AF FORM 112—PART I
APPROVED 1 JUNE 1948

RESTRICTED
(CLASSIFICATION)

COUNTRY	REPORT NO.	(LEAVE BLANK)
USA	IR-26-53c	AF545391

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT
FLYOBRPT

AREA REPORTED ON	FROM (Agency)
Pasadena, Texas	747th AC & W Sq

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
31st March 1953	23 March 1953	C-1

PREPARED BY (Officer)	SOURCE
CHESTER L CURVEY; Captain, USAF	See Item 1 thru 7

REFERENCES (*Control number, directive, previous report, etc., as applicable*)
CADF Reg 200-5, AFL 200-5

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.*)

Report of FLYOBRPT as seen by the following named persons;

1. T/Sgt Patrick D Liggett) Radar Scope Presentation
2. A/1c C A Graves) Visual Sighting
3. A/1c C W Olden) " "
4. A/3c Leonard Duresea Jr) " "
5. Mrs O W Vannoy) " "
6. Mrs Genevier Hagerman) " "
7. 2nd Lt Robert K Smith) Shooting of Stars with Sextant

The following weather prevailed for 23rd March 1953.

AP around our station for 50 miles also extending to 100 miles in a northeastern and southwestern direction.

Ground clutter around station didnot permit continuous tracking.

Aircraft at this station: The director on duty notified Ellington AFB, Texas, but was informed no Aircraft or Pilots were available to become Airborne for Identification purpose.

There was no Aircraft at the time of observation

1 R
2 Cy Incl 1
1 Cy Incl 2

Chester L. Curvey
CHESTER L CURVEY
Captain, USAF
Direction Center Chief

DECLASSIFIED
E.O. 12065, Sec. 3-402
USAF MEMO 7/31/78
By WB. LEWIS NARS, Date 7/19/79
MF

2 INCLS.
Statement's of ~~T/Sgt Liggett~~ WAC NO 468 (Weather)
~~A/1c Graves~~ WAC NO 468 (Flyobrpt)
~~A/1c Olden~~ Photo (Weather day)
~~Mrs Vannoy~~
~~Mrs Hagerman~~
~~2nd Lt Smith~~

DISTRIBUTION BY ORIGINATOR

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.

Incl #1

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16—55569-1 ☆ U. S. GOVERNMENT PRINTING OFFICE : 1950 O—918331

Declassification Authority: NND 57565

AF FORM 112—PART II
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2

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 2 OF 7 PAGES
747th AC & W Sq		

At 0355 Z, Lt R K Smith called Base Operations and reported seeing a flying object over Pasadena, Texas. (See inclosures for Lt R K Smith's statement). Base Operations passed Lt Smith's information to the 747th AC & W Sq. T/Sgt Liggett , A/1c Graves, and A/1c Olden of the 747th AC & W Sq observed the object reported and made the following statement.

"We immediately Radar scanned the area and could not locate the object electronically. We went out side and sighted the object in a sector believed to be over Pasadena, Texas. The object showed a steady reddish light, which was not observed to change in color. The object was on a heading of approximately 355° to 040° degrees from this base ranging from 12 to 35 miles. The object made five circles over Pasadena, then went off in a NNW direction. The object was sighted visually at 0415 Z, 24th March 1953. At 0412 Z the object was sighted on the radar screen at this station. It was present for about 25 seconds which did not provide time to take a picture of the blip. At 0435 Z, 24 March 1953, this station notified 745th AC & W Sq that the object was headed in their direction."

Release of weather balloons at approximately the time of the sighting from Ellington AFB, Texas.

One weather balloon was released from Ellington AFB, Texas at 0815 Z, 23 March 1953, Climbed at a rate of a 1000 ft per min and rose to approximately 52,000 ft. At 0845 Z the second balloon was released and climbed at the rate of 1000 ft per min.

This is the track of the two Weather balloons

From surface to 5,000 ft track was SW due to NE wind at 10 Knots.
From 5,000 to 10,000 ft track was NW due to SW wind at 40 Knots.
From 10,000 ft to 18,000 ft track was NW due to SE wind at 50 Knots
From 18000 ft to 23,000 ft track was NW due to SE wind at 80 Knots.

Weather balloons released after dark carry a 6 volt battery, which powers a small while light. This cannot be seen with the naked eye above approximately 12,000 feet. A picture inclosed which shows a weather balloon shortly after release. There are no facilities at this station to take photographs after dark.

Visual observation of weather balloons ascensions has disclosed that the suspended radiosonde osciletes considerably in rough air. Since the radiosonde is lighted at night it is considered possible that this oscilation might be misconstrued as the orbited movement of an unknown aerial object.

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

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3

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 3 OF 7 PAGES
747th AC & W Sq		

The statement of T/Sgt. Patrick D. Liggett, AF 17096050, Ac & W Supervisor, at this station , is as follows:

On the night of March 23,1953 at approximatley 0410Z, I observed a strange object which was over Pasadena,Texas at the time of the sighting it was a constant light moving in a large cirele over the city. The object seemed to be the same dull red color at all time's and didnot change. The estimated speed was 300 to 350 knots at 45,000ft, The object seemed to move left and then to the right. We at this station picked-up object on our scope, the object was on on the scope for three (3) sweeps at 6 RPM. with the antenna tilt at 20o it was about the same size as any blip at that range, The object was heading north at 12 miles.

Patrick D. Liggett
PATRICK D. LIGGETT
T/SGT USAF
AF. 170960050
AC &W Supervisor.

Statement of Leonard Duresea, A/3c, Air Police Section, 747th AC & W Squadron.

On the 23 March 1953 between the hours of 2030 and 2200 while on duty at the Gate House, I noticed in the sky Northwest of the site, an object oval in shape that gave off light the color of a star. I could not identify the object, but it resembled somewhat a happening that occured approximately five nights before; however on the first night the object possessed more characteristics. The object traveled at an unstable rate of speed and the light flashed on and off. It seemed to stop at scattered intervals and it could not be traced after entering a path of light given off by a search light.

The happenings that occured on the first night I could not a-credit to any source. The happenings that occured on the 23 March I supposed to be the result of the weather station behind the site.

Leonard Duresea Jr.
LEONARD DURESEA JR
A/3c ; AF-18 419 404
Air Policeman

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

RESTRICTED
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4

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 4 OF 7 PAGES
747th AC & W Sq		

Statement of Mrs. Geneviere Hagerman, Telephone Operatior at Ellington AFB, Huston Texas, Adress Dickson, Texas.

On March 23 1953 at aproximately 0415 Z, I sighted in the sky an object which seemed to be over Ellington AFB, The object was pinkish purple in color, I observed the object flying a straight course. Spe ed and height was undertermined, then it appeared to go straight up. I observed for approximately 60 seconds before it disappeared, no exhaust or contrail were observed.

Mrs. Geneviere Hagerman

Mrs. Geneviere Hagerman
Telephone Operator
Ellington AFB, Texas

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AF FORM 112—PART II
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5

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 5 OF 7 PAGES
747th AC & W Sq		

The statement of A/1C. C. W. Olden, AF. 13411301, Senior AC & W Operator, at this station, is as follows:

On the night of March 23, 1953, I observed what I suppose to be flying object, I saw a bright red spot that appeared to be a light and was traveling approximently northeast of our station at a fast rate of speed, I would say about 600 M.P.H and estimating about 45,000 feet.

Clarence W. Olden, Jr.
C. W. OLDEN
A/1C. AF. 13411301
Senior AC & W Operator.

The statement of A/1C. C.A. Graves, AF 17283316, Senior AC & W Operator, at this station, is as follows:

On the night of March 23, 1953, Approximatley 0410Z I and other members of thecrew saw a red light northeast of are station which to me look like an light on a plane, but it was not going off and on like most lights do, it was moving around 400 miles per hour, which looked to me about 25,000ft. It was moving left to right keeping about the same course, it looked larger then a light on a plane.

C.A. Graves
C. A. GRAVES
A/1C. AF. 17283316
Senior AC & W Operator.

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6

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 6 OF 7 PAGES
747th AC&W Sqdn.		

The statement of Lt. R.K.Smith, Student Officer at Ellington AFB, is as follows:

On the night of March 23, 1953, I observed four peculiar lights in the Northern and Western part of the sky. These lights were first observed while practice shooting a few of the stars.

The entire sky was particularly bright and clear making star identification quite convenient.

The object was first observed as a single light moving through the sky in the region of Orion. The first unusual thing about this light was that it moved quite rapidly while making no sound.

These observations weremade from approximately 2200 hours to 2250 hours.

At one time there were four of these lights, all identical, moving about the sky simultaneously in different directions. At another time two of the lights were observed to pass each other while traversing in opposite directions.

One light was observed to orbit for approximately thirty minutes. This was from 2215 to 2245. The basic orbit described an arc from our zenith through the constallation Ursa Major around past Orion and back into the vicinity fof our zenth.

Overhead the light was a dull orange-yellow and appeared to move at its greatest speed. The speed seemed nearly as great as it passed Ursa Major. Overhead the light was quite steady in intensity. The light seemed to be oscillating slightly in its forward motion.

The color of the light gradually changed from the orange-yellow of the overhead position to a white light of very small intensity at the farthest most point of the orbit. At this point it was barely visible but at no time did it completely fade out.

At various times fluctuations of speed seemed to correspond with changes of its intensity.

The entire orbit only took a few minutes. The orbit seemed to shift on successive trips towards the West.

The flow of the light was steady at all times. There was no flickering.

This light as all the others faded into the Northwest sky.

Several times these lights passed quite close to the Moon. At no time was more than a light seen.

Richard K. Smith

RICHARD K. SMITH
2nd Lt USAF
3608th Student Squadron

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Statement of Mrs O.W. Vannoy, 419 Finfrock, Pasadena, Texas

On 23 March 1953 at approximately 0400Z I sighted an object in the sky over Pasadena. The object was yellow or amber in color very similar to star in appearance except that it was much brighter. I observed the object circling over Pasadena at various speeds at an undetermined height. It seemed to speed up and and slow down at varying intervals of time in between each one. It continued to circle the town for about 20 minutes then disappeared in a nn a northwest direction. There was no sound and it would be very hard to determine the altitude. It also appeared to come closer to the ground and then rise again. there appeared to be a grayish haze behind the object although it could have been an optical illusion.

Mrs. O.W. Vannoy

Mrs O.W. Vannoy
419 Finfrock
Pasadena, Texas

Housewife

Declassification Authority: NND 57565

(468) PRICE 25 CENTS

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. and Coastal Geodetic Survey.

Compiled and printed at Washington, D. C. by the U. S. Coast and Geodetic Survey under authority of the Secretary of Commerce
JANUARY 1945 Revised JULY 1951 BASE NO 2 R 9
BLUE TINT INDICATES AIR TRAFFIC CONTROLLED AREAS
Victor airway designations are shown along the radials of the omni range stations. Limits of these airways which are not indicated on this chart are 5 miles on either side of the radials.

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."

SCALE 1:1,000,000
GEOREF 8-52

16th EDITION
Coast and Geodetic Survey Radio Facility Charts and Civil Aeronautics Administration Airman's Guide for changes in aeronautical information on this chart after August 15, 1952
Next scheduled edition, March 1953

GALVESTON BAY (468)
UNITED STATES
U.S. AIR FORCE EDITION

Declassification Authority: NND 57565

AERONAUTICAL CHART SUPPLY

To insure that the airman has the latest information available, U. S. World Aeronautical Charts are revised at six-month periods and the Alaskan World Aeronautical Charts are revised at twelve-month periods. The time of the next scheduled printing is shown on the face of the chart below the date of the aeronautical information.

Chart users are advised to check the list Dates of Latest Prints on display with authorized agents.

CIVIL CHART SUPPLY

Authorized agents for the sale of aeronautical charts have been appointed at certain airports and principal cities throughout the United States. The charts may also be obtained from the Director, U. S. Coast and Geodetic Survey, Washington 25, D. C.

MILITARY CHART SUPPLY

(Ref: AF Reg. 67-3)

1. **Aeronautical charts, maps and publications** distributed by the USAF Aeronautical Chart and Information Service are indexed or listed in the current edition of the USAF "Catalog of Aeronautical Charts and Related Publications."

2. **Requisitioning.**
   a. Outside Continental United States:
      (1) USAF activities are to submit requisitions thru the supply channels designated by the Theater Commander for maintenance and distribution of aeronautical charts and maps.
      (2) Theater supply facilities are to submit requisitions for replenishment of stocks of aeronautical charts and maps thru channels to USAF Aeronautical Chart and Information Service, Washington 25, D.C.
   b. Within Continental United States: Requisitions from USAF activities within Continental United States are to be submitted to Commanding Officer, Aeronautical Chart Plant, Attn: Distribution Division, 2nd and Arsenal Sts., St. Louis 18, Mo. Except when emanating from an Air Force, Wing, or Command Headquarters, requisitions are to bear the signature or approval by indorsement of the Base or Station Operations Officer. Quantities of charts and maps requested are to be such as to assure the maintenance of a 30-day supply at all times but not to exceed a 60-day supply.

3. **Requirements for Special Purpose Maps and Charts.**
   a. Maps and charts for special purposes, specific missions, and also those maps and charts published by other government agencies, which are not listed in the principal types of aeronautical charts in the current edition of the USAF "Catalog of Aeronautical Charts and Related Publications," should be requisitioned from USAF Aeronautical Chart and Information Service, Washington 25, D.C. Charts will be furnished, if available, when sufficiently identified in requisitions as to name or number, scale, projection and publisher.
   b. Information regarding cloth reproduction of certain selected aeronautical charts and maps may be obtained, on request, from: USAF Aeronautical Chart and Information Service, Washington 25, D. C.

4. **Obsolete Charts.**
   Aeronautical charts rendered obsolete-for-air by a new edition, when not practicable to correct for conformity with new edition, are to be salvaged if feasible, or else destroyed. Disposition by salvage or destruction is to be made in accordance with provisions of AFR 205-1. New editions of charts available are announced in the USAF Aeronautical Chart and Information Service Bulletin published semimonthly.

CORRECTION INSTRUCTIONS

1. The Coast and Geodetic Survey is making every effort to furnish the user with accurate charts. The user will materially assist in this effort by marking corrections of aeronautical information, drainage, relief and cultural features (roads, canals, power lines, etc.) on the face of the chart, on an overlay of the area, or under "Remarks" below. In reporting elevation corrections, state method used by observer in making the determination.
   a. Mark correction on face of chart or under "Remarks" below.
   b. Fold chart along regular fold lines, but with back out.
   c. Make an extra fold along dotted line and staple at points so marked.
   d. Fill in the return address and drop the chart in any U.S. mail box. Postage is not required.

Remarks: .....

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

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Washington, 25, D.C.

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MAKE EXTRA FOLD HERE TO RETURN TO DIRECTOR, USC&GS

U. S. DANGER AREAS ON WORLD AERONAUTICAL CHART 468

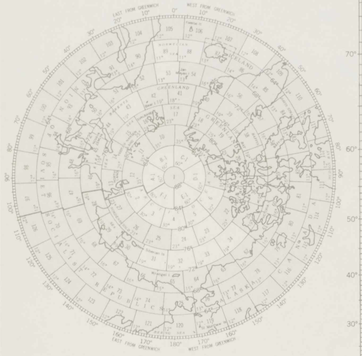
NO.	NAME	ACTIVITY	USING AGENCY	ALTITUDE	TIME
W-92	New Orleans	Gunnery, Bombing, Rocket Firing	NAS New Orleans, La.	To 20,000	Unltd.
C-137	New Orleans	Aerobatics	NAS New Orleans, La.	4,000-20,000	0800-1630
D-138	Pearl River	Strafing, Rocket Firing, Glide and Dive Bombing	NAS New Orleans, La.	Unltd.	0800-1630
W-223	Matagorda Island	Aerial Gunnery	8th Air Force, Carswell AFB, Tex.	To 50,000	Days
D-229	Camp Polk	Field Artillery Firing	4th Army, Camp Polk, La.	To 50,000	Unltd.
D-230	Camp Polk	Field Artillery Firing	4th Army, Camp Polk, La.	To 50,000	Unltd.
W-377	Gulf of Mexico	Air-to-Air Gunnery by Jet Aircraft	Tactical Air Command	To 40,000	Days

Altitude given in feet. AR - Airspace Reservation (Prohibited) C - Caution D - Danger W - Warning 6-19-52

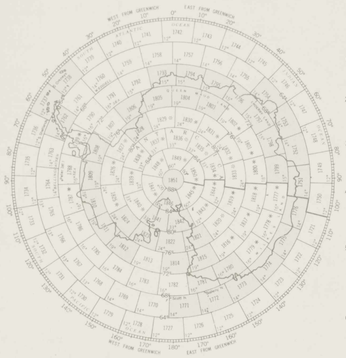
No person shall operate an aircraft within an Airspace Reservation or Danger Area unless permission for such operation has been issued by appropriate authority.

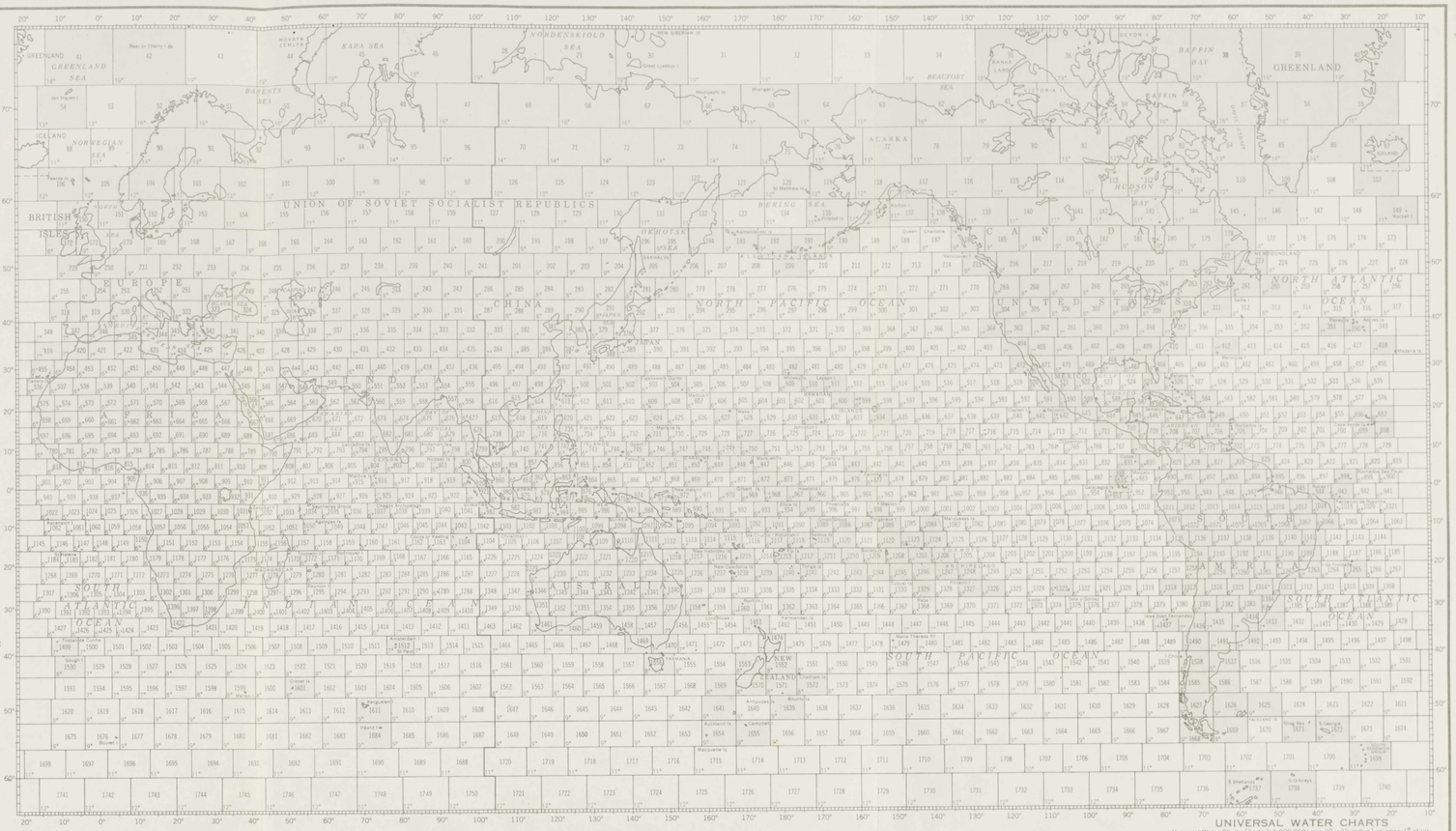
Aircraft are not restricted from flying through Caution Areas; however, extreme caution should be exercised by pilots flying through such areas.

NORTH POLAR AREA



SOUTH POLAR AREA





*Indicates that there is not sufficient information available to compile charts in this area at a scale of 1:1,000,000. Requisitions for these charts will be filled with the appropriate Universal Water Chart.

WORLD AERONAUTICAL CHART INDEX

Scale of Series 1:1,000,000

Charts published

Charts not published

UNIVERSAL WATER CHARTS

Universal Water Charts (Scale 1:1,000,000; size 29 x 22 inches) covering 4° of lat. have been published for use in place of the World Aeronautical Charts in water areas. The user must insert the appropriate long. values for the particular area desired. Water tint is printed within the normal geographical limits and the chart is designed for use in both north and south latitudes.

NOTE: Requisition these charts by name and latitude interval.

Example: WAC-225 would be **WATER-48/52**

AERONAUTICAL SYMBOLS

AERODROMES

Aerodromes with facilities — LAND — WATER

- Civil
- Joint Civil and Military
- Military

Aerodromes with emergency or no facilities — LAND — WATER

- Landing Area
- Sheltered Anchorage

AERODROME DATA AND LANDING FACILITIES INFORMATION

LAND

BARGERSVILLE 908 L H 41 — Airport of entry GCA SYSTEM 278 126.18

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

WATER

NAS ANACOSTIA 00 L S 62 2870

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

The facility code character is replaced by a dash if specific information is not available or if the facility itself is not available.

GCA SYSTEM - Ground Control Approach System. Other controlled approach systems by appropriate abbreviation.

278 126.18 2870 - Control tower transmitting frequencies

AIR NAVIGATION LIGHTS

- Rotating Light
- Rotating Light (With flashing code lights)
- Rotating Light (With course lights and site number) — 12
- Flashing Light — Fl
- Flashing Light (With code) — Fl
- Lightship
- Marine Light — Occ W R G

F—Fixed; Fl—Flashing; Qk Fl—Quick Flashing; I Qk Fl—Interrupted Quick Flashing; Occ—Occulting; Alt—Alternating; Gp—Group; R—Red; W—White; G—Green; B—Blue; (U)—Unwatched; SEC—Sector; sec—Second

Marine lights are white unless colors are indicated; alternating lights are red and white unless otherwise indicated

MISCELLANEOUS

- Obstruction — 1108 (Numerals in italics indicate elevation above sea level of obstruction top.)
- Group Obstruction
- Prominent Transmission Line
- Mooring Mast
- Isogonic Line — 4°E — Values for 1950
- Reporting Point (Compulsory)
- Reporting Point (Non-compulsory)
- Ocean Station Vessel (Normal position)
- International Boundary (Closed to passage of aircraft except through air corridor)

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

- PROHIBITED AREA (AR-19) — Prohibited Area — Flight of aircraft prohibited except by specific authority of using agency
- DANGER - RESTRICTED OR WARNING AREA (D-32) OR (W-38) — Danger, Restricted or Warning Area — Invisible hazards to air navigation
- CAUTION AREA (C-34) — Caution Area — Visible hazards to air navigation

AERONAUTICAL SYMBOLS

RADIO FACILITIES

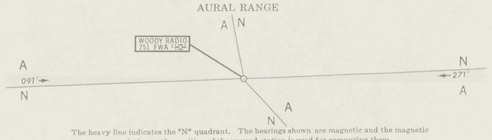
All radio facility data are printed in blue with the exception of certain LF/MF facilities such as lower frequencies, radio ranges and associated airways, which are printed in magenta.

Methods of indicating specific voice and CW calls are shown below

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

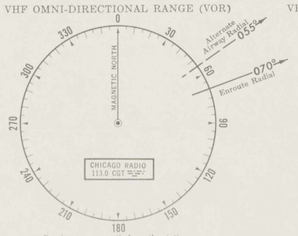
- Radio Range (With voice) — BALTIMORE RADIO 257 BAL 365
- Radio Range (Without voice) — EGLIN RANGE 209 VPS
- Nondirectional Radiobeacon (With voice) — DOUGLAS RADIO 251 DGW
- Nondirectional Radiobeacon (Without voice) — DIXIE 388 DXE
- Marine Radiobeacon — RBn ASHTABULA 314 0m-10m & 30m-40m
- Radio Direction Finder (Without voice) — DF McGRATH 2312 4220
- Radio Direction Finder (With voice) — DF KODIAK DF HOMER 121.5
- Radio Communication Station (With voice) — CS GOWEN RADIO 4470
- Radio Communication Station (Without voice) — CS KAZAN 5200 CKNX
- Radio Broadcasting Station — BS CFRB 1010
- Radar Beacon (Racon) — RACON 3256 2-1-2
- Radio Fan Marker Beacons — 100 watts: NOTT, BATES; 5 watts: DIXIE

AURAL RANGE



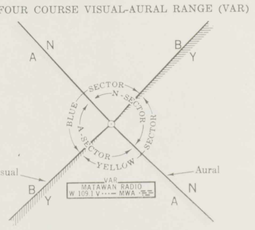
The heavy line indicates the "N" quadrant. The bearings shown are magnetic and the magnetic variation at the position of the ground station is used for computing them.

VHF OMNI-DIRECTIONAL RANGE (VOR)



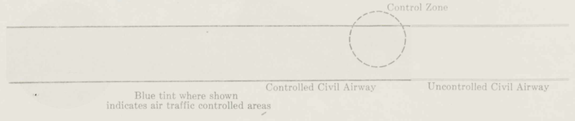
Bearings are magnetic from the station. Radius of circle is 15 nautical miles.

VHF FOUR COURSE VISUAL-AURAL RANGE (VAR)



Letter preceding frequency in box indicates channel indentification.

AIR TRAFFIC CONTROL



TOPOGRAPHICAL SYMBOLS

CITIES AND TOWNS

- Metropolitan Areas — NEW YORK
- Large Cities — RICHMOND
- Cities — ARLINGTON
- Small Cities — Freehold
- Large Towns — Corville
- Towns & Villages — Arcola

HIGHWAYS AND ROADS

- Dual Lane and Super Highways
- Primary Roads
- Secondary Roads
- Trails
- U. S. Road Markers — 66
- National, State or Provincial Road Markers — 37
- Road Names — ALASKA HIGHWAY

RELIEF FEATURES

- Contours: Reliable; Approximate; Depression
- Levees or Eskers
- Hachures
- Bluffs, Cliffs & Escarpments
- Sand: Dunes; Areas; Ridges
- Lava Flow

HYDROGRAPHIC FEATURES

- Swamps & Marshes
- Tidal Flats (Exposed at low tide)
- Danger Line
- Rocks Awash
- Shoals (Exposed at low tide)
- Springs
- Wells & Water Holes
- Reefs, Coral & Rocky Ledges (Awash at low tide)
- 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) — Factory; Stack 875'
- (Numerals indicate elevation above sea level of top)
- Oil Tanks
- Oil Fields
- Dams
- Elevations (In feet): Highest on chart (Highest on chart is devoid of tint); Highest in a general area — 1115; Spot — 1085, 950
- Mines and Quarries
- Mountain Passes
- Lookout Stations (Elevation is base of tower) — 75(Site) 1025 (Elev)
- Coast Guard Stations — CG 79
- Pipe Lines — PIPE LINE
- Race Tracks or Stadiums
- Stranded Wrecks
- Boundaries: International; State & Provincial
- Railroads: Abandoned or Under Construction; Single Track; Multiple Track; Sidings & Spurs; Overpass; Underpass
- Bridges: Railroad; Highway
- Tunnels: Railroad; Highway

6-23-52

Declassification Authority: NND 57565

RESTRICTED

RADIOSONDE MODULATOR
AND TRANSMITTER WITH
LIGHT ATTACHED.

DAY PHOTOGRAPH

AF525591

INCL #2

RESTRICTED

Declassification Authority: NND 57565

AF545391

1/21/69
8 55 frames

OFFICIAL
AIR FORCE PHOTO
LINGTON AIR FORCE BASE
HOUSTON, TEXAS

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