



JULY 6 - CHINESE MAP - 7 - 1944
EASY COURSE - EAST.

- 1944
 DJN. - F. J. TO KMB - R. Q.
1. DJN. TO R. R. - 175° - 16 mi. = 8"
 2. R. R. TO MITY. - 135° - 187 mi. = 1:15
 3. MITY. TO PAOSHAN. - 102° - 114 mi. = :35
 4. PAOSHAN TO TSUYUNG. - 89° - 152 mi. = :55
 5. TSUYUNG. TO KMB. - 90° - 74 mi. = :30

D. F. FREQ.

DJN. = 380	R. H.	397'
MITY. = 290	F. C.	450'
PAOSHAN. = 330	S. W.	5,500'
TSUYUNG = 420	Y. J.	6,800'
KMB. = 327	A. W.	6,230'

360 - L. V. M.
 800' ELEV.
 DJN. - "SUifu"

CHARLIE COURSE - WEST.

- C. A. V. U. R. Q. TO F. J. - C. A. V. U.
1. KMB. TO YUNNAN. - 283° - 132 mi. = :50
 2. YUNN. TO SHIMBU. - 288° - 286 mi. = 2:00
 3. SHIMBU. TO DJN. - 315° - 84 mi. = :30

D. F. FREQ.

YUNGLUNG. - 340	Y. U.	
YUNNANYI. - 550	B. J.	6,480'
SHIMBU. - 315	C. R.	660'
1947 - 1948	D. H.	1,200'

CHARLIE COURSE - WEST - 1942

1. FLY 180° TO 9.5
2. CLIMB ON 270° TO 12.5
3. HOME ON TSUYUNG. - 420 Y.S. - R.D.
4. TSUYUNG TO YUNNAN. - 295° - 60 MI. =
5. CLIMB ON 270° FOR ABOUT 25 MIN.
6. YUNNANYI - SHIMBU. - 288° - 286 MI. =
7. SHIMBU. - DJN. - 315° - 84 MI. =

ABLE COURSE WEST.

KMG. TO DJN.

1. KUNMING. TO FT. HERTZ. - 299°
2. FT. HERTZ TO DJN. - 275°

BAKER COURSE WEST

1. KMG. TO YUNNANYI. - 285° - 132 MI. =
2. YUNNANYI TO LEDO RD. - 293°
3. LEDO RD. - DJN. - 300°

R. Q. APPROACH CINTEDL

TRANSMIT 5390

RECEIVE 327

DJN TO KMG EAST.

1. DJN. TO SHIMBU. - 135° - 84 mi.
2. SHIMBU. TO YUNN. - 108° - 286 mi.
3. YUNN. TO TSUYUNG. - 115° - 60 mi.
4. TSUY. TO KMG. - 90° - 74 mi.

DJN. - SUIFU.

1. 6000' SAYDIA 125°

SAYDIA - FT. HERTZ

2. FLY UNTIL GET 75° BEARING ON FT. HERTZ.
3. HOME ON FT. HERTZ
4. FT. HERTZ TO LIKIANG - 101° 180 mi.
5. LIKIANG TO SICHIONG - 63° - 146 mi.
6. SICHIONG FLY 25 MIN. TO GIBRALTER
7. SICHIONG TO SUIFU - 65° - 142 mi.
8. FROM 30 TO 40 MIN. FROM SICHIONG START LETTING DOWN TO 10,000

LUHSIEN SET DWN. 5000'
 CROSS STA. ON EASTERLY HEADING.
 TURN TO 110° FOR 2 MIN.
 TURN LFT. HOME ON STA.
 CROSS STA. 2500'
 LET DWN. ON 270° FOR 1 MIN.
 1000' PER. TO 1500'
 PULL UP ON 290°
 INSTRUMENT DEPT.
 EAST TAKE OFF.
 TURN LFT. TO 285° CLIMBING
 TO SUIFU.
 WEST TAKE OFF.

1. 5000' 2000' 1500'
 DWN - 20' 20'
 1. 1200' 10' KWP - 30% - 30W.
 2. 1000' 10' 1200' - 112% - 40W.
 3. 2000' 20' 1000' - 100% - 58W.
 4. DWN 10' 2000' - 122% - 80W.

1. Initial approach 4000'
2. Pass sta. - LET DOWN - 120 M.P.H.
3. FLY 300° T. FOR 2 MIN.
4. 180° TURN RIGHT
5. HOME ON STA.
6. CROSS STA. 2000
7. FLY 140° FOR 90 SEC. 1 1/2 MIN.
8. TURN TO 50° & LET DOWN TO 700'
9. PULL UP ON 35° & MAKE SLOW TURN ON STA.

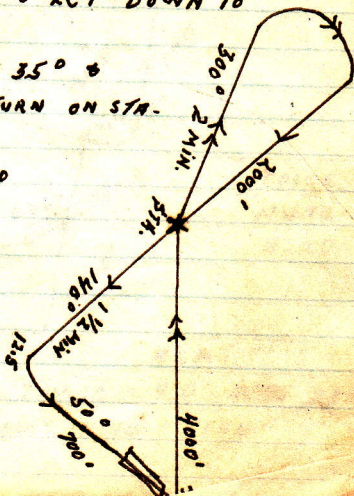
TOWER F.J. 260

C.W.

DAY - SYL - 5140

N6T - 9RM - 3080

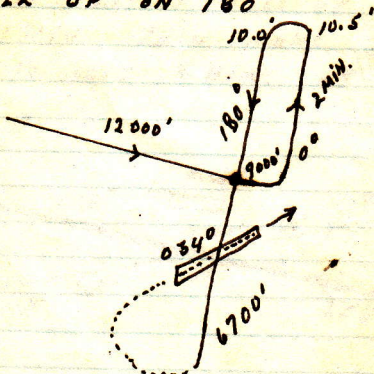
RANGE



5' level 747 - 701 DMM - 150 W.B.H.
1. 747 747 - 701 DMM - 150 W.B.H.
DMM - 701 DMM - 380 W.B.H.

KUN MING - LET-DOWN - 327 80'

1. APPROACH - 12 000'
2. PASS OVER STA.
3. TURN TO 0° FOR 2 MIN. LETTING DWN
4. TURN LEFT - HOME ON STA.
5. PASS OVER STA. 9000'
6. HEAD 180° 1000' MIN. DWN. TO 6700'
7. PULL UP ON 180°



voice
WUTC
4220

RANGE - 215 R.Q.

ARMY

TOWER - R.Q. ~~4220~~ 280

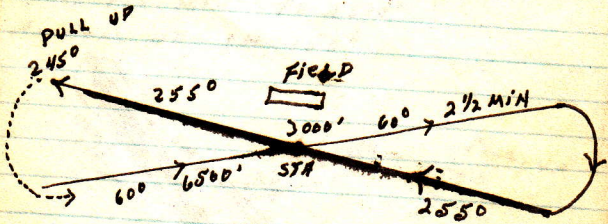
TOMMY KING - 5690

1. HBB 5000 - 15 000.

RAN WITH A - 101-DMM. 352 W.H.

- SWIFU - SW - 37 K.C.

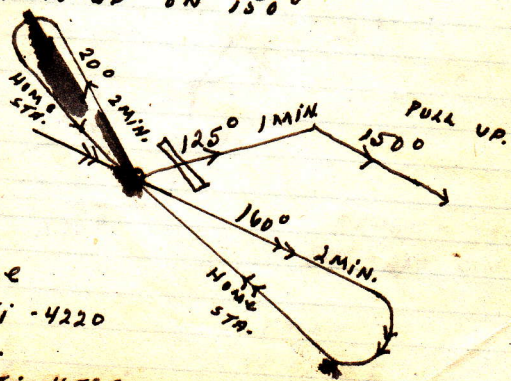
1. INITIAL APPROACH - 6500' - 60°
2. PASS OVER STA. LET DWN. 500' per. MIN. FOR 2 1/2 MIN.
3. MAKE TURN TO RIGHT & HOME ON STA.
4. CROSS STA. AT 3000' DESCEND 1000' per. MIN. FOR 1 MIN. ON 2550 TO 2000'
5. IF NO CONTACT PULL UP ON 2450 FOR 1 MIN. THEN MAKE CLIMBING TURN TO LEFT & HOME AT 6000'.



1. IMMEDIATELY HARBOR - 2000' - 100'
= 20150 - 214' - 211 KIC

FE HERTZ - 260 RR - TOWNS STN

1. APPROACH STA. 16000' - PASS STA.
2. CIRCLE STA. Descending TO 8000'
3. FLY 160° FOR 2 MIN.
4. RIGHT TURN - HOME ON STA.
5. CROSS STA. 5,500'
6. TURN TO 20° FLY FOR 2 MIN. LET DWN.
7. TURN LEFT - HOME ON STA.
8. CROSS STA. 3000'
9. IMMEDIATELY TURN TO 125° LET DWN. 1000' PER. MIN. TO 2000'.
10. PULL UP ON 150°

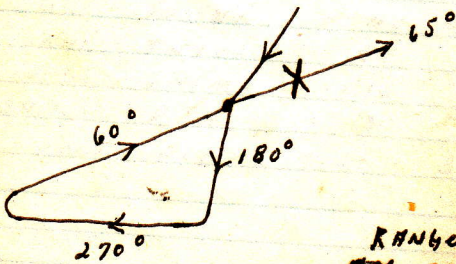


VOICE
WUTI - 4220
C.W.
WUTI - 4595

T. GIBSON 214' DOWNDW 10 3000,
 T. HARRISON 214' 10000, - 2000 214'
 BY MOBIL - 200 DW - 2000 120W
 2288

Trace 22
 Down Down - 52 205 - 102 470

1. APPROACH 2000'
2. PASS OVER STA. FLY 180° FOR 1 MIN. LET. DWN. 500' per. min.
3. TURN TO 270° - DWN. 1000'
4. Hold 1000' until sta. BEARS 60° TURN RIGHT & HOME ON STA. DWN 250' per. min.
5. PASS STA. 500' TURN TO 65° & LET DWN. 500' per. min. FOR 30 sec. to 250'
6. PULL UP ON 65°



RANGE - 390
~~500~~ - 250 C.M.

C.W.
 W X W X
 4595'

VOICE
 W X W X
 5168

DOW DOW - 2X 502 - ANG 930
 ESTIMATED E.T.

ESTIMATED E.T.

DJN. - KMG. - EAST CR.

- | | |
|-----------------------------|-------|
| 1. DJN. - R.R. - 8 min. | |
| 2. R.R. - SHIMB. - 35 min. | |
| 3. SHIMB. - MITCH. - 40 " | |
| 4. MITCH. - PAOS. - 35 " | TOTAL |
| 5. PAOS. - YUNNI. - 35 " | Time |
| 6. YUNNI. - TSUYUNG. - 20 " | |
| 7. TSUYUNG. - KMG. - 25 " | 3:18 |

KMG. - DJN.

- | |
|------------------------------|
| 1. KMG. - TSUYUNG. - 30 min. |
| 2. KMG. - YUNNI. - 50 min. |
| 3. YUNNI. - YUNGL. - 45 " |
| 4. YUNGL. - SHIMB. - 1:15 " |
| 5. SHIMB. - DJN. - :30 " |
| TOTAL FLYING Time - 3:50 |

600' Ceiling. CHINKING - ELEV. 900
K.F. 24.04.305 425 K.A.
BOMCON 300 T. 400

1. HOME ON STA.
 2. FLY 1 MIN. FOR 220° to $1750'$
 3. ~~HOME~~ RIGHT TURN - HOME ON STA. NOT LOWER $1500'$. CLIMB. OUT 500
- B. 445 T. 379 LUHSIEN - ELEV. 780'
1. Initial approach $4000'$ easterly heading.
 2. Turn left to 90° for 2 min. descending $400'$ per. min.
 3. Turn left & home on sta. crossing sta. at $2000'$
 4. Descend $700'$ per. min. to alt. of $1300'$
 5. Pull up on 230°

BOMCON FROM STA
2430 KC.
3080 KC. 1570 600
CALL.

C.N. 6590.

40' part fishing with
overhead - let DOWN. TO 15,000
B. 337 Peishiyi T. 410.
ELEV. 1010

1. Cross sta. turn to 215° for 2 min. to $3000'$
 2. Turn left & home on sta. to $2000'$
 3. Pull up on 15° to $4000'$.
CHUNKING. ELEV. 600'
1. Initial app. $4000'$
 2. 350° for 2 min.
 3. ~~Home~~ turn left on home on sta. crossing sta. $2000'$
 4. 155° for 1 min. to $1500'$
 5. Pull up on 220°

COURSES IN - 22

1. Dura - Dura - 110-116 - 15°
 2. " " " to Lamakhat - 25 mi - 15°
 3. Lam. - Lajpur - 219 Mi. - 97°
 4. Lajpur - Dji. - 165 Mi. - 60° 40°
- 8000 ft. on Inst.

HEADINGS.

DJN. - SORHAT - 95 - 232°	D. F.
SORHAT. - TEZPUR - 87 - 265°	JUR. - 790
TEZPUR - SHILLONG - 92 - 220°	T. 300
SHILL. - KURMITOLA - 155 - 220°	
KURM. - CAL. - 150 - 238°	295

- SORHAT - SYLHET - 195 mi.
- SYLHET - TEZGON - 120 "
- TEZGON - CAL. - 155 "

DIRECT - CAL. DJN. - 50°

TEZGON OR KURMITOLA
 SYLHET TO RIGHT OF TRACK
 LANKA
 SORHAT

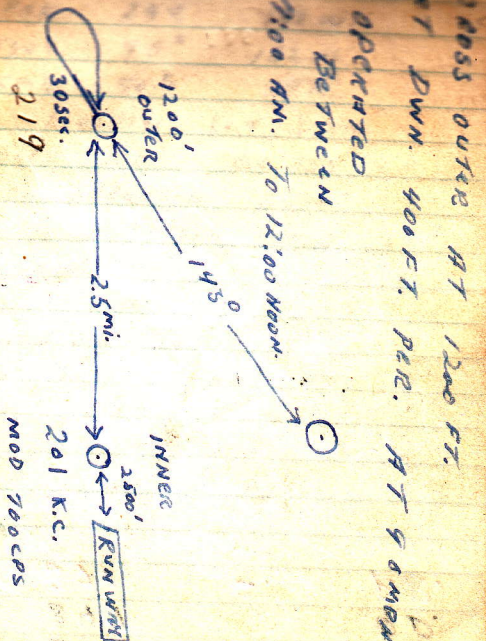
STA	BEACON	TOWER	IDENT.
BHAMO-2	455	385	C.N.
SAHMAW	1680	230	F.J.
WARAZUP	580	265	L.R.
MORAN	1650	370	L.X
SUIYUNG	315		R.D.
CHADTUNG	225	265	F.X
WEINING	320		Y.R.
GHANYI	385	300	C.Y.
YANGKAI	660	270	C.P.
LULIANG	344	201	J.M.
CHENGKUNG	640	260	D.B.
TENGCHAN	415		F.Y.
SYMPRABUM	385		D.Y.
LWASIEH	1620	379	O.N.
DUM DUM	390	205	S.X.
KURMITOLA	700	235	G.I.
SYLHET		350	F.Q.
TEZBADA	700	205 C.V.	G.I.
JORHAT	436	280	P.W.
TEZPUR	300	270	X.P.

T.F.	STA	BEACON	TOWER	IDENT.
T.E.	CHAUVA	V.G.	610	310 V.G.
T.N.	SHIMB.	C.R.	360	340 C.R.
T.R.	MYTCH.	F.C.	290	205 F.C.
S.W.	PHO.	S.W.	250	317
Y.V.	YUNG.	Y.V.	340	L.M.
T.J.	Y.YI.	B.J.	520	300 B.J.
Y.G.	TSUY.	I.X.	485	
P.E.	TICOX	I.D.	345	250
T.K.	R.Q.	A.W.	327	280 R.Q.
T.I.	FT. HERTZ	D.H.	275	
D.M.	LA KHUMG.	D.M.	350	
L.B.	SICHONG.	L.B.	333	
V.M.	SUIFU.	V.M.	580	201 V.M.
	CAL.	S.X.		205 S.X.
	SOOKER.	O.H.	480	210
	MOHAN BARI	K.C.	860	290
	SADIYA		535	
	LEDO		371	245
	PANGSAU P. M.D.		530	
	TENGCHUNG.			365
	MANUSHI H. XU		742	285

STA.	BCHCON	T.	IDENT.
	305		R.P.
CHANKING	425-375	400	KA-KAW.
NANKING	660	V.H.F.C.	
CHANKING	310	219	P.K.
NANKING	362	C CHAN	H.Z
	660	295	
SHANGHAI	420	XMT. 200	4495
	900	C-TOWER.	PPB.
PEIPING	990		
	640		
TIENTSIN	820	1000 9.3 mi.	T.S.N.
	620		S.C. ?
HANKOW	350	2410 - 0.6 mi	
	255	240	
KUEI-CHU	362		K.G.
EN-SHIA	390	SH.	Pue.
TOWER!	PEIPING	230	4495
BRC.	450	U.H.	288° 0.2
BROADCASTING.	STA.	640	XGAP
		293°	16 Mi.

FOO CHOW 312 F.W.
 FORMOSA 1020 BROAD
 900 FT. TOWER OF BROAD.
 HONGKONG 225 H.S.
 CANTON 370 C.T.
 HANG CHOW 470 O.O.

SHANGHAI - 270
 TIENTSIN - 330 1495 BROAD
 HANG CHOW - 395



STA.	BCA.	TOWER	IDENT.
YUNHAN	255		X B.
SUICHEN	344		Q D.
HsuehOW	370	C.	P. R.

FROM	TO	TRK	DIST	TAR
RR.	- TICOX.	135	110 mi.	
TICOX.	- PAO.	294	169 mi.	
PAO.	- TSUY.	90°	152 mi.	
TSUY.	- KMG.	90°	79 mi.	

A/S 120 - LIUCHOW LET DWN.

FIELD ELEV 330' BEA. 355 N.F.

B. INITIAL APPROACH 2500'

1. TURN TO 55° FOR 1 MIN. LETTING DWN. 500' P.M.
2. LFT. TURN & HOME IN ON STA. ON HEADING 205°
3. CROSS BEACON & LET DWN. TO MIN. 800'. ON 205°.
4. PULL UP ON 205° 2 min. & make LFT. turn to STA.

CODE CHECK PTS.

DUM DUM - 31	CHYNOKING - 233
HANGES - 32	HANCHUNG - 250
LAL'HAT - 39	PAOCHI - 251
TEZGAON - 314	TIENSHUI - 253
SYLHET - 318	LANCHOW - 252
TEZPUR - 43	
JORHAT - 45	
CHABUA - 49	
SHINB. - 204	
MYTCH. - 207	
IRRWAY. - 209	
FT. HURTZ - 208	
PAO. - 218	
YUNLUNG - 221	
YUNN. - 224	
TSUY. - 225	
R. Q. - 226	
LIKI. - 248	
SICHI. - 240	
SUIFY. - 236	
WEINING - 235	
SUYUNG - 249	

KUNYANG	QR	195°	29 mi	301
CHENG KUNG	DB	148°	15 "	640
LULING	IM	86°	59 "	344
MENGTZE	MO			400
YANKAI	CP	38°	38 mi	660
CHANYI	CY	57°	80 "	385

FROM R.H. TO

CHAUBA	V.G.-310	240°	11 mi.	R. 610 V.G.
MOANBARI	K.C.-290	257°	16 mi.	340 K.C.
JORNAT	P.W.-280	232°	90 mi.	436 P.W.
MORAN	L.X.-370	228°	33 mi.	1660 L.X.
DUM DUMA		90°	18 mi.	
SADIVA				535 O.R.
SHIMB.	C.R.-340	136°	83 mi.	360 C.R.
LEDO.	Z.A.-245	122°	30 mi.	

EDDY COURSE

DSN. - R.R. - 180°	2 mi.
R.R. - SHIMB. - 135°	73 mi.
SHIMB. - TICOX. - 135°	60 mi.
TICOX - MYTCH. - 135°	60 mi.
MYTCH. - PAO. - 102°	114 mi.
PAO. - YUNN. - 90°	99 mi.
YYI. - TSVY. - 90°	55 mi.
TSVY. - R.Q. - 94°	75 mi.

CHARLIE COURSE

R.Q. - TSVY. - 273°	- 75 mi.	- 32 min.
TSVY. - YYI. - 294°	- 60 mi.	- 22 min.
YYI. - BRN. RIV. - 270°	- 30 mi.	- 36 min.
BRN. - BLUE R.V. - 294°	- 30 mi.	
BLUE - WHITE. - 294°	- 52 mi.	
WHITE - RED - 294°	- 34 mi.	
RED. - SHIMB. - 294°	- 98 mi.	
SHIMB. - DSN. - 308°	- 83 mi.	

FROM	TO	DIST	HEAD.
SHANG.	- CHABUA	86	308 - 12,000
"	- DSN.	82	317 - 12,000
"	- JORNAT	124	271 - 12,000
"	- SOOKER.	73	327 - 12,000
"	- SADIYA	21	150 - 3,000
SUMPRABUM	- SHING.	86	276° - 14,000
TIKAVK	- MYTCH.	62	140 - 13,000
"	- PAO.	167	115 - 13,000
"	- SHING.	53	323 - 13,000
TUV.	- R.Q.	77	94 - 13,000
YUNG.	- MYTCH.	128	254° - 19,000
"	- SUMP.	119	295° - 16,000
YUNN.	- MYTCH.	209	269° - 14,000
"	- YUNG.	91	290° - 16,000

FROM	TO	DIST	HEAD.
SEANGHONG	- SEANGHONG	454	52,000
SEANGHONG	- MANSIEN	93	89,000
"	- MYTCH.	78	85,000
DINSAN	- SADIYA	32	98,000
FR. HERTZ	- LIKIANG	176	100,000
IPIN	- WEINING	135	188 - 12,000
JORNAT	- BARRACKPORE	454	133 - 8,000
"	- TEZPUR	87	269 - 2,000
R.Q.	- LULIANG	54	84 - 11,000
R.Q.	- KUNYANG	28	203 - 12,000
LIKIANG	- HSIENONG	144	62° - 20,500
MANGSHIH	- MYTCH.	101	312 - 16,000
"	- SAHMAN	125	298 - "
"	- TUV.	192	77 - 13,000
"	- YUNN.	153	62 - 13,000
MYTCH.	- TIKAVK.	62	320° - 12,000
PAO.	- TUV.	150	91° - 12,000
PAO.	- YUNN.	102	75° - 12,000
SADIYA	- FT. HERTZ	115	108° - 12,000
SAHMAN	- MANGSHIH	125	118° - 13,000

2000000000 - 2000000000 12.1 23 1940
LDPW 20 0111 11111

STATION CONTROL-FREQ BAND

STA.	CALL	BAND
	CM	B
	GI	B
	XR	D
JORHAT	PW	A
	YP	B
CHAUBA	VG	D
MOANBARI	KC	B
SOKERTING	OH	A
MYTCH.	FC	B
KUNMING	RQ	D
LULING	IM	A
CHANYI	CY	B
CHENG TU	CU	A

CHUNKING - HANKOW - 80° - 470 M. ⁶⁰
 HANKOW. - NANKING - 70° - 276 M. ¹²⁰⁰
 NANKING. - CHIH-CHIANG - 243° - 640 M. ^{650 B}
 CHIH-CHIANG - KUNMING - 250° - 468 M. ⁷⁰⁰
 NANKING. - SHANGHAI - 108° - 160 M.

FORMULAE FOR MIN. FROM STA.

$$\frac{60}{D^\circ} \times T = \text{MIN. FROM STA.}$$

CAL.	- KMB.	- 80° - 81°	- 579
CAL.	- LASHIO	- 88°	- 598
CAL.	- BANBORN	- 81°	- 556
CAL.	- BHAMO - KMB.	- 80° - 81°	- 579
LASHIO	- KMB.	- 66°	- 350
DJN.	- MYT.	- 139°	- 200
DJN.	- KMB.	- 110°	- 514
DJN.	- LKG.	- 98°	- 314
DJN.	- IPIN	- 81°	- 567
MYTCH.	- PSN.	- 102°	- 116
MYTCH.	- LKIN	- 60°	- 223
PSN.	- KMB.	- 90°	- 800
KMB.	- HANKOW	- 62°	- 209
KMB.	- LIKIANG	- 69° M.	- 468
KMB.	- SHIN-SHANG	- 390°	- 380 M.
KMB.	- SKG.	- 370°	- 270 M.
KMB.	- DAI-SHIN-I	- 66°	- 475
KMB.	- KYG.	- 352°	- 465
KMB.	- SICHONG	- 66°	- 419
KMB.	- CHK.	- 87°	- 339
KMB.	- KWL.	- 87°	- 87
KMB.	- LIU	- 1440	- 171
KMB.	- HANOI	- 236°	- 260
SKG.	- LUC.	- 300°	- 260
SKG.	- STU.	- 290°	- 260
SKG.	- STU.	- 290°	- 260
SHIN-SHANG - HKCH.	- 54° M.	- 360 M.	- 360 M.

HANKOW - NANKING - 710 M. - 284 mi.
 CHIANKIANG - Tientsin - 260 M. - 920 mi.
 HANKOW - CHI-NAN - 210 M. - 447 mi.
 CHI-NAN - TIENTSIN - 110 M. - 168 mi.
 PEIPING - NANKING - 1640 T. - 563 mi.
 SHANGHAI - TAI HO KU. - 1790 T. - 440 mi.
 HANKOW - SHANGHAI - 1010 M. - 429 mi.
 CKG. - HKW. - 810 T. - 465 "
 TAI HO KU - HANOI - 2550 T. - 975 "
 " - HONG KONG - 2470 T. - 471 "
 " - AMOY - 2600 T. - 201 "
 SHANG. - FOOCHEW - 2000 T. - 388 "
 " - AMOY - 2030 T. - 495 "
 AMOY - SWATOW - 2310 T. - 171 "
 SWATOW - HONG KONG - 2450 T. - 162 "
 HONGK. - CANTON - 3150 T. - 95 "
 HANOI - KUNMING - 3250 T. - 312 "
 HONGK. - HAINAN - 2370 T. - 297 "
 HAINAN - HANOI - 2840 T. - 280 "
 HANOI - CAL. - 2760 T. - 1056 "
 HONGK. - HANOI - 2610 T. - 520 "
 AMOY - HONGKONG - 2400 T. - 285 "

FROM.	TO	HEAD.	DIST.
CKG.	LAN.	3440	480
CKG.	ICG	740	296
CKG.	HKW.	810	465
ICG.	HKW.	840	174
HKW.	PPG.	710	414
CHUNKING	PEIPING	338	
CKG.	SIAN	0220	332-346
SIAN	TYN.	400	323
TYN.	PPG.	580	2245
PPG.	PPG.	371	3420
PPG.	PPG.	705	128
NANK - SHAN		2900 T.	166 mi
CHIAKIANG		201 M.	112
CHIANKIANG		201 M.	112
KY. - CHIANKIANG		640 M.	405 M.
CHIANKIANG - HANKOW		540 M.	360 M.
HANKOW - NANKING		710 M.	284 M.
NANKING - TIENTSIN		3540 M.	490 M.
TOTAL:			1604

PPG - KAI FENG - 196° - 372 MI.
 KAI FENG - ENSHIH - 222° - 387
 ENSHIH - CKG. - 253° - 180
 Foochow - HONKONG. - 231° - 492
 SHANGHAI - Foochow. - 201° - 385
 CHUNGKING - ¹¹⁰⁰⁰ TIEN SHUI - 354° - 352
 TIEN SHUI - ¹⁵⁰⁰⁰ LANCHOW - 313° - 141
 LANCHOW - ¹⁵⁰⁰⁰ WU WEI - 339° - 160
 WU WEI - CHANGYEN - 301° - 115
 WU WEI - ¹⁴⁰⁰⁰ SUCHOW - 301° - 241
 SUCHOW - AN-HSI - 292° - 156
 AN-HSI - HAMI - 321° - 202
 SUCHOW - ¹¹⁰⁰⁰ HAMI - 308° - 344
 NKG. - HSUCHOW - 334° - 174
 HSUCHOW - TSINGTAO - 55° - 222
 CANTON - KUEILIN - 306° - 256
 KUEILIN - CHUNGKING - 323° - 314
 SHANGHAI - CHANGTING. - 222° - 490
 CHANGTING. - CANTON - 227° - 265
 CHANGTING. - HONKONG. - 211° - 265
 CANTON - CHIK-KIANG - 323° - 378
 CHIK-KIANG - CHUNGKING - 313° - 246
 313 K.

FROM.	TO	COURSE	DIST.
SHA.	PEIPING.	335°	670
SHA.	So TIEN TSIN	348° T.	583
SHA.	CHINGTAO	350° T.	348
SHA.	FR. HKW.	850° T.	429
CHINGTAO	TIEN TSIN	322°	260
TIEN TSIN	REIPING	325° M.	82
SHA.	NKG.	290° T	166 MI.
PEIP.	NKG.	164°	563 "
NKG.	CHINAN	345° M.	339
CHINAN	PPG.	357°	218
HAN YUAN	TIEN TSIN	137°	70
TIEN TSIN	TSINGTAO	145° M.	264
TSING	NKG.	201°	304
TSING.	KIANGWAN.	174°	342
KIANG.	HANGOHOW	229°	112
HANGOHOW.	YUN KAN	228°	130
YUN KAN	SUICHWAN.	237°	200
SUICHWAN.	CANTON	200°	242
NKG.	CHINAN.	343°	
NKG.	TSINTAO.	018°	295 MI.
SINTAO.	CHINAN.	281° T.	187
CHINAN.	TSINTAO.	007°	168

C-47 + C 53.

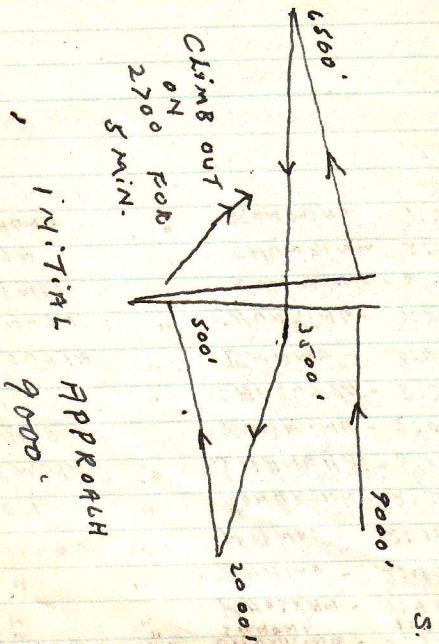
Douglas
ALT.

Time Averages FOR ROUTES		
SHANGHAI - To - NANKING		1:25 - 3,500
"	HONGKONG	5:00 - 8,000
"	HANKOW	3:25 - 9,500
"	AMOY	3:40 - 8,000
"	FORMOSA	2:45 - 6,500
"	TSINGTAO	2:45 - 5,000
NANKING	SHANGHAI	1:15 - 3,500
"	HANKOW	2:05 - 8,000
"	TSINGTAO	2:20 -
"	HANCHOW	1:30 -
HANKOW	NANKING	1:55 - 8,000
"	SHANGHAI	2:50 - 8,000
"	CHUNKING	3:20 - 9,500
CHUNKING	HANKOW	3:00 - 9,500
"	CANTON	4:00 - 11,000
"	PEIPING	5:25 -
"	SIAN	2:20 - 13,500
"	LANCHOW	3:20 -
"	KUNMING	2:45 -
"	CHENGTO	1:20 - 5,000
PEIPING	CHUNKING	5:40 -
"	TIENTSIN	:50 -

N.

MANILA - P.I.

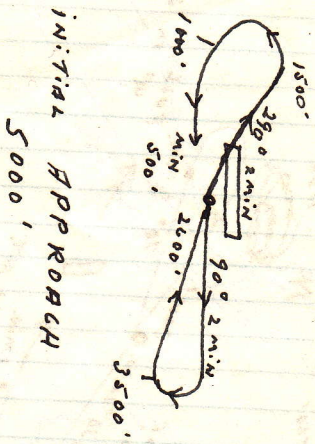
BEACON - 345 QM.



INITIAL APPROACH 9000'

FORMOSA - TAI HOKU

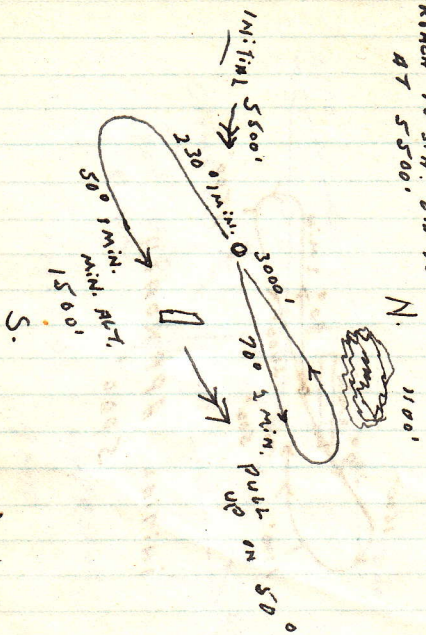
BEACON SET ELEV. - 15'



NOTE
 SHUTTLE ON 800-2500
 OVER 5TH. TO MAKE
 APPROACH TO 5TH. ON 900
 AT 5500'

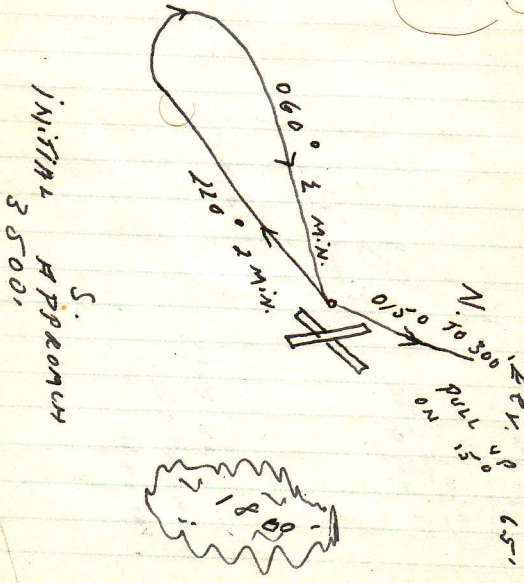
CHIN. KIRBY -

BENCHON 305
 ELEV. 900'

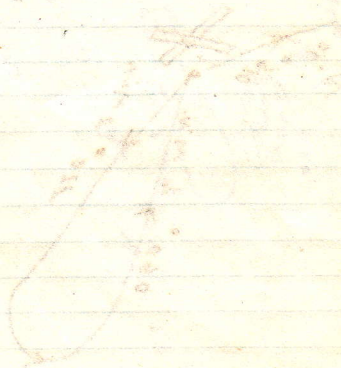


CHANTON.

BENCHON 360
 C.T.K.C.
 65'



CHANK TAIL

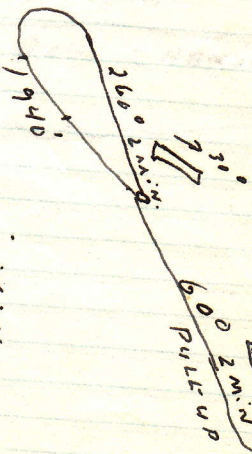


CHANK TAIL

M.

BETWEEN
ELEV.

315 V.G.
1640



S.

INITIAL
APPROXIMATE
4000'

MIN. TO STA.
60 X MIN. FLOWN
NO. DEG. CHANGED.

DIST. TO STA.
T.A.S. X MIN. FLOWN
NO. OF DEG. CHANGED.

MAPS.

CANTON - HANOI - 614-615-616.

KMG. - NANKING. 492-494

496-497

CAL. - KMG. - 554-557-554

555

RUPEES.

HURST - 7500 Home 10/100.
 PRESCOTT - 4200 Home
 F. MEYERS - 4200
 BUSSARD - 4370
 FUZZY - 4150 KILLED.
 DICKIE (-) 4363 Home
 BEELS - 4200
 WISS \$ ~~1300~~ = 800 = 500
 RED - 4450
 MAJORS - 4500 Home
 PETE - 450-30-60 = 4140

BEAM ORIENTATION
FADE PARALLEL.

1. TURN VOLUME VERY LOW.
2. TURN TO BISECTOR HEADING OF QUAD. YOUR IN.
3. FLY FOR FADE OR BUILD.
4. FLY LEG HEADING OF THE ONE YOU DON'T WANT.
5. FLY THRU BEAM & AS SOON AS YOU HEAR OFF COURSE SIGNAL TURN TO OUTGOING BISECTOR & FLY FOR 1 MIN.
6. MAKE 180° TURN FROM STA. & UPON HITTING LEG, BRACKET.

BEAM ORIENTATION
90° METHOD.

"Used in Background Only."

1. TURN TO CLOSEST BISECTOR HEADING OF THE OPPOSITE QUAD.
2. LISTEN FOR STA. IDENT. SIGNAL FOR FADE OR BUILD.
3. IF ONE BECOMES WEAKER DO 180° TURN & RETURN.
4. HIT LEG & GO THRU IT.
5. UPON HEARING FIRST OFF COURSE SIGNAL TURN 90° TO RIGHT.
6. WAIT ABOUT 30 SEC. TO FIND LEG OR STA. IDENT.
7. LIKE TO LIKE = 180°
LIKE TO UNLIKE = 270°
a. ON 270° DO A 180° 1st., hold UNTIL YOU GET CLOSE INTO LEG & THEN DO 90° TURN AND BRACK.

22nd May 1880

Went in Breakfast only
I turn to cross the Biscaya
Heading of the opposite road
I listen for the boat, signal
for the or build
If one becomes weaker do
I turn to return
I hit left to the right
Upon hearing first off course
Signal turn 90° to right
I wait about 20 sec. to find
the or 210° inward
I like to like 180°
like to unmake 280°
I on 230° do it like
until you get close into left
I then do 90° turn and error

