

INSTRUCTIONS TO BE OBSERVED IN THE COMPILATION AND
USE OF FILES

1. When opening a new file, care must be taken to see that a file dealing with the subject is not already in existence and covers should be completed with details for which space is provided.
2. Papers are to be attached to the file cover by means of paper fasteners of appropriate size, and washers, when available, are also to be used. Insert paper fasteners through the front and back covers of the file at the point indicated thereon. A $\frac{1}{2}$ -in. fastener is to be used for minute sheets and a fastener of not more than one-and-a-half inches to attach enclosures. When there are as many enclosures on a file as can conveniently be fastened by a $\frac{1}{2}$ -in. paper fastener, a new part should be opened.
3. Minute sheets are to be attached to the left-hand inside cover and enclosures to the right-hand side.
4. Minute sheets are to be used for correspondence between branches and sections. Correspondence from and to outside bodies is to appear as an enclosure. If the enclosure is in one part, its number will be followed by the letter "A", subsequent parts being lettered "B", "C", "D", &c.
5. Minute Number 1 is to be on the printed side of the minute sheet and is to face the cover on the minute side of the file.
6. Wherever possible minutes should be made on the file. If a loose minute is used the file number should be quoted and the minute attached to the file when available.
7. Minutes must be added in numerical order and both sides of the minute sheets are to be used.
8. Files must not be passed between Branches by hand without transit slips.
9. Notes of action taken may be entered on the minute sheets, otherwise unaddressed minutes will not be made.
10. Minutes may be noted by officers placing their initials over the reference to them at the minute head and such words as "agree" and "concur" may be used to obviate separate minutes by individual addressees. An officer's initials so placed will indicate concurrence with the minute.
11. In Column 1 on the cover is to be indicated the persons for whom minutes or enclosures are intended, the number of that minute or enclosure and the date it is passed out from the last person noting (or otherwise using) the file being indicated in Columns 2 and 3, respectively.
12. When the person indicated in Column 1 has taken the necessary action on the file, he (or his representative) will draw a line through the reference to him in Columns 1, 2 and 3 on the cover and will place his initials in Column 4, indicating that the necessary action has been taken. He will then indicate on the next line to whom the file is to pass: completing Columns 2 and 3.
13. File numbers are invariably to be inserted on minute sheets and enclosures.
14. When file covers or enclosures are damaged the necessary repairs are to be made before the file is passed on.

REFERRED TO	DATE
AFI - 1A	14-12
17	15-12

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The Hon. W. Mc
Minister of Sta
Commonwealth of
Martin Place,
SYDNEY.

MINUTE SHEET

Reference 159/-1304

TITLE *Mr. Lawrence (MR)*

159

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304

PA of Flying Saucers

FILE NO

PART
NO 1

1953

REFERRED TO	DATE	REFERRED TO	DATE	REFERRED TO	DATE
<i>DAFI - 1R</i>	<i>14-12-72</i>				
<i>PA</i>	<i>15-12-72</i>				

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When Complete Use Other Side

My Dear Minister,

You asked for some information on "Flying Saucers" and I warned you I would have difficulty in getting together anything really constructive on that subject. Here is the best I have been able to do.

Briefly I feel there are two concepts of "Flying Saucers":-

- (a) The topical concept of mysterious missiles probably from outer space.
- (b) The "flying saucer" as seen on the technical plane of the aircraft designer.

All I can say about concept (a) is that no one has yet come forward who can say they have found one, either intact or crashed, on our earth's surface, neither have the existence of strange men been confirmed. Concept (b) is dealt with at some length in the attached note prepared for me by Wing Commander Wood who has a first class knowledge of aerodynamics and is a very good mathematician.

As he points out there are some attractive features about "saucer" like shapes when considering how best to achieve flight at supersonic speeds. The centre of pressure on such shapes does not move about to anything like the extent that it does on conventionally shaped aeroplanes as the speed of sound is approached. Therefore, it should be much easier to control such a shape than to control a conventional shape.

Why has it not come into prominence before? Because conventional shapes are much more efficient in the speed ranges we have been operating.

I cannot say whether or not anyone is at present designing a real "flying saucer", as distinct from a "delta" of which many exist, but I would not be at all surprised if there was something to the Avro Canada Omega, though not in the detail form outlined in attached papers.

Whilst I realise the shortcomings of this information I hope it may be of some value.

With kindest regards,

Yours sincerely,



Air Vice Marshal,
AIR MEMBER FOR TECHNICAL SERVICES.

The Hon. W. McMahon, M.P.,
Minister of State for Air,
Commonwealth Offices,
Martin Place,
SYDNEY.

~~Senate~~

Question Time

FLYING SAUCERS.

Mr. DOWNER.—Last year, when I directed a question to the Minister for Air about flying saucers, the honorable gentleman gave a facetious reply. Is he aware of the attention now being devoted by air-force authorities in Canada and England to the nature and origin of these mysterious objects? Are similar investigations contemplated by the Royal Australian Air Force, or does the Minister still regard flying saucers as a problem for psychologists rather than defence authorities?

Mr. McMAHON.—On the last occasion when a question on this subject was addressed to me by the honorable member for Angus, I gave a facetious

reply. I still think the problem is one more for psychologists than for defence authorities. The Royal Australian Air Force has received many reports about flying saucers, as have the Royal Air Force and the Royal Canadian Air Force, but the phenomenon have not yet been identified. It is peculiar that, shortly before these phenomena are observed, a meteorite flashes across the sky. It is felt that some optical illusion may follow in its wake. After the honorable gentleman asked me a question on this matter last year, I caused enquiries to be made. The Royal Australian Air Force has informed me that, so far, the aerodynamic problems relating to the production of flying saucers have not been solved. It is possible to produce a flying saucer aircraft and to fly it in a circular manner by means of ram jet engines. Aircraft of that type may be developed in the future, need for them.
but I do not think there is any immediate

Downer

Amis