

KWIGILLINGOR

1971

KΣ

"Rite in the Rain"

WEATHERPROOF

FIELD BOOK

82 0004

246 #

BOOK #1

USN 2042
1963

2042
1963
CHAINED

54098

LI

CI

CI

52042

1963

COR 1

52042

10+80

3' X REBAR

17+79.70

3' X ~~5~~ REBAR

20+48-8

" "

PROPOSED LANDING STRIP
STATIONS

2+03 EDGE OF BIG LAKE

3+83.6 REBAR $\frac{5}{8}$ " x 3'

10+00 REBAR "

25+62.90 REBAR "

33+78 EDGE OF SLEW

USLM

3493.60

42 22 00 DEFL RIGHT

84 43 40

25462.90

~~DEFL~~ BEARING DETERMINATION
FROM USLM TO PROPOSED
LANDING STRIP

25+62.90

3+83.6 42° 32' 00" DEFL. RIGHT
~~84 44' 00"~~
 42 22' 00"

USLM	32° 40' 40"	DEFL	RIGHT
#2042	130 41 40		LEFT
	32° 40' 25"		

COR 1 S1042

N 24° 42' W

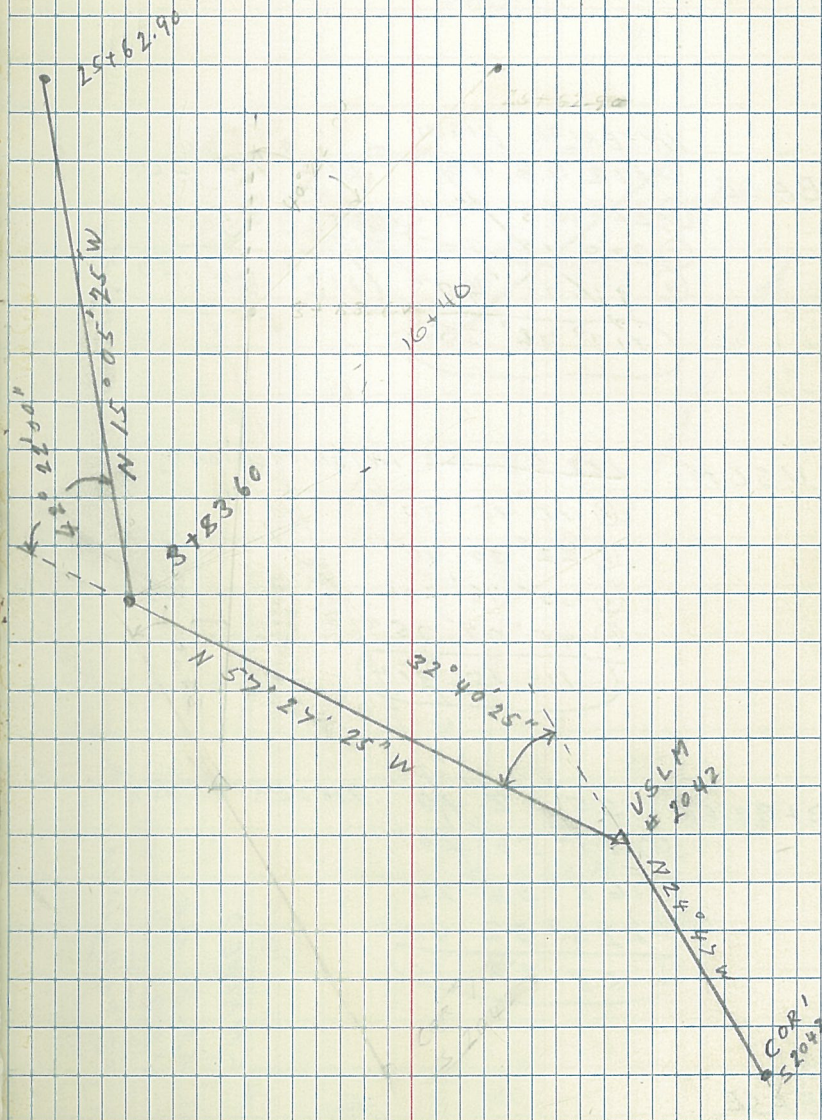
OCT 8, 1971

G. MURPHY

D. LATTA

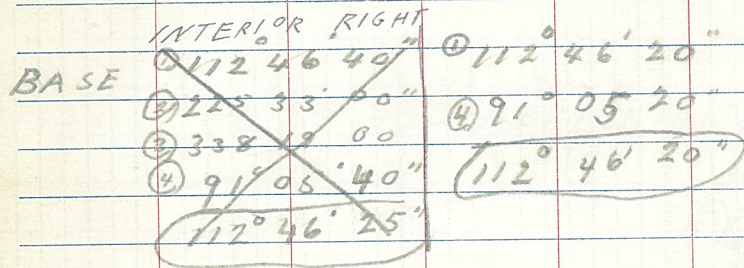
J. WILLIAMS

OVCAST, WIND, COLD



TRIANGULATION TIE FROM USLM
TO STA 3+83.60

3+83.60



USLM 112 46 40 INTERIOR RIGHT

- ① 11° 15' 20"
- ② 22° 30' 40"
- ③ 33° 46' 40"
- ④ 45° 02' 05"
- ⑤ 11° 15' 31"

3+83.60 ① 55° 58' 10" INTERIOR RT

- ② 111° 56' 20"
- ③ 167° 54' 20"
- ④ 223° 52' 40"
- ⑤ 55 58 10

CHAINED

1231.40

1231.51

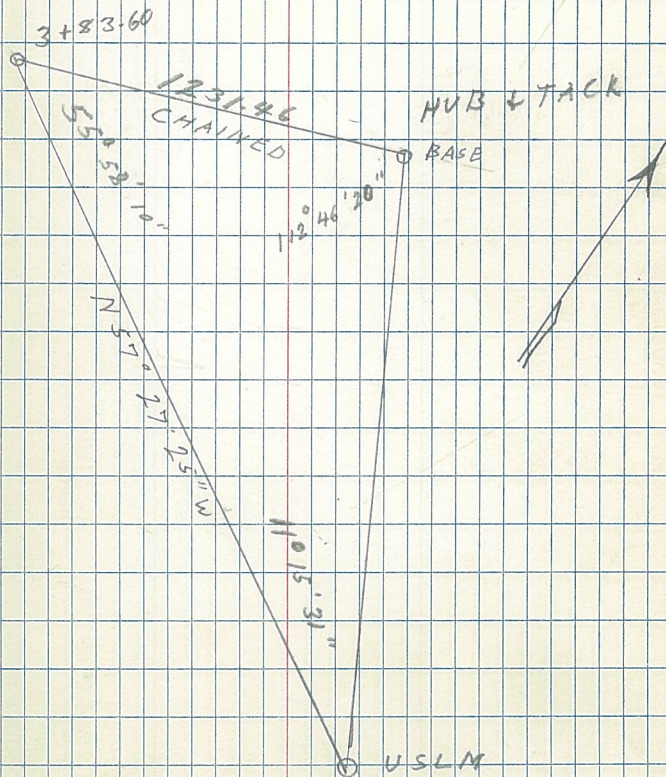
1231.46 MEAN

BASE

OCTOBER 8, 1971
G. MURPHY - NOTES + CHAIN
D. LATTA

J. WILLIAMS R. POLE + CHAIN

OVERCAST, COLD 25 MPH
WIND



91 40 180

360 180 4233 273 60

431 785 10058 185 46 30

112 48 46 480

ACCESS ROAD OR BOARDWALK

22+54.50

P.I. 19+47.55 ~~04°45'20"~~ DEFL ~~RT~~ LEFT
~~09°31'20"~~ 05°17'20"
~~04°45'40"~~ 10°34'00"
 (05°17'10")

P.I. 11+72.30 27°06'00" DEFL RT.
 54°12'20"
 (27°06'10")

3+83.6 RUNWAY 94°35'26" INTERIER RT.
 = 0+00 ROAD 189°11'40" 94°36'00"
 94°35'50" 189°11'20"
 (94°35'40")

25+62.90 LANDING AREA $\frac{5}{8}$ " x 3' REBAR

91
45

71 10°

40+12.5 END OF RD OR WALKWAY

P.I.
33+01.70 37° 39' 00" DEFL LT.

~~75° 19' 00"~~

75° 18' 20"

37° 39' 10"

P.I.
22+54.50 33° 49' 30" DEFL RT.

~~67° 39' 40"~~

33° 49' 50"

P.I.
19+47.55

LEVELS ON PROPOSED LANDING STRIP

100					
STATION	B.S.	H.I.	I.F.S.	F.S.	ELEV.
BM	7.25	107.25			100.00
3+83.6			5.75	5.75	101.50
4+00			5.8		101.50
5+00			5.5		101.8
6+00			5.1		102.2
7+00			4.2		103.1
8+00			6.1		101.2
9+00			5.9		101.4
TP 10+00				4.89	102.36
	2.36 6.65	109.01			
11+00			5.5		103.5
12+00			4.6		104.4
	13.90			14.63 4.89	

ICE ON LARGE LAKE ASSUMED

ON REBAR

107.25
4.19
—
36

ON REBAR

13+00	109.01	5.6	103.4 ELEV
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14+00		7.4	101.6
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15+00		9.8	99.2
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16+00		10.6	98.4
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17+00		11.1	97.9
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T.P.		7.46	101.55
101.55	103.54		
1.79			

18+00		4.5	99.0
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39 19+00		5.5	98.0
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20+00		5.1	98.4
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21+00		5.7	97.8
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22+00		4.7	98.8
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23+00		5.3	98.2
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1.79

7.46

101.55
7.46
101.55

24+00	103.84	5.1	ELEV 98.4
#			
T.P.	102.66 5.41	108.07	0.88 102.66
25+35		10.0 9.95	98.10
25+62.8		4.08	104.0
26+00		4.1	104.0
27+00		4.3	103.8
28		4.8	103.3
29+00		6.6	101.5
30+00		9.1	99.0
31+00		6.3	101.8
32+00		8.9	99.2
33+00		9.7	98.4
TIDE		12.90	→ 95.20
MARK	5.41		0.88

103.54
0.88
102.66

ON REBAR

TIDE MARK ON ICE FOR AM TIDE AT
SLEW

T.P.
25462.90

108.07

4.07 104.00

ON RE BAR

0.92 104.92

T.P.

12.96
5.73 108.69

1.96 102.96

104.92
1.96
102.96

T.P.
104.00

102.37
6.36 108.73

6.32 102.37

ON RE-BAR

108.69
6.32
102.37

3483.60

102.39
+108.73 6.34 6.34

ON RE-BAR

108.73
6.34
102.39

B.M.

8.75

ON ICE

102.37
6.34
108.73

13.02

27.44
21.10

2.1
13.22 21.10
5.41 188
1.99 7.46
13.90 4.89
34.32 34.33

2.1
13.00
5.11
1.99
13.90
34.32
34.32
27.44
188
7.46
10.63
46.41
6.4
40.07

LEVELS ON ACCESS ROAD

	BS	HI	IFS	FS	ELEV
3+83.60 0700 ROAD	5.54	105.54			
1+00			6.2		99.34
2+00			7.1		98.44
3+00			6.2		99.34
4+00			6.3		99.24
5+00			5.5		100.04
6+00			6.3		99.24
7+00			5.3		100.24
8+00			4.9		100.64
T.P.				3.54	102.10
	4.45	106.45			
9+00			5.6		100.85

5.54
 4.45
 6.29
 3.83
 3.53
 5.59
 6.38
 4.06
 2.88
 5.62
 6.46

 54.64

3.54
 6.51
 6.39
 3.71
 6.28
 5.63
 3.13
 3.91
 6.42
 5.66

 51.16
 3.62

 54.74

LEVELS ON ACCESS ROAD

	106.45		
10+00		9.5	96.95
11+00		9.5	96.95
TP			
11+72.30		6.51	99.94
	6.29	106.23	
		6.37	99.86

6.29

12.88

5.50
6.29
9.45
16.28

12.88
3.50
16.42

ACCESS ROAD

11+72.30 2.53 103.39

12+00

7.1 96.29

13+00

5.5 97.89

14+00

4.5 98.89

15+00

6.4 96.99

16+00

5.7 97.69

17+00

6.6 96.79

18+00

6.7 96.69

19+00

3.7 99.69

19+47.55

3.71 99.68

3.83 103.51

11+72.30

3.63 ~~3.63~~ 99.88

7.36

7.34

ON HUB

ACCESS

22

ACCESS ROAD

19+47.55 5.54 105.42

20+00 4.5 100.92

21+00 4.4 101.02

22+00 7.4 98.02

22+54.50 6.28 99.14

6.38 105.52

19+47.55 5.63 99.89

ACCESS ROAD

22+54.50 4.06 103.95

23+00 5.4 98.55

24+00 4.8 99.15

25+00 6.8 97.15

26+00 6.8 97.15

27+00 6.7 97.25

28+00 7.4 96.55

29+00 4.3 99.65

30+00 4.9 99.05

31+00 5.1 98.85

32+00 4.5 99.45

33+01.74 3.13 101.82

33+01.70 2.98 103.80

~~2~~

22+54.50

3.91 99.89

11

4.06
2.98
7.04

3.13
3.71
7.04

33+01.70 5.62 105.51

34+00 8.3 99.21

35+00 6.4 99.11

36+00 5.4 100.11

37+00 6.6 98.91

38+00 6.8 98.71

3

39+00 8.3 97.21

~~40+00~~

40+12.50 6.42 99.09

6.46 105.55

5.66 99.89

33+01.70

12.08

12.08

Q N H