PROJECT 10073 RECORD CARD

1. DATE 3 May 52	2. LOCATION Melbourne, Australia	12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☒ Possibly Aircraft ☒ Was Astronomical Meteor ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other ☐ Insufficient Data for Evaluation ☐ Unknown
3. DATE-TIME GROUP Local 3/0545 GMT 02/1945Z	4. TYPE OF OBSERVATION ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar	
5. PHOTOS ☐ Yes ☒ No	6. SOURCE Varied	
7. LENGTH OF OBSERVATION 60 seconds	8. NUMBER OF OBJECTS 1	9. COURSE E - W

10. BRIEF SUMMARY OF SIGHTING

Large white bullet nosed object with vapor trail traveled at a high rate of speed from E to W.

11. COMMENTS

~~It is believed that either a jet a/c or some type of Australian missile was observed.~~

~~The altitude of the object was estimated at 5000 ft but it is believed that object was at a much higher altitude reflecting the rays of the sun.~~

See Sydney Report Same Date

ATIC FORM 329 (REV 26 SEP 52)

SECURITY INFORMATION

Australia IR-204-53

FLYOBRPT

Melbourne, Australia Air Attache, Australia

20 Jul 53 Jul 53 F-6

George A. Uhrich, Lt Col, USAF As indicated in report

Inclosed herewith a copy of a report of unusual sighting observed near Melbourne, Australia.

This report is an extract from a file maintained by RAAF Intelligence and was made available to this office in answer to a request. The existence of this file was made known to this office recently during discussions with RAAF Intelligence concerning other intelligence matters.

[redacted]
Colonel, USAF
Air Attache

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a/s

Chief, Air Technical Intelligence Center, ATTN: ATIAA-2c, Wright-Patterson AFB, Ohio

SECURITY INFORMATION

COPY

ROYAL AUSTRALIAN AIR FORCE

Headquarters Southern Area
R.A.A.F.
Albert Park Barracks
MELBOURNE

File No.10/1/68 (1A)

13th May, 1952

CONFIDENTIAL

Secretary
AIR BOARD (D.A.F.I. Attention Sqn. Ldr. HALE)

ABNORMAL AERIAL PHENOMENA

Submitted herewith are details of aerial phenomena phoned to Headquarters Southern Area, by Southern Command, Intelligence Officer.

Sighted: By Mr. [redacted]

"At 0545 3rd May, 1952, in KEW North Balwyn a bullet nosed object travelling at high speed and leaving a vapour trail.

Colour: Like a white hot metal.

Speed: Faster than anything seen before.

Height: Approximately 5,000 feet.

Size: Approximately same length as "Flying Fortress" but much wider.

Direction: From Melbourne to Kew.

Visibility: About half light and cloudy with a slight break of about five miles of clear sky.

(Signed) [redacted]
Squadron Leader
for AIR OFFICER COMMANDING

COPY

SECURITY INFORMATION

[redacted]

SECURITY INFORMATION

Australia IR-203-53

[redacted] UNCLASSIFIED

FLYONEPT

Sydney, Australia — Air Attache, Australia

20 Jul 53 — Jul 53 — F-6

George A. Uhrich, Lt Col, USAF — As indicated in report

Inclosed herewith is a copy of a report of unusual sightings observed over Sydney, Australia.

This report is an extract from a file maintained by RAAF Intelligence and was made available to this office in answer to a request. The existence of this file was made known to this office recently during discussions with RAAF Intelligence concerning other intelligence matters.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[redacted]

Colonel, USAF
Air Attache

1 a/s

/ Chief, Air Technical Intelligence Center, ATTN: ATIAA-2c, Wright-Patterson AFB, Ohio

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[redacted]

SECURITY INFORMATION

Air Attache, Australia IR-203-53

COPY

From: Flight Lieutenant [redacted] Area Intelligence Officer and Squadron Leader M.C. MURRAY (011320) A.P.M.

To: Senior Air Staff Officer, Headquarters, Eastern Area.

Date: 8th May, 1952.

Ref.: 5/1/27.

REPORT ON UNUSUAL SIGHTINGS ON 3RD MAY, 1952.

1. It is desired to advise that on 4th May, 1952, Wing Commander I. L. CAMPBELL requested that the Staff Officer Intelligence and the Assistant Provost Marshal jointly investigate newspaper reports on unusual sightings on 3rd May, 1952.

2. [redacted] P.M.G. employee, of No. [redacted] was interviewed and he said "At about 8-10 A.M. on 3rd May, I was sitting in a P.M.G. truck outside the Enfield Post Office with [redacted] P.M.G. driver) and William [redacted] when [redacted] drew my attention to a bright light moving across the sky. We all watched it for a few seconds from the truck, then we all scrambled out of the truck and stood in the street. Once while we were watching it, it disappeared behind clouds but I saw it again and pointed it out to the others. Finally it disappeared behind a cloud and we did not see it again.

3. When asked to describe the object [redacted] said "It looked like a number (he thought six or seven) of circular lights in a straight line. The colour of the lights was similar to street lighting, there was no noise, no apparent shape. The height seemed to be similar to the height of aircraft I have seen flying around SYDNEY but the speed was definitely faster although I don't think it was twice as fast. The truck was facing south and the lights seemed to pass in front of the truck, moving eastward. The lights followed a straight path and did not climb or descend and I did not see any trail or vapour behind the lights". When asked how he knew the time SHIPLEY said "Reg. EDWARDS said "what is the time?". "I was the only one with a watch which I looked at said ten past six".

4. [redacted] P.M.G. transport driver, of Hawthorne P[redacted] was interviewed and said "On Saturday, 4rd May I was sitting in a P.M.G. truck in Emu Street, outside the Enfield Post Office with [redacted] and [redacted], who are also P.M.G. employees. I leaned forward in the cabin to press the starter button and saw some bright lights moving across the sky. I said to the others "Look at this," and we all watched for a few seconds, then got out of the truck and stood in the street for a few more seconds watching. The lights went behind a cloud and we lost them. [redacted] saw them re-appear and we watched them until they went behind a cloud and we did not see them again. The lights reminded me of a ship at sea at night with just the lights visible but no superstructure. They travelled in a straight line, did not rise or fall and seemed to be moving from east to west. I thought the speed may have been about 500 miles per hour. I later rang the SYDNEY MORNING HERALD and told them my story. When asked how large the lights were, in comparison with the street lights which were on at the time of the interview, [redacted] pointed out an overhead street light about 300 yards away and said the lights he had seen were approximately the same size and colour. The light indicated [redacted] was the normal yellow street lighting.

5. Mr. [redacted] an ex-R.A.A.F. Officer who is now an aircraft captain

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employed by East-West Airlines, was interviewed and he said "At about 0610 hours on 3rd May I was in a taxi with my First Officer [redacted]Y and the aircraft hostess. When the taxi was about 400 yards north of the over-bridge which crosses Old Botany Ro[redacted] I sighted three large lights with a string of smaller lights behind them in the south-west. They travelled rapidly, straight and level, in an easterly direction and finally disappeared behind a cloud bank. The three lights in front were very intense and white, and the smaller lights less intense and more of a yellow colour. The lights appeared to be visible for approximately five to ten seconds. At the time of the sighting I thought it was probably a jet aircraft".

6. Mr. [redacted], an ex-R.A.A.F. Lancaster pilot who is now a First Officer with East-West Airlines, said "At approximately 0610 hours on 3rd May I was in a taxi with Bruce McKenzie and an airline hostess travelling south to MASCOT, when I sighted some moving lights in the south-west. The lights moved across to the east and disappeared. The lights gave me the first impression of sunlight shining on a line of wires, but I realized this was not the case as the sun had not risen and the street lights were off. The lights reminded me of a V.1. with a V.2. exhaust. I have seen both V.1's. and V.2's. whilst overseas in England".

7. Captain [redacted], an ex-R.A.A.F. pilot and now a pilot employed by T.A.A. said "At about 0600 hours on 3rd May I was driving my car along the Hume highway approximately twelve to fifteen miles from [redacted] on [redacted]. I sighted an intense white light, round like a bell, at an elevation of 30° above the horizon. The light moved across the sky from south-west to east and as it moved across it appeared to lost its intensity and a string of smaller lights, like a tail appeared to break away from the main body. This gave a blunt nosed cigar shape to the light. I watched the object for about 60 seconds and it seemed to maintain a straight and level course to the east until it disappeared. I stopped the car and discussed the matter with Mr. [redacted], also of T.A.A., who was following me in another car. We both dismissed the light as a large meteorite which finally broke up".

8. Mr. [redacted]e, a nerve specialist, No. 260 Victoria Avenue, Chatswood, said "At approximately 0610 hours on 3rd May I was drivin my car on Strathfield Boulevarde from Strathfield to Enfield on my way to the BANKSTOWN aerodrome. I am an instructor with the Kingsford Smith Air Services. I observed a bright, cigar-shaped object with a cluster of lights at the forward end and a similar cluster at the rear end. I saw a grey mass connecting the two clusters of lights and I estimated the height to be approximately 5,000 feet and the speed 500-600 miles per hour. The object moved from west to east, appeared to descend slightly and disappeared from my view behind a cloud. On my arrival at Bankstown I told Mr. [redacted], who is also an instructor at the Club, of my sighting. Mr [redacted] told me that what I had seen was a Constellation aircraft arriving ahead of schedule. I estimated the time of sighting at 0610 as I had just previously heard 0608 given over the radio. I have since received a telephone call from another ex-R.A.A.F. pilot, [redacted] who told me he had also seen the object at the same time."

9. Mr. [redacted], an employee of the Bank of New South Wales, Hunter Street, [redacted], was interviewed. Mr. [redacted] is an ex-R.A.A.F. officer and is at present flying at [redacted] as an R.A.A.F. reservist. He said "I was driving my car along Lane Cove Road [redacted], proceeding in a southwesterly direction when I saw a bright light, like a particularly bright star, directly ahead at an elevation of 35°. The light was a blue-white colour. The light first appeared to be stationary and then seemed to emit a trail or tail of light or sparks and then moved rapidly to the south-east passing from my sight behind a cloud. I suppose I watched it for about ten seconds but I did not see any particular shape nor could I estimate the speed".

10. Mr. [redacted] Aircraft Accident Inspector employed by Qantas Empire Airways [redacted], said "At about 0610 hours on 3rd May I was driving to [redacted] aerodrome and my attention was drawn to an aircraft in the south-west, by my companion Mr. [redacted], Qantas Operations Officer. He said "The Constellation is a bit early this morning." I glanced up and saw what appeared to be the sun shining on the polished surface of an aircraft fuselage. I said it is a bit off the Connie's course; it is probably a D.C.4. The object appeared to be flying on a straight course in the direction [redacted]. It seemed to be about 3000-4000 feet above the ground travelling at a normal aircraft speed. I did not follow its flight and merely dismissed it as an aircraft approaching MASCOT. Subsequently I was informed that no aircraft arrived at MASCOT at or about that time."

11. Mr. [redacted], Qantas Airways Operations Officer, said "At about 0610 hours on 3rd May I observed what I thought was a Constellation aircraft to the south-west. I saw what appeared to be the sun shining on the polished surface of an aircraft and thought I saw a fin shaped similar to the fin of a Constellation. I said to Mr [redacted] "There is a Constellation coming in, he is a bit early today". [redacted] said "It is a bit off track, it is too far south for the Constellation, it may be a D.C.4". I was subsequently told that the Constellation I expected to see did not arrive at [redacted] until about 0710 hours".

12. Mr. [redacted], Clerk, of No. 3 Towradgi Road [redacted] (Between HULLI and WOLLONGONG) said "At about ten past six on the morning of 3rd May I was walking from my home in [redacted] Road towards PRINCE'S HIGHWAY. I saw a cluster of lights at an elevation of about 30° to 40° in the south-west, travelling east. The colour of the light was yellow, similar to street lights. The cluster appeared to emit a discharge and break up slightly leaving a trail of light. The speed of movement seemed to be about half the speed of a falling star. The lights appeared to cross the coastline due south of my position and disappeared behind a cloud out to sea. I could not see any shape or size".

13. [redacted], No. [redacted] said "I was riding a motor cycle southbound along the [redacted] just on [redacted] side of BARGO, when I observed a blue-white light between the trees. It appeared to be oval shaped. It appeared to be oval shaped, tapering to a point at the rear and seemed to be travelling north-east. I stopped the motor cycle and with my companion Miss Roma [redacted], watched the light disappear behind some trees. I estimated the time to be a little after six A.M. by the distance I had travelled and the fact that I had turned off my headlamp and was driving with the park light on. The light appeared to travel in a straight line and left a trail of sparks approximately the same length as the main body but the light of the trail was less brilliant".

14. Miss [redacted], [redacted] said "I was travelling on a motor cycle with Kelvin [redacted] on the morning of 3rd May. Just before full daylight I saw a blue-white light, oval in shape, between the trees with a trail of light with a lesser brilliance behind it. I watched it for a short time until I lost sight of it behind some trees. It appeared to be travelling in a straight line towards the north-east".

15. [redacted] Barracks [redacted] was interviewed on this matter. He said "I was travelling by car on the [redacted] near HEATHCOTE at approximately 0600-0610 hours on 3rd May when I saw an object cross from the south-west to the east at an elevation of about 30°. The object was brilliantly lighted. The front portion was an intense white with a blue tint and a string of following

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lights were yellow and flickering. I watched the object for approximately 45 seconds during which time it travelled through approximately 60° commencing in the south-west and finally disappearing behind a large thunder-head cloud over the sea. When I first sighted the object I was driving at about 50 m.p.h. I slowed down and with my fist clenched and arm outstretched I covered the object with my fist. At the time of sighting I thought the object was a jet aircraft approximately over KIAMA (60 miles south). The object appeared to be about double the length of a Convair aircraft at three miles".

16. Mr. A[redacted]x-R.A.A.F. pilot said "At about 0610 hours I was standing on the first tee at the EASTLAKES Golf Course waiting to hit off at 0615 hours. I was looking to the south and saw an object with a fuselage shape brightly lit, in the south-west. The light was white and the elevation about 40°. I saw the object for about four or five seconds. The light appeared less intense at the rear of the object and it maintained a straight easterly course finally disappearing into a bank of cumulus cloud. I formed the impression that it was a fighter type of aircraft and not a bomber type".

17. Mr. [redacted]d a P.M.G. employee, said "Shortly after 6 A.M. on 3rd May I was standing at the back door of the house looking to the south. I saw a large white light move across the sky and it appeared to be round in shape. It did not have any tail or trail and was travelling at an elevation of approximately 30° to 40°. It finally disappeared behind a cloud".

18. Mr. [redacted]id "At about 6.15 A.M. on 3rd May whilst parked on the roadside near [redacted]he south coast, my companion Les. [redacted]drew my attention to a large lighted object in the sky south of where we were standing. It appeared to be a large airship, brightly lighted and yellow in colour. I estimate it would be about 200 feet long. When I first saw it I thought it would be about over BERRY and travelling from the west to the east. It crossed the coast and disappeared out to sea. I did not hear any noise".

19.- Mr. [redacted]aid "I was with [redacted] MINNAMURRA on 3rd May. I was standing at the side of the truck facing south when I saw what I took to be a large airship coming from the west and travelling in an easterly direction. I drew Stan's attention to it and we both watched it for a few seconds, until it disappeared out to sea. It was brightly lighted and I formed the opinion that it was an airship".

20. Dr. [redacted]Mt. STROMLO [redacted] the sightings reported in the newspapers, had been made on 3rd May at Mt. Stromlo. In explanation of the sightings he said that on or about May 6th showers of radiants from meteors may be seen just before sunrise. These showers occur annually and may be expected over a period of several days early in May. Dr. [redacted]xplained that meteors and meteorites become visible when entering the earth's atmosphere, which extends to approximately sixty (60) kilometres above the earth's surface.

21. It will be noted that in every case the reported sighting occurred in the southern sky shortly after 0600 hours, the direction of movement being approximately west to east. Although it has not been possible to definitely fix the exact time each sighting was made, it is considered that all sightings were made at the same time, this time being approximately 0610 hours on 3rd May and therefore it is assumed that all persons reported the same sighting.

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22. Where an impression of distance has been formed in most cases the observer was of the opinion that the lights or objects were within a ten mile radius, and where an estimate of elevation has been made the consensus of opinion is between 30° to 40°. Although various impressions of colours and sizes of lights were given, it is considered that the variations in reports were in most cases due to the short length of time the light was seen.

23. The investigating officers formed the following opinion:

a. The sighting was of a light, not of an object.
b. The light was of a considerable distance (not less than sixty (60) miles) from the earth's surface.
c. The light was probably caused by a meteor or similar body.

In regard to the above opinions although several reports stated than an object had been seen, it is considered that the observers in these cases may have been influenced by a previous reading of reports in newspapers and magazines. The distance factor is borne out in that all observers were facing the southern sky and whilst all had the opinion that the light was merely a few miles away, the most southerly sighting a[redacted] (see paras. 18 and 19) was approximately fifty (50) south of the most northerly sighting. It will also be noted that the observer in para. 12 gave the elevation as between 30° and 40°. This observer was some thirty (30) miles south of [redacted] which further supports the opinion of great distance, there being little change of elevation although the observer is thirty (30) miles closer to the light. Furthermore, newspaper reports of sightings in Victoria at the same time, which were not investigated, support the opinion that the lights or objects were a considerable distance from the earth's surface.

24. In support of the meteor theory many observers gave their impression as a large light or lights, followed by smaller lights. The investigating officers are of the opinion that this impression could be given by the break up of a large meteor.

25. Recommendations.

It is recommended that any future investigations as a result of newspaper reports be conducted as follows:

a. Copies of all leading State and Interstate daily newspapers be obtained covering the period of the reports.

b. The Commonwealth Meteorologist be contacted for an opinion as to reports and sightings made by official observers.

c. Individual interviews then be undertaken if deemed necessary.

26. Attached are copies of various reports which appeared in SYDNEY newspapers.

(Sig[redacted]
Squadron Leader
Assistant Provost Marshal

[redacted]
Flight Lieutenant
Area Intelligence Officer

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