PROJECT 10073 RECORD CARD

1. DATE 29 Oct 52	LOCATION LONG ISLAND N Y	12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon XXX Possibly Balloon
2. DATE-TIME GROUP Local 29/0510 EST GMT 29/1010 Z	4. TYPE OF OBSERVATION ☐ Ground-Visual ☐ Ground-Radar XXX Air-Visual ☐ Air-Intercept Radar	☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft
5. PHOTOS ☐ Yes XXX No	6. SOURCE 2 AF Pilots	☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical
7. LENGTH OF OBSERVATION 20 min	8. NUMBER OF OBJECTS 9. COURSE 1	☐ Other ☐ Insufficient Data for Evaluation ☐ Unknown

10. BRIEF SUMMARY OF SIGHTING

Dark object with bright light pursued by two F9A a/c on training flight. Object maneuvered as notmal jet a/c except for rate of climb and speed. A/I radar was inoperative.

11. REMARKS

1. Light was sun 3 hrs and 50 min after a scheduled rawin release from Mitchell AFB. Object performs tight orbits, rises rapidly upward and dissapears, acts like a balloon. Possibility that it can be attributed to unscheduled balloon release from Mitchell AFB.

AF FORM ... JUNE 1947

[redacted]

(CLASSIFICATION)

8

COUNTRY	REPORT NO.	(LEAVE BLANK)
U.S.A.	UNCLASSIF IR-3-53E	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: FLYOBRPT

AREA REPORTED ON	FROM (Agency)
Long Island, New York	5th Ftr-Intcp Sq., McGuire AFB, Trenton, NJ

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
9 January 1953	29 October 1952	A-3

PREPARED BY (Officer)	SOURCE
2nd Lt James B. Donnelly	1st Lt David H. Goodnough., Pilot 2nd Lt Doyle C. Williams., R.O. 1st Lt William F. Hamilton., Pilot. 2nd Lt Norman Booth., R.O.

REFERENCES (Control number, directive, previous report, etc., as applicable)
(Local Training Flight) Radio Contact: 773 AC&W Sq. Montauk, New York

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

The following Flying Object Report contains statements by:

DAVID H. GOODNOUGH., 1st Lt., USAF., A01909583., Pilot
DOYLE C. WILLIAMS., 2nd Lt., USAF., A02223113., Radar Observer
WILLIAM F. HAMILTON., 1st Lt., USAF., A01897295., Pilot
NORMAN W. BOOTH., 2nd Lt., USAF., A02223480., Radar Observer

It is believed that this report is based on reliable and verifiable observations.

APPROVED:

William B. Holmes

WILLIAM B. HOLMES
Capt., USAF
Wing Intelligence Officer

1 INCLS.
Map and overlay

DISTRIBUTION BY ORIGINATOR: Through Channels to:
a. Director of Intelligence, Headquarters USAF, Washington 25, D.C.
b. Chief, Air Technical Intelligence Center, ATTN: ATIAA-2c, Wright-Patterson AFB, Ohio.

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

[redacted] UNCLASSIFIED

16—56800-1 ☆ U. S. GOVERNMENT PRINTING OFFICE : 1950 O—816331

[redacted] (CLASSIFICATION) UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

FROM (AAFRON)	REPORT NO.	PAGE 2 OF 3 PAGES
5th Ftr-Intcp Sq, McGAFB, N.J.	IR-3-53Z	

1. The following joint statement was made by Lieutenants William F. Hamilton and Norman W. Booth:

"At approximately 1010 Zebra on 29 October 1952 while on a local Training flight of two (2) F-94A at 28,000 feet over Hempstead, Long Island and on a heading of 270 degrees, I sighted a white light moving in the opposite direction at the same altitude and first thought it to be another F-94A because Pinkerton was working intercepts with F-94's in the area. I was number 2 in the flight and the flight leader advised that he was advancing to 100% power and started a hard port turn. At this time I immediately dropped back to trail position and the radar observer locked on to the lead plane. We continued the port turn and the object seemed to start turning inside of our turn and then started to climb. At this time the flight leader attempted to light afterburner with no success. We continued this hard port turn for approximately 20 minutes keeping the light in sight as it climbed until the light faded out of sight. I was in such a hard port turn that I had to use flaps to keep the plane from stalling".

2. The following statement was made by Lieutenant David H. Goodnough with the cooperation of Lieutenant Doyle C. Williams:

"Based on my experience in fighter tactics and maneuverability of fighter type aircraft it is my opinion that the object was controlled by something having visual contact with our aircraft. The power and acceleration abilities were beyond the capabilities of any known United States aircraft. However the performance was not outside the limits of human endurance. If the object had been any type of conventional aircraft I believe we would have easily overtaken it during the first 360 degrees turn. During the first turn I gained about 2000 feet while the object gained at least 5000 feet and was turning at our rate and I believe that if it had stayed with us it could easily have turned inside of us on the second turn. Our G forces on the first turn were 3 to 4. At 30,000 feet an F-94A without afterburner can climb at a maximum continuous rate of 1,500 feet per minute. In a tight turn at this altitude the rate of climb is zero. The capabilities of the object were at no time outside the realm of reason. In other words if a conventional aircraft had the power plant it could easily, with a human being directing it, have performed as this object did. The object went out of sight directly above us after about 20 minutes of observation. It did not remain in a tight turn during the visual contact. At one time it steered a course approximately towards Bridgeport, Conn. from the area of Suffolk County Air Force Base. It then turned around and came back almost above us. This object was definitely not a balloon or star and was moving in a horizontal plane heading of 090 degrees when we encountered it".

3. The object was sighted at 1010 Zebra, 29 October 1952, and was observed for at least 20 minutes. Visual sighting was by two (2) F-94A aircraft which were on a local training flight at 28,000 feet over Hempstead, Long Island. There was no radar contact by either the observing aircraft or by GCI because of malfunctioning radar sets even though the aircraft were heading straight toward the object when it was first sighted. The object disappeared southeast of Long Island. No determination of size or shape was possible because the observing aircraft could not close the distance between the object and them. Radio contact was maintained throughout the chase with GCI. (Pinkerton - 773d AC&W Unit). Lt. Goodnough, who was the first to sight the object, has 1200 hours total flying time including Korean combat service. The other observers are relatively new pilot and radar observers.

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[redacted] (CLASSIFICATION)

AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted]
(CLASSIFICATION)

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 3 OF 3 PAGES
5th Ftr-Intcp Sq, McGAFB, N.J.	IR-3-53	

The weather was ceiling and visibility unlimited and the stars were out. "The position of Venus at 1010 Zebra was local hour angle 226 degrees 12 minutes - declination south 22 degrees 58 minutes." This information was taken from the Air Almanac.

James B. Donnelly

JAMES B. DONNELLY
2nd Lt., USAF
Intelligence Officer

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[redacted]
(CLASSIFICATION)

UNCLASSIFIED

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2. atea
3. C. files

UNCLASSIFIED

ATIC

RA004

WPC004

YDB002

TYB275

TDC218

CBA002

TMB124

JEPME 47

PP JEDEN JEDWP JEPNB JEPHQ 444

DE JEPME 22

P 292115Z ZNJ

FM CO INTELL OFF 5TH FTR INTCP SQDN MCGUIRE AFB TRENTON NJ

TO JEDEN/CG ENT AFB COLO SPRINGS COLO

JEDWP/AIR TECH INTELL CEN WRIGHT-PAT AFB OHIO

JEPHQ/DIR INTELL HQS USAF WASH 25 DC

INFO JEPNB/CG EADF STEWART AFB NEWBURGH NY

ZEN/CG 4709TH DEF WG MCGUIRE AFB TRENTON NJ

[redacted]/5FS10247C FLYOBRPT PD IAW AFL TWO ZERO ZERO DASH FIVE TWO NINE APR FIVE TWO FLG RPT IS SBMTD X PAR SEVEN DASH C PAREN ONE PAREN FLYING OBJECT BRIGHT WHITE LIGHT PD AT ONE PT PILOT AND RO WERE UNDER LIGHT AND SPOTTED DARK OBJECT AGAINST STARS BUT COULD NOT DISCERN SHAPE OF OBJECT PD MANNER OF DISAPPERANCE X OBJECT CLIMBED CMA LEVELED OFF CMA ORBITED BACK AND FORTH A FEW TIMES AND THEN CLIMBED OUT OF SIGHT PAREN LIGHT FADED OUT OF SIGHT PAREN PD NO EXHAUST OR FEATURES ETC NOTED PD RATE OF CLOSURE OF OBJECT SAME AS NORMAL JET ACFT AS IT APPROACHED BUT SPEED INCREASED GREATLY AS CHASE WAS GIVEN PD RATE OF CLIMB PHENOMENAL CONSIDER G TIGHT ORBIT OF

ACTION

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29 JAN 8:14

ACTION

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ACTION

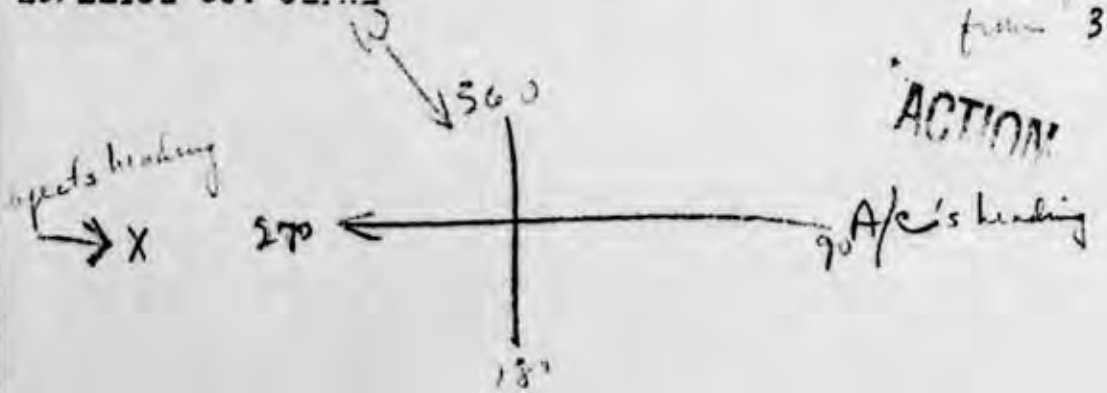
21 00
60502
3 hrs 50 mins

PAGE TWO JEPME 22

OBJECT AND OBSERVING FLT PD ACFT COULD NOT LIGHT AFTBURNER AT TWO EIGHT ANGELS AND COULD NOT CLOSE ON OBJECT WHICH CONTD TO CLIMB IN ORBIT PD PAREN TWO PAREN OBJECT SIGHTED AT ONE ZERO ONE ZERO ZULU TWO NINE OCT FIVE TWO PD LENTGH OF TIME OBSERVED TWO ZERO MINUTES PD PAREN THREE PAREN VISUAL OBSV BY CREWS OF TWO FOXTROT NINE ALPHA ACFT ON LOCAL TRNG FLT AT TWO EIGHT ANGELS PD RADAR OF ACFT INOP X NO RADAR CONTACT BY GCI DURING SIGHTING PD PAREN FOUR PAREN SIGHTINGS OVER HEMPSTEAD LONG ISLAND X OBJECT AT SAME ALT MOVING HEADON AT ACFT X ACFT ON HEADING OF TWO SEVEN ZERO DEGR X OBJECT DISAAPPEARED SE OF SUFFOLK AFB LONG ISLAND X CHASE NEVER LEFT LONG ISLAND AREA X NO DETERMINATION OF SIZE OR DISTANCE POSSIBLE PD PAREN FIVE PAREN LT DAVID H. GOODNOUGH MOST OBSERVANT OF OBSVING CREWS HAS ONE TWO ZERO ZERO HRS TOTAL FLY TIME INCL KOREAN CMBAT SERVICE X OTHER OBSVING CREWS ARE RELATIVELY NEW PILOT AND RO'S PD PAREN SIX PAREN WEATHER CAVU X STARS OUT PD PAREN SEVEN PAREN POSITION OF VENUS AT ONE ZERO ONE ZERO ZULU WAS LOCAL HR ANGLE TWO TWO SIX DEGR ONE TWO MIN X DECLINATION SOUTH TWO TWO DEGR FIVE EIGHT MIN X INFO TAKEN FROM AIR ALMANAC PAREN EIGHT PAREN NEGATIVE PAREN NINE PAREN SEVERAL ATTEMPTS AT INTCP BY OBSVING ACFT PD PAREN TEN PAREN NEGATIVE PD

29/2213Z OCT JEPME

Wind from 3,000 to 10,000 ft
from 330°



0050

PROJECT 10073 WORKSHEET

I. GENERAL

1. DATE	2. LOCATION	3. TIME
19 Oct '52	Long Island, N.Y.	Local: 0550 EST Zebra: 0050

4. WAS OBJECT OBSERVED FROM THE GROUND? ☐ Yes ☑ No
- ☐ Naked Eye
- ☐ Binoculars
- ☐ Telescope
- ☐ Theodolite

5. WAS OBJECT OBSERVED BY GROUND RADAR? ☐ Yes ☑ No
- ☐ By One Set
- ☐ By Two Sets
- ☐ By Three Sets

6. WAS OBJECT OBSERVED FROM THE AIR? ☑ Yes ☐ No
- 2 A/C Observed Object
- ☑ Interception Attempted
- ☐ No Intercept Attempted

7. WERE AIRCRAFT SCRAMBLED TO INTERCEPT? ☐ Yes ☑ No
- __ A/C Scrambled
- ☐ Visual Contact Made
- ☐ A/I Contact Made
- ☐ No Contact Made

8. DID OBJECT CHANGE DIRECTION AT ANY TIME? ☐ Yes ☑ No
- ☐ Normal
- ☐ Violent

9. IF OBJECT WAS A "LIGHT", WAS IT:
- ☐ Blinking
- ☑ Steady

10. LENGTH OF TIME IN SIGHT:
- ☐ 1-15 Seconds
- ☑ 1-5 Minutes (2)
- ☐ Over 10 Minutes

11. REPORTING AGENCY (Unit Number and Mailing Address)

C.O. Intell. Office 5TH FTR. Intcp. Sqdn McGuire AFB Trenton, N.J.

II. ASTRONOMICAL DATA

12. WHAT ASTRONOMICAL ACTIVITY WAS NOTED?

No

13. DID OBJECT APPEAR TO ARCH DOWNWARD? ☐ Yes ☑ No

14. DID OBJECT HAVE A TAIL? ☐ Yes ☑ No

15. DID OBJECT APPEAR TO DISINTEGRATE? ☐ Yes ☑ No

16. TIME OF SIGHTING RELATIVE TO SUNRISE OR SUNSET (Data From Air Almanac)
- ☑ Night
- ☐ Day
- ☐ Sunrise
- ☐ Sunset

III. AIRCRAFT DATA

17. WERE AIRCRAFT NOTED IN AREA? ☐ Yes ☑ No
- ☐ One Aircraft
- ☐ More Than One Aircraft

18. WAS ANY SOUND HEARD? ☐ Yes ☑ No

19. WERE THERE INDICATIONS OF HIGH BACKGROUND NOISE? ☑ Yes ☐ No

20. WAS THE OBJECT VIEWED ABOVE 45° ELEVATION? ☑ Yes ☐ No

IV. BALLOON DATA

21. WERE BALLOONS RELEASED IN AREA? ☑ Yes ☐ No

22. TIME SINCE SCHEDULED BALLOON RELEASE: 3 hrs + 50 Minutes

23. POSSIBLE BALLOON LAUNCH SITES DOWNWIND OF SIGHTING:

	Location	Type	Launching Agency	Lighted? Yes	Lighted? No	Describe Lighting
a.	Hempstead, L.I., N.Y.	rawin	AWS	✓		white
b.						
c.						
d.						

(attach overlay)

V. EVALUATION

21. EVALUATION OF SOURCE:

- ☑ Excellent
- ☐ Good
- ☐ Fair
- ☐ Poor
- ☐ Unreliable
- ☐ Extremely Doubtful
- ☐ Hoax

22. DETAILS OF REPORT:

- ☑ Good
- ☐ Fair
- ☐ Poor
- ☐ Insufficient to Evaluate

23. FINAL EVALUATION:

- ☐ Was Balloon
- ☐ Probably Balloon
- ☑ Possibly Balloon
- ☐ Was Aircraft
- ☐ Probably Aircraft
- ☐ Possibly Aircraft
- ☐ Was Astronomical
- ☐ Probably Astronomical
- ☐ Possibly Astronomical
- ☐ Other: _____
- ☐ Insufficient Data For Evaluation
- ☐ Unknown

24. COMMENTS:

PROJECT 10073 WEATHER DATA SHEET

1. DATE OF OBSERVATION	2. TIME OF OBSERVATION	3. STATION OBSERVING
29 Oct '52	2100Z	Mitchell AFB, L.I.

4a. WINDS ALOFT:

ALTITUDE (feet)	VELOCITY (knots)	DIRECTION (degrees)	ALTITUDE (feet)	VELOCITY (knots)	DIRECTION (degrees)
0			25,000		
1,000			30,000		
2,000			35,000		
3,000			40,000		
4,000			45,000		
5,000	40	270°	50,000		
6,000			55,000		
7,000			60,000		
8,000			65,000		
9,000			70,000		
10,000	40	330°	75,000		
12,000			80,000		
14,000			85,000		
16,000			90,000		
18,000			95,000		
20,000			100,000		

5. WAS AN INVERSION LAYER NOTED? ☐ Yes ☐ No
(If yes, at what altitude? _____)

6. WERE ANY THUNDERSTORMS NOTED IN AREA? ☐ Yes ☐ No
(If yes, at what quadrant? _____)

7. CLOUD COVER:
_____ tenths at _____ feet. _____ tenths at _____ feet.
_____ tenths at _____ feet. _____ tenths at _____ feet.

8. VISIBILITY WAS _____ MILES.

9. COMMENTS:

Winds on 29 Oct '52 at Mitchell AFB generally from the WSW and NNW-WSW.

ATIC Test Form 333 (13 Aug 52)

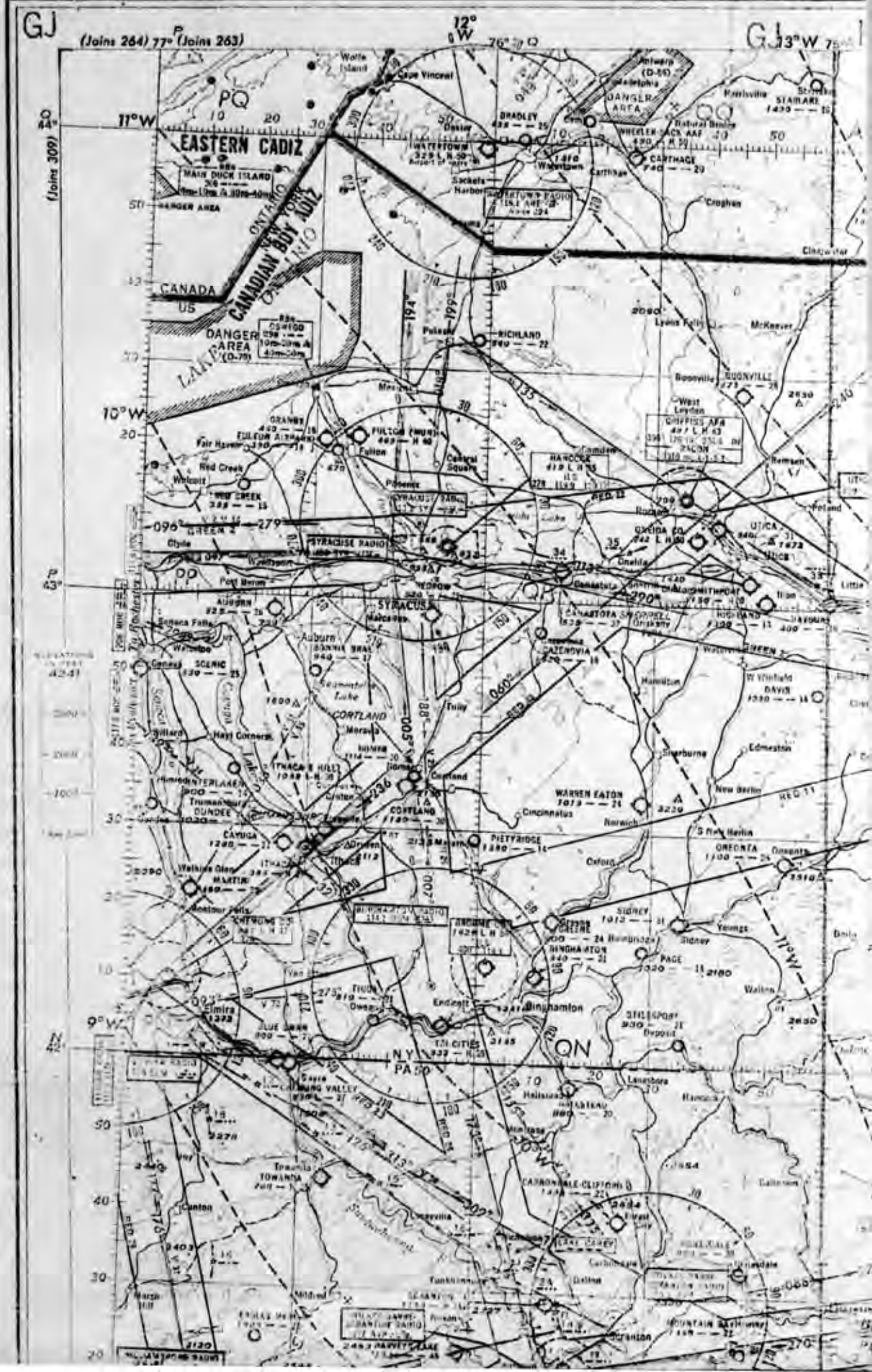
1 ONLY 6X12 ACETATE TRANSPARENCY ATTACHED TO A MAP SHOWING ROUTE OF UFO SIGHTED NEAR LONG ISLAND, NY

UNCLASSIFIED

UNIDENTIFIED OBJECT: →
(INITIAL HEADING - 090° (APPROX.))
ROUTE OF RANDALL F-99A: →
(HEADING AT VISUAL CONTACT:
270°)
COMBINED ROUTES DURING
PERIOD OF CONTACT:

[illegible]EPARED BY
[illegible] [illegible]NNELLY
[illegible] 0 5BFTR

WAC NO. 310
(HUDSON BAY)
[illegible] EDITION
[illegible]VISED, JUN [illegible]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(Joins 264) 77° (Joins 263)
P
12° W
76°
Q
GJ
13°W 75
PQ
11°W
EASTERN CADIZ
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DANGER AREA
CANADIAN BUOY ZONE
CANADA
US
DANGER AREA (D-79)
10°W
DANGER AREA (D-56)
WHEELER SACK AAF
CARTHAGE
WATERTOWN
BRADLEY
STAIRARD
RICHLAND
FULTON
GRANBY
HANCOCK
GRIFFISS AFB
SYRACUSE
SYRACUSE RADIO
UTICA
ONEIDA CO
CANASTOTA
CAZENOVIA
AUBURN
SCENIC
CORTLAND
TYNACASE HILLS
DUNDEE
CAYUGA
ITHACA
MARTIN
WARREN EATON
PIETYRIDGE
ONEONTA
SIDNEY
PAGE
BINGHAMTON
THE CITIES
ELMIRA
BLUE GRASS
TIOGA
TOWANDA
CANTON
CARBONDALE-CLIFTON
SCRANTON
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ON
9°W
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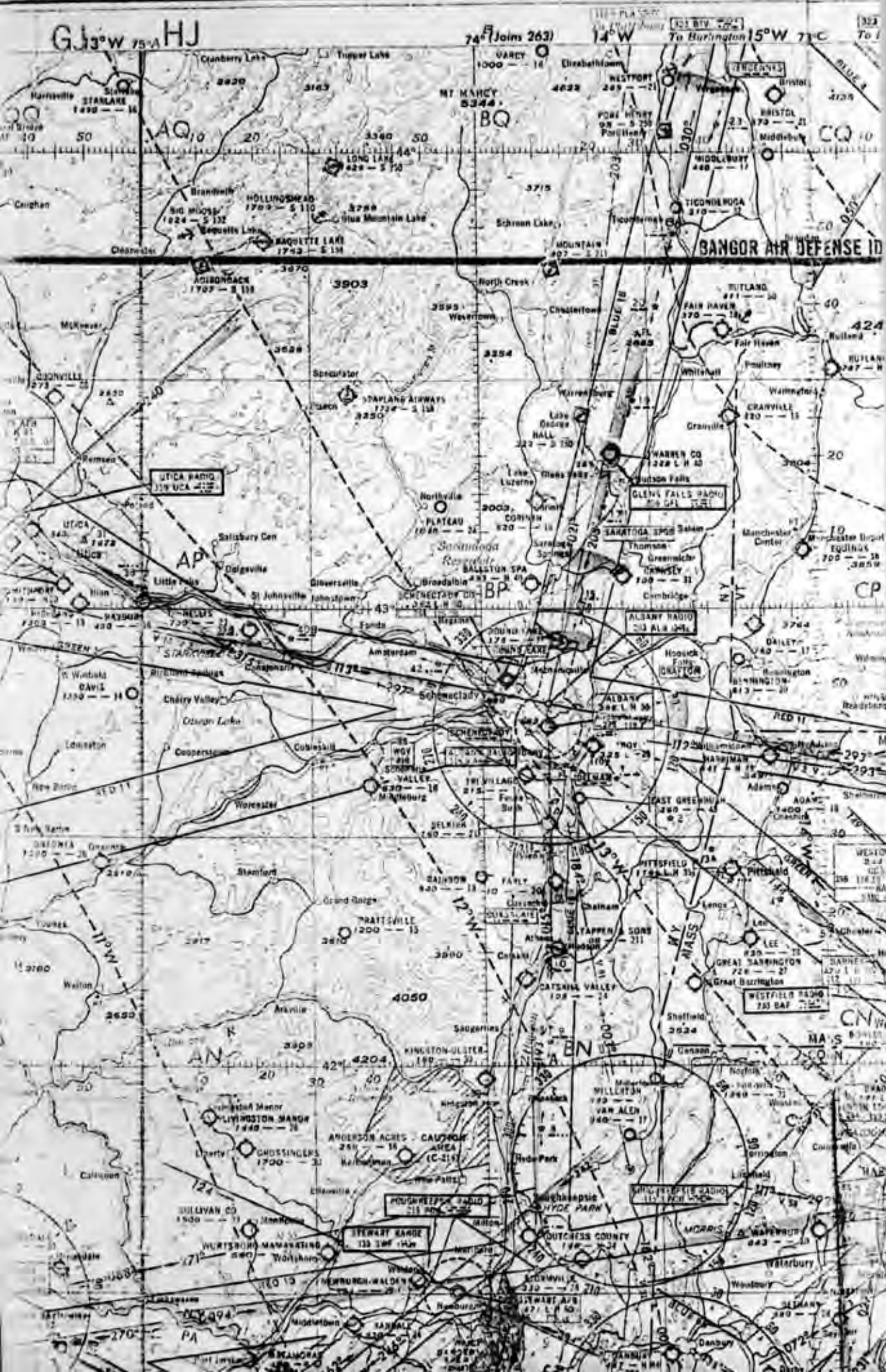
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ADIRONDACK
UTICA RADIO
GLENS FALLS RADIO
ALBANY RADIO
SARATOGA SPGS
SCHENECTADY CO
SCHENECTADY
SCHOHARIE VALLEY
TRI VILLAGE
WESTFIELD RADIO
GREAT BARRINGTON
PITTSFIELD
HOUGHKEEPSIE RADIO
POUGHKEEPSIE
HYDE PARK
STEWART RANGE
STEWART A/B
NEWBURGH-WALDEN
WURTSBORO-MAMAKATING
SULLIVAN CO
KINGSTON-ULSTER
LIVINGSTON MANOR
ANDERSON ACRES
CAUTION AREA
STAPLAND AIRWAYS
STARLAKE
LONG LAKE
HOLLINGSHEAD
BIG MOOSE
SARANAC LAKE
SCHROON LAKE
TICONDEROGA
MIDDLEBURY
BRISTOL
WESTPORT
PORT HENRY
WARREN CO
HALL
CRANBERRY LAKE
TUPPER LAKE
BLUE 18
BLUE 4
RED 11
GREEN 1
AMBER 1
AMBER 2
AMBER 3
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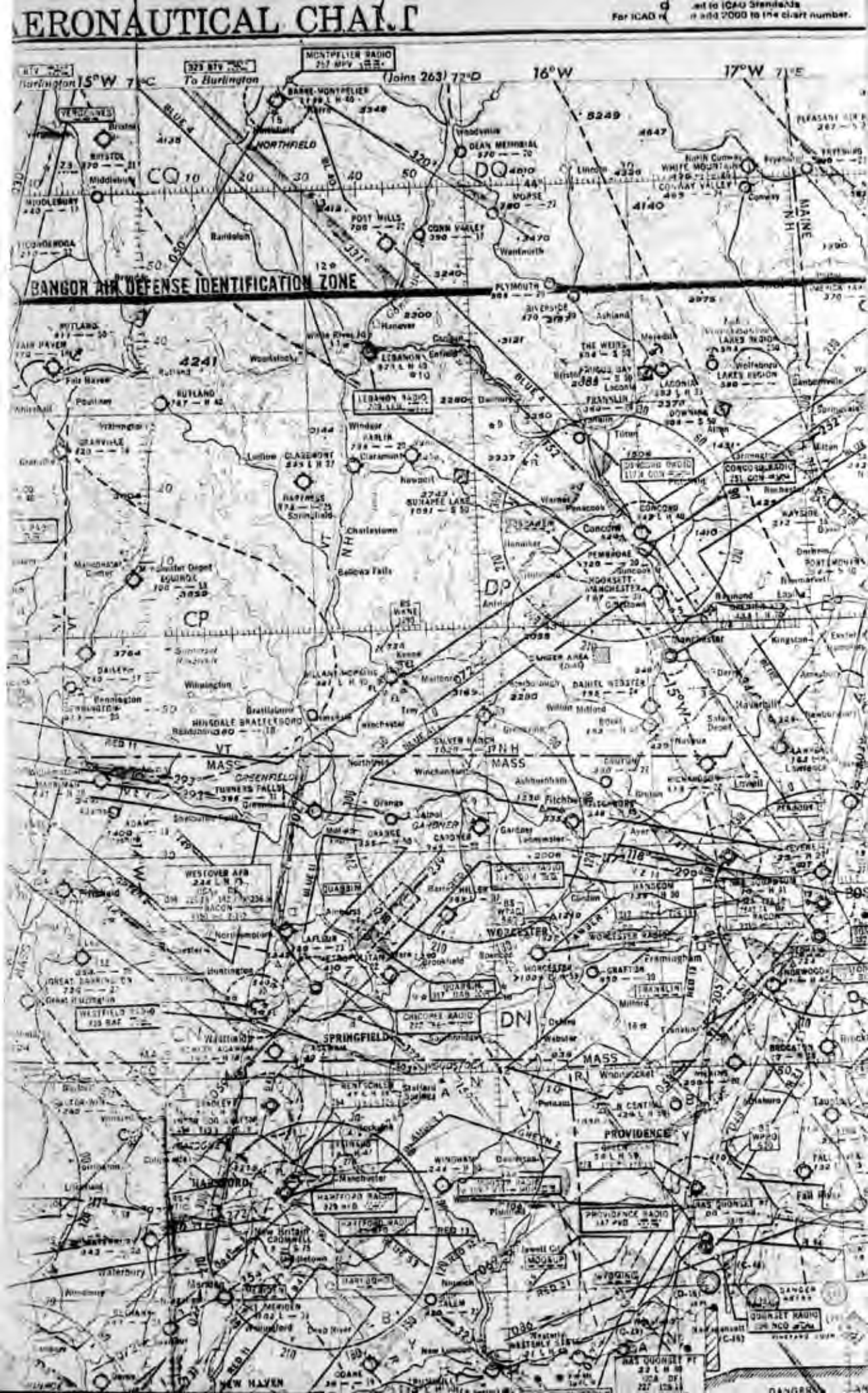
ERONAUTICAL CHART
BANGOR AIR DEFENSE IDENTIFICATION ZONE
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HARTFORD
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CONCORD
LEBANON
PLYMOUTH
BURLINGTON
RUTLAND
BARRE-MONTPELIER
NORTHFIELD
MIDDLEBURY
BRISTOL
VERGENNES
WESTOVER AFB
LAWRENCE
LOWELL
FITCHBURG
GARDNER
LEOMINSTER
GREENFIELD
TURNERS FALLS
BRATTLEBORO
BELLOWS FALLS
CHARLESTOWN
CLAREMONT
KEENE
NASHUA
MANCHESTER
LACONIA
BERLIN
WHITE MOUNTAIN
CONWAY
NORTH CONWAY
PLYMOUTH
LAKES REGION
WOLFEBORO
SUNAPEE LAKE
CONCORD
PEMBROKE
HOOKSETT-MANCHESTER
DANIEL WEBSTER
MILLVILLE
NEWBURYPORT
PORTSMOUTH
DOVER
ROCHESTER
SANFORD
BIDDEFORD
KENNEBUNK
WESTFIELD
SPRINGFIELD
CHICOPEE
HARTFORD
MERIDEN
WATERBURY
NEW BRITAIN
WINDSOR LOCKS
NEW LONDON
GROTON
WESTERLY
QUONSET
PROVIDENCE
WOONSOCKET
PAWTUCKET
BRISTOL
NEWPORT
BLUE 4
BLUE 2
BLUE 1
RED 11
RED 13
RED 21
GREEN 2
AMBER 1
VICTOR 123
VICTOR 209
VICTOR 210
VICTOR 272
VICTOR 290
VICTOR 320
VICTOR 331
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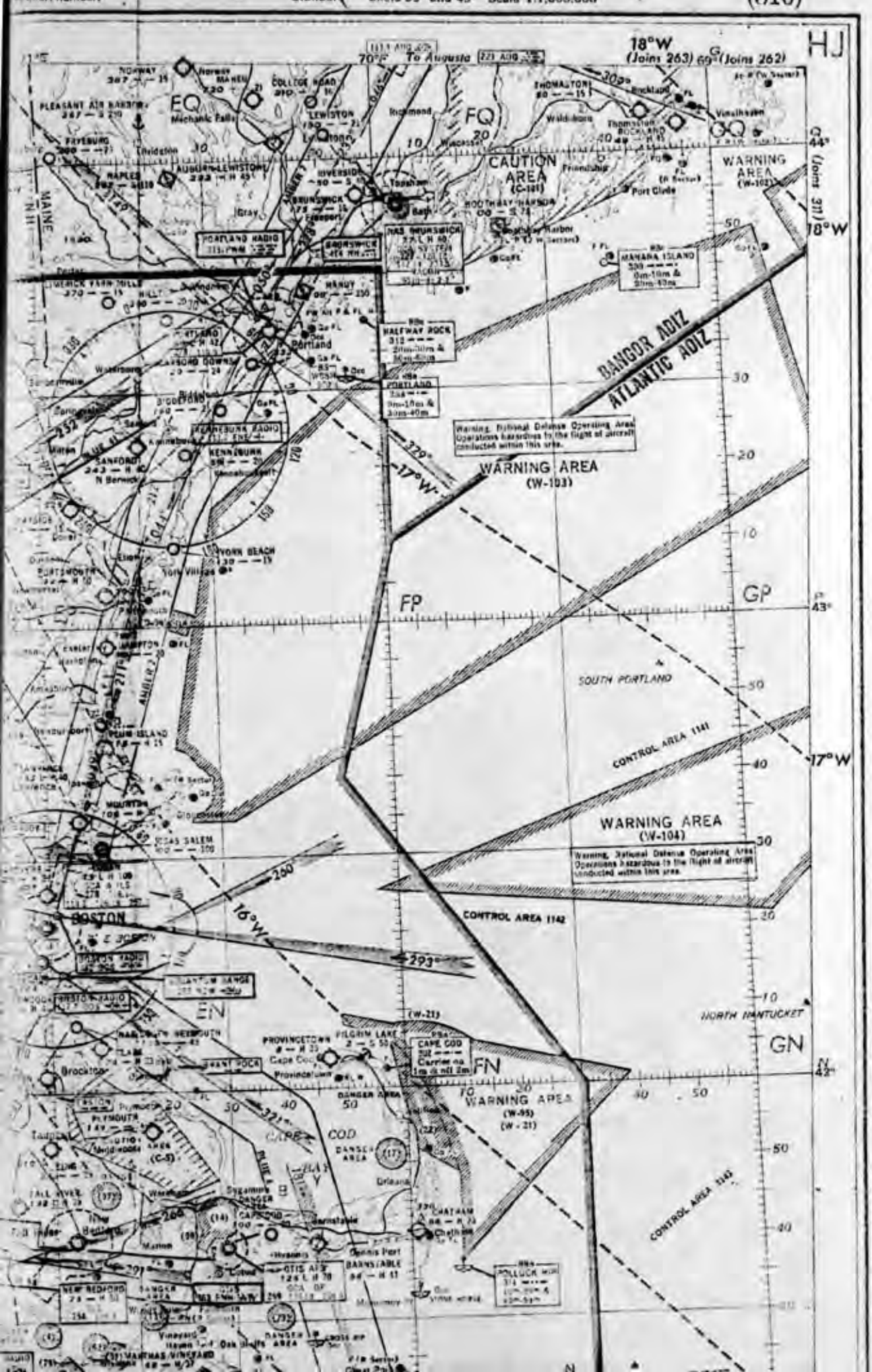
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WARNING AREA (W-102)
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ATLANTIC ADIZ
WARNING AREA (W-103)
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SOUTH PORTLAND
CONTROL AREA 1141
WARNING AREA (W-104)
CONTROL AREA 1142
BOSTON
EN
FN
GN
NORTH NANTUCKET
WARNING AREA (W-95) (W-21)
CAPE COD
DANGER AREA
CONTROL AREA 1143
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16°W
329°
293°
260
252
44°
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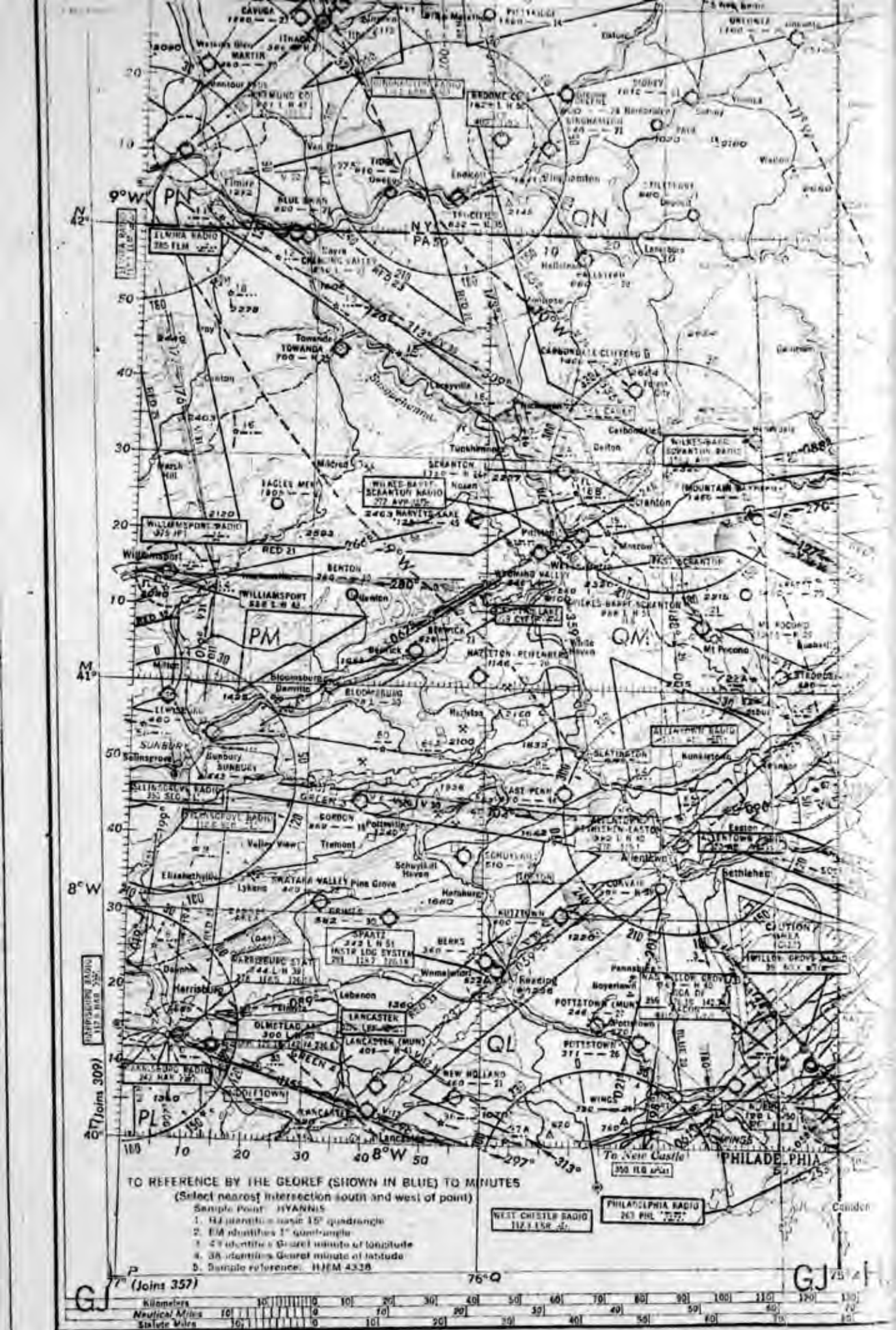


PRICE 25 CENTS

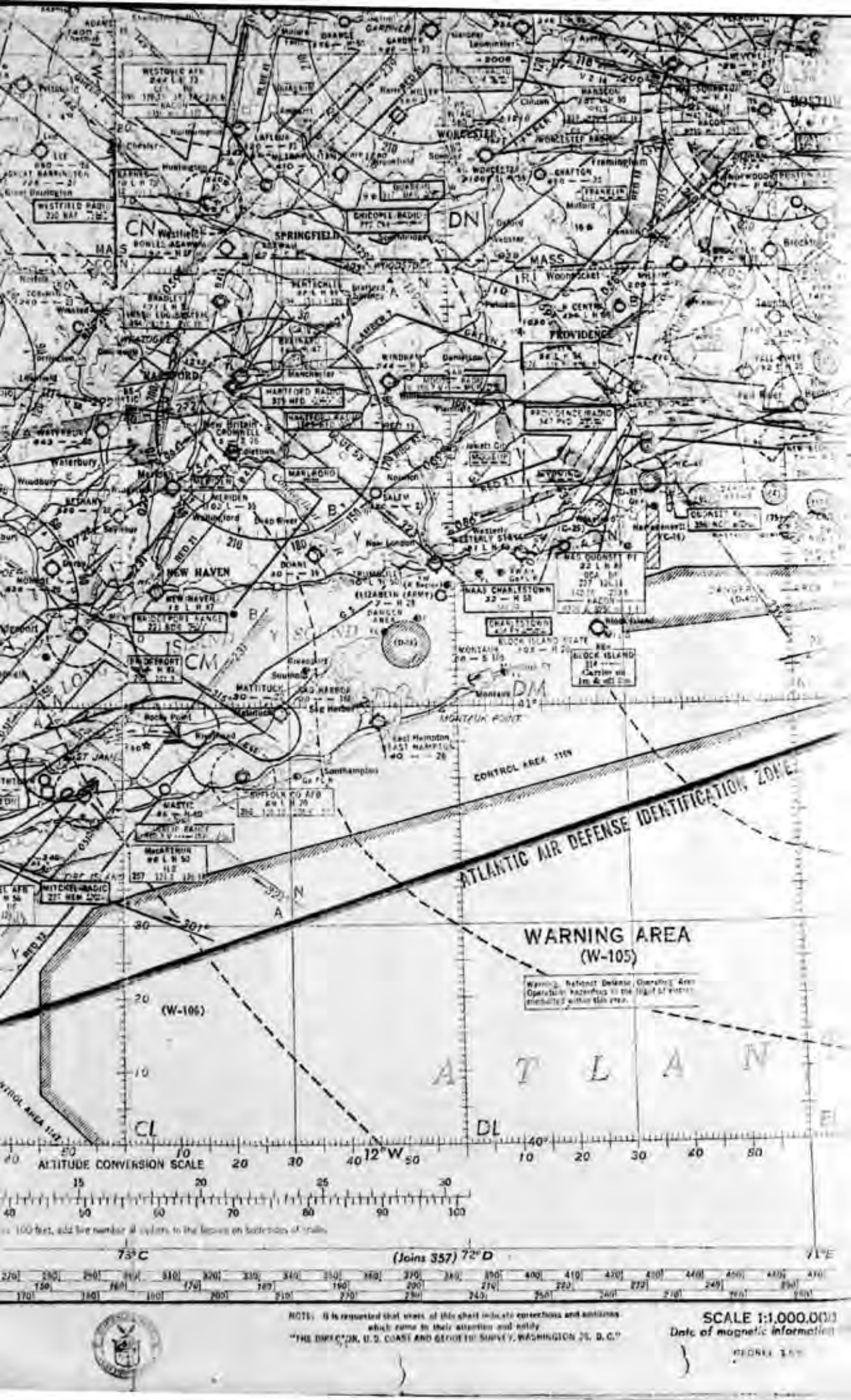
Principal Sources: Canadian Government, U. S. Geological Survey, U. S. Army Corps of Engineers, U. S. Air Force, U. S. Dept. of Agriculture, Civil Aeronautics Administration, and the U. S. Coast and Geodetic Survey.

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

MARCH 1945 Revised JUNE 1957 BASE NO. 3 B 7

BLUE TINT INDICATES AIR TRAFFIC CONTROLLED AREAS

gical Survey,
of Agriculture,
Geodetic Survey.



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."

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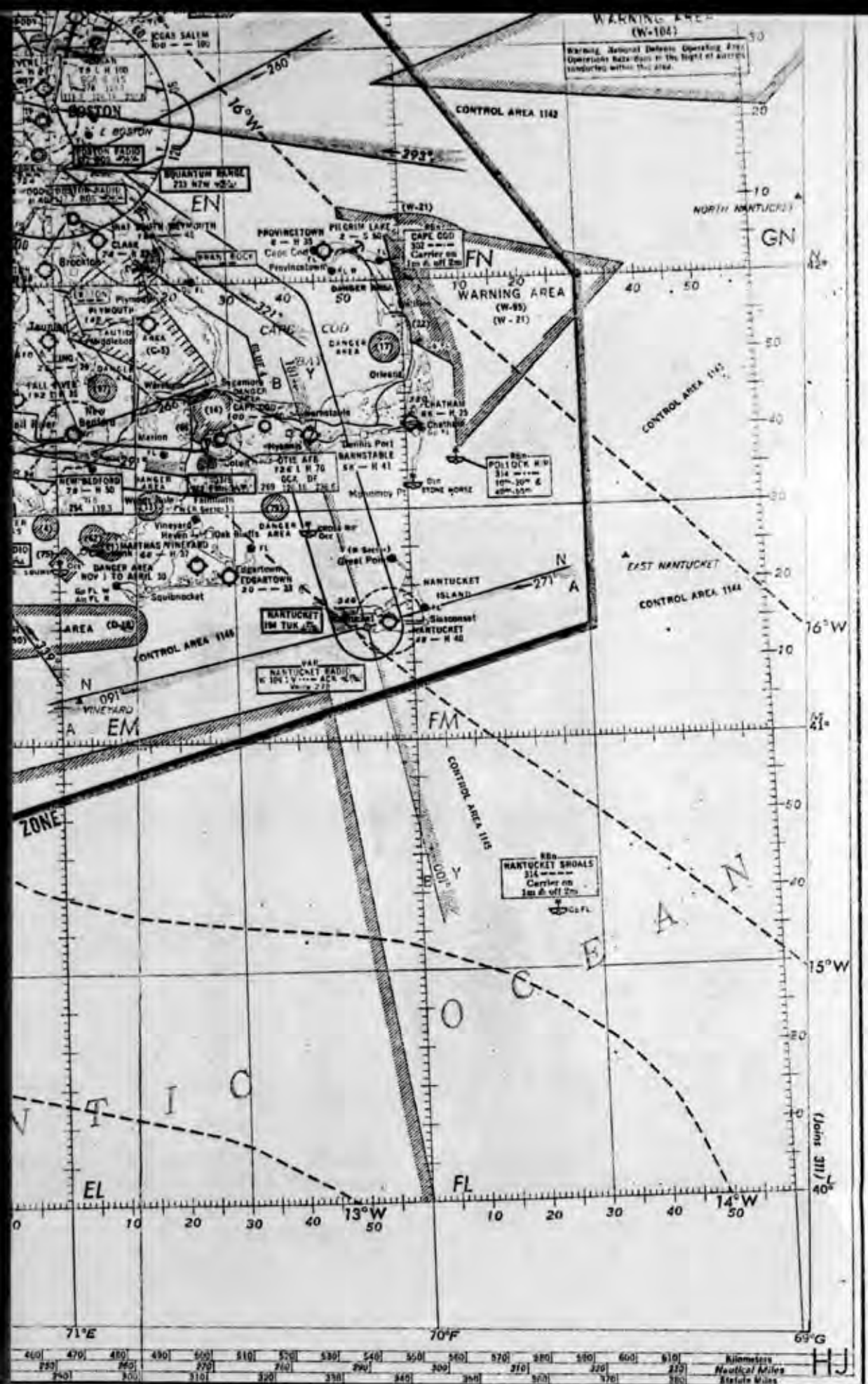

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