

T3N-R35E

c.f.l. 304.62

NZ-1MM-50

J22
9E-49

7 8

18 17

8 9

17 16

$\frac{A}{152.8}$

$\frac{C}{217.4}$

39.5

39.6

$\frac{A}{163.0}$

-A-276-

A255

A415

-A-253-

$\frac{A}{115.1}$

$\frac{D}{20.3}$

$\frac{A}{80.4}$

$\frac{A}{41.0}$

$\frac{B}{56.9}$

$\frac{A}{65.2}$

$\frac{I}{10.8}$

-A-271-

-A-275-

18 17

-A-141-

-A-141-

-A-250

17 16

-A-250

IM-48

IM-51

$\frac{A}{45.6}$

19 20

$\frac{A}{31.5}$

$\frac{C}{25.7}$

$\frac{E}{66.0}$

$\frac{B}{107.1}$

$\frac{B}{48.8}$

$\frac{F}{45.1}$

$\frac{I}{18.7}$

-A-250

-A-383

-A-358

-A-358

-A-358

$\frac{D}{20.4}$

$\frac{E}{21.7}$

5-12-71

$\frac{A}{190}$

-A-12-

$\frac{A}{163.9}$

$\frac{D}{158.1}$

Dick Thompson
F37A A-250

$\frac{A}{152.7}$

-A-9-

19 20

-A-44-

-A-250

$\frac{A}{25.1}$

$\frac{B}{3.3}$

$\frac{D}{3.2}$

30 29

20 21

29 28

2M-48

JF 374