

MINUTE SHEET

5.

SSATL

Ref enclosure 4A.

2. This may be of interest to your
road controller.

Woodward
SRS

14. 7. 61

MINUTE SHEET



2
1902
The way of nature is to
keep the matter of the
universe in a state of
equilibrium.

1903
The way of nature is to
keep the matter of the
universe in a state of
equilibrium.

ARW:JC

7A

VTI-66/319

DESPATCHED	
DATE DESPATCHED.	21 JUL 1966
PROCEDURE.	C

Director-General:

AIR SAFETY INCIDENT REPORT : VTI-66/319.

A copy of a memorandum received from the Bureau of Meteorology in connection with this incident is attached.

2. The details of the incident have been brought to the attention of radar controllers in this Region. No further action is intended and the incident has been closed.

aw 21/7
(A.R. Woodward)
for Regional Director.

Att.

FJS:JR:19/7/66

67

VTI-66/319

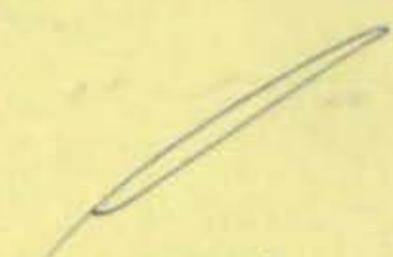
DESPATCHED
DATE DESPATCHED. 20 JUL 1966
PROCEDURE. C

Airport Manager,
MELBOURNE.

AIRWAYS OPERATIONS : UNIDENTIFIED
OBJECTS

A report on the above subject was submitted on 3.4.66 by Mr. Reinmuth. He stated that the C.S.F. Radar plotted an object bearing 055° from Tullamarine at a distance of 54½ miles and travelling at 60 knots in a north-easterly direction. The Bureau of Meteorology has advised that the object could have been a meteorological balloon, with radar reflector attached, which was released from the R.A.A.F. Base, Laverton. The position and movement of the object were consistent with the time and release of a balloon and the winds which affected it at that time.

2. Would you advise your radar controllers accordingly.


(F.J. Swadling)
for Regional Director

4A

COMMONWEALTH OF AUSTRALIA
BUREAU OF METEOROLOGY

REGIONAL OFFICE FOR VICTORIA
123 LATROBE STREET,
MELBOURNE, C.1., VIC.

Phone 32-0411

TELEPHONE: [REDACTED]

TELEGRAMS: WHR MELBOURNE

ADDRESS ALL CORRESPONDENCE TO
REGIONAL DIRECTOR
BUREAU OF METEOROLOGY
P.O. Box 1289K
MELBOURNE, C.1., VIC.

AND QUOTE V13/33/120

4th July 1966.

Regional Director,
Department of Civil Aviation,
Victoria-Tasmania Region,
123 Latrobe Street,
MELBOURNE, C.1.

AIR SAFETY INCIDENT REPORT: VTI-66/319

The delay in replying to your memo is regretted.

2. It appears that the object could have been a meteorological balloon, with radar reflector attached, released from the R.A.A.F. Base, Laverton. The position and movement of the object are consistent with the time of release of a balloon and the winds which affected it at that time.

M. H. Lamond

(M. H. LAMOND)
for Regional Director.

DEPT. OF CIVIL AVIATION VIC-TAS REGIONAL OFFICE
DATE RECD 28 JUL 1966
ACTION OFFICER <i>M/S/j</i>
ACTION OFFICE (S) <i>S.I.A.S</i>
FILING & INDEX INSTRS.
FILE NUMBER (THIS COPY)
LOCATION OF FILE

DEPARTMENT OF CIVIL AVIATION TRANS-MELBOURNE HEADQUARTERS
RECD 11 JUL 1966
[] [] [] [] []

COMMONWEALTH OF AUSTRALIA
BUREAU OF METEOROLOGY

3A

REGIONAL OFFICE FOR VICTORIA
123 LATROBE STREET,
MELBOURNE, C.1., VIC.

TELEPHONE: 32 1824
TELEGRAMS: WHR MELBOURNE

ADDRESS ALL CORRESPONDENCE TO
REGIONAL DIRECTOR
BUREAU OF METEOROLOGY
P.O. Box 1289K
MELBOURNE, C.1. VIC.

AND QUOTE V/33 (120,115)
V/122 (53)

3rd May, 1966

The Regional Director,
D.C.A.,
Victoria-Tasmania Region,
123 Latrobe Street,
MELBOURNE C.1.



REFERENCE YOUR VTI-66185 of 18/3/66
VTI-66/132 of 29/3/66
VTI-66/319 of 7/4/66

The delay in replying to these memoranda is regretted. The collection of relevant data from various sources is proceeding.

DEPT. OF CIVIL AVIATION VIC-TAS REGIONAL H.Q.
DATE REC'D. 5 MAY 1966
ACTION BRANCH. A/S/1
ACTION OFFICER(S) S/AS
FILING & INDEX INSTRS.

M. H. Lamond
(M. H. LAMOND)
for Regional Director.

VTI-66/319

DESPATCHED	
DATE DESPATCHED.	7 APR 1966
PROCEDURE	o/m

Regional Director, Victoria,
Bureau of Meteorology,
P.O.Box 1289 K.,
MELBOURNE.

AIR SAFETY INCIDENT REPORT : VTI-66/319.

At approximately 2015 hours E.S.T. on 3rd April, 1966, the CSF radar operator observed the echo of an unidentified object bearing 055 degrees from Tullamarine at a distance of 54½ nautical miles. The object was moving in a north-easterly direction at a speed of about 60 knots.

2. Would you please advise if a meteorological balloon was released from such a position and at such a time as, having regard to existing wind conditions, would be consistent with the radar sighting described above.

AW 6/24
(A.R. Woodward)
for Regional Director.

DEPARTMENT OF CIVIL AVIATION
AIR SAFETY INCIDENT REPORT

Enclosure No. _____
Station _____
No. _____
Reg. Off. No. VTI - 66/319
Head Off. No. _____

Normally this report should be mailed to the Regional Director of the State or Territory in which the incident occurred. If more convenient it may be lodged with the O.I.C. of any A.T.C. or Communications unit.

LOCATION OR ROUTE SECTION : _____ Date 3-4-66 Time _____ Local or G.M.T. _____

AIRCRAFT : Type and Marking _____ PILOT : Name & Initials _____

OWNER/OPERATOR : _____ FLIGHT CONDITIONS : (underline) V.F.R. I.F.R.

TYPE OF OPERATION (underline applicable type):
Regular Public Transport Charter Agriculture Aerial Work
Private Aircraft Test Flight Training Dual Training Solo

FLIGHT : Last departure point : _____ First point of intended landing : _____ Flt. No. _____

When this report is submitted by a Departmental officer, enter Fault Report No. (if applicable) _____

DESCRIBE INCIDENT AND RELEVANT CIRCUMSTANCES, with comments and suggestions :

UNIDENTIFIED AERIAL OBJECT

SEE ATTACHED.

(Continued over leaf)

NOTE : (If you desire an acknowledgment of this report please place your name and address hereunder.)

Name : _____
Address : _____

Dear Sir/Madam, _____ Region
Thank you for your Air Safety Incident Report concerning _____
_____ on / / .
For future reference it has been allocated No. _____
You will be advised of the outcome of the investigation as soon as possible.
Yours faithfully,
Date / / _____
For Regional Director

DEPARTMENT OF CIVIL AVIATION

AIR SAFETY INCIDENT REPORT

Reporting this report should be placed in the nearest office of the Department of Civil Aviation or the nearest office of the Federal Bureau of Investigation. If not so placed, it may be placed with the A.T.C. or Communications Unit.

LOCATION OR ROUTE SECTION
AIRCRAFT: Type and Number
PILOT: Name & Grade
FLIGHT CONDITIONS: (Weather, Visibility, etc.)
TYPE OF OPERATION (Instrument, Visual, etc.)
FLIGHT LEVEL (Altitude)
TIME OF OCCURRENCE (Date and Time)
FLIGHT LOG (Description of flight)

SIGNED: _____ DESIGNATION: _____ DATE: / /

Please note instructions at foot of this page.

FOR DEPARTMENTAL USE ONLY

COMMENTS BY REGIONAL OFFICERS:

SIGNED: _____ DESIGNATION: _____ DATE: / /

ACTION BY REGIONAL INVESTIGATOR:

IT APPEARS LIKELY THAT THE OBJECT WAS A MET. BALLOON AND THIS ASPECT IS BEING INVESTIGATED.

SIGNED: *Woodward* DESIGNATION: *SIAS* DATE: *6/4/66*

Any papers or documents which may assist in the investigation of your report should be submitted as attachments to this form. If you think your report can be supplemented by information from an Aeradio Station or Air Traffic Control Centre, where possible please notify the circumstances of the incident, and the fact that a written report is being submitted, to the senior officer on duty at the station or centre concerned. On receipt of your notification, action will be taken to collect and retain the data relevant to your incident report.

Where it is necessary to urgently inform the Regional Director of any matter affecting the safety of aircraft you are requested to notify him of the circumstances of the incident by the quickest available means; i.e., radio, telephone, telegram, etc. This initial notification should be confirmed in writing on this form.

REPORT ON AERIAL OBJECT OBSERVED

1. Name of observer J. ~~REINMUTH~~ REINMUTH

2. Address of Observer

3. Occupation of Observer

4. Date and Time of Observation (Time given in 24 hour clock zonal time)
..... 03 2015 K

5. Period of Observation(s) 2015 to 2027 then 2040-2043

6. Manner of Observation : (Give details of own position by map reference if possible, or by known landmarks, and describe any equipment used in the observation).
..... CSF radar Tullamarine

7. Where was object first observed, e.g. overhead, coming from behind a hill, over the horizon, etc.
..... 055° Tullamarine 54 1/2 NM

8. What first attracted observer's attention, e.g. light or noise.
..... ~~Observed on~~ unidentified plot in proximity to inbound route

9. Did object appear as a light or as a definite object.
..... —

10. If there was more than one object, how many were there, and what was their formation.
..... —

11. What was the colour of the light or object —

12. What was its apparent shape —

13. Was any detail of structure observable —

14. Was any method of propulsion obvious —

15. Was there any sound —

16.** Height, or angle of elevation —

17.** Speed, or angular velocity 60 Kds in NE direction

18. State any experience which enables observer to be reasonably certain about the answers given to 16 and 17.
.....

** Since it is normally impossible to estimate the height and speed of a strange object, it will usually be better to endeavour to determine the angle of elevation of the object, the angle through which it moved, and the time taken to do this.

Report on Aerial Object Observed (Cont'd)

- 19. Direction of flight with reference to landmarks or points of the compass.
..... *NE from first observed position*
- 20. Did the object remain on a straight path, deviate or manoeuvre at all.
..... *Straight path.*
- 21. Was any trail of exhaust, vapour or light seen *—*
- 22. Where did object disappear, e.g. in mid-air, behind a hill, over the horizon.
..... *055⁰M 61 NM Fullamaine radar*
- 23. Existence of any physical evidence such as fragments, photographs, or other supporting evidence.
..... *—*
- 24. Weather conditions experienced at time(s) or observation(s)
..... *SW. Stream —*
- 25. Location of any air traffic in the vicinity at the time of sighting.
..... *Nearest known traffic in CTA*
- *TJA on normal inbound route & identified*
- 26. Location of any meteorological stations in the general area.
..... *ML*
- 27. Any additional information
..... *2040 still observed on radar at 64 NM*
- *2043 at 64 NM last observed position*
-
.....

Questions 25, 26 and 27 to be answered by interrogator.

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