Diag. Cht. No. 77-5.

Form 504
U. S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Type of Survey Topographic
Field No. Ph-78(51) Office No. T-9858
T-9846 thru
T-9858

LOCALITY
State Virginia
General locality Fairfax County
Locality Burke Airport Site

1951

CHIEF OF PARTY
H. A. Paton, Chief of Field Party
L. C. Lande, Div. of Photo. Wash., D.C.

LIBRARY & ARCHIVES

DATE November 17, 1961
DATA RECORD

T-9846 through T-9858

Project No. (II): Ph-78(51) Quadrangle Name (IV): Burke, Va.

Instructions dated (II) (III):
none issued

Method of Compilation (III): Radial plot and graphic comp.

Manuscript Scale (III): 1:2,400 Stereoscopic Plotting Instrument Scale (III): - -
Scale Factor (III): 1.0

Date received in Washington Office (IV): Nov. 20, 1951 Date reported to Nautical Chart Branch (IV): Nov. 27, 1951

Applied to Chart No. Date: Date registered (IV):

Publication Scale (IV):

Geographic Datum (III): N.A. 1927 Vertical Datum (III):
Mean sea level except as follows:
Elevations shown as (S) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): Fairfax, 1943 and Chapel, 1942

Lat.: $38^\circ 46' 53.196''$ Long.: $77^\circ 19' 44.385''$
$38^\circ 44' 47.763''$ $77^\circ 15' 27.221''$
Adjusted

Plane Coordinates (IV):

$x = 2,333,812.35'$
$2,354,346.34'$

$y = 348,089.01''$
$395,668.78''$

State: Virginia Zone: North

Roman numerals indicate whether the item is to be entered by (II) Field Party, (III) Photogrammetric Office,
or (IV) Washington Office.

When entering names of personnel on this record give the surname and initials, not initials only.
T-9846, T-9847, T-9848, T-9851
T-9852, T-9853, T-9855, T-9856
T-9857, and T-9858

Contour by photo-
planetable

J. A. Clear, Jr.
E. T. Jenkins
E. L. Williams
F. M. Wisiecki

July-Sept. 1951

Areas contoured by various personnel
(Show name within area)
(II) (III)
<table>
<thead>
<tr>
<th>Photo-planetable</th>
<th>Kelsk</th>
</tr>
</thead>
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<td>60%</td>
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<tr>
<td>J. A. Clear, Jr.</td>
<td>S. W. Trow</td>
</tr>
<tr>
<td>E. T. Jenkins</td>
<td>July 1951</td>
</tr>
<tr>
<td>E. L. Williams</td>
<td></td>
</tr>
<tr>
<td>F. M. Mielecki</td>
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<tr>
<td>July-Sept. 1951</td>
<td></td>
</tr>
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Areas contoured by various personnel
(Show name within area)
(II) (III)
Kelsh Plotter

Stanley W. Trow
July 1951
100%

Areas contoured by various personnel
(Show name within area)
(II) (III)
<table>
<thead>
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<th>Kelsh</th>
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<td>S. W. Trow</td>
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<td>E.T. Jenkins</td>
<td></td>
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<tr>
<td>Nov. 1951</td>
<td>July 1951</td>
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<td>70%</td>
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Areas contoured by various personnel
(Show name within area)
(II) (III)
Areas contoured by various personnel
(Show name within area)
(l) (ll) (lll)

Contours by photo-planetable
J. A. Clear, Jr.
E. T. Jenkins
E. L. Williams
F. M. Wiesiecki
July-Sept. 1951

Located by planetable
E. T. Jenkins
A. B. Zimmerli
Oct. 1951
DATA RECORD

T-9846 thru T-9858

Field Inspection by (II): Howard J. Murray
Date: July-August 1951

Planeline Contouring by (II): See page T2
Date:

Completion Surveys by (II): none
Date:

Mean High Water Location (III) (State date and method of location): not applicable
Date:

Projection and Grids ruled by (IV): L. B. Clark
Date: 5 June 1951

Projection and Grids checked by (IV): H. D. Wolfe
Date: 7 June 1951

Control plotted by (III): N. S. Schultz
C. E. Cook
Date: July 1951

Control checked by (III): B. J. Colner
Date: July 1951

Radial Plot or Stereoscopic Control Extension by (III):

Stereoscopic Instrument compilation (III):

T-9849-50 and T-9854-55 Kelsh

Manuscript delineated by (III): M. Stephens, C. E. Cook, N. S. Schultz
Wm. Harris, O. Daibey, S. G. Blankenbaker, H. Rau,
Chas. Theurer, H. J. Murray, R. J. French
Contours inked by J. P. Battley
Photogrammetric Office Review by (III): R. J. French
H. J. Murray
Date: Oct.-Nov. 1951

Elevations on Manuscript checked by (II) (III): R. J. French
H. J. Murray
Date: Oct.-Nov. 1951

Form T-Page 3
T-9846

Camera (kind or source) (III):

X camera 12" f
J camera 6" f

PHOTOGRAPHS (III)

<table>
<thead>
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<th>Number</th>
<th>Date</th>
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<tr>
<td>X-54</td>
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Reference Station: ____________________________________________________________
Subordinate Station: __________________________________________________________
Subordinate Station: __________________________________________________________

Washington Office Review by (IV): ______________________________________________
Date: ____________

Final Drafting by (IV): ________________________________________________________
Date: ____________

Drafting verified for reproduction by (IV): ______________________________________
Date: ____________

Proof Edit by (IV): ____________________________________________________________
Date: ____________

Land Area (Sq. Statute Miles) (III): 56
Shoreline (More than 200 meters to opposite shore) (III): not applicable
Shoreline (Less than 200 meters to opposite shore) (III): not applicable
Control Leveling - Miles (II): 1.46

Number of Triangulation Stations searched for (II): none
Number of BMs searched for (II): none
Number of Recoverable Photo Stations established (III): none
Number of Temporary Photo Hydro Stations established (III): none

Remarks:
Number of monumented traverse stations established 2
" " " " " " " identified 2

Property Surveys by: J. M. Neal July-Nov. 1951
S. J. Hathorn " " "
E. T. Jenkins " " "

Form T-Page 4
Camera (kind or source) (III):  
X camera 12" f.  
J camera 6" f.  

PHOTOGRAPHS (III)

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<td>157</td>
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Tide (III)  
not applicable

Reference Station:  
Subordinate Station:  
Subordinate Station:  

Washington Office Review by (IV):  
Date:  

Final Drafting by (IV):  
Date:  

Drafting verified for reproduction by (IV):  
Date:  

Proof Edit by (IV):  
Date:  

Land Area (Sq. Statute Miles) (III):  
61

Shoreline (More than 200 meters to opposite shore) (III):  

Shoreline (Less than 200 meters to opposite shore) (III):  

Control Leveling - Miles (III):  
1.74

Number of Triangulation Stations searched for (II): none  
Recovered:  
Identified:  

Number of BMs searched for (II): one  
Recovered: one  
Identified: one  

Number of Recoverable Photo Stations established (III): none  
Number of Temporary Photo Hydro Stations established (III):  

Remarks: Number of monumented traverse stations established: 2  
Identified: 2  

Property Surveys by:  
J. M. Neal  
S. J. Hathorn  
E. T. Jenkins  
July-Nov. 1951
PHOTOGRAPHS (III)

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Tide (III)

Reference Station:  
Subordinate Station:  
Subordinate Station:  
not applicable

Washington Office Review by (IV):  
Date:

Final Drafting by (IV):  
Date:

Drafting verified for reproduction by (IV):  
Date:

Proof Edit by (IV):  
Date:

Land Area (Sq. Statute Miles) (III):  .18
Shoreline (More than 200 meters to opposite shore) (III):  
Shoreline (Less than 200 meters to opposite shore) (III):  
Control Leveling - Miles (II):  1.95
Number of Triangulation Stations searched for (II):  --- Recovered:  --- Identified:  
Number of BMs searched for (II):  --- Recovered:  --- Identified:  
Number of Recoverable Photo Stations established (III):  --- 
Number of Temporary Photo Hydro Stations established (III):  ---

Remarks:  No monumented traverse stations established.

Property Surveys by:  J. M. Neal  July-Nov. 1951  
S. J. Hathorn  
E. T. Jenkins
PHOTOGRAPHS (III)

<table>
<thead>
<tr>
<th>Number</th>
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<td>1:8000</td>
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Tide (III)

not applicable

| Reference Station: | | | |
| Subordinate Station: | | | |

Washington Office Review by (IV):

Date:

Final Drafting by (IV):

Date:

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III):

.16

Shoreline (More than 200 meters to opposite shore) (III):

Shoreline (Less than 200 meters to opposite shore) (III):

Control Leveling - Miles (II):

1.5

Number of Triangulation Stations searched for (II): none

Number of BMS searched for (II):

- Recovered: Identified:

Number of Recoverable Photo Stations established (III):

- Identified:

Number of Temporary Photo Hydro Stations established (III):

- Identified:

Remarks:

A new position was established for 21S, 1920, 1951 (PTS "USGS")
PHOTOGRAPHS (III)

<table>
<thead>
<tr>
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<th>Scale</th>
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<td>J-4276</td>
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<td>2 Feb. 1951</td>
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Tide (III)

not applicable

Reference Station:
Subordinate Station:
Subordinate Station:

Washington Office Review by (IV):
Final Drafting by (IV):
Drafting verified for reproduction by (IV):
Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III):

Shoreline (More than 200 meters to opposite shore) (III):
Shoreline (Less than 200 meters to opposite shore) (III):
Control Leveling - Miles (II):
Number of Triangulation Stations searched for (II):
Number of BMs searched for (II):
Number of Recoverable Photo Stations established (III):
Number of Temporary Photo Hydro Stations established (III):

Remarks:

Number of monumented traverse stations established: 1
identified: 1
Camera (kind or source) (III):

PHOTOGRAPHS (III)

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
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<tbody>
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Tide (III)

Reference Station: not applicable
Subordinate Station:
Subordinate Station:

Washington Office Review by (IV):

Final Drafting by (IV):

Drafting verified for reproduction by (IV):

Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III): 11
Shoreline (More than 200 meters to opposite shore) (III):
Shoreline (Less than 200 meters to opposite shore) (III):
Control Leveling - Miles (II): .97
Number of Triangulation Stations searched for (II): none
Number of BMs searched for (II): none
Number of Recoverable Photo Stations established (III): none
Number of Temporary Photo Hydro Stations established (III): none

Remarks: Number of monumented traverse stations established: 3
Number of """""""" identified: 3
**PHOTOGRAPHS (III)**

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
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<tr>
<td>X-51</td>
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**Tide (III)**

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**Reference Station:**

**Subordinate Station:**

**Subordinate Station:**

**Washington Office Review by (IV):**

**Date:**

**Final Drafting by (IV):**

**Date:**

**Drafting verified for reproduction by (IV):**

**Date:**

**Proof Edit by (IV):**

**Date:**

**Land Area (Sq. Statute Miles) (III):**

0.84

**Shoreline (More than 200 meters to opposite shore) (III):**

**Shoreline (Less than 200 meters to opposite shore) (III):**

**Control Leveling - Miles (II):**

2.27

**Number of Triangulation Stations searched for (II):** none

**Number of BMs searched for (II):** 1

**Number of Recoverable Photo Stations established (III):**

**Number of Recoverable Photo Stations established (III):**

**Remarks:**

*Number of nonumented traverse stations established:* 5

*"" "" "" identified:* 5

**Property Surveys by:** J. M. Neal

**July-Nov. 1951**

S. J. Hathorn

E. T. Jenkins
X-103
16 June 1951
---
1:6000
ratio to
1:2400

Tide (III)
not applicable

Reference Station:
Subordinate Station:
Subordinate Station:

Washington Office Review by (IV):
Date:

Final Drafting by (IV):
Date:

Drafting verified for reproduction by (IV):
Date:

Proof Edit by (IV):
Date:

Land Area (Sq. Statute Miles) (III):
.27

Shoreline (More than 200 meters to opposite shore) (III):

Shoreline (Less than 200 meters to opposite shore) (III):

Control Leveling - Miles (II):
3.14

Number of Triangulation Stations searched for (II):
1
Recovered: 1
Identified: 1

Number of BMs searched for (II):
2
Recovered: 2
Identified: 2

Number of Recoverable Photo Stations established (III):

Number of Temporary Photo Hydro Stations established (III):

Remarks:
Number of monumented traverse stations established: 3
A new position was established for
(6B376, 1920, 1951
PTS "(USGS)

Property Surveys by: J. M. Neal
S. J. Hathorn
E. T. Jenkins
July-Nov. 1951
PHOTOGRAPHS (III)

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
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<tbody>
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<td>Radial Plot</td>
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Tide (III)

not applicable

Reference Station:
Subordinate Station:
Subordinate Station:

Washington Office Review by (IV): Date:
Final Drafting by (IV): Date:
Drafting verified for reproduction by (IV): Date:
Proof Edit by (IV): Date:

Land Area (Sq. Statute Miles) (III): 0.47
Shoreline (More than 200 meters to opposite shore) (III):
Shoreline (Less than 200 meters to opposite shore) (III):
Control Leveling - Miles (II): 1.72
Number of Triangulation Stations searched for (II): -- Recovered: Identified: 
Number of BMs searched for (II): -- Recovered: Identified:
Number of Recoverable Photo Stations established (III):
Number of Temporary Photo Hydro Stations established (III):

Remarks:

Property surveys by: J. M. Neal July-Nov. 1951
S. J. Hathorn
E. T. Jenkins

Form T-Page 4
T-9855

0 camera 6" f
X camera 12" f
J camera 6" f

0-231 2 Feb. 1951
232 233
Number Date
X-49 16 June 1951
50 51 72 73 74
85 86 87
107 108 109
J-4329
4330 4331
Tide (III) 1:8000 ratio to 1:2400

Reference Station: not applicable
Subordinate Station:
Subordinate Station:

Washington Office Review by (IV):
Final Drafting by (IV):
Drafting verified for reproduction by (IV):
Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III): 1.25
Shoreline (More than 200 meters to opposite shore) (III):
Shoreline (Less than 200 meters to opposite shore) (III):
Control Leveling - Miles (II): 2.54
Number of Triangulation Stations searched for (II): none
Number of BMs searched for (II): 1
Number of Recoverable Photo Stations established (III):
Number of Temporary Photo Hydro Stations established (III):

Remarks: Number of monumented traverse stations established: 3
" " " identified: 3

Property Surveys by: J. M. Neal
S. J. Hathorn
E. T. Jenkins
July-Nov. 1951
Reg water but do not send out for signature
PHOTOGRAPHS (III)

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Tide (III)

- not applicable

Reference Station:
Subordinate Station:
Subordinate Station:

Washington Office Review by (IV):

Final Drafting by (IV):

Drafting verified for reproduction by (IV):

Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III): .88
Shoreline (More than 200 meters to opposite shore) (III): --
Shoreline (Less than 200 meters to opposite shore) (III): --
Control Leveling - Miles (II): 2.27
Number of Triangulation Stations searched for (II): -- Recovered: Identified:
Number of BMs searched for (II): -- Recovered: Identified:
Number of Recoverable Photo Stations established (III):
Number of Temporary Photo Hydro Stations established (III):

Remarks: Number of monumented traverse stations established: 2 identified: 2

Property surveys by: J. M. Neal July-Nov. 1951
E. T. Jenkins
S. J. Hathorn
- T-9857

Camera (kind or source) (III):

X camera 12" f
J camera 6" f

PHOTOGRAPHS (III)

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Tide (III)
not applicable

Reference Station:
Subordinate Station:
Subordinate Station:

Washington Office Review by (IV):

Final Drafting by (IV):

Drafting verified for reproduction by (IV):

Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III): 0.50
Shoreline (More than 200 meters to opposite shore) (III):
Shoreline (Less than 200 meters to opposite shore) (III):
Control Leveling - Miles (II):
  1.36
Number of Triangulation Stations searched for (II):
  Recovered: 1
  Identified: 1
Number of BMs searched for (II):
  Recovered: 1
  Identified: 1
Number of Recoverable Photo Stations established (III):
Number of Temporary Photo Hydro Stations established (III):

Remarks: Number of monumented traverse stations established: 2
  " " " " " identified: 2
Camera (kind or source) (III): X camera 12" f

PHOTOGRAPHS (III)

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Tide (III)

not applicable

Reference Station:
Subordinate Station:
Subordinate Station:

Washington Office Review by (IV):

Final Drafting by (IV):

Drafting verified for reproduction by (IV):

Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III): .61
Shoreline (More than 200 meters to opposite shore) (III):
Shoreline (Less than 200 meters to opposite shore) (III):
Control Leveling - Miles (II): 1.93
Number of Triangulation Stations searched for (II): --
Number of BMs searched for (II): one
Number of Recoverable Photo Stations established (III):
Number of Temporary Photo Hydro Stations established (III):

Remarks: Number of monumented traverse stations established: 3  
" " " " " " identified: 3
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<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>Lambert NORTH</th>
<th>LATITUDE OR y-COORDINATE</th>
<th>LONGITUDE OR x-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METER FORWARD (BACK)</th>
<th>DATUM CORRECTION</th>
<th>N.A. 1927-DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERs FORWARD (BACK)</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERs FORWARD (BACK)</th>
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<tr>
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<td>Traverse Comp. NA1927</td>
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<td>413,977.76</td>
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<td>29.79 970.21</td>
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<td>2-16, 1951</td>
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<td>🅿️  Stations used to control the radial line plot.</td>
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<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>Lambert North Latitude or y-coordinate</th>
<th>Distance from grid in feet or projection line in meters (back)</th>
<th>Datum correction</th>
<th>N.A. 1927 Datum Distance from grid or projection line in meters (back)</th>
<th>Factor distance from grid or projection line in meters (back)</th>
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<tr>
<td>P.162 (Hub) Trav. sub.sta. comp: NA 1927</td>
<td>2,356,380.9</td>
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<td>W-16-3-9 sub. sta.</td>
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<td>408,950.22</td>
<td>950.2</td>
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Stations used to control radial line plot.
### Table: Geodetic Data

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<th>STATION</th>
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<th>DATUM</th>
<th>Lambert North Latitude or y-coordinate</th>
<th>Distance from Grid in Feet, or Projection Line in Meters (Forward), (Back)</th>
<th>Datum Correction</th>
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<td>Pl 60 Hub. Traverse</td>
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*Stations used to control the radial line plot.*
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Stations used to control the radial line plot.
### Stations

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* Stations used to control the radial line plot.

1 ft. = 0.03048006 meters

Computed by: Pates' Section Date: July 1951
Plotted by: C. J. Cook Checked by: R. J. French Date: Aug. 1951
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<th>LONGITUDE OR λ-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN FEET</th>
<th>DATUM CORRECTION</th>
<th>N.A. 1927-DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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* Station used to control the radial line plot.
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<th>DATUM</th>
<th>Lambert North Latitude or $y$-coordinate</th>
<th>Longitude or $x$-coordinate</th>
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<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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<td>583.5</td>
<td>416.5</td>
<td>291.7 208.2</td>
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* Stations used to control the radial line plot.
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>Lambert North Latitude or ( x )-coordinate</th>
<th>Distance from Grid or Projection Line in Meters</th>
<th>NA 1927 - Datum Correction</th>
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<td>407,902.7</td>
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<td>408,053.7</td>
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* Stations used in the radial line plot.

1 FT = 0.3048006 METER

COMPUTED BY: Pate's Section
DATE: June 1951

Plotted by: N.S. Schultz
CHECKED BY: B.J. Colmer
DATE: July 1951
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<tr>
<th>STATION</th>
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<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</th>
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<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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<tr>
<td>Sub.sta.&quot;B&quot; BM H-114</td>
<td>Traverse comp. NA1927</td>
<td>402.914.3</td>
<td>914.3 (85.7)</td>
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<td>Sub.sta.&quot;A&quot; BM H-114 (USC&amp;GS), 1951</td>
<td>&quot;  &quot;</td>
<td>2,338,202.5</td>
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<td>101.2 (398.8)</td>
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<tr>
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* Stations used to control the radial line plot.
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<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</th>
<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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<td>FC-22A</td>
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<td>2,345,704.9</td>
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<td>Az.Mk.1951</td>
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<tr>
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<td>404,689.2</td>
<td>689.2 (310.8)</td>
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<td>2,350,106.4</td>
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<td>400.4 (599.6)</td>
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<td></td>
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<td>2,345,375.23</td>
<td>375.2 (621.8)</td>
<td>187.6 (312.4)</td>
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Stations used to control the radial line plot.
<table>
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<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>Lambert North LATITUDE OR x-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS</th>
<th>DATUM CORRECTION FORWARD (BACK)</th>
<th>N.A. 1927-DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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<tr>
<td>X-14 (Hub) sub.sta. Traverse comp.</td>
<td>NA1927</td>
<td>395,909.8</td>
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<td>X-16, 1951</td>
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<td>428.9</td>
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<td>C-232, 1941,1951</td>
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<td>398,222.36</td>
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<td>388.8</td>
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<td>310.9</td>
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* Stations used to control the radial line plot.

1 FT. = 0.3048 METER

COMPUTED BY: Pates' Section DATE: June 1951

Plotted by: N.S. Schultz CHECKED BY: B.J. Colner DATE: July 1951
<table>
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<th>LATITUDE OR Y-COORDINATE</th>
<th>LONGITUDE OR X-COORDINATE</th>
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<td>comp. NA 1927</td>
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<td>171.1</td>
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* Stations used to control the radial line plot.

Plotted by: S.J. Blankenbaker

M-2388-12

COMPUTED BY: Pates' Section

DATE: June 1951

CHECKED BY: B. J. Colner

DATE: July 1951
SUMMARY
TO ACCOMPANY TOPOGRAPHIC MAP MANUSCRIPTS
T-9846 through T-9858

Subject surveys represent project Ph-78.

This survey of the Burke, Va. area was accomplished at the request of the CAA. The area was selected as a possible site for the proposed new Washington, D.C. Airport. However, since this survey the Chantilly, Va. area was selected as being more desirable.

A cronar film positive at the compilation scale of 1:2,400 and the Descriptive Report will be registered and filed in the Bureau Archives.
FIELD INSPECTION REPORT  
Project Ph-78(51)

2. Areal field inspection.— The proposed Burke Airport Site, including the Access Road to the airport, is comprised of 13 topographic sheets numbered T-9846 to T-9858 inclusive.

Burke is a small rural community located about 13 air-miles southwest of Washington, D. C. It is a community of scattered dwellings, farms and a few small business establishments. About twenty-five percent of the land area is cleared; the remainder of the area is either wooded - chiefly with deciduous trees - or densely covered with tall brush. The terrain is moderately hilly and rolling; as a result it has a well defined drainage system, and a topography that is expressive when portrayed by 5-foot contour intervals.

The photographic coverage of the area was adequate and satisfactory, and no unusual difficulties due to scale or tilt were found.

3. Horizontal Control.— Recovery notes on Form 526 have been prepared and submitted for all USGS stations that were recovered or searched for in the area.

Third-order traverse stations were established to supplement the existing control. Monumented traverse stations were established either in pairs or an azimuth station (monumented) was established to provide azimuth control. A total of 27 traverse stations were established; in the group are included 5 USGS bench marks and 2 USGS traverse stations. Only 1 monumented azimuth station was established.

Forms 525 have been submitted for all permanently marked traverse stations. Forms 525 and 526 previously submitted on project Ph-70B(51) - the Annandale project - were not re-submitted. Temporary traverse stations were temporarily marked to facilitate their recovery in the event they were needed to control the development of property and ownership lines.

4. Vertical Control.— Recovery notes on Form 685 - unless previously submitted on project Ph-70B(51) - have been prepared and submitted. All USGS bench marks in the project area were recovered and identified. Ply level points were established with a spirit level over all roads
and major trails to provide adequate control for plane-
table contouring and for contouring by stereoscopic
instruments. All closures exceeding .35 of a foot were
adjusted; the largest closure was .40 of a foot. The
first and last designated fly level points in the main
airport area were C-1 and C-73; along the access road
they were J-1 and J-16. Since the project area was
treated as a whole, no attempt was made to label the fly
level points by the quadrangle system of numbering,
instead a fly level point was assigned a numerical desig-
nation in its order of establishment and preceded by the
first letter of the surname of the unit chief. Fly level
points and bench marks were identified and denoted by
symbols as follows:

Blue circle - Bench mark
Blue cross - checked spot elevation
Black cross - unchecked spot elevation

The fly level net is connected to the main vertical con-
trol net of the Coast and Geodetic Survey. No vertical
control of other agencies was used. The following are
the USGS bench marks used to control the fly levels:

H-ll4, G-1i4, B-232, C-232, P-1i4, N-45, PTS 21i5(USGS),
and F-45.

The following list of photographs were used for identifying
the bench marks and fly level points:

Airport area (contact prints, X-camera) - X-40;
X-49 to X-51 incl., X-67, X-69, X-71, X-72, X-75,
X-83, X-86, X-87, X-89 to X-92 incl., X-101, X-103,
X-161, X-163, and X-165. (The work on these
photos was checked by Mr. James A. Clear, Jr.)

Access road area (ratio prints, J-camera; also con-
tour photos for the area). - J-4274, J-4275, J-4276,
J-4282, J-4380, J-4382, and X-181A (ratio print,
X-camera); the work on these photos was checked by
Mr. E. L. Jenkins.

The fly levels have been recorded in 3 of 3 volumes (Wye-
Leveling, Form 634).
5. Contours and drainage.- 1:2,400 scale photographs (ratioed) were used for planable contouring, except for the areas west of the highway in quadrangle T-9854, the one-third of T-9849 and all of T-9850 which were done by the Kelsh Plotter.

Wooded and/or brush areas were cross-sectioned by employing manual labor to clear numerous lines. A bulldozer was used for 5.4 days to clear lines totaling 8.5 miles. The bulldozed lines were spaced 500-600 feet apart, and additional lines then were brushed manually between them.

The drainage pattern was developed and resolved by using a combination of several methods in varying degrees. These methods were:

(1) The drainage provided by the Washington Office which had been transferred from Air Force photographs covering the project area and on which the drainage was visible. This was the most important and valuable source. Although the general pattern of the drainage was good, it was necessary to make numerous corrections and adjustments to restore the refinement in the drainage which had been distorted or destroyed to a large extent because of the great difference in photograph scales when the drainage in the Washington Office was transferred from one set to a different set of photographs.

(2) Recent USGS, 1:20,000 topographic maps (ratioed to 1:2,400) were used, but they were found to be useful only in a general way (true of their contours also). Distortion of detail and inaccuracy of scale largely nullified their usefulness. In addition, the drainage pattern noted at 1:20,000 scale on these maps was incomplete for mapping at 1:2,400.

(3) Extensive and intensive stereoscopic study of the field photographs.

(4) Field investigation and planable development of drainage.

Unit chiefs engaged in contouring were instructed to develop the drainage pattern and the expression of contours with care and to do this in pencil on the field photographs; the field work was then checked, the contours reshaped, if needed, and inked.

Junctions between photographs and the stereoscopic work (Kelsh Plotter) have been made and cross-referenced. In areas where the contours were indicated by dashed lines
by the Kelsh plotter, spot elevations were established on the photographs and called to the attention of the compiler by appropriate notes. Additional areas omitted by the Kelsh Plotter were contoured in the field.

Vertical accuracy tests were run on photographs soon after the contouring was started as a check on the quality of the topographer's work, which were found to be satisfactory. The tests were run on the following photographs (ratio): X-70(B), X-90(B), and X-161(B).

The following photographs (ratio) were used for contouring:

6. Woodland cover.- Inapplicable.

7. Shoreline and alongshore features.- Inapplicable.

8. Offshore features.- Inapplicable.

9. Landmarks and aids.- There are no aeronautical aids in the area.

10. Boundaries, monuments, and lines.- This phase of the work was handled independently by a separate unit in charge of Mr. John M. Neal.

11. Other control.- Except for the location of boundary monuments no additional control was established. This phase of the work was done by the unit referred to under side heading 10.

12. Other interior features.- All buildings, which had an appraisal value, were identified and classified. The official names of public buildings and churches were noted. Buildings under construction and excavations were noted as such. All roads and trails were classified. Route numbers and names were submitted with the geographic names data. Cemeteries, individual graves, and other interior features were identified and labeled.
13. Geographic names.- A special report on geographic names was not considered necessary because of the few names involved; in view of this, all the essential data and information were submitted on the following mosaics labeled:

1) Geographic Names Base Map of Airport Site
2) Geographic Names Base Map of Access Road

14. Special reports and supplemental data.- All records and field data on this project were submitted to the Washington Office.

6 of 6 volumes of traverse measurements and 13 of 13 volumes of observations of horizontal directions were submitted with reference to the third-order traverses run and discussed under sideheading 3.

Field inspection was accomplished on the following photographs (ratio):

Airport site. - X40(C), X-50(C), X-51(C), X-52(C), X-57(C), X-60(C), X-71(C), X-73(C), X-75(C), X-84(C), X-86(A), X-86(C), X-88(A), X-88(C), X-90(C), X-92(C), X-103(C), X-104(C), X-106(C), X-107(B), X-108(C), X-109(B), X-110(C), X-112(C), X-156(C), X-159(C), X-161(C), X-163(B), X-163(C), and X-165(C).

Access roads. - X-182(C), J-4274 to J-4278 incl., and J-4380.

Refer to control station identification cards for the photographs used in control identification. For list of photographs used in identifying vertical control and for plane-table contouring refer to sideheadings 4 and 5, respectively.

Respectfully submitted:

Charles Hanavich
Survey and Cartographic Engineer
Note: Only recoverable monumented stations of 3rd order accuracy traverse are listed.
Control For
Radial Plot - PH 78

Burke Airport

1:8000 Scale photos
6" (6-15-51)
Ratio to 1:2400
J-4313 thru J-4317
J-4282 thru J-4284
J-4325, 4326, 4327, 4331

1:6000 Scale photos 12"
(6-16-51)
Ratio to 1:2400
X-39, 39; 48-57; 66-78;
82-93; 100-113; 155-167;
181, 182.

FC Traverse
X Traverse
Y Traverse
Z Traverse
W Traverse
Planetary traverse

Tie with main C & GS triangulation
Field inspected monumented stations
Field inspected temporary stations
Control for Radial Plot

PH 78

Burke Access Route

J-4273 to J-4283
J-4379 to J-4383 & J-4372
1:8,000 Scale photos (6-16-51)
6 inch camera
Ratio to 1:2,400

AR Traverse
Pi Traverse
W Traverse

70B-12 Field inspected temporary stations
AR13,1951 " monumented stations
Stations with sub pts. pricked, others direct.
Photogrammetric Plot Report:

21. Area covered:

This report covers the topographic maps within the proposed Burke Airport site, and the access route.

<table>
<thead>
<tr>
<th>Burke Airport</th>
<th>Access Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-9846</td>
<td>T-9855</td>
</tr>
<tr>
<td>T-9847</td>
<td>T-9856</td>
</tr>
<tr>
<td>T-9852</td>
<td>T-9857</td>
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<tr>
<td>T-9853</td>
<td>T-9858</td>
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<tr>
<td>T-9854</td>
<td>T-9848</td>
</tr>
<tr>
<td>T-9849</td>
<td>T-9850</td>
</tr>
<tr>
<td>T-9851</td>
<td>T-9855</td>
</tr>
</tbody>
</table>

22. Method:

The radial line plot was accomplished in the usual manner with the base grids ruled on vinylite at 1000-foot intervals at 1:2400 scale. No polyconic projection was ruled and the base grids were carried over as manuscripts for compilation.

The "X" series photographs were flown at 1:6000 contact scale with a 12" camera and enlarged to 1:2400 scale.

The "J" series photographs were flown at 1:8000 contact scale with a 6" camera and enlarged to 1:2400 scale.

Field inspection and identification of horizontal control were furnished for transfer to the office prints. The photographs were prepared for radial plotting using the 4 mm. diameter floating circle technique for the stereoscopic transfer of both control and secondary pass points. Positive, low-shrinkage paper was used with the special paper distortion templet plate in the ratio printer. Vinylite templets were used with the aid of the paper distortion templet and all rays were adjusted as needed. The "X" series ratios had generally less paper distortion due to the lesser format of 22½ inches square as compared with 30 inches for the "J" series.

Adequate traverse was run for control of the plot and 39 stations were field inspected and transferred to the office photographs (26 for Burke and 13 for the access route). The attached sheet indices show the traverse lines and the distribution of control. Although the Kelsh plotter was used to map partial areas in T-9849, T-9850, and T-9854 a continuous radial line plot was made for the entire area.
A satisfactory closure was made on all control, and the plot is considered strong. The intersections throughout the plot were drilled from the top through the several thicknesses with a number 80 twist drill with the aid of a small jig for holding the chuck in a vertical position. The points were circled with blue GPO ink on the back in the usual manner.

23. Adequacy of control:

The density of control desired was sketched on a mosaic of the area and submitted to the field for recovery. Where the radial plot subsequently showed weakness, additional control was requested on sheets T-9848, T-9852 and T-9854, and a satisfactory closure was accomplished with the additional recovery of sub. pt. hub FC4 and stations on the "W" line traverse near Burke.

24. Supplemental data:

None

25. Photography:

The photography for this plot was generally poorly flown as concerns side lap and the season the photography was authorized to be taken was not contributive toward good radial plotting. The high ratio factor to bring the prints to plotting scale resulted in image distortion on the perimeters, and the preparation for radial plotting in the side lap areas was particularly difficult. In addition a high percentage of deciduous tree coverage over the area made stereoscopic transfer of points mandatory and the shadows from large canopied trees made identification frustratingly difficult.

A recommendation is in order when issuing instructions for single lens photography to insist on approximately 50 percent side lap where the photographs are enlarged more than 2 diameters for radial plotting and subsequent compilation.

Tilts were computed for the "J" series photographs on T-9854 in an attempt to get a better plot solution. Rays were redrawn using the isocenter as the origin, but tilts were not so excessive as to improve the quality of intersections in this area.

26. Sketch and Form M-236812, Control stations:

Sketches showing the distribution and density of photographs and control used in the plot are attached to this report. Although the actual laydown of the plot was divided into (1) Burke proper, and (2) Access Route, the
plot is considered as one.

A summary sheet is also included as a part of this report wherein the disposition of all horizontal control is supplied that affects the area and is listed by manuscript numbers.

27. Accuracy of radial plot.

Property line surveys in progress during compilation of these sheets have necessitated further field surveys incidental to location of property corners. Photo points have been utilized in conjunction with this work and a check on the horizontal accuracy has been effected in several areas, namely T-9855, where a planedle traverse was run (sketch) and found to tie in decisively with the radial plot. Likewise, the areas of T-9849, T-9850, and T-9854 where the Kelsh plotter was used, the delineation of map details agreed in every instance.

Respectfully submitted:

Roscoe J. French
Roscoe J. French, Photogrammetrist

Approved:

L. C. Lande, Chief
Graphic Compilation Section

27 November 1951
31. **Delineation:**

Graphic methods were used on all manuscripts supplemented by planetable and Kelsh plotter on T-9854, and by Kelsh plotter on T-9849, T-9850, and T-9855. Field inspection data was furnished for all features and detail is shown to scale as nearly as is possible. Additional detail points were cut in and transferred to the field photographs as needed to control the photo-planetable contours.

32. **Control:**

Horizontal control was established by transit traverse between Fairfax, 1943 and Chapel, 1942 on Burke proper and between this tie and a tie with the Pleasant-Ilda line in the Annandale area for the access route. A sketch is attached to this report showing the various traverse loops which controlled the radial line plot.

Vertical control was established by running levels along all roads in the area from existing USGS bench marks. Numerous check level points appear on the manuscripts as furnished by the field inspection party.

33. **Supplemental data:**

None.

34. **Contours and Drainage:**

Contours were by photo planetable except as shown on the T2 data sheet enclosed for T-9849, T-9850, T-9854, and T-9855. Drainage was taken directly from the field inspection photographs in areas where the foliage obscured the detail. The thick foliage in the forested areas made contouring difficult and the drainage pattern more generalized than usual. A portion of Possum Branch which was a common line between two properties was located by planetable traverse and hence shows more detail than drainage on other similar sites (T-9855). *`

35. thru 37. Inapplicable

38. **Control for Future Surveys:**

Third order traverse was established to control the survey and is listed by sheet number in the radial plot report. Forms 525 were submitted for the recoverable

* That part of South Run on T-9855 north to the bridge was later surveyed by the same method during property survey work.
monumented traverse stations and Forms 685 for the recoverable bench marks. The bench marks were surveyed as part of the traverse and two USGS PTS' were included and a new position established for them. Computations on the project are filed in Photogrammetry files under Ph-78(51). The positions on all of the stations listed are unadjusted field positions.

A total of 29 traverse stations were established and identified.

39. Junctions:

Satisfactory junction was made between manuscripts, but no attempt was made to junction with smaller scale USGS quadrangles due to the large scale difference. A satisfactory junction was made with USC&GS survey T-9816 at 1:4,800 scale on the access route.

40. Horizontal and Vertical Accuracy:

No field check has been made other than traverse incident to property line surveys which show the survey to be within accuracy requirements.

The only vertical accuracy tests made were run on photographs when the contouring first started as a check on the quality of the work. They were considered adequate. Photographs tested were ratio prints X-70(B), X-90(b), and X-161(B).

Photo-planetable spot elevations were observed in the junctions between the Kelsh and planetable work for verification of the contours in those areas. All discrepancies were resolved and corrected.

41. Property surveys:

Considerable open traverse was used in controlling the property and acreage surveys. Recovered corners established by traverse are circled and labeled pipe, stake, stone, etc. No. 524 cards were submitted for property corners. Twelve temporary photo-stations were used in connection with property surveys.

46. Comparison with existing maps:

<table>
<thead>
<tr>
<th>Location</th>
<th>Scale</th>
<th>Source</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fairfax, Va.</td>
<td>1:25,000</td>
<td>AMS</td>
<td>1943</td>
</tr>
<tr>
<td>Fairfax, Va.</td>
<td>1:62,500</td>
<td>USGS</td>
<td>1915</td>
</tr>
<tr>
<td>Washington &amp; vicinity</td>
<td>1:31,680</td>
<td>USGS</td>
<td>1949</td>
</tr>
</tbody>
</table>
47 and 49. **Nautical charts and hydrography:**

Inapplicable

48. **Geographic Names List:**

Copy attached

50. **Runway grid:**

A special runway reference grid was applied in pencil per CAA instructions at intervals of 500 feet. The orientation is shown on separate sheets attached to this report.

X and Y coordinates were furnished by CAA for the tie as shown on the manuscripts affected for the Burke site only.
T-9852:
Burke Road Va. No. 645
Pohick Road Va. No. 641
New Cut Road Va. No. 653
Belleair
Little Zion Baptist Church

T-9853:
Sawmill Road Va. No. 643
Keene Mill Road Va. No. 644
Five Forks
Burke Road Va. No. 645
Burke School
Hatchs Lake

T-9854:
Ox Road Va. No. 123
Va. No. 645
Sendy Run

T-9855:
Ox Road Va. No. 123
Burke Road Va. No. 645
Dovens Corner
South Run
Possum Branch
Pohick Road Va. No. 641

T-9856:
Pohick Road Va. No. 641
Keene Mill Road Va. No. 644
Peyton Branch
Sengster Branch
Wild Cherry Run
Sawmill Road Va. No. 643

T-9857:
Ox Road Va. No. 123
South Run Va. No. 643

T-9858:
Sawmill Road Va. No. 643
Ox Road Va. No. 123
South Run
Lee Chapel
Pohick Road Va. No. 641

Names underlined in red are approved. 11-28-51
L. Heck
GEOGRAPHIC NAMES:

T-9846:
- New Cut Road...Va. No. 653
- Southern Railway
  Va. No. 654
- Pohick Creek

T-9847:
- Pohick Creek
  Va. No. 645
- Burke Road
- Southern Railway
- Burke
- Burke Post Office
- Burke Volunteer Fire Department
  Va. No. 652
- Burke Methodist Church

T-9848:
- Va. No. 652
- Pohick Creek
- Hatch's Lake
- V.E.P. Co.
- Southern Railway
- Rolling Road
  Va. No. 638
  Homewood Subdivision
  Stewart Street, No. 833 (also 835 ?)
  Herbert Street, No. 834
  Hall Street, No. 841
  Booth Street, No. 835 (?) or 833 (?)

Discrepancy actually exists in route sign designation as of field inspection of July-August, 1951.

T-9849:
- Southern Railway
  Ravensworth Station
  V.E.P. Co.
  Va. No. 636

T-9850:
- Southern Railway
- Accotink Creek
- Springfield Dam

T-9851:
- Henry G. Shirley Memorial Highway...Va. No. 350
  Va. No. 617
  Springfield Station
  Southern Railway
GRID LAYOUT
# Nautical Charts Branch

**Survey No.** T-9846 thru T-9858

**Record of Application to Charts**

<table>
<thead>
<tr>
<th>Date</th>
<th>Chart</th>
<th>Cartographer</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td></td>
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</tbody>
</table>

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A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under “Comparison with Charts” in the Review.