RONNE ANTARCTIC RESEARCH EXPEDITION
1946 - 1948

Flight Log

Finn Ronne Navigator
James Lassiter, Pilot
Chuck Adams, Co Pilot
Bill Latady, Aerial Photographer.

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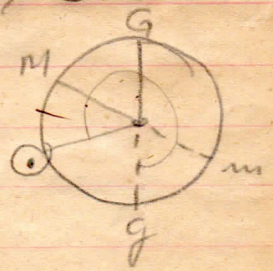
Nov. 19th

$19^h - 24 - 27$
$93° - 39.8$
$21° - 6.8$ dec. $19° - 24.4'$ S.
$114° - 46.6$ W
$63° - 00.0$ W
LHA $51° - 46.6'$ W.
LAT. $70° - 00.0$ S
dec. $19° - 24.4$ S

hs $31° - 30'$
1.6
Ho $31° - 28.4$



AH. $30° - 48.5$
11.0
Hc $30° - 37.5'$
Ho $31° - 28.4$
50 m towards

Δd 96

Hz 120.1

88.4
37.5
50.9

~~2325~~
~~1345~~
0

360
120
2m 240°

85
22 45
13
9.40

Departed Cape Keeler at 1345 GMT.
Landed at San Houston 1840 "

From northern side of 2nd Tricorn
approx 60 nm further south than 1st Tricorn

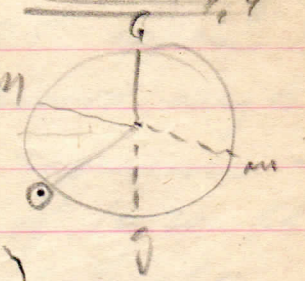
Departure 1910 – 1915 passed Longs north
Course due south. 1938 alt 20,000 ft.
From take off, ground speed 140 mph
Have been following ice-cliff since 1925
2011 at northern end of mt. range which
is isolated
2016 course 240 T.
A huge mt. range to the west of us 20°30
through wind shield

Not corrected

	h	m	s
GC	20	34	53
	123°	32.4	
	8°	30.0	
		13.3	
GHA	132	15.7	
Lat.	66°	05.7	S
dec.	19°	52.5	S.
Lat	78	00.5	
LHA	66°	05.2	W.
	24°	27.4'	
	24°	33.9	
ho	26°	12	

69 long.
78 Lat

$h = 26° - 14^m$ (1.9)



1.9
3
4.9

65
6.5
3.5

25-72
24 34
1-38

$Z_n = 109.4$

180
10.9
289°

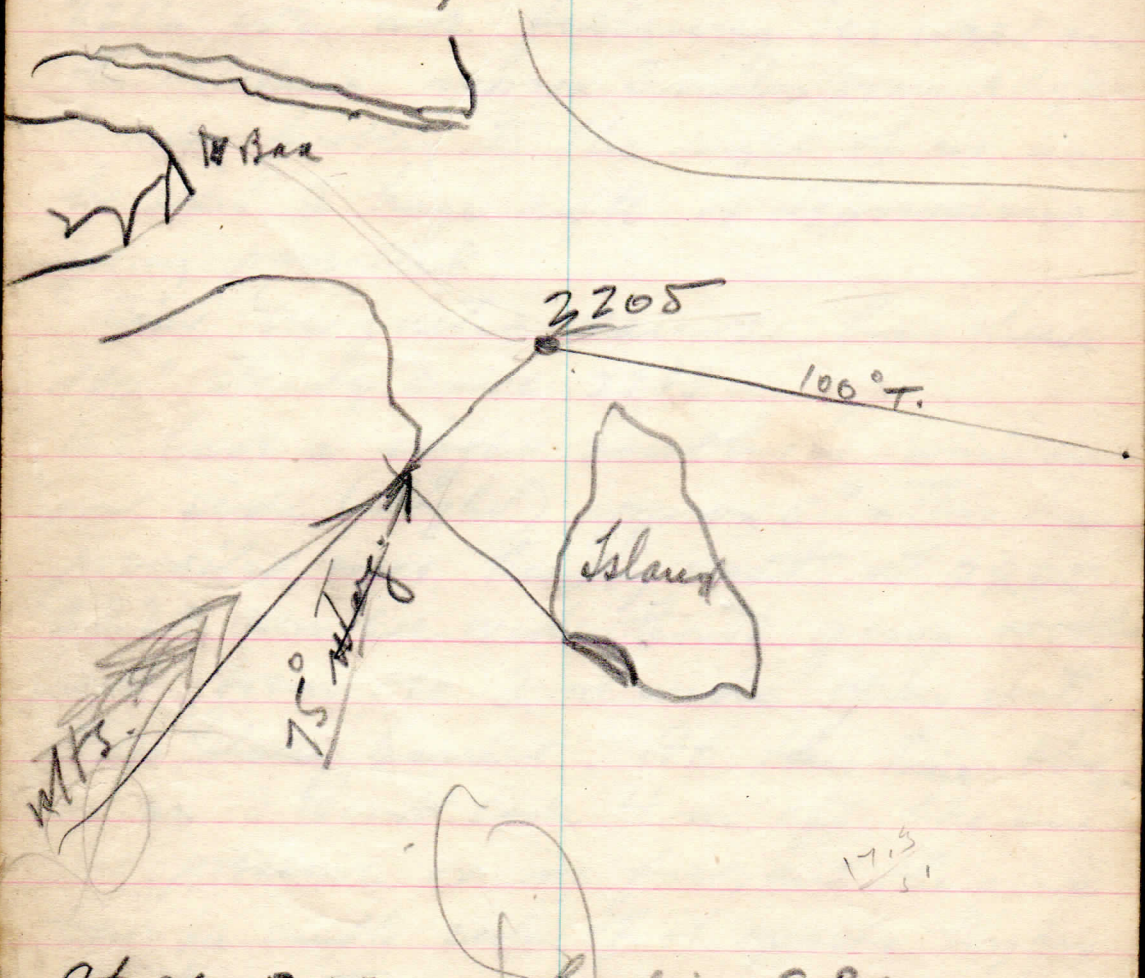
$Z_n =$

Drift 6° to left

2.5.15
12.5
25
3 7.5

2050 on course 250° T.
2052 changed to 180° opposite course
Saw a huge mt 20° off starboard
course 25 st. 100 m. off.
slightly right was the last mt. seen
150 m. away. Perfect visibility all
around. To south all smooth
120 Indicated airspeed just before
32 turning around was 130 mph
at 2110 changed course 25° mag. to left
at 2120 " " 10° mag to left
Rocks in this region 2125 appear to be
sedementary at an upward angle. There
was evident ore some exposures we
passed over an altitude of 10,300 ft. mag.
Cuts were 3000 to 4000 ft. high
2131, 30° off starboard bow is a
small mountain located on an ice-
shelf. We are now headed for mts.
which we passed 20 m. south to the east
Air temperature 26° Centigrade
Time Airspeed of 155 mph., Est. m g.sp. 162
2140 our course is straight for east side
of base mt. south of of ice cliff which
we followed first hour.

At 2148 heading northerly and on starboard passed what appear to be an island x We are only about 55 m. from base. Island approx 12 m long



At 2205 WZ am heading 80° Mag. and following coastline of ice-shelf. Can see open water to horizon. Visibility perfect In northeasterly direction is wide open channel, and am certain that a

easily can go through without hindrance
In front of Mt. Tricorn Inlet can see
a packice Belt. The water looks pale
blue from 10,000 ft elevation.
2216 we are following ice wall on
the Filchner approx 3 miles from edge.
4 miles further to the right of us can
be seen 2 huge rifts or depressions x
going parallel.
Our Magnetic course has been
110° steady since 2215
We have a slight southerly wind on
our side (right) approx 5° x This has
prevailed since heading East at 2205
2230 can see wide leads going north-
ward from the 2 m wide open water
strip along barrier. At this time there
is an S. Board side 4 m. off like an
ice-pressure or ice fall, and the eleva-
tion on south side of it appears higher
elevation. Temp. of air is now 28° Celsius
below. The cockpit is quite cold, although
some heat from sun's radiation.
2236, May 20th. Can see more of
those ridges probably 20 m apart

southward

2240, altitude 10,700 ft., mag. course 120° ×

2242 × The blue open water along ice cliff can still be seen more than 100 m ahead of us. × The sun is now in the southwestern quadrant, almost abeam on right side, a little aft. ×

2246 × Packice seem to be much heavier and the open water strip narrows down to less than ½ mile. × There are many wide leads through which a vessel could go through; but packice too heavy to force through. ×

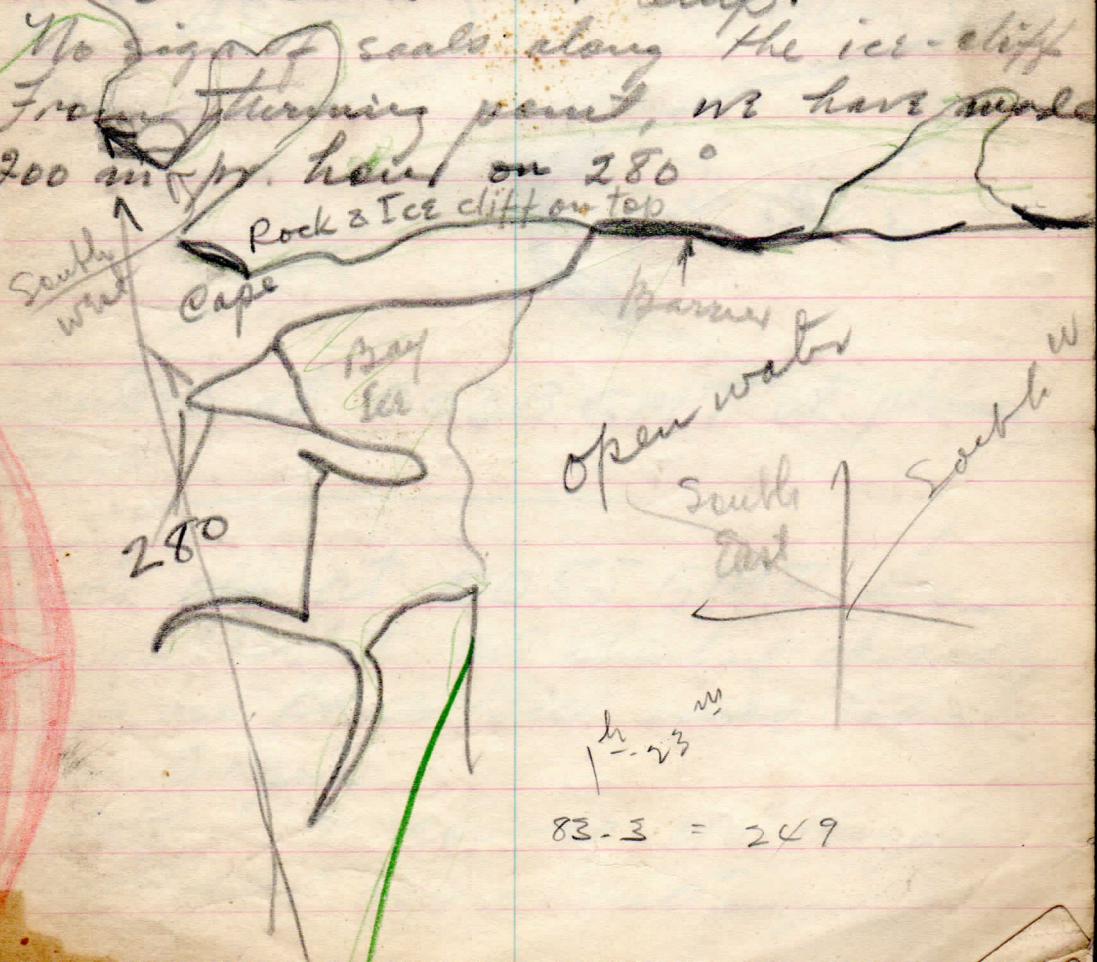
Newly formed ice appears amongst the packice besides clear leads ×

2250, Mag c. = 120°, variation has decreased from 35 to 12

2300 end of a bay appears ahead and the barrier terminates and goes northward. A deep sharp bay goes due south.

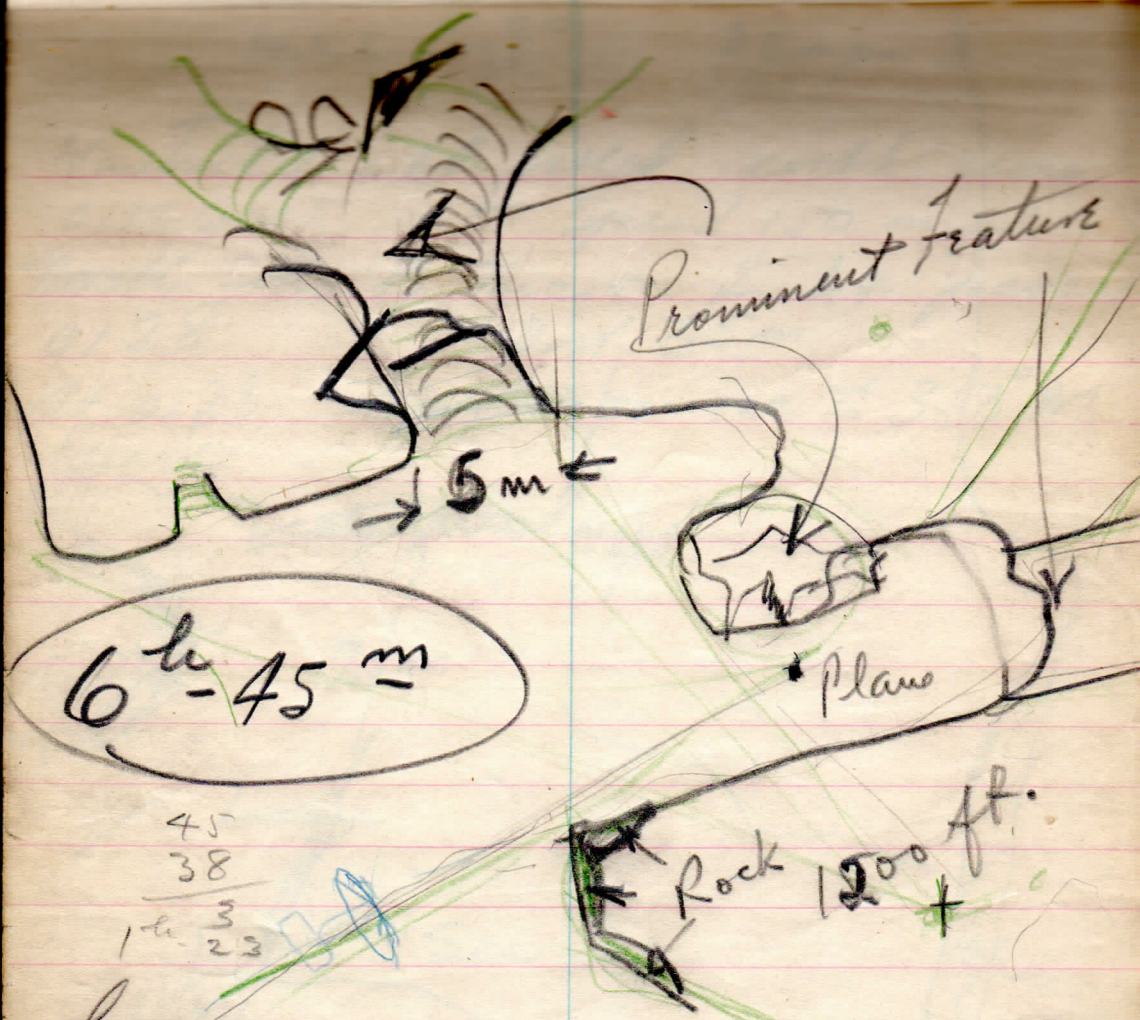
2305 We have been sailing actually 11,000 ft. as our base (Ike) was 300 ft. above sealevel.

2308 × Large ice floes left of us ×
2315 × Made turn left for return ×
Ice cliff makes a sharp bend
south in a deep bay. AAF chart
~~33~~ 31 indicates general outline
of the coast. Dropped USA flag
at this of turn. 2315
Returning 280° Magnetic Variation
12-13° East × Air temp. -26 C.
No sign of seals along the ice-cliff
From turning point, we have made
200 mi. p.h. run on 280°



1h-23m

83-3 = 249



45
38
1 hr 3
23

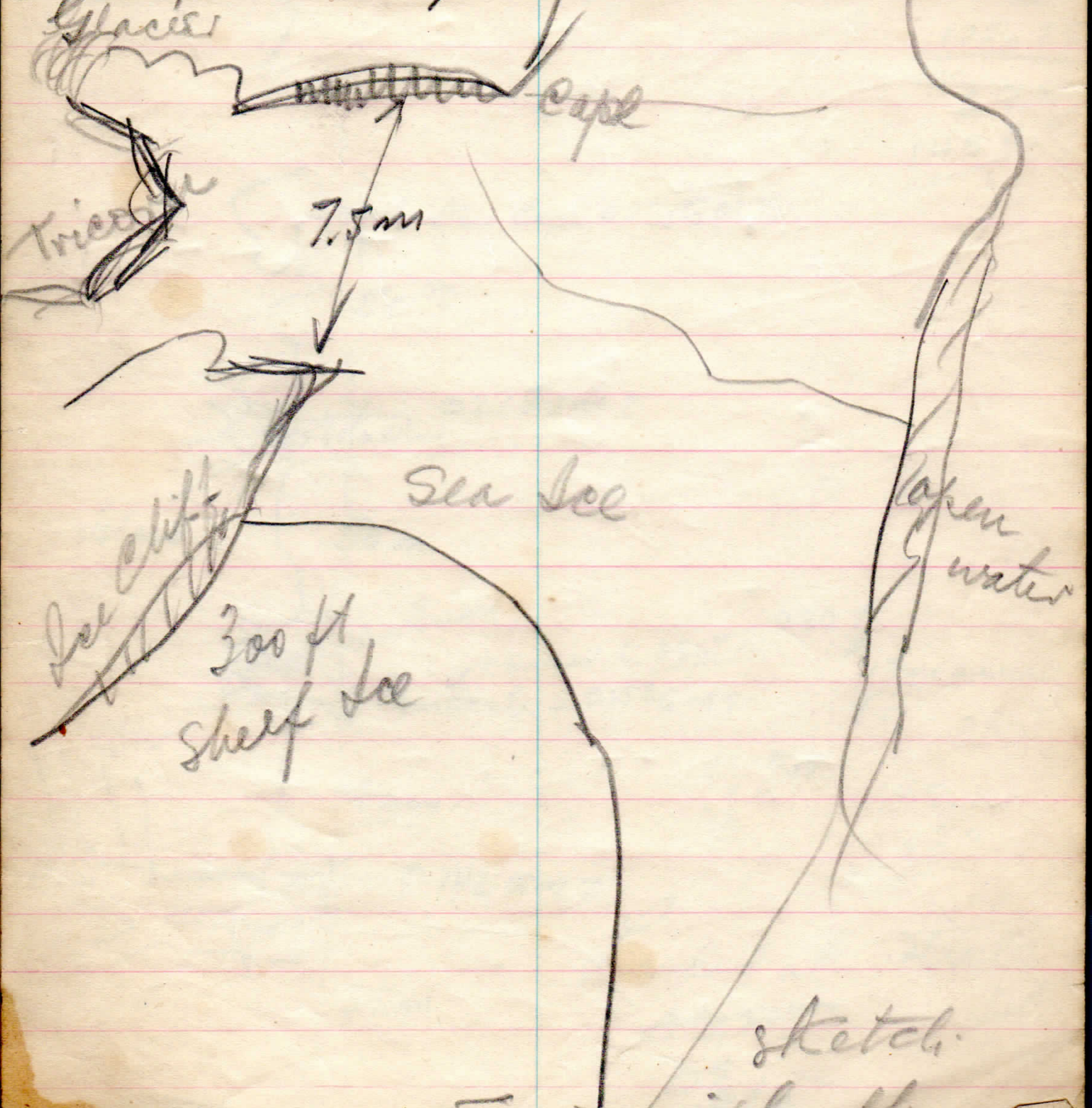
Landed at 0038 GMT at plane Base

Took off at 0055 G.M.T. from Bryan Inlet and climbed directly to 10,000 ft so Bill could take Trimetrogon

010° - course 010° Magne.
Groundspeed approx 160 mph.

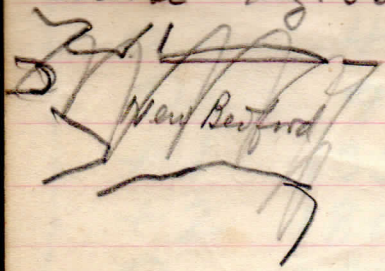
M.S.S 2 2/3 70 2 1/2 mpm 3 75

Nantucket inlet passed north side
0112 GMT. — Speed 150 mph
North side of Tricorn Inlet passed
0128 Dist. 7.5 m
At 0123 changed course to 350° M.



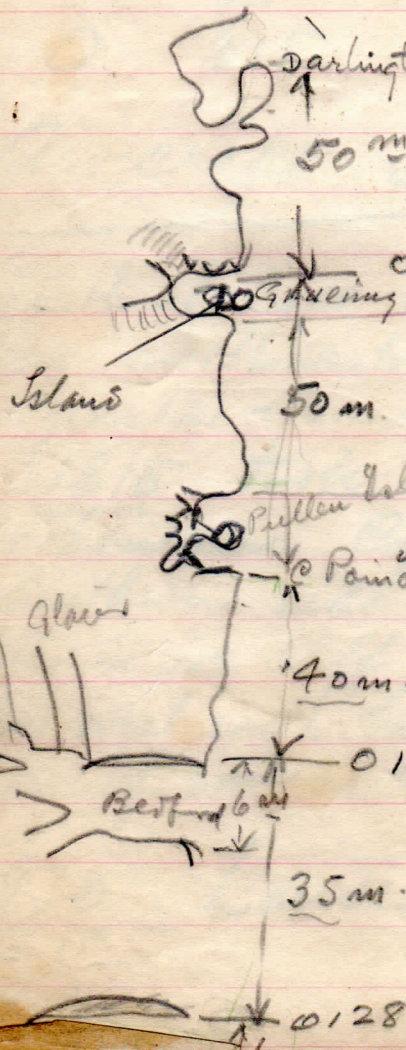
Tira in with other

Crossed Tricorn northern side 0128 GMT on
Course Mag. 350°.



100%
01.28
00.55

175 stat
175.85
15
875
1400.



16.2.5
80
32

14 m. 2.5
70
28

2.5.7

175

Landed at Steele Sol.
~~0235~~
0315

C to M		M to C
0	000	0
0	45	0
0	90	0
+1	135	−1
+2	180	−2
0	225	0
−1	270	+1
0	315	0

Aircraft Deviation Table

South of Cape Collier goes a deep bay northwestward and continues as a glacier - 10m at mouth.

1815 took off from ice east of Charbonneau Cape

Southern side of Wilkins Island terminates in ice cliff approx 60-80ft. high. On west side heavily crevassed cliff height of snowcovered island 1200 ft.

1930 Landed at Cape Keeler

10 15
19-45

23 h-60
13-45
10-15

First leg = 150 airspeed true

Second " = 180 " (171) true

Nov. 22nd

Sun sights at Sam Houston Mountain

GCT $00^h - 39^m - 50^s$ $h = 09° - 48'$

28.4 miles away - Zn = 135° T. Lat. 76°-00.0' S Long 61°-00.0' W

GCT. $18^h - 41^m - 10^s$ $h = 30° - 50'$

46.3 m. towards - Zn = 227.7° T. Lat. 76° S Long 61° W.

Moon sight: -

GCT $00^h - 47^m - 30^s$ $h = 25° - 00'$

Moon sight unable get watch correction - Person do not (L.) remember if corrected by 30^s.

Features to name from Southern Flight:

1) Sam Houston Mountain
2) Glacier north in Bay
3) " south in Bay
4) Glacier due south in Bay
5) Peninsula seaward (north)
6) Tricorn Inlet
7) Northern Cape
8) Southern Cape
9) Glacier north of Tricorn
10) Nantucket (north cape)
11) Nantucket (south cape)
12) Ice Barrier
13) Mountains 61°-30'W - 77°S
14) Lone Mt. 63°-30'W - 77°-30'S
15) Mt. Range 77°-30'S - 66°W.
16) " " 77°-25'S - 69°W.
17) Huge peak in this range
18) Mts (78°-31'S) to (66°-69°W)
19) Lone Mt. 78°-10'S - 70°-30'W.
20) Mt. Range 78°S - 73°W.
21) Lone Mt. 78°-45'S - 72°W.
22) Lone Mt. 100 m. away ahead
23) Marie Ulmer Mt.
24) Coast from Tricorn to 78°S
25) Huge Bay 78°S - 43°W.
26) Southern land (EDITH RONNE LAND)

~~Southern flight - King George V Sound~~

Dep. Base 1900 -

Mt. Edgell 1947 - course 168 True

1959 " 260 True

2005 course 135 Mag.

2016 Elevation 10,000, course 140° mag

now (2016) following Eastern side of sound

2020, Position 71°-20' south, opposite "fossil Camp"

2040, Changed course to 88° T 1½ on turn

2051 changed " to 342° T. 140 indi. speed

Blizzard camp passed 2120, 2 mi away

Passed on top of small mountain when I took circle of pictures, elevation 10,200 ft., Mag. 320°+23 = 343° T.

2125 - 50 m south of Edgell, elev. 10,300 ft.

2131 - Changed course to 263° T.

2150 crossed highest peak 11700 ft.

2155 went down to 9,100 ft.

2158 - 240° True are a number of islands

2203 Passed last mt. on right

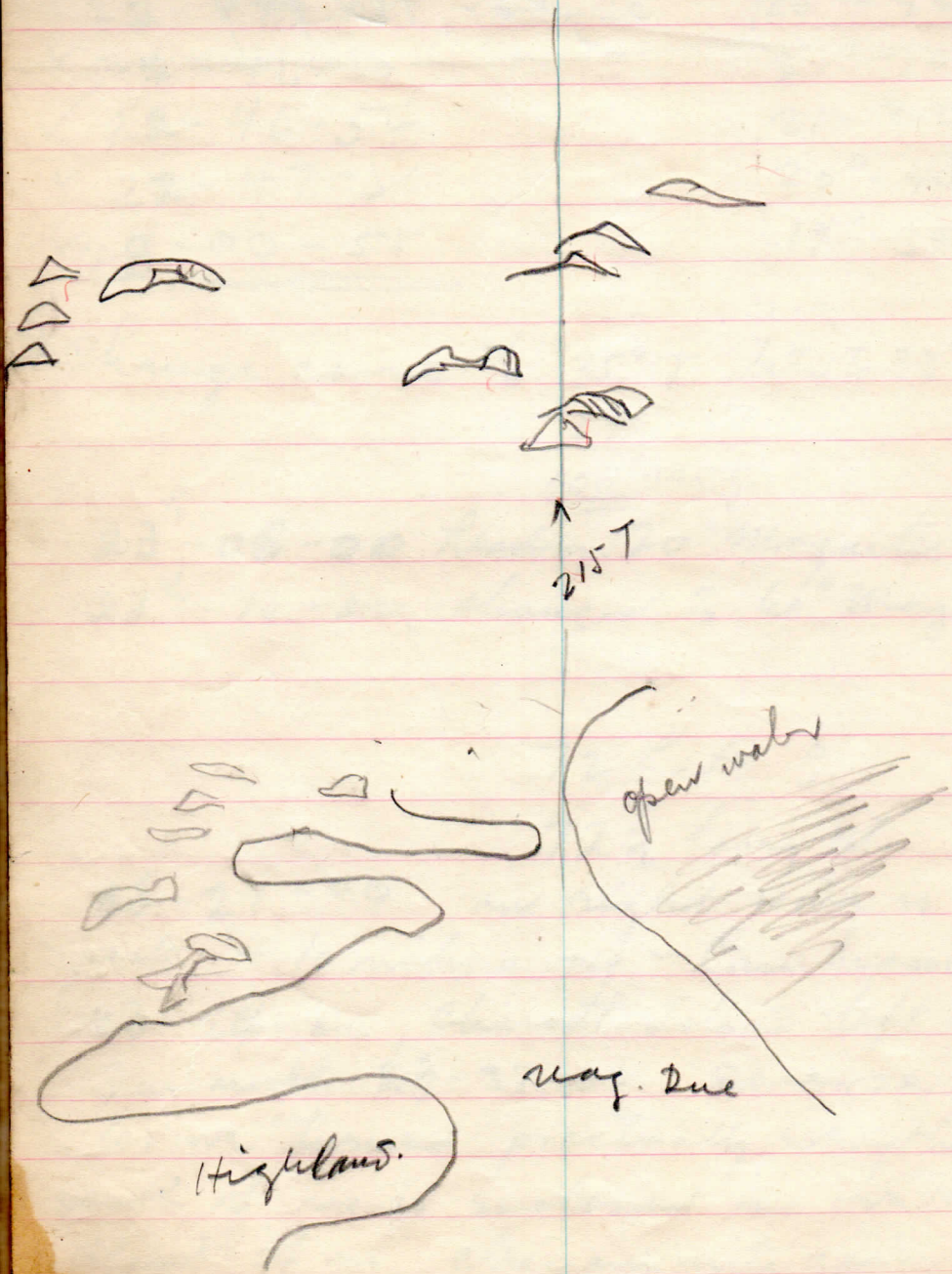
2209 Entered first peak of Chart

2210 Changed course for islands 185° mag +30 215° T.
Straight ahead for middle group mts.

2220 - On left ring is a huge mt. group. isolated

2230 passing over coast, open water to right, coastline is higher elevation, peak 400-600 ft, and

Straight ahead on course 215 T. are islands



23-39-00 changed to 150° M.

23-44-45 — 20°-32'
23-46-10 21°-10'
23-46-54 21-20
23-47-36 20°-45'
23-00-55 19°-39'

Change course to 35° T. later to 33° T.
-29
006° mag.

23h-06-00 heading 20° Magnetic
23h-10-00 changed to 60° Mag.

72 Let S.
72½ long W.

23-21-00 on right wing is mt. peak - 10 miles away - Can name.
23-24-00, Clarett Island left wing x
Due north 23-37-00 course. (M)
as we turned practically everything south of us is enclosed in overcast Ahead of us, clear and mts appear to be well forward.

at 23-41-00 Stratified mts. right close to us. × These are mts which Ellis. first sighted

23-45-00 - Straight right on our course are the mts which were underneath us at Battleship when we turned north again on our first flight leg.

71° S.
69° W.

23 52-00 passing stratified mts on opposite side of Inmatak where we had just left Glens. × other side of sound × appears like wide black coal seams in the stratified mts.

23-56-00 changed course 315° M.
339° T.

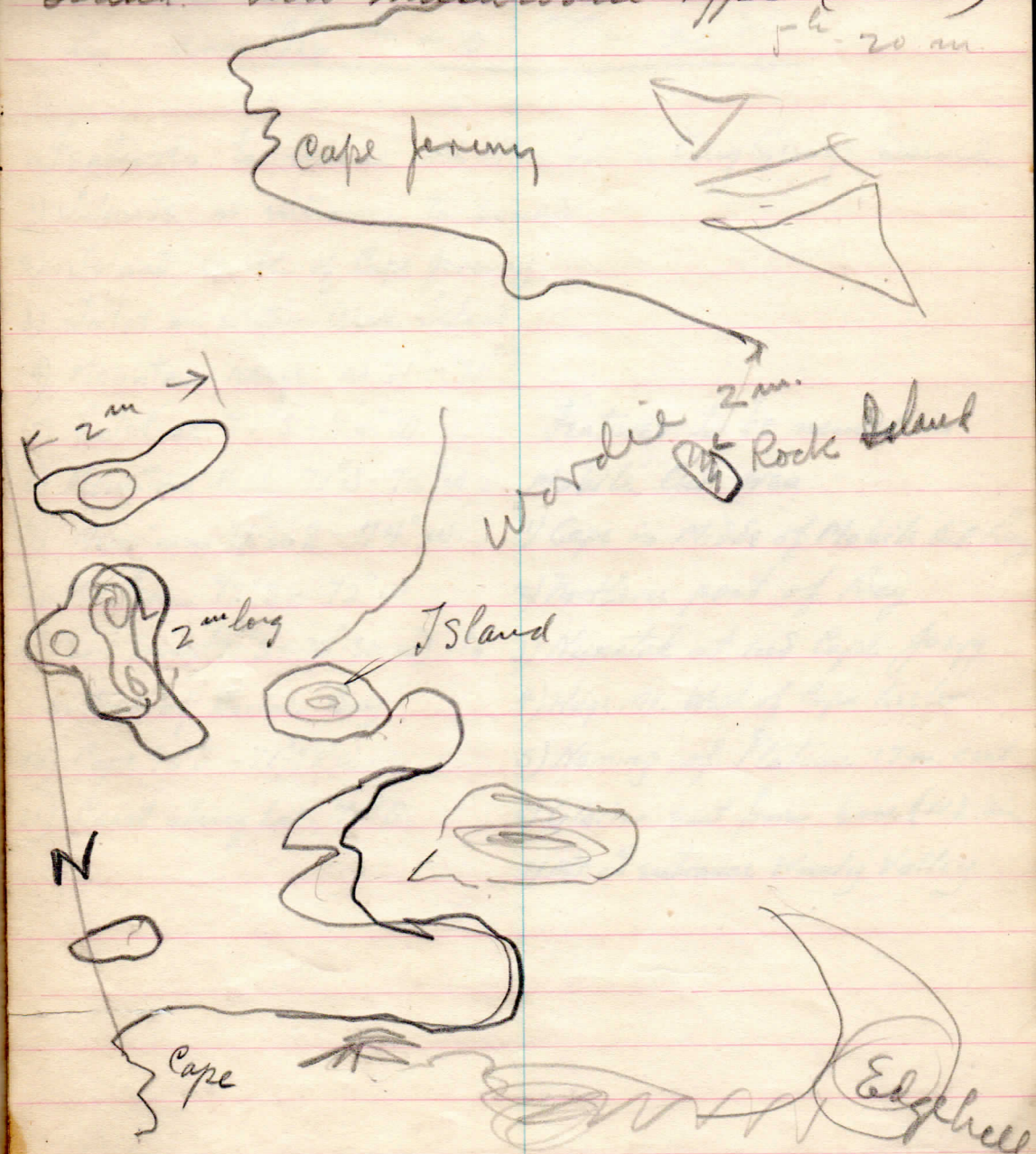
and heading up the east coast of Alex. Islands.

00-10-00 passed barrier across sound × - One minute later open water underneath

0011-00 - changed course for Cape Jeremy on course 19° True

00-17-00 on starboard wing have other view of island which we passed on the

island is on the western ~~shore~~ of the Sound. - Low mushroom Type (Name)



1m-20s Slender Horn Beach watch
01-10-00 Landed
in air 06h-0m-00s

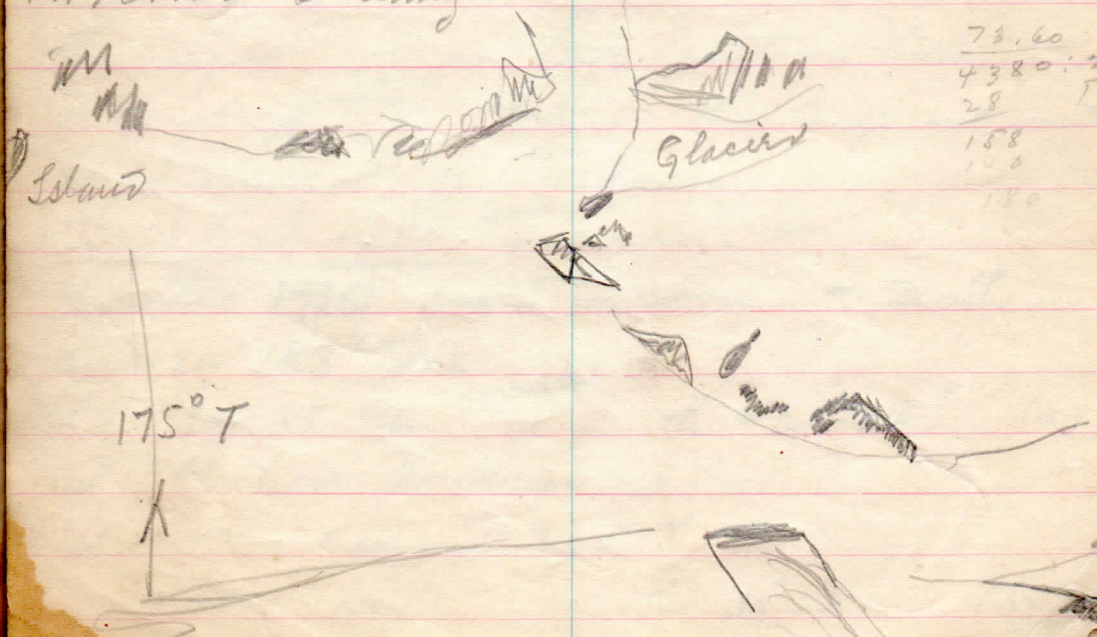
Features to name on Alex Isl. & King George Sound

1) Islands at entrance to Sound.
2) Island south of Cape Jeremy
3) Inlet on western Alex. Island
4) Mountain range at 71°-71°
5) Inlet at 71°S - 74°W.
6) Mountain Peak 71°S - 76°W.
7) Mountains 71-20S - 74°W.
8) Mt. Peak 72°S - 72°W.
9) Coast from (71°S - 76°-30'W) to bottom of Ronne Bay
10) Cape 70°S - 71-25'W.
11) Coast along Lat. 71°S.

Features to be named in Mobile Oil area:-

1) Cape in Middle of Mobile Oil Bay
2) Northern part of Bay
3) Nunatak at end Cape Joerg.
4) Huge Mt. West of Cape Keeler
5) Naming of Plateau 17m. east
6) Glacier east from base (NE. Glac
7) Mt. at entrance Windy Valley

Southern flight - Dec. 8th 1947
Watch 10s (ten) fast
Departed 1210 GMT from Main Base
Landed at Keeler 1305
Departed Keeler at 1523 GMT. and passed
Cape Rymill at 1548 (44m) 25 minutes
Steering course 170° T. - island (small south of W.)
at 1555 - Mt. Wakefield on right wing 55m. an
155 mph.
at Cape Eielson 1616 (28m) 73 statute miles
155 mph between last 2 points
1625 - Eternity Range off right wing, this
is a long range. Probably 30 m further
south is the huge mt. which USAS named
Mt. Ernest Gruening



2.4.18
192
2x
43.7

Sketch on previous side indicate we must at 1655 be at ~~Greenly~~ Glacier or Darlington Cape
On plateau · 45° ahead at 1715 ✗ can see a huge mt. peak – white face northward, black rocks to East × approx 100 m. off. 40 m north of this are two snow-covered peaks almost same height × North – 30 miles again is one mt peak (dome shaped) – all features worthy of names, portic. 1st one × Largest one south must be 4,000 ft above plateau
at 1724 – 2 high peaks on right wing – northern one completely white, other one with black streaks
The largest mt on high plateau looks like a huge 12,000 whale – the huge mt must be due west of Tricorn
Landed at 1755 Tricorn. –
Departed 1920 from Tricorn – South en course 183° True
GCT 19-38-26 corrected h = 31°-14' (a)
at 1943 have Nantucket under us
at 1945 – course 200° T.
19 47-15 GCT h = 30°-31' (b)

high mt. peak inland from S. Houston
Course 185° T.
19-53-36 GCT h = 29°-39' (c)
On course 185° T- Sam Houston on right wing 19-56-00 at about 10 miles away.
Cape, Northern End of G.B. Inlet close to right of nose at 19-58
Cape's southern side runs N.W.
Cape on s. side of GB Inlet - 20-05-00 on our right wing
36 m.
20-06-00 course 170° T.
20-09-10 GCT h = 29°-00' (d)
20-10-00 - Course 180° True - Southing
20-15-28 GCT h = 28-52 (e)
20-16-00 Returning to Tricorn
20-20-59 h = 26°-32' (f min)
~~20~~ Have averaged a ground speed of 170 mph on return
21-00-00 Landed at Tricorn
18-50-45 GCT h = 33°-47'
Watch 10 Dec. at 9:30 PM = 19^s slows = 1^s.2 h
9
28° slow

Dec. 11th

GCT : $18^h - 50^m - 45^s$

S/ow 28^s

GCT $18^h - 51^m - 13^s$

$91° - 43.3'$

$12° - 30.0'$

$3.3'$

GHA $104° - 16.6'$

dec. $22° - 53.7'$ S

hat $74° - 00.0$ S

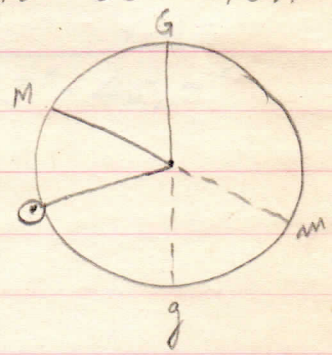
LHA $43° - 00.0$ W.

Long $61° - 16.6'$ W.

$h = 33° - 47'$

1.3

H_o $33° - 45.7'$



$22° - 53.5$

$104° - 16.6$

$61° - 16.6$

$43 - 00.0$

Alt	Δd		A_z
$34° - 08.2'$	97	21'	$130.7°$
$- 6.1'$			180.0
H_c $34° - 02.1$	14.3 2.1		$310.7°$
$33° - 45.7$			

16.4 m away from S 130.7° W (310.7°)

Dec 11th at 9:00 PM Hamilton 1 s. fast

GCT 18 - 50 - 45

— 12.

GCT $18^h - 50^m - 45^s$

91° - 43.3'

12° - 30,0'

11,0

GHA 10 4° - 24,3

long 61° - 24,3 + 2,7

LHA 43° - 00,0 W.

dec. 22° - 53.7' S

Lat 74° - 00,0 S

34° - 08.2

h_c = 33° - 47'

1,3

H_o 33° - 45,7'

50. 2:5
200°

Tricorn — left at 5.20 AM.
Course 175° T.
at 5.30 — Course 195° T.
5.40 Course 230 T.
5.45 Course 170° T.
Elevation 500 ft.
Just passed over Hodge party as we changed course.
Air speed 125 mph.
5.50 changed course slightly to follow barrier
Edge of open water.
5.52 course 180° T. — over open water
Rock exposed above water line
5.56 went in on barrier again. Shelf we are
crossed is about 1500 ft. high and 150 to 200
ft as it goes down in the water.
From last time 5.56 have slowly gone in
a curve until course 125° Magnetic
with 5° drift to the left and course 120 Mag.
Air Speed 135 mph.
at 6.20 AM course 130° Magnetic
at 6.25 AM entering on top of low fog which
lies on surface
6.32 AM entering a long broken area
which I noticed on first flight. Higher ele-
vation to the right of us. This is appox 5 m

125
20
145

60 120 . 2.5
600
240.
300.

inland from edge of barrier. A couple of long crevasses on the border of higher elevation. The broken area seem to go for many miles ahead of us x

Course 120° Magnetic.

6[37] Ground speed 170 mph as we are going down from 2500 ft. to 1,000 ft., By radio altimeter, elevation 250 ft. from sea level

6[45] AM. The wide crack we have been following stopped, and there is a definite drop down of about 100 ft, with a 100 ft broken area between x

The surface underneath us is smooth with some few waves on surface to south. A light haze covers the horizon

6[55] Course 140° Magnetic, and headed for bottom of a bay with blue water extending southward

7[00] AM. radio altimeter indicated 400 ft. elevation of surface, Course 120° Magnetic

7[20] course 120° Magnetic

Have been following the barrier since leaving coast behind. Just passed through heavy layer of overcast

7[30] AM. — 110° Magnetic, drift 8° from right

130 . 2.5
650
260
325

left of us has been all open water. No pack-ice in sight.

Course 110° Magnetic at 7[4]° AM.
Airspeed 135 mph., Air temp -20° C.
8[1]° AM course 115° Magnetic, What appears to be Moltke Nunataks straight ahead.
8[15] AM. To the south is clear and unlimited visibility. Clouds ahead of us x Passed Bay - The ice-edge winding its way ahead of us.

11-18-26 GMT h - 29°-51'
— 3
GCT. 11-18-23

To the North and ahead of us is all overcast at 8[2]° AM.

27, 2,5
135
54.
67, 5

11-25-17
3
GCT. 11-25-14 h = 30°-37'

Course 120° Magnetic
the barrier edge disappears to the north in overcast
8[27] AM. changed course to 260° Magnetic
Indicated airspeed 140 mph. at 7,100 ft.
8 50 AM. changed course to 330° Magnetic
11-57-38 GCT. 30°-45'

2.6 x 30
78 0

at 9 20 AM. radio altimeter registers
700 ft. , Plane 7,600
Radio 6,900
700 ft

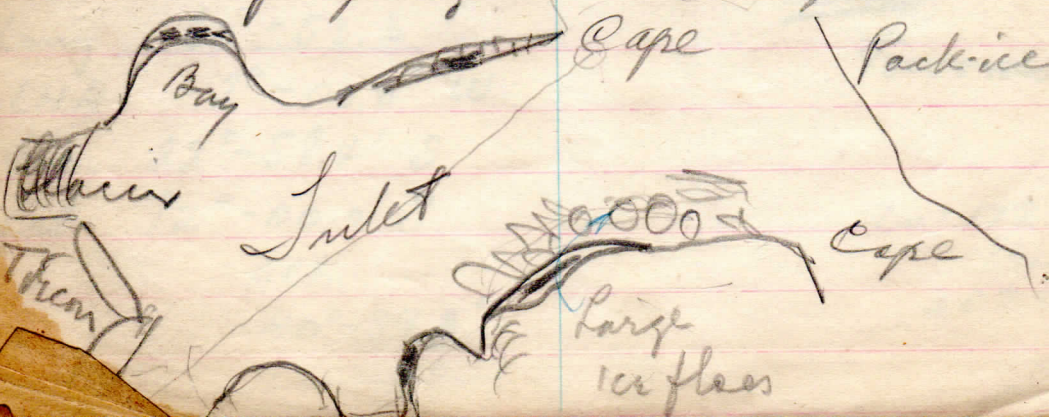
2.5 x 15
12 5
25
37 5

910 - Course 305° Magnetic
915 - Course 290° Magnetic
12 - 35 - 45 GCT $h = 32°-17'$
- 13

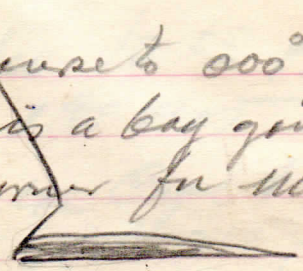
At time of sight, sun was straight on our right side, and only 3 miles from barrier. At 9 45 AM wide sea of open water on our starb side
Now at 9 45 AM on Magnetic course of 280° and following the ice edge + Drift approx. 8° to the right (out to sea, so we are heading the nose of the plane southward), Indicates air speed has been 137 mph (ground speed about 145 mph) slight headwind — 34°-28'
16 - 38-53 $h = 34°-10'$
~~10-45~~ 1

at 16 45 AM we are abreast the inlet where we crossed going out
Our course 275° Mag. for glacier south of Dane Hanston Mountain

back of Sam Houston is a conspicuous mountain  can be named.
Sam H. is on a peninsula.
at 10 55 AM changed course to 16° Mag.
Have Sam Houston on the right underneath us. Bay and Cape here goes 16° west of north
Huge mt straight west of Tricorn can be seen far away, Ele. 9,500 ft.
The open water can be seen on right wing
11 11½ AM changed course to 40° Mag. and headed direct for eastern end of cape which is at northern side of inlet.
Mt. Peak on Tricorn about 7,000 ft.
Name glacier on north side of Tricorn.
Name bay going northward from



Over cape we changed course to 000° Mag.
At New Bedford inlet is a bay going
north, (just assumed errors for inlets
which looks like this)



Bay could be named

Open water is
right up to the ice cliff - water lead.

An Island appears to be in Centr of N Bedford
inlet and glaciers on both sides of it x
11400 Mag 340° headed for Cape Knowles x
Indicated airspeed 145 mph

16 - 05 - 08
3

GCT 16 - 05 - 05
61° - 37.0'
1° - 15.0
1.3

GHA. 62° - 53.3'
Long 60° - 53.3
LHA 2° - 00.0' W.
dec. 22° - 58.4' S
Lat. 72° - 00.0 S

Alt. =
40° - 59.2'
1.0

h = 41° - 23'
1.0
Ho = 41° - 22.0'
Hc = 40° - 59.2'

22.8' m
Towards

Zn = 177.6
180.0
357.6°

Landed at Cape Knowles 12 55 PM.
took off again at 1 40 PM
Landed at Darlington Cape 1 55 PM
Took off from Darlington at 3 40 PM
Landed at Base 6 05 PM.

5 20
7 h - 35 m
15 m
7 h - 50 m
2 h - 55 m
18 h - 45

1500 miles

6 h - 40 m

300
30
330
1530 miles

7 h - 35 m

2

23 Dec.

Took-Off at 2-18 PM.

There are 3 islands north of Jenny ×

2-50 PM - Headed on 180° Magnetic - We passed close to Cape Berteaux on this course ½ way between Mush-room

3 PM - Mt Edgell on right wing - altitude 8,700 temp 8° below Centigrade ×

True Airspeed 148 mph - 4 m headwind

Not a cloud to the south-east or west ×

3-07 Right on top of our sledge route 41'

Call ice-cliffs south on Weddell Coast "Escarpment"

Call Mountains on east side of Sound

3-22 Headed for small rock when took sight 41'

3-25 Crossing glacier going to Sound - westward 4½ m wide × Height 10,200 ft.

3-26 on top of small rock ("when sight - 41")

High snow-covered dome appears in center of Batterbee its height 9,500 ft

Should be named. - Course 155° Mag. Indicated Airspeed 145 mph. Temp -13°C.

25 m south of Andrew Jackson a sharp peak can be named × Snow-covered

The large wide glacier going westward to the sound and when I fly this sledging route should be named.

3-45 On top of our camp when contact

Base in 1940 × Dallatron of grandeur.

3[45] Course 150° Mag. - We are following our sledge track, probably a mile to the east of it ×

Highest mt. in Batterbee is 8,500 ft - shall name it

3[55] 2 miles to the east of Camps where we left a sledge

165°
24
89

3[56] Changed to 155° Mag

4[00] PM. Have highest peak on our right wing

4[10] PM - on Course 165° Mag.

4[15] PM - two step mt on right wing - 160° Magn. heading

Glacier going westward south of 2 step mt. should be named is very wide - extends as far as can see

4[23] PM - course 165° M. - Elevation 10,200 ft.
Temp -16° C., - 130 mph indi. airspeed ×
4[25] - Course 165° M. 152 true airspeed

Are steering for a mountain peak straight ahead on true Course 189° T.

4[30] are crossing southern side of Sound. It is crevassed all around the curve going westward to Elsbeth Island ×

Elevation 10,300 ft., 130 mph airspeed

240
28
275° magnetic at 4 44 PM.

4 48 PM. - Elevation 10,500 ft. - Indicated airspeed 130 mph, We are following the southern edge of sound ×
Surface underneath us was 5,500 ft above sea level × Mountains off port wing ×
Must be 7,000 ft high
5 10 Off Eklund Island, Altitude 10,700 ft
course 210° magnetic, Variation 28° E.
5 20 off Eklund Island - stbd wing
temp -15° c, , Elevation 10,560 ft.
3 hrs. we have gone 445 stat miles 360 / 25 / 385 stat.
at an average speed of 148 mph. 5.3 / 148

Mag. 210°
Var. 30
True 240
drift 10
True course 250°

5 30 PM A good sized snow covered mt. 10° off on port wing × we are 9,500 ft above the surface

Mt. 10° off is 50 miles to south of us
At 5 41 we were only 500 ft above sealevel with the surface ×
At 5 52 had Snow Nunatabs on right wing.
190° Magnetic 190 / 30 / 220
5 55 PM

and 6 smaller ones

6^00 PM 10° on port is huge mt. ∨ 150 mi away - a long obelisk ×

Radio-altimeter indicates ——— ft abov surface - our altitude ——— ft

we are 7,900 ft abov surface

2500 ft surface underneath ×

6^05 passed mountain escarpment

A high sharp peak is on our right appx 100 mils on our right: ⊙→

Sun is from the ~~northwest~~, and dark side may be shadows

21-10-10	29°-00'	
21-11-14	30°-10'	7-41
21-11-55	28°-00'	2-27
21-12-36	28-52	5-34
21-13-16	29-58'	

7^m-46^s slower than mine Hamilton

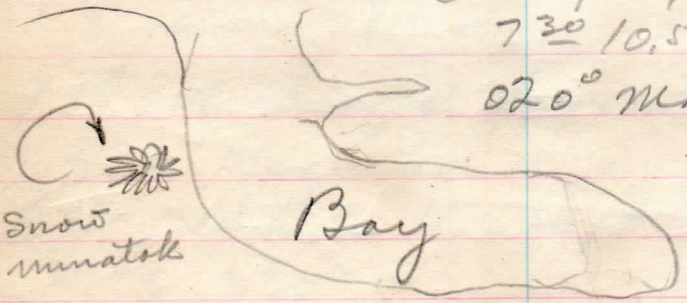
Landed at 6^25 PM

Took-off at 6^37 PM.

25
62.5
20

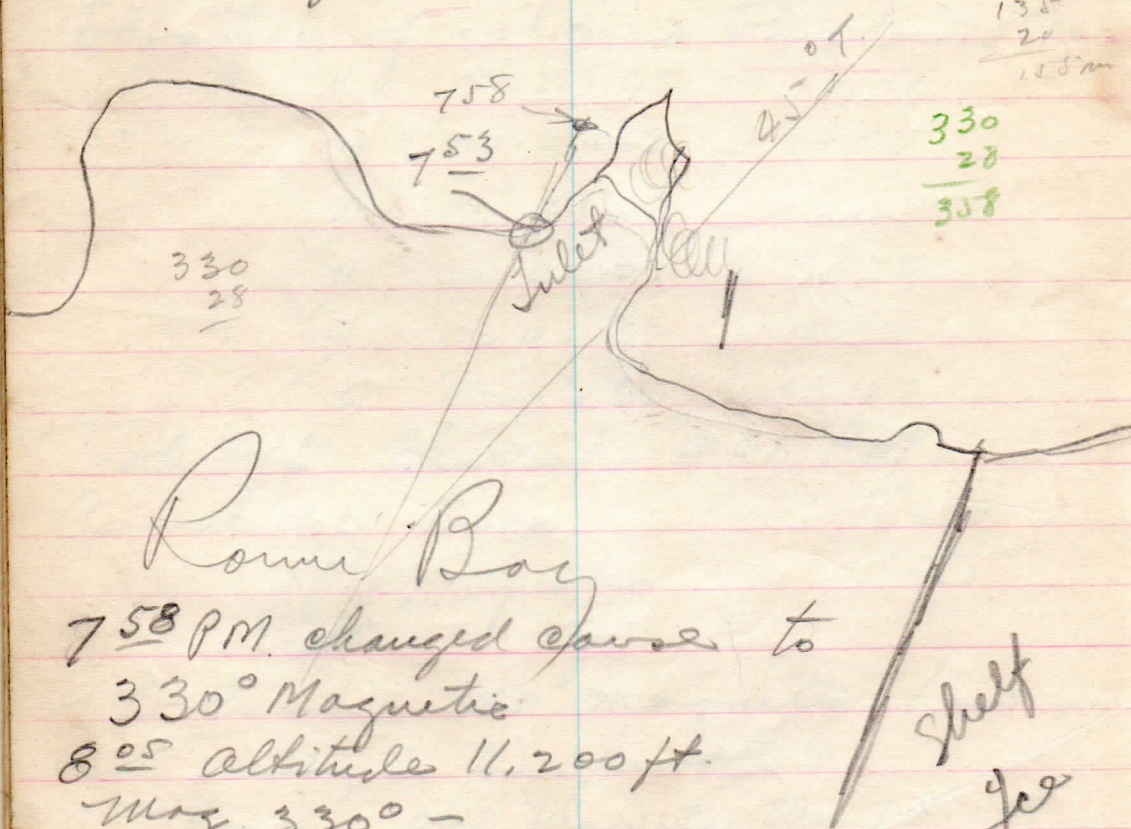
1)	21-31-53	29°-27'	Hamilton watch
2)	21-32-35	29°-05'	
3)	21-33-22	29-04	
4)	21-34-03	29-05	
5)	21-34-37	28°-55'	
6	21 38 54	28-42	

Headed on 5° Magnetic at 6 40 PM.
All times are from my wristwatch
Wristwatch is 4 minutes slower than
Hamilton ×
6 56 PM - course 000° - Magnetic
Indicated airspeed 120 mph - at 8,300'
7 00 PM course 010° Magnetic " 9,200'
7 10 PM had Ashley Snow Nunatak on
port wing - 5 m. away ×
715 - 9650 to surface, at 10,100 ft.
730 10,500 ft. course
020° Magnetic



735 We are now entering Lunn Bay over cliff
and to the position about where we saw
icy nunatak × × Barrier cliff about same

as in 1940 × Iceberg gone out, so it must
have been open all way in since ×
7 42 PM × Eklund Island right wing when on
course 015° Magnetic
7 53 crossed opposite
Rowe Bay - 45 miles across
010° Magnetic - 10,100 ft.



Rowe Bay
7 58 PM changed course to
330° Magnetic
8 05 altitude 11,200 ft.
Mag 330° -
Mark George Marshall Range on R wing
black Mts stretching South eastly on
Alex. Island.

8[30] PM. course 295° Magnetic for Charcot
27
It appears like a small insignificant rock
cut crops
8[42] Altitude 10,200 ft. course 285° Mag.
400 ft. high south of Charcot
8[50] Took picture from south.
Landed Charcot 8[55] PM.
Elevation of islands when landed 900

	1)	000105	1649
32	2)	000132	1658
80	3)	000153	1703
	4)	000208	1655
	5)	000237	1655
	6)	000300	1642

Took off Charcot 9[01] PM.
Course 060° True
27
033° Magnetic

295
28
323

9[15] Course 060° Magnetic. Low overcast coming in from north
9[32] Course 045 Magnetic Elev. 7,800 ft
at southern end of Rothschild.
9[55] Course 040° Magnetic. Elev. 8,500 ft.
All mts on northern end of Alexander
are about 9,500 ft.

A wide smooth pass goes across Wed
Island & Glacier north of Nicholas &
Course 65° mag.
$\frac{25}{80}$° True Heading at 9[15] PM
My Hamilton 2nd - 27° fast
Landed
Elevation at English Coast
landing was 3,100 ft.

Nearest Gardner Bay

Shelf Ice — 21 Nov. 1947

GCT. $13^h - 38^m - 53^s$

Corr (−) 1

GCT $13^h - 38^m - 52^s$

$1° - 38.1'$

$24° - 30.0'$

$13.0'$

GHA. $26° - 21.1'$ W

Long $5° - 21.1'$ W.

LHA $33° - 00.0'$ E

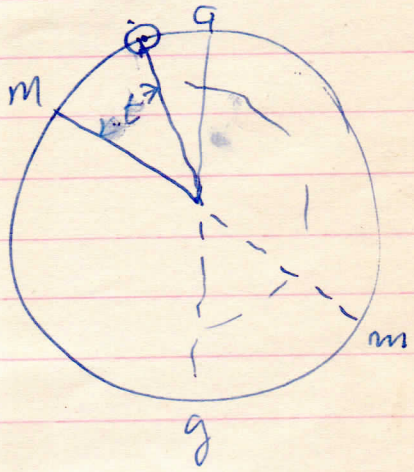
dec. $23° - 02.8'$ S

Lat $76° - 00.0$ S.

$h = 34° - 10'$

1.3

$Ho = 34° - 08.7'$



Alt.	Ad	Az.
$34° - 27.8'$	99	E $142.6°$ S
		$- 180°$
Corr 2.8'		
$Hc = 34° - 25.0$		Zn $37.4°$
$Ho = 34° - 08.7'$		

16.3 m towards

Corrected - 21 Nov. southern flight.

GCT 20-34-53
- 28
GCT 20-34-25
123°-32.4'
8°-30.0'
6.3'
GHA 132°-08.7'
Lon 70°-08.7
LHA 62°-00.0 W
dec. 19°-52.5 S
Lat 78°-00.0' S

Ht = 26°-14'
- glass 3
26°-11'
- 1.9
Ho 26°-09.1

alt.
25°-13.9
7.4
25°-

AD At
98 19

Az 113.5
+ 180.0
Zn 293.5

21 Nov.

South western Airplane flight - (Line Position)

GCT: 20 - 34 - 53

123° - 32.4

8° - 30.0

13.3

GHA 132 - 15.7

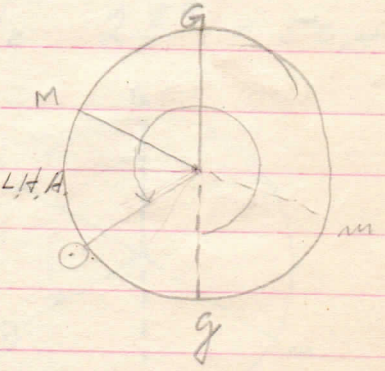
Long 69° - 15.7

LHA 63° - 00.0 W

dec. 19° - 52.5' S

Lat. 78° - 00.0 S

$h = 26° - 14'$



Long 69° W

Lat 78° S

26° - 14' -

— 1.9

Ho 26° - 12.1'

Az

113.4

180

Zn 293.4

alt.	d
25° - 02.4	98
6.9	
5	12.1
	2.8
	2.3

Hc 25° - 09.8'

Ho 26° - 12.1'

62.3 m Towards

Dec 8th

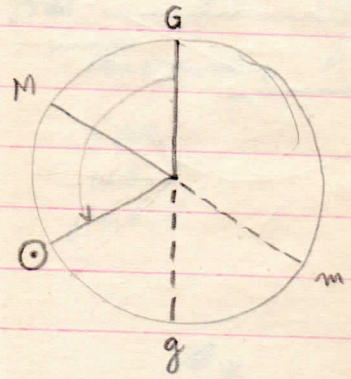
(ε) GCT 20h - 15m - 28
122° - 03,0
3° - 45,0
7,0
125 - 55,0
60° - 55,0
LHA 64° - 00,0 W
dec. 22° - 42,9 S
Lat 75° - 00,0 S

28° - 04,8
10.6
0 9
Hc 28 - 16.3
Ho 28° - 50,4
34.1 nm. Towards

28° - 19,5
11,5
28 - 31,0
50,4
Hc 18.6 miles towards

96

t = 28° - 52'
1,6
Ho 28° - 50,4



108,4
180
Zn 288.4°

96

109,4
180
289.4°

(c) GCT $19^h - 53^m - 36^s$

92° - 03,6

28° - 15,0

9,0

GHA 20° - 27,6'

Long 60° - 27,6'

LHA 60° - 00,0' W

dec. 22° - 41,8' S

Lat 75° - 00,0 S

Alt	Acl
29° - 17,3	9.7
10.7	
0.8	

Hc 29° - 28,8

$h = 29° - 39'$

1,6

Ho 29° - 37.6'

Hc 29° - 28,8

Towards 8.8m

360.

113,5

246.5

Z

113,5

180

Zn 293,5

(d) GCT $20^h - 09 - 10$

122° - 03,0

~~2~~° - 15,0

2,5

124° - 20,5'

60° - 20,5

LHA 64° - 00,0 W

dec. 22° - 41,8 S

Lat 75° - 00,0 S

28° - 19,5

10.6

8

Hc 28° - 30,9

$h = 29° - 00'$

1.6

Ho = 28° - 58,4

Hc = 28° - 30,9

Towards 27.5m

360.0

109.4

250.6

96

109,4

180

Zn 289.4

8 Dec 1947

(b) GCT 19-47-15

92° - 03,6

26° - 45,0

3,8'

GHA 118° - 51,4'

Long 60° - 51,4'

LHA 58° - 00,0 W ✓

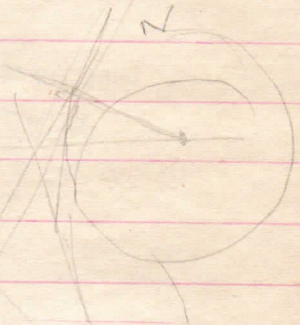
dec. 22° - 41,8' S ✓

Lat. 95° - 00,0 S ✓

$h = 30° - 31'$

1.6

H_o 30° - 29,4'



29° - 45,6

10,7

0.8

H_c 29° 56,1'

H_o 30° - 29,4

33,3 m towards

97

S Az = 115,5°

180

295,5

Zn 64

56,1

33,3

(a) 19-38-26
92°-03.6'
24°-30.0'
6.5

GHA 116°-39.1'
Lon 60°-39.1'
LHA 56°-00.0' W.
dec. 22°-41.8' S
Lat 75°-00.0

h_c = 31°-14
1.5
H_o = 31°-12.5'

72.5
24.7
47.8

Alt	d
30°-13.3'	97
10.7'	
07'	

H_c 30°-24.7
H_o 31°-12.5
Alt. Int — 47.8 m. Towards

A_z
S 117.6° W.
180
Zn 297.6°