

Both of these books are models of scientific precision and detail.

From letters received during the course of 1984 from Sr José Ruesga Montiel, we gain the impression that this new young Spanish generation of Ufologists feel that they are on the point of making a breakthrough, and that to them will fall the great honour therefore of securing the final explanation of the UFO Enigma.

Dr. Hynek's Statement to OMNI

This Spanish optimism puzzles us somewhat, we confess, for it will be recalled that, in his interview published in OMNI Vol. 7, No. 5 (see FSR 30/4, "*Dr Hynek Hits the Jackpot*") we thought that Dr Hynek had made it quite clear that the UFO Phenomenon "*cannot be explained by the present scientific paradigm*".

In the circumstances, we are obliged to conclude that the new young wave of Spanish investigators know a thing or two that Dr Hynek does not know. We can only wait and see. Maybe they too, like the young French Ufologists, have "solved the problem"?

C.S.I.C.O.P.

Finally, as regards the U.S.A. itself, we note an increase of activity this year by C.S.I.C.O.P. (*The Com-*

mittee for the Scientific Investigation of Claims of the Paranormal) and not long ago we received a strictly confidential report from a good American source concerning the *political affiliations* of a lot of the folk over there who are at such pains to destroy all this kind of research. We found that report highly interesting.

It seems to us that, if the UFOs "*cannot be explained by the present scientific paradigm*", the obvious and simple solution for this awkward poser will be to conclude that the UFOs do not exist.

Q.E.D.

We shall not be surprised therefore to see all civilian UFO research here in Europe and in the USA and USSR and everywhere else following the same triumphal course in the next few years.

And there may be some interesting deductions to be drawn. One of these deductions may be this: that the Stage of Take-Over here has now been successfully concluded.

In which case, before long, there will no longer be any UFO research anywhere in the world.

The drive to study nice "safe subjects", like "Ley Lines", "Lights in the Sky", and "Piezo-Perinatal Phenomena" in general, will no doubt continue, and with greatly increased vigour.

COUNTDOWN TO REALITY

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With the special permission of Mr Norman, we have very great pleasure in presenting the full text of this paper as given in the MUFON 1984 Symposium Proceedings. It was also used as the theme for his lecture tours in the United States and in Africa in 1984.

Born and educated in the United States, Mr Norman served for six years in the U.S. Navy and thereafter worked in various places as an engineer in charge of hydroelectric and thermoelectric plants. He became interested in UFOs in 1953, when he saw one hovering over a power plant in Tennessee.

In 1963 he migrated to Melbourne, Australia, and rapidly became one of the foremost UFO investigators in that country, serving as Vice-President and Investigations Officer for the prestigious VUFORS Group. He is MUFON's representative in Victoria and also a member of Dr Hynek's Center for UFO Studies (CUFOS). — EDITOR

Abstract

There is a wind of change blowing in Australia regarding the recognition of the UFO problem. Thirty years ago, the Gallup Poll revealed that only 15% of the population considered the reality of unidentified flying objects. That percentage has now gone to 57% of the general public. It is my intention to show in this paper the reasons which are influencing this change of attitude with regard to this world-wide enigma of the skies.

Introduction

Australia, the land of contrast, has an amazingly similar record of mysterious flying objects as those reported from all over the world. Because Australian ufologists have remained on the alert, these reports have been investigated and recorded in the face of many difficulties. But now those problems have eased due to better co-operation from Australian officials and a greater awareness of the public in general. I will present Australian examples from physical trace land-

ing cases to UFOs with entities aboard, whose origin and purposes apparently remain unknown, but must be considered while studying the Countdown to Reality.

Historical Background

Official Australian investigation of unusual aerial phenomena was in progress even before the "foo fighter" era of World War II. At least as far back as 1920, when the *S.S. Amelia J.* disappeared, during a time when unexplained lights were being sighted around the entrance to Bass Strait, a search aircraft was sent out to investigate the lights and disappeared. It never returned.

In 1930, a squadron-leader was sent by the Royal Australian Air Force, to Warrnambool, Victoria, a town west of Cape Otway on the north shore of the Strait, where people had reported "aircraft" flying over the coast. The official investigator found that the objects were not aircraft belonging to Australia or any other power. They could not be identified even as aircraft. In short, they were unknown flying objects. After his retirement, this RAAF officer became an esteemed member of the Victorian UFO Research Society (VUFORS). He was Sir George Jones, who became Air Marshal of the Australian Air Force during World War II.

Please note: This documented official investigation of unidentified flying objects took place on the shores of Bass Strait, which has become the outstanding "flap area" of Australia, where strange sights in the sky and over its waters reach back for two centuries and beyond. During September and October 1978, UFO activity reached an all-time peak, culminating in the disappearance of Australian Pilot Frederick Valentich. He had been reporting the approach and description of an unidentified flying object as long as his radio transmissions could be heard. This encounter has become the greatest mystery in Australian aviation history.

The Miss Hobart Mystery

Another earlier example took place on October 19, 1935. The *Miss Hobart*, a new four-engine plane, took off from Launceston, Tasmania, for Melbourne at 9 a.m. The day was perfect for flying. The sky was clear and visibility was over thirty miles. On board were Captain Gilbert Jenkins and co-pilot V. C. Holyman, with ten passengers. At 10:20 a.m., the *Miss Hobart* was approaching the Victorian coast when her last message was received, "all is well". At 10:51 a.m., the radio operator at Melbourne called the plane. There was no answer. He called again at 10:56. There was still no answer and no Mayday distress call had been heard. The mystery deepened when a surveyor, Mr. H. Campbell and his crew, who were working 18 miles

from where the captain reported his last position, said that he heard the engines of an airplane suddenly cease. He remarked to his fellow-workers that it was strange for such a thing to happen. There was no crash — just silence. They thought no more about it until after the aircraft was reported missing.

The spot where the survey crew was working was directly on the flight path the *Miss Hobart* would have followed if it had completed its flight. The time was ten minutes after the last radio contact. On the night of October 19th, residents 15 miles from where the airplane vanished, reported strange lights in the sky. The captain who flew the *Miss Hobart* on the previous flight reported there were no flares aboard. Three days later, the cargo ship *Koolinga*, bound for Melbourne, sighted lights not far from where the plane last reported its position. The aircraft's four engines were the 200 h.p. Gypsy VI type. In the event of failure, two engines could have kept the *Miss Hobart* airborne. This is just one more incident where an aircraft was reported missing during a period of UFO activity over Bass Strait.

Cigar-shaped Object over Melbourne

Within a seven-day period in June 1954, an object described as of cylinder or cigar shape was reported over Melbourne. One witness said that her wristwatch stopped at 6.23 p.m. and the batteries in her small flashlight went dead while the object was nearby. At close range a canopy with a window on top could be seen as well as a window at each end of the silver coloured cylinder. Witnesses in the suburb of Maldon said that "dark shapes" could be seen within the craft. A policeman reported that the object hovered near the ground where he was standing and he could see shadows of people inside before it sped away.

A radio announcer, who sighted the object from another suburb of Melbourne, said he was leaving the home of some friends when he heard a sound like the dial tone of a telephone. When the object reached its lowest point, shapes like human forms could be seen. He said "my friends were too amazed to talk for several seconds. We were so impressed that each of us wrote down our individual impressions and they tallied almost exactly". An official of the Australian Broadcasting Commission, who was in the same group said, "If we had seen the same shapes in an aircraft, we would have said they were people".

1954 Navy Radar Case

The Melbourne morning newspaper, *The Sun*, displayed the front page headlines on December 16, 1954, NAVY FINDS SAUCERS ON OUR RADAR. This encounter was an outstanding radar/visual case.

The incident had actually occurred in September 1954, however, the story did not become known to the press until December of that year. As a Navy fighter was flying to the Naval base at Nowra, just after dark, two disc-shaped objects took up positions, one on each side of the aircraft. The pilot requested a radar check which was done. Three blips showed up on the radar screen. Nowra directed the pilot to execute certain movements to identify his aircraft from the two objects which he did. The UFOs gradually drew away and vanished. All movements were confirmed on the radar screen. Melbourne's evening newspaper, *The Herald*, carried the following front page headlines: **THOSE SAUCERS, THE MYSTERY DEEPENS. NAVAL AUTHORITIES ADMITTED TODAY THAT THEY COULD NOT FIND ANY HUMAN SOURCE FOR THE OBJECTS.**

In 1973 when Dr. Hynek visited Australia, we contacted the former pilot and made arrangements for Dr. Hynek to meet with the flight officer. This is another example where we cannot blame the military for mishandling the problem of unidentified flying objects. There have been many occasions where servicemen in all branches of the military have assisted private investigators in their research to try and ascertain the source of the elusive UFO.

A CEI Incident in Tasmania

One of the best sightings to come from the Tasmanian side of Bass Strait, occurred in October 1960. An object was sighted by an Anglican Minister, Rev. Lionel Browning and his wife at Cressy, a small town near Launceston. The UFO was first seen by Mrs. Browning, who called his attention to the object. They observed a grey cigar-shaped object with vertical bands on the side and a "rod" that projected from one end. They assumed that this could be an antenna. Rev. Browning had been skeptical about "flying saucer" reports, but stated "that it was no normal aircraft because it was descending below stalling speed." After about a minute the "ship" stopped and hovered for about 30 seconds, at which time five "saucers" swooped out of the clouds as if joining a "mother-ship". He estimated that they were about three miles away at that time. He described them as being flat on the bottom with a dome on top. Rev. Browning did not make his report until a few days later because he thought people would think the story was too fantastic to be the truth. It was only after other people reported the same phenomena that he and Mrs. Browning came forward.

One of the first definite indications that official investigators were not in agreement with overall policies concerning unidentified flying objects came to light during a meeting with the officer who investigated this encounter, when we showed him a letter from RAAF headquarters concerning the incident. We

were told that the letter differed altogether from the report which he submitted to the head office. The RAAF debunking statement had attributed the sighting to reflections on scud-type clouds. The investigating officer disagreed with this "explanation". Years later while Professor James McDonald, the American atmospheric scientist, was visiting Australia, he made a follow-up investigation of this case, and found from weather charts that the climatic conditions at the time made scud-type clouds impossible.

Human and Animal Reaction Experience

On February 15, 1963, a disc-shaped object with a transparent dome descended to a low level near a milking shed, located at Willow Grove, near Moe, Victoria. The colour of the main body of the UFO was described as battleship grey. The object hovered a few seconds before flying away. During that time the cattle panicked to the extent that they could not be milked. For a period of several weeks the cattle avoided the spot over which the UFO had hovered. The witness, Charles Brew, was the only witness to the sighting, although his son Trevor was inside the shed and heard the swishing sound made by the object. Even though the sighting was of short duration, VUFORS investigators made the 90-mile trip from Melbourne and found that official Australian investigators had already been there. The witness developed a headache which was rare for him. He did not realize that the pain was associated with the close encounter until the official investigator questioned him. A scientist, who accompanied the investigator, took rock samples for analysis. This is an indication that at least 21 years ago, Australian officials were examining radiation and human physical effects resulting from close encounters with unidentified flying objects.

First UFO Conference in Australia

In 1965, the first UFO convention took place at Ballarat, Victoria. It was organized by the astronomical society of that city. The conference was not only attended by ufologists, but officials from the Royal Australian Air Force, including the former Air Marshal Sir George Jones. This was another indication that some interest and co-operation already existed within the ranks of Officialdom and the Australian UFO research community.

Was UFO Responsible for Death of a Young Man?

A strong possibility exists that a UFO caused the death of 19-year-old Gary Taylor, at Bourks Flat, while he was driving to St. Arnard, Victoria, on April 7, 1966. Three days prior to the death of Gary, Mr. Ron Sullivan had encountered a strange object at the

same spot where Gary was killed. Mr. Sullivan first saw the object on the ground. As he drew near, he could see it was disc-shaped with beams of light in every color of the rainbow. When he was almost opposite the UFO, his headlights were suddenly drawn to the object and "bent" back to the road directly in front of him. This case was investigated by VUFORS as well as the Victorian Police. The UFO had left a four foot depression in the freshly plowed ground. There were no tracks leading to the spot where the depression was made.

A few days after the death, a motorist phoned VUFORS that he had been approaching from the opposite direction at that time and had seen the UFO in the paddock, but fled in terror. The motorist was concerned because he had not reported the details to the police and was afraid that he had committed an offense by not doing so. Twelve years later, we found further confirmation that a UFO was indeed at the same location where Taylor had crashed into a tree opposite the depressed spot in the paddock. Another motorist who had been following some distance behind the victim also saw the lights from the object and thought that Taylor had been blinded by those lights.

The Bourks Flat encounter occurred during a major flap in Victoria. Just prior to the death, a science teacher at Westall High School, together with scores of students, watched a silver-colored object rise out of a paddock near the school and soar into the sky, leaving the grass depressed in an oblong football shape. The incident was investigated by VUFORS and later by Professor James McDonald. It is interesting to note that a few hours after the site was checked out by VUFORS, military-like vehicles were seen in the paddock and uniformed men were seen examining the depressed spot, after which the field was burned-off.

Airline Captain Photographs Possible UFO

Other restrictions regarding information on UFO encounters are evident. For example: a UFO was filmed by the captain of an airliner while flying to Port Moresby. The captain reported the incident via radio to officials. His instructions were not to have the film developed until his return to Australia. Upon his return, two officials were on hand to take the film. Although VUFORS was aware of the encounter, it was years later before we learned the identity of the captain. The revelation came after Judith Magee had completed a lecture to a Melbourne civic club. During the lecture she had mentioned this incident. After the question and answer period, as the members were having a cup of tea, an airline pilot approached Judy and identified himself as the co-pilot of the airliner when the encounter took place. He named the captain. She immediately recognized his name, since she had flown with him many years ago as the hostess of his flight crew.

Australians Contribute to Condon Committee

In May 1967, the Condon Committee at the University of Colorado at Boulder requested us to submit examples of UFO encounters from Australia. Since the project was contracted by the U.S. Air Force, we expected to find a computerized selection of "Menzelian" scientists. During the ten-hour session, key Australian cases supplied by veteran ufologists from all over Australia, were placed before the Condon Committee. It soon became evident that some individuals on the committee were not "Condonians". We were especially impressed with one member of the committee, Dr. David Saunders. Dr. Saunders is the co-author of the book, *UFOs? Yes!*, an exposé of "where the Condon Committee went wrong". The CONDON REPORT (Scientific Study of Unidentified Flying Objects), is one of the few books ever written where the conclusions and recommendations are in the first section. Dr. Edward V. Condon, the Project Director, probably desired that the reader would stop after reading Section I.

James E. McDonald Visit

The meeting at the University of Colorado was followed by a three-day visit with Professor McDonald, at the University of Arizona, in Tucson. The result of these meetings was a request for our assistance in organising interviews with key witnesses in "Ausytalia", where he was provided with eighty (80) selected cases involving people from all walks of life, including scientists, engineers, pilots, academics and officials. These were cases previously investigated by veteran ufologists from all over the country. Professor McDonald was a Senior Physicist at the Institute of Atmospheric Physics from 1958 until his untimely death in 1971 at the University of Arizona. He had formerly served with U.S. Navy Intelligence during World War Two. Since we did not have submarines that could fly, McDonald's interest was keen regarding reports of objects going into and flying out of bodies of water. We are now in possession of a photograph of an unknown flying object emerging from the water, just twenty minutes before pilot Frederick Valentich flew over this same area.

Pilots Report Multiple UFOs

Australia has had more than its share of UFO encounters involving aircraft. Another example: On August 22, 1968, UFOs were sighted from a Murchison Air Services charter flight by Captain Gordon Smith and Pilot Walter Gardin. They were flying from Adelaide to Perth. The pilots were interviewed by a psychologist who sent Captain Smith's personal report to VUFORS. The object was first seen by Mr. Gardin.

He immediately aroused Captain Smith, who was asleep in the aft-end of the aircraft. The time was shortly after 7:30 p.m. The two pilots observed a large object in which an opening appeared permitting smaller objects to fly out of the main object after which they continued to maneuver with the larger UFO. As this operation was in progress, their radio communications failed. This was probably due to the usual electro-magnetic effects associated with close encounters, because their radio communications were restored after the objects flew away. The objects were last seen after they joined again, "as if at a single command", before speeding away. Later, when Professor McDonald tried to make further inquiries about the incident, the pilots refused to respond. We assumed that they were following specific instructions in this regard. Years later, a pilot member of VUFORS said he was personally acquainted with the captains and confirmed to us that the pilots had indeed been told not to discuss the encounter further.



The route taken by the Cessna.

Official Interest Evoked by Valentich Encounter

The most outstanding UFO case in Australia has since become the greatest mystery in Australian aviation history. It is the Frederick Valentich encounter. That incident has done more to change the attitude of Australian officials than any other event. This became obvious when a RAAF official actually contacted a witness for his permission to be interviewed by the press for the purpose of publication in order to encourage other reports from reliable witnesses. This request came just 22 days after the Valentich disappearance. The reliable witness was an active master mariner with 35 years of responsible seagoing experience. Before this appeal was made to encourage reports from the public, let us go back to the time immediately after the pilot's disappearance. We learned of other behind-the-scene activity of some officials, such as the Forestry Commission telephoning instructions to fire-tower lookouts to report unidentified flying objects. This call went to, at least, the lookout towers in the Otway Ranges near Cape Otway. Police officers at various locations were instructed to interview witnesses who had reported unusual sights and sounds on that date in their areas. Aircraft pilots were called upon to report sightings of unidentified objects and lights in the sky. Instructions were given to pilots who were flying at the same time and utilizing the same radio frequency not to divulge any details of their communications. Attempts were made to make it appear that the pilot was not where he reported his location. Attempts were made to make the encounter appear to the public as a fabrication, etcetera.

"Professors of Impossibility"

During my travels and correspondence, I have found many false stories circulating around the world regarding this most important case. I have found that these inaccurate statements are coming from individuals at home and abroad. These are people who live hundreds of miles from the scene where the action took place, newcomers to the field, newsmen and journalists who write about everything and are experts on nothing except misquotations and last but not least, "Professors of Impossibility" from the scientific community who have concocted preconceived opinions and have tried to make their ideas fit around them.

The Frederick Valentich Disappearance

Here are the facts: During the evening of October 21, 1978, twenty-year-old Australian Pilot Frederick Valentich, disappeared over Bass Strait, while flying from Melbourne's Moorabbin Airport to King Island, off the coast of Victoria. His last communication occurred at 7:12 p.m., during the largest UFO flap in Australian history. Over five and one half years after that fatal Saturday evening, no trace has ever been found of either the pilot or his blue and white Cessna model 182 aircraft.

Frederick Valentich was not the only person who reported a strange object over and near Bass Strait that day and night. Researchers have found over fifty

reported observations in that area which occurred before, during and after his encounter. Most of this information would have never been found without the diligence of researchers from our Victorian UFO Research Society, based at Moorabbin, near the location from whence the mysterious flight originated.

At first this incident was being treated as an ordinary lost aircraft. It was difficult keeping details of the encounter hidden since several other pilots flying at the same time were tuned to the same radio frequency and heard the communications. The world first learned that a UFO was involved when one of those pilots tipped-off the press. On Monday morning, October 23, when the newspapers came out all over Australia, and the world for that matter, (although overseas headlines were not as pronounced) "Box Car" front page headlines led the news of the day. Our telephones were ringing constantly for the following three days. Switchboards were also being flooded with calls at radio stations, television stations and the press.

The Bass Strait Flap

The Bass Strait Flap had been building up for over six weeks prior to the pilot's disappearance. The UFO flap reached a peak that very weekend of October 21st. More daytime sightings were reported that day than in any flap period that we have ever investigated. Many of these reports have been published in the VUFORS publication, AUSTRALIAN UFO BULLETIN, the MUFON UFO JOURNAL, the INTERNATIONAL UFO REPORTER and other publications throughout the world.

It is a confirmed fact that many UFOs were reported in the vicinity of King Island and the area around Bass Strait on that day and night. Two months prior to this fateful event, we were receiving increasing telephone calls from individuals reporting strange lights in the sky. About this same time, UFO reports were being passed-on to the police and the King Island News. We were not aware of the reports occurring on this island until they were forwarded to us after news of the pilot's disappearance became known.

On that same day and night something strange was taking place in the Melbourne and Victorian skies as well as over Bass Strait. That is the inescapable conclusion from startling files of evidence compiled by investigators in the vicinity. Documented interviews with people from unrelated locations up to 150 miles apart told similar stories of round objects, starfish-shaped objects and silver cigar-shaped UFOs moving slowly in the sky apparently with no visible means of propulsion, no wings and no sound.

Actual Transcription of Melbourne Flight Service

The transcript portion of the communication between Valentich and Melbourne Flight Service, as

released by the Australian Department of Transport follows: (FS — Flight Service, DSJ — Frederick Valentich aircraft designation).

1906:14

DSJ Melbourne, this is Delta Sierra Juliet. Is there any known traffic below five thousand?

FS Delta Sierra Juliet, no known traffic.

DSJ Delta Sierra Juliet, I am, seems to be a large aircraft below five thousand.

1906:44

FS Delta Sierra Juliet, What type of aircraft is it?

DSJ Delta Sierra Juliet, I cannot affirm, it is four bright, it seems to me like landing lights.

1907

FS Delta Sierra Juliet.

1907:31

DSJ Melbourne, this is Delta Sierra Juliet, the aircraft has just passed over me at least a thousand feet above.

FS Delta Sierra Juliet, roger, and it is a large aircraft, confirmed?

DSJ Er — unknown, due to the speed it's traveling, is there any air force aircraft in the vicinity?

FS Delta Sierra Juliet, no known aircraft in the vicinity.

1908:18

DSJ Melbourne, it's approaching now from due east towards me.

FS Delta Sierra Juliet.

1908:41

— (open microphone for two seconds).

1908:48

DSJ Delta Sierra Juliet, it seems to me that he's playing some sort of game, he's flying over me two, three times at speeds I could not identify.

1909

FS Delta Sierra Juliet, roger, what is your actual level?

DSJ My level is four and a half thousand, four five zero zero.

FS Delta Sierra Juliet, and you confirm you cannot identify the aircraft?

DSJ Affirmative.

FS Delta Sierra Juliet, roger, stand by.

1909:27

DSJ Melbourne, Delta Sierra Juliet, it's not an aircraft it is (open microphone for two seconds).

1909:42

FS Delta Sierra Juliet, can you describe the — er — aircraft?

DSJ Delta Sierra Juliet, as it's flying past it's a long shape (open microphone for three seconds) cannot identify more than it has such speed (open microphone for three seconds). It's before me right now Melbourne.

- 1910
 FS Delta Sierra Juliet, roger, and how large would the — er — object be?
- 1910:19
 DSJ Delta Sierra Juliet, Melbourne, it seems like it's stationary. What I'm doing right now is orbiting and the thing is just orbiting on top of me also. It's got a green light and sort of metallic like, It's all shiny on the outside.
- FS Delta Sierra Juliet.
- 1910:46
 DSJ Delta Sierra Juliet (open microphone for five seconds) It's just vanished.
- FS Delta Sierra Juliet.
- 1911
 DSJ Melbourne, would you know what kind of aircraft I've got? Is it a military aircraft?
- FS Delta Sierra Juliet, confirm the — er — aircraft just vanished.
- DSJ Say again.
- FS Delta Sierra Juliet, is the aircraft still with you?
- DSJ Delta Sierra Juliet, it's (open microphone for two seconds) now approaching from the south-west.
- FS Delta Sierra Juliet.
- 1911:50
 DSJ Delta Sierra Juliet, the engine is rough-idling, I've got it set at twenty-three twenty-four and the thing is coughing.
- FS Delta Sierra Juliet, roger, what are your intentions?
- DSJ My intentions are — ah — to go to King Island — ah — Melbourne. That strange aircraft is hovering on top of me again (open microphone for two seconds). It is hovering and it's not an aircraft.
- FS Delta Sierra Juliet.
- 1912:28
 DSJ Delta Sierra Juliet, Melbourne (open microphone for seventeen seconds). [No official conclusion has been given for the strange sound which was heard that interrupted the last statement of the pilot.]

VUFORS Investigators Relentlessly Continue Investigation

While military and civilian aircraft searched the area over Bass Strait, VUFORS investigators concentrated their efforts with interviews of witnesses who had reported objects they had seen flying that same day and night. Investigations are still continuing, even now. Some examples of reports follow: (Names are on file with VUFORS) Currie, King Island, 2:00 p.m.: The sky was clear, except one large cloud directly overhead. Out of this cloud came an object similar to a huge golf ball about a quarter-size of the moon. The

object was white or silver in color. It moved slowly to the west toward the sea. The UFO stopped at an angle of 70 degrees above the horizon, then started moving back in the direction from whence it came. At that time there was no wind. The cloud remained stationary. The UFO was the only object seen to be moving in the sky. No balloons are released at King Island on the weekends.

Beginning less than one hour after the King Island UFO was seen, twin cigar-shaped objects were reported to be moving from west to east over Victoria, near Bass Strait. They were last seen about 4:30 p.m., when suddenly they changed color from silver to white, made a sweeping curve to the north and sped away. The movement of these objects was traced by interviewing witnesses scattered along a flight path until the objects sped away. The observers nearest to the UFOs were almost directly under the objects. They described them as about three-quarters of the size of a Boeing 747 aircraft, joined together with two silver beams. They were last seen over the ranges near Cape Otway.

Unusual Photograph Made by Roy Manifold

At 6:45 p.m., just 21 minutes before Pilot Valentich radioed Melbourne Flight Service that he was encountering an unknown aircraft, Roy Manifold, of Melbourne, photographed, on 35mm film, an object hurtling in a blur of speed and mist out of the water near Cape Otway lighthouse. All modes of computer analysis were used to gain data, including edge enhancement, color contouring, digitizing and filtering. The analysis was made by GSW and critique issued by William H. Spaulding, GSW Director. The photos were also examined by other photo specialists.

Publication of the photos brought "Professors of Impossibility" out of their armchairs for another debunking attempt. They decreed that the photos showed "a cloud or a puff of smoke". VUFORS advisors quickly exploded this hasty announcement. The object appears only in two of the six pictures, taken while the camera was in automatic sequencing. The time interval between each photograph is confirmed by the setting sun's position. In the last picture the so-called cloud is already nine degrees into the shot. This means it would have been moving at over 100 miles per hour. It is not possible for a cloud or puff of smoke to move at this speed on a calm day.

Additional UFO Reports Flood Investigators

Communications between Valentich and Melbourne Flight Service were recorded from 7:06 to 7:12 p.m., before an unexplained sound abruptly terminated the voice communications. During that time, twenty people, located in different areas around Bass

Strait, observed a green light in the same direction and at the same time the pilot was reporting the approach and description of an object with a green light.

In addition, other reports have been forthcoming, such as: In the southern suburb of Frankston, a mother and four teenagers reported what appeared to resemble a sky rocket, although the object was stationary. The color appeared to be a mixture of red, pink and white. The witness estimated the object to be a quarter-size of the Moon. The mother said that at the time of sighting she did not realize it was a UFO, until later when she learned that other people had seen the same object. At the same time, a bank manager and his wife, while driving on the highway west of Melbourne, observed a starfish-shaped object out over the Strait. They noticed green flickering lights at the ends. The couple are of the opinion that it was the same object that Valentich was reporting before the strange sound jammed his radio transmission.

Another sighting was reported from Ormond, a suburb in southern Melbourne, occurring at 7.15 p.m., when lights were noted in a cigar-shaped arrangement. The lights were described as looking like "silver rain" as they appeared to fall or else were turned off from top to bottom.

Two lads were out in the street communicating with their walkie-talkies when they saw a star-shaped object appear at a low altitude over their heads. It was moving slightly faster than an aircraft as if on an approach run to an airport. During the observation, both witnesses recall a sound like a low pulsating hum was associated with the object. Each of the walkie-talkies first became jammed with static then communication was lost altogether, even though the lads were only a short distance apart. Communication was restored when the UFO flew away. Their description was of an object with bright white lights placed intermittently at each tip of a starfish-shaped object and at various points along the arcs to the tips.

There were many other similar reports of flying objects throughout southern Victoria during that same day and night and continued for several days following this strange encounter. These reports were being referred to VUFORS from various sources.

The Starfish-shaped Object Returns

An outstanding sighting was reported on Monday evening, October 23, 1978 only two days later. It occurred at 9.00 p.m. as two families were preparing to leave the beach. They saw a cigar-shaped light speeding low over Port Philip Bay, from the direction of Bass Strait. When it reached a position about halfway across the Bay, between the observers on the Frankston beach and Williamstown on the opposite shore, the UFO flashed a brilliant white ray of light. Following this event a smaller red light was noted to have detached itself from the larger object. As the large

UFO sped away to the north, the smaller red one flew at a much slower speed toward the beach where the observers were standing. As the smaller object approached the beach, the nine people observed that the object was shaped like a starfish with red lights at each tip. They could also hear a low humming sound as it flew nearby. When the red-lighted UFO was a mile or so past the group, it stopped in mid-air for a few minutes. It then accelerated away at a much faster speed in the direction of Bass Strait where the larger white lighted object had first appeared.

The White Acres Physical Trace Case

As previously mentioned, the Frederick Valentich encounter has done more to change the attitude of Australian officials than any other single event. After this apparent accelerated thaw within the ranks of officialdom, we later found an opportunity to respond with an excellent physical trace case report. The incident occurred on the White Acres Farm at Kilmany, near Rosedale, Victoria. An official was informed of our findings and the preliminary report was submitted to the RAAF. An indication that a strong gravitational force was associated with the appearance and operation of this UFO may give us a clue to the strange metallic sound heard at the time of the Valentich encounter. It is theorized that it could have been the sound of the Cessna model 182 breaking up, because of unusual stresses applied to the aircraft structure.

The White Acres encounter took place between 1.00 a.m. and 1.50 a.m. on September 30, 1980. The witness was awakened by the noise of his horse galloping around the paddock and a commotion among his cattle. When he went outside to investigate, he saw what he thought to be an aircraft about to crash. But to his surprise, the object leveled off and flew within 500 feet past his house to a 10,000 gallon water tank three-fourths of a mile from his house. He watched the object hover over the tank and then settle to the ground 100 feet from the tank. He then considered the possibility that a helicopter might be making an attempt to rustle a cow. He jumped on his motorcycle and sped to the scene.

When within about 50 yards of the object, he could see it was no known aircraft. From the light of the full moon, he could tell that the craft was bell-shaped. The main body was orange in color with a white dome on top. As the UFO gave off a blast of heat and began to rise slowly in the air, he noted that a large circular rim was under the bottom similar to a large tube. This rim receded in width as the craft ascended. He noted that there were small stones falling from below the craft. The witness was left shaken by the experience, with headaches and sleeping difficulties. The sleeping difficulties persisted for several weeks thereafter. The 10,000 gallon concrete water tank was kept full in case

the regular water supply failed as an emergency measure. When examined, he found the tank was left nearly empty with only one foot of water at the bottom. Algae, which were normally on the bottom were found pulled to the sides around the top of the tank. Three vertical cracks were found that had been caused by stress on the tank. Rocks which had been thrown up against the tank to get them out of the way of mowers had been pulled by the force in a path from the tank to the 30 foot circle left on the ground where the object had landed. Smaller rocks that had been seen falling from the object, as it flew away, were found on the ground directly below the object's flight path.

Mansfield, Ohio Helicopter Case

Another major case that could assist us in finding clues to the cause of the Valentich disappearance is the famous helicopter encounter with a UFO over Mansfield, Ohio. That startling incident took place five years prior to the Bass Strait mystery. Larry Coyne and his crew were flying a U.S. Army helicopter when an object hovered overhead. At the time the helicopter was flying at about 1700 feet. The UFO, a silver metallic-like, cigar-shaped object with a green light, pulled the helicopter to about 3800 feet without movement of the controls. There was also a loss of communications during this encounter, as well as the maneuverability of the UFO as described by Valentich five years later. Larry Coyne and his crew returned to tell their story — Frederick Valentich did not!

Government Co-operation Improves

Three and one-half years after this amazing incident, the Australian Department of Transport (D.O.T.) released its final report concerning the Valentich encounter. The bottom line read: "Cause of the disappearance is unknown."

Since that time, there have been several meetings between various officials and ufologists in Australia. Discussions during these meetings concerned various cases where veteran investigators have been involved over the years. The current situation has improved whereby some reports have been declassified and made available for further studies. However, certain unclassified reports still remain in official files. Some of them concern cases where we were personally involved in the investigations. We are grateful for this better co-operation and will not argue the case, although the Freedom of Information Policy is now in effect in Australia. After all, we also have confidential reports not available for publication and we will not betray that confidence. Unfortunately, the person most responsible for this better co-operation is not

available to receive credit. He is Frederick Valentich, who disappeared over Bass Strait, during an encounter with an unidentified flying object.

The Reverend Gill Humanoid Sighting

No paper concerning the countdown to reality would be complete without mention of our most outstanding UFO case where "humanoids" appeared on board. This famous incident has been told and retold throughout the world-wide UFO research community. It occurred during June 1959. On October 28, 1959, Rev. William Gill addressed a large audience attending a VUFORS general meeting in Melbourne. He told of spectacular sightings being reported over New Guinea, consummating with one of the longest time durations of any close encounter ever reported. Thirty-eight people witnessed this spectacle. The main object observed during this series of incidents was described as a craft with two decks. The top deck being about 25 feet in diameter and the lower deck about 35 feet in diameter. There were four "humanoids" seen at one time who appeared to be making some "repairs or adjustments" on the top deck. At one stage the UFO descended to about 500 feet above the ground and the observers thought it was going to land. The people began to wave, thinking the "humanoids" were Americans in need of assistance. Two of the occupants aboard the craft responded likewise. The craft was last seen crossing the bay in one second. The width of the bay at that point is about 30 miles. This case is an example of a close encounter of the real kind as well as the other examples summarized in this paper. These are the type of investigated and selected cases on which we can depend as we study the *Countdown to Reality*.

Conclusions

I have tried to summarize several Australian cases where people have experienced the same type of effects, observations and/or reactions from encounters with UFOs as reported by thousands of people around the world. The Frederick Valentich encounter provides an excellent case for study. It is an incident that can be compared with several other encounters where objects have revealed similar characteristics such as, magnetic effects, ignition failure as well as communication failures, etc. There is no doubt in my mind that the disappearance of Frederick Valentich and his Cessna was caused by a UFO. I do not know whether he went up, down or was disintegrated. My first guess is that the electro-magnetic effect stalled his engine, (since he did report the engine was rough-idling or "coughing") and that he finally crashed into the water. There is also the possibility that the mystery sound which ended the transmission between Melbourne

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Flight Service and the pilot was the sound of his aircraft in the early stages of disintegration. Another possibility is that his radio frequency may have been jammed deliberately by persons or entities.

However, at this stage of the *Countdown to Reality*, I think that a fairly accurate prediction can be made. That is, sooner or later, your house lights will go out, or your TV will go on the "blink" or your car or aircraft ignition system will malfunction during the presence of a UFO. You will be told, by the Professors of "Impossibility", that the object was a balloon, star, or a flock of ducks. You will be told by the same professors that the electro-magnetic effect is a coincidence. But don't you believe it! The electro-magnetic effect of the UFO is no more of a coincidence than sound is coincidental to our primitive rockets as they roar overhead. And that also applies to the space shuttle.

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Note by Editor. On the Valentich case see also the two articles by Bill Chalker in FSR 24/5 and 30/2.

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THE PARALLEL UNIVERSE AND OTHER DIMENSIONS — NEW DEVELOPMENTS

Paul Whitehead

FRESH support for the theory put forward recently by three American physicists that our universe is overlaid by an invisible, parallel universe, has come from two British scientists.

It is likely to throw the scientific world into further confusion. For not only do the scientists propose the existence of another universe existing in the same space as our own — an idea once ridiculed as pure science fiction — they also put forward a suggestion that a number of other previously unknown dimensions might exist.

“Superstrings”

Dr Michael Green, a lecturer in physics at Queen Mary College, London, and Dr Simon Anthony, a scientific consultant and former researcher into particle physics, revealed their findings in the August 29th 1985 issue of the *New Scientist*.

Both men give support to the “superstring” theory that subatomic particles don’t exist as individual particles — they are really part of an extended object, which has been given the name “superstring” by scientists.

We don’t see the whole object, or string, because we are only ever “tuned in” to one small segment of it — the particle(s) that comprise the atoms that in turn comprise our own known universe.

In the words of Dr Anthony: “Just as a violin string can be vibrated in a series of harmonics, so a ‘particle string’ can be excited into other states”.

He believes that all superstrings are in a state of permanent excitement (vibration). We see only those particles vibrating at the lowest frequencies; we do not have “direct access” to particles vibrating at a higher frequency “because the energy to produce them would have been readily available only in the earliest states of the universe’s history”.

The superstring theory has been called “stunning” by such greatly respected physicists as Professor Edward Witten of Princeton University, USA. It may revolutionise physics and open up the way for serious study of dimensions to which we may one day gain access.

Infinite number of dimensions?

If we are indeed existing within one dimension of superstrings, Dr Green imagines there could be an “infinite number” of particles higher up the string, getting heavier the higher the frequency on which they are vibrating. However, he errs on the side of caution, and does not state whether this means we are

faced with an infinite number of corresponding dimensions.

The superstring theory supports the theory proposed in a recent issue of *Nature* (vol. 314, page 145) and the *New Scientist* (August 8th 1985, page 24) that a universe parallel to our own is in existence.

Indeed, the heavier parts of all the superstrings in our universe may comprise this “shadow universe”, it has been suggested. Scientists say we should be able to detect the other universe by measuring weak gravitational waves radiating from it.

Is it mere coincidence that an American and a Russian scientist have just proposed building a 25-kilometre-long gravity wave detector in space?

The parallel universe theory may be able to explain the mystery of our own universe’s “missing mass”. Our universe behaves in a way that indicates the presence of much more mass than it apparently contains, and that is puzzling astronomers.

According to Dr Anthony, a parallel universe could explain this missing mass problem. The mass from the other universe may have an affect on our universe through strong gravitational waves, and appear to us as an invisible, though measurable, mass.

What is the nature of the parallel universe, given that it exists? Dr Anthony says it would have the “same kinds of particles and forces, which to our senses are almost undetectable. Although the particles of this matter may radiate and detect light among themselves (much as ‘ours’ do — Ed.) particles of our matter could never detect it”.

The two forms of matter could co-exist in the same place at the same time, “almost blind to one another’s existence”. Only gravity would be detectable by observers in either universe.

“CLEAR INTENT”

THERE has recently been a rash of “lectures” and radio talks here in Britain, and at least one TV interview — figuring certain individuals who seem to have come here with the purpose of “cashing in on” and “cleaning up on” the book “CLEAR INTENT”, charging, in the process, some pretty fine entrance-fees at the “lectures” and even finer fees for sessions of special counselling of some sort or other.

Arrogating to themselves an equally fine title, possibly suggesting that they might represent some “national” body of UFO investigators in the U.S.A., it