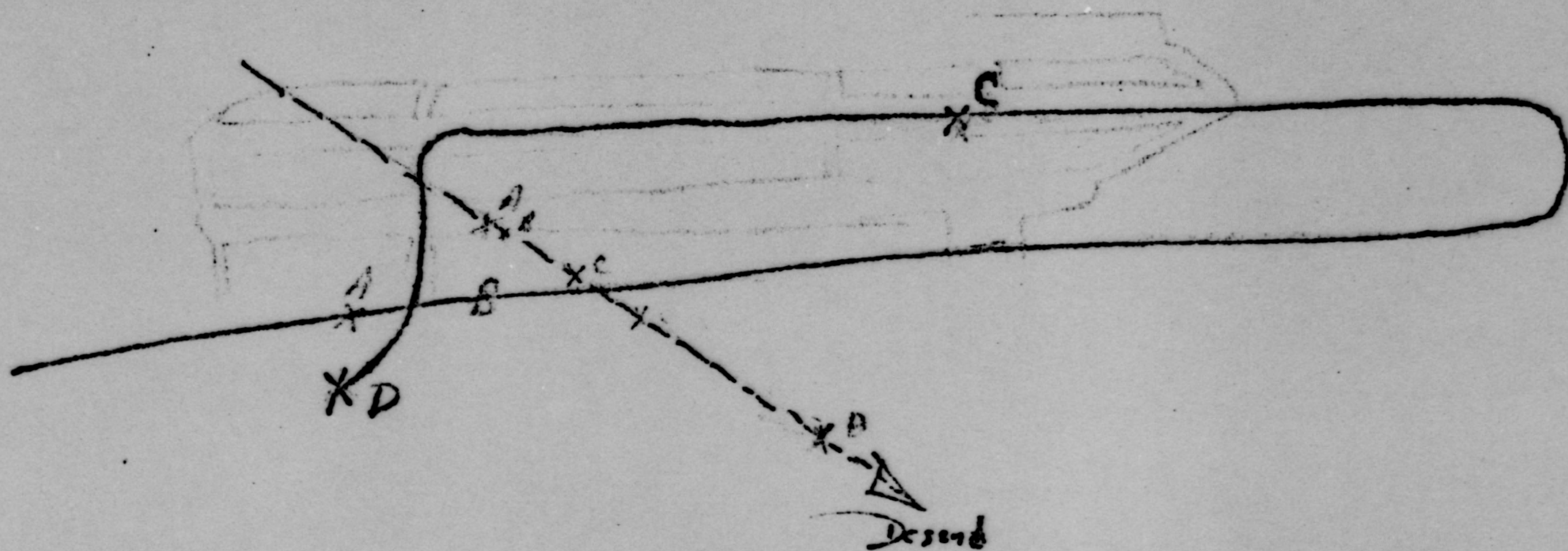
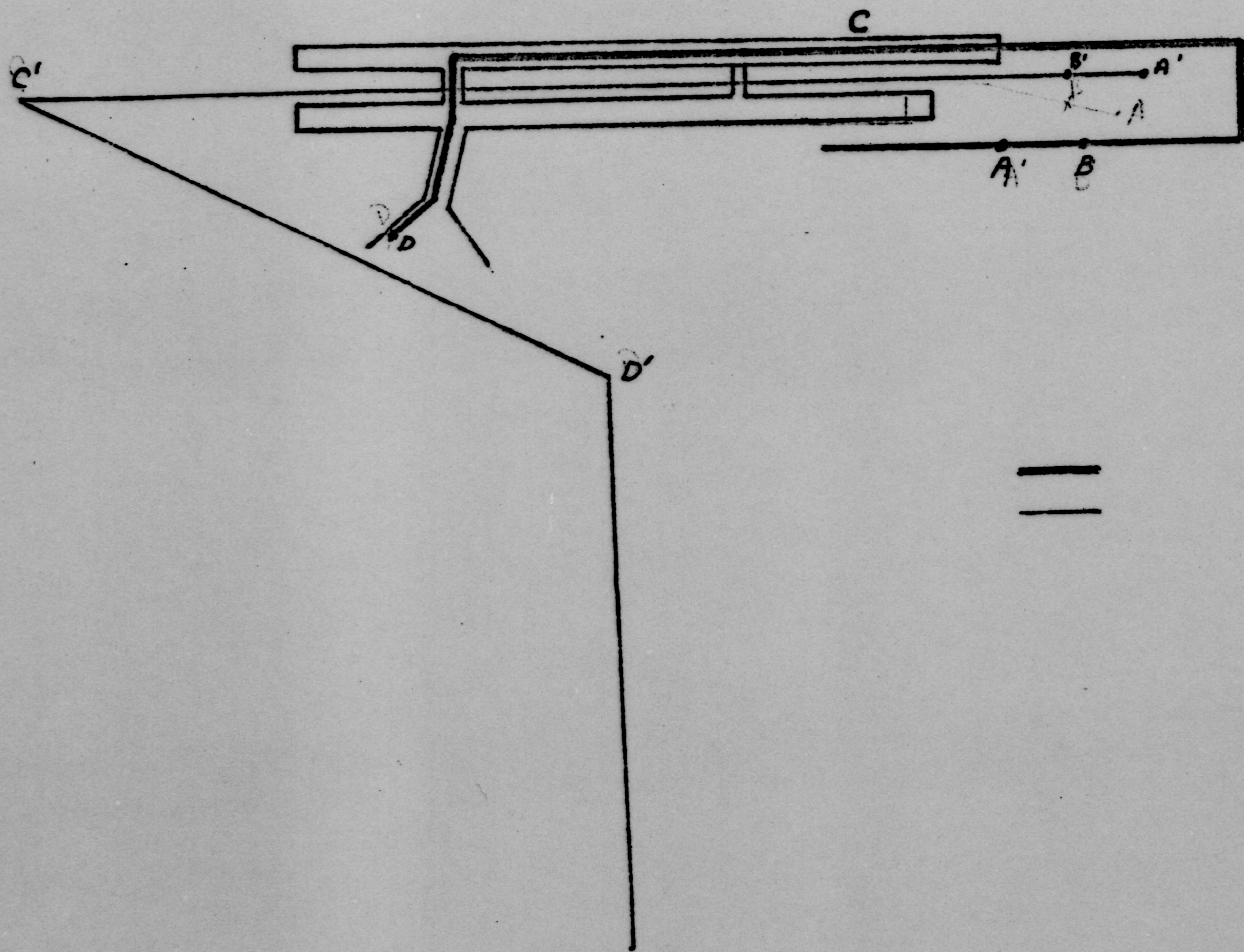


PROJECT 10073 RECORD CARD

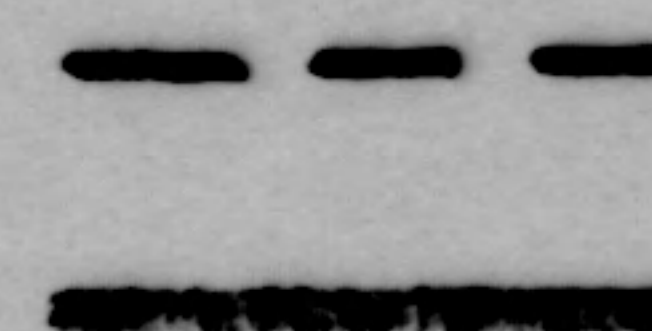
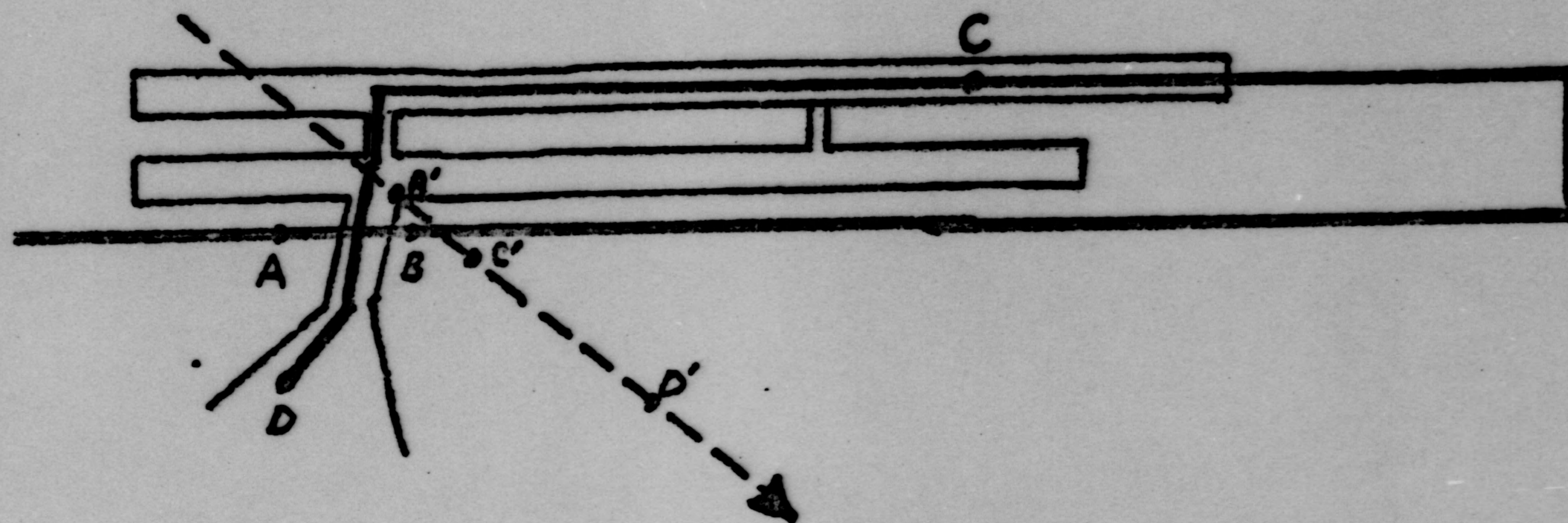
1. DATE 8 Dec 52		2. LOCATION LADD AFB, ALASKA		✓ 12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other ☐ Insufficient Data for Evaluation ☒ Unknown	
3. DATE-TIME GROUP Local 8/2016 AST GMT 9/0616 Z		4. TYPE OF OBSERVATION ☐ Ground-Visual ☐ Ground-Radar ☒ Air-Visual ☐ Air-Intercept Radar			
5. PHOTOS ☐ Yes ☒ No		6. SOURCE AF PILOT & RADAR OBS			
7. LENGTH OF OBSERVATION 10 Minutes		8. NUMBER OF OBJECTS one		9. COURSE WSW	
10. BRIEF SUMMARY OF SIGHTING White oval shaped object (light) traveled at a noticeable speed on straight course on a 240° heading. Obj appeared to change from white to red as if atmosphere had something to do with it as it gained altitude. Obj then took up a 160° heading gaining speed until it appeared as falling star falling to the earth.				11. COMMENTS 1. Too long for a meteor. 2. No a/c were reported in area.	

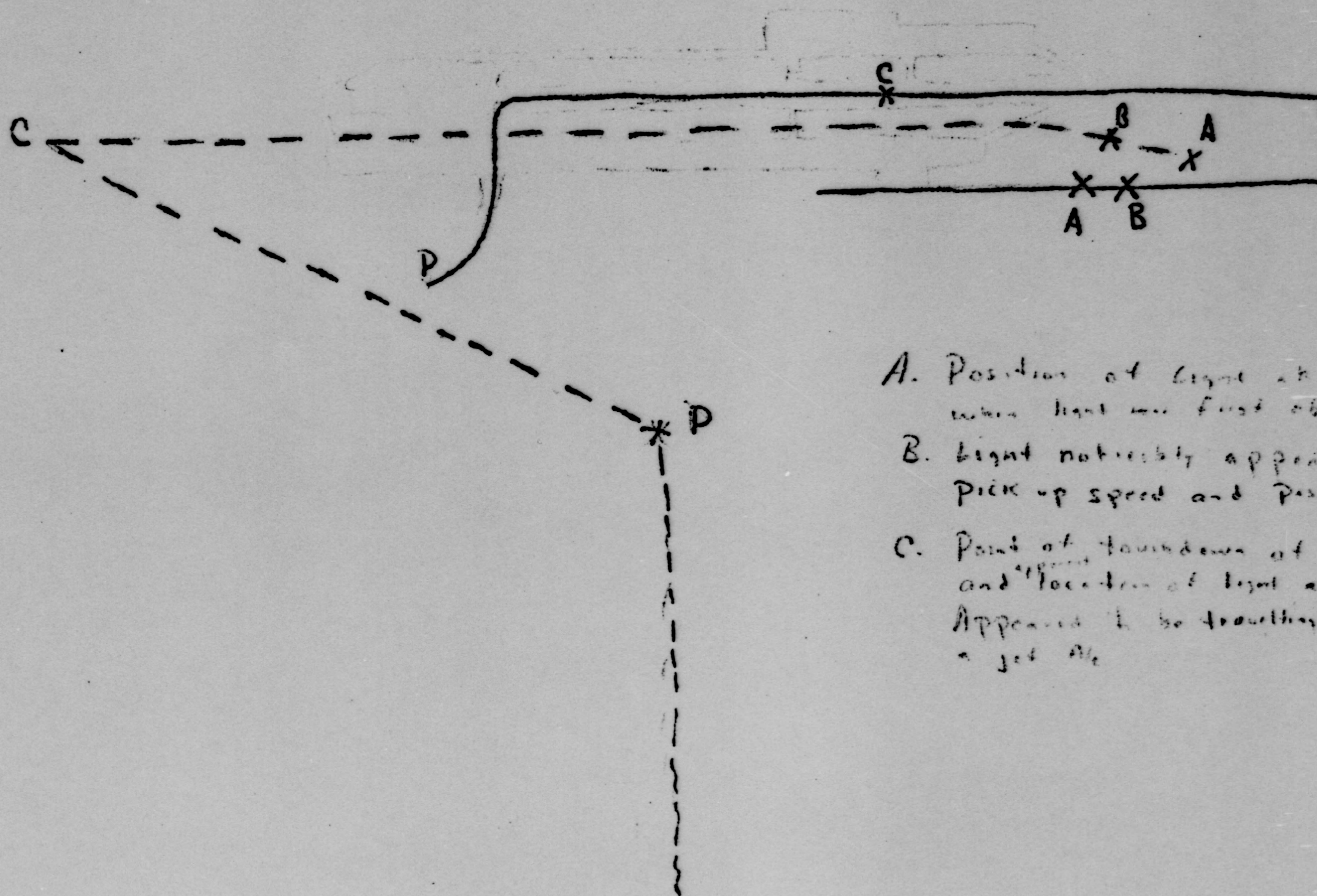


- A ^{Approximate} Actual Position of the targeted battleship and the F-94 at the time of the initial sighting.
- B Point where F-94 was closest to the light.
- C Approximate position of F-94 and targeted battleship at time down.
- D Position of F-94 in parking area and location of light at that time.



==





- A. Position of light at 8:44 when light was first observed
- B. Light noticeably appeared to pick up speed and pass 8:44
- C. Point of touchdown of 7:44 and location of light at that time. Appeared to be travelling faster than a jet plane

1. Atia
2. Atia
3. C. files

10 DEC 1952 07 53 ZAGGCHINFOR. INFOR.

Wike sent
11 Dec 52 to get
more info

PM 7:36

NR

A
WPA115
XYB113
JWZ A121
JMD B81

JKDC 123

PP JEDWP

DE JKDC 124

P 120643Z

FM CINCAL EDF AFB ALS

FM CG AAC EDF AFB ALAFB ALS
PER JKDC 105

TO CG AIR TECHNICAL INTELLIGENCE CENTER WRIGHT PATTERSON AFB OHIO

O 120225Z 09/1625 Local

FM CG 5001ST COMP WG LADD AFB ALS

TO JEDEN/CG ADC ENT AFB COLO

JKDC/CG AAC ELMENDORF AFB ALS

UEPC/SEC DEF WASH D C

LFWOP3 0370 1. CIRVIS 2. LADD AFB ALS, 147 DEG 42 MIN WEST 64 DEG

49 MIN NORTH. 3. A. UNIDENTIFIED AIRBORNE OBJECT (LIGHT) HEADING

APPROXIMATELY 240 DEG AT 2,000 FT ALTITUDE. ON STRAIGHT COURSE

FOR APPROXIMATELY ONE (1) MIN THEN IT STARTED INCREASING ITS SPEED

NOTICEABLY. APPROXIMATE-SIZE OF LARGE CABIN LIGHT OF TWO (2) ENGINE

TRANSPORT OR DIFFUSED LIGHT OF THAT NATURE. SHAPE NON-REFLECTIVE,

WHITE IN HUE OVAL IN SHAPE. ALTITUDE 2,000 FEET. CONTINUED ON 240 DEG

HEADING AT 2,000 FEET ALTITUDE FOR APPROXIMATELY TWO (2) MIN. NO JET

OR ROCKET STREAM NOTICED. B. SERIAL NUMBER 48-2522, HEADING 060 DEG,

T-34A. LAND-JET, ONE ENGINE, USAF INSIGNIA, 2,000 FEET ALTITUDE, SPEED

PAGE THREE JKDL 25B

MOVE IN AN ERRATIC FLIGHT PATH FOR A PERIOD OF THREE (3) MINUTES
UNTIL IT WAS POINTED OUT AGAIN TO THE PILOT AND TWO (2) GROUND CREW
MEMBERS. THEN IT TOOK UP A HEADING OF 165 DEG GAINING SPEED UNTIL IT
LOOKED LIKE A FALLING STAR OR METEOR. DESCENDING ALL THE TIME, IT
CONTINUED TO BECOME A BRIGHTER RED AS IT REACHED THE EARTH. THE
LIGHT APPSARED TO DIMINISH ITS FORWARD SPEED AND DESCENT TO THE EARTH
AS A HELICOPTER WOULD. AT THIS POINT THE LIGHT WAS NOTICEABLY MORE
RED THAN BEFORE. TIME 090610Z TO 090626Z. WEATHER CONDITIONS , NIGHT
VFR CAVU. 5. DONALD A. DICKMAN 1ST LT., USAF PILOT, SHIP NO. 49-2522
THOMAS W. DAVIES 1ST LT., USAF RADAR OBSERVER, SHIP NO. 49-2522.

10/0300Z DEC JKDL

17/0643Z DEC JKDC

09/0616 Z

08/2016 Loc.1

cyf 1

WAGE TWO JKDL 25B

250 KNOTS PER HOUR. NAME STARFIRE, SERIAL NUMBER 49-2522. C. NOT APPLICABLE. 4. AIRCRAFT SERIAL NUMBER 49-2522, F-94A, 1ST LT DONALD A. DICKMAN PILOT 1ST LT THOMAS W. DAVIES RADAR OBSERVER, WAS ON BASE LEG TO APPROACH FOR LANDING WHEN 1ST LT DAVIES CALLED ATTENTION TO PILOT ON A TARGET AT 11:30 O'CLOCK SAME ALTITUDE, TARGET MOVING FROM STAR-BOARD TO PORT. TARGET AFFIRMED BY PILOT. THE F-94A WAS HEADING 160 DEG, TARGET WAS HEADING 240 DEG APPROXIMATELY PARALLEL AND 180 DEG TO FIGHTER FLIGHT. DURING THE NEXT 30 TO 45 SECONDS, TARGET INCREASED ITS SPEED NOTICEABLY. WHEN F-94A, SERIAL NUMBER 49-2522 TURNED ON BASE LEG, HEADING APPROXIMATELY 240 DEG, TARGET CONTINUED ON HEADING APPROXIMATELY 240 DEG SAME ALTITUDE. [FROM POSITION OF BASE AREA TARGET SEEMED TO ASCEND AT A PHENOMENAL RATE WITH A STRAIGHT COURSE AND VERY ERRATIC FLIGHT CHARACTERISTICS. THE COLOR OF THE LIGHT SEEMED TO CHANGE FROM WHITE TO RED AS IF THE ATMOSPHERE HAD AN EFFECT ON IT AS IT GAINED ALTITUDE. OBJECT UNIDENTIFIABLE DUE TO DARKNESS OF NIGHT, SPEED OF OBJECT, AND POSITION OF OBSERVER. OBJECT NOT AUDABLE. WHEN ON GROUND, NOTHING OF A MOTOR, ENGINE, OR OTHER PROPULSION NATURE WAS NOTICED. TEMPERATURE APPROXIMATELY MINUS TWENTY-TWO (22) DEG AND NOISE COULD BE HEARD AT A VERY LONG DISTANCE WITH NO WIND AT THAT TEMPERATURE. UPON LANDING, THE OBJECT

1. CIRVIS

2. Ladd AFB, Alaska, 147° 42'W, 64° 49'N.

3. A. Unidentified airborne object (light) heading approximately 240° at 2,000 ft. altitude, on straight course for approximately one minute, then it started increasing its speed noticeably. Approximate size of large cabin light of two engine transport or diffused light of that nature. Shape non-reflective, white in hue, oval in shape. Altitude 2,000 ft. Continued on 240° heading at 2,000 ft. altitude for approximately two minutes. No jet or rocket stream noticed.

B. Serial No. 49-2522, heading 60°, F-94A. Land jet, one engine, USAF insignia, 2,000 ft. altitude, 200 knots per hour. Name "Star Fire", Serial No. 49-2522.

C. Not applicable.

4. Aircraft Serial No. 49-2522, F-94A, 1st Lt Donald A. Dickman, pilot; 1st Lt Thomas W. Davies, radar observer, was on base leg (comment: Probably means down wind) to approach for landing when 1st Lt Davies called attention to pilot on a target at 11:30 o'clock same altitude, target moving from star-board to port. (Note: Probably means right to left when looking out port side of a/c.) Targets affirmed by pilot. The F-94 was heading 60°. Target was heading 240° approximately parallel and 180° to fighter flight. During the next 30 to 45 seconds target increased its speed noticeably. When F-94, Serial No. 49-2522 turned on base leg (Note: Probably means final approach) heading approximately 240°, target continued heading approximately 240° at the same altitude. (Note: Probably means targets same altitude.) From position of base area target seemed to ascend at a phenomenal rate with a straight course and very erratic flight

characteristics. The color of the light seemed to change from white to red as if the atmosphere had an affect on it as it gained altitude. Object unidentifiable due to darkness of night, speed of object, and position of observer. Object not audable. When on ground, nothing of a motor, engine, or other propulsion nature was noticed. Temperature approximately -22° and noise could be (have been) heard at very long distance with no wind at that temperature. Upon landing, (Note: After F-94 landed) the object moved in an erratic flight path for a period of three minutes until it was pointed out again to the pilot and a ground crew members.(???) Then it took up a heading of 160° gaining speed until it looked like a falling star or meteor. Descending all the time, it continued to become a brighter red as it reached the earth. The light appeared to diminish its forward speed and descent to the earth as a helicopter would. At this point the light was noticeably more red than before. Time: 090616Z to 090626Z. Weather conditions: Night, VFR CAVU.

5. Donald A. Dickman, 1st Lt USAF, pilot, Ship No. 49-2522; 1st Lt Thomas W. Davies, radar observer, Ship No. 49-2522.

Note: Due to conflicting statements in the original wire, the above comments have been added. Plotting the original given data showed some parts of the message were inaccurate.

ROUTING

JOINT MESSAGEFORM

MUNICATIONS CENTER NO.

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

CG ATIS

TO: CG ALASKA AIR COMMAND LITTLE ROCK AFB
ALASKA

INFO:

DATE-TIME GROUP

111930Z DEC 52

SEC

PRECEDENCE
FOR:

ACTION

ROUTINE

INFORMATION

☐

BOOK MESSAGE

☒

ORIGINAL MESSAGE

☐

MULTIPLE ADDRESS

CRYPTOPRECAUTION

☐ YES☐ NO

REFERS TO MESSAGE:

IDENTIFICATION

CLASSIFICATION

FROM: APOIN-ATIA-12-5-B FOR DIRECTOR OF INTELLIGENCE

Reference CRRIS report message LFNOP 3-0370 from CG 5001st Composite Wing, Ladd AFB, referring to unidentified flying object sighted at 090616Z by F-94 crew at Ladd AFB. Request AF Form 112 be forwarded by air mail in compliance with Air Force letter 200-5. If no Form 112's are available, put in letter form. Following data should be included:

1. Sketch of flight path of F-94 and apparent flight path of the object on an aerial photo or large scale map. Also include apparent path of object as seen from the ground. Note significant points such as when object first seen, etc.
2. Detailed statements from all observers including angles of azimuth and elevation of object when first seen and when it disappeared, apparent size compared to known object held at arm's length, etc.

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

UNCLASSIFIED

SECURITY

PAGE

OF

PAGES

ATIAA-5 File

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

UNCLASSIFIED

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

CG ATIS

DATE-TIME GROUP

111930Z DEC 52

SECURITY CLASSIFICATION

PRECEDENCE
FOR:

ACTION

INFORMATION

☐ BOOK MESSAGE☐ ORIGINAL MESSAGE☐ MULTIPLE ADDRESS

CRYPTOPRECAUTION

☐ YES☐ NO

REFERS TO MESSAGE:

IDENTIFICATION

CLASSIFICATION

TO:

INFO:

3. Did radar in area carry any unknown tracks or targets previous to, during, or after the sighting?

4. Although object apparently was not a balloon, request check be made of all weather stations within 40 mile radius that launch weather balloons. Were any balloons lost in the area or had all definite bursts been recorded on all previous flights?

5. Desired weather data are winds aloft, plot of temperature and moisture lapse rates if available.

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

COORDINATION:

ATIAA _____

ATIA _____

UNCLASSIFIED

SECURITY

PAGE 2 OF 2 PAGES

DRAFTER'S NAME (and signature, when required)

CAPT E.J. RUPPELT/vs

RELEASING OFFICER'S SIGNATURE

SYMBOL
ATIAA-5TELEPHONE
65365

OFFICIAL TITLE

ROBERT E. HARRIS, MAJOR, USAF
AIR ADJUTANT GENERAL

UNCLASSIFIED

COUNTRY Territory of Alaska	REPORT NO. IR 11-52	(LEAVE BLANK)
--------------------------------	------------------------	---------------

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT FLYCBRTS		
AREA REPORTED ON Alaska	FROM (Agency) Intelligence Directorate, AAC	
DATE OF REPORT 16 December 1952	DATE OF INFORMATION 9 and 11 December 1952	EVALUATION A-1
PREPARED BY (Officer) Capt. Charles W. Jeffries	SOURCE Reports from 5001st Composite Wing, Ladd Air Force Base, Alaska	
REFERENCES (Control number, directive, previous report, etc., as applicable)		

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 118—Part II.)

8/2016/1001

Unidentified flying object sighted 0616Z to 0626Z, 9 December 1952, at Ladd Air Force Base, Alaska. (See Inclosure No. 1 for full report.)

Unidentified flying object sighted 0417Z, 11 December 1952, at approximately 146°25'W-64°27'N. (See Inclosure No. 2 for full report.)

Charles W. Jeffries
CHARLES W. JEFFRIES
Captain, USAF
Acting Chief, Air Intelligence Division

Francis H. MacDuff
APPROVED: FRANCIS H. MacDUFF
Colonel, USAF
Director of Intelligence

In separate file

DOWNGRADED AT 3 YEAR INTERVAL
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

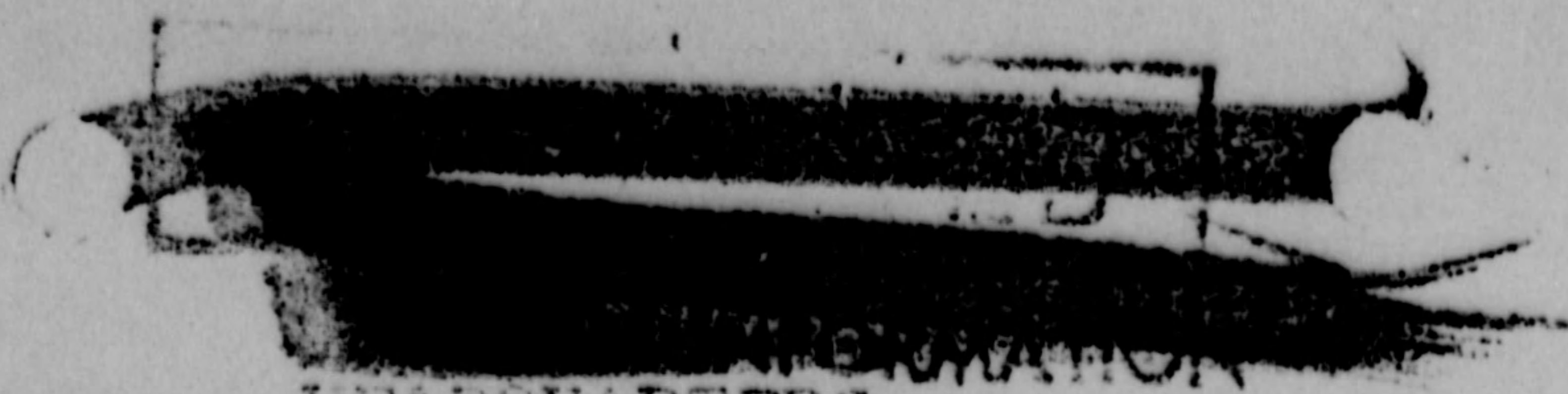
2 INCL.
2 ltrs w/ atchmts

DISTRIBUTION BY ORIGINATOR

D/I USAF (1)
D/I ATIC (1) ✓
ADC (1)

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.

UNCLASSIFIED


HEADQUARTERS

5001ST COMPOSITE WING, LADD AIR FORCE BASE
APO 731, c/o Postmaster, Seattle, Washington

UNCLASSIFIED

LF0013

DEC 12 1952

SUBJECT: Unidentified Flying Objects (FLYOBJRPT)

TO: Commanding General
Alaskan Air Command
Elmendorf Air Force Base
APO 942, U. S. Air Force
ATTN: AAOID

1. Reference is made to TWX, this headquarters, date-time-group 10/0225Z, Dec. 1952

2. The following summary is a synopsis of information obtained both by interrogation and by a statement made by the observers, which is attached as Inclosure No. 1.

(a) The object observed was a light appearing to be approximately the size of a landing light at a distance of one half to one mile away, distance decreasing at one point to 200 yards as indicated on inclosure No. 2. Light was much more intense and larger than a star. No filament core or directional beam were noteable. The object was white at that point.

(b) Time of sighting was from 09/0616Z to 09/0626Z.

(c) The object was not observed by anything other than visual means. It was first observed by Lt. Davies, the Radar Operator, who called the pilots attention to it. Throughout the landing maneuvers, Lt. Davies kept it in sight, except during approach and during touchdown. Speed of the observing aircraft (an F-94A) varied from 250 MPH when the object was first sighted to nil when parked on the ramp. At time of original sighting, the aircraft was at an altitude of 2,000 ft.

(d) Observations were made at Ladd Air Force Base. For headings of aircraft and object, see map attached hereto as Inclosure No. 2. When first seen, the object was level with the aircraft and approximately 200 - 1000 yards distant from the aircraft. The object's altitude throughout its flight is estimated at approximately 2000 ft. and up.

DOWNGRADED AT 3 YEAR
DECLASSIFIED AFTER 12 1
100-111-100.10

UNCLASSIFIED

Incl No 1

[REDACTED]

Ltr., Hq 5001st Comp W. LEWOP-3. SUBJ: Unidentified Flying
Objects (FLYGERPT) [REDACTED]

UNCLASSIFIED

(e) The object was observed by 1st Lt. Thomas W. Davies, Radar Observer, and 1st Lt. Donald A. Dickman, Pilot. Lt. Davies has been flying in this theater for 1½ years; Lt. Dickman for 2 years, 3 months. Both are regarded as reliable witnesses.

(f) The weather was CAVU with negligible winds. Temperature was -22°.

(g) There is no activity or condition, meteorological or otherwise known at this time which might account for the sighting. Further investigation is being conducted at this base to determine any possibility along this line, and any further information, if developed, will be forwarded in a supplemental report.

(h) No physical evidence has been developed in connection with this sighting.

(i) No interception or identification action was taken due to a recall of the aircraft during an alert at the time.

(j) After landing, the Radar Observer and the Pilot watched the object fly off in a south-westerly direction; making the last directional change indicated on the map, and dive swiftly toward the ground disappearing behind intervening buildings. Lt. Davies then went to the operations office and called Ladd tower and Crane Control to see if any aircraft were reported in the vicinity at the time of his observations. He was given a negative report in both instances.

FOR THE COMMANDING GENERAL:

- 2 Incls:
1. Statement made
by Observers
2. Annotated Chart

JOHN E. MEAD
Capt USAF
Adjutant

DOWNGRADED AT 3 YEARS
DECLASSIFIED AFTER 10 YEARS
DOD DIR 5200.10

[REDACTED]

UNCLASSIFIED

1. Cirvis.

2. Iadd Air Force Base, Alaska, 147° 42'W - 64° 49'N.

3. a. Unidentified airborne object (light) heading approximately 240° at 2,000 feet altitude. On straight course for approximately one (1) minute then it started increasing its speed noticeably. Approximate size of large cabin light of two (2) engine transport or diffused light of that nature. Shape non-reflective, white in hue oval in shape. Altitude 2,000 feet. Continued on 240° heading at 2,000 feet altitude for approximately two (2) minutes. No jet or rocket stream noticed.

b. Serial number 49-2522, heading 060°, F-94A. Land-jet, one engine, USAF insignia, 2,000 feet altitude, speed 200 knots per hour. Name Starfire, serial number 49-2522.

c. Not applicable.

4. Aircraft serial number 49-2522, F94A, 1st Lt Donald A. Dickman pilot, 1st Lt Thomas W. Davies radar observer, was on base leg to approach for landing when 1st Lt Davies called attention to pilot of a target at 11:30 o'clock same altitude, target moving from starboard to port. Target affirmed by pilot. The F-94A was heading 060°, target was heading 240° approximately parallel and 180° to fighter flight. During the next 30 to 45 seconds, target increased its speed noticeably. When F-94A, serial number 492522, turned on base leg, heading approximately 240°, target continued on heading approximately 240° same altitude. From position of base area target seemed to ascend at a phenomenal rate with a straight course and very erratic flight characteristics. The color of the light seemed to change from white to red as if the atmosphere had an affect on it as it gained altitude. Object unidentifiable due to darkness of night, speed of object, and position of observer. Object not audible. When on ground, nothing of a motor, engine, or other propulsion nature was noticed. Temperature approximately minus twenty-two (-22) degrees and any noise could be heard at a very long distance with no wind at that temperature. Upon landing, the object moved in an erratic flight path for a period of three (3) minutes until it was pointed out again to the pilot and two (2) ground crew members. Then it took up a heading of 160° gaining speed until it looked like a falling star or meteor. Descending all the time, it continued to become a brighter red as it reached the earth. The light appeared to diminish its forward speed and descend to the earth as a helicopter would. At this point the light was noticeably more red than before. Time 090606Z to 090626Z. Weather condition, night VFR CAVU.

/s/ THOMAS W. DAVIES
THOMAS W. DAVIES
1st Lt., USAF
Radar Observer
Ship No. 49-2522

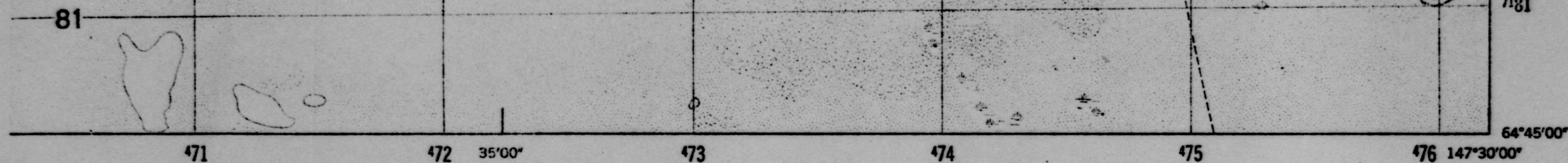
/s/ DONALD A. DICKMAN
DONALD A. DICKMAN
1st Lt., USAF
Pilot
Ship No. 49-2522

COPY

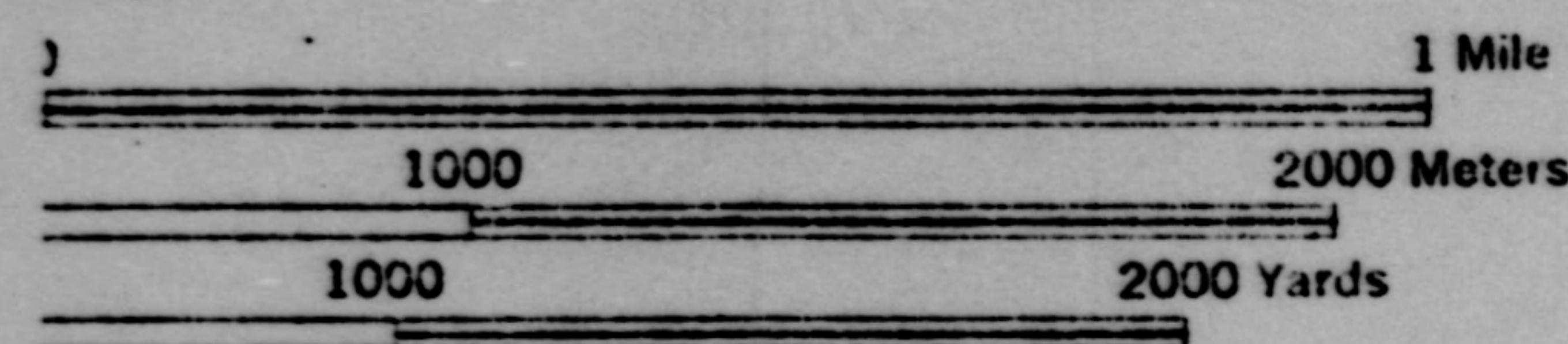
UNCLASSIFIED

VERTICAL
DESCENT

GUNNERY RANGE



1:25,000



INTERVAL 50 FEET
COURS AT 25 FOOT INTERVALS
MEAN SEA LEVEL

CARTOGRAPHIC PROJECTION
NORTH AMERICAN DATUM

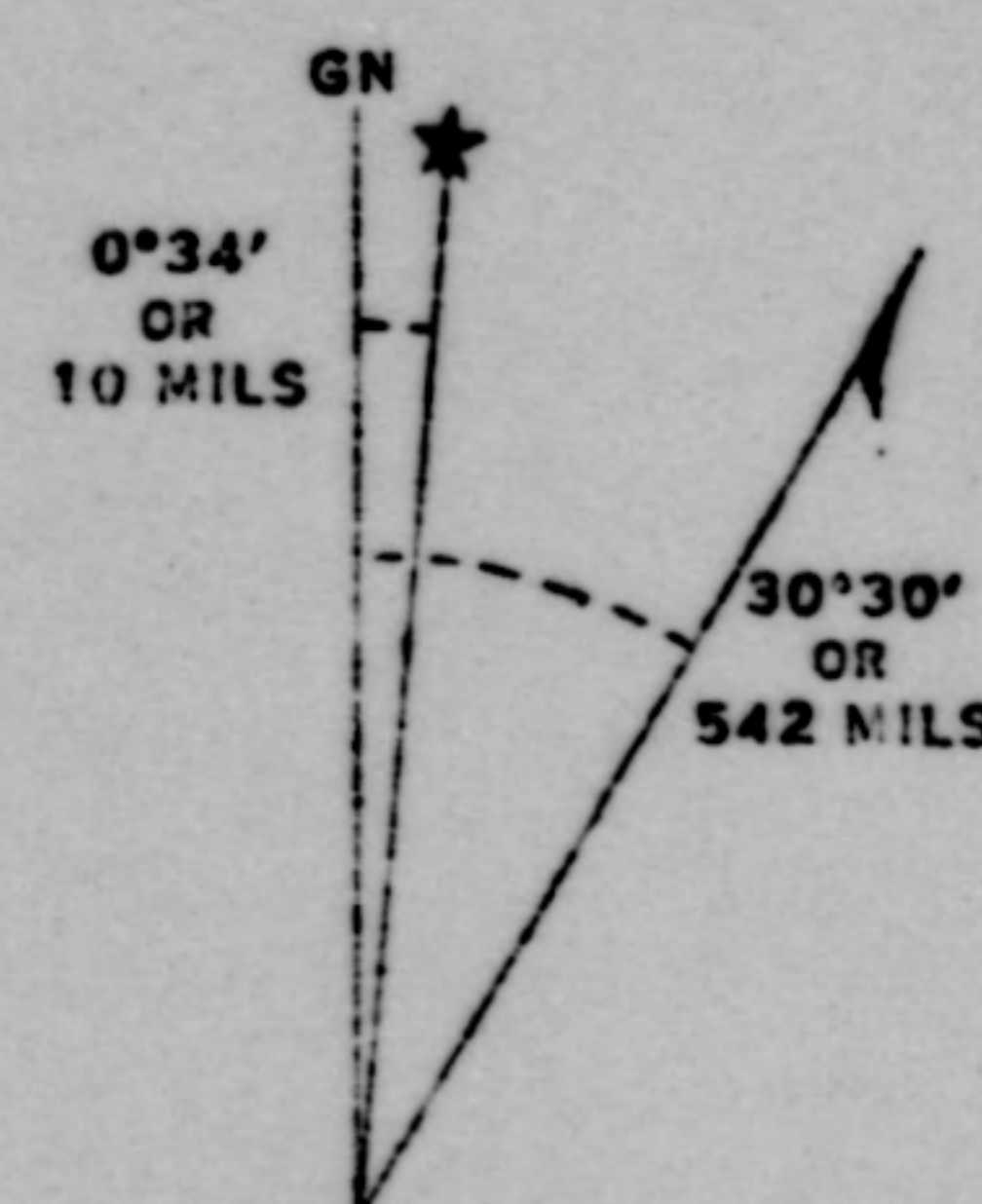
SCALE 1:250,000 METER UNIVERSAL TRANSVERSE
MERCATOR, ZONE 6

GRID NUMBERS ARE OMITTED

ARE PUBLIC LAND LINES

ED TO MARK HEREON AND FORWARD DIRECTLY TO COMMANDING
D FORWARDED WILL BE RETURNED OR REPLACED IF DESIRED.

TO GIVE A STANDARD REFERENCE ON THIS SHEET TO NEAREST 100 METERS		
POINT: 45 VABM 442		
First VERTICAL grid line to LEFT of and read LARGE figures labeling the line in the top or bottom margin, or line itself:	69	4
Second VERTICAL grid line to point: first HORIZONTAL grid line BELOW and read LARGE figures labeling the line in the left or right margin, or line itself:	67	9
Third VERTICAL grid line to point:		
REFERENCE:	694579	
Sheet beyond 100,000 meters or if sheet on overlapping grid, prefix 100,000 Square Identification, as:	VG694879	
Sheet beyond 9°N-S or 18°E-W, prefix one Designation, as:	6WVG694879	



APPROXIMATE MEAN DECLINATION 1951
FOR CENTER OF SHEET
ANNUAL MAGNETIC CHANGE 4' WESTERLY

Use diagram only to obtain numerical values.
To determine magnetic north line, connect the
pivot point "P" on the south edge of the map
with the value of the angle between GRID
NORTH and MAGNETIC NORTH, as plotted on
the degree scale at the north edge of the map.

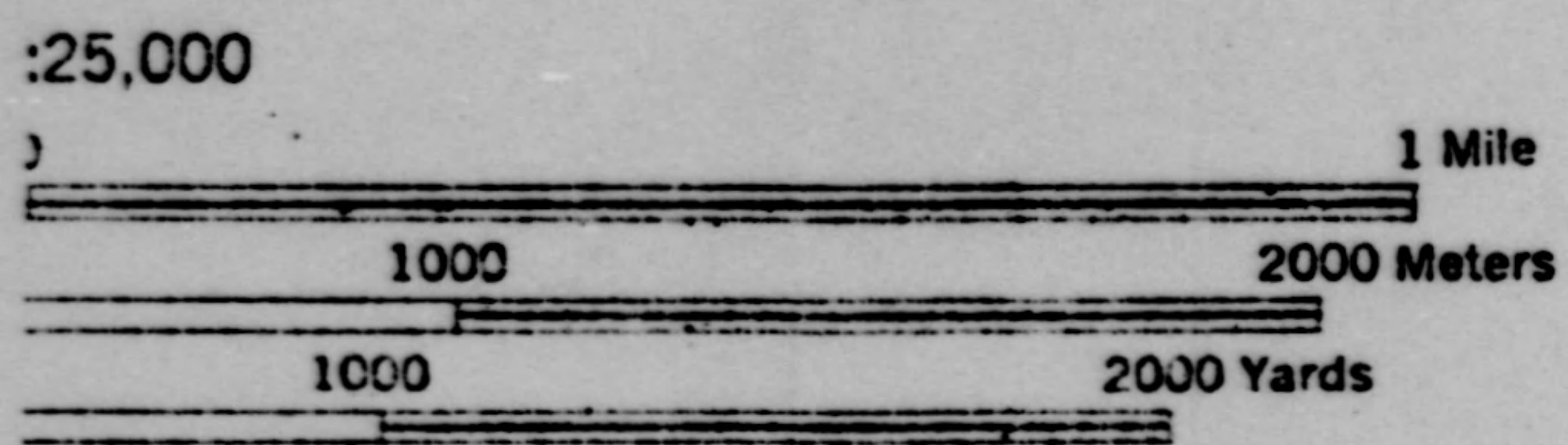
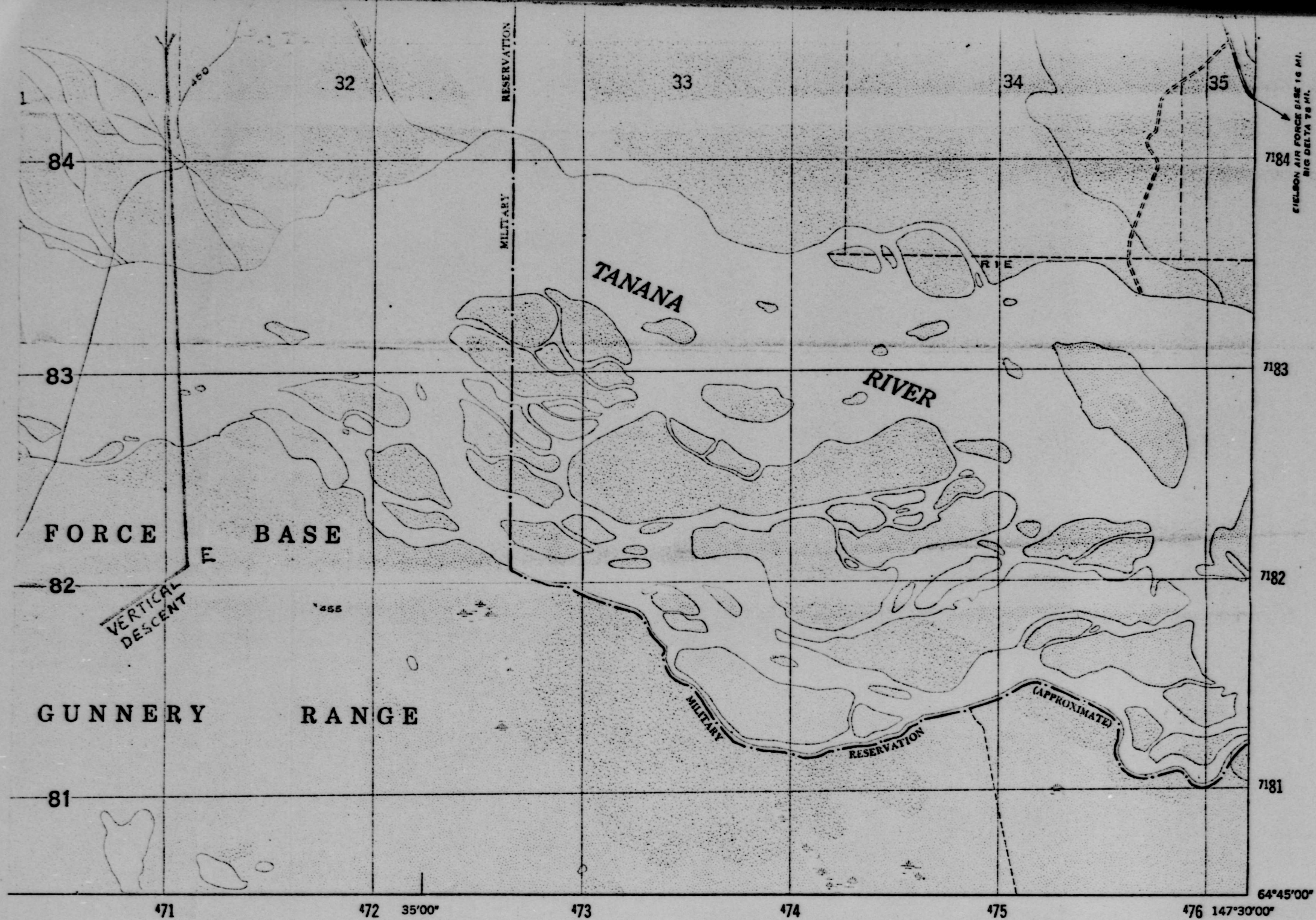
PRINTED BY ARMY MAP SERVICE, CORPS OF ENGINEERS, 8-51 .701778

INDEX TO ADJOINING SHEETS

3450 IV NW	3450 IV NE	3450 I NW
3450 IV SW	3450 IV SE	3450 I SW
3450 III NW	3450 III NE	3450 II NW

Sheet 3450 IV SE falls within NQ 5, 6-15, AMS Q501,
1:250,000

FAIRBANKS D-2 SE, ALASKA

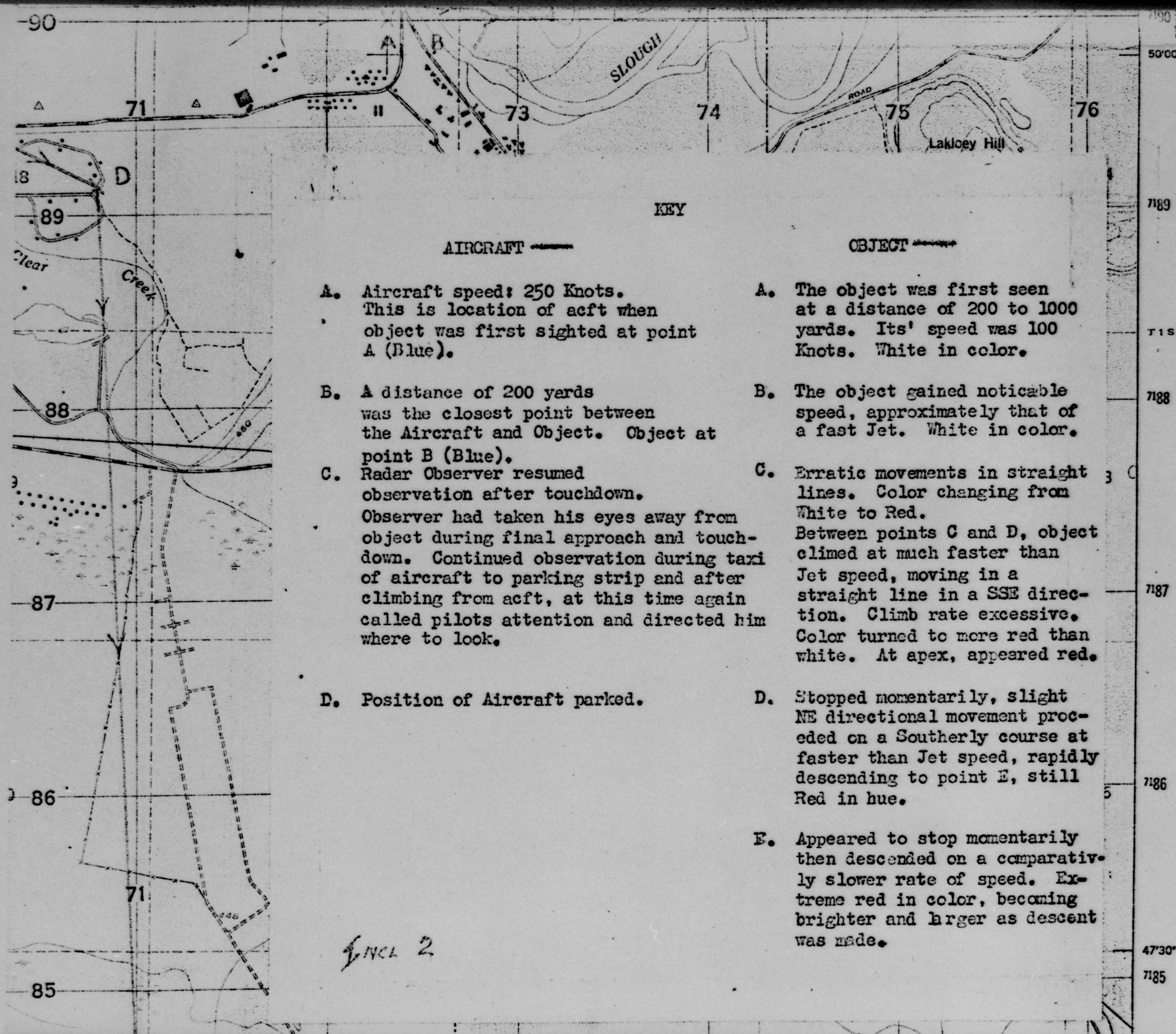


Interval 50 Feet
Contours at 25 Foot Intervals
Mean Sea Level

PRINTED BY ARMY MAP SERVICE, CORPS OF ENGINEERS, 8-51 701778

INDEX TO ADJOINING SHEETS

3450 IV NW	3450 IV NE	3450 I NW
3450 IV SW	3450 IV SE	3450 I SW



471

[Handwritten practice strokes]

AMS SERIES Q801

471

472

35'00"

473

R I E

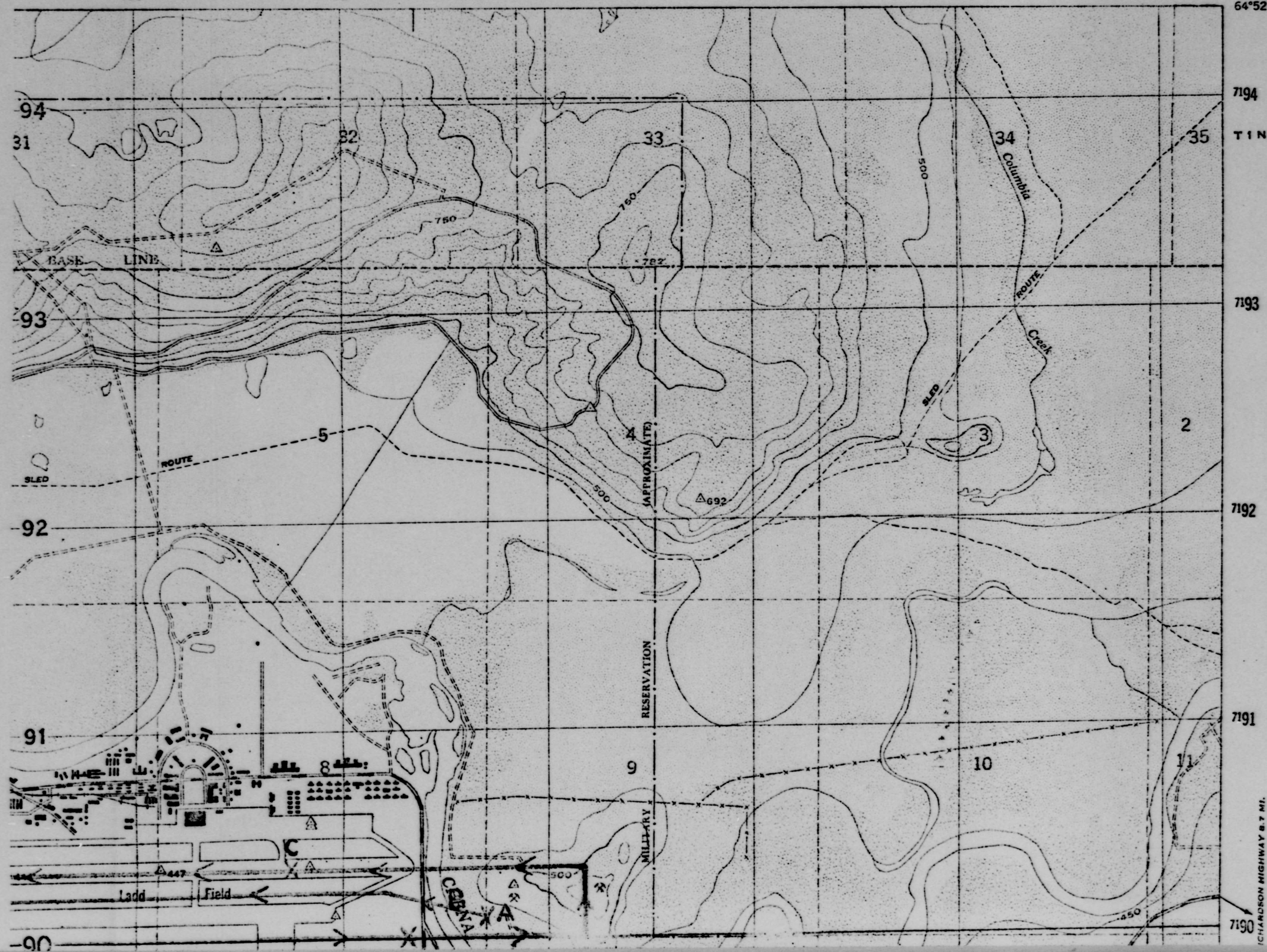
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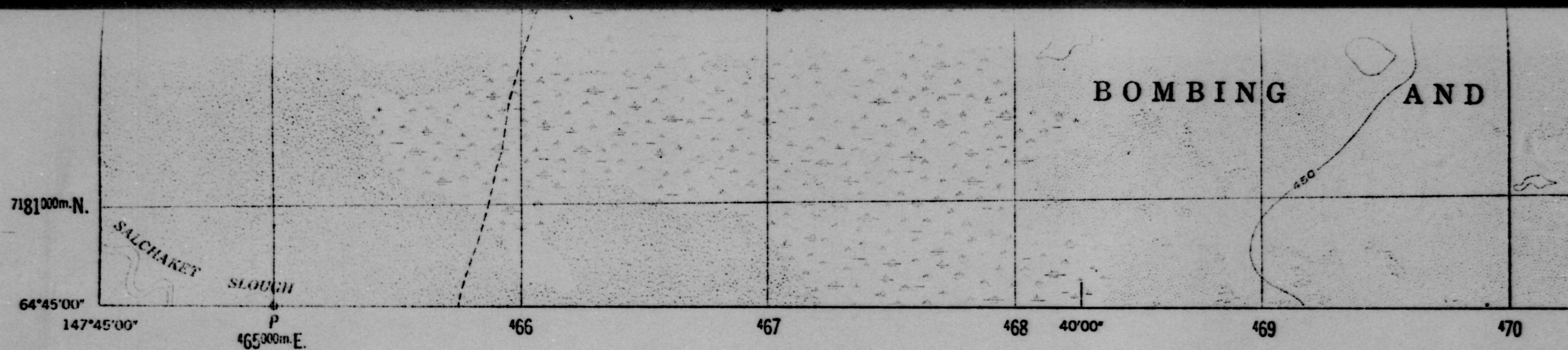
475

476

147°30'00"

64°52'30"





AMS Q801
First Edition—AMS

Prepared by the Army Map Service (GEAU), Corps of Engineers, U.S. Army, Washington, D.C. Compiled in 1951 by photogrammetric (multiplex) methods by the U.S. Geological Survey. Aerial photography 1949. Horizontal and vertical control by USGS and USC&GS. Public land lines are based on the Fairbanks Principal Meridian. Map not field checked.

LEGEND

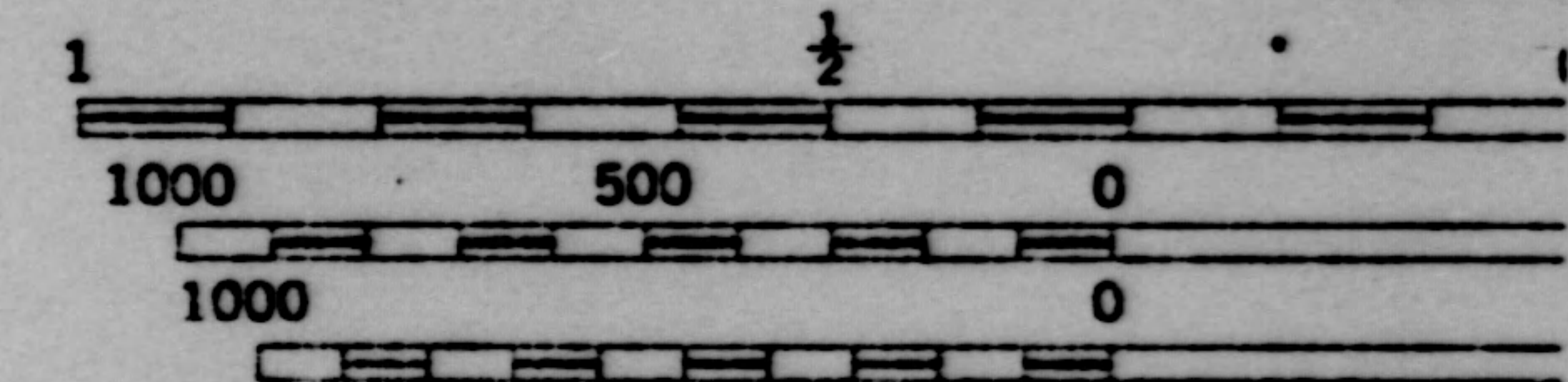
Tint indicates built-up areas in which only landmark buildings are shown.

ROAD DATA 1950

In developed areas, only through roads are classified.

Hard surface, heavy duty road, four or more lanes wide	4 LANES 6 LANES	Loose surface, graded and drained, or narrow hard surface road	
Hard surface, heavy duty road: Two lanes wide; Three lanes wide	3 LANES	Improved dirt road or street	
Hard surface, medium duty road, four or more lanes wide	4 LANES 6 LANES	Unimproved dirt road; Trail	
Hard surface, medium duty road: Two lanes wide; Three lanes wide	3 LANES	Route markers: Federal; State	19 50
Buildings		Horizontal control point	Δ
School; Church	Single track Double track	Bench mark, monumented	BM X 792
Standard gauge railroad		Bench mark, non-monumented	X 431
Narrow gauge railroad		Spot elevation in feet: Checked; Unchecked	x 168 x 168
Railroad in street		Woods or brushwood	
Carline		Scrub; Orchard	
National boundary		Intermittent lake	
State boundary (with monument)		Intermittent stream; Dam	
County boundary		Swamp, marsh	
County subdivision boundary		Rapids; Falls	
Corporate limits		Large rapids and falls	
Reservation boundary		Public land line, unreliable	

Scale 1



CONTOUR INT
WITH SUPPLEMENTARY CONT

VERTICAL DATUM

TRANSVERSE MERC

HORIZONTAL DATUM: 1927

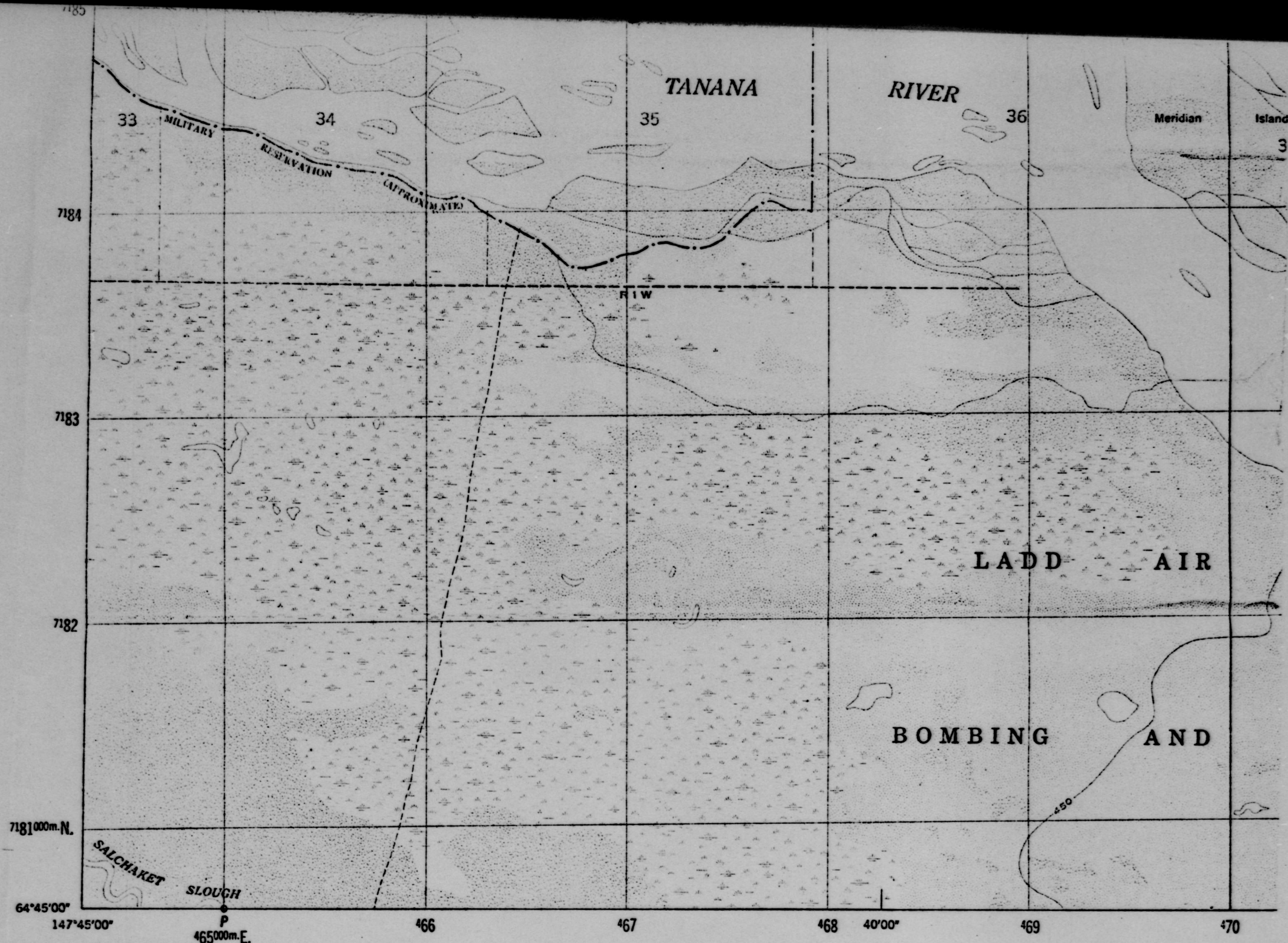
BLACK NUMBERED LINES INDICATE TH
MERCATOR C

THE LAST THREE DIGITS OF T

LINES SHOWN IN RED.

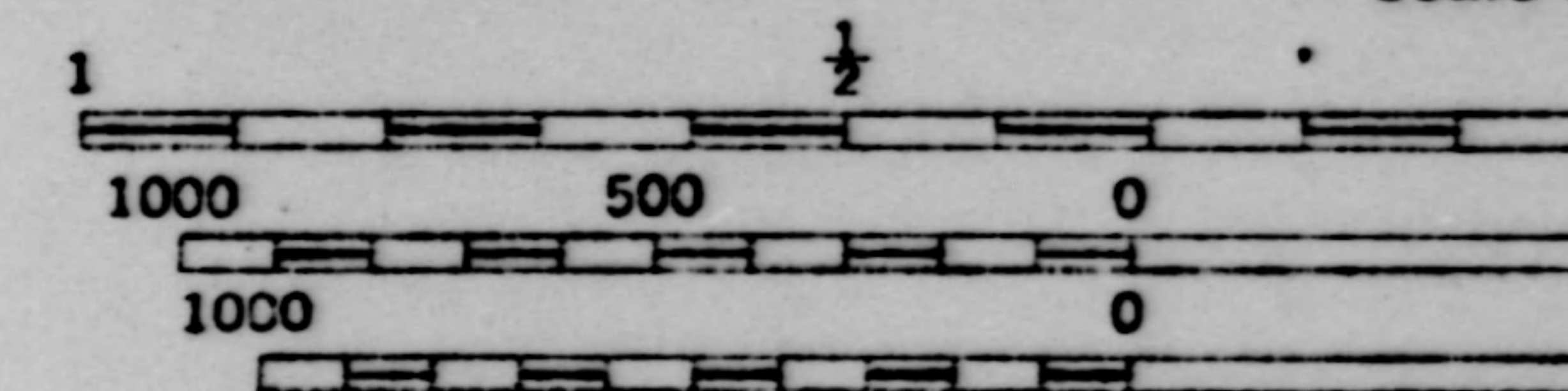
USERS NOTING ERRORS OR OMISSIONS ON THIS MAP ARE URG
OFFICER, ARMY MAP SERVICE, WASHINGTON, D. C. MAPS 5

GRID ZONE DESIGNATION:	
6W	
100,000 M. SQUARE IDENTIFICATION	
VG	SAMPLE
1. Locate point: line of on the Estima	
2. Locate point: line of on the Estima	
IGNORE the SMALLER figures of any grid number; these are for finding the full coordinates. Use ONLY the LARGER figures of the grid number; example: 7181000	SAMPLE
	If rep: bears Meter
	If rep: Grid 2



AMS Q801
First Edition—AMS

Prepared by the Army Map Service (GEAU), Corps of Engineers, U.S. Army, Washington, D.C. Compiled in 1951 by photogrammetric (multiplex) methods by the U.S. Geological Survey. Aerial photography 1949. Horizontal and vertical control by USGS and USC&GS. Public land lines are based on the Fairbanks Principal Meridian. Map not field checked.



CONTOUR INT
WITH SUPPLEMENTARY CONT
VERTICAL DATUM



ALASKA 1:25,000

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FAIRBANKS

