

NEW ZEALAND DEFENCE FORCE

UNIDENTIFIED FLYING OBJECTS (UFO) FILES COPIES FOR RELEASE TO THE PUBLIC

File Number: AIR 244 / 10 / 1 Volume 1

File Title: Reports of UFO's

File Timespan: Opened: 1959 - Closed 1983

File Declassified: September 2010

Location of Original File: Held at Archives New Zealand

Access to Original File: Restricted until 2040

File Contains: Reports, interviews and requests for UFO information from the media related to the "Moreland sighting". RNZAF report on the 1978 Kaikoura sightings. Interdepartmental correspondence on the future of the Government UFO Investigating Committee. Report on the 1972 Ashburton Space Debris event. Various UFO reports from members of the public, military personnel and passenger aircraft.

NEW ZEALAND DEFENCE FORCE

PUBLIC RELEASE OF UNIDENTIFIED FLYING OBJECTS (UFO) FILES

These copied and redacted files of correspondence on **Unidentified Flying Objects** dating from 1952 to 2009 have been Declassified and released to the public by the New Zealand Defence Force under the Official Information Act.

Access to the original files held by Archives New Zealand is restricted up until the year 2050 for Personal Privacy reasons. These copied files have had the personal details of members of the public making UFO reports removed to preserve their privacy. Personal details of service personnel and civilians employed by the New Zealand Defence Force and other Government Departments and Agencies have not been removed. No other information has been removed or omitted from these files.

GENERAL DESCRIPTION OF FILES

Correspondence on Flying Saucers began in New Zealand Defence Force files in 1952 and continued under different names, Unidentified Flying Objects (UFO) and Unidentified Aerial Sightings (UAS) until the present. The files contain reports of sightings by private individuals and military personnel, investigations by Defence and other Government Departments and agencies into these reports, newspaper clippings on UFOs and letters from individuals who claim to be in touch with alien beings and craft.

While the files are in general date order from 1952 until the present some file periods overlap with one another and the documents within each file are not necessarily in strict date order. There can be duplicate documents within each file and copies of the same documents (particularly media releases and reports) can appear in different files.

ACCESS TO UFO FILES

These redacted files are available in hard copy from the Defence Library c/o Headquarters New Zealand Defence Force Aitken St Wellington. They are not available in electronic format.

Page No. 244/10/1 VOL 1

SERIES: INTELLIGENCE.

SUB-SERIES: MISCELLANEOUS REPORTS.

SUBJECT: REPORTS OF UNIDENTIFIED OBJECTS.

File Opened: JUL 79 File Closed: JUL 85 83

Previous File: Subsequent File:

Subject: RELEVANT FILES File No.

DECLASSIFIED On 30/11/09 Reference D-150 Appointment Review Panel

CLOSED 31/9/85

Now USE 02075/2/3

TRANSIT DIRECTIONS

Folio	Referred to	Date	Actioned by		Folio	Referred to	Date	Actioned by		Folio	Referred to	Date	Actioned by	
			Initials	Date				Initials	Date				Initials	Date
	SD 2	6/7/80		7/7										
	CIK(A) Reg	20/6/74	MR	2/6										
	AD Sec (B)	11/7/97	MAA	10/97										
	Rec Mgr DMS	23/1/04												
	SMC	21/10	A.M.	26/10										
	7860 RECORDS MGR	1/9/10												

THIS FILE MAY BE RELEASED FOR PUBLIC ACCESS FROM 1 JANUARY 2010 Date: 30/11/09 For HQ NZ DEFENCE FORCE

DEPARTMENT: AIR

File Number.. 244/10/1

Vol No...!.....

VETTING STATEMENT

*All New Zealand documents on this file will be considered declassified
with effect from 1/1/2010

~~*Foreign source documents on this file may be regarded as cleared for
access with effect from~~

(no classified documents on file) *(delete as appropriate)

~~*Some foreign source documents have been placed on a restricted parallel
file. (see separation sheets herewith recording transfer).~~

Other comments:

While downgraded, please caveat on Privacy/Medical
grounds - informant was given assurance of confidentiality
Informant was 42 in 1959, so born 1917.
Apply 70yrs from last sensitive document = 1979
Public release 2040.

Signed 
For head Quarters New Zealand Defence Force

Dated... 24/9/2009

**NB: Classified documents of other New Zealand
Departments where there is some concern about
declassifying them should be referred to the relevant
department.**

File Number... 244/10/1 Vol No... 1

FILE RELEASE STATEMENT

~~No classified documents on file~~

NZ documents have been declassified (~~NZDF documents only~~).

Foreign Source documents have been cleared for access

~~Some foreign-source documents have been placed on a restricted parallel file (see separation sheets herewith recording transfer).~~

Other comments:

Restrict access due to privacy (medical) concerns
to 2040 (1979 + 70 yrs)
100% ✓ - CHECK
DACE PLANS 2

Signed: D. [Signature] Date: 30/9/2009

NEW ZEALAND DEFENCE FORCE

M.D. 27
(Revised 1991)

CLASSIFIED DOCUMENTS - RECEIPT

No. CMD 75/97

RECORDS MANAGEMENT

From **SERVICES**

HQ's, NZDF

WELLINGTON

To MR Anand Satyanand
Ombudsman, Office of
The Ombudsmen Wellington

Date: 18-7-97

Receipt of the undermentioned documents is hereby acknowledged.

No. of Copies	Copy No.	Reference Number and Date	Remarks
1	Covering Letter	NZDF K461/4 18 July 97	Enclosure One File AIR 244/10/1 Vol 1
		NBTL	

Please check the enclosures listed and notify the sender of any discrepancies

7530-98-202-8931

TO BE RETAINED BY RECIPIENT

NEW ZEALAND DEFENCE FORCE

M.D. 27
(Revised 1991)

CLASSIFIED DOCUMENTS - SUPPLY

RECORDS MANAGEMENT

No. CMD 75/97

To SERVICES
HQ's, NZDF
WELLINGTON

From MR. Anand Satyanand
Ombudsman, Office of
The Ombudsmen, Wellington
Date: 18-7-97

Receipt of the undermentioned documents is hereby acknowledged.

Date: _____ Signature _____

No. of Copies	Copy No.	Reference Number and Date	Remarks
1	Covering Letter	NZDF N61/4 18 July 97	Enclosure One File AIR 244/10/1 Vol 1
10		NBTL	/
		4	

Please check the enclosures listed and notify the sender of any discrepancies.

7530-98-202-8931

**TO BE RETURNED TO DISPATCHING
REGISTRY PROMPTLY**

100
VERM

TRANSIT FORM

This form is to be filled in and forwarded to Registry in all cases where the file has not been passed through Registry for transit action.

To: *Personal Registry
*General Registry
*Classified Registry

From:
(Designation) (Branch) (Extn. No.)

Please note that file No. *

*P/F has been
(Name and Service No.)

passed by hand to
(Designation) (Branch) (Recipients signature
classified material
only)

Date:

*Delete as applicable

1	CONTROLLER'S INITIALS		
2	BEFORE SIGNATURE	to	
3	FOR SIGNATURE	by	
4	BEFORE DISPATCH		to
5	DISPATCH	Date	Initials
6	AFTER DISPATCH		to
7	BRINGS UP	on	to
		Date	Initials

C.L.T.

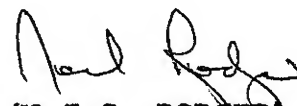
AIR 244/10/1

20 June 1983

The Director of Civil Aviation
Civil Aviation Division
Ministry of Transport
Private Bag
WELLINGTON

UNUSUAL AIRCRAFT ACTIVITY

1. During the early evening of 7 June 1983 RNZAF OHAKEA radar reported to WELLINGTON ATCC that two unidentified aircraft were flying in close proximity to WANGANUI airfield. These aircraft were sighted by the WANGANUI FSS. At 1935M both aircraft left radar coverage.
2. The behaviour of the aircraft indicated to the radar controller that they were flying between 500 and 2000 feet and, because of their speed, that they were helicopters rather than fixed wing aircraft. Although the aircraft appeared to be below the OHAKEA TMA they were within the WANGANUI CTR. At the time, Wanganui and Wellington advise no known traffic in the area.
3. The Police Department indicated their interest in the activity and RNZAF enquiries were made. No military aircraft were operating in the area at the time.
4. I believe that you should be aware of the situation in case there are further developments. I would also appreciate notification should any satisfactory conclusion be reached.



(N.J.S. RODGER)
Wing Commander
for Chief of Air Staff

~~SECRET~~

File 244/10/1

From Wellington ATIS.

At 1920 Information received from OH: Two aircraft on radar off coast to west of WU. Turn S/SW and then turn westerly. Both seen by WU tower one with strobe light one with flashing red lights. Both faded from radar. From radar performance, controller estimates aircraft at about 1500-2000 feet, this supported by WU observations.

WU controller Mr Row WHITE home phone WU 36523.

~~SECRET~~ [Signature]

[Signature]
SECRET

TKS.

1. Please hold these (including my scribble notes below) awaiting reply from OH.

2. If nothing conclusive, please draft message to Aust authority (?) HQ (?) politely enquiring if training flights carried and their route from AS. Add draft for discussion with [unclear]

9 May 63

R. [unclear]

~~SECRET~~

Your 2 not necessary following OAKOAT signal. My draft to CANMOT attached.

[Signature]
SECRET

MESSAGE FORM

FOR COMM CEN/SIGNALS USE						SECURITY CLASSIFICATION RESTRICTED					
LINE 1											
LINE 2											
LINE 3 DE											
LINE 4										GR	
PRECEDENCE - ACTION PRIORITY			PRECEDENCE - INFO ROUTINE PRIORITY			DATE - TIME GROUP 080130Z Jun 83			MESSAGE INSTRUCTIONS		
ROUTING INDICATORS		FROM NZDFC AIR							DIG/ORIG No. KSL		
		TO OPHQ RNZAF <small>Write only one addressee per line</small>									
		INFO RNZAF OHAKEA									
		SUBJECT: UNUSUAL AIRCRAFT ACTIVITY.									
		1. REPORTS RECEIVED THIS HQ OF NON SCHEDULED/NOTIFIED AIRCRAFT ACTIVITY IN THE WAIKANAHI/OHAKEA REGION, FOR PERIOD 081915/081940 M JUN 83. REPORTS WERE INITIATED BY ATC OHAKEA.									
		2. DETAILED REPORT ON SIGHTING AND SUBSEQUENT ACTION TO BE SENT TO THIS HQ URGENTLY. DETAILS TO INCLUDE TIMING, ESTIMATED ALTITUDES AND AIRSPEEDS, AND LOCATION OF ANY RELEVANT MILITARY AIRCRAFT ACTIVITY.									
		3. ACKNOWLEDGE									
BRING UP											
ON											
TO											
INITIALS											
FILE											
DATE											
INITIALS											
REFERS TO MESSAGE		PAGE No. 1		DRAFTER'S NAME AND TITLE				PHONE No.		REF. FILE No.	
CLASSIFIED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		No. of PAGES 1		RELEASER'S NAME AND TITLE WJCH NIS RODGER				SIGNATURE <i>[Signature]</i>			
FOR OPR'S USE	R	DATE	TIME	SYSTEM	OPERATOR	D	DATE	TIME	SYSTEM	OPERATOR	SECURITY CLASSIFICATION RESTRICTED

MINUTE SHEET

Subject:

Department:

File No.

Date:

To—

2000. Engstrom (ATC
WD) Strakes + Nats
off WY.

1918. obs. by Janitor off Maria Is.
Phoned ATC WD

off radar tracked 1 x alt → Sth from WY

Turned to coast, other alt to west

checked Navy Monitors - east coast

→ other - no alt flying

No check SGHQ

checked Police re Maria - ring back
ring said no flight

obs said no penetrations planned.

off closed radar 2010. after losing

* contact at low level

RESTRICTED
NO UNCLASSIFIED
REPLY OR REFERENCE

PRIORITY

UN LK0029KSA578 HH
PP RZYKCE
DE RZYKUT 2279 1600235
ZNY RRRRR
P R 090215Z JUN 83
FM RNZAF OHAKEA
TO RZYKCE/NZDEF AIR
INFO RZYHFF/OPHQ RNZAF
BT

DISTRIBUTION		
DEF	AIR	244/10/11
ACTION: <u>SO NAV</u>		
<u>883</u>		

R E S T R I C T E D

DIG KSL

150 OH 3180/6 SUBJECT UNUSUAL ACFT ACTIVITY.

REF KSL 906 OPHQ 3176/20 080455Z JUN 83

ONE. SUMMARY EXTRACT OF OH ATCC LOG FOR 07 JUN 83 FOL

ALPHA. 1918H FIRST TGT SEEN ON RADAR BRG 180M/1NN FROM WU TRKG 235M. WU FSS CONFIRM TGT VIS AN ACFT WITH STROBE LIGHT.

BRAVO. 1920M WU ATCC SUP ADVISED

CHARLIE. 1928H SECOND TGT APPEARED BRG WU 300/2NN TRKG 235M. WU FSS AGAIN CONFIRM ACFT AND STROBE LT CLEARLY VISIBLE.

DELTA. 1930M WU ATCC ADVISED OF SECOND ACFT. FIRST TGT MAKES 90 DEG RT TURN AND TRK TOWARD WY. TURN PT WU 235M/6NN.

ECHO. 1935M BOTH ACFT HAVE LEFT RADAR COVERAGE. WU ACC ADVISED. SUSPICIOUS ACTIVITY REPORT DISPATCHED BY WU FSS.

TWO. DUTY ATCO OH NOT AVAL BUT IN HIS TERRIER STATED THAT G/S

RESTRICTED

NO UNCLASSIFIED
REPLY OR REFERENCE

PAGE 2 RZYKUT 2279 **R E S T R I C T E D**

INDICATED BOTH TGTS TO BE HELOS RATHER THAN FW ACFT. RANGE OF FADE INDICATED ALTITUDE 500-2000 FT

THREE. WU ACC LOG INDICATED THAT SECOND ACFT TURNED TO WEST WHEN WU 180M/10NN

FOUR. NO ACFT FROM OH AIRBORNE AND OH ATC HAVE NO KNOWLEDGE OF ANY OTHER RELEVANT MILITARY ACTIVITY

BT

RESTRICTED

NO UNCLASSIFIED
REPLY OR REFERENCE



So NAV-11 - 8831
Ops2-11 - 8831
ABAC-11 - 8831

VNNN
CSL @
ACTION ADN 6
INFO

NK UZCZCKLD032 HH
PP RZYWTT RZYXUT
DE RZYXCD 5070 1590200
ZNY RRRRR
P 000130Z JUN 83
FM WZDEF AIR
TO RZYWTT/OPHQ RNZAF
INFO RZYXUT/RNZAF OHAKER

BT
R E S T R I C T E D

DIG KSL

131 SUBJECT: UNUSUAL AIRCRAFT ACTIVITY.

1. REPORTS RECEIVED THIS HQ OF NON SCHEDULED/NOTIFIED AIRCRAFT ACTIVITY IN THE WANGANUI/OHAKER REGION, FOR PERIOD 081915/081940N JUN 83 REPORTS WERE INITIATED BY ATC OHAKER

2. DETAILED REPORT ON SIGHTING AND SUBSEQUENT ACTION TO BE SENT TO THIS HQ URGENTLY, DETAIL TO INCLUDE TIMING, ESTIMATED ALTITUDES AND AIRSPEEDS, AND LOCATION OF ANY RELEVANT MILITARY AIRCRAFT ACTIVITY.

3. ACKNOWLEDGE

BT

^{Wg}
RESTRICTED
NO UNCLASSIFIED
REPLY OR REFERENCE

DISTRIBUTION	
DEF	ADP <i>17:55</i> Adger
ACTION: _____	

_____ <i>244/10/1</i> _____	

S. J. ...

*for discuss, with
reply, SASO*

*R. ...
Dob*

*Paul
file dx*

RESTRICTED
NO UNCLASSIFIED
REPLY OR REFERENCE

DU LKA752BFA814
RR RZYXCE
DE RZYWTT 6540 1590530
ZNY RRRRR
R 080455Z JUN 83
FM OPHO RNZAF
TO RZYXCE/NZDEF AIR
RZYXUT/RNZAF OHAKA
BT

HH **RESTRICTED**
NO UNCLASSIFIED
REPLY OR REFERENCE

DISTRIBUTION	
DEF	AIR 224/10/1
ACTION: DOCS	
6/9	
- 9 JUN 1983	

RESTRICTED
BIG KSL
906 OPHO 3176/20. UNUSUAL ACFT ACTIVITY.
REF NZDEF AIR KSL 131 080130Z JUN 83.
1 FOR AIR: REF ACKNOWLEDGED.
2 FOR OHAKA: PSE RESPOND TO REF MSG INFO THIS HQ. CONFIRMS
TELECON AIR OPS/BASE OPS 081640N JUN
BT

RESTRICTED
NO UNCLASSIFIED
REPLY OR REFERENCE

ASAC 11

NNNN
KSL
ACTION ~~ACN 6~~
INFO

FOR DEF HQ
DUTY OFFR

102

UU LKB745KLF371
OO RZYXCE
DE RZYXCS 554 1580823
ZNR UUUUU
O 070023Z JUN 83
FM NZWUZF
TO NZDEF AIR

UU **IMMEDIATE**

DISTRIBUTION	
DEF	244/10/1
ACTION:	<i>DOR</i>
-9 JUN 1983	

BT
UNCLAS
DIG RTT

DCU PASS NZDEF AIR - ATTN DEFENCE DUTY OFFICER.
SUSPICIOUS ACFT ACTIVITY REPORT (ALERTED BY NZOH)
2 SEPARATE ACFT LIGHTS SIGHTED -
A. ABN NU A/F TIME 1918 DISTANCE ESTIMATED 1NM BRIGHT FLASHING
STROBE. APPARENT HEADING SOUTHERLY.
B. 5 NM NU A/F TIME 1928 SOUTHBOUND, FLASHING NAV LIGHTS.
NO LOCAL OPERATIONS THIS AIRFIELD.
NO OTHER INFORMATION AVAILABLE
CURRENT WX 110/18 VIS 40KM 2/2000 4/6000 PS10 1023.9
ENDS
BT

NNNN

881049
Don Brown
815

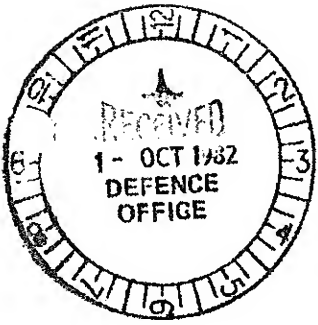
ACTION SUPERVISOR

ASAC

11

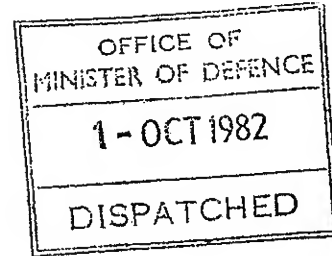


0826Z



Min No: 325
Ref No: Air 244/10/1
Typed: 30 Sep 82

1-OCT 1982



Mr H E Wright
PO Box 1275
CHRISTCHURCH

Dear Mr Wright

Please refer to your letter of 25 September to the Prime Minister requesting a meeting to discuss Unidentified Flying Objects which has been forwarded to me for reply.

As I cannot usefully add anything to the comments contained in my letter of 2 September I do not believe a meeting would serve any useful purpose.

Yours sincerely

(Sgd.) D. S. THOMSON

David Thomson
Minister of Defence

[Handwritten signature]
1. DSD
2. FILE

No doubt you agree with
my reply for Minister.

AO(PA)D

by DSD

Entirely.

5 Oct.

Writer: MR HE. WRIGHT, P O BOX 1276, CHRISTCHURCH 1

MINISTERIAL

No. 1982/325

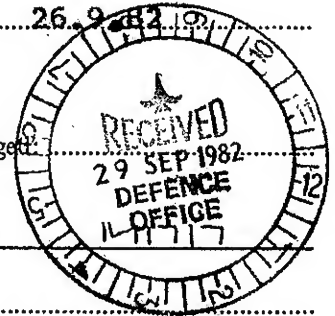
28.9.82

(Minister's Office use)

Subject: RE MEETING ABOUT UFO
ACTIVITY

Date of letter: 26.9.82

Date Acknowledged:



(Departmental use)

Referred to 1. *SFB*

2. Reference: *MR 2440/1*

3.

Comments:



Prime Minister's Office
27 SEP 1982
RECEIVED

P.O. Box 1276,
Christchurch, N.Z.
26/9/82.

Mr Mouldon, P.M.
Government House,
Wellington.

Dear Sir;

In reference to a letter to Mr B Thomson, Minister of Defence, Dated 2nd September, 1982, and requesting that this be referred to you when you arrive back, would you please advise Date and Time for Me to come to Wellington in regards to U.F.O. Activity.

This will include The Prime Minister, Minister of Defence, and the Minister of Police.

Yours Sincerely,



(Mr) H.E. Wright.

Refer Completed Ministerial 1982/272

See def.

APPROVED
SEEN
CONCUR
DRAFT REPLY
REFERRED
DIRECT REPLY

Please

H. G. 12

1	ORIGINATOR'S INITIALS	<i>AS/PA</i>	
2	BEFORE SIGNATURE	to	
3	FOR SIGNATURE	by	
4	BEFORE DISPATCH	to	<i>AS/PA</i>
5	DISPATCH	Date	Initials
		<i>30.9.82</i>	<i>AMW/S</i>
6	AFTER DISPATCH	to	<i>AS/PA</i>
7	BRING UP	on	to
	FILE	Date	Initials

alccw).

Min No: 325
 Ref No: Air 244/10/1
 Typed: 30 Sep 82

Mr H E Wright
 PO Box 1275
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Yours sincerely

David Thomson
 Minister of Defence

U.F.O.

Relevant correspondence

Now on Air 39/3/3.

4 February 1982

Mr H E Wright
PO Box 1276
CHRISTCHURCH 1

Dear Mr Wright

I am writing to acknowledge receipt of your letter of 28 January to the Rt Hon David Thomson, Minister of Defence, concerning the UFO sighting on 26 January over the Christchurch International Airport.

The Minister has noted your letter and has referred it to the Secretary of Defence, pending receipt of your promised further letter.

Yours sincerely

J M P MacCormac
Private Secretary

SECRETARY OF DEFENCE

Referred.

Private Secretary

N.F.F.

*Relating correspondence
now in Aik 39/3/3.*

*JMP
4/1/82 (ci)*

39/3/3.

9 April 1979

Mrs Eileen McCallum,

Dear Mrs McCallum,

Thank you for your letter of 4 April about the requests you have been receiving for release of your information about UFO's. I am happy to know your view on the matter. You may rest assured that this Ministry will do nothing to release the results of the enquiry conducted by Air Force without your permission. I have made this point in response to enquiries I have received from a press and television journalist. The sole interest of the Ministry of Defence in this matter is to protect your confidences and privacy arising out of your association with Defence at the time the incident took place.

Yours sincerely,

(D.B.G. McLean)
Secretary of Defence

4-4-79

Dear Mr. McLean,

I do trust that I have spelt your name correctly as I have only heard it over the phone. May I first introduce myself. I am Mrs. McCallum, formerly Howland, of 1959 W. F. O. fame. You no doubt have had my name under your nose a lot lately.

As, to my problem. Lately, for some unknown reason the W. F. O. ball has been rolling my way in no uncertain terms, and I am by no means pleased about it. After 20 years, a new name, and a new place of abode, I was hoping to sink into oblivion, but somehow I have been found, and am receiving letters from all over. I am also being pressured into allowing the full report of my sighting made public. This, I do not propose to agree to, for several reasons. Firstly, my privacy would be nil, in spite of Mr. Stoney's promise that my name, and whereabouts would be kept secret, and that the media would be kept off my back. Some hope!

Secondly, I do not feel that the public should know everything that is secret, just because someone feels that they should. A lot of harm has been done in the past, throughout the world for just that feeling. If you have knowledge of the full events of that awful morning, you will realize, that to suggest that the U. S. people are friendly is a laugh, as I know full well, and there is also the matter of the language. The media would have a ball that's for sure.

I hope you can appreciate my feelings on this matter. I am 20 years older, have a full life, and enjoying life in general, I just couldn't bear to be put through the mill again. Mr. Amery wants my answer by next Wednesday, as he feels time is running out, for what I have not yet gathered, and I know he will be upset at my decision.

Why can't everyone be satisfied with what is already known, and leave it at that.

Please, then, will you not allow my report to be made available, for as long as I feel that it should not be. Maybe I am wrong, but that is how I feel. Perhaps in another 20 years it will all be old hat and no one will ever remember me or it.

Thanking you for allowing me to waste your time,

I remain, yours Sincerely,

(Mrs) Esther McCallum.

1	ORIGINATOR'S INITIALS	RO(M)
2	BEFORE SIGNATURE to	
3	FOR SIGNATURE by	See Data
4	BEFORE DISPATCH to	
5	DISPATCH - 9. MAR. 1979	Initials
6	AFTER DISPATCH to	
7	BRING UP on	
	FILE	Date Initials

Air 244/10/1

9 March 1979

Mr D. Clarkson,
Reporter's Room,
Christchurch Star,
P.O. Box 2651,
CHRISTCHURCH

Dear Mr Clarkson,

Since writing to you on 5 March, I have given further consideration to your enquiry about the Moreland UFO sighting.

Your letter to me coincided with a similar request by Radio New Zealand to the Minister of Defence. The Minister, in his reply, stated that the material relating to the "incident" could not be released because of assurances of confidentiality given at the time. I should perhaps explain that these assurances were of a personal nature and that, in our approach to this matter now, we are influenced only by a desire to keep our word to Mrs Moreland.

I understand, however, and the television authorities should be able to confirm, that Mrs Moreland several years ago spoke on television to David Frost about her experience. If this is so, it is possible that Mrs Moreland would not object to our making available the evidence she gave to the RNZAF's investigating officer at the time.

If Mrs Moreland were to agree to such a release, I would be prepared to take up the matter with the Minister of Defence with a view to making her evidence available to both you and Radio New Zealand.

Yours faithfully,

(D.B.G. McLean)
Secretary of Defence

AIR 244/10/1

1	ORIGINATOR'S INITIALS	DBGMB	
2	BEFORE SIGNATURE	to	
3	FOR SIGNATURE	by Seal	
4	BEFORE DISPATCH	to	
5	DISPATCH	Date 19 MAR 1979	Initials [Signature]
6	AFTER DISPATCH	to	
7	BRING UP	on	to
8	FILE	Date 19/3/79	Initials [Signature]

19 March 1979

Mr David Clarkson,
Christchurch Star,
Reporters' Room,
P.O. Box 2651,
CHRISTCHURCH

Dear Mr Clarkson,

Thank you for your further letter of 13 March about the Moreland UFO sighting. I am sorry but I took it that as it was your story you would be making contact with Mrs Moreland. I should be happy if, when you do so, you commented to the effect that the Ministry of Defence would have no further wish to impose confidentiality, this having been done in the first place to protect her privacy.

I wish you luck with the story.

Yours sincerely,

[Signature]

(D.B.G. McLean)
Secretary of Defence



CHRISTCHURCH STAR

P.O. Box 2651
Christchurch
New Zealand

Reporters' Room.

March 13, 1979.

Mr D.B.G. McLean,
Secretary of Defence,
Ministry of Defence,
Wellington.

Dear Mr McLean,

Thank you for your letter of March 9, regarding the possibility of releasing material on the Moreland UFO sighting. I am not clear whether the Ministry will be making its own approach to Mrs Moreland to seek her permission, or whether you wish me to get in touch with her. In case you wish me to make the approach I am taking steps to obtain her present name and address---I understand she has remarried in the meantime. Can you please advise me.

Yours sincerely,

David Clarkson.

(David Clarkson).

1	ORIGINATOR'S INITIALS	ICM	
2	BEFORE SIGNATURE to	AS (R)	
3	FOR SIGNATURE by	Sec. Dept.	
4	BEFORE DISPATCH to		
5	DISPATCH	Date	Initials
		- 6. MAR. 1979	ICM
	DATE OF DISPATCH to	ICM	
		Initials	
		ICM	

Air 244/10/1

① RCH - over the requirements of confidentiality of a personal kind? If so we should say 5 March 1979 so. otherwise it looks like another cover up.

Mr D. Clarkson,
Reporter's Room,
Christchurch Star,
P.O. Box 2651,
CHRISTCHURCH.

② Sec. Dept.

DM.

Dear Mr Clarkson,

Thank you for your letter of 22 February regarding the Moreland UFO sighting in 1959.

An Air Force officer made a full investigation of the incident. The RNZAF's interest can partly be attributed to the fact that the woman was married to an airman stationed at RNZAF Woodbourne. The material was later evaluated by the Air Force authorities in Wellington. They concluded that there was no objective evidence to substantiate the sighting or reason to continue their investigations.

I am afraid we cannot release the evidence given to the enquiry because of undertakings regarding confidentiality which were given to one of the principal witnesses at the time.

From our files it appears that the matter was widely discussed in the press at the time. You might find the local newspaper a useful source of information on the affair.

Yours sincerely,

(D.B.G. McLean)
Secretary of Defence

CHRISTCHURCH STAR

Editorial
Office

P.O. Box 2651
Christchurch
New Zealand

Reporters' Room.

February 22, 1979.

The Acting Secretary of Defence,
Mr D.G. McLean.

Dear Sir

I have been reminded that this year marks the twentieth anniversary of a UFO incident that became known as the "Moreland Sighting." It took place, I understand, in July 1959 at Renwick. A woman, Mrs Moreland, claimed she watched a craft containing two men descend to about 30ft above a paddock on her farm.

Apparently because of the proximity of Woodbourne Airbase, the RNZAF held a private inquiry into the incident.

I have obtained some information on the sighting to prepare an article on it, but I was wondering if now, twenty years on, the Ministry of Defence would consider releasing the evidence given to the inquiry, and its findings. This information, certainly the most detailed ever put together on this claimed sighting, would certainly add a great deal to the story.

Yours sincerely,

David Clarkson

(David Clarkson).

As (part)
→ *RKH*
f. senior person.
ku

MINUTE SHEET

Department:

Subject: Moreland Sighting

File No.

Date: 6/3/79.....

To:-

Sec Def

1. Ref. your minute regarding your letter to D. Clarkson, dated 5 March.
2. The file indicates that the only time Mrs Moreland was given an assurance of confidentiality was in relation to an alleged second sighting in March, 1960. She had by that time been the subject of considerable derogatory comment and wanted no further publicity.
3. In regard to the original 'sighting', in July 1959, she was not given a personal assurance of confidentiality; rather, she was told by the ~~was~~ RNZAF investigating officer 'to keep her information to herself'. The security classification of the matter was raised from confidential to secret following his main interview with her in which she claimed that a man had landed and shouted at her in a foreign language. (The investigating officer thought the words she heard might have been Russian!!)
4. My original intention regarding this letter was
 - (a) to find out ^{from ID1} if the papers could now be declassified
 - (b) to ascertain whether Mrs Moreland was agreeable to their release (ie just the enquiry into her original ~~sighting~~ sighting).
 - (c) to suggest that Clarkson be given access to them.
5. However a similar request came ~~to~~ from Radio New Zealand, through the Minister. In drafting a suggested reply for the Minister from CDS (see attachment), I was told that ~~the~~ the Minister was to say that ~~the report~~

MINUTE SHEET

Department:

Subject:


File No.

Date:

To-

The report could not be released because of assurances ~~given~~ of confidentiality given to one of the principal witnesses at the time. The Minister has given a statement along these lines to Radio New Zealand.

6. I drafted the Clarkson reply along the lines of the Minister's statement, realising that ~~it~~ it was not strictly accurate.


RO (14)

DD

Air 244/10/1

1	ORIGINATOR'S INITIALS		ICM
2	BEFORE SIGNATURE	to	DCDS
3	FOR SIGNATURE	by	CDS
4	BEFORE DISPATCH		to
5	DISPATCH	Date	Initials
		1 Mar 79	[Signature]
6	AFTER DISPATCH	to	[Signature]
7	BRING UP	on	to
8	FILE	Date	Initials

1 March 1979

The Minister of Defence

RADIO NEW ZEALAND UFO ENQUIRY

1. I refer to the questions submitted by Radio New Zealand relating to an alleged UFO sighting by Mrs F. E. Moreland near Blenheim on 13 July 1959.

... 2. The attached statement gives an outline of the affair. For your information, Mrs Moreland was the wife of 73847 LAC Moreland F. J., a patrolman at RNZAF Station Woodbourne, who had a small farm holding about two miles from Blenheim. She was on the way to bring in the cows when the alleged incident occurred.

3. Her initial story was to the effect that she had only seen a craft descend, hover and then ascend. She subsequently told the investigating officer about the landing of the man, whom she described as "like any other man" as far as she could tell, though his left hand was "missing below the wrist".

4. Mrs Moreland claimed to have smelt the peppery smell on several subsequent occasions and to have seen the light again in March 1960. The investigating officer described her as an . A rash of small "blisters" which appeared on her some days after her encounter on 13 July was examined by an Air Force doctor in order to determine whether it might be radiation-induced; the doctor, however, concluded that it was probably allergic in origin.

5. The evidence suggests that Mrs Moreland was in an emotionally unstable condition at the time. She was also the subject of considerable publicity much of which was of a derogatory nature, due in part to a press statement which she issued herself.

... 6. I have had prepared specific answers to the Radio New Zealand questions, including a statement should you wish to make one.

(R. B. BOLT)
Air Marshal
Chief of Defence Staff

Encl.

RADIO NEW ZEALAND UFO ENQUIRY

1. Does the Ministry of Defence have a report on the 1959 sighting of a UFO over Blenheim? The Ministry does have a report prepared by the Air Force officer who carried out the investigation.
2. Will the report be made available to Radio New Zealand? The report cannot be released because of undertakings regarding confidentiality which were given to one of the principal witnesses at the time.
3. Will the Minister make a statement on what it contains? The "events", as described by the witness, were as follows:

On 13 July 1959 a woman living near Blenheim reported that at between 5-6 a.m. that morning she had seen an oval-shaped object, measuring 20 yards across and 4 or 5 feet through, descend before her. She was caught in a green light produced by two beams shining from beneath the vehicle and was unable to move. The vehicle was manned by two men, wearing silvery suits and helmets, one of whom descended from it and came over to her. He shouted at her in a foreign language. In a fright she hit out with her torch and ran for nearby trees. The man reboarded the vehicle, which was hovering some 10-12 feet from the ground. It then ascended straight up into the sky emitting a high-pitched whistle and leaving a patch of hot air and a smell like that of burnt pepper. Another witness later reported seeing an unidentified light at about the same time.

Suggested Statement

"On 13 July 1959 a woman living near Blenheim reported that she had seen a flying object which behaved in an unusual way.

"A full investigation of the matter was made by an Air Force officer with technical experience. The RNZAF's interest can partly be attributed to the fact that the woman was married to an airman stationed at RNZAF Woodbourne. The material was later evaluated by Air Force authorities in Wellington. They concluded that there was no objective evidence to substantiate the sighting or reason to continue their investigations."

MINISTRY OF DEFENCE

Memorandum from

CHIEF OF DEFENCE STAFF

De DS

UFOs !

1. The attached paper, with questions addressed to the Minister, was passed to me by Min's Sec this morning.
2. Will you pl consult the Staff & see what kind of answers can be given — assuming the Minister decides he does want to answer. I feel some response may well be unavoidable.

27/2



Radio NZ

Query

X
ZCZC 127 DNRN 0226 1033
RR DAPN HORN PLRN BMRN
517
FM NEWS WILSON
TO NEWS

'AMERY'

AN AUTHOR OF BOOKS ABOUT UNIDENTIFIED FLYING OBJECTS, MR COLIN AMERY OF DUNEDIN CLAIMS THE NEW ZEALAND GOVERNMENT IS INVOLVED IN A COVER-UP OF INVESTIGATIONS INTO UFO SIGHTINGS.

MR AMERY SAYS HE'S SEEN EVIDENCE RELATING TO AN INVESTIGATION OF A CELEBRATED SIGHTING OVER BLENHEIM IN 1959.

HE CLAIMS THE GOVERNMENT HAS HAD CONFIRMATION OF THE SIGHTING FROM THE AIRFORCE AND HE'S CALLED FOR THE FINDINGS TO BE MADE PUBLIC.

Questions

- Does Ministry of Defence have a report on 1959 sighting of UFO over Blenheim?
- Will the report be made available to RNZ?
- Alternatively will Minister make statement on what it contains?

Extra Information

Mrs Moreland was the lady who sighted the u.f.o. in 1959. Airforce person also reported the sighting



SECRETARY OF DEFENCE

urgent

For Comments

P
M.E.P. #
26.2.79

wanted by
1.3.79

CONFIDENTIAL MESSAGE FORM

MD 403

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		TO OPHQ RNZAF <i>Write only one addressee per line</i>									
		<p>AIR 221/13/6 SUBJECT UNIDENTIFIED RADAR CONTACTS</p> <p>PD WILKINGTON RADAR HAD FIVE SLOW SPEED CONTACTS IN THE CLARENCE RIVERMOUTH AREA BETWEEN 1200 190900Z TO 191300Z DEC 78 PD</p> <p>ONE CONTACT WAS CONFIRMED BY VISUAL SIGHTING OF RAD LIGHT FROM SAFE ARGOSY PD RNZAF HAS BEEN REQUESTED TO ASSIST IN INVESTIGATION OF THIS ACTIVITY PD OPHQ IS TO BE PREPARED TO RESPOND TO CALL FROM DAF HQ TO INVESTIGATE ANY FUTURE INCIDENT USING AIRCRAFT MOST CAPABLE OF REACHING AREA AND CONDUCTING RADAR/VISUAL SEARCH PD</p> <p>IN ADDITION A COASTAL PATROL OF THE COASTAL AREA BETWEEN CAPE CAMPBELL AND BANKS PENINSULAR OUT TO 20 20 NM IS TO BE CONDUCTED BEFORE 27 DEC 78 PD SPECIAL ATTENTION IS TO BE DEVOTED</p>									
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MESSAGE FORM

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NO UNCLASSIFIED
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LAMP/STBY SECURED AT 011054ZL DUE WM RDR CLOSEDOWN. ANTICIPATE
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FOR DEF HQ
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RZYXCE/NZDEF AIR

CORRECTED VERSION OF A MESSAGE
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OPS 2-1
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BT
CONFIDENTIAL
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MSGID/OAHQ RNZAF/GREEN/1/JAN
MISSION/COPS/SEARCH/UNIDENT RDR-VIS CONTS
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COMM/ZKX/MATELO/USB/CRATT/P
COMM/ZKX/MATELO/USB/VOICE/S
ORDN/STD ASW PLUS PHOTOFLASH
EMCON/UNRESTRICTED, MODE 1-22 MODE2-2644 MODE3-AKAA283.2 AND 3 STBY
AREA/4100S5/17420E4/4145S4/17630E7/4350S2/17520E5/4350S2/17310E2
AREA/4330S0/17235E8/4100S5/17420E4
HARR/1.P3 TO BE ASW SERVICEABLE AND CARRY AVQ2C AND KB10A PLUS
KB16A WITH PHOTOFLASH. ACFT TO CARRY OSCILLOSCOPE FOR RDR TGT

CONFIDENTIAL

PAGE 2 RZYWTT 1564 CONFIDENTIAL
PULSE SHAPE ANALYSIS, MOVIE AND STILL CAMERA EQUIP TO BE CARRIED.
2. ACFT TO ENTER AREA AND FLY AS CLOSELY AS POSS ARGOSY ROUTE AND
PROFILE WN-CH AND CH-WB. ADDITIONALLY, AREA TO BE SEARCHED TRACKING
CH-CLARENCE RIVERMOUTH AND RETURN LL ON COMPLETION OF CH-WB LEG;
AREA TO BE SEARCHED UNTIL DAWN, ARGOSY ROUTE, SPEED, ALT AND TIMES
PASSED AT CREW BRIEF NAROPCEN 020730Z2.
3. REPORT OUT, KILO, ON, OFF, IN PLUS STD RIG TYPE MESSAGES. DO NOT
EXCEED TRANSMISSION INTERVAL OF 40 MINS. REPORT AT RPS WHILST FOLLOW
ING ARGOSY ROUTES. IN AREA REPORT PSN AT 80MIN INTERVALS. FILE MIL
OPS.

ENDAT
BT

CONFIDENTIAL

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FOR DEF HQ
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366 04 40:78

P 010145Z JAN 79
FM OPGPCC RNZAF **PRIORITY**
TO RZYWTT/RNZAF AUCKLAND
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RZYXCD/NZDEF WELLINGTON
RZYXCE/NZDEF AIR



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C O N F I D E N T I A L
DIG KSY/KSM/FYE

CONFIDENTIAL

NZDEF WELLINGTON FOR DEFENCE DUTY OFFICER
MSGID/SPECIAL/1/JAN
MISSION/COPS/SEARCH/LOCATE AND IDENTIFY BY NIGHT VISUAL-RDR CONTACTS
FORCE/5 SQN/P3B/R278
TASK/NZWP//020500Z7/020540Z1//NZOH/WI021
TIMPD/020800Z0/021700Z0/JAN
LAMP/ACFT TO REMAIN ON STBY AT OH UNTIL DAWN - TO BE LAUNCHED AS
LAMP/REQD FOR LOCATION AND IDENTIFICATION OF UNKNOWN RDR-VIS CONTS
COMM/ZKX/MATELO/USB/VOICE/P
LAMP/USE CRATT (P) AKAC 132 (S) TO PASS CLASSIFIED TRAFFIC TO ZKX
LAMP/USE AKAC 132 TO PASS CLASSIFIED TRAFFIC TO ZKY

PAGE 2 RZYWTT 1558 C O N F I D E N T I A L
RMKS/ZKY TO GUARD MATELO FREQS FOR DURATION OF STBY, RNZAF AUCKLAND
RMKS/TO PASS FREQS AND DESIGS TO RNZAF OHAKA PRIOR TO EVENT
RMKS/PRIMARY HF GUARD REMAINS WITH ZKX
ORDN/STD ASW LOAD PLUS PHOTOFLASH
EMCON/UNRESTRICTED, MODE 1-22, MODE 2-2644, MODE 3-AKAA283 ALL STBY
EMCON/UNODIR.

FORCE/75 SQN/2A4K//WHIPCORD 1 AND 2
LAMP/DO NOT PREFIX CS WITH WORD SKYHAWK
TIMPD/020800Z0/021700Z0/JAN
LAMP/ACFT TO REMAIN ON STBY AT OH UNTIL DAWN-TO BE LAUNCHED AS
LAMP/REQD WITH R278 TO LOCATE AND IDENTIFY UNKNOWN VIS-RDR CONTS
COMM/INTERPLANE/250.6MHZ/AM/VOICE/P/TAC
COMM/INTERPLANE/142.5MHZ/AM/VOICE/S/TAC
EMCON/UNRESTRICTED, MODE1-61, MODE2-1350, MODE3-0100 AND 0200
EMCON/SQUAWK AS DIRECTED BY R278

CONFIDENTIAL

ALT///EMER120
LAMP/FOR A4 IN EVENT OF COMM FAILURE, P3 TO REMAIN ABOVE UNTIL
LAMP/SAFE LANDING OF NORDO ACFT REPORTED,
NARR/1. FOR RNZAF AUCKLAND, P3 TO BE ASW SERVICEABLE INCLUDING
AVG 2C AND KB10A -KB16A PHOTOGRAPHIC SYSTEM. ACFT TO BE FITTED

CONFIDENTIAL

PAGE 3 RZYWTT 1558 C O N F I D E N T I A L
WITH OSCILLOSCOPE SET UP TO ANALYSE PULSE SHAPE OF ANY RDR RETURN.
CREW BRIEF MAROPCEN 020200Z4.

2. FOR RNZAF OHAKA. MONITOR ASSIGNED MATELO FREQS FROM
020430Z9 UNTIL 021700Z0 OR UNTIL RELEASED BY OPHQ RNZAF.
ACKNOWLEDGE SPECIAL.

3. FOR NZDEF WELLINGTON. REQUEST DEFENCE DUTY OFFICER CONTACT WN
CENTRE SUPERVISOR AND ADVISE HIM IN GUARDED TERMS OF ARRANGEMENTS
MADE. ADDITIONALLY REQUEST THAT AN OSCILLOSCOPE BE SET UP ON WN
RADAR SO THAT THE SHAPE OF ANY UNIDENTIFIED CONTACT RETURN PULSE
MAY BE DETERMINED. ADDRESS ANY QUERIES TO HQ CDR GILLIVER (WEI
8348).

4. GENERAL. ALERT STATES. P3 AND A4S TO BE IN AREA WITHIN ONE HOUR
OF ALERT.

ALERTING ARRANGEMENTS. WN CENTRE WILL ADVISE DEFENCE DUTY OFFICER
WHO IN TURN WILL ADVISE THE BASE OPERATIONS OFFICER OHAKA AND
MARITIME OPERATIONS OPHQ. P3 AND A4S TO GET AIRBORNE ON RECEIPT OF
MESSAGE FROM DDO.

COMMAND. COMMAND ARRANGEMENTS ARE UNCHANGED. P3 IS SCENE OF ACTION
COMMANDER.

DURATION. IN EVENT NO ACTIVITY TUESDAY NIGHT, OPERATION WILL BE

PAGE 4 RZYWTT 1558 C O N F I D E N T I A L
REPEATED WEDNESDAY NIGHT. IF NO ACTIVITY WEDNESDAY NIGHT, SITUATION
WILL BE REASSESSED.

NDRT

CONFIDENTIAL

66/20/1
5/1/14

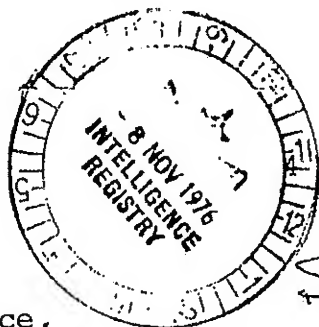
THE MINISTRY OF TRANSPORT



PRIVATE BAG WELLINGTON
NEW ZEALAND

244/10/1

TELEPHONE:
TELEGRAMS: TRANSPORT



November 1976

DD 46 11/11
ASD 10/11
9/11
Air Base

Secretary of Defence,
Ministry of Defence,
Private Bag,
WELLINGTON.

SEC DEF
① Dep. Secy Def
② JDI

UNIDENTIFIED FLYING OBJECTS
INVESTIGATING COMMITTEE

Reference: Def 66/20/1 DDI

I agree there seems no need to have a committee to investigate reported sightings of UFO's and accept that you have no evidence to support Defence involvement.

As we have no interest other than to ensure that a reported sighting is checked as far as is practicable by Air Traffic Control to eliminate the possibility of an unknown intruder and in view of the lack of interest by other Government agencies, our further action will be limited to a station log entry of the report.

(A.J. Edwards)
Secretary for Transport

5 October 1976

The Secretary of Transport
WELLINGTON

UNIDENTIFIED FLYING OBJECT (UFO)
INVESTIGATING COMMITTEE

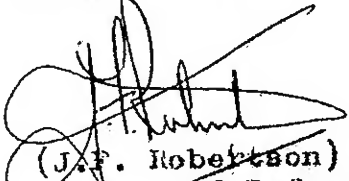
Reference : CAD 5/1/4 dated 22 September 1976.

1. On 8 August 1972 I wrote to you on the subject of the above committee noting that it was increasingly inappropriate for this Ministry to act as the point of coordination for UFO reports.

2. At that time I received replies from all addressees, except DSIR, and the general feeling was that the committee should be abolished, but if it was considered necessary to retain it then the responsibility should rest with DSIR.

3. Your letter at reference has highlighted the fact that the action commenced in August 1972 was, unfortunately, never finalized. I see little point in now traversing the old ground and believe that the lack of need for the UFO committee has been well demonstrated over the past four years. All I will say is that empiric evidence shows conclusively that there are no defence factors involved with UFO sightings. Identification and classifying of objects in the sky is a civil function and I have therefore deleted any responsibility in this connection from our work.

4. All UFO reports are apparently received by Civil Aviation Division and as any investigation involves a simple elimination process against known aircraft movements and meteorological factors it appears that checking of UFO reports need not go beyond your Department. However that is a matter for you to decide, but our activity in this respect has been terminated.


(J.F. Robertson)
Secretary of Defence

MINUTE

To: Sep Def

UFO INVESTIGATING COMMITTEE

- Reference 'A' Civil Aviation 5/1/4 dated 22 Sep 76 attached
- 'B' Def 66/20/1 dated 8 Aug 72 "
- 'C' Police letter dated 16 Aug 72 "
- 'D' Civil Aviation 5/1/4 dated 16 Aug 72 "
- 'E' Carter Observatory 8/10/2 dated 18 Aug 72 attached

1. Ref 'A' has highlighted the fact that action on your letter to Director General DSIR, Secretary of Transport, Carter Observatory and Police (Ref 'B') was never finalized.

2. Replies to Ref B were received (Refs C,D,E) from all departments except DSIR. I recall Lt Col Simpson following this up but was unaware of the outcome.

3. Civil Aviation state that they still have the problem of forwarding UFO sighting reports to some agency for investigation. EIB are now in the PM's Dept and have no interest. DCAS states that the Air Staff has no interest and I can confirm that Defence Intelligence interest is even less now than it was in 1972.

4. There has been no requirement, to my knowledge, for the UFO Investigating Committee to have met over the past 4 years and I can see no need to reactivate the committee and redetermine its membership. If you agree, then it remains to determine who should investigate any UFO reports. As Civil Aviation are apparently the recipients of all UFO sightings it would seem reasonable that as they control all air traffic in New Zealand and are in close contact with the Meteorological service etc that the simple elimination investigation required could just as easily be done by them. On the assumption that you agree this approach I have drafted a reply to Ref 'A' addressed to Secretary of Transport.

DDI
4/10
 Read paper the
 amended draft
 of signature
[Signature]
 4/10

[Signature]
 Gp Capt
 DDI

DRAFT

The Secretary of Transport
WELLINGTON

UNIDENTIFIED FLYING OBJECT (UFO)
INVESTIGATING COMMITTEE

Reference: CAD 5/1/4 dated 22 September 1976.

1. On 8 August 1972 I wrote to you on the subject of the above committee noting that it was increasingly inappropriate for this Ministry to act as the point of coordination for UFO reports.

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3. Your letter at reference has highlighted the fact that the action commenced in August 1972 was, unfortunately, never finalized. I see little point in now traversing the old ground and believe that the lack of need for the UFO committee has been well demonstrated over the past 4 years.

4. ~~All~~ ^{As} All UFO reports are apparently received by ~~your~~ Civil Aviation Division and as any investigation ~~is a~~ ^{is a} ~~simple~~ ^{simple} elimination process against known aircraft movements and with the ^m ~~Meteorological~~ ^{Factors} Office with whom you are in close contact, ~~I believe that any checking of UFO reports could more readily be carried out by your Department.~~ ^{it appears that} ~~It would be grateful for your comments!~~ ^{need not go beyond you} ~~This report has been recommended~~ ^{has}

*Empirevidence shows conclusively that
null my is that ^{all} there ~~is~~ no defense factors involved with
UFO sightings. Identification & classify of objects in the sky is
a civil function and I have therefore deleted any responsibility
in this connection from our work.*

JFR

All of

A

5/1/4

CIVIL AVIATION DIVISION

PLEASE NOTE OUR NEW TELEPHONE NUMBER IS 721 253



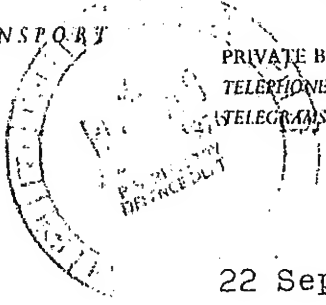
MINISTRY OF TRANSPORT

PRIVATE BAG WELLINGTON 1

TELEPHONE: 49 060;

TELEGRAMS: CIVILAIR

DB 176/1/10



22 September 1976



The Secretary of Defence,
Ministry of Defence,
Departmental Building,
Stout Street,
WELLINGTON.

Attention: Director of Service Intelligence.

REPORTS OF UNIDENTIFIED FLYING OBJECTS

For some time past, attempts have been made, without success, to resolve the question of who or what Department of State is, or should be, responsible for dealing with reports received of UFO's.

Your memorandum 66/20/1 of 8 August 1972 indicated that in any reconstituted investigating committee, Defence representation would be restricted to the Scientific Intelligence Officer (Mr Beere), but he now states he is no longer under MOD jurisdiction and has no particular interest in UFO reports. It would seem therefore, that initial responsibility should be with Service Intelligence.

As it has been necessary to come to a decision on the handling of UFO reports which might be received by our air traffic services units, we are issuing instructions that such reports should be sent by signal to Defence HQ for the attention of the Director of Service Intelligence. He can then take such action on the reports as he deems appropriate.

A.H. Milestone

(A.H. Milestone)
for Director of Civil Aviation

66/20/1

B

8 August 1972

The Director-General,
Department of Scientific and Industrial Research.

The Secretary of Transport.

The Director,
Carter Observatory.

Copy for information:

The Commissioner of Police.

UNIDENTIFIED FLYING OBJECT (UFO)
INVESTIGATING COMMITTEE

1. For a number of years the Ministry of Defence has been associated with this committee in a leading role. The membership of the Committee has been:

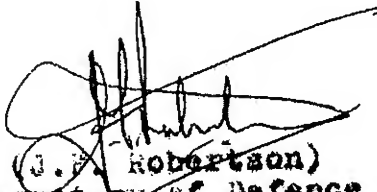
Chairman - Deputy Director of Service Intelligence
Secretary - A Squadron Leader from the Directorate of Service Intelligence.
Members - Dr E.I. Robertson, now Director-General, DSIR.
Dr B.C. Thompson, NZ Meteorological Service.
Squadron Leader A.H. Milestone, D BATO Ops.
Director, Carter Observatory, now Mr W.J.H. Fisher.

2. It seems to be increasingly inappropriate for the subject to be a prime responsibility of this Ministry, and particularly that it be co-ordinated by the Directorate of Service Intelligence. To the degree that we may be concerned with objects landing on New Zealand territory, there is a Defence connotation but the overall subject does appear to be primarily a matter of scientific interest rather than Defence.

3. This Ministry is considering the advisability of proposing the abolition of the Unidentified Flying Object Investigating Committee but before doing so wishes to raise for consideration the idea that it would seem more appropriate for the subject of UFOs to be initiated and administered either by the Department of Scientific and Industrial Research or Ministry of Transport, with Defence continuing to be associated with the subject but in a lesser role, either as a committee member or in an observer status. In any reconstituted body which examines sighting reports of UFOs Defence representation would be restricted to Mr G.M. Beere, the Scientific Intelligence Officer in the Joint Intelligence Bureau.

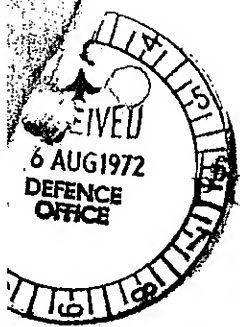
/4. The views

4. The views and suggestions of other departments would be welcomed before any final action is taken by this Ministry.


(J. A. Robertson)
Secretary of Defence

66/20/1

(A)



POLICE NATIONAL HEADQUARTERS

GENERAL BUILDINGS, WARING TAYLOR STREET,
WELLINGTON 1, NEW ZEALAND

TELEPHONE: 47 000
CABLES: MOMEN WELLINGTON

TELEX: POLICEHQ NZ3550
P.O. BOX 694

16 August 1972

The Secretary of Defence,
G.P.O. Box 295,
WELLINGTON.

Unidentified Flying Object (UFO) Investigating Committee

1. Your memorandum dated 8 August 1972 refers.
2. I agree with your proposal to abolish the Unidentified Flying Object Investigating Committee. If however, it is decided to retain the Committee I endorse your view that the matter of U.F.O.s be examined by the D.S.I.R. or Ministry of Transport.

B.W. Gibson
(B.W. Gibson)
for Commissioner

C? - of ...

AS (copy)
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INTEREST	
DSI	
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ADSI. A	102
ADM. F	3
10	4

By ADS(F).
These proposals were copied to Police as info only. Police are not members of the UFO committee.

66/20/1

D

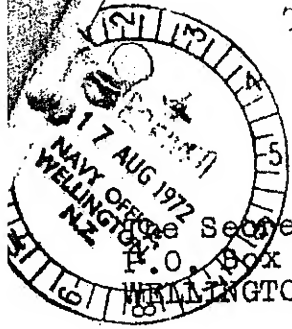
THE MINISTRY OF TRANSPORT

PRIVATE BAG



TELEPHONES: 49 060; 40388
TELEGRAMS: TRANSPORT

5/1/4
16 August 1972



Secretary of Defence,
P.O. Box 295,
WELLINGTON.

UNIDENTIFIED FLYING OBJECT (UFO)
INVESTIGATING COMMITTEE

Your letter 66/20/1 8 August 1972 refers.

The proposal that the responsibility for initiating and administering UFO investigations be transferred to the Department of Scientific and Industrial Research is supported by this Ministry.

In such an event this Ministry would be agreeable to remaining a member of any reconstituted body and to be represented by the present committee member, Mr A.H. Milestone, of the Civil Aviation Division.

(C.H.N. L'Estrange)
for Secretary of Transport.

RECEIVED TO	
FILE	
OIC	
GENERAL RECORDS	
DSI	

By AON

This is not a NAVAL STAFF subject.
Pse check reference quoted in refer
to originator - I suspect DSI.

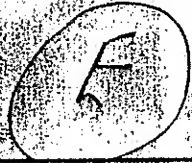
DSI 18/8

ACDS(Pol)

This is the first answer received to the proposal to shift
responsibility for UFO investigations

Noted - thank you

DSI
21/8



Information Sheet—Matter For Consideration By The Naval Board

10,000/8/67—38537 W

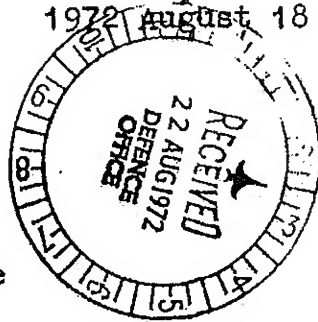
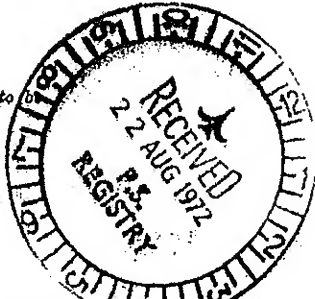
CARTER OBSERVATORY

8/10/2

WELLINGTON, 1
NEW ZEALAND

1972 August 18

Correspondence to be
addressed to
DIRECTOR



POSTAL ADDRESS:
P.O. BOX 2909
WELLINGTON, 1
NEW ZEALAND

The Secretary
Ministry of Defence
P.O. Box 295
WELLINGTON

Dear Sir,

Unidentified Flying Object (UFO)
Investigating Committee

Thank you for your letter (66/20/1) setting out your proposals regarding the future of your involvement in the above Committee.

My own view is that in the light of the experience gained in recent years the Committee is not now necessary.

Most UFOs are only unidentifiable by the person reporting them, and I feel that the overwhelming majority of enquiries can be dealt with satisfactorily by one or other of the agencies represented by the present members of the Committee.

This Committee has performed a valuable function in establishing contacts between the members and their organisations and I think this will now continue.

Yours faithfully

W.J.H. Fisher
Director

D.S.I.	

Stant St

DIRECTORATE OF DEFENCE INTELLIGENCE

SECURITY CLASSIFICATION : _____

SOURCE : THE HERALD

DATE : 12 / 10 / '72

66/20/1

The Herald, Thurs., Oct. 12, 1972 - Page 19

INQUIRE INTO UFOs

Why don't they set up a commission or committee of inquiry into the sightings of unidentified flying objects?

Why don't they have a committee that could be contacted any time?

— Terry Cuddy, Flinders Cres., Boronia.

ANSWER: A spokesman for the RAAF said: "The air force is charged with the air defence of Australia; part of this charter is the investigation of any strange objects in the sky."

"The air force base closest to the sighting is given the responsibility of investigating it," he said.

"People who see these objects are given question forms to describe their sighting."

"The information is recorded and sent to the Department of Air in Canberra where ana-

lysis of the sighting is made."

The RAAF spokesman said from January, 1960, until December, 1971, the air force investigated 595 reported sightings of UFOs.

"Of sightings investigated, 93 per cent were explainable by scientific knowledge and six per cent did not provide sufficient information to permit analysis and evaluation."

He said one per cent were attributed to unknown causes.

MINUTE SHEET

Department:

Subject:

UFO INVESTIGATING COMMITTEE

File No. 66/20/1

Date: 24 Aug 72

~~St (Pol)~~

1. Replies have now been received from the Carter Observatory and NZ Police to your letter of 8 Aug 72. Only one from DSIR is outstanding.

2. While the Police agree the proposal to abolish the Committee they would support it being transferred to DSIR or the Ministry of Transport. Ministry of Transport, as you know, support transferring the Committee to DSIR. The Director, Carter Observatory considers that the Committee has been useful in establishing contacts between interested parties but that it is no longer necessary.

3. We await DSIR's reaction.

[Signature]
GAL
DSI

Ward. Thank you

[Signature]
28/8

~~28/8~~
29/8

For info
GAL
28/8

1	INITIATOR'S INITIALS	
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66/20/1

8 August 1972

The Director-General,
Department of Scientific and Industrial Research.

The Secretary of Transport.

The Director,
Carter Observatory.

Copy for information:
The Commissioner of Police.

UNIDENTIFIED FLYING OBJECT (UFO)
INVESTIGATING COMMITTEE


1. For a number of years the Ministry of Defence has been associated with this committee in a leading role. The membership of the Committee has been:

- Chairman** - Deputy Director of Service Intelligence
Secretary - A Squadron Leader from the Directorate of Service Intelligence.
Members - Dr E.I. Robertson, now Director-General, DSIR.
 Dr D.C. Thompson, NZ Meteorological Service,
 Squadron Leader A.H. Milestone, R DAFU Ops.
 Director, Carter Observatory, now Mr W.J.H. Fisher.

2. It seems to be increasingly inappropriate for the subject to be a prime responsibility of this Ministry, and particularly that it be co-ordinated by the Directorate of Service Intelligence. To the degree that we may be concerned with objects landing on New Zealand territory, there is a Defence connection but the overall subject does appear to be primarily a matter of scientific interest rather than Defence.

3. This Ministry is considering the advisability of proposing the abolition of the Unidentified Flying Object Investigating Committee but before doing so wishes to raise for consideration the idea that it would seem more appropriate for the subject of UFOs to be initiated and administered either by the Department of Scientific and Industrial Research or Ministry of Transport, with Defence continuing to be associated with the subject but in a lesser role, either as a committee member or in an observer status. In any reconstituted body which examines sighting reports of UFOs Defence representation would be restricted to Mr G.M. Beere, the Scientific Intelligence Officer in the Joint Intelligence Bureau.

4. The views and suggestions of other departments would be welcomed before any final action is taken by this Ministry.


(J.F. Robertson)
Secretary of Defence

The Director-General
Department of Scientific and Industrial Research

The Secretary of Transport

The Director
Carter Observatory

Copy for information:

The Commissioner of Police

UNIDENTIFIED FLYING OBJECT (UFO) INVESTIGATING
COMMITTEE

1. For a number of years this committee assisted the Ministry of Defence with the investigation of reports of sightings of UFOs.
2. It has consisted of:
Chairman - Deputy Director of Service Intelligence
Secretary - A Squadron Leader from the Directorate of Service Intelligence
Members - Dr E.I. Robertson, now Director-General, DSIR
Dr D.C. Thompson, NZ Meteorological Service
Squadron Leader A.H. Milestone, D DATC Ops
Director, Carter Observatory, now Mr W.J.H. Fisher
3. It seems to be increasingly inappropriate for the subject to be the responsibility of the Ministry of Defence and for it to be co-ordinated by the Directorate of Service Intelligence. To the degree that it concerns objects which may land on New Zealand territory, there is a Defence connotation to it but it does appear to be primarily a matter of scientific interest.
4. It would therefore seem much more appropriate for the subject of UFOs to be handled by the Department of Scientific and Industrial Research. Defence would wish to continue to be associated with the subject but in a lesser role. In any reconstituted body which examines sighting reports of ~~NEW~~ UFOs Defence representation would be restricted to Mr G.M. Beere, the Scientific Intelligence Officer in the Joint Intelligence Bureau.
The views of other departments would be welcomed.

MINUTE

001

*I agree entirely with your para 7
but please check*

To: ACDS (Pol)

UNIDENTIFIED FLYING OBJECTS (UFO) INVESTIGATING COMMITTEE

*By Secs (Pol)
27 Jan*

1. I wonder if you are aware that I am closely involved in this committee which consists of:

Chairman - DDSI

Secretary - ADSI(F)

Members - Director-General DSIR
Director NZ Meteorological Service, Ministry of Transport
Deputy Director of Operations, Air Traffic Control, Ministry of Transport
Director, Carter Observatory.

2. Our involvement is by inheritance from the Directorate of Air Intelligence who presumably were given it primarily as a security chore in the days when the Air Department controlled Civil Aviation.

3. Whatever the original reasoning was, it seems to me to be increasingly inappropriate for my Directorate, and particularly the Intelligence Section of it, to be involved in this business. If it were to become generally known that we were, it would imply that the subject was being accorded a greater significance than I believe it deserves. Some might consider that the same argument could be applied to any involvement by even the RNZAF.

4. Any intelligence interest in UFOs is of a scientific and technical rather than a Service nature. DJIB has a Scientific Intelligence Officer (SIO) and agrees that the SIO should be either a member of the UFO Investigating Committee or associated with it as an observer. This would be consistent with our view that the SIO should represent the Intelligence Community in the investigation of objects in or from space or which are of doubtful origin.

5. The broader question of Departmental responsibility is more in your field than mine. I note, however, that the Ministry of Transport has two members representing different aspects of their work. It could also be considered primarily a scientific problem to be co-ordinated by DSIR whose Director-General happens also to be the Defence Scientific Adviser.

6. The Committee is not an active one. It last met in Jan 70 when it was unable to agree on publicity policy, a matter which is inhibited by my Directorate's involvement. Since then we have continued to receive, usually from the Police, and to circulate to Committee members seeking their opinions, reports on UFO sightings. The most recent one, on which I attach the correspondence, was discussed on TV by Peter Read.


RESTRICTED

RESTRICTED

RESTRICTED

2.

7. As I understand that you are to have discussions with the Ministry of Transport and other interested Departments on fishery surveillance, this may be an opportune time to raise the question of the future of the UFO Investigating Committee.


(W.A. SIMPSON)
Lt Col
DSI

27 Jun 72

Copies to:

Chairman JIC
DJIB
DCAS
DPR

RESTRICTED

RESTRICTED

Subject:

File No. 66/20/1

UFO COMMITTEE

Date: 23 Jun 72

Ref attached minute from DDSI dated 20 Jun 72

JIB
M
1. I agree that it is becoming increasingly inappropriate for this Directorate to be involved to the extent of presiding over Chairman and the Secretary. In fact I doubt whether Defence should be taking a leading role at all. There are other Depts such as DSIR or Civil Aviation that might more appropriately co-ordinate investigations.

2. However, now that you have an SIO I believe that he should be involved. In the present circumstances it may be that he should be the only Defence rep.

3. I propose seeking policy guidance through ACDS (Pol) and would appreciate your views for inclusion in my minute

Simpson
DSI

By SIO

I would have no objection to setting up a UFO Committee - I already get the press cuttings - but could not accept the task of Secretary.

I think that Air staff should coordinate & provide administrative support. If UFOs exist, then Defence must be involved, or at least adequately informed.

ES 23/6

By S/O

I agree with SIO to the extent that we have a scientific intelligence interest in objects of doubtful origin to which participants are

MINUTE SHEET

Department:

Subject:

File No.

Date:

member or observer on the UFO
Committee. but any executive or
~~secretarial~~ secretarial function would
be out of the question. In my view
the leading role should be taken
either by the RINZAF or Civil Aviation
as the subject is related to aviation

H. E. James

26/6

MINUTE SHEET

Department:

Subject:

U.F.O. COMMITTEE

File No. 66/20/1 DSI

Date: 20 June 72

1. As you know there is in being a UFO committee comprising:
- DDSI - Chairman
 - Dr Robertson, Director DSIR
 - Dr Thompson, Director NZ Meteorological Service
 - Mr Fisher, Director, Carter Observatory
 - Sqn Ldr Milestone, D, DATC Ops CAD MoT
 - ADSI(F) - Secretary

This Committee meets infrequently and the last recorded meeting was on 29 January 1970. The minutes of this meeting are at Tag 'A'.

2. You will see that the January 70 meeting could not agree on the publicity to be accorded UFO sightings and the lack of an official statement acknowledging that there is a body which investigates UFO's periodically gives rise to letters such as that attached. There is perhaps no need to change the present non-committal attitude. I believe ^{however} that while DSI remains associated with the Committee publicity should remain at its present low level. The fact that an intelligence agency is involved would, to my mind, give the subject of UFO's an aura which it does not deserve.

3. DSI became involved in UFO's as a result of integration. Originally the subject was handled by DAI (on the security side on behalf of the Air Staff. I believe that we have little interest in the subject and I now recommend that the responsibility for co-ordinating UFO sightings reverts to the Air Staff. I understand that the Air Staff already keep their own files on the subject giving us a somewhat less than complete picture of the UFO scene from a Defence point of view. If necessary SIO JIB could become a member of the Committee in order that the intelligence community could maintain a watching brief.

Annex to
66/30/17
dated 16 Feb 70

RECEIPT AND RECORDING OF U.F.O. SIGHTINGS

1. A meeting between representatives of interested organizations was held on 29 January 1970 to discuss the action to be taken upon receipt of U.F.O. sighting reports.

2. Those present were:-

Wg Cdr R.R. Black	Directorate of Service Intelligence
Dr E.I. Robertson	Dept of Scientific and Industrial Research
Dr D.C. Thompson	N.Z. Meteorological Service
Mr W.J.M. Fisher	Carter Observatory
Sqn Ldr A.M. Milestone	D.DATC Ops Ministry of Transport
Flt Lt B. Mitchell	Directorate of Operations, RNZAF Headquarters
Flt Lt C. Cole	RNZAF Public Relations Officer
Sqn Ldr A. Dyer	Directorate of Service Intelligence

3. The present report form was discussed and it was decided to retain the present format with minor modification. Examples of the form are attached.

4. Some representatives remarked that they received many reports which were easily disposed of and did not see the point of filling out forms for each of these. It was pointed out that the number of "solvable" reports compared with those for which further action was required and with those for which no explanation could be found provided valuable statistical information. It was finally decided that those reports requiring further action should be passed to the DSI in the normal way and that an annual estimate of those quickly dispensed with be passed to the DSI for statistical purposes.

5. The next item discussed was the extent to which a department or organization should investigate reports and the extent to which the public should be informed that investigations do take place. It emerged that the extent of the investigation would depend on factors such as the nature of the report, the reliability of the reporter and the resources available to the investigating body. Much discussion failed to resolve this point and finally it was agreed that a report worthy of investigation should be checked to the extent deemed realistic by the investigating body.

6. A wide range discussion on the publicity aspects of UFO investigation again encountered the "stumbling block" of lack of resources within the organizations concerned. The RNZAF PRO tabled the standard RNZAF "handout" for questions regarding UFO investigation. It reads:

" The RNZAF does not have any formal resources for investigating UFO sightings or for carrying out research into the wider question of UFOs generally. If a sighting is referred to us we may consult such bodies as the

/Civil

Civil Aviation Division of the DOT, the NZ Meteorological Service, the Carter Observatory, or the DSIR as appropriate to eliminate obvious explanations. We do not have the resources to exhaustively investigate reports in respect of which an obvious explanation has not emerged from these consultations but a record of sightings reported to the RNZAF is maintained. A considerable amount of time and effort would be involved in following to a conclusion every sighting reported to the RNZAF or the other bodies mentioned above. Even more effort would be required to initiate research into the general subject of UFOs, and with our other commitments we do not have the resources necessary to apply to the task."

7. It was suggested and agreed that DSI should consult with a N.Z. Police representative with a view to inviting them to participate in the same way as the organizations mentioned above. This would enable a more accurate statistical record to be maintained.

8. The Civil Aviation and RNZAF representatives agreed to consult on reports requiring investigative action because of the close liaison existing between the two organizations and to preclude the possibility of separate investigations into the one report.

9. The meeting agreed that an estimate (para 4 refers) of reports for the year 1969 be passed to DSI.

10. In brief then, the action to be taken on receipt of a sighting report is as follows:-

a. The organization receiving the report carries out the investigation.

b. If necessary, assistance is requested from other organizations. (A contact list of personnel follows.)

c. Depending on the amount of investigation required either a report form is completed and sent to DSI for filing

or

the report is noted for the annual estimates.

List of Contact Personnel

Dr E.I. Robertson	D.S.I.R.	Phone:	57958
Dr D.C. Thompson	N.Z. Met Service		70589
Mr W.J. Fisher	Carter Observatory		46273
Sqn Ldr A.N. Milestone	CAD DOT		71349 585
Sqn Ldr B. Irvine	RNZAF HQ		49800 909
Sqn Ldr A. Dyer	Ministry of Defence		49800 410

66/30/17 DSI

REPORT ON U.F.O. SIGHTING

ORIGINATOR:

DETAILS OF SIGHTING

NAME AND ADDRESS OF SIGHTER:

TIME AND PLACE OF SIGHTING:

NATURE OF SIGHTING

COMMENTS ON SIGHTING BY INVESTIGATOR

FURTHER ACTION TAKEN

FURTHER ACTION RECOMMENDED

When action completed pass this form to I.P.O.(Air), Directorate of Service Intelligence, Ministry of Defence, for recording purposes.

PRESS ANSWER FOR UFO INQUIRES

The RNZAF does not have any formal resources for investigating UFO sightings or for carrying out research in the wider question of UFO's generally. If a sighting is referred to us we may consult such bodies as IAD, Met, Carter Ob., of DSIR as appropriate, to eliminate obvious explanations. We do not have the resources to exhaustively investigate reports in respect of which an obvious explanation has not emerged from these consultations, but a record of sightings reported to the RNZAF is maintained. A considerable amount of time and effort would be involved in following to a conclusion every sighting reported to the RNZAF or the other bodies mentioned above. Even more effort would be required to initiate research into the general subject of UFO's and with our other commitments we do not have the resources necessary to apply to the task.

Coby for file

MINUTE

86/30/17 DSI

Dr E.I. Robertson -- OK.
DSIR
Mr W.J.H. Fisher
Carter Observatory
Sqn Ldr A.N. Milestone
D.DATC Ops
Dr D.E. Thompson
NZ Met Service
D. Ops - S/L IRVINE - OK.

UNIDENTIFIED FLYING OBJECTS

1. On 10 April 1958 a meeting of representatives from interested agencies (see address column) was held to discuss the action to be taken on receipt of U.F.O. sighting reports.
2. One of the decisions made at this meeting was that progress would be reviewed at a further meeting to be held in "about six months time".
3. I feel (and I am sure that some other representatives do also) that it is time we got together again to discuss progress and review our present procedures.
4. To that end I would suggest that we meet after the holiday period - say Thursday 29 Jan at about 3 pm. Could you notify me if this date is acceptable or not with alternatives if necessary and I will co-ordinate suggestions and arrange the venue.

16 Dec 59

(A. Dyer) S/L
IPO(Air)
Directorate of Service Intelligence

Tele: 49800 Ext 410

66/30/7

To ACDS
(thru DPR)

DSI (note below)

UNIDENTIFIED FLYING OBJECTS : POLICY

1. I am advised by PRO(Air) that a future NZBC "Compass" programme is to feature the UFO issue and that a preliminary approach has been made to him to explain the RNZAF's part in the investigation procedure. He expects further approaches and some rather searching questions as Brian Edwards of Gallery "fame" is involved in the Compass production.

2. I believe we should give some guidance to PRO(Air) on how he is to handle further questioning, or perhaps even an attempt to have the RNZAF represented on the programme. The topic invariably arouses a great deal of public interest and as our policy stands at present, I believe an astute producer could cause us some embarrassment unless we have the party line clear and are prepared to stand by it.

3. We have never had any machinery to investigate UFO reports. Our present policy is not to take the initiative in such investigations but if a seemingly reliable report is referred specifically to the RNZAF we will examine it as far as practicable by consulting such organizations as the Carter Observatory, the Meteorological Service, CAB etc, to eliminate the most likely explanations. If the sighting is still unexplained we do not carry the investigation any further but merely record the matter on file. In general therefore, we play the whole subject in low key and try to avoid becoming involved in public debate on the issue. Whilst this may seem a negative approach, I believe it is a question of all or nothing at all - in other words we either continue as now or we set up proper machinery to research the topic, investigate exhaustively each report and maintain records, statistics etc. Considering the questionable validity of the UFO concept in general and the number of "crank" or clearly tenuous reports we see, I do not believe we can afford to get more involved in the subject than we are now. If it got to be known that we did investigate reports in any depth we would inevitably come to be regarded as the national authority on the topic - I believe that doubtful honour is better left to such organizations as the Auckland University Students UFO Investigating Body.

4. Our present policy regarding consultation with other Departments on UFO sightings is explained at Annex. This is a record of a meeting held in April 1968 to co-ordinate our activities with those of DSIR, CAB, the Met Service and the Carter Observatory to prevent duplication of effort and to formulate a common P.R. line (para seven is particularly relevant).

5. For the purposes of the current Compass programme I believe we should instruct PRO(Air) to use the following as a basis (only of our UFO policy):

/"The

Pro

As discussed with you & DSI (INT) indicated in my pencil notes. [Signature]

addendum

"The RNZAF does not have any formal machinery for investigating UFO sightings or for carrying out research into the wider question of UFOs generally. If a sighting is referred to us we may consult with such bodies as the CAO, the Met Service, the Carter Observatory or DSIR, as appropriate, to eliminate obvious explanations. We do not have the resources to exhaustively investigate reports in respect of which an obvious explanation has not emerged from these consultations, nor do we have the resources to maintain detailed records and statistics of UFO sightings. A considerable amount of time and effort would be involved in following to a conclusion every sighting received by the RNZAF or the other bodies mentioned above. Even more effort would be required to initiate research into the general subject of UFOs and with our other commitments we do not have the resources necessary to apply to the task."

met

writes to

que

6. In view of the emotional nature of this subject, I believe it would be imprudent for us to accept any invitation which may be forthcoming to be represented on the Compass programme. I therefore suggest that PRO declines any such invitation but this will have to be done tactfully - even our unwillingness to be questioned in public on the issue could, given an astute producer, be embarrassing.

7. In view of the PR implications, I would be grateful if you would endorse the "line to be taken" suggested above. I propose to send a copy of this minute to the CAO, DSIR, Met Service and Carter Observatory representatives at the April 1968 meeting so they know our position.

29 Oct 69

[Handwritten signature]

R.R. Black

(R.R. Black)
Wing Commander
for DSI

No discussa.

I recommend that RNZAF HQ use para 5 above as a basis for discussions

Encl. with NZBC of 20/10/69

I concur with PR approach.

JPR.

[Handwritten signature]

I endorse your proposed 'line' but Air Staff should also be consulted.

[Handwritten signature]
ACDS

29/10

but a record of sightings made to HQZAF is maintained

Copies sent to contact personnel

20.1.1969

[Handwritten initials]

RECEIPT AND RECORDING OF U.F.O. SIGHTINGS

1. A meeting was held on 10 April to discuss the subject of action to be taken on the receipt of U.F.O. sightings. It was decided that the agencies at present involved would continue to operate on an individual basis as at present and that no central organization was to be established. However, it was agreed that co-operation between the interested agencies was desirable and that a central recorder be established.
2. In this context it was envisaged that representatives from DSIR, CAA, the Meteorological Service, the Carter Observatory and the RNZAF would continue to act in the capacity of receivers of information and consult with each other on reported sightings, where necessary. If warranted, a report on the sighting would be raised and in due course forwarded to the Intelligence Projects Officer (Air), Directorate of Service Intelligence, Ministry of Defence, who would act as the recorder. The file on this subject held by him would be available at any time to the other co-ordinating agencies.
3. It was thought that the responsibility for completing action as far as possible on a report would lie with the organization receiving such reports although the other agencies referred to above could and should be consulted when necessary.
4. It was therefore decided to:
 - a. use a simple reporting form which would be filed by Directorate of Service Intelligence - draft attached at Appendix 1 for comment and/or agreement;
 - b. deal with the persons given in the list attached at Appendix 2 as the recognised representatives of the interested agencies;
 - c. meet in about 6 months' time to review progress.
5. All present agreed to the necessity to keep the matter at a low key and out of the public arena. All attending, plus CAA and Directorate of Operations, RNZAF HQ should advise if draft reporting form was satisfactory.
6. For the present it was agreed that agencies with outstations outside Wellington would act with considerable discretion if it was necessary to bring such outstations into the reporting chain.
7. From a PR point of view the intention to adopt a minimum amount of co-ordination between interested agencies should not be disclosed. The line to be taken should be that:

"The appropriate organization receiving the report attempts to check it as far as possible and naturally will call any other government agency which may be able to help".

100(AH)
keep
U.F.O. Investigation - Background.

66/30/17

- ① Prior to April 1968 UFO investigation was undertaken or processed by any one of any number of agencies receiving reports. It became apparent that a great deal of duplicate checking was being done: i.e. when a report was passed to two or more agencies each went through the same processes. In an endeavour to rationalise this situation a meeting of representatives of each of the bodies liable to be involved was held.
- ② This meeting was held on 10 April 1968 and as far as can be ascertained the following attended:-

w/c R.M. Allan - Directorate of Service Intelligence
w/c H.K. Griffiths - DDP
S/L D. Cotton - Operations - RNZAFHQ
Mr I.L. Thompson - Castle Observatory
Dr D.C. Thompson - Met Service
Dr E.I. Robertson - DSIR
F/L G. Clark - RNZAF PRO
S/L A.H. Milstone - C.A.A.

- ③ The result of the meeting may be seen as Annex to 66/30/17 dated 13 April 1968. This document is couched in such careful terms that it does not mean very much at all. Absolutely no investigative responsibility is accepted by any person or organization. A copy is attached.
- ④ In accordance with the "Low Key" policy there has never been another meeting of this committee.
111. ~~Some cases in the files but it~~

REPORT ON U.F.O. SIGHTINGDETAILS OF SIGHTING

Name & address of Sighter:

Time & place of sighting:

Nature of sighting:

COMMENTS ON SIGHTING BYCOMMENTS from other agencies:

Further action recommended:

When completed pass this form to Directorate of Service Intelligence, Ministry of Defence for recording purposes.

AIR 244/10/1 (13)

M. 356



30 October 1973

Dear Mr Bell,

The Prime Minister has asked me to consider your recent request to him to be allowed access to any Air Force files which may exist on the subject of unidentified flying objects.

I appreciate that this subject is one which generates a good deal of interest in many countries of the world and is studied by a great many private organizations such as the groups you have mentioned.

As far as the Ministry of Defence is concerned, however, such information as is held is classified and so may not be made available other than to defence personnel who are entitled to receive it.

I regret that I am unable to give you a more helpful answer.

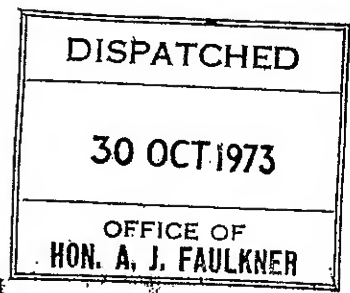
Yours sincerely,

(Sgd.) A. J. FAULKNER

(A. J. Faulkner)
Minister of Defence

REFERRED TO	
<i>[Handwritten initials]</i>	<i>[Handwritten initials]</i>

Mr G. Bell,
405 Breezes Road,
CHRISTCHURCH 7.



BRING UP
ON _____
TO _____
INITIALS _____
FILE
DATE <i>4/11/73</i>
INITIALS <i>[Signature]</i>

Air 244/10/1

1	ORIGINATOR'S INITIALS	R.W.G
2	BEFORE SIGNATURE to	AS (Pee) RM
3	FOR SIGNATURE by	Secy
4	BEFORE DISPATCH to	
5	DISPATCH	Date 30. Oct. 1973 Initials
6	AFTER DISPATCH to	
7	BRING UP on	to
8	FILE	Date 1/11/73 Initials

Date typed: 29 October 1973

Dear Mr Bell,

The Prime Minister has asked me to consider your recent request to him to be allowed access to any Air Force files which may exist on the subject of unidentified flying objects.

I appreciate that this subject is one which generates a good deal of interest in many countries of the world and is studied by a great many private organizations such as the groups you have mentioned.

As far as the Ministry of Defence is concerned, however, such information as is held is classified and so may not be made available other than to defence personnel who are entitled to receive it.

I regret that I am unable to give you a more helpful answer.

Yours sincerely,

(A. J. Faulkner)
Minister of Defence

Mr G. Bell,
405 Breezes Road,
CHRISTCHURCH 7.

Writer: Mr Grahame Bell, 405 Breezes Road, CHCH. 7.

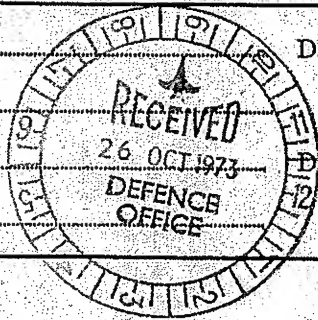
MINISTERIAL

No. 356

(Minister's Office use)

Subject: U.F.O.s

Date of letter: 23 Oct. 1973



Date Acknowledged: 25.10.73 (PM's office)

Referred to 1.

AS(POL)

2.

3.

Reference:

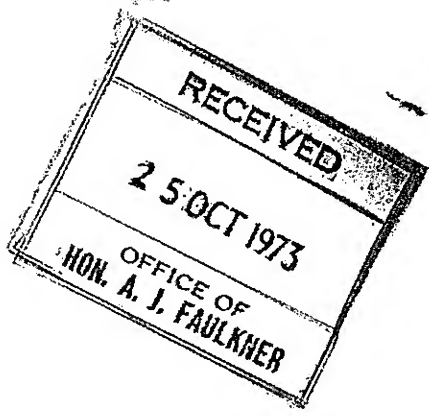
AIR 244/10/1

Comments:

(Departmental use)

air 244/10/1

GN:VL



25 October 1973

Mr G. Bell,
405 Breezes Road,
CHRISTCHURCH 7.

Dear Mr Bell,

The Prime Minister was interested to learn that you are a Christchurch U.F.O. investigator.

He has asked me to refer to the office of the Minister of Defence your request that you be allowed to see any information contained on Air Force files on this subject. You may expect a reply from the Minister's office in due course.

Yours sincerely,

Private Secretary

Private Secretary,
Minister of Defence.

Referred accordingly.

Shawells

SECRETARY OF DEFENCE

For draft reply.
For reply by direction.
For comments.
Referred.

P.A. Quaden
P. Seay
25.10.73.

BRING UP	
ON	_____
TO	_____
INITIALS	_____
FILE	
DATE	<u>1/11/73</u>
INITIALS	<u>[Signature]</u>

Air 244/10/1

Prime Minister
24 OCT 1973
RECEIVED

405 Breezes Rd.
Christchurch.7.
23/10/73.


Dear Sir,

I am a Christchurch U.F.O. investigator, and I'm wondering what the Govt. position is in relation to the phenomea and the investigation of it.

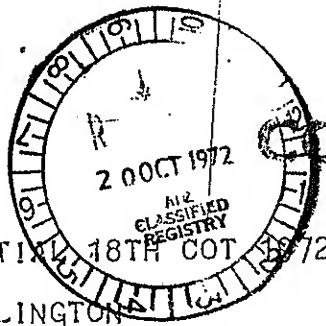
Would it be possible to see the compleat Air Force files on the subject,

I'm a member of two Christchurch groups, Aerial Phenomena Research Group and Independent U.F.O. Investigation.

Yours faithfully,
Grahame Bell
Grahame Bell.

<p>Aerial Phenomena Research Group</p>		<p>SECRETARY P.O. BOX 5169 PAPANUI CHRISTCHURCH</p>
-----------------------------------------------------------	-------------------------------------------------------------------------------------	-----------------------------------------------------------------

BRING UP
ON _____
TO _____
INITIALS _____
FILE
DATE <i>1/11/73</i>
INITIALS <i>[Signature]</i>



CONFIDENTIAL

CAS

244/5/4

REFERRED TO	
CAS	
DEPT	
SASO	

CONFIDENTIAL 18TH COT 1972
 FROM WELLINGTON
 TO CANBERRA 2448 -PRIORITY-

FOR ILO FROM DJIB.
 YOUR IL 75.

SOVIET LEGATION WAS ADVISED 15 JUNE PURSUANT TO THE TERMS OF THE 1968 AGREEMENT ON THE RESCUE AND RETURN OF ASTRONAUTS AND THE RETURN OF OBJECTS LAUNCHED INTO OUTER SPACE THAT ASHBURTON SPACE DEBRIS WAS PROBABLY OF SOVIET ORIGIN AND GIVEN THE OPPORTUNITY TO EXAMINE IT. IN REPLY 14 AUGUST SOVIET GOVERNMENT FORMALLY DENIED OWNERSHIP. UNDER THE AGREEMENT IT WOULD HAVE HAD THE RIGHT TO CLAIM RETURN OF THE OBJECTS AS LAUNCHING AUTHORITY.

2. THE DEBRIS WAS SUBSEQUENTLY LENT TO UNITED STATES AUTHORITIES FOR FURTHER EXAMINATION. THEY HAVE NOW CONFIRMED THAT IT IS NOT OF UNITED STATES ORIGIN.

3. SINCE THE ONLY POSSIBLE LAUNCHING AUTHORITIES OF THIS PARTICULAR DEBRIS HAVE BOTH NOW FORMALLY DENIED OWNERSHIP, OBJECTS WILL BE DISPOSED OF BY THE POLICE IN ACCORDANCE WITH NORMAL NEW ZEALAND LAW. PRESUMABLY BY RETURN OF THE OBJECTS TO THE OWNERS OF THE LAND ON WHICH THEY FELL.

4. NO CLAIM FOR COMPENSATION WAS MADE. AS NO DAMAGE WAS CAUSED THE QUESTION DID NOT ARISE.

Z 50323
 SECRETARY OF FOREIGN AFFAIRS (DEF)
 SECRETARY OF DEFENCE
 18/0650Z OCT

BRING UP
ON
TO
INITIALS
FILE
DATE
INITIALS

CONFIDENTIAL



STAFF
 24/4/72
 24/4/10/1
 DCAS
 SAFO
 DASS
 DCAS
 19/6
 26 May 1972

JOINT INTELLIGENCE BUREAU (NEW ZEALAND)

MINISTRY OF DEFENCE
 WELLINGTON

JIB(NZ) 37/72

FILE
 20/6/72
 Initials

ASHBURTON SPACE DEBRIS

Five spherical titanium alloy pressure vessels were found in the Canterbury Province of New Zealand between 3 April and 12 May 1972. They were clearly space debris associated with the decay of a large object in the atmosphere which occurred at approximately 1 am on 3 April (1300 2 April Universal Time).

2. Sightings. Although the apparent atmospheric track of the debris covered some 300 nautical miles of south west New Zealand, most of it was over mountainous and sparsely populated country with few observers about at 1 am. Nevertheless 15 probably valid sightings were reported. Analysis of these indicates that decay of the main object had already commenced before the earliest sighting at Manapouri (45°34'S/167°36'E) and fragmentation to 15-20 or more pieces was reported from Queenstown and Clyde. Several other reports from Macetown and Lake Hayes (44°50'/168°50') mentioned 7 to 9 objects with long tails and "rumbling noises". The final separation of the "Ashburton balls" appears to have taken place over Lake Aviemore (44°38'/170°20') where an observer described an object "flaring, disappearing and re-appearing a few seconds later as five distinct tracks". He also reported hearing five distinct sonic booms. This occurred some 20 nm before the landing of the smaller ball in the Hakataramea Valley and about 70 nm before the group of four larger balls landed near Ashburton.

3. Landing Sites. The first ball, (but 3rd to be found), landed in rough grazing country at an estimated height of 2,000 ft in the Hakataramea Valley. The ball must have passed over the Kirkliston Range with its peaks of 5,600 ft seven miles earlier. The other four balls landed in flat cultivated farm land, near sea level, five to twenty miles south west of the town of Ashburton. In each case the balls made indentations of up to six inches in depth on landing, then bounced out, coming to rest a few feet away. Grass in contact was scorched. The actual positions were as follows :

<u>DSIR Ref</u>	<u>Longitude</u>	<u>Latitude</u>	<u>Finder</u>	<u>Date</u>
AT 182/1	171°44.4'E	43°58'S	J.G. Lindoves	3 April
/2	171°30.1'E	44°07.4'S	G.S. Thompson	8 April
/3	170°40'E	44°27'S	C. Finney	13 April
/4	171°37.4'E	44°01.3'S	W.D.M. Bayne	29 April
/5	171°30.5'E	44°04.3'S	D.M. O'Sullivan	11 May

These positions lie on a line of 59° or 60° azimuth. Four of them are almost exactly in line and one about 2½ nm SE of the line. Sighting reports are consistent with this track.

4. Satellite Tracking Evidence. Summaries of space objects published by N.A.S.A. show that only two objects decayed in the atmosphere near the time of this event. One of these, debris from a U.S. Titan 3c launched in 1965, had an orbital inclination of 31.7° and would therefore not pass over New Zealand. The second object, No.5921 associated with the Soviet COSMOS 482 Satellite, was launched on 31 March 1972 with an inclination of 51.5° and would have passed over New Zealand at the relevant time. It was predicted by NASA to decay on 2 April. Object 5919 which is believed to be the COSMOS 482 pay-load, is still in orbit. Object 5921 was apparently part of the multi-stage launching rocket for COSMOS 482. To show that object 5921 could have been the source of the Ashburton balls, it is necessary to show that the ground track of this object, known to be in an orbit with an inclination of 51.5°, is compatible with the observed sightings and landings along the 60° azimuth at latitude 44°S. The relationship is given by

$$\cos i (\text{inclination}) = \sin (\text{azimuth}) \times \cos i (\text{latitude})$$

Inserting the values of inclination and latitude, the azimuth can be readily calculated as follows

$$\cos i = \sin \text{az} \cos \text{lat}$$

$$\sin \text{az} = \frac{\cos i}{\cos \text{lat}} = \frac{\cos 51.5^\circ}{\cos 44^\circ} = .8654$$

$$\text{azimuth} = 59.9^\circ$$

The agreement is thus surprisingly exact and convincing. Repeating this calculation for other latitudes gives

Latitude 45° (Queenstown area)	Azimuth 61°41'
Latitude 45.5° (Manapouri)	Azimuth 62°38'

The observed track and the alignment of the landing sites therefore agrees closely with the calculated track of COSMOS 482. A track Chart is at Annex.

5. Construction of the Objects. A detailed description of the objects is given in the DSIR Report but may be briefly summarised as follows :

- a. All the objects are spherical titanium alloy pressure vessels of the type used in both US and Soviet space craft for the purpose of either pressurising fuel tanks or for stabilisation jets. Each has been fabricated out of pressed alloy sheet (Ti-5% Al-4%V) with automatic welded joints around the circumference and around bosses at top and bottom. The melted remains of threaded fittings are present in some cases. In one case

the thread can be identified as of metric form.

b. Dimensions are as follows :

	<u>Diameter</u>	<u>Thickness</u>	<u>Weight</u>
Ashburton balls (4)	14.92 in (379 mm)	0.276 in (7 mm)	33 lb ^x (15 kg)
Hakataramea ball	9.8 in (249 mm)	0.189 in ^{xx} (4.8 mm)	9.48 lb (4.3 kg)

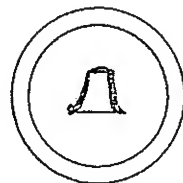
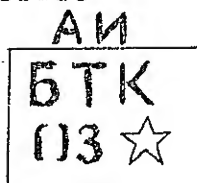
x No.1 ball weighed only 30 lb (13.6 kg) owing to the loss of a section by melting.

xx Thickness calculated from weight assuming a density of 4.6 Mg/m³.

c. Splashes of aluminium alloy on the surface indicate probable shielding by another structure during part of the re-entry period.

6. History. All the objects show signs of heating of the surface to melting point in places but elsewhere only superficially. Their appearance is consistent with their having been heated by air friction to the point of visibility as described in the sighting reports.

7. Markings. Stencilled markings had been painted on the objects but these had been burnt off in the heat of re-entry. The markings have been examined and photographed by the DSIR and are described in their Report. Under infra-red light it is possible to distinguish some Russian letters beyond reasonable doubt, but also a letter N which is not found in the Russian alphabet. It is suggested that this particular marking could have originated in East Germany, Poland or Czechoslovakia. It is noted that this non-Russian letter appears only on the small sphere and a Russian factory mark occurs elsewhere on the same object. Probable marks include :



N-135

200 АТМ

While most of the markings are indecipherable the above examples confirm the indications of Soviet origin.

8. Evidence of Shielding. Splashes of metal on some of the Ashburton balls have proved, on analysis, to be of an aluminium based alloy which is presumed to have come from an enclosing or supporting structure. It is likely that this would have been part of a rocket body which burnt up on re-entry. This structure could have provided some shielding for the balls and would account for the varying degree of heat damage between one ball and another.

RESTRICTED

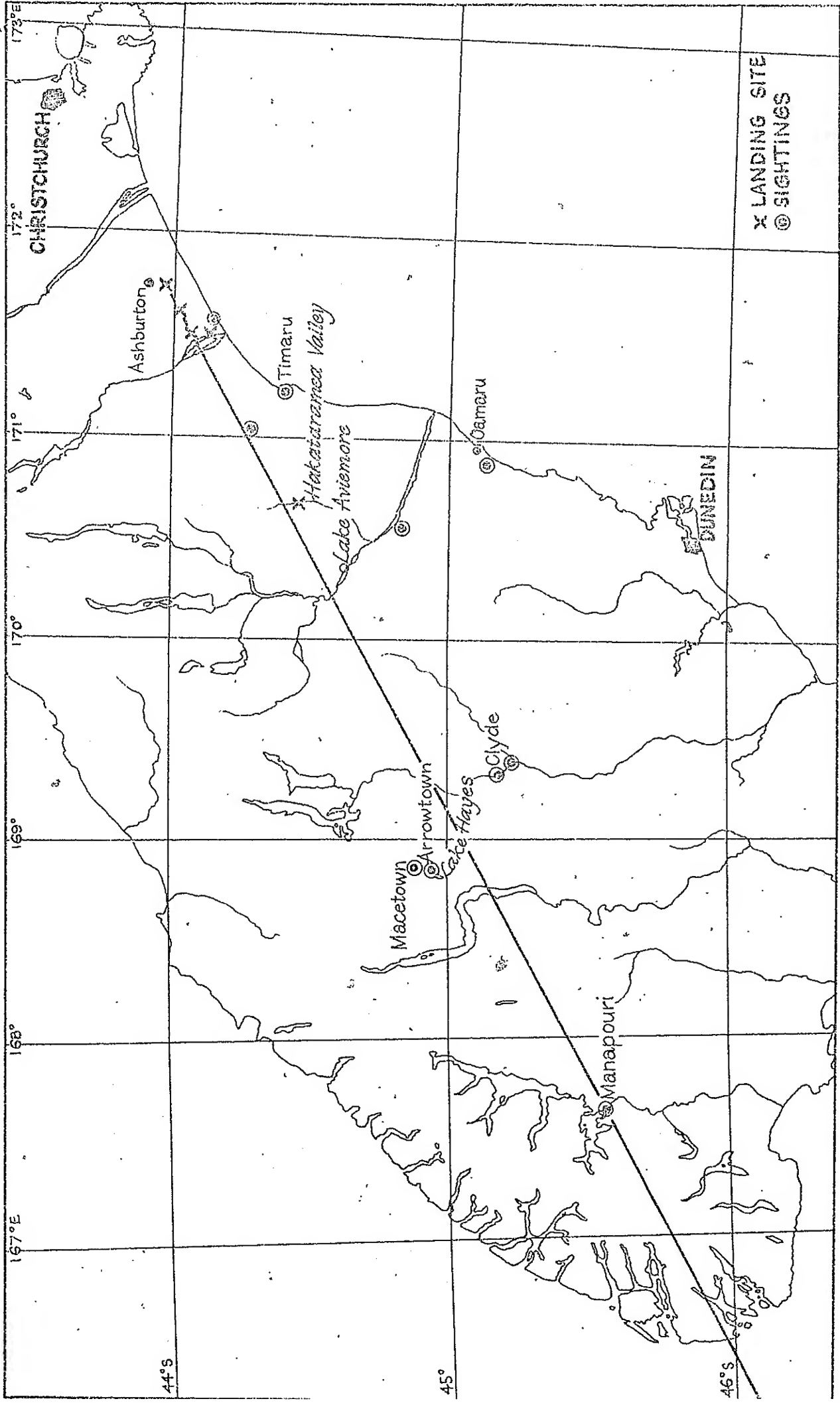
9.

Radioactivity. All the objects were tested for radioactivity at the National Radiation Laboratory, Christchurch before being despatched to the DSIR, Wellington, for detailed examination. The tests were negative.

10. Australian Precedent. An article in J. Spacecraft Vol.2 No.5 September 1965 entitled "Re-entry of Space Vehicle Fragments" by P.M. Twiss of the Weapons Research Establishment, Salisbury, South Australia, examines the likely re-entry history of one of two similar titanium balls found in Australia in April and June 1963. They had diameters of 14.75 inches and 16.6 inches and although much lighter at 11.5 lb and 21.6 lb respectively, the method of calculating the skin temperature of 2000° F reached, appears valid for the Ashburton balls. A follow up article in the July 1966 issue of the same Journal and written by Capt P.W. Merrill of USAF HQ Space Systems Division, Los Angeles, confirmed that the Australian balls were from a U.S. Agena spacecraft. The largest sphere had contained helium at a pressure of 2500 psi to pressurise the main propellant tanks and the smaller sphere had contained nitrogen at 3600 psi, which was ejected through a nozzle to provide vehicle stabilisation in orbit. This article concluded that "The heat of re-entry does not necessarily destroy all space objects, particularly smooth objects, that re-enter from a near earth orbit. Additional considerations that may affect survival are the melting point of the material and the amount of shielding structure which may protect an object during the high heating periods of re-entry". These conclusions apply equally to the Ashburton balls.

11. Conclusions. The coincidence of the track of the COSMOS 482 launcher in time and azimuth, with the sightings and final position of the balls, points strongly towards a Soviet origin. Taken in conjunction with the apparent remains of Russian letters and the probable metric thread form on the fitting attached to No.2 ball, the evidence is convincing. The only contrary evidence, the letter N on No.3 ball, is not conclusive. It is therefore considered that the debris is of Soviet origin, probably associated with COSMOS 482.

* * * * *



X LANDING SITE
 © SIGHTINGS

27000 X 8324.

1704. S/SGT MAC MURRAY CENTRAL
POLICE OPS.

FROM S/SGT GIBSONNE POLICE

URGENT This Morning at Matamoras

50 miles from Exileme former workshop
in field with his 4 dogs took off at a
great rate. He heard screaming noise &
saw smoke about 15 ft above
the inferno not sure if the blast was
at this stage but on coming to found
a large portion of fence damaged. Damage
consists of bottom being split cleanly down
middle also signs of damage to wire total
complete & inferno continues but indicates
area & confirmed a canopy. Collected
fire but clearly no sign of electric stem
Bentall's informant that informant must
reliable. Informant requests no publicity
but feels should be investigated by
expert and civil air. Gibsonne request
be passed to D.O. 140202Z currently.
Informant particularly obtainable from Gibsonne
and Matamoras police.

	U.S.	N.Z.
1		.85
2		1.70
3		2.55
4		3.40
5		4.25
6		5.10
7		5.95
8		6.80
9		7.65
10		8.50
11		9.35
12		10.20
13		11.05
14		11.90
15		12.75
16		13.60
17		14.45
18		15.30
19		16.15
20		17.00



OFFICE OF THE AIR ATTACHE
AMERICAN EMBASSY
WELLINGTON, NEW ZEALAND

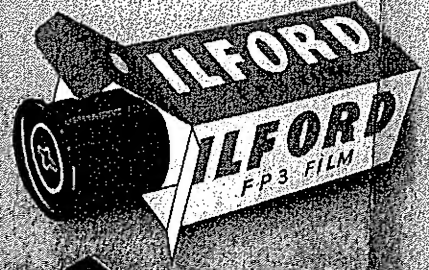
Group Captain A. F. Tucker
Director of Operations
RNZAF Headquarters
Bunny Street
Wellington

Def I

ORDER No.

NAME

Best For all- CAMERAS



use



film

J. M. Studios Ltd.

Photographers & Dealers
Queen St DUNEHUNGA. Ph. 566-263

Films Developed.....	Size.....
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Enlargements.....	".....
	

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reveals the beauty hidden in a small negative. It turns a print into a picture. We specialise in artistic enlargements and give individual attention to each picture. Care is taken to select from a wide range of papers the most suitable.

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ENLARGING
REPRODUCTION

Office Memorandum • UNITED STATES GOVERNMENT

TO : Group Capt Fred Tucker
 FROM : Col J Bennett
 SUBJECT: U 7 O₅

DATE: 26 Aug '65

Fred - As per discussion last evening,
 attached are pictures taken & inscribed by
 Capt Cathie, NAC. I am forwarding a
 similar set to Wright-Patt.

We would appreciate it if you could get his ^{fact.} negative.

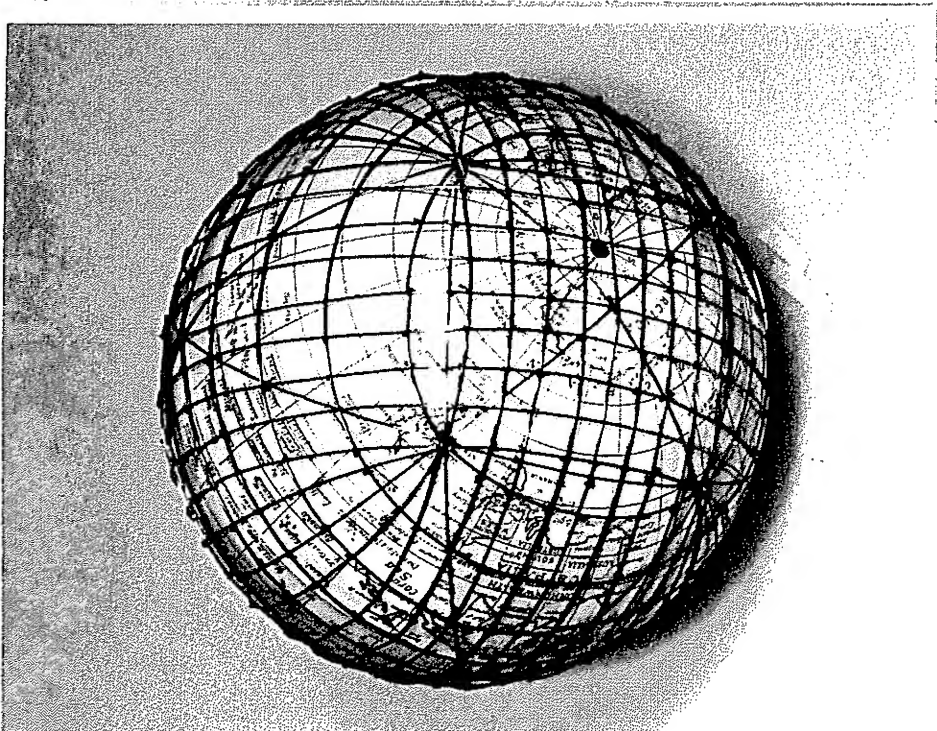
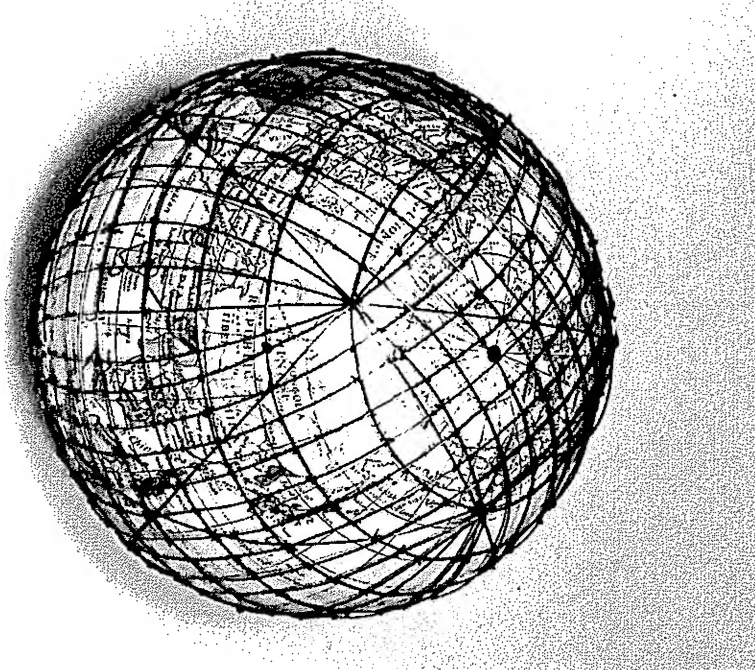
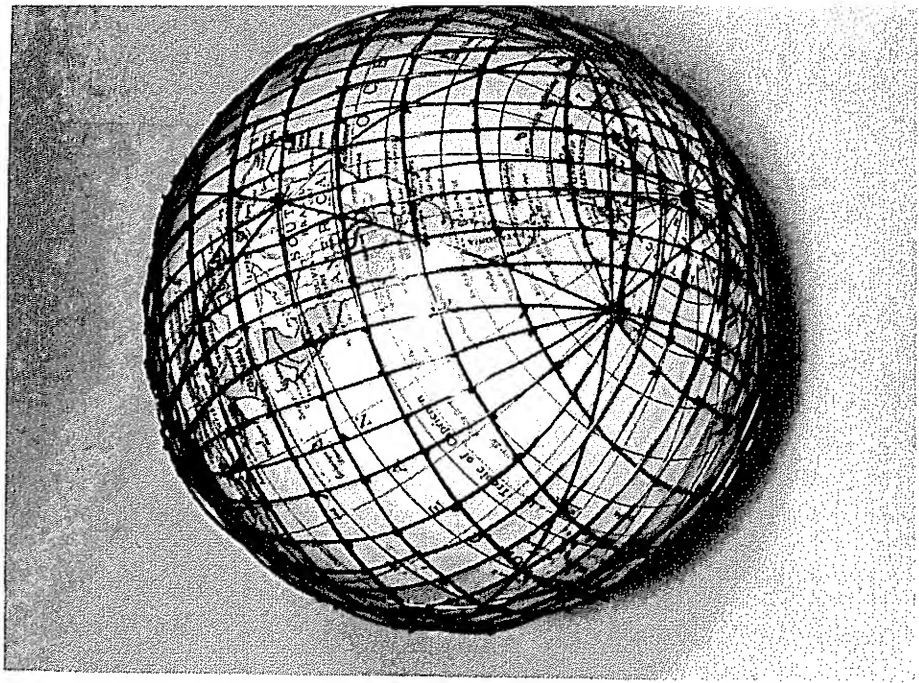
Dept

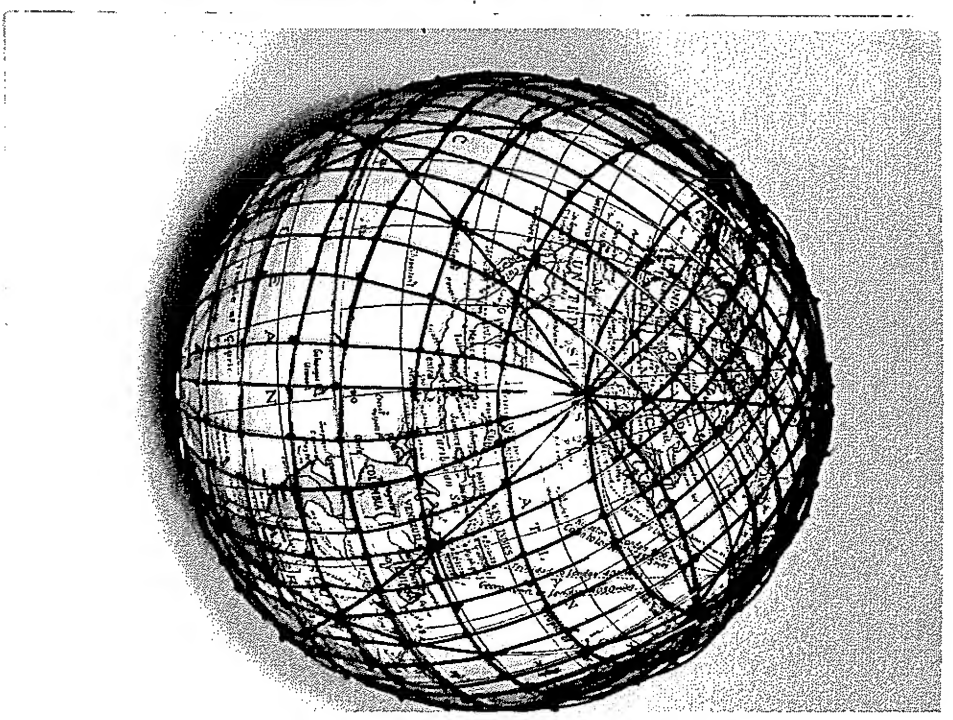
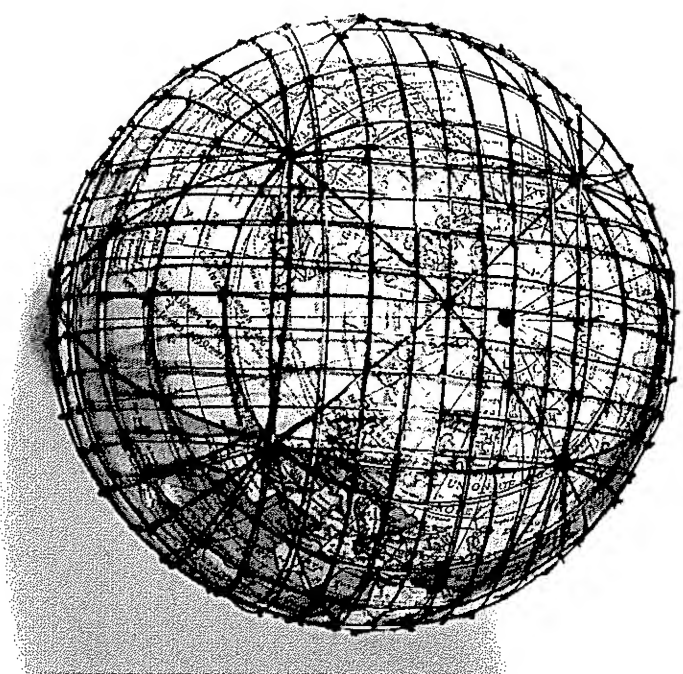
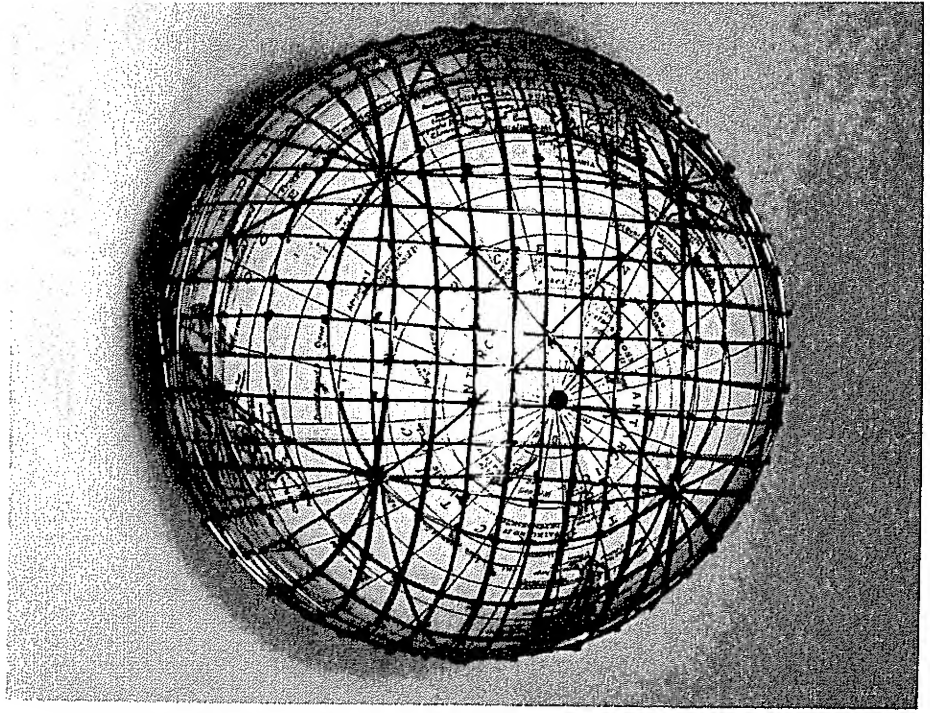
Please hold
 pending discussion
 which Capt Cathie of NAC
 cannot comment on attached.

J. Bennett

DBS

3/8





44110/1
~~SECRET~~

RESTRICTED
DEPARTMENT OF EXTERNAL AFFAIRS

RESTRICTED 20 MARCH 70
FROM CANBERRA.
TO PP WELLINGTON 462.



CAHS
Pro (Aie)

UNIDENTIFIED BALLOON : FLYING OBJECT.

FURTHER OUR 444. DEPARTMENT OF SUPPLY HAVE NOW PROVIDED EXTERNAL WITH FOLLOWING ADDITIONAL INFORMATION ON NATURE OF PACKAGE :

1. THE SCIENTIFIC EQUIPMENT IN THE PAYLOAD CONSISTS OF AN ASTRONOMICAL TELESCOPE TO PHOTOGRAPH HIGH ENERGY X-RAY SOURCES IN THE GALAXY. THIS WORK IS ALLIED TO A NUMBER OF OTHER SCIENTIFIC PROJECTS INVOLVING THE INVESTIGATION OF THE GALACTIC SOURCES OF X-RAYS, GAMMA RAYS, ETC. AND IS OF CONSIDERABLE INTEREST TO AUSTRALIAN UNIVERSITY SCIENTISTS FOR WHOM THE DEPARTMENT IS ALSO LAUNCHING BALLOONS WITH SCIENTIFIC PAYLOADS.

2. OTHER BACKGROUND INFORMATION IN TODAY'S BAG.

X12087
SECRETARY OF FOREIGN AFFAIRS
SECRETARY OF DEFENCE

Pro (Aie)
Per opak
of Jones
DS/ham

RESTRICTED

244/10/1
CAS



CONFIDENTIAL 18 MARCH 70
FROM CANBERRA.
TO PP WELLINGTON 444

File

UNIDENTIFIED BALLOON ; FLYING OBJECT.

OUR 436 AND MULLINS' TELEPHONE CALL YESTERDAY.

EXTERNAL CONFIRM ACCURACY OF THE FACTS SET OUT IN PARA A
OF YOUR 465. FROM THE AUSTRALIAN POINT OF VIEW THERE IS NO OBJECT-
ION TO THE RELEASE OF THE PACKAGE TO UNITED STATES EMBASSY
WELLINGTON. (EXTERNAL UNDERSTAND THAT VAN OSS IS EXPECTING IT).
DEPARTMENT OF SUPPLY HAVE ALSO TOLD EXTERNAL THAT CERTAIN PHOTO-
GRAPHIC PLATES IN THE PACKAGE, IF NOT RPT NOT DAMAGED, SHOULD BE
'TREATED' IN THE UNITED STATES WITHOUT DELAY. WASHINGTON WAS
CALLING CANBERRA THIS MORNING.; WE GATHER THERE IS CONSIDERABLE
URGENCY TO GET THE PACKAGE BACK TO THE UNITED STATES.

X 11725

SECRETARY OF FOREIGN AFFAIRS

SECRETARY OF DEFENCE

18/0400Z MAR

244/10/1
~~CAS~~

RESTRICTED
DEPARTMENT OF EXTERNAL AFFAIRS

File

RESTRICTED
FROM WELLINGTON
TO CABERRA 465



UNIDENTIFIED BALLOON-FLYING OBJECT

An unidentified object was found at a beach near Kaitaia on 4 January last. After investigation the United States Defence Attache has informed our Ministry of Defence that the following advice has been received from the United States Department of Defence:

"a. Device positively identified as US civilian origin. It is part of an unclassified joint US/Australian scientific experiment with no intelligence value. Launched on 16 April 1969 from balloon launch facility, Mildura, Victoria, Australia. Device is an instrumentation package designed to measure x-ray emissions from celestial bodies. These measurements were being made as a cooperative effort of US and Australian Nationals. Mr John Hillier, Manager, Balloon Launch Facility, Mildura and Mr R. Leslie, American Projects Branch, Department of Supply, Canberra, ACT 2600, Australia are Australian Nationals knowledgeable with the Project. Professor Walter Lewin, Building 37, Room 601, MIT, Cambridge, Mass., Zip 02139, Area Code 617, phone 864-6900, ext 4282 is knowledgeable American. Device not equipped with telemetry. Data recorded on film by on-board camera hence recovery of instrument package necessary for project success.

b. Normally device brought down by Balloon Launch Facility at Mildura. Subject device inadvertently lost at sea. It is a singularly important package in that in conjunction with this particular flight, an observatory in Australia recorded data which adds appreciably to the conclusion which can be developed from the recorded data. The film in the camera is of great personal interest to Dr Lewin of MIT."

2. Grateful if you would have Australian External confirm facts in a. above.

EXTERNAL

X 11073
Secretary of Foreign Affairs
Secretary of Defence
SENT 0730z 13 March 1970

RESTRICTED

RNZAF-527

From: Group Captain R.F. Watson, OBE, AFC.

In your reply please quote this number:



OH : 3/1/1/AIR

ROYAL NEW ZEALAND AIR FORCE

Station: OHAKEA

Date: 8 November 1962

Dear Doug,

Attached is a copy of a letter received from Dannevirke.

I have acknowledged receipt of this letter and have told it has been sent to the Staff at Air Department, "who are constantly watching the matters to which you referred," to quote my letter.

*yours age,
Bob*

Group Captain D.F. St. George, DFC, AFC,
Air Department,
WELLINGTON.

*Group Captain
St. George
Imperial*

*File -
Flying
Squadrons*

You will no doubt recall a report of mine on a strange space-craft flying over this town, which report you kindly forwarded on to the Air Ministry, Wellington, who later informed me they, too, had not a clue though I subsequently discovered the nature of the amazing visitor, which came from near Pleione in the Pleiadas, and was circling this planet on a exploratory trip. Now I am aware that a recent Air Force meeting addressed by an old friend, Staff Sgt Fulton, of Whenuapai, stated as its opinion that some UFO's or FS's came from other planets and were piloted by intelligently equipped beings! This meeting being at New Plymouth, and this emboldens me to make this sworn statement to you and the RNZAF and Air Authority as taxing on anyone's credulity as it may appear, though so would officers Gagasin Glenn and Coy a few years ago, and the information I give is not for the general public, but for the RNZAF & RAAF, as those most virtually concerned, and this will absolve me from any accusation of notoriety and fame seeking and so on.

2. A la Adamski, ^{and} other American leg pullers either wilfully so, or very misled! For I have not forgotten the laughter of the Auckland Civilian Investigation Committee at some perfectly true statements of mine, the results of some thirty years and more of intensive study and observation of the FS problem, and certain incapable conclusions of mine and some of these telescopic, as from 4" to a 12" reflector in use. On this occasion only S-Sgt H. Fulton and Flt Lt G. Purden and Pilot Officer Tennant ex RAF, keeping open minds and the invariable courtesy I have received from the Air Force on all occasions of approach, even though it might well have been privately thought, "Well, the old bloke may be mad, or somewhat balmy, but still in these times, one never knows". I wish to state, firstly, that I use telepathy largely, with other methods of fine communication to any distance, having perfected this since instances I saw in 1914-18 between our lads at the front and LOVED ONES in NZ and "Blighty" instances so clear-cut and definite as to be impossible of contradiction! and I further state that at Ashley Clinton HB, when a farmer, and in the presence of ^{and our three youngsters,} roughly 29 years ago and on near approach of a small FS, I contacted its pilot thereafter and began the long story of my fuller experience of FS and their origins and folks and especially of our own Solar Alliance patrols, headed by the Squadrons of Venus, with those of Mars and Saturn and Plutos outer guard forces, as as the other planets and moons of our system do not have space forces except of a different, in fact several different sorts or types than these sometimes visible ones termed "flying saucers" "Cylinders" and sonon! and I wish emphatically to state also that no ship or pilot or crew is solid and dense matter as we are, though they can DENSIFY at will (as Air Ace Chrichesler also knew, and saw in his solo flight over the Tasman.) by quickening or slowing the vibratory life of the matter of themselves and ships but whose normally balanced state is one of electro - magnetic radiant matter energy with a powerful, surrounding, magnetic field, very dangerous to approach, as I told Air Vice Marshal L.D. Dowding in a letter, when he demanded that I, to prove my genuineness, should cause a space ship of our alliance to land on a lonely moor of HIS specification. So that he and his friends could there converse with our officers. An impossibility. At first, I had no authority to do so, and secondly I had no desire to end the good Vice Marshal's earthly career, nor his friends' lives! But I gave him a "sign" of my veracity by telling him his huge MOTH WINGED craft, flew over my house, on its southern visit, was not airworthy, and as its subsequent crash was concurrent with the arrival of my letter or near it, I have often wondered what L.D. Dowding thought, as he never replied to that letter! and now I would like to tell you of the recent descent over New Plymouth, of one of our "flagships" that of Space and Zone Commander Zimar - Aultra (Zimaran) of HH VENUSIAN forces and S-alliance, the great "Saucer" coming down almost vertically, slowly, and oscillating slightly, while I kept contact telepathically and through the ANTENNAE of my finger tips with my first space contact and oldest interplanetary friend - in Command! who then fired his full broadside of "Star chasers" and rays, very like vivid lightening of the sheet variety, back and forth vibratory in dazzling light, each burst coinciding with my signals as he HUNG stationary over the city and answered!

...ally casting a ray so as to form circles on distant clouds! I then instructed the two friends with me, a lady and gentleman, how to obtain contact and repeat my signals, and the Commander puts on the show again for them, to their great pleasure! (They are ~~of~~ my highest students and Senior members of our Scientific and Cosmic - religious association. The order of the "Rose of Paradise" founded just after 1914-18! If you wish, I will ask permission to give their names, but I don't wish to expose them to the ridicule. I have had to face, as he holds an important public position, and she is a leader in several movements, so it would be in confidence with the Air Force in any case and should they agree! and should they agree. Next night, which was cloudy, and we had a meeting, I was asked to show them again, and obtained contact with a $\frac{1}{2}$ squadron by Antenna, four or five learning how and feeling the electra spiritual magnetic fluidity tingling in their finger tips. (I would be prepared to demonstrate this and telepathy to you and your officers, as I did telepathy to senior forms at a school here by request and most successfully as the youngsters were excellent and sensitive.) Now, to come to date, the heavy boom eastwards of Dannervirke at 7.55 on Thursday night (At the very moment the British Scientist brought down the Russian "Orbiter I", which had heat scorched their surface installations with solar mirrors, in radio play "1.2.3.4. Zero" from Palmerston North-As dozens can verify-including white-bus employees and ourselves!) was not caused by a meteor or "thunder bolt" fireball as some surmise; for eye witnessess and neighbours state they saw no moving body in the sky, but first a discharge of vivid sheet lightning (out of a clear sky with a few clouds blowing slowly West to East, and no electrical conditions apparent:)- followed by the "sudden appearance" of a stationary "ball of red gold fire" and its "disappearance at once!" With the boom and blast rattling windows and houses strongly, and followed in a few minutes by a much more distant boom, and 20 minutes later the sighting and reporting to Observatory, of a large bright UFO at high speed over Hutt Valley, which all adds up to the incredible as it may appear, but confirmed from Hdqrs Venus and Solar Alliance, that the "fire ball" and "boom" were a timed burst of an invisib ray from our ship, and timed exactly by sensitive antensice and telepathy aboard her to the bring down of "Orbiter I" in the play over the air, to which Zimaran and his merry men and Maids were also listening in, as they do even on Venus and Mars and Saturns good air moon and elsewhere, incredibly sensitive powers and antennce! and as I also receive here in Dannevirke from their powerful minds a helio senders a sample! of which I've had thousands! Now "All earth men are more or less mad" is a common saying outside earth! but I don't think I am, so as you'd notice and for over thirty years of FS experience eh? And if my word of Honour and oath on the book, before God and the holy bride, and an earthly Magistrate, are any help, Sir, here with you have them, bearing in mind the Martian Slogan also "It is better to die than to lie" which is right. And so I remain yours faithfully, in ~~in~~ these faithless dangerous time.B

QF 325
NZWN/SY

AVOID VERBAL ORDERS

TO

DLA

DEPARTMENT OF

AERODROME SUPERVISOR

NO L MCNE

SUBJECT

18 JAN 1965

DATE

15/1/65

WELLINGTON AIRPORT

CIVIL AVIATION

15/0900Z POSITION 16625E 3825S

WHILE SIGHTING CANOPUS HEIGHT 590 BRG 130T

Light passed just over Canopus on head of approx
300° T. - assumed to be a ~~satellite~~ satellite altho
it was moving much faster than any other sighted satellite

HEIGHT 24000'

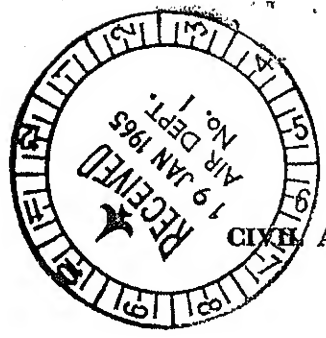
An Air Force spokesman said today that as a result of its investigations it is satisfied that the origin of the objects sighted by an Electra crew on Wednesday lay in ice crystals in high cirrus clouds at sunset.

It is common that following any substantiated report of sighting unidentified objects in the sky a spate of other reports follows. The satellite ~~Echo~~ has also been sighted in various centres on recent evenings.

The Air Force regards the incident as closed.

Released by DFR (on CAS
authority) 15/1/65.
Duty officers briefed
— . (J.W.R.)

WAP 78/2/33



CIVIL AVIATION ADMINISTRATION
AIR DEPARTMENT

Wellington Airport,
36 Tirangi Road.,
Wellington E3

18th January 1965

The Secretary,
Dept. of Civil Aviation,
Wellington

Attention: Director of Operations and Technical Services

Satellite Sighting Report

Attached is a Satellite Sighting report received at this office. I understand that you are dealing with these personally.

C.S. Greager
 (C.S. Greager)
Aerodrome Superintendent

Encl: ✓

W. C. de Luchter
Referred
Boyle

B. C. Layton
 2015
 19/1/65

78.2.34

Air Traffic Control Centre,
Departmental Buildings,
Stout Street,
WELLINGTON.
14th January 1965.

Secretary for Civil Aviation.
Dept. of Civil Aviation,
Private Bag.
WELLINGTON.

ATTENTION DOTS and CATS.

Unidentified Aircraft.

As requested herewith Air Traffic Controllers report detailing the action taken by this Unit on the unidentified aircraft seen by Qantas flight Christchurch to Sydney on 13th January 1965.

L. Mexted

L. Mexted.
Station Air Traffic Control Officer.

ENCL.

W. Bundy. Lecker.

Herewith report as requested

15/1/65.

W. Bundy.
DOTS

MINUTE TO The SATCO WELLINGTON ACC.

DATE 14th January 1965.

UNIDENTIFIED AIRCRAFT APPROACHING WELLINGTON.

TIME

- 132040 Radar released to technician.
- 132105 Air Traffic Control Officer at Auckland Centre advised that Qantas outbound from Christchurch to Sydney had sighted seven high flying aircraft inbound to Wellington at approximately 45000'. Position 41south- 168east at 2050.
- 132107 Asked technician to switch radar back on. Discussed matter with Ohakea Air Traffic Control Officer.
- 132110 Endeavoured to contact Duty Air Staff Operations Officer.
- 132115 Wing Commander Tucker advised by phone. At the same time technician warned that a delay of thirty minutes required due defect at Radar Head. Wing Commander Tucker requested Radar be made available regardless of delay. Technician instructed accordingly.
- 132130 Radar on and available. Radar search commenced. Mr Bowman arrived on duty. Wing Commander Tucker phoned intention of using Air Traffic Control Centre as co-ordination centre. Air Commander Gill also on his way to Air Traffic Control Centre.
- 132145 Wing Commander Tucker arrived at the Centre and took command. Auckland Centre asked for more details. Pilot, Captain Shannon, reported Condensation trails but could add nothing further except E.T.A. and aircraft call sign.
- 132150 Various radar echos plotted in South.East quadrant - suspected angels. Liason maintained throughout with Ohakea S.R.E. and echos compared when relevent.
- 132200 Broadcasting news phoned requesting details of seven unidentified aircraft seen approaching Wellington.

PAGE TWO.

Air Comm^{CDR}~~ander~~ Gill instructed me to confirm the report but to add that the matter had been investigated and what was infact seen was a peculiar cloud formation caused by a Jet Stream over the Tasman Sea area.

Mr Bowman and myself continued Radar search throughout the period using long and short ranges and double checking all echos. An outbound DC3 bound Christchurch asked to visually check echo in his vicinity. Nothing sighted though, by comparison of blips this apparent angel was moving at 100kts. We were plagued with strong Angel paints. No aircraft echos seen.

132305

Air Comm^{CDR}~~ander~~ Gill released radar watch.

Copy of radar log attached.



P.L. McDermott.
Air Traffic Control Officer.

CA 67

DEPARTMENT OF CIVIL AVIATION

AREA RADAR LOG

Station Wellington ACC.
 Date 13.1.65

Aircraft Identity	MON	DIR	Time	Director's Initials	Remarks
			2147		Radar echo 155° M 70NM. On heading of 180° M est speed 120kts
			2152		Seven slow moving echos bearing 150° M 20-40 NM. all leaving trails but suspect 'Angels'.
			2158		Heading 150° M turning on to 180° M at 40 NM.
			2210		Response sighted at 132° M 50NM Heading 135°
			2215		Response sighted at 180° M 55NM Heading 180° M est speed 150kts.
			2220		Nat. 371 asked if he could sight echo in his vicinity. No sighting.
			2230		Echo speed approximately 100kts on comparison with DC3 speed. Echos in SE quadrant continued to appear and disappear.
			2305		Radar Released.

N.Z. ARMED SERVICES
**COMBINED
MESSAGE FORM**

F. Sigs. 52

Office Serial No.
Registry File No. 2044/10/1

FOR COMM CEN/SIGNALS USE

CONFIDENTIAL

PRECEDENCE—ACTION ROUTINE	PRECEDENCE—INFO DEFERRED	DATE—TIME GROUP	MESSAGE INSTRUCTIONS
FROM RNZAFHQ WN			PREFIX GR
TO DEPAIR			SECURITY CLASSIFICATION CONFIDENTIAL
INFO HQOPCOM JOZCAN			ORIGINATORS NUMBER <u>A0302 JAN 1565</u>

ATTENTION DAFI PD HQOPCOM 131415Z REFERS PD PAR ONE ^{PD} IN VIEW REF TO RADAR
RESPONSES IN HQOPCOM SIGNAL PARA 5 SEARCH OF AREA BY MARITIME AIRCRAFT ON
JAN 14 REVEALED NOTHING EXCEPT AN UNUSUALLY LARGE NUMBER OF HIGH DENSITY
CLOUD RADAR CONTACTS PD UP TO 10 AT ONE TIME WERE OBTAINED AT RANGES UP TO
70 NMS PD PARA TWO ^{PD} OF I RNZAF INTERVIEWED CAPT SHANNON AT WELLINGTON
EVENING JAN 14 PD SHANNON ENLARGED ON REPORT BUT NOTHING SIGNIFICANT ADDED PD
PARA THREE ^{PD} UNLESS YOU HAVE FURTHER INFORMATION WE PROPOSE TO LET MATTER DROP
PD PRESS REPORT HAS RESULTED IN FLOOD OF UFO SIGHTINGS

*cleared by
CAS*

File

W/td ops 15/1

Page <u>1</u> of <u>1</u> pages	REFERS TO MESSAGE CLASSIFIED <input type="checkbox"/> YES <input type="checkbox"/> NO	DRAFTER'S NAME HANSON	OFFICE D OF I	TEL. No. 819							
FOR OPRS USE	R	DATE	TIME	SYSTEM	OPERATOR	D	DATE	TIME	SYSTEM	OPERATOR	RELEASING OFFICER'S SIGNATURE AND RANK <i>[Signature]</i>

CONFIDENTIAL

CATEGORY AC

NO UNCLASSIFIED COPY OR REFERENCE

CONFIDENTIAL

SECURITY CLASSIFICATION

RNZAF-683

Registry File No. / /

RBC 1820

RNZAF MESSAGE

Station Serial No. 309/1

RECEIVED BY
SECURE MEANS

PRIORITY

PRECEDENCE



From:	HOBSONVILLE	DTG:	141600Z
To:	RNZAFHQ WN	Distribution	
Info:		Action	Information
		D OPS	

ACTION COPY

A PURPLE 1 JANUARY 14
 B BROWN 11 JANUARY 13
 C AIRBORNE 132340Z ON TASK 140100Z OFF TASK 141315Z
 WATERBORNE 141440Z X AREA SEARCHED 120 NM EITHER
 SIDE OF LINE JOINING HOBSONVILLE AND 36 SOUTH 167
 EAST PLUS 100 NM EITHER SIDE OF LINE JOINING 34
 SOUTH 166 EAST 43 SOUTH 166 EAST
 X UNUSUALLY LARGE NUMBERS OF HIGH DENSITY CLOUD CONTACTS
 PD UP TO 10 AT ONE TIME WERE OBTAINED UP TO A
 RANGE OF 70 NM

CONFIDENTIAL

CP(P) 2

*Ddt.
Rma.*

DDOps @ 1/11

UNCLASSIFIED

244/10/11

134

OPERATIONAL
IMMEDIATE



NNNNCZC CAA001

DD WN ACC132235M AK ACC

FOR RNZAF OPS.

PHONE NUMBER TO CONTACT CAPT SHANNON 15 MINS AFTER ARRIVAL IS

MU042 SYDNEY AIRPORT.

Ops 2

CONFIDENTIAL

CATEGORY A
PARAPHRASE NOT REQUIRED



YCA216MCA090XYA898 LYB385WLA511MCA059UWWW826

HH

PP RBYQAE
DE RAYR 121 13/1424Z
P R 131415Z
FM HQOPCOM
TO RAYSD/DEPAIR
RBYQAE/RNZAFHQ
INFO RAYDKA/NZJLS
BT

~~ACTION COPY~~ INFORMATION COPY 139

NO UNCLASSIFIED
REPLY OR REFERENCE

RECEIVED BY
SECURE MEANS

PRIORITY

DDOPS

C O N F I D E N T I A L 1700 ATTENTION DAFI RNZAF DCAS AND
RNZAF STAFF LIAISON OFFICER PD FURTHER TO TELECON DDOPS RNZAF AND
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363 CAPTAIN SHANNON ON 13 JAN PD FOLLOWING ARE PERTINENT POINTS
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PARA ONE PD AIRCRAFT POSITION 41S 167E COURSE 275 M HEIGHT
20000 FEET TIME 130845Z SHORTLY AFTER SUNSET PD

PARA TWO PD WEATHER CLN STRATA CLOUD TOPS 7000 FEET CMM CLEAR OTHERWISE
CMM VIS 30 DASHH40 CMM NIL JET STREAMS CMM FRONT APPROX
169EPD

PARA THREE PD OBJECTS CLN SINGLE VAPOUR TRAIL APPEARED TO NORTH

CONFIDENTIAL

Copy given to USAIRA

PAGE TWO RAYR 121 13/124Z C O N F I D E N T I A L
WEST TRAVELLING EAST AT APPROXIMATELY MACH ONE PLUS
BECOMING SEVEN DISTINCT CONTRAILS APPARENTLY MADE BY
H LARGE AIRCRAFT IN LOOSE FORMATION PD ALTITUDE ANGLE FROM
OBSERVERS APPROXIMATELY 30 DEGREES PD HEIGHT ESTIMATES

PARA FOUR PD OBSERVERS CLN ALL CREW MEMBERS OBSERVED TRAILS FROM VARIOUS
PARTS OF AIRCRAFT AND AGREE WITH LITTLE VARIATION TO
ABOVE PD SOURCE CONSIDERED RELIABLE PD

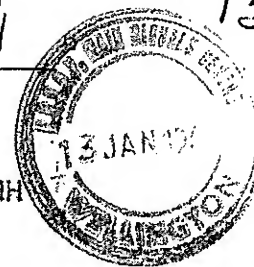
PARA FIVE PD OTHER INFORMATION PD SECOND PILOT ALSO RECALLS THAT AT
APPROXIMATELY LONGITUDE 166E THIS MORNING ON THE SYDNEY
DASH WELLINGTON FLIGHT HE NOTICED WHAT HE CONSIDERED AS
ELEVEN SHIPS IN GROUP ON HIS RADAR SCREEN PD

PARA SIX PD FOR DAFI CLN RNZAF ADVISE SURVEILLANCE RADARS AT WELLINGTON
AND OHAKEA RECORDING NOTHING AT HEIGHT WITHIN 15-200 MLS
EXCEPT 10 QUOTE ANGELS UNQUOTE SOUTH OF WELLINGTON SPEED
APPROX 100 KTS PD NZ PRESS ARE AWARE THAT A SIGHTING
HAS BEEN REPORTED AND RNZAF HAS SUGGESTED TO THEM THAT
WEATHER PHENOMENON IS POSSIBLE EXPLANATION CMM AT THIS STAGE

BT

CONFIDENTIAL

244/10/1
CONFIDENTIAL



YCA216MCA090XYA898 LYB385WLA511MCA059UWWW826

PP RBYQAE
DE RAYR 121 13/1424Z
P R 131415Z
FM HQOPCOM
TO RAYSD/DEPAIR
RBYQAE/RNZAFHQ
INFO RAYDKA/NZJSLs
BT

CATEGORY A
PARAPHRASE NOT REQUIRED
NO UNCLASSIFIED
REPLY OR REFERENCE
RECEIVED BY
SECURE MEANS

PRIORITY

INFORMATION COPY

C O N F I D E N T I A L 1700 ATTENTION DAFI RNZAF DCAS AND
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CONFIDENTIAL

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H LARGE AIRCRAFT IN LOOSE FORMATION PD ALTITUDE ANGLE FROM
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H35 DASH 45000 FEET PD TRAIL DISSIPATED FROM REAR PD

PARA FOUR PD OBSERVERS CLN ALL CREW MEMBERS OBSERVED TRAILS FROM VARIOUS
PARTS OF AIRCRAFT AND AGREE WITH LITTLE VARIATION TO
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BT

FOR DDOPS

CONFIDENTIAL

MINUTE SHEET

| |

John Drew -

Jan 20

2:00 AM

2:00 approx

single object

Satellite thought to be

west to east

Very bright

clear night

Seeing clear then blink.

John

QF 321 / 088

Jane Shannon

WN

1825 EFA.

John Hawthorne
NAC.

supervisor
in charge

Lees out

1930

W/e Dorrick

All members crew completing
contracts

One - split:

Super sonic

hang up

leave tomorrow

no cloud above

Had pushed front 100 miles.

130445 Z. Time of lighting

2000 1013 276° m. Quantas

Timelight.

35 - 45000

|| 11 Air force ships in group - ^{same as} ~~subsequent~~
arriving this morning

|| Shannon on NZ tomorrow - Check
Quantas.

Comment

— Timelight.

see particles @ contract Mt-

Shooting effect. Timelight

direction stream.

her Depart
Duty Controller

05 10 13 22
1300 JAN 13 22
411M

ZCZC WUA17
M
DD WN ACC132235M AK ACC
FOR RNZAF OPS.
PHONE NUMBER TO CONTACT CAPT SHANNON 15 MINS AFTER ARRIVAL IS
MU042 SYDNEY AIRPORT.

ZCZC AWA105

CZC CA0001

C.A. 78

AIR DEPARTMENT N.Z.

CIVIL AVIATION ADMINISTRATION

AERONAUTICAL MESSAGE FORM

10,000 pads/12/63-79834 M

Date Stamp

ACAS may opt Ground

FF

Request for info about the ambulance.

fragmented unidentifiable pilot

205

Am adding.

AIR DEPARTMENT N.Z.

CIVIL AVIATION ADMINISTRATION

C.A. 78

AERONAUTICAL MESSAGE FORM

10,000 pads/12/63-79834 M

Date Stamp

Deerhound flight 373

Cher - Seyd.

ETA Sept 11 532

Left Shannon SHANNON

Septed. 0850Z.

approx 300 M. Due west of

41 S. 168° E.

STOKIES VALLEY

2150 MON

30000' 10 SECS

4-5000⁴⁰⁰⁰ MPH

10° DUE E-W

WEEK BEFORE

2 OBJECTS

JUST ABOVE HORIZON

E-W MILE APART

2 WEEKS AGO

FLYING CRANE ?

50' OFF HILLTOP

BACK OF WIGHTMANS VALLEY

15/1/65 # D.P.I.

Def I
~~1000~~
 MINUTE SHEET

| |

D. 01
 D. 01
 Int. 1
 Sec. 1
 1000

Newtown

Fishing at Makara Beach
 and observed moving off objects
 at 0200 and 0300 on 11/1/65.

The objects were travelling from
 West to East and were visible
 for some time and disappeared
 in the East.

The objects were very bright
 & appeared larger than the
 largest star

J. H. H. H.

12/1/65 9/1/65

CONFIDENTIAL

244/10/1

100

NNNNVMK YQA139VV YCA216MCA090XYA898 LYB385WLA511MCA059UWWW826 H

PP RBYQAE

DE RAYR 121 13/1424Z

P R 131415Z

FM HQOPCOM

TO RAYSD/DEPAIR

RBYQAE/RNZAFHQ

INFO RAYDKA/NZJSLS

BT

NO UNCLASSIFIED
REPLY OR REFERENCE

ACTION COPY

PRIORITY

CATEGORY A

RECEIVED BY
SECURE MEANS



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BT

CONFIDENTIAL

File

MINUTE NO /1963

INFO.
To : D Ops.

SIGHTING OF UNIDENTIFIED OBJECT

1. The following Log Entry from Wellington Control Centre (CAA) was telephoned to the Directorate of Intelligence by the Flight Information Officer (Mr Blake, telephone 71-349 Ext 10) at 122215Z. He was of the opinion that it had not been previously reported to any other authority:

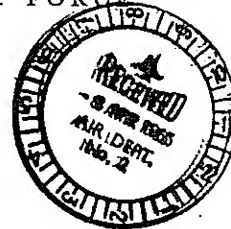
- (a) Target Radar. (Surveillance Hawkins Hill) observed an UFO:
 - (i) Vicinity White Bluff
 - (ii) Travelling 030° magnetic
 - (iii) Speed 30 knots.
- (b) S.A.F.E. Bristol reported Blue light 5 degrees to 10 degrees elevation above him.
- (c) NAC Viscount reported object below. But could not identify anything.
- (d) Time : 1756 12 June 1963.
- (e) No other aircraft were known to be in the area.
- (f) Checked with Met Office. No balloon in area.
- (g) Object tracked to vicinity Cape Terawhiti and then disappeared.

J. S. George
(T.S. GEORGE)
Flight Lieutenant
Sec 1

13 June 1963

ROYAL NEW ZEALAND AIR FORCE

FROM: RNZAF Station Ohakea
 TO: Air Department Wellington
 DATE: 3 April 1963
 REF: OH : 30/2/AIR

SIGHTING REPORT - CANBERRA NZ6111

1. The details of the following incident were passed verbally to Operations 1 by Senior Operations Officer on 27 March 1963. The following report is submitted in order to record the details.
2. On 26 March 1963 Fg Off J.S. Hosie was carrying out a night navigation exercise in Canberra NZ6111. At 1901M Canberra NZ6111 was approaching start Point (40S 176E) heading 060(T) at an altitude of 18,000 feet when the pilot saw a regularly flashing white light which appeared to be moving on an estimated heading of 090(T) at an approximate range of 2-3 miles. The light was to the north of the Canberra's position and appeared to be at a slightly higher altitude. The light appeared to be moving at about the same speed as the Canberra and was observed for approximately one minute against 8/8 cloud. The Canberra was at this time in VMC. On reaching start point a right turn was made on to a SW heading. After turning the pilot again searched for the light but was unable to locate it.
3. At the time of sighting, Ohakea Air Traffic Control confirmed that there was no other known traffic in the area. Ohakea then checked with Auckland, Wellington and Christchurch with negative results.
4. Wellington Radar had Canberra 6111 plotted at the time but had no trace of any other aircraft in that area. It is understood however that an aircraft to the north of Start Point would be in the fringe of Wellington Radar's coverage so may not be picked up.
5. Subsequent to receiving the report the following points were checked:
 - (a) The pilot confirms that the light was observed while the aircraft was in straight climbing flight.
 - (b) The pilot is quite sure that it could not possibly have been reflection of his own lights.
 - (c) There were no meteorological balloons in the area.

D of I for info then

FILE. 244/10/1
 9/4/1963 Initials

M. Gaspard
 (M.A.R. GASPARD) Sqn Ldr
 for Group Captain Commanding

RNZAF-683

CONFIDENTIAL

SECURITY CLASSIFICATION

FILE No. *244/10/1*

8/19/1962

Initials *372/9*

LMK
RECEIVED BY
SECURE MEANS

RNZAF MESSAGE

ROUTINE

PRECEDENCE

RECEIVED
CENTRAL CRYPTIC CENTRE
4 SEP 1962
Date Stamp

UNCLASSIFIED REPLY

From: LAUTHALA BAY	DTG: 242200Z
To: RNZAFHQ WELLINGTON	Distribution Action Information
Info:	D OF I

2,500 pads/4/60-21255 W

ACTION COPY

AG714 SEP 2462

**YOUR AG704 AUGUST 1662 PD EQUIPMENT UPLIFTED
BY JTF8 ON 24 SEPTEMBER**

10.01 This refers to the equipment located by the TOFOA & subsequently recovered by L. Bay.

D. S.
CONFIDENTIAL

691/8

Office Serial No.

Registry File No.

Sigs. 52 (Large)

COMBINED MESSAGE FORM

FOR COMM CEN/SIGNALS USE

TOL 2325



PRECEDENCE—ACTION PRIORITY	PRECEDENCE—INFO DEFERRED	DATE—TIME GROUP 15 20 20 Z
-------------------------------	-----------------------------	-------------------------------

MESSAGE INFORMATION

FROM RNZAF HQ. WNW

PREFIX GR

TO LAUTHALA BAY

SECURITY CLASSIFICATION CONFIDENTIAL

NFO

TRANSMITTED BY SECURE MEANS

ORIGINATORS NUMBER AG 704 AUG 16 62.

FILE COPY

Your AG 922 AUG 15 62 PD. RECOMMEND. YOU OFFER EQUIPMENT TO JTF 8 PD IF NOT ACCEPTED BY THEM ENDEAVOUR TO ESTABLISH SERVICE OF ORIGIN PD ADVISE ACCORDINGLY

FILE.

16/8/1962. [Signature] Initials

Page 1 of 1 pages

REFERS TO MESSAGE CLASSIFIED YES NO

DRAFTER'S NAME CARTER

OFFICE DDI

TEL. No.

FOR OPERS USE	R	DATE	TIME	SYSTEM	OPERATOR	D	DATE	TIME	SYSTEM	OPERATOR
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RELEASING OFFICER'S SIGNATURE RANK [Signature]

CONFIDENTIAL

SECRET
SECURITY CLASSIFICATION

RNZAF-002

Registry File No. 244/1110
244/1111

Nm. 0750

RNZAF MESSAGE

Station Serial 72/8
15 AUG 1962
Date Stamp

RECEIVED BY
SECURE MEANS

PRIORITY
PRECEDENCE

NO UNCLASSIFIED REPLY

From: LAUTHALA BAY

DTG: 150515Z

To: RNZAFHQ WELLINGTON

Distribution
Action Information

Info:

0/0 ← THIS COPY FOR
D OF 1

2,500 pads/4/60-21255 W

ACTION COPY

AG922 AUG 1562

PARA 1 FURTHER TO OUR AG920 OBJECT NOW AT ^{LAUT} ~~LAUT~~ HALA BAY PD INSPECTION REVEALS THAT OBJECT IS SPENT HIGH ALTITUDE BALLOON (POLYTHENE) COMPLETE WITH THREE ELECTRONIC PACKAGES CMH EACH SURROUNDED BY TWO INCH FOAM PLASTIC PD

PARA 2 THE PREVIOUSLY REPORT WHITE CONDE SHAPED HORN WHICH PROTRUDES FROM ONE OF THE PACKAGES HAS THE FOLLOWING MARKINGS CMH TRANSMITTER RADIO SODE T435A AMT4B SERIAL NUMBER 8478 BENDIX CORPORATION FRIEX INSTRUMENT DIVISON ORDER NUMBER 19309 PG 61 US PD THE OTHER TWO PACKAGES CARRY NO EXTERNAL MARKINGS PD THE PACKAGES ARE TIED CLOSELY TOGETHER THIS FORMING ONE LARGER PACKAGE PD

PARA 3 ALTHOUGH AS YET NOT DISCUSSED WITH THE JTF8 UNIT IT WOULD APPEAR MOST LIKELY THAT THIS BALLOON IS ONE OF THEIRS POSSIBLY RELEASED FROM AMERICAN SAMOA (EARLIER NOTAMS REFER) INITIAL DESCRIPTION INDICATING THREE PACKAGES BUT NOT HOW TOGETHER PROBABLY DECEIVED THEM CMH THIS ACCENTUATED BY YELLOW COLOUR WHICH APPEARS TO BE RESULT OF SALT WATER IMMERSION CMH NOT ORIGINAL COLOUR WHICH WOULD BE WHITE PD

PARA 4 ALL UNITS EXCEPT BALLOON APPEAR IN GOOD CONDITON

PARA 5 REQUEST DISPOSAL ACTION SOONEST AS IF INTENTION IS TO PASS OVER TO JTF8 HERE THEY LEAVE THIS STATION FOR GOOD PM TOMORROW

PARA 6 INTENTION IS NOT TO RELEASE ANY DETAILS UNXX UNTIL RECEIPT OF FURTHER DIRECTION

SECRET

RNZAF-683

CONFIDENTIAL
SECURITY CLASSIFICATION

RN
2247

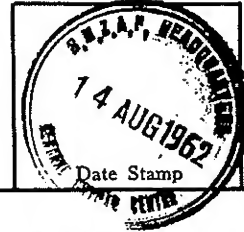
Registry File No. 244/1/10

Station Serial No. 327/8

RNZAF MESSAGE

RECEIVED BY
SECURE MEANS

PRIORITY
PRECEDENCE



UNRECORDED REPLY

From:	LAUTHALA BAY	DTG:	142150Z
To:	RNZAFHQ WN	Distribution	
Info:		Action	Information
		D OF INT	

2,500 pads/4/60-21255 W

AN 920 AUG 1462

ACTION COPY

FURTHER TO MY AG911 PD OBJECT TAKEN ON BOARD
YATULAU AT 0840M PD OWING TO INSECURE COMMUN-
ICATIONS WITH VESSEL CHM AT THIS STAGE CAN ONLY
ADVISE OBJECT APPEARS TO BE OF INTEREST PD
INTENTION IS TO MEET VESSEL IN YOTUA LAGOON
SOMETIME PM THIS DAY PD WILL KEEP YOU INFORMED

CONFIDENTIAL

RNZAF-683

CONFIDENTIAL
SECURITY CLASSIFICATION

RM 0001

Registry File No. 244/1 /10

RECEIVED BY
SECURE MEANS

RNZAF MESSAGE

Station Serial No. 320/8

PRIORITY
PRECEDENCE



NO UNCLASSIFIED REPLY

From:	LAUTHALA BAY	DTG:	132200Z
To:	RNZAFHQ WM	Distribution	
Info:		Action	Information
		D OF INT	

2,500 pads/4/60-21255 W

AG 919 AUG 1362

ACTION COPY

FURTHER TO OUR AG916 PD HOPEFUL OF CONTACT WITH
 OBJECT BY SURFACE VESSEL AT DAYLIGHT TOMORROW
 AUG 1362 PD VESSEL (YATULAU) WITH RNZAF PARTY
 ON BOARD PROCEEDING AT FULL SPEED (8 KNOTS) FROM
 SUVA PD THE OBJECT IS BEING HELD UNDER AIR SUR-
 VEILLANCE PD DRIFT OVER PAST 12 HOURS APPROX 2
 MILES PD AIR PHOTOGRAPHS HAVE NOT PROVIDED ADD-
 TIONAL INFORMATION ON IDENTITY PD ~~XXXXXXXXXX~~
 CONDITIONS IN THE AREA STILL GOOD BUT MAY DETER-
 IORATE PD HOPEFUL OF RECOVERY PD WILL KEEP YOU
 INFORMED

CONFIDENTIAL

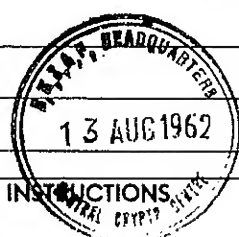
N.Z. ARMED SERVICES
COMBINED
MESSAGE FORM

F. S. 52 (Small)

Office Serial No. 675/8

Registry File No. 244/1071
244/110

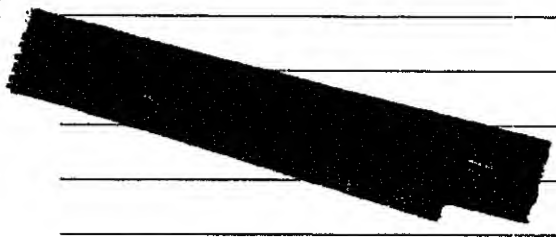
FOR COMM CEN/SIGNALS USE



PRECEDENCE—ACTION PRIORITY	PRECEDENCE—INFO / DEFERRED	DATE—TIME GROUP 130305Z	MESSAGE INSTRUCTIONS ORIGINAL COPY TO BE DESTROYED
FROM RNZAF HQ WGTON.			PREFIX GR
TO LAUTHALA BAY			SECURITY CLASSIFICATION CONFIDENTIAL
INFO			ORIGINATORS NUMBER AG. 703 AUG 1362

TRANSMITTED BY
 SECURE MEANS

YOUR AG916 AUG 1362 ^{PD} No knowledge here
 of likely nature • PD We hope you CAN ARRANGE
 recovery AS THEY MAY BE OF PARTICULAR INTEREST



Page _____ of _____ pages	REFERS TO MESSAGE CLASSIFIED <input type="checkbox"/> YES <input type="checkbox"/> NO	DRAFTER'S NAME D. LEVINE	OFFICE D. I.	TEL. No. x 718							
FOR OPRS USE R	DATE	TIME	SYSTEM	OPERATOR	D	DATE	TIME	SYSTEM	OPERATOR	RELEASING OFFICER'S SIGNATURE [Signature]	RANK

RNZAF-683

CONFIDENTIAL
SECURITY CLASSIFICATION

Registry File No. 244/1 /10

NMH 0222

RNZAF MESSAGE

Station Serial No. 308/8

RECEIVED BY
SECURE MEANS

PRIORITY
PRECEDENCE



NO UNCLASSIFIED REPLY

From: LAUTHALA BAY	DTG: 130130Z	
To: RNZAFHQ WN	Distribution	
Info:	Action	Information
	D OF I	

2,500 pads/4/60-21255 W

ACTION COPY

AG916 AUG 1362

FURTHER TO MY AG915 GRATEFUL IF NAVY HAS ANY
KNOWLEDGE OF FLOATING OBJECTS THIS NATURE IN
AREA PD LACHLAN BEING INFORMED ALSO

CONFIDENTIAL

TEM
0110

CONFIDENTIAL
SECURITY CLASSIFICATION

RNZAF-683

Registry File No. 2441/16

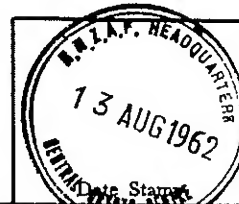
Station Serial No. 306/8

RECEIVED BY
SECURE MEANS

RNZAF MESSAGE

NO UNCLASSIFIED REPLY

PRIORITY
PRECEDENCE



From: LAUTHALA BAY	DTG: 122241Z
To: RNZAFHQ WELLINGTON	Distribution Action Information
Info:	D OF I

2,500 pads/4/60-21255 W

AG913 AUG 1262

ACTION COPY

FURTHER TO AG913 AIRCRAFT HAS LOCATED AND CONFIRMS DESCRIPTION IN MY EARLIER SIGNAL OF OBJECTS REPORTED BY TOFUA PD POSITION 1951S 17807W PD WOULD APPEAR THIS STAGE OBJECTS MIGHT (OR) MIGHT BE SPENT HIGH ALTITUDE BALLOON OF TYPE UNKNOWN TO LOCAL METEOROLOGISTS OR AMERICAN TASK FORCE & PD INTENTION TO CONTINUE COVER OBJECTS AND ENDEAVOUR ARRANGE RECOVERY BY SURFACE VESSEL FOR EXAMINATION PD INDICATIONS ARE LOCAL ISLAND VESSEL WILL BE IN VICINITY IN NEXT THIRTY HOURS PD WILL KEEP YOU INFORMED

CONFIDENTIAL

RNZAF-683

CONFIDENTIAL
SECURITY CLASSIFICATION

Registry File No. 244/1/10

LMK

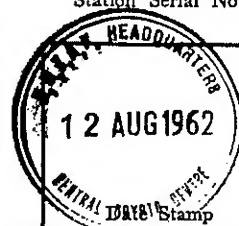
1508

RECEIVED BY
SECURITY DESK

RNZAF MESSAGE

Station Serial No. 298/8

PRIORITY



NO UNCLASSIFIED REPLY

From: LAUTHALA BAY	DTG: 121050Z 122250Z
To: RNZAFHQ WELLINGTON	Distribution Information
Info:	00 D OF I ← THIS COPY FOR

2,500 pads/4/60-21255 W

AG913

ACTION COPY

MESSAGE FROM TOPUA 3 FLOATING YELLOW BOXES 1 WITH WHITE HORN SIGHTED IN POSITION 1948 SOUTH 17802 WEST PD 1 BOX 3 FEET SQUARE OTHER 2 BOXES 12 INCHES BY 18 INCHES ALL SECURED TOGETHER AND APPEAR TO BE ENVELOPED IN LARGE QUANTITY OF POLYTHENE PD TOPUA DID NOT RETRIEVE BOXES BUT SOME PHOTOGRAPHS TAKEN FROM 30 YARDS DISTANCE PD BOXES VISIBLE FOR 3 MILES FROM 50 FEET AND APPEARED TO BE MADE OF LIGHT MATERIAL PD LAUTHALA BAY DISPATCHING AIRCRAFT AT 121615Z FOR AREA PD WILL ADVISE FURTHER

CONFIDENTIAL

244/10/1
15 2/10/61
[Signature]

ALLEGED GREEN FLARE IN COLONIAL KNOB AREA on 14/12/61

14-12-61

- 1.11 am Radio call from car 463, Constable EDMONDS. Reports seeing a green flare or rocket in the region of Colonial Knob. Also seen by another motorist in the area. Seen from Johnsonville.
- 1.15 am Constable AITKEN, Wharf Police, contacted Beacon Hill- no reports-no ships in the area.
- 1.18 am Constable LINES, Central Police, contacted Wellington radio. Nothing reported to them.
- 1.25 am Mr EDE, Colonial Knob, contacted. He had been asleep and had sighted nothing. Making a visual search of the area.
- 1.25am Car 463 and car 358 making a search of coastline. (463 Makara and 358 Titahi Bay)
- 1.35 am Beacon Hill report a plane in an area S.SW. of them.
- 1.37 am Civil Aviation contacted. They cannot sight alleged plane. No reports from the Colonial Knob area. Last plane left Wellington for Christchurch at 11.45 pm and landed at Christchurch at 1.15 a.m.
- 1.42 am Mr EDE, Colonial Knob, thinks that he can see a small green light out to sea behind Mana Island.
- 2.1 am Constable AITKEN, Wharf Police, reports Beacon Hill definitely sighting plane over the Orango-rongas flying toward Wellington. (Beacon Hill 'phone 18.066)
- 2.3 am Civil Aviation still have no report of any aircraft in the area. (Phone 71.349)
- 2.8 am Mr EDE, Colonial Knob, lost sight of alleged light. Thought that it could possibly have been a ship well out to sea.
- 2,15 am Car 358, Constable FLYNN, can sight nothing in the Titahi Bay-Pukerua Bay area.
- 2.30 am Car 463 reports no trace at Makara beach or vicinity.

Up to 7am no further information was received that would assist in establishing if light seen was a flare or rocket nor any information as to any person in distress. . . . Constable B. Edmonds has yet to submit a report on original sighting of flare.

[Signature]

CONFIDENTIAL
SECURITY CLASSIFICATION

RNZAF-683

Registry File No. / /

2258Z
OJT

RNZAF MESSAGE

Station Serial No. 280/9

RECEIVED BY
SECURE MEANS

ROUTINE
PRECEDENCE



From: NZJSM WASHINGTON	DTG: 121316Z
To: RNZAFHQ WELLINGTON	Distribution Action Information
Info:	D OF INT

2,500 pads/4/60-21255 W

NO UNCLASSIFIED REPLY

ACTION COPY

AI29 SEPTEMBER 12

HAVE HAD REQUEST FROM DOCTOR CLIFTON ELLYETT OF NZ DEFENCE SCIENTIFIC COMMITTEE WHO ATTENDED RECENT SYMPOSIUM ON METEORS CONDUCTED JOINTLY BY USAF AND SMITHSONIAN INSTITUTE. HE PRESENTED PAPER 'ABSENCE OF INFRA RED FROM METEOR TRAILS'. HE NOW REQUESTS WE ENDEAVOUR OBTAIN PUBLICATION BY DOCTOR ARTHUR KANTROWITZ 'INFRA RED RE-ENTRY RADIATION' WHICH IS RELEVANT TO WORK DONE IN NZ AND FORWARD IT TO RNZAFHQ FOR HIS USE. PUBLICATION IS CLASSIFIED ~~SECRET~~ REQUEST AUTHORITY TO PROCEED AND MAKE FORMAL APPROACH FOR PUBLICATION ON YOUR BEHALF

CONFIDENTIAL

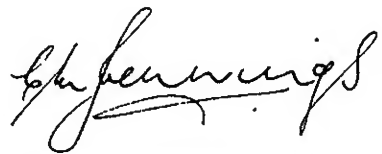
CONFIDENTIAL

From : RNZAF Station Woodbourne
To : Air Department Wellington (Attention D of I)
Date : 30 June 1961
Ref. : C 7/AIR

17

REPORT ON PHENOMENON OBSERVED IN WAIRAU VALLEY : OBSERVER
FLT LT B. HILDRETH

1. Forwarded herewith is a report of an observation made by Flt Lt Hildreth on 6 June 1961. Following the incident, Flt Lt Hildreth claims to have suffered severe pain in the eyes, a fact which he reported to the Medical Officer. A culture was taken and forwarded to the Wairau Hospital for analysis.
2. The Commanding Officer has this day received the medical report and has advised that Flt Lt Hildreth's eye condition was related to an infection as opposed to any other cause.
3. Flight Lieutenant Hildreth's report is precise. It is unsubstantiated by other reports but the time of day may account for this.
4. The report is therefore forwarded for evaluation.



(C.M. JENNINGS) Flt Lt
for Group Captain Commanding
RNZAF Station Woodbourne

Encl: 

~~D.D.I.~~
I see little point in pursuing this one.

Let.

CONFIDENTIAL

CONFIDENTIALREPORT ON A PHENOMENON OBSERVED IN THE WAIRAU VALLEY

REPORT BY: Flight Lieutenant B. HILDRETH

DATE OF OBSERVATION: 6 JUNE 1961

TIME: 0245M

PLACE: RENWICKTOWN

POSITION: 41° 30' 50"S 173° 50'E

ATMOSPHERIC CONDITIONS : TEMPERATURE LOW (below FP)

SKY : CLOUDLESS

WIND : NIL

MIST : NIL

NO MOON OR STREETLAMPS

STARRY SKY

DIRECTION OF OBSERVATION: DUE NORTH (GEOG) FIXED BY STARSIGHT FROM
SOUTHERN CROSS AFTER OBS.

ANGLE TO ZENITH: (FIRST OBS.) 45° APPROX

ANGLE TO ZENITH: (LAST OBS.) 10° APPROX

DURATION : 3 MINUTES (APPROX)

ESTIMATED DISTANCE FROM OBSERVER: 2.5 to 3.0 MILES. (Estimated from
distance to northern hills)APPEARANCE: A BRIGHT OPALESCENT GREEN DISC TENDING TOWARDS
TURQOISE-BLUE THOUGH DOMINENTLY GREEN.SIZE OF DISC: DIFFICULT TO ESTIMATE BUT DIAMETER CALCULATED AS SLIGHTLY
LESS THAN FULL MOON

LUMINOSITY: SIMILAR TO ARC-WELDING SEEN AT CLOSE QUARTERS.

ASSOCIATED PHENOMENA: DISC SURROUNDED BY GREENISH MIST WHICH MOVED
WITH IT. VAPOUR TRAIL: NIL SOUND : NIL
EMITTED LIGHT SUFFICIENT TO BRIEFLY ILLUMINATE A
STATIONARY OBJECT (MOTOR VEHICLE)DIRECTION OF MOTION OF PHENOMENON: VERTICALLY DOWNWARDS. MOTION
WHEN FIRST OBSERVED NIL BUT MOVEMENT COMMENCED APPROX.
10 SECONDS LATER.

SPEED OF DESCENT: SLOW (Approximating speed of artificial satellite)

GENERAL: PHENOMENON DESCENDED SLOWLY TO APPROX. ANGLE OF 20° to
ZENITH WHEN MOTION STOPPED. HILLS BECAME APPARENT
BEHIND PHENOMENON DUE TO GLOW. MOTION DOWNWARDS
RECOMMENDED ALMOST IMMEDIATELY AND PHENOMENON DISAPPEARED.

ESTIMATED POSITION OF DESCENT: WAIRAU RIVERBED.

WOODBOURNE
6 JUNE 1961(B. HILDRETH)
Flight Lieutenant**CONFIDENTIAL**

CONFIDENTIAL

R.N.Z.A.F. 36A

CONFIDENTIAL

ROYAL NEW ZEALAND AIR FORCE

FROM RNZAF Station Wigram
TO Air Department Wellington
DATE: 10 March 61
REF. WIG. C43/2/AIR

FILE.

244/10/1
1/01/11
16

13/3/1961.

[Handwritten initials]

SIGHTING OF UNIDENTIFIED OBJECT

1. Reference is made to Air Department letter 244/10/1 dated 7 March 1961 requesting any further possible information on the report forwarded from Wigram on 20 February 1961.

2. The second Devon on the navigational trip in question was flying the same route as the aircraft which made the "sighting", and approximately 6 miles behind. About the time Fg Off Ragg and crew made their sighting the crew of the second Devon, Flying Officer Dalziell and F/S Sig Karauria, saw an object some miles in front of them which, as they were half expecting to see the other Devon, they took to be the aircraft. However, a few moments later they could no longer see the aircraft and because of the falling night and distance involved they thought nothing further of it.

[Handwritten signature: S.M. Hope]

(S.M. HOPE) Wg Cdr
for Group Captain, Commanding
RNZAF Station Wigram

*Further investigation of this
incident not warranted - isolated
& uncorroborated.*

[Handwritten signature]

DDJ
13/3/61

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

15

Air Department, Wellington

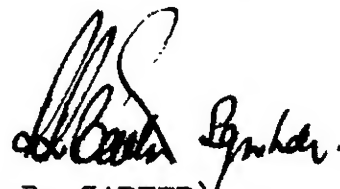
RNZAF Station, Wigram

7 March 1961

244/10/1

SIGHTING OF UNIDENTIFIED OBJECT

1. Reference your letter C43/2/AIR dated 20 February 1961 and the associated reports by Fg Off Ragg and Sgt Cowan.
2. It has not as yet been possible to make a complete evaluation of this incident owing to the non-receipt of any other reports of sighting/s at or about the same time.
3. In Sgt Cowan's report, he states that "on arrival back at base the incident was mentioned by one of the other Devon crews, who attached no significance to the sighting".
4. Should the member/s of the other Devon referred to be able to throw any further light on the incident, it is requested that any information or opinion they provide be forwarded to this Headquarters.



(R.R. CARTER)
for Wing Commander
Director of Intelligence

CONFIDENTIAL

CONFIDENTIAL

RNZAF Station
Wigram

14 February 1961

U.F.O. SIGHTING

Sir,

*ap heading
alt - Ufo on
division course*

I have the honour to report that on the night of 31 Jan 61, I was engaged on a navigation exercise entailing a flight at 7000' from Wigram to the Oamaru area, North to Conway river mouth, and back to base. The forecast for the route was clear skies and light winds, and this was the weather encountered throughout the exercise. A noticeable feature initially was the impressive sunset, and rather unusual light, up until approx. 2100 hours. As we approached our first turning point at Orari, my signaller Sgt Cowan, drew my attention to traffic ahead, approaching very swiftly and at approx our altitude. I was prepared to take avoiding action when I realised that the object had slowed, and as we watched, it appeared to hover about 5 - 600 yards away, remaining there fully thirty seconds before moving off extremely quickly to the South-west. Nearing Waimate, 25 minutes later, a further sighting was made of the object, this time a considerable distance to the west, but still in the area where it initially disappeared. The flight continued normally and without further incident back to Wigram.

2. The first sighting of the U.F.O. was at 2054M, and at this time the ground below was blanketed in near darkness, while above, a broad, bright orange band behind the hills, the sky was quite light. The object approaching was a dark silhouette and was at first, obviously moving towards us very quickly indeed. The rate of growing then became difficult to discern before we realised it had stopped right in front of us. There were no lights to be seen on the object, and although the shape of it was obvious, its edges were not sharply defined. It was basically cigar shaped with a convex protrusion sited centrally on top. At one stage there appeared to be a two legged 'undercarriage' attached in the down position. A short period of time elapsed, during which we did not appear to gain on the object, and then it moved a short distance to the west before accelerating at a phenomenal rate to the S.W., maintaining straight and level until well over the hills and almost out of sight, when it again moved west, this time apparently losing altitude. During the second sighting, the object 'flew' three different headings before disappearing again and was probably at a lower altitude. At no stage did it appear to bank, and changes in direction were effected instantly.

3. The length of time allowed for our observations was sufficient to enable us to discuss the possible nature of the subject. My first thought as I prepared to take evasive action was of a DC3 although this was quickly discounted. Sgt Cowan and myself discussed the possibility of meteorological phenomena,

The Commanding Officer
RNZAF Station
WIGRAM

/ Canberra

CONFIDENTIAL

ROYAL NEW ZEALAND AIR FORCE

14

FROM RNZAF Station Wigram
TO Air Department Wellington
DATE: 20 February 1961
REF. WIG : 043/2/Air

UNIDENTIFIED FLYING OBJECT

1. Attached are two reports covering the sighting of an unidentified flying object in the Timaru area, during the late evening of 31 January 1961. The sightings were made by Flying Officer Ragg and his Air Signaller Sergeant Cowan, from a Devon aircraft, whilst on a night cross country navigation training flight.
2. There is no reason to doubt the veracity of the reports - both Ragg and Cowan are responsible aircrew members. Indeed perhaps the most unusual aspect of the case was their reticence in making known the 'sighting' on return to base for fear of possible ridicule; it was not until some days later that the matter came to official notice.
3. Ragg has been questioned closely, but apart from being quite definite as to the evidence of his senses he seems to be just as mystified as are his superiors.



(S.G. QUILL.)
Group Captain Commanding,
RNZAF Station Wigram.

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

P/F

RNZAF Station

WIGRAM

15 February 1961

U.F.O. SIGHTING

Sir,

I have the honour to report that on the evening of 31 January 1961 an unidentified object was sighted by the crew of Devon 1807.

2. My own observations concur with those of Fg Off Ragg in that I originally thought the object was an aircraft on a collision course and reported this information to the Captain. Events then followed as detailed in Fg Off Ragg's report.

3. I would definitely state that the object seen was under positive control and capable of extremely rapid course changes without deviating from straight and level flight. It appeared to be about the size of a DC-3 but cigar shaped with a small cockpit in a central position on the top surface. Although silhouetted against a bright evening sky the outline was not clearly defined but slightly distorted around the edges. On arrival back at base the incident was mentioned by one of the other Devon crews who attached no significance to the sighting. I feel I cannot add any further information than that given in Fg Off Ragg's report.

I have the honour to be,
Sir,

Your obedient servant,

(L.K.COWAN)
Sergeant Signaller

The Commanding Officer
RNZAF Station
WIGRAM

CONFIDENTIAL
CONFIDENTIAL

CONFIDENTIAL
CONFIDENTIAL
-2-

Canberra, foreign body on our aircraft, or reflections, and both noted the time of sighting. We closed our eyes, looked away and back again, moved our heads, and I moved the aircraft slightly from our course while the objects remained apparently motionless ahead. I was about to call a Devon following 2 - 3 minutes behind me when the object moved off, so I abandoned the call intending to mention the incident on completion of the exercise, however I concluded that the object was definitely solid, and did not exhibit conventional flight characteristics.

I have the honour to be,
Sir
Your obedient Servant,

(G.W.RAGG.)
Flying Officer

CONFIDENTIAL
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COPY

STATEMENT MADE BY MRS F.E. MORELAND
OLD RENNICK ROAD, BLENHEIM, TO GROUP
CAPTAIN A.P. GAINSFORD ON MONDAY,
13th JULY 1959.

1 A

It was about 25 to 6 this morning when I switched on the cowshed light and walked out across the paddock to bring in the cows. When I got about half way across the paddock, I noticed a green light above me in the clouds. - There was complete low cloud cover, and while I was looking at it wondering what this green light was, I saw an oval shaped object appear from which two green beams shone straight down. They were definite lights. The object appeared to be coming down, and then it sort of stopped, and I could see fiery orange jets round the outside edge. They went round and round, and seemed to be rotating opposite ways, and were travelling at a very high speed, but appeared to slow down when the object stopped.

The green light came from under the bottom of the object and diffused over a large area - approximately 50 yards. As soon as I found myself enveloped in this peculiar green glow, I made for some pine trees, having run from the centre of the paddock to the shelter of the trees on the approach of the object.

From where I stood under the trees I could see this glassy cowl over the top and I could also see two men in it. The rear one stood up and appeared to lean forward and rest his hands on a table, and appeared to be looking down between his hands. After a second or two he sat back and the machine tilted and the orangy lights stopped whirling. The men appeared to be encased in silvery shiny suits from the waist upwards when they were sitting. Their headgear seemed to be like divers helmets which glittered very brightly. They appeared to be normal sized people. One of the men never moved at all. I could not see that they were carrying on any conversation at all.

The circumference of the object appeared to be about yards across and about 4 to 5 feet through. When it to stop, it was about 15 feet above the ground.

When the object was hovering and I could see the two men, the light inside seemed like ordinary electric light. When I was half way across the paddock, I had my torch switched on, but when I was enveloped in the green light I could not see my torch light at all. The orange lights were very bright, but the green light cut the orange light out completely for a while.

The object appeared to hover for a few seconds, and then with a high pitched whistle it took off straight up into the sky and disappeared. After a while I was left in a waft of hot peppery air, or it smelt like pepper. When the object had gone, there appeared to be no difference in the surroundings.

WITH MRS MORELAND AT HER HOME ON THURSDAY

23rd JULY 1959 AT 2000 HRS

INTRODUCTION

1. Because of inconsistencies earlier, and in order to reshape information available, the above interview was held. Mrs Moreland did not convey to me any impression of being excitable by nature: she was helpful and, I believe, quite honestly convinced that she did in fact see a craft descend, hover, tilt and then ascend vertically, "... at a speed which would make a lamp look like it was standing still I've never seen anything like it."

2. Mrs Moreland has had an association with farming and farm machinery in the past, and as a result she has developed a good mechanical sense. She has seen jet and piston-engined aircraft in flight and has at least a rough idea of speeds of each type.

INTENTION

3. To take, step by step, the sequence of events alleged to have taken place, care being taken to relate sizes to everyday objects. [any questions framed, care of necessity been most carefully put, to avoid begging the answer.]

4. To investigate this, and any other similar occurrence, with a completely open mind.

ALLEGED FACTS

5 DESCENT

(a) Time 0530-0545 on Monday 13th July 1959

(b) First noticed as a green glow above the cloud, descended through the cloud when the green light became twin lights.

(c) Just after breaking cloud (fairly low), orange flames visible, radially dispersed and not

NB has haneland, bathed in green light from the object, ran to take shelter under pine trees as shown on sketch (EIC). She remained there until the object finally disappeared. She claims to have been afraid but also curious.

- (d) The object descended below the level of the pine trees.
- (e) Orange flames were coming from points - about the size of an average saucer - arranged in two layers.
- (f) Numerous flames in each layer, each one separated from the next by about twice its own diameter.
- (g) Flames from points brilliant orange, fading to yellow at the tips, each one being less than an arm's length, but not much, from source to tip.
- (h) There was no noticeable sound, but in her fear she suggests that she would have been unlikely to have heard it.
- (i) has haneland did not recall any air movement, pressure build-up, or other physical effects which might have been detected.

6 TRANSITION TO HOVER

- (a) Descent arrested suddenly about 15ft above ground, with no noticeable sound.
- (b) Radial flames vanish to reappear almost immediately, the top layer trailing a clockwise spin, the bottom layer trailing an anti-clockwise spin. [Directions as viewed from above the object] Spin was very fast, and appeared to be reached almost immediately.
- (c) Axis of spin vertical
- (d) has haneland now notices low frequency humming: green lights "sort of fluorescent" continue.

7. POINTS NOTICED DURING HOOER

- (a) Green lights continue (observers attracted towards them but did not move???)
- (b) Object has circular plan form with a canopy above the spinning sections. The canopy 4' to 5' (but not a double arm span) wide, was a full diameter in length.
- (c) The canopy of some ribless clear material, was lit by a very bright snow-white light, which small was not obvious.
- (d) Canopy had two occupants seated "... along the length of the canopy, facing the same way..." they would hardly have had enough room to stand.
- (e) Between the two occupants, and coming from somewhere below seat level, was a quite noticeable flickering light which reflected from the back of the forward occupant.
- (f) Forward occupant did not move at all.
- (g) Rear occupant swung forward on his hands, partly rising, to peer down at the flickering light which reflected from his clothing.
- (h) Occupants being viewed from three-quarters rear.
- (i) Clothing was skin tight "like a jockeyman but in aluminium foil which wrinkled at arms bent.
- (k) Rear occupant returned to his seat. Both wore helmets going out full shoulder width, & not transparent from rear.
- (l) Mrs. Bondland was still afraid, but now feeling drawn towards the green light and contends that she had to fight an attraction tending to overcome her fear.
- (m) Between the spinning sections is a metal-coloured section, not flunged. The under body was metal

See now
E15

(v) Diameter of the craft, related to a shed on the, would be about 20 to 30 feet.

(vi) There was no evidence of heat etc at this stage.

8. TRANSITION AND ASCENT

(a) The craft tilted, jets still rotating.

(b) Tilt angle was small (writer's estimation $\approx 15^\circ$) and occupants faced uphill.

(c) Jets cut off, re-appearing immediately, radially. Humming stops as the jets stop spinning.

(d) Take-off was vertical at excellent speed, flames... "coming out like the spokes of a wheel, not spinning as before..." sounds heard were :-

(i) loud swooshing or rush of air

(ii) "Very high-pitched thin piercing whine... not loud" but unreasoning to the observer.

(e) Green lights stayed on until craft vanished thro' the cloud

9. FINAL OBSERVATIONS

(a) The air was much warmer - like going into warm room.

(b) There was a smell "as of pepper heated in an oven..." a strong, pungent smell which seemed to clog the nose and throat, but without irritation. No desire to sneeze.

(c) "It was certainly a nice machine, whatever it was" ... "I was relieved that the attracting power of the green lights had gone."

CONCLUSIONS

Can I get
more out of
her??

10. Mrs Howelland gave every evidence of being completely sincere, although she was initially wary that she would be ridiculed. The above alleged observations were cross-checked by questions dictated in sequence: her statement stands up in all respects.

11. By using an audio oscillator and speaker, and by approaching two identified sounds in as many ways as possible, Mrs Howelland identified the following frequencies

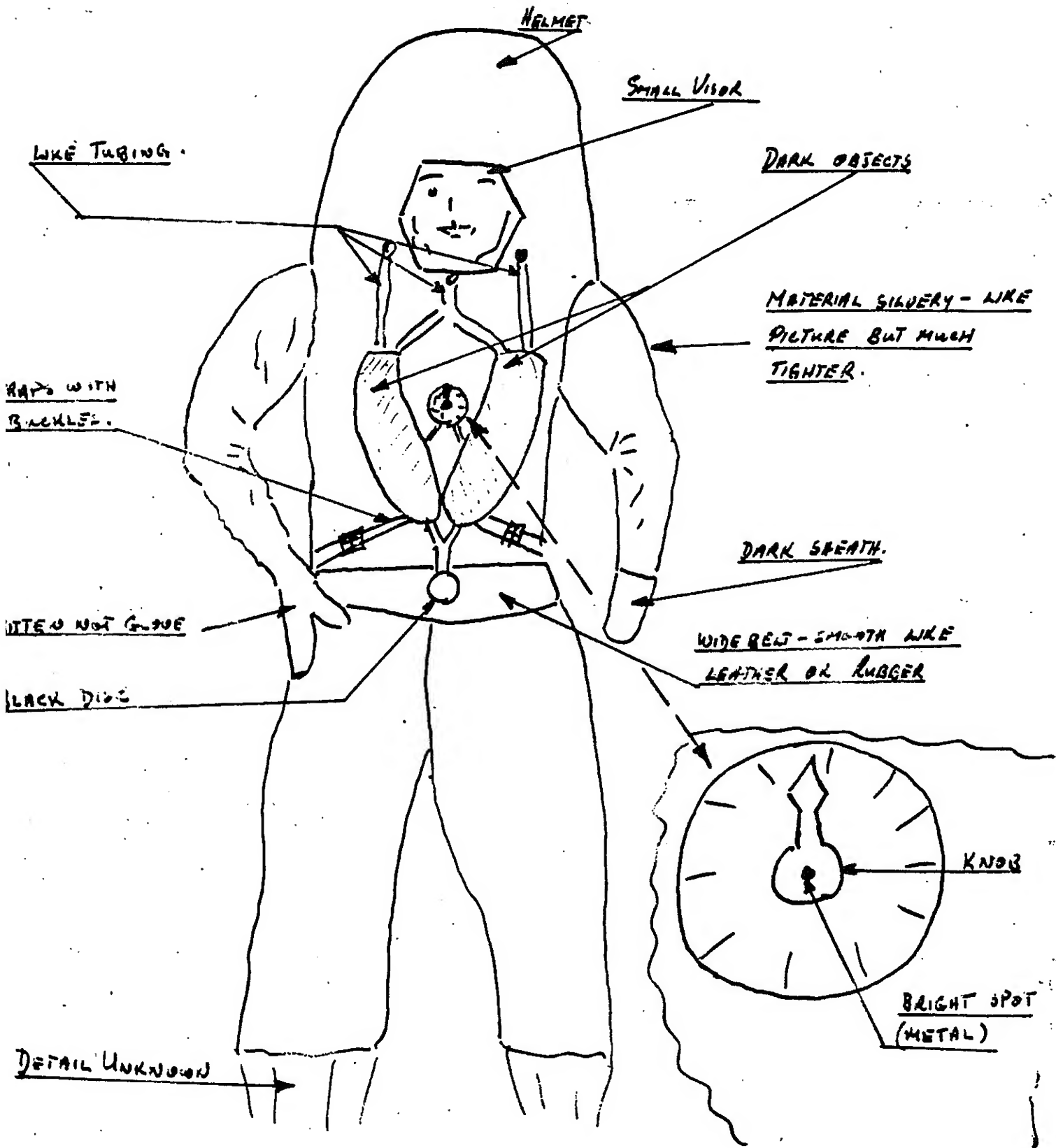
(i) 240-250 cycles/sec as the sound made by the craft during hover

(ii) 2 Kc/s \pm 0.05 Kc/s as frequency of the sound generated during ascent.

12. Mrs Howelland was not absolutely precise in definition of the lower frequency: she identified the upper with complete accuracy on all occasions, and was physically affected by it.

13. Mrs Howelland specifically mentioned the fascination the green lights held for her, to her husband immediately after the event. He confirmed her statement in this respect. [There is a possibility of self-induced reaction not to be overlooked here.]

15A



N.F.F. Draft PR release cleared by CDS for our issues Thursday 27 Jan 79.

RNZAF UFO SIGHTING REPORT

The unidentified radar and visual sightings reported by aircraft and the Air Traffic Control radars off the north east coast of the South Island recently, are the result of natural but unusual atmospheric phenomena. (g)

This is the conclusion arrived at in the Air Force's just completed investigation into the sightings.

Before arriving at his conclusions, the investigating officer interviewed all the principle witnesses involved in the sightings on the nights of 20 and 30 December. He also worked closely with the Department of Scientific and Industrial Research, the Civil Aviation Division of the Ministry of Transport, and the Meteorological Service.

His report reveals that during the months of December and early (a) January, atmospheric conditions over New Zealand were conducive to freak effects on radar and light waves. Also, the planet Venus was rising in the eastern sky early in the morning, and at this time of the year is unusually bright in appearance. (b)

It was also revealed that for some time the Wellington Air Traffic Control radar has been giving spurious returns off the east coast of the South Island. (c)

Over the period more than 50 Japanese squid boats sailed from Wellington to a position 120 miles off Banks Peninsula.

Not only would the squid boats give a good source of radar return whilst in transit to the squid fishing grounds, but they generate a very large amount of light when fishing at night. Each boat generates about 200 kilowatts of light to attract squid to its lures, and this light source cannot be discounted as a cause of some of the visual sightings. (d)

The investigating officer also speculates that lights seen in the Clarence River mouth could have come from trains or vehicles travelling along the coast, and affected by unusual atmospheric reflections and refractions. (e)

There is no evidence to connect the many radar and visual sightings in the Clarence River and the larger lights seen to the east. (g)

A Ministry of Defence spokesman said the Ministry was completely satisfied there were no unexplained physical objects in the skies at the time of the sightings.

The lights were almost certainly from surface or planetary sources affected by atmospheric reflection, refraction and distortion.

Radar sets are known to be subject to spurious returns, and it was significant that on the occasions the large light was being filmed by a television team on board the Argosy freighter, neither Christchurch or Wellington radars reported any related visual sightings on their screens.

The spokesman said that the Ministry of Defence was not specifically charged with formal responsibility for investigating so-called unidentified flying objects in peacetime. However, the Ministry does take an active interest in all such reports and within the limitations of its resources, conducts investigations as necessary.

Commenting on some media speculation that the country was defenceless against air attack, the spokesman said that New Zealand did not have a complex air defence system, comprising sophisticated radar equipment and a force of missiles and interceptor aircraft.

The recently announced Defence Review explains that over the next decade at least, a physical threat to New Zealand's security, by sea or from the air, is so remote that expenditure of funds on sophisticated air defence equipments could not be justified.

No costing of a comprehensive air defence system for New Zealand had been done, but the Defence spokesman said that the bill would be enormous and well beyond current resource levels.

The Defence spokesman concluded by saying that the Ministry totally discounts the possibility of visits to New Zealand, and particularly to the areas of the country where the recent reports have suggested, of alien aircraft or other flying machines. It also categorically discounts any suggestion that air activity of any kind has taken place which poses any threat to New Zealand's security. Defence does not share the view of those who believe we are visited from outer space, or covertly by the aircraft or machines of potentially unfriendly nations.

Air 39/3/3

11th January 1979

REPORT ON UNIDENTIFIED VISUAL AND
RADAR SIGHTINGS EAST COAST SOUTH ISLAND
DECEMBER 1978

Introduction

1. On the nights of 20/21 December 78 and 30/31 December 78 Wellington ATC Radar, and the crews of SAFE Argosy aircraft (both visually and on radar) made many unidentified sightings off the east coast of the South Island. The first sightings gave rise to much publicity by the media and eventual involvement of the RNZAF when it was decided to conduct an Orion surveillance of the area on the night of 2/3 January 79. At that time it was decided to start a Defence investigation and this report is submitted in accordance with DCAS instructions to provide a report on the events surrounding the various sightings.
2. Air Staff was first advised by Civil Aviation Division of Ministry of Transport (CADMOT) of these events mid-morning 21 December 78. Historically, Defence has adopted a 'low profile' in connection with reports of unidentified sightings. Thus CADMOT has not normally reported unusual sightings to Defence. However, because of the number and nature of reports on the night 20/21 December 78 the Director of Civil Aviation specifically instructed his staff to advise Defence. On the basis of the information received Air Staff decided that should any further similar instances occur we would, if possible, carry out an investigation by the most appropriate aircraft available over the Christmas period. CADMOT were advised to contact the Defence Duty Officer in the event of any more sightings. As it transpired the memorandum from CADMOT Head Office to the ATC Centre was not delivered, thus the events of 30/31 December 78 were not reported to Air Staff until the next day.
3. Other Government agencies, notably DSIR and NZ Meteorological Services, are conducting their own investigations and have provided relevant input to this report. The report is confined to the events of 21 and 31 December 78. It does not take into account the film made by TV1 on 3 January 79 which is now being examined by DSIR and will most probably prove to be a film of Venus and Jupiter rising.
4. When interviewing witnesses it was pointed out to them that this was not a judicial enquiry. The credibility of witnesses' statements was taken at face value. However, witnesses were not necessarily interviewed separately because it was considered that, with a fairly emotive issue such as 'UFOs', corroboration was best achieved by interviewing observers of the same events together.

/Events 20/21 ...

Events 20/21 December 78 (Refer Chart at Annex A)

5. On 20/21 December 78 there were two SAFE Argosy flights from Woodbourne to Christchurch one of which proceeded to Dunedin and terminated, and the other returned to Woodbourne. The first aircraft departed Woodbourne 210110 NZDT. At 0159 when south-bound to Christchurch the aircraft captain was asked by Wellington Radar to check the Clarence River area because Wellington ATC was receiving radar returns from there. The crew observed lights at low level that could possibly have been off the Clarence River mouth but when the aircraft was about 30 miles north the lights appeared to go out or disappear. During this period Christchurch was visible and the sky was clear. Later in the morning (0406) when the aircraft was northbound the crew was again requested to check the area because Wellington Radar was again picking up radar returns in that vicinity. The aircraft crew confirmed that lights were visible to seaward and the crew got the impression of the lights making rectangular patterns at irregular frequency. The lights had a beam appearance rather than a point source appearance and seemed to turn away rather than turn off. One light appeared to illuminate the surface of the water and the aircraft captain assesses that the source of the light could have been at about 1,000 feet. However, it is the reporting officer's opinion that from the aircraft's height (14,000 feet) it would not be possible to judge accurately the height of lights below the aircraft. One possibility is that the aircraft captain was observing lights from cars or trains because the main road and railway run parallel and very close to the coast for some miles in this area. However, the aircraft captain considers that the sightings could have been produced by four or five helicopters and the whole thing was 'quite undramatic'. The likelihood of such extensive aeronautical activity has not been confirmed by any reports received from the Police or local inhabitants. In fact, no reports have been received and the Police do not have any interest in the area.

6. The second aircraft, which departed Woodbourne at 0315, was also asked by Wellington Radar to look at the Clarence River mouth area because Wellington was picking up radar returns there. That aircraft crew did not observe anything in the region either visually or on radar.

7. Subsequent investigations and scientific observation carried out by DSIR proves conclusively (in the reporting officer's opinion) that Wellington SRE Radar does give anomalous radar returns off the east coast off the South Island. This was proved by DSIR observation of the Wellington radar 8/9 January 79 and taking a series of photographs of the radar presentation throughout the night. Concurrently three field parties were stationed at vantage points along the east coast with radio communications to the Radar Control Centre. On several occasions during the night when many large returns were painting on Wellington Radar the observers on the coast could see nothing either in the air or on the sea in the positions passed to them by the Radar Controller.

/Furthermore

Furthermore, from discussions with two or three controllers it is evident that the Wellington SRE has for several months been giving anomalous radar returns in the Clarence area and south of Wellington. It is possible that this could be caused by a modification that was recently made to the radar head at Wellington depressing it one degree. DSIR scientists are following up this possibility and their findings should be available in due course.

8. There is no evidence to suggest that there was any clandestine activity in the vicinity of the Clarence River mouth. It is possible however that surface vessels could have been in the area with or without navigation lights but it is doubtful that such vessels could have given rise to the visual observation made by the aircraft crew. The fact that Wellington Radar 'keyed' both aircraft captains to look for objects in the Clarence area might well have induced observations from the air which might or might not have been related to the Wellington Radar returns.

9. From information supplied by DSIR, the NZ Meteorological Services, and astronomers, it is evident that during this period, and indeed for the last month or so, atmospheric conditions have been conducive to freak propagation of radio and light waves. Thus it is possible that the lights observed by the aircraft captain could have been produced by ships' lights reflected or refracted from afar. Such anomalous propagation (ducting) could also give rise to spurious radar returns. Note: The reporting officer has just received (1155 NZDT) a report from Auckland that ATC has issued a NOTAM that Auckland Radar is giving spurious returns caused by atmospheric conditions.

10. During the period that the Wellington Radar Controller was in dialogue with the aircraft captains about radar returns in the Clarence area the radar was also tracking a steady return on a track of 140° (M) which started at Wellington, proceeded to 30 miles and then, with less consistent radar returns, tracked out to 60 miles where it became stationary for 35 minutes. It then moved west and appeared to 'track' the second southbound Argosy at about 0328. The Wellington Radar Controller alerted the captain that there was a strong radar return about 25 miles to the port of the aircraft. The aircraft crew observed on that bearing a very bright light which they variously describe as a bright orb, pear shaped with a reddish tinge that then turned white. From the aircraft the object appeared to be stationary by visual observation but by the aircraft radar appeared to track the aircraft. The light appeared to be very close - less than ten miles. Although the aircraft radar return and the visual observation of the light were on more or less the same bearing the crew cannot confirm that the range was coincident. It is significant that within a few minutes of the crew's observation, Venus was rising on a bearing that coincided with their visual observation. DSIR optics, physics, and meteorological experts have confirmed that prevailing atmospheric conditions might well have produced most unusual but not unknown phenomena that could have made Venus appear large, bright and orange. There is a plethora of astronomical information that describes this phenomenon. Thus it is highly probable that the aircrew's observation was an unusual view of Venus.

11. The radar returns observed on the aircraft radar might have been caused by a natural return by a ship or perhaps could have been anomalous returns caused by the prevailing atmospheric conditions. During the period 19 - 28 December 78 some 50 Japanese squid boats sailed from Wellington to the area of the Mernoo Bank (120 miles east of Banks Peninsula). These vessels departed Wellington in groups of about 10 and their track to their fishing grounds is almost identical to the radar track plotted by Wellington radar. While there is no conclusive proof that these vessels could have caused the fairly steady trace observed by Wellington it is a fact that during the period of all these observations there was no shortage of shipping in the area. Furthermore, once in position and fishing, the squid fleet would have produced an intense light source which coupled with prevailing meteorological conditions could have been responsible for many and varied reflected or refracted light images. (Each boat puts out about 200kw of light.)

12. A further observation (which has not been reported by the media) was made by the crew of this the same Argosy when the aircraft was some 50 miles north east of Christchurch. The captain observed five consecutive blips on the aircraft radar which over a period of five seconds traced a pattern towards the aircraft and then veered off very sharply to its port. Simultaneously the co-pilot observed a flashing white light (which looked like a strobe light) describing the same sort of path. For the brief period that the returns were received on radar the object must have been travelling at about 10,800mph! This sighting, above all others during the night, caused the crew considerable consternation! It is possible that such a phenomenon could be produced by a meteor which are not unknown at this time of theyear. A further possible explanation could be that the effect was caused by a 'double bounce' radar contact produced by ducting. It is note-worthy that an RNZAF Orion crossing Cape Palliser on 9 January 78 at 1652 NZDT observed a radar contact at 15 miles moving fast towards the aircraft. There was no cloud and no surface contacts visible. The radar return crossed the aircraft's track one mile ahead, but there was no visual sighting. The closing speed was calculated at 1,000mph thus the object itself was travelling at some 630 mph. OPHQ staffs have considered the possibilities and assess that the radar return could have been of an object 200 miles north of NZ (perhaps cloud) with freak propogation giving rise to the radar observation made in the aircraft. But for knowing that a Defence enquiry was under way OPHQ would not normally have considered it necessary to pass on this information.

13. A further sighting on the 20/21 December 78 was made by the Orderly Officer and Duty Air Traffic Controller at RNZAF Base Woodbourne. At 2350 the Orderly Officer saw what he considered to be three lights of a Bristol Freighter three to four miles from Woodbourne. However, as no aircraft could be heard and the lights did not appear to get any closer he checked through binoculars and determined that the lights appeared to be going towards Wellington. Of the three lights the middle one appeared as a white beam pointing northward. The lights appeared to move upward

/and around

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and around in a rectangular pattern but at random speed. He observed the lights for about 50 minutes. The bearing from Woodbourne was about 080° (M), i.e., towards Cape Campbell. At one stage the lights appeared to 'rush forward' but generally over the period seemed to move northward and eventually fade. In comparative terms the observer considered that the lights' pattern looked like somebody 'spotlighting'. The Duty Air Traffic Controller observed the same lights from the control tower balcony. His impression was that the lights comprised one bright orange light and two less intense white lights. The large light appeared to remain stationary while the other two seemed to move north. A shaft of light periodically appeared to 'beam down' from the white lights at about 40° in a northerly direction. Using binoculars apparently had no enlarging effect on the lights! This could indicate that the lights were at a great distance from the observer and not in Cook Strait as he imagined. This thesis is supported by the fact that on checking with Wellington Radar the Woodbourne observer was advised that the radar was painting five targets in the Clarence area but no mention was made of any returns in Cook Strait. It is highly improbable that the radar returns and the visual observations were in any way connected.

14. The reporting officer awaits a copy of the taped conversation between the Wellington Radar Controller, the aircraft and the Woodbourne observer and in addition the Woodbourne observer is preparing a sketch map showing bearings, etc, in more detail. When these two pieces of evidence are available they may shed more light on the occurrence!

Summary

15. It is the reporting officer's opinion that almost all the sightings made 20/21 December 78 can be explained by natural but unusual phenomena. There were atmospheric conditions that could have produced unusual visual and radar returns. There is no doubt that Wellington SRE was (and still is) giving spurious radar returns in the area under surveillance. With some of the visual sightings of 'beams' of light it is only possible to speculate on possible causes. On-going investigation by DSIR scientists and the reporting officer may help to clarify this in due course. Perhaps the most difficult aspect to explain away is the apparent concern - even apprehension - of the aircrews involved in the sightings. At present they do not seem to be prepared to accept the fact that they might have observed Venus. Thankfully, however, neither do they believe that they saw a visitor from outer space! Perhaps when more scientific evidence is gathered their minds will be set at rest.

Events 30/31 December 78 (Refer Chart at Annex B)

16. On 30/31 December 78 an Argosy on a routine flight (but carrying the TV crew that made the film shown on Australian TV) departed Wellington at 2346 to proceed Christchurch and then

/return

return to Woodbourne.

17. At 0013 while climbing to 14,000 feet the aircraft crew observed four to five lights close to the surface near the coast of the Kaikoura Peninsula (possibly in the Clarence River area but the crew were not sure and did not confirm with their radar). On checking with Wellington ATC the crew were advised that Wellington Radar had contacts 13 miles ahead of the aircraft (these would have been off Clarence). The crew observed a pulsing type of white light that looked like a helicopter search light zooming on to the beach somewhere north of the Kaikoura Peninsula. Again, it is difficult to explain the lights, short of them being some anomalous type of reflection or refraction, cars, or trains. However it is most probable that the Wellington Radar returns were spurious.
18. At 0018 when the aircraft was about 10 miles north of the Clarence River mouth, Wellington Radar advised the crew that there was a strong radar return behind them. They orbited and saw nothing. This was almost certainly a spurious radar return.
19. At 0042 when the aircraft was about 10 miles northeast of Motunau Island, Wellington Radar advised the crew that there was a large radar target behind the aircraft that appeared on the radar screen as a blip larger than the aircraft return and appeared to be tracking the Argosy. The aircraft captain carried out a left orbit but neither he nor the first officer saw anything. The crew did not refer to the aircraft radar and Christchurch radar was not operating for ATC purposes at the time.
20. Just before crossing the coast near Woodend the crew observed a white light on the starboard side of the aircraft and Christchurch Radar advised that there was a target at three-o'clock to the aircraft that 'moved off' when the aircraft was about 1.5 miles from touch down. No reports have been received from inhabitants of the area of any unusual lights or aeronautical activity. Thus, again, the natural explanation is that the light and radar return were spurious, possibly caused by some sort of anomalous propagation.
21. It is interesting to note that while taxiing to dispersal both the aircrew on the Argosy and the ATC officers in the control tower observed lights to the right of Sugar Loaf Hill which seemed to have the same pulsating characteristics as the lights observed earlier during the flight. The bearing of these lights would almost certainly coincide with the bearing of the squid fleet from Christchurch and if the lights could be proved to be refracted or reflected returns from the squid vessels much of the mystery would be solved!
22. At 0216 the aircraft departed Christchurch on the 033 radial. When overhead Woodend both crew members observed a large white light to the northeast. They also observed on the aircraft radar a very large target at 18 miles from the aircraft. The crew cannot be positive that the light and the radar return were coincident but that was the appearance that they gave. Slightly before these observations, the first officer had noticed through thin cloud a light which he describes as having the

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appearance of a squashed orange. Eventually this light became fully visible and measured against the thumb at arms length appeared to be about two inches long, that is, a very large source of light. The crew observed this light for some minutes while cruising at 13,000 feet. Between 35 and 40 miles from Christchurch the aircraft captain, of his own volition, turned towards the light. This necessitated a 90° turn onto a heading of about 125° at about 25° bank. The aircraft speed was 215 knots. The image on the aircraft radar moved to 10 miles from the aircraft but the crew cannot say whether this was due to their velocity or the movement of the radar return. The radar image then stayed in the same relative position to the aircraft for a few minutes (as if it were 'backing up' at the aircraft's speed). At this stage the large light appeared to go above, behind, and below the aircraft as the captain turned left to regain track and avoid further 'confrontation' with the object! This series of events occurred over a time frame of about 20 minutes. Throughout, Christchurch radar was working but reported nothing. Wellington Radar had been observing the aircraft during the period but did not report any unidentified radar contact in that area.

23. The visual observation made by the crew is consistent with an unusual view of Venus. The bearing of the observation coincides with the point at which Venus would have been visible. However, this observation was made at about 0225 and Venus did not rise until about 0328. Nevertheless, DSIR scientists have advised that with super refraction it would be possible to see the planet some time before it's actual rising and if it were seen it would have the appearance that the crew described. The last effect of the light passing above, below and behind the aircraft could be explained by an astronomical phenomenon known as the 'troublesome layer'. In the prevailing conditions with a marked inversion above about 10,000 feet, and fairly strong westerly winds with standing waves on the leeward side of the Alps the inversion layer can take on a marked wave form. Thus at the time that the light performed its convolutions around the aircraft it is possible that the aircraft was passing from one side of the inversion layer to the other. The fact that the light was no longer visible tends to support this thesis and it is most probable that the aircraft's radar return was spurious or of a ship, in view of the lack of confirmation of any other targets in the area by the Wellington Radar.

24. As the aircraft approached Kaikoura two or three radar contacts were noted on the aircraft radar at about ten o'clock position. These would be consistent with the radar returns Wellington had noted in the Clarence area for most of the night - and were almost certainly spurious.

25. Approaching Cape Campbell the aircraft captain observed what he thought was a fishing fleet off Cape Palliser. These might well have been part of the squid fleet enroute south.

26. As the aircraft turned towards Blenheim the first officer observed what appeared to be orange lights in the Nelson Bay area which appeared to move across the sounds towards Picton. No explanation can be offered for this observation but it has not

RESTRICTED

/been confirmed

been confirmed by any sightings made from the ground. The aircraft landed at Blenheim at 0315.

Conclusions

27. The foregoing report has been compiled after interviews with most of the principle witnesses involved with the sightings 20/21 and 30/31 December 1978. The SAFE pilots were most helpful to the reporting officer in the very frank manner in which they related their experiences and the time they spent in interview. It is considered that the reporting officer should, as soon as possible, informally debrief the SAFE aircrew involved on the general tenor of the findings to date.

28. It is evident that because of the interest over these sightings reports will continue to come in from various sources and on-going investigations by DSIR and meteorological officers will probably serve to correlate much of the information. Nevertheless, it is considered that Defence should issue a PR statement fairly soon in order to tone down much of the wild speculation that has existed over recent weeks.


29. In summary the reporting officer has made the following findings:

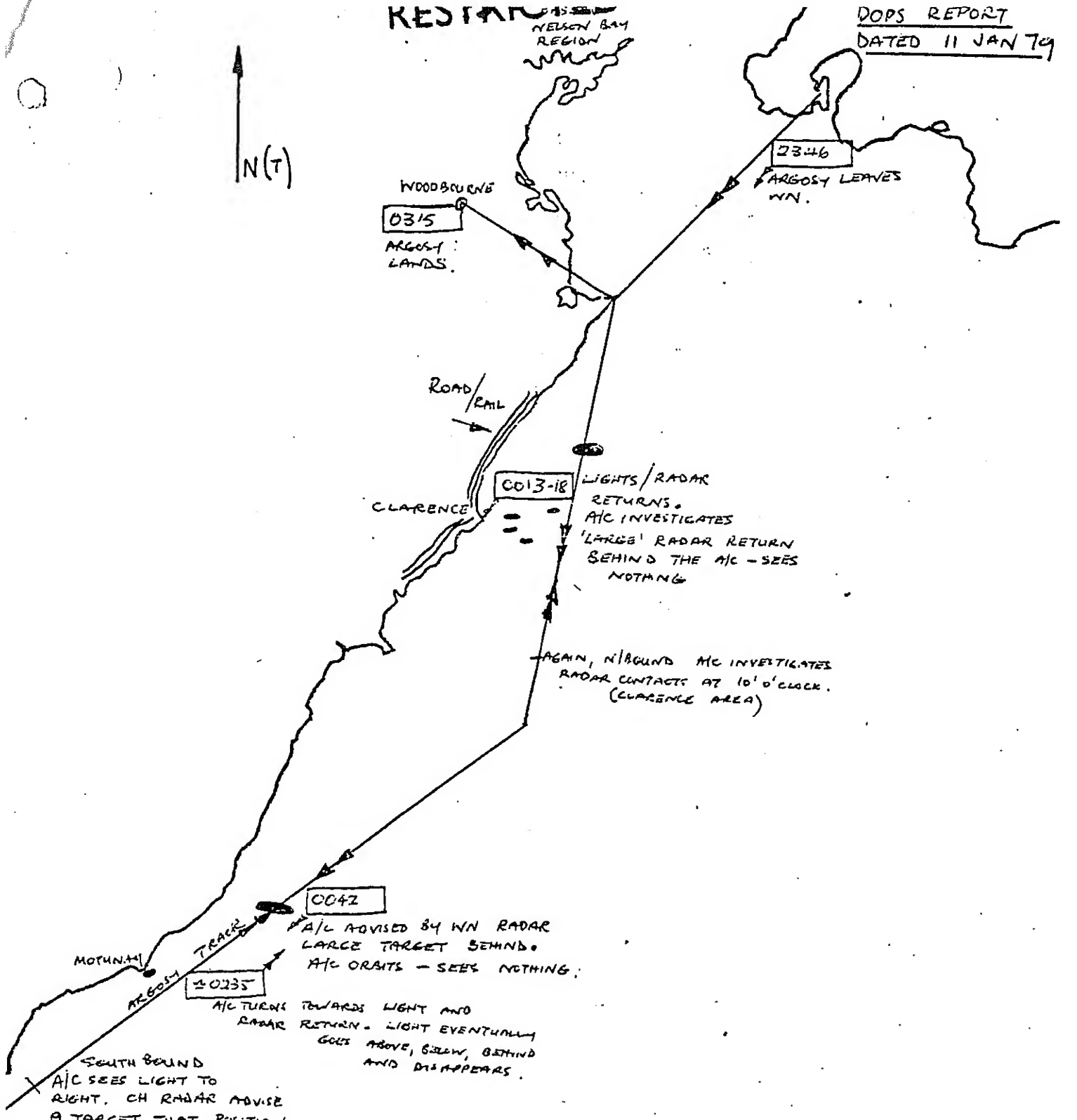
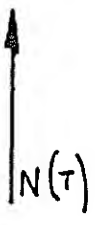
- a. During the period of the observations, and indeed now, atmospheric conditions over NZ are conducive to freak propagation of radio and light waves.
- b. Venus was rising in the eastern sky and at this time of the year is unusually bright in appearance.
- c. Wellington Radar has been giving spurious indications off the east coast of the South Island for some time but over recent weeks anomalous returns seem to have been more prevalent.
- d. During the period an unusually large number of vessels (the squid fleet) sailed from Wellington, often at night, to position off Banks Peninsula. Not only would these vessels provide a good source for radar returns but the lights that they use when fishing could explain some of the visual sightings of unusual lights.
- e. The reporting officer speculates that the observation of lights in the Clarence area might have been caused by trains or cars.
- f. The reporting officer is of the opinion that the large number of unusual occurrences on

/the nights

the nights in question made some aircrew and air traffic controllers particularly responsive to the various sightings.

- g. There is no connection between the many sightings in the Clarence area and the larger lights seen to the east (and which were the subject of the much publicised TV films).
- h. Almost all the sightings can be explained by natural but unusual phenomena. The few for which the evidence to date is inconclusive may well be explained in due course when current investigations are completed.


(J.B. CLEMENTS)
Wing Commander
Director of Operations



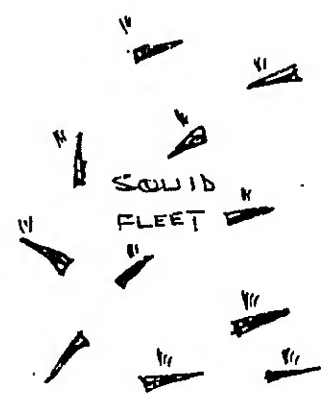
0225
WHEN N/BOUND A/C SEES ORANGE LIGHT AT 2-0-CLOCK POSITION.

BEARING ON WHICH VENUS WOULD RISE AT 0328

2478'

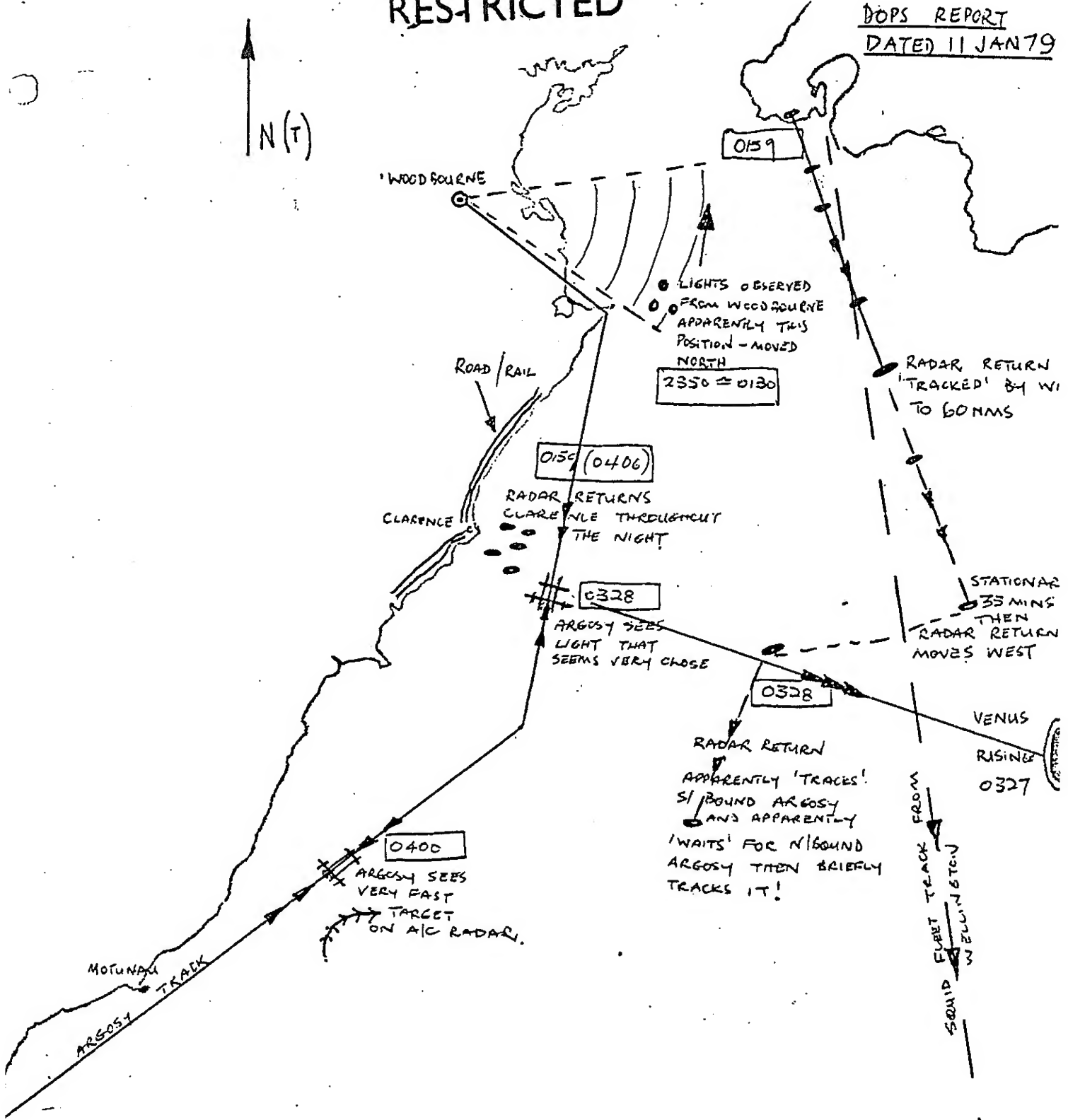
LIGHTS VISIBLE FROM CH AIRPORT TO THE RIGHT OF SUGAR LOAF. (SOLID FLEET LIGHTS REFRACTED?)

OBSERVATIONS
30/31 DEC 78

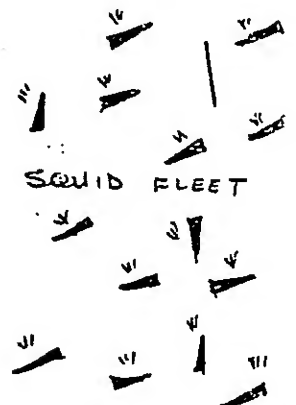


RESTRICTED

DOPS REPORT
DATED 11 JAN 79



OBSERVATIONS
20/21 DEC 78



RESTRICTED

4-4-79

Dear Mr. McLean,

I do trust that I have spelt your name correctly as I have only heard it over the phone. May I first introduce myself. I am Mrs. McCallum, formerly Howland, of 1959 W. F. O. fame. You no doubt have had my name under your nose a lot, lately.

Now, to my problem. Lately, for some unknown reason the W. F. O. ball has been rolling my way in two uncertain terms, and I am by no means pleased about it. After 20 years, a new name, and a new place of abode, I was hoping to sink into oblivion, but somehow I have been found, and am receiving letters from all over. I am also being pressured into allowing the full report of my sighting made public. This, I do not propose to agree to, for several reasons. Firstly, my privacy would be nil, in spite of Mr. Stoney's promise that my name, and whereabouts would be kept secret, and that the media would be kept off my back. Some hope!

Secondly, I do not feel that the public should know everything that is secret, just because someone feels that they should. A lot of harm has been done in the past, throughout the world for just that feeling. If you have knowledge of the full events of that awful morning, you will realize, that to suggest that the N. F. O. people are friendly is a laugh, as I know full well, and there is also the matter of the language. The media would have a ball that's for sure.

I hope you can appreciate my feelings on this matter. I am 20 years older, have a full life, and enjoying life in general, I just couldn't bear to be put through the mill again. Mr. Stoney wants my answer by next Wednesday, as he feels time is running out, for what I have not yet gathered, and I know he will be upset at my decision.

Why can't everyone be satisfied with what is already known, and leave it at that.

Please, then, will you not allow my report to be made available, for as long as I feel that it should not be. Maybe I am wrong, but that is how I feel. Perhaps in another 20 years it will all be old hat and no one will ever remember me or it.

Thanking you for allowing me to waste your time,

I remain, yours Sincerely,

9 April 1979

Mrs Eileen McCallum,

Dear Mrs McCallum,

Thank you for your letter of 4 April about the requests you have been receiving for release of your information about UFO's. I am happy to know your view on the matter. You may rest assured that this Ministry will do nothing to release the results of the enquiry conducted by Air Force without your permission. I have made this point in response to enquiries I have received from a press and television journalist. The sole interest of the Ministry of Defence in this matter is to protect your confidences and privacy arising out of your association with Defence at the time the incident took place.

Yours sincerely,

(D.B.G. McLean)
Secretary of Defence

AIR 39/3/3

28



MUTUAL UFO NETWORK, INC.

103 Oldtowne Rd
Seguin Texas
78155 USA



Mutual UFO Network
Sectional S I Director
Harold J Knapman
PO Box 22638 High St
Christchurch NZ
Phone 527953

To:- Director Operations,
Air Staff Headquarters,
Wellington, N.Z.

Dear Sir,

I am writing this request for any information the Airforce has regarding UFOs. Any information I receive will be guaranteed confidential & will remain thus. The information is to be used for research purposes only, on our computers etc. I have been in contact with Squadron Leader Bunn at Wigram Airforce Base at CHCH & I have passed on to him copies of my files on Micro Film, plus a set of our Questionnaires which I no doubt he has sent to your Headquarters. I would like if its possible to work in with the Airforce to investigate & to exchange information on UFOs. I have investigated hundreds of sightings with the help of a very excellent team of Professional people. I will be bringing my files up to date on the micro films very shortly & will send to Squadron Leader Bunn the up to date set of Films. I could quote if you like the case of Mrs Moreland 13 July, 1959.

I respect her request for confidentiality of her name etc. Our research team is the only present one in N.Z. that is investigating UFO sightings in a scientific manner & we hope your Dept may help us in the future. We also have all available data on the Kaikoura sighting 1978 - 79. films, ATC tapes etc, except the Airforce report. Thank you for your Attention, hope to hear

from you soon.

REFERRED TO	
Ps	i

kindest Regards,
Harold J Knapman,
Director MUFON N.Z.
Harold J Knapman

30

Air 39/3/3 PR

5 August 1983

Mr Harold J Knapman
Director MUFON NZ
PO Box 22638 High Street
CHRISTCHURCH

Dear Sir,

Thank you for your letter requesting information on Unidentified Flying Objects and to work with the RNZAF to investigate information and exchange information.

The RNZAF, as I explained in my letter to you of 15 October 1981, does not undertake investigations into the sightings of Unidentified Flying Objects.

When a sighting is reported to the RNZAF it consults with other Government agencies such as the Civil Aviation, the Meteorological Service and the DSIR in an effort to eliminate obvious causes.

Your interest in assisting the RNZAF in this matter is appreciated but as I have said the RNZAF is not involved in UFO investigations.

Yours faithfully,



(C.D. COLE)
Squadron Leader
RNZAF Public Relations Officer

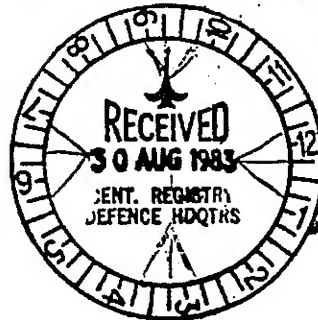


MUTUAL UFO NETWORK, INC.

31

103 Oldtowne Rd
Seguin Texas
78155 USA

27/8/83



Mutual UFO Network
Sectional S I Director
Harold J Knapman
PO Box 22638 High St
Christchurch NZ
Phone 527953

To:- Squadron Leader C.D.Cole,
RNZAF Public Relations Officer,
c/- Chief of Air Staff,
Defence Headquarters,
Private Bag, Wellington.

Air 39/3/3 PR.

Dear Sir,

I thank you for your letter 5 August 1983. on the request of the retrieval of information of UFO's. I may have misquoted in asking for information of UFO's, I request that it should of been through the or under the Official Information Act, If I handnt at the time Im sorry, I wish to at this time request any information leading to the release of UFO data or Films, photos, etc, Under the Official Information Act. I will look forwards to your reply soon.

Kindest regards,
Harold J Knapman,
S.I. Sectional Director for,
MUFON - N.Z.

Harold J Knapman

FILE.

1/19

[Signature] Intake

(32)
Air 39/3/3

14 September 1983

Mr Harold B Knapman
PO Box 22638
High Street
CHRISTCHURCH

Dear Sir,

Thank you for your letter of 27 August concerning the release of information on Unidentified Flying Objects under the Official Information Act.

Your letter does not specify what information you seek on UFOs.

Under the Act any request for information must be for a specific subject. Once that request is received it will be reviewed and the decision reached on whether or not that information can be released.

Of course charges are involved. These are 10c reproduction fees for each copy in excess of 50 and \$10 per half hour for research after the first hour.

Yours faithfully,



(C.D. COLE)
Squadron Leader
RNZAF Public Relations Officer

FILE.
1/19

 Initials



MUTUAL UFO NETWORK, INC.

45

103 Oldtowne Rd
Seguin Texas
78155 USA

17/9/83



Mutual UFO Network
Sectional S I Director
Harold J Knapman
PO Box 22638 High St
Christchurch NZ
Phone 527953

To:- Chief of Air Staff,
Defence Headquarters,
Wellington,

Air 39/3/3 ✓

Dear Sir,

Aug 27

Thankyou for your reply to my ~~Sept-14~~ 1983.

letter. In reply to your letter 14 Sept, I request the following information if possible through the information act.

In April 1954 several movie films were taken by civilians & turned over to the Airforce for examination & report, if possible a copy of that report & Or some frame copies of the film.

On Aug 18, 1954, a Snr NCO stationed at Whenuapai A.F. Stn saw a cigar shaped object & reported it, an investigation was done, if possible a copy of this report.

July 13, 1959 Mrs F. Moreland Blenheim Disc shaped object seen, Investigated by the Airforce. A copy of the report please,

the RNZAF report of the Reconnaissance Flight Jan 2nd 1979 Kaikoura ufos.

I have no objections to paying for this material, as I said in previous letters to you any information received from the Airforce is for my files only, for research. The witnesses will not hear from me or my colleagues in any form about their sightings, I do respect their privacy, I do hope you will grant my request for research, hope to hear from you soon.

Be
NAV
SDI

Harold J Knapman

Kindest regards,
Harold J Knapman,
Director for MUFON N.Z.

47
Air 39/3/3

17 November 1983

Mr H.J. Knapman
P.O. Box 22638
High St
CHRISTCHURCH

Dear Mr Knapman,

Thank you for your letter of 17 September in which you sought details of various UFO sightings, under the Official Information Act.

Firstly, quite an amount of research and investigation has been done on your behalf but unfortunately we have no record or copies of the 1954 movie films to which you refer. Neither do we have a report or any information on the sighting that you attribute to a SNCO at RNZAF Whenuapai in August 1954. We have also checked records held by the National Archives but have been unable to find any information which may be of help to you.

With regard to the 1959 sighting by 'Mrs F. Moreland' I can advise that the report is confidential and an assurance was given to the witness by the Secretary of Defence, that the Ministry of Defence would do nothing to release the results of the enquiry conducted by the RNZAF without her permission. The witness has been contacted and she has requested that her privacy be respected and consequently the report will not be made available.

The RNZAF issued a Press Release regarding the reported Kaikoura sightings in Dec 78/Jan 79 and a copy of this is enclosed although I feel sure that you will have a copy of your own already.

Quite obviously I have been unable to give you any substantial new information so although considerable time and effort has been spent in researching the background

/material

material to give you a reply no charges will be made as would normally be the case for Official Information Act requests.

Yours faithfully



(P.J. LYNCH)
Squadron Leader
for Chief of Air Staff

Enclosure: 1. RNZAF UFO Sighting Report

~~19/3/5~~

13

MOP

R 090355Z

FM LB

TO R ZAFHQ WN

BT

U N C L A S A0554 FOLLOWING RECEIVED FROM TARAWA. QUOTE 1841 HR

AT NUKUNAU VERY BRIGHT GREEN FIERY OBJECT WITH RED TAIL CROSSED

OVER ISLAND EAST TO WEST AT HIGH SPEED BELOW CUMULUS CLOUDS

BURNING OUT TO SOUTHWEST APPROX ALTITUDE 30 DEGREES. VISIBLE FOR

FIVE SECONDS IN DAYLIGHT AND UNLIKE A METERORITE UNQUOTE

BT

**ROUTINE
ACTION COPY**



Do I

For your info & action

10/1/61.

[Signature]

FILE

10 1 61.

[Signature] Initials

AIR FORCE MESSAGE

SECURITY CATEGORY

Registry File No. 121

EK
1142



1 / 1 /

FROM:	LB	Serial No. and Date:	312/2 3 JUN 60
TO:	RNZAFHQ WN	Time Received:	
REPEATED:		Time Despatched:	

PRIORITY

UNCLAS A1958

ON ROUTINE NAVEX YESTERDAY AIRCRAFT CAPTAIN NOTED SULPHUR DEPOSIT AND SMOKE FROM SOUTH EAST SIDE HUNTER ISLAND 2220 SOUTH 17205 EAST. NO ACTIVITY REPORTED THIS ISLAND SINCE 1895. CHIEF GEOLOGIST BEING CARRIED ON AERIAL INVESTIGATION FLIGHT RTD 032000Z FOR 8 HOUR FLIGHT.

*Geophysics contacted
Text passed to Dr Robertson*

FILE. *Scow*

2330Z 3/16/1960 Initials

ACTION COPY

DISTRIBUTION:

Action copy..... *DOFI*
Info. copy.....

CONFIDENTIAL

CONFIDENTIAL

244/10/11

From : R.N.Z.A.F. Station Woodbourne
To : Air Department, Wellington
Date : 9th March, 1960
Ref : WOOD.C.7/AIR

11
/

SIGHTING OF UNIDENTIFIED OBJECT

1. Reference is made to this station's letter S.7/AIR dated 25th August, 1959, and R.N.Z.A.F. H.Q. reply 224/10/1 D. of I. of the 1st September, 1959.
2. Attached is a copy of a statement received from the same person describing a further alleged sighting on the 5th March, 1960. A copy of a report from Flt.Lt. C.M. Jennings who investigated the previous incident is also attached. The reports are submitted for evaluation.
3. The previous incident was the cause of considerable publicity much of which was of a derogatory nature, due in part to a press statement issued by Mrs. Moreland. On this occasion she has requested that the matter be treated as confidential to the Service. Her wishes are being respected, and unless instructions are received to the contrary, it is not intended to pursue the matter further.

(A.P. GAINSFORD)
Group Captain, Commanding
R.N.Z.A.F. Station Woodbourne

(Encl. 2)

FILE.
I can't think of nothing better for this than filing it.
Feb

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PRESERVE PERSONAL PRIVACY IN ACCORDANCE WITH THE OFFICIAL
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Report From New Guinea 'BREATH-TAKING FLYING SAUCERS'

SYDNEY, Aug. 16.—"Flying saucers," bathed in a shaft of blue light and carrying "illuminated men," have been reported from New Guinea by an Anglican priest, according to the Sydney "Sun-Herald."

It said the priest, the Rev. Father W. B. Gill, of Boianai Anglican Mission, Papua, claimed the "men" had waved and exchanged signals with a group of people.

In an account sent to Brisbane and running to eight typed foolscap pages, Father Gill listed incidents of "breath-taking activity" by unidentified flying objects over mountain areas inland from Port Moresby, the newspaper said.

They included sightings of a fleet of up to eight flying objects, including a "mother ship," exchange of signals from the mother ship with 12 people at Boianai Mission, and simultaneous sightings by a group of 38 people.

The "Sun-Herald" said the account gave detailed times, names of witnesses, and sketches of flying objects in concentrated sighting on June 21, 26, 27, and 28 this year.

It quoted Father Gill's account as saying: "A group of 12 people, including myself, saw a large flying object and two smaller ones just after sunset.

Figures On Deck

"Four figures appeared on top of the large object, which seemed to be a mother ship. The figures looked as though they were doing something on the top deck."

The account continued: "One figure seemed to be standing, looking down at us. I stretched my hand above my head and waved. To our surprise, the figure did the same."

"Another person and myself waved both hands over our heads and all four figures seemed to do the same."

Father Gill said that later, as darkness descended, a torch was flashed and the object apparently acknowledged by making several wavering motions backwards and forwards. The object then moved slowly towards the group on the ground,

halted, and the four figures went below deck.

The "Sun-Herald" said Father Gill claimed that altogether that night there were four hours of flying object activity—"at times absolutely breath-taking."

"There is no doubt whatever that they are handled by beings of some kind," he said.

Many Witnesses

He said that the large object appeared to be the same as one sighted the previous night by 38 witnesses, when it was clearly visible and mostly stationary for 25 minutes.

The colour was dull yellow when stationary and very bright when moving, changing from thin white to deep red and then blue-green.

A shaft of blue light emanated from the top of the object and the "men" were illuminated from the waist up, the newspaper quoted the account as saying.—N.Z.P.A. (Rec. 11am).

Two More Sightings Of Object Reported

Two people have communicated with The Express stating that they could confirm the reported sighting by a Grovetown woman on Friday night of a green-coloured object which travelled across the western sky about 6.50 p.m., illuminating a large area around them. The Grovetown woman told a reporter on Saturday morning that the object, about eight inches in diameter, travelled from south to north, and appeared momentarily as it came out from behind a cloud and travelled across an open space, to be hidden again behind another cloud.

This morning two persons who had each decided not to say anything about what they had seen in case they were ridiculed, said they felt better about what they had seen when they found that their reports had been corroborated. Each of these two people spoke independently of the other to The Express, and neither knew that the other had seen an object. However, they both gave an identical description to that reported by the Grovetown woman.

SEEN FROM RENWICK

One person, Mr G. H. Rogers, who works at the R.N.Z.A.F. Station, Woodbourne, said he was quite relieved to see the report in Saturday's Express about the Grovetown woman's sighting, as it confirmed what he had seen. He said he was travelling along the road from the store at Renwick to his home in Gee Street, when the ground was suddenly illuminated by a greenish light. He looked up and saw an object the shape of a ball, and about eight inches in diameter, travelling across the sky in a northerly direction. There was no sound from the object.

Another person to observe the object was Mr Gordon Western, of Brancott Road. He had not intended to say what he had seen when approached by a reporter. Mr Western said he was waiting on the roadside outside Mr J. B. Laidlaw's home on Brancott Road, where he resided, for a taxi to arrive from Blenheim. About 6.50 the ground and surroundings for a distance of about 100 yards were illuminated. There was a "greenish-coloured" object about nine inches in diameter crossing the sky to the west.

Mr Western said he heard no noise from the object.

10 AUG 1959

MARLBOROUGH EXPRESS

Woman Reports Seeing Unusual Object In Sky

A Grovetown woman inquired from The Express this morning if reports had been received about a flying object last evening. She had seen something—something which illuminated the ground, and she was certain other people must have seen it. She said that about 6.50 she and her son went out to the front lawn to get the paper. It could not be found, and her son went to get a torch.

"Suddenly I realised I could see the ground, the paper lying almost at my feet, the hedge and shrubs in the garden," she told a reporter. It was a greenish light, she added. Simultaneously a round object about eight inches in diameter caught her eye as it moved at a moderate speed from behind a dark cloud, across a clear patch and behind another cloud.

The object was a bright green colour and it was the light from this that illuminated the ground. When she saw the object it was travelling from south to north at an angle of about 60 degrees in the western sky.

So far no other reports of an object being sighted last evening have been received by The Express.

8 AUG 1959

U.S. 'Year Ahead' 6 Britain's Flying Saucer

IT looks as if Britain has been pipped on the post in marketing its Flying Saucer—the experimental SRNI hovercraft—for commercial purposes.

America's Curtiss-Wright Corporation said today their "air car" will be available soon.

And, said an executive of the firm, this hovercraft is "easily a year ahead" of the Saunders-Roe counterpart.

"We are ready to go into production right away," he said. "Our prototype is on hand for demonstration in our South Bend, Indiana, headquarters any time you like."

The Curtiss-Wright "saucer," he explained, looks much like the Saunders-Roe product, but works on a different air cushion principle.

"The whole of the underside is open. It's the difference between an electric fan and a jet.

"Our latest model is a 300hp vehicle. In its tests it has come very close to 60mph.

"It carries four passengers. But we are now working on a prototype 'air bus' with payloads of up to 40 passengers."

An advertisement published today claims the Curtiss-Wright "air car" can skim at a height of 6in to 12in "over land, water, swamps, or mud."—London Express Service.

14 AUG 1959

MORE SIGHTINGS OF OBJECTS REPORTED

Two people in the Lower Wairau Valley, Marlborough, reported sighting an unidentified object in the early hours of Monday, July 13. Mr Roy Holdaway, a farmer at Dillon's Point, and a neighbour who rises at 4.30 every morning to milk for the town supply, which has to be ready at 7 o'clock every morning, noticed the phenomenon.

The neighbour's wife, hurrying across the paddock at 4.40 a.m., glanced up and was aware of a very bright light in the eastern sky travelling in a horizontal position from north to south. "Imagining the sky as a clock face," she said, "the light travelled across from eight to four o'clock." She told her family, but said nothing to other people because, she said, "there was one bright light and, where a jet leaves a trail of vapour, this left a trail of light and even I have enough sense to know that a light can't trail. It was not a star, nor a comet. As I watched, the light went out as though it was shut off."

Mr Holdaway woke about 4.30 to see a bright light through his bedroom window. He lives near a corner and car lights usually illuminate his room. "I thought it was a car coming from the east," he said. "Then I thought it was a funny colour for a car light, a greeny colour, and much brighter than car lights, and there was no noise. It did not pass as car lights do, and I could see it travelling from east to west towards Blenheim."

NELSON SIGHTINGS

On Tuesday night about 7.50 Mr N. Keesing and Mr E. Avery were sitting talking in a car at the corner of Rutherford and Examiner streets when their attention was attracted by a bright object low down in the southern sky, directly over Nelson College from where they were.

Thinking it might be a reflection through the windscreen they got out of the car and watched the object for about five minutes. It was bigger than any star they had ever seen. The object did not appear to move while they watched it but kept changing in colour from a deep red to green and then yellow.

Several people in town and country reported that they saw the object in the sky last night, at about 7.30 and at 11.30.

REPORT FROM TAKAKA

An unidentified object was seen in the sky over Golden Bay at 10.5 o'clock last night. Mr Jim Bensemann and his wife and daughter, of Takaka, reported today that they watched the object for a considerable time. It showed red and green lights which blinked on and off. It appeared to be hovering in the sky over Onekaka. It was the second report in recent weeks of an unidentified object in the sky over Golden Bay. The previous report was by Mr L. Stratford, of Upper Takaka, who reported seeing a similar object.

Explanation Of Some Lights In The Sky

Reports of strange objects seen in the sky over Nelson may have simple explanations.

Yesterday morning a high-flying jet aircraft left a spectacular condensation trail behind it as it flew over and caused widespread speculation. The aircraft was an R.N.Z.A.F. Vampire on a cross-country flight.

In the evening red and green lights were seen in the sky south of Nelson. They came from a National Airways Corporation Douglas airliner circling before making a landing at Tahunanui airport.

Reports have also been received of lights in the sky at a high altitude over the Waimea plains. These probably came from a Viscount airliner flying between Auckland and Christchurch. Nelson is on the path of aircraft flying to Harewood airport from Auckland and overseas and after dark their lights can be seen with the naked eye.

Silver weather balloons with lighted candles attached are also released during the night to test the wind in the upper levels. They sometimes make a weird sight as they bob upwards after being released from the Meteorological station at Nelson airport.

NELSON EV. MAIL

- 6 AUG 1959

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5

Note for file

On the night of August 7th 1959, the planet Venus magnitude -4.1 was at 1850 hours bearing $287^{\circ} T$ altitude $16^{\circ} 38'$. Weather conditions were


CONFIDENTIAL

Further note for file:

Flt. Jennings advised D of I
1515 hrs. 28 Aug. that Mrs Morela
received "poison-pen" letter, containing
"You have talked"; postmarked "Blanca
6 p.m., 26 Aug."

I advised him to pass this aspect of
the case over to the Police, to whom he
was at liberty to disclose such information
from file as may be necessary to
help them in their enquiries.

28/8/59


Wing Commander
DIRECTOR OF INTELLIGENCE

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INFORMATION ACT SECTION 9 (2) a**

**THIS DOCUMENT HAS BEEN WITHHELD FROM RELEASE TO THE PUBLIC TO
PRESERVE PERSONAL PRIVACY IN ACCORDANCE WITH THE OFFICIAL
INFORMATION ACT SECTION 9 (2) a**

**THIS DOCUMENT HAS BEEN WITHHELD FROM RELEASE TO THE PUBLIC TO
PRESERVE PERSONAL PRIVACY IN ACCORDANCE WITH THE OFFICIAL
INFORMATION ACT SECTION 9 (2) a**

~~SECRET~~

CONFIDENTIAL

From : R.N.Z.A.F. Station Woodbourne
To : Air Department, Wellington
Date : 20th August, 1959
Ref : WOOD.S.7/AIR

3

SIGHTING OF UNIDENTIFIED OBJECT

1. As a result of the incident reported in this station's letter C7/AIR of the 15th July, 1959, and of further telephone calls to station (one of which is quoted in E4 on the enclosed file) the Commanding Officer appointed Flt.Lt. C.M. Jennings Tech(E) to receive all information and, if necessary, to investigate further any such reports.
2. Flt.Lt. Jennings had no previous interest in matters of this nature and commenced his task with an open mind.
3. As a result of his investigation and of the matters revealed (which are known to Mrs. Moreland, the Commanding Officer and himself only), the classification of the material has been raised as a precautionary measure and is forwarded for evaluation.
4. As a result of the symptoms mentioned in the report Mrs. Moreland has agreed to submit herself to examination by the Station Medical Officer providing the matter is kept highly confidential, but is not willing to consult her civilian Doctor or to discuss the incident with anyone outside the Service.
5. The Medical Officer has been acquainted briefly with the circumstances and will submit a report in due course. The symptoms shown could of course be self induced due to nervous strain.
6. According to Mrs. Moreland there have been at least two occasions subsequent to the initial sighting when she has noticed the peculiar smell of "burnt pepper" in the air while rounding up the cows at approximately the same time as previously in the early morning.
7. It is considered desirable that elementary tests for radiation be carried out, particularly immediately following any reported re-occurrence of the odour mentioned above. For this reason it is requested that a Geiger counter of the visual recording type be made available to this unit as a means of verifying or disproving the possibility of the presence of radio activity.
8. Flt.Lt. Jennings has spent considerable private time on this matter, is convinced that Mrs. Moreland is genuine, and is an extremely worried person. He is prepared to turn out at any hour of the day or night to personally investigate further incidents.
9. The enclosed recorded action has been taken in longhand for obvious reasons, and is forwarded for evaluation by Headquarters Intelligence Staff. Your further advice is awaited.



(A.P. Gainsford)

Group Captain Commanding
R.N.Z.A.F. Station Woodbourne

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INFORMATION ACT SECTION 9 (2) a**

~~TOP SECRET~~

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3A

FILE. REFERENCE.

#S. 7/AIR.

AIR DEPARTMENT OR R.N.Z.A.F.

UNIT:

SUBJECT: *AIR: SIGHTING OF UNIDENTIFIED OBJECTS.*

List of Relevant Files and Papers on Reverse of this Cover.

TRANSIT DIRECTIONS

Referred to	Encl.	Date.	Initials.	Referred to	Encl.	Date.	Initials.	Referred to	Encl.	Date.	Initials.

NOTE.—1. The existence of this file should be known only to persons directly concerned.
 2. For detailed instructions on the handling of this file see A.P. 3086.

Confidential

~~TOP SECRET~~

FILE OPENED:

FILE CLOSED:

RELEVANT PAPERS

SUBJECT :

FILE :

TREATMENT OF FILES AND CORRESPONDENCE

1. The movements of files classified as "TOP SECRET," "SECRET," or "CONFIDENTIAL" are to be recorded by staffs, in a register especially maintained for the purpose.

2. This file must be circulated under sealed cover or by hand of an officer and kept in a steel safe, chest, or cupboard under lock and key when not in use, or in the event of the office being left unattended. Do not forget to notify Secret Registry when passing file by hand.

3. This file may be closed only on the authority of a responsible officer of the Branch usually dealing with its contents.

4. For detailed instructions on the handling of this file see R.A.F. A.P. 3086 (2nd Edition), and appropriate Air Department Orders.

~~TOP SECRET~~

U

CONFIDENTIAL

C.O. Copy of Mrs. Lovelands' statement to
Air Dept already has this.

CONFIDENTIAL

~~TOP SECRET~~

~~TOP SECRET~~

1A

CONFIDENTIAL

An initial rough pencil sketch
of the object - see EIC for letter
sketch.

CONFIDENTIAL

~~TOP SECRET~~

~~TOP SECRET~~

(13)

CONFIDENTIAL

Copy of Statement by Mrs. Kromland
to Allen Klein Police.
Ais Dept has this.

CONFIDENTIAL

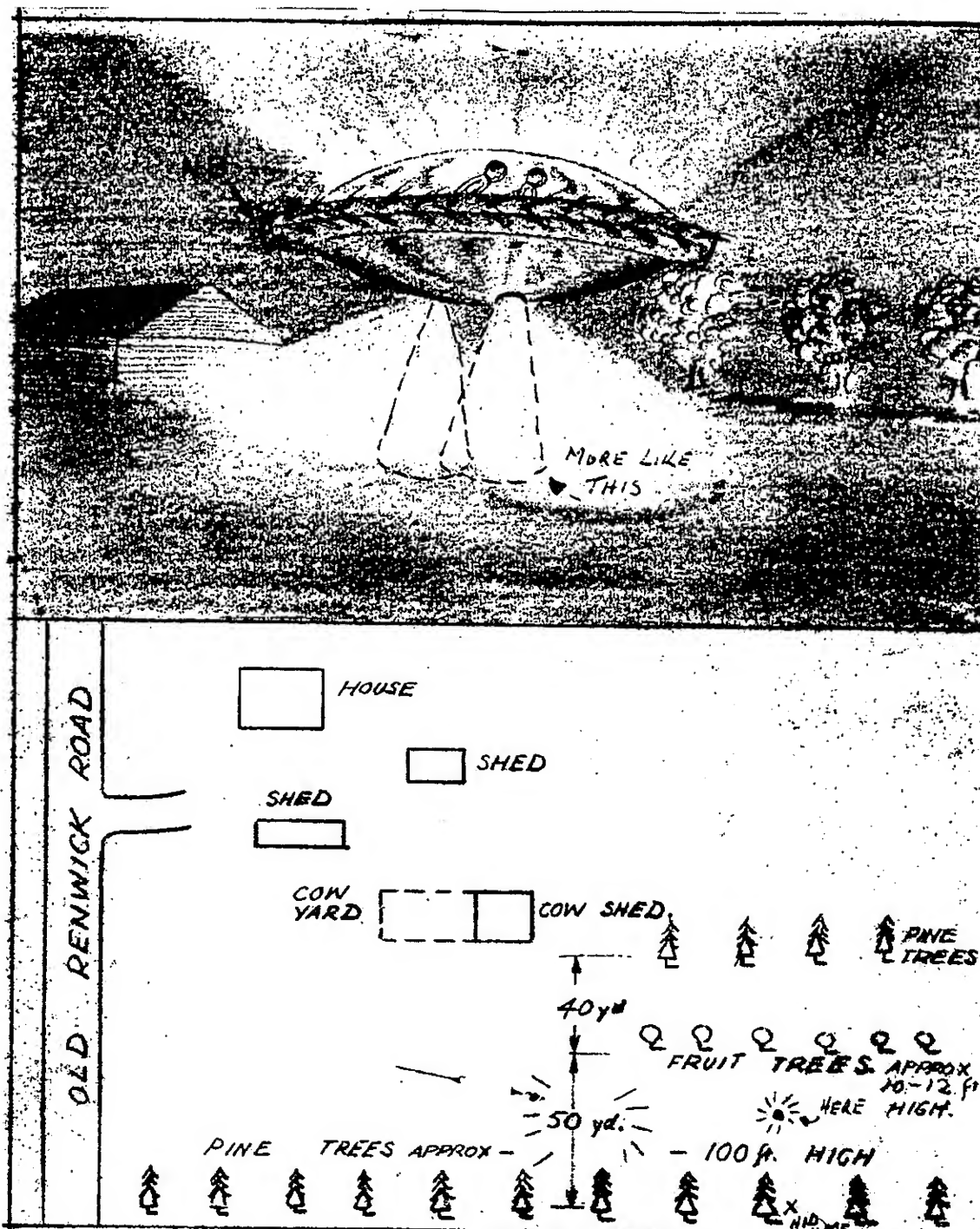
~~TOP SECRET~~

~~TOP SECRET~~

(1C)

CONFIDENTIAL

Sketch (improved on EIA). This copy forwarded to show modified lighting and jet structure details. *ef.*



~~TOP SECRET~~

(2)

CONFIDENTIAL

E 2. is our copy of Woodhouse's
letter to A/Dept Ref Wood C.7/Air dated
15th July 1959.

NB Our copy carries C.O.'s note to the effect that

1. has home land describes central section as
being 4'-5' deep
2. Gets above and below a blank central
3. Square edges rather than pointed - see used
to sketch at EIC.

CONFIDENTIAL
~~TOP SECRET~~

(copy) ~~TOP SECRET~~

C.7/air. (3)

WOODBOROUGH.

16th July 1959.

CONFIDENTIAL

MEMORANDUM for:

Officer in charge
Blenheim Police Station
BLENHEIM.

SIGHTING OF UNIDENTIFIED OBJECT

1. Enclosed copy of a statement taken from Mrs F. J. Knowland, of Old Kenwick Road, Blenheim concerning the sighting of an unidentified object on 13th July 1959.
2. Attached is a sketch of the object and of the site based on a description by Mrs Knowland.

A.P. GRINGSFORD etc.

~~CONFIDENTIAL~~

~~TOP SECRET~~

~~TOP SECRET~~

(4)

COPY.

CONFIDENTIAL

RNZAF STATION
WOODBOURNE.
21st July 1959.

Sgt A. Fulton,
Sgts mess,
RNZAF Station,
WHENUAPAI.

Further to your request for information, herewith copies of statement together with a sketch of the area and a drawing of the unidentified object as described by Mr F.E. Howland of Old Remick Road, Blenheim, sighted at approximately 0540 hours Monday 13th July 1959.

A Mr R. Haldaway, of Millons Point Road Blenheim, some 3 miles to the east of the above area has since reported the following :-

"At approximately 0430 to 0500 hours on the morning of 13th July, he got up for a drink of water and after returning to bed was trying awake when he saw a bright light shining thro' the windows. As car lights of vehicles approaching along the road shined thro' his windows, he idly waiting for the sound of the engine. The light which appeared to be of a whitish orange colour became brighter until they reached a high intensity and then gradually faded away without any accompanying sound. The light was travelling from east to west."

P.S. For your information, it is advised that in spite of rumours to the contrary, the grass field where the incident took place has not become disbalanced and has not been ploughed since the event nor has had any land been unwell since the incident.

L.E. Young.
FLIGHT LIEUTENANT.

(Copy of letter to Sgt. Fulton, who is director of an organisation known as C.S.Y. (H.R.), at his request for information on the subject.)

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~~TOP SECRET~~

~~TOP SECRET~~

5

CONFIDENTIAL

NOTE FOR FILE:

Having been appointed by the Commanding Officer to investigate U.F.O's in the Blenheim and surrounding areas, I have proceeded to interview two more land again as a result of inconsistencies in reported size of the object (E1 and 13 refer).

Results of this interview at 66.

Chapman
Chapman 74/1.

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~~TOP SECRET~~

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PRESERVE PERSONAL PRIVACY IN ACCORDANCE WITH THE OFFICIAL
INFORMATION ACT SECTION 9 (2) a**

WITH MRS MORLAND AT HER HOME ON THURSDAY

23rd JULY 1959 AT 2000 HRS

INTRODUCTION

1. Because of inconsistencies earlier, and in order to reshape information available, the above interview was held. Mrs Morland did not convey to me any impression of being excitable by nature: she was helpful and, I believe, quite honestly convinced that she did in fact see a craft descend, hover, tilt and then ascend vertically ... "at a speed which would make a lamp post look like it was standing still ... I've never seen anything like it."
2. Mrs Morland has had an association with farming and farm machinery in the past, and as a result she has developed a good mechanical sense. She has seen jet and piston-engined aircraft in flight and has at least a rough idea of speeds of each type.

INTENTION

3. To take, step by step, the sequence of events alleged to have taken place, care being taken to relate sizes to everyday objects. [any questions framed, have of necessity been most carefully put, to avoid begging the answer.]
4. To investigate this, and any other similar occurrence, with a completely open mind.

ALLEGED FACTS

5 DESCENT

- (a) Time 0530-0545 on Monday 13th July 1959
- (b) First noticed as a green glow above the cloud, descended through the cloud when the green light became twin lights.
- (c) Just after breaking cloud (fairly low), orange flames visible, radially dispersed and not rotating.

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NB/

~~TOP SECRET~~

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7. POINTS NOTICED DURING HOVER

- (a) Green lights continue (observers attracted towards them but did not move???)
- (b) Object has circular plan form with a canopy above the spinning sections. The canopy 4' to 5' (but not a double arm span) wide, was a full diameter in length.
- (c) The canopy of some ribless clear material, was lit by a very bright snow-white light, which small was not obvious.
- (d) Canopy had two occupants seated "...along the length of the canopy, facing the same way..." they would hardly have had enough room to stand.
- (e) Between the two occupants, and coming from somewhere below seat level, was a quite noticeable flickering light which reflected from the back of the forward occupant.
- (f) Forward occupant did not move at all.
- (g) Rear occupant swung forward on his hands, partly rising, to peer closer at the flickering light which reflected from his clothing.
- (h) Occupants being viewed from three-quarters rear.
- (i) Clothing was skin tight "like a frogman suit in aluminium foil which wrinkled at anus level."
- (k) Rear occupant returned to his seat. Both wore helmets going out full shoulder width, & not transparent from rear.
- (l) Mrs. Boneland was still afraid, but now feeling drawn towards the green light and contended that she had to fight an attraction tending to overcome her fear.
- (m) Between the spinning sections is a metal-coloured section, not flanged. The under body was metal coloured, with green lights pointing vertically downwards. See head to sketch at E1C.

See row
E15

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~~TOP SECRET~~

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CONCLUSIONS

10. Mrs. Howelland gave every evidence of being completely sincere, although she was initially wary that she would be ridiculed. The above alleged observations were cross-checked by questions dictated in sequence; her statement stands up in all respects.

11. By using an audio oscillator and speaker, and by approaching two identified sounds in as many ways as possible, Mrs. Howelland identified the following frequencies:

(i) 240-250 cycles/sec as the sound made by the craft showing lower

(ii) 2 Kc/s \pm 0.05 Kc/s as frequency of the sound generated showing ascent.

12. Mrs. Howelland was not absolutely precise in definition of the lower frequency: she identified the upper with complete accuracy on all occasions, and was physically affected by it.

13. Mrs. Howelland specifically mentioned the position when the green lights held for her, to her husband immediately after the event. He confirmed her statement in this respect. [There is a possibility of self-induced reaction not to be overlooked here.]

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~~TOP SECRET~~

Can I get
some out of
her??

~~TOP SECRET~~

(7)

CONFIDENTIAL

NOTE: from Commanding Officer.

"You may be interested in the enclosed.
Please keep together on file when you have
finished with it"

Signed

Date 29.7.59.

Data referred to held as enclosures 7A-D
inclusive and consisting of:-

- 7A - Letter to C.O. from Sgt H. Fulton, self-styled
director Civilian Sources Investigation (NZ), giving
some references, and ~~for~~ thanking C.O. for
information and sketches sent to him.
- 7B - a bulletin "SPACE PROBE"
- 7C - Confidential Bulletin from CSI (NZ) and
written by Fulton.
- 7D - Vol 6 No 1 & 2 July-Dec 1958 Bulletin
"SPACE PROBE"

COMMENTS: A lot of work in the above, very largely
suspect in that the CSI (NZ) body claims to be
given to scientific investigations. Its publications
fall far short of scientific investigation however,
because

(a) have often than not they beg the
question

(b) Far too much emotive language
and potted thinking.

[Signature]

(The above refers to pamphlets, letters and printed material
forwarded to HQ by Sgt Fulton of C.S.I. (NZ) and held on station
file.)

~~TOP SECRET~~ CONFIDENTIAL

~~TOP SECRET~~

(9)

CONFIDENTIAL

Newspaper report of sighting.

Headline: "WOMAN REPORTS SEEING UNUSUAL
OBJECT IN SKY"

1. An article in the *Warrington Express* of
Saturday 8th August 1959.
2. it covers the main points of E10.
3. not mentioned by name.

————— " —————

Note for file:

After some very useful work by the
reporting staff of the above newspaper, those
names were given to me in connection with
the above. Interviews appear above, on file
as E 10, 11, 12.

G. J. J. J. J.

CONFIDENTIAL

~~TOP SECRET~~

TOP SECRET

(10)

STATEMENT 84

CONFIDENTIAL

TO FAL LT CM JENNINGS AT 1600 HRS ON 10 AUG, 1959.

On Friday 7th August 1959 at about 6.50PM I was looking for my newspaper on the front lawn. The night was dark although there was a new moon giving off virtually no light - certainly not enough to see by. I could not see my newspaper (which was almost at my feet). I could not see the ledge nor the guy wires to the radio aerial mast.

My son was inside the house getting a tooth. My husband was putting the car in the shed.

Gradually I began to be able to see details around me more clearly. I noticed my paper, picked it up, and thought, "that's funny, where's the light coming from?" So, I looked up and saw a green ball of light which was definitely behind thin cloud. The ball was about eight inches diameter and appeared to have a funny trail behind it, sort of cone-shaped, but not coming to a point. The rest of the ball was funny around its outline, too, but did not have a projection as at the back.

The speed of the object was fairly slow and I think it was very high - much higher than the clouds. It was at an angle to the overhead and off to the West and travelled from South to North roughly.

I could not hear any sound except a car going along the main road. The object itself was a definite and bright milky-emerald green whereas the light on the ground was bluish-green in tint - on the grass particularly. The object appeared to have a narrow bright but still green section, somewhere in the centre. It finally disappeared behind thin cloud and once it did so, there was no more light from it. I had the thing in view for several seconds, and got the impression that it was tumbling over or spinning but much faster than it was going along.

NOTE:

has been promised that her
Name will not be made public in any way

Chf.

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TOP SECRET

~~TOP SECRET~~

(11)

STATEMENT : By 79772 LAC ROGERS, G.E.

CONFIDENTIAL

TO FLT. LT. C.M. JENNINGS AT 1430 HRS ON 10 AUG, 1959

I was cycling towards my home at about 1845 - 1850 hrs on Friday 7th August 1959. The night was dark, no moon showing, with a clear sky in patches. Suddenly I felt myself compelled to look up: the feeling was very strong.

High, very high in the sky I saw a vivid green sphere travelling in a N.W. direction. The sphere lit up the ground so that I could see all the road. Prior to this, I could only see that part of the road lit by my cycle dynamo.

The sphere was making no noise and was travelling very fast. I can not compare it with aircraft speeds as I have not seen aircraft flying enough to make a fair comparison.

This sphere was in view for a few seconds only. Its outline was blurred - not at all like a moon going along. My direct impression at the time is that the object was rotating because it looked rather like a Catherine-wheel firecracker when lit.

I can not really describe this green colour, because it was unlike any other green I have seen. It was very vivid indeed, tho'.

I have had a considerable amount of experience in the Royal Navy during the war. I am not excitable, I did see this object whatever it was, and state quite definitely that this was unlike anything I have seen before. I have seen plenty of falling stars, shooting stars and so on, but nothing like this.

I can produce six witnesses to prove that I spoke of this matter within half an hour of seeing it, which was, of course, long before Saturday's paper mentioned the sighting of an unusual object.

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~~TOP SECRET~~

~~TOP SECRET~~

(12)

CONFIDENTIAL

STATEMENT: BY:

FARMHAND

TO: F&T LT. CM JENNINGS AT 1515HR ON 10 AUG. 1959

Last Friday night about ten to seven - I'd put it
more nearly nine minutes to - I was standing out in
front of the pine trees by the roadside, waiting for a
taxi. My taxi was late, it was dark, and there
wasn't any moon that I saw. I was looking down the
road towards Woodbourne Station to see if the car
was coming.

Suddenly a green light lit up the road around
me for about 100 yds. I could then see quite clearly. In
fact I could see to the next pine trees down the road.

I looked up and saw a round green thing
about 9" diameter moving at about jet aircraft
speed, to the N.W. I have no idea of its height, but the
cloud was pretty high. It came out from behind cloud
and was visible for only a few seconds before
going in behind the cloud again.

There was another break in the cloud over
Henrich way. I looked to see if I could see it
again over there but I couldn't.

The colour of this light was a bright green up
in the sky, but down here it was just enough for
me to see the stars on the road and that is all.

I only saw green and I heard no noise. I
mentioned this to _____ when
he arrived about seven o'clock.

There is nothing else I can add.

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PRESERVE PERSONAL PRIVACY IN ACCORDANCE WITH THE OFFICIAL
INFORMATION ACT SECTION 9 (2) a**

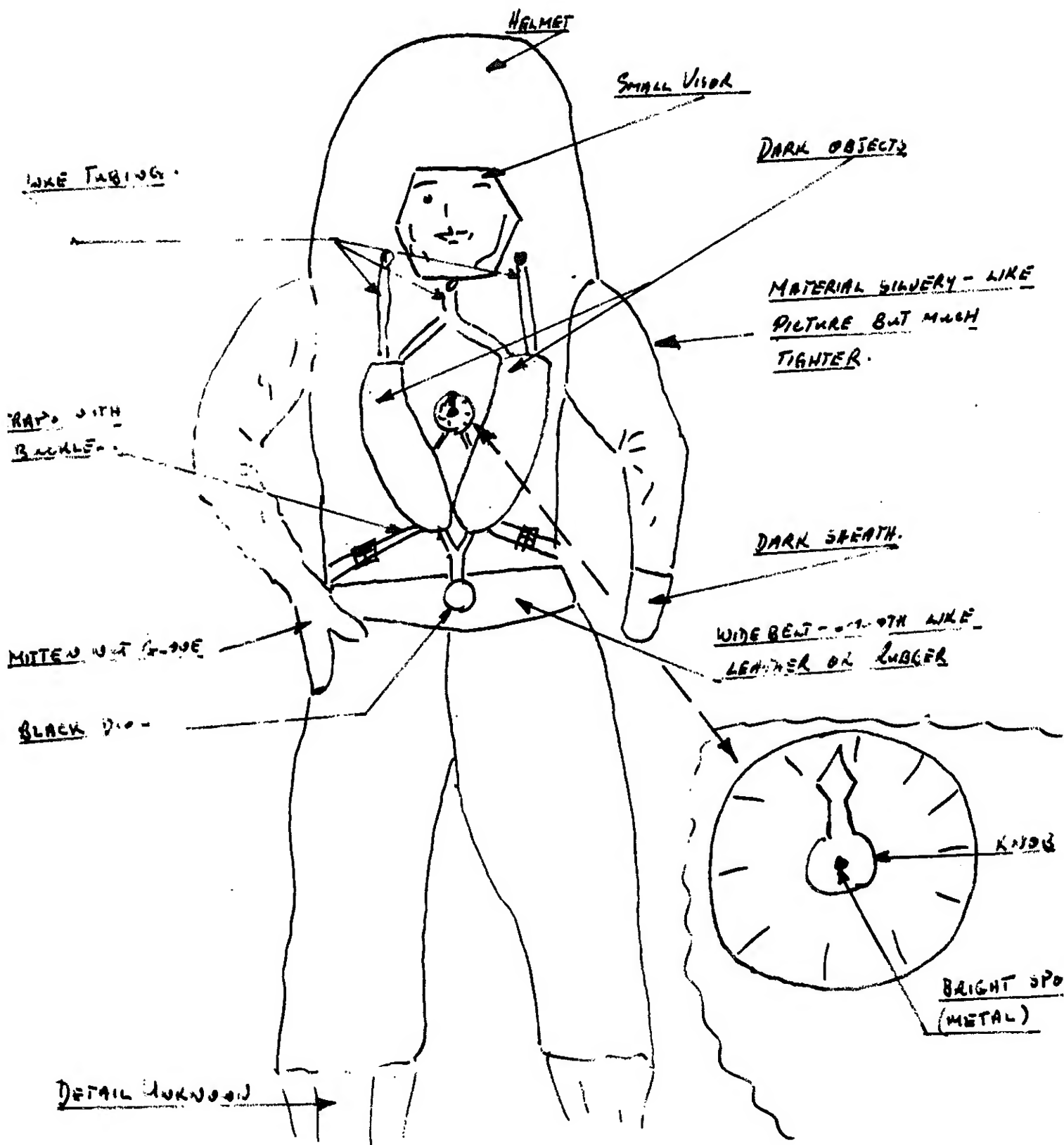
Newspaper report of sightings.

*Headline :- "TWO MORE SIGHTINGS OF
OBJECT REPORTED."*

- 1. an article in the North Lanarkshire Express of
Monday 10th August 1959.*
- 2. it merely covers the salient points of E 10, 11, 12.*
- 3. a foot-note appears from Tuesday's paper which
corrected a name in Monday's article.*
- 4. The article stresses the reluctance of people to come
forward with information - they do not want to
be disbelieved.*



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~~TOP SECRET~~

(16)

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NOTE FOR FILE

1. Thursday 13th August Mrs. Haveland again detected "smell of burnt pepper." She called her husband who could not detect anything.
2. By the time her husband arrived on the scene, the smell was very faint and by Mrs. Haveland claimed.
3. See E 8
4. Next Thursday I shall visit the area at about 0330-0400 hours and remain until daylight. I shall take a geiger counter with me.

Elmering T. H.

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~~TOP SECRET~~

~~TOP SECRET~~

(17)

CONFIDENTIAL

NOTE FOR FILE

1. Because of subject master on E15, I this day requested two courses of action to be taken:-

(a) Subject has husband to a full medical examination for exposure to radiation. She is agreeable.

NOTE She has developed a few blisters on hands, one on lip, others between shoulders.

(b) So arrange LAC husband's ground duties that he can be at home nights for the next six weeks or so, in the interests of his husband's general health.

2. Both requests made to C.O.

3. C.O. acquainted with new developments and asked to confirm or otherwise my assessment of changed security classification of this investigation.

Cheney's 7/17.

18th August 1959.

CONFIDENTIAL

~~TOP SECRET~~

Herby
~~CONFIDENTIAL~~
CONFIDENTIAL

39/2/3
(1)

From : R.N.Z.A.F. Station Woodbourne
To : Air Department Wellington (attention A.C.A.S.)
Date : 15th July 1959
Ref : WOOD. C.7/AIR

SIGHTING OF UNIDENTIFIED OBJECT

1. Herewith statements concerning the alleged sighting of an unidentified object in the vicinity of Blenheim.
2. On Monday 13th July 1959, 73847 LAC Moreland F.J., a Patrolman employed at RNZAF Station Woodbourne, described to me an object which his wife had reported seeing early that morning.
3. LAC Moreland has a small farm holding situated at Old Kenwick Road, approximately two miles from Blenheim township.
4. Mrs Moreland had reported the matter to the Blenheim Police. A copy of her statement is attached.
5. Acting on instructions from RNZAF H.Q., I informed Senior Sergeant Adams of the Blenheim Police of my intention to visit the site and he suggested that Detective Sergeant Hoy should accompany me.
6. Detective Sergeant Hoy informed me that the police consider Mrs Moreland to be a rational and stable person from their personal knowledge of her when she was of assistance to them on another matter.
7. Attached is a description of the object together with sketches based on a rough pencil drawing by Mrs Moreland and a sketch of the area at which the sighting took place.
8. At the time of the visit there were no visible signs of anything unusual nor was there any trace of the peculiar smell mentioned by Mrs Moreland.

A.P. Gainsford

(A.P. GAINSFORD)

Group Captain Commanding
R.N.Z.A.F. Station Woodbourne

Encl: 3

FILE.

24/7/1959 DDF Initials

CONFIDENTIAL
~~CONFIDENTIAL~~

Restricted

COPY

STATEMENT MADE BY MRS F.E. MORELAND
OLD RENNICK ROAD, BLENHEIM, TO GROUP
CAPTAIN A.P. GAINSFORD ON MONDAY,
13th JULY 1959.

1A

It was about 25 to 6 this morning when I switched on the cowshed light and walked out across the paddock to bring in the cows. When I got about half way across the paddock, I noticed a green light above me in the clouds. - There was complete low cloud cover, and while I was looking at it wondering what this green light was, I saw an oval shaped object appear from which two green beams shone straight down. They were definite lights. The object appeared to be coming down, and then it sort of stopped, and I could see fiery orange jets round the outside edge. They went round and round, and seemed to be rotating opposite ways, and were travelling at a very high speed, but appeared to slow down when the object stopped.

The green light came from under the bottom of the object and diffused over a large area - approximately 50 yards. As soon as I found myself enveloped in this peculiar green glow, I made for some pine trees, having run from the centre of the paddock to the shelter of the trees on the approach of the object.

From where I stood under the trees I could see this glassy cowl over the top and I could also see two men in it. The rear one stood up and appeared to lean forward and rest his hands on a table, and appeared to be looking down between his hands. After a second or two he sat back and the machine tilted and the orangy lights stopped whirling. The men appeared to be encased in silvery shiny suits from the waist upwards when they were sitting. Their headgear seemed to be like divers helmets which glittered very brightly. They appeared to be normal sized people. One of the men never moved at all. I could not see that they were carrying on any conversation at all.

The circumference of the object appeared to be about 20 yards across and about 4 to 5 feet through. When it appeared to stop, it was about 15 feet above the ground.

When the object was hovering and I could see the two men, the light inside seemed like ordinary electric light. When I was half way across the paddock, I had my torch switched on, but when I was enveloped in the green light I could not see my torch light at all. The orange lights were very bright, but the green light cut the orange light out completely for a while.

The object appeared to hover for a few seconds, and then with a high pitched whistle it took off straight up into the sky and disappeared. After a while I was left in a whaft of hot peppery air, or it smelt like pepper. When the object had gone, there appeared to be no difference in the surroundings.

COPY

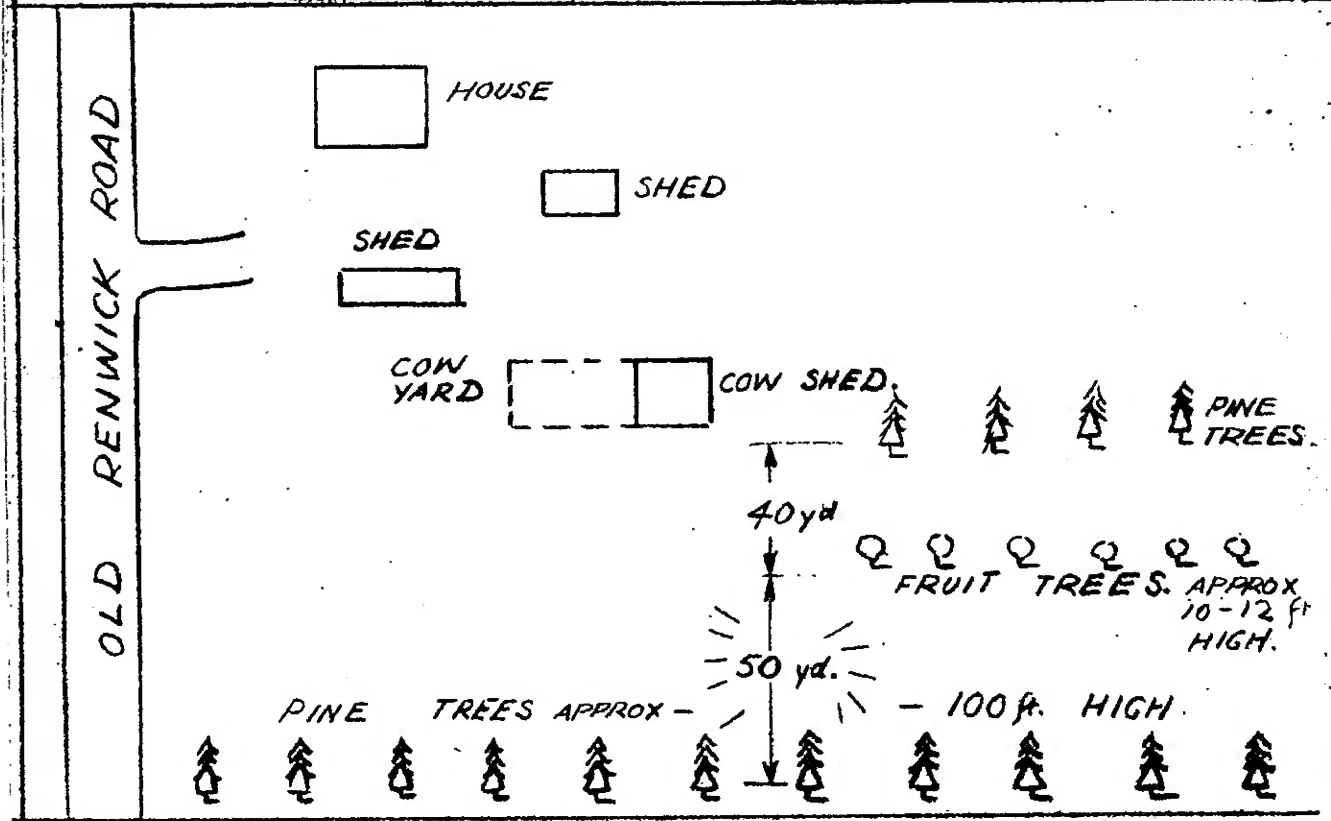
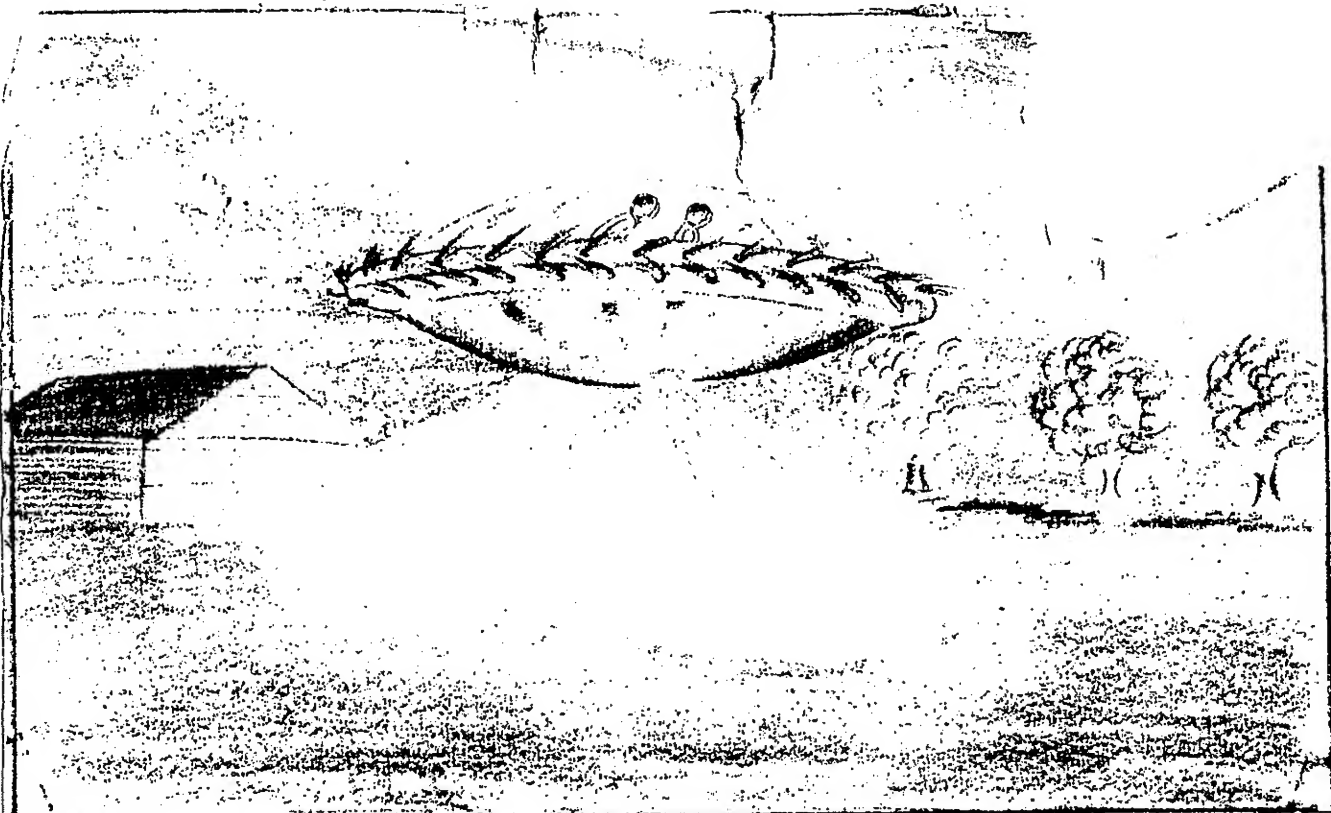
RECORD OF TELEPHONE MESSAGE

TIME: 7-a.m. DATE: 13th July 1959: POLICE STATION: Blenheim
FROM: Mrs MORELAND ADDRESS: Old Renwick Road: PHONE: 3600
TO: W/HOUSE.

RECEIVED BY: Constable RIBBENS C.J.V.

MESSAGE : "You may think that I am mad, but I saw a flying saucer about 5-40 a.m. this morning.. I was walking from the house to the cowshed, and when going across the paddock, I noticed a green glow in the cloud, and then all at once a round thing came down into view with two green lights pointing to the ground, I could see a light greenish glow on the ground, and around the edge was what appeared to be something like two elevator belts, one going one way, and one the other. As it came down, it was just low enough for me to see a long cowl-like affair, and there were two men in it, and one stood up, and leaned forward, and I could see as he leaned over something that he was silvery coloured, and he shone all over.

I have told my husband, but he thinks I am drunk, and by the way, it left a smell just like pepper, well that's how I can describe it, and as it left it made a high pitched whine noise. It was about 30 feet across, and when I saw it it was above my head and to one side, and I did notice that there were some sparks flying also as it left."



2

RNZAF Station, Woodbourne

24 July 1959

~~39/1/3~~

SIGHTING OF U.F.O.

1. Receipt of your G7/AIR dated 15 July 1959 is acknowledged.
2. Due to the absence of corroborative evidence, the report does not appear to warrant further action.

No. 2
27 JUL 1959
DESPATCHED

[Signature]
 (J. H. McGLYNN, Sqn Ldr)
 Air Commodore
 ASSISTANT CHIEF OF AIR STAFF

FILE.

24/7/1959 DDZ Initials

CONFIDENTIAL

FILE. REFERENCE.

244/10/1

AIR DEPARTMENT OR R.N.Z.A.F.

VOLUME. 1.

UNIT: R.N.Z.A.F. HEADQUARTERS

SUBJECT: INTELLIGENCE : MISCELLANEOUS REPORTS : REPORTS
OF UNIDENTIFIED OBJECTS.

List of Relevant Files and Papers on Reverse of this Cover.

TRANSIT DIRECTIONS

Referred to	Encl.	Date.	Initials.	Referred to	Encl.	Date.	Initials.	Referred to	Encl.	Date.	Initials.
Reg.	/	12/1	8								
D of I	14.	21/2	8								
PBI		11/4	8								
D of I	17	5/1/61	8								
DBI		5/7	UB.								
DDI		12/4	8								
SD		19/1	8								
DAI		13/9/4	8								
Reg		10/6/68	8								
20 (AIR)		29.10.64	8								
ISAC 3		5-5-71	8								
R.		11/7	8								
R.		10 MAY 1971	8								
USASO		20/9/72	8								
SASO		20/9/72	8								
SMO		20/9/72	8								
ORZ		20 JUN 1973	8								
DCAS		24-8-76	8								
3 SASO		12893	8								
90 (POLA)		SL 3/4	8								
SASO		11/4/82	8								

NOTE.—1. The existence of this file should be known only to persons directly concerned.

2. For detailed instructions on the handling of this file see A.P. 3086.

FILE OPENED : 21/7/59

CONFIDENTIAL

FILE CLOSED :

RELEVANT PAPERS

FILE :

TREATMENT OF FILES AND CORRESPONDENCE

1. The movements of files classified as "TOP SECRET," "SECRET," or "CONFIDENTIAL" are to be recorded by staffs, in a register especially maintained for the purpose.

2. This file must be circulated under sealed cover or by hand of an officer and kept in a steel safe, chest, or cupboard under lock and key when not in use, or in the event of the office being left unattended. Do not forget to notify Secret Registry when passing file by hand.

3. This file may be closed only on the authority of a responsible officer of the Branch usually dealing with its contents.

4. For detailed instructions on the handling of this file see R.A.F. A.P. 3086 (2nd Edition), and appropriate Air Department Orders.