

PROJECT 10073 RECORD CARD

1. DATE 21 NOV 54		2. LOCATION CANTEBURY, NEW ZEALAND		12. CONCLUSIONS ☒ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other _____ ☐ Insufficient Data for Evaluation ☐ Unknown	
3. DATE-TIME GROUP Local _____ GMT 21/0340Z		4. TYPE OF OBSERVATION ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar			
5. PHOTOS ☐ Yes ☒ No		6. SOURCE civilian			
7. LENGTH OF OBSERVATION 6 MINUTES		8. NUMBER OF OBJECTS ONE		9. COURSE WEST	
10. BRIEF SUMMARY OF SIGHTING Bright cigar shaped obj, motionless and with erratic flight observed for 6 minutes. Disappeared by rising and moving west into a cloud layer.				11. COMMENTS Balloon released at same time with identical flight path. Only data conflicting is that the obj was reported as cigar shaped and the balloon was cylindrical. The fact that the balloon was in the area and the report indicated that the balloon was NOT observed indicates that the balloon was misinterpreted for the obj reported.	



WIC - 2/3/AIR

ROYAL NEW ZEALAND AIR FORCE

Unit-

Station- WICKHAM

1st December, 1954

Mr. [REDACTED]
[REDACTED]
KATAPOI.

Dear Sir,

In reply to your letter dated 23rd November, 1954, I have investigated the movements of R.N.Z.A.F. aircraft from this airfield between 3 p.m. and 4 p.m. on the day in question.

A Mustang and Harvard were airborne between these hours and were carrying out exercises in the local flying area. It is quite possible that the Mustang was over ^{the} Katapoi, Amberley, Rangiora area at high altitude (20,000 - 30,000 feet) but as far as can be ascertained the Harvard was not in the vicinity.

It is pointed out that in all probability quite a few civil aircraft were flying from Harewood at the time and their movements could be obtained from Air Traffic Control at that airfield.

I trust that this information may be of some value.

Yours faithfully,

(F.R. DIX)

Group Captain, Commanding,
R.N.Z.A.F. Station, WICKHAM.



IN REPLY REFER TO
REF. NO.

AIR DEPARTMENT.

CIVIL AVIATION BRANCH: Administration,
Christchurch Airport,

CHRISTCHURCH, N.Z. 4.

2nd December, 1954.

Mr. [REDACTED]
50 Sidey Quay,
KAIAPOI.

Dear Mr. [REDACTED],

Regarding your inquiry about aircraft movements over the Woodend area on Sunday, the 21st November, I have to advise that on that day there were 364 movements of aircraft in the Christchurch local area. It is possible that any of these flights may have passed over Woodend.

In view of your interest in flying saucer reports as stated, and inferring that you have seen something which leads you to believe that such an object has been in your area, I have to advise that about 3.30 p.m. a meteorological balloon was released from the Weather Station at Christchurch Airport and may have been seen by you.

Yours faithfully,

E. G. Brooke
(E. G. Brooke)

STATION AIR TRAFFIC OFFICER.

Office, [redacted], who, it has been found, is more reliable.

I will not make further inquiries unless you require me to do so.

This concludes my correspondence on this Flying Saucer report.

I would appreciate the return of the letters to me by the C.O. [redacted] and the Station ^{AIR} Traffic Officer Harwood.

I will of course acknowledge by letter when they are returned.

I am not a member of any Flying Saucer Club.

Yours sincerely

[redacted]

P.S. Could Flying Saucer observers and spotters keep special alert look out during Holiday period and after Xmas.

[redacted]

81 20 940

AFOIN-ATIAE-5

~~XXXXXXXXXX~~
Kaiapoi

New Zealand

6th Dec 1954

Commander

Department of the Air Force

Headquarters United States Air Force.

Washington 25 D.C.

Dear Sir,

I enclose herewith the Harewood Airport Station Air Traffic Officer's letter to me and report.

This letter is not useful to me and does not cover the specified time 3 p.m. to 4 p.m. as I requested in my letter of inquiry.

When I first telephoned the Commanding Officer Wigram R.N.Z.A.F. and made my first inquiry there and was told, promptly, that only four flights were made from Wigram, and advised to get in touch with Air Traffic Control Officer Harewood. I requested the Commanding Officer to enquire of the Air Traffic Control Officer, my reason being that he would get a more definite reply than I would. I explained that I would write independently.

Further enquiries should be made from the Commanding

(3)

27 DEC 1954

ATIAE5/Sgt Drepperd/rc/69216

Mr. ~~W. H. Mair~~

Kalapoi, New Zealand

Dear Mr.

This will acknowledge receipt of your three letters, dated 25 November, 2 December and 6 December 1954, respectively. The information which you graciously submitted in the form of personal correspondence and New Zealand newspaper accounts of unidentified flying objects, has been recorded and will undoubtedly serve as a valuable supplement to our research material on this subject. For the purpose of completing our records, and with your permission, photostat copies have been made of some of the articles and letters which were forwarded for our review. This data will not be released to any press media and you may be assured it will be held in the strictest confidence by the Air Technical Intelligence Center.

On 23 November 1954, the Air Technical Intelligence Center forwarded the cloud negatives back to you via surface mail, and all of the articles and letters recently submitted by you are returned as inclosures to this correspondence. Also, attached for your convenience is the "U. S. Air Force Summary of Events and Information Concerning the Unidentified Flying Object Program." We hope you will find it to be of interest.

Concerning your specific inquiry regarding experimental cargo parachute drops, the article refers to poor visibility plus an additional hazard of increased wind velocities. The success of a mission of this type is primarily dependent on weather conditions. Many factors such as wind velocities, size and type of the parachutes (which partially determines the rate of descent), weight of the cargo, dropping height, etc., are all dependent on one another and must be considered in the mission planning of a drop. So, it may be readily realized that during experimental missions, such unforeseen circumstances as sudden change in visibility and wind velocities can disrupt a planned drop. A drop conducted under these conditions would be impracticable due to possible damage or loss of the cargo released, which results in a monetary loss as well as wasted manhours.

Ltr to Mr. [REDACTED], Kalapoi, New Zealand (Contd)

Thank you again for your assistance and you may be assured that your interest in this program has been greatly appreciated by the Air Technical Intelligence Center.

Sincerely,

6 Incls

1. Ltr to Mr. [REDACTED] dtd
17 Oct 50
2. Ltr to Mr. [REDACTED] dtd
1 Jun 51
3. Ltr to Mr. [REDACTED] dtd
1 Dec. 54
4. Ltr to Mr. [REDACTED] dtd
2 Dec. 54
5. Envelope containing
newspaper clippings
6. USAF Summary

R. C. SCHUM
CWO, USAF
Asst. Adj.

COORDINATION:

ATIAE5 P. A. Hardin DATE 12/27/54
Capt. C. A. Hardin
ATIAE H. C. Johnston DATE 27 Dec 54
Lt. Col. H. C. Johnston
ATIA W. L. O'Hern DATE 27 Dec
for Col. W. L. O'Hern

AFDIN-ATIAF5.

~~50 [REDACTED]~~

Kaichoi

Commander.

New Zealand

Air Technical Intelligence Center

5th Jan 1955.

Wright Patterson Air Force Base

Ohio.

United States of America.

Dear Sir,

Today I have received your letter of 23rd Nov. posted 1.30pm 24th Nov. 1954 with negatives of which were enclosed, also today I received your letter dated 27 Dec 1954 with all enclosures for which I thank you most sincerely. also for reply on cargo parachute drops.

I must at first draw your attention to the tremendous force and circular velocity of the cloud formation which whirled around very much faster than cyclonic winds. That is clearly fixed on my memory.

I am not a scientist and cannot say whether the force which caused the formation was lightning or nuclear transmutations but I do warn all pilots to avoid contact with such formations in

(2)

early stages, it is possible that they may lose cyclonic force in time, I do not know, but the last of the two photographs that I took shows perfect circular formation which indicates terrific whirling internal speed. The first photograph shows pieces of cloud that got left out of the cyclonic whirling force.

I repeat my statement, in my original letter that while I was watching the whirling formation, I formed the opinion that if an aircraft encountered such a whirlwind it would not survive to tell the tale.

Would it be possible to attach wind velocity measuring gauge and radio active geyg counters to parachute dropped through thunder clouds or such like cloud formations with the object of discovering whether they have been charged with a force either by lightning or by nuclear transmutations from Sun or any other source.

I enclose herewith the newspaper clipping from my evening paper at the time of New Plymouth's aerial top dressing pilots sightings. I had placed clipping

3

in a book with other clippings and when I wanted
it I could not find it, however I found it only
a few days ago, just where I put it. My reason
for stressing its importance is that it so neatly
resembles a sighting in the U. S. Air Force Summary
of Events and Information Concerning the unidentified
Flying Object Program. The item is No. 1.
No. 1. Jan 1951. Oakridge Tennessee.

— New Plymouth N.Z. May. 25th 1954. as per enclosed
clipping in Christchurch Star-Sun.

My comment is that New Zealand Volcanoes were
active at the time and dust laden atmosphere
may have been charged by lightning or such
force. I do not know whether volcanoes are
radio active or whether the force that causes
volcanoes is the contraction of the Earth's sphere,
and subsequent internal pressure. (Read Hyles
Investigation of the Universe) Sun) N.Z. has Geothermal
bores and Heavy Water.

I conclude this letter with the assurance that
if possible I will forward any local flying saucer

4.

reports that I am able to. I understand that in my case the nearest Air Force Base would be Air Technical Intelligence Center Wright Patterson Air Force Base. Ohio U.S.A.

Months may pass even longer time, but do not think that I have forgotten.

yours sincerely

~~XXXXXXXXXXXXXXXXXXXX~~

*...my fields at Rangiora
...the big airplane...
...not back of plane...*

THE STRONGS
WIGRAM GAIN SWEET
STARTS WEDNESDAY
MORNING
BE EARLY FOR THIS BIG EVENT

Did I See a Flying Saucer—or Cigar— Over Canterbury?

By a Staff Reporter

WAS there a flying saucer, a flying cigar, or anything similar that hundreds of people throughout the world claim to have seen in the sky, over Canterbury yesterday? Reporters are not paid to have hallucinations and until yesterday I did not believe that such things existed. Since 3.46 p.m. yesterday I have not been so certain.

It was precisely at that time that an object which was not an aeroplane, a glider, or a balloon disappeared into a cloud bank over the foothills of the Southern Alps travelling quickly north.

We—my wife and I—had watched that object for seven minutes, at least.

When we first saw it, it was gleaming brightly and hanging motionless in the sky probably at a height of more than 10,000ft about four miles west of Coutts Island.

It was cigar-shaped and looked as though it might have been chromium-plated, so intense was the light it reflected.

At no stage did we hear any noise in the sky which could possibly have come from it.

Motionless

We watched it for about three minutes while it hung motionless. I then looked at my watch and saw the time was 3.40.

Within a minute it started to move off quickly westward towards the only cloud bank in the sky—over the Southern Alps. As it moved it emitted what appeared to be two puffs of pink vapour.

During movement its shape did not change but it became smaller as the distance increased.

We watched it from the road which runs from Coutts Island to the back of the Christchurch Airport and though the cloud bank was about thirty miles away, and its top was at a height of 6000ft (checked with

the Weather Office, Harewood) the object could be seen quite plainly when it was over the bank.

It stopped momentarily over the cloud bank, circled and then headed north into the cloud.

Between 3.40 and 3.45 p.m. yesterday a meteorological balloon was released from the airport. When it was released it travelled from east to west for a distance of two thousand yards and then it retraced its track.

Not Balloon

An official at the Weather Office said this morning that balloons can be seen from quite a distance with the naked eye, but they are often hard to pick up in sunshine as brilliant as it was yesterday.

Balloons are spherical but this object was cylindrical. I am certain the object we saw was not a balloon.

Was the object we saw a flying saucer or a flying cigar? I do not know, but in future I will feel inclined to give a little more credence to reports of strange objects in the sky than I have done in the past.

FOOTNOTE: My colleagues regard me as something of a cynic. Apart from a cocktail before lunch I had an abstemious day.



BY AIR MAIL
PAR AVION

Commander

Air Technical Intelligence Center

Wright Patterson Air Force Base

Ohio

United States of America

COIN - ATIAE - 5.

~~50~~
Haeapoi

New Zealand

7th Feb 1955

Commander
Air Technical Intelligence Center
Wright Patterson Air Force Base
Ohio

Dear Sir,
I enclose herewith newspaper reports, of
strange object in sky.
These reports may be useful for
comparison with other reports at any other
country at the same time and date.

yours sincerely
~~Robert J. ...~~

Case. situated right in Southern Alps 15 miles from point
where Otira tunnel pierces mountain range.
Lyonsmouth. West Coast. East side of Lake Brunner 30 miles
Ashburton. EAST. at least fifty miles east of Southern Alps.



KEEP NEW ZEALAND
FOREST FIRES

Commander.

Air Technical Intelligence Center

Wright Patterson Air Force Base

Ohio

United States of America

4 JAN 1955

ATIAE5/CAH/rc/69216

ATIAE5

SUBJECT: (Uncl) Correspondence Received From Foreign National

THRU: Director of Intelligence
Headquarters USAF
ATTN: AFOIN-1B4
Washington 25, D. C.TO: American Embassy
ATTN: Air Attache
Melbourne, Australia

1. Attached for your information and retention is one copy of a letter dated 27 December 1954, prepared by the Air Technical Intelligence Center, Wright-Patterson Air Force Base, Ohio, to Mr. ~~Mr. Muir~~ of ~~Mr. Muir~~, Kalapoi, New Zealand.

2. During 1954, Mr. ~~Mr. Muir~~ has corresponded directly with the Air Technical Intelligence Center on a number of occasions concerning unidentified flying objects (UFO's) observed over New Zealand. His letters have been sincere and courteous at all times and he has consistently displayed a willingness to be of assistance to our UFO program. He has freely and voluntarily contributed UFO information collected through his own efforts with the result that valuable excerpts have been made from his data and included in our reference files.

3. Request this correspondence serve as background material for any future inquiries your office may receive on Mr. Muir's activities.

FOR THE COMMANDER

1 Incl
Cy ltr to Mr. ~~Mr. Muir~~ dtd
27 Dec 1954

R. C. SCHUM
CWO, USAF
Asst. Adj.

COORDINATION:

ATIAE5 C. A. Hardin DATE 12/30/54
Capt. C. A. Hardin
ATIAE W. L. O'Hern DATE 3 Jan
Lt. Col. H. C. Johnston
ATIA W. L. O'Hern DATE 3 Jan
Col. W. L. O'Hern

Mr. [REDACTED]

Kalapoi, New Zealand

Dear Mr. [REDACTED]:

This will acknowledge receipt of your three letters, dated 25 November, 2 December and 6 December 1954, respectively. The information which you graciously submitted in the form of personal correspondence and New Zealand newspaper accounts of unidentified flying objects, has been recorded and will undoubtedly serve as a valuable supplement to our research material on this subject. For the purpose of completing our records, and with your permission, photostat copies have been made of some of the articles and letters which were forwarded for our review. This data will not be released to any press media and you may be assured it will be held in the strictest confidence by the Air Technical Intelligence Center.

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Ltr to Mr. [REDACTED], Kalapoi, New Zealand (Contd)

Thank you again for your assistance and you may be assured that your interest in this program has been greatly appreciated by the Air Technical Intelligence Center.

Sincerely,

6 Encls

1. Ltr to Mr. [REDACTED] dtd 17 Oct 50
2. Ltr to Mr. [REDACTED] dtd 1 Jan 51
3. Ltr to Mr. [REDACTED] dtd 1 Dec. 54
4. Ltr to Mr. [REDACTED] dtd 2 Dec. 54
5. Envelope containing newspaper clippings
6. USAY Summary

COORDINATION:

ATLAS	Capt. C. A. Hardin	DATE 12/27/54
ATIAS	Lt. Col. H. C. Johnston	DATE
ATIA	Col. W. L. O'Hern	DATE

AFOIN-ATIAE-5.

Commander.

Department of the Air Force.

Headquarters United States Air Force

Washington 25 D.C.

~~San Francisco~~
Honolulu

New Zealand

Dear Sir,

One week has now passed since I wrote to the Commanding Officer Wigram A.F. after telephone conversation in which he promised me a report also advising me to write to Air Traffic Control Officers. Wigram A.F., which I promptly did. I have not received a reply from either the Commanding Officer, or the Air Traffic Control Officer.

I stated that I was interested in the Flying Saucer report published. I will wait a few days longer before writing again to them, I have not told or disclosed to them that I have forwarded Flying Saucer report to your Department and will not do so unless you require me to do so.

My reason being the unwelcome publicity given to Air Force matters and possibility in New Zealand Air Force of wide spread gossip amongst personnel.

The reason for the delay in writing to me by the C.O. Wigram and A.T.C.O. however is that they are unable possibly

to forward a report because of failure to obtain reports from the aeroplanes in New Zealand, or perhaps just lack of interest in Flying Saucer reports.

My comment is.

1. The Constellation U.S.M.T.S. landed just before 4.30 A.M. after flying round the South Island. [Distance from Nelson to Invercargill 678 MILES] The questions are, How far did they fly and what time did the Constellation take off and where from.

2. Ice formation on Australian Air Force Lincolns on 25th Nov.

Such ice could cause glitter in sun rays.

If sun was behind and above observer, cigar shape would be accounted for by angle of flight to or from observer.

I have watched RNZAF plane flying directly away south from me and sun behind me after six minutes the twin engine plane was just a spec. and almost invisible but on the turn into Wigram the sun caught rays shone on the lifting and ^{TURNING} right angle wings and fuselage. The whole outline of plane was plainly visible at over twenty miles.

3. On Sunday November 28th one week later than the first report. I was in my potato field at Rangiora watching a RNZAF plane which flew over head and then south at approx 3000 ft after watching and timing it
10.57 A.M.

TIME 11 A.M.

by my OMEGA watch. I noticed a brilliant and what appeared glittering plane at about 12000 ft. crossing from East to West. over the RNZAF plane at about the same position as the one noticed by reports on 21st Nov. The engines of which were clearly audible and of different tone to R.N.Z.A.F. plane. This may have been another R.N.Z.A.F. plane flying at higher altitude and only the Commanding Officers can prove it.

I am sure that the Commanding Officers will report to you, instantly, if you communicated with them.

yours sincerely,


FFER.

AFOIN-AIAE-5

(J 600847
~~XXXXXXXXXX~~
Kaiapoi

New Zealand

Commander

25th Nov 1954

Department of the Air Force Headquarters.

United States Air Force

Washington 25 D.C.

Dear Sir

On June 14th of this year 1954, I forwarded a letter to the Air Technical Intelligence Center Wright Patterson Air Force Base Ohio, the letter contained negatives of whirwind also newspaper landscape photos of area also photographs of part of Australian aeroplane struck by lightning.

I stated in letter that I would forward newspaper clippings of a sighting, by aerial top dressing pilots at New Plymouth N.Z. of objects sighted at sunrise when they were about to commence operating. The reports were published in the papers and a tape-recording made of the pilots eye witness account.

However I was unable to obtain a clipping although I looked through old newspapers in library some papers were missing from files. I have not disclosed and do not disclose my correspondence to your department regarding whirwind.

I have not yet received an acknowledgment of your department's receipt of my letter of June 14th.

I forward herewith a newspaper clipping dated Nov. 22, 1954. My comment on the sighting is that it was authentic. At that time on Sunday 21st 1954 I was hoeing potatoes in my field at Rangiora and I heard an airplane in the direction of Amberley, that is north east of Rangiora. This was just an ordinary New Zealand aircraft. (I have communicated with the Commanding Officer Wigram Air Force for identification of aeroplanes at that time, he states that only four of his ~~aircraft~~ Air Force planes were out on Sunday and promised to reply by letter. The Commanding Officer's comment was that Hawkewood Visport air craft and Aerodrome aerodrome aircraft were not so easily accounted for, and recommended me to write to the Air Traffic Control Officer at Hawkewood Visport. I explained to the C.O. that I was interested in flying low.

The most important thing is that a few minutes after hearing the aircraft in the north east I heard a deep toned aircraft in the south west, the tone of the engines was sufficient to cause me to stop hoeing potatoes and to look in that direction I noticed cloud bank

3.

and failed to pick up aircraft, as the Trans-Tasman Australian aeroplanes fly almost due West of Harewood Airport. I thought that the noise of the aircraft was from a Trans-Tasman plane all of which I have seen, have had four engines. I have not disclosed to anyone that I heard a deep toned aircraft in the south west. in the direction of Darfield. Oxford. I have been informed that it was definitely not the Trans-Tasman Melbourne plane.

As my position in the potato field was sixteen to twenty miles north-east of the reporter who was at Bouter Island that would account for me hearing the engines. The reporter was on the road near the airport which is south of the river.

I enclose herewith a map of area. I also enclose newspaper photo of eighteen to twenty year old youths short duration training camp. The white canvas tents may have caused a plane to circle though the distance would be 50 (fifty to eighty miles from Darfield.

yours sincerely

I have directed to front this letter immediately
Reports from Commanding Officer Wagon and Air Traffic Control Officer



AFOIN - ATIAE - 5.

(9600941)

~~SECRET~~
~~UNITED STATES~~

Commander

New Zealand

Department of the Air Force

2nd Dec 1954

Headquarters United States Air Force.

Washington 25. D. C.

Dear Sir

Today, I have received a letter with report from the Commanding Officer R.N.Z.A.F. Station. I enclose the letter herewith.

I have not received a letter from the Air Traffic Control Officer at Harwood Airfield.

If I do receive a letter from A.T.C.O. at Harwood I will forward it as soon as possible.

I repeat my statement that I have not disclosed my correspondence with your Department, my reason being, that widespread publicity is given to Air Force matters, and also the possibility of gossip among R.N.Z.A.F. personnel. I will notify the Commanding Officer if you require me to do so.

Yours sincerely,
~~W. J. J. J.~~

(2)