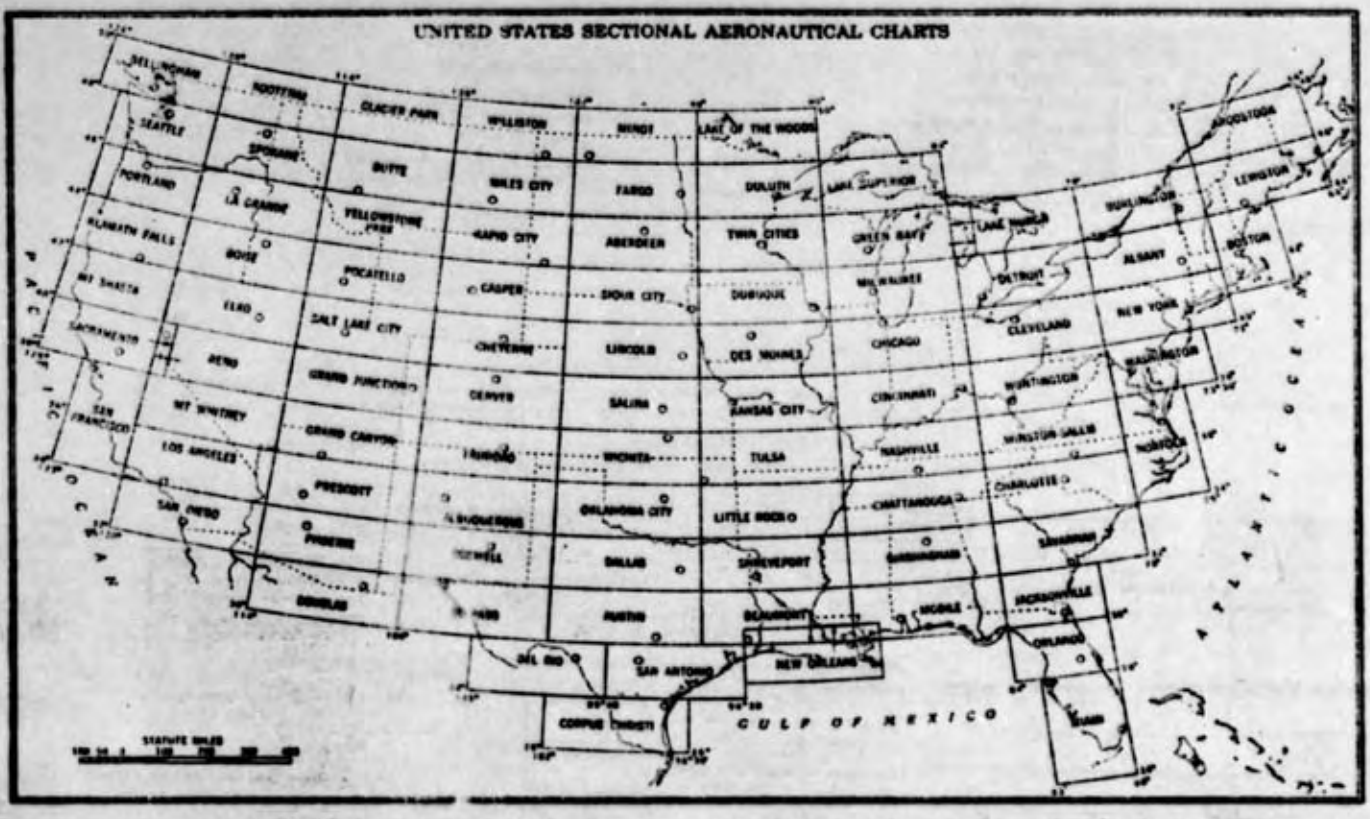
SECTIONAL CHARTS

The sectional aeronautical chart series provides complete coverage of the United States. An additional chart covers the Hawaiian Islands. These charts are designed primarily for piloting, which is also known as contact flying. They contain a maximum amount of cultural topographic features including important landmarks.

Sectional charts are revised at six-month periods to insure that the airman has the latest information available, and 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, U. S. Coast and Geodetic Survey, Department of Commerce Building, Washington 25, D. C.

In the lower right-hand corner is printed the date of the chart. Below this the next scheduled printing is indicated. If the date of the chart is more than six months old, users are advised to check with the notices (Dates of Latest Prints) on file with authorized agents. Charts that carry older dates than those shown in large type on this list of dates are obsolete.



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

Planning Charts	**AP-9 and 3069a** **3060d**	**1:5,000,000** **1:3,000,000**
Aircraft Position Charts	**3071 North Atlantic** **3073 Caribbean Sea**	**1:5,000,000** **1:5,000,000**
Route Charts	**Show limited topographic information, selected aerodromes, and major radio data.**	**1:2,000,000**
Direction Finding Charts	Six charts cover the United States	1:2,000,000
World Aeronautical Charts	Forty-three charts cover the United States	1:1,000,000
Flight Charts	Thirty-seven charts cover the principal air routes of the United States	1:1,000,000
Local Charts	Designed to provide additional landmark information and topographic detail for important air terminals.	1:250,000
Instrument Approach and Landing Charts	More than 475 charts designed for use in manuals with Radio Facility Charts	Approach 1:250,000 Landing 1:31,680
Instrument Landing System Charts	Similar to Instrument Approach and Landing charts but printed in black and halftone instead of color. Show very little detail.	Approach 1:250,000 Landing 1:75,000 1:20,000
Airport Obstruction Plans	Show runways and selected aerodrome information and objects in the vicinity that may be hazards to air traffic.	1:12,000
Radio Facility Charts	**Sixty-five charts of the U. S. show all radio facilities, airways and other information necessary for instrument flying.**	1:2,000,000

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

4/11/51

SEARCH AND RESCUE

Search and Rescue Service is a life saving service provided through the combined efforts of the CAA, Air Force, and Coast Guard who are assisted by other organizations such as the Civil Air Patrol, Sheriffs Air Patrol, State Police, and such other agencies as may be available. 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 CAA Airway Communications Station 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 CAA Communications Station.
4. If you land enroute and are delayed more than an hour, report this information to the nearest communications 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!

GROUND TO AIR EMERGENCY CODE DISTRESS SIGNALS

REQUIRE DOCTOR, SERIOUS INJURIES	I	REQUIRE SIGNAL LAMP WITH BATTERY, AND RADIO	I	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	L ⌉	NOT UNDERSTOOD	JL
REQUIRE MAP AND COMPASS	□	PROBABLY SAFE TO LAND HERE	△	REQUIRE MECHANIC	W
		IF IN DOUBT, USE INTERNATIONAL SYMBOL	SOS		

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

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, AS 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.

NAUTICAL MILES

The CAA is adopting, for all air-ground communication within the continental United States and Alaska, the nautical mile as the unit of horizontal distance, and the knot as the unit of horizontal speed.

The United States nautical mile is defined as equal to one-sixtieth of a degree (one minute) of a great circle on a sphere whose surface is equal to the surface of the earth. The value of a nautical mile is calculated on this basis as 1853.25 meters or 6080.20 feet. Since the common or statute mile is equal to 5280 feet, one nautical mile equals approximately 1.152 statute miles, and one statute mile equals approximately 0.868 nautical mile. For quick calculation the nautical mile may be considered approximately one-seventh longer than the statute mile, and the statute mile approximately one-eighth shorter than the nautical mile.

In the lower margins of the sectional charts is provided a convenient conversion scale by which values in statute miles may be readily converted to nautical miles and vice versa. Distances expressed in either unit may thus be scaled directly on the charts.

The length of one minute of latitude measured along a meridian on the surface of the earth at latitude 48°15′ is equal to a United States nautical mile. North or south of 48°15′ the length of a minute is slightly longer or shorter, since the earth is not a perfect sphere. However, for practical purposes, the nautical mile is considered equivalent to a minute of latitude at any point on the earth's surface. Therefore, the one-minute subdivisions of the meridian lines on the face of charts may also be used for scaling distances.

The knot is a unit of speed only. One knot is equal to one nautical mile per hour; as, when an aircraft is travelling 200 nautical miles per hour, its speed is 200 knots.

CONVERSION TABLES

STATUTE MILES TO NAUTICAL MILES

STATUTE MILES	NAUTICAL MILES	FEET	STATUTE MILES	NAUTICAL MILES
0.1	0.087	528	100	86.8
0.2	0.174	1056	110	95.5
0.3	0.261	1584	120	104.2
0.4	0.347	2112	130	112.9
0.5	0.434	2640	140	121.6
0.6	0.521	3168	150	130.3
0.7	0.608	3696	160	138.9
0.8	0.695	4224	170	147.6
0.9	0.782	4752	180	156.3
1.0	0.868	5280	190	165.0
			200	173.7
2	1.74		210	182.4
3	2.61		220	191.0
4	3.47		230	199.7
5	4.34		240	208.4
6	5.21		250	217.1
7	6.08		260	225.8
8	6.95		270	234.5
9	7.82		280	243.1
10	8.68		290	251.8
11	9.55		300	260.5
12	10.42		310	269.2
13	11.29		320	277.9
14	12.16		330	286.6
15	13.03		340	295.3
16	13.89		350	303.9
17	14.76		360	312.6
18	15.63		370	321.3
19	16.50		380	330.0
20	17.37		390	338.7
			400	347.4
30	26.05			
40	34.74		500	434.2
50	43.42		600	521.0
60	52.10		700	607.9
70	60.79		800	694.7
80	69.47		900	781.6
90	78.16		1000	868.4

NAUTICAL MILES TO STATUTE MILES

NAUTICAL MILES	STATUTE MILES	FEET	NAUTICAL MILES	STATUTE MILES
0.1	0.115	608.0	100	115.2
0.2	0.230	1216.0	110	126.7
0.3	0.345	1824.1	120	138.2
0.4	0.461	2432.1	130	149.7
0.5	0.576	3040.1	140	161.2
0.6	0.691	3648.1	150	172.7
0.7	0.806	4256.1	160	184.2
0.8	0.921	4864.2	170	195.8
0.9	1.036	5472.2	180	207.3
1.0	1.152	6080.2	190	218.8
			200	230.3
2	2.30		210	241.8
3	3.45		220	253.3
4	4.61		230	264.9
5	5.76		240	276.4
6	6.91		250	287.9
7	8.06		260	299.4
8	9.21		270	310.9
9	10.36		280	322.4
10	11.52		290	334.0
11	12.67		300	345.5
12	13.82		310	357.0
13	14.97		320	368.5
14	16.12		330	380.0
15	17.27		340	391.5
16	18.42		350	403.0
17	19.58		360	414.6
18	20.73		370	426.1
19	21.88		380	437.6
20	23.03		390	449.1
			400	460.6
30	34.55			
40	46.06		500	575.8
50	57.58		600	690.9
60	69.09		700	806.1
70	80.61		800	921.2
80	92.12		900	1036.4
90	103.64		1000	1151.6

AERODROMES - BOSTON SECTIONAL CHART

LOCATION	NAME	GEOGR. POSITION	TYPE	ELEV.	FACILITIES					REMARKS
					FUEL (OCTANE)	REPAIRS	RUNWAYS NO.	RUNWAYS LONGEST	LIGHTS	
Alton Bay, N.H.	Downing's SPB	43°28'-71°14'	Com. Seapl.	504	80	Minor	1	5000		Ramp, buoy
Ashland, N.H.	Riverside	43°44'-71°40'	Com.	470			1	2000		
Auburn, Mass.	Auburn	42°11'-71°51'	Priv.	700			2	1550		
Ayer, Mass.	Ft. Devens AAF	42°34'-71°36'	Army	268	C	Minor	3	5200H		
Bedford, Mass.	Hanscom Field	42°28'-71°17'	Mun. & AF	135	80, 91, 100	Major	3	5000H	Rnwy., appr., hi-intens. rnwy.	*
Berkeley, R.I.	Berkeley	41°56'-71°26'	Com.	75	80	Major	1	2050		
Berkley, Mass.	Myricks	41°50'-71°02'	Com.	65	80	Minor	2	2000	Port. prior req.	
Beverly, Mass.	Mountain	42°35'-70°55'	Mun.	108	80, 91	Major	3	5000H	Rnwy. prior req.	Ben. prior req.
Biddeford, Maine	Biddeford Mun.	43°28'-70°28'	Mun.	160			2	2150		
Billerica, Mass.	Shawsheen Pines	42°33'-71°13'	Com.	110	80	Major	2	2125H	Rnwy. prior req.	2310 ft. gravel avail.
Block Island, R.I.	Block Island State	41°10'-71°35'	Mun.	105	80		1	2000H	Runway	Lgts. oper. by elec. ser
Bolton, Mass.	Bolton	42°26'-71°39'	Com.	380	80, 91	Minor	3	2540	Port. prior req.	
Boothbay Harbor, Maine	Boothbay Harbor Flying Svc. SPB	43°51'-69°37'	Com. Seapl.	00			3	7800		Ramp, floats, dock, marine railways
Boston, Mass.	Logan	42°22'-71°01'	Mun.	19	80, 91, 100, J	Major	4	10022H	High intens. rnwy., approach	2 way radio required. Landing fee
Boston, Mass.	NAS Squantum	42°18'-71°02'	Navy	10	AB	Minor	3	4100H	Rot. bcn., code bcn., rnwy.	All lgts. prior req.
Boston, Mass.	NAS Squantum	42°18'-71°02'	Navy Seapl.	00	A+B	Minor	1	12000		Ramp, buoy
Brockton, Mass.	Brockton	42°03'-71°01'	Com.	80	80	Major	1	1800H		Closed daily at 1900
Brunswick, Maine	Brunswick	43°53'-70°02'	Com.	175	80	Minor	1	1665		
Brunswick, Maine	NAS Brunswick	43°54'-69°58'	Navy	77	A+B		3	6000H	Rnwy., appr., hi-intens. rnway	Lgts. prior req. off. bus. only
Brunswick, Maine	Riverside Arpk. SPB	43°55'-69°59'	Com. Seapl.	50	80		1	4000		Circle Mun. arpt. for svc. Float
Canton, Mass.	Boston Metropolitan	42°10'-71°09'	Com.	50	80, 91	Major	4	2100		E/W rnwy. Closed
Charlestown, R.I.	NAAS Charlestown	41°22'-71°40'	Navy	32			3	5800H		Off. bus. only. ALP to NAS Quonset Pt.
Chatham, Mass.	Chatham	41°41'-69°59'	Mun.	66	80, 91	Minor	1	2500H	Rnwy. prior req.	
Concord, N.H.	Concord Mun.	43°12'-71°30'	Mun.	345	80, 91	Major	3	3996H	Rnwy. on req.	Aero. Adv. Sta. 122.8
Concord, N.H.	Merrimack Bay Arpk.	43°17'-71°34'	Priv.	260			1	1500		Emerg. use only
Conway, N.H.	Conway Valley	43°59'-71°08'	Com.	465	80	Minor	1	2400		Attend. weekends only Unattend Dec. 1 to May 1.
Coventry, R.I.	Coventry Airpark	41°41'-71°35'	Com.	260	80	Major	1	1860		Attend. weekends
Dartmouth, Mass.	New Bedford Aviation	41°36'-70°56'	Com. Seapl.	00	80	Minor	3	Unlim.	Flood in emerg.	Ramp, float, piers, haulout. Major acft. repairs.
Dracut (Lowell), Mass.	Richardson	42°40'-71°20'	Com.	115	80, 91	Major	2	2200	Strip prior req.	
East Baldwin, Maine	Baldwin	43°48'-70°41'	Priv.	290			1	1400		
Easton (Brockton), Mass.	Ames Field	42°03'-71°05	Com.	120	80	Major	2	2000	Port. prior req. (by 5:30 P.M.)	
Edgartown, Mass.	Edgartown	41°21'-70°31'	Com.	20	80, 91	Minor	4	3300	Bndy. prior req.	
Fall River, Mass.	Fall River Mun.	41°43'-71°07'	Mun.	192	80, 91	Minor	2	3500H	Runway	
Falmouth, Mass.	Coonamessett Ranch	41°36'-70°33'	Com.	100	80	Minor	3	2000	Port. prior req.	
Falmouth, Mass.	Falmouth	41°34'-70°35'	Com.	35			1	2150	Strip, prior req.	Landing fee
Falmouth Foreside, Maine	Handy Boat Service Seaplane Base	43°44'-70°12'	Com. Seapl.	00	80		All way	Unlim.		Mar. rlwys., floats, dock, buoys, haulout
Fitchburg, Mass.	Fitchburg Mun.	42°33'-71°45'	Mun.	348	80, 91	Major	2	4500H	Runway	
Franklin, N.H.	Franklin	43°28'-71°39'	Com.	360	80		1	2000		Landing Fee
Freeport, Maine	Stover	43°54'-70°07'	Priv.	180			1	1100		
Grafton (North Grafton), Mass.	Grafton	42°13'-71°43'	Com.	450	80	Major	4	3000		
Greene, R.I.	Riconn	41°42'-71°47'	Com.	390	80	Minor	2	1700		Attend. weekends
Groton, Mass.	Groton	42°39'-71°39'	Com.	280	80	Major	1	2710	Port. prior req.	
Hampton, N.H.	Hampton	42°56'-70°50'	Com.	80			1	2000		
Hanover, Mass.	Clark	42°06'-70°52'	Com.	74	80, 91	Major	3	2350H		
Haverhill, Mass.	Walker-Dutton	42°48'-71°04'	Com.	125	80	Minor	3	1600		
Hillsgrove (Providence), R.I.	Green	41°43'-71°26'	Mun.	56	80, 91, 100	Major	4	5466H	Rnwy. hi-intens. rnwy.	2-way radio required nights, receiver days
Hooksett, N.H.	Hooksett-Manchester	43°04'-71°28'	Com.	187	80	Major	1	3000		
Hooksett, N.H.	Hooksett-Manchester	43°04'-71°29'	Priv. Seapl.	178			1	8000		Ramp, haulout, float, beach
Hyannis, Mass.	Barnstable Mun.	41°40'-70°16'	Mun.	56	80, 91	Major	3	4140H	Port. flood, rnwy. prior req.	Aero. Adv. Sta. 122.8
Kennebunk, Maine	Kennebunk	43°22'-70°33'	Com.	50			1	2000		Rough
Laconia, N.H.	Laconia Mun.	43°34'-71°25'	Mun.	532	80, 91	Minor	2	3500H	Runway	Aero. Adv. Sta. 122.8
Laconia, N.H.	Paugus Bay SPB	43°34'-71°27'	Com. Seapl.	504	80	Minor	2	5000		Ramp, dock, beach. Repairs at Mun.Arpt.
Lawrence, Mass.	Lawrence Mun.	42°43'-71°07'	Mun.	165	80, 91	Major	3	4000H	Runway	
Leicester, Mass.	Leicester	42°16'-71°53'	Com.	1140	80, 91	Minor	2	2000H	Port. prior req.	
Limerick, Maine	Limerick Yarn Mills	43°42'-70°47'	Priv.	370			1	1500		Use at own risk
Mansfield, Mass.	Mansfield Mun.	42°00'-71°12'	Mun.	124	80		3	2200		Attend. weekends
Marlboro, Mass.	Marlboro	42°20'-71°30'	Com.	280	80	Minor	2	1670		
Marshfield, Mass.	Marshfield	42°06'-70°40'	Com.	9	80	Minor	1	2200		
Marstons Mills, Mass.	Cape Cod	41°41'-70°24'	Priv.	100			3	2025		
Mattapoisett, Mass.	Wanderer SPB	41°39'-70°49'	Com.	00	80	Minor	2	Unlim.		Ramp, float, beach, haulout, buoys
Merrimack (Nashua), N.H.	Daniel Webster	42°48'-71°29'	Com.	195	80, 91	Major	4	2400	Strip prior req.	
Methuen (Lawrence), Mass.	Merrimac Valley Skyport SPB	42°42'-71°13'	Com. Seapl.	50	80		4	8000		Ramp, float, haulout
Middleton (Newport), R.I.	Newport Airpark	41°32'-71°17'	Com.	140	80, 91	Major	2	2430H		
Salisbury, Mass.	Windle	42°49'-71°49'	Com.	150			1	2000		
Montauk, N.Y.	Montauk SPB	41°04'-71°56'	Priv. Seapl.	00			1	10360		Ramp

1-2-52

AERODROMES - BOSTON SECTIONAL CHART

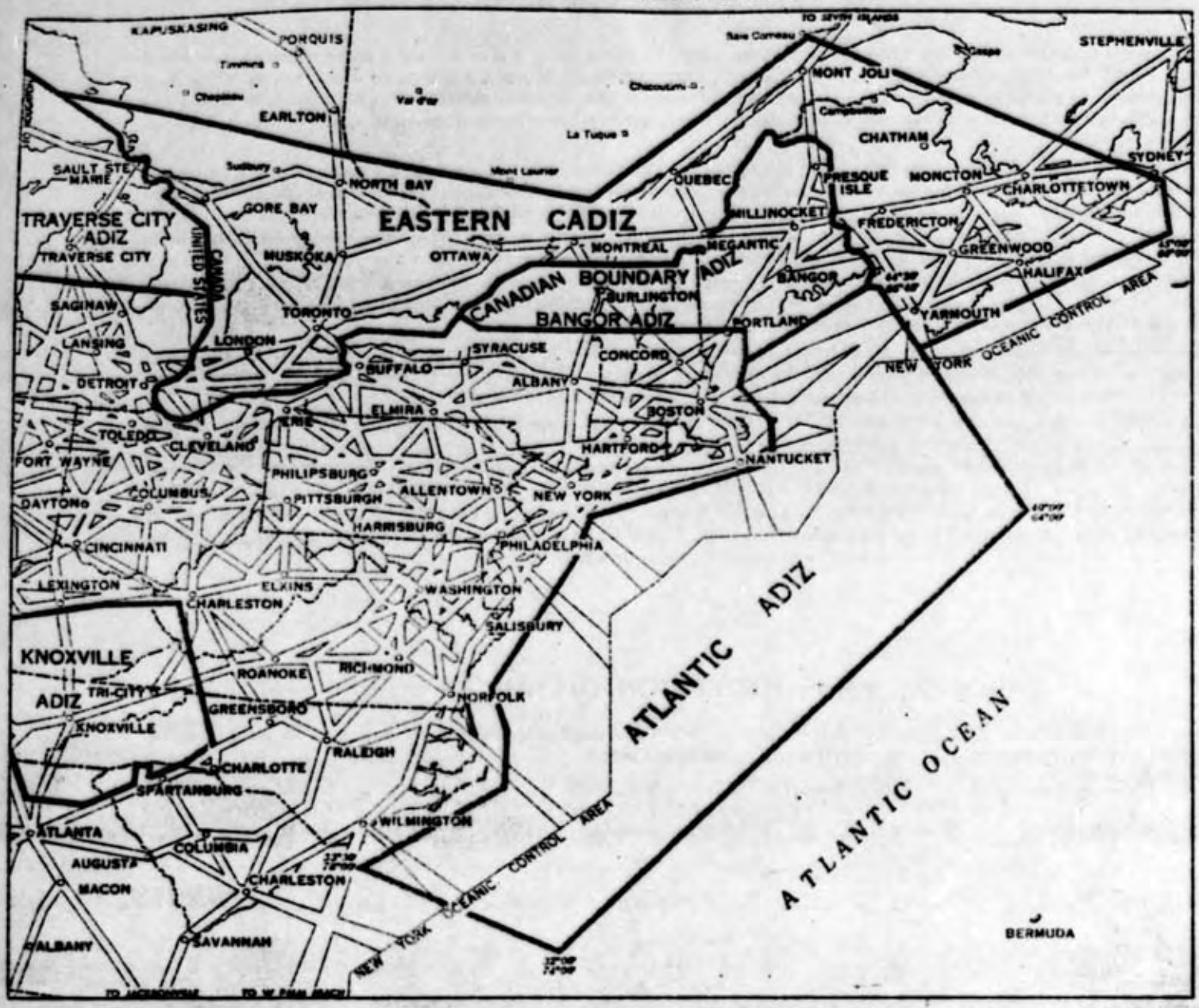
LOCATION	NAME	GEOGR. POSITION	TYPE	ELEV.	FACILITIES					REMARKS
					FUEL (OCTANE)	REPAIRS	RUNWAYS NO.	RUNWAYS LONGEST	LIGHTS	
Nantucket, Mass.	Nantucket Memorial	41°15'-70°03'	Mun.	48	80	Major	2	4000H	Rnwy., mobile flood, flare pots	Fld. lgts. prior req.
Naples, Maine	Naples Seaplane Base	43°59'-70°36'	Com. Seapl.	267	80		3	11000		Ramp
Nashua, N.H.	Boire Field	42°47'-71°31'	Mun.	193	80, 87, 91	Major	1	3200H	Bndy. prior req.	3800 ft. avail. Aero. Adv. Sta. 122.3
Nashua, N.H.	Gate City Airpark	42°43'-71°28'	Com.	120	80		1	1500		Attend. evenings & weekends
New Bedford, Mass.	New Bedford Mun.	41°40'-70°57'	Mun.	79	80, 91, 100	Minor	2	5000H	Bndy., rnwy., hi-intens rnwy. & appr.	
Newbury (Newburyport), Mass.	Plum Island	42°47'-70°50'	Com.	15			3	1545H		2800 ft. rnwy. avail. Inactive
North Attleboro, Mass.	Wilkins	42°00'-71°18'	Com.	200	80, 91	Major	2	2000	Port. prior req.	
North Westport (Fall River), Mass.	Fall River SPB	41°41'-71°07'	Com. Seapl.	131	80	Minor	4	11000		Ramps, piers, beach, mar. rlwy., haulout
North Windham, Maine	Little Sebago Lake	43°51'-70°25'	Com.	235	80		3	6700		Attended part time Week-ends & evenings.
Norwood, Mass.	Norwood Memorial	42°11'-71°10'	Mun.	61	80, 91	Minor	2	4000H	Rnwy., prior req.	Flare pots in emerg.
Oak Bluffs, Mass.	Oak Bluffs	41°26'-70°34'	Com.	40	80	Minor	2	2200		
Pachaug, Conn.	Pachaug	41°33'-71°58'	Com.	204		Minor	1	2350	Strip prior req.	
Pembroke (Concord), N.H.	Pembroke	43°10'-71°29'	Com.	320	80		1	2000		
Plymouth, Mass.	Plymouth	41°55'-70°44'	Mun.	149	80	Minor	3	2415		Attend. part time
Plymouth, N.H.	Plymouth Mun.	43°47'-71°45'	Mun.	506			1	2000		
Portland, Maine	Portland Mun.	43°39'-70°18'	Mun.	60	80, 91, 100	Major	3	4262H	Bndy., rnwy. on request	
Portsmouth, N.H.	Portsmouth Mun.	43°04'-70°49'	Mun.	94	80, 91	Major	3	5000H	Rnwy. prior req.	
Providence, R.I.	NAS Quonset Point	41°35'-71°25'	Navy	14	A+B	Major	4	6000H	Flood, rnwy., hi-intens. rnwy.	
Providence, R.I.	NAS Quonset Point	41°35'-71°25'	Navy Seapl.	00	A+A BJ	Major	4	21000	Flare path 2 hr. prior req.	Ramps, buoys, beach. Facs. avail. 2 hr. prior req.
Provincetown, Mass.	Provincetown Mun.	42°04'-70°13'	Mun.	8	80	Minor	1	3500H	Rnwy. prior req.	Fee for lights Aero. Adv. Sta. 122.3
Revere (Boston), Mass.	Revere	42°26'-71°01'	Com.	25	80, 91	Major	3	2715H	Runway, port. prior req.	Fee for lights Aero. Adv. Sta. 122.3
Revere (Boston), Mass.	Revere Seaplane Base	42°29'-71°01'	Com. Seapl.	00	80, 91	Major	1	3300		Closed multi-engine & amphibious acft. Ramp, haulout
Rochester, N.H.	Skyhaven	43°17'-70°56'	Priv.	320			1	1350		Emerg. use only
Salem, Mass.	CGAS Salem	42°31'-70°52'	CG Seapl.	00	A+	Minor	2	10000		Ramp
Sanford, Maine	Sanford Mun.	43°24'-70°43'	Mun.	243	80, 87	Major	3	6000H		
Scarboro, Maine	Scarboro Downs	43°34'-70°21'	Com.	20	87		1	2400		Attend. part time
Seekonk, Mass.	Providence	41°47'-71°18'	Com.	25	80	Major	3	1700		
Smithfield, R.I.	Smithfield	41°55'-71°32'	Com.	400	80	Major	1	1780		
Somersworth, N.H.	Wayside	43°15'-70°54'	Com.	212	80	Major	1	1500		
South Portland, Maine	Port O' Maine	43°36'-70°18'	Com.	60	80, 91	Major	3	2715	Port. prior req.	
South Weymouth, Mass.	NAF South Weymouth	42°09'-70°56'	Navy	152			4	4500		Closed
South Woodstock (Woodstock), Conn.	De Florm	41°55'-71°57'	Com.	450	80	Minor	2	1850		Attd. noon to dusk summer, weekends winter
Spencer, Mass.	Spencer	42°17'-71°58'	Com.	1040			1	1700		Inactive
Sterling, Mass.	Sterling	42°25'-71°47'	Com.	450	80	Major	1	2800	Strip	
Taunton, Mass.	King Field	41°53'-71°01'	Com.	25	80	Major	2	2550		
Tewksbury (Lowell), Mass.	Tew-Mac	42°35'-71°12'	Com.	90	80	Major	1	1850		Attend. weekends
The Weirs, N.H.	The Weirs SPB	43°36'-71°27'	Com. Seapl.	504			3	5000		Ramps, docks, beach. Inactive
Truro, Mass.	Pilgrim Lake SPB	42°04'-70°08'	Com. Seapl.	2	80		3	5000		Pier, buoys, beach
Vineyard Haven, Mass.	Marthas Vineyard	41°23'-70°37'	Mun.	68	80, 91	Major	3	3765H	Port. prior req.	Fld. lgts. on req. Summer season
Wareham, Mass.	Country Club	41°46'-70°43'	Com.	25			1	1780		Inact. not maint.
Warren, N.H.	Morse	43°52'-71°55'	Priv.	780			1	2700		Emerg. use only
Westboro, Mass.	Westboro	42°16'-71°39'	Com.	310	80		4	1800		
West Buxton, Maine	Hilltop	43°40'-70°37'	Com.	300			2	2000		Closed except prior permission
Westerly, R.I.	Westerly State	41°21'-71°49'	Mun.	81	80, 91	Minor	2	4000H	Runway	Field lgts. dusk-2200. After 2200 on req.
Wolfeboro, N.H.	Lakes Region	43°35'-71°16'	Com.	580						Closed. Under constr.
Wolfeboro, N.H.	Lakes Region SPB	43°35'-71°16'	Com. Seapl.	504			All way	Unlim.		Ramp, beach Inactive
Worcester, Mass.	Worcester Mun.	42°16'-71°52'	Mun.	1009	80, 91, 100	Major	3	5498H	Approach, hi-intens. rnwy.	Field lgts. prior req. or circle field
York Beach, Maine	York Beach	43°10'-73°36'	Priv.	30			1	1400		Closed

Fuel octane ratings listed by number are those available to civil aircraft, unless otherwise noted.
Military fuel is listed by letter code indicating octane ratings as follows: A+: 115/145, A: 100/130, B: 91/98, C: 73 or 80, J: JP-1, 3.
The above listing does not include Air Force aerodromes.
*Joint civil and military operation; Air Force facilities at these fields are not listed.

Consult the latest Airman's Guide for changes in data subsequent to date of chart.

1-2-52

AIR DEFENSE IDENTIFICATION ZONES (ADIZ)



In the United States several areas have been designated as Air Defense Identification Zones (ADIZ) by the Administrator of Civil Aeronautics in the interest of national security. All aircraft entering the Air Defense Identification Zones are required to file flight plans, except aircraft entering from within the Continental Limits of the United States or operating within the Seattle, San Francisco. Los Angeles, Albuquerque, Knoxville, Great Falls, Minneapolis, Traverse City, and Bangor Zones, at altitudes of less than 4000 feet above the immediate terrain. Any person who knowingly or willfully fails to do so is subject to penalties of one year in prison or $10,000 fine. The Air Defense Identification Zones are identified as follows: Seattle ADIZ, San Francisco ADIZ, Los Angeles ADIZ, Atlantic ADIZ, Pacific ADIZ, Albuquerque ADIZ, Knoxville ADIZ,Great Falls ADIZ, Minneapolis ADIZ, Traverse City ADIZ, Bangor ADIZ, Mexican Boundary ADIZ, and Canadian Boundary ADIZ. These areas are indicated on the face of Aeronautical Charts and are so labeled. For additional information see Civil Air Regulations Part 620.

Canadian Air Defense Identification Zones (CADIZ) have been designated by the Director of Air Services, Department of Transport. All aircraft entering these zones at altitudes of 4000 feet or more above the immediate terrain are required to file flight plans. The Canadian Air Defense Identification Zones are identified as the Eastern CADIZ and the Western CADIZ. They are also indicated on the face of aeronautical charts and are so labeled.

12-12-51

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

The V.H.F. omni-range operates within the 112-118 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 is 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 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 visual-aural range (VAR) and 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
500	30
1,000	45
3,000	80
5,000	100
10,000	140
15,000	175
20,000	200

*No physical obstruction intervening.
**Based on zero elevation of the facility.

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 CAA radio range 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-minutes past-the-hour broadcast is an "airway" broadcast consisting of weather reports from important terminals located on airway (s) within approximately 400 miles of the station. The 45-minutes-past-the-hour broadcast is an "area" broadcast consisting of weather reports from locations within the flight information area of the station.

The broadcast consists of the local weather report and the latest available surface reports from other locations. Reports more than one hour old are not broadcast. Local winds aloft are broadcast 4 times after the broadcasts at 6:15 and 12:15 A.M., and P.M., E.S.T. The velocities of winds aloft are broadcast in knots - not miles.

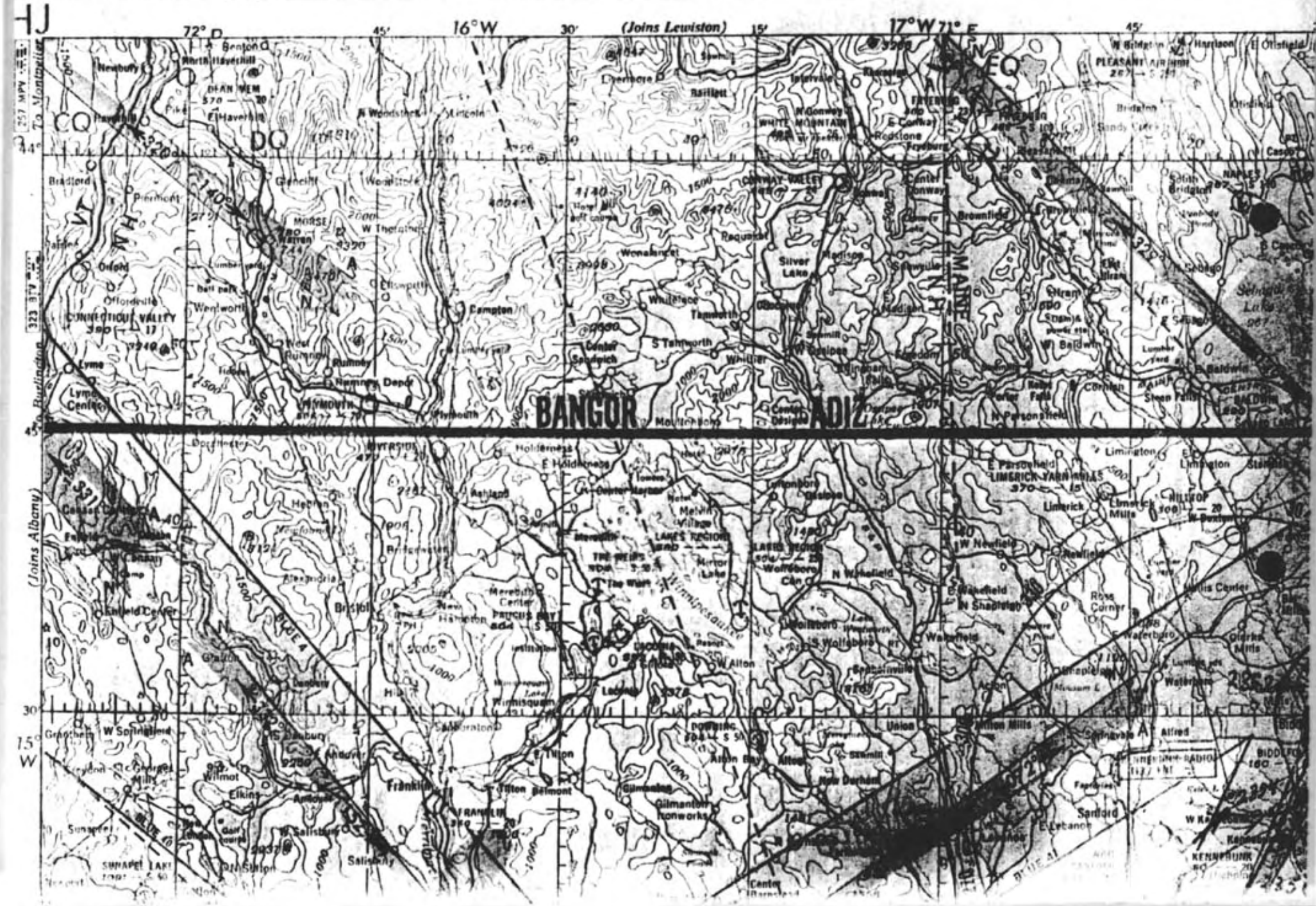
At selected stations the Weather Bureau provides a local terminal forecast covering the next two hours. This forecast is broadcast, when available, immediately following the local weather report.

Pilots enroute are requested to avoid, if possible, calling airway communications stations 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.

6/19/50

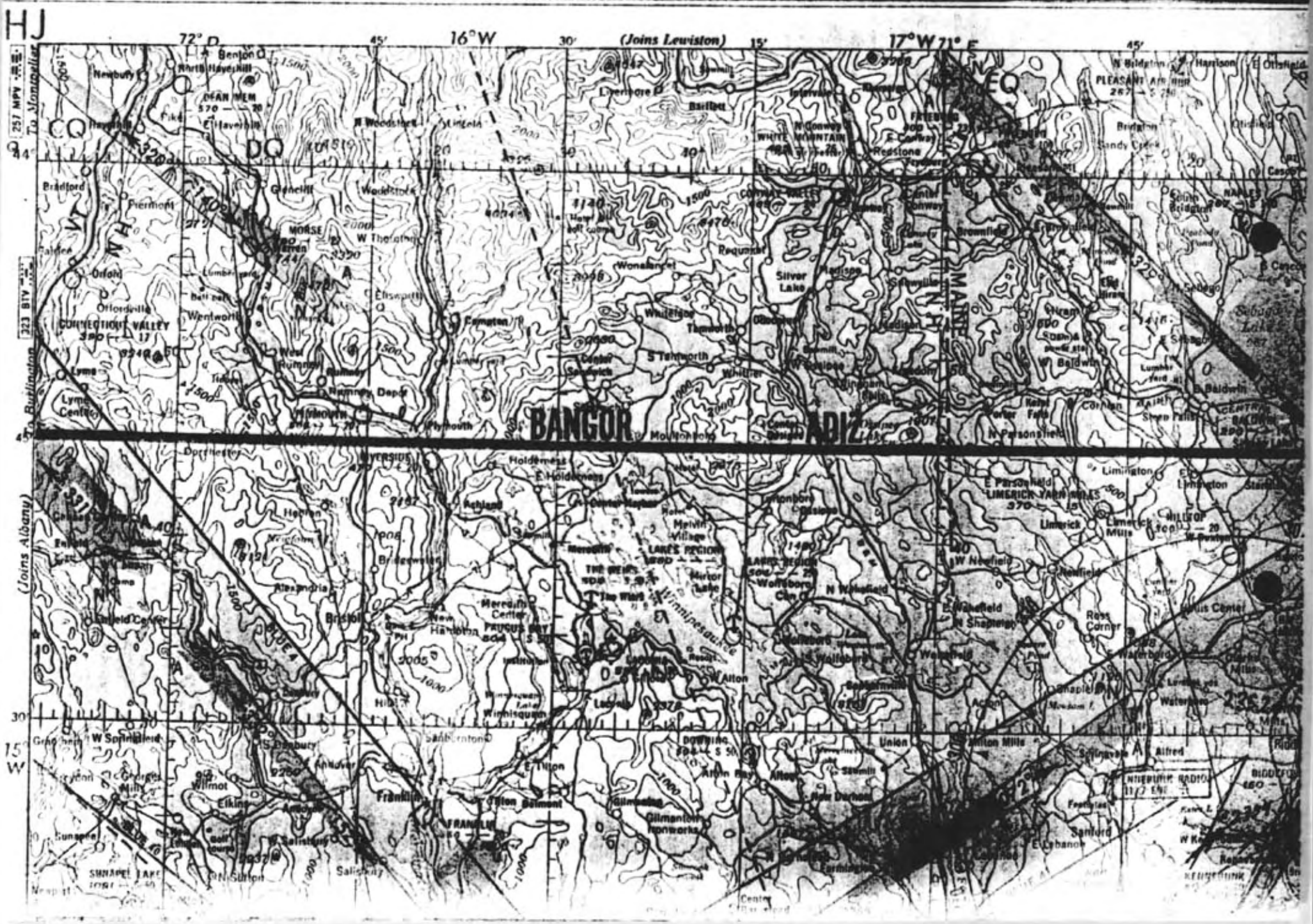
BOSTON (UV-10)

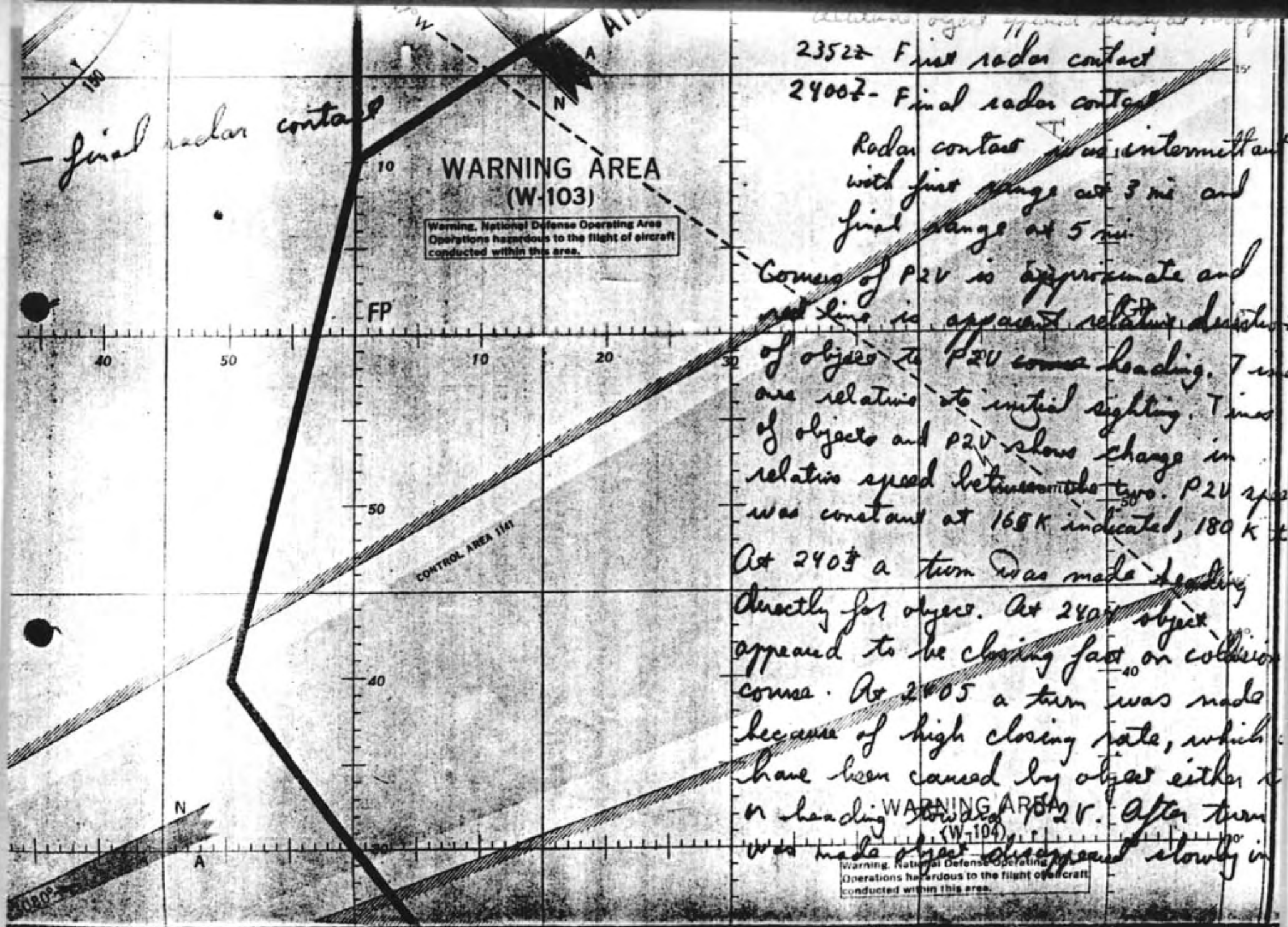
ELEVATIONS IN FEET



BOSTON (UV-10)

ELEVATIONS IN FEET





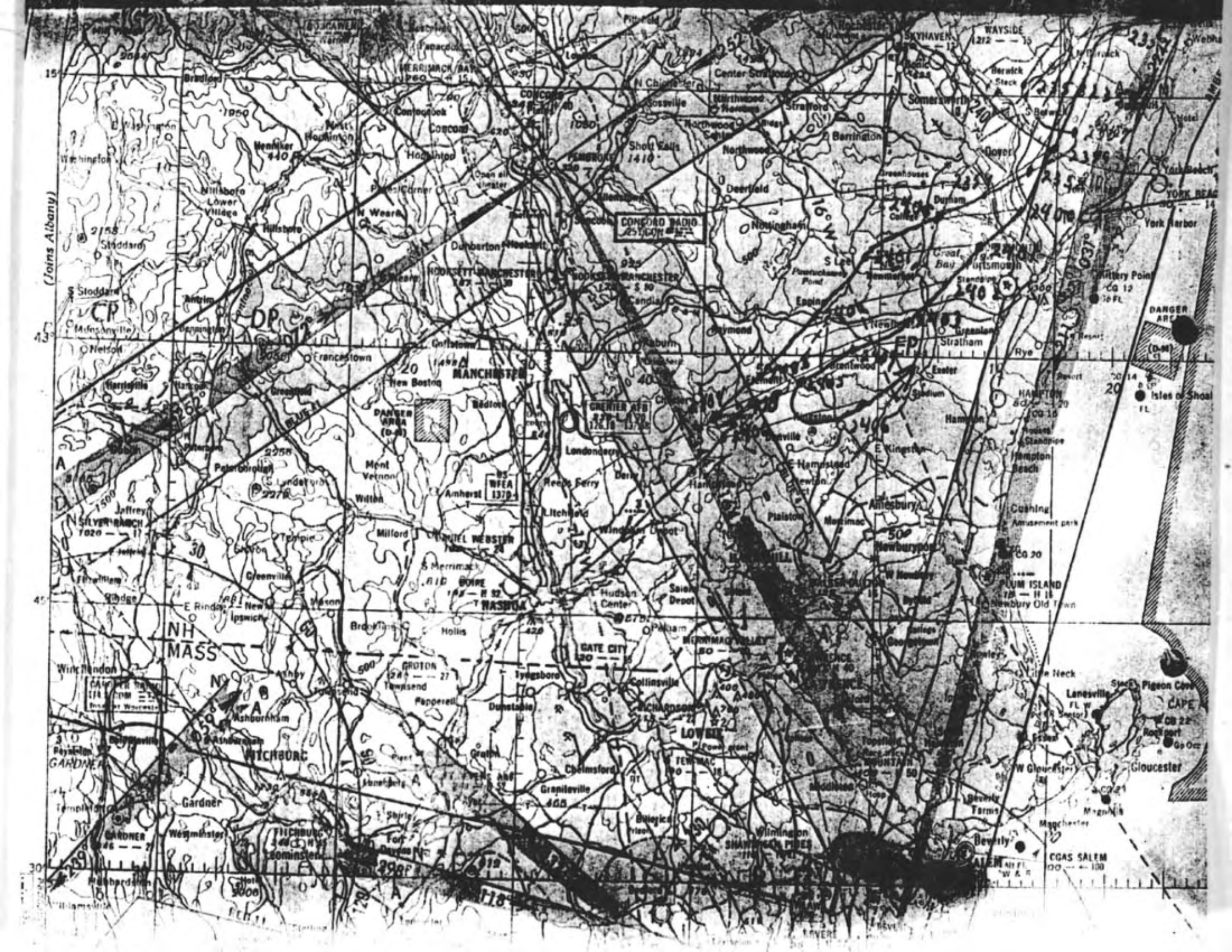
23522 First radar contact

24007 - Final radar contact

Radar contact was intermittent with first range at 3 mi and final range at 5 mi.

Course of P2V is approximate and red line is apparent relative direction of object to P2V course heading. Times are relative to initial sighting. Time of objects and P2V shows change in relative speed between the two. P2V speed was constant at 165 K indicated, 180 K T.

At 2403 a turn was made heading directly for object. At 2404 object appeared to be closing fast on collision course. At 2405 a turn was made because of high closing rate, which would have been caused by object either slowing or heading toward P2V. After turn was made object disappeared slowly in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PEMBROKE
CONCORD RADIO
MANCHESTER
GREENER AFB
NFEA
DANGER AREA (D-66)
DANGER AREA (D-68)
CP
DP
EP
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Londonderry
Derry
Litchfield
Windham Depot
Salem Depot
Hudson Center
Pelham
Hollis
Milford
Amherst
Mont Vernon
Peterborough
Jaffrey
Temple
Greenville
Wilton
Lyndeborough
Francestown
Nelson
Antrim
Hillsboro
Henniker
Boscawen
Penacook
Bradford
Warner
Contoocook
Hopkinton
Webster
Andover
Franklin
Tilton
Northfield
Laconia
Meredith
Center Sandwich
Sanbornton
Belmont
Gilmanton
Alton
Wolfeboro
Ossipee
Conway
Fryeburg
Bridgton
Naples
Sebago Lake
Standish
Gorham
Portland
Scarborough
Saco
Biddeford
Kennebunk
Wells
Ogunquit
York
York Beach
York Harbor
Isles of Shoals
Rye
Stratham
Greenland
Newington
Portsmouth
Great Bay
Dover
Somersworth
Rochester
Farmington
Strafford
Barrington
Northwood
Deerfield
Nottingham
Epping
Raymond
Candia
Auburn
Goffstown
Bedford
New Boston
Hooksett
Pembroke
Concord
Pittsfield
Loudon
Canterbury
Gilford
Laconia
Meredith
Center Sandwich
Tamworth
Ossipee
Wakefield
Milton
Rochester
Dover
Durham
Exeter
Stratham
Hampton
Hampton Beach
Seabrook
Salisbury
Amesbury
Newburyport
Plum Island
Newbury Old Town
Merrimac
Haverhill
Methuen
Lawrence
Andover
North Andover
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Tyngsboro
Dunstable
Groton
Townsend
Ashby
Fitchburg
Leominster
Ashburnham
Gardner
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Winchendon
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Braintree
Hingham
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Scituate
Marshfield
Duxbury
Plymouth
Kingston
Plaistow
Hampton
Seabrook
Rye
Isles of Shoals
Cushing Amusement park
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Lanesville
Pigeon Cove
Rockport
Gloucester
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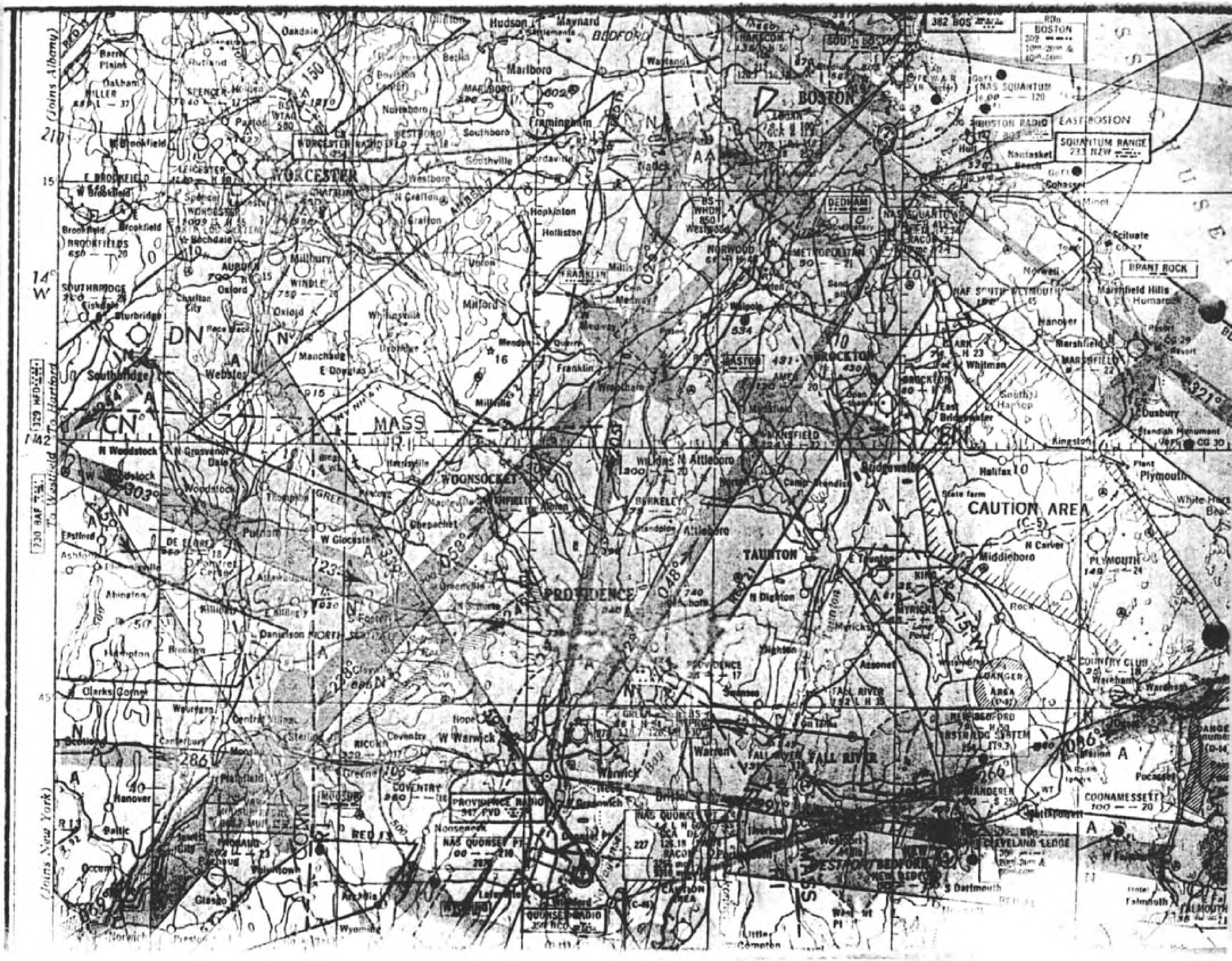
(Joins Albany)
(Joins New York)
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Hudson
Maynard
BEDFORD
Oakdale
Rutland
Berlin
Marlboro
Paxton
Northboro
Southboro
Framingham
Natick
BOSTON
EAST BOSTON
SQUANTUM RANGE
233 NZW
WORCESTER RADIO
WORCESTER
Leicester
Westboro
Southville
Hopkinton
Holliston
Cohasset
Spencer
Millbury
Auburn
Oxford
Charlton City
Sturbridge
Southbridge
Webster
Whitinsville
Milford
Mendon
E Douglas
Franklin
Millis
Medway
Walpole
Westwood
Norwood
Dedham
METROPOLITAN
BROCKTON
Whitman
Hanover
Marshfield
Scituate
BRANT ROCK
Marshfield Hills
Humarock
Duxbury
Standish Monument
Kingston
Halifax
Plymouth
MASS
R I
N Woodstock
N Grosvenor Dale
Woodstock
Putnam
WOONSOCKET
N Attleboro
Attleboro
Bridgewater
Mansfield
TAUNTON
E Taunton
N Dighton
Middleboro
N Carver
CAUTION AREA
(C-5)
PLYMOUTH
PROVIDENCE
Danielson
Killingly
Brooklyn
Abington
Hampton
Clarks Corner
Plainfield
Canterbury
Hanover
Baltic
Occum
Glasgo
W Glocester
Chepachet
Greenville
Coventry
W Warwick
Warwick
Warren
FALL RIVER
Swansea
Assonet
Somerset
Westport
COUNTRY CLUB
Wareham
DANGER AREA
NEW BEDFORD
S Dartmouth
CLEVELAND LEDGE
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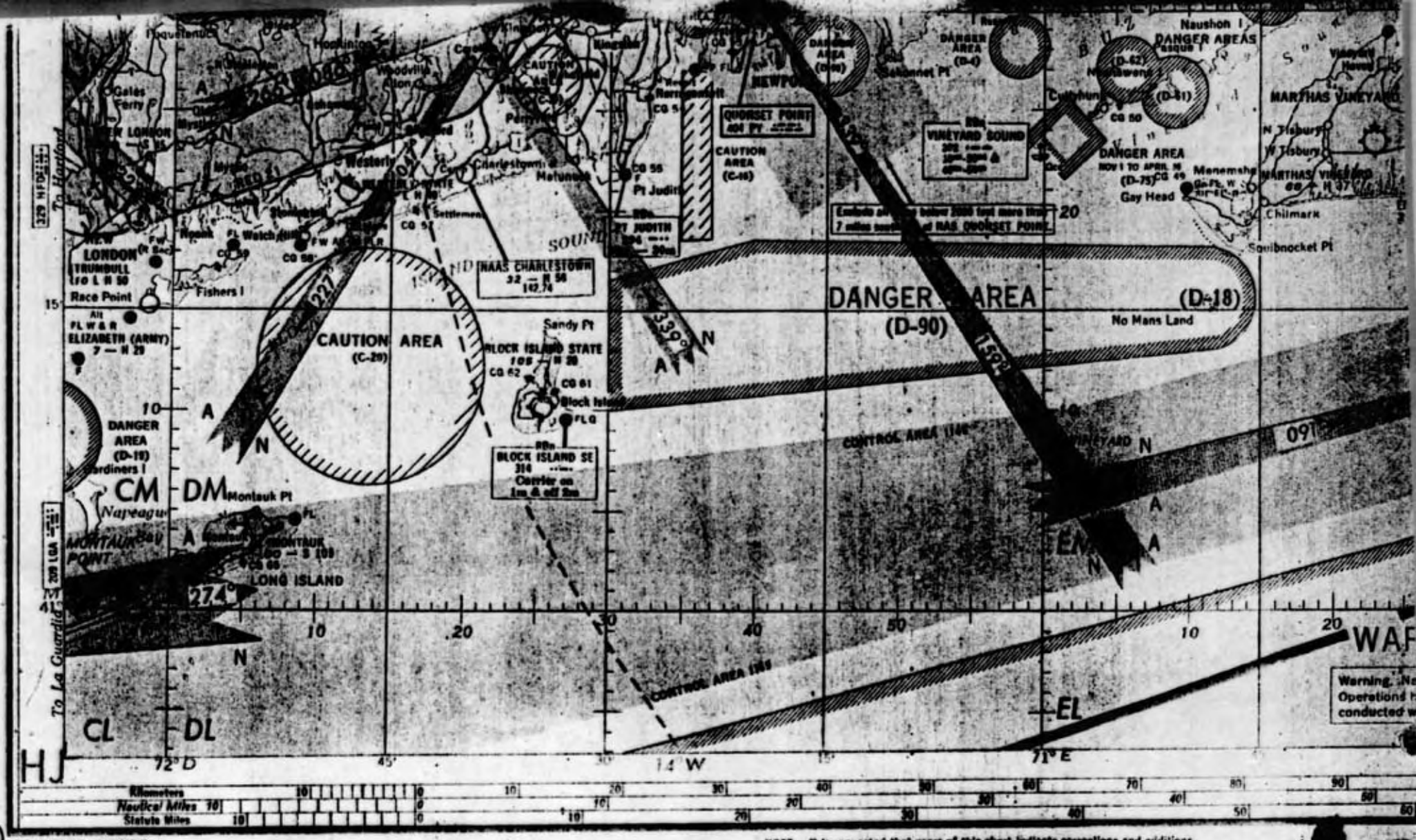
Pocasset
Falmouth
FALMOUTH
Marion
CAUTION AREA
Wyoming
Preston
Norwich
Little Compton



PRICE 25 CENTS

BOSTON (UV-10)

COMPILED AND PRINTED AT WASHINGTON, D. C.
BY THE U. S. COAST AND GEODETIC SURVEY
UNDER AUTHORITY OF THE SECRETARY OF COMMERCE

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

BASE: Edition of Jan. 1951 Revised Dec. 1951

NOTE: It is requested that users of this chart indicate corrections and additions which come to their attention and notify "THE DIRECTOR, U. S. COAST AND GEODETIC SURVEY, WASHINGTON 25, D. C."

TO REFERENCE BY THE GEOREF (SHOWN IN BLUE) TO MINUTES
(Select nearest intersection south and west of point)

Sample Point: BRADFORD

1. HJ identifies basic 15° quadrangle
2. DM identifies 1° quadrangle
3. 15 identifies Georef minute of longitude
4. 24 identifies Georef minute of latitude
5. Sample reference: HJDM1524

1. Atia
2. Atiaa
3. C. files

[redacted]O

JEDMH B089

RR JESBA JEDWP JEDBO 333

DE JEDMH 438

R 111958Z ZNJ

FM CGSAC OFFUTT AFB NEBR

TO JESBA/CG 2 AF BARKSDALE AFB LA

INFO JEDWP/CGATIC WRIGHT PATTERSON AFB OHIO

JEDBO/CO 831 AIR DIV LOCKBOURNE AFB OHIO

[redacted] DOCOC 30708. PROJECT BLUE BOOK. FOLG MSG RECD FROM CG ATIC WRIGHT PATTERSON AFB OHIO IS FWDD FOR NECESSARY ACTION. "FROM AFOIN-ATIAA-9-18-E FOR D/INT REOURMSG AFOIN-ATIAA-9-9-E CONCERNING FLYOBRPT OF 162345Z TO 170010Z SEP 52 AT PORTLAND, ME AND REURMSG DOCO 27282. ADDITIONAL INFO FR CREW OF U S NAVY P2V WHICH MADE SIGHTING INDICATES VISUAL CONTACT WITH OBJECTS WAS CONSTANT FR 162352Z TO 170001Z. OBJECTS WERE ON COURSE HEADING OF APRX 220 DEG FOR OVER 70 NAUTICAL MILES. NAVAL ACFT FOLLOWED OBJECTS FROM 4345N - 07015W TO 4300N - 07115W. DESCRIPTIONS OF THE FLYING OBJECTS BY PILOT AND CO-PILOT

ACTION

ACTION

OF P2V NEVERTHELESS INDICATE STRONG POSSIBILITY THAT THEY OBSERVED A REFUELING OPN HOWEVER TIME QUOTED IN YOUR MSG DOCO 27202 AND COURSE OF THE 2 KC-97'S OVER PORTLAND ARE AT VARIANCE WITH NAVAL P2V'S RPT. REQ YOU VERIFY THE TIME THE 2 KC-97'S ENTERED THE PORTLAND MAINE AREA WHEN AND WHERE THEY CONDUCTED REFUELING OPN AND COURSE HEADINGS AND APPROXIMATE TIME AS THEY LEFT THE PORTLAND, ME AREA. ALSO REQ YOU DETERMINE WHETHER OR NOT CREWS OF KC-97'S WERE AWARE OF OTHER ACFT FOLG THEM. IF YOU ARE UNABLE TO DO THIS REQ NBRS OF KC-97 ACFT PILOTS NAMES, ORGANIZATIONS AND HOME STATIONS SO THAT ATIC CAN INTERROGATE DIRECTLY. IN REPLY, CITE PROJECT BLUE BOOK." 2. TELEPHONE CONVERSATION WITH LOCKBOURNE CONTROL ROOM INDICATES THESE ACFT WERE KC-97'S NBRS 5-1243 AND 5-1262 OF 26 ARS. ACFT COMDRS WERE CAPT DONALD E DODDINGTON AND CAPT ALMERY R. HAMBLEN. REQ YOU FURNISH INFO DIRECT TO ATIC, INFO THIS HQ.

11/28472 OCT JEDMH

cy #1

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

CG ATIC

TO: CG SAC OFFUTT AFB NEB

DATE-TIME GROUP 311830Z OCT 52	SECURITY CLASSIFICATION UNCLASSIFIED
PRECEDENCE FOR: ACTION ROUTINE	INFORMATION
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☒ NO
REFERS TO MESSAGE:	
IDENTIFICATION DOCO 30708	CLASSIFICATION UNCLASSIFIED

INFO:

FROM: AFOIN-ATIAA-10-19-E FOR DIRECTOR OF INTELLIGENCE

Reference your message DOCO 30708, ATIC has received no information from Lockbourne AFB. Request SAC follow-up or authorize ATIC to contact the 801 Air Div. directly. In reply cite Project Blue Book.

SECURITY CLASSIFICATION UNCLASSIFIED

PAGE 1 OF 1 PAGES

DRAFTER'S NAME (and signature, when required)

LT A. G. FLUES/vs

RELEASING OFFICER'S SIGNATURE

ROBERT E. [illegible], MAJOR, USAF

SYMBOL ATIAA-5

TELEPHONE 63365

OFFICIAL TITLE AIR ADJUTANT GENERAL

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 48, WHICH MAY BE USED.

16—58023-8 ☆ U. S. GOVERNMENT PRINTING OFFICE

1. Atia
2. Atiaa
3. C. files

7 Nov 52 13 38

ACTION INFOR. FOOT INFOR.

ATIC

7 AM 7:42

RC93T

WPA122

YMA077

JEDMH B093

RR JEDWP JESBA JEDBO 333

DE JEDMH 97

R 062300Z

FM CGSAC OFFUTT AFB NEBR

TO JEDWP/CG ATIC WRIGHT PATTERSON AFB OHIO

INFO JESBA/COMGENAF TWO BARKSDALE AFB LA

JEDBO/CO AD 801 LOCKBOURNE AFB OHIO

DOCOC 36280. PROJECT BLUE BOOK. REF OUR MSG DOCOC 30708

DTG 11958Z AND URMSG AFOIN - ATIAA-10-19-E. THIS HQ AUTHORIZES

CG ATIC TO CONTACT 801ST AIR DIV DIRECT TO OBTAIN DESIRED INFO.

06/2304Z NOV JEDMH