

LOG SHEET—NAVIGATOR

DEPARTMENT MITCHELL DESTINATION PRESQUE ISLE HA. AIRWAYS
 DATE JULY 16, 1943 PILOT P. A. BRIDGES, F. R. FLO
 AIRPLANE TYPE AND NO. B-26 - B-26 HA. 1863 NAVIGATOR LEWIS, H. H. O. 2ND LT.
 MISSION X.C.

POSITION	TIME	TRUE COURSE	DRIFT CORR.	TRUE HEAD.	VAR.	MAG. HEAD.	DEV.	COMP. HEAD.	RUN		G. S.	TO RUN		E. T. A.	E. T. A. DEST.	ALTITUDE PRESS.
									DIST.	TIME		DIST.	TIME			
MITCHELL FIELD	1504	36	-6	30	130413	-		43	13	5	185	74				2,300
HUNTINGTON	1509	✓	-	-	-	-		-			185	61	19 24 55			3,000
HARTFORD RADIO	1508	✓	-	-	-	-		-43			185	80	26	1504		3,000
Boston RADIO	1554	✓	-	-	-	-		73			185	85	29	1621		2,900
✓	✓	1554	20°	-9	12	170129	-	29°			185	85	29	1621		2,900
PORTLAND RA	1622	✓	-	-	-	-		54°			185	99	31 1/2	1638		2,800
BALGORE RADIO	1635	✓	-	-	-	-		-			185	114	37	1930		2,700
✓	✓	1635	16°	-8	8°	210129	-	29°			185	114	37	1930		2,700
PRESQUE ISLE	1731	✓	16°	-8	8°	210129	-	29°			185	114	37	1930		2,900

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14-11840

LOG SHEET—NAVIGATOR

DEPARTURE PRSSQUE 1515 HE
DATE JULY 24, 1943
AIRPLANE TYPE AND NO. B-26 B-26 H.A. H 131863
MISSION X-C

DESTINATION GOOSE BAY LAB.
PILOT PAETRIDGE, F.R. F10
NAVIGATOR LEWIS, WAD. 2ND LT.

POSITION	TIME	TRUE COURSE	DRIFT CORR.	TRUE HEAD.	VAR.	MAG. HEAD.	DEV.	COMP. HEAD.	RUN		TO RUN		E. T. A.	E. T. A. DEST.	ALTITUDE
									DIST.	TIME	DIST.	TIME			
P.1.A.A.8. 46°41'N 68°05'W	1439	34°	-2	32°	23M	55	-	55	22	7	145	568			2,700
46°59'N 69°49'W	1446	34°	-2	"	"	"	-	55	19	7	161	92			4,900/3000
"	1446	34°	-2	32°	23M	55	-	55			212	92	26	1512	4,900
"	1502	34°	"	"	"	"	"	"							4,800
DATE DE CHASUR CAMBELLTON	1518	34°	-2	32°	23M	55	-	55	92	25	216				4,900
"	1512	34°	-2	32°	28M	60	-	60			216	191	53	1604	4,900
GULF OF ST LAUL:	1539	34°	"	"	"	"	-	"							4,600
MINGAN ON GULF SH.	1601	34°	-2	32°	28M	60	-	60	191	49	230				4,600
MINGAN ON GULF SH.	1601	34°	-3	31°	36M	67	-	67			212	268	115	1716	4,600
"	1615	34°	-3	"	"	"	-	67			222		113		4,500
"	1635	34°	-3	31°	36M	67	-	67							4,300
"	1655	34°	"	"	"	"	"	"							4,400
GOOSE BAY 53°20'N	1709	34°	-3	31	36M	67	-	67	268	108	236				4,400
PRSSQUE 1515 HE	ON JULY 24, 1943														
GOOSE BAY, LAB.	B-26 H.A. H 131863														

DOUBLE DRIFT

HSTRO

REMARKS	TIME TEMP	TRUE AIR SPEED	DRIFT		G.S. FACTOR	G.S.	WIND	
			RIGHT LEG	LEFT LEG			DIRECTION	VELOCITY
AIR SET 30.01						154.	270	10
SWG. ST. 1420						M. 6005200	310	10
T.O. 1432								
STATUTE MILES TIME IN	+18	180	CLEAR DESPT FOR FEW SCATTERED CL. CIRC.					
G.C.T. LEVEL OFF	+14-15	195 195 152 161						
M.P.H.	+16	185 195						
	+14	180	HIGH CLOUDS ONLY					
		190						
1604 E.T.A. HINGAN	+14	190	HIGH BROKEN EST. 210,000 FEW SCUDS.					
		190	CU ACTION TO THE EAST. @ 517 1800-2500 FT					
M.P.H. (GS) M.P.H.	+13	108	HSTRO WINDS PROVE ACCURATE; @ AT HINGAN;					
	+13	195 195						
	+13	205	SCATTERED CU. @ RAUGH					
	+14	200						
	+15	197						
		205	E.T.A. OFF-COURSE OK.					
GS. 236 FOR LAST LEG								

LOG SHEET-NAVIGATOR

DEPARTURE MOOSE BAY LABRADOR 53° 20' N 60° 23' W
DATE JULY 25, 1943
AIRPLANE TYPE AND NO. B-26 B-26 4-A 131863
MISSION X-C

DESTINATION B-01 WEST COE
PILOT PARTING, F.R. T/O
NAVIGATOR LEWIS, W.H.D. 200 Lt

POSITION	TIME	TRUE COURSE	DRIFT CORR.	TRUE HEAD.	VAR.	MAG. HEAD.	DEV.	COMP. HEAD.	RUN		G. S.	TO RUN		E. T. A.	E. T. A. DEST.	ALTITUDE PRESS
									DIST.	TIME		DIST.	TIME			
53° 20' N 60° 23' W	1651	42°	+1	43	35W	78°	-	78°				775				1,600
53° 32' N 60° 03' W	1656	42	+1	43	35W	78	-	78	154	5	185	139				4,000/300
53° 32' N 60° 03' W	1656	42	+1	43	35W	78	-	78			TAS 208	1234	34	1730		3,000
	1706	42	-	-	-	-	-	-								2,600
54° 53' N 58° 07' W	1724	42	+1	43	35W	78	-	78	1234	33	224	-				2,900
54° 53' N 58° 07' W	1724	42	-	42	41W	83	-	83			TAS 211	302	1033	1824		2,900
55° 54' N 56° 30' W	1735	42	-	42	41	83	-	83	944	26	218	43				2,900
55° 54' N 56° 30' W	1735	42	-	42	41	83	-	83			TAS 181					2,900
56° 00' 56° 14' W	1800	42	-	42	41	83	-	83	15	5	181					5,000 (4000)
56° 00' 56° 14' W	1800	42	-	42	41	83	-	83			TAS 218	192	452	1852		5,000
57° 02' N 54° 08' W	1830	45	-	45	38W	83	-	83	111	30	223					4,600
58° 00' N 52° 03' W	1852	45	-	-	-	-	-	-								5,800
58° 00' N 52° 36' W	1852	49	-5	45	40W	85	-	85			TAS 220	253	1117	2009		4,800
58° 50' N 50° 55' W	1915	49	-4	45	40W	85	-	85	84	23	220					4,700
59° 28' N 49° 20' W	1930	49	-4	45	40W	85	-	85	55	15	220					
B-03 60° 40' N 41° 30' W	2008	DN	BEAM	C	CROSSED	BW	3				ADDEROX	14	4410			OUT OF

DOUBLE DRIFT

[illegible]

FIRST
100 BIRTHS)

DOUBLE DRIFT

[illegible]

LOG SHEET—NAVIGATOR

DEPARTURE BID-1

DATE July 27, 1943

AIRPLANE TYPE AND No. B-26 B-26 M.A. #131863

MISSION X.C.

DESTINATION WEEKS FIELD ICELAND.

PILOT PARTRIDGE, F.R. F/O

NAVIGATOR LEWIS, W.H.D., 2ND LT.

POSITION	TIME	TRUE COURSE	DRIFT CORR.	TRUE HEAD.	VAR.	MAG. HEAD.	DEV.	COMP. HEAD.	RUN		G. S.	TO RUN		E. T. A.	E. T. A. DEST.	ALTITUDE PRESS.
									DIST.	TIME		DIST.	TIME			
<u>61°10'N 45°25'W</u>	<u>1353</u>	<u>67</u>	<u>-2 1/2</u>	<u>64</u>	<u>400</u>	<u>104</u>	<u>-</u>	<u>104</u>			<u>220</u>	<u>746</u>	<u>3.5</u>	<u>1428</u>		<u>10,400</u>
<u>61°15'N 42°00'W</u>	<u>1424</u>															<u>11,000</u>
<u>61°55'N 42°00'W</u>	<u>1404</u>	<u>72</u>	<u>-2 1/2</u>	<u>70</u>	<u>360</u>	<u>106</u>	<u>-</u>	<u>106</u>			<u>228</u>	<u>162</u>	<u>4.2</u>	<u>1506</u>		<u>9,000</u>
<u>62°30'N 39°05'W</u>	<u>1445</u>	<u>72</u>	<u>-2 1/2</u>	<u>70</u>	<u>368</u>	<u>106</u>	<u>-</u>	<u>106</u>	<u>100</u>	<u>26</u>	<u>230</u>					<u>9,100</u>
<u>62°46'N 39°20'W</u>	<u>1506</u>	<u>72</u>	<u>-2 1/2</u>	<u>70</u>	<u>368</u>	<u>106</u>	<u>-</u>	<u>106</u>	<u>162</u>	<u>41</u>	<u>237</u>					<u>8,500</u>
<u>62°40'N 39°20'W</u>	<u>1506</u>	<u>75</u>	<u>-8</u>	<u>67</u>		<u>102</u>	<u>-</u>	<u>102</u>			<u>221</u>	<u>174</u>	<u>4.7</u>	<u>1553</u>	<u>112</u>	<u>8,500</u>
<u>63°05'N 34°40'W</u>	<u>1530</u>	<u>75</u>	<u>-8</u>	<u>67</u>	<u>350</u>	<u>102</u>	<u>-</u>	<u>102</u>	<u>88</u>	<u>24</u>	<u>221</u>					<u>8,500</u>
<u>63°28'N 32°00'W</u>	<u>1553</u>	<u>75</u>	<u>-8</u>	<u>67</u>	<u>350</u>	<u>102</u>	<u>-</u>	<u>102</u>								<u>8,400</u>
<u>63°28'N 32°00'W</u>	<u>1553</u>	<u>80</u>	<u>-8</u>	<u>72</u>		<u>105</u>	<u>-</u>	<u>105</u>	<u>289</u>	<u>1.19</u>				<u>1713</u>	<u>8.400</u>	
<u>63°28'N 32°00'W</u>	<u>1509</u>	<u>80</u>	<u>-8</u>	<u>72</u>		<u>105</u>	<u>-</u>	<u>105</u>			<u>223</u>					<u>14,500</u>
<u>63°28'N 32°00'W</u>	<u>1623</u>	<u>90</u>	<u>-8</u>	<u>72</u>		<u>105</u>	<u>-</u>	<u>105</u>								<u>8,000</u>
<u>63°28'N 32°00'W</u>	<u>1633</u>	<u>80</u>	<u>-10</u>	<u>70</u>	<u>300</u>	<u>100</u>	<u>-</u>	<u>100</u>								<u>7,400</u>
<u>63°50'N 25°20'W</u>	<u>1645</u>	<u>80</u>	<u>-10</u>	<u>70</u>	<u>300</u>	<u>100</u>	<u>-</u>	<u>100</u>	<u>195</u>	<u>4.7</u>	<u>223</u>					<u>7,400</u>
<u>WEEKS FIELD.</u>	<u>1713</u>	<u>80</u>	<u>-10</u>	<u>70</u>	<u>300</u>	<u>100</u>	<u>-</u>	<u>100</u>				<u>0</u>	<u>0</u>			

DOUBLE DRIFT

194

REMARKS	TIME TEMP	TRUE AIR SPEED	DRIFT		G.S. FACTOR	G.S.	WIND	
			RIGHT LEG	LEFT LEG			DIRECTION	VELOCITY
ENGINE 13-18								
ALT SET 2998								
T.O. 1332								
CLIMB 11000 FT.	-3°	180						
DISREGARDED METRO G.S. 213	-4°	185 220						
PILOT GLIDED TO COAST	-4	215						
235 G.S. METRO	-4	200 228	USED.	230	4 P.M.			
	-4 1/2	205						
		210						
221 M.P.H. G.S. (METRO)	-2	210 210 239						
	-3	210	BROKEN CLOUDS UNDER SEA					
CLIMBED TO 1400		180 195 244 ON COURSE						
223	-10	330	EXPERIENCED FIRST ICEING CONDTION (RIME)					
			PILOT GLIDES TO 8000					
		210						
		250						
OVER FIELD, 8000 DEALT			PILOT GLIDES TO COAST,					

(CARRIED IN NAUT. MILES)

LOG SHEET—NAVIGATOR

WAR DEPARTMENT
A. A. F.
PORT NO. 21 A
Revised March 26, 1909

DEPARTURE

WEEKS FIELD 63°39'N 220°37'W

DESTINATION

PRESAPUCK 55°31'N 04°35'W

DATE

JULY 29, 1943

PILOT

PARTIDA, F. R. FLO

AIRPLANE TYPE AND NO.

B-26 B-26 HA 131863

NAVIGATOR

LEWIS, W. D. 2ND LT.

MISSION

X-C

POSITION	TIME	TRUE COURSE	DRIFT CORR.	TRUE HEAD.	VAR.	MAG. HEAD.	DEV.	COMP. HEAD.	RUN		G. S.	TO RUN		E. T. A.	E. T. A. DEST.	ALTITUDE
									DIST.	TIME		DIST.	TIME			
63°59'N 220°37'W	0848	127	-7	120	21.5	146.5	-	148			7.45	222				1000
	0854	127	-11	120	21.5	147.5	-	148			184	85	28	0916		1,100
63°17'N 19°30'W	0916	127	-7	120	21.5	147.5	-	148								500
63°14'N 19°50'N	0916	127	0	121	24.5	152	-	152			174	196	59	1013		500
62°52'N 18°27'W	0930	127	0	121	24.5	152	-	152	44	14	188					8,00
62°35'N 19°32'W	0940	127	-	✓	✓	✓	✓	✓	96	24	188					600
62°00'N 15°38'W	1000	127	-	127	24.5	152	-	152	94	30	188					600
61°48'N 14°35'W	1013	127	-	127	24.5	152	-	152	196	57	188	0	0			600
61°48'N 14°35'W	1013	127	+8	135	+20	155	-	155			198	182	1102	1115		600
61°00'N 12°45'W	1033	127	+8	✓	✓	✓	-	155	59	20	198					580
200MILE OUT OF ST	1053	127	+8	135	+20	155	-	155								580
138 MILES OUT	1115	127	+8	135	+20	155	-	155	182	102	178					500
✓	1115	127	+6	133	+19	150	-	150			178	138	46	1201		680
✓	1145	127				150										680
✓	1145	94	+5	99	+16	125	-	125								
✓	1150	94	+5	99	+16	125	-	125								

58°12'N
06°18'W

DOUBLE DRIFT

VIA STOKERWAY

REMARKS	TIME	TRUE AIR SPEED	DRIFT		G.S. FACTOR	G.S.	WIND	
			RIGHT LEG	LEFT LEG			DIRECTION	VELOCITY
29.95.								
10.0843								
G.S. 190 (METRO)	+9	200						
	+9	210/133/184						
	+10	205						
			VERY LOW SCATTERED CU					
188 G.S. (METRO)	+12	200/194/174						
SMOOTH	+12	200						
CANT READ DRIFT.		205						
			GLASS AS A BALL) CLOUDS ON HORIZON					
			SIGHTED CONVOY. (RUNNING INTO CU)					
FROM 0930	+12	205						
			HIGH OVERCAST (SCATTERED CU AT 1500 (EST).					
220°-30 (METRO)	+12	205/184/178						
			T.A.S. SAME AS G.S. (METRO)					
CANT READ DRIFT	+12	205						
			NO MAP FOR THIS REGION					
			RAN CLOUDS IN ALL QUADRANTS					
	+13	203						
	+13	205						
RADIO BEARING.		205						
CLIMBS		190						

LOG SHEET—NAVIGATOR

DEPARTURE STORNOWAY

DESTINATION PRESSWICK

DATE

PILOT

AIRPLANE TYPE AND No.

NAVIGATOR

MISSION

COAST POSITION	TIME	TRUE COURSE	DRIFT CORR.	TRUE HEAD.	VAR.	MAG. HEAD.	DEV.	COMP. HEAD.	RUN		TO RUN		E. T. A.	E. T. A. DEST.	ALTITUDE PRESS
									DIST.	TIME	DIST.	TIME			
STORNOWAY	1200	193	-	193	15 ¹² W	208	-	208	105	34	183	52	14	1234	2000
TIRESE	1234	✓	-	✓	-	✓	-	✓	✓	✓	✓	✓	✓	✓	✓
TIRESE	1234	163	-	163	15	118°	-	-	183	52	14	1248			
RHINNS POINT	1250	-	-	-	-	-	-	-							
RHINNS POINT	1250	133	-	133	15	146	-	-	183	44	14				
55°25'N 0558'W	1258	85	-	-	15	100	-	-							
PRESSWICK	1213	✓	-	✓	✓	✓	-	-							

