



Australian Government



NATIONAL  
ARCHIVES  
OF AUSTRALIA

# Your story, our history

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**NAA: B638, M116/783/1047 PART 1**

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Accident on C182L - Moorabbin Vic/King Island Tas - 21 October 1978 VH-DSJ [includes multiple newspaper cuttings regarding incident folder contains two piles]





DEPARTMENT OF TRANSPORT

ARCHIVES

OPENED 26/10/78	FILE NUMBER		PART
	CLOSED		
	M116	783	1047
			1

ACCIDENT

MOORABBIN / KINE IS.

ON

21/10/78

C182L

VH-DST

Related Files  
Shown Inside

Folio No.	Referred to	Date	CLEARED		Folio No.	Referred to	Date	CLEARED		Folio No.	Referred to	Date	CLEARED	
			Initials					Initials					Initials	
F	SIGS(B)	21/7			7A	Despatch	12/6							
60	SIAO	18/7			File	SIGS(A)	15/6							
60	AS(SI)	16/7			File	PA								
61	Desp.	17/7			File	SIGS	28/6/81							
File	P A				75	DSIG	28/7/81							
61	CHECKED F.E.	22/7			75	AS(SI)	29/7/81							
File	SIGS(A)	10/11			76	Desp	30/7							
	PA	10/11			File	DSIG	30/7/81							
File	DSIG.	21			File	SIGS(A)	10/7							
	PA				F	PA	10/7							
File	SIGS(A)	19/8/81			77	NFS	31/7/81							
File	P A	19/8/81			77	CHECKED F.E.	31/7/81							
File	SIGT	27/8/81			81	SIGS(A)	4/9							
67	DSIG	4/3			82	AS(SI)	3/9							
67	SIGT	6/3/81			82	Despatch	4/9/81							
File	SIGS(A)	10/2/81			F	PA	4/9							
RS	SIGS(A)	24/6			83	SIGS(A)	7/9							
46	SIGS(A)	23/3			F	PA	2/9							
46	CHECKED F.E.	24/3/81			File	DSIG	10/5/82							
PA	File	24/4/81			File	SIGS	20/6/81							
File	DSIS	20/6			File	SIGT	11/2/82							
70	AS(SI)	21/5			F	PA	25/5/81							
File	PA	21/5				PA								
File	DSIG	1/6												
74	AS(SI)	1/6												

FILE NO.

PART

M116

783

1047

1

ARCHIVAL ACTION

Review

Retain Permanently

Destroy .....(date)



## Related Files

[illegible]

FILE DIVISION NOTICE

The large number of papers processed in relation to the subject of this file has necessitated a division of the original file at this point.

Earlier papers are held on the following parts.

[illegible]



AIR MAIL.



Commission of Inquiry  
Federal Australian Transport Department  
Melbourne  
Australia.

SIAO



FEDERAL AUST. TRANSPORT DEPT.  
MELBOURNE.

— Actual unaccountable aircraft disappearances.

**December 28<sup>th</sup>, 1948:** Last Known pos: 50 miles off Miami.

— Chartered DC 3 Passenger Plane.

- : Last recorded message: "We can see the lights of Miami now. All's well. Will stand by for landing instructions".....they never arrived at Miami and in fact to this day nothing has been found to suggest that the aircraft crashed, it simply flew off this planet so to speak. Incredible? Yes — but the facts are true.

— SPECIAL ITEM —.

**Date: December 5<sup>th</sup>-1945.**

**Missing aircraft:** 5 TBM Avenger torpedo bombers. (Flight 19)

**Last Known pos:** 225 miles N.E. Fort Lauderdale, Florida.

**Last recorded message:** "Danger, do not attempt to follow."

**First hint of trouble in actual leader to flight tower comm. — :**

Lt. Taylor - (Flight Leader): Calling tower. This is an emergency. We seem to be off course. We cannot see land. Repeat. We cannot see land.

Tower: — What is your position?

Lt. Taylor: — We are not sure of our position. We cannot be sure where we are ..... we seem to be lost.

Tower: — Assume bearing due west.

Lt. Taylor: — We don't know which way is west. Everything is wrong — strange. We can't be sure of any direction — even the ocean doesn't look as it should.

**Date: December 5<sup>th</sup>-1945.**

**Missing aircraft:** Martin Mariner.

**Last Known pos:** 225 miles N.E. Fort Lauderdale, Florida.....  
rescue mission for Flight 19.

The Department of the Navy issued the following statement:  
"Evidence concerning the loss of 5 Avenger bombers and a subsequent rescue mission on December 5<sup>th</sup> 1945 is insufficient to determine exactly what did happen."

I will now attempt to explain to you why the disappearances occurred and how they co-relate with the mysterious disappearance of Frederick Valentich over the Bass Strait. Unfortunately I fear that he will never be found but he is still alive but more than likely no longer on this planet. This is not a crank theory — as I will explain on the following page.





on the following facts.

this plane. This is not a crack theory — as I will explain  
though but he is still alive but more than likely no longer on  
the Bass Strait. Unfortunately I feel that he will never be  
the mysterious disappearance of Frederick Valentich over  
disappearances occurred and now they correlate with  
I will now attempt to explain to you why the

insufficient to determine exactly what did happen  
a subsequent rescue mission on December 24th 1972 is

"Evidence concerning the loss of 2 Avenger bombers and  
the Department of the Navy issued the following statement:  
Rescue mission for flight 19.

**Last known pos: 552 miles N.E. Fort Lauderdale, Florida.....**

**Missing aircraft: 2 in 1972.**

**Date: December 24-1972.**

doesn't look as it should.

strange. We can't be sure of any direction — even the ocean

LT Taylor: We don't know which way it went. Everything is wrong —

Tower: — Assume heading due west.

where we are ..... we seem to be lost.

LT Taylor: We are not sure of our position. We cannot be sure

Tower: What is your position?

we don't

We seem to be off course. We cannot see land. Repeat. We cannot

LT Taylor: (Flight leader): Calling tower. This is an emergency.

**First hint of trouble in actual leader to flight tower comm: —**

**Last recorded message: "Don't do not attempt to follow."**

**Last known pos: 552 miles N.E. Fort Lauderdale, Florida.**

**Missing aircraft: 2 TB Avenger torpedo bombers (Flight 19)**

**Date: December 24-1972.**

**SPECIAL ITEM: —**

plus.

plane so to speak. Incredible: yes — but the facts are

to suggest that the aircraft crashed? It simply flew off the

divided and split apart? It is not a fact that nothing was recovered

After all, will stand by for further instructions..... they never

— Last recorded message: We can see the lights of Miami now.

— Captured DC 3 passenger plane.

**December 28th 1972: Last known pos: 20 miles off Miami.**

Actual unaccountable aircraft disappearances.

MELBOURNE.

FEDERAL POST TELEGRAPH DEPT.



The plain fact is that UFO's do exist and the fact that they are sighted so much at sea is because they utilise the electrical potential of sea water. Yes much in the same way as we have our hydro-electric power plants they have a highly-advanced technique in recharging their generators. Because of this they create a sort of force field in which the attraction between molecules would be tremendous. Such areas could be classified as a time vortex. Anyone entering such an area during this time would find it difficult to apprehend and it is likely that their radio contact would be short-lived. In short— incredible as it sounds—they are transported into another dimension. No trace of the craft or its occupants would be found unless it was only a part vortex and then they would only experience a time loss.

Don't worry about this information being confidential. It is time the public was given the straight facts. Do they think we believe those ridiculous reasons given when a plane "vanishes" without trace. Flying upside down?—Oh come on now—who are we kidding—these are the facts! Severe magnetic forces do exist created by these UFOs and they are responsible for the disappearance of not just 100's but 1000's of craft—including military and naval.

We can't go around ignoring it anymore—something definitely exists in these "force-field" areas.

The list of missing aircraft unaccounted for over the years reads like an encyclopedia and remember no wreckage, survivors or oil slicks were ever found.

#### — Unconfirmed confidential report.

In mid-October, 1943 the U.S. Navy allegedly conducted a series of tests in various locations. Informed sources say they experimented with magnetic force fields and actually caused a destroyer and its crew to vanish temporarily. Yes, for a time both the ship and its entire crew were in another dimension. This has been called—"The Philadelphia Experiment" and it proves the point—that if the magnetic force is powerful enough it can change molecular structure to such an extent that it no longer exists in this dimension.

Reports given from craft caught up in unusual conditions usually indicate that the occupant/s are disorientated. For this reason they are usually tossed aside as nonsense. This is not the case—most people would panic—and have difficulty explaining fully what in the first instance they could not understand logically.

The disappearance of Frederick Valentich is a classic case and he will join the ever-growing list of mysterious "vortex" cases.



Try and answer the following:

1. What is time?
2. When did it begin?
3. When will it end?
4. Where did space begin?
5. Where does it end?

Puzzling isn't it.

I give you finally the true story of Carolyn Coscio — June 7th, 1964. At about the time she should have reached Grand Turk Island in her Cessna 172, airport personnel could see a Cessna 172 circling the island, could hear the pilot, Carolyn Coscio talking to her passenger Richard Rosen but could not make radio contact from the tower. The pilot said the island was not Grand Turk because she could see nothing down there. Then the unusual question — "Is there no way out of this?"

● Now the burning question: If Carolyn Coscio crashed: where is the wreckage etc. etc. If airport personnel on the island could see her plane and hear her conversation why couldn't Carolyn Coscio see the tower. Pundits expound the theory that if she had in fact entered a time-vortex she was, in fact, looking at the island — but at a period in time before the airport was built. Makes you sit up and think doesn't it. I hope these facts help your inquiry if you are prepared to digest them fully.

Yours sincerely

Bruce Hodren  
7 Owen Street  
Wanganui  
New Zealand.



O.H.M.S.

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(Est. 1904)

'Phone: 67-5133

## Aust. Press Cuttings Agency

Melbourne, Victoria

From

"ADVERTISER"

Bendigo, Vic.

23 OCT 1978

# UFO TOOK OUR BOY — PILOT'S PARENTS

**MELBOURNE (AUP)** — The parents of a young pilot whose plane vanished over Bass Strait at the weekend believe he could have been taken by UFO.

A full air and sea search between King Island and the Victorian coast yesterday failed to find any trace of the missing plane.

The single engined Cessna 182's radio cut out at 7.12 pm on Saturday, seconds after the pilot told air traffic controllers that a large object hovering above him was "not an aircraft."

Four minutes earlier the pilot, Mr Frederick Valentich, 20, radioed that the craft was flying towards him and "seems to be playing some sort of game, flying at a speed I cannot estimate."

Mr Valentich then said: "It's not an aircraft, its..." before his radio transmission broke briefly.

When asked by air traffic controllers to describe the object he said it was "a long shape with a sort of metallic light on the outside."

He was told there were no planes in the area.

Mr Valentich: "The engine is rough idling and coughing."

"I'm proceeding to King Island. Unknown aircraft is hovering on top of me. It is not an aircraft."

After the Melbourne flight service had acknowledged that call there was a long metallic noise on the radio and nothing more was heard from the plane.

Mr Valentich's parents said last night their son, the eldest of four children, had planned to fly to King Island and bring back some crayfish later on Saturday night.

They did not believe a theory advanced yesterday that Frederick may have accidentally turned the plane upside down or into a steep bank after becoming disorientated in the dark.

Mr Guido Valentich said he believed the Department of Transport was

"trying to cover up so people won't get alarmed."

A Department spokesman said last night that if the plane had "inverted" the pilot could have seen light from the Cape Otway and King Island light houses reflected on cloud patches above him.

The spokesman said conditions in the area when the plane vanished about 4500 ft were perfect and he should have had almost unlimited vision.

An RAAF plane searching the area yesterday spotted an oil slick on the water and dropped a buoy to mark the spot.

The searchers will collect a sample today to see if it is aviation fuel.

Another single engine plane disappeared without trace in Bass Strait on December 24, 1969.

The Fuji plane crashed into the sea 8 km off Cape Otway on a flight from King Island, and no trace of the pilot or the plane was ever found.

The Department of Transport spokesman said the plane was carrying life jackets and a high frequency survival beacon which was designed to operate if the plane crashed into the water.

• A twin-engined aircraft with 11 people aboard has been ditched in the sea off Guadalcanal, in the Solomon Islands.

There has been no word of the fate of either the pilot or his 10 passengers.



land Association for the  
Science, says the problem  
world's starving will become  
the next two decades.

In these conditions,  
tion in relation to her potential agricul-  
tural productivity will not pass unnoticed  
by hungry peoples as the problems asso-  
ciated with their further population growth  
intensify, he said.

In terser words, that means that we  
will not be permitted to sit around forever  
in this lovely but largely empty land,

present consumption  
sive risk to its agricult

In the long run, it  
to Australia's farmers,  
mered in recent years  
many of them have  
wondering whether the  
while.

## Mother nature smiles on Bendigo

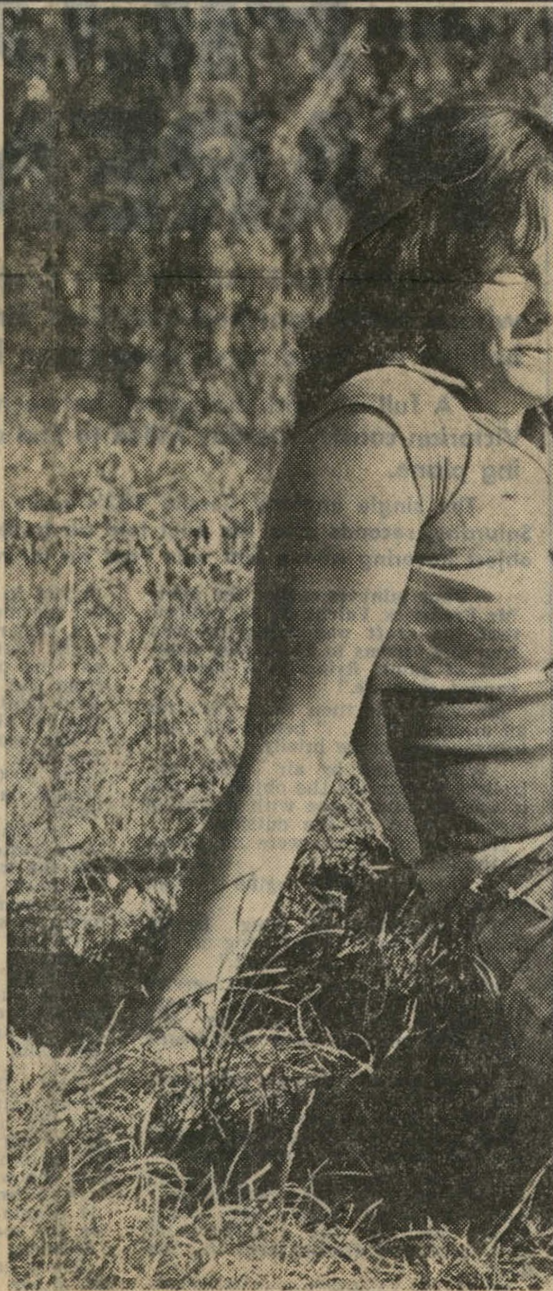
● Where is best to  
absorb the sun on  
days like there were  
at the weekend?

Christine Tuner, 18,  
(pictured) and Leonne  
Cahill, 20, decided  
Lake Weeroona was  
the best.

But others may  
have argued that the  
Bendigo Racecourse  
was a more relaxing  
place, or a trip to  
Echuca for the Rich  
River Festival.

Or for other people  
it was a trip to an-  
nual agricultural  
shows at Mary-  
borough and Charl-  
ton.

With the warm  
weather expected to  
continue people are  
sure to keep on en-  
joying it . . .





(Est. 1904)

'Phone: 67-5133

**Aust. Press Cuttings Agency**

Melbourne, Victoria

From

"SUNRAYSIA DAILY"

Mildura, Vic.

23 OCT 1978

# PLANE MISSING AFTER REPORT OF UFO

AUSTRALIAN UNITED PRESS

**MELBOURNE** — The parents of a young pilot whose plane vanished over Bass Strait at the weekend believe he could have been taken by a UFO.

A full air and sea search between King Island and the Victorian coast yesterday failed to find any trace of the missing plane.

The single-engined Cessna 182's radio cut out at 7.12 p.m. Saturday, seconds after the pilot told air traffic controllers that a large object hovering above him was "not an aircraft."

Four minutes earlier the pilot, Mr Frederick Valentich, 20, radioed that the craft was flying towards him and "seems to be playing some sort of game, flying at a speed I cannot estimate."

Mr Valentich then said, "It's not an aircraft, its . . ." before his radio transmission broke briefly.

When asked by air traffic controllers to describe the object he said it was "a long shape with a sort of metallic light on the outside."

He was told there were no planes in the area.

Mr Valentich: "The engine is rough idling and coughing."

## Hovering

"I'm proceeding to King Island. Unknown aircraft is hovering on top of me. It is not an aircraft."

After the Melbourne flight service had acknowledged that call, there was a long metallic noise on the radio and nothing more was heard from the plane.

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to cover up so people won't get alarmed."

A department spokesman said last night that if the plane had "inverted," the pilot could have seen light from the Cape Otway and King Island light houses reflected on cloud patches above him.

Another single engine plane disappeared without trace in Bass Strait on December 24, 1969.



Monday, Oct 23, 1978

OF  
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may have a hear-  
use hearing aids  
er. ☐ Quality aids



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HEARING  
AIDS

# HUGE GRANT FO

SUNRAYSIA Community College took a step closer to reality yesterday with the approval of \$200,000 being given for the preparation of designs for the first stage of the college.

The approval was welcome news for the college interim steering committee which has been working toward this goal since 1974.

Mr Peter Fisher, MHR for Mallee, said yesterday that the college would be a focus for post-secondary education in North West Victoria and a large section of New South Wales.

He said the approval given yesterday for the preparation of designs virtually meant that the Federal Government had committed itself to the college.

## Open 1982

"If the designs are in by early next year, construction could begin in 1980, with an envisaged opening in 1982," Mr Fisher said.

The college will cost an estimated \$4.5 million.

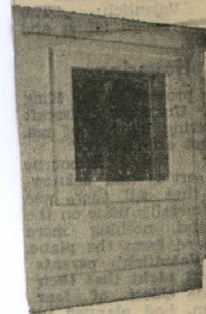
Mr Fisher said it was anticipated that a central building would provide classrooms, library and resource centres that would serve existing facilities at other Sunraysia schools.

In the proposed 1979 program the Federal Government has allocated \$66.5 million for Technical and Further Education (TAFE) expenditure.

Mayor of Mildura, Cr Kaye Gambetta, who is a member of the interim steering committee, was delighted with the news yesterday.

**Work will  
within 2**

TERS!



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## Aust. Press Cuttings Agency

Melbourne, Victoria

From

"CHRONICLE"

Toowoomba, Qld.

23 OCT 1978

# PLANE IS MISSING AFTER U.F.O. REPORT

## 'It's coming for me right now'

MELBOURNE (A.A.P.). — A pilot missing in Bass Strait reported being buzzed by an unidentified object for a quarter of an hour before losing radio contact with Melbourne air traffic controllers, a Department of Transport spokesman said yesterday.

The department's public relations officer, Mr Ken Williams, said the pilot radioed air traffic controllers at 7 p.m. Saturday and reported an aircraft flying below him at about 4500 feet.

Mr Williams said the controllers told the pilot there were no other planes in the area.

He said the pilot then asked control to check if it could be an Air Force plane, considering the speed it was travelling.

The controllers reported no other aircraft, including Air Force planes, in the area.

The pilot then told controllers the object was long and metallic, with four bright lights on the top, and appeared to be playing with his Cessna.

The pilot's last communication with ground control was that he was having trouble with one engine after the object had hovered over him for some time but he was

heading towards King Island.

Mr Williams said the department believed it was possible the pilot was disoriented and was flying his plane upside down during the conversation with ground control.

It was possible the pilot was seeing the lights of the Cape Otway lighthouse and that of King

Island as he was flying inverted in the early evening.

He said an R.A.A.F. Orion search aircraft spotted an oil slick in the area where the light plane was believed to have gone down.

The missing pilot is Frederick Valentich of Avondale Heights, a Melbourne suburb.

## Sequence of events

Following is a transcript of exchanges between air controllers in Melbourne and pilot Frederick Valentich shortly before his Cessna disappeared.

At the time of his disappearance Valentich was headed for King Island south-west of Melbourne.

At 1900 hours Saturday the aircraft reported over Cape Otway (south-west of Melbourne) that he was proceeding to King Island.

At 1906 the aircraft asked Melbourne flight service if there was any known traffic in the area below 5000 ft. Flight service replied no known traffic in your area. The pilot then called up and said there seemed to be a large aircraft below 5000 ft. Flight service requested the type of aircraft and the pilot replied: "I cannot confirm. It has four bright lights that appear to be landing lights. The aircraft has passed over me about 1000 ft above."

Flight service then queried him: "Is it a large aircraft?" The pilot responded in the affirmative — "and at the speed it's travelling are there any R.A.A.F. aircraft in the vicinity?" Flight service negated that reply.

At 1908 the pilot again called up and said: "It's approaching from due east towards me. It seems to me to be playing some sort of game. It's flying at a speed I cannot estimate."

Flight service then queried his altitude and the pilot replied 1500 ft. Flight service then asked him: "Can you confirm you can't identify aircraft?" And the pilot replied "affirmative."

At 1909 the aircraft again called up and said, "It's not an aircraft it's . . ." and there was a temporary break in transmission.

Flight service again called him up and said: "Can you describe the aircraft?" The pilot replied: "It is flying past, it is a long shape. I cannot identify more than that. It's coming for me right now."

At 1910 flight service asked him how large it was and the pilot replied: "It seems to be stationary. I'm orbiting and the thing is orbiting on top of me also. It has a green light and a sort of metallic light on the outside."

A few seconds later the pilot told flight service that the object had vanished. Flight service then asked him to confirm that the object had vanished. The pilot confirmed that. And then asked: "Do you know what type of aircraft I've got. Is it military?" Flight service responded no known military traffic in the area.

At 1912 the pilot told flight service his engine was rough idling and was coughing. Flight service then asked him his intentions. The pilot replied that he was proceeding to King Island and added: "Unknown aircraft hovering on top of me." Flight service then acknowledged that call and then there came a long metallic noise over the radio and communication with the aircraft was lost.



## CHILDREN'S WEAR

SUPERSIZE FASHIONS  
SIZES 18-28

28 DUGGAN STREET  
(Opp. City Library)  
PHONE 38 1023

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## RADFORD & SIEBUHR

Flowers for  
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Flowers for  
glad occasions  
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## Brisbane Ridge (ex Brigade)

The relatives and friends of  
Mrs. Dawn Eastwell, Sharon  
Warren and Glen, Mr and  
Mrs Albert Eastwell (de-  
ceased), Mr. Glynn (de-  
ceased), Mr. and Mrs. Duddle  
Eastwell and family, Mr  
Lionel (deceased), and Mrs  
Peg Eastwell and family,  
Mr. Clem and Mrs. Joyce (de-  
ceased) Eastwell and family,  
Mr. Doug and Mrs. Jean (de-  
ceased) Tasker, Mr. and Mrs.  
John Tasker and family are  
respectfully advised that the  
funeral of her beloved hus-  
band, their father, son, son-  
in-law, brother, brother-in-  
law and uncle, **GEORGE  
BRIAN EASTWELL**, is ap-  
pointed to leave St. Andrew's  
Church of England, Lut-  
wych Road, Lutwyche, **TO-  
MORROW (Tuesday)** for the  
Pinaron Lawn Resting Place  
on conclusion of service  
commencing at 3 p.m.

## METROPOLITAN FUNERALS (BRISBANE)

Valley and Mt Gravatt,  
(07) 52 9466

## HAMPSON, Cecil Edmund, (HONS.)

formerly of Stuart Street, Toowoomba.

The relatives and friends of  
Miss Violet Hampson (Bris-  
bane), Gordon (deceased), Mrs.  
Don Hampson, Mr and Mrs  
Bruce Hampson and Mr and  
Mrs Ian Hampson and fam-  
ilies, are invited to attend  
the funeral of their deeply  
loved brother, uncle and  
great-uncle, **CECIL ED-  
MUND HAMPSON**, which is  
appointed to leave St.  
Theresa's Church, Jelliffe  
Street, Toowoomba, after  
prayers commencing 10.45  
a.m. **TOMORROW (Tues-  
day)**

**BRISBANE (A.A.P.).** — The State Government  
would meet the Waterside Workers Federation head-  
on over the live cattle export issue, the Premier, Mr  
Bjelke-Petersen said yesterday.

He said if the wharves  
refused to load cattle then  
the job would be done for  
them.

By this he meant graziers  
were willing to do the  
job.

The Premier was reply-  
ing to a report that the  
waterside workers would  
not only paralyse Bris-  
bane, but wharves  
throughout Australia if  
Mr Bjelke-Petersen  
brought in strike-breakers.

Last Tuesday, 45  
demonstrators were ar-  
rested after a violent  
clash between police and  
unionists at Hamilton,  
Brisbane.

The men, mainly meat-  
workers, were protesting

against the export of live  
cattle to Japan.

Waterside workers stop-  
ped work for four hours  
as a protest at police  
interference with the  
pickets.

Mr Bjelke-Petersen said  
no union would dictate to  
the elected Government of  
Queensland what the  
State's export policies  
would be.

"Successful weak-kneed  
Federal and State Gov-  
ernments have allowed  
the Waterside Workers  
Federation and other  
militant unions to regard  
the nation's goods and  
services as their personal  
property to turn off and  
on at will for too long",  
he said.

"Wharves are not need-  
ed to load and unload  
cattle at railway stations,  
saleyards or abattoirs, so  
they are not needed at  
the wharves either."

"If the wharves do their  
jobs, for which they are  
highly paid, there will be  
no worries."

"However, if graziers  
have to load cattle in-  
stead, the job would get  
done in half the time."

## FUNERAL NOTICES

**LAMB, Herbert William, 2C**  
James Street, Toowoomba.

The relatives and friends of  
Mr. R. W. Lamb, 40 Ryans  
Road, St. Lucia, Brisbane, Mr  
and Mrs W. Lightbody and  
family, Coorparoo, Brisbane,  
Mr Fred Lamb, Toowoomba,  
are respectfully advised that  
the funeral of his beloved  
father, their brother, brother-  
in-law and uncle, **HERBERT  
WILLIAM LAMB**, will be  
held at the Toowoomba Gar-  
den of Remembrance, Rut-  
hven Street, South TITS DAY  
(Monday).

Gravelside Service to com-  
mence at 2.45 p.m.

**T. S. BURSTOW FUNERALS**  
PTY LTD, A.F.D.A.  
Funeral Directors

**THEIMANN, Peter, of 16 Vic-  
tory Street, Toowoomba.**

The relatives and friends of  
Mr and Mrs C. J. Theimann  
and families are respectfully  
invited to attend the funeral  
of their deeply loved son,  
brother, brother-in-law and  
uncle, **PETER THEIMANN**,  
which is appointed to leave  
the Church of Christ, Mar-  
garet Street, Toowoomba,  
after service commencing at  
10 a.m. **TOMORROW (Tues-  
day)** for the Drayton and  
Toowoomba Lawn Cemetery.

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## ING RTS

# Greenvale can be saved: Knox

**BRISBANE (AAP).** — Queensland treasurer, Mr  
Knox said yesterday he was confident that the \$300  
million Greenvale nickel project in north Queensland,  
along with the 4000 jobs involved, could be saved.

Speaking from the Bel-  
gian capital of Brussels  
late yesterday, Mr Knox  
said his confidence in the  
project's future followed  
talks he has held with  
Japanese trade and busi-  
ness officials.

He said he was happy  
with the outcome of talks  
on the Greenvale project  
with the Japanese Min-  
istry for International  
Trade and Industry.

"As a result, the Japa-  
nese parties are now meet-  
ing and they are aware  
that it's vital that they  
quickly agree to the plan  
to restructure loan agree-  
ments for Greenvale", Mr  
Knox said.

"I want to see the plan  
agreed to and then imple-  
mented through legisla-  
tion in the Queensland  
Parliament before  
Christmas."

Mr Knox has met with  
Greenvale lenders in  
America and Europe  
since the Japanese talks.

He will again meet with  
the Japanese during the  
first week in November,  
and is expected back in  
Brisbane on November 8.

In addition to Green-  
vale, Mr Knox also had  
some good news about  
finance for other Queens-  
land projects.

In a statement issued  
from Brussels, Mr Knox  
made the following points.

● He was confident the  
Japanese lenders and  
Japanese Government will  
"come to the party" of  
plans to restructure fi-  
nance agreements for  
Greenvale.

● Overseas bankers  
want to inject finance  
into the proposed cross  
river road bridge or tunnel  
in Brisbane.

● He has held talks  
with several bankers  
about funds for work re-  
lated to the Gladstone  
power station and.

● He expects overseas  
loans totalling \$8 million  
to be available for com-  
pletion of the \$24 million  
railway electrification  
program in Brisbane.

Mr Knox said the \$8  
million for the Brisbane  
railway electrification  
project would go towards  
the cost of building  
electric trains, the com-  
pletion of the Merivale  
Street Rail Bridge over  
the Brisbane River, and  
equipment for the  
Ipswich-Ferny Grove line.

He said there also had  
been tremendous overseas  
interest in finance for the  
Brisbane cross-river road  
link and for work related  
to the Gladstone Power  
Station.



MR KNOX

Mr Knox said all these  
projects mean security of  
employment for thousands  
of Queenslanders.

## B.P. admits

**LONDON (A.A.P.-  
A.F.P.).** — The 51 per cent  
State-owned company  
British Petroleum (BP)  
admitted on Saturday it  
had continued to supply  
oil indirectly to Rhodesia.

## Cuba joins space race

**MIAMI (A.A.P.-A.F.P.).** —  
A Cuban cosmonaut  
will soon take part in a  
space flight from the  
Soviet Union, Havana  
radio said on Saturday.

The flight will be one of  
the Cosmos series, in  
which nine other com-  
munist countries are tak-  
ing part.

Cuba will be the first  
Latin American country  
to have a man in space.

# Plane overdue

**BRISBANE (A.A.P.).** —  
A search was under way  
in north Queensland last  
night for a sea plane with  
four people aboard, over-  
due on a one-day trip  
between Cairns and Cape  
Melville.

The Cessna aircraft left  
Cairns early yesterday  
morning for a small island  
near Cape Melville, 20  
kilometres to the north.

A Transport Depart-  
ment official said la-  
st night the plane did not  
return as scheduled ye-  
sterday, but there was  
evidence that it had  
crashed or was in distre-  
ss.

The official said a twin-  
engine Transport De-  
partment plane from  
Townsville was flying  
along the route last night  
to try and contact the  
Cessna.

## Nobody Und

Hi-



# UFO report

...m P. 1.  
radioed again asking if there was any known air traffic in his area below 5000 ft.

There was not.  
Mr Valentich: "There seems to be a large aircraft below 5000 ft."  
He was asked what kind of aircraft.

Mr Valentich: "I cannot confirm. It has four bright lights, which appear to be landing lights. The aircraft has just passed over me about 1000 ft. above."

He was asked if he was sure it was a large aircraft.

Mr Valentich: "Affirmative. At the speed it was travelling, are there any RAAF aircraft in the vicinity?"  
He was told there were no RAAF planes nearby.

## 'A GAME'

7.08: Mr Valentich said: "It is approaching from due east toward me. It seems to be playing some sort of game. Flying at a speed I cannot estimate."

He said his altitude was 4500 ft and that he could not identify the object.

7.09: Mr Valentich: "It is not an aircraft. It's ..."  
Radio contact was broken briefly.

Mr Valentich was then asked to describe the object.

Mr Valentich: "It is flying past. It is a long shape. I cannot identify more than that."

"It's coming for me right now."

7.10: Mr Valentich: "It seems to be stationary. I'm orbiting and the

thing is orbiting on top of me also. It has a green light and a sort of metallic light on the outside."

A few seconds later Mr Valentich said the object had vanished.

He then asked "What type of aircraft have I got — is it military?"

## HOVERING

He was told there were no military planes in the area.

7.12: Mr Valentich: "The engine is rough idling and coughing." He was asked what were his intentions.

Mr Valentich: "I'm proceeding to King Island. Unknown aircraft is hovering on top of me. It is not an aircraft."

After the Melbourne flight service had acknowledged that call, there was a long metallic noise on the radio and nothing more was heard from the plane.

(Est. 1904)

'Phone: 67-5133

**Aust. Press Cuttings Agency**

Melbourne, Victoria

From

"COURIER"

Ballarat, Vic.

23 OCT 1978

# Missing pilot reported a UFO Bass Strait mystery

**MELBOURNE (AUP).** The parents of a young pilot whose plane vanished over Bass Strait at the weekend believe he could have been taken by a UFO.

A full air and sea search between King Island and the Victorian coast yesterday failed to find any trace of the missing plane.

The single engined Cessna 182's radio cut out at 7.12 pm on Saturday, seconds after the pilot told air traffic controllers that a large object hovering above him was "not an aircraft."

Four minutes earlier the pilot, Frederick Valentich, 20, radioed that the craft was flying toward him and "seems to be playing some sort of game, flying at a speed I cannot estimate."

Mr Valentich then said, "It's not an aircraft, it's ..."  
... before his radio transmission broke briefly.

When asked by air traffic controllers to

describe the object he said it was "a long shape with a sort of metallic light on the outside."

## NO PLANES

He was told there were no planes in the area.

Mr Valentich said: "The engine is rough idling and coughing."

"I'm proceeding to King Island. Unknown aircraft is hovering on top of me. It is not an aircraft."

After the Melbourne flight service had acknowledged that call, there was a long metallic noise on the radio and nothing more was heard from the plane.

Mr Valentich's parents said last night that their son, the eldest of four children, had planned to fly to King Island and bring back some crayfish later on Saturday night.

They did not believe a theory advanced yesterday that Frederick may have accidentally turned the plane upside down or into a steep bank after becoming disoriented in the dark.

Mr Guido Valentich said he believed the Department of Transport was "trying to cover up so

people won't get alarmed."

A Department spokesman said last night that if the plane had "inverted" the pilot could have seen light from the Cape Otway and King Island light houses reflected on cloud patches above him.

The spokesman said conditions in the area when the plane vanished at about 4500 feet were perfect and he should have had almost unlimited vision.

An RAAF plane

searching the area yesterday spotted an oil slick on the water and dropped a buoy to mark the spot. The searchers will collect a sample today to see if it is aviation fuel.

Another single engine plane disappeared without trace in Bass Strait on December 24, 1969.

The plane crashed into the sea eight kilometres off Cape Otway in a flight from King Island and no trace of the pilot or the plane was ever found.

## TRANSMISSIONS

Department of Transport spokesman Mr Ken Williams said yesterday Mr Valentich's radio transmissions were:

7 pm: Mr Valentich radioed the Melbourne flight service that he was over Cape Otway and heading for King Island.

7.06: Mr Valentich

● Continued P. 2.



motor car.

Mrs Delaland was still in the Ballarat Base Hospital last night. She is believed to have head and leg injuries.

Mr Delaland suffered minor injuries in the accident.

Police said that at one stage a police car had pulled alongside the motor cycle but it still attempted to outrun them along the highway and had gone

Friday night.

The Police Accident Appreciation Squad came from Melbourne to attend Saturday.

Members who saw the motor cycle and police car between Burrumbeet and the accident scene to contact Senior Constable R. Anderson at T.O.G., Ballarat, or the squad's Melbourne office.

# Missing

**MELBOURNE (AUP).** The parents of a young pilot whose plane vanished over Bass Strait at the weekend believe he could have been taken by a UFO.

A full air and sea search between King Island and the Victorian coast yesterday failed to find any trace of the missing plane.

The single engined Esna 182's radio cut out describe the object he said it was "a long shape with a sort of metallic light on the outside."

## NO PLANES

He was told there were no planes in the area.

Mr Valentich said: "The engine is rough idling and coughing."

"I'm proceeding to King Island. Unknown aircraft is hovering on top of me. It is not an aircraft."

After the Melbourne flight service had acknowledged that call there was a long metallic noise on the radio and nothing more was heard from the plane.

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An estimated 200,000 people watched the ceremony under cloudy Roman skies.

In single file the 120 cardinals climbed the steps to the Papal throne between the heavy grey columns of the Basilica and knelt down in front of their new leader, kissing his hands in homage.

## COMPOSED

John Paul II looked calm and composed. He received each cardinal with an embrace, clasping their hands and kissing each cardinal on both cheeks.

One of the first he embraced with visible emotion was the 77-year-old primate of Poland, Cardinal Stefan Wyszynski.

The Pope, who speaks five modern languages, delivered a homily in Italian. He said he had now become a Roman by assuming the title of Bishop of Rome.

Turning to the crowd, he urged them not to be afraid to become Christians.

"Open wide the doors for Christ," he declared, adding that men were assailed by doubts and despair and were uncertain about the meaning of their life.

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Mr Y cannot c four brig appear lights. T just passe 1000 ft. al

He was asked if he was sure it was a large aircraft.

Mr Valentich: "Affirmative. At the speed it was travelling, are there any RAAF aircraft in the vicinity?"

He was told there were no RAAF planes nearby.

## 'A G. IE'

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He said his altitude was 4500 ft and that he could not identify the object.

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Radio contact was broken briefly.

Mr Valentich was then asked to describe the object.

Mr Valentich: "It is flying past. It is a long shape. I cannot identify more than that."

"It's coming for me right now."

7.10: Mr Valentich: "It seems to be stationary, I'm orbiting and the

Mr Valentich: "The engine is rough idling and coughing." He was asked what were his intentions.

Mr Valentich: "I'm proceeding to King Island. Unknown aircraft is hovering on top of me. It is not an aircraft."

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# Aust. Press Cuttings Agency

Melbourne, Victoria

From

"HERALD"

Colac, Vic.

23 NOV 1978

## Missing plane mystery

An extensive sea and land search was mounted in the Bass Strait-King Island area yesterday for a pilot whose small aircraft disappeared under mysterious circumstances near Cape Otway.

Fishing vessels, police, an RAAF Orion aircraft and other small aircraft were involved in the search.

The search followed the disappearance of a single engine Cessna 182 aircraft as it was flying over Cape Otway on Saturday evening.

Radio contact was lost with the aircraft at 7.12 pm.

CONTINUED ON P. 4

## mystery

At this stage the other aircraft was still alleged to be flying over the top of the Cessna.

Radio contact was then lost with the pilot, whose name had not been released late yesterday.

The DOT official said the pilot, who had been flying for 18 months, was not experienced in night flying.

He said it was his first night flight to King Island.

The official said the pilot's aircraft may have become "inverted" and he may have confused the reflections of lights from Cape Otway onto clouds.

that a "large aircraft" was flying below him.

He said the aircraft had four bright lights and that it then flew about 1000 ft over the top of his own plane.

At 7.08 pm the pilot reported that the other aircraft was approaching him from due east and was "playing some sort of game" with him.

At this stage, he said he was flying at 4500 ft and still could not identify the other aircraft.

He described the aircraft as having a "long shape".

A further radio message was received from the pilot at 7.09 pm, when he said the plane was still coming towards him.

He then reported that it seemed to be hovering in a stationary position above him.

He said there was a green light and a "metallic" light on the aircraft.

At 7.12 pm the pilot reported that the engine of his aircraft was idling rough and was "coughing".

He informed the authorities that he was going to try to push on to King Island.



(Est. 1904)

Phone: 67-5133

## Aust. Press Cuttings Agency

Melbourne, Victoria

From

"HERALD"

Colac, Vic.

23 NOV 1978

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### Missing 'plane mystery

CONTINUED FROM P. 1

The Southern Air Services aircraft had taken off from Moorabbin airport at 6.19 pm and was flying to King Island via Cape Otway.

A Department of Transport official released details of the plane's disappearance yesterday.

At 7 pm the pilot, who was alone in the aircraft, reported to the Melbourne air traffic authorities that he was over the cape.

Six minutes later he asked the authorities if there any other aircraft flying below 5000 ft in the same area.

He was told there was not.

The pilot then replied that a "large aircraft" was flying below him.

He said the aircraft had four bright lights and that it then flew about 1000 ft over the top of his own plane.

At 7.08 pm the pilot reported that the other aircraft was approaching him from due east and was "playing some sort of game" with him.

At this stage, he said he was flying at 4500 ft and still could not identify the other aircraft.

He described the aircraft as having a "long shape".

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He informed the authorities that he was going to try to push on to King Island.

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"The only safe way of  
assessing the cost of get-  
ting the local electricity supply  
authority before buying or  
building," Mr. Chapman  
said.

AYS CHRISTMAS



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Best. Press Cuttings Agency  
Melbourne, Victoria

"HERALD"

Colac, Vic.

23 NOV 1978

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23 NOV 1978

# Mystery surrounds missing light plane

**Melbourne.—Mystery surrounds the disappearance of a light plane over Bass Strait at the weekend.**

A full air and sea search between King Island and the Victorian coast yesterday failed to find any trace of the plane.

The single-engined Cessna 182's radio cut out at 7.12 p.m. on Saturday, seconds after the pilot told air traffic controllers an unidentified object was hovering above him.

Four minutes earlier the pilot, Mr. Frederick Valentich 20, radioed that the craft was flying toward him at a speed he could not estimate.

When asked by air traffic controllers to describe the object he said it was "a long shape with a sort of metallic light on the outside."

He was told there were no planes in the area. Mr. Valentich radioed that his engine was rough idling and coughing.

After the Melbourne flight service had acknowledged that call there was a long metallic noise on the radio and nothing more was heard from the plane.

Mr. Valentich's parents said last night that their son, the eldest of four children, had planned to fly to King Island and bring back some crayfish later on Saturday night.

They did not believe a theory advanced yesterday that Frederick may have accidentally turned the plane upside down or into a steep bank after becoming disoriented in the dark.

Mr. Guido Valentich said he believed the Department of Transport was "trying to cover up so people won't get alarmed."

A department spokesman said last night that if the plane had "inverted" the pilot could have seen light from the Cape Otway and King Island light houses reflected on cloud patches above him.

The spokesman said conditions in the area when the plane vanished at about 4500 feet were perfect and he should have had almost unlimited vision.

An RAAF plane searching the area yesterday spotted an oil slick on the water and dropped a buoy to mark the spot. The searchers will collect a sample today to see if it is aviation fuel.

Another single engine plane disappeared without trace in Bass Strait on December 24, 1969.

The full plane crashed into the sea eight kilometres off Cape Otway in a flight from King Island and no trace of the pilot or the plane was ever found.

The Department of Transport spokesman said the plane was carrying life jackets and a high frequency survival beacon which was designed to operate if the plane crashed into the water.

## Radio messages

Department of Transport spokesman Mr. Ken Williams said yesterday Mr. Valentich's radio transmissions were:—

7: Mr. Valentich radioed the Melbourne flight service that he was over Cape Otway and heading for King Island.

7:06: Mr. Valentich radioed again asking if there was any known air traffic in his area below 5000 feet. There was not. Mr. Valentich: "There seems to be a large aircraft below 5000 feet."

He was asked what kind of aircraft. Mr. Valentich: "I cannot confirm. It has four bright lights, which appear to be landing lights. The aircraft has just passed over me about 1000 feet above."

He was asked if he was sure it was a large aircraft. Mr. Valentich: "Affirmative."

At the speed it was travelling, are there any RAAF aircraft in the vicinity?" He was told there were no RAAF planes nearby.

7:08: Mr. Valentich said: "It is approaching from due east towards me. It seems to be playing some sort of game. Flying at a speed I cannot estimate."

He said his altitude was 4500 feet and that he could not identify the object.

7:09: Mr. Valentich: "It is not an aircraft. It's . . ." Radio contact was broken briefly.

Mr. Valentich was then asked to describe the object. Mr. Valentich: "It is flying past. It is a long shape. I cannot identify more than that. It's coming for me right now."

7:10: Mr. Valentich: "It seems to be stationary. I'm orbiting and the thing is orbiting on top of me also. It has a

green light and a sort of metallic light on the outside."

A few seconds later Mr. Valentich said the object had vanished. He asked if it was yet known. "What type of aircraft I have got? Is it military?" He was told there were no military planes in the area.

7:12: Mr. Valentich: "The engine is rough idling and coughing." He was asked what were his intentions. Mr. Valentich: "I'm proceeding to King Island. Unknown aircraft is hovering on top of me. It is not an aircraft."

After the Melbourne flight service had acknowledged that call, there was a long metallic noise on the radio and nothing more was heard from the plane.



benefits  
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have had to be enforced on certain other aspects of education at various levels, and when Victoria, for example, is proposing to conduct a full judicial inquiry into procedures used for teacher education in the primary and secondary fields, which have been the subject of recent constant criticism.

Academics have asserted that private industry has been known to send executives abroad on study tours. This is true, but such people do not normally go overseas at reg-

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ties, the Government's decision last week to abandon automatic entitlement to academic leave, to study each application on its merits and to reduce the terms spent abroad should provide a reasonable compromise.

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## Agreement on wheat and grains

London. — Arthur Dunkel, Swiss chairman of a special international wheat council committee, says a clearly defined mechanism for world wide agreements on wheat and coarse grains had emerged from last week's meeting of the committee here.

The three-week Geneva conference under the United States Conference on Trade and Development (UNCTAD) to negotiate the full terms of these pacts, along with a food-aid convention, will go ahead as planned on November 6, he added.

Mr. Dunkel said that one or two "innovative ideas" would be incorporated in these arrangements, but refused to go into detail.

He added that there were still several "difficult" problems to solve. These include the trigger points that will determine various actions, such as the minimum price when supplies are bought off the market for stock purposes and the maximum price when stocks are offered to the market.

The level of stocks has also yet to be decided as has the financial contribution of each member country to fund these stocks.

The stocks will be internationally controlled but held nationally, Mr. Dunkel pointed out. — AAP - AFP.

## JEST TODAY



Admission is \$4 with students and pensioners \$2.

## Red Cross award.

Barrabool Shire Council has been presented with a certificate of recognition by the Red Cross Society.

The award recognises the contribution to the society's March appeal by the people of the shire.

Barrabool people contributed \$2262 to the appeal making a total of \$23,258 since 1955.

Shire president, Cr. R. Pettitt, said the response of Barrabool people was outstanding.

## Children's Week.

During Children's Week, which started yesterday, there will be a display of pre-school activities in the children's section of the Geelong Regional Library.

Mrs. Heywood from Brookwater Pre-school will be in attendance on the afternoons of Thursday and Friday to encourage participation in some craft activities suitable for pre-school children.

## Inspection.

Barrabool's Coast Riding councillors will inspect the foreshore at Angelsea following a letter from Angair, a local conservation group.

The letter said recent high seas had cut into dunes and washed away the support for access walkways in the coastal area near Angelsea.

There was no satisfactory way of getting on to the beach and the risk of an accident was high. Angair's letter will be forwarded to the Angelsea Foreshore Committee and the area will be inspected at the next visit of the Coast Riding councillors.

## Shopping centre.

Shire of Corio officers are investigating a proposal for a shopping centre in the Shariand Road area of Corio.

In a reply to a question by Geelong North MLA, Mr. N. Trezise, the Minister for Housing, Mr. Hayes, said the area was recently subject of an investigation.

Proposals being considered included a community house, doctor's surgery and scout hall.

Mr. Hayes said as soon as formal plans were agreed to, work would start on the first stage of development.

## FORECASTS

High tide at Geelong wharves: Today, 5.05 a.m. and 5.41 p.m.; tomorrow, 5.40 a.m. and 5.27 p.m.

High tide at Port Phillip Heads: Today, 4.33 a.m. at 4.19 p.m.; tomorrow, 5.05 a.m. and 4.55 p.m.

High tide at other district coastal points may be calculated by adding to or subtracting from high tide times at Port Phillip Heads as follows:  
ADD — 10 minutes for Angelsea; 20 minutes for Barwon Heads; 2 hours 47 minutes, 10 minutes Head; 2 hours 50 minutes, Port-arlington Jetty; 1 hour 59 minutes, Swan Island docks; SUBTRACT — 33 minutes for Apollo Bay; 36 minutes for Lorne.

Sun rises: Today, 5.25 a.m.; tomorrow, 5.24 a.m.  
Sun sets: Today, 6.48 p.m.; tomorrow, 6.49 p.m.

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**Aust. Press Cuttings Agency**  
Melbourne, Victoria

From

"STANDARD"

Warrnambool, Vic.

24 OCT 1978

# NO TRACE OF LOST AIRCRAFT

**MELBOURNE, (AUP)** — Hopes of finding missing Melbourne pilot, Frederick Valentich alive faded yesterday after a major search found no trace of him or his plane.

But his parents were confident last night Valentich would be found safe, although he has not been heard from since he disappeared mysteriously on Saturday night.

"We've still got a hope," his father, Mr Guido Valentich, said from his Avondale Heights home.

"He may have crashed and is hurt, or something else may have happened."

Frederick Valentich, 20, vanished over Bass Strait while flying his single-engine Cessna 182 to King Island.

## They saw lights too

A big air, land and sea search in the past 48 hours between King Island and the Victorian coast has failed to find any trace of the pilot or his plane.

Valentich's radio cut out at 7.12 pm on Saturday, seconds after he told air traffic controllers that a large object hovering above him was "not an aircraft."

Mr Valentich said the object had a green light and a type of metallic light on the outside.

He said he was orbiting "and the thing is orbiting on top of me."

Two minutes later he said: "Unknown aircraft is hovering on top of me. It is not an aircraft."

A long metallic noise followed, then silence.

Department of Transport officials said the pilot had remained calm during the radio message.

Officials believe he may have been flying upside down and became confused by a reflection of lights.

However, aviation sources said last night the Cessna 182 would have been able to fly for only 50 seconds upside down because its fuel tanks were situated in the wings and relied on gravity to feed the motor.

A fishing vessel picked up samples of an oil slick about 40km north-east of Cape Wickham, King Island's most northern point, late yesterday.

Last night the sample was being brought back to Melbourne and will be tested today to see if it came from the aircraft.

An R.A.A.F. Orion, a Cessna 150 and a maritime Nomad were also used in the search.

Several fruit boxes and bags were found floating about four km from the oil slick yesterday.

Mr Valentich is believed to have taken a container with him in the plane to bring back lobsters from King Island but searchers last night ruled out the theory that the fruit boxes and bags were from the plane.

Department of Transport officials have estimated the plane would have crashed in the same area as the oil slick.

**KING ISLAND (AUP).** — The disappearance of the light aircraft and its pilot over Bass Strait highlighted a number of sightings of bright lights and following lights reported by King Island people over the last six weeks.

Reports of the sightings came from all over the island, particularly in the north, and reports were made to the police and to the "King Island News".

Six weeks ago Sgt Jack Woodward of Currie police was notified of strange lights or flares appearing off the north of the island near New Year Island.

Three fishing boats from Currie searched the area and an Orion from Canberra also joined the search.

A nursing sister at the King Island District Hospital travelling home to Grassy last week stopped her car to watch bright unfamiliar lights moving across the sky.

A letter to the editor, published in the King Island News on September 20 said: "We are writing to your paper to see if anyone other than ourselves has seen any sightings of strange moving lights in the sky."



**CANBERRA** — The health of Australians appears to have improved, but they are visiting doctors more often.

Figures for the December quarter prepared by the Australian Bureau of Statistics show that 38.5 per cent of Australians reported no illnesses in the two weeks before the survey was taken.

This compares to 30.1 per cent in the September quarter.

However, of the 63.5 per cent who were sick in the December quarter, 54 per cent consulted a doctor.

In the September

quarter, only 42.9 per cent of the 69.9 per cent who were ill went to the doctor.

The latest survey found a high proportion of Australians with some form of disability.

It is found that 46.3 per cent of the total population reported suffering from some type of chronic illness or impairment, with 10.6 per cent of people aged two years or more limited in some way by their chronic illness.

Almost two per cent of people reported they had an accident which needed medical

attention or a stay bed in the two weeks before the interview was conducted.

About 52.4 per cent of adults and 30.6 per cent of children took some form of medication in the two days before the interview.

The survey also found that 2.6 per cent of children aged one to five had not received any triple antigen vaccination, for whooping cough, tetanus and diphtheria and 3.8 per cent of children in the same age group had not been given polio vaccinations.

## for UN

**CANBERRA** — The Foreign Affairs Minister, Mr Peacock, yesterday re-affirmed the Govt's commitment to the UN and its belief in the value of the body.

Mr. Peacock said the past year had been remarkably active for the UN with three special sessions of the General Assembly — on the United Nations Interim Force in Lebanon, on Namibia and on disarmament.

In addition there had been a full calendar of conferences and the ongoing activities of the specialised agencies.

Today marks the 33rd anniversary of UN charter coming into force.

"At a time when the structure and substance of international relations is changing rapidly, the UN remains an indispensable forum," Mr Peacock said.

He said the disarmament agenda of the UN this year had been heavy.

### TEXT FOR TODAY

#### 1 TIMOTHY 6:20-21

"Avoid the godless chatter and contradictions of what is falsely called knowledge, for by professing it some have missed the mark as regards the faith."

— R.S.V.

## D. GOVT RAISES ANOTHER LOAN

on the Tokyo capital market.

Mr Howard defended the loans as "fully consistent" with the Fed Govt's continued policy of supplementing the level of Australia's international reserves, as appropriate, through official borrowings.

Another \$187 million loan raised in Japan was finalised last week.

The latest loan of 40 billion yen was provided by a number of Japanese trust banks and life insurance companies led by the Mitsubishi Trust and Banking Corporation and the Nippon Life Insurance Company and was arranged through Morgan Stanley and Co.

The loan will mature in 1998 and be repaid in 11 semi-annual instalments starting in 1993, to provide an average life of 17.5 years.

The average life of the loan is the longest yet secured in the Tokyo market by the Federal Government.

Mr Howard said this reflected the growing range of Japanese institutions participating directly in the international loan market and Australia's high standing in the world's capital markets.

He said the loan would carry an interest rate of 7.6 per cent annum.

After taking commis-

sions and other expenses into account, the effective cost to Australia would be 7.65 per cent per annum.

The terms of the borrowing equalled that obtained by the World Bank in its recent 20-year yen loan and were considered to be very favorable to the Federal Government.

Mr Howard said the successful completion of the two yen loans, of 40 billion each, was evidence of the growing strength of the Tokyo market as a source of capital.

## ING AT PPLE?

arnambool Archery

Form 5 student at Brothers' College, very techniques to a ne St Ann's College on Oval yesterday.

ion was part of the activities.

emonstrates how to Suzanne Gleeson and of St. Ann's Col-

## Weather Diary

### FORECAST

**Warnambool and District:** A few thundery showers. Mild northerly wind and an afternoon sea breeze. Expected top temperature 22C.

### RAINFALL

For the 24 hours to 1 am, Tuesday, October 24, nil.

### TEMPERATURES

Maximum 28; minimum 13.5.

### MOONRISE & MOONSET

Rises at 1.03 am; sets at 11.35 pm.

### SUNRISE & SUNSET

Rises at 5.31 am; sets at 6.56 pm.

### BAROMETER

1021.0 at 9 am; 1019.0 at 3 pm.

Last Quarter. . . . . Oct 24  
New Moon. . . . . Nov 1  
First Quarter. . . . . Nov 8  
Full Moon. . . . . Nov 15

## C.I.G. WELDERS

W WEEK  
HESE  
OW — AT

gencies

### RETAIL NOW

.. \$269 .... \$240  
.. \$211 .... \$185  
.. \$181 .... \$160  
.. \$186 .... \$170  
.. \$208 .... \$175  
.. \$280 .... \$250  
.. \$370 .... \$330

.. \$371 .... \$330  
.. \$560 .... \$490

CT AT

service



**Aust. Press Cuttings Agency**

Melbourne, Victoria

From

"COURIER"

Ballarat, Vic.

24 OCT 1978

# HOPES FOR PILOT

## Pilot mystery

From Page 1

north, and reports were made to the police and to the King Island News.

Six weeks ago Sgt. Jack Woodward of Currie police was notified of strange lights or flares appearing off the north of the island near New Year Island.

Three fishing boats from Currie searched the area and an Orion from Canberra also joined the search but nothing of significance was found.

A nursing sister at the King Island District Hospital travelling home to Grassy last week stopped her car to watch bright unfamiliar lights moving across the sky.

A letter to the editor published in the King Island News on September 20 said: "We are writing to your paper to see if anyone other than ourselves has seen any sights of strange moving lights in the sky."

### STRANGE

"We saw our first sighting two months ago. We were driving into Currie and a slow-moving light followed us down the north road and finally disappeared toward the lighthouse."

"There were other sightings in Currie on the same night some people further up north also saw a strange light passing over their house. Then another of seeing beautiful, strange lights outside. On going out to investigate the lights suddenly disappeared."

"Then last night, the twelfth, the strange light appeared again just up from Camp Creek."

"On each of these occasions the light has been very large and bright, and it seems to light up the area as if it were daylight."

"The lights are oval-shaped."

## No trace after major search

**MELBOURNE (AUP).** Hopes of finding Melbourne pilot, Frederick Valentich alive faded day after a major search found no trace of his plane.

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He told a close friend before taking off from Moorabbin: "I'll see you over the weekend and I'll drop in a crayfish."

A big air, land and sea search in the past 48 hours between King Island and the Victorian coast has failed to find any trace of the pilot or his plane.

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Mr Valentich said: "It's not an aircraft, it's..." before his radio transmission broke briefly.

### UNKNOWN

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A long metallic noise followed, then silence.

Department of Transport officials said the pilot had remained calm during the radio message.

Officials believe he may have been flying upside down and became confused by a reflection of lights.

However aviation sources said last night the Cessna 182 would have been able to fly for only 50 seconds upside down because its fuel tanks were situated in the wings and relied on gravity to feed the motor.

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Last night the sample was being brought back to Melbourne and will be tested today to see if it came from the aircraft.

An RAAF Orion, a Cessna 150 and a maritime Nomad were also used in the search.

Several fruit boxes and bags were found floating about 4 km from the oil slick yesterday.

Mr Valentich is believed to have taken a container with him in the plane to bring back lobsters from King Island but searchers last night ruled out the theory that the fruit boxes and bags were from the plane.

Department of Transport officials have estimated the plane

would have covered the same area as

Mr Valentich's first night on King Island. He planned to about 200 lb for friends.

He was with shop assistants

at Moonee Ponds Army disposal store and had his heart set on getting his commercial pilot's licence.

He was also an instructor with the RAAF Air Training Corp and was considered a very competent pilot.

Squadron Leader Ron Grandy, staff officer, training, for the corps in Victoria, said yesterday Mr Valentich was not prone to imagine things.

### CAPABLE

"He was an absolutely normal person and a most capable pilot," Squadron Leader Grandy said.

"He was an example of self-discipline and respect, and I believe that what ever happened to him was not due to a lack of concentration."

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Reports of the sightings came from all over the island, particularly in the

Contd. Page 2



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Contd. Page 2





PROVIDE IDENTIFICATION STATEMENTS.

The Place:

## Mid City Motel

19 Doveton Street North, Ballarat.

The Time:

Wednesday and Thursday, October 25, 26.

10.00 am till 9.00 pm each day.

Light refreshments.

BIND  
AND  
AND

have found a .38 revolver, several hacksaw blades and a file hidden in a store room in Pentridge's top-security H Division.

The officer found the gun and escape implements during a search on Sunday.

The Social Welfare spokesman said last night several prisoners as well as prison officers would have access to the storeroom.

The gun, a Smith and Wesson, was one of several stolen in a raid on Able Security Services in North Melbourne last December.

It is believed to have been loaded when found.

The Social Welfare Minister, Mr Dixon, has called for a full report.

A woman and a prison officer were both attacked by a prisoner at Ararat gaol on Sunday.

A Social Welfare spokesman said the incident occurred during a "contact" visiting at the gaol.

The spokesman said the prisoner, believed to be serving a sentence for manslaughter, struck the woman after a disagreement.

When the prison officer stepped in he was also struck.

amount of  
City Court  
for the year

The estimated expenditure while income tax after length the expenditure

The 17 per cent rate represented a decrease of above 6.8 per cent rate struck

If the 16 per cent rate would have been maintained some \$1 deficiency just over 1

Roads reconstruction associated with large projects

# SORRY

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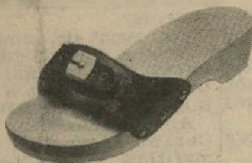
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ALL DAY.**

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**Aust. Press Cuttings Agency**  
Melbourne, Victoria

From

**"BORDER MORNING MAIL"**  
Albury, N.S.W.

24 OCT 1978

Border Morning Mail, Tuesday, October 24, 1978—3

# SEARCH FOR PILOT WIDENS

## Oil slick to be probed

**THE search for a pilot missing over Bass Strait was extended late yesterday to cover a large part of Victoria's west coast.**

The pilot reported on Saturday night that an unidentified flying object was buzzing him for 15 minutes.

**Radio contact was lost soon afterwards.**

Hopes of locating the pilot, Frederick Valentich, 20, rose briefly earlier in the day when crew of an Air Force Orion plane reported "wreckage" about 25 nautical miles off Cape Wickham on King Island's northern point.

The boat from King

Island sent earlier to collect samples of an oil slick sighted on Sunday revealed the "wreckage" to be nothing more than partly submerged cardboard fruit cartons and plastic bags.

A Transport Department official said an oil sample would be brought to Melbourne in an attempt to determine if it was aircraft fuel.

Radio contact was lost with Valentich on Saturday night after he reported that a UFO was hovering over him and the plane's engine was running rough while he was off Cape Otway.

Department officials said they believed Valentich became disorientated and saw his own light or the lights of Cape Otway and King Island while flying upside down.

A department official said he believed a tape of the conversation between the pilot and air flight service at Tullamarine would be examined by air safety experts.

A Nomad plane yesterday scoured an area from Warrnambool to Cape Otway on the State's south-west coast.

The Air Force Orion covered the likely Bass Strait route, and a Cessna the King Island region.

The man who chose Valentich as an air training instructor, Sq Ldr Ronald Grandy, said Valentich was hand-picked because he was "no fool".

Valentich was level-headed, he said.

"Young Fred taught here on Friday nights and often helped out during the week — I don't know how I'm going to replace him," Sq Ldr Grandy said.

He said Valentich worked

for the air training corps on a voluntary basis and spent much of his time preparing for his commercial pilot's licence.

The mystery disappearance brought a rush of UFO sighting reports to transport officials in the past two days.

Mr Guido Valentich, the father of the missing pilot, said he believed a UFO may have taken his son.

Mr Valentich said his son had "wanted to be nothing else but an airline pilot ever since he was 12".

Frederick had spent three years as a cadet with the RAAF Air Training Corps.

### **Very positive**

He had been flying about two years and held his unrestricted licence since last February.

Frederick was "very positive and doesn't talk nonsense," Mr Valentich said.

"He believed in UFOs and told me he had seen classified material at the Sale RAAF base which confirmed his beliefs," he said.

A Transport Department spokesman said Valentich wasn't very experienced and could have accidentally turned the plane upside down and seen his own light.

He said inverting a plane was easy to do, especially if a pilot was inexperienced.

A pilot who confirmed this theory said: "It was dark and Valentich could easily have lost himself."

"You must remember he didn't have an instrument rating," he said.

He said pilots often "inverted" without realising it for a while.



4, 1978

## EDITORIAL OPINION

# Sorry, but no apology

ALBURY City Council met behind closed doors last night and decided to demand an apology from this newspaper for what some aldermen described as "inaccurate, sensational headlines" concerning council's finances.

The decision was ratified in open council with only Ald Adams and Ald Giles dissenting.

The motion that the committee recommendation to demand an apology be adopted was moved in the open council by Ald Dunlop and is consistent with his attempts to have the press conform to his news judgment.

He was supported by Ald Gould, who took her predictable line that nothing should be said or written which might deter people from investing in Albury or coming here to live.

We have no wish to inhibit Albury's growth. But we question whether the long-term interests of the city — and the people who are here now or come later — will be best served by pretending all is rosy when quite clear it is not.

Until the problems of Albury are squarely faced, there can be no hope of solution.

There was ample evidence at last night's council meeting that the council simply doesn't have the funds to provide the services that even the council admits are essential.

The engineer told last night's meeting that \$5m needed to be spent to stop flooding of areas near Bungamba Creek.



## Moving

THE NSW Ambulance Service has come a long way since it was established in 1889.

The service is regarded as one of the most technically advanced in the world . . . complete and all.

When it was established 83 years ago officers transported their patients on hand held stretchers.

The service, known as the Civil Ambulance Transport Brigade, was mainly manned by volunteers.

But it was inadequate for Sydney's rapidly growing population.

In 1899 the brigade received its first horse drawn ambulance.

By 1902 ambulance stations had been established at St Peters, Woodloughra, Balmoral, Rockdale, Circular Quay and the P and O Company's wharf.

But another eight years passed before the service received its first motorised ambulance.

In 1919 the NSW Government decided to introduce the Ambulance Transport Service Board to prevent overlapping of the brigades and to help coordinate the various services.

Today a fleet of more than 900 ambulances is



**Aust. Press Cuttings Agency**

Melbourne, Victoria

From

**"CHRONICLE"**

Toowoomba, Qld.

24 OCT 1978

THE CHRONICLE — Tue, Oct 24, 1978 — 7

# 'VERY WEAK EXPLANATION' OF PILOT'S U.F.O. REPORT

A Dalby man who says he sighted a U.F.O. about 14 years ago said yesterday that authorities had given a "very weak" explanation for the disappearance of a pilot in Bass Strait on Sunday.

Mr Maurie Fountain, 43, owner of an aluminium factory in Dalby, is also a pilot. He said he was not impressed with the official explanation that the missing pilot was flying upside down when he saw the U.F.O.

"In a civil aircraft, pilots usually only have a lap-sash seat belt, so if the plane suddenly turned upside-down he would have had a very red face.

"1900 hours is also a little early for the man to have suffered night flying fatigue. There was no storm mentioned that could have turned the plane over. Also the plane would have been equipped with an artificial horizon and an altimeter so he should have no excuse for not knowing he was up-

side-down".

Mr Fountain claims he saw a U.F.O. 14 years ago on the Jimbour plains.

"I thought it was a floodlit tennis court at first, but then I thought that it was a bit too isolated for a tennis court to be out there, so I went to have a look.

"When I first saw it I was about 1½ miles away, but by the time it had disappeared I was about three-quarters of a mile away.

"Like the missing pilot's description and like most U.F.O. sightings, it had a number of landing lights, was long, had the ability to hover and moved off so fast that it appeared to just vanish".

Mr Fountain has a theory as to the cause of

the engine failure "so frequent in U.F.O. sightings" and the engine failure of the Cessna on Sunday night.

"The craft may have been powered by an electronic propulsion unit which ejects ionised air. It is likely that the plane became enveloped in this ionised air when it was below the hovering U.F.O. causing the spark plugs to stop firing.

"Ionised air in large volumes at night would probably give off a light much like the metallic light the pilot saw under the craft.

"This type of machine would give the U.F.O. a lot of manoeuvrability and high speed therefore verifying the description by the pilot that the craft

was below, then above, then to the right of him in a short space of time.

"The way the authorities treat these sightings with such weak excuses it almost makes me believe that they know more than they are telling the public.

"Maybe they are covering-up some sort of experiment.

"If so, some poor fellow has died being labelled a crazy man who had an hallucination".

After Mr Fountain's sighting of a U.F.O. he was careful who he told.

"Nobody has ever called me crazy. And I've never seen Star Wars or Close Encounters — they're just trash movies cashing in on a serious subject", he said.



# Agreement near with Qld Mines

DARWIN (A.A.P.).— Only minor technical hitches were stopping traditional Aboriginal landowners from signing an agreement with Queensland Mines to mine the Narbarlek uranium deposit in Arnhem Land, a spokesman for the Northern Land Council said yesterday.

The Land Council manager, Mr Alex Bishaw, said the traditional owners were happy with the Narbarlek agreement and would rather Queensland Mines start operations before Ranger.

"The only thing holding up Narbarlek is a technical difficulty", he said.

## NUDES GET \$\$\$

PARIS (A.A.P.-A.E.P.). — Damages of 1000 francs (about \$170 Aust.) have been awarded here to each of 14 Crazy Horse Saloon nude dancers whose photographs were used without their authority by the French magazine, *Private*.

"The company wants access to a sea port on the Arnhem Land coast and the traditional owners have not yet agreed on where that should be".

The traditional owners, led by clan leader Frank Nalowed, met representatives of Queensland Mines at the Narbarlek site on Wednesday, Thursday and Friday of last week.

The agreement provides Aborigines with mining royalties of 4.5 per cent — .25 per cent better than those offered by the Ranger partners.

Mr Bishaw said the traditional owners were happy to provide sea access to the company,

It was always expected that Narbarlek would be the first of the three rich uranium sites to produce uranium ore, but the Ranger project had been favoured to start work first.

Narbarlek is only half the size of Ranger's Jabiru deposits and only a fraction of the huge Pancontinental site at Jabiruka.

But Queensland Mines has claim on a small and rich seam which will be easier to work than its rivals, and should be producing uranium ore in 1980.

The Ranger agreement

## No slap to kiss

AUGUSTA, C  
Phillip Friedrich  
kissed 495 women  
been slapped ever

Mr Friedrich, who out to set a record for single month.

To verify his claim Records, he carries a c malls, stores and other kiss him and then sign

"I've never been re a slap in the face," Fr

He says the Guinness listing of such a feat.

## Licen

A Toowoomba  
life and was fined  
charges in the To

Dale Rodney Cherry, 2 unemployed, pleaded guilty to charges of driving while under disqualification, failing to remain at the scene of an accident, failing to give right of way, and of a separate incident of speeding.



(Est. 1904)

Phone: 67-5133

## Aust. Press Cuttings Agency

Melbourne, Victoria

From

"ADVERTISER"

Geelong, Vic.

24 NOV 1978

# Pilot: Still no clues

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ble at the Rippleside Pier yesterday.

# unions row

local unions over the sale of Geelong Harbor Trust

Australian Institute of Marine and Power Engineers went on strike in month between their union, the Seamen's Union, the Merchant Ser-

Criticism started earlier this year when the GHT announced its tugs should be sold because the trust was unable to run them profitably.

At a GTHC meeting in May a resolution was passed opposing "any selling or leasing of any part of the Geelong Harbor Trust operation to private enterprise".

It considered that the disposal of current services to private enterprise would increase the already acute unemployment figure in the region, and money normally reinvested in port facilities should be re-

pose the sale was based on concern for the welfare of its members.

The Geelong Harbor Trust had assured the union that its members' jobs would be safe when private enterprise took over the tug operations.

Mr. Dailey said the GHT and Howard Smith Industries did not want to complete the takeover until the three unions concerned came to terms.

"We as a union are happy with Howard Smith Industries — they are experienced tug operators throughout Australia," he said.

## Appeal

Geelong Harbor Trust chairman, Mr. Peter Blakiston, last night appealed to seamen employed by the trust to listen to the proposals and ask questions.

"On three occasions I have offered to address all seamen employed by the trust, but on each occasion they have declined.

"The offer still stands. "If they want, I'll address them at 4 in the morning," Mr. Blakiston said.



## case put

The first submissions were heard yesterday in the battle over the paving of three streets in Jan Juc.

Residents of St. Andrew's Drive and Sunningdale and Prestwick avenues have objected to a scheme proposed by the Barrabool Shire Council.

Submissions by the council and residents opposing the scheme, are being heard at the South Barwon Civic Centre by an independent arbiter appointed under the Local Government Act.

Barrabool's legal representative, Mr. Warwick Nelson, said last night that four residents who supported the council's plans and three who opposed it, had spoken at yesterday's hearing.

Head of the Russell Street CIB (administration) Chief Superintendent Eric Janetzki, said yesterday the big operation would concentrate mainly on pickpockets, conmen, and other petty criminals.

"The crims can take a warning, we'll be breathing right down their necks," Chief Supt. Janetzki said.

or do jobs if the gambling."

Police started course criminals than 20 consort patrolled the Ca day. Several deto from interstate New Zealand. —

# Treaty g back to Washingt

Cairo. — Egypt's President Sadat has final draft of a peace treaty between E for further study by the delegations i



# Aust. Press Cuttings Agency

Melbourne, Victoria

From

"ADVERTISER"

Bendigo, Vic.

24 OCT 1978

# HOPES DWINDLE FOR 'UFO' SIGHT MAN

MELBOURNE (AUP) — Hopes of finding missing Melbourne pilot Frederick Valentich alive faded yesterday after a major search found no trace of him or his plane.

But his parents were confident last night Valentich would be found safe, although he has not been heard from since he disappeared mysteriously on Saturday night.

"We've still got a hope," his father, Mr Guido Valentich said from his Avondale Heights home.

"He may have crashed and is hurt or something else may have happened."

Frederick Valentich, 20, vanished over Bass Strait while flying his single-engined Cessna 182 to King Island.

He told a close friend before taking off from Moorabbin: "I'll see you

over the weekend and I'll drop in a crayfish."

A big air, land and sea search in the past 48 hours between King Island and the Victorian coast failed to find any trace of the pilot or his plane.

Valentich's radio cut out at 7.12 pm on Saturday seconds after he told air traffic controllers that

a large object hovering above him was "not an aircraft."

Mr Valentich said: "It's not an aircraft, it's . . ." before his radio transmission broke briefly.

Soon after Mr Valentich said the object had a green light and a type of metallic light on the outside.

He said he was orbiting "and the thing is orbiting on top of me."

Two minutes later he said: "Unknown aircraft is hovering on top of me. It is not an aircraft."

A long metallic noise followed, then silence.

Department of Transport officials said the pilot had remained calm during the radio message.

Officials believe he may have been flying upside down and became confused by a reflection of lights.

However, aviation sources said last night the Cessna 182 would have been able to fly for only 50 seconds upside down because its fuel tanks were situated in the wings and relied on gravity to feed the motor.

A fishing vessel picked up samples of an oil slick about 40km north-north-east of Cape Wickham, King Island's most northern point, late yesterday.

Last night the sample was being brought back to Melbourne, and will be tested today to see if it came from the aircraft.



about \$500 grant on a now withdrawn Department reaction would be by the grant to the Kangaroo Neil St. to employ a

"I remember this fellow out at Raywood. We didn't want to see a sign of this bloke, there really was not any work for him.  
"You are going to take him on for a year, the nyou are going to sack him," he said.  
"Why take him on in the first place?"  
"If Dixon has any money we'll have it and spend it properly." Cr Noonan

• A U road clas States an Governm  
• Abol maintena replacem additional 1  
Mr Mc one impo in the leg

SALE WEDNESDAY UNTIL THIS WEEKEND, WHILE STOCKS LAST.

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**Aust. Press Cuttings Agency**

"ADVERTISER"

Wagga, N.S.W.

24 OCT 1978

# Missing pilot search widens

**MELBOURNE —** The search for a pilot missing in unusual circumstances over Bass Strait was extended late yesterday to cover a large area of Victoria's west coast.

Hopes of locating the pilot — 20 year old Frederick Valentich — rose for a short time earlier in the day when crew of an airforce Orion aircraft reported "wreckage" about 25 nautical miles off Cape Wickham on King Island's northern point.

The boat from King Island sent earlier to collect samples of an oil slick sighted on Sunday revealed the "wreckage" to be nothing more than partly submerged cardboard fruit cartons and plastic bags.

A Department of Transport official said the oil sample taken by the boat crew would be brought to Melbourne in an attempt to determine if it was aircraft fuel.

Radio contact was lost with Valentich on Saturday night after he reported that an unknown aircraft was hovering over him and

the plane's engine was running rough while off Cape Otway.

Department officials said they believed Valentich became disorientated and saw his own light or the lights of Cape Otway and King Island while flying upside down.

A department official said he believed a tape of the conversation between the pilot and Air Flight Service at Tullamarine would be examined by air safety experts.

But he said it is being given secondary priority to the finding of the aviator.





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**Aust. Press Cuttings Agency**

Melbourne, Victoria

From

"SUNRAYSIA DAILY"

Mildura, Vic.

24 OCT 1978

# HOPES FADING FOR MISSING PILOT

AUSTRALIAN UNITED PRESS

**MELBOURNE** — Hopes of finding missing Melbourne pilot, Frederick Valentich alive faded yesterday after a major search found no trace of him or his plane.

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"He may have crashed and is hurt or something else may have happened."

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A fishing vessel picked up samples of an oil slick about 40km north-northeast of Cape Wickham, King Island's most northern point late yesterday.

Last night the sample was being brought back to Melbourne and will be tested today to see if it came from the aircraft.



# Teacher in court: stealing charge is dismissed

**CHARGE** of stealing against a Mildura woman was dismissed in Mil-

Cottew, was charged with something from Zig-Fields in on August 3.

empty hanger is removed immediately, she said. "When I spoke to her in Langtree Avenue, she acted as if she had not realised she had taken the clothes," Peake said.

Cottew later told Police-woman Penne Graham that the medication she was on must have had something to do with her actions.

Cottew said she went to a doctor who prescribed her three sorts of medicine and told her to stay off work for a week.

"On the Thursday I walked up the street to post some letters. I felt completely unaware of what was going on around me," Cottew said.

"I had no intention of stealing any clothes from the shop."

Dr R. Meyer, a resident at Mildura Base Hospital, said the side effects of some drugs were accentuated by people staying on their feet.

"People are affected by drugs in different ways. With any drug anything is possible," he said.

Police prosecutor, Sergeant Ron Ritchie, said that it was a calculated sort of defence which Cottew had worked out right from the start.

He said there was no real evidence that the prescribed drugs had certain effects on Cottew.

## Reports from the courts

## Truck close car: p

A semi trailer was only small sedan as they travelled Highway near Sunnycliffs.

Sergeant Bill Lane of the Traffic Operations Group, Mildura, who was travelling in the opposite direction

A youth had wheeled an 18-gallon keg of beer from the back of the Irymple Community Hotel when he was stopped by a

## Youth's black

## FLY C HE INC

increased during 1977/78 Chief of the Department of

than five million vehicles passed through roadblocks during 1977/78, and 125,000 of these carried fruit.

"Twenty five commercial loads of fruit and eight samples of fruit from train travellers were also infested," he said.

He said that fruit flies or maggots found in 10 Vic-



## Aust. Press Cuttings Agency

Melbourne, Victoria

From

"STANDARD"

Warrnambool, Vic.

25 OCT 1978

# Metal clue to lost plane

**MELBOURNE, (AUP) — A boat will today retrieve pieces of metal spotted in Bass Strait by one of the planes searching for a missing light plane.**

A rectangular piece of white metal and a similar piece of blue metal were sighted floating about 15 km off Wye River yesterday.

A Department of Transport spokesman said last night that no boats had been in the area at the time of the sighting, but the position had been plotted and the objects would be collected today.

The spokesman said the crew of the plane which spotted the metal believed it was more likely to be ships' waste than plane wreckage.

Frederick Valentich, 20, vanished over Bass Strait in a blue-and-white Cessna 182 last Saturday night after reporting a mystery craft hovering above him.

### STEPPED UP

The search for the missing plane was stepped up yesterday afternoon when four twin-engined light planes joined a long-range maritime version of the Nomad over the search area.

The planes covered a big triangular area from Cape Schank to a point 50 km east of King Island and across to Cape Otway.

A Cessna 150 made a land search of King Island's northern beaches, and parties of police and volunteers also checked along the coast of the island.

The results of tests on an oil slick found about half way across Bass Strait in the search area are expected today.

The Department of Transport spokesman said that if the analysis showed that the slick was aviation fuel there would be "a strong possibility that the plane's there".

He also said that department officials had "no reason to suspect that Mr Valentich was flying anywhere other than where he reported to be".

The missing man's father said yesterday he still believed his son could be alive.

Mr Guido Valentich said he thought it was possible that Frederick had been taken by a space craft.

"Maybe he is in outer space, and maybe they will release him in a week or so — this is why I could still see him alive," Mr Valentich said.



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## Aust. Press Cuttings Agency

Melbourne, Victoria

From

"COURIER"

25 OCT 1978

Ballarat, Vic.

# Boat to retrieve metal pieces in Bass Strait

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Mr Guido Valentich said he thought it was possible that Frederick had been taken by a space craft.

"Maybe he is in outer space, and maybe they will release him in a week or two — this is why I could still see him alive," Mr Valentich said.

"It's a very abstract thing, but all I know is he was a strong believer in UFOs and I think he could have been right."

The search for the missing plane will resume this morning.



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WED

# **CASTLEMAINE DIES FROM Best friend ill**

**MELBOURNE (AUP).** A student died and his mate became seriously ill after they each drank about 50 milligrams of methodone at Castlemaine during the weekend.

Michael Vaskas, 17, of Barker street, Castlemaine, was found dead in bed in a hut at ing.

His mate, Christopher Settle, 17, also of Barker street, was found lying across his bed in a critical condition.

He is now in a



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## Aust. Press Cuttings Agency

Melbourne, Victoria

From

"ADVERTISER"

Geelong, Vic.

25 OCT 1978

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Aust. Press Holdings Agency

Melbourne, Victoria

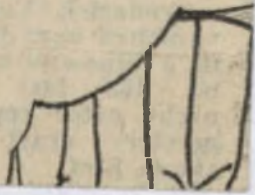
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ADVERTISER

Geelong, Vic.

Plans:

TWO  
DAY  
TERM ACCOUNT  
AY  
ACCOUNT





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## Aust. Press Cuttings Agency

Melbourne, Victoria

From

"STANDARD"

Warrnambool, Vic.

26 OCT 1978

B—The Standard, Thursday, October 26, 1978

# Plane search called off

**MELBOURNE (AUP).** — The search for a light plane which vanished over Bass Strait was called off last night.

The mystery of the missing single-engined Cessna 182 is now back to square one, pending the results of tests on an oil slick found in the search area last Sunday.

Scientists at the Defence Department materials research laboratory at Maribyrnong had still not completed their analysis last night.

A Department of Transport spokesman said yesterday that if the tests showed that the slick was aviation fuel the missing plane would "probably be in the same place".

The spokesman said that aircraft and shipping passing through the search area would be asked to watch for possible plane wreckage.

"Should anything be

found the search will resume," he said.

A Department of Transport twin-engined Aero Commander will make further beach searches around the coast of King Island today and tomorrow, but the search was called off at 7 p.m. yesterday.

### VANISHED

The missing plane vanished at 7.12 p.m. last Saturday between Cape Otway and King Island, seconds after pilot, Frederick Valentich, 20, reported a

mystery craft hovering above him.

Eight civil aircraft and an RAAF Orion were involved in the search for the Cessna over the past four days.

The planes covered a 7000-square mile area and spent more than 70 hours in the air during the search.

Pieces of metal spotted in Bass Strait about 15 km off Wye River on Tuesday were not collected yesterday because search organisers believed the pieces were in the wrong position to be wreckage from the plane.



day, October 26, 1978—5

# S. FIRES UNDER CONTROL

ANGELES (AAP-R) —  
took control on  
of the brush fires  
brought destruction to  
st Los Angeles.

wood and Pacific  
Pallades areas.

Despite more than a  
dozen injuries, no  
deaths were directly  
related to the nine fires  
that hit the area over  
the past two days.

The first fire broke  
out on Monday morning.  
The easing of the

authorities to make  
some initial estimates of  
the damage and they  
were high.

More than 120 struc-  
tures, most of them ex-  
pensive houses, were  
destroyed by the wind-  
licked flames.

Among those whose  
homes sustained some  
danger were celebrities  
such as actors Jack  
Lemmon and and All

Shore and bandleader  
Herb Alpert.

Two people died in car  
accidents which of-  
ficials said were in-  
directly related to fires.

No estimate of  
monetary damage was  
made, but it was ex-  
pected to run into  
millions of dollars.

California's governor,  
Mr Brown, declared Los  
Angeles a disaster area.

# GE FOR IRSELF



(Est. 1904)

'Phone: 67-5133

# Aust. Press Cuttings Agency

Melbourne, Victoria

From

"ADVERTISER"

Bendigo, Vic.

25 OCT 1978

## No plane wreck? — Metal found

MELBOURNE (AUP):

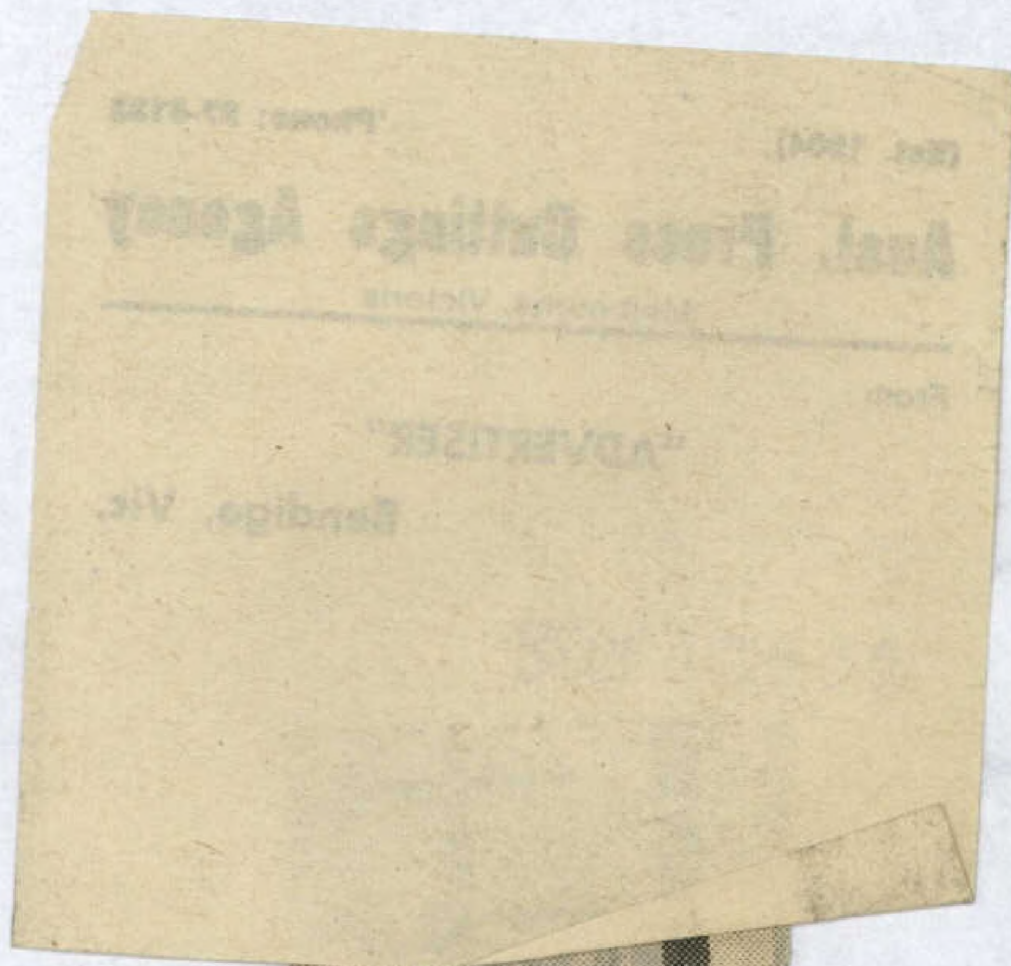
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(Est. 1904)

'Phone: 67-5133

## Aust. Press Cuttings Agency

Melbourne, Victoria

From

"ADVERTISER"

26 OCT 1978

Bendigo, Vic.

# NEW THEORY ON PILOT

A Bendigo man, Mr Michael Tonti-Filippini, Sen, believes the disappearance of pilot Frederick Valentich over Bass Strait at the weekend was not due to an unidentified flying object.

He thinks Valentich may have been a victim of what he describes as matter "many billion times more deadly than plutonium."

Yesterday Mr Tonti-Filippini said he predicted just the sort of happening over Bass Strait almost a year ago, in a letter to the Bendigo Advertiser of November 12, 1977.

He believes that 90 per cent of flying saucers are attributable to neutrinos.

Neutrinos, Mr Tonti-Filippini said, could be equated to the fundamental building blocks of the universe.

He challenges the theory that neutrino radiation is not dangerous.

"Scientists have found traces of anti-matter near nuclear reactors.

"They have used this to confirm the formations of neutrinos," he said.

He explained that anti-matter was the most violent explosive known, and exploded on contact with other matter.

It had a life-time of about one-ten-millionth of a second.

He believes that neutrino radiation from nuclear reactors can form cells of heat and light that coincide in shape and time of release with 90 per cent of UFO sightings.

He said that some of these other sightings also had proved lethal.

Mr Tonti-Filippini will have diagrams and a model of a flying saucer at the Future Fair to be held in Rosalind Park on November 5.

The organiser of the Future Fair, Mr Chris Stoltz, said that Mr Tonti-Filippini also would explain his neutrino theories at the fair.

• Nuclear blast in 1908? Page 7.



Calisthenics and  
give Dinner.

**B.U.F.**

PALL

## SHOWTIME SPECIALS

Solyptol Soap . . . . .	5 cakes	\$1.00
J. & J. Baby Powder, 600 g ..		\$1.20
J. & J. Nursing Pads .. . . .		\$1.30
Winlo Turtle Oil .. . . . .		\$1.49
Cobb & Co Talc .. . . . .		\$1.99



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Come in, reg

The happiest Heal

All this talk about health insur-  
ance, I just became a MU. I just trundled  
into a MU centre and registered to  
get Commonwealth medical benefits  
--just thought it was a good idea.

Hey, it costs you nothing to  
register for Commonwealth benefits.



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## Aust. Press Cuttings Agency

Melbourne, Victoria

From

"ADVERTISER"

Geelong, Vic.

26 OCT 1978

### Plane search is off

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'Phone: 67-5133

## Aust. Press Cuttings Agency

Melbourne, Victoria

From

"COURIER"

Ballarat, Vic.

27 OCT 1978

### TESTS ON OIL SLICK CONTINUE

MELBOURNE (AUP). Tests on a sample of oil slick from the Bass Strait search area for a missing plane have still not been completed.

A Department of Transport spokesman said last night that the results of the analysis could be available today.

Defence Department scientists have been testing the oil to establish whether it is aviation fuel.

It is believed that the analysis has taken so long because the oil is a fairly weak solution with a lot of water in the sample.

Pilot Frederick Valentich, and his Cessna 182 disappeared on Saturday night after a brief radio conversation with air traffic control.

Valentich reported "an object not an aircraft" hovering above him shortly before his engine failed.

(Est. 1904)

'Phone: 67-5133

## Aust. Press Cuttings Agency

Melbourne, Victoria

From

"STANDARD"

Warrnambool, Vic.

27 OCT 1978

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pected to be 40 per cent. higher this season instead of the previous estimate of 22 per cent. higher "so it's a good thing — not only for farmers but it's a good thing for the whole of the Australian people," Mr. Fraser said. — AUP.

## NG GEELONG

Howard Smith.  
WONGALA, laid up,  
No. 2 Corio Quay South.  
Agent: Swansea Management.

**EXPECTED ARRIVALS**  
CELLANA, today to  
load petroleum products,  
Refinery Pier. Agent:  
Shell.

MOBIL AUSTRALIS,  
Sunday, to load petrol-  
eum products, Refinery  
Pier. Agent: Howard  
Smith.

## WAY TABLE

tion without notice)

### FROM WARRNAMBOOL

7.30 a.m. 10.05 a.m.  
Monday to Thursday

4.25 p.m. 7.03 p.m.  
Friday only:

6.30 p.m. 8.20 p.m.

### FROM PORT FAIRY\*\*

Monday to Thursday  
3.30 p.m. 7.03 p.m.

Friday only:  
5.30 p.m. 9.20 p.m.

### Saturday

#### TO MELBOURNE

Departs	Arrives
5.25 a.m.	6.52 a.m.
7.25 a.m.	8.35 a.m.
8.20 a.m.	9.38 a.m.
9.20 a.m.	10.35 a.m.
(10.02 a.m. Sth. Geel.)	
10.20 a.m.	11.25 a.m.
11.20 a.m.	12.35 p.m.
12.20 p.m.	1.35 p.m.
2.20 p.m.	3.30 p.m.
4.05 p.m.	5.20 p.m.
5.20 p.m.	6.20 p.m.
6.00 p.m.	7.20 p.m.
7.15 p.m.	8.22 p.m.

#### TO BALLARAT

9.00 a.m. 10.47 a.m.  
5.45 p.m. 7.30 p.m.

#### TO WARRNAMBOOL

10.40 a.m. 1.25 p.m.  
7.30 p.m. 10.10 p.m.

#### TO PORT FAIRY\*\*

10.40 a.m. 2.35 p.m.



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a statement by t

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ng from the Leader of t  
Opposition, Mr Hayde  
so "Mr Anthony will  
in- undertaking furth  
ve discussions with  
en dustry."

But Mr Fraser d  
not address himself  
the question of wheth  
he agreed with the sta  
ment or whether  
might be changed.

He said Mr Antho  
d had made the stateme  
id within the responsib



(Est. 1904)

Phone: 87-5133

## Aust. Press Cuttings Agency

Melbourne, Victoria

From

ADVERTISER"

Geelong, Vic.

28 OCT 1978

### Search for pilot continues

Melbourne. — A group of RAAF Air Training Corps mates of missing pilot, Frederick Valentich, have gone to Cape Otway to conduct their own private ground search.

The missing pilot's father, Mr. Guido Valentich, said last night the group left on Thursday afternoon to search thick forest at the cape in case Frederick had crashed there and was injured.

Mr. Valentich said he was waiting to hear from the group but thought they would probably stay down there for the weekend at least.

Valentich's girlfriend, Rhonda Rushton, 16, also went to Cape Otway with her parents on Thursday to look at the last section of land Valentich is supposed to have been near.

Both Miss Rushton and Valentich's RAAF mates believe he would have turned back towards land when he had engine trouble last Saturday evening.

Miss Rushton said last night: "I believe Fred is still alive and probably crashed down there (Cape Otway)."

"One of the reasons I went down to Cape Otway was to see the type of terrain Fred is in," she said.

She said Valentich had often told her he was "scared of water".

"I saw him the night before he disappeared and he told me again that he was scared of the water.

"If he had any trouble he would have headed for land, that's for sure."

Valentich, 20, vanished last Saturday evening on a flight to King Island after reporting over the radio that an unidentified object was "hovering on top of me".



# Gao

A 20-year-old young man was punched in an art gallery yesterday to six weeks.

Karl Koch, who is serving a sentence at Geelong Training Prison was charged with wilful damage, two counts of assault by kicking, two counts of assaulting police and resisting arrest.

He pleaded not guilty to all charges.

Terrence Richard Clissold, of Moorabool Street, Geelong, owner of Venus Galleries, told the court he heard glass breaking about 10.05 pm on Friday, April 2, when he was in his quarters above the gallery.

When he went down stairs he saw a front window had been smashed. He looked outside and saw Koch walking to the street.

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## Aust. Press Cuttings Agency

Melbourne, Victoria

From

"BORDER MORNING MAIL"

Albury, N.S.W.

28 OCT 1978

# Pilot 'may have made land'

**THE search for a pilot who disappeared over Bass Strait last weekend has switched to land.**

A group of RAAF mates of the pilot, Frederick Valentich, have gone to Cape Otway to conduct their own private ground search.

The pilot's father, Mr Guido Valentich, said last night the group left on Thursday afternoon to search thick forest at the Cape in case Frederick had crashed there and was injured.

Mr Valentich said he was waiting to hear from the group.

But he thought they would probably stay there for the weekend at least.

Valentich's girlfriend, Rhonda Rushton, 16, also went to Cape Otway with her parents on Thursday to look at the last section of land Valentich is supposed to have been near.

Both Miss Rushton and Valentich's RAAF mates believe he would have turned back towards land when he had engine trouble last Saturday.

Miss Rushton said last night: "I believe Fred is still alive and probably crashed there.

"One of the reasons I went down to Cape Otway was to see the type of terrain Fred is in," she said.

She said Valentich had often told her he was "scared of water."

"I saw him the night before he disappeared and he told me again that he was scared of the water.

"If he had any trouble he would have headed for land, that's for sure."

Valentich, 20, vanished last Saturday evening on a flight to King Island after reporting over the radio that an unidentified object was "hovering on top of me."

A wide search was called off on Wednesday night after six planes had patrolled the area for four days without finding any trace of Valentich or his plane.



...the city fathers  
and mothers, almost blew  
his cool.

But he's a nice chap.

Imagine serving up after-  
noon tea and smiling like a  
herb at the evil-minded  
founder who had plastered  
the word across the front  
page of the Border Mail.

Yet that's what Big John  
lid.

Talk about turning the  
other cheek.

One had to doff one's lid  
to him.

"Big John, you are all  
heart," we said to ourselves

...his  
how  
air last  
g John  
...trung a single  
minimum of abuse at the  
press.

Even while the rest of the  
civic heavies were pouring  
scorn on the scribes, Big  
John remained calm.

Big John preferred to look  
on the bright side of things.

His news was heartening.

Why, there was a million  
bucks stashed away for a  
rainy day, he told us.

He called the money  
reserves.

Put in any words you like  
it's a lot of hay.

It all belongs to the  
ratepayers.



We thought of making a suggestion.

How about drawing it out and sticking it on La Mer in the W. S. Cox Plate today—for a win of course.

We figured La Mer would start about even money and bolt in even with Albury on its back.

That would give the council a million bucks to play around with for a start.

One million bucks.

Too much for the mind to grasp.

Too little for the work that needs to be done.

No, Big John would be too prudent to risk the coffers to that extent notwithstanding Cleaver Bunton's speculation of the

It's a safe bet that if anyone had petitioned for the council's bankruptcy we would have heard about it by now.

On the other hand, if all those roads are so bad, all those sewers so full and all those drains so inadequate and the council is responsible but without the money to fix them, then the horse is of altogether a different color.

We will bet a buck any old day that many a year will pass before Albury can boast its roads are the best surfaced, its sewers impeccable and its drinking water as pure as virgin snow and twice as cold.

What the hell was all the fuss about anyway?

... catching something on council property or drinking themselves ill on council water.

● Lastly, South Australians be invited to fund a large excavated tank to service ANM. As we are assured that the water leaving the mill will be pure, it is obvious that the mill could continue to use the same water forever, with perhaps a little topping up of pondage as required.

The opportunity lies at our feet.

Let us become to envious Victorians the sin and fun city of the south or shall we be content to sink ignominiously into debt-ridden squalor? — "PUBLICO", Albury.



**Aust. Press Cuttings Agency**

Melbourne, Victoria

From

"COURIER"

Ballarat, Vic.

28 OCT 1978

# Missing pilot's mates search

MELBOURNE (AUP). A group of RAAF Air Training Corps mates of missing pilot, Frederick Valentich, have gone to Cape Otway to conduct their own private ground search.

The missing pilot's father, Mr Guido Valentich, said last night the group left on Thursday afternoon to search thick forest at the Cape in case Frederick had crashed there and was injured.

Mr Valentich said he was waiting to hear from the group but thought they would probably stay down there for the weekend at least.

Valentich's girl friend, Rhonda Rushton, 16, also went to Cape Otway with her parents on Thursday to look at the last section of land Valentich is supposed to have been near.

Both Miss Rushton and Valentich's RAAF mates believe he would have turned back toward land when he had engine trouble last Saturday evening.

Miss Rushton said last night: "I believe Fred is still alive and probably crashed down there (Cape Otway)."

One of the reasons I went down to Cape Otway was to see the type of terrain Fred is in," she said.

She said Valentich had often told her he was "scared of water."

## MYSTERY

"I saw him the night before he disappeared and he told me again that he was scared of the water."

"If he had any trouble he would have headed for land, that's for sure."

Valentich, 20, vanished last Saturday evening on a flight to King Island after reporting over the radio that an unidentified object was "hovering on top of me."

A wide search, which was called off on Wednesday night after six planes had patrolled the area for four days failed to find any trace of Valentich or his plane.

The week-old mystery disappearance is still no closer to solution after Transport Department officials said yesterday that an oil slick found in Bass Strait did not come from Valentich's single-engine Cessna 182.

A Transport Department spokesman said yesterday that the oil was a "weak mix" and was probably marine diesel.

The Transport Department revealed yesterday that when Valentich vanished, apparently near Cape Otway, he had enough fuel to travel 800 km (500 miles) or to keep him airborne for about 230 minutes.

But experts in the Transport Department believe Valentich vanished over Bass Strait and did not go elsewhere.

"We have no evidence to prove Valentich is anywhere else," a Transport Department official said yesterday.

"He would have very real trouble landing anywhere unnoticed."

## NIGHT LIGHTS

But the Transport Department admit they had no proof that Valentich was near Cape Otway because he was flying in uncontrolled air space and too low to be picked up on radar.

A Transport Department spokesman said it had also been established that Valentich did not ask the King Island airport controllers to switch on the runway lights for his night landing.

After Valentich radioed to control that he was in trouble they arranged for the lights to be switched on at King Island.

The spokesman said it was unusual that Valentich had not made the re-



## INTELLIGENCE

DUESSELDORF, West Germany (AAP). Heavy atmospheric pollution may reduce child intelligence, according to scientific tests carried out by Duesseldorf University.

Professor Hans-Werner Schilpkoeter, who tested 800 schoolchildren in the steel town of Duisburg, said that those with a higher concentration of lead in their systems showed a lower intelligence quotient (IQ) and a reduced ability to learn.

Labor Minister Friedhelm Farthmann told a Press conference that the investigation had aroused a "fearful suspicion."

The children tested had a disturbingly high lead content in their milk teeth, he said.

But he said that, as lead deposits only build up over a long time, the findings were no indication of the present level of atmospheric pollution.

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## \* The DAILY WEATHER

### Cold fronts will move into the

A high south of West Australia is moving steam east.

Following the cold front south-west to southerly be maintained across Vic during the forecast period.

Rain fell in all districts Victoria yesterday.

**Capital city temperatures yesterday:** Melbourne 14.9; Brisbane 25, 17; Sydney 28, 16; Canberra 23, 8; Hobart 20, 15; Darwin 30, 21; Adelaide 18, 12; Perth 25, 11.

### Ballarat details

Ballarat had a cool yesterday, with the first below average maximum temperature for more than a week.

The maximum recorded with 14.9 degrees, 1.5 degrees below the October average. The minimum temperature recorded was 10.8 degrees above the average. Rainfall the 24 hours to 3 pm was 10 mm.

### OFFICIAL WEATHER READINGS

Maximum . . . . .  
Minimum . . . . .  
Rainfall: 24 hours to 3 pm 10 mm; month 74.9 mm; year 616.9 mm.

Averages: Maximum 11.1; minimum 7.1; rainfall 68 mm.

### CITY SUMMARY

According to the roof weather station at 3 Ballarat had an odd yesterday. The maximum recorded was 14.9 degrees at midnight. Thursday. The maximum during the day was 14 degrees at noon and 1 pm.

The minimum recorded was 10.8 degrees at 11 pm last night.

Rainfall to 11 pm was 7 mm.

### Weather Bureau forecasts

**VICTORIA:** A few showers in southern and mountain districts but fine in the north. Generally cool to mild day moderating south-west southerly wind, fresh at times off Gippsland. Moderate abating.

## CLASSES

- English & Reading for Primary and Secondary students.
- Preparation for Driving Licence.
- Specialised classes for women returning to study.
- Diagnosis & Remediation of Reading Difficulties.
- Small Group or Individual Tuition

**PHONE A KAUFMANN**  
34 1668 or 44 7368

## BEAT THE HEAT

Have a Lucas Air Conditioner  
fitted to your car.



**Aust. Press Cuttings Agency**

Melbourne, Victoria

From

**"ADVERTISER"****Geelong, Vic.****30 OCT 1978**

# Lost pilot's girlfriend searches Otways

**Melbourne. — The girlfriend of missing Melbourne pilot, Frederick Valentich, yesterday made an aerial search around the Cape Otway-Apollo Bay area.**

Rhonda Rushton, 17, of East Preston, flew in a chartered twin-engined plane that traced the flight path Valentich was reportedly on before he vanished eight days ago.

During the two and a half hour flight, Rhonda scoured miles of blanket-like forests between Cape Otway and Lorne with binoculars.

She still firmly believes Valentich has crashed in that area after turning back to the cape when he reported engine trouble about 12 nautical miles from land.

"I'm sure he would have turned back, he always told me that's what he'd do if he got into trouble over the sea," she said yesterday.

Miss Rushton, a shop assistant, said she had flown with Valentich on many occasions during the six months she had been going out with him.

"He's a very cautious pilot.

"Whenever we went on any long trips, he would always tell me to keep a look out for flat unfenced paddocks in case we had to make an emergency landing," she said.

Although obviously awed by the thick, desolate terrain along Cape Otway, Miss Rushton still believes Valentich is alive. "I just have this feeling he's alive. I don't know how to describe it: it's just a certain feeling," she said.

Valentich, 20, vanished shortly after 7 p.m. on Saturday, October 21, during his first night flight to King Island. Shortly before his disappearance he reported that an unidentified object was "hovering on top of me".

A 7000 km search, which was called off last Wednesday after planes had patrolled the area for four days, failed to find any trace of Valentich or his single-engined Cessna 182.

One of the pilots involved in the search, Mr

Bob Thorpe, of Flinders Island Airlines, commented yesterday that Bass Strait had been unusually dead calm for about 10 days.

A Transport Department spokesman said that when the strait chopped up again some wreckage might be found.

A group of Air Training Corps mates of Valentich have also searched the Cape Otway area from the ground during the past four days. But they found no trace of Valentich or his plane.

A twin-engined Aero Commander also conducted a fruitless search between Torquay and Peterborough on Saturday — AUP.

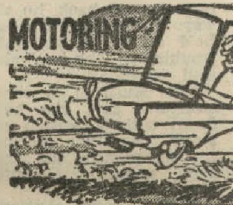


# LIMITED BRINGS

**THE circle has turned for Leyland**  
On release in 1961 it had the im  
**Not since Germany's car for the**  
**Holdens, had a car caught on so qui**

It was a marvel in its time, easier to handle than a supermarket trolley, surprisingly roomy and with the agility of a cat that's strayed into the Lost Dogs' Home.

As the years passed the Mini got the VW treatment, no change for change's sake, just a little bit better each



Drive a '78 Mini sensibly and it repays with around 100 kilometres for seven litres of gas or 40-plus mpg in the old language.

Tramp an eight and petrol consumption is halved; send the Mini away in a hurry and you lose only 20 to 25 per cent.

Leyland is cashing in with the far from new ploy of a special production run — a Limited Edition Mini LS, a beefed up go get 'em return — almost — to the good old days of the Cooper.

Instead of a litre of the standard Mini the LS comes with a jugful 1275 cc engine, a compression ratio lift from 8.3 to 8.8:1, with brake horsepower up correspondingly from 29 KW at 5200 revolutions to 40 at 5250. Maximum torque is up nearly a third.

The Mini is a performer again, nimble at the lights, lifting smartly in every gear, then settling breezily into the highway limits.



(Est. 1904)

'Phone: 67-5133

**Aust. Press Cuttings Agency**

Melbourne, Victoria

From

**"BORDER MORNING MAIL"**

Albury, N.S.W.

30 OCT 1978

*C. aero*  
Border Morning Mail, Monday, October 30, 1978—7

# **But he's still alive, says Rhonda PILOT'S GIRLFRIEND GIVES UP SEARCH**

**THE girlfriend of a missing Melbourne pilot has given up her search for him.**

But she believes he is still alive, more than a week after he disappeared.

Rhonda Rushton, 17, returned home after spending two days combing beaches and bush near Cape Otway, on Victoria's south coast.

Rhonda said a small group of friends would continue searching for any sign of plane wreckage.

She said she still had a feeling Frederick Valentich, 20, had been forced to land and was waiting somewhere to be rescued.

"I know he's alive, I just know it."

Rhonda, who had been dating Valentich for six months, said she had often gone flying with him.

He had asked her to go with him to King Island the night he disappeared.

"I wanted to go, but I couldn't make it from my home in East Preston to Moorabbin in time," she said.

"Now I wish I had gone."

Rhonda denied a report that she had gone to Cape Otway for a "secret rendezvous" with Valentich.

"I had only gone there to satisfy my own mind about what had happened," she said.

"If I had known where Fred was, I would have dobed him in."

A twin-engined Aero Commander searched Victoria's coast yesterday between Torquay and Peterborough, but failed to find any trace of the plane.

Valentich reported being buzzed by an unidentified flying craft in the minutes before losing radio contact over Bass Strait nine days ago.

His last report was that he was having problems with a rough engine as the strange craft hovered above him.

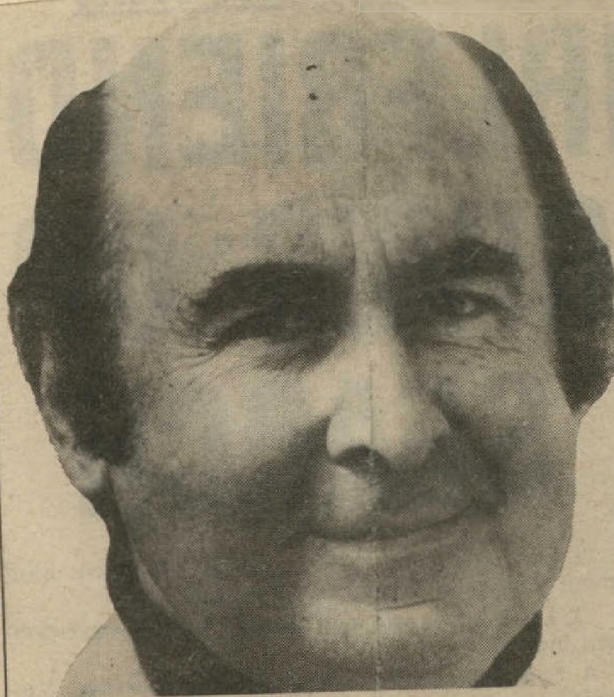


30, 1978

## 'GRADUAL GR

By COLLEEN THOMSON

**DES Zwar is a man with a vast and varied background in writing.**



● Des Zwar

His career has taken him from journalism and feature writing through to co-writing novels and now to writing his own book.

Des started his journalistic career as a cadet with the Border Mail in the early 1950s and then moved to the Melbourne Herald.

He then went to the London Daily Mail, returning to Melbourne in 1960 where he established the TV Times for the ABC.

In 1970 he returned to the Daily Mail and became a feature writer.

Des returned for a visit to the Border District last week.

Des moved to his present home at Cairns where he bought a paper, Focus News, and sold it in 1975 to concentrate on writing books.

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# 1000s OF



# Mystery surrounds missing light plane

Melbourne.—Mystery surrounds the disappearance of a light plane over Bass Strait at the weekend.

A full air and sea search between King Island and the Victorian coast yesterday failed to find any trace of the plane.

The single-engined Cessna 182's radio cut out at 7.12 p.m. on Saturday, seconds after the pilot told air traffic controllers an unidentified object was hovering above him.

Four minutes earlier the pilot, Mr. Frederick Valentich 20, radioed that the craft was flying toward him at a speed he could not estimate.

When asked by air traffic controllers to describe the object he said it was "a long shape with a sort of metallic light on the outside."

He was told there were no planes in the area. Mr. Valentich radioed that his engine was rough idling and coughing.

After the Melbourne flight service had acknowledged that call there was a long, metallic noise on the radio and nothing more was heard from the plane.

Mr. Valentich's parents said last night that their son, the eldest of four children, had planned to fly to King Island and bring back some crayfish later on Saturday night.

They did not believe a theory advanced yesterday that Frederick may have accidently turned the plane upside down or into a steep bank after becoming disoriented in the air.

Mr. Guido Valentich said he believed the Department of Transport was "trying" to cover up so people won't get alarmed.

A department spokesman said last night that if the plane had "inverted" the pilot could have seen light from the Cape Otway light on King Island light houses reflected on cloud patches above him.

The spokesman said conditions in the area when the plane vanished at about 4500 feet were perfect and he should have had almost unlimited vision.

An RAAF plane searching the area yesterday spotted an oil slick on the water and dropped a buoy to mark the spot. The searchers will collect a sample today to see if it is aviation fuel.

Another single engine plane disappeared without trace in Bass Strait on December 24, 1968.

The full plane crashed into the sea eight kilometres off Cape Otway in a night from King Island and no trace of the pilot or the plane was ever found.

The Department of Transport spokesman said the plane was carrying life jackets and a high frequency survival beacon which was designed to operate if the plane crashed into the water.

## Radio messages

Department of Transport spokesman Mr. Ken Williams said yesterday Mr. Valentich's radio transmissions were:

7: Mr. Valentich radioed the Melbourne flight service that he was on for Cape Otway and heading for King Island.

7:08: Mr. Valentich radioed again asking if there was any known aircraft in his area below 5000 feet. There was not. Mr. Valentich: "There seems to be a large aircraft below 5000 feet."

He was asked what kind of aircraft. Mr. Valentich: "I cannot confirm. It has four bright lights, which appear to be landing lights. The aircraft has just passed over me about 1000 feet above."

He was asked if he was sure it was a large aircraft. Mr. Valentich: "Affirmative. At the speed it was travelling, are there any RAAF aircraft in the vicinity?" He was told there were no RAAF planes nearby.

7:08: Mr. Valentich said: "It is approaching from due east towards me. It seems to be playing some sort of game. Flying at a speed I cannot estimate."

He said his altitude was 4500 feet and that he could not identify the object.

7:09: Mr. Valentich: "It is not an aircraft. It's . . . " Radio contact was broken briefly.

Mr. Valentich was then asked to describe the object. Mr. Valentich: "It is flying past. It is a long shape. I cannot identify more than that. It's coming for me right now."

7:10: Mr. Valentich: "It seems to be stationary. I'm orbiting and the thing is orbiting on top of me also. It has a

green light and a sort of metallic light on the outside."

A few seconds later Mr. Valentich said the object had vanished. He asked if it was yet known. "What type of aircraft I have got? Is it military?" He was told there were no military planes in the area.

7:12: Mr. Valentich: "The engine is rough idling and coughing." He was asked what were his intentions. Mr. Valentich: "I'm proceeding to King Island. Unknown aircraft is hovering on top of me. It is not an aircraft."

After the Melbourne flight service had acknowledged that call, there was a long metallic noise on the radio and nothing more was heard from the plane.

From  
Melbourne, Victoria  
Aust. Press Gallings Agency  
ADVERTISER  
Geelong, Vic.

23 NOV 1978



From

"BORDER MORNING MAIL"  
Albury, N.S.W.

24 OCT 1978

Border Morning Mail, Tuesday, October 24, 1978—3

# SEARCH FOR PILOT WIDENS

## Oil slick to be probed

THE search for a pilot missing over Bass Strait was extended late yesterday to cover a large part of Victoria's west coast.

The pilot reported on Saturday night that an unidentified flying object was buzzing him for 15 minutes.

Radio contact was lost soon afterwards.

Hopes of locating the pilot, Frederick Valentich, 20, rose briefly earlier in the day when crew of an Air Force Orion plane reported "wreckage" about 25 nautical miles off Cape Wickham on King Island's northern point.

The boat from King

Island sent earlier to collect samples of an oil slick sighted on Sunday revealed the "wreckage" to be nothing more than partly submerged cardboard fruit cartons and plastic bags.

A Transport Department official said an oil sample would be brought to Melbourne in an attempt to determine if it was aircraft fuel.

Radio contact was lost with Valentich on Saturday night after he reported that a UFO was hovering over him and the plane's engine was running rough while he was off Cape Otway.

Department officials said they believed Valentich became disorientated and saw his own light or the lights of Cape Otway and King Island while flying upside down.

A department official said he believed a tape of the conversation between the pilot and air flight service at Tullamarine would be examined by air safety experts.

A Nomad plane yesterday scoured an area from Warrnambool to Cape Otway on the State's south-west coast.

The Air Force Orion covered the likely Bass Strait route, and a Casano the King Island region.

The man who chose Valentich as an air training instructor, Sq Ldr Ronald Grandy, said Valentich was hand-picked because he was "no fool".

Valentich was level-headed, he said.

"Young Fred taught here on Friday nights and often helped out during the week — I don't know how I'm going to replace him," Sq Ldr Grandy said.

He said Valentich worked

for the air training corps on a voluntary basis and spent much of his time preparing for his commercial pilot's licence.

The mystery disappearance brought a rush of UFO sighting reports to transport officials in the past two days.

Mr Guido Valentich, the father of the missing pilot, said he believed a UFO may have taken his son.

Mr Valentich said his son had "wanted to be nothing else but an airline pilot ever since he was 12".

Frederick had spent three years as a cadet with the RAAF Air Training Corps.

### Very positive

He had been flying about two years and held his unrestricted licence since last February.

Frederick was "very positive and doesn't talk nonsense," Mr Valentich said.

"He believed in UFOs and told me he had seen classified material at the Sale RAAF base which confirmed his beliefs," he said.

A Transport Department spokesman said Valentich wasn't very experienced and could have accidentally turned the plane upside down and seen his own light.

He said inverting a plane was easy to do, especially if a pilot was inexperienced.

A pilot who confirmed this theory said: "It was dark and Valentich could easily have lost himself."

"You must remember he didn't have an instrument rating," he said.

He said pilots often "inverted" without realising it for a while.



**Aust. Press Cuttings Agency**

Melbourne, Victoria

From

**"STANDARD"**

Warrnambool, Vic.

24 OCT 1978

# NO TRACE OF LOST AIRCRAFT

**MELBOURNE, (AUP) —** Hopes of finding missing Melbourne pilot, Frederick Valentich alive faded yesterday after a major search found no trace of him or his plane.

But his parents were confident last night Valentich would be found safe, although he has not been heard from since he disappeared mysteriously on Saturday night.

"We've still got a hope," his father, Mr Guido Valentich, said from his Avondale Heights home.

"He may have crashed and is hurt, or something else may have happened."

Frederick Valentich, 20, vanished over Bass Strait while flying his single-engined Cessna 182 to King Island.

## They saw lights too

**KING ISLAND (AUP).**

The disappearance of the light aircraft and its pilot over Bass Strait highlighted a number of sightings of bright lights and following lights reported by King Island people over the last six weeks.

Reports of the sightings came from all over the island, particularly in the north, and reports were made to the police and to the "King Island News".

Six weeks ago Sgt Jack Woodward of Currie police was notified of strange lights or flares appearing off the north of the island near New Year Island.

Three fishing boats from Currie searched the area and an Orion from Canberra also joined the search.

A nursing sister at the King Island District Hospital travelling home to Grassy last week stopped her car to watch bright unfamiliar lights moving across the sky.

A letter to the editor, published in the King Island News on September 20 said: "We are writing to your paper to see if anyone other than ourselves has seen any sightings of strange moving lights in the sky."

A big air, land and sea search in the past 48 hours between King Island and the Victorian coast has failed to find any trace of the pilot or his plane.

Valentich's radio cut out at 7.12 pm on Saturday, seconds after he told air traffic controllers that a large object hovering above him was "not an aircraft."

Mr Valentich said the object had a green light and a type of metallic light on the outside.

He said he was orbiting "and the thing is orbiting on top of me."

Two minutes later he said: "Unknown aircraft is hovering on top of me. It is not an aircraft."

A long metallic noise followed, then silence.

Department of Transport officials said the pilot had remained calm during the radio message.

Officials believe he may have been flying upside down and became confused by a reflection of lights.

However, aviation sources said last night the Cessna 182 would have been able to fly for only 50 seconds upside down because its fuel tanks were situated in the wings and relied on gravity to feed the motor.

A fishing vessel picked up samples of an oil slick about 40km north-east of Cape Wickham, King Island's most northern point, late yesterday.

Last night the sample was being brought back to Melbourne and will be tested today to see if it came from the aircraft.

An R.A.A.F. Orion, a Cessna 180 and a maritime Nomad were also used in the search.

Several fruit boxes and bags were found floating about four km from the oil slick yesterday.

Mr Valentich is believed to have taken a container with him in the plane to bring back lobsters from King Island but searchers last night ruled out the theory that the fruit boxes and bags were from the plane.

Department of Transport officials have estimated the plane would have crashed in the same area as the oil slick.



Aust. Press Cuttings Agency

Melbourne, Victoria

From

"CHRONICLE"

Toowoomba, Ql

23 OCT 1978

# PLANE IS MIS

## 'It's coming for me right now'

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# RE

**MELBOURNE (A.A.P.).** — A pilot missing in Bass Strait reported being buzzed by an unidentified object for a quarter of an hour before losing radio contact with Melbourne air traffic controllers, a Department of Transport spokesman said yesterday.

The department's public relations officer, Mr Ken Williams, said the pilot radioed air traffic controllers at 7 p.m. Saturday and reported an aircraft flying below him at about 4500 feet.

Mr Williams said the controllers told the pilot there were no other planes in the area.

He said the pilot then asked control to check if it could be an Air Force plane, considering the speed it was travelling.

The controllers reported no other aircraft, including Air Force planes, in the area.

The pilot then told controllers the object was long and metallic, with four bright lights on the top, and appeared to be playing with his Cessna.

The pilot's last communication with ground control was that he was having trouble with one engine after the object had hovered over him for some time but he was

heading towards King Island.

Mr Williams said the department believed it was possible the pilot was disoriented and was flying his plane upside down during the conversation with ground control.

It was possible the pilot was seeing the lights of the Cape Otway light-house and that of King

Island as he was flying inverted in the early evening.

He said an R.A.A.F. Orion search aircraft spotted an oil slick in the area where the light plane was believed to have gone down.

The missing pilot is Frederick Valentich of Avondale Heights, a Melbourne suburb.

## Sequence of events

Following is a transcript of exchanges between air controllers in Melbourne and pilot Frederick Valentich shortly before his Cessna disappeared.

At the time of his disappearance Valentich was headed for King Island south-west of Melbourne.

At 1900 hours Saturday the aircraft reported over Cape Otway (south-west of Melbourne) that he was proceeding to King Island.

At 1906 the aircraft asked Melbourne flight service if there was any known traffic in the area below 5000 ft. Flight service replied no known traffic in your area. The pilot then called up and said there seemed to be a large aircraft below 5000 ft. Flight service requested the type of aircraft and the pilot replied: "I cannot confirm. It has four bright lights that appear to be landing lights. The aircraft has passed over me about 1000 ft above."

Flight service then queried him: "Is it a large aircraft?" The pilot responded in the affirmative — "and at the speed it's travelling are there any R.A.A.F. aircraft in the vicinity?" Flight service negated that reply.

At 1908 the pilot again called up and said: "It's approaching from due east towards me. It seems to me to be playing some sort of game. It's flying at a speed I cannot estimate."

Flight service then queried his altitude and the pilot replied 4500 ft. Flight service then asked him: "Can you confirm you can't identify aircraft?" And the pilot replied "affirmative."

At 1909 the aircraft again called up and said, "It's not an aircraft it's . . ." "and there was a temporary break in transmission."

Flight service again called him up and said: "Can you describe the aircraft?" The pilot replied: "It is flying past, it is a long shape. I cannot identify more than that. It's coming for me right now."

At 1910 flight service asked him how large it was and the pilot replied: "It seems to be stationary. I'm orbiting and the thing is orbiting on top of me also. It has a green light and a sort of metallic light on the outside."

A few seconds later the pilot told flight service that the object had vanished. Flight service then asked him to confirm that the object had vanished. The pilot confirmed that. And then asked: "Do you know what type of aircraft I've got. Is it military?" Flight service responded no known military traffic in the area.

At 1912 the pilot told flight service his engine was rough idling and was coughing. Flight service then asked him his intentions. The pilot replied that he was proceeding to King Island and added: "Unknown aircraft hovering on top of me." Flight service then acknowledged that call and then there came a long metallic noise over the radio and communication with the aircraft was lost.



23 OCT 1978

# PLANE IS MISSING

## 'It's coming for me right now'

# AFTER

# U.F.O.

# REPORT

MELBOURNE (A.A.P.). — A pilot missing in Bass Strait reported being buzzed by an unidentified object for a quarter of an hour before losing radio contact with Melbourne air traffic controllers, a Department of Transport spokesman said yesterday.

The department's public relations officer, Mr Ken Williams, said the pilot radioed air traffic controllers at 7 p.m. Saturday and reported an aircraft flying below him at about 4500 feet.

Mr Williams said the controllers told the pilot there were no other planes in the area.

He said the pilot then asked control to check if it could be an Air Force plane, considering the speed it was travelling.

The controllers reported no other aircraft, including Air Force planes, in the area.

The pilot then told controllers the object was long and metallic, with four bright lights on the top, and appeared to be playing with his Cessna.

The pilot's last communication with ground control was that he was having trouble with one engine after the object had hovered over him for some time but he was

heading towards King Island.

Mr Williams said the department believed it was possible the pilot was disoriented and was flying his plane upside down during the conversation with ground control.

It was possible the pilot was seeing the lights of the Cape Otway light-house and that of King

Island as he was flying inverted in the early evening.

He said an R.A.A.F. Orion search aircraft spotted an oil slick in the area where the light plane was believed to have gone down.

The missing pilot is Frederick Valentich of Avondale Heights, a Melbourne suburb.

## Sequence of events

Following is a transcript of exchanges between air controllers in Melbourne and pilot Frederick Valentich shortly before his Cessna disappeared.

At the time of his disappearance Valentich was headed for King Island south-west of Melbourne.

At 1900 hours Saturday the aircraft reported over Cape Otway (south-west of Melbourne) that he was proceeding to King Island.

At 1906 the aircraft asked Melbourne flight service if there was any known traffic in the area below 5000 ft. Flight service replied no known traffic in your area. The pilot then called up and said there seemed to be a large aircraft below 5000 ft. Flight service requested the type of aircraft and the pilot replied: "I cannot confirm. It has four bright lights that appear to be landing lights. The aircraft has passed over me about 1000 ft above."

Flight service then queried him: "Is it a large aircraft?" The pilot responded in the affirmative — "and at the speed it's travelling are there any R.A.A.F. aircraft in the vicinity?" Flight service negated that reply.

At 1908 the pilot again called up and said: "It's approaching from due east towards me. It seems to me to be mov-

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Flight service again called him up and said: "Can you describe the aircraft?" The pilot replied: "It is flying past, it is a long shape. I cannot identify more than that. It's coming for me right now."

At 1910 flight service asked him how large it was and the pilot replied: "It seems to be stationary. I'm orbiting and the thing is orbiting on top of me also. It has a green light and a sort of metallic light on the outside."

A few seconds later the pilot told flight service that the object had vanished. Flight service then asked him to confirm that the object had vanished. The pilot confirmed that. And then asked: "Do you know what type of aircraft I've got. Is it military?" Flight service responded no known military traffic in the area.

At 1912 the pilot told flight service his engine was rough idling and was coughing. Flight service then asked him



20 OCT 1978

# Missing pilot reported a UFO Bass Strait mystery

MELBOURNE (AUP). The parents of a young pilot whose plane vanished over Bass Strait at the weekend believe he could have been taken by a UFO.

A full air and sea search between King Island and the Victorian coast yesterday failed to find any trace of the missing plane.

The single engined Cessna 182's radio cut out at 7.12 pm on Saturday, seconds after the pilot told air traffic controllers that a large object hovering above him was "not an aircraft."

Four minutes earlier the pilot, Frederick Valentich, 20, radioed that the craft was flying toward him and "seems to be playing some sort of game, flying at a speed I cannot estimate."

Mr Valentich then said, "It's not an aircraft, it's... before his radio transmission broke briefly.

When asked by air traffic controllers to

describe the object he said it was "a long shape with a sort of metallic light on the outside."

## NO PLANES

He was told there were no planes in the area.

Mr Valentich said: "The engine is rough idling and coughing."

"I'm proceeding to King Island. Unknown aircraft is hovering on top of me. It is not an aircraft."

After the Melbourne flight service had acknowledged that call, there was a long metallic noise on the radio and nothing more was heard from the plane.

Mr Valentich's parents said last night that their son, the eldest of four children, had planned to fly to King Island and bring back some crayfish later on Saturday night.

They did not believe a theory advanced yesterday that Frederick may have accidentally turned the plane upside down or into a steep bank after becoming disoriented in the dark.

Mr Guido Valentich said he believed the Department of Transport was "trying to cover up so

people won't get alarmed."

A Department spokesman said last night that if the plane had "inverted" the pilot could have seen light from the Cape Otway and King Island light houses reflected on cloud patches above him.

The spokesman said conditions in the area when the plane vanished at about 4500 feet were perfect and he should have had almost unlimited vision.

An RAAF plane

searching the area yesterday spotted an oil slick on the water and dropped a buoy to mark the spot. The searchers will collect a sample today to see if it is aviation fuel.

Another single engine plane disappeared without trace in Bass Strait on December 24, 1969.

The plane crashed into the sea eight kilometres off Cape Otway in a flight from King Island and no trace of the pilot or the plane was ever found.

## TRANSMISSIONS

Department of Transport spokesman Mr Ken Williams said yesterday Mr Valentich's radio transmissions were:

7 pm: Mr Valentich radioed the Melbourne flight service that he was over Cape Otway and heading for King Island.

7.06: Mr Valentich

● Continued P. 2.

## UFO report

pm P. 1.

thing is orbiting on top of me also. It has a green light and a sort of metallic light on the outside."

A few seconds later Mr Valentich said the object had vanished. He then asked "What type of aircraft have I got - is it military?"

## HOVERING

He was told there were no military planes in the area.

7.12: Mr Valentich: "The engine is rough idling and coughing." He was asked what were his intentions.

Mr Valentich: "I'm proceeding to King Island. Unknown aircraft is hovering on top of me. It is not an aircraft."

After the Melbourne flight service had acknowledged that call, there was a long metallic noise on the radio and nothing more was heard from the plane.

radioed again asking if there was any known air traffic in his area below 5000 ft.

There was not. Mr Valentich: "There seems to be a large aircraft below 5000 ft." He was asked what kind of aircraft.

Mr Valentich: "I cannot confirm. It has four bright lights, which appear to be landing lights. The aircraft has just passed over me about 1000 ft above."

He was asked if he was sure it was a large aircraft.

Mr Valentich: "Affirmative. At the speed it was travelling, are there any RAAF aircraft in the vicinity?" He was told there were no RAAF planes nearby.

## 'A GAME'

7.08: Mr Valentich said: "It is approaching from due east toward me. It seems to be playing some sort of game. Flying at a speed I cannot estimate."

He said his altitude was 4500 ft and that he could not identify the object.

7.09: Mr Valentich: "It is not an aircraft. It's broken briefly."

Radio contact was then asked to describe the object.

Mr Valentich: "It is flying past. It is a long shape. I cannot identify more than that."

"It's coming for me right now."

7.10: Mr Valentich: "It seems to be stationary. I'm orbiting and the



**Aust. Press Cuttings Agency**

Melbourne, Victoria

From

"SUNRAYSIA DAILY"

Mildura, Vic.

23 OCT 1978

# PLANE MISSING AFTER REPORT OF UFO

AUSTRALIAN UNITED PRESS

**MELBOURNE** — The parents of a young pilot whose plane vanished over Bass Strait at the weekend believe he could have been taken by a UFO.

A full air and sea search between King Island and the Victorian coast yesterday failed to find any trace of the missing plane.

The single-engined Cessna 182's radio cut out at 7.12 p.m. Saturday, seconds after the pilot told air traffic controllers that a large object hovering above him was "not an aircraft."

Four minutes earlier, the pilot, Mr Frederick Valentich, 20, radioed that the craft was flying towards him and "seems to be playing some sort of game, flying at a speed I cannot estimate."

Mr Valentich then said, "It's not an aircraft, it's . . ." before his radio transmission broke briefly.

When asked by air traffic controllers to describe the object he said it was "a long shape with a sort of metallic light on the outside."

He was told there were no planes in the area.

Mr Valentich: "The engine is rough idling and coughing."

## Hovering

"I'm proceeding to King Island. Unknown aircraft is hovering on top of me. It is not an aircraft."

After the Melbourne flight service had acknowledged that call, there was a long metallic noise on the radio and nothing more was heard from the plane.

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Mr Guido Valentich said he believed the Department of Transport was "trying

to cover up so people won't get alarmed."

A department spokesman said last night that if the plane had "inverted," the pilot could have seen light from the Cape Otway and King Island light houses reflected on cloud patches above him.

Another single engine plane disappeared without trace in Bass Strait on December 24, 1963.



(Est. 1904)

'Phone: 67-5133

## Aust. Press Cuttings Agency

Melbourne, Victoria

From

"BORDER MORNING MAIL"

Albury, N.S.W.

30 OCT 1978

*C. aero*  
Border Morning Mail, Monday, October 30, 1978—7

But he's still alive, says Rhonda

# PILOT'S GIRLFRIEND

THE girlfriend of a missing Melbourne pilot has given up her search for him.

# GIVES UP

But she believes he is still alive, more than

a week after he disappeared



(Est. 1904)

'Phone: 67-5133

## **Aust. Press Cuttings Agency**

Melbourne, Victoria

From

"ADVERTISER"

Wagga, N.S.W.

24 OCT 1978

# **Missing pilot search widens**

**MELBOURNE —** The search for a pilot missing in unusual circumstances over Bass Strait was extended late yesterday to cover a large area of Victoria's west coast.

Hopes of locating the pilot — 20 year old Frederick Valentich — rose for a short time earlier in the day when crew of an airforce Orion aircraft reported "wreckage" about 25 nautical miles off Cape Wickham on King Island's northern point.

The boat from King Island sent earlier to collect samples of an oil slick sighted on Sunday revealed the "wreckage" to be nothing more than partly submerged cardboard fruit cartons and plastic bags.

A Department of Transport official said the oil sample taken by the boat crew would be brought to Melbourne in an attempt to determine if it was aircraft fuel.

Radio contact was lost with Valentich on Saturday night after he reported that an unknown aircraft was hovering over him and

the plane's engine was running rough while off Cape Otway.

Department officials said they believed Valentich became disorientated and saw his own light or the lights of Cape Otway and King Island while flying upside down.

A department official said he believed a tape of the conversation between the pilot and Air Flight Service at Tullamarine would be examined by air safety experts.

But he said it is being given secondary priority to the finding of the aviator.



(Est. 1904)

'Phone: 67-5133

## Aust. Press Cuttings Agency

Melbourne, Victoria

From

"ADVERTISER"

Geelong, Vic.

25 OCT 1978

# Plane: Metal clue

Melbourne. — A boat today will retrieve pieces of metal spotted in Bass Strait by one of the planes searching for a missing light plane.

A rectangular piece of white metal and a similar piece of blue metal were sighted floating about 15 km. off Wye River yesterday.

A Department of Transport spokesman said last night that no boats had been in the area at the time of the sighting, but the position had been plotted and the objects would be collected today.

The spokesman said the crew of the plane which spotted the metal believed it was more likely to be ships' waste than plane wreckage.

Frederick Valentich, 20, vanished over Bass Strait in a blue-and-white Cessna 182 last Saturday night after reporting a mystery craft hovering above him.

The search for the missing plane was stepped up yesterday afternoon when four twin-engined light planes joined a long-range maritime version of the Nomad over the search area.

The planes covered a big triangular area from Cape Schank to a point 50 km. east of King Island and across to Cape Otway.

A Cessna 150 made a land search of King Island's northern beaches, and parties of police and volunteers also checked along the coast of the island.

The results of tests on an oil slick found about halfway across Bass Strait, in the search area are expected today.

The Department of Transport spokesman

said that if the analysis showed that the slick was aviation fuel there would be "a strong possibility that the plane's there".

He also said that department officials had "no reason to suspect that Mr. Valentich was flying anywhere other than where he reported to be".

The missing man's father said yesterday he still believed his son could be alive.

Mr. Guido Valentich said he thought it was possible that Frederick had been taken by a space craft.

"Maybe he is in outer space, and maybe they will release him in a week or so — this is why I could still see him alive," Mr. Valentich said.



(Est. 1904)

'Phone: 67-5133

# **Aust. Press Cuttings Agency**

Melbourne, Victoria

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From

**"STANDARD"**

**Warrnambool, Vic.**

**27 OCT 1978**

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## **TESTS NOT COMPLETED**

**MELBOURNE**  
(AUP) — Tests on a sample of oil slick from the Bass search are for a missing plane have still not been completed.

A Department of Transport spokesman said last night that the results of the analysis could be available today.

Defence Department scientists have been testing the oil to establish whether it is aviation fuel.

It is believed that the analysis has taken so long because the oil is a fairly weak solution with a lot of water in the sample.



(Est. 1904)

Phone: 67-5133

## Aust. Press Cuttings Agency

Melbourne, Victoria

From

"ADVERTISER"

26 OCT 1978

Bendigo, Vic.

# NEW THEORY ON PILOT

A Bendigo man, Mr Michael Tonti-Filippini, Sen, believes the disappearance of pilot Frederick Valentich over Bass Strait at the weekend was not due to an unidentified flying object.

He thinks Valentich may have been a victim of what he describes as matter "many billion times more deadly than plutonium."

Yesterday Mr Tonti-Filippini said he predicted just the sort of happening over Bass Strait almost a year ago, in a letter to the Bendigo Advertiser of November 12, 1977.

He believes that 90 per cent of flying saucers are attributable to neutrinos.

Neutrinos, Mr Tonti-Filippini said, could be equated to the fundamental building blocks of the universe.

He challenges the theory that neutrino radiation is not dangerous.

"Scientists have found traces of anti-matter near nuclear reactors.

"They have used this to confirm the formations of neutrinos," he said.

He explained that anti-matter was the most violent explosive known, and exploded on contact with other matter.

It had a life-time of about one-ten-millionth of a second.

He believes that neutrino radiation from nuclear reactors can form cells of heat and light that coincide in shape and time of release with 90 per cent of UFO sightings.

He said that some of these other sightings also had proved lethal.

Mr Tonti-Filippini will have diagrams and a model of a flying saucer at the Future Fair to be held in Rosalind Park on November 5.

The organiser of the Future Fair, Mr Chris Stoltz, said that Mr Tonti-Filippini also would explain his neutrino theories at the fair.

• Nuclear blast in 1908? Page 7.



t. 1904)

'Phone: 67-5133

**Aust. Press Cuttings Agency**  
Melbourne, Victoria

From

**"BORDER MORNING MAIL"**  
Albury, N.S.W.

28 OCT 1978

# Pilot 'may have made land'

**THE search for a pilot who disappeared over Bass Strait last weekend has switched to land.**

A group of RAAF mates of the pilot, Frederick Valentich, have gone to Cape Otway to conduct their own private ground search.

The pilot's father, Mr Guido Valentich, said last night the group left on Thursday afternoon to search thick forest at the Cape in case Frederick had crashed there and was injured.

Mr Valentich said he was waiting to hear from the group.

But he thought they would probably stay there for the weekend at least.

Valentich's girlfriend, Rhonda Rushton, 16, also went to Cape Otway with her parents on Thursday to look at the last section of land Valentich is supposed to have been near.

Both Miss Rushton and Valentich's RAAF mates believe he would have turned back towards land when he had engine trouble last Saturday.

Miss Rushton said last night: "I believe Fred is still alive and probably crashed there.

"One of the reasons I went down to Cape Otway was to see the type of terrain Fred is in," she said.

She said Valentich had often told her he was "scared of water."

"I saw him the night before he disappeared and he told me again that he was scared of the water.

"If he had any trouble he would have headed for land, that's for sure."

Valentich, 20, vanished last Saturday evening on a flight to King Island after reporting over the radio that an unidentified object was "hovering on top of me."

A wide search was called off on Wednesday night after six planes had patrolled the area for four days without finding any trace of Valentich or his plane.



**Aust. Press Cuttings Agency**

Melbourne, Victoria

From

"STANDARD"

Warrnambool, Vic.

25 OCT 1978

# Metal clue to lost plane

**MELBOURNE, (AUP) — A boat will today retrieve pieces of metal spotted in Bass Strait by one of the planes searching for a missing light plane.**

A rectangular piece of white metal and a similar piece of blue metal were sighted floating about 15 km off Wye River yesterday.

A Department of Transport spokesman said last night that no boats had been in the area at the time of the sighting, but the position had been plotted and the objects would be collected today.

The spokesman said the crew of the plane which spotted the metal believed it was more likely to be ships' waste than plane wreckage.

Frederick Valentich, 20, vanished over Bass Strait in a blue-and-white Cessna 182 last Saturday night after reporting a mystery craft hovering above him.

## STEPPED UP

The search for the missing plane was stepped up yesterday afternoon when four twin-engined light planes joined a long-range maritime version of the Nomad over the search area.

The planes covered a big triangular area from Cape Schank to a point 50 km east of King Island and across to Cape Otway.

A Cessna 150 made a land search of King Island's northern beaches, and parties of police and volunteers also checked along the coast of the island.

The results of tests on an oil slick found about half way across Bass Strait in the search area are expected today.

The Department of Transport spokesman said that if the analysis showed that the slick was aviation fuel there would be "a strong possibility that the plane's there".

He also said that department officials had "no reason to suspect that Mr Valentich was flying anywhere other than where he reported to be".

The missing man's father said yesterday he still believed his son could be alive.

Mr Guido Valentich said he thought it was possible that Frederick had been taken by a space craft.

"Maybe he is in outer space, and maybe they will release him in a week or so — this is why I could still see him alive," Mr Valentich said.



(Est. 1904)

'Phone: 67-5133

# Aust. Press Cuttings Agency

Melbourne, Victoria

From

"ADVERTISER"

Bendigo, Vic.

25 OCT 1978

## No plane wreck? — Metal found

MELBOURNE (AUP):

A boat will today retrieve pieces of metal spotted in Bass Strait by one of the planes searching for a missing light plane.

A rectangular piece of white metal and a similar piece of blue metal were sighted floating about 15 km off Wye River yesterday.

A Department of Transport spokesman said last night that the crew of the plane which spotted the metal believed it was more likely to be ships' waste than plane wreckage.

Frederick Valentich, 20, vanished over Bass Strait in a blue-and-white Cessna 182 last Saturday night after reporting a mystery craft hovering above him.



24 OCT 1978

# HOPES DWINDLE FOR 'UFO' SIGHT MAN

**MELBOURNE (AUP)** — Hopes of finding missing Melbourne pilot Frederick Valentich alive faded yesterday after a major search found no trace of him or his plane.

But his parents were confident last night Valentich would be found safe, although he has not been heard from since he disappeared mysteriously on Saturday night.

"We've still got a hope," his father, Mr Guido Valentich said from his Avondale Heights home.

"He may have crashed and is hurt or something else may have happened."

Frederick Valentich, 20, vanished over Bass Strait while flying his single-engined Cessna 182 to King Island.

He told a close friend before taking off from Moorabbin: "I'll see you

over the weekend and I'll drop in a crayfish."

A big air, land and sea search in the past 48 hours between King Island and the Victorian coast failed to find any trace of the pilot or his plane.

Valentich's radio cut out at 7.12 pm on Saturday seconds after he told air traffic controllers that

a large object hovering above him was "not an aircraft."

Mr Valentich said: "It's not an aircraft, it's . . ." before his radio transmission broke briefly.

Soon after Mr Valentich said the object had a green light and a type of metallic light on the outside.

He said he was orbiting "and the thing is orbiting on top of me."

Two minutes later he said: "Unknown aircraft is hovering on top of me. It is not an aircraft."

A long metallic noise followed, then silence.

Department of Transport officials said the pilot had remained calm during the radio message.

Officials believe he may have been flying upside down and became confused by a reflection of lights.

However, aviation sources said last night the Cessna 182 would have been able to fly for only 50 seconds upside down because its fuel tanks were situated in the wings and relied on gravity to feed the motor.

A fishing vessel picked up samples of an oil slick about 40km north-northeast of Cape Wickham, King Island's most northern point, late yesterday.

Last night the sample was being brought back to Melbourne, and will be tested today to see if it came from the aircraft.



(Est. 1904)

'Phone: 67-5133

## Aust. Press Cuttings Agency

Melbourne, Victoria

From

"COURIER"

25 OCT 1978

Ballarat, Vic.

# Boat to retrieve metal pieces in Bass Strait

**MELBOURNE (AUP).** A boat will today retrieve pieces of metal spotted in Bass Strait by one of the planes searching for a missing light plane.

A rectangular piece of white metal and a similar piece of blue metal were sighted floating about 15 km off Wye River yesterday.

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### OIL SLICK

A Cessna 150 made a land search of King Island's northern beaches, and parties of police and volunteers also checked along the coast of the island.

The results of tests on an oil slick found about half way across Bass

Strait in the search area are expected today.

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He also said that department officials had "no reason to suspect that Mr Valentich was flying anywhere other than where he reported to be."

The missing man's father said yesterday he still believed his son could be alive.

Mr Guido Valentich said he thought it was possible that Frederick had been taken by a space craft.

"Maybe he is in outer space, and maybe they will release him in a week or two — this is why I could still see him alive," Mr Valentich said.

"It's a very abstract thing, but all I know is he was a strong believer in UFOs and I think he could have been right."

The search for the missing plane will resume this morning.



(Est. 1904)

'Phone: 67-5133

## Aust. Press Cuttings Agency

Melbourne, Victoria

From

"ADVERTISER"

Geelong, Vic.

24 NOV 1978

# Pilot: Still no clues

**Melbourne. — Hopes of finding missing Melbourne pilot Frederick Valentich alive faded yesterday after a major search found no trace of him or his plane.**

But his parents were confident last night Valentich would be found safe, although he has not been heard from since he disappeared mysteriously on Saturday night.

"We've still got a hope," his father, Mr. Guido Valentich, said from his Avondale Heights home.

"He may have crashed and is hurt or something else may have happened."

Frederick Valentich, 20, vanished over Bass Strait while flying his single-engined Cessna 182 to King Island.

He told a close friend before taking off from Moorabbin: "I'll see you over the weekend and I'll drop in a crayfish."

A big air, land and sea search in the past 48 hours between King Island and the Victorian coast has failed to find any trace of the pilot or his plane.

Valentich's radio cut out at 7.12 p.m. on Saturday seconds after he told air traffic controllers that a large object hovering above him was "not an aircraft".

Mr. Valentich said: "It's not an aircraft, it's ..." before his radio transmission broke briefly.

Soon after Mr. Valentich said the object had a

green light and a type of metallic light on the outside.

He said he was orbiting "and the thing is orbiting on top of me."

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A long metallic noise followed, then silence. Department of Transport officials said the pilot had remained calm during the radio message.

Officials believe he might have been flying upside down and became confused by a reflection of lights.

However, aviation sources said last night the Cessna 182 would have been able to fly for only 50 seconds upside down because its fuel tanks were in the wings and relied on gravity to feed the motor.

### Oil slick

A fishing vessel picked up samples of an oil slick about 40 km north-north-east of Cape Wickham, King Island's most northern point, late yesterday.

Last night the sample was being brought back to Melbourne and will be tested today to see whether it came from the aircraft.

An RAAF Orion, a Cessna 150 and a maritime Nomad from Avalon were also used in the search.

Several fruit boxes and bags were found floating about four km from the oil slick yesterday.

Mr. Valentich is believed to have taken a container with him in the plane to bring back lobsters from King Island, but searchers last night ruled out the theory that the fruit boxes and bags were from the plane.

Department of Transport officials have estimated the plane would have crashed in the same area as the oil slick.

Mr. Valentich was on his first night flight to King Island, and had planned to bring back about 90 kilograms of crayfish for friends.

He was working as a shop assistant in a Moonee Ponds army disposal store and had his heart set on getting his commercial pilot's licence.

He was also an instructor with the RAAF air training corps and was considered a "very competent pilot".

Squadron Leader Ron Grandy, staff officer, training, for the corps in Victoria, said yesterday Mr. Valentich was not prone to imagine things.

"He was an absolutely normal person and a most capable pilot," Squadron Leader Grandy said.

"He was an example of self-discipline and respect, and I believe that what ever happened to him was not due to a lack of concentration."



## Aust. Press Cuttings Agency

Melbourne, Victoria

From

"ADVERTISER"

Geelong, Vic.

26 OCT 1978

### Plane search is off

Melbourne. — The search for a light plane which vanished over Bass Strait was called off last night.

The mystery of the missing single-engined Cessna 182 is now back to square one, pending the results of tests on an oil slick found in the search area last Sunday.

Scientists at the Defence Department materials research laboratory at Maribyrnong had still not completed their analysis last night.

A Department of Transport spokesman said yesterday that if the tests showed that the slick was aviation fuel the missing plane would "probably be in the same place".

The spokesman said that aircraft and shipping passing through the search area would be asked to watch for possible plane wreckage.

"Should anything be found the search will resume," he said.

A Department of Transport twin-engined Aerb Commander will make further beach searches around the coast of King Island today and tomorrow, but the search was called off at 7 p.m. yesterday.

The missing plane vanished at 7.12 p.m. last Saturday between Cape Otway and King Island, seconds after pilot, Frederick Valentich, 20, reported a mystery craft hovering above him.

Eight civil aircraft and a RAAF Orion were involved in the search for the Cessna during the past four days.

The planes covered a 7000-square mile area and spent more than 70 hours in the air during the search.

The only plane used yesterday was a Beechcraft Baron which made two four-hour searches of a 24-mile radius around a point 20 miles north-east of Cape Wickham.

Pieces of metal spotted in Bass Strait about 15 km off Wye River on Tuesday were not collected yesterday because search organisers believed the pieces were in the wrong position to be wreckage from the plane.



(Est. 1904)

Phone: 67-5133

# Aust. Press Cuttings Agency

Melbourne, Victoria

From

ADVERTISER"

Geelong, Vic.

28 OCT 1978

## Search for pilot continues

Melbourne. — A group of RAAF Air Training Corps mates of missing pilot, Frederick Valentich, have gone to Cape Otway to conduct their own private ground search.

The missing pilot's father, Mr. Guido Valentich, said last night the group left on Thursday afternoon to search thick forest at the cape in case Frederick had crashed there and was injured.

Mr. Valentich said he was waiting to hear from the group but thought they would probably stay down there for the weekend at least.

Valentich's girlfriend, Rhonda Rushton, 16, also went to Cape Otway with her parents on Thursday to look at the last section of land Valentich is supposed to have been near.

Both Miss Rushton and Valentich's RAAF mates believe he would have turned back towards land when he had engine trouble last Saturday evening.

Miss Rushton said last night: "I believe Fred is still alive and probably crashed down there (Cape Otway)."

"One of the reasons I went down to Cape Otway was to see the type of terrain Fred is in," she said.

She said Valentich had often told her he was "scared of water".

"I saw him the night before he disappeared and he told me again that he was scared of the water.

"If he had any trouble he would have headed for land, that's for sure."

Valentich, 20, vanished last Saturday evening on a flight to King Island after reporting over the radio that an unidentified object was "hovering on top of me".



**Aust. Press Cuttings Agency**

Melbourne, Victoria

From

**"ADVERTISER"****Geelong, Vic.****30 OCT 1978**

# Lost pilot's girlfriend searches Otways

**Melbourne.** — The girlfriend of missing Melbourne pilot, Frederick Valentich, yesterday made an aerial search around the Cape Otway-Apollo Bay area.

Rhonda Rushton, 17, of East Preston, flew in a chartered twin-engined plane that traced the flight path Valentich was reportedly on before he vanished eight days ago.

During the two and a half hour flight, Rhonda scoured miles of blanket-like forests between Cape Otway and Lorne with binoculars.

She still firmly believes Valentich has crashed in that area after turning back to the cape when he reported engine trouble about 12 nautical miles from land.

"I'm sure he would have turned back, he always told me that's what he'd do if he got into trouble over the sea," she said yesterday.

Miss Rushton, a shop assistant, said she had flown with Valentich on many occasions during the six months she had been going out with him.

"He's a very cautious pilot.

"Whenever we went on any long trips, he would always tell me to keep a look out for flat unfenced paddocks in case we had to make an emergency landing," she said.

Although obviously awed by the thick, desolate terrain along Cape Otway, Miss Rushton still believes Valentich is alive. "I just have this feeling he's alive. I don't know how to describe it: it's just a certain feeling," she said.

Valentich, 20, vanished shortly after 7 p.m. on Saturday, October 21, during his first night flight to King Island. Shortly before his disappearance he reported that an unidentified object was "hovering on top of me".

A 7000 km search, which was called off last Wednesday after planes had patrolled the area for four days, failed to find any trace of Valentich or his single-engined Cessna 182.

One of the pilots involved in the search, Mr

Bob Thorpe, of Flinders Island Airlines, commented yesterday that Bass Strait had been unusually dead calm for about 10 days.

A Transport Department spokesman said that when the strait chopped up again some wreckage might be found.

A group of Air Training Corps mates of Valentich have also searched the Cape Otway area from the ground during the past four days. But they found no trace of Valentich or his plane.

A twin-engined Aero Commander also conducted a fruitless search between Torquay and Peterborough on Saturday — AUP.



**Aust. Press Cuttings Agency**

Melbourne, Victoria

From

"SUNRAYSIA DAILY"

Mildura, Vic.

24 OCT 1978

# HOPES FADING FOR MISSING PILOT

AUSTRALIAN UNITED PRESS

**MELBOURNE** — Hopes of finding missing Melbourne pilot, Frederick Valentich alive faded yesterday after a major search found no trace of him or his plane.

But his parents were confident last night Valentich would be found safe, although he has not been heard from since he disappeared mysteriously on Saturday night.

"We've still got a hope," his father, Mr. Guido Valentich said from his Avondale Heights home.

"He may have crashed and is hurt or something else may have happened."

Frederick Valentich, 20, vanished over Bass Strait

while flying his single-engine Cessna 182 to King Island.

A big air, land and sea search in the past 48 hours between King Island and the Victorian coast has failed to find any trace of the pilot or his plane.

Valentich's radio cut out at 7.12 p.m. on Saturday seconds after he told air traffic controllers that a large object hovering above him was "not an aircraft."

Mr Valentich said: "It's not an aircraft, it's..." before his radio transmission broke briefly.

## Green light

Soon after Mr Valentich said the object had a green light and a type of metallic light on the outside.

He said he was orbiting "and the thing is hovering on top of me."

Two minutes later he said: "Unknown aircraft is hovering on top of me. It is not an aircraft."

A long metallic noise followed, then silence.

Officials believe he may have been flying upside down and became confused by a reflection of lights.

However aviation sources said last night the Cessna 182 would have been able to fly for only 50 seconds upside down because its fuel tanks were situated in the wings and relied on gravity to feed the motor.

A fishing vessel picked up samples of an oil slick about 40km north-northeast of Cape Wickham, King Island's most northern point late yesterday.

Last night the sample was being brought back to Melbourne and will be tested today to see if it came from the aircraft.



(Est. 1904)

'Phone: 67-5133

## Aust. Press Cuttings Agency

Melbourne, Victoria

From

"COURIER"

27 OCT 1978

Ballarat, Vic.

### TESTS ON OIL SLICK CONTINUE

MELBOURNE (AUP). Tests on a sample of oil slick from the Bass Strait search area for a missing plane have still not been completed.

A Department of Transport spokesman said last night that the results of the analysis could be available today.

Defence Department scientists have been testing the oil to establish whether it is aviation fuel.

It is believed that the analysis has taken so long because the oil is a fairly weak solution with a lot of water in the sample.

Pilot Frederick Valentich, and his Cessna 182 disappeared on Saturday night after a brief radio conversation with air traffic control.

Valentich reported "an object not an aircraft" hovering above him shortly before his engine failed.



**Aust. Press Cuttings Agency**

Melbourne, Victoria

From

"COURIER"

Ballarat, Vic.

28 OCT 1978

# Missing pilot's mates search

**MELBOURNE (AUP).** A group of RAAF Air Training Corps mates of missing pilot, Frederick Valentich, have gone to Cape Otway to conduct their own private ground search.

The missing pilot's father, Mr Guido Valentich, said last night the group left on Thursday afternoon to search thick forest at the Cape in case Frederick had crashed there and was injured.

Mr Valentich said he was waiting to hear from the group but thought they would probably stay down there for the weekend at least.

Valentich's girl friend, Rhonda Rushton, 18, also went to Cape Otway with her parents on Thursday to look at the last section of land Valentich is supposed to have been near.

Both Miss Rushton and Valentich's RAAF mates believe he would have turned back toward land when he had engine trouble last Saturday evening.

Miss Rushton said last night: "I believe Fred is still alive and probably crashed down there (Cape Otway)."

One of the reasons I went down to Cape Otway was to see the type of terrain Fred is in," she said.

She said Valentich had often told her he was "scared of water."

## MYSTERY

"I saw him the night before he disappeared and he told me again that he was scared of the water."

"If he had any trouble he would have headed for land, that's for sure."

Valentich, 20, vanished last Saturday evening on a flight to King Island after reporting over the radio that an unidentified object was "hovering on top of me."

A wide search, which was called off on Wednesday night after six planes had patrolled the area for four days failed to find any trace of Valentich or his plane.

The week-old mystery disappearance is still no closer to solution after Transport Department officials said yesterday that an oil slick found in Bass Strait did not come from Valentich's single-engine Cessna 182.

A Transport Department spokesman said yesterday that the oil was a "weak mix" and was probably marine diesel.

The Transport Department revealed yesterday that when Valentich vanished, apparently near Cape Otway, he had enough fuel to travel 800 km (500 miles) or to keep him airborne for about 230 minutes.

But experts in the Transport Department believe Valentich vanished over Bass Strait and did not go elsewhere.

"We have no evidence to prove Valentich is anywhere else," a Transport Department official said yesterday.

"He would have very real trouble landing anywhere unnoticed."

## NIGHT LIGHTS

But the Transport Department admit they had no proof that Valentich was near Cape Otway because he was flying in uncontrolled air space and too low to be picked up on radar.

A Transport Department spokesman said it had also been established that Valentich did not ask the King Island airport controllers to switch on the runway lights for his night landing.

After Valentich radioed to control that he was in trouble they arranged for the lights to be switched on at King Island.

The spokesman said it was unusual that Valentich had not made the request.



(Est. 1904)

'Phone: 67-5133

## Aust. Press Cuttings Agency

Melbourne, Victoria

From

"STANDARD"

Warrnambool, Vic.

26 OCT 1978

6—The Standard, Thursday, October 26, 1978

# Plane search called off

**MELBOURNE (AUP).** — The search for a light plane which vanished over Bass Strait was called off last night.

The mystery of the missing single-engined Cessna 182 is now back to square one, pending the results of tests on an oil slick found in the search area last Sunday.

Scientists at the Defence Department materials research laboratory at Maribyrnong had still not completed their analysis last night.

A Department of Transport spokesman said yesterday that if the tests showed that the slick was aviation fuel the missing plane would "probably be in the same place".

The spokesman said that aircraft and shipping passing through the search area would be asked to watch for possible plane wreckage.

"Should anything be

found the search will resume," he said.

A Department of Transport twin-engined Aero Commander will make further beach searches around the coast of King Island today and tomorrow, but the search was called off at 7 p.m. yesterday.

### VANISHED

The missing plane vanished at 7.12 p.m. last Saturday between Cape Otway and King Island, seconds after pilot, Frederick Valentich, 20, reported a

mystery craft hovering above him.

Eight civil aircraft and an RAAF Orion were involved in the search for the Cessna over the past four days.

The planes covered a 7000-square mile area and spent more than 70 hours in the air during the search.

Pieces of metal spotted in Bass Strait about 15 km off Wye River on Tuesday were not collected yesterday because search organisers believed the pieces were in the wrong position to be wreckage from the plane.



(Est. 1904)

'Phone: 67-5133

## Aust. Press Cuttings Agency

Melbourne, Victoria

From

"ADVERTISER"

Bendigo, Vic.

23 OCT 1978

# UFO TOOK OUR BOY — PILOT'S PARENTS

**MELBOURNE (AUP) —** The parents of a young pilot whose plane vanished over Bass Strait at the weekend believe he could have been taken by UFO.

A full air and sea search between King Island and the Victorian coast yesterday failed to find any trace of the missing plane.

The single engined Cessna 182's radio cut out at 7.12 pm on Saturday, seconds after the pilot told air traffic controllers that a large object hovering above him was "not an aircraft."

Four minutes earlier the pilot, Mr Frederick Valentich, 20, radioed that the craft was flying towards him and "seems to be playing some sort of game, flying at a speed I cannot estimate."

Mr Valentich then said: "It's not an aircraft, its . . ." before his radio transmission broke briefly.

When asked by air traffic controllers to describe the object he said it was "a long shape with a sort of metallic light on the outside."

He was told there were no planes in the area.

Mr Valentich: "The engine is rough idling and coughing."

"I'm proceeding to King Island. Unknown aircraft is hovering on top of me. It is not an aircraft."

After the Melbourne flight service had acknowledged that call there was a long metallic noise on the radio and nothing more was heard from the plane.

Mr Valentich's parents said last night their son, the eldest of four children, had planned to fly to King Island and bring back some crayfish later on Saturday night.

They did not believe a theory advanced yesterday that Frederick may have accidentally turned the plane upside down or into a steep bank after becoming disorientated in the dark.

Mr Guido Valentich said he believed the Department of Transport was

"trying to cover up so people won't get alarmed."

A Department spokesman said last night that if the plane had "inverted" the pilot could have seen light from the Cape Otway and King Island light houses reflected on cloud patches above him.

The spokesman said conditions in the area when the plane vanished about 4500 ft were perfect and he should have had almost unlimited vision.

An RAAF plane searching the area yesterday spotted an oil slick on the water and dropped a buoy to mark the spot.

The searchers will collect a sample today to see if it is aviation fuel.

Another single engine plane disappeared without trace in Bass Strait on December 24, 1969.

The Fuji plane crashed into the sea 8 km off Cape Otway on a flight from King Island, and no trace of the pilot or the plane was ever found.

The Department of Transport spokesman said the plane was carrying life jackets and a high frequency survival beacon which was designed to operate if the plane crashed into the water.

• A twin-engined aircraft with 11 people aboard has been ditched in the sea off Guadalcanal, in the Solomon Islands.

There has been no word of the fate of either the pilot or his 10 passengers.



**Aust. Press Cuttings Agency**

Melbourne, Victoria

From

**"CHRONICLE"**

Toowoomba, Qld.

**24 OCT 1978****THE CHRONICLE — Tue, Oct 24, 1978 — 7**

# 'VERY WEAK EXPLANATION' OF PILOT'S U.F.O. REPORT

A Dalby man who says he sighted a U.F.O. about 14 years ago said yesterday that authorities had given a "very weak" explanation for the disappearance of a pilot in Bass Strait on Sunday.

Mr Maurie Fountain, 43, owner of an aluminium factory in Dalby, is also a pilot. He said he was not impressed with the official explanation that the missing pilot was flying upside down when he saw the U.F.O.

"In a civil aircraft, pilots usually only have a lap-sash seat belt, so if the plane suddenly turned upside-down he would have had a very red face.

"1900 hours is also a little early for the man to have suffered night flying fatigue. There was no storm mentioned that could have turned the plane over. Also the plane would have been equipped with an artificial horizon and an altimeter so he should have no excuse for not knowing he was up-

side-down".

Mr Fountain claims he saw a U.F.O. 14 years ago on the Jimbour plains.

"I thought it was a floodlit tennis court at first, but then I thought that it was a bit too isolated for a tennis court to be out there, so I went to have a look.

"When I first saw it I was about 1½ miles away, but by the time it had disappeared I was about three-quarters of a mile away.

"Like the missing pilot's description and like most U.F.O. sightings, it had a number of landing lights, was long, had the ability to hover and moved off so fast that it appeared to just vanish".

Mr Fountain has a theory as to the cause of

the engine failure "so frequent in U.F.O. sightings" and the engine failure of the Cessna on Sunday night.

"The craft may have been powered by an electronic propulsion unit which ejects ionised air. It is likely that the plane became enveloped in this ionised air when it was below the hovering U.F.O. causing the spark plugs to stop firing.

"Ionised air in large volumes at night would probably give off a light much like the metallic light the pilot saw under the craft.

"This type of machine would give the U.F.O. a lot of manoeuvrability and high speed therefore verifying the description by the pilot that the craft

was below, then above, then to the right of him in a short space of time.

"The way the authorities treat these sightings with such weak excuses it almost makes me believe that they know more than they are telling the public.

"Maybe they are covering-up some sort of experiment.

"If so, some poor fellow has died being labelled a crazy man who had an hallucination".

After Mr Fountain's sighting of a U.F.O. he was careful who he told.

"Nobody has ever called me crazy. And I've never seen Star Wars or Close Encounters — they're just trash movies cashing in on a serious subject", he said.



(Est. 1904)

## Aust. Press Cuttings Agency

Melbourne, Victoria

From

"HERALD"

Colac, Vic.

23 NOV 1978

M

### Missing 'plane mystery

CONTINUED FROM P. 1

The Southern Air Services aircraft had taken off from Moorabbin airport at 6.19 pm and was flying to King Island via Cape Otway.

A Department of Transport official released details of the plane's disappearance yesterday.

At 7 pm the pilot, who was alone in the aircraft, reported to the Melbourne air traffic authorities that he was over the cape.

Six minutes later he asked the authorities if there any other aircraft flying below 5000 ft in the same area.

He was told there was not.

The pilot then replied that a "large aircraft" was flying below him.

He said the aircraft had four bright lights and that it then flew about 1000 ft over the top of his own plane.

At 7.08 pm the pilot reported that the other aircraft was approaching him from due east and was "playing some sort of game" with him.

At this stage, he said he was flying at 4500 ft and still could not identify the other aircraft.

He described the aircraft as having a "long shape".

A further radio message was received from the pilot at 7.09 pm, when he said the plane was still coming towards him.

He then reported that it seemed to be hovering in a stationary position above him.

He said there was a green light and a "metallic" light on the aircraft.

At 7.12 pm the pilot reported that the engine of his aircraft was idling rough and was "coughing".

He informed the authorities that he was going to try to push on to King Island.

At this stage the other aircraft was still alleged to be flying over the top of the Cessna.

Radio contact was then lost with the pilot, whose name had not been released late yesterday.

The DOT official said the pilot, who had been flying for 18 months, was not experienced in night flying.

He said it was his first night flight to King Island.

The official said the pilot's aircraft may have become "inverted" and he may have confused the reflections of lights from Cape Otway onto clouds.

### Missing plane mystery

An extensive sea and land search was mounted in the Bass Strait-King Island area yesterday for a pilot whose small aircraft disappeared under mysterious circumstances near Cape Otway.

Fishing vessels, police, an RAAF Orion aircraft and other small aircraft were involved in the search.

The search followed the disappearance of a single engine Cessna 182 aircraft as it was flying over Cape Otway on Saturday evening.

Radio contact was lost with the aircraft at 7.12 pm.

CONTINUED ON P. 4



24 OCT 1978

# HOPES FADE FOR PILOT

## No trace after major search

### Pilot mystery

From Page 1

...th, and reports were  
...de to the police and to  
...e King Island News.  
...Six weeks ago Sgt. Jack  
...oodward of Currie  
...lice was notified of  
...ange lights or flares  
...pearing off the north  
...the island near New  
...ar Island.  
...Three fishing boats  
...am Currie searched the  
...ea and an Orion from  
...mberra also joined the  
...arch but nothing of  
...gnificance was found.

A nursing sister at the  
King Island District  
Hospital travelling home  
to Grassy last week  
stopped her car to watch  
bright unfamiliar lights  
moving across the sky.  
A letter to the editor  
published in the King  
Island News on  
September 20 said: "We  
are writing to your paper  
to see if anyone other  
than ourselves has seen  
any sights of strange  
moving lights in the sky.

#### STRANGE

"We saw our first  
sighting two months ago.  
We were driving into  
Currie and a slow-moving  
light followed us down  
the north road and  
finally disappeared  
toward the lighthouse.

"There were other  
sightings in Currie on the  
same night some people  
further up north also saw  
a strange light passing  
over their house. Then  
another of seeing  
beautiful, strange lights  
outside. On going out to  
investigate the lights  
suddenly disappeared.

"Then last night, the  
twelfth, the strange light  
appeared again just up  
from Camp Creek.

"On each of these  
occasions the light has  
been very large and  
bright, and it seems to  
light up the area as if it  
were daylight.

"The lights are oval-  
shaped."

MELBOURNE (AUP). Hopes of finding missing  
Melbourne pilot, Frederick Valentich alive faded yester-  
day after a major search found no trace of him or his  
plane.

But his parents were confident last night Valentich would be  
found safe, although he has not been heard from since he disap-  
peared mysteriously on Saturday night.

"We've still got a hope,"  
his father, Mr Guido  
Valentich said from his  
Avondale Heights home.

"He may have crashed  
and is hurt or something  
else may have  
happened."

Frederick Valentich,  
20, vanished over Bass  
Strait while flying his  
single-engined Cessna 182  
to King Island.

He told a close friend  
before taking off from  
Moorabbin: "I'll see you  
over the weekend and I'll  
drop in a crayfish."

A big air, land and sea  
search in the past 48  
hours between King  
Island and the Victorian  
coast has failed to find  
any trace of the pilot or  
his plane.

Valentich's radio cut  
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Saturday seconds after he  
told air traffic controllers  
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Mr Valentich said: "It's  
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before his radio  
transmission broke  
briefly.

#### UNKNOWN

Soon after Mr  
Valentich said the object  
had a green light and a  
type of metallic light on  
the outside.

He said he was orbiting  
"and the thing is orbiting  
on top of me."

Two minutes later he  
said: "Unknown aircraft  
is hovering on top of me.

Department of  
Transport officials said  
the pilot had remained  
calm during the radio  
message.

Officials believe he may  
have been flying upside  
down and became  
confused by a reflection  
of lights.

However aviation  
sources said last night the  
Cessna 182 would have  
been able to fly for only 50  
seconds upside down  
because its fuel tanks  
were situated in the wings  
and relied on gravity to  
feed the motor.

A fishing vessel picked  
up samples of an oil slick  
about 40 km north-  
north-east of Cape  
Wickham, King Island's  
most northern point late  
yesterday.

Last night the sample  
was being brought back  
to Melbourne and will be  
tested today to see if it  
came from the aircraft.

An RAAF Orion, a  
Cessna 150 and a  
maritime Nomad were  
also used in the search.

Several fruit boxes and  
bags were found floating  
about 4 km from the oil  
slick yesterday.

Mr Valentich is  
believed to have taken a  
container with him in the  
plane to bring back  
lobsters from King Island  
but searchers last night  
ruled out the theory that  
the fruit boxes and bags  
were from the plane.

Department of  
Transport officials have  
estimated the plane

would have crashed in the  
same area as the oil slick.

Mr Valentich was on  
his first night flight to  
King Island, and had  
planned to bring back  
about 200 lb of crayfish  
for friends.

He was working as a  
shop assistant in a  
Moonee Ponds Army  
disposal store and had his  
heart set on getting his  
commercial pilot's  
licence.

He was also an  
instructor with the RAAF  
Air Training Corp and  
was considered a very  
competent pilot.

Squadron Leader Ron  
Grandy, staff officer,  
training, for the corps in  
Victoria, said yesterday  
Mr Valentich was not  
prone to imagine things.

#### CAPABLE

"He was an absolutely  
normal person and a  
most capable pilot,"  
Squadron Leader Grandy  
said.

"He was an example of  
self-discipline and  
respect, and I believe that  
what ever happened to  
him was not due to a lack  
of concentration."

● The disappearance of  
Mr Valentich highlighted  
a number of sightings of  
bright lights and  
following lights reported  
by King Island people  
over the last six weeks.

Reports of the sightings  
came from all over the  
island, particularly in the

Contd. Page 2



SIGS (B)

MISSING PILOT IS ALIVE,  
HIS GIRL SAYS

Australian

Page 1

Date 27-10-78

Age

Page 13

Date 27-10-78

By JOHN MONKS and  
DAVID ELIAS

THE girl friend of missing Victorian pilot Fred Valentich and her family went into hiding yesterday after she said Valentich is still alive.

Rhonda Rushton, 16, said: "We all know Fred is alive and we have told the authorities this, but it is all top secret now."

Soon after she spoke to us, Miss Rushton and her parents left their home in the Melbourne suburb of Preston to "get away from it all".

Miss Rushton said she has been Valentich's girl friend for six months and told us: "I know Fred is alive. We will see him soon."

Valentich, 20, of Melbourne, vanished on Saturday night after he radioed that a UFO was hovering over his Cessna 182 while he was crossing Bass Strait from Melbourne to King Island.

Miss Rushton added to the mystery yesterday by suggesting that Valentich may be somewhere in Victoria, injured and waiting for someone to find him.

She dismissed a theory that Valentich might have been taken aboard a UFO he graphically described over his radio.

She said: "I think he has landed somewhere, not crashed."

Miss Rushton said that after telling her story to the authorities — she would not name them — she was told to tell no one else.

"I will not be saying any more about this," she said.

Fred Valentich's disappearance has become one of the great mysteries of Victorian aviation.

**CONTROL CHANGE**

Yesterday the search was taken away from the rescue co-ordination centre and handed over to the Department of Transport's air safety investigation branch.

An official said last night: "The Department of Transport's air safety investigation branch is inquiring into all aspects of the aircraft's last flight."

"This encompasses the airworthiness of the aircraft, the operation of the aircraft — including the flight plan — and other factors involved — that is the pilot himself."

The implication — although the Department would not confirm it — is that Valentich is alive and well — somewhere.

Until yesterday, the department was still treating the case as a routine accident investigation.

The rescue co-ordination centre and the Australian Surveillance Organisation concentrated on a massive air and sea search of the area between Cape Olway and King Island.

But it is now known that Valentich did not ask the King Island airport controllers to switch on the runway lights for his planned night landing.

Nor can the landing lights on King Island be switched on automatically by radio signals from approaching aircraft.

Examination of the tape recording of radio exchanges between Valentich and controllers on Saturday night has so far failed to identify a prolonged metallic noise heard before transmission from the Cessna ceased.

But one report now in the hands of the Department of Transport describes the noise like "two empty beer cans being banged together."

**Lost plane a mystery**

The disappearance of a light plane off the Victorian coast at the weekend was "a mystery" and looked like remaining so, the Federal Transport Minister, Mr. Nixon said yesterday. The pilot had reported seeing an unidentified flying object nearby.



# PROBE WIDENS ON MISSING PLANE

The search for the missing Bass Strait aircraft and pilot Frederick Valentich was switched last night from the rescue co-ordination centre to the Department of Transport's air safety investigation branch.

A spokesman said: "The investigation branch is inquiring into all aspects of the aircraft's last flight."

"This encompasses the airworthiness of the aircraft, the operation of the aircraft — including the flight plan — and other factors involved, that is the pilot himself."

Until yesterday the Department was treating the case as

a routine accident investigation.

The rescue Co-ordination Centre and the Australian Surveillance Organisation concentrated their effort on an air and sea search of the area between Cape Otway and King Island.

There have been a number of questions puzzling accident investigators.

## Contact

The most prominent of these was: why was the missing aircraft not picked up by the long-range radar at Melbourne's Tullamarine airport?

Air traffic controllers were monitoring the radio contact between the airport's flight

service unit and the aircraft from the moment Valentich asked for information on any other air traffic in the area.

Despite the ideal radar conditions and the best efforts of controllers, the aircraft was at no stage picked up.

The Department's official explanation is that Valentich was flying too low for the radar. Radar picked up the search aircraft although they were flying as low as 150m.

Valentich reported his altitude as 1400m.

It has been suggested that senior departmental officials believe Valentich is still alive — somewhere.

Other unusual facts are:

On the Cessna 182 were four orange-colored polystyrene

life-jackets designed to be visible from the air.

Parts of the plane are constructed from modular units which float in the event of a crash but none of these easily-visible objects have been found.

## Fuel

Valentich told his girl friend he would collect her at Preston, a north Melbourne suburb, at 7 pm.

He did not take off from Moorabbin airport until 8.10 pm.

The reported disappearance was at 7.12 pm, just on night-fall.

This is the time orientation difficulties and UFO phenomena are most commonly reported.

The Cessna was fitted with special long-range tanks and fully fuelled with 300 litres of aviation spirit.

The aircraft uses approximately 45 litres an hour.

Six hours' flying time at a maximum cruising speed of 130 knots gives a range of more than 1125 km.

It is understood that the pilot's voice on the tape is completely normal.

Neither the Commonwealth Police nor any State police forces have been asked to join in the search, despite an unconfirmed report that the Victorian Police received a report of a light plane making a mysterious late-night landing in the western district on Saturday, near the Cape Otway area.

Daily Telegraph  
Page 2  
Date 27-10-78  
S(65(8)



A GROUP of Air Training Corps mates of missing Melbourne pilot Frederick Valentich have gone to Cape Otway to make their own ground search.

The missing pilot's father, Mr Guido Valentich, said last night the group left on Thursday afternoon to search thick forest areas at the cape in case Frederick had crashed there and was hurt.

Mr Valentich said he was waiting to hear from the group but thought they would probably stay down there for the weekend at least.

The pilot's girlfriend, Rhonda Rushton, 16, of East Preston, also went to Cape Otway with her parents on Thursday to look at the last section of land Valentich is supposed to have been near.

Both Miss Rushton and Valentich's mates believe he would have turned back towards land when he had engine trouble last Saturday evening.

Miss Rushton said last night: "I believe Fred is still alive and probably crashed down there (Cape Otway)."

"One of the reasons I went down to Cape Otway was to see the type of terrain Fred is in."

She said Valentich often told her he was "scared of water."

"If he had any trouble he would have headed for land, that's for sure," she said.

Valentich, 20, vanished last Saturday evening on a flight to King Island after reporting that an unidentified object was "hovering on top of me."

A wide search, which was called off on Wednesday night after six planes had patrolled the area for four days, failed to find any trace of Valentich or his plane.

**Slick 'not**

**from plane'**

The week-old mystery is no closer to solution. Transport Department officials said yesterday an oil slick found in Bass Strait did not come from Valentich's single-engine Cessna 182.

A department spokesman said yesterday the oil was a "weak mix" and was probably marine diesel.

The department revealed yesterday that when Valentich vanished — apparently near Cape Otway — he had enough fuel to travel 800 km, or to keep him airborne for about 2 hours 50 minutes.

The Cessna had 303.5 litres of fuel when he left Moorabbin. This was sufficient for a return trip from Moorabbin to King Island with a little reserve.

But department experts believe Valentich vanished over Bass Strait and did not go elsewhere.

"He would have very real trouble landing anywhere unnoticed," a Transport Department official said.

But the department admits it has no proof Valentich was near Cape Otway because he was flying in uncontrolled air space and was too low to be picked up on radar.

The department's air safety investigation branch is now holding an inquiry into the disappearance of the plane. A spokesman said this was normal practice in these types of incidents.

### MATES WILL HUNT CAPE FOR LOST U.F.O. PILOT

Sun

Page 3

Date 28-10-78

### ACCIDENTS & INCIDENTS

SIGS(B)

Sydney Morning Herald

Page 27

Date 28-10-78

## Investigation turns to pilot's life

MELBOURNE. — Officials of the Federal Department of Transport are investigating the domestic life of pilot Frederick Valentich in an attempt to solve the mystery of his disappearance.

Mr Valentich, 20, vanished last Saturday night on a flight from Melbourne to King Island after reporting that an unidentified object was hovering above his plane.

A spokesman said the department would investigate Mr Valentich's proficiency as a pilot, his training record and domestic background. This was normal procedure.

The history of the missing Cessna 182 would also be investigated, including its airworthiness, service record and the flight plan lodged for the flight.

It was announced yesterday that tests on oil found in Bass Strait in the area Mr Valentich is believed to have disappeared showed it was marine oil and not from an aircraft.

The oil was the only possible clue found during the four-day search of the area by eight aircraft, including a RAAF Orion.

Mr Valentich's father, Mr Guido Valentich, of Avondale Heights, Melbourne, said yesterday that some Air Training Corps friends of his son were searching Cape Otway in case he had crash-landed there and was lying injured.

Mr Valentich's girlfriend, Miss Rhonda Rushton, 16, of East Preston, went to Cape Otway with her parents on Thursday to look at the last section of land Mr Valentich is supposed to have been near.

Both Miss Rushton and Mr Valentich's RAAF friends believe he would have turned back towards land when he had engine trouble last Saturday evening.

Miss Rushton said last night: "I believe Fred is still alive and probably crashed down there at Cape Otway."

"One of the reasons I went down to Cape Otway was to see the type of terrain Fred is in."

She said that Mr Valentich had often told her he was "scared of water."

The department revealed yesterday that when Mr Valentich vanished, apparently near Cape Otway, he had enough fuel to travel 800 kilometres or to stay airborne for about 230 minutes.

When it left Moorabbin the Cessna had 303.6 litres (66 gallons) of fuel on board — sufficient for a return trip from Moorabbin to King Island with some in reserve.

But experts in the department believe Mr Valentich vanished over Bass Strait and did not go elsewhere.

They say they have no proof that he was near Cape Otway because he was flying in uncontrolled air space, too low to be picked up on radar.



By LINDSAY MURDOCH

A pilot reported an unidentified flying object hovering over him seconds before his plane disappeared over Bass Strait at the weekend.

In a dramatic conversation with a Melbourne air base the pilot told of a long object with green lights which "seems to be playing some sort of game".

Seconds later the plane's engine began spluttering, there was a metallic sound, and communication was cut.

Department of Transport officials were last night investigating the mysterious disappearance of pilot Frederick Paul Valentich, 20, and the single-engined Cessna.

Valentich's last words to Melbourne Flight Service concerned the "unknown aircraft hovering on top of me".

Officials described the six-minute

conversation about the UFO as "quite extraordinary".

Valentich, an instructor with the Air Training Corp, was on a flight from Moorabbin to King Island to pick up crayfish.

At precisely 7.13 pm on Saturday, between Cape Otway and King Island, he and the plane were lost.

An RAAF Orion sighted an oil slick late yesterday and dropped a beacon.

A fishing boat was heading to it late last night. Samples will be taken to establish if the oil is from the plane.

Weather conditions were perfect on Saturday evening. It was a clear night and there was little wind.

Department of Transport officials working at Flight Service said there was a "sort of metallic sound" over the radio before communication was lost.

A spokesman said last night it

was possible Valentich was flying the plane upside down and crashed.

"He may have become disoriented and confused by reflection from the Cape Otway and King Island lighthouses," the spokesman said.

"The lighthouses may have reflected off particles of cloud."

Officials believe it is the first incident of its kind reported in Victoria.

Valentich got his pilot's licence two years ago.

He had a night flying licence and intended sitting for his commercial pilot's licence.

Mr. Guido Valentich said last night that his son believed in UFOs.

"Frederick read about them and I know he believed they existed," Mr. Valentich said from the family's neat brick home in Avern Avenue, Avondale Heights.

"He'd never seen one before. But

he became interested in them when he started flying."

Mr. Valentich said Frederick was a voluntary instructor with the Air Training Corp in West Melbourne.

"He had no trade and wanted to become a commercial pilot," Mr. Valentich said.

"He has flown to King Island three or four times before. He was wanting to increase the time he has flown at night."

"A couple of weeks ago he flew to Echuca to get in four hours of night flying."

"He would do anything to get the money to be able to fly... he worked as a shop assistant in Moonee Ponds and even got a job in the foundry at GMH."

"All he wanted to do since he was 12 was to fly. It was his whole life."

Mr. Valentich said his family had not given up hope that Frederick was alive.

## What the pilot said

This is the conversation Frederick Paul Valentich had with Melbourne Flight Service before he vanished:

7 pm — Valentich reports flying over Cape Otway, proceeding to King Island.

7.06 pm — Valentich asks Melbourne flight service if there are any aircraft flying below 5000 feet in the area.

Flight Service: "No known traffic."

Valentich: "Seems to be a large aircraft below 5000 feet."

Flight Service: "What type?"

Valentich: "I cannot confirm. It has four bright lights. They appear to be landing lights. The aircraft just passed over me about 1000 feet above."

Flight Service: "Is large aircraft confirmed?"

Valentich: "Affirmative. At the speed it is travelling. Are there any RAAF aircraft in the vicinity?"

Flight Service: "Negative." 7.08 pm — Valentich: "It is approaching from due east towards me... It seems to be playing some sort of game. It's flying at a speed I cannot estimate."

Flight Service: "What is your altitude?"

Valentich: "4500 feet."

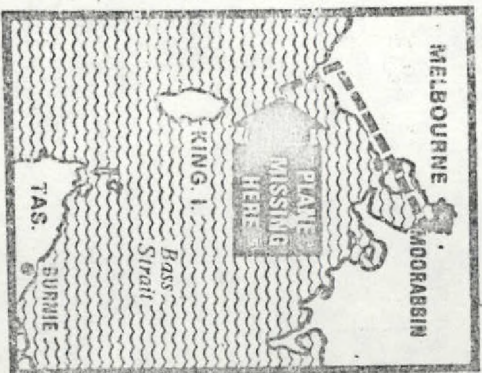
Flight Service: "Confirm you can't identify aircraft."

Valentich: "Affirmative."

7.09 pm — Valentich: "It's not an aircraft... (break in transmission)."

Flight Service: "Can you describe aircraft?"

Valentich: "It is flying past. It is a long shape. I can't identify more than that. Coming for me now."



Flight Service: "How large is it?"

Valentich: "It seems to be stationary. It's orbiting and the thing is orbiting on top of me also. It has a green light and sort of metallic light on the outside."

Valentich then reported that the object had vanished.

Flight Service: "Confirm it has vanished."

Valentich: "Affirmative, affirmative. Do you know what kind of aircraft I've got? Is it military?"

Flight Service: "No. No military traffic in the area."

7.12 am — Valentich: "Engine is revving and coughing."

Flight Service: "What are your intentions?"

Valentich: "Proceed to King Island. Unknown aircraft hovering on top of me."

Flight Service acknowledges and reports a sort of metallic noise over the radio before communication lost.



# "It is not an aircraft" . . . then silence

"UNKNOWN aircraft is hovering on top of me. It is not an aircraft."

That was the last message from Mr Frederick Valentich before his plane disappeared in Bass Strait on Saturday night.

Transport Department spokesman Mr Ken Williams yesterday released details of Mr Valentich's radio messages to the Melbourne flight service at Tullamarine.

7 p.m. — Mr Valentich said he was over Cape Otway and heading for King Island.

By MICHAEL DAWES

7.06 — Mr Valentich asked if there was any known air traffic below 5000 ft. in his area.

Flight service: "No known traffic."

Mr Valentich: There seems to be a large aircraft below 5000 ft.

— What type?

— I cannot confirm. It has four bright lights, which appear to be land-

ing lights. The aircraft has just passed over me about 1000 ft. above.

— Is large aircraft confirmed?

— Affirmative. At the speed it was travelling . . . are there any RAAF aircraft in the vicinity? — negative.

7.08 — It is approaching from due east towards me. It seems to be playing some sort of game . . . flying at a speed I cannot estimate.

— What is your altitude?

— 4500 ft.

— Can you confirm you can't identify aircraft?

— Affirmative.

7.09 — It is not an aircraft, it's . . . (radio contact was broken briefly).

— Can you describe aircraft?

— It is flying past. It is a long shape, I cannot identify more than that. It's coming for me right now.

7.10 — It seems to be stationary. I'm orbiting and the thing is orbiting on top of me also. It has a green light and a sort of metallic light on the outside.

A few seconds later, Mr Valentich said the object had vanished.

Flight service — Confirm it has vanished.

— Affirmative, affirmative. Do you know what I've got? Is it military?

— No. No military traffic in the area.

7.12 — The engine is rough killing and coughing.

— What are your intentions?

— I'm proceeding to King Island. Unknown aircraft is hovering on top of me. It is not an aircraft.

The flight service acknowledged the message. There was a long metallic noise on the radio . . . and nothing more was heard from the plane.

## Pilot's UFO call

◊ From Page 1

Mr Valentich said he had planned to go with Frederick.

"Frederick was at Moorabbin during the afternoon studying for his meteorology course, and because he left from Moorabbin it was not convenient for me to go with him," he said.

"He was supposed to be back by 10 p.m., and when he didn't call us, we thought he must have been stuck on King Island," Mr Valentich said.

The family did not know what had happened until two policemen went to the house at 3.30 a.m. yesterday.

Mr Valentich said that his son had "wanted to be nothing else but an airline pilot ever since he was 12."

Frederick had spent three years as a cadet with the RAAF Air Training Corps, and was an instructor.

He had been flying for about two years and had held his unrestricted private pilot's licence since last February.

Saturday night's flight was planned to build up his night-flying hours as he worked towards obtaining a commercial pilot's licence.

Frederick was "very positive and doesn't talk nonsense," Mr Valentich said.

"He believes in UFOs,



and he told me he had seen classified material at the Sale RAAF base which confirmed his beliefs."

The search will continue today.

Yesterday, a RAAF Orion long-range reconnaissance plane swept the area between King Island and Cape Otway. Light planes and King Island crab boats also joined the search.

The Orion spotted an oil slick late yesterday afternoon and dropped a beacon. A boat will collect a sample today to check if the slick is aviation fuel.

Another single-engine plane disappeared without trace in Bass Strait on December 24, 1969.

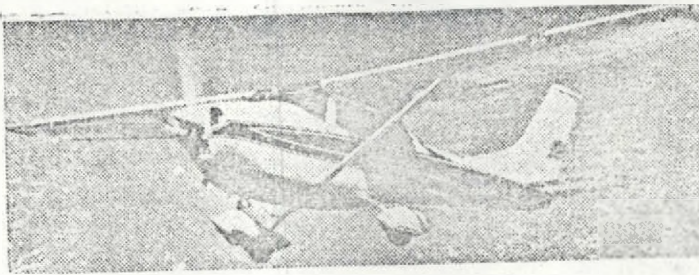
The Fuji plane crashed into the sea 8 km off Cape Otway on a flight from King Island. No trace of the pilot or the plane was ever found.



Sun

Page 1 &amp; 2

Date 23-10-78



• A single-engine Cessna 182.

By GEOFF WILKINSON and MICHAEL DAWES

**A YOUNG pilot and his plane vanished over Bass Strait on Saturday night, minutes after he reported a mystery craft near him.**

**His parents said last night they believed he could have been taken by a UFO.**

A big air and sea search between King Island and the Victorian coast yesterday failed to find any trace of Frederick Valentich or the plane.

A RAAF Orion spotted an oil slick about 25 km north of King Island, but some searchers said they believed it was too big to have come from the plane.

The radio of Valentich's single-engine Cessna 182 cut out at 7.12 p.m. on Saturday, seconds after Valentich told air traffic controllers that a large object hovering above him was "not an aircraft."

Four minutes earlier, Valentich, 20, radioed that the mystery craft was flying towards him and "seems to be playing some sort of game . . . flying at a speed I cannot estimate."

Mr Valentich said: "It's not an aircraft, it's . . ." before his radio transmission broke briefly.

Asked by air traffic controllers to describe the object, he said it was a long shape. "It has a green light and a sort of metallic light on the outside."

He said he was orbiting



• Frederick Valentich

"and the thing is orbiting on top of me."

Two minutes later he said his engine was "rough idling and coughing."

He added: "Unknown aircraft is hovering on top of me. It is not an aircraft."

The Melbourne flight service heard a long metallic noise, then silence.

A Transport Department expert said last night he believed Frederick may have accidentally turned the plane upside

down or into a steep bank after becoming disorientated in the dark.

But Mr Guido Valentich, of Arvern Av, Arvendale Heights, said he did not believe the theory. He accused the Transport Department of "trying to cover up so people won't get alarmed."

A department spokesman said last night that if the plane had "inverted," the pilot could have been seen from the Cape Otway and King Island lighthouses reflected on cloud patches above him.

The spokesman said conditions in the area when the plane vanished at about 4500 ft. were perfect, and the pilot should have had almost unlimited vision.

Mr Valentich said Frederick had done most of his training for his unrestricted private pilot's licence in the same Southern Air Services Cessna he was flying on Saturday night.

"He has done acrobatic training, too, and we do not think it is possible that he would not know he was flying upside down," Mr Valentich said.

"I don't know what to think . . . it's a mystery, but I believe a UFO is a real possibility."

"We live in hope until they find something."

Frederick, the eldest of four children, had planned to fly to King Island and bring back some crayfish later on Saturday night.

• Continued Page 2



SIGS(B)

# Plane in UFO mystery

FROM PAGE 1

The King Island flight service unit reported last night that wreckage would not be missed by an intensive search in such ideal conditions and the likelihood was that the plane was underwater.

The Department of Transport customarily treats reports of UFOs with scepticism.

An official spokesman said the pilot was not an experienced night flyer. He had been flying for 18 months and was building up hours for a commercial pilot's licence.

He had a night rating but had never flown to King Island in darkness before.

"It is possible that he could have become disorientated," the spokesman said.

"The aircraft could have inverted and he could have seen the reflections of the Cape Otway and King Island light-houses on the clouds above him."

No explanation has been given for the long, loud metallic noise heard by Melbourne control. But officials admit it was not normal.

Aviation experts were last night casting doubt on the

department's official explanation that the pilot could have been flying upside down.

The proprietor of Fogarty Fields Flying School, Mr Terry Fogarty, said it would be impossible for a pilot to fly upside down for more than 30 seconds.

Even then the pilot would be hanging in his seatbelt straps, covered in dust and books and unable to speak coherently on the radio.

In addition, the engine would fail because the Cessna 182 has a wet-sump engine which would be starved of oil.

Mr John Gorman, a private pilot who returned from King Island the same evening, said he passed Cape Otway at 5.48 pm.

"There was not a cloud in the sky," he said. "Visibility was first rate."

The lack of cloud or humidity appears to rule out St Elmo's Fire — a phenomenon which has led to a number of UFO reports from pilots.

In addition, it was scarcely dark at the time of the plane's disappearance and that would have further reduced the likelihood of the pilot's becoming

disorientated and flying upside down.

Reports from the search area indicate that the sea temperature was around eight degrees above freezing. But searchers believe a pilot would stand a good chance of survival in the water if he was wearing a life-jacket.

## Guess who's coming to . . .

OUR page one story today about the Australian pilot and the unidentified flying object over Bass Strait must be one of the best documented and most respectably backed stories in the long history of UFO sightings and experiences. There is a hair-prickling authenticity about the pilot's recorded dialogue with the control tower which must raise doubts in the minds of the most confirmed UFO cynics.

We are not suggesting that we should fly into a flurry about little green men and the like — but we do suggest it is perhaps time that mankind made up its collective mind whether it will welcome or seek to repel visitors from space. For our part, we rather think our course should be: if we can't beat them (and we probably can't), join them.



IT'S A LONG SHAPE...COMING FOR ME RIGHT NOW...  
HOVERING ON TOP OF ME'

U.F.O. MYSTERY

by Robin Southey

PLANE VANISHES AFTER 'LOUD METALLIC NOISE'

A MASSIVE sea and air search was continuing last night for a light aircraft which vanished over Bass Strait seconds after the pilot reported he was being followed by an unidentified flying object.

The pilot, Mr Frederick Valentich, 20, of Avondale Heights, a Melbourne suburb, was on a flight from Melbourne to King Island on Saturday night when radio contact was lost at 7.12 pm.

The plane, a \$45,000 single-engined Cessna 132, is owned by Southern Air Services, of Moorabbin. Only the pilot was on board.

In his last minutes of radio contact near Cape Otway Mr Valentich told Melbourne control he was being followed by a large aircraft with four bright lights travelling at high speed.

The Department of Transport last night released the following tape-recording of the ground-air conversation between Melbourne Flight Service and the missing aircraft.

This is the transcript:

7.00 pm. Pilot asked Melbourne Flight Service Unit whether there was any known traffic in the area below 5000ft.

Flight Service Unit: No known traffic.

Aircraft: Seems to be a large aircraft below 5000ft.

FSU: What type of aircraft?

Aircraft: I can't confirm. It has four bright lights. Appear to be landing lights. Aircraft has just passed over me about 1000ft above.

FSU: Is large aircraft confirmed?

Aircraft: Affirmative. At the speed it's travelling, are there any RAAF aircraft in the vicinity?

FSU: Negative.

'IT'S NOT AN AIRCRAFT'

7.06 pm. Aircraft: Melbourne, it's approaching from due east toward me. It seems to be playing some sort of game. Flying at speed I cannot estimate.

FSU: What is your altitude?

Aircraft: 4500ft.

FSU: Can you confirm you can't identify aircraft?

Aircraft: Affirmative.

7.09 pm. Aircraft: It's not an aircraft. It's . . . (break in transmission).

FSU: Can you describe aircraft?

Aircraft: It is flying past. It is a long shape. Cannot identify more than that. Coming for me right now. It seems to be stationary. I'm orbiting and the thing is orbiting on top of me also. It has a green light and sort of metallic light on the outside.

Aircraft then said the object vanished.

FSU: Confirm it has vanished.

Aircraft: Affirmative. Do you know what sort of aircraft I've got? Is it military?

FSU: No. No military traffic in the area.

7.12 pm. Aircraft: Engine is rough-idling and is coughing.

FSU: What are your intentions?

Aircraft: Proceeding to King Island. Unknown aircraft now hovering on top of me.

FSU acknowledged that message.

There was then a long metallic noise on the radio and contact with the aircraft was lost.

Light aircraft began a visual and radio search when the plane failed to turn up at King Island on arrival time of 7.28 pm.

An RAAF Orion from Edinburgh, South Australia — a long-range maritime reconnaissance aircraft — spent all day yesterday searching the area off Cape Otway where the plane disappeared. The pilot later reported having seen an oil slick in the area.

The slick however, lying about 13 miles north of King Island is believed to be too widespread to have come from a light aircraft. Tests will be made today to determine whether it is oil or fuel.

But the rescue co-ordination centre conducting the search from Melbourne remains mystified by the disappearance.

Conditions on Saturday night and all day yesterday were ideal, with fine weather, a mild north-westerly breeze and almost unlimited visibility.

The missing aircraft was carrying a lifejacket and a "black box" radio survival beacon transmitting on a high distress frequency.

The Australian Coastal Surveillance Organisation in Canberra has alerted all shipping and three crayfish boats equipped with radio are working their way up the west coast of King Island and toward Cape Otway on the Cessna's flight path.

A thorough land search of Cape Otway and King Island has failed to find any trace of the aircraft.

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EDITORIAL — PAGE 6

Accidents & Incidents

SIGS(B)

Australian

Page 1, 2 & 6

Date 23-10-78

ALWAYS WANTED TO  
FLY: FATHER

By CAROLYN ARMSTRONG

FREDERICK Valentich's only ambition was to be a pilot like his father, Mr. Colin Valentich, said last night.

"Once I took him down to Moorabbin and we went up in an aeroplane and ever since then he wanted to be a pilot," Mr. Valentich said.

"I didn't take much notice until he was 17 and he joined the Air Training Corps."

A calm Mr Valentich explained last night that his son had left at 6.15 p.m. on Saturday to fly to King Island to pick up some lobster for the officers of the Air Training Corps. "He intended to get back at 10 o'clock the same night," he said. "We were expecting him home because another family was having a social reunion, and he was coming too."

Frederick Valentich had never flown to King Island at night before although he had made three or four trips there in daylight.

The young pilot had an instrument rating and he had flown with an unrestricted licence since February.

He spent three years in the Air Training Corps before becoming an instructor.

He did most of his pilot training with Southern Air Services and had to pass only meteorology and aerodrome legislation before gaining his commercial licence.

"He was very keen, quite good and not over confident," Mr Valentich said.

Mr and Mrs Valentich have three other children, Richard 12, and twin girls, Olivia and Lara, 4.



SIGS(B)

# PILOT ALIVE - GIRL

## NEW AIR HUNT IN UFO RIDDLE

Herald  
Page 1  
Date 28-10-78

A new air hunt started today for missing "UFO" pilot Frederick Valentich.

As a Department of Transport plane swept Victoria's south-west coast today, Valentich's father scoffed at suggestions that his son staged his disappearance.

"I think he is still alive," said Mr. Gusko Valentich. He said he believed his 20-year-old son had been taken by a UFO.

Asked where his son might be, Mr. Valentich replied: "Your guess is as good as mine."

At his home in Arvern Av., Avondale Heights, he added: "All I am worried about is that he was released in a different area, very far away from where he was taken."

Mr. Valentich took this week of work as a design draughtman at CIMA and kept a vigil by his phone to await news of his son.

Early today a twin-engine Aero Commander left Moorabbin Airport and started making sweeps of Victoria's south-west coast between Torquay and Peterborough.

A spokesman for the Department said: "They are looking to see if anything has been washed ashore."

"If anything is found which can be positively

identified as coming from the plane, the search will be re-activated."

As the plane took off, Department accident investigators continued inquiries into the disappearance of the Avondale Heights man.

"They are going through the history of the flight, the pilot's training and proficiency and his domestic and medical background," the spokesman said.

Valentich could have landed his plane unnoticed at any one of hundreds of unofficial landing strips scattered throughout Victoria, said the spokesman.

"In a plane such as a Cessna, he would not have needed a landing strip as such — he could have crash-landed on a lonely road or paddock," the spokesman said.

## Licence

Valentich, who worked voluntarily for the Air Training Corps and spent most of his time preparing for his commercial pilot's licence, lived with his parents.

He hired the Cessna 182 in which he disappeared from Southern Air Services at Moorabbin.

The company's chief flying instructor, Mr. Don Sowman, 32, said Valentich hired the plane which, new, is worth more than \$40,000 at the per flying hour rate.

He said the rate was 38 an hour but the price fluctuated depending on the age of the aircraft. He did not know when the Cessna was built.

He said Valentich had been flying with the company for almost two years.

Tests on a Bass Strait oil slick showed it was not from an aircraft.

Rumors escalated today about the cause of 20-year-old Valentich's disappearance — over Bass

Strait a week ago today after reporting a mystery object hovering above him.

Aviation sources said one report said Valentich was on a secret mission for the Defence Department.

Reports that the pilot's girlfriend, Rhonda Rushton, was upset when Frederick failed to meet her at an Apollo Bay guesthouse this week were denied today.

The guesthouse owner, Mrs. Joyce Ford, said Miss Rushton, 24, approached her on Thursday.

"She didn't say anything much at all... she just came in looking for somebody," said Mrs. Ford.

Miss Rushton had at first asked whether a man with a name similar to Rushton had booked in.

"I said we had no one by that name," said Mrs. Ford.

"Then she asked if Fred Valentich was here."

"I said: 'What's all the interest in this bloke? I have had phone calls here all day, and I am sick of them.'"

"She then told me he was the missing pilot."

Seconds later, Miss Rushton had turned and walked out the front door.

"She wasn't upset," Mrs. Ford said.

Friends went to Cape Otway on Thursday afternoon to search thick forest in case Valentich had crashed there and was hurt.

He had enough fuel to fly at least another 200 km when he vanished.

The friends contacted the pilot of the only plane based at Apollo Bay, Mr. Brian Rothnie, and began their own ground search.

Mr. Rothnie said: "They told me they thought he could have crashed 10 to 12 miles inland."

"But we couldn't get off the ground here yesterday. It was pouring."

Australian  
Page 3  
Date 28-10-78

## PILOT'S GIRL GOES IN VAIN TO 'RENDEZVOUS'

RHONDA Rushton walked into a Victorian beach resort motel and said she had arranged to meet her boyfriend — missing pilot Frederick Valentich.

The 17-year-old Melbourne girl appeared distressed when told that Valentich, who disappeared after reporting a bizarre encounter with an unidentified flying object over Bass Strait, was not there.

Late on Friday she was still in the area around Apollo Bay, about 160km from Melbourne, searching with her parents for

20-year-old Valentich, who vanished a week ago after claiming his light plane was being "buzzed" by a UFO.

A group of the missing pilot's friends were also in the area, searching heavily timbered mountains and bush tracks for a trace of the plane.

Miss Rushton, who had earlier told The Australian she believed Valentich was still alive, walked into the Bay Pines Motel at Apollo Bay and asked to see Valentich.

Motel owner Mrs. Joyce Ford said: "When I said there was nobody by that name staying here she started ready to cry."

"She said she had arranged to meet him at 7 o'clock."

"She just stood there for several minutes as if she couldn't believe me and didn't want to leave."

## CHECKED IN

Rhonda, with her parents, then checked into another motel and early on Friday left to search the rugged Otway mountains.

Rhonda has said she thought Valentich was still alive, possibly injured, after a forced landing somewhere in Victoria.

Valentich's friends, who would not give their names, said they thought he might have had radio trouble after he reported sighting a UFO and then turned for the safety of land.

They are equipped with radio transceivers and the pilots among them wanted to charter a local aircraft to make an aerial search, but put it off because the weather was bad.

They had planned to fly over rugged gullies on Cape Otway after calling on the cape lighthouse keeper for information.

He told them he had not

heard an aircraft fly over the lighthouse at the time Valentich's plane was said to be leaving the land for King Island in Bass Strait.

The friends said that this was not unusual as pilots often "cut the corner" and turn to see when they sight the lighthouse.

## LAND SEARCH

They said: "We want to search the area because the official search was concentrated on the sea and not the land."

"There are 15 others who have known him for years and all of us think he is still alive."

"There are more of us who are willing to join in a search, but they won't leave Melbourne unless it's worth it. At the moment the weather is too bad."

Meanwhile, tests by the Department of Transport have ruled out any connection between an oil slick in Bass Strait and Valentich's Cessna.

The tests showed that the oil came from a marine diesel engine and not from an aircraft.

The slick was also thought too large to have come from a plane.



## Mystery not hoax, says angry father

The girl friend of pilot Fred Valentich, said to have been taken by a UFO, came out of hiding yesterday — and said she was waiting for him to return.

Sixteen-year-old Rhonda Rushton revealed that Valentich had discussed UFOs with her.

"He once told me that if a UFO did come to earth he'd go back with it," Rhonda said, "but not without me."

But Miss Rushton believes Valentich landed in rugged bushland near Cape Otway and is alive.

The girl's beliefs add intrigue to what is becoming one of Australia's great mystery stories.

Other points to emerge yesterday:

THE PILOT'S father, Guido, reacted angrily to suggestions that his son's disappearance was an elaborate hoax and the young man would soon return to write a book about a visit to Mars.

"What about the family's feelings?" said Mr Valentich. "What about my son's career?"

"It is outrageous to suggest he is hiding somewhere."

## 'Sucked up'

"I believe he was sucked up into the air by a UFO and then forced back to earth somewhere — perhaps in Central Australia."

Mr Valentich appealed to governments, pilots, coastguards and seamen throughout the world to look out for his son.

THE LAST person to talk to Fred Valentich said he was shocked by the man's disappearance.

"I had to force myself to stay as calm as possible," said flight controller Steve Robey.

"I was stunned but I had to handle it."

Robey was at the other end of the radio last Saturday night when Valentich described being buzzed by an unidentified flying object, a long shape with a green light.

"Unknown aircraft now hovering on top of me," Valentich said to Robey.



Guido Valentich . . . 'outrageous to suggest he is hiding.'

They were his last words.

Today Robey is haunted by the conversation.

DEPARTMENT of Transport officials still believe Valentich crashed into Bass Strait, although there has been no sign of any debris.

Yet some investigators think he either crashed or landed safely in Victoria.

VALENTICH was carrying enough fuel for 300 minutes flying — nearly 1000km.

The trip from Moorabbin to King Island and back would need only half this amount.

## Others

TWO other light aircraft have disappeared in the same area in the past 10 years.

A Fuji single-engine plane disappeared without trace on December 21, 1963, almost exactly where Valentich reported he was being buzzed.

In the other incident, a Tiger Moth with two people on board disappeared a few kilometres south-east of Cape Otway.

THE LIGHTHOUSE keeper at Cape Otway, who would not be named, said he had not heard any aircraft at the time Valentich said he was in the area, despite the clear night and the fact that the pilot's flight plan was almost directly over the lighthouse.

Bass Strait fishermen said they saw or heard nothing.

## Flight plan

Miss Rushton, of East Preston, said Valentich, of Avondale Heights, was supposed to pick her up at 7.30 pm on Saturday. They were going to a disco.

But, according to his flight plan, Valentich could not possibly have been back in Melbourne before 9 pm.

Valentich did not ask King Island airport controllers to switch on the

runway lights. This would have made it impossible for him to land on the tiny strip.

Nor have police on King Island found anyone who had arranged to sell crayfish to Valentich — the stated reason for the flight.

Rhonda and Fred met at a dance six months ago.

"He was a very happy person and had lots of friends," she said.

"His ambition was to become a senior commercial pilot — he loves flying."

"We talked about UFOs but he wasn't as keen on them as some people have said."

Rhonda denied that she had gone to Apollo Bay, near Cape Otway, for a motel rendezvous with her boyfriend.

## 'Alive'

"I only went there to see what the bush was like where he might have landed," she said.

"I think he's still alive and we won't stop searching for him until we know for sure what has happened."

Adding to the confusion, Mrs Joyce Ford, owner of the Bay Pines Motel, said: "She came in and asked for Fred Valentich, saying she had arranged to meet him."

"When I said there was nobody of that name here she seemed ready to cry."

Asked what he thought had happened to his son, Guido Valentich said: "Your guess is as good as mine. I hope he's alive."

The Valentich family — Guido, mother Alberta, 12-year-old brother Ri-

chard and twin four-year-old sisters Olivia and Laura were relatively calm earlier in the week. Yesterday Mr Valentich said they were very worried.

## Documents

He said Fred had told him he had seen classified documents on UFOs at the RAAF base in Sale, while his son was in the Air Training Corps.

But RAAF spokesmen at Sale, Wing-Commander Colin Chellis, said: "We have files on unusual aerial sightings

but they are not classified and Mr Valentich did not see them."

Mr Don Sowman, chief flying instructor at Southern Air Services and Valentich's instructor, said: "He seemed a normal bloke and an average pilot."

"Unless they find the aeroplane, I don't think we'll ever know the answer."

Valentich had flown more than 150 hours, including more than 15 hours at night.

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Steve Robey quashed suggestions that the pilot was flying upside down.

"I don't believe he was disoriented because he was communicating quite clearly," said Robey.

One report to the Department of Transport says the metallic sound which ended the Valentich-Robey conversation was like two drink cans

being banged together.

But Robey said: "It sounded like the rapid keying of a mike."

Valentich spoke his last words to Robey from the blue and white Cessna, Delta Sierra Juliet, at 7.12 pm.

He said he was over

Cape Otway and below 1500m. He was due at King Island at 7.28 pm.

A friend of Valentich, who would not be named, said near Cape Otway yesterday: "Freddie was too good a pilot to go down in the drink."

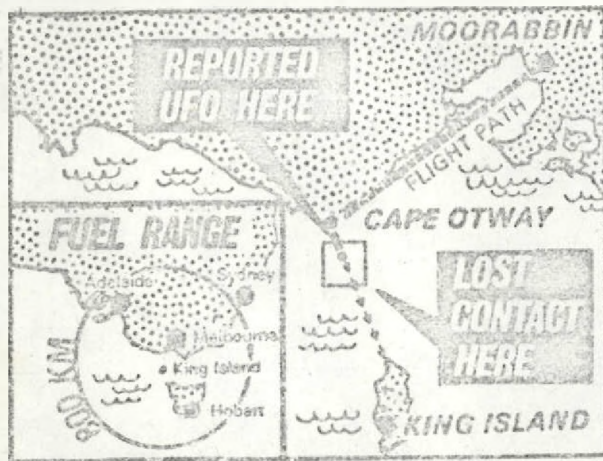
"We believe his radio failed and he must have turned back to land."

Sunday Telegraph

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Date 29-10-78





Missing pilot Frederick Valentich, had enough fuel to fly at least another 800 kilometres when he vanished near Cape Otway last Saturday night.

Valentich, 29, disappeared after reporting a UFO on a trip to King Island.

The father, Mr. Guido Valentich, said yesterday he believed his son had been lifted to a higher altitude by a UFO and then dropped — perhaps in Central Australia.

Investigators still believe Valen-

tich's blue and white Cessna 182 crashed and sank.

The Department of Transport revealed yesterday that Valentich took off from Moorabbin with about 300 litres of aviation spirit on board, enough for 300 minutes of flying or 1040 kilometres.

Taking into account a trip of between 30 and 45 minutes to Cape Otway the aircraft still had enough fuel to fly 800 kilometres, a spokesman for the department said.

Continued — 3

THIS PAGE

## 'UFO' pilot had fuel for 800 km

"However we have no reason to believe the aircraft was anywhere else but near Cape Otway when the message was received," he said.

Valentich radioed that an unidentified flying object was "hovering over me". His last reported position was near Cape Otway.

The Transport Department spokesman said although the plane was under a radar scan it was outside controlled air space and was not being watched specifically.

A direct scan was attempted when Valentich reported difficulties just after 7 p.m. but the plane did not show up on the radar screen.

Department of Transport investigators have also established that Mr. Valentich did not ask the King Island airport to illuminate the runway before leaving Moorabbin.

This was done by Melbourne Flight Service when he reported seeing a UFO.

The Department of Transport spokesman said it was normal procedure for a pilot on a night flight to King Island to ask that landing lights be turned on before leaving Moorabbin.

The search for the missing plane was called off on Wednesday after search aircraft covered about 7000 square miles without finding any wreckage.

## "The straightest guy around"

By JEFF WELLS

On the deserted street of Apollo Bay at high noon it was a strange encounter of the word kind.

The word was "rumor" and it was being spat from the mouth of a wild-eyed young man talking murder.

The scene was yet another bizarre turn in the case of Fred Valentich, the missing pilot in the Bass Strait UFO case.

"If I find out who started this rumor I'll shoot the bastard down like a dog," he said, climbing from the front seat of his Holden "sin bin" to confront me.

Apollo Bay was so quiet that the Starship Enterprise could probably have landed on the roof of the pub unnoticed by the residents.

About the only people to be seen were the agitated young man and his friend and a gaggle of reporters and photographers who had drifted down from Melbourne to check out the rumor that Fred Valentich had fooled everybody and was holed up in a motel.

"If that camera goes off again I'll ram it down your neck. I ought to shoot you bastards now — you probably started this rumor," said the young man.

It has been written (by Plautus) that there is nothing amongst mankind swifter than a rumor.

### Search plan

This one began around 7 p.m. on Thursday when an anonymous man began phoning newspapers, and TV and radio stations.

When he had calmed down the young man explained that he heard it on the radio and that within two hours, with the engine of his car boiling, he and his friend had arrived in Apollo Bay.

He said that like most of Valentich's friends, who believe him to be "the straightest guy around," he is desperate and confused.

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His story became rambling and disjointed as he talked — having forgotten for the moment his desire to shoot somebody.

He said Valentich's 16-year-old girlfriend Rhonaa Pushton had been with them in Apollo Bay but had left, "cracked up something chronic".

[Police later said two young friends of Valentich had been seen with a teenage girl asking questions in motels in the town on Thursday night.]

"But we know Fred is alive," the young man said. "He's up in the hills but we can't get to him."

### Radio report

Then, without prompting, he said: "It's nothing to do with Fred flying drugs. Fred takes drugs — I saw him flatten a bloke once just because the bloke offered him drugs."

He said he and his friend had tried to persuade local pilots to take them on a search of the Otway Ranges behind Apollo Bay but yesterday's conditions were too bad.

When pressed for his name and for concrete reasons why Valentich would be in the area, the young man backed off and started to talk about the hunting rifles in his car.

Sergeant B. C. Klemm of the Apollo Bay police said the first he heard of the rumor about Valentich was a call from the Mike Willesee team.

"The hills have not been searched. Local pilots will go up when the weather clears, but we have no evidence that he is there," he said.

"There are old abandoned logging towns up there you can't even get to — it could take days for a man to get out of there even if he could survive a plane crash."



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Date 31-10-78

## Missing pilot tape kept under wraps

By PETER ROBERTS

The Department of Transport is refusing to release its tape recording of missing pilot Frederick Valentich's description of his confrontation with a UFO.

A wide search has failed to find any trace of Valentich or the single-engine aircraft in which he disappeared over Bass Strait after describing a UFO.

A spokesman for the Minister for Transport, Mr. Nixon, yesterday agreed that the department had already taken extraordinary action by releasing a transcript of part of Valentich's last conversation.

But he said there was no possibility of the Press listening to the recording, even confidentially.

"We believe that air safety investigators can probably come to better conclusions than the Press," the spokesman said from Canberra.

"We have our own views on what happened and they certainly don't include UFOs."

The spokesman would not elaborate publicly on why the tape recording could not be released.

The Department transcript does not cover all of Valentich's flight and ends with what is described as a "metallic click".

Valentich was on a flight to King Island when he reported "an unknown aircraft hovering over me".

A spokesman for the department in Melbourne said the file on the disappearance would remain open.

He said the investigation would be finished only when some conclusion could be reached.

"We have no new leads on what happened to him when he went, if he went," the Melbourne spokesman said.

He said it was department policy not to release tapes.



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# Oil clue in air crash hunt

By LINDSAY MURDOCH

A sample of oil taken from Bass Strait will probably be the Department of Transport's only method of establishing if pilot Frederick Valentich's Cessna 182 crashed.

Day three of a land and sea search yesterday failed to find any trace of the plane.

Results of tests on the oil at the materials research laboratory, Maribyrnong, will be known today.

A fishing boat took the sample from the slick 40 kilometres northwest of King Island. This area was under the flight path of Valentich's plane.

If the oil is from a light aircraft, investigators will assume that Valentich crashed after reporting an unidentified flying object on Saturday night.

Valentich was flying from Moorabbin to King Island in the chartered single-engined plane to pick up crayfish.

The search for the plane will continue at daylight today.

A Nomad aircraft yesterday took over from an RAAF Orion which had searched since Sunday.

Four other light planes also joined the search from Cape Schanck to the east coast of King Island.

Valentich's instructor, Mr. Aubrey Coates, said yesterday the

pilot could have become confused by beams from the Cape Otway and Cape Wickham lighthouses.

Mr. Coates, who has flown in the area for 13 years, said the lights could have appeared to have been unidentified flying objects.

"There is the possibility that the lights may have compounded on the plane's window making them appear like UFOs," Mr. Coates, of Grovedale, near Geelong, said yesterday.

Mr. Coates said it became difficult to tell the difference between the sky and the water at dusk.

"It becomes quite easy to lose your sense of balance and trust what you see with your eyes rather than what your instru-

ments tell you," he said.

"As the pilot's reported conversation dealt mainly with his visual cues, it's quite likely that he didn't take any notice of what his instruments were saying to maintain altitude."

A boat today will pick up pieces of metal sighted by a search plane in Bass Strait about 15 kilometres off Wye River yesterday afternoon.

But a Department of Transport spokesman said it was believed the metal was among rubbish from a ship.

"We will have it picked up just in case," he said.

"But it doesn't fit in with any plane wreckage."

## METAL CLUE IN SEA HUNT FOR PLANE

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By GEOFF WILKINSON

**A BOAT will today pick up pieces of metal spotted in Bass Strait during the search for a missing light plane.**

A rectangular piece of white metal and a similar blue piece were spotted by plane about 15 km off Wye River yesterday.

A Transport Department spokesman said last night that no boats had been in the area at the time of the sighting.

The spokesman said the position had been plotted and the objects would be collected today.

He said the crew of the search plane believed the pieces were likely to be ships' waste rather than wreckage.

Frederick Valentich, 20, vanished over Bass Strait in a blue-and-white Cessna 182 last Saturday night after reporting a mystery craft hovering above him.

The search was stepped up yesterday afternoon when four twin-engine light planes joined a

long-range maritime version of the Nomad.

The planes covered a triangular area from Cape Schanck to a point 50 km east of King Island and across to Cape Otway.

A Cessna 150 searched King Island's northern beaches. Parties of police and volunteers also checked along the coast.

The results of tests on an oil slick found in the search area are expected today.

The missing man's father said yesterday he still believed his son could be alive.

Mr. Guido Valentich said he thought it was possible that Frederick had been taken by a spacecraft.

"Maybe he is in outer space, and maybe they will release him in a week or so — this is why I could still see him

alive," Mr. Valentich said.

The search for the missing plane will resume this morning.

The Sun had many calls yesterday from people claiming to have seen UFOs at the weekend.

Mrs Louise Robbins of Mt Waverley saw an object in the sky from her holiday home at Wongarra, near Apollo Bay, on Saturday night.

According to Mrs. Robbins it shone for about five minutes before moving out of sight.

A husband and wife also reported sighting a star-like object in the sky in the same area.

Other calls came from various parts of Victoria including Werribee and Gippsland.

Sightings were also reported by a number of people in the city area.



Australian

Page 1

Date 25-10-78

# Tape 'gap' heightens mystery of UFO

By JOHN PINKNEY and  
ROBIN SOUTHEY

THE Federal Department of Transport is withholding parts of the tape recording in which missing Melbourne pilot Frederick Valentich describes his encounter with a UFO.

Mr Valentich, 20, disappeared over Bass Strait on Saturday night after tailing of a mysterious object manoeuvring around his light plane.

On Sunday night, after the nature of Mr Valentich's disappearance was given to the media, the department released a transcript of the pilot's conversation with Melbourne Flight Service Unit.

The transcript allegedly covers six minutes — from 7.06 pm to 7.12 pm.

But the department's press officer, Mr Ken Williams, said yesterday, "The tape certainly runs for longer than six minutes. It could be half an hour. We released only the highlights."

Mr Williams refused to allow The Australian to hear the rest of the tape and said it was against departmental policy to release accident tapes before an official inquiry.

Mr Williams said that the "long metallic noise" which ended radio contact was still a mystery.

The department's transcript suggests that at 7.03 pm the pilot began to describe the object chasing him. It reads: "It's not an aircraft. It's ——" (break in transmission)."

A source indicated there was no break in transmission and that Mr Valentich went on to describe the UFO in detail.

It is understood that the pilot's voice on the tape is normal. There is no hint of panic.

The department is still treating it as a routine accident investigation. The rescue co-ordination centre and Australian Coastal surveillance organisation are continuing an air and sea search between Cape Otway and King Island.

Yesterday it was revealed that Mr Valentich filed only a one-way flight plan to King Island, despite his announced intention to fly there for a load of crayfish and return immediately.



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## Search planes abandon hunt for 'UFO' pilot

The Department of Transport last night called off the search for missing pilot Frederick Valentich.

Land and sea searches since Sunday had failed to locate the Cessna 182 which Valentich, 20, was flying when he reported seeing an unidentified flying object.

A department spokesman said last night the result of tests on an oil sample taken from a slick in Bass Strait will be known today or tomorrow.

The spokesman said search aircraft had covered 7000 square miles in four days. Eight aircraft had flown a total of 70 hours.

He said investigators had disregarded pieces of metal sighted about 15 kms off Wye River on Monday because it was almost certainly rubbish from a ship.

Aircraft and ships have been asked to watch for signs of the aircraft and an Aero Commander will fly over beaches later this week in case wreckage is washed ashore.

The department spokesman said the search would be stepped up again if any wreckage was located.

Meanwhile an experienced pilot has condemned the Department of Transport for allowing single-engine aircraft like the

Cessna 182 to fly over Bass Strait.

"It's a bad stretch of water and they will just keep on going down," said Mr. Colin Kerby, 56, of St. Kilda.

Mr. Kerby, who has held his pilot's licence for 30 years said yesterday he was too scared to fly over Bass Strait in a single engine plane.

He placed an ad in "The Age" yesterday asking when the Department of Transport was going to stop these aircraft from crossing the Strait.

Mr. Kerby is convinced Frederick Valentich is missing because his engine failed. "The UFO theory is nonsense," he said.

By VICTOR CARUSO

THE Department of Transport last night called off the search for missing pilot Frederick Valentich whose plane vanished on Saturday after he reported he was being chased by a UFO.

A department spokesman said eight civil aircraft and an RAAF Orion had searched about 1800 square kilometres of ocean.

Ships and planes crossing Bass Strait would be asked to maintain a lookout for wreckage and a departmental plane would check beaches later this week.

Every hiss, crackle and metallic noise recorded on Valentich's "UFO tape" are to be reproduced by the department.

It will cover the 53 minutes from the time he took off from Moorabbin Airport at 6.19 pm to 7.12 pm after he reported interference from an unidentified flying object.

The department yesterday released a "preliminary transcript" of the tape, beginning at 7.06 with Valentich asking the Melbourne Flight Service Unit whether there was any traffic flying below 5000ft.

This transcript makes no mention of noises and Valentich's last word, "oh, it are his call sign 'Delta Sierra Juliet, Melbourne'."

Then there is a 17-second blank, described in the transcript as "open microphone for 17 seconds," which means that Valentich held the speak button on his radio microphone without speaking.

It is during this 17 seconds that a mysterious metallic noise is heard, although the preliminary transcript makes no mention of it.

A department spokesman, Mr. Ken Williams, said yesterday no other conversation between Valentich and the flight service was recorded beyond that point.

He said a preliminary transcript was the first, rushed transcript for use by air safety investigators.

The full tape, which included the earlier clearance for take-off, would be analysed.

Mr. Williams discounted a theory that since Valentich's plane was not picked up by radar he could have been elsewhere.

"We've got no reason to believe that he was anywhere but where he said he was," Mr. Williams said.

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## Plane search ends

THE search for a light plane which vanished over Bass Strait was called off last night.

The only clue to the whereabouts of the single-engine Cessna 182 and pilot Frederick Valentich, 20, is an oil slick found in the search area last Sunday.

Defence Department scientists had not com-

pleted tests on the oil last night.

A Transport Department spokesman said yesterday that if the tests showed that the slick was aviation fuel, the missing plane would "probably be in the same place."



By JO WILES and HELEN THOMAS

THE cabin was suffused with green, a bright green light beaming down from the belly of the unknown craft.

Mantis-like, it hovered above the US army helicopter. Then, with a whoosh, it sucked the chopper skyward.

The occupants, Major Lawrence Coyne and his three crewmen, swear that a cigar-shaped craft 18 metres long and about six metres tall dragged them 300 metres through the sky.

They came down to Earth to tell the world of their "UFO encounter" over Mansfield, Ohio, on October 18, 1973.

Now, five years and six days later, we are waiting to see what happened to a young Victorian pilot missing over Bass Strait since Saturday night.

Ufologists are already noting the similarities between the Coyne case and that of 20-year-old Frederick Paul Valentich.

Valentich, an Air Training Corps instructor from Avondale Heights, vanished in his single-engine Cessna somewhere between Cape Otway and King Island at precisely 7.13 pm.

Like Coyne, he had reported sighting an aircraft travelling rapidly towards him from the east. Like Coyne, he described the craft as a long object with green lights.

More dramatically, the last words he relayed to the Melbourne Flight Service, at Tulla-

marine, were: "Unknown aircraft hovering on top of me."

The Department of Defence has yet to begin its official investigation of Valentich's claim that the hovering object was indeed an extra-terrestrial enigma.

Explanations of past sightings have always been rational, logical and emphatically down to earth.

In 1976, the RAAF's special UFO unit officially investigated 39 separate sightings throughout Australia. It handled about double that number by telephone inquiries.

Almost without exception, the RAAF could provide plausible explanations for the phenomena — Venus, meteors, aircraft lights, weather balloons, even space debris and Russian rocket refuse.

The Victorian UFO Research Society acknowledges "mistaken identity" in 80 per cent of all reported UFO sightings.

But it criticises the "systematic attempts" official authorities make to debunk the other 20 per cent.

In 1962, the US air force categorically stated that flying saucers did not exist. It said there was a natural explanation for virtually all of the 7369 sightings made between 1947 and 1961.

In 1969, a report commissioned by the US air force and endorsed by the National Academy of Sciences reiterated the same message: there were no flying saucers.

But last year it was revealed that the air force had been diligently documenting all UFO re-

ports at the same time as it denounced them.

In Australia, the RAAF keeps "an open mind". But it does not appear to take UFO sightings too seriously even when there are more than usual.

Between October 15 and 22 there were 11 sightings in and around Melbourne — a phenomenon the RAAF attributes to the flying saucer season.

It is that time of the year again. A season when Venus is bright and illusory, when meteorites are zipping around the universe and when mortals are UFOic.

The flying saucer season has been recognised by many people from the late Lord Casey to Mrs. Yvonne Church, of Leitchville, northern Victoria.

Mrs. Church and her dairy farmer husband, Toni, are convinced that there is something "out there" which they, we, everyone cannot logically explain.

Their conviction is founded on sober, intelligent experience, an experience which the UFO Research Society's vice-president, Paul Norman, describes as "one of the most spectacular Australian UFO sightings".

One December morning last year Mr. Church found a large, burned ring in a neighboring paddock. Soil samples indicated that the scorched ring was created by an electrical discharge.

Nine nights later, as they were driving home, the couple saw an orange-red object, about moon-size slowly descend.

With a group of fellow farmers and townspeople, the Churches spent five hours watching as four objects — more certainly, a series of lights — emerged from the UFO "moon" to move across the sky, rising, falling and hedge-hopping close to the ground.

Mrs. Church believes that her experience was one of the seasonal phenomena.

"Two years ago at about this time there were a lot of UFO sightings at Mildura; last year it was around here and now it's down your way more," she said.

"About every 12 months something strange seems to happen."

Lord Casey believed that strange things happened more frequently. As Minister for External Affairs, in January, 1954, he suggested that UFOs were the remains of meteors and that the Earth passed through these meteor streams at set times during each year.

"The dates of maximum meteoric activity are January 3, April 21, May 4, June 8, June 30, July 28, August 10-13, October 10, October 20-23, November 3-10, 14-16 and December 11-13," he said.

Statistics appear to support Lord Casey's contention. They also indicate that October is a month infamous for close encounters — Coyne, maybe Valentich and for two US fishermen — of the third kind.

Charles Hickson, 45, and Calvin Parker, 19, residents of Pascagoula, Mississippi, claimed that they were abducted while fishing

on a river pier by a "blue spacecraft".

Both men swore they were taken aboard the craft, examined and released. They told a sheriff their captors had pointed ears, eyes, two holes under a pointed nose and pale, wrinkled skin.

Parker and Hickson said the beings were about five feet tall, had pincers instead of hands, webbed feet, floated and "buzzed" communication.

Both men also gave exact descriptions while hypnotised by Dr. James Harder, from the University of California.

Dr. Harder, consultant for a private aerial phenomenon research organisation, was one of several experts who believe that this particular case was no hoax.

"I was able to regress each of them into the experience," he said at the time.

"Their reaction of the fear and terror was evidence to me, beyond a reasonable doubt, that they were reliving an experience."

Yet it was an experience so frightening that both Hickson and Parker were on the verge of heart attacks, Dr. Harder added.

Parker could not give a full account because he had lost consciousness when taken inside the craft — and Hickson was so distraught that Harder did not allow him to relive the entire event.

The two Americans were "taken" by the aliens in 1973. In mid-October.

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By CHRISTINE MORRIS  
and DAMIEN MURPHY

The father of missing pilot Frederick Valentich said yesterday he hoped an unidentified flying object had been involved in his son's disappearance.

"I would rather that than them finding wreckage of the plane," he said.

The second day of the land and sea search failed to find any trace of the 182 Cessna yesterday.

Mr. Guido Valentich said he was forced to believe that something unusual had happened to his son.

"The fact that they have found no trace of him really verifies the fact

that UFOs could have been there," he said.

He said his belief in UFOs had been reinforced and that he still held hope for his son.

"I never believed in UFOs as strongly as my son. Frederick used to study them as a hobby using information he received from the air force," he said.

"He was not the type of person who would make up stories, everything had to be very correct and positive for him."

Mr. Valentich said his son had often flown a Cessna and had made three previous visits to King Island.

A Department of Transport spokesman said a search of Bass Strait by an RAAF Orion had failed to find any sign of the plane's wreckage.

The spokesman said the possibility of UFOs would later be investigated by the Air Safety Investigation Branch.

"Our first consideration is to find the missing pilot and plane," he said.

Oil taken from a slick near the possible "ditching point" of the plane will be brought to Melbourne today to be tested.

A maritime version of a Nomad will continue the search around the north end of King Island.

Hundreds of sightings of UFOs were reported yesterday from Geelong, Frankston, Cape Otway and Brighton.

Some people described the object as brilliantly lit, oblong in shape and moving very quickly across the sky.

Other said they saw unusual flashes

of light, which remained in the sky for several seconds.

An RAAF spokesman said they had received 11 reports of sightings in the past four days, but would investigate recent reports at a later stage.

Residents of King Island have also reported sightings of strange bright and trailing lights in the past six weeks.

Meanwhile, at Queenscliff, on Victoria's southern tip, a woman motorist said she saw what appeared to be a ferris wheel spinning in the sky less than two hours after the plane disappeared on Saturday night.

Mrs. Barbara Bishop, of Learmonth Street, Queenscliff, said she saw "something unusual" in the western sky

What is going on in the sky — 11.

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Bank manager Mr. Col Morgan says he saw this star-shaped glowing object hovering over the Melbourne-Geelong Road on Saturday night.

He and his wife were driving to Geelong. The object appeared as they were passing through Broadmead at 7.10 pm.

Mr. Morgan, manager of the City West branch of the State Savings Bank, said: "It was just hovering in a position in line with the centre of the car windscreen."

Dispelling thoughts that it was

an aircraft, the couple studied it with interest, noticing its slow pace and green flickering lights at one end.

It was only when they reached Geelong that the object disappeared from view, and it was not until yesterday that they realised the Unidentified Flying Object could be connected to the missing plane.

Mr. Morgan described the object as a solid mass of light, almost the color of a star.

His wife said the object could not have been an aircraft because of its exceptionally vivid projections of light and green flashing lights on the left side.



MYSTERY DEEPENS ON PILOT

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Date 24-10-78

**HOPES of finding missing Melbourne pilot Frederick Valentich alive dwindled yesterday after a big search found no trace of him or his plane.**

His parents were still hopeful last night that he would be found safe, though he has not been heard from since he vanished on Saturday night after reporting strange lights flying near him.

"We still have a hope," his father, Mr Guido Valentich, said at his Avondale Heights home. "He may have crashed and be hurt, or something else may have happened."

Frederick Valentich, 20, vanished over Bass Strait while flying his single-engined Cessna 182 to King Island.

He told a friend before taking off from Moorabbin: "I'll see you over the weekend, and I'll drop in a crayfish."

A big sea and air search has been carried out in the past 48 hours in Bass Strait.

Mr Valentich's radio cut out at 7.12 p.m. on Saturday, soon after he told air traffic controllers that a large object hovering above him was "not an aircraft."

Mr Valentich said: "It's not an aircraft it's . . . before his radio transmission broke briefly."

Soon afterwards he said the object had a green light and type of metallic light on the outside.

He said he was orbiting "and the thing is orbiting on top of me."

Two minutes later he said: "Unknown aircraft is hovering on top of me. It is not an aircraft."

By PETER ROBINSON

A long metallic noise followed then silence.

Department of Transport officials said Mr Valentich stayed calm while reporting the object.

Some officials believe he may have been flying upside down without realising it and became confused by a reflection of lights.

However, aviation sources said last night the Cessna 182 would have been able to fly for only 50 seconds upside-down because its fuel tanks were in the wings and relied on gravity to feed the motor.

Mr Valentich's radio messages about the lights lasted six minutes.

A fishing boat picked up samples of an oil slick late yesterday 40 km north-north-east of Cape Wickham, King Island's most northern point.

Last night the sample was being brought back to Melbourne to be tested today to see if it came from a plane.

A RAAF Orion, a Cessna 150 and a Nomad were also used in the search.

Several fruit boxes and

bags were found floating 4 km from the oil slick.

Mr Valentich is believed to have taken a container with him in the plane to bring back crayfish from King Island, but searchers said last night they did not believe the fruit boxes and bags found were from the plane.

Department of Transport officials have estimated that the plane would have crashed in the same area as the oil slick.

"IT'S a mystery, possibly one you never will solve." That is how a Transport Department official summarised the tale of missing pilot Frederick Valentich and his Cessna 182 yesterday.

Valentich, 20, and the plane vanished over Bass Strait on Saturday night soon after he reported "a long shape" near him.

Few in aviation circles yesterday were prepared to take odds that a UFO had swooped on him.

Many acknowledged that the story had more than a smidgen of the mysterious.

But, according to the experts, even experienced flight crew hassle with the spectre of disorientation.

One aviation medicine authority said "every pilot who has ever flown solo" either had or would tangle with disorientation some day.

And it's much more likely at night.

"The normal thing is the sensation of being inverted when the pilot is the right way up . . . that is quite common," he said.

Some pilots flying at night crashed after mistaking ground lights for stars.

The U.S. Air Force had found that pilots most likely to suffer the "upside-down" illusion were those with 2000 to 2500 hours of experience, flying single-engined planes.

The aviation doctor's advice was: "Get on instruments and believe them."

Veteran aviator Mr Arthur Schutt said the most dangerous time for disorientation was during the switch from visual flight to instruments at dusk.

(Valentich's reports to Melbourne Flight Service began soon after 7 p.m.)

Mr Schutt said that a disorientated pilot would believe his eyes and not his instruments.

WHEN THE WORLD'S UPSIDE-DOWN

Sun  
Page 8  
Date 24-10-78

A Transport Department theory has been that Valentich might have turned the plane upside down or into a steep bank after becoming disorientated.

Mr Schutt said that flying out to sea at nightfall could create a fishbowl effect in which a pilot found no horizon.

"You have to fly on instruments."

He believed a long metallic noise on the radio after which the plane went off

the air was "typical of a plane landing on the water, like the metal being torn off the bottom."

So, academic explanations aside, what of the UFO theory?

According to the RAAF which keeps records of UFO sightings, 88 per cent of those strange phenomena have an explanation.

Vicorians report about 120 UFO sightings a year to the RAAF, half of which the Air Force satisfies

people about by telephone, the rest by letter.

But the Air Force gets more reports after UFO publicity.

"We had 11 sightings from October 18 to 22," said an official.

"That probably would stem from this Bass Strait incident."

Usual explanations involved satellites, stars, space debris and the planet Venus, which at times appeared very bright.

But then there was that nagging two per cent doubt.

The official admitted he had an open mind, with no proof available either way.



Did pilot Frederick Valentich encounter an unidentified flying object before he mysteriously disappeared over Bass Strait? Whatever happened, Valentich's reported sighting was not the first in that area. JOHN PINKNEY reports...

REPEATED U.F.O. SIGHTINGS BECAUSE HANKLED.

**MISSING** Melbourne pilot Frederick Valentich was by no means the first person to observe a long, twinkling, metallic aircraft over Bass Strait.

Similar objects were being reported over the strait in 1896 — years before any man-made dirigible had struggled into the sky. An illustrated article in the Melbourne newspaper, The Argus, even used the term, "Shaped Like a Cigar" — a description that was to become commonplace in the mid-20th century media.

Nor is there anything new about buzzing or attacks by such objects. In November, 1895, scores of newspapers in the western States of America independently reported that airships were swooping on farms, frightening families and stealing cattle.

The Chicago Tribune said that a crowd of about 10,000 watched, awestruck, as a carousel-like colored ship crashed over Lake Michigan for 15 minutes.

Like the Mantell tragedy, in which a pilot died during an alleged UFO encounter, and the now-innumerable "saucer-abduction" incidents, the Valentich case becomes part of a puzzling pattern — a pattern whose periphery so shifts and shimmers that we may never penetrate its meaning.

All that the finite investigator can do is place UFO occurrences in historical context by sneezing his allergic way through antique

newspaper files and asking questions.

I have interviewed more than 1000 witnesses to UFOs. As a sceptic determinedly unshackled by theories, I have not the faintest doubt that these objects exist — and are, to quote hapless pilot Valentich, "playing some sort of game," with a bemused mankind.

Consider the case of my friend Nancy Austen, an American-born graduate who could hardly have been less interested in flying saucers.

Nancy told me her story when she was working at Melbourne's Channel 7. When the incident occurred she was still at university in the U.S. She was walking home one night from a late lecture, when, in the middle of a Connecticut meadow she was suddenly bathed in red light.

"At first I thought it was a grass fire," she said. "But then I heard a swishing above me. I looked up and saw a huge circular ship with red lights, flashing around its edge.

"The thing landed. I just stood there, breathless and more frightened than I've ever been. It sat in the grass, absolutely still for about 15 minutes. It didn't move and neither did I. Then it took off.

"Next morning a lot of us went back to that field. We saw a perfect ring of burned grass."

There are hundreds (perhaps thousands) of such

saucer rings in Australia alone. They prompt physicist-philosopher Jacques Vallee to ask: "Do UFOs deliberately impinge upon human consciousness as part of a subtle attempt to wreak cultural change? Are UFOs noticed or do they arrange to be seen? Do they leave the rings because they can't help it, or do they imprint them for our instruction?"

Another of my witnesses is

Justin Oakley, son of writer Barry Oakley. Justin shared a spectacular UFO sighting with nine other boys at a school camp.

Then there was Father William Gill (with whom lawyer Peter Norris and I conducted the world's first interview). On June 26, 27, 1959, Gill, with scores of others, watched for hours-long sessions as an immense disc-craft hovered above the village of Boianai.

Gill's astonished description

of the humanoid occupants who leaned from a railing and waved has become a classic in UFO literature. This encounter convinced the priest of the aliens' "friendliness."

But others will tell you that UFO-folk are sinister and a peril to us all.

Ex-astronaut Gordon Cooper has frequently asserted that the U.S. Government knows the secret about the visitors that "would turn the world's hair twice."

Cooper, and others, allege that not only have several UFOs crashed, but that the authorities have removed living occupants, whose nature may give us cause for alarm.

Mississippi shipyard workers Charles Hickson and Calvin Parker agree. While fishing on a wharf on October 12, 1973, the friends became the focus of this century's most celebrated saucer-kidnapping case.

The terror allegedly began at 7 pm, while they were fishing from an old pier on Pascagoula River's west bank.

Both noticed a strange craft, about two miles distant, emitting a bluish haze. It moved closer and seemed to hover about 4ft above the water.

Then, according to foreman Hickson, "three creatures with silvery, scaled faces, huge eyes and claws, came out and floated us back into the ship."

The only sound they made was a buzzing and humming."

Twenty minutes later the pair, in deep shock, found themselves back on the wharf — from which they hastened to the sheriff's office, to warn the town.

Partly because many citizens had reported aerial phenomena in the previous 24 hours, the U.S. Air Force mounted a full investigation. Experts included Professor J. Allen Hynek of the Smithsonian Astrophysical Observatory, a team of specialists with lie detectors, a hypnotist, and Dr. James Harner, professor of engineering at Berkeley.

During hypnotic sessions which lasted two days, the men recalled that they had been tapped, bled and generally experimented upon aboard the ship, whose interior decor seemed lured with nightmare.

When the preliminary grilling was over, Dr. Harner told a press conference: "The experience these men underwent was indeed real. A very strong feeling of terror is practically impossible to fake under hypnosis."

**QUESTION:** Do UFOs pose a threat? Do we have any reason to fear them?

**HARDER:** If you pick up a mouse in a laboratory situation, it's very frightening to the mouse. But it doesn't mean that you mean the mouse any harm.

The alleged UFO abduction rate appears to be increasing.

I reported Pascagoula-like incidents are now commonplace, world-wide. Several hundred are on-reel in Professor Hynek's cheery UFOCAT computer album.

Was Frederick Valentich "taken" — for examination and return? Was he one of the thousands who, annually, disappear for good? Or did he crash as a result of mere momentary disorientation.

Those who crave an ordered, reasonably predictable existence will grasp desperately at that final, mundane straw.

But others may reluctantly concede that eerier things are in the air.

And that pilot Valentich might have been accorded the dubious honor of becoming Australia's first known abductee.



# Was it the same UFO?

A COUPLE holidaying on the NSW coast watched an unidentified flying object performing "impossible acrobatics" for five minutes on Saturday night — less than an hour after the mysterious disappearance over Bass Strait of light-plane pilot Frederick Valentich.

The couple reported seeing the UFO 30km north of Bateman's Bay at 8.15.

The Melbourne Flight Services Unit lost radio contact with Mr Valentich after he reported a UFO manoeuvring around him while he was flying to King Island, about midway between the mainland and Tasmanian coasts.

By JOHN PINKNEY and ROBIN SOUTHEY

Senior Department of Transport officials were concentrating with rescue co-ordinators and RAAF staff last night after an extensive sea and air search failed to find any trace of Mr Valentich's aircraft.

Yesterday a merchant vessel indicated that reported wreckage north of King Island was only floating fruit cartons and plastic bags.

Earlier it had been thought the objects — which appeared to include a yellow life-jacket and a piece of fuselage — might yield the first clues on the fate of the missing plane and Mr Valentich, 26, of Melbourne.

The RAAF reconnaissance aircraft which spotted the pilot-

plane returned to its base at Edinburgh in South Australia last night as air rescue and coastal surveillance staff were planning the next steps in the search.

A fishing boat was sent from Warrumbungle to take samples of an oil slick off Cape Otway.

The couple who reported the UFO over Batemans Bay are Mr Wayne Bellwe, a technician with the CSIRO in Canberra, and his wife, Rosalind, a computer operator.

They told The Australian they had seen a bright, white object performing "wild stunts" above the ocean.

Mr Bellwe said: "The weather was clear. We'd just put up our

tent when the flying object appeared. It was completely distinguishable from the planes en route to Sydney.

"The thing was performing such impossible manoeuvres that any conventional pilot who tried it would have been gassed overboard."

"We intended to report the UFO anyway — but when we saw the stories on Monday morning about the pilot, we wondered if it could have been the same object."

Mr Bellwe said the UFO appeared near enough to flowery naval base to have been picked up on its radar.

Questions are being asked about why the missing aircraft was not picked up on radar at Melbourne Airport.

The Department of Transport's official explanation is that Mr Valentich's Cessna 182 was out-of-side controlled airspace, and at 1000m was flying too low to be picked up on the long-range radar scan.

But air traffic controller subsequently picked up search planes quite clearly — even though they were flying as low as 1500ft.

It appears that on Saturday night radar conditions were exceptionally good, so good in fact, that controller noted what are known as "anomalous propagation."

"These phenomena occur only when conditions are so good that the radar beams hug the earth's surface. Under such conditions the land mass of King

## Second sighting in UFO mystery

FROM PAGE 1

And no aircraft appeared on the radar screen.

Some experienced air traffic controllers are known to have serious doubts whether the aircraft was ever, as it reported, in the vicinity of Cape Otway.

A spokesman for the department said: "We can only go on what the pilot tells us."

A department spokesman agreed it was possible that the plane could have put down elsewhere and would have not been picked up on radar if a controller was concentrating on a specific area.

At the same time senior police officials in Melbourne would neither confirm nor deny reports that they had received a report of a light plane making a mysterious late-night landing in the western district, not far from the Cape Otway area, at about the same time.

No progress has been made in identifying the loud metallic noise heard on the radio as the plane lost contact.

A veteran aviator, Mr Arthur Schull, said the last message from the missing pilot had baffled him.

Mr Schull, who controls the Melbourne-based Schull Aviation Company, said he did not believe in UFOs but if the pilot's description was correct it was the nearest thing to an Australian sighting he had heard of.

Mr Schull discounted the suggestion put up by the Department of Transport that the pilot had become so disorientated that he might have been flying upside down.

"In that half-light the pilot would have soon known if the aircraft had started to turn upside down. The carpet comes out of the floor and the butts fall out of the ashtray."

He agreed that Mr Valentich could have been hallucinating but considered it unlikely. He described the lights and the fast-moving aircraft twice.

Island itself — which is 215m above sea level at its highest point — is occasionally picked up on radar at Melbourne Airport.

The Department of Transport said air traffic controllers started looking for the missing aircraft only when it reported engine trouble. This would be usual practice when an aircraft was in difficulty, as controllers have to maintain an exact plot in case the plane goes down.

But on this occasion Melbourne air traffic control was monitoring the last, dramatic radio conversation between the flight service unit and the aircraft.

CONTINUED PAGE 2  
STRAIT SIGHTING "NOT THE FIRST" — PAGE 7

Accidents & Incidents

Australian

Page 1 & 2

Date 24-10-78

SIGS(B)



FOR LATER PAPERS SEE

FILE M 116-783-1047

22 OCT 1981

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Originator Minister

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Originator's reference \_\_\_\_\_ Date 2-9-81

Subject \_\_\_\_\_

Conesp Minister / Mrs B. De Raveni

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13/4/82

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61-62 81-82

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Originator H. J. KLAVER

Originator's reference

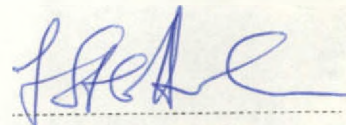
Date

27. 8. 81

Subject

Request + Reply H. KLAVER

13. 6. 82



Registry Officer





MINUTE

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SIAO

MISSING CESSNA 182L. BASS STRAIT 21.10.78

Herewith three copies of Human Factors  
Specialist Report on F. Valentich as  
requested by ASSU Vic/Tas Region  
per telephone.

25.8.81

Bryan Mahoney  
AMHF

Letter handed to ASSU U/T

J. Sandbrook  
SIAO

26-8-81



SPECIALIST REPORT		File	Page
Title Missing Cessna 182L VH-DEJ Bass Strait 21 October 1978 Human Factors Aspects		List of appended documents	
Author AMHF			
Designation Dr. B.J. Mahony			

Frederick VALENTICH (pilot) satisfied the medical requirements for initial issue of SPL on 8.2.77 when his weight was recorded as 120 lbs. He claimed no aeronautical experience at that date. There was no medical history of significance and no licence limitations were imposed.

2 On 21.10.78 Valentich was engaged in a night VMC flight from Moorabbin to King Island when he reported that a large craft with numerous lights was hovering above him. Transmissions ceased shortly afterwards and subsequent calls from Melbourne FSU were not answered. Despite an extensive search neither aircraft or wreckage has been found.

3 In addition to having access to the air safety investigator's findings, the writer also interviewed the father and girl friend of Valentich and studied a copy of the tape of the final transmissions from VH-DSJ in an attempt to build up a human factors background to this occurrence.

4 Frederick was born in Australia of Italian parents from Trieste. Father speaks "fractured" but understandable English but mother and two younger children speak no English. The language of choice in the home is Italian but Frederick was not fluent and father always corrected Frederick's spoken Italian which Frederick resented. Frederick was a below average scholar and obtained a poor result in his Leaving Certificate.

5 Catholicism is the religion of the family but they are not regular churchgoers. Father expressed his disappointment that Frederick only attended church at Christmas, Easter and on "special occasions" and he tried to persuade Frederick to attend more often. Frederick's girl friend is a Methodist.

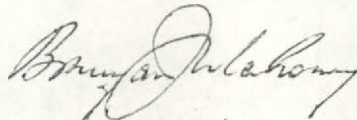
6 Frederick was a very keen member of the Air Training Corps. He devoted a great deal of time to these activities which he enjoyed and he was proud to wear the uniform. He had ambitions to become an Air Force pilot but his educational qualifications precluded this.

7 He was at pains to be accepted and respected by his superiors (in the ATC) and by his peers. Although always appearing to be above reproach, he had lied to his father, to his ATC officers and to his girl friend about having passed subjects for his CPL when he had, in fact, failed. He had also told the owner of the aircraft that, on this last flight, he had arranged to collect a consignment of crayfish from King Island and to bring back passengers who were waiting for him; neither of which was true.

8 Father was convinced, and remains so according to subsequent media publicity, that his son was "captured" by a U.F.O and that he would be returned when "they" had finished investigating him. Frederick showed a great interest in UFOs and had a collection of books, articles and clippings on the subject but father did not think that his son was as convinced of their existence as he himself was.

.../2.



CONTINUATION SHEET	Section No.	Title	File	Page
SUBJECT				
<p>9 Frederick's girl friend seemed to enjoy the publicity limelight surrounding the disappearance. She did not appear to be unduly concerned and gave the impression that she expected to see him again. She claimed that there was a permanency to her relationship with Frederick and that they had plans for becoming engaged, but father dismissed the relationships as being of no consequence.</p> <p>10 In the absence of any further concrete evidence, one can only suggest a number of hypothesis to explain this disappearance :</p> <ul style="list-style-type: none"><li>(a) UFO intervention - no further comment apart from the observation that there were no sighting reports of a brightly illuminated craft large enough to take on board a Cessna 182.</li><li>(b) Disorientation - at the place and time of the occurrence, this is a distinct possibility and even probability. On the other hand, it would have resulted in uncontrolled impact with the sea and one would have expected wreckage to result.</li><li>(c) Controlled landing on the sea with the intention of escaping from the aircraft before it sank. This could have been successful or not successful. In either case no wreckage would be found and, in the latter event, the body could still be in the aircraft.</li><li>(d) Successful landing elsewhere. Perhaps Valentich was not where he said he was and he landed in a remote location.</li><li>(e) Crash elsewhere when attempting (d) and the wreckage has not yet been discovered.</li></ul> <div style="text-align: right;"> (B.J. Mahony) AMHF</div>				
24.8.81				
CONTINUATION SHEET				



# NEW FOLIO NUMBERING SYSTEM —

EFFECTIVE 25/5/81

As Per Administrative Circular No. 81/69 of 22/5/81

As from this enclosure a  
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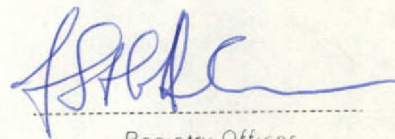
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Originator's reference \_\_\_\_\_

Date 22.7.81

Subject Request + Reply H. J. KLAVER

13. 4. 82



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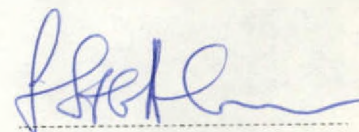
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TO DPR re folio 53

13/6/82



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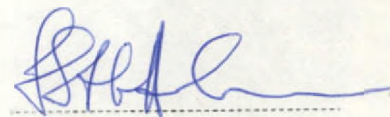
To Minister re - Mungara Films

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Originator's reference Date 21-5-81

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Musical Correspondence Mungara Films

13/4/82



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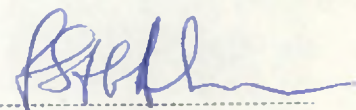
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13, 4, 82



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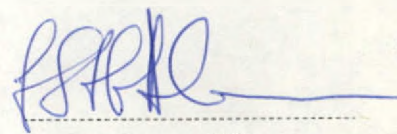
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Ministerial Correspondence Mr. B Wright.

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Originator's reference Date 8. 4. 81

Subject Ministerial Correspondence Mr. B. Wright

13 / 4 / 82

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Letter

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Teleprinter

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Minute

If other, specify

OTHER DETAILS

Originator

ADPR ML

Originator's reference

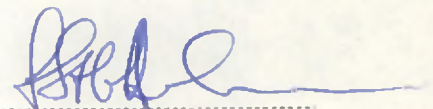
Date

21. 4. 81

Subject

To DPR CB re Murgara Films

13/4/82



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48

66

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If other, specify \_\_\_\_\_  
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OTHER DETAILS

Originator Dop See (Ao)

Originator's reference \_\_\_\_\_ Date 17 - 3 - 81

Subject to AS(Si) re Mingara Films Request  
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13 / 4 / 82

  
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to file M.23.1-30 of enclosure/s 30

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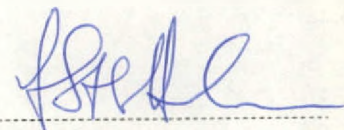
Originator DSIG

Originator's reference \_\_\_\_\_ Date 4.3.81

Subject \_\_\_\_\_

File Note to SIGT re 42-44

13/4/82



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If other, specify

OTHER DETAILS

Originator

As(s)

Originator's reference

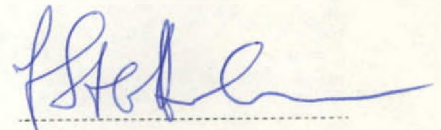
Date

3.3.81

Subject

To ADPR re Mangara Film request

13/4/82



Registry Officer



Melbourne Truth

Page 6

Date 28-2-81

43

63

## Valentich film to show \$50,000 plane crash

# NEW BID TO SOLVE UFO RIDDLE

A \$50,000 Cessna plane will be deliberately crashed into Bass Strait as part of a new bid to solve the disappearance of Melbourne pilot Frederick Valentich.

Film-maker Brian Morris plans to hire a helicopter to tow the plane and then release it into the sea.

He said: "The aim of the exercise is to discover what happens to the wreckage.

"Nothing has been found of any wreckage from Valentich's Cessna 182.

"So it will be fascinating to see what happens when a similar plane is crashed in the same area.

"If wreckage surfaces then weight must be added to the contention that Valentich's aircraft did not crash into the sea."

Morris's \$600,000 documentary film is the first intensive investigation into Valentich's mysterious disappearance on October 21, 1978.

Valentich, 20, put through a dramatic radio call shortly before he vanished on a flight from Melbourne to King Island.

He said a "strange object" was shadowing him.

He described it as "orbiting" and said it had a green light and a sort of metallic light on the outside.

Just before he went off air, Valen-

By BRIAN  
BLACKWELL

tich told Melbourne Flight Service: "Proceeding to King Island — unknown aircraft now hovering on top of me."

A long metallic noise followed — then silence.

Valentich's father, Guido, believes a UFO might have captured and abducted his son.

He is co-operating in the production of Morris's two-hour film, tentatively titled *Close Encounters of a Real Kind*.

The film is based on a book called *The Devil's Meridian*, written by Sydney journalist Gary Lester, which detailed the Valentich case.

Morris said: "We are going to delve into every aspect of this odd case.

"A major part of the film will be a re-enactment of Valentich's last hours.

"We will have air-to-air filming to re-create exactly the circumstances of the plane's flight.

"Another feature will be the use



★ **FREDERICK VALENTICH . . . new attempts to find out what happened.**

of animation to look at what different witnesses had to say about strange objects they saw on the night Valentich vanished.

"This animation will be of the type used in *Star Wars* and the new *Buck Rogers* television series.

"We are obtaining a Cessna 182 from America to use in our special crash segment.

"What we hope to do is get a

helicopter to tow the plane and then release it into the sea.

"The results of this test will be most interesting."

Morris, who won Logie and Sammy awards for his documentary *Mutiny On The Western Front*, added: "Frederick's father is co-operating with us all the way.

"He has been most enthusiastic.

"He even offered to portray his son in scenes where we will re-enact his final hours.

"We considered using him but decided to use a professional actor.

"It would have been just too scary with Mr Valentich senior."

Morris said negotiations were underway with several internationally-known actors to host the film.

He added: "We are also attempting to include an interview with former US president Jimmy Carter, who is a firm believer in the existence of UFOs.

"I'll be going to America shortly to film interviews with leading American experts on UFOs."

Morris said the film would be sold to TV interests around the world.



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to file \_\_\_\_\_ at enclosure/s \_\_\_\_\_

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**OTHER DETAILS**

Originator ADPR Melb.

Originator's reference \_\_\_\_\_ Date 2/81

Subject Request Mungara Films  
\_\_\_\_\_  
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13, 4, 82

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Inter-office memo

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Letter

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OTHER DETAILS

Originator

D. A. Ross (The Sun)

Originator's reference

-

Date

10/7/80

Subject

Request D.A. Ross + Reply

Registry Officer



89 59

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to file M123 - 1-30 at enclosure/s 25

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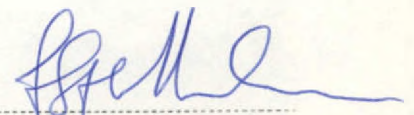
Originator AS(s.c.)

Originator's reference 783/1047 Date 10/6/80

Subject \_\_\_\_\_

Correspondence M. B. Wright / P.M. Dept.

13, 4, 82



Registry Officer



36-37  
57-38  
57-58

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to file M.23.1.30 at enclosure/s 22-23-24

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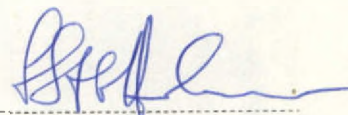
OTHER DETAILS

Originator P.G. Keane

Originator's reference — Date 15.5.82

Subject Correspondence + Reply  
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13/4/82



Registry Officer



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to file M123-1-30 at enclosure/s 21

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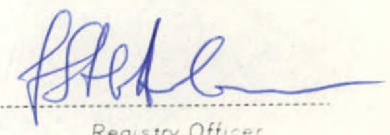
OTHER DETAILS

Originator P. M. Department

Originator's reference \_\_\_\_\_ Date 5.5.80

Subject Correspondence Mr. B. Wright

13 / 4 / 82



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DESCRIPTION OF TRANSFERRED PAPER/S

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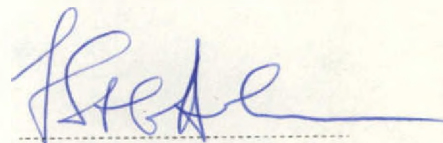
OTHER DETAILS

Originator AS(Si)

Originator's reference 783/1057 Date 22-10-82

Subject To P.M. Dept re Mr. B. Wright

13, 4, 82



Registry Officer



19/10/79

Dear

John Pinkey has been  
a UFO buff ever since  
I've known him -  
about twenty years -  
and he's never let a  
fact spoil a story.  
Heckles has he offered  
any proof - to me at least,  
that we are keeping any  
part of the tape secret.  
Ken Williams



Truth

## Weekend Magazine . . . . . 5

## THE OUTER LIMITS

With JOHN PINKNEY  
Australia's leading UFO and supernatural investigator★ FREDERICK VALENTICH  
... censored claim

AN AMERICAN magazine claims it holds a top-secret Australian government tape concerning a UFO.

In the alleged transcript, published this week by Ideal UFO Quarterly, missing pilot Frederick Valentich radios that there are people aboard the huge, silver craft which buzzed him over Bass Strait.

By telephone, I talked

## Pilot 'censored'

to the magazine's New York executives.

They said they held evidence that Australia's Department of Transport had censored more than five minutes of Valentich's report.

Sample passages . . .

"This craft is like no

other. It orbits around me . . . has windows. It's a large craft with personnel.

"Outer projection appears to be aluminium. It can hang motionless . . . looks like a green tube with vapor . . . but so distended, it seems

to have the outline of an immense, four-pointed star.

"Now it dilates. It expands to a huge size as I watch it."

And then, as the UFO closed in for the last time: "It's a long, windowless, metallic tube,

now, spouting flame. I feel scorching . . . I feel

The last sound on the tape is the screech of metal on metal.

One week after Valentich vanished, I, too, was handed evidence that the Department of Transport had censored the tape, on grounds of national security.

Some of the pilot's comments in the American magazine report tally with notes I was given last October.

HAVE  
YOU...

... SEEN or heard a ghost?

SPOTTED or photographed UFOs?

DREAMED about the future?

IF you have had any sort of supernatural experience John Pinkney wants to hear from you.

Send your story to John Pinkney, Truth, 402 La Trobe Street, Melbourne, 3000.

Spooky  
feet in  
roof...

WHEN a pair of ghostly, transparent feet were thrust repeatedly through their living room ceiling, the terrified tenants of an Acland Street, St. Kilda, flat were





startling exclusive:

# UFO<sup>53</sup> COLLIDES WITH PLANE IN AUSTRALIA

Was it an accident or did the  
"four-pointed star" deliberately  
ram pilot Frederick Valentich's  
Cessna and reduce it to ashes?

By Michael Fields

The gloom in the darkened sky thickened about him. Outside the cockpit of his trim, 120-mile-an-hour Cessna the wind shrilled and faint streaks of lightning brightened the far-off horizon. He touched his controls and the Cessna rose obediently from sooty clouds. The night sky was clear and Frederick Valentich, a cheerful, seasoned pilot, made two observations: he had reached 5,000 feet; visibility was unlimited. All was well. It would be a routine flight.

Then he made his third observation.

A fiery cylinder shot across the nose of his plane. It moved with such incredible speed that Valentich could not determine if it was an aircraft or a meteor. Was it a trick of vision? He keyed his microphone for a call signal to the air tower in Melbourne; but decided otherwise. He simply couldn't describe what his mind told him. He saw not only a gleaming metal cylinder (or did he?) but rows of windows and a

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# Pilot Reports UFO and Vanishes

MELBOURNE (UPI) — "It isn't an aircraft, it's . . ." Moments after pilot Frederick Valentich told an Australian control tower an unidentified flying object with four green lights was chasing him, radio transmission was cut off, and nothing more was heard from the 28-year-old pilot or his single engine Cessna 182.

A full-scale search by the Australian air force resumed yesterday for

plume of greenish vapor. Who at Melbourne would believe that?

Like all skilled pilots, Valentich weighed his situation. It was 7:03 P.M. October 21, 1978. Calmly, he ticked off the facts: He was flying on course over Bass Strait, which separated Tasmania from mainland Australia, making good time since leaving Melbourne's Moorabbin Airport at 6:19 P.M.

Straight ahead was his destination, King Island, just off the coast. He listened to background noises on his two-way radio, strangely comforted by the crackling of voices, assured by distant pilots giving their position and calling in commonplace sightings like ships or far-off planes.

There it was again. Nothing commonplace about the incredible shape of the "thing" or its terrifying velocity and metallic glow. Weeks later a tape of his graphic recital would testify to his perception and skill with

words. It was not an ordinary report. Indeed, UFO sightings of the past would be hard-pressed to match the flawless account.

"It looks like a silver battle plane without wings. Yet a tailless aircraft smooth and polished. Cylinder shape. Rows of windows. A large longitudinal fissure running through two-thirds of its length. Surface covered in scattered areas with a whitish material. Unable to clock ultimate speed. I cannot keep up with its forward thrust of 10 to 12,000 miles per hour. Green vapor. Has fantastic upward impulse and it orbits around me so quickly that I'm blinded."

At first, Valentich played his cards with discretion. After his encounter with the mysterious craft, he decided to make a call to the air tower.

"Alert, please. Is there traffic below five thousand?"

"No traffic."

"Traffic above me at five

thousand?"

"None. And none — repeat none — near your position and altitude."

"Tower, you must re-check. Above. Now below me a terrible brightness."

"Nothing, we tell you. Nothing. Give again your altitude and speed."

"Exactly five thousand. Speed one hundred five. Good God, here it comes."

"What comes, please? No other in your vicinity."

"Tower, listen to me! Right now I am in orbit. No good. This damned unidentified. This craft like no other. This thing orbits around my Cessna faster than I can orbit. Two times, three times they orbit with such speed!"

"They?"

"It, maybe. Windows. Must be they. Large craft with personnel."

"No commercial air carrier near you. No Air Force transport within

*(Continued on page 30)*



Continued from page 35

hundreds of miles. Flight 229, please state nature of this craft. Only you change position and altitude. Are you okay as to your right position and altitude?"

"Tower, it's gone, vanished."

"In what direction is unidentified craft moving away?"

"Tower, it did not move away. It no longer exists."

"Please check this observation

229. Unknown craft must move away in some, repeat some, direction."

"Green vapor directly overhead, tower. Now that's gone."

"Now you are all clear, 229? And there is no strange craft, right? Could be miscalculation. But did you hear a vibratory?"

"Tower, heard nothing but my own sound"

Electrical phenomena, 229, perhaps. Ball lightning can do strange things. Mirage not uncommon with storm flare."

"Storm flare far off to east, tower. Not vapor trail, either. Holy...here it comes from southwest! All shiny and metallic. My God, she comes at me. Electrical stuff doesn't have portholes, Tower. And it's making sharp turn downward at me. Wait...let me —"

Silence.

"229, come in. 229, answer please."

Silence.

"229, what are your intentions?"

Intentions? Very early in his flight training Valentich had learned that rendering a sober judgment of a flight observation also offered evidence of a pilot's reliability and visual sophistication. Although only 21, Valentich had been airborne for two years and was respected by air control men and air traffic experts. Valentich had built up a "good log" in towers from Victoria to Tasmania; within 10,000 square miles he was known as a meticulous spotter. In fact, a spokesman for the Australian Transport Department paid Valentich the following homage a few weeks after he literally vanished from this earth:

"He was far more than a qualified pilot. He was a dedicated and vigilant observer. His log was not one littered with 'there's a funny balloon out to the east' or 'a flaming something' without trying to describe what a something is. He put objects in flight under careful surveillance; one could venture that Valentich was almost scholarly in his visual thinking.

"We recall conversations with him in a flight room where, after hearing a yarn about a ridiculous sighting, he espoused a policy of being a 'master of the possible.' I remember his phrase. By that he meant a possible object in the sky could turn out to be probable if given assessment from all human resources.

"He emphasized he also didn't believe putting anything one doesn't understand in the crackpot file. It was his belief that sure as hell he didn't buy the idea of interplanetary vehicles, but it doesn't mean proof is lacking. In flight Valentich was committed to a total estimate of the situation. That's why his recordings of October 21, 1978 deserve thorough evaluation."

At 7:07 P.M. Valentich had indeed given the situation a total estimation. Throttling down the Cessna, he maintained his course but dropped to 3,000 feet. In a flat, expressionless tone, he began his log on the Melbourne tape.

"Tower, it is not an aircraft.

Repeat, not aircraft known to us. Unidentified vehicle has a green light at terminus of upper cylinder. Outer projection appears to be aluminum or some other light metal. The windows are unmistakable and I see four other lights from the interior. No windows, some other observation area. Tower, it is playing a game. Able to become stationary while at height of unmeasurable high velocity. Now it's flying past at my fuselage on the right and no more than 400 feet from my position —"

"229, are you on collision course?"

"No, it is still at my side. It can hang motionless...orbit over and under me. Let me log —"

"Proceed, 229."

"Wingless tube she is. Maybe 100 feet long, with a green blast, sometimes green vapor. This a torpedo-type shape but so distended it appears to have outline of immense four-pointed star. Repeat again nearest to likeness of a massive cylinder an approximately twice the size of a standard 707, or a B-52."

"229, you logged 100 feet in length"

"Tower, I log 100 feet length approximate in one sighting. But it dilates, it expands to huge size as I look at it."

"Keep logging. But are you in danger?"

"Not thinking that way. Too much unbelievable to look at."





"Are you in danger, 229? Shall we send pursuit?"

"Here he comes from southwest! Passing within 200 feet overhead. Good god, my engine is — (thunderous roar drowns out his words).

"Is this Mayday, 229?"

"No, he's gone eastward. But engine stalled when he made last pass...engine now resumed okay...and he's coming right at me again. Please check your traffic scan. You must have a craft in vicinity."

"Nothing since your first 703 alert. Nothing now. Will order pursuit...full scramble to 8 miles over Bass at 3,000 altitude, correct, 229? You are sure? There's zero pick-up of another craft anywhere in your area. But there was a noise —"

"Unknown craft coming straight at me! He's hovering...it's crazy. There he goes, but I can't lean on his bearing...Why, he's vanished."

"There is no craft, 229. Shall we order for scramble?"

"Gone, I log...no sighting...I'm alone at three thousand."

"What's your intention now, 229?"

"My intentions, ah, keep on course to King Island. Do you believe my log?"

"Sure do, we know it's Valentich."

"Thank you, tower. Am proceeding at speed of 110 at same course moving up to four

thousand. Wait...wait...engine faltering...I've got rough idling, she may conk. What the hell? Oh (deleted) Oh (deleted) she's coming up from the rear at a tremendous burst...his green light is all over here...she...he...it...it's not aircraft...going up to five thousand...six thousand...long wingless metallic tube spouting flame...I feel scorching...I feel —"

"229, we hear something tearing...229? 229, please reply—"

In the tower at Moorabbin Airport there was only silence. For a moment the air traffic controllers waited, stunned. It seemed unearthly. On their receivers they heard a loud CRUNCH! followed by a second detonating impact. It was the unmistakable screech of metal in collision with metal.

"Come in, 229? Come in!" they repeated, hearing only their own breathing. The radar screen seemed to mock them. The blip that had been Valentich's plane simply vanished. The normal order of radar evidence — blip striking another blip to indicate a two-plane catastrophe — did not appear on the screen.

"And he didn't go down!" cried the chief controller.

"That smashing," said the No. 2 man. "Not impact with water, what?"

Later Australian Transport spokesman Ken Williams summed it up in a terse report:

"The Cessna was totally alone over that sea area. We knew precisely where Valentich had been. It was a clear night. Very little wind and no rain or fog. Visual coverage for Valentich was clear for a hundred miles in all directions. Assume the highly unlikely situation the radar failed to pick up a second craft...how could Valentich fail to perceive that craft in perfect weather conditions?"

Even as search planes roared into the night sky armed with exact data as to Valentich's last known position, Moorabbin Airport technicians pored over recent information they had been inclined to disregard. From

October 18 to October 21 (only five hours before the Cessna disappeared) there had been 11 UFO sightings. The Royal Australian Air Force confirmed the burst of UFO activity. "Those unexplained sightings occurred over land and off-shore. We call them **reports** of sightings," the cautious statement said.

Valentich's last cry of "engine faltering!" was less of an enigma to Australian air control than his disappearance. They no longer disregard reports of "sputterings" or "temporary failure" of planes in the vicinity of UFO sightings — even though pilots of these planes do not report a UFO encounter.

A Civil Aviation spokesman states: "UFOs over our territory have been seen in conjunction with electromagnetic interference, radio blackouts, motor stallings, air ionization and other odd effects.

"Validity, some at least, could be given to the likelihood of UFOs. **Something** is hovering at low altitudes or making vertical ascents, descents, or orbiting at tremendous speed. It is possible that a UFO requires extra power at such times, increasing the electromagnetic interference.

"We reviewed hundreds of cases — not aircraft related — and there were automobile engines stopping for no apparent cause; radio and TV aerials crippled; electric lights have dimmed or gone out in cities, towns and villages. But here's the mystery: the radio on pilot Valentich's Cessna functioned during close encounter. Indeed, he radioed the object was as near as 400 feet. Why then did his radio perform up to that last second of 'I feel scorching!' before he was gone from the radar screen?

"And here we have the biggest mystery: if his radio performed, why was there a powerful magnetic force to banish his tormentor from the screen?

"Are there UFOs with propulsion devices wiping out evidence as it so pleases them? Valentich radioed 'It is playing a  
(continued on page 80)





# AUSTRALIA

*(continued from page 37)*

game,' and who can dismiss it as hysteria? His words may show us that there may be little or nothing for science to measure — no material object to be picked up by human instrumentation. Nothing can be repeated for study because nothing existed but a force we cannot explain... and the pilot's compliance with the duties of his job. **He saw it.**"

For four days 18 military and private planes roamed over 15,000 square miles of open sea. The distance between Moorabbin Airport and King Island is 130 miles. Three of the search craft followed the exact course of the vanished Cessna, circling and re-circling over a small region where Valentich would have come down if he crashed. Again, the lost pilot's meticulous skill contributed to the precision of the three-plane search, criss-crossing back and forth, dipping to 150 feet, looking for wreckage, anything. Ironically, Valentich's reportage on his final location was so dependable that searchers were able to focus on the exact few thousand feet of sea.

Not a trace.

On October 23rd — two days later — a search plane spotted an oil slick. It was a small patch, slightly more than 50-by-50-foot. A scoopful was picked up by a gadget lowered to the sea from a helicopter. A few hours later a Melbourne laboratory positively identified the fluid as tar discharged by a freighter or some other sea going vessel. No airborne craft could have used it.

Shortly after 10 A.M. on October 24, the telephone rang in the main office of the Melbourne Police Department. On the line was bank executive Colin Morgan, 59, of Melbourne. His story fascinated the officer who was

fielding dozens of calls from people who believed they had spotted the UFO. "A tube without wings I saw up there," announced Morgan. "My wife, Isabel, saw it, too. Metallic and bright, a green light, perhaps green smoke, or vapor."

That did it. No exact description of Valentich's sighting had been published in the Melbourne press, nor had it been broadcast over TV or radio. Furthermore, Colin Morgan was a particularly credible witness: a distinguished member of the community, assuredly levelheaded, the vice president of a bank. "Making a mistake is not my business," Morgan said later.

Morgan was right. When air control sat down with him to compare its confidential taping of Valentich with the banker's superb recital, they looked at him admiringly. "It was like holding a mirror up to what the pilot logged," said a radio man at Moorabbin Airport.

Of all 11 UFO sightings from October 18 to October 21 — three made by professional pilots — none was as accurate as the description given by Morgan. Others had chronicled a "pulsating box" or still more vaguely a "celestial craft" or a "traveling illumination" or a "greenish ferris wheel." These hazy recollections within 50 to 100 miles of Valentich's actual encounter tended to support convictions that there had been "unexplained sightings," as the Royal Air Force put it. And these reports had drifted in before the news was flashed that Valentich had disappeared.

Morgan's deposition dramatically confirmed what Valentich logged at Moorabbin Airport. It was uncanny.

"What amazed me was the timing," Morgan told interviewers.



"When I read that the pilot's sighting was at 7:03 I couldn't believe it. At the very moment Valentich was reporting his encounter with a UFO, Isabel and I had synchronized our watches, precisely at 7 P.M. It was low and traveling at unbelievable speed, cylinder shape, no wings, rows of windows and a greenish plume. Yes, it looked like a four-pointed star with green vapor streaming from one of its points." Shortly thereafter, Morgan sketched what he and his wife had seen. It fused perfectly with the word picture Valentich had logged on the airport tape.

A keen-eyed citizen and his wife had unerringly viewed what Valentich had logged. But what of the terrifying "I feel a scorching!" and the sickening CRUNCH! as he vanished from the radar screen? What was Valentich's fate?

A scorching or burning trauma is not an unfamiliar experience for those who have had contact, directly or indirectly, with UFOs. UFO buffs are knowledgeable about existing data, much of it carefully documented, which gives a full account of domestic animals (horses, cows, sheep) found burned to death after strange flying craft visited the vicinity.

Still unsolved, for example, is the 1967 case of the saddle pony at the Harry King Ranch, San Luis Valley, California, which was literally incinerated (the skeleton had been burned pink) shortly after dozens of witnesses saw a UFO traveling eastward over a mountain while extending antennae toward a pasture. Later, the U.S. Forest Service reported "high radioactivity" sweeping outward some two city blocks from the animals corpse. Similar incidents have been reported elsewhere.

In Miami, Florida, State and local police still have no answer to the bizarre "scorches" on the skin of businessman Filiberto Cardenas, 45, who vanished from his car on January 9 this year and was later found, bleeding and seared on a road four miles from where he had been abducted. Three witnesses saw him plucked

upwards by a "huge purple UFO. Cardenas reported that the hands reaching down for him from the UFO were "hot as a furnace."

There are countless other stories from people burned by a UFO encounter. Valentich's "scorching" experience is taken seriously by investigators, among them Cornell University scientists. They are still probing the truth, or untruth, of unexplainable "radar emissions from presumably unknown flying craft." Their link with human flesh mutilations defies analysis.

In Chile, where UFO sightings are numerous, a Santiago team of physicists offered this 1974 observation:

"A strong heating effect from a UFO encounter could be explained as a radar-type emission. In part of the evidence studied there is a possibility that a UFO 'heat effect' is also associated with a 'UFO sound.' A certain proportion of reports include testimony of individuals of 'hearing' the approach of a UFO before it is seen. This 'sound' has been described as a peculiar buzzing **inside** the head. We should not discount the stories of individuals, furthermore, who say they felt the extreme heat as some unknown object descended on them. Natural emissions with extraordinary heat from a UFO bear some similarity to radar signals.

"Many radar beams consist of a series of electromagnetic pulses transmitted intermittently. They have a high power of concentration in one direction — with heat acceleration. When there are strange interactions (a burn or heat laceration not seen previously) the individual who suffers them should be listened to carefully.

"A UFO burn **could** be a reality...reality leading to a confirmation of a true encounter. And that high-heat encounter could destroy its target."

Was the searing fire that enveloped Frederick Valentich's plane so volatile that it ignited the Cessna's metal structure? Could he have vanished as a puff of ash in the wind over the sea? The answer remains to be found. —



DEPARTMENT OF CIVIL AVIATION

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to file M123-1-30 at enclosure/s 19

DESCRIPTION OF TRANSFERRED PAPER/S

☐ Inter-office memo ☒ Letter ☐ Teleprinter ☐ Minute

If other, specify \_\_\_\_\_  
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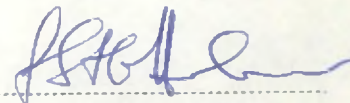
OTHER DETAILS

Originator P.M. Dept

Originator's reference 79/16197 Date 12-10-79

Subject Correspondence Mr. R. Wright.

13, 4, 82



Registry Officer



## ANNUAL SURVEY OF ACCIDENTS TO AUSTRALIAN CIVIL AIRCRAFT

ACCIDENT SUMMARY RELATING TO - FILE NUMBER: .783-1047 (HOPKINS) 46

GRAHAM

(31)

Location: N. CAPE OTWAY Elevation: NIK ft amsl Date: 21.10.78 Time: 1815 (local)

Aircraft Type: Cessna 182-L Registration: VH-DST

Owner: Dr. E. DAY Operator: F. VALENTICH

Operation: Class: PRIVATE Purpose: TRAVEL.

Aircraft Damage	Destroyed	Substantial	Minor	None
Impact				
Fire				

Injuries	Degree of Injury	Crew	Passengers	Others
Indicate number and cause of Injury	Fatal	1 Presumed		
	Serious			
	Minor			
	None			
	P.O.B. total	1 Presumed		

Pilot Name: Frederick VALENTICH Address: 18 Arden Avenue, Avondale Heights, VIC Age: 20

Details Licence type &amp; number: Private Rating:

Hours: total Approx 150+ On type: Last 90 days: NIK

Weather Cloud amount and base: Vis: W/V: Temp:

Loading relative to limits	AUW within limits	C of G within limits
Take off	Yes/No	Yes/No
At accident	Yes/No	Yes/No

Flight Itinerary From: MOORABBIN To: KING ISLAND

Damage to Cockpit/Cabin: Extreme ☐ Moderate ☐ None ☐ Severe ☐ Minor ☐ UnKnown ☐ Damage to Seats: ☐ Safety Harness failures: ☐ Number damaged: ☐ No of failures: ☐

indicate degree of damage with X enter 0 if NIL

Type of Accident 1st 5 2nd \*

\* Refer to Manual of Code Classification pages 01/35 to 01/44

Phase of Operation 1st DI 2nd \*

\* Refer to Manual of Code Classification pages 01/45 to 01/47

Causal factors (Refer to Manual of Code Classification pages 06/01 to 06/62")

Type of investigation: On scene/office CA149 / CA 424

Name of investigator: Graham

Remarks:



N.F.G

Folio's 30 + 31 removed from this  
file and placed in file M123/1/30 (1)

Deann  
3 July 1979.



44-29

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The original of enclosure/s 44-29 has been transferred  
to file M123-1-30 at enclosure/s 18

DESCRIPTION OF TRANSFERRED PAPER/S

☐

Inter-office memo

☒

Letter

☐

Teleprinter

☐

Minute

If other, specify

OTHER DETAILS

Originator

AS(SI)

Originator's reference

983/1047

Date

23.4.79

Subject

Revised copy folio 27

Registry Officer



ELEVEN people were taken to hospital and a baby narrowly escaped death yesterday when a stand full of people watching a rodeo collapsed in Ulmarra on the NSW north coast.

More than 60 people were on the eight-tiered timber stand.

Last night four people — two with broken bones — were still in Grafton Hospital. The others were discharged after treatment for shock and bruises.

Police said a year-old girl escaped death because she was moved from her pram seconds before it was crushed by the stand.

July 23, 1978.

The criminals had travelled to Britain eight days earlier to buy gambling equipment for illegal casinos in the Sydney area.

One had 10 convictions for SP betting.

The independent MP for South Coast, Mr John Hatton, described the report yesterday as "frightening."

He said he would call on Mr Wran to order the NSW Police Commissioner, Mr Wood, to appear before Parliament to answer questions relating to organised crime.

"Either the Police Commissioner has not kept his minister informed of the crime intelligence unit's findings or Mr Wran lied to Parliament when he said he didn't know the report existed," Mr Hatton said.

train issues.

Special seals were placed over the two locks for the main body of the briefcase, but the zipper was not sealed.

Customs officials in Perth told the courier if he did not pay \$45,000 duty on the stamps they would not be allowed into the country.

The representative told Customs officials he could not pay the duty and the briefcase was kept at the airport.

With the suitcase inside an airline safe, the representative contacted his superiors in London, who told him to make arrange-

been delivered to its London owners.

Most of the investigation work was passed on to Perth.

The man in charge of the investigation, Mr Bert Walters, said it was possible the stamps were removed from the briefcase even before they were taken aboard the plane in London bound for Australia.

Or they might have disappeared on either leg of their round trip, or at stops in between.

"It's all rather baffling. The adjusters in Perth are offering a \$3000 reward for a full recovery of the stamps," he said.

# Seance 'reaches' UFO kidnap pilot

By DAVID ELIAS

A CLAIRVOYANT claims he has made contact with a pilot who disappeared in October after reporting the presence of an unidentified flying object.

He said the missing pilot, 20-year-old Frederick Valentich, reported being taken by a community in space and that the reason his aircraft has not been found is that it "disappeared from any physical existence."

The clairvoyant, New Zealand author and lecturer Collin Amery, held a special seance at his Dunedin home on Saturday night, exactly six months after Valentich's disappearance over Bass Strait.

The case made world headlines because of a radio message between Valentich and air traffic control in which the pilot de-

scribed a bright object flying close to his Cessna. The conversation ended with a metallic thud. Since then no trace of pilot or plane has been found.

The missing pilot's father, Mr Guido Valentich, knew of the seance and planned to be in his son's bedroom at the time to assist with deep concentration. But a mix-up over the time change between Australia and New Zealand put Mr Valentich in his son's bedroom two hours early.

During a short "conversation" through Mr Amery, Valentich is said to have told the seance that 60 seconds of the radio transcript was suppressed and edited out before it was released. The allegation is in line with highly-publicised claims by friends and family after its release.

Valentich is supposed to have said he

was safe but no longer had a physical body. He is claimed to have said: "I am in light. I can move to wherever I need to be."

Valentich reportedly said there were people who had come to do certain work and they needed his skill. They were not from earth but from a place in the galaxy he could not locate. Asked if there were others with him he replied: "Yes. Many people with technical skills have been chosen to help, and these people are my colleagues. They come from the planet earth."

Mr Guido Valentich said yesterday he still believed his son was alive but was sceptical about Mr Amery's claims. Mr Valentich said it was just possible Mr Amery might be trying to publicise his book, *New Atlantis*, which predicts severe upheavals and great changes to the earth in about a year.

Australian.

23/4/79

m116/783/1047

SGA - PSC file.

47



42 27

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DESCRIPTION OF TRANSFERRED PAPER/S

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Inter-office memo

☒

Letter

☐

Teleprinter

☐

Minute

If other, specify \_\_\_\_\_

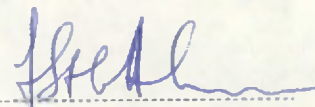
OTHER DETAILS

Originator Minister

Originator's reference 783/1047 090/0074 Date 23. 4. 82.

Subject Corresp M. H. Cass

13, 4, 82



Registry Officer



41 ~~26~~

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to file M123-1-30 at enclosure/s 17

DESCRIPTION OF TRANSFERRED PAPER/S

☐

Inter-office memo

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Letter

☐

Teleprinter

☐

Minute

If other, specify

OTHER DETAILS

Originator

ADPR ML

Originator's reference

783/1047

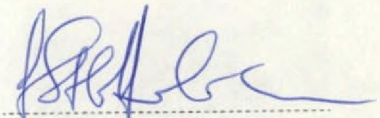
Date

18/4/79

Subject

To ATVO (L. Lee)

13, 4, 87



Registry Officer



40-25

DEPARTMENT OF CIVIL AVIATION

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to file M123-1-30 at enclosure/s 16

DESCRIPTION OF TRANSFERRED PAPER/S

☐

Inter-office memo

☐

Letter

☐

Teleprinter

☒

Minute

If other, specify

OTHER DETAILS

Originator

AS(Si)

Originator's reference

783/1047

Date

17-4-79

Subject

to ADPE re request ATN O

13/4/82

*[Signature]*

Registry Officer



DEPARTMENT OF CIVIL AVIATION

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to file M123-1-30 at enclosure/s 15

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Inter-office memo

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Letter

☐

Teleprinter

☐

Minute

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OTHER DETAILS

Originator AS(Si)

Originator's reference 783/1047 Date 1/3/82

Subject Correspondence with P.M. re request Bruce Wright  
~~(See file 1047)~~

13/4/82

[Signature]

Registry Officer



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PAPER/S TRANSFERRED

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to file M23-1-30 at enclosure/s 14

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Inter-office memo

☒

Letter

☐

Teleprinter

☐

Minute

If other, specify

OTHER DETAILS

Originator

Prime Minister Department

Originator's reference

79/16197

Date

20.2.79

Subject

Correspondence Prime Minister / Bruce Wright

13/4/82

[Signature]

Registry Officer



File NoteAUR Tapes of DST Accident

On request of Assu (U/T) and discussion with A/DSE I am hand carrying the FSU and Tower tapes (of the DST flight) to Assu.

A/DSE has been handed a 3 3/4" p.s. Video Print copy of the FSU tape for safe-keeping.

19.2.79

JH SIR



file M116/783/1047

Minister**MINUTE**MISSING AIRCRAFT - BASS STRAIT - 21 OCTOBER 1978

- . You will recall that telex notification was forwarded to your office
  - concerning a Cessna 182 which was engaged on a night flight across Bass Strait
  - : which is missing and has not been located.
- . Supplementary information including a preliminary transcript of radio communications
  - was also telexed to your office.
- . The following summarises the information which is available
  - at this stage of the investigation.
- . On 21 October 1978 the pilot of a Cessna 182L aircraft registration VH-DSJ filed a flight plan for a night VMC flight from Moorabbin to King Island via Cape Otway
  - the pilot Frederick Valentich was the only person believed to be on board.
- . Six minutes after reporting at Cape Otway the pilot reported to Melbourne Flight Service
  - that an unidentified object was flying in his vicinity and
  - : after several reports relating to this object that his engine was "rough idling"
  - that he was proceeding to King Island
  - : that the object was not an aircraft.
- . The aircraft did not reach its destination
  - an extensive air, sea and land search was commenced.
- . No trace of the aircraft or pilot has been found
  - the search was abandoned on 25 October
  - in accordance with ICAO standards the occurrence has now been classified as an aircraft accident.



- Details of the pilot's reported observations have been referred to the RAAF
  - who are responsible for investigating such phenomena.
- Relatives and acquaintances of the pilot have been interviewed and his background has been closely examined
  - in an effort to establish any human factors which might be relevant
    - : the Aviation Medicine Branch of the Department provided assistance.
- The investigation is continuing. I know of no reason requiring public release of this information at this time; if a need should arise its currency and accuracy should first be confirmed with the Air Safety Investigation Branch.

14.12.78

*18/12*

*G.V. Hughes*  
( G.V. Hughes )  
Assistant Secretary  
(Air Safety Investigation)



34 20

DEPARTMENT OF CIVIL AVIATION

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to file M123-1-30 at enclosure/s 13

DESCRIPTION OF TRANSFERRED PAPER/S

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Inter-office memo

☒

Letter

☐

Teleprinter

☐

Minute

If other, specify

OTHER DETAILS

Originator

Minister

Originator's reference

783/1047

Date

Solic 2601/043E

2-2-79

Subject

Ministerial Correspondence

I. B. Armstrong

13, a, 82

[Signature]

Registry Officer



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to file M23.1.30 of enclosure/s 12

DESCRIPTION OF TRANSFERRED PAPER/S

☐

Inter-office memo

☒

Letter

☐

Teleprinter

☐

Minute

If other, specify

OTHER DETAILS

Originator

AS(Si)

Originator's reference

783/1047

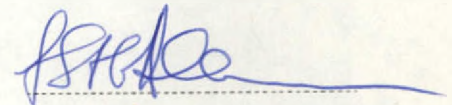
Date

16.1.79

Subject

To Consellar Washington - update  
of information at folio "

13/4/82



Registry Officer





# MINUTE

18  
32

File ref : M116/783/1047

SISC

As you are aware, last week ASSU Ian Smith asked for a cassette copy of the final calls made by VH-DSJ before the aircraft went missing on 21 October 1978.

Under separate cover please find the cassette which contains an edited copy of the AVR tape. All ground to air communications have been excised leaving only calls made by Valentich.

I understand that ASSU intends to forward the tape to the father of Valentich.

J.C. Hopkins

J.C. Hopkins  
SIRS

16/1/1979

ASSU Approved as discussed.

Subject to your approval I intend to forward cassette to W/S Region.

16/1/79.

Choguard SISC

Tape dispatched by hand per S. Sprinker  
23/1/78 SIRS





Minister

## MINUTE

File: M116/783/1047

GVH:LA:ASIB

11.12.78

c.c. Secretary  
Dep Sec (Air Operations)  
FAS(FW)  
FAS(AO)

31  
CHECKED  
F. E.


### MISSING AIRCRAFT - BASS STRAIT - 21 OCTOBER 1978

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- . No trace of the aircraft or pilot has been found
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  - in accordance with ICAO standards the occurrence has now been classified as an aircraft accident.



- . Details of the pilot's reported observations have been referred to the RAAF
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  - in an effort to establish any human factors which might be relevant
    - : the Aviation Medicine Branch of the Department provided assistance.
- . The investigation is continuing. I know of no reason requiring public release of this information at this time; if a need should arise its currency and accuracy should first be confirmed with the Air Safety Investigation Branch.

14.12.78

  
( G.V. Hughes )  
Assistant Secretary  
(Air Safety Investigation)



c.c. Secretary  
Deputy Secretary (Air  
Operations)  
FAS(FW)  
FAS(AO)  
MLS

Minister


MISSING AIRCRAFT - BASS STRAIT - 21 OCTOBER 1978

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11.12.78

  
( G.V. Hughes )  
Assistant Secretary  
(Air Safety Investigation)

*and upr.*





CO

M116	783	1047	27 FOLIO 15
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## AIRCRAFT ACCIDENT - INTERIM REPORT

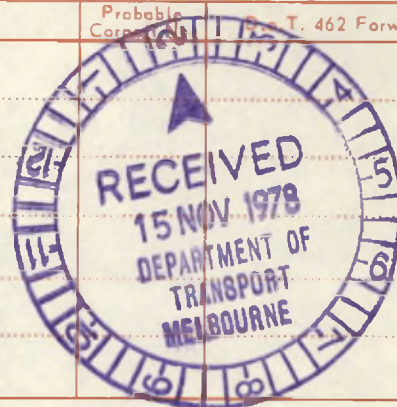
S195(B)  
14/11/78

## 1. THE ACCIDENT

Location Between Cape Otway and King Island		Date 21.10.78	Time (Local) 1912	Zone EST
Aircraft Type Cessna 182L	Registration VH-DSJ	Owner C. Day, 33 Reserve Road, Beaumaris. Vic.		
Operator Southern Air Services, Moorabbin Airport. Mentone.	Flight From Moorabbin	To King Island	Purpose Travel	Class of Operation Private
Damage to Aircraft  Unknown				

## 2. PERSONS INVOLVED

Name	Role	Description of Injuries	Probable Cause	P.T. 462 Forwarded to
Frederick VALENTICH	Pilot	Unknown		



## 3. SEQUENCE OF EVENTS

At 1723 hours EST on 21 October 1978 a flight plan for VH-DSJ (Moorabbin to King Island and return, ETD 1745 hours EST, time interval to King Island 69 minutes), was submitted at Moorabbin Briefing Office. The aircraft was refuelled to capacity at 1810 hours EST and subsequently departed Moorabbin for King Island at 1819 hours EST. The pilot reported Cape Otway at 1900 hours EST and at 1906 hours EST asked if there was any traffic below five thousand. After being advised there was no known traffic, he reported what seemed to be a large aircraft below five thousand. He could not identify the type but described it as having a green light, being metallic like and all shiny on the outside. After describing the movements of the aircraft, its disappearance and reappearance, the pilot stated that it was hovering on top of him and that it was not an aircraft. He also reported at approximately 1912 hours EST that the engine was "rough idling" and declared that he was continuing to King Island. The final transmission from the pilot of the aircraft's call-sign followed by 17 seconds open microphone was made at 1912:28 hours EST. Last light King Island was 1918 hours EST but the pilot had not requested aerodrome lighting. Flight Service King Island was notified and lighting was arranged but the aircraft failed to arrive there.

A search was initiated but no trace of the pilot or aircraft was found. The pilot was the only known person on board.

## 4. MATTERS ARISING

Details of what the pilot reported seeing prior to his disappearance have been referred to the RAAF for investigation.

Signed P.R. GRAHAM	for Director	Date 14.11.78	Regional Reference V116/783/1047
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DEPARTMENT OF CIVIL AVIATION

REMOVAL OF PAPERS FROM FILE

(Papers must not be removed by other than Registry staff)

When a paper is removed from a file, this form must be completed and is to replace the paper removed

One form only is required when a consecutive sequence of papers is removed

HH

PAPER/S TRANSFERRED

The original of enclosure/s 26 + 4 has been transferred  
to file M123 - 1-30 at enclosure/s 11

DESCRIPTION OF TRANSFERRED PAPER/S

☐

Inter-office memo

☒

Letter

☐

Teleprinter

☐

Minute

If other, specify

OTHER DETAILS

Originator

AS(S.)

Originator's reference

AS 783/1007

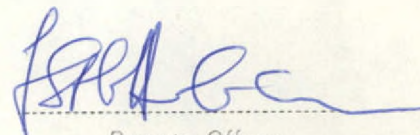
Date

3/11/78

Subject

To Counsellor Washington - ref telephone  
conversation

13/4/82



Registry Officer





# MINUTE

25

13

He Re:

Minutes follow up with document with A/DSTG.

2. He returns report for not yet been received.  
(Reviewing to 9554 V1901 have been given).

3. The return report is received for to be  
take to A/DSTG with all history - brief follow up  
also to the minutes. (Considerable information in order)  
Take to minutes - see below 228).

9/11/78

c) Joughly  
A/STGS(8)




PEC:JM:A/DSIG  
6/11/1978

Ref : M116/785/1047

Director  
Vic/Tas Region

Attached are three copies of  
the transcript of communications prepared for  
use in the investigation of the accident to VH-DSJ  
on 21 October 1978.

  
(P.E. Choquenot)  
for AS(SI)

6/11/78.

Att:3





TRANSCRIPT OF RECORDED COMMUNICATIONS BETWEEN  
CESSNA 182L AIRCRAFT VH-DSJ AND MELBOURNE  
FLIGHT SERVICE BETWEEN 0853 HOURS AND 0913  
HOURS GMT ON 21 OCTOBER 1978

LEGEND

DSJ	Cessna 182L aircraft VH-DSJ
FS	Melbourne Flight Service Unit
( )	Word/s open to other interpretations
// //	Explanatory note or editorial insertion



TITLE	FROM	TO	TEXT
0853:30	FS	DSJ	DELTA SIERRA JULIET DO YOU WISH TO EXTEND YOUR SARTIME FOR YOUR ARRIVAL AT KING ISLAND
:38	DSJ	FS	// open microphone 2 seconds // DELTA SIERRA JULIET SAY AGAIN
:42	FS	DSJ	DELTA SIERRA JULIET YOU'RE HOLDING A SARTIME OF ZERO NINE THREE ZERO FOR YOUR ARRIVAL AT KING ISLAND ON TIME INTERVAL YOUR ESTIMATE IS ZERO NINE TWO EIGHT DYOU WOULD YOU LIKE TO EXTEND YOUR SARTIME
:54	DSJ	FS	DELTA SIERRA JULIET AFFIRMATIVE
:58	FS	DSJ	DELTA SIERRA JULIET ROGER MAKE IT ONE ZERO ZERO ZERO
0854:03	DSJ	FS	AFFIRMATIVE
:05	FS	DSJ	DELTA SIERRA JULIET
0900:29	DSJ	FS	MELBOURNE DELTA SIERRA JULIET CAPE OTWAY (DESCENDING FOR) KING ISLAND
:38	FS	DSJ	DELTA SIERRA JULIET
0906:14	DSJ	FS	MELBOURNE THIS IS DELTA SIERRA JULIET IS THERE ANY KNOWN TRAFFIC BELOW FIVE THOUSAND
:23	FS	DSJ	DELTA SIERRA JULIET NO KNOWN TRAFFIC
:26	DSJ	FS	DELTA SIERRA JULIET I AM SEEMS (TO) BE A LARGE AIRCRAFT BELOW FIVE THOUSAND
:46	FS	DSJ	D D DELTA SIERRA JULIET WHAT TYPE OF AIRCRAFT IS IT
:50	DSJ	FS	DELTA SIERRA JULIET I CANNOT AFFIRM IT IS FOUR BRIGHT IT SEEMS TO ME LIKE LANDING LIGHTS
0907:04	FS	DSJ	DELTA SIERRA JULIET
:32	DSJ	FS	MELBOURNE THIS (IS) DELTA SIERRA JULIET THE AIRCRAFT HAS JUST PASSED OVER OVER ME AT LEAST A THOUSAND FEET ABOVE
:43	FS	DSJ	DELTA SIERRA JULIET ROGER AND IT IT IS A LARGE AIRCRAFT CONFIRM
:47	DSJ	FS	ER UNKNOWN DUE TO THE SPEED ITS TRAVELLING IS THERE ANY AIRFORCE AIRCRAFT IN THE VICINITY
:57	FS	DSJ	DELTA SIERRA JULIET NO KNOWN AIRCRAFT IN THE VICINITY



TIME	FROM	TO	TEXT
0908:18	DSJ	FS	MELBOURNE ITS APPROACHING NOW FROM DUE EAST TOWARDS ME
:28	FS	DSJ	DELTA SIERRA JULIET
:42			// open microphone for two seconds //
:49	DSJ	FS	DELTA SIERRA JULIET IT SEEMS TO ME THAT HES PLAYING SOME SORT OF GAME HES FLYING OVER ME TWO THREE TIMES AT A TIME AT SPEEDS I COULD NOT IDENTIFY
0909:02	FS	DSJ	DELTA SIERRA JULIET ROGER WHAT IS YOUR ACTUAL LEVEL
:06	DSJ	FS	MY LEVEL IS FOUR AND A HALF THOUSAND FOUR FIVE ZERO ZERO
:11	FS	DSJ	DELTA SIERRA JULIET AND CONFIRM YOU CANNOT IDENTIFY THE AIRCRAFT
:14	DSJ	FS	AFFIRMATIVE
:18	FS	DSJ	DELTA SIERRA JULIET ROGER STANDBY
:28	DSJ	FS	MELBOURNE DELTA SIERRA JULIET ITS NOT AN AIRCRAFT IT IS // open microphone for two seconds //
:46	FS	DSJ	DELTA SIERRA JULIET MELBOURNE CAN YOU DESCRIBE THE ER AIRCRAFT
:52	DSJ	FS	DELTA SIERRA JULIET AS ITS FLYING PAST ITS A LONG SHAPE // open microphone for three seconds // (CANNOT) IDENTIFY MORE THAN (THAT IT HAS SUCH SPEED) // open microphone for 3 seconds // BEFORE ME RIGHT NOW MELBOURNE
0910:07	FS	DSJ	DELTA SIERRA JULIET ROGER AND HOW LARGE WOULD THE ER OBJECT BE
:20	DSJ	FS	DELTA SIERRA JULIET MELBOURNE IT SEEMS LIKE ITS STATIONARY WHAT IM DOING RIGHT NOW IS ORBITING AND THE THING IS JUST ORBITING ON TOP OF ME ALSO ITS GOT A GREEN LIGHT AND SORT OF METALLIC (LIKE) ITS ALL SHINY (ON) THE OUTSIDE
:43	FS	DSJ	DELTA SIERRA JULIET
:48	DSJ	FS	DELTA SIERRA JULIET // open microphone for 5 seconds // ITS JUST VANISHED
:57	FS	DSJ	DELTA SIERRA JULIET
0911:03	DSJ	FS	MELBOURNE WOULD YOU KNOW WHAT KIND OF AIRCRAFT IVE GOT IS IT (A TYPE) MILITARY AIRCRAFT



TIME	FROM	TO	TEXT
:08	FS	DSJ	DELTA SIERRA JULIET CONFIRM THE ER AIRCRAFT JUST VANISHED
:14	DSJ	FS	SAY AGAIN
:17	FS	DSJ	DELTA SIERRA JULIET IS THE AIRCRAFT STILL WITH YOU
:23	DSJ	FS	DELTA SIERRA JULIET (ITS AH NOR) // open microphone 2 seconds // (NOW) APPROACHING FROM THE SOUTHWEST
:37	FS	DSJ	DELTA SIERRA JULIET
:52	DSJ	FS	DELTA SIERRA JULIET THE ENGINE IS IS ROUGH IDLING IVE GOT IT SET AT TWENTY THREE TWENTY FOUR AND THE THING IS (COUGHING)
0912:04	FS	DSJ	DELTA SIERRA JULIET ROGER WHAT ARE YOUR INTENTIONS
:09	DSJ	FS	MY INTENTIONS ARE AH TO GO TO KING ISLAND AH MELBOURNE THAT STRANGE AIRCRAFT IS HOVERING ON TOP OF ME AGAIN // two second open microphone // IT IS HOVERING AND ITS NOT AN AIRCRAFT
:22	FS	DSJ	DELTA SIERRA JULIET
:28	DSJ	FS	DELTA SIERRA JULIET MELBOURNE // 17 seconds open microphone //
:49	FS	DSJ	DELTA SIERRA JULIET MELBOURNE




Ref : M116/783/1047

Director  
Vic/Tas Region

The attached letter was received  
in this office and relates to the accident to  
VH-DSJ on 21 October 1978.

2 It has not been acknowledged and  
is forwarded for such action as you consider  
necessary.

  
(P.E. Choquenot)  
for AS(SI)

6/11/78

Att:





Mr. J.S. Mill,  
40 Woodlands Gve.,  
FRANKSTON, 3199

27

18

26th October, 1978.

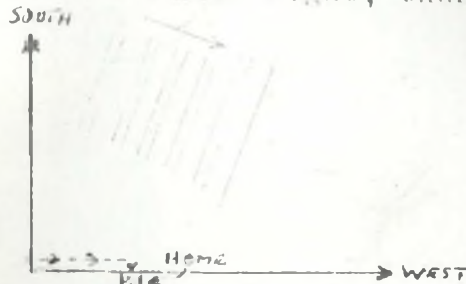
785-4706

The Secretary,  
Department of Transport,  
188 Queen St.,  
MELBOURNE, 3000

Dear Sir,

re The UFO/Valentich Incident.

Reference the attached article (The Age, 24/10/'78), the following information may be of interest. When coming home about 7.30 P.M. after work on either Thursday or Friday of last week, I watched an 'Aurora Australis' display in the south-western sky for about a minute or so. It consisted mainly of successive near-vertical parallel columns of soft pinkish-red light moving quickly from left to right and disappearing into a stationary section of similar light, thus:-



Early this morning I remembered this incident and it occurred to me that 2 elements of this display - namely, 'rapidly moving light' and 'stationary or hovering light' - were present in the subsequent UFO/Valentich incident as reported.

Being a young person, it seems certain that Mr. F. Valentich would not have had much direct observational experience of 'Aurora Australis' in its many and varied 'display' forms which occur frequently over the years. If confronted by a similar 'display' as above, it seems equally certain that the technically trained mind of Mr. Valentich would have rapidly searched everything known, except 'Aurora Australis', for a rational explanation of his observations.

Yours faithfully,

enc/

*John Hill*



GA

0260

TRANS AA30260 ✓

TRANS AA30276

AS(SI)

24/10/78

FROM HUGHES AS(SI)

TO MINISTER

C.C. SECRETARY,

DEP. SEC. (A.O.)

FAS(AO)

FAS(FW)

DIRECTOR VIC/TAS ✓

DPR

ADPR

AS(PC)

## DAILY NOTE

MISSING CESSNA 182 VH-DSJ - BASS STRAIT

- FOLLOWING INTENDED TO ASSIST IN ANSWERING ANY POSSIBLE QUESTIONS AND IS SUPPLEMENTARY TO MY INITIAL NOTIFICATION OF 23 OCTOBER.
- DETAILS OF RELEVANT SECTION OF PRELIMINARY TRANSCRIPT FROM MELBOURNE FLIGHT SERVICE RECORDING ARE AS FOLLOWS:

TIME	FROM	TO	TEXT
0906:14	DSJ	FS	MELBOURNE THIS IS DELTA SIERRA JULIET IS THERE ANY KNOWN TRAFFIC BELOW FIVE THOUSAND
	FS	DSJ	DELTA SIERRA JULIET NO KNOWN TRAFFIC
	DSJ	FS	DELTA SIERRA JULIET I AM, SEEMS (TO) BE A LARGE AIRCRAFT, BELOW FIVE THOUSAND
0906:44	FS	DSJ	D D DELTA SIERRA JULIET WHAT TYPE OF AIRCRAFT IS IT?
	DSJ	FS	DELTA SIERRA JULIET I CANNOT AFFIRM IT IS FOUR BRIGHT, IT SEEMS TO ME LIKE LANDING LIGHTS



BRIGHT, IT SEEMS TO ME LIKE LANDING LIGHTS

0907 FS DSJ DELTA SIERRA JULIET

0907:31 DSJ FS MELBOURNE THIS (IS) DELTA SIERRA JULIET THE  
AIRCRAFT HAS JUST PASSED OVER ME AT LEAST A  
THOUSAND FEET ABOVE

FS DSJ DELTA SIERRA JULIET ROGER AND IT IS A LARGE  
AIRCRAFT CONFIRMED?

DSJ FS ER UNKNOWN, DUE TO THE SPEED ITS TRAVELLING  
IS THERE ANY AIRFORCE AIRCRAFT IN THE  
VICINITY?

FS DSJ DELTA SIERRA JULIET NO KNOWN AIRCRAFT IN THE  
VICINITY

0908:18 DSJ FS MELBOURNE ITS APPROACHING NOW FROM DUE EAST  
TOWARDS ME

FS DSJ DELTA SIERRA JULIET

0908:41 - - (OPEN MICROPHONE FOR TWO SECONDS)

0908:48 DSJ FS DELTA SIERRA JULIET IT SEEMS TO ME THAT HE'S  
FLYING OVER ME TWO THREE TIMES AT A TIME AT  
SPEEDS I COULD NOT IDENTIFY

0909 FS DSJ DELTA SIERRA JULIET ROGER WHAT IS YOUR ACTUAL  
LEVEL

DSJ FS MY LEVEL IS FOUR AND A HALF THOUSAND FOUR  
FIVE ZERO ZERO

FS DSJ DELTA SIERRA JULIET AND YOU CONFIRM YOU CANNOT  
IDENTIFY THE AIRCRAFT

DSJ FS AFFIRMATIVE

FS DSJ DELTA SIERRA JULIET ROGER STANDBY

0909:27 DSJ FS MELBOURNE DELTA SIERRA JULIET ITS NOT AN  
AIRCRAFT IT IS (OPEN MICROPHONE FOR TWO  
SECONDS)

0909:42 FS DSJ DELTA SIERRA JULIET MELBOURNE CAN YOU DESCRIBE  
THE ER AIRCRAFT?

DSJ FS DELTA SIERRA JULIET AS ITS FLYING PAST ITS A  
LONG SHAPE (OPEN MICROPHONE FOR THREE SECONDS)  
(CANNOT) IDENTIFY MORE THAN (THAT IT HAS  
SUCH SPEED) (OPEN MICROPHONE FOR THREE



SUCH SPEED)(OPEN MICROPHONE FOR THREE  
SECONDS) BEFORE ME RIGHT NOW MELBOURNE.

0910 FS DSJ DELTA SIERRA JULIET ROGER AND HOW LARGE  
WOULD THE ER OBJECT BE

0910:19 DSJ FS DELTA SIERRA JULIET MELBOURNE IT SEEMS LIKE  
ITS STATIONARY WHAT IM DOING RIGHT NOW IS  
ORBITING AND THE THING IS JUST ORBITING ON  
TOP OF ME ALSO, ITS GOT A GREEN LIGHT AND SORT  
OF METALLIC (LIKE) ITS ALL SHINY (ON) THE  
OUTSIDE.

FS DSJ DELTA SIERRA JULIET

0910:46 DSJ FS DELTA SIERRA JULIET (OPEN MICROPHONE FOR FIVE  
SECONDS) ITS JUST VANISHED

FS DSJ DELTA SIERRA JULIET

0911 DSJ FS MELBOURNE WOULD YOU KNOW WHAT KIND  
OF AIRCRAFT IVE GOT IS IT (A TYPE) MILITARY  
AIRCRAFT?

FS DSJ DELTA SIERRA JULIET CONFIRM THE ER AIRCRAFT  
JUST VANISHED

DSJ FS SAY AGAIN

FS DSJ DELTA SIERRA JULIET IS THE AIRCRAFT STILL  
WITH YOU

DSJ FS DELTA SIERRA JULIET (ITS AH NOR) (OPEN  
MICROPHONE FOR TWO SECONDS) NOW APPROACHING  
FROM THE SOUTHWEST

FS DSJ DELTA SIERRA JULIET

0911:50 DSJ FS DELTA SIERRA JULIET THE ENGINE IS IS ROUGH  
IDLING IVE GOT IT SET AT TWENTY THREE TWENTY  
FOUR AND THE THING IS (COUGHING)

FS DSJ DELTA SIERRA JULIET ROGER WHAT ARE YOUR  
INTENTIONS

DSJ FS MY INTENTIONS ARE AH TO GO TO KING ISLAND AH  
MELBOURNE THAT STRANGE AIRCRAFT IS HOVERING  
ON TOP OF ME AGAIN (IT (OPEN MICROPHONE FOR  
TWO SECONDS) IS HOVERING AND ITS NOT AN  
AIRCRAFT

FS DSJ DELTA SIERRA JULIET



TWO SECONDS) IS HOVERING AND ITS NOT AN  
AIRCRAFT

FS DSJ DELTA SIERRA JULIET

0912:28 DSJ FS DELTA SIERRA JULIET MELBOURNE (OPEN  
MICROPHONE FOR SEVENTEEN SECONDS)

- . THERE HAS BEEN A REPORT OF SIGHTING OF AN OIL SLICK IN THE  
GENERAL AREA
  - ARRANGEMENTS ARE IN HAND WHICH SHOULD ALLOW POSITIVE  
IDENTIFICATION OF WHETHER OR NOT THIS OIL COULD HAVE COME  
FROM AN AIRCRAFT.
- . NUMEROUS AVENUES OF INVESTIGATION ARE BEING FOLLOWED,  
INCLUDING
  - DETAILED STUDY OF THE FLIGHT SERVICE COMMUNICATIONS TAPES
  - HUMAN FACTORS ASPECTS INCLUDING
    - : NEWSPAPER REPORTS AND MEDIA INTERVIEWS INDICATE POSSIBILITY  
OF PILOT PRE-DISPOSITION TOWARDS UNIDENTIFIED FLYING  
OBJECTS
    - : IT IS REPORTED THAT HE BELIEVED IN SUCH PHENOMENA
  - THE METEOROLOGICAL ASTRONOMICAL AND ATMOSPHERIC ASPECTS
    - : RECOGNISING ACCIDENT OCCURRED AT APPROXIMATELY LAST LIGHT
  - THE SERVICEABILITY OF THE AIRCRAFT
    - : AIRCRAFT HAD UNDERGONE 100 HOURLY INSPECTION LAST FRIDAY  
(20 OCTOBER)
    - : THIS WAS FIRST FLIGHT APART FROM A 25 MINUTE TEST FLIGHT
  - FULL INVESTIGATION OF THE PLANNING OF THE FLIGHT
  - HISTORY OF THE PILOT
    - : INCLUDING REFERENCE TO INSTRUCTORS
    - : WITH OBJECT OF DETERMINING TYPE OF PERSON CONCERNED
    - : KNOWN TO HOLD UNRESTRICTED PRIVATE PILOT LICENCE WITH  
CLASS 4 INSTRUMENT RATING (NIGHT VMC) TOTAL EXPERIENCE  
APPROXIMATELY 150-200 HOURS
  - SHIP REPORTS DETERMINE LIKLIHOOD OF SIGNIFICANT VESSELS  
BEING IN THE AREA IN QUESTION.
- . IT IS RELEVANT THAT INVESTIGATION OF REPORTS OF UNIDENTIFIED  
FLYING OBJECTS RESTS WITH YOUR COLLEAGUE THE MINISTER FOR  
DEFENCE
  - YOU MAY CARE TO GIVE HIM A COPY OF THIS MESSAGE
  - APPROPRIATE OFFICERS AT THE WORKING LEVEL OF THE RAAF HAVE  
ALREADY BEEN INFORMED.

NNNSENT:- 241306) - A E S T &

TRANS AA30260





# MINUTE

7  
16

DAM

Following the disappearance of Cessna 182 aircraft VH-DST on a flight from Morobbin to King Island the Region has requested Aviation Medicine Branch specialist assistance. (See minute at folio 6). Some discussion has already taken place and it is requested that the assistance be given.

2. Some investigation documents are at folio 6. For further liaison/discussion arrangements it is suggested that the Regional Air Safety Investigation Branch Superintendent be contacted on 667-2362. (Mr. Ian Smith).

30/10/78

C.J. Grogan  
A/SIGS(B)





DEPARTMENT OF TRANSPORT

MINUTE PAPER

27 OCT 1978

AS(SI)

MISSING AIRCRAFT : VH-DSJ, BASS STRAIT ON 21.10.78

Preliminary investigation of this occurrence indicates that human factors may have played a significant role in the disappearance of the aircraft.

2 It appears that Frederick Valentich's flying activities and his association with the RAAF Air Training Corp commanded most of his interest. He created a facade of his ability, achievement and future in these aspects of his life not only for his close friends and acquaintances but also to a lesser degree for his family. In fact he has a poor academic history, was assessed by the RAAF as having a low IQ and has failed all his Commercial Pilot theory examinations.

3 In assessing the psychological stability of this pilot at the time of this flight, expert guidance is required. It is therefore requested that Aviation Medicine be asked to participate in the investigation. The attached documentation is provided in support of this request.

A handwritten signature in dark ink, appearing to read 'I.S. Smith'.

I.S. SMITH  
for DIRECTOR  
VIC/TAS REGION

ATT.



## INVESTIGATOR'S NOTE

File

Page

Subject

## NOTES MADE DURING A PRELIMINARY CONVERSATION WITH MR. GUIDO VALENTICH

Mr. Guido Valentich is the father of Mr. Frederick Valentich. He visited this office on 25.10.78 for the purpose of hearing the tape recording concerning the missing aircraft VH-DSJ in order to identify his son's voice. The following notes were made during general conversation with Mr. Valentich.

- Frederick worked for an Army Disposals firm at Moonee Ponds.
- He was attending lectures for Commercial Pilot Meteorology. These lectures were conducted at Essendon Airport on Tuesday nights and from 1300-1700 hours EST on Saturday afternoons at Moorabbin. He did not know the organisation or lecturer.
- On Friday night 20.10.78 Frederick had retired about 2230 hours EST. On Saturday morning 21.10.78 he had eaten a light breakfast of orange juice, cereal and coffee prior to going to work at Moonee Ponds. He would have finished work at 1200 hours EST and driven to Moorabbin to attend the lectures at 1300 hours probably without having eaten any lunch. The lectures were to finish at 1700 hours and he considers that Frederick would have eaten some take away food from a MacDonalds hamburger shop near Moorabbin as this is his normal practice. He recalled that Frederick was in normal good spirits on Saturday morning.
- Frederick was a Blood Donor and gave blood at the City Bank on Tuesday 17.10.78.
- Frederick's personal doctor was Dr. Pasha of Avondale Heights. He was undergoing treatment for a skin complaint and was taking pills for the complaint.
- Recent Employment:
 

Army Disposals	- 3 weeks
GMI Foundary	- 3.5 months
Commercial Licence Course	- 5-6 months
RMIT	- 6 months.
- Financially, Fred had no problems. As far as known he owed nothing. He was generous to the family on anniversaries, etc. His father assisted Frederick financially with his flying.
- There were no problems at home. Frederick did his share of the home duties.
- Frederick was in the Air Training Corp as a cadet and then as an instructor. He applied for a position as Radio Tech. in the RAAF about 1976 but was not successful.
- He wanted a career in aviation and since he missed out on the RAAF, decided to finish his Commercial Licence and eventually get into Airlines. He wanted to show everyone, including the RAAF, that he could do it.
- Frederick always had the idea that some people wanted to stop him succeeding so he didn't discuss his flying or intentions with anyone. He just wanted to get through and surprise everyone by showing them that he could actually do it.
- Frederick was a firm believer in UFOs. He had saved articles and information on UFOs, read "Chariot of the Gods" and other books and went to see movies on



CONTINUATION SHEET	Section No.	Title INVESTIGATOR'S NOTE	File	Page
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SUBJECT

the subject. This interest started when he was at school about six years ago. His belief had been strengthened recently when he was allowed to see the RAAF's confidential files on UFOs at East Sale and at Laverton. He wouldn't discuss these details with his family as they were confidential.

- His mother saw a UFO one night. She called Fred and he saw it too. It was a large light, 10 times larger than a star, was stationary for a while and then moved off at great speed. This happened about eight months ago.
- His father eventually became convinced that UFOs existed.
- Frederick worried about attack from UFOs and what they could do. His father had told him that there was nothing they could do and so no point in worrying.
- His father is unsure about what Rhonda Rushton (Frederick's girlfriend) had said about them going out on Saturday night 21.10.78. He knows Fred was going to be home and thinks something about her statement is fishy but doesn't know what.
- Fred's memory was good for important matters but he sometimes overlooked unimportant things.

P.R. GRAHAM  
INVESTIGATOR



INVESTIGATOR'S NOTE	File	Page
Subject DISCUSSION WITH MR. GREGORY REABURN		
<p>Mr. Reaburn is a personal friend of Mr. Fred Valentich. They have been friends for seven or eight years. Mr. Reaburn visited Regional Office for the purpose of giving background information of Mr. Valentich. During an informal discussion he gave the following information:</p> <ul style="list-style-type: none"> <li>- They had been in the Air Training Corps together for some years and both were very interested in weapons.</li> <li>- The two saw each other on average twice a week. This was on Tuesdays and Fridays when they attended the Air Training Corps.</li> <li>- Valentich told him that he had applied to join the RAAF as aircrew but that he had not been accepted because of inadequate educational qualifications. After further education he had tried again but was still not accepted. The two were in camp together in August 1978 at RAAF East Sale when Valentich confided he had been knocked back by the RAAF for the second time.</li> <li>- Valentich was disappointed about not getting into the RAAF and it had made him quite determined to get his commercial pilot licence and fly for the airlines just to show the RAAF he could do it.</li> <li>- Valentich had been going with his girlfriend for five months and they were very close. He had recently given her a friendship ring.</li> <li>- Mr. Reaburn thought it would be quite out of the question that Valentich would commit suicide or purposely fly the aircraft to a remote location to get away from society. Valentich was far too close to his family, girlfriend and friends to contemplate such actions.</li> <li>- Concerning Valentich's family situation, Mr. Reaburn said he knew Valentich's father was helping out financially with his son's flying and he also knew that there had been a family argument recently. He did not know what the argument was about. Valentich was living at home and in general, Reaburn thought the family was very close.</li> <li>- Concerning health, to his knowledge, Valentich was not on any form of self medication. He had never known him to suffer from fits or turns, to pass out or have hallucinations. Valentich did suffer from a skin complaint and had been told by his doctor not to drink too much milk because of this complaint.</li> <li>- Valentich was very strick regarding alcohol/flying. He never took much alcohol at all and would never take any after 2000-2100 hours of an evening prior to flying the next day. He was most definitely not part of the drug scene. Reaburn considered that Valentich was the sort of person who would go straight to the police if he knew of anyone who was on drugs.</li> <li>- Reaburn was aware that Valentich had planned to fly to King Island but he did know on what particular day. He knew that Valentich was going to bring back a crayfish for the OIC of the Air Training Corps (Sqn. Ldr Grandy) but he had only found this out since the aircraft disappeared.</li> <li>- He had only ever flown with Valentich on one occasion and that was in a helicopter during their camp at East Sale in August 1978. Some of the pilots from Longford are involved with the Air Training Corps at East Sale</li> </ul>		



CONTINUATION SHEET	Section No.	Title INVESTIGATOR'S NOTE	File	Page
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SUBJECT

and one of these pilots had taken them up in a helicopter. Valentich had flown the helicopter and according to Reaburn, the pilot said Valentich flew it well.

- Reaburn said he was aware that Valentich had flown to Newcastle and back since they had been in camp at East Sale during August. Reaburn had been asked to go but he could not afford his share of the cost.
- His general impression of Valentich's character was that he is not prone to hasty decisions or panic. He always stops and thinks about a situation before taking any action. They had once been lost in the bush together whilst on an Air Training Corps camp and Valentich had not been the slightest bit perturbed about it.
- Both he and Valentich believed in UFOs but not to any fanatical extent. They had discussed UFOs and their beliefs on the basis that if people on earth are capable of sending space vehicles to Mars and the Moon then why would inhabitants of another planet not be capable of the same thing.
- Reaburn was sure that Valentich would have been wearing his life jacket on the trip to King Island. Valentich was not keen about flying over water and if ever he had any choice in the matter he would fly over land. This was because Valentich was not a good swimmer and would probably just give up if he had to come down in the water.
- Reaburn thought that some of the circumstances were a little strange. Valentich had arranged to pick up his girlfriend at 7.30 p.m. to take her out but he had also told his father that he would be home from flying at 10.00 p.m. Such a dual arrangement was very uncharacteristic of Valentich, yet there was absolutely no way he could pick up his girlfriend at 7.30 p.m. If ever he was going to be late for an appointment he would advise those concerned by way of a phone call. Reaburn was also wondering what Valentich did with the time between finishing his lecture at Moorabbin 1700 hours and taking off 1820 hours. He thought that Valentich may have gone to MacDonalds for some take-away food which he did on occasions.
- Valentich did not gamble at all, nor was he in any financial bother, to Reaburn's knowledge. He had no police record or any problems that would be causing him any deep concern. He was studying hard for his meteorology exam and was worried as to whether he could pass it.
- Valentich joined the Air Training Corp some three years later than Reaburn and did not get promoted beyond Cadet LAC. Reaburn did not consider this significant nor did he think it bothered Valentich in any way.
- Valentich had never spoken to Reaburn about being disorientated in an aircraft either during his training or since he had obtained his licence.

S.G. SPINKS  
INVESTIGATOR



INVESTIGATOR'S NOTE	File	Page
<div data-bbox="70 237 146 259">Subject</div> <div data-bbox="437 264 1094 295">INVESTIGATOR'S ASSESSMENT OF MISS RUSHTON</div>		
<p data-bbox="194 407 1369 631">Miss Rushton was considered by the investigator to be an honest and dependable witness. Although young, she was seen to be a stable person for her years. She obviously cared greatly for Valentich and in the time of her acquaintance was proud to be associated with him, as a pilot, and because of his physique and his association with the Victorian Squadron of the Air Training Corps. To some extent this shows a measure of her being impressionable, but not outside <del>her</del> years.</p> <p data-bbox="194 663 1385 788">The investigator gained the impression that Valentich had chosen Miss Rushton carefully, as someone to discuss his problems with, she being receptive, perhaps more so than a girl of 18-20 years, who might have rejected his problems and ideas and pushed him aside.</p> <p data-bbox="194 819 1369 945">The impression was gained that Miss Rushton was becoming aware that Valentich was "different" from her other male acquaintances and that she was being used as a "prop", based on the odd phrase used and the tone of some of her comments.</p> <div data-bbox="801 1075 1050 1137" style="text-align: right;">J.C. SANDERCOCK INVESTIGATOR</div> <div data-bbox="194 1205 328 1236">26.10.78</div>		



## INVESTIGATOR'S NOTE

File

Page

Subject

DISCUSSION WITH MISS R. RUSHTON ON 24 OCTOBER 1978

Miss Rhonda Rushton of No. 3 Bradford Avenue, Preston (Phone number 442479) was a close friend of the pilot of C182L VH-DSJ, which became missing on 21 October, 1978. She visited the Regional office and agreed to assist in the investigation concerning the aircraft and the possible actions taken by the pilot.

Miss Rushton stated she was "just 17" years of age, and that she worked at the Night-Owl Pharmacy of 743A Gilbert Road, Reservoir.

She advised she last saw Fred Valentich on Friday night 20 October 1978 at about 9 p.m. EST, after he had finished work at the Army Disposals, 139 Puckle Street, Moonee Ponds. In their conversation it became apparent to her that he had forgotten he said he would take her out on Saturday night. The forthcoming flight to King Island was discussed, and together they evolved the schedule of : departure Moorabbin 1600, land King Island 1730, pick up crayfish, leave 1800, land Moorabbin 1930. As it was a 20 minute drive from the airport to Preston she suggested Valentich put his good clothes in which to take her out, in his car when he left home early on Saturday.

Since the aircraft went missing, she had seen the car at Moorabbin, and was aware that no clothes were in it. From her experience, Valentich was probably wearing a tri coloured brown and white jumper and brown slacks, his usual flying clothing and she believed he would have carried with him a blue, short raincoat, very similar to those worn by RAAF personnel, as this was his "good luck coat" (his words).

Discussing possible movements of Valentich during the day she believed he would have left home, without having breakfast, gone to work, not eaten luncheon, then gone to the tutorial classes for his Commercial Pilot licence at Moorabbin and stayed there, as she was now aware, until about 1700 EST. Most probably the pilot then went to MacDonaldis take away food store near Southland on the Nepean Highway to purchase food. She believed he would have ordered "2 Big Macs, 2 cheeseburgers, a fillet of fish and some chips", and most probably would have drank a carton of Coca-Cola.

Miss Rushton said Valentich was "a big eater" and that he always ate slowly, and she believed he would have driven to the beach and sat in his car facing the sea while eating.

Asked concerning Valentich's drinking habits, she stated he never had more than 2 alcoholic drinks, usually beer, and after these he remained on soft drink. She then volunteered the information that Valentich "wasn't himself Friday night", that usually he is cheeful and outwardly very happy, but underneath on Friday "he was not quite in the spirit of things".

To her knowledge his health was good, he didn't have a cold or other minor physical ailments, and so far as she was aware he was not taking any self-medication for such complaints. The only thing she could offer was that he was taking Corryin capsules for a facial rash, and that he was not to partake of dairy products.

Concerning the flight of 21 October 1978, Valentich had not discussed it with her to any degree but she was now aware he had discussed it with her mother, apparently while waiting for her at some previous time.



CONTINUATION SHEET	Section No.	Title INVESTIGATOR'S NOTE	File	Page 2
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## SUBJECT

The gist of the conversation had been that he had earlier intended to take his father on the flight, that he was "scared of the water" (her words) and that the "plane is an old one" (his words). Miss Rushton was aware her boyfriend had made the flight Moorabbin to King Island before but she was uncertain if he had flown the route at night.

One strange thing had occurred a week earlier. They were in the habit of celebrating the monthly anniversary of their meeting and for the fifth anniversary Valentich had decided to give her a friendship ring. Although he was well aware of the date of the anniversary (20 October) despite her protestations, he had insisted on giving it to her on 13 October. He apparently had told his friends of his intention to give her the ring. She had no explanation for his action.

Asked had she flown with Valentich before, she said she had many times, but never at night. One notable flight had been in a Cessna aircraft to Newcastle about 8-10 weeks ago. Originally four other passengers were to have been at Moorabbin at 0400 hours but they had not shown up by 0600 hours and Valentich had gone without them. The flight to Newcastle (Aeropelican airstrip) had been uneventful, but they had had to fly over solid cloud for about an half hour. They had found a hole and descended through it.

She advised that as a flight plan had to be submitted at Bankstown for the return flight to Moorabbin, Valentich had flown to Bankstown, and entered the "Sydney restricted zone, as told to do by Sydney." Valentich had experienced difficulty landing the aircraft and had to make several attempts. The reason was that the "control column was locked." Valentich had sweated profusely in this situation, such that she had used his handkerchief to mop his brow to prevent the sweat blurring his vision. She stated that he always sweated when something unexpected or a little out of the ordinary occurred and she was aware of the change in her boyfriend's voice when these situations arose.

Other flights she had made with Valentich were from Moorabbin to Essendon and back by various routes, sight-seeing the city's prominent features. She said she was impressed by what Valentich knew of aircraft, and that she considered him to be "a very good pilot."

However, she was aware of some unusual habits he had while flying. These concerned the use of the radio. She was aware he usually "clicked" the microphone button after transmitting, and that he never put it back in the rack, but left the microphone on his lap where, because of his leg actions, it was sometimes activated. He also had the habit of polishing or rubbing the microphone on his jumper sleeve before using it.

She stated Valentich had long legs and that after a period of time it was his habit to release the seat and to push it rearward, which again sometimes operated the microphone on his lap. She was of the opinion that the "metallic noise" mentioned in the newspapers could have been the seat sliding rearwards, with the microphone transmitting.

Miss Rushton had no knowledge of how Valentich used the engine to fly, when asked. She then said she considered he was "usually overcautious", that "he likes to think things well ahead" and believed that he would have entered the aircraft wearing his life jacket. She said Valentich always had a plan to cover possible emergencies; she had frequently been told when flying that "if anything goes wrong, look for a straight road or a long paddock without fences" (Valentich's words). She said Valentich always thought before he acted, albeit rapidly, he never acted instinctively.



CONTINUATION SHEET	Section No.	Title INVESTIGATOR'S NOTE	File	Page
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SUBJECT

The matter of Unidentified Flying Objects, then the subject of much media coverage was raised. She advised that when out driving in the Dandenong Ranges on Sunday 15 October, 1978, Valentich had said to her "if a UFO landed in front of me now, I would go in it, but never without you." Other subjects had been discussed during the drive, mainly of social interest, but Valentich had commented to some length on the subject of "everybody is out to grab money - there is not enough left for everybody - people would have to starve."

Miss Rushton was aware Valentich had clippings on UFOs but she didn't consider him an avid fan or collector, but just with an average interest on the subject.

The reference to a landing UFO, on 15 October was his only reference to the subject on that day, and on other occasions such references have been very short and never in any depth.

Asked concerning his personality, Miss Rushton said Valentich held problems "in the back of his mind" and that he "held them as a list" and when he had worked out a solution, he mentally crossed it off.

He had lied to her very soon after their first meeting, that he had passed his meteorology subject for his commercial licence, and after four months he had admitted his lie, and that he was repeating the subject. She said he had "no one to talk his problems out with", but she was aware he had long talks with a Robert Barns, about flying and flying problems.

Miss Rushton was thanked for her assistance.

J.C. SANDERCOCK  
INVESTIGATOR

26.10.78

(See also Investigator's Note - Assessment of Miss Rushton)



86

AIR SAFETY INVESTIGATION BRANCH  
ADVICE OF AIRCRAFT ACCIDENT/INCIDENT

Advice has been received of the following aircraft accident/incident from

Person TULLA Place \_\_\_\_\_ Date/Time 25/10/78 2035

(a) Aircraft Type: \_\_\_\_\_ Registration: VH-DST

(b) Owner and/or Operator: \_\_\_\_\_

(c) CREW : Pilot: \_\_\_\_\_ Other Crew: \_\_\_\_\_

Passengers: \_\_\_\_\_

(d) Date and time of accident/incident \_\_\_\_\_

(e) Flight: from \_\_\_\_\_ to \_\_\_\_\_

Nature of Operation \_\_\_\_\_

(f) Location of accident/incident: \_\_\_\_\_

(g) Injuries to persons: \_\_\_\_\_

(h) Nature and cause (as far as is known): \_\_\_\_\_

0900 DETREFA cancelled, RCC  
closed down, Search terminated.

(i) Damage to aircraft: \_\_\_\_\_

(j) Arrangements for investigation: \_\_\_\_\_

Remarks: \_\_\_\_\_

Signed: [Signature]



5165 (B) This is a copy of transcript supplied to DSIS on 24.10.78  
for transmission to CB. JH A/Sise 27/10/78

0906:14 DSJ FS MELBOURNE THIS IS DELTA SIERRA JULIET IS THERE ANY  
FS DSJ KNOWN TRAFFIC BELOW FIVE THOUSAND  
DELTA SIERRA JULIET NO KNOWN TRAFFIC  
DSJ FS DELTA SIERRA JULIET 1 AM, SEEMS (TO) BE A LARGE  
AIRCRAFT, BELOW FIVE THOUSAND  
0906:44 FS DSJ DDELTA SIERRA JULIET WHAT TYPE OF AIRCRAFT IS IT?  
DSJ FS DELTA SIERRA JULIET I CANNOT AFFIRM IT IS FOUR BRIGHT,  
IT SEEMS TO ME LIKE LANDING LIGHTS  
0907:00 FS DSJ DELTA SIERRA JULIET  
0907:31 DSJ FS MELBOURNE THIS (IS) DELTA SIERRA JULIET THE AIRCRAFT  
HAS JUST PASSED OVER OVER ME AT LEAST A THOUSAND  
FEET ABOVE  
FS DSJ DELTA SIERRA JULIET ROGER AND IT IT IS A LARGE AIRCRAFT  
CONFIRM?  
DSJ FS ER UNKNOWN, DUE TO THE SPEED ITS TRAVELLING IS THERE  
ANY AIRFORCE AIRCRAFT IN THE VICINITY?  
FS DSJ DELTA SIERRA JULIET NO KNOWN AIRCRAFT IN THE VICINITY  
0908:18 DSJ FS MELBOURNE ITS APPROACHING NOW FROM DUE EAST TOWARDS ME  
FS DSJ DELTA SIERRA JULIET  
0908:41 // open microphone for two seconds //  
0908:48 DSJ FS DELTA SIERRA JULIET IT SEEMS TO ME THAT HES PLAYING  
SOME SORT OF GAME, HES FLYING OVER ME TWO THREE TIMES  
AT A TIME AT SPEEDS I COULD NOT IDENTIFY  
0909:00 FS DSJ DELTA SIERRA JULIET ROGER WHAT IS YOUR ACTUAL LEVEL  
DSJ FS MY LEVEL IS FOUR AND A HALF THOUSAND FOUR FIVE ZERO ZERO  
FS DSJ DELTA SIERRA JULIET AND CONFIRM YOU CANNOT IDENTIFY THE  
AIRCRAFT  
DSJ FS AFFIRMATIVE  
FS DSJ DELTA SIERRA JULIET ROGER STANDBY  
0909:27 DSJ FS MELBOURNE DELTA SIERRA JULIET ITS NOT AN AIRCRAFT IT IS  
// open microphone for two seconds //  
0909:42 FS DSJ DELTA SIERRA JULIET MELBOURNE CAN YOU DESCRIBE THE ER AIRCRAFT?  
DSJ FS DELTA SIERRA JULIET AS ITS FLYING PAST ITS A LONG SHAPE  
// open microphone for three seconds // (CANNOT) IDENTIFY  
MORE THAN (THAT IT HAS SUCH SPEED) // open microphone  
for 3 seconds // BEFORE ME RIGHT NOW MELBOURNE



0910:00	FS	DSJ	DELTA SIERRA JULIET ROGER AND HOW LARGE WOULD THE ER OBJECT BE
0910:19	DSJ	FS	DELTA SIERRA JULIET MELBOURNE IT SEEMS LIKE ITS STATIONARY WHAT IM DOING RIGHT NOW IS ORBITING AND THE THING IS JUST ORBITING ON TOP OF ME ALSO, ITS GOT A GREEN LIGHT AND SORT OF METALLIC (LIKE) ITS ALL SHINY (ON) THE OUTSIDE
	FS	DSJ	DELTA SIERRA JULIET
0910:46	DSJ	FS	DELTA SIERRA JULIET // open microphone for 5 seconds // ITS JUST VANISHED
	FS	DSJ	DELTA SIERRA JULIET
0911:00	DSJ	FS	MELBOURNE WOULD YOU KNOW WHAT KIND OF AIRCRAFT IVE GOT IS IT (A TYPE) MILITARY AIRCRAFT?
	FS	DSJ	DELTA SIERRA JULIET CONFIRM THE ER AIRCRAFT JUST VANISHED
	DSJ	FS	SAY AGAIN
	FS	DSJ	DELTA SIERRA JULIET IS THE AIRCRAFT STILL WITH YOU
	DSJ	FS	DELTA SIERRA JULIET (ITS AH NOR) // open microphone 2 seconds // (NOW) APPROACHING FROM THE SOUTHWEST
	FS	DSJ	DELTA SIERRA JULIET
0911:50	DSJ	FS	DELTA SIERRA JULIET THE ENGINE IS IS ROUGH IDLING IVE GOT IT SET AT TWENTY THREE TWENTY FOUR AND THE THING IS (COUGHING)
	FS	DSJ	DELTA SIERRA JULIET ROGER WHAT ARE YOUR INTENTIONS
	DSJ	FS	MY INTENTIONS ARE AH TO GO TO KING ISLAND AH MELBOURNE THAT STRANGE AIRCRAFT IS HOVERING ON TOP OF ME AGAIN // two second open microphone // IT IS HOVERING AND ITS NOT AN AIRCRAFT
	FS	DSJ	DELTA SIERRA JULIET
0912:28	DSJ	FS	DELTA SIERRA JULIET MELBOURNE // 17 seconds open microphone //



TRANS SHS AA33032  
TRANS AA30499

24/10/78

MINISTER  
SECRETARY

COPY FOR  
DEP SEC(AIR)  
FAS(AO)  
FAS(GF)  
FAS(FW)  
FAS(CS)  
SAS(AW)  
AS(OS)  
AS(GA)  
AS(SI) AIR LIQUIDE  
AS(ES)  
DIRECTOR P.R.  
DAM  
ADPR MELBOURNE  
DIRECTOR W.A.

COPY TO  
FAS(AO)

FROM  
SCHOFIELD (FAS(AO))

SITREP 1 24 OCT 1000

- FURTHER TO INITIAL NOTIFICATION BY AIR SAFETY INVESTIGATION  
BRANCH RE MISSING CESSNA 150 VH-DSJ.
- SEARCH ACTIVITY ON NIGHT OF 21 OCT CONSISTED OF
  - 3 SORTIES ALONG VH-DSJ INTENDED TRACK
  - 1 SHIP TRACKED THROUGH AREA
  - KING ISLAND POLICE CHECKED FOR UNUSUAL SIGHTING OR  
HEARING REPORTS
  - NIL SIGHTING OR HEARING.

SEARCH 22 OCT

- 1 AIRCRAFT CARRIED OUT LAND SEARCH OF KING ISLAND
- 1 AIRCRAFT CARRIED OUT COASTAL SEARCH
- 1 RAAF ORION CARRIED OUT DETAILED SEARCH OF PROBABLE  
MARITIME AREA
- 3 VESSELS SEARCHED WEST COAST AND ISLANDS OFF  
KING ISLAND
- OIL SLICK SIGHTED IN SEARCH AREA

SEARCH 23 OCT

- 2 CIVIL AIRCRAFT INCLUDING G.A.F. NOMAD AND ONE RAAF  
ORION CONTINUED SEARCHING
- VESSEL "NOMAD" INVESTIGATED OIL SLICKS AND DEBRIS  
SIGHTED BY SEARCH AIRCRAFT
- CONFIRMED DEBRIS NOT FROM AIRCRAFT
- SAMPLE OF OIL SLICKS COLLECTED FOR ANALYSIS.

- SEARCH OPERATIONS CONTINUING.



GA

62221

TRANS 16 221 ✓

TRANS 16 0499/1

24/10/78

FROM HUGHES AS(SI)

TO MINISTER

C.C. SECRETARY, ✓

DEP. SEC. (A.O.)

FAS(AO)

FAS(FW)

DIRECTOR VIC/TAS

DPR

ADPR

AS(PC)

DAILY NOTE

MISSING CESSNA 182 VH-DSJ - BASS STRAIT

- FOLLOWING INTENDED TO ASSIST IN ANSWERING ANY POSSIBLE QUESTIONS AND IS SUPPLEMENTARY TO MY INITIAL NOTIFICATION OF 23 OCTOBER.
- DETAILS OF RELEVANT SECTION OF PRELIMINARY TRANSCRIPT FROM MELBOURNE FLIGHT SERVICE RECORDING ARE AS FOLLOWS:

TIME	FROM	TO	TEXT
0906:14	DSJ	FS	MELBOURNE THIS IS DELTA SIERRA JULIET IS THERE ANY KNOWN TRAFFIC BELOW FIVE THOUSAND
	FS	DSJ	DELTA SIERRA JULIET NO KNOWN TRAFFIC
	DSJ	FS	DELTA SIERRA JULIET I AM, SEEMS (TO) BE A LARGE AIRCRAFT, BELOW FIVE THOUSAND
0906:44	FS	DSJ	D D DELTA SIERRA JULIET WHAT TYPE OF AIRCRAFT IS IT?
	DSJ	FS	DELTA SIERRA JULIET I CANNOT AFFIRM IT IS FOUR BRIGHT, IT SEEMS TO ME LIKE LANDING LIGHTS



BRIGHT, IT SEEMS TO ME LIKE LANDING LIGHTS

0907 FS DSJ DELTA SIERRA JULIET

0907:31 DSJ FS MELBOURNE THIS (IS) DELTA SIERRA JULIET THE  
AIRCRAFT HAS JUST PASSED OVER ME AT LEAST A  
THOUSAND FEET ABOVE

FS DSJ DELTA SIERRA JULIET ROGER AND IT IS A LARGE  
AIRCRAFT CONFIRMED?

DSJ FS ER UNKNOWN, DUE TO THE SPEED ITS TRAVELLING  
IS THERE ANY AIRFORCE AIRCRAFT IN THE  
VICINITY?

FS DSJ DELTA SIERRA JULIET NO KNOWN AIRCRAFT IN THE  
VICINITY

0908:18 DSJ FS MELBOURNE ITS APPROACHING NOW FROM DUE EAST  
TOWARDS ME

FS DSJ DELTA SIERRA JULIET

0908:41 - - (OPEN MICROPHONE FOR TWO SECONDS)

0908:48 DSJ FS DELTA SIERRA JULIET IT SEEMS TO ME THAT HE'S  
FLYING OVER ME TWO THREE TIMES AT A TIME AT  
SPEEDS I COULD NOT IDENTIFY

0909 FS DSJ DELTA SIERRA JULIET ROGER WHAT IS YOUR ACTUAL  
LEVEL

DSJ FS MY LEVEL IS FOUR AND A HALF THOUSAND FOUR  
FIVE ZERO ZERO

FS DSJ DELTA SIERRA JULIET AND YOU CONFIRM YOU CANNOT  
IDENTIFY THE AIRCRAFT

DSJ FS AFFIRMATIVE

FS DSJ DELTA SIERRA JULIET ROGER STANDBY

0909:27 DSJ FS MELBOURNE DELTA SIERRA JULIET ITS NOT AN  
AIRCRAFT IT IS (OPEN MICROPHONE FOR TWO  
SECONDS)

0909:42 FS DSJ DELTA SIERRA JULIET MELBOURNE CAN YOU DESCRIBE  
THE ER AIRCRAFT?

DSJ FS DELTA SIERRA JULIET AS ITS FLYING PAST ITS A  
LONG SHAPE (OPEN MICROPHONE FOR THREE SECONDS)  
(CANNOT) IDENTIFY MORE THAN (THAT IT HAS  
SUCH SPEED) (OPEN MICROPHONE FOR THREE  
SECONDS) BEFORE HE RIGTH NOW MELBOURNE



LONG STAFF  
(CANNOT) IDENTIFY MORE THAN (THAT IT HAS  
SUCH SPEED) (OPEN MICROPHONE FOR THREE  
SECONDS) BEFORE ME RIGHT NOW MELBOURNE.

0910 FS DSJ DELTA SIERRA JULIET ROGER AND HOW LARGE  
WOULD THE ER OBJECT BE

0910:19 DSJ FS DELTA SIERRA JULIET MELBOURNE IT SEEMS LIKE  
ITS STATIONARY WHAT IM DOING RIGHT NOW IS  
ORBITING AND THE THING IS JUST ORBITING ON  
TOP OF ME ALSO, ITS GOT A GREEN LIGHT AND SORT  
OF METALLIC (LIKE) ITS ALL SHINY (ON) THE  
OUTSIDE.

FS DSJ DELTA SIERRA JULIET

0910:46 DSJ FS DELTA SIERRA JULIET (OPEN MICROPHONE FOR FIVE  
SECONDS) ITS JUST VANISHED

FS DSJ DELTA SIERRA JULIET

0911 DSJ FS MELBOURNE WOULD YOU KNOW WHAT KIND  
OF AIRCRAFT IVE GOT IS IT (A TYPE) MILITARY  
AIRCRAFT?

FS DSJ DELTA SIERRA JULIET CONFIRM THE ER AIRCRAFT  
JUST VANISHED

DSJ FS SAY AGAIN

FS DSJ DELTA SIERRA JULIET IS THE AIRCRAFT STILL  
WITH YOU

DSJ FS DELTA SIERRA JULIET (ITS AH NOR) (OPEN  
MICROPHONE FOR TWO SECONDS) NOW APPROACHING  
FROM THE SOUTHWEST

FS DSJ DELTA SIERRA JULIET

0911:50 DSJ FS DELTA SIERRA JULIET THE ENGINE IS IS ROUGH  
IDLING IVE GOT IT SET AT TWENTY THREE TWENTY  
FOUR AND THE THING IS (COUGHING)

FS DSJ DELTA SIERRA JULIET ROGER WHAT ARE YOUR  
INTENTIONS

DSJ FS MY INTENTIONS ARE AH TO GO TO KING ISLAND AH  
MELBOURNE THAT STRANGE AIRCRAFT IS HOVERING  
ON TOP OF ME AGAIN (IT (OPEN MICROPHONE FOR  
TWO SECONDS) IS HOVERING AND ITS NOT AN  
AIRCRAFT

FS DSJ DELTA SIERRA JULIET



FS DSJ DELTA SIERRA JULIET

0912:28 DSJ FS DELTA SIERRA JULIET MELBOURNE (OPEN  
MICROPHONE FOR SEVENTEEN SECONDS)

- THERE HAS BEEN A REPORT OF SIGHTING OF AN OIL SLICK IN THE  
GENERAL AREA
  - ARRANGEMENTS ARE IN HAND WHICH SHOULD ALLOW POSITIVE  
IDENTIFICATION OF WHETHER OR NOT THIS OIL COULD HAVE COME  
FROM AN AIRCRAFT.
- NUMEROUS AVENUES OF INVESTIGATION ARE BEING FOLLOWED,  
INCLUDING
  - DETAILED STUDY OF THE FLIGHT SERVICE COMMUNICATIONS TAPES
  - HUMAN FACTORS ASPECTS INCLUDING
    - : NEWSPAPER REPORTS AND MEDIA INTERVIEWS INDICATE POSSIBILITY  
OF PILOT PRE-DISPOSITION TOWARDS UNIDENTIFIED FLYING  
OBJECTS
    - : IT IS REPORTED THAT HE BELIEVED IN SUCH PHENOMENA
  - THE METEOROLOGICAL ASTRONOMICAL AND ATMOSPHERIC ASPECTS
    - : RECOGNISING ACCIDENT OCCURRED AT APPROXIMATELY LAST LIGHT
  - THE SERVICEABILITY OF THE AIRCRAFT
    - : AIRCRAFT HAD UNDERGONE 100 HOURLY INSPECTION LAST FRIDAY  
(20 OCTOBER)
    - : THIS WAS FIRST FLIGHT APART FROM A 25 MINUTE TEST FLIGHT
  - FULL INVESTIGATION OF THE PLANNING OF THE FLIGHT
  - HISTORY OF THE PILOT
    - : INCLUDING REFERENCE TO INSTRUCTORS
    - : WITH OBJECT OF DETERMINING TYPE OF PERSON CONCERNED
    - : KNOWN TO HOLD UNRESTRICTED PRIVATE PILOT LICENCE WITH  
CLASS 4 INSTRUMENT RATING (NIGHT VMC) TOTAL EXPERIENCE  
APPROXIMATELY 150-200 HOURS
  - SHIP REPORTS DETERMINE LIKLIHOOD OF SIGNIFICANT VESSELS  
BEING IN THE AREA IN QUESTION.
- IT IS RELEVANT THAT INVESTIGATION OF REPORTS OF UNIDENTIFIED  
FLYING OBJECTS RESTS WITH YOUR COLLEAGUE THE MINISTER FOR  
DEFENCE
  - YOU MAY CARE TO GIVE HIM A COPY OF THIS MESSAGE
  - APPROPRIATE OFFICERS AT THE WORKING LEVEL OF THE RAAF HAVE  
ALREADY BEEN INFORMED.

NNNSENT ONE 240105 AEST

TRANS AA62221

TRANS AA30499



AIR SAFETY INVESTIGATION BRANCH

ADVICE OF AIRCRAFT ACCIDENT/INCIDENT

M116/783/1047

Advice has been received of the following aircraft accident/incident from

Person ..... Place ..... Date/Time .....

(a) Aircraft Type: Cessna 182L Registration: VH-DST

(b) Owner and/or Operator: .....

(c) CREW : Pilot: F. VALENTICH Other Crew: .....

Passengers: .....

(d) Date and time of accident/incident 21 10 0912 Z

(e) Flight : from Moorabbin to King Island

Nature of Operation PVT. NF VMC

(f) Location of accident/incident: Missing aircraft

(g) Injuries to persons: .....

(h) Nature and cause (as far as is known): .....



(i) Damage to aircraft: .....

(j) Arrangements for investigation: .....

Remarks: .....

Signed: .....







# FILE DIVISION NOTICE

The large number of papers processed in relation to the subject of this file has necessitated a division of the original file at this point.

Earlier papers are held on the following parts.

[illegible]