

CONFIDENTIAL

At 1907 aircraft 921 called up and asked if we had him on radar. After checking G.C.I. remote display, we found that two paints appeared on the display approximately 280 degrees 32 miles. After about 15 seconds another paint appeared in the same vicinity. One appeared to be tracking towards base, the others in a North Easterly direction.

About two minutes later we told 921 to fly 180 degrees if he wanted a bearing, so we could identify him. His reply was "Negative", so we did not track the paints any further.

Signed. K.E. JESSOP.
Petty Officer R.P.I.

CONFIDENTIAL

723 Squadron,
R.A.N. Air Station,
Nowra, 6C,
N.S.W.
2nd September, 1954.

Sir,

INCIDENT ON NIGHT CROSS COUNTRY AT 1900K
31st AUGUST, 1954.

I have the honour to submit the following report concerning an incident which occurred on 31st August during a night cross country flight from R.A.N. Air Station, Nowra.

2. The route was Nowra - Young - Temora - Yass - Nowra, and the briefed height 13,000 feet.
3. At 1858 I made the following position report to Civil Air Radio Canberra, "Ausnav 921 contact Yass at 13,000 feet estimating Nowra at 1920". This was acknowledged by Canberra, and, when South West of Goulburn, I changed over to 143.64 m/cs, 723 Squadron exercise frequency, and contacted Nowra.
4. After contacting Nowra at approximately 1910, I noticed a very bright light closing fast from "One o'clock". This bright light crossed ahead of me and continued to a position on my port beam where it appeared to orbit. At the same time I noticed a second and similar light at "Nine o'clock", which made a pass about a mile ahead of me and then turned in the position where the first light was sighted.
5. I contacted Nowra and asked if they had me on radar, hoping they would confirm that other aircraft were in the vicinity. They replied that they had 3 echoes and advised me to turn 180° (Course), to be identified if I required a homing. At this stage the two bright lights reformed at "Nine o'clock", from me and disappeared on a North Easterly heading.
6. I saw no other lights and was only able to make out a vague shape with the white light situated centrally on top. Their apparent crossing speed was the fastest that I have ever experienced, and at the time I was indicating 220 knots.

I have the honour to be,

Sir,

Your obedient servant,

J. O'Farrell
.....
J.A. O'FARRELL
LIEUTENANT R.A.N.

The Captain,
R.A.N. Air Station,
Nowra, 6C,
N.S.W.

Enclosure: Statement by Petty Officer (R.P.I.) JESSOP.

013/4/10

CONFIDENTIAL

24 SEP 1954

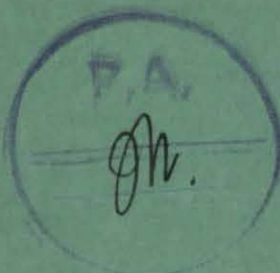
No. 013/4/10A

The Captain,
R.A.N. Air Station,
HOWRA. N.S.W.

UNIDENTIFIED OBJECTS.

With reference to your letter 281/1 dated 6 September, 1954, it has been ascertained that there were no R.A.A.F. aircraft in the vicinity at the time but that a Convair belonging to T.A.A. was in that area at 14000 ft. on a Northerly course.

2. Aircrew should be briefed to report by V.H.F. any unusual sightings on future occasions in order to assist in identification with the minimum delay.



(SGD.) J. R. W. GROVES

COMMANDER FOR
CAPTAIN (AIR). A.O.L.

A/REAR ADMIRAL

for information (ref. Press cuttings for 16.12.54)

[Signature]
10/12

[Signature]
16/12

CONFIDENTIAL

CONFIDENTIAL

UNIDENTIFIED OBJECTS.

(R.A.N. Air Station, Nowra's letter No. 281/1 dated 6 September, 1954.)

II.

No. 013/4/10

The Director of Naval Intelligence,
Navy Office,
MELBOURNE.

Forwarded for information.

2. A copy of my reply to the Captain, N.A.S. Nowra,
is also enclosed.

(SGD.) J. R. W. GROVES

COMMANDER FOR
CAPTAIN (AIR). A.O.L.

Office of Captain (Air),
R.A.N. Air Station,
SCHOFIELD'S. N.S.W.

24 SEP 1954

CONFIDENTIAL

013/4/10
NF

The Captain, R.A.N. Air Station, Nowra.

6th September, 1954.

Captain (Air), Australia.

UNIDENTIFIED OBJECTS.

281/1

The attached reports are forwarded for information.

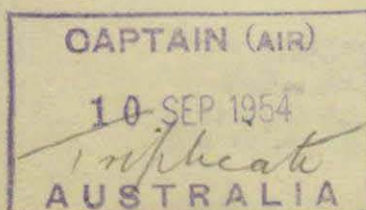
2. It would be of interest to know if any R.A.A.F. aircraft were operating in the vicinity of Goulburn at this height at this time.

3. No Naval aircraft were in the vicinity.

(Sgd.) R. RHOADES

CAPTAIN.

Encl.



CONFIDENTIAL

723 Squadron,
R.A.N. Air Station,
Nowra, 6C,
N.S.W.
2nd September, 1954.

Sir,

INCIDENT ON NIGHT CROSS COUNTRY AT 1900K
31st AUGUST, 1954.

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I have the honour to be,

Sir,

Your obedient servant,

J. A. O'Farrell
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J.A. O'FARRELL
LIEUTENANT R.A.N.

The Captain,
R.A.N. Air Station,
Nowra, 6C,
N.S.W.

Enclosure: Statement by Petty Officer (R.P.I.) JESSOP.

CONFIDENTIAL

At 1907 aircraft 921 called up and asked if we had him on radar. After checking G.C.I. remote display, we found that two paints appeared on the display approximately 280 degrees 32 miles. After about 15 seconds another paint appeared in the same vicinity. One appeared to be tracking towards base, the others in a North Easterly direction.

About two minutes later we told 921 to fly 180 degrees if he wanted a bearing, so we could identify him. His reply was "Negative", so we did not track the paints any further.

Signed. K.E. JESSOP.
Petty Officer R.P.I.

ROYAL AUSTRALIAN NAVY

MINUTE PAPER

Office of Captain (Air)

24 Reams—S.692/10/53—24072 St 7179 A. H. PETTIVER, GOVERNMENT PRINTER.

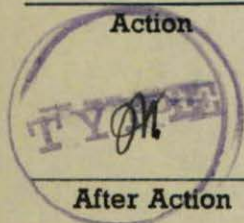
Subject: *Unidentified objects.*Secretary to
Captain (Air)

By Sec

*Sec. see remarks on minute paper below.**If approved to forward to D.N.I. as
suggested by S.O.F. propose following minute II
to Nowra's turn:—**H**D.N.I.
Army Office, Melbourne.**Forwarded for information.**2. A copy of my reply to the Captain,
N.A.S. Nowra, is also enclosed.**C.A.A. H 15/9.*

Action

After Action



CONFIDENTIAL
ROYAL AUSTRALIAN NAVY
MINUTE PAPER

013/4/10

Office of Commodore (Air)

Subject: Unidentified Objects.

SECRETARY
TO
CAPTAIN (AIR)

S.O.O.

C.S.O.
S.O.F.
Capt (air)

See

M 10/9

By S.O.O.

I don't understand why Lt O'Farrell did not contact the "lighting" (by V.H.F.) to home or why I.F.F. was not used to identify his aircraft.

D.C.A. have told me that was one TAA Concorde at 14,000 ft on a northerly course in the area. R.A.A.F. controller at Warrat says that there were no R.A.A.F. aircraft in the vicinity. Bom 10/9

By C.S.O.

Flying Sauceritis! I do not think it is worthwhile forwarding this to N.B. for information, I feel the T.A.A. Concorde may well have some bearing on the subject.

Propose: Capt Nowra

Unidentified Objects

ACTION

WRTYL 281/1 dated 6th September 1954 it has been ascertained that there were no R.A.A.F. aircraft in the vicinity at the time but that a Concorde belonging to T.A.A. was in that area at 14000 ft on a northerly course

2 Aircraft should be briefed to report ^{by V.H.F.} any unusual ~~lighting~~ ^{phenomena} ~~by V.H.F.~~ at the time of sighting on future occasions in order to assist in identification with the minimum delay.

By S.O.F.

I consider this should be forwarded for information of D.N.I. It can do no harm.

CONFIDENTIAL

RND 13/9.

013/4/10
NF

The Captain, R.A.N. Air Station, Nowra.

6th September, 1954.

281/1

Captain (Air), Australia.

UNIDENTIFIED OBJECTS.

The attached reports are forwarded for information.

2. It would be of interest to know if any R.A.A.F. aircraft were operating in the vicinity of Goulburn at this height at this time.

3. No Naval aircraft were in the vicinity.

(Sgd.) R. RHOADES

CAPTAIN.

Encl.

