

DEPARTMENT OF CIVIL AVIATION

File Number
1. 701. 478

Date of Opening
22. 3. 1948

Other Files or Papers bearing on the same Subject
305. 3. 44
375. 3. 57 Papers now incorporated herein.

OFFICE: HEAD OFFICE, MELBOURNE

BRANCH OR SECTION

ORIGINATING FILE: ADG.

SUBJECT

NEW GUINEA F.I.R. -

OPERATION OF UNIDENTIFIED

AND FOREIGN AIRCRAFT.

1 Referred to for action or information.	2 Minute or enclosure for attention.	3 Date on which file is passed out of Branch.	4 Initials. (See Instruction No. II.)
Oic Registry	39	17.5.51	H
ADG (T)	40	17/3	PO
PA	17/3		PO
ADG(T)	41A	19/1/51	PO
PA	19/11		PO
ADG(T)	42a	19/6	PO
PA	18/3		PO
ADG(T)	43a ^{44c}	13/10	R
PA	13/10		PO
ADG(T)	45a	16/11	PO
PROT R	46	7/12	R
Oic Registry	47	18/12/51	PT
PA	file	18/12/51	PT

DEPARTMENT OF CIVIL AVIATION

File Number
 375 / 3 / 57

Date of Opening
 28 / 4 / 49

Other Files or Papers bearing on the same Subject
 305 - 3 - 44.
 1 - 701 - 478

OFFICE: HEAD OFFICE, MELBOURNE

BRANCH OR SECTION

ORIGINATING FILE: 99CA

SUBJECT

- NIGHT FLYING IN NEW GUINEA -

- UNIDENTIFIED AIRCRAFT -

- REPORTS OF -

MARBUT

1	2	3	4	1	2	3	4	1	2	3	4
Referred to for action or information.	Minute or enclosure for attention.	Date on which file is passed out of Branch.	Initials. (See Instruction No. II.)	Referred to for action or information.	Minute or enclosure for attention.	Date on which file is passed out of Branch.	Initials. (See Instruction No. II.)	Referred to for action or information.	Minute or enclosure for attention.	Date on which file is passed out of Branch.	Initials. (See Instruction No. II.)
ADG(T)	13ab.	25/8	R								
DESPATCH	14A 15A	26/8	R								
P/A	25/8		R								
Despatch	14A 15A	26/8	R								
ADG(T)	16.	2/9	R								
D.A.W.	17	12/9	R								
A/DG(T)	18	12/9	R								
DAW	19	13/9	R								
A/DG(T)	20	13/9	R								
Despatch	20	14/9	R								
ADG(T)	File	14/9	R								
P.A.		14/9	R								
ADG(T)	21a-d.	13/9	R								
PA		13/9	R								
ADG(T)	22	21/10	R								
PA		11/10	R								
ADG(T)	24	22/2	R								
PA		22/2	R								

MINUTE SHEET

1.

Beam Wireless message M892 to Aviat Port Moresby re particulars of unscheduled overseas flights

Enc. 1A

2.

Memo DSWG343 relative to unscheduled flights departing for or arriving from New Guinea

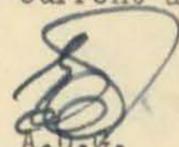
Enc. 2A

3.

S. of C.

Reference Enclosure 2A. It is undesirable that U.S. Military aircraft, or any other ~~xxxxx~~ aircraft, should continue to operate into or out of Australian territory except in accordance with proper authorisations. I suggest, therefore, that the first step should be to ascertain from R.A.A.F. and/or External Affairs the extent of the authorisations already given in the name of the Australian Government for these U.S. Military activities. Those authorisations should, if necessary, then be confirmed by formal approval of the Minister in accordance with the requirements of our Regulations.

2. If the present activities of the U.S. Military aircraft - as indicated in Enclosure 2A - go beyond the authorisations already given by the Australian Government, steps should be taken to have application made by the appropriate U.S. authority for the additional authorisation required. The channel of any such approach to the U.S. - i.e., whether through diplomatic or through Service channels - would need to be carefully considered when it is known what discrepancy, if any, exists between the current approvals and the current U.S. operations.


A.D.G.

31/3/48.

4.

A.D.G.

Phm
A suggested memo addressed to Department of External Affairs and Department of Air seeking the information mentioned in your minute 3 is attached.

Encl. 4A

4/5/48.

S. of C.

5

S of C

Replies to Encl 4A have not been received.

A suggested memorandum to the Dept of Air & External Affairs is therefore attached.

4.6.48

J.H. Morrison

Encl 5A

6.

Memo from External Affairs advising that information should be obtained from the Service Departments.

Encl. 6A.

Memo from Department of Air setting out details of approved American operations and advising that the necessity of observing ATC procedures will be brought to the notice of American formations.

23/9/48.

Encl. 7A.

To D. I. Kort Doreby forwarding copy of enc 7A in reply to his memo of enc 2A.

enc 8A.

To W. G. Anderson ^{9A} 27/9.

To note file

24.9.48

ADW

10.

Memo from R/D New Guinea Region enclosing copy of memo from OIC Finschhafen relative to operation of unidentified aircraft in vicinity of Finschhafen 2 am 19.4.51

Enc 10 a b

ADG CT 14/5

Attention is invited to

enc 10A.

R Badenewal

11. 4. 51

ADW

O/C Registry ¹² Done.

There is another file dealing with these sightings. I think they should be combined.

14/5/51

[Signature]

Re entered as minute 37 37.

MINUTE SHEET

13

Letter from Capt. A. Jacobson, Q.E.A., to D.G.C.A. reporting on night flying in New Guinea.

28.4.49.

Enc. 13A

2.14

D.G.C.A. letter to Capt. Jacobson acknowledging receipt of his letter of 16/4/49.

28.4.49.

Enc. 2A.14A

3.15

D.G.C.A. memo. to Dist. Supt., Port Moresby, enclosing a copy of letter received from Capt. Jacobson, and requesting him to inquire into the matter.

28.4.49.

Enc. 3A. 15A

4.16

Extract from letter from D/Supt to D/Dep covering preliminary investigation of reports of night flying 16.5.49

Enc 16A. 16A.

5.17

Memo. to Regional Director, Port Moresby, referring to Head Office memorandum dated 28th April, 1949 re reports of night flying in New Guinea.

13/7/49.

Enc. 5A. 17A

6.18.

Report from Regional Dir New Guinea on night flying activities in region forwarding list of recent reports

11.7.49

Enc 18A+B

19.

A.D.G. (Tech.) *18/7/49*

Please see Encs. 3A and 6A.

2. I would be glad if a suitable letter can be drafted to bring this to the attention of R.A.A.F. for any action which may be thought necessary.

3. There is nothing to indicate whether the aircraft concerned are Service or Civil, but if they are Civil, there seems to be no reason why they should not operate openly.

18/7/49

[Signature]
Director-General

20.

Memorandum dated 19th July, '49, to Sec. Dept. of Air forwarding copies of reports on night flying of unidentified aircraft in New Guinea - for information.

ENCL. ~~20A~~ 20A

Memo from R.D. N.G. ²¹ in reply to encl ^{17a} 20A and advising report submitted on papers N°04917. DSNG 699 on 11/7/49.

25.7.49

encl ~~20A~~ 21a

21. 22

Memorandum dated 26.7.49. to D.S., P.M., acknowledging Encl. ^{21a} 22A and advising that the report requested has now come to hand.

ENCL. ~~22A~~ 22A

Memo from R.D. N.G. ²³ acknowledging receipt of encl 10A and reporting further incidences of unidentified night operations in N.G.

25.8.49

encl 23A

22. 24

Memorandum dated 8.8.49. to Sec., Dept. of Air, forwarding copy of Encl. 11A re night flying of unidentified aircraft in New Guinea.

ENCL. ~~12A~~ 24A

23. 25

Memo from Naval Intelligence Division re radiogram (sent in Pt.) from RDP/New Guinea Region to Naval District Officer Madang requesting advice of any sightings of suspected foreign aircraft.

25-8.49.

encl 25a

24. 26

Memorandum dated 25.8.49. to Regional Director, Port Moresby, forwarding copy of Navy Office memorandum re unidentified aircraft in New Guinea. - (Encl. 25A and B.)

ENCL. 26A

25. 27

Memorandum dated 25.8.49. to Department of Navy, acknowledging receipt of Encl. 25A and B and advising that a copy has been forwarded to the Regional Director, New Guinea, with instructions to contact Naval Officer-in-Charge.

ENCL. ~~27A~~ 27A

26

Memo from Regional Director New Guinea, ack encl 14a, with advice as to the present position, and requesting clarification of certain points in connexion with the application of full civil aviation control, and its relation to security measures. - Copy of R.D. memo to NOIC Linschhafen attached -

5-9.49.

encl 26a

MINUTE SHEET

29.

D.A.W.:

Enclosures 25A to 28A are referred for your information.

2. I feel that 28A makes a mountain out of a mole-hill, but would be glad of your views.

3. Please don't let us get involved in matters outside our particular province, including the introduction of codes as proposed in the pen-ultimate paragraph.

4. Broadly, I consider we should look after the known aircraft, let the unknown look after themselves and leave the Intelligence matters to the Services.

[Handwritten signature]

A.D.G.(T.)

7.9.49.

EB. 30

A.D.G. (Tech.): *[Handwritten signature]*

These papers have been discussed with the Superintendents of Communications and Air Traffic Control.

2. It is considered that the Acting Regional Director is carrying the interpretation of the Air Navigation Regulations too far when he argues that he must accept responsibility for such aircraft movements as are mentioned herein. He has the same interest as any other intelligent person and that is to bring to the notice of the proper authorities any movements which may be regarded as being suspicious.

3. It would be most unfortunate if the Communications Branch were compelled to introduce a cipher system. It is, however, considered that the introduction of such a system is not necessary. In such cases as discussed herein, it is considered that the Department's local authorities should report the matter immediately to the local defence authorities. In this case it would seem that both the Air Force and the Navy had representatives available to whom the details of the flights could have been made available. This office could have been informed by Secret letter as a normal matter, there being no need for haste if the local defence authorities had been warned.

[Handwritten signature]
.....
Director of Airways.

12.9.49.

EB 31

DAW I agree with your minutes ³⁰EB. Please have a suitable letter prepared for my signature.

12/9/49.

[Handwritten signature]

32

ADG (T) 15/9

Index 29 A is substituted
in response to H31

R Badenach
DAB

13.9.50

33

Memo from Regional Director, New Guinea Region, forwarding
copies of reports of further night flights of unidentified
aircraft.
7.9.50.

Encl. 33 a-d.

34

Memo from Regional Director NG, forwarding
further report of night flying by OIC Madlang

Encl. 34 A, B.

35

Memo from R.D. New Guinea, re unidentified
A/c.
25.10.50.

Encl 35a.

36

Memo from R/D. New Guinea forwarding report
re alleged aircraft sighting 12.2.51

21-2-51

Encl 36 a-d

37

Memo from R/D New Guinea Region enclosing
Copy of memo from OIC Linschhafen relative to operation
of unidentified aircraft in vicinity of Linschhafen
2am 19.4.51

Encl 37a

38

ADG (T) (sgd csu)

attention is directed to Encl 37a

Sgd. R. Badenach
DAB

39

OIC Registry H.

there is another file dealing with these
sightings. I think they should be combined

14.5.51

Sgd. C S Wiggins
ADGT

ADG (T)

40

Noted. The two files have been combined
and will continue under registration 99/701.478
Hlabauer to OIC Registry

17.5.51

* Copied from
minute 11

* Copied from
minute 12

MINUTE SHEET

41

Memo from R.D. N.G., report of alleged
A/c 3-11-51

Encl. 41A-B

42

Memo from R.D. New Guinea forwarding
Copy of signal from Rabaul Aeradio relating to
alleged sighting of unidentified aircraft

9.3.52

18.3.52

Encl 42a

43

International Telegram from Hauru Radio
reporting unidentified Aircraft

13.10.52

Encl 43a

44

Further telegram from Hauru re unidentified
Aircraft.

16.10.52

Encl 44a

45.

Memo from R.D. N.G. forwarding text of
report from Commissioner of Police ref.
unidentified aircraft heard north of
Wau on 10.12.52.

16.12.52.

Encl 45a.

46

NOTE

Please see Encl 45A and others
of a similar nature

Are we interested? I am not
and if you are not would you tell
Arthur to cease to notify us

16/12/52

W. J. G. [Signature]
10/12/52

47.

OIC Registry. # 18/12/52

Reference Min 46. These advices are of some interest to this Division. Would you please arrange for future letters of this nature to be passed to this Division

Blunthorpe
Senior Clerk
DATER

17.12.52

48

Letter from Dept of Air advising flights of Indonesian a/c in the vicinity of Coos & Christmas Islands

12.1.53

encl 48A

49.

D.S. (Tech)

To see encl 48A & to let me have your comment please.

14/1/53

[Signature]

50

DAN.

Reference encl 48A.
Could you ascertain whether we have any records of such flights.

14/1/53

[Signature]

51

D.A.W.

I refer to Minutes 49 and 50. I would like to suggest that these enquiries might be made more suitably through you.

[Signature]
J.H. Harper.
A/D.A.N.

22nd January, 1953.

MINUTE SHEET

52.

S.ATC. Please request OIC Coors direct to supply information direct & to furnish continued reports through the R.D. Forward copy of our memo to R.D. with explanation that in this instance we have written direct to Coors to save time

Shoreman
ATC

22. 1. 53.

53

Memo to O.I.C. Coors re night exercises within vicinity of Coors Island.

Encl 53A

54

Memo to R.D. W/A Region re night exercises within vicinity of Coors Island.

Encl 54A

55

Memo from OIC Coors to ack Encl 53a, no aircraft sightings to report as yet.

Encl 55a

21/2/53

56

Memo to Sec. Dept of Air, advising no reports of unidentified aircraft over Coors Is.

Encl. 56A.

57

Memo. from Regional Director, Perth, forwarding reports of sightings of unidentified aircraft in the vicinity of the Coors Islands.

Encl. 57A/

58

Memo. from Regional Director, New Guinea, forwarding report of sighting of unidentified aircraft in Madang Area.

Encl. 58A

59
Memo. to Sec. Dept of Air, forwarding copy
of info. re sighting of unidentified aircraft in
vicinity of Cocos Is. Encl 59A

60
Memo from R.D. PNG Region re unidentified
Aircraft sighted over Madang 0400hrs 3.3.53 Encl 60a

61
ADG (7) *[Signature]*

Encl. 59A referred for your information

17.3.53.

S. Wilson
for DATER

62
Copy of Note of action from file 1/701/650 re
arrangements for communication of reports of
unidentified aircraft and shipping in Cocos Is. to
Depts of Air and Navy respectively Encl 62A

63
Memo. to Regional Director, W.A. Region, advising
arrangements for transmission of reports of unidentified
aircraft - Cocos Islands. to Dept of Air. Encl 63A

64
Memo. to Dept. of Air advising arrangement
made in Encl. 63A. re reports of unidentified
aircraft Cocos Is. Encl 64A

65
Change of fee registration advice Encl 65a
9.9.53

66
Memo from R.D. PNG DSN 1392 dated 31.8.53 forwarding
Copy of T. Druery's report of sighting unidentified
flying object at Port Moresby on 24.8.53 Encl 66a

67
Memo from R.D. PNG DSN 1392 enclosing film of
unidentified object referred to in Encl 66a Encl 67a
9.9.53

91

11/9/53

MINUTE SHEET

68.

Memo. dated 22.9.53 to Sec., Dept. of Air, Melbourne, forwarding report and film on "Flying Saucer" referred to at Encls. 66A-67A.

Encl. 68A

69.

Copy of letter on file No. 492/1/411 replying to a request from Mr. E. R. Jarrold of The Australian Flying Saucer Bureau for copies of Mr. Drury's photographs.

Encl. 69A.

70

Memo from R.D. PNG Region re flights over Netherlands New Guinea Territory

20/4/54

Encl 70A

71

To R.D.-N.G. requesting present position on unidentified a/c over Dutch N.G. (70A)

Encl 71A

72

Memo. from Regional Director Papua-New Guinea giving information concerning flights over Netherlands New Guinea

Encl 72A

73.

A.D.G. (P. & E.)

Please see Encl. 73A being a reply from the R.A.A.F. to Encl. 68A. The final paragraph of 68A is of course merely my humour.

2. I suggest the terms of Encl. 73A might be conveyed to Drury.

3. The film is to be returned to Drury *RD*

14.7.54

W. Higgins

A.D.G. (Ops.)

74

Admin. Officer.

Name altered to this

75

Memo from R/D PNG dated 3.12.54 re sighting of unidentified aircraft at Kokopo on 26.11.54

RD

15/7.

Encl 75A

76.

Memo from R/D PNG. dated 22.12.57
encl report on alleged aircraft
sighting at Kokopo on 26.11.57

Encl 76 A-B

77.

Copy of messages intercepted by R. C. A
bearing unidentified a/c

Encl 77A

79

D.F.O.

Encl 78A is referred. This is
a private matter for Mr Drury though
should he choose to send the film
we would pay the cost of postage.

Incidentally I do not know Mr Miller
and do not know how he got hold
of my name.

T.P. Drury

18/2/58.

80.

D.F.O.

At enclosure 81A I have attached a suggested reply to enclosure 78A.
As indicated by A.D.G.(O) in his minute 79, this has been written as a
private letter.

2. One thing that would perhaps warrant further investigation is how
an American national domiciled in California can quote the number of a
secret file in this Department and, in addition, be familiar with the
contents of an enclosure on that file.

3. I have never heard of Mr. Miller either, and it would appear that
our procedures for handling restricted, confidential, secret and top secret
documents may need some overhaul.

19/2/1958.

T.P. Drury
.....
(T.P. Drury)
A/S.E.A.P.

MINUTE SHEET

ADG (CJ)

82

Enclosure 81A has cleared Enclosure 78A but the matter raised in paragraph 2 of Minute 80 is now raised for your consideration.

I can only suggest that the information quoted by Miller in paragraph 1 of Enclosure 78 came from another letter heading 20/2/58.

James H. Stewart
MHO

A.D.G. (A)

See now minute 90⁸³ 3/12.

At Enc.78A there is a letter addressed to this Department marked for my attention from a certain Max. B. Miller, who gives his address as California, in which he seeks certain information from us regarding the sighting of an unidentified object in the sky, the sighting having been made by our Mr. Drury in 1953 at Port Moresby.

2. The reason I am writing this minute is because Mr. Miller is unknown to me, I have never had correspondence with him in regard to the subject he raises, nor have I discussed the subject with any person outside this Department.

3. However, in spite of the condition explained in the foregoing paragraph, Mr. Miller is able to quote the number of our official file on which the subject was handled and also the number of a letter in that file.

4. The file in question is the particular one in which I now write and the letter number quoted is that at Enc.68A.

5. You will see that Enc.68A is a letter to the Secretary, Department of Air, signed by me and its number is 99/1/478 S534, the number quoted by Mr. Miller.

6. The foregoing condition seems to be rather extraordinary in that a Californian resident can quote the number of a Secret file of this Department and the number of a secret letter on it, together with extracts from that letter.

7. At first sight this seems to be a bad security leakage, but examination of the file indicates a possible answer as to how the particular conditions came about.

8. At Enc.22A of File 492/1/411 there is a letter from the Australian Flying Saucer Bureau seeking copies of photographs taken by Mr. Drury and a copy of the reply to that letter is at Enc.69A on this file, wherein we advised the matter had been passed over to the Department of Air for their attention.

9. At Enc.73A herein, there is a letter from the Department of Air addressed to me personally, which inter alia advised that the President of the Flying Saucer Bureau had asked the Department of Air for copies of the photographic enlargements and saying they proposed to send him some copies.

10. I rather feel the answer to the particular problem lies in the particulars given in the preceeding paragraph in that in replying to the President, the Department of Air has quoted the letter at Enc.68A in full, or very nearly so. As Mr. Miller indicates in Enc.78A, he is a member of various, what I shall call, Flying Saucer Societies, it is distinctly possible either he or one of the Societies of which he is a member, through a contact with the Australian body, obtained a copy of the letter from the Department of Air.

11. There has been no loss of security, the only point being whether it is proper for one Department to disclose in open correspondence to outside persons the contents of a Secret letter received from another Department. It is to be noted the classification which the Department of Air gives to such a subject is purely a matter for them.

12. I refer the matter to you for your information and further action should you feel that the explanation given in the foregoing paragraph is not satisfactory.

C. S. Wiggins
.....
(C. S. Wiggins)
A.D.G.(O)

21/2/58

86
First A.D.G. (P) *see reply in file (AP)*
27/11

Encl. 85A has been marked to me.

2. Operationally, I believe that the matter could be left in the hands of the Region and from the contents of Encl. 85A, they seem to have a good judgment on the diplomatic considerations involved.

3. I am referring this to you as I think the reply to Encl. 85A should be prepared by you.

26/11/63

J. H. Harper
(J. H. Harper)
First A.D.G.(O)

87.

F/ADG (AD).
you will wish to look at
the security aspects mentioned in M P S.
27/11/63.
F/ADG (O)

. 88.

DADM.
Matters raised in points 83 should have
been cleared ages ago. Please see that this is
now done quietly, ensure there is no delay on
this 86. Enc 85A occasioned thereby
25/11
R. D. Philp
2/12/63

MINUTE SHEET

89.

First A.D.G.(A).

At Enclosure 82A is a draft minute which was prepared by Mr. Cooney in March, 1958, which in effect clears the matter raised by Mr. Wiggins in Minute 83. After discussion with Mr. Hastings I believe that Mr. Cooney spoke to both yourself and Mr. Wiggins about this matter and it was agreed no further action was necessary.

3.12.63.

Hastings
D.Ad.M.

90.

First A.D.G.(P).

Re your Minute 87. You will note that at Enclosure 82A there is a draft minute which was prepared in March, 1958, in reply to Minute 83. I understand the matter was investigated and discussed with Mr. Wiggins shortly after Minute 83 was written and that it was agreed there was no loss of security.

3.12.63.

R.D. Philpin
First A.D.G.(A).

93.

A.D.G.(A.S.)

Reference Encl. 92A.

2. This is the first I have heard of such a film and perhaps you could throw some light on it. If you have no knowledge of the matter I shall refer the letter to the Queensland Region for advice if you would return the file to me.

5.7.65

[Signature]
(C.A.J. LUM)
Senior A.D.G.(F.O.)

95.

Note of Action:

Referring to Minute 93 the previous history related to this film is contained on this file at Encls. 66A, 67A, 68A, 73A, 74A and 81A.

2. There is already a confliction in the stories on the file in that the information at Encl. 81A is not consistent with earlier correspondence such as that at Encl. 74A. Further enquiry to Mr. Drury establishes that he still has at least part of the film and it is therefore considered appropriate that he should correspond directly with the Ballarat Astronomical Society.

C.A. 327
PL

7.7.65

[Signature]
(D. S. Graham)
A.D.G.(A.S.)

MINUTE SHEET

96.

O.I.C. Registry

closed
8/7/7

Although this file has generally been classified as "Secret" there is now no need of attachment of this classification to the correspondence at Encls. 92A, 94A and 95A and Encls. 94A and 95A may therefore be despatched as unrestricted letters.

7.7.65.

[Signature]
(D. S. Graham)
A.D.G.(A.S.)



ARCHIVES FILE

Do not remove this sheet from file

CORRESPONDENCE

is NOT to be placed on this ARCHIVES FILE. If there is new correspondence for this file, it must be returned **IMMEDIATELY** to Registry for the file to be **REACTIVATED**.

- 7 JUL 1965

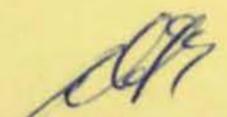
99.1.478

Dear Tom,

... As discussed by telephone, I enclose herewith a copy
... of the letter received from the Ballarat Astronomical Society
... together with a copy of our interim reply.

You will note that I have indicated that they can expect
to receive further advice from you in the near future.

Yours sincerely,


(D. S. Graham)
A.D.G.(A.S.)

DESPATCHED

Mr. T. C. Drury,
Queensland Region,
Department of Civil Aviation,
Bag No. 1, P.O.,
BRISBANE AIRPORT. Q'LD.

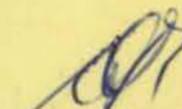
7 JUL 1965

99.1.478

Dear Sir,

Your letter of 30th June has been referred to Mr. T. C. Drury, who is now in Brisbane, and he will communicate with you directly on the present whereabouts of the subject film.

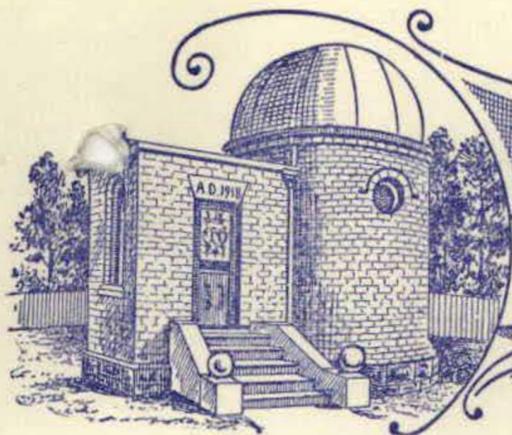
Yours faithfully,


(D. S. Graham)

for Director-General of Civil Aviation.

DESPATCHED

Mr. W. Howard Sloane,
Ballarat Astronomical Society,
Municipal Observatory,
Mt. Pleasant,
BALLARAT. VIC.



PA 99-1478 ENC. 92A
Municipal Observatory.

Mt Pleasant
City of Ballarat.



Secretary...Civil Aviation Department...
499 Little Collins Street,
Melbourne.

30th June 19.65

Dear Sir,

The Ballarat Astronomical Society is anxious to locate a motion picture film of 94 exposures of an Unidentified Flying Object, taken by Mr. T. C. Drury on 23rd August 1953 in New Guinea, when he was Deputy Director of Civil Aviation there.

The Department of Air, Canberra, has referred us to you as they have no record of the whereabouts of the pictures. They were shown to civilian researchers by Air Force Intelligence in Melbourne on July 19, 1954 during a conference with Squadron Leader A. H. Birch.

We are making a study of Aerial Phenomena and this film is of considerable scientific interest as it shows the flight pattern of an unknown object. If you can help us obtain these pictures for study we would be very grateful.

Yours faithfully

W. H. Sloane

W. Howard Sloane.

(For the Ballarat Astronomical Society)

F/ADG(0)
ADG/FO
ADG/AS

For you help please
and my dear
Bst.

99.1.478

SW:JH : DIR : 6/12/63.

Encl. 9/14

99.1.478

- 6 DEC 1963

MEMORANDUM FOR:

Regional Director,
Papua/New Guinea Region,
PORT MORESBY, PAPUA.

UNAUTHORISED FLIGHT FROM WEST IRIAN

Reference is made to your memorandum 14/2/12 of 19th November, 1963, regarding an unauthorised flight by a Missionary Aviation Fellowship Cessna aircraft from Kota Baru to Wewak on 18th October, 1963.

2. Thank you for bringing this matter to our attention. Your suggestion that no action be taken unless there is a recurrence of this type of incident is agreed.

(S. Wilson) *WS*

for Director-General of Civil Aviation.



COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF CIVIL AVIATION

TELEPHONE: 4141

TELEGRAPHIC ADDRESS:
"Aviat Portmoresby"

POSTAL ADDRESS:
Box 80 P.O., Port Moresby

IN reply quote 14/2/12

PAPUA-NEW GUINEA REGION
PORT MORESBY
PAPUA

ENC. 85A
RCF 21 NOV 1963
FILE

119 NOV 1963

Director-General of Civil Aviation,
MELBOURNE.

UNAUTHORISED FLIGHT FROM WEST IRIAN.

At 7.49 a.m. on the 18th October, 1963 a Missionary Aviation Fellowship Cessna 185, PKMPE arrived at Wewak from Kota Baru. Approval for this flight had not been requested by the West Irian authorities.

2. The pilot, Captain Hunt, when questioned by A.T.C. stated that he had been informed at Kota Baru that approval for the flight had been granted. Having had dealings with MAF pilots over a period of years, we have no doubt that Captain Hunt acted in good faith.

3. Had approval for the flight been requested there would have been no hesitation in granting it. Therefore the breach was a technical one possibly caused by misunderstanding at Kota Baru.

4. We feel that any complaint addressed to the West Irian authorities on this subject might be regarded as an expression of censure and may result in a deterioration in the cordial relations which now prevail.

5. May we therefore suggest that no action be taken unless there is a recurrence of this type of incident.

DJA
9 am
27/11

(D.W. ROLFE),
for Regional Director.

FAD 9(0)

A.D.G. (Ops.)

Reference minute 83. I feel that the explanation given in para. 10 of your minute is probably correct and would account for Mr. Miller being able to quote the file and letter number of the memorandum you forwarded to the Department of Air on 22.9.53 (encl. 68A herein).

2. It is also noted that Department of Air, in replying personally to you on 12.7.54 (encl. 73A), did not accord the correspondence any security classification. That might possibly account for a copy (or extract) from your memo. of 22.9.53 (such copy or extract showing our file reference number) being furnished by Department of Air to the President of the Australian Flying Saucer Bureau who, in turn, passed a copy to Mr. Miller.

3. The above is, of course, supposititious and may not be a correct explanation of how information based on your memo. of 22.9.53 got into the hands of Mr. Miller.

4. As, however, the ^{subject} matter has been dealt with by Department of Air as "unclassified", and as there has been no loss of security, I do not think it is worth pursuing, at this date, with Department of Air.

/3/1958.

A.D.G.(A.)

COMMONWEALTH OF AUSTRALIA
DEPARTMENT OF CIVIL AVIATION

In reply quote: 99/1/478

"Henty House,"
499 Little Collins Street,
Melbourne, C.1. Vic.

Mr. Max B. Miller,
1420 S. Ridgeley Drive,
Los Angeles 19,
CALIFORNIA. U.S.A.

19 FEB 1958

DESPATCHED

Dear Sir,

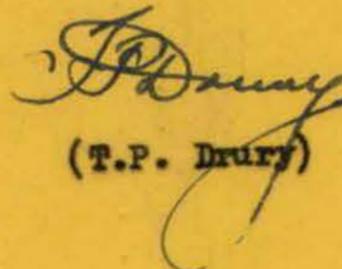
I am in receipt of your letter of the 11th February, 1958, concerning your request for information about an unidentified object which was sighted and photographed by me on 23rd August, 1953, at Port Moresby.

2. Immediately after taking this film it was handed over to the Commonwealth Security Branch for processing and investigation, and it has not been sighted by me since. I am unable therefore to comply with your request.

3. The contents of your paragraph 2 are quite correct insofar as the sighting of this object was concerned and I feel that I cannot enlarge on your statement in any way that would assist you.

4. Your interest in this matter is appreciated and I express my disappointment at being unable to help you further.

Yours faithfully,


(T.P. Drury)

O.H.M.S.

COMMONWEALTH OF AUSTRALIA

IF NOT DELIVERED WITHIN 7 DAYS, RETURN TO
DEPARTMENT OF CIVIL AVIATION.

.....

.....

Walter Limb

COUPON-REPOSE INTERNATIONAL

International Reply Coupon

This coupon is exchangeable in any country of the Universal Postal Union for a postage stamp or postage stamps representing the amount of postage for an ordinary single-rate letter destined for a foreign country.



13 CENTS



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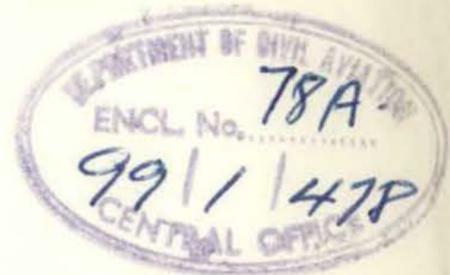
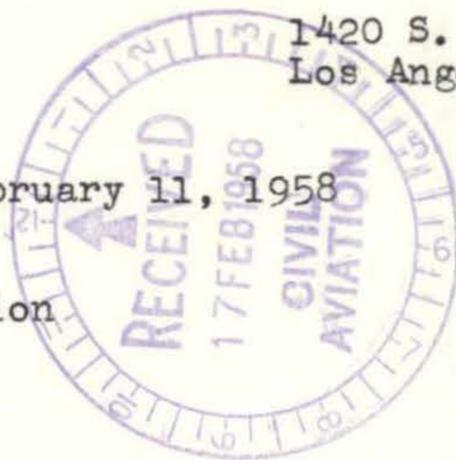
TIMBRE DU BUREAU D'EMISSION

Etats-Unis d'Amérique • United States of America

TIMBRE DU BUREAU D'ECHANGE

1420 S. Ridgeley Drive
Los Angeles 19, Calif.

February 11, 1958



Department of Civil Aviation
Attn: Mr. C. S. Wiggins
499 Little Collins Street
Melbourne, Australia

Dear Sir:

I am rather interested in some film taken by Mr. T. C. Drury, who was the Deputy Regional Director of the C.A.D. in Port Moresby, New Guinea, in 1953. Mr. Drury took motion pictures of an unidentified flying object near the Marine Base Workshops, Port Moresby, at 1200 hours on Sunday, 23 August, 1953. This report has your file No. 99/1/478. S. 534.

Mr. Drury indicated the object could not be identified - at least as a conventional aircraft. This "craft" reportedly emerged from a cloud, traveled north-west and left "a very clearly defined vapor trail behind it" until it disappeared from sight. A telephoto lens was used to film the object.

I have expended considerable time and effort the past several years researching into these and kindred phenomena. For your edification, I hold various memberships in the American Rocket Society, British Interplanetary Society, Association of Lunar and Planetary Observers, The Meteoritical Society, Astronomical Society of the Pacific and the National Investigations Committee on Aerial Phenomena.

At this point I wish to enquire as to the availability of the film referred to for analytical study, facilities for which are readily available to several of us interested in the enigma here on the West Coast. For this study, we would require one or more excellent reproductions (at least one should be retained as a "protection copy") of Mr. Drury's film. Or - if possible - we would like to borrow the original for a brief period for initial examination; after which we could have it duplicated locally and promptly return it to the Civil Aviation Department. R. M. L. Baker, Jr., Astronomy Department, UCLA, would like to make a photogrammetric analysis of the film.

In any event, we would appreciate hearing from you at your convenience. An International Reply Coupon is enclosed.

Sincerely,

Max B. Miller

ADG(10)

NB - With reference to above, we would naturally reimburse the C.A.D. - in advance if desired - for any expenses incurred.

99-1-478

DGCA

17A

COPY OF MESSAGES EXCHANGED BY DEPARTMENT OF CIVIL
AVIATION CONCERNING UNIDENTIFIED AIRCRAFT

CENTRAL OFFICE

MO 8
NSDO 042340Z
GG AVIAT NSDD - DL

AIRCRAFT REPORTED PASSING OVER LORENGAU FROM WEST AT 0125 HOURS
SATURDAY 5 MARCH CONTINUING EAST TO LOMBRUM THEN TURNING NORTH WEST
AT NOT ABOVE 3000 FEET stop NO NAVIGATION LIGHTS stop SLOW MULTI ENGINE
AIRCRAFT POSSIBLY CATALINA stop RELIABLE WITNESSES SAW AND HEARD IT stop
HAVE YOU ANY KNOWLEDGE OF AIRCRAFT THIS VICINITY AT TIME STATED from
RAAF NSDO

2345

NSDD
DD NSDW NSDM NSDL NSDR NSDK

PLEASE ADVISE URGENTLY IF AN UNIDENTIFIED OR KNOWN AIRCRAFT WAS HEARD
IN YOUR VICINITY LATE FRIDAY NIGHT 5/3 OR THE VERY EARLY HOURS OF
SATURDAY 5/3

050017

NSDD
FF CIVILAIR HOLLANDIA

AIRCRAFT REPORTED PASSING OVER MANUS IS. FROM THE WEST AT 0125 HOURS
LOCAL SATURDAY 5 MARCH CONTINUING EAST TO LOMBRUM THEN TURNING NORTH
WEST AT NOT ABOVE 3000 FEET stop NO NAVIGATION LIGHTS stop HAVE YOU ANY
KNOWLEDGE OF AIRCRAFT THIS VICINITY AT TIME STATED stop AVIAT MORESBY

050031

1 DM 050035Z
DD DD

NIL REPORTS ANY UNIDENTIFIED OR KNOWN AIRCRAFT THIS VICINITY
0036

2 DL 050030Z
DD DD

RUMES 050020Z NIL REPORTS NOTIFIED LA - ATC
0034Z

2 DR 0040Z
DD DD

RE YOUR 050020Z NEGATIVE
0039Z

PY WK
DD NSDD

NIL REPORTS WEWAK DISTRICT
0122Z

8 RAAF NEA TOWNSVILLE 050125Z
RAAF NSDO MOMOTE RAAF PORT MORESBY

REFERENCE YOUR SIGNAL OF EVEN DATE NEGATIVE AIRCRAFT MOVEMENTS FROM THIS
AREA IN VICINITY STATED
0136Z

9 NEAHQ NSCC 050130Z
FF NSDD

PLEASE PASS COPY OF DD MESSAGE FROM KGUM 050050Z TO RAAF PORT MORESBY
0138Z

4 DK 050200Z
DD DD

RE YOUR RMSG 050020Z NEGATIVE
0209Z

DAIP

[Handwritten signature]

NSWB 8 050235Z
FF AVIAT MORESBY

REF YR TGM UNIDENTIFIED AIRCRAFT NO INFORMATION AVAILABLE HERE
CIVILAIR HOLLANDIA

0249Z

NSDD
FF NSDO NOIC NEA

REF AIRCRAFT SIGHTING 0125 HOURS 5/3 stop NO KNOWLEDGE stop
NIL SIGHTINGS NSDW NSDM NSDL NSDR NSDK stop NETHERLANDS CIVILAIR
HOLLANDIA ADVISE NO KNOWLEDGE stop NIL ADVICE RECEIVED FROM KGUM
WILL ADVISE

050405

NSDD
FF ATC JZM

AIRCRAFT REPORTED PASSING OVER MANUS IS FROM THE WEST AT
0125 HRS LOCAL SATURDAY 5 MARCH CONTINUING EAST TO LOMBRUM THEN
TURNING NORTH WEST AT NOT ABOVE 3000 FT NO NAVIGATION LIGHTS stop
HAVE YOU ANY KNOWLEDGE OF AIRCRAFT THIS VICINITY AT TIME STATED

050420

33
NSWW ATC 6845 050758Z
FF ATC NSDD

NOTHING KNOWN THIS REGION CAT G ZPOC stop HAVE READDRESSSED THE
MESSAGE TO JZBM stop UNDERSTAND AIRCRAFT DUE HERE APPROX 9/3/55
FROM SORONG

1056Z

1 JZM 23 NC 052318Z
FF AVIAT DD

AC6/FAC6 YR NR4041 050420Z NO KNOWLEDGE OF AIRCRAFT AT PLACE AND
TIME STATED

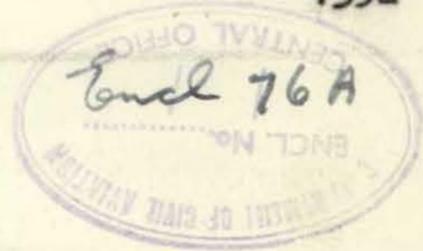
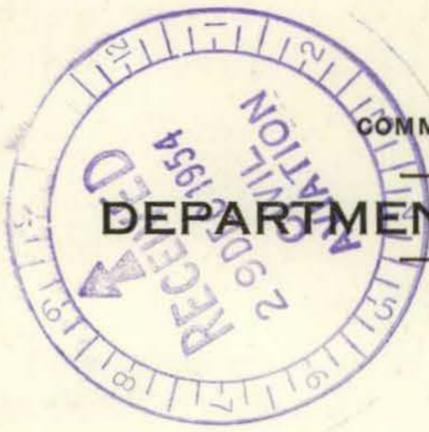
2335Z

99-1-1178

In reply quote. 1392...



COMMONWEALTH OF AUSTRALIA



DEPARTMENT OF CIVIL AVIATION

REGIONAL DIRECTOR,
DEPARTMENT OF CIVIL AVIATION,
NEW GUINEA DISTRICT,
PORT MORESBY,
PAPUA-NEW GUINEA.

CONFIDENTIAL

22 DEC 1954

Dear Sir,

ALLEGED AIRCRAFT SIGHTING - KOKOPO - 26/11/54

The statement by two women residing at Taliligap that they heard what they considered to be an aircraft at approximately 8.30 p.m. on 26th November was further investigated by the Officer-in-Charge, Rabaul. Attached please find a copy of this officer's report.

After reading the report, it is the opinion of this office that the noise heard was definitely not that of an aircraft, and it is considered that the original statement made by these witnesses may be discounted.

Yours faithfully,

(Signature)
(A.A.B. HAYS)
for Regional Director.

Encl. 1.

The Regional Director,
Box 34,
PORT MORESBY.

✓ Director-General of Civil Aviation,
MELBOURNE.

Copy for your information.

(Signature)
(A.A.B. HAYS)
for Regional Director.

PO

Government Aerodrome,
R A B A U L.

76B

10th December 1954.

MEMORANDUM for:

The Regional Director,
PORT MORESBY.

AIRCRAFT SIGHTING: RABAU 26/11/54

In accordance with instructions in Signal GWC10348 29/11/54 I proceeded to the Taliligap/Kokopo area on Tuesday 30/11/54.

I questioned such residents in the area as could be contacted.

At the Department of Agriculture Experimental Farm at Taliligap a Mrs. Shields stated that she had heard an aircraft on the previous Friday night at approximately 8.30 p.m. This was very close to the time reported in the original report. Mrs. Shields put forward this information, nominating time and date, without any prompting from this officer.

Mrs. Shields was quite definite that what she heard was an aircraft and remarked on it to Mrs. Ryan, at whose residence she was residing at the time.

Mrs. Ryan states that she also heard what she took to be an aircraft, but that she would not have noticed it if Mrs. Shields had not directed her attention to the sound.

Mrs. Shields stated that she believed the aircraft to be between Taliligap and Kokopo at the time she heard it.

Mrs. Ryan was not definite in her statement and mainly agreed with Mrs. Shields' statements. It was unavoidable that these two women were questioned at the same time and in each other's company.

Further enquiries of a number of people in the Taliligap/Kokopo area failed to reveal any further information.

Enquiries were made at the office of the A.D.O. at Kokopo, who could not give any information. From these enquiries it would appear that Mrs. Ryan could not be considered a reliable witness and she did not impress this officer as such.

Mrs. Shields is a visitor to the Territory and her reliability as a witness can only be estimated from the personal contact at the time of interviewing. She was definite in her statement and appeared to be an intelligent woman. However, as a result of the lack of other witnesses, it is suspected that she was mistaken in her identification of the sound as that of an aircraft.

Several other residents in the area stated that at times the exhaust noise from diesel powered boats in the vicinity is very similar to that of an aircraft. This officer has noticed this personally when resident at Malapau. It is considered highly possible that what Mrs. Shields heard was a boat. Another possibility is that she heard a heavy truck on the Rabaul/Kokopo road.

(sgd) E. J. Lonsdale,
Officer-in-Charge.

99-1-478

In reply quote...1392.....



COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF CIVIL AVIATION

99 11 478
75A

7969

REGIONAL DIRECTOR,
DEPARTMENT OF CIVIL AVIATION,
NEW GUINEA DISTRICT,
PORT MORESBY,
PAPUA-NEW GUINEA.

CONFIDENTIAL

3 DEC 1954

Dear Sir,

ALLEGED AIRCRAFT SIGHTING, KOKOPO, 26/11/54

The following message was received from the Officer-in-Charge of this Department's establishment at Rabaul:-

"For S.A.N. from District Officer Murphy. Mr. F. Chan, Captain of m.v. NUSA, at approximately 8.20 last night whilst in the vicinity of Praed Point sighted what thought to be an aircraft. Object's position from Praed Point appeared to be between Tululagap and Kokopo. Port and starboard lights quite distinguishable. Stars visible between object and ground suggesting it to be airborne. Course appeared to be in the direction of Praed Point. Disappeared into cloud before it could be sighted through field glasses".

There were no civil aircraft operating in the area at the time, and RAAF Momote and Townsville, Air Traffic Control Guam, and the Civil Aviation authorities at Hollandia all advise that there were no known aircraft in the area at the time in question.

The alleged aircraft lights were sighted by the half-caste captain of the m.v. NUSA, and his report is confirmed by a European woman passenger.

It has also been ascertained that two women living at Tululagap stated that they heard what they considered to be an aircraft at approximately 8.30 p.m. on 26th November.

Yours faithfully,

(Signature)
(A.A.B. HAYS)
for Regional Director.

The Regional Director,
Box 34,
PORT MORESBY.

✓ Director-General of Civil Aviation,
MELBOURNE.

Copy for your information.

(Signature)
(A.A.B. HAYS)
for Regional Director.

Registered Mail

99/1/478

DESPATCHED 16 JUL 1954

MEMORANDUM for:

Regional Director,
Papua-New Guinea Region,
PORT MORESBY.

SUBJECT: Unidentified Aircraft, Port Moresby, 24.8.53.

REFERENCE: Your Memoranda DSNG 1392 of 31.8.53 and
5.9.53.

The photographic film taken by Mr. Drury in August last was forwarded to the Department of Air for information.

2. That Department, in returning the film to this office, has advised as follows:

"We have subjected the film to detailed study and processing, but have been unable to establish anything more than the fact that a blur of light appears to move across the film. In spite of this disappointment, we would like to thank you for your co-operation in this matter.

Mr. E. R. Jarrold, the President of the Flying Saucer Bureau has requested copies of the black and white enlargements which we have been able to make from the film, and we propose to forward to him a number of copies for return after study. We have explained to him that should he desire to copy these enlargements it will be necessary for us to obtain permission from you or from Mr. Drury. In view of the cost of the enlargements and the absence of useful information on them, we expect that he will be happy to return them to us.

Once again, many thanks for your co-operation."

3. The contents of the report from the Department of Air might please be conveyed to Mr. Drury. Mr. Drury's film is returned herewith.

Encl.


(K. B. Adam)

for Director-General of Civil Aviation.



COMMONWEALTH OF AUSTRALIA

Encl 73A
DEPARTMENT OF CIVIL AVIATION
ENCL. No. 99/1/478
CENTRAL OFFICE

RECEIVED
13 JUL 1954
20261

TELEPHONE:
MXY 550

TELEGRAPHIC ADDRESS:
"AIRFORCE MELBOURNE"

IN REPLY QUOTE 114/1/197 (52A)

DEPARTMENT OF AIR

MELBOURNE, S.C.1.

2 JUL 1954

Dear Mr. Wiggins,

The "flying saucer" film taken by Mr. T.C. Drury at Port Moresby in August, 1953, and forwarded by you on the 22nd September, is returned herewith.

X We have subjected the film to detailed study and processing, but have been unable to establish anything more than the fact that a blur of light appears to move across the film. In spite of this disappointment, we would like to thank you for your co-operation in this matter.

Mr. E.R. Jarrold, the President of the Flying Saucer Bureau has requested copies of the black and white enlargements which we have been able to make from the film, and we propose to forward to him a number of copies for return after study. We have explained to him that should he desire to copy these enlargements it will be necessary for us to obtain permission from you or from Mr. Drury. In view of the cost of the enlargements and the absence of useful information on them, we expect that he will be happy to return them to us.

Once again, many thanks for your co-operation. X

Yours faithfully,

(E. W. Hicks),
SECRETARY.

C.S. Wiggins, Esq., C.B.E.,
Assistant Director-General,
Department of Civil Aviation,
499 Little Collins Street,
Melbourne. C.1.

Encl 72A

In reply quote... S.35..



COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF CIVIL AVIATION

REGIONAL DIRECTOR,
DEPARTMENT OF CIVIL AVIATION,
NEW GUINEA DISTRICT,
PORT MORESBY,
PAPUA-NEW GUINEA.

S E C R E T

16 June 1954.

MEMORANDUM FOR:

Director-General of Civil Aviation,
MELBOURNE. C.1.

Flights Over Netherlands New Guinea.

Encl 71A

Reference is made to your memorandum 99/1/478
of 25 May 1954.

2. I discussed the matter with the Air Officer
Commanding, North Eastern Area Headquarters, who advised
me that the nature of the operations being conducted
from Momote were, on instructions by home command, top
secret. Beyond an acknowledgment of my communication
S.35 of 15 April 1954, I do not anticipate any further
information from the R.A.A.F.

3. Since my communication of 15 April 1954, the
Netherlands New Guinea authorities have not complained
of unidentified aircraft flying over their Territory.

4. The operations from Manus have now ceased.

w. d. h.

J. S. Arthur

J. S. Arthur

J. S. Arthur
J. S. Arthur,
REGIONAL DIRECTOR.

PB/IF(DATER) 20/5/54

Encl 71A

25 MAY 1954

99.1.478

MEMORANDUM for:

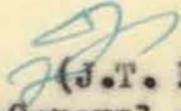
Regional Director,
Papua/New Guinea Region,
PORT MORESBY.

Flights Over Netherlands New-Guinea Territory.

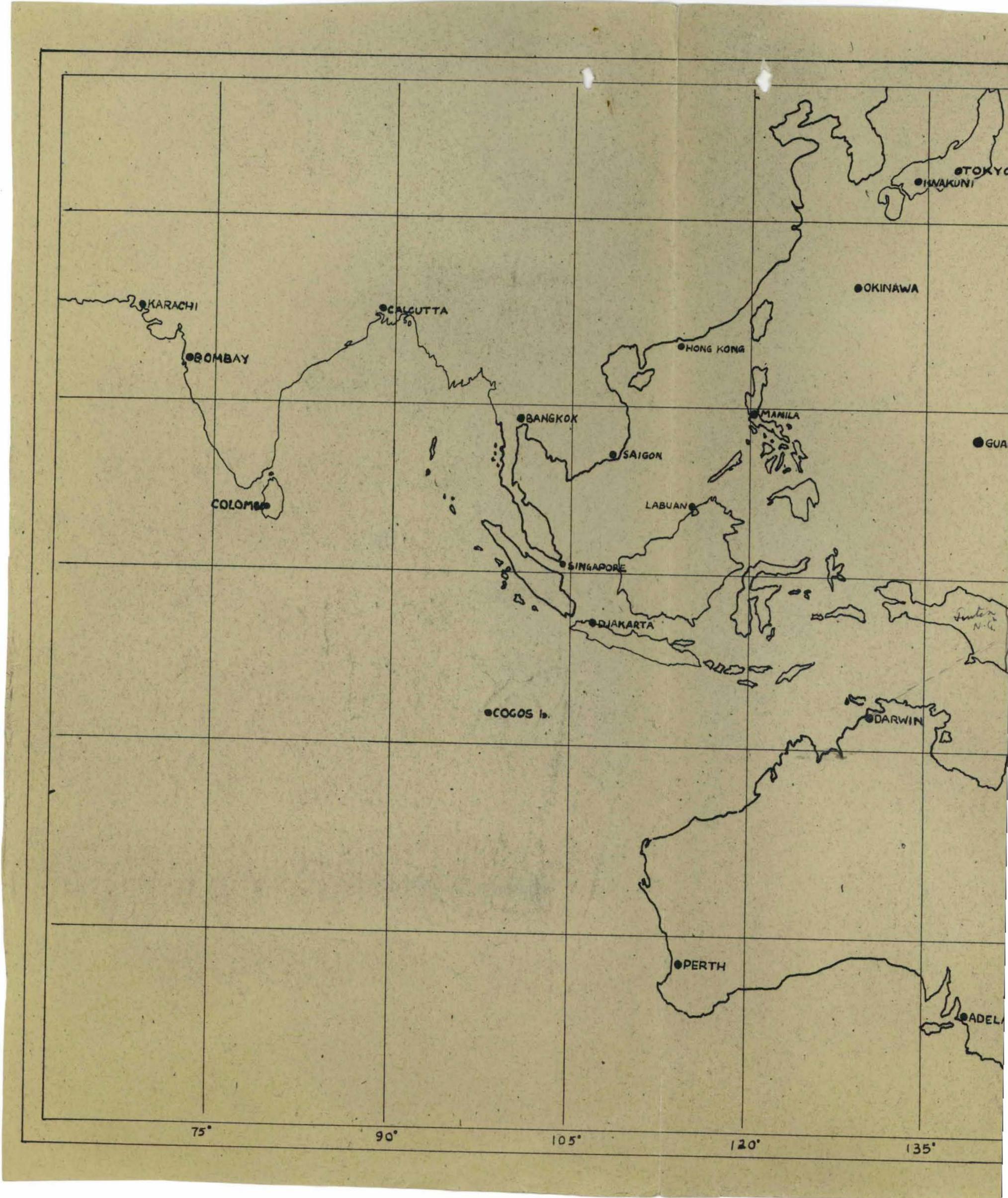
I refer to your memo. S35 to the R.A.A.F.
Headquarters at Townsville in connection with the flight of
an unidentified aircraft over Dutch New Guinea.

2. Your advice of the nature of their reply and
the present position on this matter would be greatly appreciated.

AS 2+1/5


(J.T. Fogarty)
for Director-General of Civil Aviation

THIS ITEM HAS BEEN DIGITISED IN SECTIONS





HSY- 9752

S100.



COMMONWEALTH OF AUSTRALIA



DEPARTMENT OF CIVIL AVIATION

SECRET

INDEXED

REGIONAL DIRECTOR,
DEPARTMENT OF CIVIL AVIATION,
NEW GUINEA DISTRICT,
PORT MORESBY,
PAPUA-NEW GUINEA.

MEMORANDUM FOR:

Air Officer Commanding,
R.A.A.F. Headquarters,
North Eastern Area,
TOWNSVILLE.

FLIGHTS OVER NETHERLANDS NEW GUINEA TERRITORY.

The following is an extract from the A.T.C. journal at Madang on the 23/3/54:

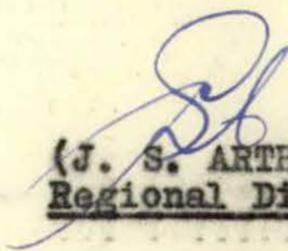
- "0332 Message from JZHS. Unidentified aircraft sighted South of Sentani heading West at 0310z. Looks like C47.
- 0338 CTL to Port Moresby advising no aircraft known to be in the area. Requested Momote to advise if any information on military aircraft in that area.
- 0445 Momote advised aircraft at Sentani could be one which departed Momote for Darwin direct. Notified Moresby/JZHS. "

2. This incident occurred during the period the Air Officer Commanding was present at Port Moresby and the opportunity was taken of informing him of the details. He advised that probably it was an Allied military aircraft and that Hermes, Hastings and Canberra type aircraft were operating from Momote and would be doing flights between Momote and Darwin. He expected them to continue to operate for two months from the 23/3/54. He further advised that the RAAF had no control over the movements of these aircraft and while he appreciated the fact that the aircraft should not have flown over foreign territory, he felt that the RAAF could do nothing to prevent it.

3. In notifying Hollandia of the movement of the aircraft from Momote to Darwin, Air Traffic Control Madang utilised the words "RAAF Momote advised" and for this reason it is felt that possibly the Netherlands authorities will consider it was an Australian aircraft that committed the breach of diplomatic relationships.

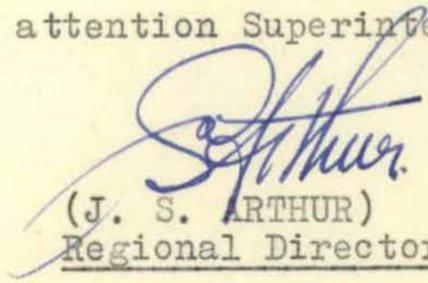
4. Since that date various reports have been received regarding the presence of aircraft over New Guinea and about which no information whatsoever was notified to Air Traffic Control.

5. The view of the authorities at Hollandia is not known and this information is transmitted to you for information and for whatever action you may feel necessary in connection with operations being conducted from Momote.


(J. S. ARTHUR)
Regional Director.

Director-General of Civil Aviation,
MELBOURNE.

For information and attention Superintendent International Relations.


(J. S. ARTHUR)
Regional Director.

(Original on File - 492/1/411).

(A. I. & A.B.)
JES:AB. - 12/10/53.

Encl. 69A.

FILE No. _____
CENTRAL

492/1/411.

Dear Sir,

I refer to your letter of 25th September, in which you request copies of photographs taken by a member of this Department of an unexplained aerial object over New Guinea.

This matter is not being handled by this Department but has been referred to the Department of Air for investigation.

We are therefore unable to comply with your request.

Yours faithfully,

JES 12/10

(J. E. Schofield)
for Director-General of Civil Aviation.

Mr. E. R. Jarrold,
The Australian Flying Saucer Bureau,
3 Ferguson Avenue,
FAIRFIELD, N.S.W.

CSW/MJ
22.9.53

Encl. 68A

99/1/478
CENTRAL OFFICE

SECRET

22.9.53

99/1/478 / 534.

MEMORANDUM FOR:

Secretary,
Department of Air,
Victoria Barracks,
MELBOURNE. S.C.1.

SUBJECT: "Flying Saucer" - New Guinea.

Enc.

Forwarded herewith is a photographic film in which it is said there is a record of an aerial phenomena which occurred at Port Moresby on 23rd August, 1953.

2. The report of the incident is as follows:-

"At 1200 hours on Sunday, 23 August, 1953, I was in the vicinity of the Marine Base Workshops, Port Moresby, when I noticed a cloud building up as though being formed by vapour trails, in roughly a South-Westerly direction from Port Moresby, at a very great height.

I watched this cloud, which grew in intensity for several minutes, when suddenly an object appeared from one side of it and climbed very fast in roughly a North-Westerly direction. I could give no accurate information as to the shape or possible size of this object, as it appeared slightly bigger than a pin head, but whatever it was, it left a very clearly defined vapour trail behind it until it finally disappeared with a rapid gain of altitude.

I had my movie camera with me and photographed the whole thing on the telephoto lens. I am waiting the result of the photograph in an endeavour to ascertain what the object might have been. It appeared to me to be some type of very high speed aircraft.

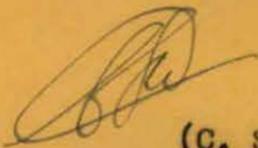
As far as I know, Air Traffic Control knew of no aircraft movements in that area, and in any case, from the extreme altitude of the object, it certainly could not have been a civil aircraft.

Weather conditions at the time were cloudless."

3. The film has been examined here but without success and is forwarded to you for the information of your Intelligence officers.

4. Should it happen that the film is the first authentic photograph of a "flying saucer", it is requested that due recognition be given to this Department and the officer concerned.

Despatched by hand


(C. S. WIGGINS)
for Director-General of Civil Aviation.

SECRET.



COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF CIVIL AVIATION

REGIONAL DIRECTOR,
DEPARTMENT OF CIVIL AVIATION,
NEW GUINEA DISTRICT,
PORT MORESBY,
PAPUA-NEW GUINEA.

5 SEP 1953

MEMORANDUM FOR:

Director-General of Civil Aviation,
MELBOURNE.

Subject: UNIDENTIFIED AIRCRAFT SIGHTING 1200 HOURS, 24/8/1953.

Further to this office secret memo. of 31.8.53, reference the above subject, herewith undeveloped film in which it is expected will be contained photographs of the alleged unidentified object which was sighted by the Superintendent of Air Navigation. This film has been exposed on one side only.

2. It is desired your office arrange for its development and its onforwarding to the appropriate authority.


(F. ROBERTS)
For Regional Director.

SECRET

In reply quote DSHG.1392



COMMONWEALTH OF AUSTRALIA



DEPARTMENT OF CIVIL AVIATION

REGIONAL DIRECTOR,
DEPARTMENT OF CIVIL AVIATION,
NEW GUINEA DISTRICT,
PORT MORESBY,
PAPUA-NEW GUINEA.

31 August 1953.

MEMORANDUM FOR:

Regional Director,
Box 34, P.O.,
PORT MORESBY.

Unidentified Aircraft Sighting
1200 hours, 24 August 1953.

This is to confirm a verbal statement made by the Superintendent of Air Navigation to you on 24 August 1953.

2. Mr. Drury reports as follows:

"At 1200 hours on Sunday, 23 August 1953, I was in the vicinity of the Marine Base Workshops, Port Moresby, when I noticed a cloud building up as though being formed by vapour trails, in roughly a South-Westerly direction from Port Moresby, at a very great height.

I watched this cloud, which grew in intensity for several minutes, when suddenly an object appeared from one side of it and climbed very fast in roughly a North-Westerly direction. I could give no accurate information as to the shape or possible size of this object, as it appeared slightly bigger than a pin head, but whatever it was, it left a very clearly defined vapour trail behind it until it finally disappeared with a rapid gain of altitude.

I had my movie camera with me and photographed the whole thing on the telephoto lens. I am waiting the result of the photograph in an endeavour to ascertain what the object might have been. It appeared to me to be some type of very high speed aircraft.

As far as I know, Air Traffic Control knew of no aircraft movements in that area, and in any case, from the extreme altitude of the object, it certainly could not have been a civil aircraft.

Weather conditions at the time were cloudless."

3. We do not know of any aircraft of the operational performance implied by this observation operating in this area

SECRET

SECRET

63

-2-

at the time.

J. S. Arthur,
REGIONAL DIRECTOR.

Resident Air Force Officer,
PORT MORESBY.

For information. A copy has been sent to Air
Officer Commanding, Headquarters North-Eastern Area.

J. S. Arthur,
REGIONAL DIRECTOR.

Air Officer Commanding,
Headquarters,
North-Eastern Area,
Royal Australian Air Force,
TOWNSVILLE.

For information.

J. S. Arthur,
REGIONAL DIRECTOR.

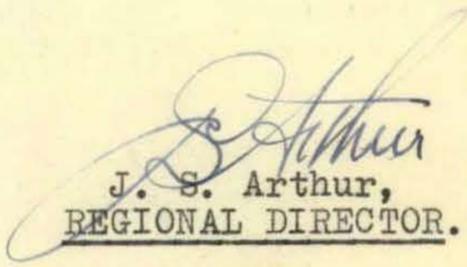
Government Secretary,
Department of the Government Secretary,
PORT MORESBY.

For information.

J. S. Arthur,
REGIONAL DIRECTOR.

→ { Director-General of Civil Aviation,
MELBOURNE.

For information.


J. S. Arthur,
REGIONAL DIRECTOR.

SECRET

652

New File No.:- 99/1/478

Note for File

The number of this file has been changed from
1 / 701 / 478 to that shown above with effect on and from
9 / 9 / 53 .

for Mahan
Officer-in-Charge
Central Registry Branch.

Encl by A.

S458 ✓

30.3.53

1/701/478

Confidential

MEMORANDUM FOR:

The Secretary,
Department of Air,
Victoria Barracks,
St. Kilda Road,
MELBOURNE.

Encl 48A

FLIGHTS OF UNIDENTIFIED AIRCRAFT OVER BRITISH TERRITORIES

I refer to your memorandum 29/501/304 (12A) of 12th January, 1953, subject as above.

2. As you are aware at present, ~~present~~ reports of unidentified aircraft in the vicinity of the Cocos Islands are being cabled by our Officer-in-Charge, Cocos Islands to our W.A. Regional Office which in turn forwards the information to this office for transmission to your Department.

3. The method of communication of such reports was discussed with Flt. Lt. Walker, R.A.A.F. Intelligence, and it was agreed that it would be preferable in order to obviate delay if the reports were forwarded direct by our W.A. Regional Office to Headquarters, Western Area, R.A.A.F., Pearce, for the attention of the Staff Officer, Intelligence.

4. Accordingly arrangements have been made with our W.A. Regional Office for this action to be taken in future.

SW

(J.T. Fogarty)
for Director-General of Civil Aviation

1/701/478 S457

Confidential

30.3.53.

MEMORANDUM FOR:

The Regional Director,
Western Australian Region,
Department of Civil Aviation,
Private Mail Bag, G.P.O.,
PERTH. W.A.

Encl 54A

UNIDENTIFIED AIRCRAFT - COCOS ISLANDS

I refer to my memorandum S441 of 2nd February, 1953, subject as above.

2. In order to obviate delay in the transmission of reports of unidentified aircraft in the vicinity of the Cocos Islands to the Department of Air, it has now been agreed by that Department that such reports on receipt by you from the O.I.C. Cocos Islands, may in future be passed direct to Headquarters, Western Area, R.A.A.F., Pearce, for the attention of the Staff Officer, Intelligence. A copy of the report should also be passed to this office.

3. I will be glad if you will arrange accordingly and inform the Officer-in-Charge, Cocos Islands.



(J. T. Fogarty)
for Director-General of Civil Aviation

Original on 1/70/650

S.I.R.

I discussed with the Intelligence Sections of the Navy, (Mr. Fisher) and R.A.A.F. (Flt. Lt. Walker), the question of handling of reports of unidentified aircraft and shipping from our Officer-in-Charge, Cocos Islands. It was confirmed to me

- (a) that reports of unidentified surface craft were of prime interest to Naval Intelligence and should be passed to that section which would in turn pass the information to the R.A.A.F. if of interest to the latter and that
- (b) reports of unidentified aircraft should be passed to the R.A.A.F.

I suggested, and it was agreed that in respect of reports from Cocos, it would obviate delay in receipt of the reports if the information was passed by our W.A. Regional Office direct to:-

Naval Officer-in-Charge,
 Naval Staff Office,
FREMANTLE.
 (for the attention of Mr. D. J. Little
 Naval Intelligence Officer,
 Telephone L3291)

In regard to unidentified shipping.

and to

Headquarters, Western Area,
 R.A.A.F. Pearce,
 (for attention Staff Officer,
 Intelligence)

In regard to unidentified aircraft.

30/3/53.

Stinson
A.I.R.O. (P).



COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF CIVIL AVIATION

CONFIDENTIAL
ENCL. No. 60a
1/701/478
CENTRAL OFFICE

CONFIDENTIAL.

REGIONAL DIRECTOR,
DEPARTMENT OF CIVIL AVIATION,
NEW GUINEA DISTRICT,
PORT MORESBY,
PAPUA-NEW GUINEA.

11th March, 1953.

Dear Sir,

ALLEGED AIRCRAFT SIGHTING MADANG 3/3/53.

The following decoded radio message has been forwarded to this Office by Colonel J.S. Grimshaw, Commissioner of Police:-

"M/P23 UNIDENTIFIED AIRCRAFT REPORTED OVER MADANG 0400 HOURS TODAY TUESDAY THIRD CARRYING ONE RED LIGHT STOP ARRIVED DIRECTION LAE PROCEEDED DIRECTION AITAPE".

2. There were no civil aircraft operating in the area at this time and the Resident R.A.A.F. Officer, Port Moresby knows of no R.A.A.F. movements.

Yours faithfully,

(R. M. Whitecross)
for REGIONAL DIRECTOR.

Regional Director,
Box 34, PORT MORESBY.

Director-General of Civil Aviation,
MELBOURNE, C.1.

Copy for information.

Whitecross
(R. M. Whitecross)
for REGIONAL DIRECTOR.

Air Officer Commanding,
North-Eastern Area,
R.A.A.F. TOWNSVILLE. For Staff Officer Intelligence.

Copy for information.

Whitecross
(R.M. Whitecross)
for REGIONAL DIRECTOR.

Encl 59A

1 701 478

Dastatchal

5450

13.3.53

1/701/478

MEMORANDUM for:

The Secretary,
Department of Air,
Victoria Barracks,
St. Kilda Road,
MELBOURNE.S.C.I.

Encl 48A.

FLIGHT OF UNIDENTIFIED AIRCRAFT OVER BRITISH TERRITORIES

On receipt of your memorandum 29/501/304 (12A) of 12th January, 1953, subject as above, our Regional Director, Western Australia Region, and Officer-in-Charge, Cocos Islands were instructed to forward to this Office reports of any unidentified aircraft seen or heard over the Cocos Islands.

2. In acknowledging receipt of these instructions, the Officer-in-Charge, Cocos Islands, stated that no reports had been received of any aircraft sightings, either on West, Direction or Home Islands at the time of writing. However, a report of a sighting - copy attached - has now been received from the Officer-in-Charge, Cocos Islands, through our W.A. Region. In addition to this report, our Regional Director, W.A. Region advises that the Director of (Shipping) Navigation, Fremantle, informed him on 4th March, 1953, that the Captain of the "Otranto" had reported sighting what he believed to be an aircraft in flight in the vicinity of Cocos Islands on the night of 23rd February, 1953. Our W.A. Regional Office adds that apparently the sighting from the "Otranto" can be confirmed by numerous reliable witnesses among the passengers and crew. Copies of messages referring to action taken by our W.A. Regional Office subsequent to the receipt of the report from the Director of Navigation, Fremantle, are forwarded for your information.

Encl.

*Encls 57B
57C
57D.*

Sid.

Dastatchal

(J. T. Fogarty) *JTF*
for Director-General of Civil Aviation.

The Secretary,
Department of External Affairs,
CANBERRA. A.C.T.

Copy for your information.

(J. T. Fogarty) *JTF*
for Director-General of Civil Aviation.



COMMONWEALTH OF AUSTRALIA

RECORDED
ENCL No. 58A.
1 / 701 / 478
CENTRAL OFFICE

DEPARTMENT OF CIVIL AVIATION

Dated
23/2/53

SECRET

REGIONAL DIRECTOR,
DEPARTMENT OF CIVIL AVIATION,
NEW GUINEA DISTRICT,
PORT MORESBY,
PAPUA-NEW GUINEA.

3rd March, 1953.

Regional Director,
P.O. Box 34,
PORT MORESBY.

Dear Sir,

ALLEGED UNIDENTIFIED AIRCRAFT SIGHTING,
3RD MARCH, 1953.

Confirming telephone conversation of the 3rd March, 1953, attached hereto is a copy of a signal received from this Department's Aeradio Station at Madang.

2. Enquiries made by this Office indicate that there were no known aircraft movements within the area at the time of the alleged sighting.

3. Action has been taken by this Office to ensure the report is passed to NOIC/New Guinea and to the Commanding Officer, R.A.A.F. Station Momote.

Yours faithfully,

(O. de Vere O'Reilly)
for REGIONAL DIRECTOR.

Director-General,
Department of Civil Aviation,
MELBOURNE, C.1.

Copy for information.

O de Vere O'Reilly
(O. de Vere O'Reilly)
for REGIONAL DIRECTOR.

Dated
11/3/53

COPY .

58 B.
1/701/478
CENTRAL OFFICE

VZMD 8

VZMD 030028Z

LL AVIAT VZPY

MWC 524 3/3 DISOOM MADANG ADVISES AN UNIDENTIFIED
AIRCRAFT WAS REPORTED OVER MADANG 0400 HOURS LOCAL
3/3 PROCEEDING TOWARDS LAE WITH ONE LIGHT AND
WITNESSED BY SIX INDEPENDENT NATIVE POLICE STOP
NIL MOVEMENTS KNOWN OR OBSERVED THIS STATION
STOP ADVISE

AVIAT



COMMONWEALTH OF AUSTRALIA

TELEPHONE BF.1731

Telegraphic Address:
"AVIAT-PERTH"Postal Address:
Private Mail Bag,
G.P.O. PERTH

S.12

DEPARTMENT OF CIVIL AVIATION
AIRWAYS HOUSE
88 ST. GEORGE'S TERRACE
PERTH, W.A.Dated
23/2/53

6 MAR 1953

SECRET

MEMORANDUM for :

Director General,
MELBOURNE.Subject: Unidentified Aircraft : Cocos Islands.

Reference: Your S441 (1/701/478) of 2nd Feb. 1953.

...

Attached is a copy of a report received from the Officer-in-Charge, Cocos, concerning the suspected presence of an unidentified aircraft in the vicinity of the Islands on the night of 3.3.1953.

In addition to this report, the Director of Navigation, Fremantle contacted this Office on 4.3.1953 and advised that the Captain of the "Otranto" had reported sighting what he believed to be an aircraft in flight in the vicinity of Cocos Islands on the night of 23.2.1953. The attached copies of messages refer to action taken subsequently at this Office and a reply received from the Officer-in-Charge, Cocos. Apparently the sighting from the "Otranto" can be confirmed by numerous reliable witnesses amongst the passengers and crew.

D. McDonald.

A/Regional Director.Dated
11/3/53

CO
P
Y IN

C.A. Form 396
(Revised Aug. 1952)
O U T

Department of Civil Aviation.

MESSAGE FORM

RECEIVED
ENCL. No. 57B
1 / 701 / 478
MAIL OFFICE

Place of Origin
PH
ADDRESS GG CC for OIC

Filing
Number

TEXT

Director Navigation reports flares sighted by Otranto on
23rd Feb approx 1500Z in position 10/45 S 93/52 E stop
please check if any aircraft in vicinity to your knowledge

NOT FOR TRANSMISSION

Date/Time of Writing

Authorized by

Vbranch

I N

Division of Airways - Communications Branch O U T

AERADIO MESSAGE.

ATC

VKW 5

VZCC

AT11

55

17

050330Z

57c.
1 701 478

GG VZPH = REFER ATC88 NIL INFORMATION HERE STOP MY CONFIDENTIAL

MEMO LAST MAIL MAY INDICATE SOLUTION = OIC

Aeradio St-

O
P
Y

Commonwealth of Australia

DEPARTMENT OF CIVIL AVIATION
Government Aerodrome
COCOS ISLANDS.

In reply Quote
4-1-4
(56)

3rd March, 1953.

57D
/ 701 478

C O N F I D E N T I A L

Memorandum for :

Regional Director,
WESTERN REGION.

Subject: Night Exercises - Unidentified Aircraft.

References: H.O. Confidential Memo 1.701/478 (S440)
of 2/2/53 and Cocos Memo 4-1-4 (33)
of 16/2/53.

A report has been received from S/Storeman G. Day regarding sighting of what is thought to be an unidentified aircraft over Cocos Islands.

2. Between 3 AM and 4 AM on the morning of 3rd March, Day was sleeping on the verandah of the DCA store when he was awakened by the noise of an aircraft. He looked out and saw a reddish coloured light, similar to a port wing tip light, approaching from a southerly direction. The light appeared to be about 500 feet above the cloud base level. (Met observation at 3 AM local time 2/8 Cumulo Nimbus, base 1000 feet, 2/8 Strato Cumulus, base 7000 feet).

3. While still over the water, a powerful single light was turned on. This light was very bright and seemed to shine directly into his eyes, obscuring the red light he had previously seen. As it passed just off the coast line travelling North, there appeared to be a steady dim white light, partly obscured by cloud, and fading in intensity as it went further away.

4. The only noise heard was as the aircraft, or what was thought to be an aircraft, approached from the South. This noise was similar to an aircraft gliding or with his motors throttled back. The object seemed to maintain a constant height while the light was in sight.

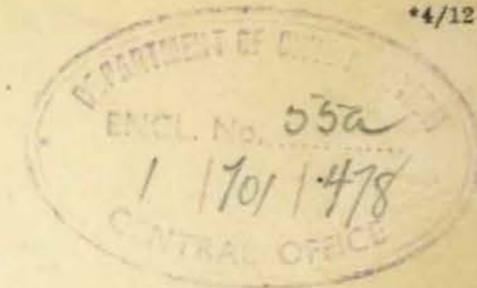
5. Day was surprised when the aircraft maintained a steady course to the north instead of turning into land on the strip. He knew that a Hastings aircraft had been expected during the day, and thinking that the OIC would know all about it, did not report the matter until later in the morning.

6. This report is regarded as being reliable.

(F.H. Williams)
Officer-in-Charge,
COCOS ISLANDS.



COMMONWEALTH OF AUSTRALIA



*4/12

TELEPHONE:

ADDRESS ALL COMMUNICATIONS TO
THE OFFICER-IN-CHARGE, CIVIL AVIATION,
AND QUOTE

No. 4-1-4 (33)

DEPARTMENT OF CIVIL AVIATION,

GOVERNMENT AERODROME,

Cocos Islands,

16th. February, 1953.

C O N F I D E N T I A L

Memorandum for:

Director-General,
Melbourne.

Copy To: Regional Director, W.R.

Subject: Night Exercises - Foreign Aircraft

Reference: H.O. Confidential Memo 1/701/478 S440
of 2/2/53.

Your memorandum and the instructions contained therein
is acknowledged.

No reports have been received so far of any aircraft
sightings, either on West, Direction, or Home Islands, and the
Officer in Charge, Admiralty W/T station will pass any reports from
that side of the lagoon to me. Immediate advice will be passed to
Western Region should the occasion arise.

.....
(F.H. Williams),
Officer in Charge,
Cocos Islands.

Cal 56A

1/701/478

CONFIDENTIAL

MEMORANDUM FOR:

The Secretary,
Department of Air,
Victoria Barracks,
St. Kilda Road,
MELBOURNE, S.C.1.

(Copy to Secretary, Department of External Affairs,
Canberra, A.C.T.)

FLIGHT OF UNIDENTIFIED AIRCRAFT OVER BRITISH TERRITORIES

As requested in your memorandum 29/501/304 (12A) of 12th January, 1953, subject as above, the Regional Director, Western Australian Region, and the Officer-in-Charge, Cocos Islands were instructed to forward to this Office reports of any unidentified aircraft seen or heard over the Cocos Islands.

2. In acknowledging receipt of these instructions, the Officer-in-Charge, Cocos Islands, now states that no reports have been received so far of any aircraft sightings, either on West, Direction or Home Islands, but arrangements have been made for immediate advice to be passed to our Western Australian Region should the occasion arise.

3. Any information received will be passed to your Department as quickly as possible.

J. T. Fogarty
(J. T. Fogarty)
for Director-General of Civil Aviation

*1 co (P)
after this patch
refer to add (1)
for info
JTB*

11/3

RMS/JMcL/D.A.W.
27.1.53.

Enc 54A

DEPARTMENT OF CIVIL AVIATION
CENTRAL OFFICE
LITTL. No. 1/701/478

1/701/478.

CONFIDENTIAL. *1441*

RECEIVED
22 FEB 1953

MEMORANDUM for:

Regional Director,
W.A. REGION.

The Department of Air has advised that aircraft of the Indonesian Air Force are carrying out night navigation exercises in the vicinity of Cocos and Christmas Islands and have requested that all reports of unidentified aircraft seen or heard over these islands be reported immediately to them. To save time, this office has written direct to the Officer-in-Charge, Cocos Island asking for any such occurrences which have occurred to this date and have asked that this advice be forwarded to this office direct, with a copy to you. The O.I.C. Cocos Island has also been requested to make regular reports to your office of any future sightings or occurrences and it is requested that this information, when received, be forwarded to this office as rapidly as possible. Copies of the relevant correspondence with the O.I.C. Cocos Island are attached

(R. M. SEYMOUR)
for Director-General of Civil Aviation.

RMS/JMcL/D.A.W.
27.1.53.

Enc 53A



1701478
-2 FEB 1953

1701/478. *A440*

CONFIDENTIAL.

MEMORANDUM for:
Officer-in-Charge,
COCOS ISLAND.

The Department of Air has advised that aircraft of the Indonesian Air Force are carrying out night navigation exercises in the vicinity of the Cocos and Christmas Islands. It is requested that you advise immediately any such occurrences which have occurred up to this date. If possible, you should state the times of the occurrences and, if the aircraft was seen, the type of aircraft involved and its markings, if available to you. Please forward this information urgently direct to this office with a copy to your Regional Director. As from the date of forwarding your first letter please report immediately to the Regional Director in the future any further instances in which unidentified aircraft are seen or heard over Cocos Island by letter to the Regional Director, Western Australia Region, who in turn will forward them to this office. In each case please give us full information of the times, heights, aircraft type etc. as you are able to assess.

(R. M. SKYMOUR)
for Director-General of Civil Aviation.

.....

Regional Director,
W.A. REGION.

For information.



CONFIDENTIAL

Encl 48A
ENCL. No.
1-701.478
CENTRAL OFFICE

COMMONWEALTH OF AUSTRALIA

TELEPHONE:
MXY 550

TELEGRAPHIC ADDRESS:
"AIRFORCE MELBOURNE"

S.A.S. - 48

DEPARTMENT OF AIR,

MELBOURNE, C.1

29/501/304 (12A)

IN REPLY QUOTE.....

12 JAN. 1953

Director-General,
Department of Civil Aviation,
522 Little Collins Street,
MELBOURNE C.1.

(Copy to Department of External Affairs, Canberra, for information)

Subject: Flights of Unidentified Aircraft over British Territories.

1. Information has reached this Head-Quarters that aircraft of the Indonesian Air Force are carrying out night navigation exercises in the vicinity of the Cocos and Christmas Islands.

2. Although this constitutes a technical infringement of British Territory, it is most unlikely that the Indonesian authorities have any ulterior motive. However, it is requested that all reports of unidentified aircraft seen or heard over these Islands be reported immediately to this Head-Quarters. Apart from our own interests this would provide the United Kingdom Air Attache at Djakarta with a little ammunition to counter the somewhat querulous and generally unsubstantiated Indonesian complaints of British aircraft infringing their territory.

E.W. Hicks
(E.W. Hicks)
Secretary



COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF CIVIL AVIATION

PAPUA-NEW GUINEA REGION



TELEGRAPHIC ADDRESS:
"AVIAT" PORT MORESBY

PORT MORESBY
PAPUA
NEW GUINEA

IN REPLY QUOTEDSNG.1392....

CONFIDENTIAL.

? Dec. 52.

MEMORANDUM:

The following decoded radio text was submitted by the Commissioner of Police, Colonel J.S. Grimshaw, on 12th December, 1952:-

"Police Wau for Vigilance.

NATIVE POLICE REPORT HEARING SEVERAL AIRCRAFT AT 4 AM TRAVELLING NORTH INLAND FROM WAU STOP ALSO HEARD BY BULOLO POLICE."

2. This occurred on 10th December, 1952.
3. The Resident Air Force Officer has no knowledge of any R.A.A.F. aircraft which may have been in this locality at that time, and there were certainly no civil aircraft operating.
4. Flight Lieutenant Miles, the Resident Air Force Officer is making further enquiries through North Eastern Area Headquarters, Townsville. You will be further advised as to the outcome of this investigation.

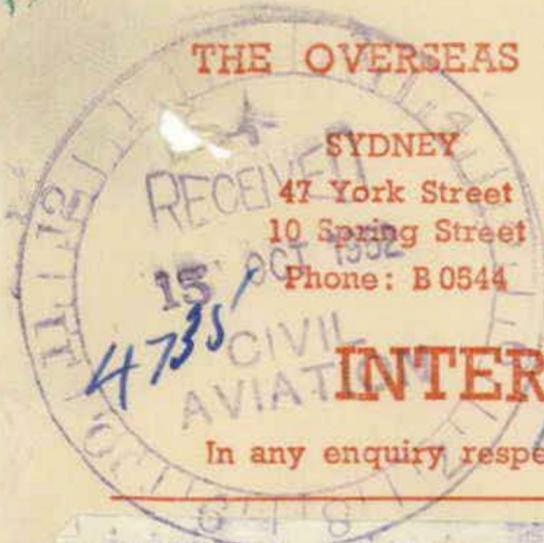
(T.P. Drury)
A/REGIONAL DIRECTOR.

Distribution:

- ✓ Director-General of Civil Aviation.
Government Secretary, Dept. of the Government Secretary,
Port Moresby.
- Regional Director, Box 34, Port Moresby.

THE OVERSEAS TELECOMMUNICATIONS COMMISSION (AUST.)

OFFICE STAMP



SYDNEY

47 York Street
10 Spring Street
Phone: B 0544



MELBOURNE

167 Queen Street
380 Collins Street
Phone: MU 9671



INTERNATIONAL TELEGRAM

In any enquiry respecting this message, please quote Reference No. 528

PWE74 VKT 173 SG AVIAT MELBOURNE DE NAURU 15TH
REPORTING 4 ENGINE AIRCRAFT FLEW OVER ISLAND 4
CIRCUITS MADE THEN HEADED SE WOULD IDENTIFY AS
USAF FORTRESS ON ROUTINE FLIGHT NO ANSWER
TO OUR CABLS ON ALL FREQUAS AT
2330Z 150000Z

DATER

CONDITIONS UNDER WHICH MESSAGES ARE ACCEPTED

This telegram has been transmitted subject to the provisions of the International Telecommunication Convention and Regulations and the regulations made pursuant to the Commonwealth Post and Telegraph Act.

T.118-50944 10.50 St 9603 A. H. PETTIFER, GOVERNMENT PRINTER.

CFM 4 4 2330Z 150000Z

54475-22370

1-701 478
CENTRAL OFFICE

RECEIVED
1949

AVIAT /DELR TELL 8P & 1P SAT/
DIRECTOR GEN. OF CIVIL AVIATION.
499 LT. COLLINS ST. MELBOURNE.
/AFZ 8P M/F&1PM SATURDAY TEL
WA-3739 OR FF- 8462.

DATE

CONDITIONS UNDER WHICH MESSAGES ARE RECEIVED

THE OVERSEAS TELECOMMUNICATIONS COMMISSION (AUST.)

Encl 43a
OFFICE STAMP
ENCL. NO. 1-701.478

SYDNEY

47 York Street
10 Spring Street
Phone: B 0544

MELBOURNE

167 Queen Street
360 Collins Street
Phone: MU 9671

INTERNATIONAL TELEGRAM

In any enquiry respecting this message, please quote Reference No.

The first line in this telegram contains the following particulars in order named:

048

No. Office of Origin No. of Words Date Time Official Instructions

PWE 17/VKT 140 AVIAT MELBOURNE DE NAURURADIO 13TH

UNIDENTIFIED 4 ENGINE AIRCRAFT AT 0230Z

FLEW OVER ISLAND APPROACHED FROM ESE HEADED NW

STOP WOULD NOT ANSWER OUR CALLS ON ALL FREQUENCIES

ESTIMATED HEIGHT ABOUT 5000 FEET 13/0300Z

Handwritten signature

CONDITIONS UNDER WHICH MESSAGES ARE ACCEPTED

This telegram has been transmitted subject to the provisions of the International Telecommunication Convention and Regulations and the regulations made pursuant to the Commonwealth Post and Telegraph Act.

T.116-9937/12/51

AVIAT /DELR TILL 8P & 1P SAT/
DIRECTOR GEN.OF CIVIL AVIATION,
499 LT.COLLINS ST.MELBOURNE,
/AFT 8P M/F&1PM SATURDAY TEL
WA-3739 OR FF 8462.

Handwritten signature and date
C/1/69



COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF CIVIL AVIATION

PAPUA-NEW GUINEA REGION



ADG (T)

19.11.51

TELEGRAPHIC ADDRESS:
"AVIAT" PORT MORESBY

PORT MORESBY
PAPUA
NEW GUINEA

CONFIDENTIAL



IN REPLY QUOTE DSNG 1392

11th March, 1952.

Regional Director,
Box 34,
PORT MORESBY.

Dear Sir,

ALLEGED AIRCRAFT SIGHTING 9/3/52.

Attached hereto is a copy of a signal received from this Department's Aeradio Station, Rabaul.

2. From enquiries made by this office, it is advised that there were no New Guinea based aircraft or known R.A.A.F. movements in this vicinity at the time of the alleged sighting.

Yours faithfully,

(O. de Vere O'Reilly)
For REGIONAL DIRECTOR.

Copy to:

Director-General of Civil Aviation,
MELBOURNE.

For information.

ADG (T)
17.3.52

(O. de Vere O'Reilly)
For REGIONAL DIRECTOR.

42B

COPY

MESSAGE

RABAU 0115Z

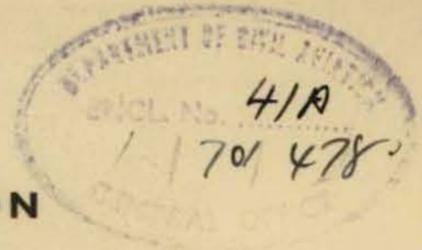
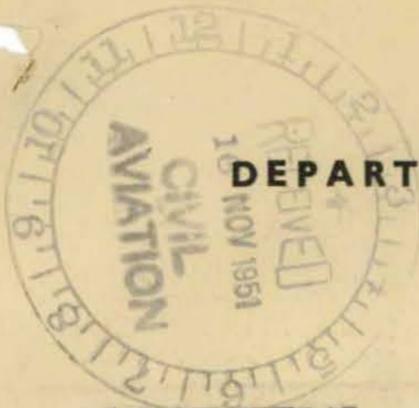
ADDRESS AVIAT MORESBY

TEXT RWC 118 10/3 FOLLOWING REPORT OF THIS OFFICE
 STOP AT APPROX 1830 HOURS ON 9/3/52 A DEPARTMENTAL OFFICER
 AND TWO WITNESSES STATED THAT AT RABAU AIRSTRIP A HIGH
 PITCHED WHINING SOUND WITH WHOOSHING NOISE PASSED OVERHEAD
 FROM EAST TO WEST STOP A FEW SECONDS LATER WITNESS SIGHTED
 WHAT APPEARED TO BE AN AIRCRAFT DIVING VERY FAST TOWARDS
 THE DISTANT HILLS STOP SECOND WITNESS STATED THE OBJECT
 APPEARED TO BE AN AIRCRAFT DISAPPEARING OVER WESTERN
 HORIZON STOP OFFICER WHO REPORTED THIS MATTER STATES OBJECT
 APPEARED TO BE LARGE AIRCRAFT BUT NOT OF CONVENTIONAL
 POWERED TYPE STOP THE VISIBILITY TOWARDS THE WEST INTO
 THE AFTER SUNSET GLOW WAS VERY CLEAR

AVIAT



COMMONWEALTH OF AUSTRALIA



DEPARTMENT OF CIVIL AVIATION

REGIONAL DIRECTOR,
DEPARTMENT OF CIVIL AVIATION,
NEW GUINEA DISTRICT,
PORT MORESBY,
PAPUA-NEW GUINEA.

12th November, 1951.

CONFIDENTIAL

MEMORANDUM FOR:

5328

Regional Director,
Box 34,
PORT MORESBY.

ALLEGED AIRCRAFT SIGHTING 3/11/51.

Attached hereto is a copy of a signal received from the District Commissioner, Bougainville District at 10 a.m. on 5th November, 1951.

2. From enquiries made by this Office it is advised that there were no New Guinea based aircraft operating in the vicinity at the time.

ODO:MR.

De Vere O'Reilly
(O. de Vere O'Reilly)
For REGIONAL DIRECTOR.

Copy to:-

Director-General,
Department of Civil Aviation,
MELBOURNE.

FOR INFORMATION.

ODO:MR

De Vere O'Reilly
(O. de Vere O'Reilly)
For REGIONAL DIRECTOR.



COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF CIVIL AVIATION

Regional Director,
- District Superintendent,

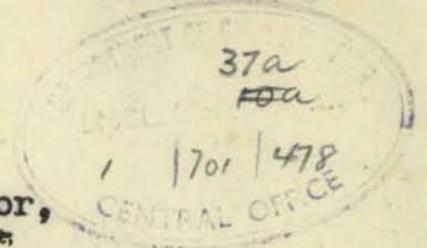
Department of Civil Aviation,

New Guinea District,

Port Moresby,

PAPUA,

NEW GUINEA.



1719

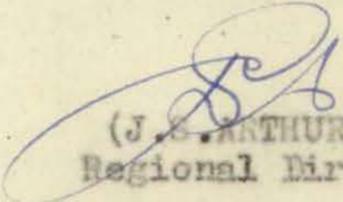
MEMORANDUM FOR:

2nd May 1951.

Officer-in-Charge,
PINSCHHAFEN.

Receipt is acknowledged of your letter FNS.22 undated, but received in this office on the 23rd April 1951. This report has been transmitted to the appropriate authorities.

JSA/IMH.


(J.S. ARTHUR)
Regional Director.

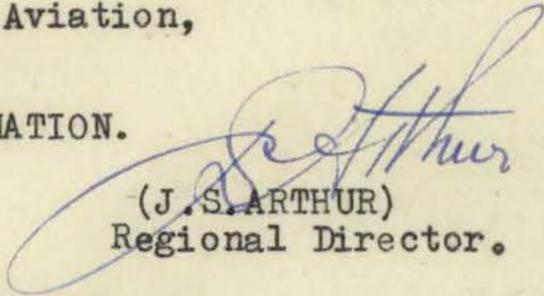
Copy to:-



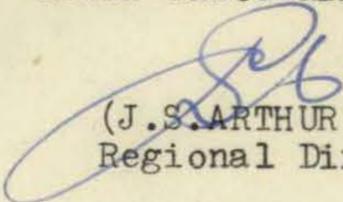
Director-General Civil Aviation,
MELBOURNE.

FOR INFORMATION.

JSA/IMH.


(J.S. ARTHUR)
Regional Director.

There were no New Guinea based aircraft in the vicinity at the time.


(J.S. ARTHUR)
Regional Director.

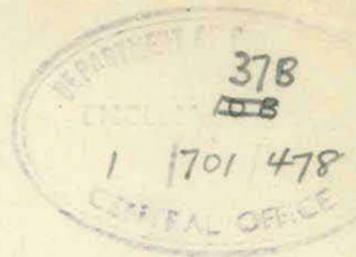
COPY.

Incl 41 B

URGENT
GOVSEC MORESBY.

BV316 AIRCRAFT PROBABLY SINGLE ENGINE RADIAL FLYING HIGH
ALTITUDE HEARD CAROOLA 0130 SATURDAY COURSE OF AIRCRAFT
SOUTH STOP HEARD KIETA 0200 AND LATER 0430 STOP HEARD
BY BUIN 0100 AND 0440 STOP MY 311 AIRCRAFT HEARD KIETA
0430 LOCAL TIME STOP MAP REFERENCES BOUGAINVILLE
SOUTH (N) R2393 AND HEARD BY THOMAS COX DURHAM JONES
JACKSON AND OTHERS STOP NONE SIGHTED AIRCRAFT STOP
MAP REFERENCE CAROOLA BOUGAINVILLE NORTH F0618 STOP
MAP BUIN BOUGAINVILLE SOUTH (N) R3221 STOP ALL
LOCAL TIME DISCOM

COPY.



FROM: Officer-in-Charge,
Department of Civil Aviation,
FINSCHHAFEN.

TO : The Regional Director,
Department of Civil Aviation,
PORT MORESBY.

FNS.22.

On the 20th April the local police officer reported that an officer of the Civil Administration had heard an aircraft in the vicinity of Finschhafen at approx. 2 a.m. on the night of the 19th. Two police boys are also said to have heard the aircraft. Mr. Howard who was the person who reported hearing the aircraft said it appeared to be fairly low, sounded like a single engine aircraft, and had no navigation lights.

The District Police Officer is submitting a report through his superior officer. A.T.C. Lae had no knowledge of this aircraft when queried via Radio.

J.T.BONNES.
O.I.C FINSCHHAFEN.

IN

Encl 36 C.A. Form 396.
OUT

DIVISION OF AIRWAYS—COMMUNICATIONS BRANCH

MESSAGE FORM

Cct Nr/Adre CK/CS	Priority Prefix	Service Prefix	Place of Origin	Ident. Group	WDS	THI
8/1		GEN.	LA		44	120455Z

ADDRESS

AVIAT PY

TEXT

LRD 242Z A.D.O PARISH REPORTS AEROPLANE CIRCLED FOUR TIMES
 OVER GAGIDU AREA NEAR FNS 2 AM LOCAL TIME 12/2 STOP APPEARED
 TO GO IN SOUTHERLY DIRECTION STOP NO LIGHTS BUT APPEARED
 TO BE A BIG PLANE BY THE NOISE IT MADE .. AVIAT

04492

7-4757 (8.49)-C.6016

REASON FOR DELAY MUST BE ENDORSED ON BACK

Not For Transmission	
Priority Authorised by	Time

IN

and 36c C.A. Form 396.
OUT

DIVISION OF AIRWAYS—COMMUNICATIONS BRANCH

MESSAGE FORM

Cct Nr/Adre CK/CS	Priority Prefix	Service Prefix	Place of Origin	Ident. Group	WDS	THI

ADDRESS

AVIAT LAE

TEXT

**GWE 640 12/2 RETEL LRD 242 12/2 ASSUME YOU HAD NO MOVEMENTS
 ALLOWING PRESENCE A/e IN THAT AREA AT THAT TIME STOP CHECK
 WITH OIC FNS SEE IF HE HEARD AND ASK HIM TO VERIFY WITH
 ADO THAT OBSERVATION WAS AUROL ONLY AS LRD 242 IMPLIES .. AVIAT**

1-4722 (R.40)—C.6016

REASON FOR DELAY MUST BE ENDORSED ON BACK

Not For Transmission	
Priority Authorised by <i>120500</i>	Time

IN

Encl 36 C.A. Form 396.

DIVISION OF AIRWAYS—COMMUNICATIONS BRANCH

OUT

MESSAGE FORM

Cct Nr/Adre CK/CS	Priority Prefix	Service Prefix	Place of Origin	Ident. Group	WDS	THI
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ADDRESS

AVIAT VZPY

TEXT

LWC 248 12/2 RETEL GWC 640 12/2 STOP NIL SIGHTING OF A/C AT
 FNS OSTENSIBLY HEARD BY NTAIVE POLICE ONLY STOP A D O PLACES
 SOME RELIANCE IN THESE NATIVES NO REPORTS OF A/C CAME FROM
 DCA FNS .. AVIAT

7-4732/8.45-C.6016

REASON FOR DELAY MUST BE ENDORSED ON BACK

Not For Transmission	
Priority Authorised by	Time



COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF CIVIL AVIATION

2526 bag
In reply quote
DEPARTMENT OF CIVIL AVIATION
ENCL. No. *36a*
375/3/57
CENTRAL OFFICE

RECEIVED
17 FEB 1951
CIVIL AVIATION

REGIONAL DIRECTOR,
DEPARTMENT OF CIVIL AVIATION,
NEW GUINEA DISTRICT,
PORT MORESBY,
PAPUA-NEW GUINEA.

572

14th February, 1951.

**Resident Air Force Officer,
PORT MORESBY**

Dear Sir,

ALLEGED AIRCRAFT SIGHTING 12.2.51

As advised by telephone, there was a signal relating to an alleged aircraft sighting available at this office.

A copy of this, together with an interrogation and reply, is attached hereto.

**(J.H. GREALISH)
for Regional Director**

JHG:DET

Director-General of Civil Aviation,
MELBOURNE

Copy for your information.

[Signature]
**(J.H. GREALISH)
for Regional Director**



COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF CIVIL AVIATION



District Superintendent,
Department of Civil Aviation,
New Guinea District,
Port Moresby,
PAPUA,
NEW GUINEA.

012924

25th October, 1950.

Resident Airforce Officer,
F/Lt. H. Baldwin,
R.A.A.F.,
PORT MORESBY.

UNIDENTIFIED AIRCRAFT SIGHTINGS : NEW GUINEA
REGION.

The following radiogram has been received from the
District Officer, Samarai.

QUOTE

266 GOVT SAMARAI 29/28 10TH 9.12 AM
SAM 593 GOODENOUGH REPORTS FOUR ENGINE TWIN
TAIL AIRCRAFT CIRCLED OVERHEAD YESTERDAY
MIDDAY FOR ABOUT THIRTY MINUTES FLYING 15000
FEET STOP SIMILAR FLIGHT ON THIRD OCTOBER...

DISTROFF

MDL 10/10.29a

UNQUOTE.

2. It is thought possible that this machine may be one
of the Lincoln aircraft stationed at Manus.

JSA:HR

* Director-General of Civil Aviation,
MELBOURNE.

Copy for your information.

(J. S. Arthur)
REGIONAL DIRECTOR.

(J. S. Arthur)
REGIONAL DIRECTOR.



COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF CIVIL AVIATION



REGIONAL DIRECTOR,
DEPARTMENT OF CIVIL AVIATION,
NEW GUINEA DISTRICT,
PORT MORESBY,
PAPUA-NEW GUINEA.

012644

5th October, 1950.

CONFIDENTIALMEMORANDUM FOR:

Director-General of Civil Aviation,
MELBOURNE.

UNIDENTIFIED AIRCRAFT : NIGHT FLIGHTS, MADANG.

With reference to this office memorandum 12143, DSNG.1392, 7th September, 1950, please find attached a further amplifying report to that submitted by the Madang station.

J. S. Arthur
(J. S. Arthur)
REGIONAL DIRECTOR.

JSA:HR
Atts. 1.

Department of Civil Aviation,
Government Aerodrome,
MADANG

19th September 1950.

MD.65

MEMORANDUM FOR:

Regional Director,
New Guinea Area,
PORT MORESBY.

UNIDENTIFIED AIRCRAFT : NIGHT FLIGHTS : MADANG

Further to our MD.65/334 Q.E.A. Pilot J. McKee reported that on the night of the 30th August, 1950, in company with Q.E.A. Engineer Grahane he distinctly heard an aircraft.

2. From Madang, the aircraft appeared to be over Saidor at 15,000 ft. It was heard from 2330k to 2345k. The night was clear and cloudless with a bright moon. The aircraft was not sighted.

3. Mr. N. Chalker, A/Sen Radio Tech. reports that on the morning of the 16th September, 1950, he heard an aircraft east of Madang. The sound appeared to be approx. 45 degrees above the horizon. The aircraft circled and then flew in the direction of Saidor. It was heard from 0300k to 0330k. The weather was 4/8 broken middle cloud, and moonlight.

4. Mr. W. Russell, Sen. Groundsman reports hearing an aircraft on the morning of 16th September, 1950, at 0055k. It appeared to come from the sea to the land south of Madang.

5. Mr. Russell again heard an aircraft on the morning of 16th September, 1950, at 0300k in company with Mr. Chalker. The aircraft circled over the water east of Madang and then flew in the direction of Saidor. The weather was 4/8 broken middle cloud, and moonlight.

Sgd. W. Burdus
OFFICER IN CHARGE
MADANG.



COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF CIVIL AVIATION

REGIONAL DIRECTOR,
DEPARTMENT OF CIVIL AVIATION,
NEW GUINEA DISTRICT,
PORT MORESBY,
PAPUA-NEW GUINEA.

012143

7th September, 1950.

CONFIDENTIALMEMORANDUM FOR:

Director-General of Civil Aviation,
MELBOURNE.

UNIDENTIFIED NIGHT FLIGHTS : NEW GUINEA REGION

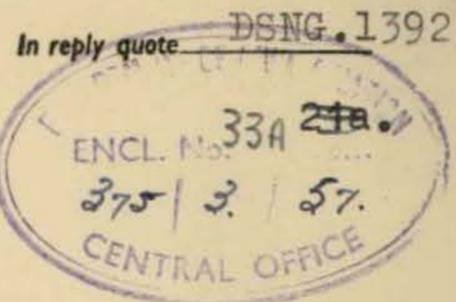
Forwarded herewith are copies of further communications received from Out-Stations in New Guinea, in regard to night flights which cannot be identified by this Regional Office.

2. Appropriate action has been taken to make the information available to R.A.A.F. Intelligence, Port Moresby.

(Signature)
(A. S. Arthur)
REGIONAL DIRECTOR.

JSA:HR

Atts.



Department of Civil Aviation,
Government Aerodrome,
MADANG...T.N.G.

23rd August, 1950.

Ref. MD.65

MEMORANDUM FOR:

Regional Director,
New Guinea Area,
PORT MORESBY, PAPUA.

REF : UNIDENTIFIED AIRCRAFT : NIGHT FLIGHTS
MADANG AREA.

During the past month, there have been a number of reports about aircraft being heard in the vicinity of Madang at night.

2. The first reports were made by natives. When interviewed, their reports were very vague and discounted.
3. During the past week however, there have been reports made by both Europeans and natives.
4. The first reliable and most definite reporting was on the morning of 23rd August, 1950, at approximately 0200 hours.
 - 4.1 Mr. D. Shields, Meteorological Observer, reported that he heard what he thought to be a twin-engined aircraft flying high over the coast at 0200 hours.
 - 4.2 Mr. J. Bax, Line Foreman, reported that he heard an aircraft flying from over the coast, in a westerly direction, south of Madang and very high. Mr. Bax states that he heard the noise of the aircraft's engines for from 5 to 7 minutes and although he scanned the sky, he could not see anything. The time was approx. 0200 hours.
 - 4.3 Mr. W. Russell, Senior Groundsman, reports that he heard an aircraft at approx. 0200 hours flying high over the coast, in a southerly direction.
 - 4.4 Two Native Police N.C.Os., independently of each other, reported hearing and seeing a large aircraft, at a high altitude, with two white lights and a blue (green?) light pass over Madang at approx. 0200 hours.
 - 4.5 The weather at 0200 hours was clear and cloudless with a bright moon.
5. The District Officer, who is the Admiralty Reporting Officer for this area, is forwarding all reports to the Government Secretary.
6. The Native Police Guard at the Aerodrome has been instructed that, immediately on hearing an aircraft at night, he is to ring the handle on the Aerodrome switchboard. This will waken personnel at the Mess and 3 Officers at the married quarters, who will attempt to confirm the hearing and/or sighting of any aircraft.

(W. Burdus)
OFFICER -IN-CHARGE.

WB/CEV.

TERRITORY OF PAPUA AND NEW GUINEA

SECRET

RT. 31/1-1
District of New Britain,
Sub-District Office,
TALASEA.

31st May, 1950.

The District Officer,
RABAUL.

UNIDENTIFIED AIRCRAFT - TALASEA

Following my signal RT 413 of 30 May I have to report as follows:-

I had been working on the engine of the Station workboat, MY GARUA, until a late hour. After finishing I drove from the wharf to my residence. Immediately after switching off the engine of the jeep I heard another engine. After listening I discovered that it came from a north-westerly direction and was that of an aircraft, apparently flying at high altitude. The sound was of an intermittent droning nature, somewhat similar to that of Italian aircraft in the Middle East. This apparent non-synchronisation of a multiple motored aircraft was not as pronounced as in German aircraft, however. It was at a considerable distance from Talasea and although I searched with binoculars, I could see nothing. The sound continued for approximately two minutes and appeared to disappear in a more northerly direction than when first heard. I looked at my watch only after it had disappeared and it was then 0352 hours. At 0423 hours I heard the sound of an engine, less distinctly, apparently due north of Talasea. My wife also heard this sound but was not able to say whether it was an aircraft or some other engine. The sound lasted for something less than two minutes and then disappeared.

The only member of the crew of the GARUA who was still awake stated that he heard the noise immediately after the sound of the jeep engine had stopped and was definite that it was an aircraft. He went to sleep shortly afterwards and did not hear it a second time. Mr. I. F. Huxley, Engineer at Garua Island, who had also been working on the workboat, heard the sound on the first occasion but could see nothing when he looked. The constable on duty at nightwatch also heard the sound but thought it was that of a motor launch. These three persons all heard it from the same direction as myself.

I have made enquiries of all ship owners in this area and ascertained that none of the local craft were running at that time.

Sgd..(R. I. Skinner) A.D.O.

LAE 120354z to MORESBY REGIONAL HEADQUARTERS

The following message received by Lae. Angoram reports
"Quote fairly heavy aircraft similar sound to Norseman heard
for several minutes 0950z on 11/8 Unquote".

'phoned from Jackson's 10.30 am.

RMB/MH : 13.9.49



XXXXXXXXXXXXXXXX MB033

DESPATCHED

32905

14. SEP 1949

CONFIDENTIAL

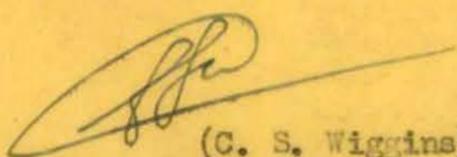
MEMORANDUM for:

Regional Director,
PAPUA-NEW GUINEA REGION.

Your confidential memorandum 05853 of the 31st August, together with previous correspondence, has been fairly comprehensively studied.

2. It is considered that the incidents reported upon are not of great concern from the viewpoint of Air Traffic Control. It is even doubtful whether the Department should claim an interest in these movements in the light of its responsibilities under the Air Navigation Regulations. If the flights were occurring in a busy controlled area the position would be quite different. In such circumstances there would be a definite Air Traffic Control responsibility.
3. The incidents may be a serious concern from the viewpoint of security and in this respect prompt action should be expected of our trained departmental staff, action which should be more precise than steps taken by any member of the public. It is thought that this action should be in the direction of informing immediately the Australian Service representatives in New Guinea, i.e., in this case either the Navy or the Air Force or both. Having informed these authorities, departmental responsibility should cease except from the viewpoint of supporting the information by subsequent happenings.
4. Experience in the recent war shows that the use of codes or ciphers by departmental civilian staff is most unsatisfactory and should be avoided if at all possible. The Department is not equipped or organised for cipher work nor is it considered that if action is taken as outlined herein that the use of codes or ciphers is necessary. The local Service authorities should be informed verbally or, if this is impracticable, by Secret memorandum. It will suffice if this office is informed by Secret memorandum by first airmail. Alternatively, either of the Service Departments in informing their respective Headquarters could be requested to pass information to us.

RD 13/9/49


(C. S. Wiggins)
for Director-General of Civil Aviation.



COMMONWEALTH OF AUSTRALIA

DSNG 1392

In reply quote

DEPARTMENT OF CIVIL AVIATION

Regional Director,

District-Superintendent,

Department of Civil Aviation,

New Guinea District,

Port Moresby,

PAPUA,

NEW GUINEA.

CONFIDENTIAL.

INDEXED

89890

MEMORANDUM FOR:

31st August, 1949.

Director-General of Civil Aviation,
MELBOURNE.

Receipt is acknowledged of your memo 30647, 375/37/57 of the 25th August, 1949.

2. In accordance with the instruction contained in your para. 3, the memorandum attached hereto has been forwarded to the NOIC, Dreager Harbour, Finschhafen, requesting advice.

3. It is desired to point out that the security element in connection with this matter caused some considerable concern. However, as no means are available for applying security measures to radio communications traffic and as the only alternative of communication would be confidential correspondence, it would take weeks and in some cases months before suitable arrangements could be effected by the medium of correspondence.

4. The attitude taken in respect of this matter was that the New Guinea aviation region is administered and controlled by this Department under the Air Navigation Act, Air Navigation Regulations, Air Navigation Orders and Departmental instructions. As the function of the Department is designed upon Internationally co-ordinated lines, enquiries were made and action instituted from the civil view point, which has no relation to military aspects. By this is meant that we required all possible information in respect of these flights in the execution of civil aviation administration.

5. This Department has a very definite obligation to fulfil in regard to the development of aviation and the exercising of aviation control as expressed in Administrative Orders. The function of our traffic control and aeronautical communication must be carried out as fully as possible utilising the limited means that are available to us. We were not aware that of a Naval Intelligence mechanism, as indicated by the Director of Naval Intelligence nor the scope of Intelligence Organisations functioning in the New Guinea region.

6. From discussion with His Honour the Administrator and the Government Secretary, it is unlikely that the Coast Watching organisation would be completely effective in respect of the reporting of aircraft flights unknown to Air Traffic Control.

7. As it is apparent that security is necessary in the future it would be appreciated if a suitable code could be made available to this office and to District Outposts and the N.O.I.C., Dreager, for the purpose of communicating aircraft intelligence to this office and for the subsequent distribution of information that we may acquire.

8. The Senior ^{Staff} Officer, Intelligence, North Eastern Area Headquarters discussed the matter fully with the Regional Director and the Resident Air Force Officer some three weeks ago. All available information on our files dealing with the suspected flights was made available to him. The impression obtained was that R.A.A.F. authorities are taking the matter seriously, which appears to be at variance with the opinion of the Director of Naval Intelligence.

~~Handwritten~~
28a2

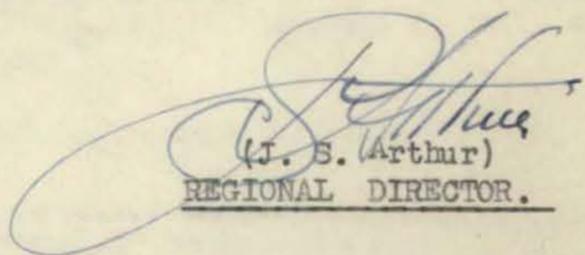
9. This office will co-operate with the Naval Officer-in-charge, New Guinea, in regard to matters such as this and matters of a similar nature which may occur in the future, provided that we have available a secure means of communication other than the indefinite tedious process of correspondence.

10. It is undoubtedly appreciated at Head Office that this Department's activities in New Guinea in respect of aviation control and search and rescue alerting, as well as relationship with adjacent Flight Information Regions in accordance with ICAO documents, must be maintained. It can be seen how the application of security measures will cut across and compromise both security and laid down procedures.

11. Until we are otherwise directed the application of our civil obligations must persist, but in future we will proceed with caution where matters of this nature may reoccur. The position might well become somewhat invidious as far as this office is concerned.

12. It would be appreciated if the elements contained in this memo could be examined and this office informed of the advisability of establishing a code reporting mechanism with the aid of the Government Secretary's Department of the Territorial Government.

13. Advice is also desired on the policy outlined herein in that we apply full civil aviation control and flight information mechanisms, but at the same time proceed cautiously where it is thought that security may be compromised.


(J. S. Arthur)
REGIONAL DIRECTOR.

JSA.JB

Regional Director,

C O N F I D E N T I A LMEMORANDUM FOR:

29th August, 1949.

Naval Officer-in-charge,
New Guinea Area,
H.M.A.S. Tarangau,
Dreager Harbour,
FINSCHAFEN.

REPORTS OF IRREGULAR AIRCRAFT MOVEMENTS - NEW GUINEA REGION.

Attached hereto please find copy of a letter received from the Director of Intelligence, Navy Office, Melbourne.

2. This office has been instructed to contact you in order that matters in respect of the reporting of irregular aircraft movements in the New Guinea Flight Information Region may be effected in accordance with any security measures which may be desirable.
3. A copy of the letter from Naval Intelligence Division has been referred to you for information.
4. It has occurred to me that perhaps Navy Authorities may not be fully aware of the responsibilities and the function of this Department in regard to air Traffic Control and Aircraft movement reporting.
5. This Department is the authority exercising Regional control of all aircraft movement occurring within the areas constituting the New Guinea Region, and are defined as follows:

From the Equator and 141° East to 1035° South;	
141° " to 1035° " ;	
144° " to 14° " ;	
144° " to 14° " ;	
163° " to 0250° " ;	
170° " to the Equator;	
170° " along the Equator to 141° East.	
6. Under the authority of the Air Navigation Act and pursuant to the Air Navigation Regulations and Air Navigation Orders, this Department's Air Traffic Control Branch is the responsible authority to deal with the operational control of Air traffic and the mechanism by which Internationally co-ordinated search and rescue facilities are instituted. These vital functions are performed in accordance with the Manual of Air Traffic Control, Air Navigation Orders and the Air Navigation Regulations.
7. In peace time the control of aircraft movement is effected under the Air Navigation Regulations and supplementary documents. These functions have been co-ordinated by an International body known as the International Civil Aviation Organisation. These International procedures and aeronautical communication codes are utilised by our Air Traffic Control Branch.
8. It is in respect of the foregoing responsibilities that the enquiries in regard to numerous reports dealing in particular with night flying by unidentified machines that our enquiries were instituted.

28B2

9. It is realised that security has been compromised in respect of these reports by the transmission of communications in plain language. We, unfortunately, have no means available to us of effecting such communications in code.

10. The first reports in respect of unidentified night flights occurred in January, 1949. It is upon these reports that action was initially taken, particularly in the Sepik district, in order that the trend of flights may possibly have been plotted by a co-ordination of reports.

11. It appeared logical that the authority with the resources to deal with such matters would be the Intelligence Branch of the R.A.A.F. This Branch of the R.A.A.F. has the matter in hand at the present time.

12. Our combined experience in dealing with aircraft and air movement matters leads us to take the reports seriously. It is conclusively established that unauthorised, unidentifiable flights are taking place continuously over aviation territory which is under the control of this Department. In this respect we beg to differ with the observation of the Director of Intelligence contained in paragraph 4 of his letter.

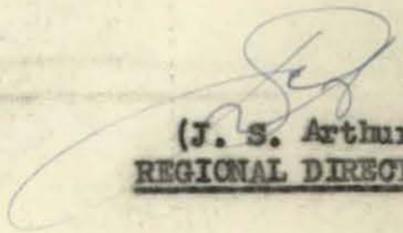
13. Further reports have come to hand since the July reports to which the Director of Intelligence alludes in his memo. This would seem to convey that security may not in fact have been compromised, although it would be due more to good luck than to good management. All reports received now are passed to the Resident Air Force Authority at Port Moresby for onward transmission to the appropriate Branch of Air Force Headquarters, through North Eastern Command.

14. If it is desired that all information to hand be made available to you this can be done immediately upon your advice.

15. The present mechanism of supplying the R.A.A.F. with all reports of sighting will be continued.

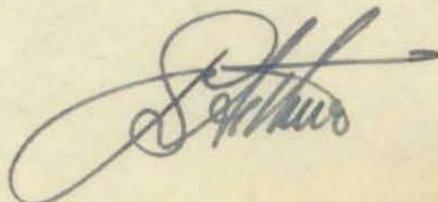
16. It is not our desire to compromise the function of Naval Intelligence, therefore, if you desire any action to be taken in this matter will you please communicate with this office at your earliest convenience.

Encl:


(J. S. Arthur)
REGIONAL DIRECTOR.

JSA.JB

COPY to - Director-General of Civil Aviation,
MELBOURNE.



CSW/JLC : 25.8.49.



DESPATCHED

CONFIDENTIAL

25 AUG 1949

30646

MEMORANDUM FOR:

Secretary,
Department of the Navy,
Victoria Barracks,
St. Kilda Rd.,
MELBOURNE. S.C.1.

ATTENTION : DIRECTOR OF NAVAL INTELLIGENCE

SUBJECT: REPORTING OF THE SIGHTINGS OF SUSPECTED FOREIGN
AIRCRAFT

REFERENCE: NID 635/1D/1

A copy of your letter has been sent to our Regional Director in New Guinea and he has been asked to contact your Naval Officer-in-Charge and arrange matters with him.

(C. S. WIGGINS)
for Director-General of Civil Aviation.

...

CSW/JLC : 25.8.49.

DEPT. OF CIVIL AVIATION
ENCL. No. *Ibu* *Encl. HIA*
375/3/57
CENTRAL OFFICE

DESPATCHED

CONFIDENTIAL.

25. AUG 1949

30647

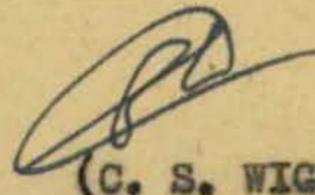
MEMORANDUM FOR:

Regional Director,
Papua-New Guinea Region,
PORT MORESBY. N.G.

... Forwarded herewith is a copy of a letter to us from
the Navy Office.

2. Your efforts are not regarded by them as being in
the best of interests. However, these things happen so do not let the
tone of their letter get you down.

3. Please contact the local Naval Officer-in-Charge and
arrange matters as he wishes.



(C. S. WIGGINS)

for Director-General of Civil Aviation.

Atteh:

TELEPHONE:
MXV 550.
TELEGRAPHIC ADDRESS:
"NAVY, MELBOURNE"



IN REPLY
QUOTE

No. N.I.D. 635/1D/1

COMMONWEALTH OF AUSTRALIA
CONFIDENTIAL NAVAL INTELLIGENCE DIVISION.
CONFIDENTIAL. DEPARTMENT OF THE NAVY

DEPARTMENT OF CIVIL AVIATION
ENCL. No. 25A 72
375/3/57
CENTRAL OFFICE

NAVY OFFICE, MELBOURNE, S.C.1.

24 AUG 1949

The Director-General of Civil Aviation,
522 Little Collins Street,
MELBOURNE.

REPORTING OF THE SIGHTINGS OF SUSPECTED FOREIGN AIRCRAFT.

I desire to inform you that the District Officer, Madang, has advised that he received recently a radiogram from the Directorate of Civil Aviation, Port Moresby, requesting him to instruct R.T.C. Stations included in the Madang teleradio network to report to the Directorate any sightings of a suspected foreign aircraft. This radiogram (copy attached) was occasioned by reports of an unidentified aircraft having been sighted in the Wewak area.

2. While I fully appreciate that this matter is one which, naturally enough, would be of interest to the Civil Aviation Authorities at Port Moresby, I feel sure that you will agree with me that it is one which primarily concerns Intelligence. In this connection, it is pointed out that (as elsewhere) there already exists in Papua-New Guinea, under my direction, a reporting organization known as the Coast-Watching Organization, whose members report by means of teleradio, the movements not only of suspicious vessels but of unidentified aircraft also. As the name implies, members of the Coast-Watching Organization, (consisting in Papua-New Guinea, both of Administration Officers and private citizens) are stationed on the coast; but as District Officers in Papua-New Guinea are Admiralty Reporting Officers any reports covering such matters as the sightings of unidentified aircraft received by them from inland stations also become available to Naval Intelligence, being communicated in the first instance to the Naval Officer-in-Charge, New Guinea.

3. Reports of the above nature are communicated by Coast-Watchers in a Code especially drawn up for their use and which ensures the security of their communications; similarly, Administration Officers of the Papua-New Guinea Administration hold an Administration Code.

4. Information regarding the sighting of unidentified aircraft in the Wewak area was available to the Naval Officer-in-Charge, New Guinea, as early as 11th July. Little importance, actually was attached to the report, but I have requested N.O.I.C. New Guinea to pass any further reports of the sightings of unidentified aircraft to the Civil Aviation authorities, Port Moresby.

5. It is observed that the radiogram addressed by the Directorate of Civil Aviation, Port Moresby, was transmitted in plain language, and this is regarded as unfortunate.

(G.C. OLDHAM)
CAPTAIN.

Director of Naval Intelligence.

COPY TO N.O.I.C. New Guinea.

Encl 131
258

C
O
P
Y.

" PY831 23/7 PROBABLY UNIDENTIFIED FOREIGN AIRCRAFT
CONDUCTING NIGHT FLIGHT OVER SEPIK WESTERN HIGHWAY
STOP PLEASE ARRANGE WITH INTERNAL RTC STATIONS MADANG
TO REPORT DIRECT AVIAT PORT MORESBY BY RADIO SIGHTED
BE DAY ANY UNIDENTIFIABLE AIRCRAFT ALSO ANY AIRCRAFT HEARD
AT NIGHT INDICATING TIME/DATE DIRECTION OF TRAVEL IF ANY LIGHT
SHOWING STOP DEGREE BRILLIANCE LIGHTS STOP BY DAY
CHARACTERISTICS MACHINE OBSERVED STOP ELIMINATE DH 84
FOX MOTH NORSEMAN AUSTER DC3 STOP FOREIGN MACHINE LIKELY
TO BE LARGE HIGH FLYING LONG RANGE TYPE TWIN ENGINE TWIN TAIL
STOP CHARGES RADIOGRAMS BORN BY CIVIL AVIATION STOP
PLEASE GIVE URGENT ATTENTION No. 23.4.15. AVIAT.

JLC : 8.8.49.

375/3/57

ENCL. 26/17

-8 AUG 1949

DESPATCHED

28025

28025

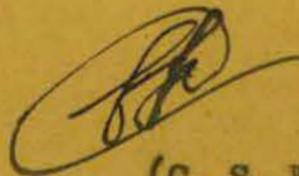
MEMORANDUM FOR:

Secretary,
Department of Air,
Victoria Barracks,
St. Kilda Rd.,
MELBOURNE. S.C.1.

INTELLIGENCE

Reference is made to this Department's memorandum No.24976 dated 19th July, 1949, forwarding, for your information, copies of reports regarding night flying in New Guinea by unidentified aircraft.

...
2. Attached is a further report which has been received from our Regional Director at Port Moresby.



(C. S. WIGGINS)
for Director-General of Civil Aviation.

Atch:

...



COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF CIVIL AVIATION

District Superintendent **Regional Director,**
 Department of Civil Aviation,
 New Guinea District,
 Port Moresby,
 PAPUA,
 NEW GUINEA.

30th July, 1949.

MEMORANDUM FOR:

Director-General of Civil Aviation,
MELBOURNE

REPORT ON NIGHT FLYING - NEW GUINEA

Further to my 04917, DSNG699 of 11/7/49 and in acknowledgement of receipt of your 26144, 375/3/57 of 26/7/49, reported herewith are further incidences of unidentified night operations in this Region.

2. a. ^{The District Officer at} Distroff Wewak reported 23/7 having observed an aircraft over Wewak, very high, travelling S.E. at about 8.45 p.m. and return from the same direction heading N.W. at 9.30 p.m. No lights were seen by observers at Wewak.
- b. Again on 6/7, the District Officer Wewak, reported an unidentified machine circling Wewak, at or about midnight on that date.
- c. Asst. District Officer Telefomin reports having heard an aircraft S.S.E. to S.E. from Telefomin at approx. 3.30 a.m. 26/7. Course could not be determined, no lights visible.
3. Verifications with adjacent F.I.R.'s for information concerning probable flights these areas, have not yet come to hand. Arrangements have been made with internal radio telephone communication stations in the eastern and western Highlands Divisions, and in the Madang and Sepik Districts, to make special arrangements to observe aircraft operating at night or unidentifiable aircraft seen by day. These sightings are communicated direct to this office at Port Moresby. These arrangements will continue until otherwise advised by Head Office.
4. It might be considered expedient to determine if possible, whether or not uncontrolled flights have occurred in Northern Queensland or Northern Territories Region, particularly in the Gulf of Carpentaria and the Cape York Peninsula. There is no information at this office to suggest that such flights may be occurring, but it is quite possible, in view of the general trend of the courses flown, that contact may be made with the mainland. To date no visual or radio signals have been intercepted which may have originated from the reported flights.
5. Arrangements have been made with the coastal radio station at Wewak, to search various frequency bands at the time of sighting in the Wewak vicinity. This station has not reported any radio activity. The machine is apparently operating at very high altitudes, necessitated most likely by the high topographical features both in Dutch and British New Guinea. To date, efforts to plot and associate sightings from R.T.C. outstation reports have failed to give a clear indication of penetration, of the aircraft into this Territory, its departure point or terminal.
6. As recommended in my memorandum 04917, the only apparent practicable method of identifying these flights would be either by shadowing or interception, utilising radar installed in aircraft. This office will continue to maintain sighting reports and inform Head Office until otherwise instructed.

JSA.HM

J. S. Arthur
 (J. S. Arthur)
 REGIONAL DIRECTOR

JLC : 25.7.49.

375/3/57

ENCN. 22A.

26144

26 JUL 1949

DESPATCHED

MEMORANDUM FOR:

District Superintendent,
Dept. of Civil Aviation,
PORT MORESBY. N.G.

REPORT ON NIGHT FLYING, NEW GUINEA

Reference is made to your memorandum No.05052 of 20th July, 1949, advising that your report on the abovementioned subject has been submitted.

2. It is desired to advise that such a report has come to hand and any further action on your part is not now required.



(C. S. WIGGINS)
for Director-General of Civil Aviation.

...



Encl # 21a
In reply quote DSNG 699

COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF CIVIL AVIATION

District-Superintendent, Regional Director,
Department of Civil Aviation,
New Guinea District,
Port Moresby,
PAPUA,
NEW GUINEA.

20th July, 1949.

INDEXED



MEMORANDUM FOR:

Director-General of Civil Aviation,
MELBOURNE

REPORTS ON NIGHT FLYING : NEW GUINEA.

Receipt is acknowledged of your memorandum No.24126, 375/3/57 of 13/7/1949, in regard to the above matter.

2. It is advised that my report was furnished on papers No.04917, DSNG699 on 11/7/1949. It is considered likely that the memoranda have crossed in the airmails and that the report should be in the Director-General's hands either on 18th or 19th July 1949. If this is not the case however, further advice would be appreciated so that a further copy may be forwarded.


(J. S. Arthur)
REGIONAL DIRECTOR.

JSA.HM

CSW/JLC : 19.7.49.

375/3/57

Encl. 29A.

DESPATCHED

24976

19. JUL. 1949

MEMORANDUM FOR:

Secretary,
Department of Air,
Victoria Barracks,
St. Kilda Rd.,
MELBOURNE. S.C.1.

INTELLIGENCE

... The attached reports regarding night flying in New Guinea
by unidentified aircraft are referred for your information.



(C. S. WIGGINS)
for Director-General of Civil Aviation.

Atch:

COMMONWEALTH OF AUSTRALIA



18a
Em A

TELEPHONE:

ADDRESS ALL COMMUNICATIONS TO
THE OFFICER-IN-CHARGE AND QUOTE

NO DSNG 699

DEPARTMENT OF CIVIL AVIATION,
GOVERNMENT-AERODROME

PORT MORESBY,

11th July, 1949.

INDEXED

CONFIDENTIAL

REPORT TO:

Director-General of Civil Aviation,
MELBOURNE

REPORTS ON NIGHT FLYING IN NEW GUINEA.

Reference is made to the Director-General's memorandum No. 12790 of 28/4/49, in connection with the above matter.

2. It is now advised that it is conclusive that unidentified aircraft are conducting night operations over the Territory of New Guinea. There have been no reports, nor is there any evidence of such operations being conducted over Papua.

3. The Regional Director made arrangements with District Officers controlling districts throughout the Territory, to advise by radio, reports and available details of any aircraft heard operating during the hours of darkness, in the vicinity of the district headquarters and Government outposts.

4. From the enquiries made, it appears that machines have been flying over the Central Highlands Western Division, roughly between Nondugl and Telefomin on more than one occasion. On several occasions, aircraft have been heard at night operating in the vicinity of Wewak. On one occasion a high flying machine was observed by the District Officer, Wewak, flying at a high altitude heading in a direction south-west, some distance south of Wewak. The District Officer, who is an ex Army Officer, could not identify the machine, but it appears to have had twin tails and a long slender fuselage. (From the rather inaccurate description given, it suggests to the Regional Director, the characteristics of a type utilised by the German Air Force in the early stages of the war, a Dornier D017).

5. An example of the recent communications in respect of these irregular flights is attached hereto in appendices. These appendices are self explanatory and indicate the action taken to communicate with adjacent Flight Information Regions in an endeavour to ascertain probable identification of such flights.

6. I consider it is reasonably conclusive therefore, that frequent flights at night, are being conducted in this Flight Information Region, by aircraft, the origin and identity of which, cannot be traced. The Director-General might find it expedient to recommend that the matter be placed in the hands of the R.A.A.F., for the purpose of arranging either shadowing or interception, so that the intruder can be identified.

7. With the resources available to this Region, it is impossible to carry the enquiries further. The present arrangements of reporting will be continued until further advised by the Director-General, as to what further action is needed or contemplated.

C. S. Arthur
C. S. Arthur
REGIONAL DIRECTOR.

JSA.HM

COPIES.

APPENDICES.

18B
Emt

1. (SIGHTING REPORT)

RADIOGRAM

53 GOVT. WEWAK 38 5th JULY.

AVIAT MORESBY.

SD392 STOP FOR ARTHUR STOP UNIDENTIFIED PLANE PASSED SOUTH OF WEWAK HEADING APPROX. WEST LAST TWO NIGHTS BETWEEN 8 AND 8.15 STOP ANOTHER CAME FROM EAST VERY HIGH ABOUT EIGHT DAYS AGO HEADING SOUTH WEST.....DISTROFF.

2. (ACTION TAKEN - D.C.A.)

WAKE: GUAM: MANILA: MOROTAI: DARWIN: TOWNSVILLE: SUVA:

PY693 6/7 REQUEST ADVICE URGENTLY WHETHER YOU KNOW OF ANY AIRCRAFT MOVEMENTS WHICH WOULD PLACE AN AIRCRAFT IN VICINITY OF WEWAK 0334 SOUTH 14338 EAST ABOUT 031000Z OR 041000Z.

.....A.T.C. PORT MORESBY

3. (RESULTS OF ACTION TAKEN)

6/7/49 - FROM DARWIN

NO INFORMATION REFERENCE AIRCRAFT IN POSITION STATED YOUR 052230Z STOP WILL CHECK WITH BATAVIA IN CASE DUTCH AIRCRAFT OPERATING THAT AREA.

FROM PNOX (MOROTAI) TO: A.T.C. VZPY

6/7 REFERENCE YOUR 693 6/7 HERE NOTHING KNOWN OF ANY AIRCRAFT IN VICINITY MENTIONED

.....PNOX A.T.C.

FROM VRFN (SUVA)

RE YOUR 052230Z NEGATIVE

FROM GUAM TO: A.T.C. VZPY

REFERENCE YOUR URGENT 052230Z VZPY 693 6/7 NEGATIVE STOP LOCAL INQUIRIES

INDICATE ALL AIRCRAFT ACCOUNTABLE CAA GUAMSGD. SUPERVISOR 060240Z.

WAKE: MANILA: TOWNSVILLE - NO REPLY.

4. (SIGHTING REPORT)

101 GOVT. WEWAK 13 8/7/49

AVIAT MORESBY: SD416 STOP UNIDENTIFIED PLANE CIRCLED WEWAK AFTER MIDNIGHT JULY SIXTHDISTROFF.

17a
ENCL. 2.

24126



DESPATCHED

15th July, 1949.

MEMORANDUM FOR:

Regional Director,
Dept. of Civil Aviation,
PORT MORESBY.

REPORTS OF NIGHT FLYING : NEW GUINEA

I refer to Head Office memorandum 12790 dated 28th April, 1949, and your interim advice contained in a personal letter to the Director-General of 25th May, 1949.

2. Advice would be appreciated as to whether you are now in a position to make a full report on this matter.


(T. H. Fitcher)
for Director-General of Civil Aviation.

EXTRACT FROM PERSONAL LETTER FROM D.S. NEW GUINEA
TO D.G.C.A.



"In regard to the report of an unidentified aircraft operating over this Territory at night in January of this year (ref. your memo. 12790 28/4/49), I have obtained two very interesting possible leads. I can confirm or otherwise within a relatively short time, but at this juncture, I would, if acceptable, prefer to suppress the information until I find out whether there is anything in it or not. It will be remembered that the Dutch, pre-war, were engaged in extensive developments of aerial photography with the aid of Infra-Red equipment.

"It is not likely that the aircraft flying over New Guinea at this particular time were U.S. Machines, or aircraft of Australian nationality; however in respect of the U.S.A.F., I am attempting to obtain confirming advice from the 5th Reconnaissance Group, Manila.

"I will further advise in a report in respect of the above matter."

375/3/57
Encl. 5A.
15a

DESPATCHED

12790

28th April, 1949.

MEMORANDUM FOR:

District Superintendent,
PORT MORESBY. N.G.

Reports of Night Flying in New Guinea

Following is a copy of a letter received from Capt. Arthur Jacobson of Qantas Empire Airways, and of which I spoke to you when you were in this office on the 27th April:-

"I am in possession of information which may, or may not, effect the security of the Nation.

As this matter has caused me some uneasiness of mind in the past few weeks, I have decided to write to you that you might pass the information to the authority concerned.

The facts are as follows.

I am employed by Qantas Empire Airways as a Captain flying on the Sydney - New Guinea Service.

In January and February of this year I was acting Chief Pilot for the Company's Internal Operations in New Guinea. I was then based at Lae.

I had been selected to relieve the Chief Pilot, whilst he was on leave, because of my pre-war flying experience in New Guinea.

Early in February I had cause to night stop at a place called NONDUGL in the New Guinea Highlands.

At Nondugl there is a Government Agriculture Station. I stayed the night with the Manager and his wife, Mr. & Mrs. N. Blood.

Mr. Blood was previously a Captain in the A.I.F. and pre-war a Patrol Officer.

Over dinner that night, he asked me the reason for aircraft flying over New Guinea at night. This rather surprised me and on questioning him he told me that he heard aircraft flying overhead at night on three or four occasions in January this year, between 10.30 and midnight. His wife confirmed this statement.

I told them that in all probability the aircraft were American Airforce machines.

Later I made discreet enquiries at Lae and Port Moresby. At both these aerodromes the Flight Control informed me that the Americans did not fly over New Guinea at night.

Whilst in New Guinea about ten days ago, I heard of another incident which had occurred this year and was investigated by Officers from Australia. Aircraft were not concerned in this incident.

2.

Since then I have been rather worried about these night flights, and I have finally decided to pass the information to you so that the matter might be cleared up.

I have not mentioned this matter to anyone.

Trusting I have not wasted your valuable time."

I would be glad if you will inquire into this matter and advise me of the result.


(R. Williams)
Director-General of Civil Aviation.

#4a
ENCL. 2A.



28th April, 1949.

Depd 28/4/49 H.

Dear Capt. Jacobson,

Many thanks for your letter of 16th April.

Whilst I believe that the American Air Force is undertaking a certain amount of night flying in the Papua/New Guinea area, I am having the information you have given me inquired into for the purpose of satisfying ourselves in the matter.

I appreciate your writing.

Yours sincerely,



(R. Williams)

Director-General of Civil Aviation.

Captain Arthur Jacobson,
C/o Qantas Empire Airways,
Carrington Street,
SYDNEY. N.S.W.

KNC413A

DEPT. OF CIVIL AVIATION
375 | 3 | 57

c/ Qantas Empire Airways,
Carrington Street,
Sydney. N.S.W.
16. 4. 49.

INDEXED

R. Williams Esq.

Dear Sir,

I am in possession of information which may, or may not, effect the security of the Nation.

As this matter has caused me some uneasiness of mind in the past few weeks I have decided to write to you, that you might pass the information to the authority concerned.

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he told me that he heard aircraft flying overhead at night on three or four occasions in January this year between 10:30 and midnight.

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Whilst in New Guinea about ten days ago I heard of another incident which had occurred this year and was investigated by Officers from Australia. Aircraft were not concerned in this incident.

4

ENCH. 1A4

Since then I have been rather worried about these night flights, and I have finally decided to pass the information to you so that the matter might be cleared up.

I have not mentioned this matter to anyone.

Trusting I have not wasted your valuable time.

Yours faithfully
Arthur Jacobson

ALM:RHC 23.9.48
(DATER)

1/701/478



Enc. 8A

24 SEP 1948

P. 11. SECRET

SECRET

MEMORANDUM FOR:

The District Superintendent,
PORT MORESBY.

I refer to your secret memorandum DSNG343 of 17th March, 1948, and to my 1/701/478 of 11th May addressed to the Departments of Air and External Affairs, a copy of which was passed to you.

Enc.

I now enclose for your information a copy of a reply received from the Department of Air indicating that action was being taken to bring to the notice of American formations the necessity for observing ATC procedures.

A.L. Morrison
(A.L. Morrison)
for Director-General of Civil Aviation

Encl 7A-1

SECRET.



COMMONWEALTH OF AUSTRALIA.

DEPARTMENT OF AIR.

TELEPHONE: F 0202.

TELEGRAPHIC ADDRESS: "AIRFORCE, MELBOURNE."

MELBOURNE, C.1.

IN REPLY QUOTE 153/1/1286 U.A.S. 278

18 JUN. 1948

Director-General,
Department of Civil Aviation,
"Almora House",
522-536 Little Collins Street,
MELBOURNE, C.1.

AUTHORISATION AND OPERATIONS OF FOREIGN MILITARY
AIRCRAFT IN NEW GUINEA AND ADJACENT AUSTRALIAN
MANDATED TERRITORIES.

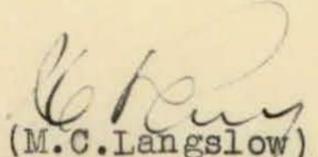
In reply to your memorandum 1/701/478 dated 11th May, 1948, in regard to the above subject, the following advice is offered.

2. A co-operative mapping agreement between the United States of America and the Commonwealth of Australia is in existence and sets out in general terms the disposition of American aircraft and personnel involved in the survey of the Australian Mandated Territories and refers to areas approved for the conduct of such operations. Your Department was represented at conferences held at R.A.A.F. Headquarters with American Army and Air Force representatives in May, 1948, and correspondence and minutes in regard to these conferences were forwarded to your Department.
3. It is advised that R.A.A.F. Headquarters is not aware of any American or other foreign military aircraft flight authorisations which have gone beyond the sanction of the Agreement.
4. With regard to authorisation of flights within approved areas, section II, paragraph 2, sub-paragraph (c), sub-sub-paragraph (1) of the abovementioned document states "to operate from time to time from advance bases at Port Moresby, Finschhafen, Madang, Darwin, Townsville and such other bases within the area to be mapped as may be required".
5. Your attention in the matter is also drawn specifically to this Department's letter SAS.106 (file number 153/2/236) dated 4th January, 1947, in which paragraph 1 intimated that permission was granted by the Australian Government for the U.S.A. Government "to carry out a photographic survey of island territories within the Australian Pacific Mandates". Beyond the foregoing statements, records do not show that flights must be confined to any specific areas.
6. Whilst the control of American and foreign military aircraft is definitely a R.A.A.F. responsibility, U.S.A.A.F. reluctance to abide by and implement Service Air Traffic Control instructions and procedures has caused this Headquarters concern on several occasions. Everything possible has been done by the R.A.A.F. to brief American aircrews and to check their activities within the sphere of operations.

/2.....

In the past, poor communications, staff problems and the large areas involved have rendered these tasks most difficult.

7. I desire to advise you that the portion of your memorandum which relates to air discipline will be taken up again with the appropriate American formations with a view to preventing further breaches of Air Traffic Control Regulations.


(M.C. Langslow)
SECRETARY.



ADG 10/6



DEPARTMENT OF EXTERNAL AFFAIRS,
CANBERRA.

In reply quote No. 890/11/1



16th June, 1948.

MEMORANDUM for:-

The Director-General,
Department of Civil Aviation,
522-536 Little Collins Street,
MELBOURNE.

I refer to your memorandum 1/701/478 of 10th June, 1948, concerning authorisation for United States military aircraft activities in Commonwealth territories.

You are referred to our memorandum 890/11/1 dated 17th May, 1948, advising you on this matter. We have nothing further to add.

Shaw W. Burton
Secretary.



ADG. 12/5/48

Encl 6A



DEPARTMENT OF EXTERNAL AFFAIRS,
CANBERRA.

In reply quote No.

890/11/1



17th May, 1948.

INDEXED

MEMORANDUM for:-

The Director-General,
Department of Civil Aviation,
522-536 Little Collins Street,
MELBOURNE.

Your File 1/701/478

1. I refer to your memorandum of 11th May, 1948, concerning movements of United States' military aircraft in Papua-New Guinea.

2. It seems to this Department that the extent of authorisations given in the name of the Australian Government for United States military activities was determined by ad hoc considerations at the time they were given. Consequently, the Service Departments may be able to give you some assistance on this matter.

3. Should any action be taken, your Department should approach the Military Attache for Air, American Embassy, Canberra.

ADG.

Soj C

12/5

Webb flight Encl 6A

John W. Burton
Secretary

ALM:AM (DATER)
9.6.48

629A
1/701/478

10.6.48

57
SECRET

MEMORANDUM FOR:

The Secretary,
Department of Air,
Victoria Barracks,
St. Kilda Road,
MELBOURNE.

Also sent to:-

The Secretary,
Dept. of External Affairs,
CANBERRA. A.C.T.

S.C.1.

I refer to my memorandum S6 of 11th May, 1948, in which I requested advice regarding the extent of authorizations given in the name of the Australian Government for United States military aircraft activities in Commonwealth territory, and also regarding the channel through which an approach should be made to the U.S. authorities regarding any activities which may not be covered by proper authorizations.

2. It would be appreciated if early advice could be furnished on these matters.

(H. W. Mills)
for Director-General of Civil Aviation

DEPT. OF AIR
ENCLOSURE
CENTRAL
1/701/478
Enc 4A

ALM:RHC 4.5.48
(DATER)

*Respatcher
RHC*

P.B.
SECRET

11 MAY 1948

MEMORANDUM FOR:

The Secretary,
Department of Air,
Victoria Barracks,
St. Kilda Road,
MELBOURNE. S.C.I.

The Secretary,
Department of External Affairs,
CANBERRA. A.C.T.

Enc.

I enclose for your information a copy of a report from the Department's District Superintendent in Papua-New Guinea regarding movements of United States Air Force Aircraft.

2. Regulation 111 of the Air Navigation Regulations provides that a foreign military aircraft should not fly over or land on Australian territory without the express permission of the Minister but there is no clear information in this Department regarding the extent of authorizations given in the name of the Australian Government for U.S. military activities.

3. I should be glad therefore to receive any advice which you are able to furnish regarding this matter.

4. It appears to be not improbable that this Department may find that the present activities of U.S. military aircraft so beyond the authorizations already given by the Commonwealth, and that some action will have to be taken to have an application made by the appropriate U.S. authority for the additional authorization required. Advice as to the proper channel - diplomatic or service - which should be used in making such an approach would be appreciated.

5. This memorandum is being addressed to the Departments of External Affairs and Air.

*Copy to D.S. N.S.
(3 copies)
[Signature]*

[Signature]
(E.C. Johnston)
for Director-General of Civil Aviation

COMMONWEALTH OF AUSTRALIA

Encl 2A.
 DEPARTMENT OF CIVIL AVIATION
 1701 478

TELEPHONE:

ADDRESS ALL COMMUNICATIONS TO
 THE OFFICER-IN-CHARGE, CIVIL AVIATION JSA. JM.
 AND QUOTE
 NO. DSNG. 343.

DEPARTMENT OF CIVIL AVIATION

RECEIVED
 AM 22 MAR 1948
 CIVIL AVIATION

PORT MORESBY
 17th March, 1948.

SECRET

MEMORANDUM FOR:

Director General,
 Department of Civil Aviation,
 522 Little Collins Street,
MELBOURNE.

Am. Ref. (Copy attached)

NEW GUINEA FLIGHT INFORMATION REGION - OPERATION
 BY FOREIGN AIRCRAFT.

Reference is made to your radiogram M.892 of 20th February 1948 in which it was directed that this office advise of all non-scheduled flights (overseas) departing from or arriving in this district, together with brief loading particulars.

2. As can be determined from signals despatched in respect of overseas aircraft movements to date, the majority of the operations are conducted by aircraft of the U.S.A.F. The air activity by the United States is mainly concerned with the United States Australian Co-operative Mapping Agreement, air survey units of which are still functioning at Guadalcanal (Henderson Field), Port Moresby, and in the near future from Merauke in Dutch New Guinea. These aircraft enter and leave the Flight Information Region to the north. Arrangements have been made through the Commanding Officer, R.A.A.F. Station Port Moresby and the United States Liaison Group Port Moresby to have information of arrivals and departures of aircraft at Momote (Manus) passed to this office over the point to point circuit between 8ZC Momote and R.A.A.F. Station Port Moresby signals. A number of transient aircraft of the U.S.A.F. have operated on Madang and Wewak, having entered the Flight Information Region from Morotai or Guam. The District Officers stationed at Madang and Wewak have been requested to advise this office by radiogram, with details required, when foreign aircraft use the aerodromes at those localities.

3. Information has been obtained from the United States Liaison Group at Port Moresby that Momote is used considerably by Air Transport Command aircraft of A.G.P.A.C. As Momote has been abandoned by the 338 Photographic Reconnaissance Squadron as an operational base, the United States Liaison Group advise that such operations are not in connection with the photographic survey of the Islands being conducted by the United States. These aircraft are, therefore, operating into the Flight Information Region under the control of this Department without first obtaining the necessary approval in accordance with Regulation 111 of the Air Navigation Regulations.

4. A number of Incident Reports have been referred to the Director of Air Navigation and Safety from time to time in connection with non-compliance of U.S.A.F. aircraft with Air Traffic Control requirements, particularly in regard to aircraft movement reports and the originating of arrival and departure messages for transmission to the Flight Information Centre at Port Moresby.

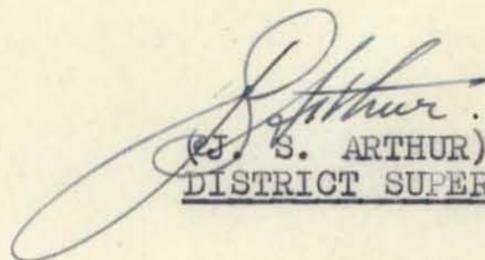
5. These matters have been taken up with the Commanding Officer, R.A.A.F. Station Port Moresby and the United States Liaison Officer. Every attempt has been made locally to ensure that United States machines and crew comply with Air Traffic Control requirements in order to obviate considerable inconvenience in alerting search and rescue facilities. The U.S.A.F. representatives

locally have given an assurance that every effort will be made to comply with the provisions of the Manual of Air Traffic Control, vide paragraph 3. of the attached letter. This is not being done, and it would appear that further action is beyond the scope of this office.

6. It would be appreciated if the necessity and common sense of maintaining radio contact, and the passing of position reports, could be impressed upon the appropriate United States Authority to ensure that their air crews adhere to the simple requirements of which they have been informed, in order that the intermittent alerting of search and rescue facilities in this district may be kept to a minimum. All instances up to date have been caused by neglect on the part of United States air crews to suitably inform ground stations of their progress during flight, and it is submitted that the requirements in Air Traffic Control be taken up with the appropriate United States Authority as vigorously as possible.

7. It would be further appreciated if this office could be advised as to the position in regard to itinerant aircraft of the United States who, from time to time, operate within this Flight Information Region but which are not connected directly or indirectly with the Co-operative Mapping Agreement. It is felt, at this office, that the continued operation of Military aircraft by the United States without reference to this Department (such aircraft not actively engaged in the air survey) can be construed as disregard of the terms of I.C.A.O. as understood from current information available.

8. Would you please advise in respect of these matters as soon as possible.


(E. S. ARTHUR)
DISTRICT SUPERINTENDENT.

Encl 2B

PORT MORESBY DETACHMENT
FIFTH RECONNAISSANCE GROUP (VLR)
UNITED STATES AIR FORCE

16 January, 1948.

SUBJECT: Air Safety Incident Report 20/47(DCA)
13 December, 1947.

TO: Commanding Officer, R. A. A. F. Station Port Moresby

1. Reference your letter of 31 December, 1947 to Department of Civil Aviation, Port Moresby, regarding B-17 5533, B-17 3763 and C-45 5787.

2. Due to the fact that the 338 Squadron has become inactive and is in the process of moving to Clark Field from Momote, the operational records relative to the flight of the two B-17s are not available at this time. However, it is a regrettable and known fact that for some weeks prior to the deactivation of the 338 Squadron at Momote on 3 January, a considerable amount of confusion was prevalent throughout the Momote Base.

3. Effective 8 January all -USAF operations in the New Guinea Area were placed under the direct control of the Port Moresby Detachment. You may be assured that in all future operations every effort will be made to comply with the provisions of The Manual of Air Traffic Control.

4. In regards to C-45 5787, this aircraft is one of the two Beechcraft operating from the Kiriwina Strip. These planes do not carry wireless operators nor long range communication equipment. Arrangements have been made to pass their departures and landings to The RAAF Signal Office via the Kiriwina Ground station.

5. This incident is being made a matter of special attention to all of the USAF pilots at this station.

SGD. HENRY L CHOATE
CAPTAIN, USAF
DETACHMENT COMMANDER

Encl 1A.

Government

AVIAT
PORT MORESBY

M892 IN FUTURE PLEASE TELEGRAPH ADVICE OF ALL NON-
SCHEDULED OVERSEAS FLIGHTS DEPARTING FROM OR ARRIVING IN
YOUR DISTRICT TOGETHER WITH BRIEF PARTICULARS OF LOADING STOP
OVERSEAS FLIGHTS INCLUDE FLIGHTS TO AND FROM NEW GUINEA
DISTRICT STOP ALSO ADVISE DESTINATION IN AUSTRALIA OF
INWARD FLIGHTS IF NOT TERMINATING AT PORT OF ENTRY.

for Director-General of Civil Aviation
MELBOURNE