AF FORM 112—PART I
APPROVED 1 JUNE 1948

~~Restricted~~
(CLASSIFICATION)

/

COUNTRY	REPORT NO.	(LEAVE BLANK)
USA	F3G-T-4	af 496480

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT
SIGHTING OF UNIDENTIFIED LIGHT

AREA REPORTED ON
WESTFIELD, MAINE (N46° 34' W67°55')

FROM (Agency)
FLIGHT 3-G, 4602d AISS, PRESQUE ISLE AFB PRESQUE ISLE, ME.

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
27 February 1953	23 February 1953	F-O

PREPARED BY (Officer)	SOURCE
JOHN F. FARNHAM 1/LT., USAF	MR & MRS CLARENCE CAMBRIDGE

REFERENCES (*Control number, directive, previous report, etc., as applicable*)
A.F. LTR 200-5, TWX F3G 4602d AISS # 774, 25 February 1953

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.*)

I. CONTENTS:

Report # F3G-T-4A Sighting of Unidentified Light

II. PREAMBLE:

This report contains information pertaining to sightings of unidentified light in the vicinity of WESTFIELD, MAINE, (N46° 34' W67° 55'), by two (2) civilian residents of PRESQUE ISLE, MAINE.

III. TECHNICAL INVESTIGATORS:

M/Sgt. Willis B. Minor
T/Sgt. Frank K. Wasowski

John F. Farnham
JOHN F. FARNHAM
1/LT., USAF
OIC, FLIGHT 3-G

(R 1 cy (2 incl))

DECLASSIFIED
E.O. 12065, Sec. 3-402
USAF memo 7/31/78
By W G Lewis NARS, Date 2/21/80

2 INCLS.

DISTRIBUTION BY ORIGINATOR
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1 cy-SCO, 4602d AISS, Ent AFB, Colo.
1 cy-D/I 32d Air Div. Syracuse, NY
1 cy-CO, PIAFB, Maine

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.

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Declassification Authority: NND 57565

USAF	FTC-T-4	8/Feb/55
COUNTRY	REPORT NO.	DATE REPORT

AIR INTELLIGENCE INFORMATION REPORT

SIGHTING OF UNIDENTIFIED LIGHT		
SUBJECT		
WESTFIELD, MAINE (Lat. 44, Long. 77)	FLIGHT 3-C, 406th AISS, PRESQUE ISLE AFB PRESQUE ISLE, ME.	
WHEN REPORTED ON	PLACE & UNIT	
15 February 1955	15 February 1955	T-0
DATE OF REPORT	DATE OF INFORMATION	EVALUATION
JOHN F. FARNHAM 1/LT., USAF	MR & MRS CLARENCE CAMBRIDGE	
PREPARED BY (Office)	SOURCE	
A.F. FTR 200-2, TWX FTG 406th AISS # 114, 15 February 1955		
REFERENCES (Cables, telephone, telegram, Foreign reports, etc. as applicable)		

SUMMARY: (Report contains statement of reports, dates sightings, to hard, one-sentence hypothesis. Use references at left, begin text of report on A.F. Form 112—Part II)

I. CONTENTS:

Report # FTC-T-4 sighting of unidentified light

II. PREAMBLE:

This report contains information pertaining to sightings of unidentified light in the vicinity of WESTFIELD, MAINE, (Lat. 44, Long. 77), by two (2) civilian residents of PRESQUE ISLE, MAINE.

III. TECHNICAL INVESTIGATORS:

M/Sgt. Willis B. Minor
T/Sgt. Frank K. Wasowski

Declassified

JOHN F. FARNHAM
1/Lt., USAF
Intel Officer
FTC-T-4

Declassification Authority: NND 57565

AF FORM 112—PART II
APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
F3G, 4602d AISS, PIAFB PRESQUE ISLE, MAINE	F3G-T-4A	PAGE 1 OF 2 PAGES

SIGHTING OF UNIDENTIFIED LIGHT

I. DESCRIPTION OF THE OBJECT:

One (1) milky-white light alternating in color to pink red for short duration, unspecified shape two (2) to three (3) times larger than the largest star in the area, displaying no aerodynamic features, proceeding at the beginning of observation North and later alternating its course to North-West. Gradual loss in size and intensity with simultaneous change in color from milky-whiteto dark red during the last stage of observation. See Inclosure # 1, this report.

II. TIME OF SIGHTING:

First stationary sighting made at 2055 hrs EST. Second stationary sighting conducted at 2100 hrs EST. The third and last stationary sighting took place at 2110 hrs EST. Visual observation from the vehicle in motion conducted during the entire intervals between times indicated above.

III. MANNER OF OBSERVATION:

Only surface observation conducted. No optical or electronic equptment was used. Motions of the light were established by the observers with the help of stationary objects (telephone pole).

IV. LOCATION OF OBSERVERS:

Initial sightings made from the Eastern outskirts of WESTFIELD, MAINE, (N46°34' W67°55'). Second sighting conducted from the vicinity of " FOUR CORNERS" (N46° 34' W67° 57'), approximately two (2) miles West of WESTFIELD. During these observations the light was at an azimuth of approximately 275° from the position of observers proceding North. Last observation conducted from the vicinity of AROOSTOOK UNIONGRANGE HALD (N46°38' W67°59'), approximately four (4) miles North West on U.S. Highway # 1. During that time a change in light direction from North to North-West was observed. No estimate of distance oraltitude given by the observers. Approximate elevation of the light during the inital stage of observation believed to be 25° (see Sketch, Inclosure # 2, this report).

V. IDENTIFYING INFORMATION OF OBSERVERS:

The observers were identified as Mr and Mrs Clarence CAMBRIDGE presently residing at 267 W STATE St., PRESQUE ISLE, MAINE. Mr CAMBRIDGE served as a T/5 with the 217th AAA Bn during WW II in ETOand possesses a prior knowledge of aerial observation and identification as well as very good knowledge of the area described in thisreport. Both are well educated and of above average intelligence.They appear to be very reliable.

VI. WEATHER:

Weather conditions were good at the time of the observations. Ceilingand visibility unlimited, wind surface 320 degrees at seven (7) mph, at 10,000 feet 280 degrees at 45 knots per hour. The moon was out and the stars were clearly distinguished.

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Declassification Authority: NND 57565

AF FORM 112—PART II
APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
F3G, 4602d AISS, PIAFB PRESQUE ISLE, MAINE	F3G-T-4A	PAGE 2 OF 2 PAGES

SIGHTING OF UNIDENTIFIED LIGHT

VII. RELATED ACTIVITY OR CONDITIONS:

No activity or condition, meteorological or otherwise, which might account for the sighting was observed or reported in the area at the time of sighting.

VIII. PHYSICAL EVIDENCE:

No physical evidence pertaining to the sighting was secured during the investigation.

IX. INTERCEPTION OR IDENTIFICATION ACTION:

Observers notified via telephone S/Sgt John D. FLAHERTY, Tower operator at PIAFB of the presence of the light at 2125 hrs EST, who in turn immediately notified this Flight. According to Sgt FLAHERTY all locally based acft were on the ground at the time of sighting. Further check with the AC&W units in the area did not revealany unusual sightings on date of observation. No action was ordered by the Alert Shack at PIAFB due to lack of justification.

X. LOCATION OF AIR TRAFFIC:

No acft reported in the general area of the incident by PIAFB Control Tower.

John F. Farnham
JOHN F FARNHAM
1/LT., USAF
OIC, FLIGHT 3-G

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APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 1 OF 2 PAGES
F3G, 4602d AISS, PIAFB PRESQUE ISLE, MAINE	F3G-T-4A	

STATEMENT

Presque Isle, Maine
27 February 1953

On 23 February 1953, at approximately 2055 hrs, myself and my wife were just about to begin our journey back to Presque Isle, following our visit with relatives in Westfield, Maine, when upon entering our car parked toward North on the East outskirts of Westfield, we noticed an unusually bright, milky-white, stationary light suspended in the sky West of the community. We were unable to estimate the approximate distance and altitude of the light.

This light seemed to be located in the approximate direction of the Evening Star, however, it was much closer to the horizon, larger in size and brighter in intensity. We turned our car around and proceded straight through Westfield toward the junction of the Westfield Road with Highway # 1. This time we could observe the light much better through the windshield of our car. The light appeared to be ahead of us. Our observation was momentarilly impeded by trees and housings in the area, however, it was possible during the major part of the time when our car was on the Westfield Road.

Arriving at the junction of Westfield Road and Highway # 1, we noticed a late model automobile, light in color, possibly 1950 Pontiac, parked near the junction with the engine pointing South. While the driver of the car was talking to someone in the area, other occupants of the car, more than two (2), had their faces turned toward the light and probably were observing it. We did not exchange any information with the occupants of this car.

Upon reaching the above quoted junction, we headed North on the Highway # 1, toward Presque Isle. At that time the light became more intense and we decided to investigate it more closely. We parked our car on the East side of the highway, in the vicinity of so-called "Four Corners". We remained there for approximately three (3) minutes and noticed that the light was considerably lower than observed before and it was changing the color. From milky-white it turned to pink-red for the duration of approximately thirty (30) seconds and then reassumed the milky-white color again.

I would like to add, that I am a former T/5 with 217th Mobile AAA Bn, (90 mm), 3rd US Army, and I am familiar with principles of aerial observation having substantial combat experience in ETO during WW II, with the above named organization.

After we parked the car near "Four Corners" we lowered the windows and listened carefully for any possible noise produced by the light. We did not hear any, however, we were able to determine with the help of a telephone pole on the West side of the highway, that the light was travelling slowly toward North. We could not determine the approximate speed of the light. Gradually, the light - still proceding North - disappeared behind the Green Mountain located parallel to the highway and one (1) mile West of it. At that time, we decided to give it a "chase" and going at approximate rate of seventy (70) miles per hour we noticed the light reappearing slowly from behind the Quaggy Joe Mountain, also located approximately one (1) mile West of Highway #1, and constituting actually the continuation of Green Mountain.

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AF 496 480
Incl #1

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Declassification Authority: NND 57565

AF FORM 112—PART II
APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 2 OF 2 PAGES
F3G, 4602d AISS, PIAFB PRESQUE ISLE, MAINE	F3G-T-4A	

We reached a point on the highway near the Aroostook Union Grange Hall where we parked again for approximately two (2) minutes. At this time the light seemed to be farther away, considerably lower, smaller in size and less intense. We lined it again with a telephone pole on the opposite side of the highway and once again we established beyond any doubt that the light was moving in the Northernly direction.

We resumed our journey toward Presque Isle, still observing the light through the left windows of our car. We noticed that it changed the direction from North to North-West and seemed to loose further on the intensity and size and it turned dark shade of red as it faded gradually away. Upon entering Presque Isle we lost contact with the light at approximately 2110 hrs.

We are very familiar with the area described above and the location of permanent orientation lights is known to us. We compared the light with the brightest star in the area and found it to be two (2) to three (3) times bigger. Furthermore, we established beyond any doubt that the light was making the above described motions during the entire fifteen (15) minutes of observation. Weather conditions were very good during the entire observation, with excellent visibility, clear sky, no wind, moon out and all stars clearly distinguished.

Clarence Cambridge
Mr. Clarence Cambridge
267 West State St.,
Presque Isle, Maine

Mrs. Clarence Cambridge
Mrs. Clarence Cambridge
267 West State St.,
Presque Isle, Maine

INCLOSURE # 1 of REP.F3G-T-4A
STATEMENT BY MR & MRS
CLARENCE CAMBRIDGE

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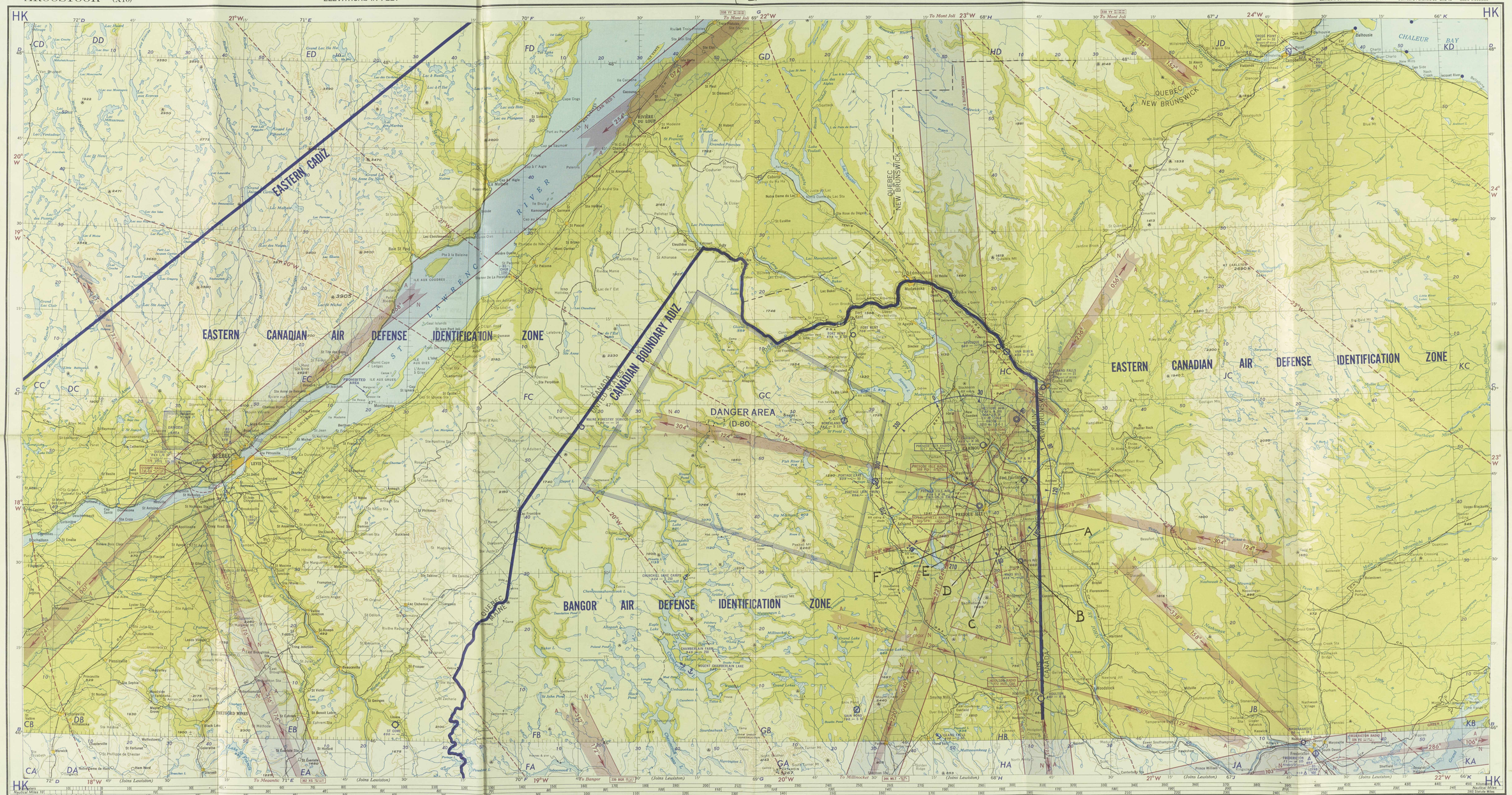
ELEVATIONS IN FEET

Restricted
Security Information

Lambert Conformal Conic Projection — Standard Parallels 33° and 45° — Scale 1:500,000



PRICE 25 CENTS

(Joins Washington)

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Security
Information

AROOSTOOK (X10)

COMPILED AND PRINTED AT WASHINGTON, D. C.
BY THE U. S. COAST AND GEODETIC SURVEY
UNDER AUTHORITY OF THE SECRETARY OF COMMERCE
Principal Sources: Canadian Government, U. S. Geologic al 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 January 1952

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: BUCKLAND
1. HK identifies basic 15° quadrangle
2. EB identifies 1° quadrangle
3. 27 identifies Georef minute of longitude
4. 37 identifies Georef minute of latitude
5. Sample reference: HKEB2737

Restricted
Security Information

BLUE TINT INDICATES AIR TRAFFIC CONTROLLED AREAS
For pilot information see reverse side

A- Location of Observers, First Stationary Sighting
B- Westfield Road
C- Location of Observers, Second Stationary Sighting
D- Green Mt., Elevation 1310 Feet
E- Quaggy Joe Mt., Elevation 1213 Feet
F- Location of Observers, Third Stationary Sighting

GEOREF 12-51

27th EDITION
Consult Coast and Geodetic Survey Radio Facility Charts and Civil Aeronautics Administration Airman's Guide for changes in aeronautical information on this chart after
JUNE 29, 1952
Next scheduled edition, January 1953

AROOSTOOK (X-10)
SECTIONAL AERONAUTICAL CHART

U.S. AIR FORCE EDITION

Enclosure #2, Report FSG-T-44

Declassification Authority: NND 57565

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

Principal civil aerodromes in large populated areas; or air terminals of major importance

AERODROME DATA

HARMON — 7ft Elevation in feet; L Minimum lighting; H Hard surfaced runway; 4G Length of longest runway in hundreds of feet; 278 126.16 2870 Control tower transmitting frequencies

NAS ANACOSTIA — 0o 1 S 50 — 2870

When information is lacking, the respective character will be replaced by a dash. — VALLEY — 7?0 L — 32

AIR NAVIGATION LIGHTS

Rotating light; Rotating light (Win flashing code); Rotating light (Win course lights); Flashing light; Flashing light (Win code); Marine light; Lightship

F-fixed Fl-flashing Occ-occulting Alt-alternating Gp-group R-red W-white G-green B-blue (U)-unwatched SEC-sector sec-second
Marine alternating lights are red and white unless otherwise indicated. Marine lights are white unless colors are stated.

RADIO FACILITIES

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

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

Radio range (Without voice) — MOODY RANGE 291 FWA 1420

Marine radiobeacon (Without voice) — EVERETT 294 kc. MSB — 120°-30°- & 30°-60°

Radar beacon — RACON — 1110 no 2-2-1

Radio broadcasting station — WS WCC 1760

Radiobeacon, nondirectional (homing) (Win voice) — REDFORD RADIO 372 DRC ⊕

Radio communication station (with voice) — GOWER RADIO 278

Fan Marker Beacons (75 mc)

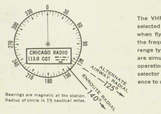
NEWTON (Non-compulsory reporting point) — AURAL RANGE — HARVEY (Compulsory reporting point) — 090° 270° — 100 watts — 5 ways — (Bearings are magnetic at the station) — FORNEY 400 — FATION 400 — AVON 400

VHF FOUR-COURSE VISUAL-AURAL RADIO RANGE (VAR)

VAR — MATAWAN RADIO W 108.1 MWA

The Blue and Yellow Visual Sectors are indicated by a B and Y; the Aural Sectors by A and N. Letter preceding frequency in box indicates channel

VHF OMNI-DIRECTIONAL RADIO RANGE (VOR)



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

The VHF omni-directional range provides visual track guidance along any selected radial from the station out to a distance of approximately 50 miles when flying at the minimum instrument altitude. These ranges operate in the frequencies between 112 and 118 megacycles and require a special omni range type receiver to make use of the navigational features. Also provided are simultaneous voice communication and 3-letter (coded) identification. In operation, the pilot selects a course by setting the pointer on a course or radial selector to the desired magnetic bearing and then flies that course by reference to a cross pointer instrument.

MISCELLANEOUS

Isogonic line — 8°E (Value for 1950)

Mooring mast

Prominent transmission line

Obstruction — 1184 A (Numerals indicate elevation above sea level of top) — Tank 930'

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

Prohibited area (AR-76); Danger or warning area (D-32) (W-46); Caution area (C-54)

Controlled civil airway; Uncontrolled airway; Control zone; Blue tint indicates air traffic controlled areas

5-19-52

AERODROMES - AROOSTOOK SECTIONAL CHART

LOCATION	NAME	GEOGR POSITION	TYPE	ELEV.	FACILITIES: FUEL (OCTANE)	REPAIRS	RUNWAYS NO.	LONGEST	LIGHTS	REMARKS
Caribou, Maine	Caribou Mun.	46°52'-68°01'	Mun.	628	80, 91	Major	2	5000ft		Beacon
Chesuncook, Maine	Chamberlain Farm SPB	46°14'-69°19'	Com. Seapl.	945			All way	Unlim.		Boats, floats, (reg. extended Fuel emerg. only Skis only winters.
Chesuncook, Maine	Nugent Chamberlain Lake Camps SPB	46°13'-69°15'	Com. Seapl.	945			All way	Unlim.		Floats, Fuel in emerg. only Skis only winters.
Clayton Lake, Maine	Churchill Lake Camps SPB	46°28'-69°13'	Com. Seapl.	924			1	Unlim.		Ramp, pier, buoy. Seaplane base Fuel emerg. only Skis only winters.
Cross Point, Que.	Cross Point	48°01'-66°41'	Seapl.	00	Avail.					Buoys, pvt. docks
Ft. Fairfield, Maine	P & M Piping Service	46°46'-67°51'	Com.	479	80	Minor	2	1625		
Ft. Kent, Maine	Ft. Kent Mun.	47°12'-68°35'	Mun.	708			1	2000		Beacon
Ft. Kent, Maine	Fort Kent SPB	47°14'-68°37'	Priv. Seapl.	515			1	5000		Caution driftwood Clad. winters.
Grand Falls, N.B.	Grand Falls	47°09'-67°48'	Com.	720			1	2100		
Houlton, Maine	Houlton Mun.	46°07'-67°42'	Mun.	498	80, 91	Major	3	5600H	Rwwy. prior req.	
Island Falls, Maine	Island Falls SPB	46°01'-68°14'	Priv. Seapl.	430			1	5000		Dock, float. (Unl.) ledge & boulder bottom Skis only winters.
Mars Hill, Maine	Mars Hill	46°31'-67°52'	Com.	435			1	2000		
Patten, Maine	Skin Pond SPB	46°06'-68°34'	Com. Seapl.	780	80		4	5000		Floats, haulout. Cin. wires across inlet 6 miles Skis only winters.
Portage Lake, Maine	Portage Lake SPB	46°46'-68°29'	Com. Seapl.	609	80	Major	2	5000		Floats, haulout Skis only winters.
Portage Lake, Maine	Portage Lake SPB (Mun)	46°46'-68°29'	Mun. Seapl.	609			2	5000		Floats, pier, beach, Unattended Skis only winters.
Quebec, Que.	Quebec (Aeroport de Lorette)	46°48'-71°23'	D.O.T.	285	80/87, 91/98		3	3570H	Rwwy., approach	
St. Come (Linieres), Que.	St. Come	46°03'-70°32'		856	80, 91	Minor	2	2150		
Seven Islands, Maine (St. Pamphile, Que.)	Maine Forestry Service Strip	46°56'-69°44'	Priv.	1180			1	1400		
Van Buren, Maine	Levesque	47°10'-67°55'	Priv.	520			1	1500		
Van Buren, Maine	Van Buren SPB	47°00'-67°55'	Com. Seapl.	435	80		2	4000		Float Skis only winters.
Winterville, Maine	Northland Airways SPB	46°57'-68°57'	Com. Seapl.	581	80	Minor	2	13200		Buoys, dock Skis only winters.

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-8 (115/145), A-100 (130), B: 91/96, C: 73 or 80, J: JP-1, R.
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.

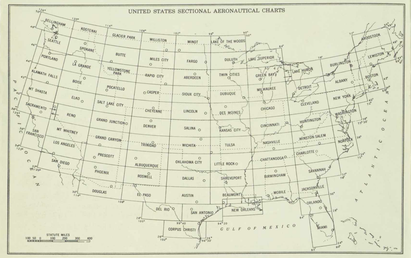
6-16-52

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 3068	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
Airport Obstruction Plans	Show runways and selected aerodrome information and objects in the vicinity that may be hazards to air traffic.	1:90,000 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

PILOTS GUIDE FOR COMMUNICATING WITH AIRWAY STATIONS

PILOTS - never hesitate to use your radio. Remember that talking by radio is almost the same as talking on your home telephone.

The following are typical examples of two-way communication with airway stations.

IDENTIFICATION OF AIRWAY STATIONS: CAA Airway Communications Stations are identified by the name of the station followed by the word "RADIO".

Example: "CLEVELAND RADIO".

IDENTIFICATION OF AIRCRAFT: Your aircraft is identified by the make of aircraft followed by the certificate number and letter suffix, if any.

Example: "STINSON ONE THREE SIX FIVE".
"STINSON ONE THREE SIX FIVE-Y".

Example of pilot calling an airway station:
"CLEVELAND RADIO - THIS IS - STINSON ONE THREE SIX FIVE - OVER".

After communication has been established, an abbreviated form of identification may be used, if desired - using the last three units of the certificate number only.

The airway station will normally answer on the radio range or radiobeacon frequency. If reply is desired on other than the radio range or radiobeacon frequency, pilots should indicate the frequency on which the station reply is expected.

Example: "CLEVELAND RADIO - THIS IS - STINSON ONE THREE SIX FIVE - REPLY ON ONE ELEVEN POINT ONE MEGACYCLES - OVER".

After the airway station has answered your call, proceed with your message without further call up other than preceding the message with the aircraft identification. Your message may consist of your position report, a request for weather data or other information that may be required to assist you in your destination.

Example: "STINSON ONE THREE SIX FIVE - OVER CLEVELAND AT ELEVEN TWENTY - FOUR THOUSAND FEET ON VFR FLIGHT PLAN FROM YOUNGSTOWN TO TOLEDO - WHAT IS THE WEATHER AT TOLEDO - OVER".

If you are flying VFR, a position report is not required, however, it is to your advantage that the stations along your route of flight know your position at all times in order that assistance can be rendered should you encounter difficulty. Flight plans may be filed while in flight, with a CAA Airway Communications Station, if your departure was from an airport not served by such a station.

The word "ROGER" is used to acknowledge receipt of a message.

The word "OUT" is used when a conversation is ended and no response is expected.

Example: "STINSON ONE THREE SIX FIVE - ROGER, OUT".

The words "SAY AGAIN" are used if a message was not understood and a repetition is desired.

The words "STAND BY" are used to indicate that a return call will be made as soon as practicable.

Example: "STINSON ONE THREE SIX FIVE - SAY AGAIN, OVER".
"STINSON ONE THREE SIX FIVE - STAND BY".

ENROUTE FLIGHT SERVICE

All airway communications stations are ready to provide pilots with enroute flight information or assistance at any time. You may call any CAA RADIO for latest weather along your route of flight, upper wind velocities, airport conditions, and other flight information. If you become lost or uncertain of your position, call any CAA RADIO. Personnel at CAA airway communications stations are trained to assist pilots in establishing position by any of the following methods: (a) Visual reference to terrain features; (b) Low frequency radio range orientation; (c) VHF omni-range indications (triangulations).

RADIOTELEGRAPH CODE AND PHONETIC ALPHABETS

U.S. *	INT'L (ICAO)	U.S. *	INT'L (ICAO)	U.S.	INT'L (ICAO)
A—ABLE	ALFA • —	N—NAN	NECTAR — •	0—ZEE-ROH	ZE-RO — — — —
B—BAKER	BRAVO — • • •	O—OBOE	OSCAR — — —	1—WUN	WUN • — — — —
C—CHARLIE	COCA — • — •	P—PETER	PAPA • — — •	2—TOO	TOO • • — — —
D—DOG	DELTA — • •	Q—QUEEN	QUEBEC — — • —	3—THU-REE	TREE • • • —
E—EASY	ECHO •	R—ROGER	ROMEO • — •	4—FO-WER	FOW-er • • • • —
F—FOX	FOXTROT • • — •	S—SUGAR	SIERRA • • •	5—FI-VIV	FIFE • • • • •
G—GEORGE	GOLF — — •	T—TARE	TANGO —	6—SIKS	SIX — • • • •
H—HOW	HOTEL • • • •	U—UNCLE	UNION • • —	7—SEV-VEN	SEV-en — — • • •
I—ITEM	INDIA • •	V—VICTOR	VICTOR • • • —	8—ATE	AIT — — • •
J—JIG	JULIETT • — — —	W—WILLIAM	WHISKEY • — —	9—NI-YEN	NIN-er — — — •
K—KING	KILO — • —	X—XRAY	EXTRA • • — •		
L—LOVE	LIMA • — • •	Y—YOKE	YANKEE — • — —		
M—MIKE	METRO — —	Z—ZEBRA	ZULU — — • •		

* The US phonetic alphabet (Able, Baker, Charlie etc.) has been supplanted by the International (ICAO) phonetic alphabet at all CAA communication stations as of April 1, 1952. However, the US phonetic alphabet will continue to be used upon request at the stations.

** CAA facilities will continue to use normal English pronunciation instead of the International pronunciation of the numbers.

3-1-52

LIGHT SIGNAL PROCEDURES FOR AIRPORT TRAFFIC CONTROL

The following procedures are used by airport traffic control towers in the control of aircraft not equipped with radio. These same procedures will be used to control aircraft equipped with radio if radio contact cannot be established.

(Note: It should be understood that pilots may proceed in a conventional manner if no signals are displayed)

Airport traffic control personnel use a directive traffic control signal which emits an intense narrow beam of a selected color (either red, white, or green) when controlling traffic by light signals. The normal range of the signal in good weather is ten miles in day time and fifteen miles at night and is readily discernible to the pilot of any aircraft that is visible to the controller.

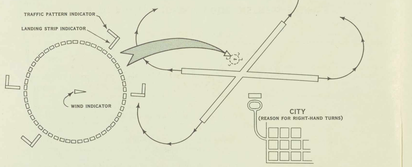
Although the traffic signal light offers the advantage that some control may be exercised over non-radio equipped aircraft, all pilots should be cognizant of the disadvantages which are:

1. The pilot may not be looking at the control tower at the time a signal is directed toward him.
2. The directions transmitted by a light signal are very limited since only approval or disapproval of a pilot's anticipated actions may be transmitted. No supplementary or explanatory information may be transmitted except by the use of the "General Warning Signal" which advises the pilot to be on the alert.

Signals from a portable traffic control light shall mean the following:

Color and Type of Signal	On the Ground	In Flight
STEADY GREEN	Cleared for take-off	Cleared to land
FLASHING GREEN	Cleared to taxi	Return for landing (to be followed by steady green at proper time)
STEADY RED	Stop	Give way to other aircraft and continue circling
FLASHING RED	Taxi clear of landing area (runway) in use	Airport unsafe-do not land
FLASHING WHITE	Return to starting point on airport	.....
ALTERNATING RED & GREEN	General Warning Signal - Exercise Extreme Caution.	

TRAFFIC PATTERN INDICATED BY SEGMENTED CIRCLE



Safe flying requires that a pilot know the traffic pattern for the airport when landing or taking off. The segmented circle marker, illustrated above, furnishes the pilot this information. When traffic pattern indicators are used with the circle marker, they tell the pilot to make his turn in the direction in which the indicators point. If the traffic pattern indicators are not used, the pilot will know that the normal left-hand pattern must be followed. For additional information see TSO-N5, copies of which are available from Office of Aviation Information, A-258, C.A.A., Department of Commerce, Washington 25, D.C.

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 — — — —