132 to 1:2,041,570
Planning Charts	AP-9 Conterminous United States.	1:5,000,000
Jet Navigation Charts	Designed for long range navigation by high speed aircraft operating at high altitudes. Selected topographic data is over-printed by major aeronautical information including aerodromes, LM/F and VOR navigation facilities, ADIZ limits, restricted areas and other pertinent data. Four charts cover the conterminous United States.	1:2,000,000
Route Charts	Show limited topographic information, selected aerodromes, major radio data. Strip charts aligned with principal air routes using same format as Jet Navigation Charts.	1:2,000,000
Aircraft Position Charts	3071 North Atlantic 3095 Shannon-Cairo-Bombay 3073 Caribbean Sea 3095 Pacific Ocean 3094 North Pacific 3097 Subpolar Route, N. America-Europe	1:5,000,000 or 1:6,250,000
Instrument Approach Procedure Charts	More than 1300 charts provide data for instrument approach procedures to airports.	1:500,000
Airport Obstruction Plans	Show runways and selected aerodrome information and objects in the vicinity that may be hazardous to air traffic.	1:12,000

A catalog giving a complete list and description of the various series is available upon request.

27-7511

WINSTON
2427148
Airport of entry
GCA ILS DF
278 119.5 128.2
257.8 122.75

LF/MF tower frequency

ALBERT
1750-35 U

Rotating light
Rotating light (Wim R)
Rotating light (Wim cc)
Flashing light

F-fixed F
M

Facility

Radio range (Without v
(Two letter id
range when

Marine radiobeacon
(All are without voice)

Radar beacon

Outer marker radiob
(Shown when compon

Arrows are
which estab
090°

MESA GEA
Named intersection used

VHF OMNI



Bearings are magnetic c
NSME where shown indic
Non-Standard Measuring
DME where shown indic
Distance Measuring Equi
Airspace between enrou
is controlled unless other

Prominent transmis
or T-line cro

Rotating light (O+ top

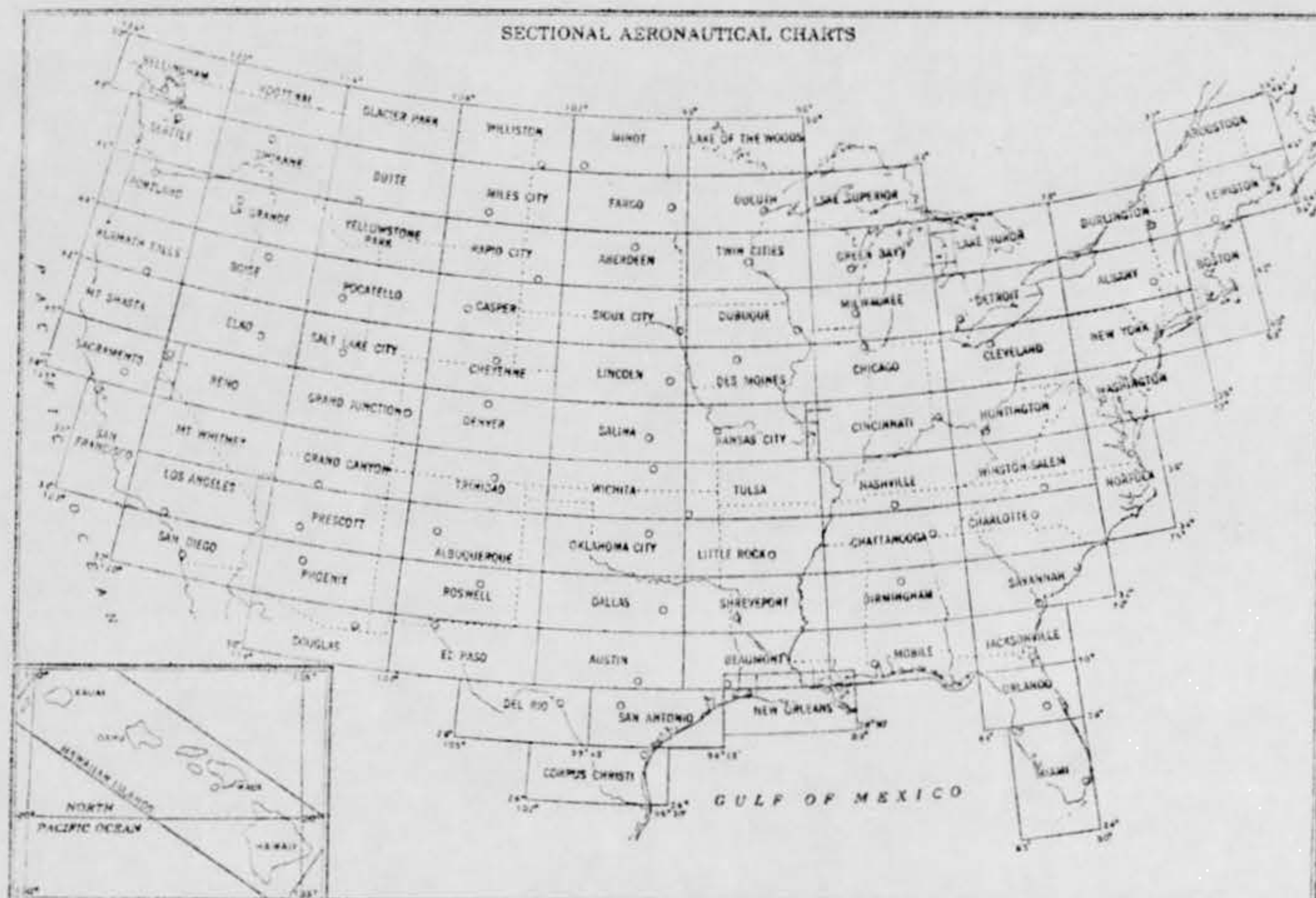
Obstruction, ---
(Numerals indicate elevat
(UC: Under construction, p

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WINSTON
2427.1.58
Airport of entry
GCA ILS DF
278 119.5 128.2
257.3 122.75

LF/MP tower frequency

ALBERT
1750 36 U

Rotating light
Rotating light (Wim R)
Rotating light (Wim cc)
Flashing light
Fixed F
M

Facility

Radio range (Without v)
(Two letter id
range when

Marine radiobeacon
(All are without voice)

Radar beacon

Outer marker radiob
(Shown when compon

Arrows are
which stab
090°

AESA GEA
Named intersection used

VHF OMNI



Bearings are magnetic
NSME where shown indic
Non-Standard Measuring
DME where shown indic
Distance Measuring Equi
Airspace between enroute
is controlled unless other

Prominent transmis
or T-line cro

Rotating light (Ch) 100

Obstruction
(Numerals indicate elevat
(UC) Under construction, i

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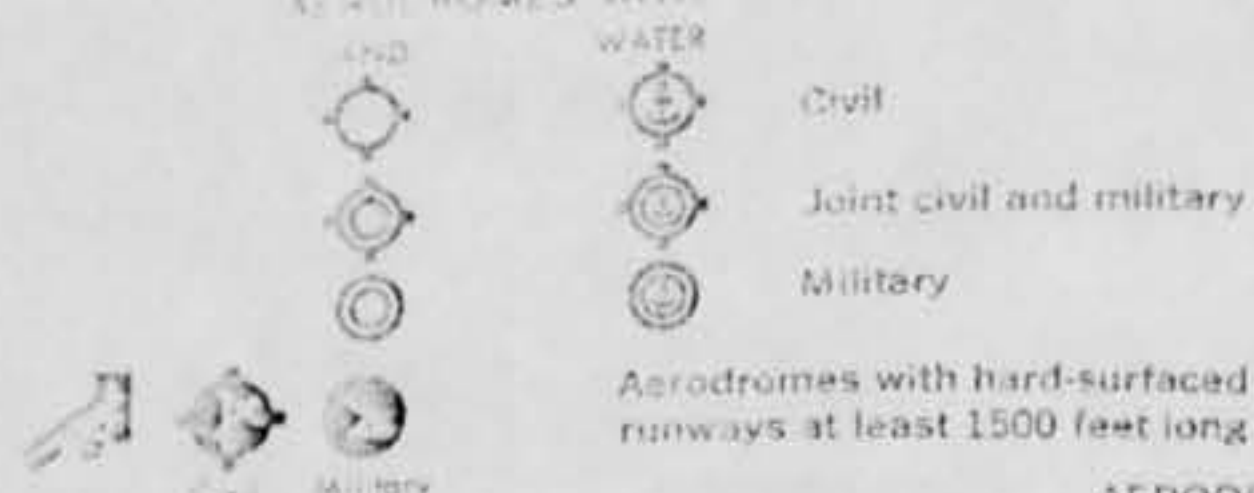
A catalog giving a complete list and description of the various series is available upon request.

27-30-58

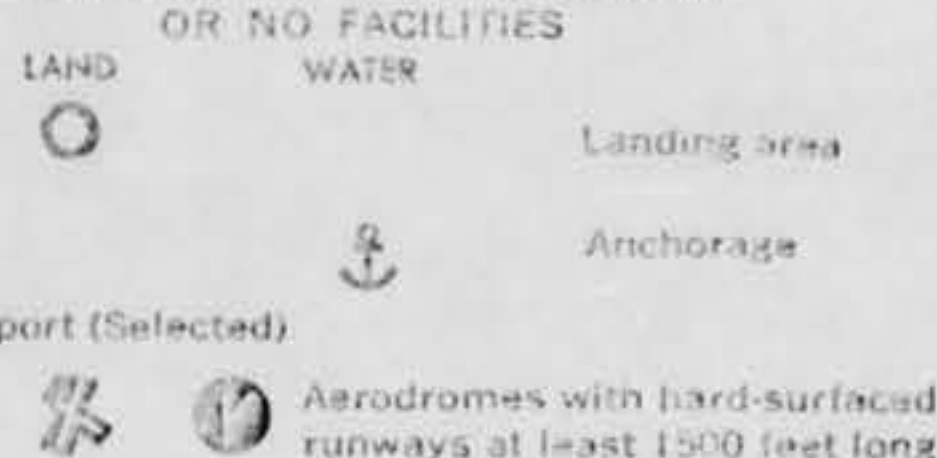
AERONAUTICAL SYMBOLS

AERODROMES

AERODROMES WITH FACILITIES



AERODROMES WITH EMERGENCY OR NO FACILITIES



AERODROME DATA

LAND	WATER
2427 Elevation in feet	00 Elevation in feet
L Lighting (See below)†	L Lighting (See below)†
43 Length of longest runway in hundreds of feet	S Normally sheltered take-off area
Control tower transmitting frequencies.	250 Length of longest runway in hundreds of feet
278 119.5 126.2 237.8 2053 122.70 guard	
† Lighting available Sunset to Sunrise	† Lighting available Sunset to Sunrise on prior request
† Lighting available part of night only.	

When facility or information is lacking, the respective character is omitted or replaced by a dash.

Aerodrome name may be omitted when same as nearest town name.

Aerodromes outside horizontal limits of controlled areas are indicated by underlining aerodrome data.

U: Indicates aeronautical advisory station licensed to operate on 122.3 mc.

Aeronautical advisory stations operating on 122.3 mc are shown in the Remarks column of the aerodrome tabulation.

AIR NAVIGATION LIGHTS

Flashing light (With code) — — — — —

Marine light — — — — —

Lightship — — — — —

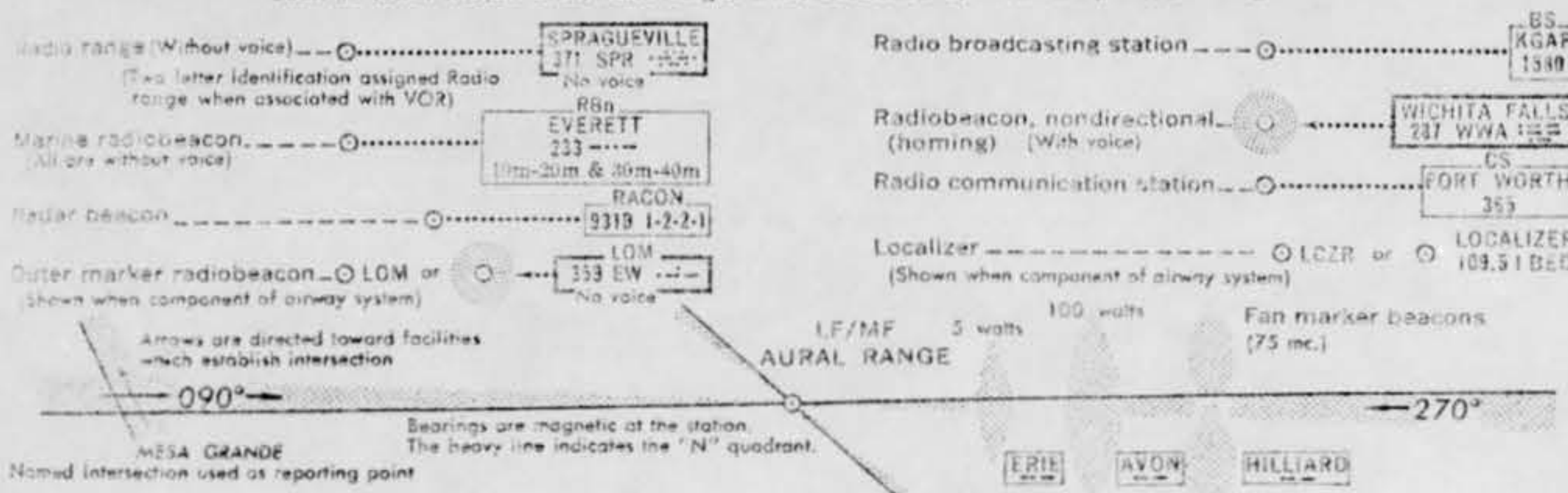
Fixed Fl-Fashing Occ-occurring Alt-alternating Op-group R-red W-white G-green B-blue (U)-unwatched SEC-sector per-second

Marine alternating lights are red and white unless otherwise indicated. Marine lights are white unless colors are stated.

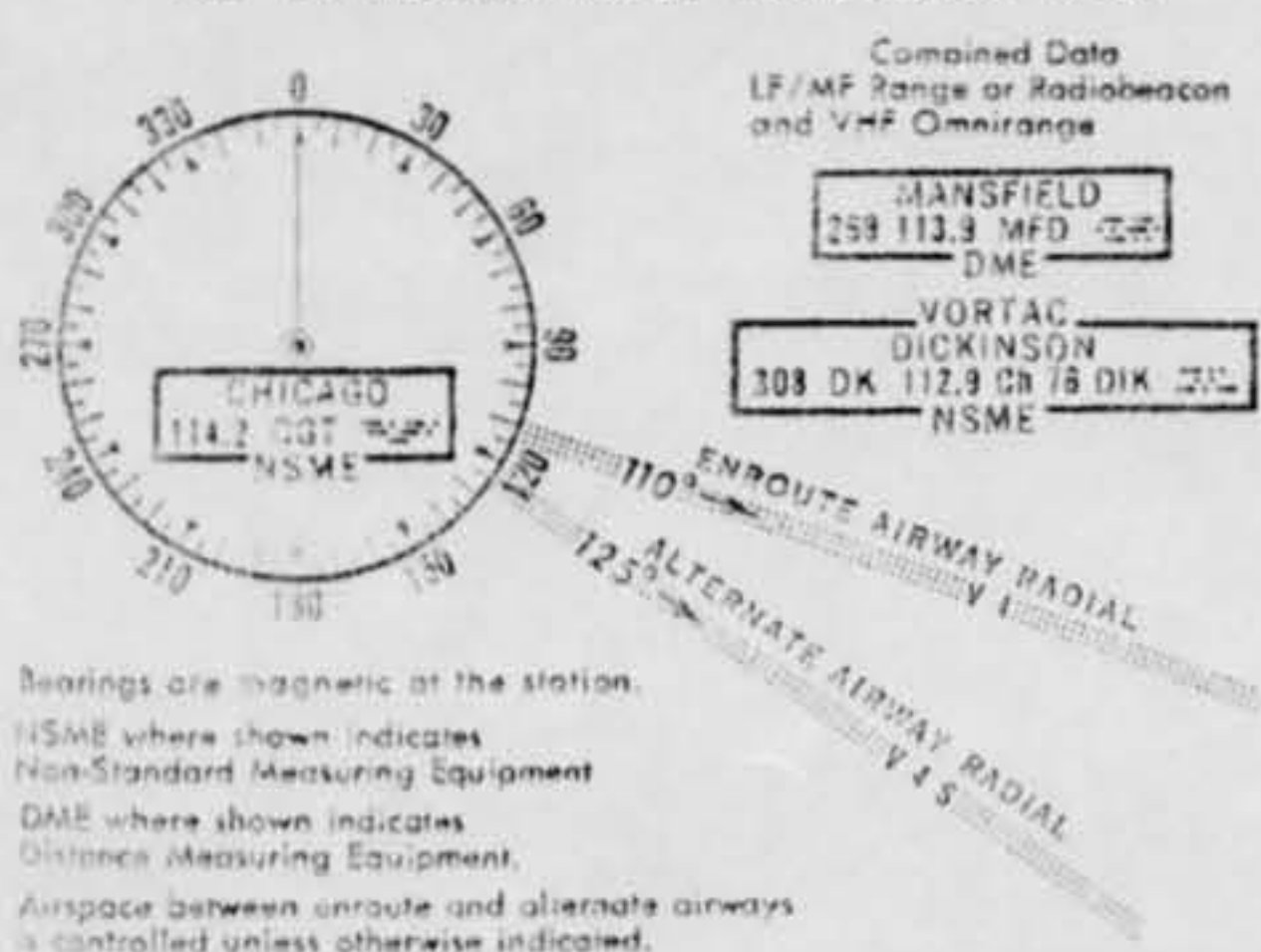
RADIO FACILITIES

Facilities have voice unless indicated "No voice." All Marine Radiobeacons and Racons are without voice.

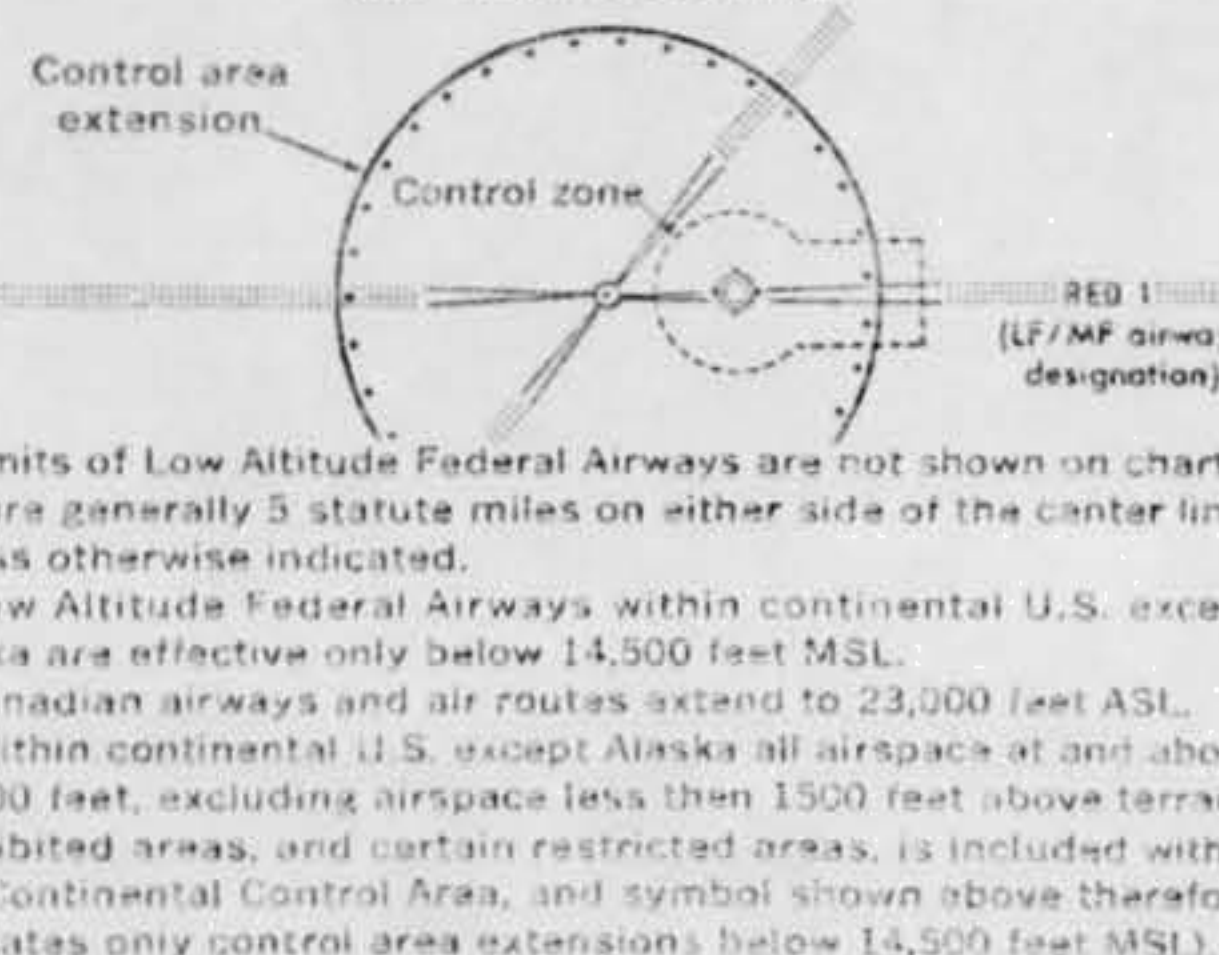
All radio facilities are printed in blue with the exception of certain LF/MF facilities such as tower frequencies, radio ranges and radiobeacons, which are printed in magenta.



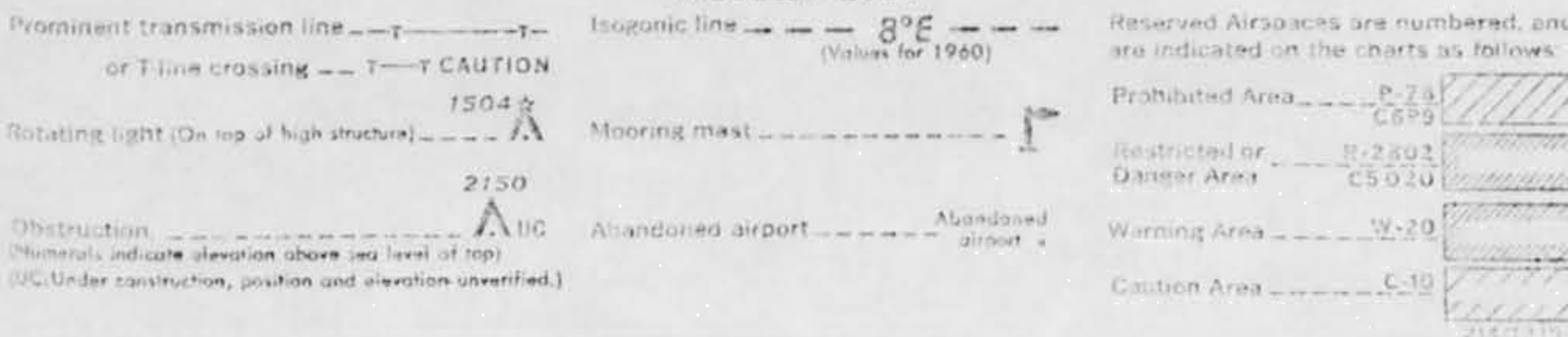
VHF OMNI-DIRECTIONAL RADIO RANGE (VOR)



AIR TRAFFIC CONTROL



MISCELLANEOUS



TOPOGRAPHICAL SYMBOLS

CITIES AND TOWNS

Metropolitan Areas	NEW YORK
Large Cities	RICHMOND
Cities	Arlington
Small Cities & Large Towns	Freehold
Towns	Corville
Small 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	1000
Levees or Embankments	
Peaks or Buttes, Isolated	
Ruffs, Cliffs & Escarpments	
Sand	Dunes
	Areas
	Ridges
Lava Flow	

HYDROGRAPHIC FEATURES

Swamps & Marshes	
Tidal Flats (Exposed at low tide)	
Danger Line	
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)	Factory
Oil Tanks	Stack 875'
Oil Fields	
Dams	
Rapids and Falls	
Elevations (In feet)	• 1115 • 1085 • 950
Mines and Quarries	
Mountain Passes	
Lookout Stations (Elevation is base of tower)	75 (Side) 1025 (Top)
Ranger Stations	
Coast Guard Stations	CG 79
Pipe Lines	PIPE LINE
Race Tracks or Stadiums	RT
Open-Air Theaters	Open-air theater
Boundaries	International
	State & Provincial
Railroads	Abandoned or Under Construction
	Single Track
	Multiple Track
	Sidings & Spurs
	Overpass
	Underpass
Bridges	Railroad
	Highway
Tunnels	Railroad
	Highway

The following
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(a) At
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(b) At
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(a) Ur
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(b) U
V
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C

Within
Hawaii
and oth

D. Flight path

(1) Appeared straight and at constant speed between the two points to the observer.

e. Disappearance of object.

(1) Observation was discontinued when vision was blocked by a tree.

f. Duration of observation was estimated by the observer to be at least ten minutes but not more than twenty minutes. No elapsed time check was made.

3. Manner of Observation

a. The observer first sighted the object by naked eye (with normal glasses being worn) and then observed it with binoculars. The investigating officer examined them and estimated the following capability. Objects could be observed with sharp detail with a magnification of three times linear dimensions. The binoculars appeared to be relatively inexpensive and no name or identification existed on the instrument itself.

b. The angles of elevations and bearings were determined by the investigating officer as follows:

(1) The angle of elevation was determined by the observer sighting down the straight edge of an aircraft navigation plotter type B-2A USAF Stock No. 6217-FAA-58A at the points at which the observer remembered sightings which were referenced very closely to physical features on the ground such as telephone poles and trees. Vertical reference was established by a plumb bob on a string through the hole in the plotter.

(2) The bearings were established on a map of the city of Richmond (scale 1 inch equals 2,000 feet) by orienting it and sighting to the observers remembered points of observation. A pocket compass was utilized in a similar manner and corrected for local magnetic variation. These two values were then averaged. The average difference between the bearings taken by the two methods described was 9 1/2 degrees.

(3) The tolerances given in the elevations and bearings of sightings apply only to the observers described points of sightings and are not intended to indicate the observers accuracy of memory.

4. Time and Date of Sighting

a. Initial Sighting

1. 9:00 PM EDT, 30 June 1962 0100 Z 1 July 1962

b. Time observation terminated

Between 10 and 20 minutes later

CRUISING ALTITUDES - FLIGHT LEVELS

The following procedures apply to the operation of aircraft within the United States, excluding the Aleutian Islands west of 160°00' W and the State of Hawaii. They are also applicable within the airspace between the Continental United States and the adjacent ICAO Flight Information Regions (FIRs).

ALTIMETER SETTING

The vertical displacement of an aircraft shall be determined by reference to an altimeter set:

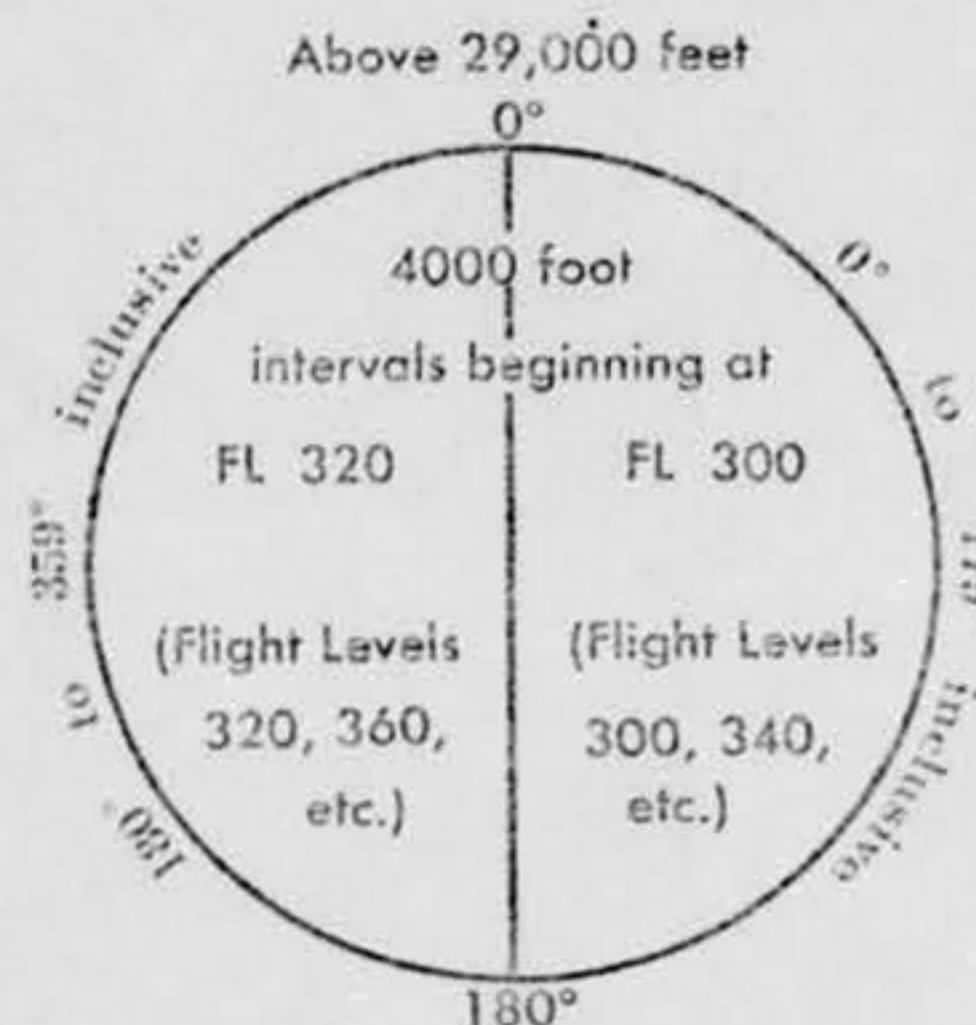
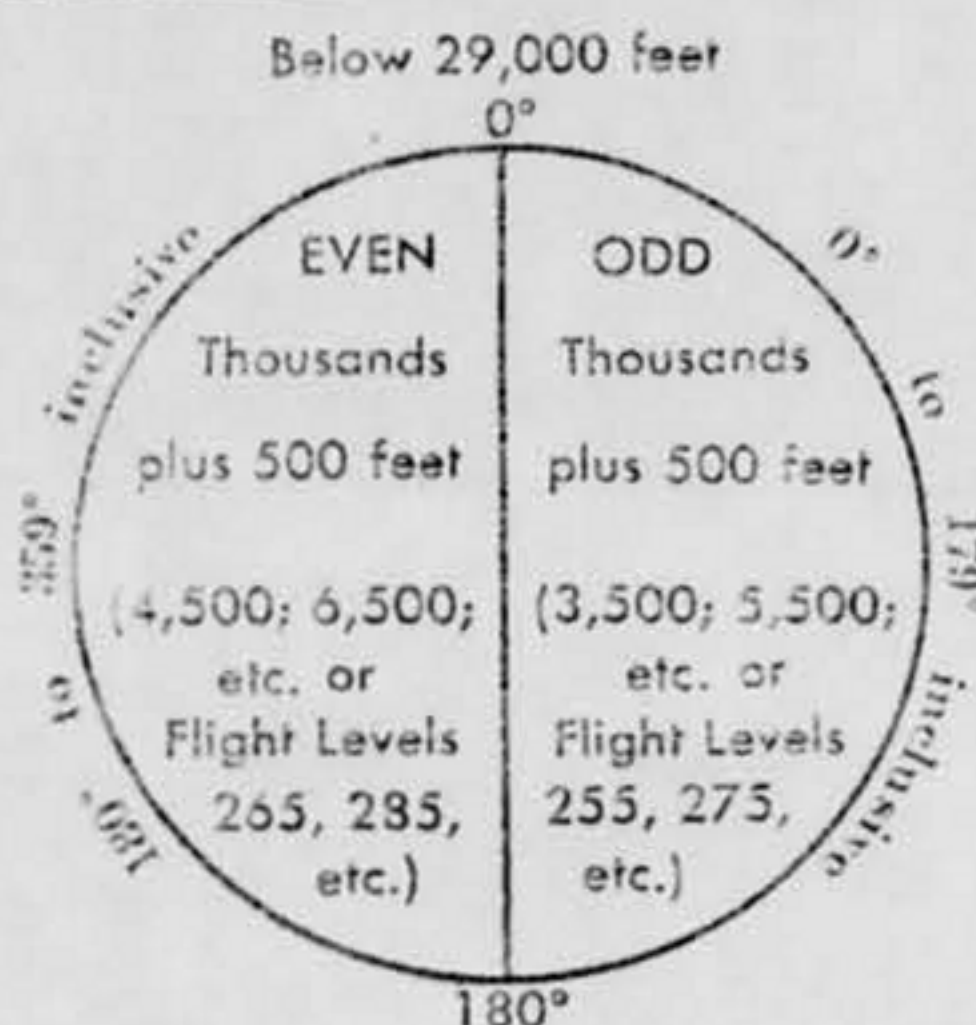
- At or below 23,500 feet MSL, to the current altimeter setting reported by a station which is within 100 nautical miles, if possible. The altimeter of an aircraft without radio shall be set to the elevation of the airport of departure, or to an appropriate available setting. Vertical displacement determined by use of these settings are Cruising Altitudes and are expressed in feet above mean sea level.
- At or above 24,000 feet MSL, to a standard setting of 29.92". Vertical displacements determined by that setting are Flight Levels and are expressed in 3-digit figures; for example, Flight Level 265 represents an indication of 26,500 feet on an altimeter set to 29.92". The use of Flight Levels below 24,000 feet MSL is not permissible. The lowest usable Flight Level, however, may be a figure which is numerically greater than 240, depending upon atmospheric conditions. For example, when the actual atmospheric pressure is 27.92", an aircraft at Flight Level 260 will be at an actual height of 24,000 feet MSL and, therefore, will be at the lowest usable Flight Level.

DIRECTION OF FLIGHT

When an aircraft is operated in level flight, the following Cruising Altitudes or Flight Levels, whichever is appropriate, shall be observed in accordance with the magnetic course being flown.

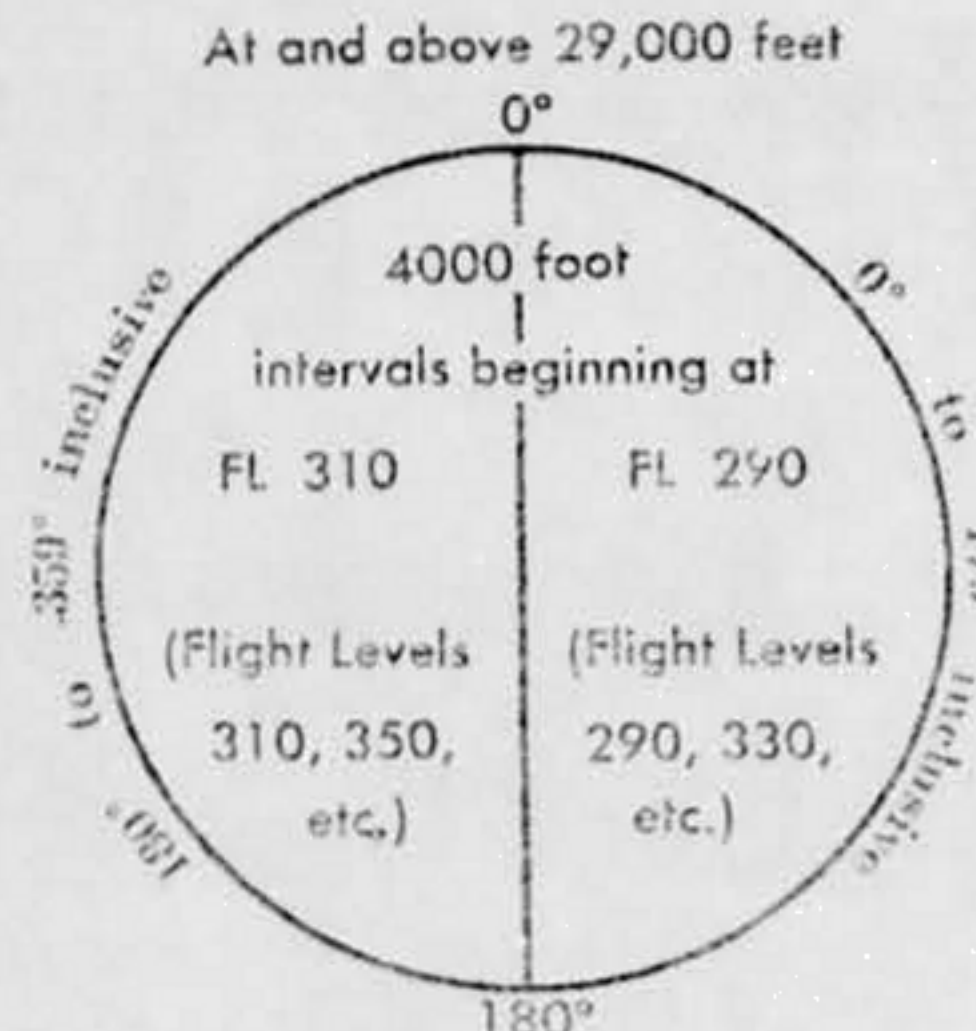
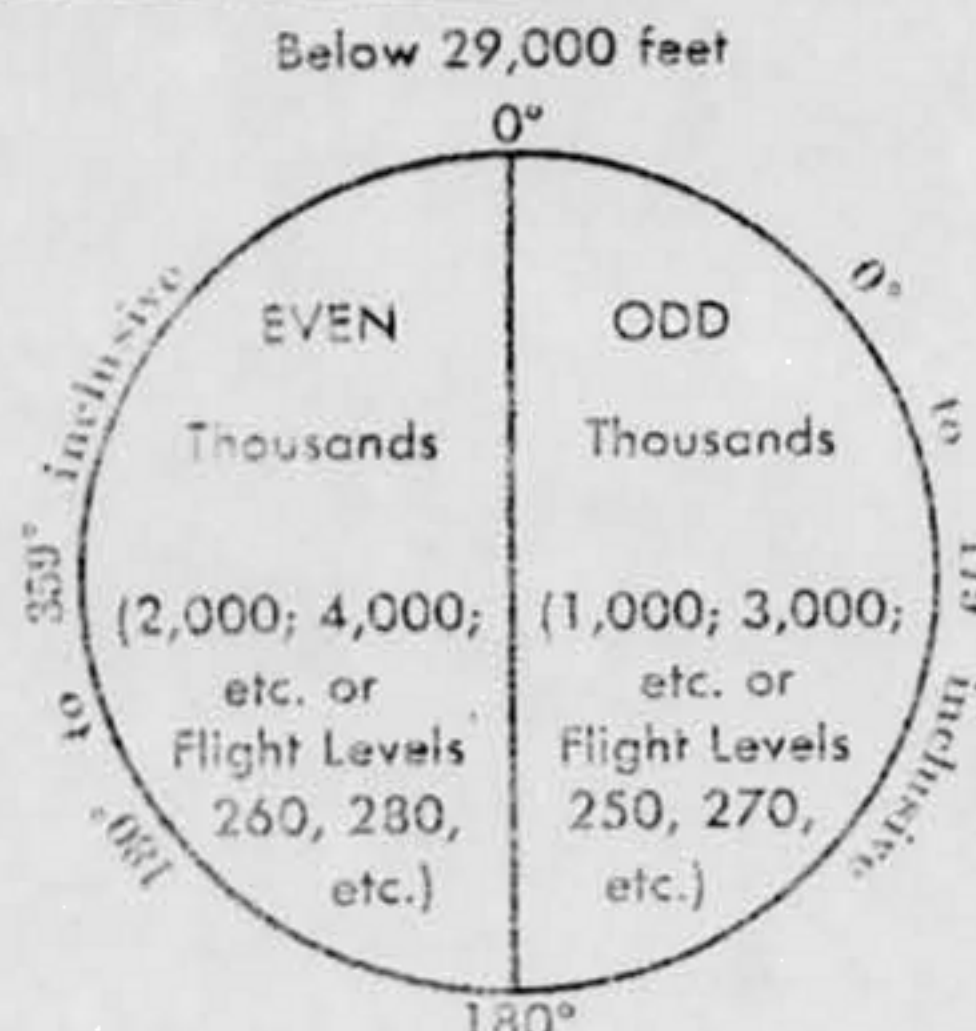
- Under Visual Flight Rules (VFR)

At 3,000 feet or more above the surface.



- Under Instrument Flight Rules (IFR)

Within Controlled Airspace, as authorized by an air traffic control facility, except that aircraft operating "on top", in the absence of an authorized specific altitude shall be flown as specified above for Visual Flight Rules. Outside Controlled Airspace.



Within ICAO Flight Information Regions (FIRs), including the Aleutian Islands west of 160°00' W, the State of Hawaii and the United States Possessions and Territories, Cruising Altitudes and Flight Levels shall be determined and observed in accordance with the ICAO Regional Supplementary Procedures.

15-123024

The V.H.F. or precipitation range, but pro Omni (Direct miles (43 naut In flying the V pointer instru he is right or knob, by whic selector indic which shows v FROM" need the needle poi In operation, t tains it by kee the needle swi For example, to indicate 0° "TO-FROM" cross-pointer will now find incorrect. So, to the "TO" ;

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V.H.F. OMNI-RANGE (VOR)

The V.H.F. omni-range operates within the 108-118 megacycle band. In this band it is relatively free from atmospheric and precipitation static and interference from other radio stations. Furthermore, it is not limited to four courses as in the A-N range, but provides definite guidance on any course, to or from the station, the pilot may select. That is why it is called the Omni (Directional) Range. At minimum instrument altitudes the VOR gives reliable indications up to about 50 statute miles (43 nautical miles), depending on enroute terrain.

In flying the V.H.F. omni-range, the pilot uses three basic instruments. The first is the Flight Path Deviation Indicator (cross-pointer instrument), the same type used for the ILS localizer. The vertical needle of this instrument tells the pilot whether he is right or left of the desired course. The second is an Omni-bearing Selector, manually operated by the rotation of a small knob, by which the pilot selects the course he desires to fly. When the cross-pointer needle is centered, the omni-bearing selector indicates the magnetic bearing of the aircraft either to or from the station. The third is a "TO-FROM" indicator which shows whether the bearing indicated by the Omni-bearing Selector is from or to the station. Furthermore, the "TO-FROM" needle can tell a flier when his aircraft is too far from the VOR or is otherwise receiving a weak signal. In this case the needle points to a red sector instead of TO or FROM.

In operation, the pilot selects a course by adjusting the omni-bearing selector to the desired magnetic bearing, and then maintains it by keeping the cross-pointer needle centered. If the aircraft is correctly aligned with the TO-FROM indications, when the needle swings to the right, for example, it indicates that the course selected lies to the right.

For example, an aircraft is due south of a VOR station. If its pilot desires to fly to the station, he sets the omni-bearing selector to indicate 0°. The "TO-FROM" indicator will then point to the word "TO". As the aircraft passes over the station the "TO-FROM" indicator will point to the word "FROM". If a turn of 180° is made north of the station, although the vertical cross-pointer needle will again become centered, the "TO-FROM" indicator will still point to "FROM". The pilot, however, will now find that he must fly "Away from the needle" to stay on course. This shows him that the "TO-FROM" indicator is incorrect. So, the pilot now rotates his omni-bearing selector to 180°. After he has done this, the "TO-FROM" indicator shifts to the "TO" position, and flying "Toward the needle" will keep him on course.

TABLE OF V.H.F. RECEPTION DISTANCES

With the increasing use of VHF and UHF frequencies for communication and navigation it appears desirable to publicize the reception distances for these frequencies. They, therefore, are tabulated below:

Feet Above Ground Station*	Reception Distance**	
	Statute Miles	Nautical Miles
500	30	25
1,000	45	40
3,000	80	70
5,000	100	85
10,000	140	120
15,000	175	150
20,000	200	175

*No physical obstruction intervening.

**Based on zero elevation of the facility. (Distances to nearest even 5 miles).

If you are using a VHF transmitter, remember that its effective range increases with your altitude. Don't attempt to contact a station unless you are within "line of sight".

U.S. WEATHER BROADCASTS AND TRANSMISSIONS

All continuously operated FAA radio ranges, both Low Frequency and VOR, and radio beacon stations having voice facilities on the range or radio beacon frequencies, broadcast weather reports and airway information at 15 and 45 minutes past each hour. The 15-minute past-the-hour broadcast is an "area" broadcast consisting of weather reports from locations within approximately 150 statute miles of the broadcasting station. The 45-minutes-past-the-hour broadcast is an "airway" broadcast consisting of weather reports from important terminals located on airways within approximately 400 statute miles of the station.

The broadcast consists of available flash advisories, surface weather reports (both local and other locations), local winds aloft reports through the 16 thousand foot level when available, and special off-schedule reports which are broadcast immediately upon receipt. Reports more than one hour old are not broadcast.

Flash Advisories are broadcasts by FAA stations within 200 miles of the area affected by potentially hazardous weather conditions, such as tornadoes, thunderstorms, hail, duststorms, moderate to heavy icing, severe to extreme turbulence, and the initial onset of low ceilings and restricted visibility.

Pilots enroute are requested to avoid, if possible, calling Flight Service Stations (FSS) at or about 15 and 45 minutes past the hour (which are the scheduled broadcast times) to request weather information, as such calls may delay starting of scheduled broadcasts and cause inconvenience to other persons who are dependent on the broadcasts for weather reports.

#6-15-60

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FLIGHT PLAN

The Civil Air Regulations do not require that a VFR flight plan be filed except as specified for flight in air defense identification zones. However, the FAA urges that VFR flight plans be filed whenever practicable as this materially assists search and rescue operations when such action becomes necessary. Flight plans should be submitted to the nearest Flight Service Station (FSS) in person or by telephone. They may be filed by radio if no other means are available, but this practice should be avoided whenever possible in order to reduce congestion of radio channels.

The pilot should always state the name of the FAA Flight Service Station with which he intends to close his flight plan. If the destination is not served by a FAA 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 only to the FAA station with which the pilot has stated his arrival report will be filed. If the flight plan is not closed within one hour after the estimated time of arrival, queries are sent to determine the location of the aircraft. Should the aircraft not be located after an exhaustive inquiry, search and rescue operations are inaugurated.

When a flight is terminated prior to reaching the intended destination specified in the flight plan, pilots should contact the nearest FAA station and request that an arrival report be transmitted to the FAA station of intended destination. The importance of closing the flight plan cannot be overemphasized.

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)," along with identification, position, time and altitude.

The 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 "on top" flight can also be made in accordance with VFR.

A DVFR (Defense Visual Flight Rules) flight plan is mandatory for VFR flight within an ADIZ (Air Defense Identification Zone) at a speed greater than 150 knots or an altitude over 3000 feet above the immediate terrain; except that flights in certain directions from a Defense Area, as specified in Part 620, Regulations of the Administrator, are exempted from this requirement.

For IFR flight (Instrument Flight Rules) the pilot is required to have an instrument rating and the aircraft must be properly equipped. The latter includes a properly functioning two-way radio. For details see Part 43 of the Civil Air Regulations.

Prior to departure from within, or prior to entering a control area or control zone, a pilot must submit a complete IFR flight plan and receive an air traffic clearance. Refer to Flight Information Manual published by the Federal Aviation Agency for further information.

FEDERAL AVIATION AGENCY

FLIGHT PLAN

Form Approved.
Budget Bureau No. 04-8072

1. Type of Flight Plan ☐ IFR ☐ VFR ☐ DVFR		2. Aircraft Identification	3. Aircraft Type	4. Estimated True Air Speed Knots	5. Departure Time Proposed Actual Z Z	
6. Initial Cruising Altitude	7. Point of Departure	8. Route of Flight				
9. Destination (Airport & City)		10. Altitude Changes En Route		11. Estimated Time En Route Hours Minutes		12. Fuel on Board Hours Minutes
13. Alternate Airport		14. Remarks				
15. Pilot's Name		16. Pilot's Address or Aircraft Home Base				17. No. of Persons Aboard
18. Color of Aircraft		19. Flight Watch Stations (FAA use)				

SEE REVERSE SIDE

CLOSE FLIGHT PLAN UPON ARRIVAL

Form FAA-398 (2-60)

Close flight plans with nearest FAA Flight Service Station by telephone whenever possible in order to reduce congestion of radio channels. Failure to close or extend your flight plan within one hour after your ETA is a violation of Civil Air Regulations and may result in civil penalty.

212/8-1-60

ASTRONOMY

Venus, Jupiter and Saturn Shine

During June, Venus shines brilliantly in the west during twilight. Two other planets, Jupiter and Saturn, appear in the east later in the evening, James Stokley reports.

► WITH THE COMING of June, the planet Venus shines brilliantly in the west as the sky darkens, while two others—Jupiter and Saturn—appear in the east later in the evening. These all join the stars of the early summer sky. For it soon will be summer; the season begins officially in the Northern Hemisphere on June 21.

The accompanying maps show the evening skies as they appear about 10 p.m., your own kind of standard time, at the beginning of June; an hour earlier in the middle of the month and at 8 p.m. June 30. (Add one hour for daylight saving time.) At that hour and date, of course, it will be so soon after sunset that the sky will still be quite bright. You will not be able to see the stars, but Venus will be distinctly visible.

Venus Moving Rapidly

Venus is now moving rapidly through the sky so its positions both early in the month and at the end are shown. Actually, on June 1, it will have set by 10 p.m., the time for which the map is prepared. We have shown its June 10 position, however, in the constellation of Gemini, the twins, near the bright star Pollux. Soon after this Venus moves into the faint constellation of Cancer the crab (for which no stars are shown), then it approaches Leo, the lion. On June 30 it will be close to the sickle, a group of stars in Leo shaped like that implement.

Venus and part of the sickle are shown on our map of the northern sky, but most of Leo is on the one for the southern part. This includes Regulus, the brightest star in the constellation, which marks the end of the sickle's handle. Higher and farther south is Denebola, which marks the end of the lion's tail, as the figure was depicted on old star maps.

To the left of Leo is Virgo, the virgin, with Spica, a star of the first magnitude. Above it, in Bootes, the herdsman, is Arcturus, even more brilliant. A good way to locate this star, by the way, is to look first to the north and find the big dipper. This is part of Ursa Major, the great bear. At the bottom of the dipper, as it now stands, are the pointers. A line through them, followed to the right, brings you to Polaris, the pole star, in Ursa Minor, the little bear. But if you continue the curve of the big dipper's handle, through the stars Alkaid, Mizar and Alkaid, you will come right to Arcturus. And if the curve is followed still farther, it brings you to Spica.

To the left of Spica is Libra, the scales, a group that does not have a first mag-

nitude star. But to the left of Libra is part of Scorpius, the scorpion, with Antares, a brilliant red star. The rest of this constellation, with a curved row of stars representing the animal's tail, comes up a little later.

High in the east stands Vega, in Lyra, the lyre. This is the brightest of the stars now visible, although it is about a twenty-fifth as bright as Venus—and about a seventh of the brilliance of Jupiter. Beneath Lyra lies Cygnus, the swan, part of which forms the northern cross. It is now seen partly inverted for Deneb, to the left, is at the top of the cross.

To the right of Cygnus (shown on the southern sky map), is Aquila, the eagle, and in this group stands the star called Altair. You may notice, by the way, that this star is shown by the second magnitude symbol, although it is actually of the first. The same is true for Antares, Regulus, Deneb and Pollux.

Being so low in the sky at this time, the light of these stars is greatly attenuated by the long path it has to travel through the earth's atmosphere; when seen higher in the sky, they shine more brightly. Capella, in Auriga, the charioteer, shown low in the north, is so near the horizon that it is as faint as the third

magnitude, although it is really of the first.

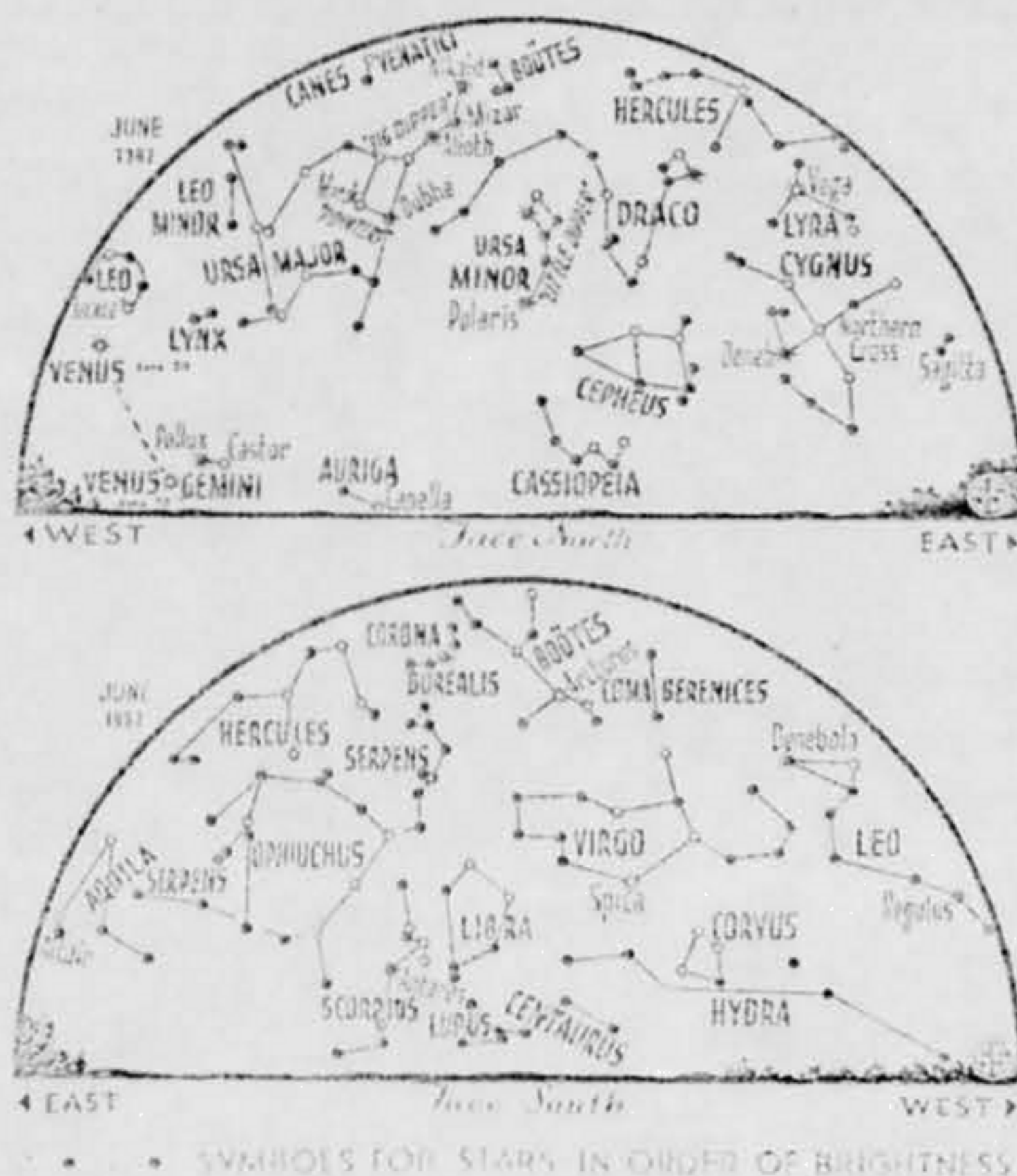
Later in the evening—around 10:30 at the first of June, and 8:30 on the 30th—Saturn rises in the east. Jupiter follows a little more than an hour later. Mars rises about two hours before sunrise. Mercury is not visible this month.

Over in the southeastern sky these evenings you can see a constellation that is unique because it is divided into two parts: Serpens, the serpent. Serpens Caput (i.e., "head of the serpent") is high toward the south, while the tail (Serpens Cauda) is lower and farther east, right next to Aquila. Between them stands Ophiuchus, which ranks eleventh in sky area among the 88 constellations. However, if Ophiuchus and Serpens are counted as one—as they were in ancient times—it is the largest of all. At present the largest is another snake, Hydra, which is not visible on June evenings.

On the old star maps, which pictured the imaginary figures around the stars, Ophiuchus was shown as a man holding a huge serpent. Sometimes it is called Serpentarius, the Latin equivalent of Ophiuchus, which is derived from the Greek and means "serpent bearer."

The constellation is an old one; it has been traced back as far as 1200 B.C. In Greek mythology it represented Aesculapius, the son of Apollo and the first physician. So skillful was he that he was even able to restore the dead to life.

This alarmed Pluto, the god of the



underworld, who was afraid that he would have no business if Aesculapius continued his healing art. So Zeus removed him from earth and placed him in the sky. He was worshiped as the god of medicine, and serpents have always been associated with him. The staff of Aesculapius, a stick with a snake entwined around it, is still a medical symbol, and the insignia of the U.S. Army Medical Corps.

Stars of Ophiuchus

At present Ophiuchus contains no star as bright as the first magnitude, but in the year 1604 there flashed out within its borders one that for a time rivaled Venus in brilliance. The great German astronomer Johann Kepler observed it extensively and wrote about it. Its location is a little below the point where the serpent's tail joins Ophiuchus.

This was a fine example of a supernova—a star that, for some reason not fully understood, suddenly explodes. One may, for a while, become as much as a hundred million times brighter than the sun (in actual luminosity, or candlepower). Kepler's supernova was the last to appear in our Milky Way system—the galaxy—but many have been observed since in other galaxies, far beyond the limits of ours.

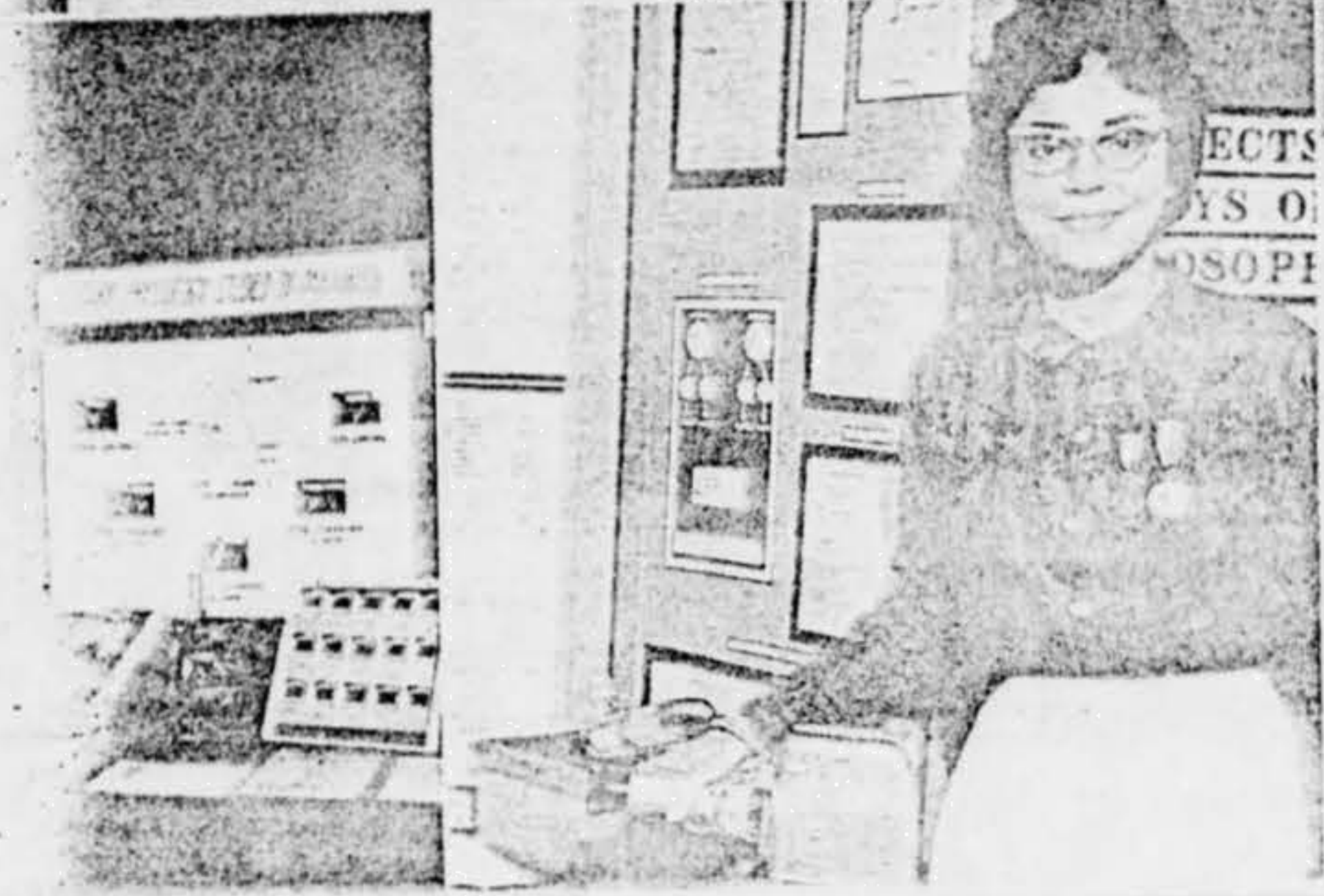
Astronomers estimate that one supernova will appear in a galaxy on the average of once in about 500 years. However, that of 1604 followed by only 32 years one that was observed in 1572. The last previous to that was in Taurus in the year 1054. There are Chinese records of its appearance, and its location is marked now by a cloud of glowing gases called the Crab nebula. Nothing remains visible of the supernovae of 1572 and 1604.

Celestial Time Table for June

June EST

- 2 8:27 a.m. New moon
- 7 3:00 a.m. Mercury between sun and earth
- 10 1:22 a.m. Moon in first quarter
1:00 p.m. Moon farthest from earth;
distance 251,100 miles
- 17 9:03 p.m. Full moon
- 21 2:00 a.m. Moon passes Saturn
4:24 p.m. Sun farthest north; summer
commences in Northern
Hemisphere
- 23 7:00 a.m. Moon passes Jupiter
3:00 p.m. Moon nearest; distance 229,600
miles
- 24 6:43 p.m. Moon in last quarter
- 28 5:00 p.m. Moon passes Mars
- 30 1:00 a.m. Moon passes Mercury

Subtract one hour for CST, two hours for MST, and three hours for PST.



NO CASE INFO ONLY

OFFICIAL U.S. AIR FORCE

Page 1

U.S. AIR FORCE TECHNICAL INFORMATION

This questionnaire has been prepared so that you can give the U.S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes. Your name will not be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that if it is deemed necessary, we may contact you for further details.

1. When did you see the object?

Don't remember Jan 7, 1962
Day Month Year

2. Time of day:

11:00 (8)
Hours Minutes

(Circle One): A.M. or P.M.

3. Time Zone:

(Circle One): a. Eastern
b. Central
c. Mountain
d. Pacific
e. Other

EUROPE

(Circle One): a. Daylight Saving
b. Standard

YUGOSLAVIA

4. Where were you when you saw the object?

No Postal Address
Nearest Postal Address

OUTSKIRTS of

ZAGREB
City or Town

YUGOSLAVIA
State or County

5. How long was object in sight? (Total Duration)

I looked at the object for about 15 minutes
Hours Minutes Seconds

a. Certain
b. Fairly certain

(c) Not very sure (time)
d. Just a guess

5.1 How was time in sight determined?

5.2 Was object in sight continuously?

Yes No Yes

6. What was the condition of the sky?

DAY
a. Bright
b. Cloudy

NIGHT
a. Bright
b. Cloudy

7. If you saw the object during DAYLIGHT, where was the SUN located as you looked at the object?

(Circle One): a. In front of you
b. In back of you
c. To your right

d. To your left
e. Overhead
f. Don't remember

8. IF you saw the object at

3.1 STARS (Circle One):

a. None
b. A few
c. Many
d. Don't remember

9. What were the weather

CLOUDS (Circle One):

a. Clear sky
b. Hazy
c. Scattered clouds
d. Thick or heavy cloud

10. The object appeared:

a. Solid
b. Transparent
c. Vapor

11. If it appeared as a light

a. Brighter
b. Dimmer

11.1 Compare brightness

12. The edges of the object

(Circle One): a. Fuzzy
b. Ill
c. Sharp
d. D.

13. Did the object:

a. Appear to stand still
b. Suddenly speed up
c. Break up into parts
d. Give off smoke?
e. Change brightness?
f. Change shape?
g. Flash or flicker?
h. Disappear and reappear

AIR FORCE UFO FORM

Page 1

Page 2

3. If you saw the object at NIGHT, what did you notice concerning the STARS and MOON?

3.1 STARS (Circle One):

- a. ☒ None
- b. ☐ A few
- c. ☐ Many
- d. ☐ Don't remember

3.2 MOON (Circle One):

- a. ☐ Bright moonlight
- b. ☐ Dull moonlight
- c. ☐ No moonlight—pitch dark
- d. ☐ Don't remember

rain

9. What were the weather conditions at the time you saw the object?

CLOUDS (Circle One):

- a. ☐ Clear sky
- b. ☐ Hazy
- c. ☒ Scattered clouds
- d. ☐ Thick or heavy clouds

WEATHER (Circle One):

- a. ☐ Dry
- b. ☐ Fog, mist, or light rain
- c. ☐ Moderate or heavy rain
- d. ☐ Snow
- e. ☐ Don't remember

Light rain

10. The object appeared: (Circle One):

- a. ☐ Solid
- b. ☐ Transparent
- c. ☐ Vapor
- d. ☒ As a light
- e. ☐ Don't remember

11. If it appeared as a light, was it brighter than the brightest stars? (Circle One):

- a. ☒ Brighter
- b. ☐ Dimmer
- c. ☐ About the same
- d. ☐ Don't know

11.1 Compare brightness to some common object:

12. The edges of the object were:

- (Circle One):
- a. ☐ Fuzzy or blurred
 - b. ☐ Like a bright star
 - c. ☐ Sharply outlined
 - d. ☐ Don't remember

e. Other *(Hurred (?) the object was so far away, I couldn't see the edges.)*

13. Did the object:

(Circle One for each question)

- | | | | |
|---|--------------------------------------|--------------------------|----------------------------------|
| a. Appear to stand still at any time? | ☒ Yes | ☐ No | ☐ Don't know |
| b. Suddenly speed up and rush away at any time? | ☐ Yes | ☐ No | ☐ Don't know |
| c. Break up into parts or explode? | ☐ Yes | ☐ No | ☐ Don't know |
| d. Give off smoke? | ☐ Yes | ☐ No | ☐ Don't know |
| e. Change brightness? | ☐ Yes | ☐ No | ☐ Don't know |
| f. Change shape? | ☐ Yes | ☐ No | ☐ Don't know |
| g. Flash or flicker? | ☐ Yes | ☐ No | ☐ Don't know |
| h. Disappear and reappear? | ☒ Yes | ☐ No | ☐ Don't know |

Official U.S. Air Force UFO form

Page 3

14. Did the object disappear while you were watching it? If so, how?

It just disappear

15. Did the object move behind something at any time, particularly a cloud?

(Circle One):

Yes

☒ No

Don't know.

If you answered YES, then tell what

it moved behind:

16. Did the object move in front of something at any time, particularly a cloud?

(Circle One):

Yes

☒ No

Don't know.

If you answered YES, then tell what

in front of:

17. Tell in a few words the following things about the object:

a. Sound

No sound.

Primarily blue, with green

b. Color

and white. As I remember

18. We wish to know the angular size. Hold a match stick at arm's length in line with a known object and note how much of the object is covered by the head of the match. If you had performed this experiment at the time of the sighting, how much of the object would have been covered by the match head?

I have not performed this experiment at the time of sighting. But, I tried now. It is about two match head high, and about $3\frac{1}{2}$ match head wide

19. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving: NA →

Wings.

Wings

Fuselage

Highway

Me.

In shape very similar to "Ella Louise Fortune UFO" but no vapor trail.

20. Do you think you can

(Circle One)

If you answered YES

21. Do you think you can

(Circle One)

If you answered YES

22. Where were you located

(Circle One):

a. Inside a building

b. In a car

☒ c. Outdoors

d. In an airplane (fly)

e. At sea

f. Other

24. If you were MOVING

24.1 What direction

a. North

b. Northeast

24.2 How fast were

24.3 Did you stop a

(Circle One)

25. Did you observe the

a. Eyeglasses

b. Sun glasses

c. Windshield

d. Window glass

26. In order that you can identify objects which, when possible,

Air Force UFO form continued

Page 3

Page 4

20. Do you think you can estimate the speed of the object?

(Circle One) Yes No

If you answered YES, then what speed would you estimate? _____

21. Do you think you can estimate how far away from you the object was?

(Circle One) Yes No ?

If you answered YES, then how far away would you say it was? _____

I was not able to check the location.

22. Where were you located when you saw the object?

(Circle One):

- a. Inside a building
- b. In a car
- c. Outdoors
- d. In an airplane (type) _____
- e. At sea
- f. Other _____

23. Were you (Circle One)

- a. In the business section of a city?
- b. In the residential section of a city?
- c. In open countryside?
- d. Near an airfield?
- e. Flying over a city?
- f. Flying over open country?
- g. Other _____

24. IF you were MOVING IN AN AUTOMOBILE or other vehicle at the time, then complete the following questions:

24.1 What direction were you moving? (Circle One)

- a. North
- b. Northeast
- c. East
- d. Southeast
- e. South
- f. Southwest
- g. West
- h. Northwest

24.2 How fast were you moving? _____ miles per hour.

24.3 Did you stop at any time while you were looking at the object?

(Circle One) Yes No

25. Did you observe the object through any of the following?

- | | | | | | |
|-----------------|-----|--|----------------|-----|--|
| a. Eyeglasses | Yes | No ☒ | e. Binoculars | Yes | No ☒ |
| b. Sun glasses | Yes | No ☒ | f. Telescope | Yes | No ☒ |
| c. Windshield | Yes | No ☒ | g. Theodolite | Yes | No ☒ |
| d. Window glass | Yes | No ☒ | h. Other _____ | | |

26. In order that you can give as clear a picture as possible of what you saw, describe in your own words a common object or objects which, when placed up in the sky, would give the same appearance as the object which you saw.

I can not.

What
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lighting, how much of
to the time
not but
side
the details of the object
beside the drawing
to the
location

- c. Light conditions - Dark
- d. Official Sunset - 1936 EST, 2036 EDT, 0036Z
- 5. Location of Observer
 - a. [REDACTED] Richmond, Virginia
 - b. Geographical coordinates - 37 32 1/2 N, 77 24 1/2 W

6. Observer's Identification

- a. Civilian

[REDACTED]
[REDACTED]

[REDACTED]
Richmond, Virginia

(1) The investigating officer considered [REDACTED] to be sincere and consistent in his report and based on his interview only, that lasted approximately an hour and a half, found no reason to believe that the information he gave was other than what he observed. Locally reported weather observations possibly conflict with [REDACTED] report, but observing conditions as described were not impossible. A check with the employer of the observer's father indicated that [REDACTED] father has no reputation of exaggeration.

7. Weather and Winds

a. The observer definitely stated that he saw no clouds or obstruction to vision. The local weather bureau observed extensive sky coverage at this time. This makes the observer's weather statements questionable, but due to the fluctuating sky coverage, proximity of weather station to the UFO observer (the weather station is four nautical miles on a true bearing of 120 degrees from the UFO observer), and the relatively small area of sky involved with the sighting, weather conditions could have permitted the sighting.

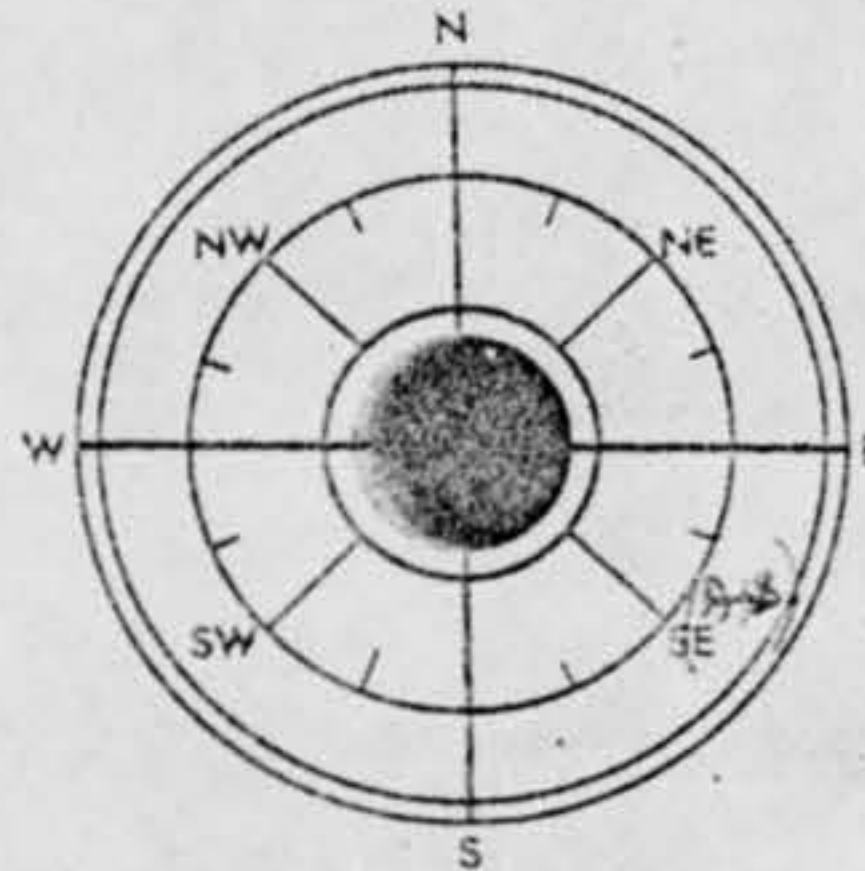
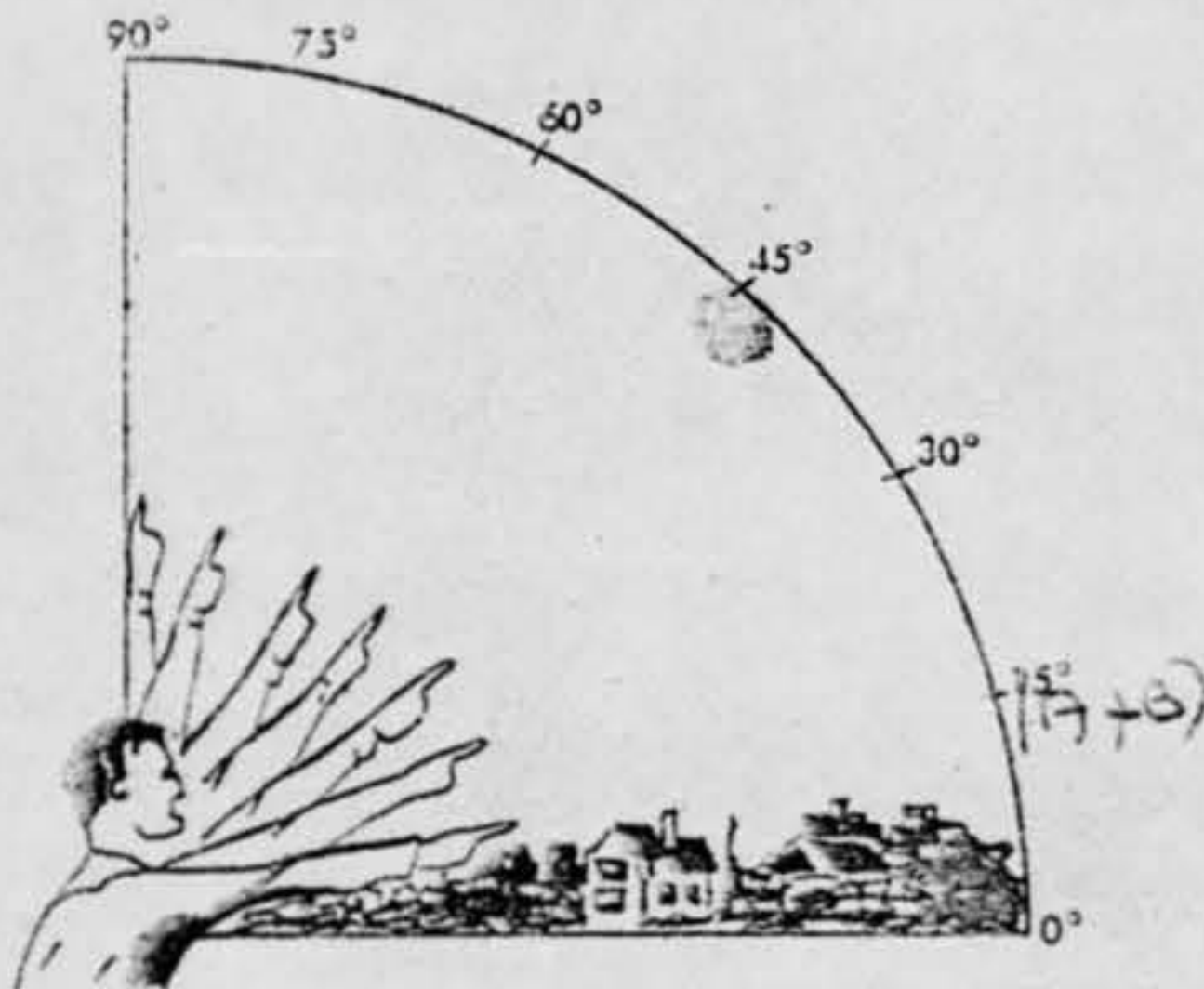
b. Winds: Surface wind at time of observation was NE at 6 knots at Byrd Field (Richmond Airport). See attachment 3. The most applicable winds aloft locally available are all for 0600Z, 0200 EDT, and 0100 EST for 1 July 62.

Elevation, 000's of ft. (MSL)	Richmond (RIC)	Washington (DCA)	Norfolk (ORF)
1	030/14	----	----
2	030/17	----	----
3	020/22	----	----
4	020/25	----	----
5	020/36	----	----
6	----	010/22	030/27
10	----	360/26	030/34
16	----	360/13	040/32
20	----	350/20	030/34

Official U.S. Air Force UFO form

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27. In the following sketch, imagine that you are at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you first saw it. Place a "B" on the same curved line to show how high the object was above the horizon (skyline) when you last saw it. Place an "A" on the compass when you first saw it. Place a "B" on the compass when you last saw the object.



28. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.

29. IF there was MORE THAN ONE object, then how many were there? _____
Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.

30. Have you ever seen this, or

31. Was anyone else with you?
31.1 IF you answered YES
31.2 Please list their name

32. Please give the following

NAME _____

ADDRESS _____

TELEPHONE NUMBER _____

Indicate any additional

I was examined
by doctors. I am now
at C.N. Rail Road
In the time of
I am now in
stay at this
since 1962 I
go to 21. M. 21.

33. When and to whom did you

Occasionally
Day

Force UFO form continued

Page 6

30. Have you ever seen this, or a similar object before. If so give date or dates and location.

No

31. Was anyone else with you at the time you saw the object? (Circle One)

Yes

No ☒

31.1 IF you answered YES, did they see the object too? (Circle One)

Yes

No

31.2 Please list their names and addresses:

The cars on the highway.

32. Please give the following information about yourself:

NAME

Last Name

First Name

Middle Name

ADDRESS

Street

City

Zone

State

TELEPHONE NUMB

AGE

SEX

Indicate any additional information about yourself, including any special experience, which might be pertinent.

I was examined three times by the transportation business doctors. Two times in Germany and once in Canada by C.N. Railroad doctors.

I was in the time of the incident in a unusual situation of a "refugee". I am now immigrating from Canada to Australia and will stay at this address ca. two, three months.

Since 1962 I am a stabilized person. My Education, not completed grade 11. Musician.

33. When and to whom did you report that you had seen the object?

Occasionally I mentioned to some working companions.

Day

Month

Year

Official U.S. Air Force UFO form c

Page 7

34. Date you completed this questionnaire:

12 Aug. 1957
Day Month Year

35. Information which you feel pertinent and which is not adequately covered in the specific points of the questionnaire or a narrative explanation of your sighting.

For me there are three possibilities:

① Somebody played a hoax, with a lighted balloon or a helicopter.

② An "after-image" because I stared in the morning highway traffic. But the "after-image" supposed to be ~~white~~ white and not blue-green.

A spectrum appearance of the traffic head lights and the falling rain. (???)

③ A strange ship or a space animal.

I would like to suppress the impression of

~~the whole thing~~ and the whole "story" in the "True" magazine. That the U.F.O. are living things. But (???)

I asked from my parents in Juchitán some maps of the area but did not receive the right ones.

I did read most of the literature "Flying saucers - serious business" "Flying saucers - hoax or reality" and others that came out on the market last years.

And I found some side lines with my U.F.O.

The picture of Miss Elizabeth Fortner.

The impression of Mr. Kenneth Gendron and the "True" magazine.

The disappearance and reappearance.

The flying disc shape.

Final

I would like to suppress the impression of the whole thing and the whole "story" in the "True" magazine.

And the colour.

I would like to help your organization but
likewise I would not like to have more
everyday trouble than I already have.

Friendly Yours

~~XXXXXXXXXX~~

No Case (Information Only)

daily June & early July 1962
Allen, Oklahoma

...Mysterious lights, which may be ball lightning, UFO's, or possibly an intricate hoax of some sort, were seen almost nightly during June and early July in a field near Allen, Oklahoma. The lights, which look like "balls of colored fire," have been seen by carloads of teen-agers who go out of an evening to watch them. They have also been observed by local newspaper reporters sent out to investigate. No explanation has been found....

No Case (Information Only)

1 June 1962
Bordentown, New Jersey

According to a story published by NIGAP's Seattle affiliate, a woman living in Bordentown Township, N.J., saw a weird light at close range on the night of June 1st. Mrs. Jessie Bilancio told a local newspaper that her television set was acting up that evening, and she went into her yard to investigate the cause. She saw a small bright light about 30 feet away from her. She thought at first it was a spotlight, but it moved from branch to branch of a nearby tree, and finally zoomed away into the sky..

Investigation is made in a somewhat similar sighting which appeared in the August, 1962 issue of SPACE, published by Herbert F. Garvey of Coral Gables, Florida. The incident is described under the heading "UFO THROWS TELEVISION SET OUT OF KITCHEN IN JERSEY". The TV set was acting up all night. Then about 11 p.m. it got very bad. Mrs. Jessie Bilancio of Homestead Ave., Bordentown Township, explained.

Investigating the cause of the disturbance, the woman walked out into the back yard and there "off to my right—about the size of my fist—was a very bright object." It was last Friday (June 1, 1962) evening when the UFO apparently touched off the electrical disturbance in Mrs. Bilancio's TV set.

"It didn't reflect light," the woman said, "and the strange lighting, it—the light—appeared in the top of a tree in

the yard, then 30 feet above me. Then it moved to the lower limbs, something like a flicker of light. I thought it was a spotlight," she continued. "But then it moved from branch to branch and finally flashed away into the sky. I looked at the something that was the light, and it was light. Mrs. Bilancio said she was scared at first she did not have any more lights.

"When I told my husband about it, he said, 'I have no started kidding me.'"

ATTC 1001101 JULY 1963

No Case (Information Only)

10 June 1962
Woburn, Massachusetts

June 10—Four Woburn, Mass. persons witnessed a white parachute shaped object as it descended in the sky over Woburn, Mass. This sighting along with the Lexington and Burlington, Mass. sightings mentioned above all indicated the same shape—"parachute shaped" objects, but none knew of the sightings and photographs of the other eyewitnesses during the 28 day period and all near the same location.

LOCAL SIGHTINGS -

Cuyahoga Falls, O. 6/18/62
8:30 PM EDT. An UFO was seen
for two minutes in the clear
sky by a driver going east
on Falls Ave. He stopped to
observe a cigarette-shaped,
bluish-green, sharply de-
fined object that had a round-
ed or blunted nose. The wit-
ness said it was luminous and
somewhat transparent. At the
back of the object, there
appeared to be a short, red-
dish flame or glow; follow-
ing at a short distance was
a bright, white star-like
object. The UFO was moving
at a very high altitude from
the SE to NW, at a speed
comparable to a jet. Trees
obscured further observation.
No sound-but radio reception
seemed to be affected.

1782

A series of saucer sightings in Tucson, Arizona, late last June turned out to be the work of a group of students who were sending up candle-carrying balloons at night. The balloons were supposedly a serious attempt to study wind velocities, though the students seemed pleased to have caused several people, including a local professor, to mistake their experiments for genuine UFO's.

OFFICE, SECRETARY OF THE AIR FORCE
OFFICE OF INFORMATION

SUSPENSE: 24 Sept 1962 DATE: 18 Sept 1962

TO:

☐ GEN. MARTIN
☐ COL. CASEY
☐ COL. BOYD
☐ COL. EVANS
☐ LT COL SANDVIG
☐ CAPT. FREEMAN

☐ SAFOI-1A (RESERVE FORCES)
☐ SAFOI-1B (BANDS & MUSIC)
☐ SAFOI-1C (SCTY COORD)
☐ SAFOI-2 (COMMUNITY REL)
☒ SAFOI-3 (PUBLIC INFO)
☐ SAFOI-4 (PLANS & PROG)
☐ SAFOI-5 (INTERNAL INFO)

ATTENTION:

PREPARE REPLY FOR SIGNATURE OF:

☐ DIRECTOR
☐ DEPUTY DIRECTOR
☐ ASST. DIRECTOR
☐ EXECUTIVE

☐ SECRETARY
☐ CHIEF OF STAFF
☐ VICE CHIEF OF STAFF
☐ ASST VICE CHIEF OF STAFF

☐ DIRECT REPLY
☒ ACTION
☐ INFORMATION
☐ FILE

☐ COORDINATION
☐ RECOMMENDATION
☐ COMMENT
☐ NOTE & RETURN

☐ DIRECTOR HAS SEEN

☐ DEP. DIR. HAS SEEN

SAFOI-	1A	1B	1C	2	3	4	5	HAS ACTION
SAFOI-	1A	1B	1C	2	3	4	5	HAS INFO.

COMMENTS:

KJ
KENNETH G. SANDVIG
Lt Colonel, USAF
Executive
Office of Information

Elevation, 000's of ft. (MSL)	Richmond (RIC)	Washington (DCA)	Norfolk (ORF)
30	----	340/39	360/33
50	----	310/15	300/07
80	----	----	080/25

c. Ceiling:

Local EDT	Time Local EST	Z	1st Layer 4,500 ft.	Sky Coverage 2nd Layer 10,000 ft.	3rd Layer above 10M ft.
2030	1930	0030	5/10to9/10	10/10	unobserved
2054	1954	0054	5/10to9/10	5/10to9/10	5/10to9/10
2136	2036	0136	1/10to5/10	5/10to9/10	5/10to9/10
2158	2058	0158	1/10to5/10	5/10to9/10	5/10to9/10
2232	2132	0232	1/10to5/10	5/10to9/10	5/10to9/10

At the observer's location, sky coverage was probably between 5/10's and complete. See attachment 3.

d. Visibility

(1) 15 Nautical miles at Byrd Field. See attachment 3.

e. Cloud Coverage

(1) See ceiling data.

f. Thunderstorms

(1) No thunderstorms reported in area.

g. Temperature

(1) Surface temperature 66 degrees F. No other data locally available. See attachment 3.

8. No unusual activities were determined by the investigating officer that would coincide with this sighting. Inquiries were made of NASA of the possibility of any artificial satellites fitting this description. There were none to their knowledge. The local weather bureau has no knowledge of any meteorological explanation.

9. There was no known interception action taken.

10. There were no weather balloon releases at the Richmond weather bureau that would provide these sightings. Air traffic approaching Byrd Field could provide the path observed, but not the duration described.

25 JUNE

SAFOI-3b/Major Hart/kw/75630

September 24, 1962

Dear Mrs. [REDACTED]

The Office of the President has referred your letter to the Air Force for reply.

The Air Force has no record of the sighting you refer to therefore it has not been investigated by the Air Force. The validity of an evaluation reached as a result of investigation at this late date would be subject to question. It can only be stated that as of this date the Air Force has conducted over 7,500 investigations of reported sightings, none of the reported aerial phenomena have given indication of threat to our national security. There has been no evidence submitted to or discovered by the Air Force that unidentified sightings represented technological developments or principles beyond the range of our present day scientific knowledge and there has been nothing in the way of evidence or other data to indicate these unidentified sightings were extraterrestrial vehicles under intelligent control.

The inclosed fact sheet will provide you with additional details of our findings.

Sincerely,

Attachment

C. R. CARLSON
Colonel, USAF
Deputy Chief
Public Information Division
Office of Information

Mrs. [REDACTED]
Tucson, Arizona

SAFOI-3b - Comeback
SAFOI-1 - Reading
SAFLL - 2 Cys (Info)
FTD - Col Friend (Info)

August 3, 1962
Tucson
Arizona

Dear Mr. President

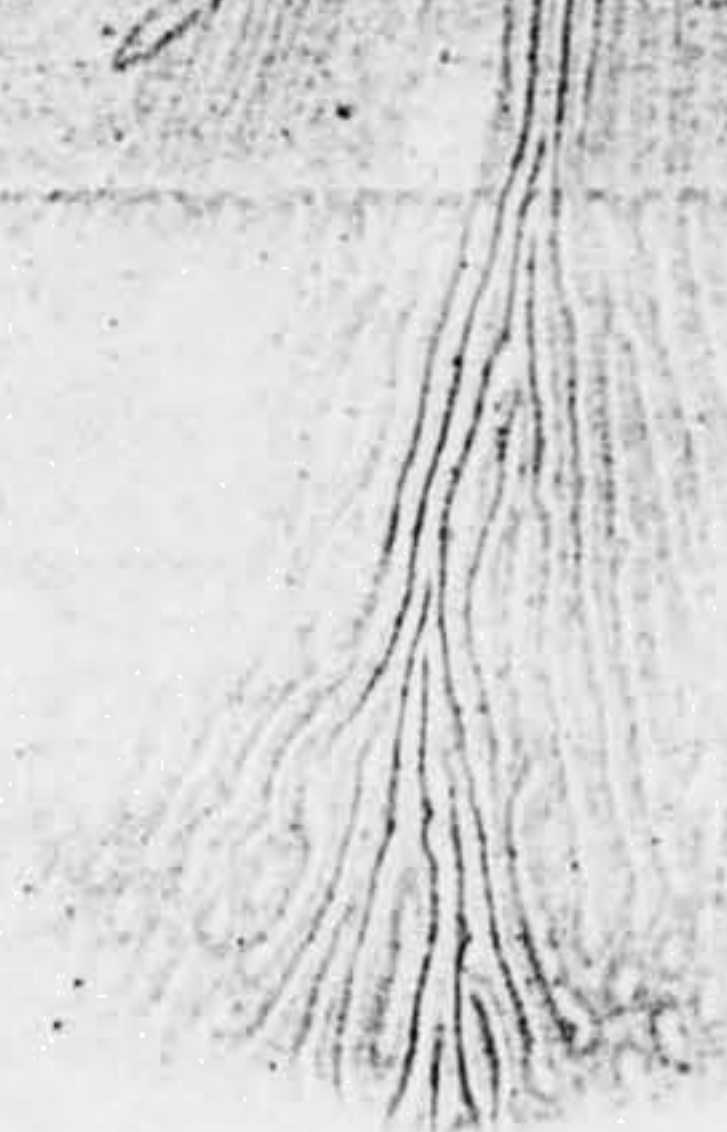
I am enclosing a copy
of the story of Flying Saucers
over Tucson which was written
by the A.P.O. people about
what my sons had seen
on the night of June 25, 1962.

The morning after they
had seen these objects in the
sky it was dark for me to
believe the story. But after
about an hour the boys
getting the bible and were
willing to swear so I decided
to call the Tucson Daily Citizen
and see if they had reported
U.F.O's in the sky a very nice
~~man~~ man. They
hadn't had any reports but
wanted to publish the story.
The A.P.O. people called

2
The same evening and
mentioned the boys three different
times and had written the
enclosed story.

Now as to the question
we would like to ask you
could there possibly be such
things as V.F.O.s from other
planets or could these things
the boys saw be something the
U.S. is testing. The witnesses
Bill Davis Frank was called
about their last experience
in a secret place.

I believe as citizens of the
greatest country in the world
we deserve a discussion of some
sort from some source as to what
this could have been the boys
saw on the night of June 30
1964 to date. no information from
any branch of the U.S. has
been contained or withheld
these things in the story



appeared in both the
and Albany, each paper
seems to me the military
would be interested in the
things that go on in the
sky at night or any time for
the protection of the city.
Certainly would appreciate
some sort of and however
from some one as to what
this thing would have been.
Reports of other sightings from
other sections of the U.S. have
been reported also. Other
sightings of G.F.O. have been
seen in the same way. I have seen
the paper which I am interested
for some reason. I hope
Thank you for your letter.

Yours
~~Very truly yours~~
~~Wm. L. ...~~
William L. ...

THE A.P.R.O. BULLETIN

The A. P. R. O. Bulletin is the official copyrighted publication of the Aerial Phenomena Research Organization (A.P.R.O.), 4145 E. Desert Place, Tucson, Arizona, and is issued every other month to members only. The Aerial Phenomena Research Organization is a non-profit group dedicated to the eventual solution of the mystery of the unidentified objects which have been present in the skies for hundreds of years. Inquiries regarding membership may be made to the above address.

TUCSON, ARIZONA - JULY, 1962

Saucers Shoot Rockets over Tucson, Arizona

By Coral E. Lorenzen

"Some doors opened in the bottom and something came out." An unconventional aerial object hovered for a period of time at Tucson, Arizona and a strange device had lowered to the ground. The boy relating the details was 14-year-old John Westmoreland. He and his brother James and next-door neighbor Ronnie Black had spent the night of June 25, 1962 in the tent in the Westmoreland back yard and during the course of four hours had witnessed a strange but revealing chain of events.

On the evening of the 26th of June I opened the Tucson Daily Citizen newspaper. When I came to the local news section, these words seemed to pop right out of the page: "Saucers, Rockets Inhabit Night Sky."

I scanned the article briefly and reached for the telephone book. Seconds later I was talking to Mrs. Logan Westmoreland, the mother of John and James Westmoreland. She graciously invited Mr. Lorenzen and me to come to her home and interview the boys. Three hours later we were seated in the comfortably furnished living room of the Westmoreland home in southeast Tucson.

The boys were eager to talk about their adventure, partly I suspect, because they were met with doubt at first. As soon as we got the gist of the story we started the slow process of cross-examination.

The three boys had been given permission to spend the night in the tent, so, armed with a deck of playing cards, pad and pencil, they settled down to a game of 500 Rummy by lantern light. Shortly before nine they were bored with cards and not sleepy, so they decided to go outside, watch for meteors and look at the stars and try to catch an errant, cooling breeze. The summer rains were in the offing and the air was warm and humid. The day had been hot; the night air was a welcome change.

At about 9 o'clock John noticed a star at 5 degrees south of due west, 30-40 degrees elevation, which didn't behave

(See Saucer Shoot page 3)

Saucers Shoot

(Continued from page 1)

like a star. It was very bright, white in color, and "moved around a little," in the boys' words. Soon it dimmed, moved a little toward the south, lost a few degrees in altitude and then became stationary.

The boys soon lost interest and went back into the tent to another game of Rummy. From time to time they peeked out and took a look at the strange "star" but it "just stayed there." Then at about 11:45 things began to happen.

The bright "star" became much brighter and seemed to move closer. Instead of looking like a star, it assumed a triangular shape as it grew larger. Then it became stationary again. How long this process took the boys did not know, but according to the kitchen clock (they kept peeking in the window to check the time), a surprising thing happened at 12:15. Three green flares or rockets were fired horizontally from the main object.

At this time, John scrambled into the tent and emerged with the score pad and pencil. He decided to keep notes. On the pad he wrote: "At 9 o'clock at night we saw a flying saucer. At 12:15 it shot three green things that traveled faster than any plane." These rockets were too fast to track visually.

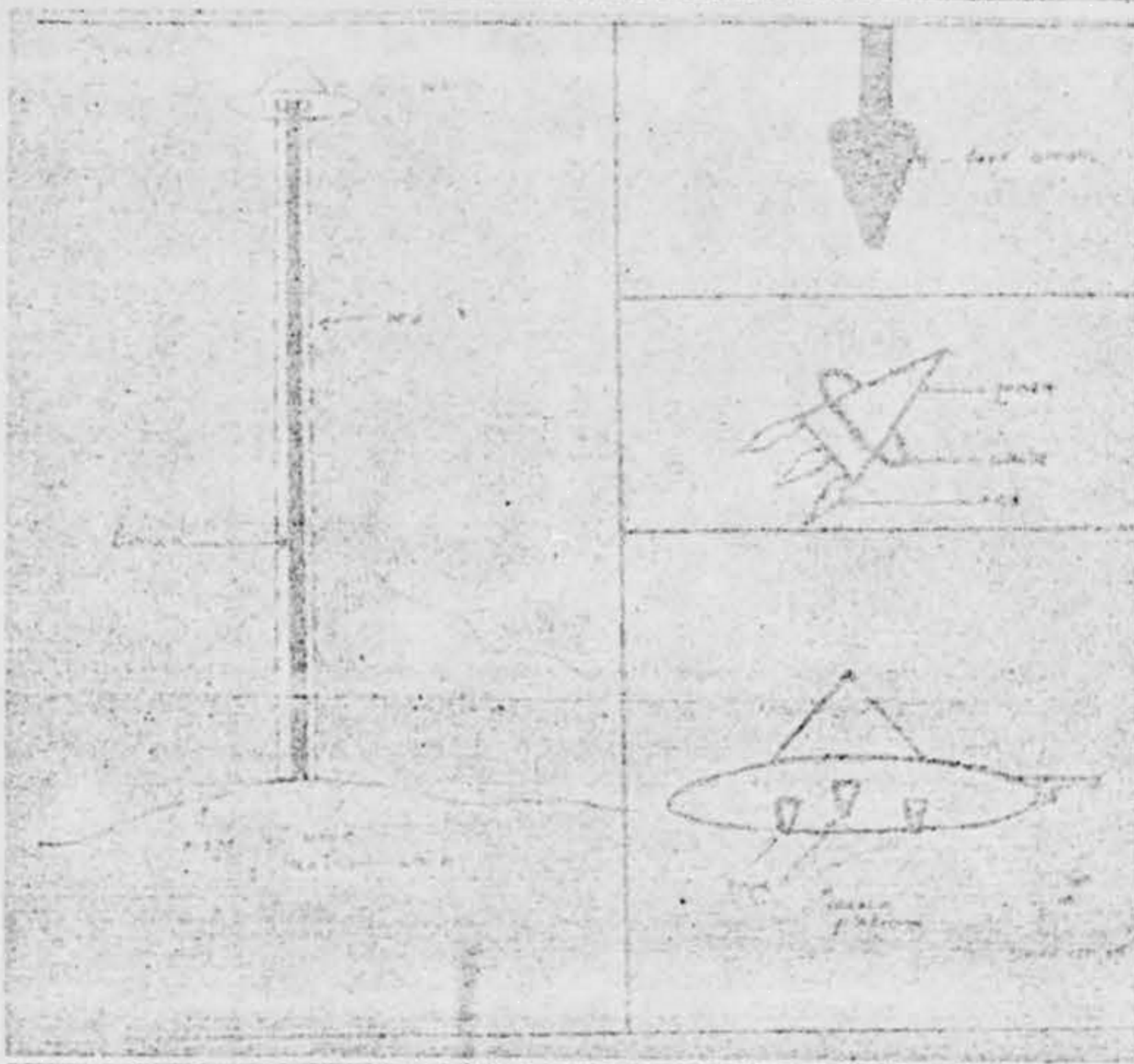
After the first "rocket" was fired, John noticed the second "saucer" which we will hereafter refer to as Number Two. It came in racing from west to east across the northern sky, "turned a flip" and came to rest at about 15 degrees east of north at a slightly greater elevation than No. 1. Shortly No. 2, which appeared closer and larger than No. 1, was approached by the "flare-like object," which came in from underneath and appeared to be absorbed through the bottom of No. 2.

Then the first "saucer" spat out another of the small objects. About three minutes later No. 2 was again approached by the tiny object and again the boys watched as it seemingly disappeared into the bottom of No. 2.

No. 1 was still in the same position, appearing to be triangular in shape, and No. 2 appeared much closer and round-shaped with two leg-like or stilt-like protuberances on the underside.

A third flare emerged from No. 1, and was shortly "received" by saucer No. 2. Things were getting interesting. No. 2 then shot out a rocket which quickly disappeared into the night sky. No. 2 began to dim and fade into the night sky and was not seen again. No. 1 retained its same position.

At this time, Saucer No. 3 was spotted



at about 100-110 degrees and about 45 degrees elevation. It appeared the largest and highest of the three, which suggests that it was closer. The detail reported by the boys bears this out.

But the best part of the show was yet to come.

Number three sported a cone-shaped superstructure above an apparently round airfoil. Its color was white and like the others it made absolutely no sound. At 1:16 a jet plane went over—we later decided it was probably in the flight pattern of Davis-Monthan AFB, a Strategic Air Command installation a scant 2 or 4 miles from the Westmoreland home.

The new visitor closed in and three of the stilt-like protuberances "popped out." Then the object gained altitude. An elongated dark "something" slid out from above the circular rim and three of the small rocket-like objects emerged in quick succession. In a few brief minutes they were back. Two doors swung open, down, and back up against the underside of the saucer. As the doors opened, the "legs" receded into the object. The little rockets, now clearly seen, swiftly entered the opening, one by one. The big object elevated slightly, and moved sideways, then became stationary again.

The newspaper had printed only the boys' notes which were not detailed ex-

cept for general movement of the objects. In describing saucer No. 3, John had written: "Something lowered from the bottom. Something came out."

I asked John what he meant by that. He said that something which looked like a rope or cable came out and lowered to the ground. I asked him what color it was, and two voices—his and James', piped up and said "brown." I wondered how they could tell colors at that time of the night and asked them. "From the light," they said.

"What light was that?" I asked. Then John told me that when the doors opened a red light shone down from the inside in a perpendicular narrow beam, that extended to the ground. When the long, ropelike object began to come out, it was clearly visible and appeared to be brown in color.

The boys estimated that the "rope" was extended for from three to five minutes, after which it began to come up into the saucer again. After it had cleared the top of the ridge bordering the wash, they realized that something was on the bottom of it. It was slowly pulled up into the large object, the doors closed and the object moved up and into the east until it was out of sight.

The youngsters stayed up a little longer, watching for more activity in the sky but before long the excitement of

(See Saucers Shoot, page 4)

Saucers Shoot

(Continued from page 3)

the night and their lack of sleep overcame their curiosity and they retired into the tent. As soon as they had awakened in the morning they rushed in to tell Mrs. Westmoreland what they had seen.

Pat Westmoreland, about 40, is an understanding mother but a firm one. The thought at first that perhaps the boys had had a touch of imagination and set about using all the "trapping tricks" she knew to trip them up in their story, but to no avail. She began to realize that they had had a real experience. She decided the newspapers should know what had happened the preceding night and called them. Thus the article which had drawn my attention came about. It should be noted here that the newspaper printed the notes, pointing out that it could be imaginary or real—they printed it because it was a sensational story.

The matter of the boys' honesty comes to mind as a matter of course in these investigations. After three long visits with the boys, during which time Mr. Lorenzen walked with them to the wash over which they thought the UAO had hovered, and I had sketched the objects from their instructions, we found no indication that the boys were not telling the truth. Mr. Lorenzen said that he had not caught any signs of strain, rehearsed conversation or trickery during his talks with them while walking to and from the wash. Nor did I ever detect any evidence that the boys were attempting to perpetrate a hoax. Some of the things which impressed me concerning the sighting as well as the honesty of the boys were these:

When attempting to describe the object which was brought up by the rope or cable, John Westmoreland said he got the impression that the object was about as long as his father—in other words, its length equalled approximately the height of his father who is about 6 feet tall. If saucer No. 3 was above Pantano wash as the boys felt it was, we have an idea of its size as well as the size of the rockets or flares and the size of the object which was pulled up into the large object.

The rim of the saucer appeared to have the same angular displacement as a five foot cross-arm on a utility pole at the corner of the Westmoreland lot. If it was over Pantano wash (quarter mile distant) it was approximately 80 feet in diameter. The small objects then would be about 6 feet long, and the object which was taken up into the saucer

would be about the same size as the "rockets," and certainly the same general configuration. (See sketches).

It is interesting and tempting to speculate that one of the rockets, at some time or other, had become disabled, a search initiated, and eventually, a recovery effected. The latter phase of the sighting, in which a device was lowered to the ground and returned to saucer No. 3 with a triangular-shaped object at the end of it, could have been that "recovery." This may further be supported by the fact that after the object was taken into the saucer, the saucer left. The recovery of that object may have been the sole purpose of the presence of the saucers that night.

It is interesting to note that after the case was fully investigated, the local newspapers were not interested in further information or a follow-up story.

On the 29th, a group of local college students sent up some balloons filled with ordinary kitchen gas and lighted by candles encased in fireproof crepe paper. Although this was not accomplished until three days after the Westmoreland sighting, the idea of saucers had been firmly implanted in the public mind. A local professor of atmospheric physics who is interested in UFO, was told of the strange lighted object in the sky, and went to the U. of A. meteorological lab to track the thing. The story of his sighting was in the Arizona Star morning paper for Friday 29 June 1962. Upon reading the details, plus his theory that the thing was an "extended source of light," I wondered if some hoaxers might have been at work. I called the Tucson Citizen asking that they mention APRO and ask for further sightings of the Thursday evening object and suggested that the object seen that night might have been the result of a prank. Later, I talked to the physicist who had been viewing the object and found that he had also decided that the object was a hoax.

Later news stores stated that the college boys involved in the "prank" were "carrying out experiments dealing with wind velocity and other weather conditions." Considering the type of homemade balloon, and the fact that it contained dangerous highly inflammable gas which was tied to a device with an open flame, it is not likely that any such experiment was being carried out. It appears more likely that a childish prank was being played and the "young men" involved did not want to admit their part in it, attempting to write it off as an experiment.

It is lamentable that the newspapers were satisfied with the experiment ex-

planation and stated that these "experiments" may have been the cause of the saucer sightings in Southern Arizona in the past few months. Certainly, the easiest way to dispose of the perplexing UFO problem is to ignore the evidence which prolongs its mysterious nature. A large percentage of the press is inclined to do precisely that.

In the case of this latter sighting, the only two observers of the lighted plastic bags who called me felt the object was a balloon. The local press gave the impression that those who viewed the hoax objects were completely fooled, but that certainly was not the case.

The events of the week of June 24-30 very aptly demonstrated the contention that I have had for years concerning the psychology of the disbeliever. The skeptic is often so intent upon disproving that which he does not care to believe, by attempting to label it a hoax or a misconception of a conventional object, that he sets about to perpetrate a hoax to support his own convictions and allay his subconscious fears.

A thorough perusal of newspaper stories concerning the Westmoreland sighting as well as ensuing reports of unidentified sky objects emphasizes the foolishness of accepting en toto the information pertaining to UFO sightings as presented by the news media and points up the need for thorough investigation. Had I accepted the Westmoreland story as presented by the Tucson Citizen, I would have had a short dissertation completely lacking in detail. A few hours spent in investigation yielded some very important facts, and enabled APRO to log one of the most detailed sightings of an unconventional aerial object which has ever been observed.

Ice Cutter Encounters "Lake Lights"

On March 17, 1962, strange lights off the shore of Erie, Pennsylvania, got the ice cutter Ojibwa out of dock to investigate. Chief Warrant officer Kenneth N. Black (Coast Guard) said the lights were seen by several individuals including the ship's crew. The ship got underway, cutting through heavy ice all the way to the Canadian shore and Black said "The closer we moved toward them, the farther away they seemed to be." Black also said he believed the lights were the result of unusual atmospheric conditions causing lights to be refracted on the lake. It is interesting to note that the obvious explanation — that they were chasing moving lights — was apparently not mentioned or considered by Black.

No Case (Information Only)

26 June 1962
Falmouth, Massachusetts

June 26--At Falmouth, Mass. Eleanor Schmidt and two other women reported a large bright red object that maneuvered from side to side and hovered over the ocean for 30 minutes.

1 - 15 JULY 1962 SIGHTINGS

DATE	LOCATION	OBSERVER	EVALUATION
Jul	North Brunswick, New Jersey	[REDACTED]	Insufficient Data
Jul	Glenside, Pennsylvania	[REDACTED]	Insufficient Data
Jul	Ashland, Wisconsin	[REDACTED]	Aircraft
2	Baltimore, Maryland	[REDACTED]	Satellite
2	New York, New York	[REDACTED]	Astro (METEOR)
3	Hyattsville, Maryland	[REDACTED]	Astro (METEOR)
3	Hutchison, Kansas	[REDACTED]	Satellite
3	11.45N 174.52W (Pacific)	Military	Satellite
4	San Juan, Puerto Rico	USGG	Satellite
4	20.00N 161.12W (Pacific)	[REDACTED]	Other (MISSILE)
4	Veracruz, Mexico	State Dept	Insufficient Data
4	Kingsville, Louisiana	[REDACTED]	Satellite
5	Pacific	Military	Satellite
6	Beeville, Texas	[REDACTED]	Astro (METEOR)
6	Sagatuck, Michigan	[REDACTED]	Insufficient Data
6	Cheverly, Maryland	[REDACTED]	Satellite
7	Hallet Station, Antarctic	Military	Astro (METEOR)
7	Malden, Massachusetts	[REDACTED]	Insufficient Data
7	Hanscomb Field, Massachusetts	[REDACTED]	Aircraft
7	Albuquerque, New Mexico	[REDACTED]	Insufficient Data
7	Dayton, Ohio	[REDACTED]	Aircraft
8	British Honduras	[REDACTED]	Insufficient Data
9	Jacksonville, Florida	[REDACTED]	Astro (METEOR)
9	Moraine, Ohio	[REDACTED]	Satellite
9	Paterson, New Jersey	[REDACTED]	Aircraft
10	Dayton, Ohio	[REDACTED]	Aircraft
10	Meredith, New Hampshire	[REDACTED]	Aircraft
10	Newark, New Jersey	[REDACTED]	Aircraft
10-12	Keller, Washington	[REDACTED]	Aircraft
11	Kankakee, Illinois	[REDACTED]	Insufficient Data
12	Pacific	[REDACTED]	Satellite
12	Westover AFB, Massachusetts	Military	Astro (METEOR)
12	Los Angeles, California	[REDACTED]	Aircraft
12	18.25N 55.46W (Indian Ocean)	Military	Satellite
13	Springfield, Virginia	[REDACTED]	Astro (METEOR)
13	06.09S 110.33W (Pacific)	[REDACTED]	Satellite
13	Carlsbad, New Mexico	[REDACTED]	Astro (JUPITER)
14	Rock Hill, South Carolina	[REDACTED]	Insufficient Data
14	Evanston, Illinois	[REDACTED]	Aircraft
15	Evanston, Illinois	[REDACTED]	Insufficient Data

ADDITIONAL REPORTED SIGHTINGS (NOT CASES)

DATE	LOCATION	SOURCE	EVALUATION
Jul	Universe	Science News Ltr	
Jul	Philadelphia, Pennsylvania	[REDACTED] 164)	
7	New Zealand	Newsclipping	
9	Hong Kong	Newsclipping	
11	Dunedin, New Zealand	Newsclipping	
12	Camp Lokota, Illinois	Newsclipping	

11. The investigating officer is the squadron intelligence officer, and although not currently on flying status is rated both pilot and navigator. The following comments are provided as pertinent to the situation:

a. At the time that the observer reported clear skies, the local weather bureau reported sky coverage as indicated in paragraph 7c. Although the sighting may have not been probable, it certainly was not impossible.

b. The observer described the light conditions as dark at 24 minutes after sundown.

c. The area in which the object was sighted is aligned with that of air traffic approaching Byrd Field, but the object's description and duration of observation does not suit air traffic identification.

d. Byrd Field Control tower operators were questioned concerning unusual observations during the subject reported sighting, but with negative results.

e. Parachute flares from the Camp Picket area (37 02N/77 53 W) were considered, but not deemed possible because of Camp Picket location and their schedule of operations and parachute flare limitations.

f. The only obvious possible discrepancies of the observer's statements are those of:

(1) Sky coverage

(2) Description dark of light conditions at 24 minutes after sundown.

g. The investigating officer has checked local sources for information and has not been able to identify the sighting.

Summary of 1 July Sighting

1. The sighting described below is forwarded with limited detail as the sighting was so positively identified as ECHO I.
2. Mr. [REDACTED], age 44, [REDACTED], City of Richmond, Va. made the following sighting. He observed a steady light source for approximately ten minutes starting at 2300 EDT, 2200 EST, 1 July 62 at the same location in Richmond described in attachment 1. It first came into sight on a magnetic bearing of approximately 190 and went out of sight on a magnetic bearing of 065.
3. An initial check with NASA was made and this sighting coincided with the passing of ECHO I.
4. As this sighting is considered obviously resolved, no further information is included.

Atch 3:



U. S. DEPARTMENT OF COMMERCE, WEATHER BUREAU

SURFACE WEATHER OBSERVATIONS

W. A. S. Richmond, Va.

DATE JUN 30 1962

STATION

TIME (L.S.T.)	STATION PRESSURE (INS.)	DRY BULB (°F.)	WET BULB (°F.)	REL. HUMIDITY (%)	TOTAL SKY COVER	CLOUDS AND OBSCURING PHENOMENA												TOTAL OPACITY SKY COVER		
						LOWEST LAYER			SECOND LAYER			SUMMA- TION TOTAL	THIRD LAYER			SUMMA- TION TOTAL	FOURTH LAYER			
						AMT.	TYPE & DIR.	HEIGHT	AMT.	TYPE & DIR.	HEIGHT		AMT.	TYPE & DIR.	HEIGHT		AMT.		TYPE & DIR.	HEIGHT
15	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
00 51	29.840			81	10	10	AL	F120	U				U				U			10
01 51	29.840			81	10	10	AL	F120	U				U				U			10
02 56	29.840			81	10	10	AL	F120	U				U				U			10
03 57	29.790			81	10	10	AL	F100	U				U				U			10
04 56	29.790			73	10	10	AL	F100	U				U				U			10
05 57	29.790			76	10	8	AL	F80	2	CS	/	10	U				U			10
06 57	29.790			76	10	1	SC	30	6	AC	E60	7	3	CS	/	10	U			10
07 57	29.780			84	10	3	SC	30	5	AC	E60	8	2	CS	/	10	U			10
08 56	29.780			81	10	4	SC	30	5	AC	E60	9	1	CS	/	10	U			10
09 59	29.730			71	9		SC	30	1	6	AC	E60	7	2	CS	/	10	U		8
10 57	29.720			66	10	7	SC	A30	2	AC	60	9	1	CS	/	10	U			10
11 58	29.740			60	9	7	SC	E30	1	AC	60	8	1	CS	/	9	0			8
12 56	29.730			54	10	3	SC	40	5	SC	E55	8	3	AC	120	10	U			10
13 59	29.710			58	10	8	SC	E55	2	AC	120	10	U				U			10
14 58	29.710			77	10	9	SC	A70	1	AC	120	10	U				U			10
15 58	29.705			71	10	8	SC	E45	2	AC	120	10	U				U			10
16 57	29.695			67	8	3	SC	45	3	AC	E120	6	2	CS	/	8	0			7
17 57	29.690			65	10	7	SC	E45	3	AC	120	10	U				U			1
18 57	29.700			67	10	7	SC	E45	3	AC	100	10	U				U			10
19 57	29.690			75	8	6	SC	E45	3	AC	100	9	0				2	0		7
20 58	29.710			77	8	4	SC	E35	2	AC	E100	6	2	CS	/	8	0			7
21 57	29.720			87	7	3	AC	100	4	CS	U	7	0				7	0		6
22 57	29.720			87	7	3	AC	100	4	CS	U	7	0				7	0		6
23 58	29.720			90	7	2	AC	100	5	CS	/	7	0				7	0		3

SYNOPTIC OBSERVATIONS

TIME (G.C.T.)	TIME (L.S.T.)	NO.	PRECIP. (INS.)	SNOW FALL (INS.)	SNOW DEPTH (INS.)	MAX. TEMP. (°F.)	MIN. TEMP. (°F.)	HGT. 850 MB. SURFACE	STATE OF GRND.	SEA STATE & DIR.	SWELL HGT. & DIR.	SWELL PERIOD	SURF. H, H, M, P, D.	WATER TEMP.	SOIL TEMP.	STATION			
21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	TIME (L.S.T.) 39	00
	MID. TO 0051	X	0	0	X	66		X	X	X	X	X	X	X	X			ATT. THERM. 40	
	0051	1	0	0	0	66				0								DRUPD. BAR 41	
	0651	2	T	0	0	66	66			1								TOTAL CORR. 42	
	1250	3	0	0	0	66	66			1								STA. PRESS. 43	29
	1753	4	T	0	0	81	73			1								BAROGRAPH 44	29.8
	MID.	X	0	0	0	77	68	X	X	X	X	X	X	X	X			BAR. CORR. 45	0

SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT)

24-HR. MAX. TEMP. (°F.)	24-HR. MIN. TEMP. (°F.)	24-HR. PRECIP. WATER EQUIV. (INS.)	24-HR. SNOWFALL UNMELT. (INS.)	SNOW DEPTH (INS.)	PEAK GUST			THICK- NESS OF ICE ON WATER (INS.)	FROZEN GRND. LAYER (INS.)		RIVER GAUGE	24-HR. MAX. R. H.	24-HR. MIN. R. H.	WATER EQUIV. (INS.)	THORSTEN	BEGAN	ENDED	DUR. IN. MIN.	
					SPEED (MPH)	DI- REC- TION	TIME L.S.T.												
									TOP	BASE									
29	67	0.06	0	0	71	74	73	74	75	76	77	78	79	80	81	K-	0625	0703	
81	66	.06	0	0							10				10	R-	0703	0720	
																R-	0710	0737	
																R-	0737	0742	

50. REMARKS, NOTES AND MISCELLANEOUS PHENOMENA

Total sunshine 4:59 Sunrise 0600 Sunset 0134
 Fastest observed 1-minute wind speed 12.2 m.p.h. or 12.2 mph
 Fastest mile 2.5 in 10 h associated direction N/E and time 1227 E
 Excessive precipitation:

Δt (MINUTES)	5	10	15	20	30	45	60	90	120	150	180
PRECIPITATION (INCHES)											

BAROGRAPH LINE 1137E