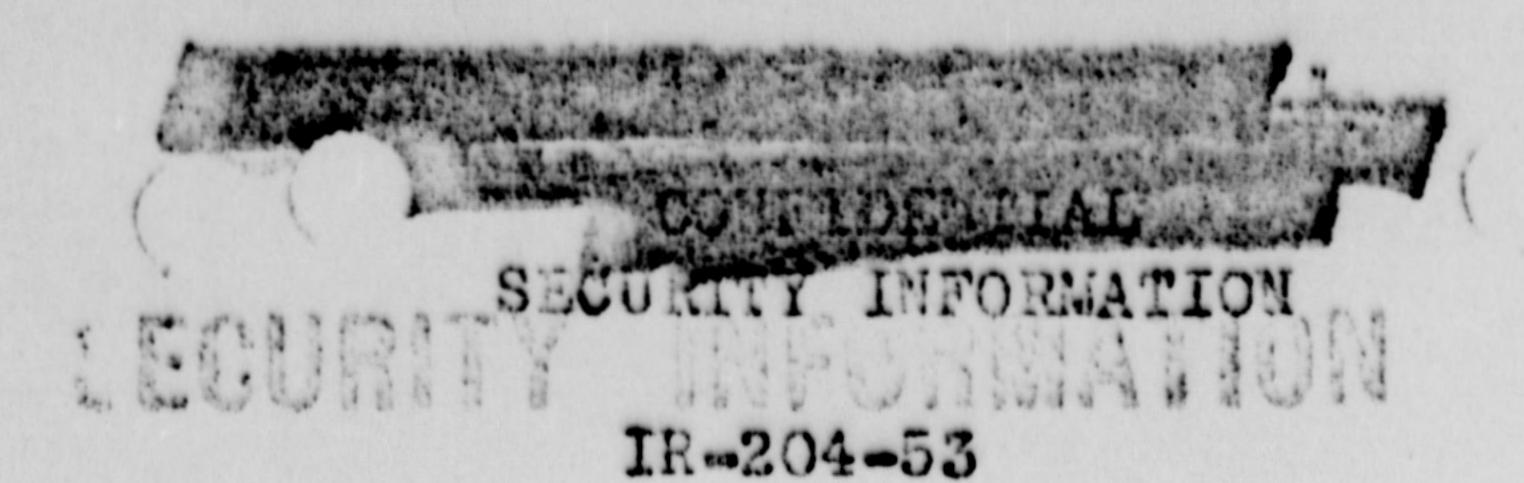
PROJECT 10073 RECORD CARD

I. DATE	2. LOCATION .		12. CONCLUSIONS
3 May 52	Melbourne, Australia		D Was Balloon D Probably Balloon
S. PHOTOS C Yes CXNo	4. TYPE OF OBSERVATION EXGround-Visual D Air-Visual 6. SOURCE Varied	D Ground-Radar D Air-Intercept Radar	Was Astronomical Probably Astronomical Probably Astronomical Probably Astronomical Probably Astronomical Possibly Astronomical
7. LENGTH OF CBSERVATION GO seconds	8. NUMBER OF OBJECTS	9. COURSE E - W	D Insufficient Date for Evaluation Unknown
Large white bullet nosed object with vapor trail traveled at a high rate of speed from E to W.		It is believed that either a jet a/c 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 STONE	4 Resens Some Dok

ATIC FORM 329 (REV 26 SEP 52)



Australia

FLYOERPT

Melbourne, Australia

Air Attache, Australia

20 Jul 53

Jul 53

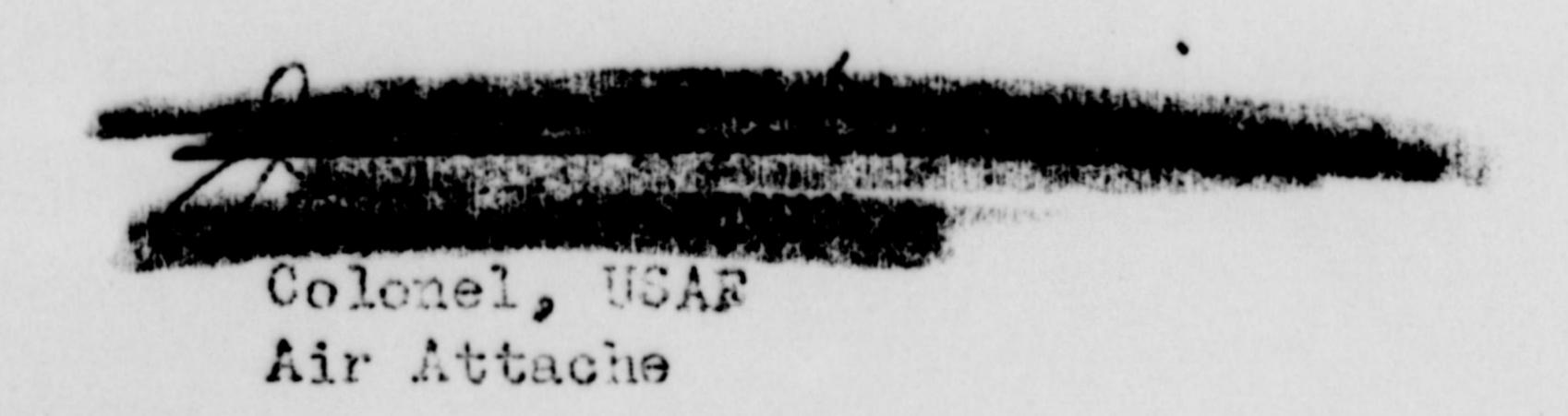
F-6

George A. Uhrich, Lt Col, USAF

As indicated in report

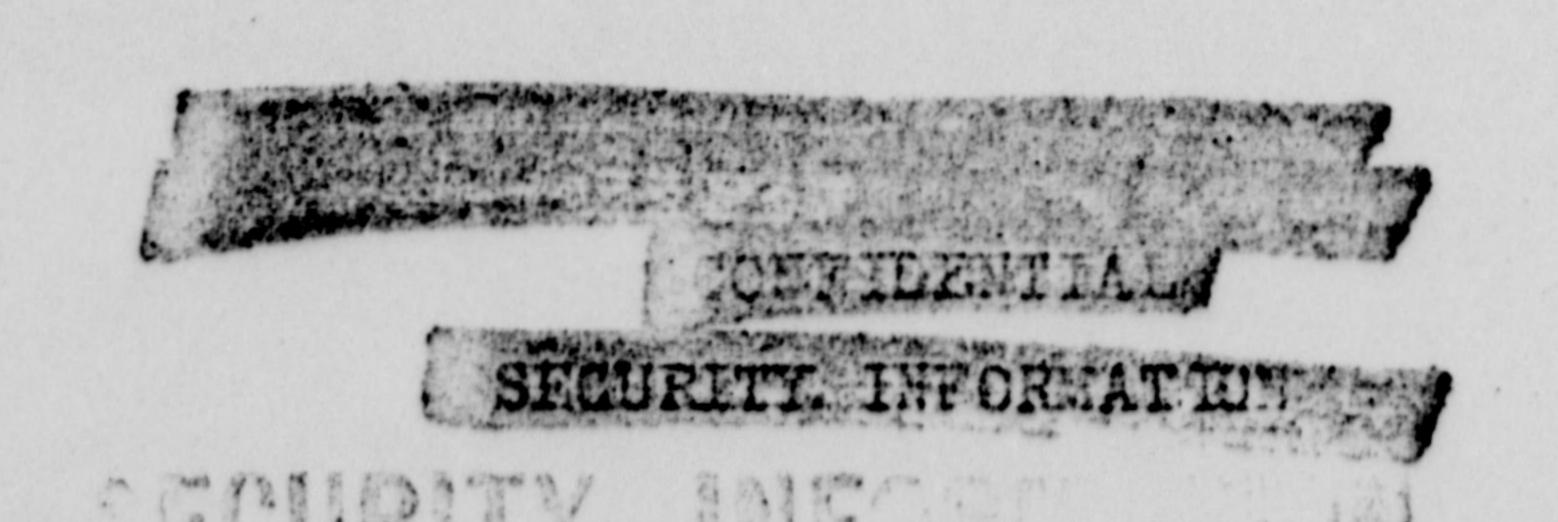
Inclosed herewith a copy of a report of unusual sighting observed near Melbourne, Australia.

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.



l a/s

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





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COPY

in

ROYAL AUSTRALIAN AIR FORCE

Headquarters Southern Area R.A.A.F.

Albert Park Farracks
MELFOURNE

13th May, 1952

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

COMFIDENTIAL

Secretary AIR HOARD

(D.A.F.I. Attention Sqn. Ldr. HALE)

AENORMAL AERIAL PHENOMENA

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

Sighted:

Ey Lir.

"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.

Visitility:

About half light and cloudy with a slight break of about

five miles of clear sky.

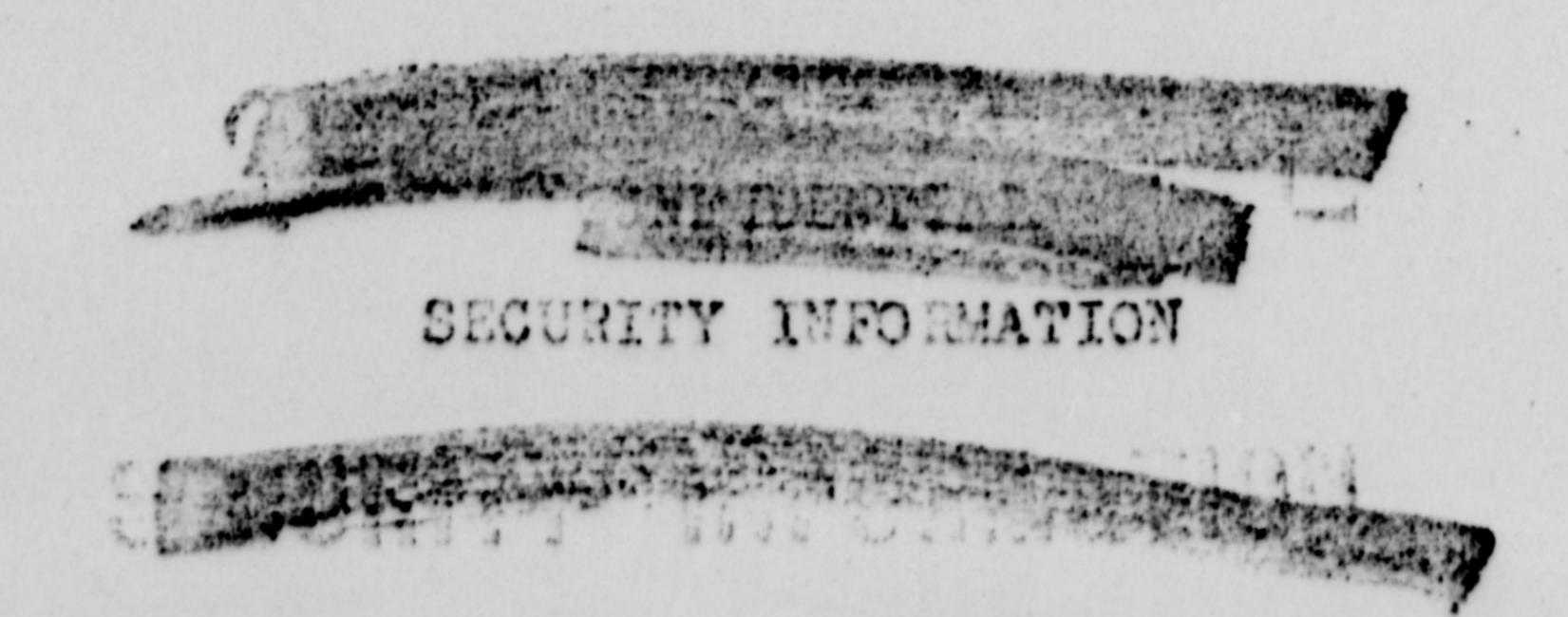
(Signed)

Squadron Leader

for

AIR OFFICER COMMANDING

COPY



Australia

IR-203-53

ONCLASSIFIED

FLYORRPT

Sydney, Australia

Air Attache, Australia

20 Jul 53

Jul 53.

F-6

Coorge A. Uhrich, Lt. Col., USAF

As indicated in report

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

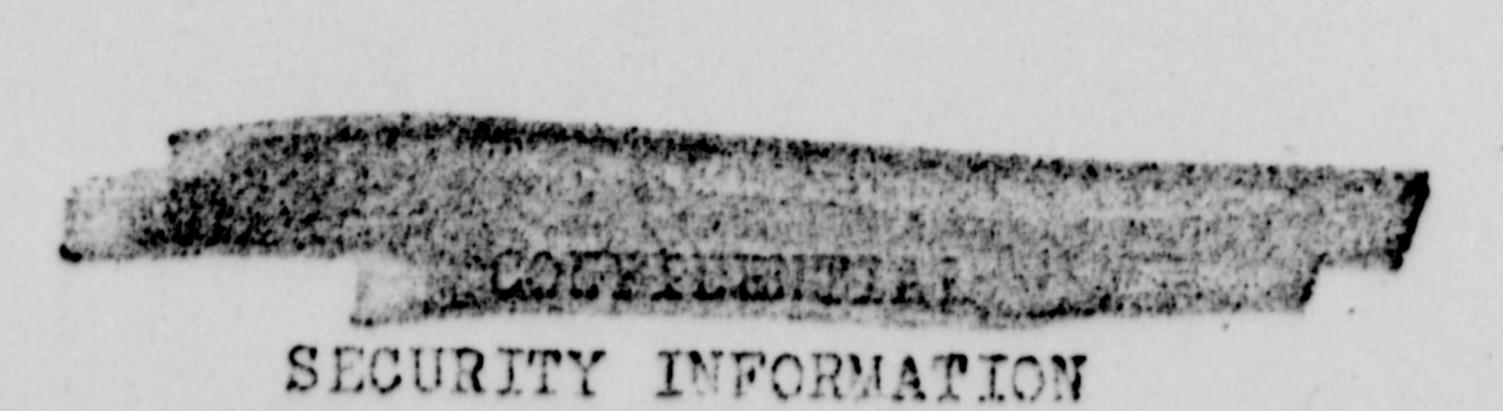
This report is an extract from a file maintained by RAAF Intelligence and was made available to this office in answer to a request. The existence of this file was made known to this office recently during discussions with RAAF Intelligence concerning other intelligence matters.

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

Colonel, USAF Air Attache

1 a/s

Ghler, Air Technical Intelligence Center, ATTW: ATJAA-20, Wright-Patterson AFB, Ohio



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Air Attache, Australia

IR-203-53

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From: Flight Lieutenant William (2) 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.
- - When asked to describe the object 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. C. transport driver, of Hawthorne Parado 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 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. 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, a 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 was the normal yellow street lighting.
 - 5. Mr. Man ex-R.A.A.F. Officer who is now an aircraft captain



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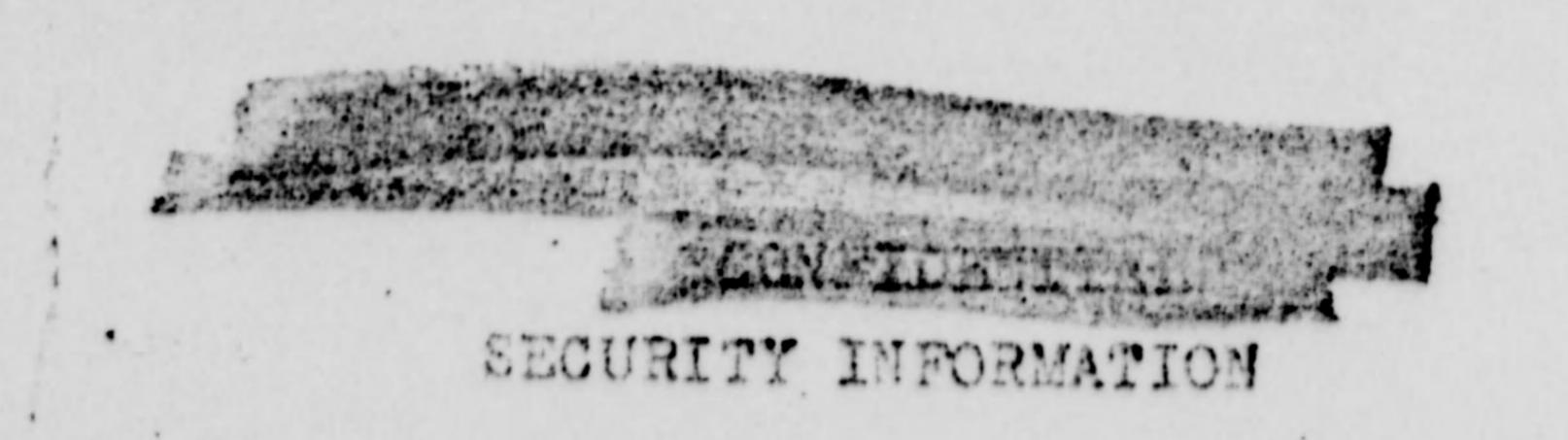
Air Attache, Australia

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COPY

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 Office." Y and the sircraft hostess. When the taxi was about 400 yards north of the over-bridge which crosses Old Botany Romann 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".

- with East-West Airlines, said "At approximately OS10 hours on 3rd May I was in a taxi with Fruce 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.l. with a V.2. exhaust. I have seen toth V.1's. and V.2's. whilst overseas in England".
- Captain 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 a life of 50° above the horizon. It is 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 tody. This gave a blunt nosed cigar shape to the light. I watched the object for about 60 seconds and it seemed to maintain a streight and level course to the east until it disappeared. I stopped the car and discussed the matter with Mr. Dec. 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".
- Mr. Mr. Was interviewed. Mr. Sis an ex-R.A.A.F. officer and is at present flying at Bally as an R.A.A.F. reservist. He said "I was driving my car along Lane Cove Roads. Proceeding in a southwesterly direction when I saw a bright light, like a particularly tright star, directly ahead at an elevation of 350. 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".

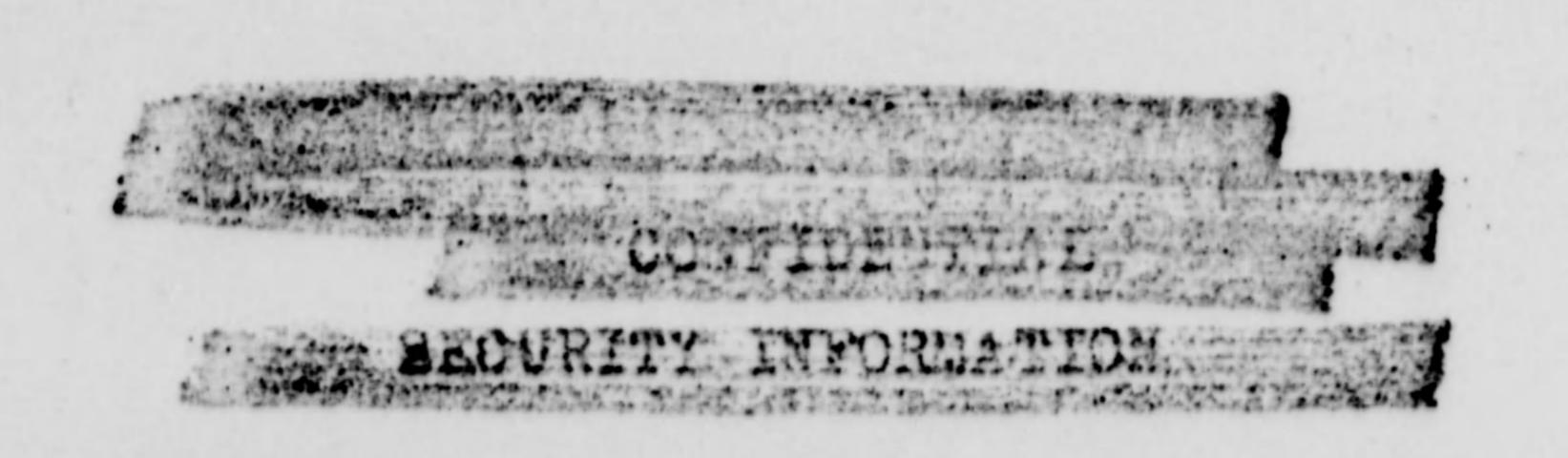


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- 11. Mr. Canal, Qantas Airways Operations Officer, said "At about 0610 hours on 3rd May I observed what I thought was a Constellation aircraft to the south-west. I saw what appeared to be the sun shining on the polished surface of an aircraft and thought I saw a fin shaped similar to the fin of a Constellation. I said to Mr. There is a Constellation coming in, he is a bit early today". 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 Suntil about 0710 hours".
 - Wollow cond) said "At about ten past six on the morning of 3rd May I was walking from my home in "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".
 - 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. I, 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.
 - ling on a motor cycle with Kelvin Education 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 trilliance 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".
 - this matter. He said "I was travelling by car on the R. Mear HEATHCOTE at approximately 0600-0610 hours on 3rd May when I saw an object cross from the southwest 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 southwest 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 Conveir aircraft at three miles".

- pilot said "At about 0810 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".
- "Shortly after 6 A.M. on 3rd May I was standing at the lack 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".
- 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".
- - 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 second that the light 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 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.

Squadron Leader

Assistant Provost Marshal

Flight Lieutemant
Area Intelligence Officer

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