DEPARTMENT OF TRANSPORT

B1497 / T7 Box 6
105

OPENED / CLOSED		FILE NUMBER			PART
CO		VH6 / 783 / 1047			

DST CAPE OTWAY-KING IS 21-10-78

AIRCRAFT MISSING (VALENTICH)

Related Files Shown Inside

NB

Folio No.	Referred to	Date	CLEARED Initials	Folio No.	Referred to	Date	CLEARED Initials	Folio No.	Referred to	Date	CLEARED Initials
File	ASSU.	14/11/78		104	ASSU.	12/1/82					
File	ASIS.	14/11/78		105	ASSC						
36-39	ASIW	14/11/78		105	DESP	3/2					
41	ASIW.	—		File	PA	3/2					
42	ASSU	4		108	ASSU	12/5					
43	DESP.	21/11		110/112	DESP.	14/3/82					
65	ASSU	27/11		File	PA						
67	DESP	7/12		F	ASSU						
	ASSU	11/12		116	ASSU						
70	DESP	11/12		RS	ASSU (F)	5/1					
71	ASIW	—		RS	ASSU	13/4					
73	DIRECTOR	9/1		F	PA						
73	ASSU	16/1		FILE	DESP (BASE)	6/7					
74	ASSU	16/1		RS	BISO (F)	8/9					
73/75	ASIW	26/2		F	PA						
76	AD(S)	1/3		SPECIAL — HOLDING							
File	ASIW			129	BASE (DESD)	16/7					
76	SNAE.		6/3/79	F	D (L+I)	9/11/86					
78	DIRECTOR	2/3		F	(D BASI)						
76	DESP	5/3		F	T. WILSON	27/7					
79	ASSU	6/3		R	P. MAYES	31/7					
80	DESP	22/3		146	T. WILSON	20/8					
82	ASIW			46	S. SPINKS	27/8					
92	ASSU	13/6		F	P.A. M.F.O	14/6/93					
103	DESP	20/10									
R/S	ASSU	21/10/82									

ARCHIVAL ACTION — Review / / — Retain Permanently — Destroy ..... (date) — FILE NO. — PART

D.o.T. 341 (Rev. 8/75)

VH6 / 783 / 1047

Related Files

NUMBER	TITLE

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.

Part No.	Date Opened	Folios

NB — AIRCRAFT COLOUR SCHEME WAS BLUE AND WHITE. FROM A/C FILE 55.5 A550

24/2/82

O.H.M.S.

COMMONWEALTH OF AUSTRALIA

If not delivered within 7 days, return to
DEPARTMENT OF TRANSPORT

A.S.[redacted].B.
VIC/TAS REGION

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OF

SUMMARY

REPORTS

10 orig copies

4 to F109, 110, 111 & 112

1 to file F 108.1

1 to. Folder in cabinet

1 to PRO Vic. 14/5 see F 113

7 as at 14/5/82 – ∴ 3 remaining.

COMMONWEALTH OF AUSTRALIA DEPARTMENT OF TRANSPORT

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Publication of this report is authorised by the Secretary under the provisions of Air Navigation Regulations 283 (1)

Reference No. V116/783/1047

1. LOCATION OF OCCURRENCE

	Height a.m.s.l.	Date	Time (Local)	Zone
Not known	-	21.10.78	Not known	EST

2. THE AIRCRAFT

Make and Model	Registration	Certificate of Airworthiness
Cessna 182L	VH-DSJ	Valid from 14 February 1968

Certificate of Registration issued to	Operator	Degree of damage to aircraft
Cephus Day, 33 Reserve Road, Beaumauris, Victoria	SAS Southern Air Services, Northern Avenue, Moorabbin Airport, Victoria	Not known Other property damaged -

Defects discovered

-

3. THE FLIGHT

Last or intended departure point	Time of departure	Next point of intended landing	Purpose of flight	Class of operation
Moorabbin	1819 hours	King Island	Travel	Private

4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Frederick VALENTICH	Pilot	20	Private	Not known	150 (Approx.)	Presumed Fatal

5. OTHER PERSONS (All passengers and persons injured on ground)

Name	Status	Degree of injury	Name	Status	Degree of injury

6. RELEVANT EVENTS

The pilot obtained a Class Four instrument rating on 11 May 1978 and he was therefore authorised to operate at night in visual meteorological conditions (VMC). On the afternoon of 21 October 1978 he attended the Moorabbin Briefing Office, obtained a meteorological briefing and, at 1723 hours, submitted a flight plan for a night VMC flight from Moorabbin to King Island and return. The cruising altitude nominated in the flight plan was below 5000 feet, with estimated time intervals of 41 minutes to Cape Otway and 28 minutes from Cape Otway to King Island. The total fuel endurance was shown as 300 minutes. The pilot made no arrangements for aerodrome lighting to be illuminated for his arrival at King Island. He advised the briefing officer and the operator's representative that he was uplifting friends at King Island and took four life jackets in the aircraft with him.

The aircraft was refuelled to capacity at 1810 hours and departed Moorabbin at 1819 hours. After departure the pilot established two-way radio communications with Melbourne Flight Service Unit (FSU).

The pilot reported Cape Otway at 1900 hours and the next transmission received from the aircraft was at 1906:14 hours. The following communications between the aircraft and Melbourne FSU were recorded from this time: (Note: The word/words in brackets are open to other interpretations.)

TIME	FROM	TEXT
1906:14	VH-DSJ	MELBOURNE this is DELTA SIERRA JULIET is there any known traffic below five thousand
:23	FSU	DELTA SIERRA JULIET no known traffic
:26	VH-DSJ	DELTA SIERRA JULIET I am seems (to) be a large aircraft below five thousand

6. RELEVANT EVENTS (cont'd)

TIME	FROM	TEXT
:46	FSU	D D DELTA SIERRA JULIET what type of aircraft is it
:50	VH-DSJ	DELTA SIERRA JULIET I cannot affirm it is four bright it seems to me like landing lights
1907:04	FSU	DELTA SIERRA JULIET
:32	VH-DSJ	MELBOURNE this (is) DELTA SIERRA JULIET the aircraft has just passed over over me at least a thousand feet above
:43	FSU	DELTA SIERRA JULIET roger and it it is a large aircraft confirm
:47	VH-DSJ	er unknown due to the speed it's travelling is there any airforce aircraft in the vicinity
:57	FSU	DELTA SIERRA JULIET no known aircraft in the vicinity
1908:18	VH-DSJ	MELBOURNE it's approaching now from due east towards me
:28	FSU	DELTA SIERRA JULIET
:42		// open microphone for two seconds //
:49	VH-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 a time at speeds I could not identify
1909:02	FSU	DELTA SIERRA JULIET roger what is your actual level
:06	VH-DSJ	my level is four and a half thousand four five zero zero
:11	FSU	DELTA SIERRA JULIET and confirm you cannot identify the aircraft
:14	VH-DSJ	affirmative
:18	FSU	DELTA SIERRA JULIET roger standby
:28	VH-DSJ	MELBOURNE DELTA SIERRA JULIET it's not an aircraft it is // open microphone for two seconds //
:46	FSU	DELTA SIERRA JULIET MELBOURNE can you describe the er aircraft
1909:52	VH-DSJ	DELTA SIERRA JULIET as it's flying past it's 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
1910:07	FSU	DELTA SIERRA JULIET roger and how large would the er object be
:20	VH-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
:43	FSU	DELTA SIERRA JULIET

6. RELEVANT EVENTS (cont'd)

TIME	FROM	TEXT
:48	VH-DSJ	DELTA SIERRA JULIET // open microphone for 5 seconds // it's just vanished
:57	FSU	DELTA SIERRA JULIET
1911:03	VH-DSJ	MELBOURNE would you know what kind of aircraft I've got is it (a type) military aircraft
:08	FSU	DELTA SIERRA JULIET confirm the er aircraft just vanished
:14	VH-DSJ	SAY AGAIN
:17	FSU	DELTA SIERRA JULIET is the aircraft still with you
:23	VH-DSJ	DELTA SIERRA JULIET (it's ah nor) // open microphone 2 seconds // (now) approaching from the southwest
:37	FSU	DELTA SIERRA JULIET
:52	VH-DSJ	DELTA SIERRA JULIET the engine is is rough idling I've got it set at twenty three twenty four and the thing is (coughing)
1912:04	FSU	DELTA SIERRA JULIET roger what are your intentions
:09	VH-DSJ	my intentions are ah to go to King Island ah Melbourne that strange aircraft is hovering on top of me again // two seconds open microphone // it is hovering and it's not an aircraft
:22	FSU	DELTA SIERRA JULIET
:28	VH-DSJ	DELTA SIERRA JULIET MELBOURNE // 17 seconds open microphone //
:49	FSU	DELTA SIERRA JULIET MELBOURNE

There is no record of any further transmissions from the aircraft.

The weather in the Cape Otway area was clear with a trace of stratocumulus cloud at 5000 to 7000 feet, scattered cirrus cloud at 30000 feet, excellent visibility and light winds. The end of daylight at Cape Otway was at 1918 hours.

The Alert Phase of SAR procedures was declared at 1912 hours and, at 1933 hours when the aircraft did not arrive at King Island, the Distress Phase was declared and search action was commenced. An intensive air, sea and land search was continued until 25 October 1978, but no trace of the aircraft was found.

7. OPINION AS TO CAUSE

The reason for the disappearance of the aircraft has not been determined.

Approved for publication	(A.R. Woodward) Delegate of the Secretary	Date 27.4.1982

COMMONWEALTH OF AUSTRALIA DEPARTMENT OF TRANSPORT

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Approved for publication	(A.R. Woodward) Delegate of the Secretary	Date 27.4.1982

NATIONAL ARCHIVES OF AUSTRALIA

Australian Government

NATIONAL ARCHIVES OF AUSTRALIA

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Date mask applied...6 March 2012.....

Signature.....

Series no: B1497/29 Control symbol: V116/783/1049 Parent barcode: 10491375

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Department of Defence

RAN Research Laboratory

New Beach Road, Edgecliff, New South Wales
P.O. Box 706 Darlinghurst N.S.W. 2010
Telegrams : RAN RL. Telex : 27142
DNAFT No: 8-23-3940. Vocadex : (02) 32 9254
Telephone : (02) 32 2211 or 32 9251

Reference : R420-3-17
Contact : IJ JB
Telephone :

RECEIVED
24 OCT 1983
BASI
MELBOURNE

FOLIO
RCD 21 OCT 1983
FILE

14 Oct 83

The Superintendent
Bureau of Air Safety Investigation
Box 1733P, GPO
MELBOURNE, VIC 3001

Dear Sir,

DRIFT OF MARINE WRECKAGE

BISU file.

I refer to your letter V116/783/1047 dated 6 July 1983 where you discuss aircraft parts washed ashore on Flinders Island. Examination of our records of near bottom currents at the Kingfish B site (38° 36'S, 148°11'E) showed unusually large currents on Julian day 81, 1983 (that resulted from a storm) and again on Julian day 96. The bottom currents on day 96 exceeded 0.5m/s when the flow was in an easterly direction (to the east). Such large currents constitute an unusual event. Our results are stored as 17 minutes averages and only 2 in 1000 exceed 0.5m/s.

Thus it would seem reasonable to speculate that the storm on day 96 induced large bottom currents over much of eastern Bass Strait and moved your aircraft parts towards Flinders Island. More usual currents could then have completed the process of washing the components ashore.

If I can be of any further assistance please feel free to contact me on (02) 322211.

Yours faithfully,

Ian Jones

DR. (IAN JONES)
Ocean Sciences Division
RAN Research Laboratory

Further discussion with Dr Jones indicated "bottom drift" does occur. but nothing known of drift rate on bottom to west of oil rig platforms. Big bottom drift project = May 84. Unable to help further.
Julian day 1 is first day of year.
" " 32 " " " February etc.

26/10/83 BISU

BASI



JCS:JB
6.7.83

125

V116/783/1047

DR I.S.F. JONES
R.A.N. RESEARCH LABORATORY
P.O. BOX 706
DARLINGHURST NSW 2010

- 6 JUL 1983
AS
BASC.
o/m

DRIFT OF MARINE WRECKAGE

Recently a piece of an aircraft was found washed ashore on the west coast of Flinders Island (Tas). It was found on the beach at Parry's Bay, opposite the northern end of Flinders Island Aerodrome. The date of finding was 15 May 1983, and there is reason to believe the piece had not been on the beach more than a few days.

The part has been identified as having come from a Cessna 182 aircraft between a certain range of serial numbers. The part is an engine cowl flap, for the control of airflow over the engine. It is 300mm long by 210mm wide, and 40mm at its deepest point. It had two side panels when first found. The piece was once white (acrylic paint), and is made of aluminium composition, now greatly eroded. The operating bolt, of steel, while heavily corroded, appears to have failed on impact or in flight (i.e. not by corrosion).

A Cessna 182 aircraft on a flight from Moorabbin to King Island last reported position at Cape Otway, Victoria, at 1900 hours EST on 21 October 1978. The serial number of this aircraft falls within the range of serial numbers applicable to the part found.

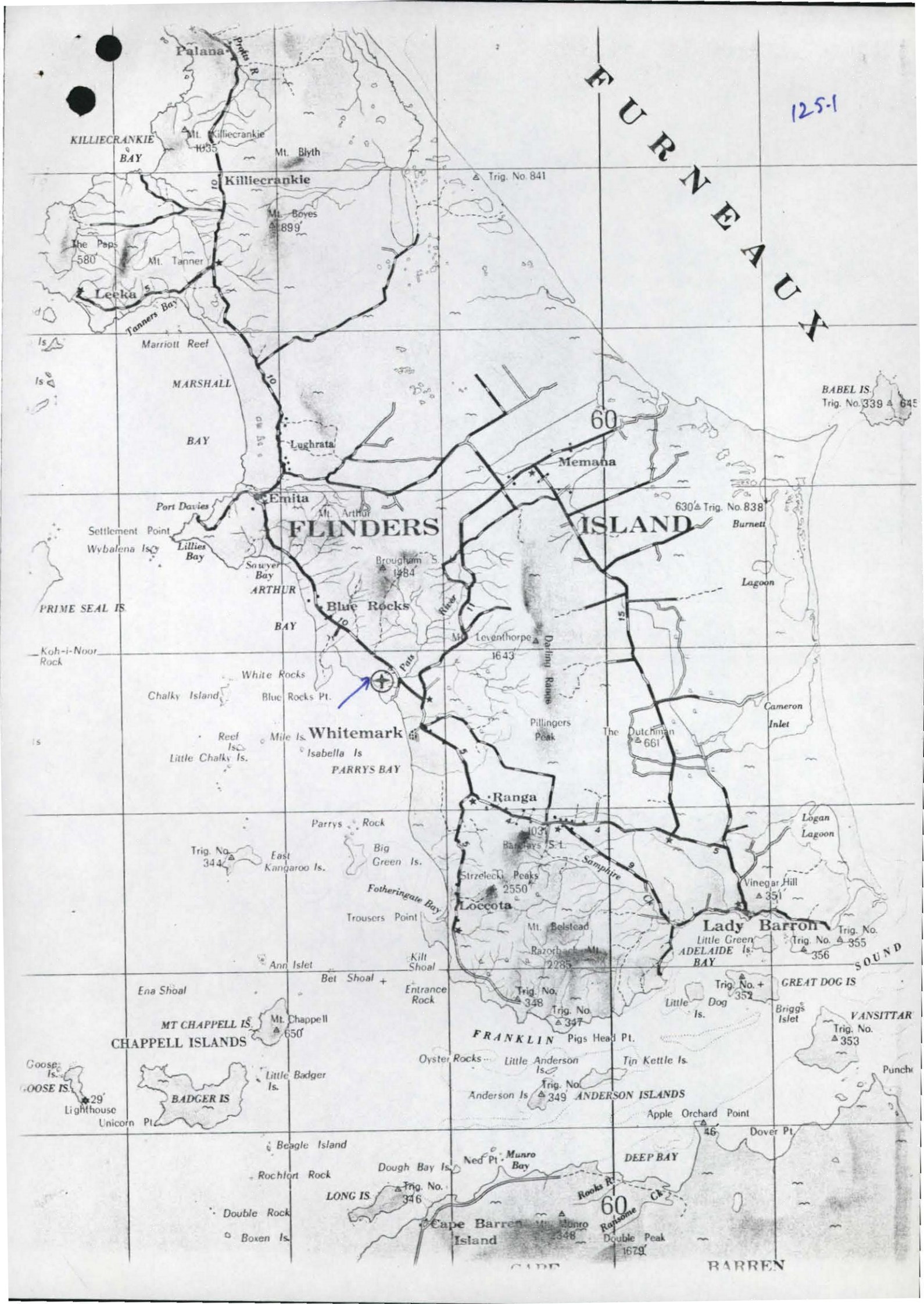
From previous knowledge of aircraft parts "walking" across the floor of tidal lakes and rivers, it is wondered if such a piece as described could travel from an area between Cape Otway and the northern tip of King Island, or from a position near the described area, under the influence of ocean currents.

While it is not unknown for the cowl flap to separate from the aircraft in flight, to our knowledge there have been no recent cases in the Victoria/ Tasmania area, and no wreckage of aircraft have been dumped at sea to our knowledge, nor are other Cessna aircraft missing in the waters of Bass Strait.

Any information you could pass concerning the likelihood of this particular item being able to "travel", over a period of close to 5 years, would be a step toward solving the mystery of the disappearance of this aircraft and its sole occupant, and aid to its location.

Please do not hesitate to call to discuss the matter. Attached please find a map showing the area of finding and two photographs of the item.

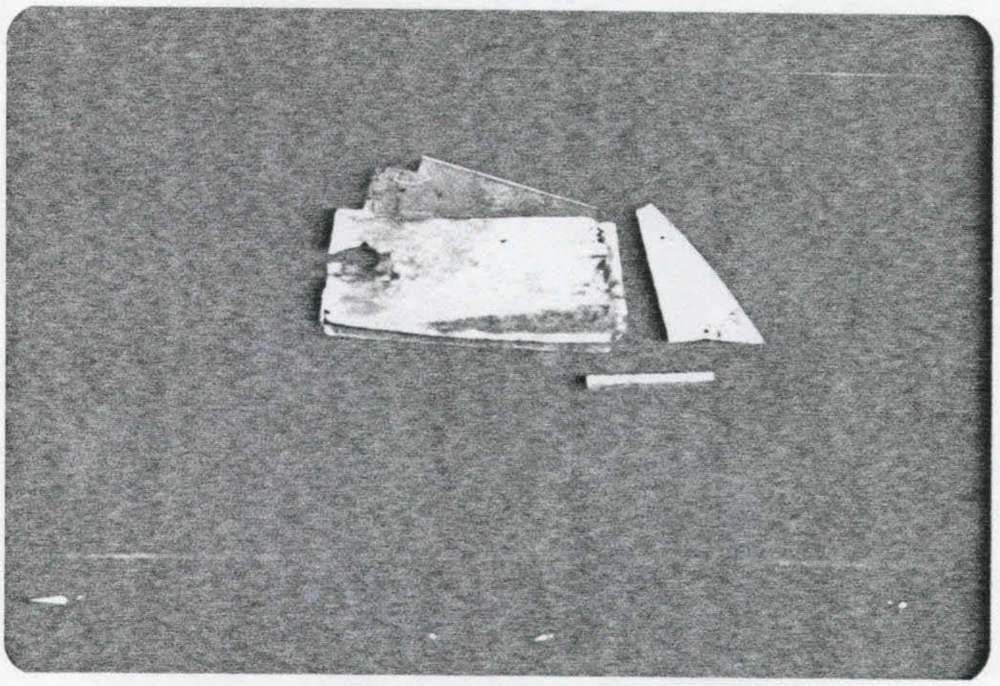
J.C. SANDERCOCK
SUPERINTENDENT



125-1
FURNEAUX
Palana
Pratts R
KILLIECRANKIE BAY
Mt. Killiecrankie 1035
Mt. Blyth
Killiecrankie
Trig. No. 841
Mt. Boyes 899
The Paps 580
Mt. Tanner
Leeka
Tanners Bay
Marriott Reef
MARSHALL BAY
Lughrata
Emita
Port Davies
Mt. Arthur
FLINDERS ISLAND
Settlement Point
Wybalena Is
Lillies Bay
Sawyer Bay
ARTHUR BAY
Brougham S. 1484
Blue Rocks
PRIME SEAL IS
Koh-i-Noor Rock
Mt. Leventhorpe 1643
Darling Range
Pats River
White Rocks
Chalky Island
Blue Rocks Pt.
Whitemark
Reef Is
Mile Is
Little Chalky Is.
Isabella Is
PARRYS BAY
Pillingers Peak
The Dutchman 661
Memana
60
BABEL IS.
Trig. No. 339
630 Trig. No. 838
Burnett Lagoon
Cameron Inlet
Ranga
Parrys Rock
Trig. No. 344
East Kangaroo Is.
Big Green Is.
Barclays S.L.
Samphire Ck
Strzelecki Peaks 2550
Fotheringate Bay
Loccota
Trousers Point
Mt. Belstead
Razorback Mt. 2285
Logan Lagoon
Vinegar Hill 351
Lady Barron
Little Green Is.
ADELAIDE BAY
Trig. No. 355
Trig. No. 356
SOUND
Ann Islet
Kilt Shoal
Bet Shoal
Entrance Rock
Ena Shoal
Trig. No. 348
Trig. No. 347
Trig. No. 352
GREAT DOG IS
Little Dog Is.
Briggs Islet
VANSITTAR
Trig. No. 353
MT CHAPPELL IS.
Mt. Chappell 650
CHAPPELL ISLANDS
FRANKLIN
Pigs Head Pt.
Oyster Rocks
Little Anderson Is.
Tin Kettle Is.
Goose Is.
GOOSE IS.
29
Lighthouse
Unicorn Pt.
BADGER IS
Little Badger Is.
Anderson Is
Trig. No. 349
ANDERSON ISLANDS
Apple Orchard Point
46
Dover Pt.
Beagle Island
Rochfort Rock
Dough Bay Is.
Ned Pt
Munro Bay
DEEP BAY
LONG IS.
Trig. No. 346
Rooks R.
Ransome Ck
60
Double Rock
Boxen Is.
Cape Barren Island
Mt. Munro 2348
Double Peak 1679
CAPE BARREN

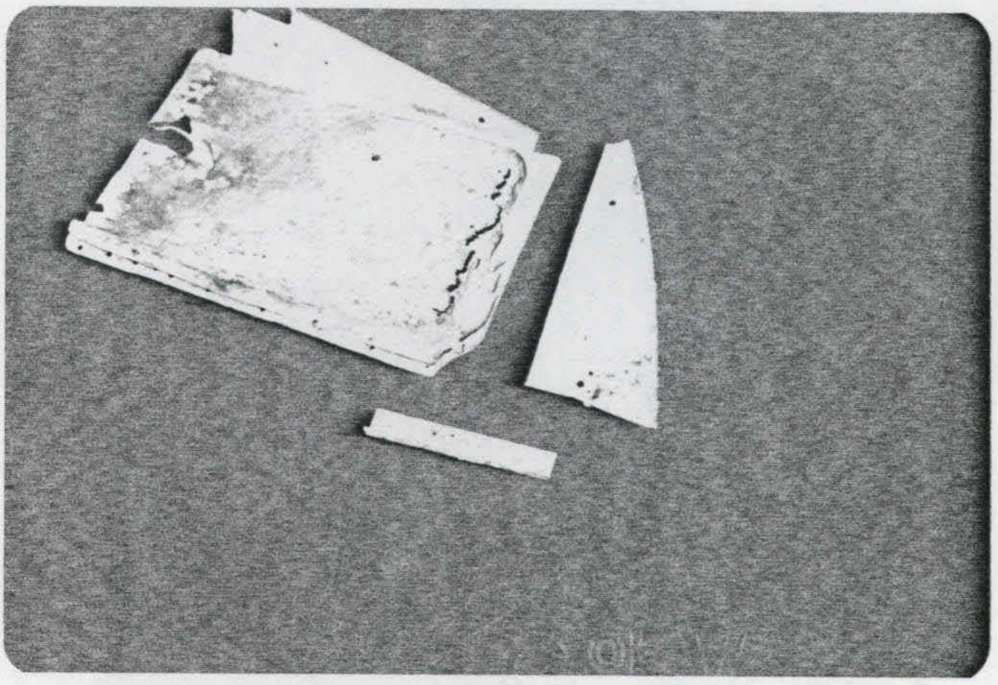
125.2

BUREAU OF AIR SAFETY INVESTIGATION REPORT | REFERENCE / /



Caption (above):

Caption (below):



PHOTOGRAPHS | PAGE

MINUTE

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DEPT. of AVIATION
FLINDERS ISLAND
16-5-83

MR. J. SANDERCOCK
ASSU.

ENCLOSED IS WHAT WE BELIEVE TO BE PART off C182, FOUND ON SUNDAY 16 MAY 1983 BY ROBERT WITHERS & MYSELF ON BEACH ON FLINDERS ISLAND NEAR AIRPORT, & AS DISCUSSED WITH YOU ON 'PHONE THIS MORNING.

[signature]
O.I.C.

Note
Confirmed C182, Martin Rasmussen MBAus 1/6/83. Of interest, but no great help if all
DSJ. PTO BISU 1/6/83

D.o.T. 1962

Merv Thomas advises. 1/6/83

C182 1962- 1972.

Serial no. range. 182/53599 to 182/61425

Acrylic paint (white)

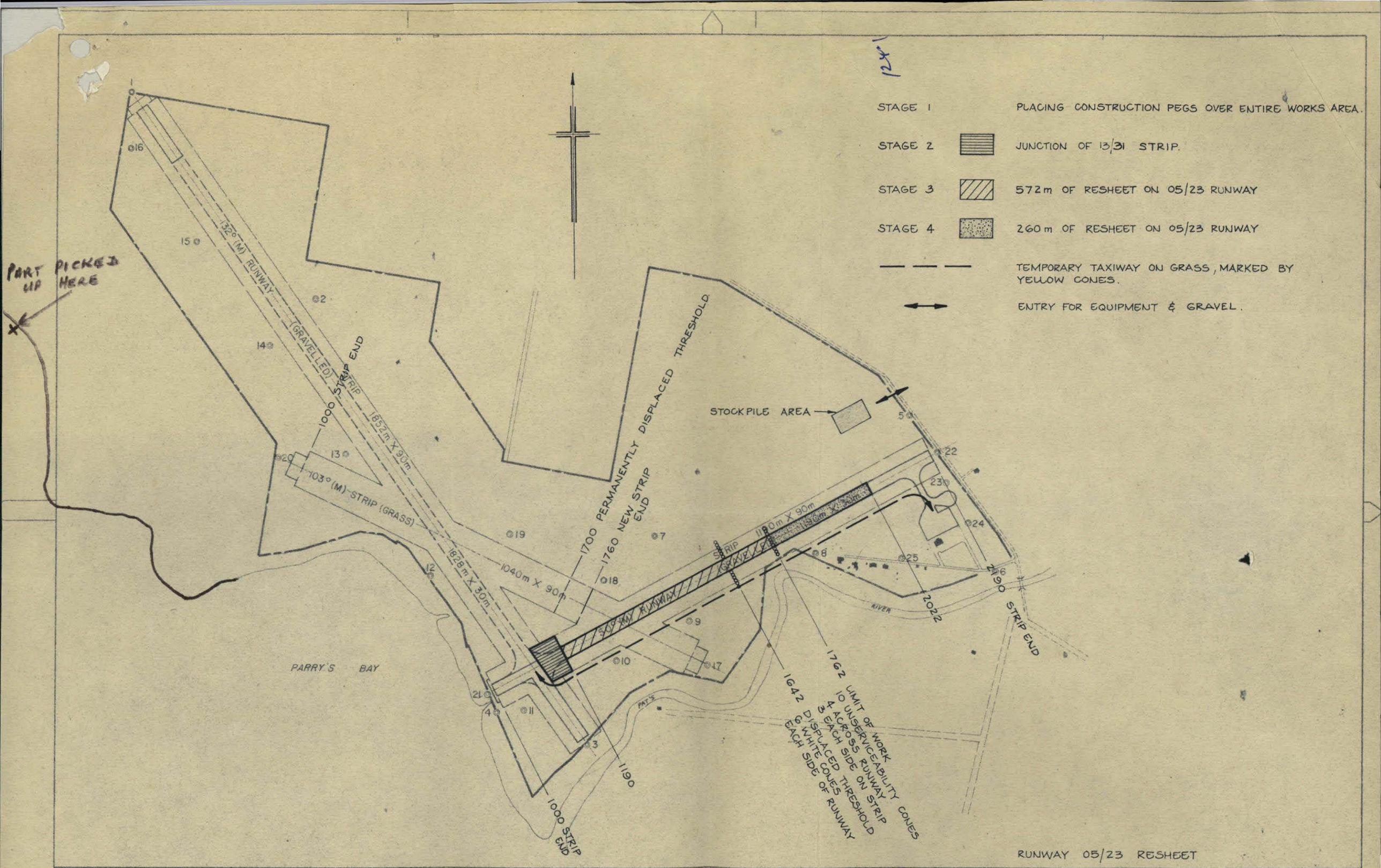
a/c never has been repainted or if stripped

completely repainted with acrylic paint

DSJ Serial no 58,572 gll

1/6/83 BIAU

Check with Dr Cepher Day. see F108.1



RUNWAY 05/23 RESHEET

DRN	CHKD	AMENDMENT	APPROVED	DATE	No
SJD	TAB			2-3-77	1

FLINDERS ISLAND AERODROME

M.O.W.P. T7 1976/77

COMMONWEALTH OF AUSTRALIA
DEPARTMENT OF TRANSPORT

SCALE 1:8000

MS-2610

SHEET A3

123

Bureau of Air Safety Investigation

Victoria / Tasmania

MINUTE

Note

27/1/83 -

Mr Guido Valenti telephoned re article 27/1/83 - advised him I had cancelled meeting with Lawson on this day, because of media interest.

V. advised he tried to contact Lawson 27/1 but phone not answering.

V. wants it to be kept secret that he has served photos at 0555 (in part) He & J are the only two persons he knows who are aware this.

Advised him I would await "calming down" period before further contact with Lawson

J Vanderwood
BASSO

122.

Bureau of Air Safety Investigation

~~Victoria/Tasmania~~

108 Lonsdale Street
Melbourne, Victoria
G.P.O. Box 1733P
Melbourne, 3001
Telephone 667 2365
662 2455
Telex 30260

In reply quote:

Re folio 120. and each day to 14/1 - not answering ex 14/1

Telephoned Mr Guido Valentich at his place of work. - On holidays until 27/1/83

Telephoned him at home (XT 3181523) 0910-1000 hours 11/1/83 - phone not answered.

Query was whether Cameron had instigated the Sun report, or whether he had, and if anything further was known of the "goings on."

Mr. Ken Williams PRO will endeavour to ascertain re the above point from the Chief of Staff of the Sun in a visit he intends making there today.

[signature]
LASSO

Note 12/1/83. Beveridge followed up a Herald article 21/1/83 & phoned Cameron. - trying to get "photos" for his "story".

121

Bureau of Air Safety Investigation

~~Victoria/Tasmania~~

108 Lonsdale Street
Melbourne, Victoria
G.P.O. Box 1733P
Melbourne, 3001
Telephone 667 2365
662 2455
Telex 30260

In reply quote:

Reference folio 119.

See also F120. The article appeared on the morning of the day of the appointment with Mr Lameron.

I telephoned Lameron and advised him that in view of the publicity at this time, and unknown follow-up action by TV or press, that our discussions would not be appropriate "in the glare of publicity".

He accepted an invitation to attend my office for discussions where we would not be disturbed, next time he was in town. with a prior telephone call to advise.

G. L. Sandercoch
ASSU

11/1/83

Axe girl report 'wrong'

CANBERRA — Reports of an Australian woman found hacked to death in the South Indian coastal resort of Goa are wrong, a Foreign Affairs Department spokesman says.

The spokesman said yesterday the dead woman, whose name was given as Rouden Fillian, carried an Armenian passport.

He said Australian consular officials in Bombay had spoken to police in Goa who had confirmed the woman was not Australian.

The woman, reported to have been a yoga teacher, was found dead at a hippy commune in the north of the former Portuguese enclave.

Her dismembered body was found with those of a Frenchman and an Indian.

A report out of New Delhi said police were wanting to interview a French national about the deaths.



• MR VALENTICH

'UFO plane photos' upset father

MR GUIDO VALENTICH is upset that two men, who claim to have photographs of his missing son's plane, want to sell them for $10,000.

By JOHN BEVERIDGE

Frederick Valentich, then 20, disappeared on October 21, 1978, while flying a blue and white, single-engined Cessna in Bass Strait.

A radio message from the man soon before he disappeared mentioned strange metallic objects hovering and following him. It sparked an as-yet-unsolved UFO mystery.

Mr Valentich said yesterday: "It is disappointing that these people try to sell such things when they haven't got the dignity or the courtesy to come along and show them to me.

"It indicates they are so cold-hearted that they don't care about people's feelings."

Mr Ron Cameron, an independent film producer who intends to salvage the plane and make a documentary on the mystery, confirmed that two men — both divers — had offered to sell him the photos and the plane's position.

He said they wanted "a large sum" for the photos, which had yet to be authenticated.

Mr Cameron said the photos were clear and showed an empty cockpit.

"The plane was a little bit twisted, but it's still in one piece," he said. "Once we get a line down to it we will be able to bring it to the surface in half a day."

Mr Cameron, like the Valentich family, believes a UFO was involved in Frederick Valentich's disappearance.

Cain backs MP on dam

THE Premier, Mr Cain, yesterday backed the Victorian Labor MLA who was arrested at the Franklin River blockade at the weekend.

He said Mr David Gray was expressing the views of "a very large number of Australians of all political persuasions."

Mr Gray, 26, (Labor, Syndal), is on bail and is expected to appear in court today.

Mr Cain said politicians had to decide the extent to which they sought to express their views by direct action and the extent to which they used the conventional political process.

He said he would not try to make Mr Gray return from Tasmania or tell him what to do while he was there.

Direct involvement was a legitimate expression of opinion.

"Public participation in things of this kind is a very valid exercise of a member of Parliament's functions," Mr Cain said.

Winning a fabulous instant prize is a snap.

It's the Kodak Double Chance Summer Sweepstakes. Simply insist your snaps are processed by Kodak Labs. With your prints will be a sealed ticket with 2 chances to win one of over 7,000 instant and major prizes.

Details are on your Kodak Double Chance Summer Sweepstakes tickets. Closes 5/3/83.

Vic. Raffles and Bingo Permits Board Permit 82/192 issued 29/11/82. N.S.W. Permit No. TC82/1911 issued under the Lotteries and Art Union.

KO/6513/KSB

The Sun 3DB

BEACH BABY QUEST

PRIZE LIST

GRAND WINNER: $2000 in prizes, consisting of $300 cash and $1700 worth of Steelcraft Nursery Furniture.

5 WEEKLY WINNERS — EACH: $120 value, consisting

Present coupon today at

BARWON HEADS

Camping toll 'out'

SUMMER visitors to the Mornington Peninsula will not pay a toll to the local council, the acting Local Government Minister, Mr Roper, has said.

$491 THE LOT!

BUY DIRECT FROM FACTORY OUTLETS

119

Bureau of Air Safety Investigation

~~Victoria/Tasmania~~

108 Lonsdale Street
Melbourne, Victoria
G.P.O. Box 1733P
Melbourne, 3001
Telephone 667 2365
662 2455
Telex 30260

In reply quote:

Note of Action

Introduced (telephone) myself to Mr. Ronald Cameron - see folios 113 & 114. mentioning telephone call from Mr Guido Valentich & article in Herald, suggesting we meet to discuss the matter of the purported raising of the aircraft. Details stopped at this point.

Agreed time/date was 1100 on Tues 11/1/83 at his address.

G. L. Sandrecoch
14550

7/1/83

BUREAU OF AIR SAFETY INVESTIGATION

MINUTE

118

Note.

Bill Cavanaghat Engineers Laboratories North Sydney advised that the "machine" (VH-DSI) had not been abandoned, & was not being considered for abandonment by the owner or underwriter. I advised I would keep him advised of our talks with Mr. Cameron

J. Sandercock
LASSO

24/12/82

See folios. 117, 116 to 115.

BUREAU OF AIR SAFETY INVESTIGATION

MINUTE

117.

Note.

see also 118

Follows folio 114.

Mr. G Valentich telephoned to advise that Mr. Cameron had called him last night to advise that he had seen some photos (3) of DSJ, and that he had been asked $10,000 for the photographs.

Apparently he had declined initially but on making an approach to the "anonymous people," they had not shown up at the proposed meeting.

Mr. G. V. advised he had a lead on an original photograph of the aircraft DSJ ~~flown~~ taken by a Doctor who once flew the a/c.

Mr. G. was upset by the events, as Xmas approached. I advised him we had adopted a wait & see approach, until the new year.

17/12/82

DSSU J Sandercock

A554

Bill Kelly rang to make general inquiries reference the Valentich report, i.e. Herald article, etc. He indicated a coroners representative would want to be present at the time the wreck is raised.

I told Bill you intended contacting the salvage person on our requirements. i.e. Wreckage in Secretary's custody until released. Whether you would be making verbal or written contact, or both, not yet decided.

Possibility discussed that we and coroners court might work in with salvage person. This would be on basis that if it was identified as VH-DST, both would be there when wreckage raised. Also told Bill it was quite possible body thrown out of A/C on water impact.

Bill was not pressing for immediate answers. I told him you would let him know in ~~the~~ next few days just what action you planned.

16/12/82

Ed Geraghty
ASIG

N.B. Herald article suggests salvage early in new year.

THIS ITEM HAS BEEN DIGITISED IN SECTIONS

See F114

Herald 15/12/82 115



Frederick Valentich . . . vanished.

Film man: I'll find riddle plane

By BILL HITCHINGS

A group of Melbourne businessmen say they are only weeks away from finding the wreckage of the mysterious Valentich plane.

They say it is among four light planes lying in a boomerang pattern on the ocean bed just off Cape Otway.



FREDERICK VALENTICH's father, Guido . . . so far, a fruitless search of Bass Strait for his son.

"Remarkably, they are all within a relatively short distance of each other," the group's spokesman, Mr Ron Cameron, said today.

"A strong swimmer could swim over the spots where all four of them are sunk."

Mr Cameron, an independent film producer, of Springvale, and the others plan a salvage operation early next year.

The raising of the planes — particularly the one they believe belonged to pilot Frederick Valentich — will form part of a documentary film.

A Japanese television company is interested in financing at least part of the operation and the film.

"It will be costly, but we are convinced it will be worthwhile and very revealing," Mr Cameron said.

He said the other members of the group wanted to remain anonymous for the time being.

And, he said, he would not reveal the exact whereabouts of the wrecks until the salvage operation was underway.

"We believe what is there is extremely valuable," he said.

MONEY

"We have to raise money for the job, and we don't want anyone else getting to it before us."

Mr Cameron said the Department of Transport had been told of their plans.

Discussions also had been held with Frederick Valentich's father, Guido.

Mr Valentich has travelled from his Avondale Heights home to Cape Otway every year since his 20-year-old son disappeared on October 21, 1978.

Mr Valentich and his family believe Frederick was attacked and captured by alien beings in a UFO.

Between 7.06 p.m. and 7.12 p.m. young Frederick Valentich sparked one of

Sinclair 'too ill for Thai court'

William Charles Sinclair, 69, was "too old and too sick" to return to Thailand and to hear the outcome of an appeal against him, a relative said today.

Thailand's Supreme Court last night issued a warrant for the arrest of Sinclair after he failed to appear before the court to face the appeal decision.

The court also ordered that his $42,000 bail be forfeited.

Sinclair, a former Sydney businessman, was arrested in Bangkok in October, 1978 with two fellow Australians, Paul Hayward and Warren Fellows, and charged with being in possession of

ey were convicted in , 1981. Sinclair and ws were sentenced to ears' jail and Hayward ears.

r Sinclair, who al- s protested his inno- e, was later found not y on appeal and re- d from the Thai n in May.

e prosecution ap- d.

e relative said Mr lair's condition was

he guy's 70, next day, he's had a heart k and a stroke all e past five years, he's deaf and he's just four years in a Thai n," he said.

FAILED

ter Mr Sinclair failed ppear at the appeal ing the judge said a

Rainiers' 'prison life'



Princess Stephanie

MONTE CARLO, Tues., AAP. — Princess Grace's family ended official mourning today "like prisoners" in their castle, hounded by photographers.

"They can't even go for a walk," spokeswoman Nadia Lacoste said angrily.

"There are paparazzi after them everywhere. What is happening to

no physical complications, Mrs Lacoste said. By January she is expected to be able to remove a neck brace she has worn since the accident.

Mrs Lacoste said the

Melbourne misses water target

Melbourne has missed its target for water consumption.

A Board of Works spokesman said today that Melbourne used 1126 megalitres yesterday — 26 above the target.

The Board booked 143 water cheats.

This brings the total number of people being investigated for alleged breaches of restrictions to 1404.

A Board spokesman said people were still being caught for using hoses outside the permitted hours and some were being nabbed for hosing buildings, driveways and footpaths during permitted hours.

Under the restrictions introduced on December 1 private gardens may be watered only with a hand-held hose between 7 p.m. and 9 p.m.

Buckets and watering cans may be used any time.

Commercial premises are allowed to use hand held hoses from 8 a.m. to 10 a.m.

Melbourne had early morning thunderstorms and scattered showers today but the Board spokesman said this was unlikely to make any difference.

Hit-man guilty

THIS ITEM HAS BEEN DIGITISED IN SECTIONS

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e judge said he was ring the arrest be- e Sinclair "has the ition of fleeing" from justice.

t the relative, who ed today to be nam- aid Sinclair was not ied about the threat xtradition.

egal procedures d seem to rule out ever being extra- i," he said.

eanwhile a book writ- y Sinclair, "Kingdom lusions," was released y.

it, he claims he was victim of corrupt officials and over- us Australian law cement officers on he was certain was "determined witch- ."

claims he was ht in a "web of de- lies and corruption, ing no escape."

STED

in the British-ruled nce and on the Brit- ainland.

both sides of the r with the Irish Re- c, police hunted a they believe is mas- inding an INLA on- ht.

rports and ports were watched in a bid to off any new bombing assassination cam- n in British cities.

Cameron, said today.

"A strong swimmer could swim over the spots where all four of them are sunk."

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Mr Valentich and his family believe Frederick was attacked and captured by alien beings in a UFO.

Between 7.06 p.m. and 7.12 p.m. young Frederick Valentich sparked one of the world's greatest aviation mysteries with a short radio message just before he vanished.

He told of strange metallic objects hovering over him, orbiting and following him.

Outside official Government investigators, Mr Valentich is the only person to have been allowed to listen to that message.

PILOT

The Department of Transport and NASA officials have investigated the disappearance.

The report says the young pilot's blue and white single - engined Cessna crashed and sank somewhere in Bass Strait.

Mr Cameron said detailed charts were now being drawn up by a local seaman who said he had seen the planes.

The seaman would navigate the boat to be used for the salvage operation.

"We don't know yet exactly how deep the planes are in the water, but I understand we will have to use a diving bell," Mr Cameron said.

He said he also had seen photographs said to have been taken of the planes.

They were now in America.

One, according to the man said to have taken them, had the same markings and color of the Valentich Cessna.

The doors were said to be closed, and no body could be seen inside the cockpit.

Rainiers' 'prison life'



Princess Stephanie

MONTE CARLO, Tues., AAP. — Princess Grace's family ended official mourning today "like prisoners" in their castle, hounded by photographers.

"They can't even go for a walk," spokeswoman Nadia Lacoste said angrily.

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Hit-man guilty of judge murder

From BOB MacDONALD

NEW YORK, Wed. — Convicted hit-man Charles Harrelson was found guilty today of the murder of "Maximum John."

"Maximum John" was Texan Judge John Wood, who earned the nickname for his record of tough sentences in drug cases.

A jury agreed that Harrelson took $250,000 to shoot the judge for gambler Jimmy Chagra, who was facing trial before Judge Wood on drug charges.

Harrelson, 44, who allegedly boasted that he "never killed a person who was undeserving of it," showed no emotion at the verdict which could carry two life sentences.

He plans to appeal and told reporters: "This is just a necessary step in the progression of things."

WIFE

His wife, Jo Ann Starr, 41, and Chagra's wife, Elizabeth, 28, were found guilty of conspiracy.

Chagra, 39, already serving 30 years for drug offences faces a separate trial for the murder.

His brother, Joseph, 39, a lawyer who mostly represented defendants in big drug cases, had previously pleaded guilty to a charge of conspiracy and testified for the Government against Harrelson.

The shooting of Judge Wood on May 29, 1979, was the first murder of a

BUREAU OF AIR SAFETY INVESTIGATION

MELBOURNE FIELD OFFICE

MINUTE

114

V116/823/1047

NOTE FOR FILE

Mr Guido Valentich (GMH, Tel. 647 2343) telephoned 0900 15/12/82 to advise that a Mr Ronald Cameron a freelance cameramen, of 7 Roulston Court, Noble Park telephone 795 0538, had spoken to him.

2 The subject was the identification and raising of C182 VH-DSJ, in which Mr Valentich's son went missing in October 1978. The cameraman claimed to Mr Valentich "they" had pinpointed three aircraft wrecks "in the area" - presumably between Cape Otway and King Island - about 5 miles apart. "They" intended to identify which aircraft was DSJ and to raise it, having obtained a salvage licence, as all the aircraft were a "certain distance away from the coast".

3 Apparently a story will appear in the Herald tonight or tomorrow night containing speculation that the aircraft had $300,000 on board. Possibly the idea of the article was to obtain sponsorship for the lifting project.

4 Mr Valentich was concerned that the stories might be too distorted and cause him concern.

5 He claimed he wanted to know the true cause of the accident.

6 I advised Mr Valentich I would "think" on the matter and call him in a day or so. – Done PM Leave 15/12/82.

7 Central Office, (Woodward) and R.D. advised of reports.

J.C. SANDERCOCK
ASSU
15.12.82

DA.2529

JCS:JDV
12/5/82

112

V116/783/1047

DESPATCHED
DATE DESPATCHED
14 MAY 1982
PROCEDURE Dm

Dear Sir,

Attached please find an Aircraft Accident Investigation Summary Report covering the disappearance of Cessna 182 L aircraft VH-DSJ, which was being operated by your company on the night of the disappearance.

As per normal procedure, a copy of the report has been given to the owner of the aircraft, the Coroner, and to the next of kin of the pilot.

Yours faithfully,

J.C. SANDERCOCK
for DIRECTOR

THE MANAGER
SOUTHERN AIR SERVICES
NORTHERN AVENUE
MOORABBIN AIRPORT VIC 3192

113

MINUTE

File Note

Discussed release of AAISR (Valentich) with A/ASAS1 (Woodward) on a need to know basis

Hedgreed - no further release to be made by PRO Vcc/Tos to anybody

G Sandwood
ASSO

14/5/82

D.o.T. 1962

JCS:JDV
12/5/82

111

V116/783/1047

DESPATCHED
DATE DESPATCHED
14 MAY 1982
PROCEDURE OM

Dear Sir,

Please find attached an Aircraft Accident Investigation Summary Report covering the disappearance of Cessna 182 L aircraft VH-DSJ, when piloted by Mr Frederick Valentich, on the night of 21 October 1976.

As per normal procedure, a copy of the report has been given to the aircraft owner, and operator, and to the father of the missing pilot.

Yours faithfully,

J.C. SANDERCOCK
for DIRECTOR

THE CORONER
CORONER'S COURT
FLINDERS LANE EXTENSION
MELBOURNE VIC 3000

Checked receipt. - Yes.
30/11/82.

JCS:JDV
12/5/82

110.

V116/783/1047

DATE DESPATCHED
14 MAY 1982
PROCEDURE OM

Dear Dr Day,

Please find attached an Aircraft Accident Investigation Summary Report, touching on the disappearance of Cessna 182 L aircraft VH-DSJ, of which you were the registered owner at the time of the disappearance.

Copies of the report are being made available to the operator, the Coroner, and the father of the pilot, as per normal procedure.

Yours faithfully,

J.C. SANDERCOCK
for DIRECTOR

DR C. DAY
33 RESERVE ROAD
BEAUMARIS VIC 3193

JCS:JDV
12/5/82

109

V116/783/1047

Delivered by hand
to Mrs Valentich
12/5/82
A. Stewart.
ASSC.

Dear Mr Valentich,

Please find attached an Aircraft Accident Investigation Summary Report, covering the disappearance of Cessna 182 L aircraft, VH-DSJ which your son was piloting at the time.

Copies of the report are being made available to the operator, the owner of the aircraft, and to the Coroner, as per normal procedure.

Yours faithfully,

J.C. SANDERCOCK
for DIRECTOR

MR G. VALENTICH
18 ARVERN AVENUE
AVONDALE HEIGHTS VIC 3034

-1047
-ASSU

108

MINUTE

RECEIVED
11 MAY 1982
ASIB V/T
10 MAY 1982

Ref M116/783/1047

Director, Vic-Tas Region

ACCIDENT INVOLVING MISSING AIRCRAFT VH-DSJ
ON 21 OCTOBER 1978

Arising from the investigation of this occurrence, an Aircraft Accident Investigation Summary Report has been produced and approved for release. Copies of the Summary Report are attached and should be provided to the aircraft owner, the operator, the father of the missing pilot and the Coroner.

John Hopkins.

(J.C. Hopkins)
for Assistant Secretary
(Air Safety Investigation)

ASCA

File top sheet please.
Safety report in envelope at front of file.

Pass to me please

ASSU

11/5/82

ASSU 10 copies in front envelope as requested.

D.o.T.1983

PE ASCA 12/5

108.A

COMMONWEALTH OF AUSTRALIA DEPARTMENT OF TRANSPORT

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Publication of this report is authorised by the Secretary under the provisions of Air Navigation Regulations 283 (1)

Reference No. V116/783/1047

1. LOCATION OF OCCURRENCE

	Height a.m.s.l.	Date	Time (Local)	Zone
Not known	-	21.10.78	Not known	EST

2. THE AIRCRAFT

Make and Model	Registration	Certificate of Airworthiness
Cessna 182L	VH-DSJ	Valid from 14 February 1968

Certificate of Registration issued to	Operator	Degree of damage to aircraft
Cephus Day, 33 Reserve Road, Beaumauris, Victoria	SAS Southern Air Services, Northern Avenue, Moorabbin Airport, Victoria	Not known Other property damaged -

Defects discovered

-

3. THE FLIGHT

Last or intended departure point	Time of departure	Next point of intended landing	Purpose of flight	Class of operation
Moorabbin	1819 hours	King Island	Travel	Private

4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Frederick VALENTICH	Pilot	20	Private	Not known	150 (Approx.)	Presumed Fatal

5. OTHER PERSONS (All passengers and persons injured on ground)

Name	Status	Degree of injury	Name	Status	Degree of injury

6. RELEVANT EVENTS

The pilot obtained a Class Four instrument rating on 11 May 1978 and he was therefore authorised to operate at night in visual meteorological conditions (VMC). On the afternoon of 21 October 1978 he attended the Moorabbin Briefing Office, obtained a meteorological briefing and, at 1723 hours, submitted a flight plan for a night VMC flight from Moorabbin to King Island and return. The cruising altitude nominated in the flight plan was below 5000 feet, with estimated time intervals of 41 minutes to Cape Otway and 28 minutes from Cape Otway to King Island. The total fuel endurance was shown as 300 minutes. The pilot made no arrangements for aerodrome lighting to be illuminated for his arrival at King Island. He advised the briefing officer and the operator's representative that he was uplifting friends at King Island and took four life jackets in the aircraft with him.

The aircraft was refuelled to capacity at 1810 hours and departed Moorabbin at 1819 hours. After departure the pilot established two-way radio communications with Melbourne Flight Service Unit (FSU).

The pilot reported Cape Otway at 1900 hours and the next transmission received from the aircraft was at 1906:14 hours. The following communications between the aircraft and Melbourne FSU were recorded from this time: (Note: The word/words in brackets are open to other interpretations.)

TIME	FROM	TEXT
1906:14	VH-DSJ	MELBOURNE this is DELTA SIERRA JULIET is there any known traffic below five thousand
:23	FSU	DELTA SIERRA JULIET no known traffic
:26	VH-DSJ	DELTA SIERRA JULIET I am seems (to) be a large aircraft below five thousand

6. RELEVANT EVENTS (cont'd)

TIME	FROM	TEXT
:46	FSU	D D DELTA SIERRA JULIET what type of aircraft is it
:50	VH-DSJ	DELTA SIERRA JULIET I cannot affirm it is four bright it seems to me like landing lights
1907:04	FSU	DELTA SIERRA JULIET
:32	VH-DSJ	MELBOURNE this (is) DELTA SIERRA JULIET the aircraft has just passed over over me at least a thousand feet above
:43	FSU	DELTA SIERRA JULIET roger and it it is a large aircraft confirm
:47	VH-DSJ	er unknown due to the speed it's travelling is there any airforce aircraft in the vicinity
:57	FSU	DELTA SIERRA JULIET no known aircraft in the vicinity
1908:18	VH-DSJ	MELBOURNE it's approaching now from due east towards me
:28	FSU	DELTA SIERRA JULIET
:42		// open microphone for two seconds //
:49	VH-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 a time at speeds I could not identify
1909:02	FSU	DELTA SIERRA JULIET roger what is your actual level
:06	VH-DSJ	my level is four and a half thousand four five zero zero
:11	FSU	DELTA SIERRA JULIET and confirm you cannot identify the aircraft
:14	VH-DSJ	affirmative
:18	FSU	DELTA SIERRA JULIET roger standby
:28	VH-DSJ	MELBOURNE DELTA SIERRA JULIET it's not an aircraft it is // open microphone for two seconds //
:46	FSU	DELTA SIERRA JULIET MELBOURNE can you describe the er aircraft
1909:52	VH-DSJ	DELTA SIERRA JULIET as it's flying past it's 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
1910:07	FSU	DELTA SIERRA JULIET roger and how large would the er object be
:20	VH-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
:43	FSU	DELTA SIERRA JULIET

6. RELEVANT EVENTS (cont'd)

TIME	FROM	TEXT
:48	VH-DSJ	DELTA SIERRA JULIET // open microphone for 5 seconds // it's just vanished
:57	FSU	DELTA SIERRA JULIET
1911:03	VH-DSJ	MELBOURNE would you know what kind of aircraft I've got is it (a type) military aircraft
:08	FSU	DELTA SIERRA JULIET confirm the er aircraft just vanished
:14	VH-DSJ	SAY AGAIN
:17	FSU	DELTA SIERRA JULIET is the aircraft still with you
:23	VH-DSJ	DELTA SIERRA JULIET (it's ah nor) // open microphone 2 seconds // (now) approaching from the southwest
:37	FSU	DELTA SIERRA JULIET
:52	VH-DSJ	DELTA SIERRA JULIET the engine is is rough idling I've got it set at twenty three twenty four and the thing is (coughing)
1912:04	FSU	DELTA SIERRA JULIET roger what are your intentions
:09	VH-DSJ	my intentions are ah to go to King Island ah Melbourne that strange aircraft is hovering on top of me again // two seconds open microphone // it is hovering and it's not an aircraft
:22	FSU	DELTA SIERRA JULIET
:28	VH-DSJ	DELTA SIERRA JULIET MELBOURNE // 17 seconds open microphone //
:49	FSU	DELTA SIERRA JULIET MELBOURNE

There is no record of any further transmissions from the aircraft.

The weather in the Cape Otway area was clear with a trace of stratocumulus cloud at 5000 to 7000 feet, scattered cirrus cloud at 30000 feet, excellent visibility and light winds. The end of daylight at Cape Otway was at 1918 hours.

The Alert Phase of SAR procedures was declared at 1912 hours and, at 1933 hours when the aircraft did not arrive at King Island, the Distress Phase was declared and search action was commenced. An intensive air, sea and land search was continued until 25 October 1978, but no trace of the aircraft was found.

7. OPINION AS TO CAUSE

The reason for the disappearance of the aircraft has not been determined.

Approved for publication	(A.R. Woodward) Delegate of the Secretary	Date 27.4.1982

DEPARTMENT OF TRANSPORT

MINUTE PAPER

107.

Note.

Following the event at folio 106 I discussed the matter of a coroners' inquest with Sgt Bill Kelly at the coroners court.

2. Headvised:

- He believed the Police at Coffs Harbour would have made out a missing person report
- The coroner is not interested in holding an inquest into a body
- The coroner has not received a request for a inquest without a body, which can be done Section 10
- He would not hold a inquest unless the Departmental report indicated some substantial fact indicating a crash and the body was probably dead.
- a missing person situation existed at this time.
- The coroner would appreciate a report from DOT, for their holding, in the event the Valetich might ask for an inquest.

3. Passed the above advise to Mr Woodward A/ASE(1)

J L Woodward
ASSU

18/3/82

MINUTE

106

Note.

On 18/3/82 I had a telephone call from Mr Guid Valentich, father of pilot Frederick, pilot of DSS: lost Getway-King Island 21-10-78. He had called the previous afternoon when I was in conference.

He advised he was appearing on the Don Lane show tonight and he wanted to check with DOT "to say the right thing", and that he had been advised (by unnamed persons) that DOT should have finished the investigation by now.

I advised him that "in the very near future - possibly a week or two, the Department hoped to release a report". He had some difficulty understanding ~~wh~~ to whom the report would be released so I advised him of DOT policy - a/c owner, coroner, relative of deceased etc. He understood this - and that the report would not appear in the Aviation Safety Digest.

I touched on the tape recording and the personal basis on which the tape had been made available to him, and that it was a departure from the normal procedure. I suggested that on that basis, it was not available for public hearing. He stated he understood this and that it would not be made available to the public.

I asked had his son ever been reported as a missing person. He said he believed he had been reported, by the Police who came to see him after the event of the aircraft not arriving, but he was not sure. He had no paperwork on this point.
Taking the conversation a little further I raised the matter of a Coroners Inquiry. Had it ever been discussed. He advised it had not, and it was not in his interest to do so, as he preferred to wait a little longer, rather than have his son declared dead. He itemised his discussions with a bank holding his sons savings account.

I also advised him that in the event of the finding of the aircraft or any part of it, the investigation would be re-opened and an attempt made to determine the cause, based on any new available evidence.

18/3/82.

[signature] ASSO

D.o.T. 1731 (Rev. 7/77)

105

V116/783/1047

DATE RECEIVED
3 - FEB 1982
PROCEDURE O/M

MR. J. WEST PH.D
93 WARRY STREET
FORT VALLEY QLD. 4006

Dear Mr. West,

I refer to your letter of 25 December 1981 concerning the accident to Cessna 182 aircraft VH-DSJ, on 21 October 1978.

It is confirmed that this Department is conducting an investigation into the accident under the provisions of the Air Navigation Regulations. The fundamental objective of our accident investigation activity is the prevention of accidents in the future. It is not the purpose of this activity to determine or apportion blame or liability, nor are the investigations conducted with a view to the needs of potential litigants or other parties having interests outside the accident prevention objective. It is considered that the interests of parties concerned with matters other than accident prevention can be adequately served by their normal ability to obtain access to witnesses and by consultation with expert opinion available outside the Department.

Nevertheless, it is our practice, at the conclusion of the investigation of a significant accident or where an investigation brings to light information considered to have safety education value, to produce an Aircraft Accident Investigation Summary Report and make copies available to relevant parties. The decision as to whether or not a summary report will be produced cannot be made until the investigation is completed but, at this stage, the known circumstances of the accident to VH-DSJ suggest that production of such a report, and release of copies to parties having direct concern with the accident, is likely.

Because it is necessary to ensure that the technical investigation is in sufficient depth to satisfy the accident prevention objective, and because of the competing demands of subsequent investigations which cannot wait upon completion of work already in hand, it is not unusual for our investigations to be extended over what may appear to be a considerable period of time. The investigation into the accident to VH-DSJ has not yet been completed and, at this stage, it is not possible to estimate a completion date with any degree of certainty.

../2

However, please be advised that it is not Departmental policy to release transcripts of communications between aircraft and ground stations.

Please also note there is no unofficial explanation of what happened to the aircraft. The known facts will be included in the report if the decision is made to release one.

Yours sincerely,

J.C. SANDERCOCK
for DIRECTOR

783/1047 104
ASSI

The Flight Control Officer,
Tullamarine Airport,
Victoria.

John West Ph.D
93, Warry St,
Fort Valley,
Brisbane.Qld,
4006.
25.12.81

(07)52208

RECEIVED
-8 JAN 1982
ASIB V/T

RECEIVED
7 JAN 1982
ASIB V/T

Re Frederick Valentich

Dear Sir,

I am compiling a report on the above named pilot, who as you will be aware disappeared on a routine flight between Melbourne and King Island in Oct 1978.

Your co-operation insofar as I would appreciate an official transcript copy of the conversation which occured during that particular flight, between Melbourne flight control and Valentich.

I would also appreciate the official and perhaps un-official explanation of what did happen to Valentich on that particular flight, as was observed by flight controllers on that evening in question.

In anticipation of your co-operation I am respectively,

Yours=Faithfully,
John West. Ex-Director Unidentified Flying Object INVESTIGATION Centre, Sydney.

103

AIR SAFETY INVESTIGATION MINUTE

To	From	Regional reference	Registry use only
AS(SI)	D., V.T.R.	V116/783/1047	
Subject: MISSING AIRCRAFT : CESSNA 182L, VH-DSJ, 21 OCTOBER 1978			Date of despatch: 20 OCT 1981

Attached is the report on the investigation of this occurrence

2. Matters arising – The pilot's unusual description of events surrounding his flight was eagerly accepted by the local news media and inaccurate and grossly amplified reports were distributed by news outlets around the world. His immediate family were subjected to unhealthy pressures from the media and unscrupulous charlatans and it is most unlikely that the true state of the pilots environment and personal problems will ever be known.

3. The Region does not intend to take any further action in this matter unless positive factual evidence is obtained.

I.S. SMITH
for Director

19 / 10 /1981

NOTE: Matters arising should include Regional comments on at least the following – (a) action taken or intended by the Regional Office; (b) recommendations for consideration in Central Office; and (c) matters on which the parties involved have or will be informed.

D.o.T. 1625 (Rev. 8/77)

Commonwealth of Australia
DEPARTMENT OF TRANSPORT

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No. 1
V116/783/1047

1. LOCATION OF ACCIDENT

	Height a.m.s.l. (ft)	Date	Time (Local)	Zone
Not known	N/A	21.10.78	1912	ESuT

2. THE AIRCRAFT

Make and Model	Registration	Certificate of Airworthiness
Cessna 182L	VH-DSJ	14 February 1968

Certificate of Registration issued to (name and address)	Operator (name and address)	Degree of damage to aircraft
33 Reserve Road, BEAUMARIS. VIC. 3193	Southern Air Services, Northern Avenue, Moorabbin Airport, MENTONE.	Missing
		Other property damaged: Nil

Defects discovered

Aircraft not located.

3. THE FLIGHT

Last or intended departure point	Time of departure	Next point of intended landing	Purpose of flight	Class of operation
Moorabbin Airport	1819	King Island	Travel	Private

4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Frederick VALENTICH	Pilot	20	Private	Not known	In excess of 150	Not Known (missing)

5. OTHER PERSONS *(all passengers and persons injured on ground)*

Name	Status	Degree of injury	Name	Status	Degree of injury

6. RELEVANT EVENTS

At 1723 hours on 21 October 1978 the pilot of VH-DSJ lodged a flight plan at Moorabbin Briefing Office for a Private Night VMC flight, below 5000 feet, to King Island via Cape Otway and return Moorabbin. Aerodrome lighting at King Island was not requested. The aircraft was refuelled to capacity and departed Moorabbin at 1819 hours. At 1900:29 the pilot reported at Cape Otway to Melbourne Flight Service. At 1906:14 hours the pilot asked Melbourne Flight Service of known traffic. There was none. The pilot then described the manoeuvres of another aircraft or object in and about his immediate vicinity until 1912:28 hours when transmissions from VH-DSJ ceased. No further communications were received from the aircraft. The Distress Phase was declared at 1933 hours when VH-DSJ failed to arrive at King Island and an extensive air, sea and ground search was immediately initiated. The search action was terminated at 1900 hours on 25 October 1978, when all divers efforts failed to locate any wreckage or information of the whereabouts of the aircraft and occupant.

7. OPINION AS TO CAUSE

Not determined - aircraft missing.

8. CHARTS, DIAGRAMS, OR SKETCHES

(Indicate appropriate title)

File | Page 2

ACCIDENT LOCALITY	FLIGHT PATH	IMPACT MARKS	WRECKAGE DISTRIBUTION	WITNESS LOCATION	RUNWAY OR STRIP DATA	OTHER (Describe)

LEGEND | SCALE | NORTH POINT



8. CHARTS, DIAGRAMS, OR SKETCHES

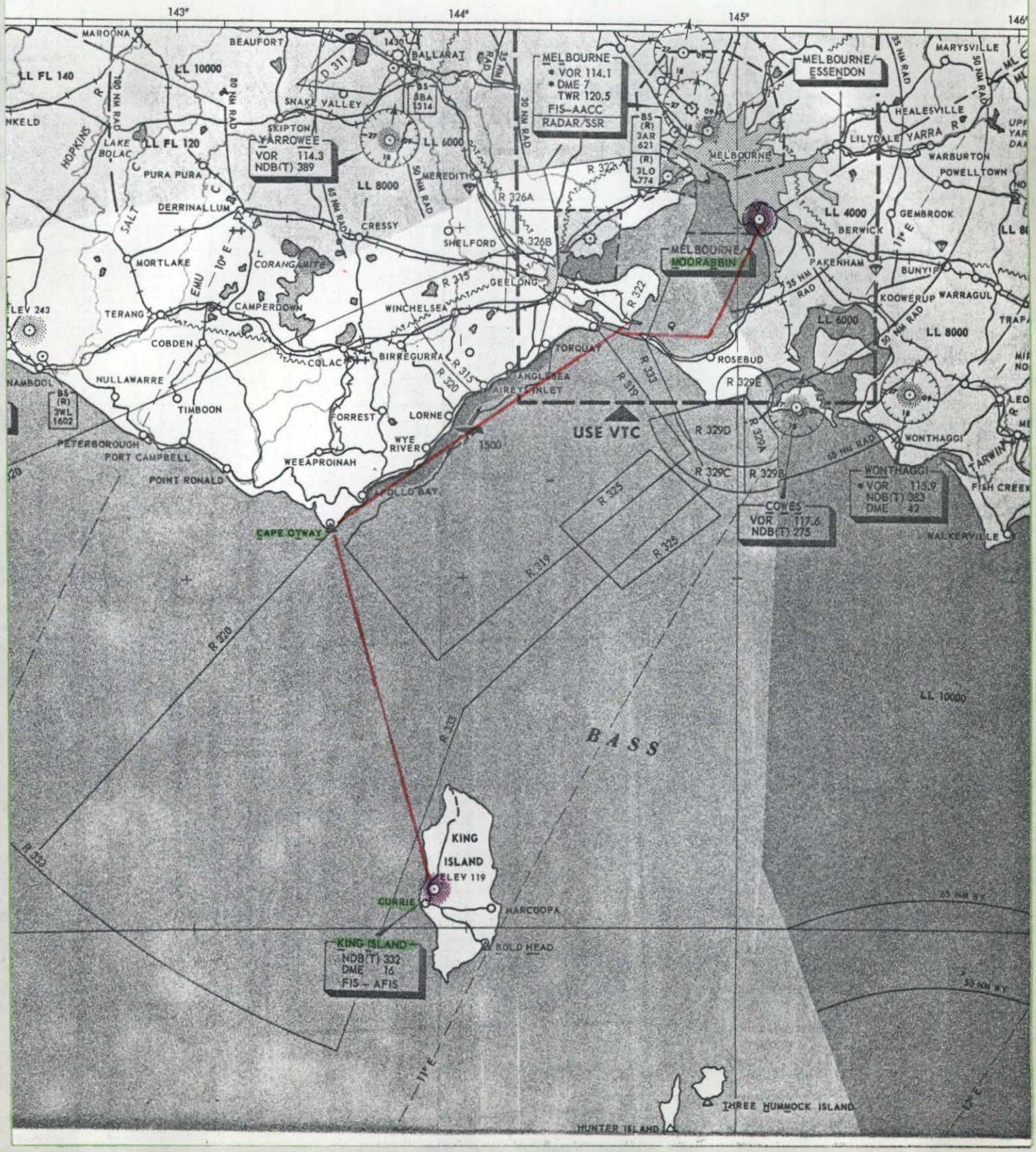
(Indicate appropriate title)

File	Page 3

ACCIDENT LOCALITY	FLIGHT PATH	IMPACT MARKS	WRECKAGE DISTRIBUTION	WITNESS LOCATION	RUNWAY OR STRIP DATA	OTHER (Describe)

LEGEND	SCALE	NORTH POINT

VISUAL ENROUTE CHART



10. AIRCRAFT DATA

File: V116/783/1047 | Page: 4

AIRCRAFT HISTORY

Maint. Release Issued	Current Until	Was it Valid at time of Accident?	If no, State reason
20.10.78	19.10.79	[x] Yes [ ] No	

Engine Make and Model	Propeller/Rotor Make and Model
Continental O-470R	McCauley C/S 2A34C66N

Defective Component	Operating Time (hrs)			Type of Inspection	Major Defect Report No.
	Total	Since Overhaul	Since Inspection		

AIRCRAFT DAMAGE

– List the principal components which were damaged in or as a result of the accident : describe the mode of damage and indicate degree and cause of damage to each component by inserting I (impact) F (fire) or O (other) in appropriate R.H. Column, IF REPAIRABLE, WHAT IS ESTIMATE OF COST? $

Component	Mode of Damage	Destroyed	Substantial	Minor

COLLISION ACCIDENT *(other aircraft details)*

Registration	Make and model	Damage to Aircraft
Owner		

AIRCRAFT CONTROLS AND EQUIPMENT

Landing Gear	Type	[x] Wheels	[ ] Floats	[ ] Skids	[ ] Amphibious	[ ] Other (describe)	
	Position	[x] Fixed	[ ] Up	[ ] Down	[ ] Transit	Selector Position	Indicator Position
Wing Flaps		[ ] Up	[ ] Down	Amount	Symmetrical [ ] Yes [ ] No	Selector Position	Indicator Position
Trim Tabs	Rudder	[ ] Fixed	[ ] Neutral	[ ] Left	[ ] Right	Amount	Indicator Position
	Elevator	[ ] Fixed	[ ] Neutral	[ ] Up	[ ] Down	Amount	Indicator Position
	Aileron	[ ] Fixed	[ ] Neutral	[ ] Up (P or S)	[ ] Down (P or S)	Amount	Indicator Position

Fuel Selector Positions	Port Engine	Centre Engine	Starboard Engine	Recording Tachometer hours

ANO 20.18 Equipment	Instruments			Electrical		
	[ ] IFR	[x] Night VMC	[ ] Unknown	[ ] IFR	[x] Night VMC	[ ] Unknown
	[ ] Limited IFR	[ ] VFR		[ ] Limited IFR	[ ] VFR	

Other significant positions or recordings

10. AIRCRAFT DATA (Cont'd)

File: V116/783/1047 | Page: 5

FORWARD FUSELAGE LONGITUDINAL DEFORMATION

NOTE: If fuselage is substantially intact however deformed, select the point on it now furthest forward, describe it and measure the distance along or parallel to the normal longitudinal axis of the aircraft from this point to the front of the pilot's seat when fully forward.

Description of Point (this may also be indicated in photographs at Section 10)	Distance (mm)

Remarks

11. FLIGHT CREW DATA

PILOT-IN-COMMAND (Surname and initials)	Nationality	Licence No. and type	Date licence expires
VALENTICH, F.	Australian	145103 PPL	31 January 1979
	Occupation: Shop Assistant	Date of birth: 9 June 1958	Licence endorsed for this aircraft: [x] Yes [ ] No

INSTRUMENT RATING	Aeroplane		1st Class		Class 1		Class 3		Class 5		None	
	Rotorcraft		2nd Class		Class 2		Class 4	x			Unknown	
INSTRUCTOR RATING	A		B		C				None		Unknown	
AGRICULTURAL RATING	Class 1		Class 2						None		Unknown	

PILOT EXPERIENCE (hours)	Total	Last two years	Last 90 days	SPECIAL EXPERIENCE (enter total hours or unknown against any significant items)			
Fixed Wing	(in excess of 150 hours)		U/K	Agricultural		Instrument	
Rotary Wing				Instruction		Night flying	
This type of aircraft	U/K	U/K	U/K	Gliding		Simulator	
				Testing		Command	
				Demonstration			

LAST PROFICIENCY CHECK
Date: 8 May 1978
Type: For issue Class 4 rating.

LICENCE RESTRICTIONS (specify): Nil.

[ ] Unknown [ ] Not relevant

Was pilot wearing corrective spectacles at time of accident? [ ] Yes [x] No

CONTROL SEAT OCCUPIED	Front	x	Rear		Left	x	Right				Unknown	
DUAL CONTROLS AVAILABLE	Elevator		Aileron		Rudder		Throttle		Steering		Brakes	

OTHER PILOT (Surname and initials)	Nationality	Licence No. and type	Date licence expires
	Occupation	Date of birth	Licence endorsed for this aircraft: [ ] [ ]

INSTRUMENT RATING	Aeroplane		1st Class		Class 1		Class 3		Class 5		None	
	Rotorcraft		2nd ATP		Class 2		Class 4				Unknown	
INSTRUCTOR RATING	A		B		C				None		Unknown	
AGRICULTURAL RATING	Class 1		Class 2						None		Unknown	

PILOT EXPERIENCE (hours)	Total	Last two years	Last 90 days	SPECIAL EXPERIENCE (enter total hours or unknown against any significant items)			
Fixed Wing				Agricultural		Instrument	
Rotary Wing				Instruction		Night flying	
This type of aircraft				Gliding		Simulator	
				Testing		Command	
				Demonstration			

LAST PROFICIENCY CHECK
Date
Type

LICENCE RESTRICTIONS (specify)

[ ] Unknown [ ] Not relevant

Was pilot wearing corrective spectacles at time of accident? [ ] Yes [ ] No

CONTROL SEAT OCCUPIED	Front		Rear		Left		Right				Unknown	
DUAL CONTROLS AVAILABLE	Elevator		Aileron		Rudder		Throttle		Steering		Brakes	

12. FLIGHT DATA

File: V116/783/1047 | Page: 6

FLIGHT PLAN

☐ None	Lodged at: Moorabbin	Time (hrs): 1723	Was approval required: ☐ Yes ☒ No	Was approval obtained: ☐ Yes ☒ No
From: Moorabbin	To: Moorabbin		Via: Cape Otway and King Island	☐ IFR ☒ NGT VMC ☐ VFR
EET (Mins): 147	Endurance (Mins): 300	Cons. rate:	Height (ft): B050	☐ NOSAR
SARTIME (hrs): 1930	To: Melbourne Flight Service	Facility: Phone		
Com. Frequencies: VHF NARCO COM11A, HF REXHTR-5D		Radio-Nav.: ADF ARC 521A		
Emergency equipment (describe): Four life jackets				

13. METEOROLOGICAL DATA

METEOROLOGICAL BRIEFING (attach copy of forecast if relevant)

☐ None	☐ Route forecast	Other (describe)	Source of met. information: Moorabbin Briefing Office
☒ In person	☒ Terminal forecast		
☐ By telephone	☒ Area forecast		

METEOROLOGICAL CONDITIONS AT ACCIDENT SITE Accident site not known.

Cloud amount/type	Base a.m.s.l.	Visibility (kilometres)	Wind velocity	Temperature
		☐ Day ☐ Night ☐ Dawn ☐ Dusk		°C

14. LOAD DATA

AIRCRAFT WEIGHT (kg)

	Take off	Landing
LIMITS ⇨	1270	1270

	Weight (kg)	How established
Aircraft basic weight (includes empty weight, oil and removable equipment)	775	Flt. Manual
Flight crew (No. Pilot)	54.5	Medical 1977
Passengers (No. -)		
Baggage (Pieces Not known)		
Freight (Pieces Not known) or Hopper contents		
Fuel (litres) 318	222.6	Flt. Manual
Weight at last take off	1052.1	Estimated
Fuel/Load deductions		
Weight at accident	Not known	

AIRCRAFT CENTRE OF GRAVITY

Datum: Front face of firewall (Station 0.0)

	Forward	Aft
LIMITS ⇨		47.4" aft of datum
Position at last take off		☒ Unknown
Position at accident		☒ Unknown

AGRICULTURAL HOPPER LOAD

Contents (describe)

Load at impact (kg): ☐ Weighed ☐ Estimated ☐ Reported ☐

Discharge valve position

Dump effected ☐ Yes ☐ No — If yes, amount (%)

LOADING CONTROL *(describe briefly unsatisfactory features of loading control such as miscalculations, inadequate load security, improperly consigned dangerous goods etc.)*

N/A

NARRATIVE *(give a concise chronological account of the sequence of events)*

At 1723 hours on 21 October 1978, Mr. Frederick Valentich lodged a flight plan at Moorabbin Briefing Office, for a Private Night VMC flight, in VH-DSJ, to King Island via Cape Otway and return to Moorabbin, at altitudes below 5000 feet. ETD Moorabbin was specified as 1745 hours with estimated time intervals of 41 minutes to Cape Otway and 28 minutes to King Island. Fuel endurance was shown at 300 minutes. He discussed the weather forecasts with the Moorabbin Briefing Officer, but he did not make any request for aerodrome lighting to be switched on for his arrival at King Island. It was established that King Island Flight Service Unit had closed, therefore it would be necessary to cancel SAR to Melbourne Flight Service by telephone on arrival. He told the Briefing Officer he was going to King Island to pick up passengers, he was not certain of how many, but would telephone Melbourne Flight Service with his ETD King Island and details of passengers and SAR watch before leaving King Island.

At 1810 hours the aircraft was refuelled to capacity. The pilot did not leave the aircraft during refuelling and the aircraft departed Moorabbin at 1819 hours. Two-way radio communications were then established with Melbourne Flight Service who were responsible for maintaining a communications and SAR watch on the aircraft during the course of its flight.

At 1900:29 hours the pilot of VH-DSJ reported position as Cape Otway and at 1906:14 hours the pilot asked Melbourne Flight Service for known traffic below 5000 feet. He was told there was no known traffic. The pilot then proceeded to describe in detail the various manoeuvres of apparently another aircraft or flying device operating in close vicinity to his aircraft. During the course of his description he stated his altitude to be 4500 feet and at 1911:52 hours he reported that the engine of VH-DSJ was running rough but he intended to continue to King Island. Melbourne Flight Service declared the Alert Phase and initiated action to recall a King Island Flight Service officer to duty and activate King Island Airport Emergency Procedures.

At 1912:28 hours communications from VH-DSJ ceased abruptly and no further communications were received. The Distress Phase was declared at 1933 hours when the aircraft failed to arrive at King Island and an extensive ground sea and air search was immediately initiated. The search action was terminated at 1900 hours on 25 October 1978, after divers and widespread search efforts failed to locate any wreckage or information of the whereabouts of the aircraft and its occupant.

JUSTIFICATION *(state concisely the reasons underlying the opinions described in Section 7 of this report, and indicate why this opinion is preferred to the possible alternatives.)*

The available evidence indicates that the pilot, Frederick Valentich was rapidly running out of time. He had told his family, girlfriend and associates, that he only had one subject left to pass to gain his Commercial Pilot licence and he was currently going to instructional classes twice a week to study that subject. His father was assisting him financially to obtain his commercial licence.

The names of the ground training organisations he was attending were not established.

On two occasions he sat for and failed all five CPL subjects and during July 1978, sat for three CPL subjects and failed them.

He had penetrated Sydney Control Zone during a flight in July 1978, and just prior to this flight he had received a counselling letter from the New South Wales Region.

Prior to this flight, Valentich had made known his intention to fly to King Island for some time and it was generally believed by his family, girlfriend and his immediate acquaintances that the purpose of the flight was to bring back crayfish.

However, he told the Operator and the Moorabbin Briefing Officer that the purpose of the flight was to bring back passengers. There was no evidence of any passengers at King Island waiting for him to pick up. Nor did he have any orders for crayfish other than one crayfish, from a member of the Air Training Corps. He did not order crayfish from King Island prior to the flight and as it happened at that time, no crayfish were available at King Island.

He told his girlfriend he would meet her at 1930 hours, a time he could not possibly keep. He told his father he would be home after return from King Island.

He did not request aerodrome lighting at King Island for his arrival, but he was aware that King Island Flight Service Unit had closed. It seems possible that he may not have had any intention of proceeding to King Island.

His girlfriend has stated that he perspired profusely and his voice changed in any unexpected or out of the ordinary situation.

It was particularly noticed while monitoring the recorded communications containing his detailed description of the other vehicles' manoeuvres that his voice remained 'matter of fact' and completely normal.

If it had been the pilot's intention to disappear, a number of directions of travel were open to him to maintain communications for the period he did while operating below 5000 feet. (See VHF Coverage Chart, Page).

However, it is unlikely that such a document would have been available to him and his possible tracking directions would be limited to known coverage areas.

Had the flight proceeded as planned and the aircraft did crash into the sea it is most probable that wreckage would have been sighted. The aircraft disappeared without trace and no wreckage was located or information received concerning the whereabouts of the aircraft and its occupant. It therefore is not possible to determine the cause of the disappearance but it seems likely that the aircraft did not crash in the sea between Cape Otway and King Island.

19. ACCIDENT PREVENTION

(Describe the lessons to be learned from this accident.)

N/A

20. ATTACHMENT CHECK LIST

[x] Witness statement (No.....)	[x] Flight plan	[ ] D.o.T. 461
[x] Investigator's notes (No.....)	[x] Meteorological reports	[ ] D.o.T. 462
[x] Transcript of communications	[x] D.o.T. 225	[ ] Autopsy report

Special report (describe)
Meteorological Analysis - R.K. Stibbs
Water/Oil Sample Analysis - R.A. Cummins, Department of Defence

Other (describe)
Radar Aspects - M.J. Harwood
Human Factors Aspects - Dr. B.J. Mahony, AMHF

21. PARTICIPATION IN THE INVESTIGATION

Name	Affiliation
P.G. Graham	Investigator in Charge
S.G. Spinks	Assisting Investigator in Charge as required.
A.G. Harris	
J.C. Sandercock	
I.S. Smith	

Wreckage security provided by: N/A

Name of first investigator to reach site: N/A

Date/time of arrival (local): N/A

22. INVESTIGATION RESPONSIBILITY

Name of officer responsible	Signature	Designation	Date
I.S. SMITH		A.S.S.U.	12.10.81

Subject

MISSING AIRCRAFT, VH-DSJ, 21 OCTOBER 1978

Darcy Hogan, Briefing Officer, Moorabbin

1. Hogan is in Air Training Corp so he knows Valentich.

2. Arrived briefing office at 5.15 approximately.

   (a) weather enroute for N/VMC. He didn't know much about N/VMC requirements. He asked if scattered SC at 3000 was OK,

   (b) no request for lights, and

   (c) going to pick up passengers and he didn't know how many. He would ring ML with details of POB and SAR EX K.I.

3. Valentich appeared to be in normal frame of mind.

4. No ETD K.I. Would advise ML from K.I.

5. SAR to K.I. Hogan asked if K.I. was open. Since closed he told Valentich that SAR would be to ML by phone.

6. Did nothing about lights and didn't discuss lights with Valentich. Valentich did not mention lights.

7. After Valentich left, Hogan went for a drive around the tarmac and thinks he saw Valentich taxying VH-WDD to Schutt's tarmac. He is not sure that it was Valentich.

8. Personally he considers Valentich would be an average pilot and of average maturity. Wasn't exceptional in any way.

9. Doesn't know what his drinking and smoking habits were. No close social contact.

10. No mention of UFOs.

P.R. GRAHAM
INVESTIGATOR

24.10.78

Subject

MOORABBIN REFUELLING

Rang Tysons 90-6709

VH-DSJ was refuelled on 21.10.78 at 18.10 by Ron Tyson.

247 litres of 80/87
1 litre oil

Filled to brim. Young chap as pilot did not get out of aircraft. Left immediately - saw no more.

Jet fuel is kept in quarantine so it has to be unlocked. He used same tanker to refuel many other aircraft in previous three hours so no chance of incorrect fuel.

S.A.S.

Log Book	After the pilot obtains his licence he cannot leave his log book at S.A.S.
Purpose of Flight	Told S.A.S. he was picking up three passengers but they believe he was getting crayfish. N.B. S.A.S. do not allow crayfish to be carried in their aircraft.
Return Flight	Not sure but thinks same night probably so that no one would see the crays.
Navaids	ADF VHF HF.

P. GRAHAM
INVESTIGATOR

Subject

MISSING AIRCRAFT, VH-DSJ : 21 OCTOBER 1978

Notes of a conversation with the O.I.C. King Island on 24.10.78 (Brian Jones).

He was on duty from 0800-1500 on Saturday.

At 1500 he put through a closing request to ML FS, stating lights out as no planned flights due and no request for lights.

He was pulled out of the golf club by the ML SOC about 19.15 after the aircraft had reported engine problems.

He put the airfield lights on at 19.35.

At the same time his assistant, Graeme Smyth had just arrived to also put the lights on for a departing Cessna 402 aircraft, VH-RCT which had been held up for passengers.

VH-RCT was then used for a quick search around the Island with Graeme Smyth as an observer from 20.00 to 20.25. Nothing sighted. Weather absolutely clear with unlimited visibility.

VH-PDN arrived at about 1800 hours with a band and was due to depart about 0300 the next morning. They have an agent who has a key for the lights.

VH-PDN was used for a quick search at 1000 feet at 20.00 hours to 20.55 hours with Brian Jones as an observer. Could see the Cape Otway lights flashing from the lighthouse as well as all the Island lights. Excellent visibility with a clear sky. No cloud and very starry. Many fishing boats around the Island had their lights on and could be seen for miles.

The normal system for lights is for either the pilot or for Flight Service to ring up beforehand and book them. There had been no request for lights.

Has spoken to the cray fishermen and none were ordered for that night. In fact they had sold out in the afternoon and did not have any left.

The pilot had not booked into the Motel.

They do not recognise the name of the pilot but the aircraft has been down to King Island before.

A.G. HARRIS
INVESTIGATOR

Subject

MR. C.P. DAY : KING ISLAND

Notes made following a phone discussion with Mr. Cliff P. Day, a cray fisherman/kelp farmer of King Island on 24.10.78 (004/62-1426).

- He is not cray fishing until next week.
- Last went cray fishing June '78.
- Cannot remember who he sells crays to and the name Valentich means nothing.
- No phone call from Valentich ordering crays and if he had rung there were no crays available from him.
- Unusual for one to expect crays at that time of night but if they had been ordered there would be no problem.

A.G. HARRIS
INVESTIGATOR

24.10.78

Subject

MR. K. McCRAWLEY

Kevin McCrawley,
Mess Officer,
ATC HQ Mess 328-3704
Home 458-1119

I spoke to Mr. K. McCrawley on 24.10.78 concerning the report from Mr. G. Valentich, (father of the missing pilot), that his son was going to King Island to pick up lobsters for the Mess. He told me that the Mess had not ordered any crays, however, members may have made private arrangements and he would check it out that night.

Mr. McCrawley phoned me today and stated that S/Ldr Grandy had ordered a cray if Frederick did go to King Island but there had not been any other firm orders.

I.S. SMITH
INVESTIGATOR

Subject

CONVERSATION WITH VINCE ALFONSO

Vince Alfonso flew VH-DSJ on Saturday 21.10.78. He works as LAME for Schutts (90-3033).

- Carried out a Daily Inspection before 6.00 a.m.
- Went on flight MB-French Is-MB at 6.10 a.m.
- Aircraft performed OK.
- There was a bit of a smell from heater but it disappeared after short time. Considered normal.
- On way back from French Island about 10 minutes from MB a passenger pointed out fuel venting from RHS.
- After landing the cap was out of the tank and hanging on the chain. He reported it to S.A.S. but didn't enter it on maintenance release. On Sunday he was at S.A.S. discussing the incident and found out that the cap had been repaired prior to Valentich departing.

P. GRAHAM
INVESTIGATOR

25.10.78

NOTE Don Sowman is checking to find out if cap had been repaired prior to Valentich departing.

Subject

PETER BARNETT : SEARCH AND RESCUE (10.36 HOURS, MONDAY 23 OCTOBER)

Oil Slick Sample

- Fishing boat from Apollo Bay delayed.
- Will not be able to rendevouz with R.A.A.F. aircraft until after lunch.
- Will therefore not know if sample possible until later today.

A.G. HARRIS
INVESTIGATOR

Subject

CAPTAIN E.R. BARNES : 25.10.78

- Edwin Rober Barnes, Captain on G159 with Associated Airlines.
- Also ATC RAAF and therefore the contact through Sqn Ldr. Grandy.
- Instructed Fred in Nav and Aircraft Performance and recently MET.
- Never flew with Fred.
- Didn't drink much.
- Has seen Fred angry when he came back from KI and supposedly approach the incorrect runway.
- Fred was quiet until he got to know you.
- Impression - Fred would have had a healthy approach to flying
  - no short cuts.
- UFO's - never mentioned.
- Fred had mentioned his helicopter ride at East Sale.
- Monday 30.10.78 he is available, home - 3546944, work - 3792908.

P. GRAHAM
INVESTIGATOR

149 Essex Street,
Pascoe Vale 3044.
30th October 1978.

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Mr. P. Graham,
Air Safety Investigation Branch,
Regional Headquarters,
108 Lonsdale Street,
Melbourne.

Dear Sir,

In response to your request for a written report of my impression of Frederick Valentich, I have given the matter much thought and have attempted to set out the relevant facts, subsequent assessment and comments in a logical sequence.

I was first introduced to Fred about a year ago by SQNLDR R.F. Grandy who, like myself, is an Air Force Reservist attached to Squadron Headquarters, Air Training Corps. SQNLDR Grandy had known Fred when he was a Cadet in the Corps some years previously, and after he introduced Fred he asked me to read a reference that he had prepared for Fred. I recall him saying that he thought that Fred was worthy of any assistance or advice I may give him.

That evening I spent over an hour with Fred. He explained that he was not accepted for RAAF aircrew, and now wanted to persue a civilian flying career.

After that first meeting he regularly attended Squadron Headquarters in a civilian capacity, working without pay or allowances until accepted into Squadron staff as an Airman. During that time he was working in my section, and he showed alot of enthusiasm for the work given him.

He sat for all six CPL examinations early this year, and as he failed all of them he asked if I would tutor him. Although reluctant at first, because of my shortage of spare time, I agreed to assist him in navigation and aircraft performance. He became a regular Sunday afternoon visitor to my home, once bringing his young twin sisters and a couple of times his girl friend, Miss Rhonda Rushton.

On the basis of my involvement with Fred as briefly outlined above, my assessment of him is as follows;

(i) He always demonstrated responsibility towards his study and other work given to him. I recall his careful supervision of his sisters in my home. He sometimes told me of his in-flight experiences which indicated a responsible attitude toward the command of an aircraft.

(ii) He was always friendly, neatly dressed, and was of sober habits. Whilst in my company he rarely had more than one alcoholic drink in an evening. I never heard anyone comment adversely on his drinking habits.

/2

(iii) As indicated above, he appeared to be enthusiastic about his work both at Headquarters and in my home. He frequently spoke of getting an instrument rating and twin endorsement so that he could get a flying job as soon as he obtained his CPL. 19

(iv) Knowing that he failed to gain selection for RAAF aircrew because he did not possess the required academic qualifications, I nevertheless thought that his academic standard was reasonable, spelling excepted; it was poor. When working through navigation problems I put his frequent mistakes down to impatience and the desire to get his exams over and done with.

(v) He showed respect to those in authority, and only on one occasion can I recall his making a derogatory comment about any person. That was as a result of Air Traffic Control at Moorabbin raising an ASIR about the way in which he made an approach and landing at Moorabbin after a flight. He was quite annoyed, an adament that he had operated in accordance with the current ATIS.

(vi) Observing his personal discipline, and from what he told me about the way he conducted himself in the air, I believe that he was developing a healthy flight discipline. As both flight discipline and airmanship are pet subjects of mine, I took every opportunity to advise him in that regard.

(vii) In summary, I would say that he was impressionable, a "battler", and that he had the determination and stability to achieve his goal of commercial pilot.

I must admit to extreme disappointment on hearing from you today that Fred did not pass the two exams he sat for in mid-year, not because he failed them, but because when I returned from holidays in mid September, he rang me to say that he had passed the exams. Having read my comments in the above paragraphs you will see that I must regard Fred's apparent dishonesty as being completely out of character.

I now wonder if he was ashamed for not having passed the exams, possibly realizing that he would never get his CPL. Because everyone had formed the same high opinion of him, was he a good actor? Did he have a split personality? Could he have really been unstable?

In view of this, together with his mysterious disappearance, is it in any way significant that on the Sunday following his exams he and Rhonda bought two bottles of wine to my home to share that day because he said that he thought he had passed both exams. I declined because I was on "reserve", and said that we would drink them when he was told that he had passed. That was his last visit to my home. Did he know then that he had failed? Was the wine payment to me for my efforts?

Giving Rhonda the friendship ring a week earlier than the "anniversary"; reportedly speaking calmly on the radio about a UFO then reporting engine trouble; no lights, passengers or crays organized at King Island; I am now asking myself if he has absconded with the aircraft, or if it was a suicide flight that he had carefully planned for some time.

I trust that the above information is acceptable and may in some way prove helpful to your investigation.

Yours faithfully.
R. Barnes.

24 OCT 1978

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DEPARTMENT OF TRANSPORT

AIR SAFETY INCIDENT REPORT

Folio No.....
Station ML FS
No. 173
Reg. Off. No.....
Central Off. No.....

Normally this report should be mailed to the Director of the Region in which the incident occurred. If more convenient it may be lodged with the OIC of any Air Traffic Control or Flight Service Unit.

LOCATION OR ROUTE SECTION CAPE OTWAY-KING ISLAND Date 21.10.78 GMT Time 0912

AIRCRAFT: Type and Marking C182 VH-DSJ PILOT: Name and Initials VALENTICH

OWNER/OPERATOR S.A.S. FLIGHT CATEGORY: (underline) VFR NV
IFR

TYPE OF OPERATION (underline applicable type):
Regular Public Transport Charter Agriculture Aerial Work
Private Aircraft Test Flight Training Dual Training Solo

FLIGHT: Last departure point MOORABBIN First point of intended landing KING ISLAND Flt. No.....

When this report is submitted by a Departmental officer, enter Fault Report No. (if applicable).....

DESCRIBE INCIDENT AND RELEVANT CIRCUMSTANCES, with comment and suggestions:

IMPAIRED OPERATING EFFICIENCY.

AT 210819 VH DSJ DEPARTED MOORABBIN ON A PRIVATE TRAVEL FLIGHT TO KING ISLAND VIA CAPE OTWAY. AT 0900 HE REPORTED OVER CAPE OTWAY PROCEEDING TO KING ISLAND. AT 0906 HE INQUIRED IF THERE WAS ANY KNOWN TRAFFIC BO50. (PLEASE REFER TO ATTACHED TRANSCRIPT FOR EVENTS THAT FOLLOWED.) AT 0912 THE PILOT REPORTED A ROUGH RUNNING MOTOR. ALERT PHASE DECLARED. THE AIRCRAFT THEN MADE A FURTHER REPORT THAT THE U.F.O. WAS STILL IN THE VICINITY. CONTACT WAS THEN LOST WITH THE AIRCRAFT. AT 0913 THE FS3 OPERATOR DECLARED DISTRESS PHASE BUT OPERATIONS ADVISED PHASE WAS TO REMAIN AT ALERT UNTIL ETA KING ISLAND OF 0928. AT 0933 OPERATIONS UPGRADED PHASE TO DISTRESS.

Signed. P.C. Ring Designation A/FSO3 Date 21/10/78

NOTE—If you desire an acknowledgement of this report, please place your name and address hereunder. If these details are not given, no acknowledgement of receipt will necessarily be made.

Name.....

Address.....

.....

.....

DOT 225 P

.....Region

Dear Sir/Madam,

Thank you for your Air Safety Incident Report concerning.....

.....

.....on / /

For future reference it has been allocated No.....

Yours faithfully

Date / /

.....

For Director

NNNNZCZC MFB535 210732 VVV
FF AMKIYS
FF AMZZRE
210728 AMMBYO
PLN DSJ NV PVT C182 VRHN/BC/H
AMMB FOR AMKI AMMB 0745
CTY B050/41 AMKI 28
CTY 34 AMMB 44
CLIAS 80 LX 300
SARTIME 210930 AMKI AMML PHONE
FURTHER SAR TBA

NNNNZCZC MFA370 210851
FF AMOCYS
210850 AMMBYO
DEP DSJ AMMB FOR AMKI 0819

NNNNZCZC MFB588 210957
SS AMMLYS
SS AMMLYU AMMLZR AMKIYS
210952 AMMLYS
ALERTFA IMPAIRED OPERATING EFFICIENCY
VFR DSJ C182 PVT
ATD 0819 AMMB FOR AMKI VIA CTY EET 69(E E E 69 VHFR HFN
POB 1 LR 0912 AMML 125.9 PX CTY 0900 B050 AMKI 0928
TPD 0912 RMKS PRIOR TO ROUNT E E E TO ROUGH RUNNING
MOTOR AND LOSS OF CONTACT WITH ACFT PILOT REPORTED
U F O IN HIS VICINITY

NNNNZCZC MFB612 211028 VVV
SS AMMLYV AMKIYS
SS AMMLYV AMKIYS AMLTYV AMMOYC
211028 AMMLYU,,,,,
DETRESFA ROUGH RUNNING MOTOR. OVERDUE ON ETA AMKI
NGT VMC. VH DSJ. C182 PVT ATD 0819 AMMB CTY AMKI EET 69 ENDCE 300
BC VR HN. POB ONE VALENTICH SAS LX. LR 0915 AMML FS 125.9
PX CTY 0900 B050 VISUAL. BLUE BODY WHITE STRIPE WHITE TAIL
ETA AMKI 0928

31 OCT 1978

6 104739 W. 22

DEPARTMENT OF TRANSPORT

AIR SAFETY INCIDENT REPORT

Folio No.
Station No. ML 388
Reg. Off. No.
Central Off. No.

Normally this report should be mailed to the Director of the Region in which the incident occurred. If more convenient it may be lodged with the OIC of any Air Traffic Control or Flight Service Unit.

LOCATION OR ROUTE SECTION CAPE OTWAY-KING I Date 21 OCT 1978 Local Time 1912

AIRCRAFT: Type and Marking CESSNA 182 VH DSJ PILOT: Name and Initials VALENTICH F

OWNER/OPERATOR SOUTHERN AIR SERVICES FLIGHT CATEGORY: (underline) VFR IFR

TYPE OF OPERATION (underline applicable type):
Regular Public Transport | Charter | Agriculture | Aerial Work
Private | Aircraft Test Flight | Training Dual | Training Solo

FLIGHT: Last departure point MOORABBIN First point of intended landing KING I Flt. No.

When this report is submitted by a Departmental officer, enter Fault Report No. (if applicable)

DESCRIBE INCIDENT AND RELEVANT CIRCUMSTANCES, with comment and suggestions:

ENGINE MALFUNCTION - AIRCRAFT MISSING

(1) AT 2108 19 GMT, VH DSJ DEPARTED MOORABBIN FOR KING ISLAND ON A VFR/NV FLIGHT TO KING ISLAND. DSJ REPORTED CAPE OTWAY AT 0900 WITH AN ETA KING ISLAND OF 0928

(2) AT 0906½ DSJ REQUESTED INFORMATION OF AN TRAFFIC IN AREA SINCE HE COULD SEE LIGHTS. THE PILOT CONTINUED TO REPORT LIGHTS NEAR HIM UNTIL 0911½ WHEN HE REPORTED AN ENGINE ROUGH RUNNING PROBLEM WITH THE INTENTION OF CONTINUING TO KING ISLAND. THE ~~AREA~~ ALERT PHASE WAS DECLARED AND AERODROME EMERGENCY PROCEDURES ACTIVATED AT KING ISLAND. KING ISLAND FLIGHT SERVICE WAS RECALLED TO DOTY.

(3) AT 0912½ RADIO CONTACT WAS LOST WITH DSJ. SINCE THE AIRCRAFT HAD PREVIOUSLY REPORTED CRUISING AT 4500 FT, APPROXIMATELY THE LOWEST LEVEL FOR CONTINUOUS COMMUNICATION WITH MELBOURNE FLIGHT SERVICE IN THIS AREA, THIS MIGHT HAVE BEEN INDICATIVE OF LOSING ALTITUDE.

(4) THE DISTRESS PHASE WAS DECLARED AT 0933 WITH THE

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Name

Address

Region

Dear Sir/Madam,

Thank you for your Air Safety Incident Report concerning

on / /

For future reference it has been allocated No.

Yours faithfully

Date / /

For Director

DOT 225 P

NON ARRIVAL OF DSJ AT KING ISLAND.

(5) AN AIR/SEA/GROUND SEARCH WAS MOUNTED IMMEDIATELY WITH THE FIRST AIRCRAFT DEPARTING KING ISLAND FOR A LAND SEARCH AT 1001. THE SEARCH CONTINUED UNTIL 0900 ON THE 25 OCTOBER WITH NO WRECKAGE SIGHTED

(6) WEATHER CONDITIONS IN THE AREA WERE REPORTED AS EXCELLENT WITH LITTLE OR NO CLOUD, LIGHT WINDS AND A CALM SEA. THE FIRST KING ISLAND SEARCH AIRCRAFT REPORTED SEEING THE CAPE OTWAY LIGHT WHEN STILL SOUTH OF CAPE WICKHAM, AT 3000FT, A VISIBILITY OF ABOUT 60 NM.

SUNSET AT CAPE OTWAY WAS AT 0850

LAST LIGHT AT CAPE OTWAY WAS AT 0921

THERE WAS NO MOON BUT VENUS SHOULD HAVE BEEN VISIBLE ON A BEARING OF 255T AT AN ELEVATION OF 25° APPROXIMATELY.

(7) THE MAJOR ~~PROBLEM~~ PROBLEMS WERE FOUND DURING COURSE

SIGNED ..... DESIGNATION ..... DATE: / / .

Please note instructions at foot of this page.

FOR DEPARTMENTAL USE ONLY

COMMENTS BY REGIONAL OFFICERS:

SIGNED ..... DESIGNATION ..... DATE: / / .

ACTION BY REGIONAL INVESTIGATOR:

SIGNED ..... DESIGNATION ..... DATE: / / .

Any papers or documents which may assist in the investigation of your report should be submitted as attachments to this form. If you think your report can be supplemented by information from an Air Traffic Control or Flight Service Unit where possible please notify the circumstances of the incident, and the fact that a written report is being submitted, to the senior officer on duty at the unit concerned. On receipt of your notification, action will be taken to collect and retain the data relevant to your incident report.

Where it is necessary to urgently report any matter affecting the safety of aircraft you are requested to notify the circumstances of the incident by the quickest available means; i.e., radio, telephone, telegram, etc. This initial notification should be confirmed in writing on this form.

10673/77

C. J. THOMPSON, Acting Commonwealth Government Printer

DEPARTMENT OF TRANSPORT

AIR SAFETY INCIDENT REPORT

Folio No.....
Station.....
No.....
Reg. Off. No.....
Central Off. No.....

Normally this report should be mailed to the Director of the Region in which the incident occurred. If more convenient it may be lodged with the OIC of any Air Traffic Control or Flight Service Unit.

LOCATION OR ROUTE SECTION..... Date..... Local Time .....

AIRCRAFT: Type and Marking VH DSJ PILOT: Name and Initials.....

OWNER/OPERATOR..... FLIGHT CATEGORY: (underline) VFR IFR

TYPE OF OPERATION (underline applicable type):

Regular Public Transport | Charter | Agriculture | Aerial Work
Private | Aircraft Test Flight | Training Dual | Training Solo

FLIGHT: Last departure point..... First point of intended landing..... Flt. No.....

When this report is submitted by a Departmental officer, enter Fault Report No. (if applicable).....

DESCRIBE INCIDENT AND RELEVANT CIRCUMSTANCES, with comment and suggestions:

7) CONT/ (2)

OF THIS SEARCH

a) MUCH SEARCH TIME WAS LOST BY THE OPTIMUM AIRCRAFT, THE ORION, IN DIRECTING A SURFACE VESSEL TO THE POSITION OF POSSIBLE OIL SLICK AND DEBRIS FOR RETRIEVAL.

b) WHEN LIGHT AIRCRAFT, WITHOUT INTEGRAL NAVIGATION SYSTEMS, FOUND POSSIBLE DEBRIS WHEN OUT OF SIGHT OF LAND THEY HAD TO CLIMB TO FIX POSITION AND IN DOING SO LOST SIGHT OF DEBRIS.

NOTE—If you desire an acknowledgement of this report, please place your name and address hereunder. If these details are not given, no acknowledgement of receipt will necessarily be made.

Name.....

Address.....

.....

.....

.....

.....Region

Dear Sir/Madam,

Thank you for your Air Safety Incident Report concerning.....

.....

.....on / / .

For future reference it has been allocated No.....

Yours faithfully

Date / /

.....

For Director

DOT 225 P

24/10/78.

24

25

Keith

As per your request, I enclose a plotting chart with the returns around that time according to memory.

Anomalous propagation was present to a certain extent resulting in strong and well defined Otway returns (1). A rolling return had been present some time prior to 0900z but had disappeared well before that time. It was the type of return I understand is associated with Surf (2). The return I considered possibly the Wx return was at the base of R325 and had been there for some time prior to 0900 it remained stationary and was still in that position at ~~0900z~~ 1100z when I went off shift (3) The only other return was K1 (4).

I had not had any light acft during the period I was controlling on Sec 3 and cannot give an indication of the extent to which they operated. The Jaun jets which dipt on the 150R gave strong primary returns throughout.

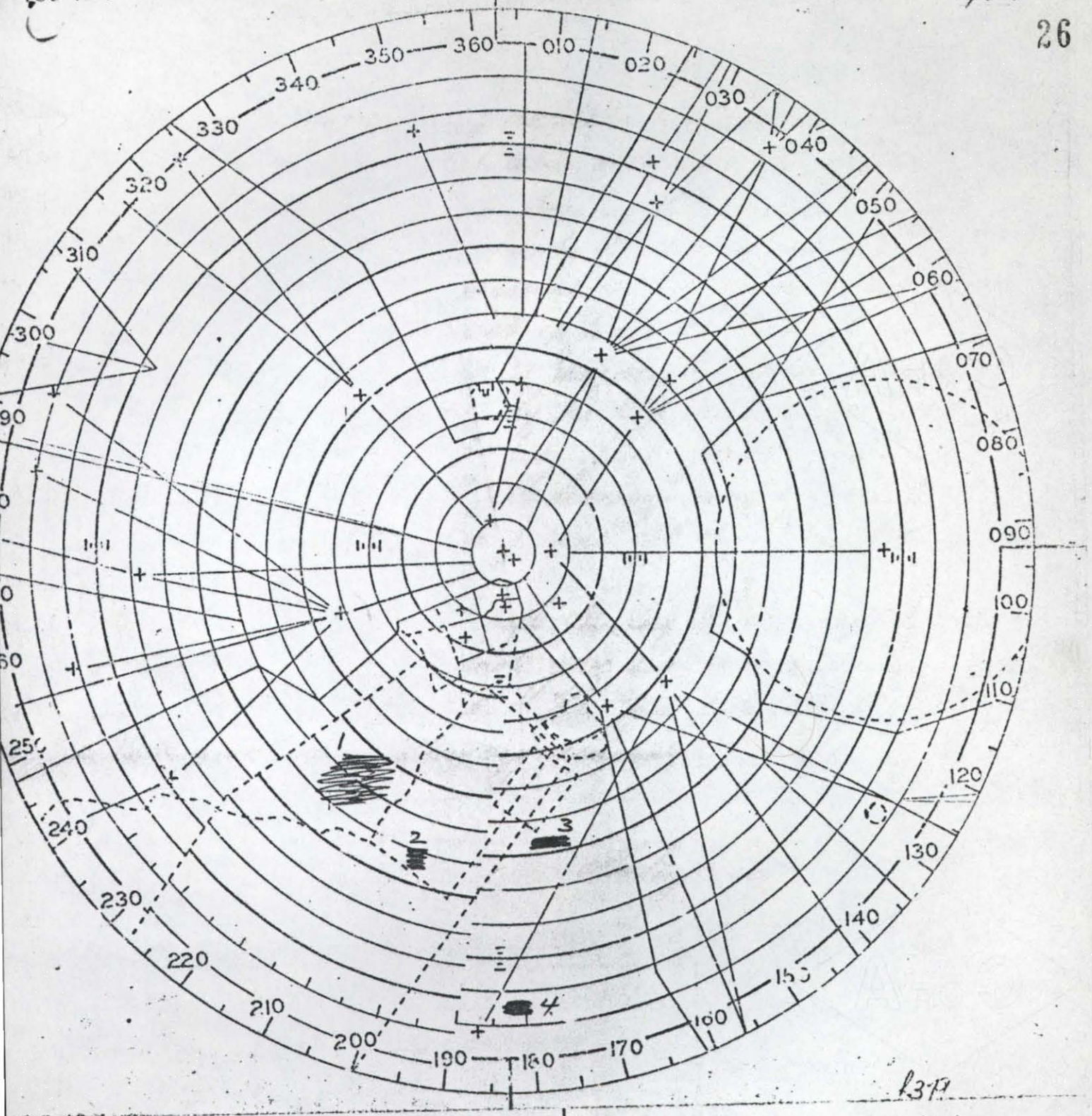
Martin Wright

160 NM. PLOTTING C[illegible]T

1.74.

24A

26



137

CALL SIGN AND TYPE DSJ FLIGHT SERVICE DATE 21/10/78 TIME 0908Z (APPROX)

~~WEATHER~~ REQUEST FOR RADAR ASSISTANCE

REMARKS RETURNS OBSERVED. 1. OTWAYS

2. A RETURN OBSERVED PRIOR TO 0700 (NOT SURE HOW LONG PRIOR) PAINT WAS ROLLING FROM NORTH EXTREMITY TO SOUTH THEN RETURNING TO NORTH - PROBABLY WAVE MOVEMENT ANNAPROP.

3. A STEADY RETURN PRESENT FROM PRIOR TO 0900Z UNTIL WENT OFF SHIFT ~~1400~~ 1100Z

4. KING ISLAND ANNAPROP.

DEPARTMENT OF TRANSPORT

DOMESTIC FLIGHT PLAN

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Filing Time

FF Addresses

Originator

Aircraft Ident.	DSJ	IFR I	Night VMC NV	VFR V	Class of Operation	PVT.	ANR 203		Aircraft Type	C 182

VHF V	HF H	1 ILS 2 A AA	1 ADF 2 B BB	VOR C	200 MHz DM	DME	1,000 MHz D	TACAN E	DOPPLER H	VAR V	RADAR W	SSR
R.	N.											

Departure Point: mB FOR Landing Points: KI - mB.

ETD 0745 ATD

Route Segments	LSALT	FL or ALT	TAS	TR MAG	Wind	HDG MAG	GS	Dist.	ETI	PLN ETA	ATA	GS	ETA next Pos'n	Flt Proc., etc.
mB.	1500	B050	130		340/15									
CTY.	4000			225		232	135	92	41					
KI.	1500			155		155	145	64	28					
		B050.												
KI.	1500													
					340/15									
CTY.	4000			334		335	115	64	34					
mB.	1500	B050		045		039	124	92	44.					
									137					

	Alternate Landing Point	Level	Time Interval	Flight Proc. Route	LSALT
ALTN	For	/		Via	
ALTN	For	/		Via	
ALTN	For	/		Via	

Remarks: FURTHER SAR TBA.

CLIAS 80 IAS / Mach Survival Beacon LX Pilot Status L Captain VALENTICH. Company SAS.

STAGE 12 mB. mB.

	Min	Gal/lb	Min	Gal/lb	Min	Gal/lb	Min	Gal/lb	Min	Gal/lb	Max	Gal/lb
Climb	10											
Cruise												
Altn												
SUB-TOTAL												
Variable Reserve												
Fixed Reserve	45											
Holding (if req'd)												
Taxi												
Fuel Required	193											
Margin (Cruise rate)												
TOTAL ENDCE	300											

Operational Approval

FLOW	X
T	286
SAR	F

Approved ..... GMT

Void ..... GMT

Air Traffic Controller

GENERAL AVIATION AIRCRAFT	IF NOT ON FULL REPORTING →	Sartime 0930.	For arrival at KI.	To (A.O. Unit) IL	By (method) [illegible]
	SURVIVAL GEAR CARRIED →	☐ First aid	☑ Life jackets	☐ Emergency rations	☐ Water	Other (specify)
	PHONE NUMBERS AT LANDING POINTS →			POB /	End of Daylight

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

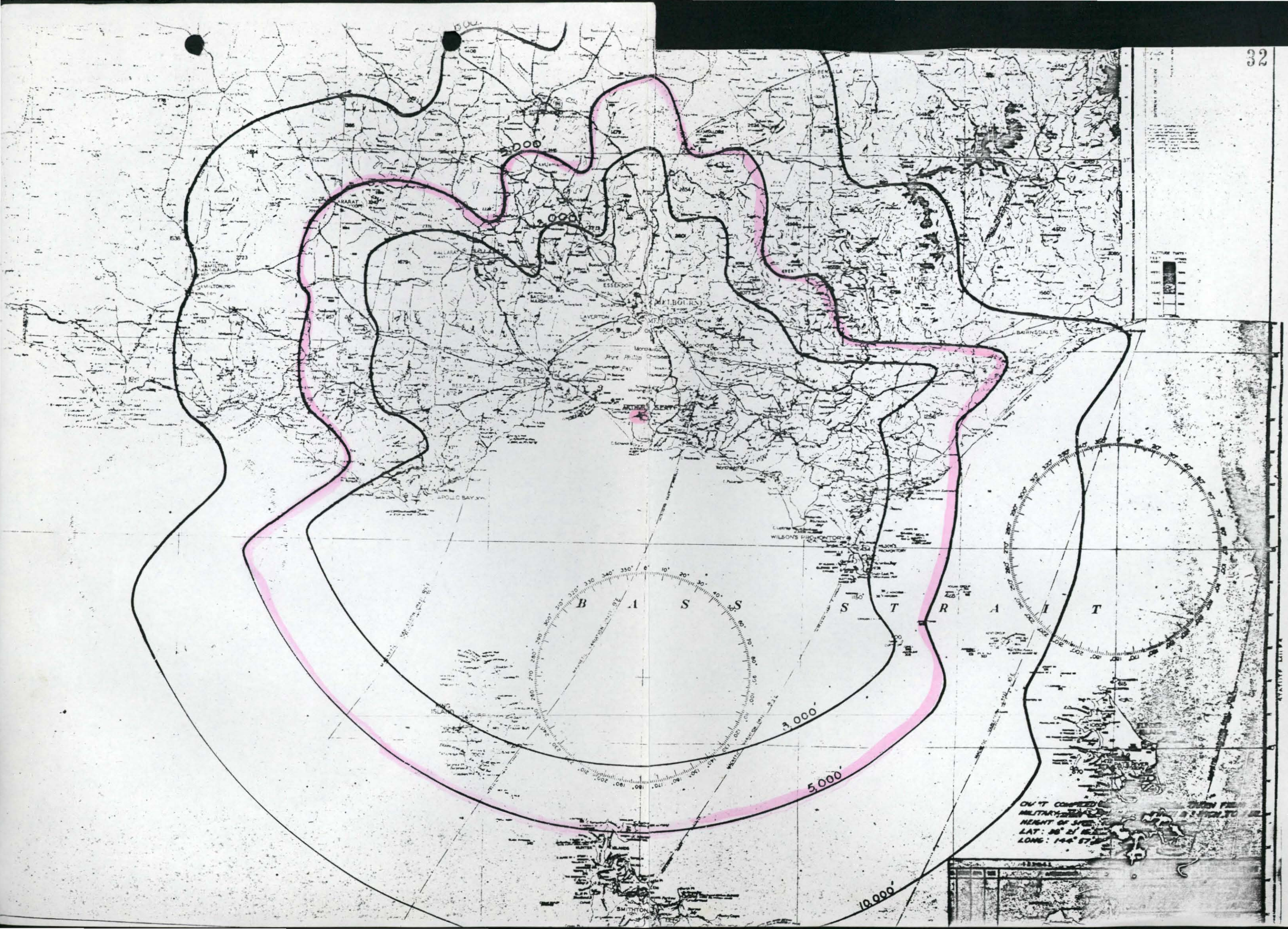
LEGEND

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 YOURE 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


5,000'
3,000'
5,000'
10,000'
B A S S S T R A I T
MELBOURNE
ESSENDON
LAVERTON
GEELONG
ARTHUR SEAT
WILSONS PROMONTORY
BAIRNSDALE
SMITHTON
KING ISLAND
HAMILTON
ARARAT
BALLARAT
BENALLA
CHART COMPILED
MILITARY
HEIGHT OF SPEC
LAT: 38° 21' 16"
LONG: 144° 57'

Subject

MISSING AIRCRAFT : VH-DSJ : 21 OCTOBER 1978

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 McDonalds 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
GMH Foundary	:	3.5 months
Commercial Licence Course	:	5.6 months
R.M.I.T.	:	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 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, ten times larger than a star, was stationary for a while and then moved off at a 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 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. GRAHAM
INVESTIGATOR

Subject

MISSING AIRCRAFT, VH-DSJ : 21 OCTOBER 1978

Discussion with Miss R. Rushton on 24 October 1978

Miss Rhonda Rushton of 3 Bradford Avenue, Preston (telephone 411-2479) 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 9.00 p.m. EST, after he had finished work at the Army Disposals, 139 Puckle Street, Moonee Ponds. In their conversation it became evident 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 MacDonald's take away food store near Southland, on the Nepean Highway to purchase food. She believed he would have ordered "two Big Macs, two 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 drinking habit, she stated he never had more than two 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 cheerful, 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 he was aware he was not taking any self medication for such complaints. The only thing she could offer was that he was taking Conycin 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. 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 giving it to her on 13 October. He apparently had told his friends of his intent 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 a half hour. They had found a hole and descended through it.

She considered 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 so 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 the "metallic noise" mentioned in the newspaper could have been the seat sliding rearward, 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 the 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.

The matter of unidentified flying objects, then the subject of such 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 UFO's but she didn't consider him an avid 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 to 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

Subject

INVESTIGATOR'S ASSESSMENT OF MISS RUSHTON

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 her years.

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.

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 phrase used and the tone of some of her comments.

J.C. SANDERCOCK
INVESTIGATOR

Subject

MISSING AIRCRAFT, VH-DSJ : 21 OCTOBER 1978

Discussion with Mr. Gregory Reaburn

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 on Mr. Valentich. During an informal discussion he gave the following information.

- They had been in the Air Training Corps, together for some years and both were very interested in weapons.

- The two saw each other on average twice a week. This was on Tuesdays and Fridays when they attended the Air Training Corps.

- 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.

- Valentich was disappointed about not getting into the RAAF and it had made him quite determined to get his Commercial Pilot's licence and fly for the airlines just to show the RAAF he could do it.

- Valentich had been going with his girlfriend for five months and they were very close. He had recently given her a friendship ring.

- 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.

- 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.

- 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.

- Valentich was very strict 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.

SUBJECT

- Reaburn was aware that Valentich had planned to fly to King Island but he did not know on what particular day. He knew that Valentich was going to bring back a crayfish for the OIC of the Air Training Corps (Squadron Grandy) but he had only found this out since the aircraft disappeared.

- 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 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 the 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 were 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 McDonalds 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 considered 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

FREDERICK VALENTICH - HISTORY

1958

- 9 June date of birth

1971

- Keilor Heights High School

1974

- Left school at end of Form 4
  Results at end of Form 4

  "Excellent" - Physical Education
  "Above Average" -
  "Average" - Italian, History, Metal Work
  "Below Average" - Geography, English, Science, Graphics
  "Fail" - Maths A, Maths B

1975

- (Believed to have been studying for leaving Certificate)

1976

- (Believed to have been studying for Leaving Certificate)
- Applied to RAAF

  Test Results - "very low scores, indicative low I.Q. fit for unskilled work only".

1977

- Enrolled RMIT - electronics, maths physics
- Withdrew from RMIT in July
- Student Pilot Licence issued 24.2.77
- Solo June
- Theory Exam result passed "Basic Aeronautical Knowledge" at third attempt 11.8.77
- Flight Test result passed "Restricted Private Pilot" at second attempt September
- Restricted PPL issued 23.9.77 with 57 flying hours
- PPL Theory Exam results

  'Nav' passed at second attempt

.../2.

'Met' passed at first attempt
'Aircraft Performance and Operation' passed at fifth attempt.
'Air Legislation' passed at third attempt.

- CPL Theory Exam results - October 1977 - sat for and failed all five exams.

1978

- Passed PPL Navigation test flight at second attempt 19.1.78
- PPL Area Restriction lifted 27.1.78 at 89 hours
- CPL Theory Exam results April 1978 - sat for and failed all five exams
- Class 4 Instrument Rating issued 11.5.78 at 147 hours
- CPL Theory exam results July 1978 - Sat for and failed three exams - did not sit others
- July 1978 involved in two incidents at 160 hours
    1) Penetration of SY Control Zone due poor navigation. Warning letter sent to him.
    2) On two occasions deliberately flew into cloud. Prosecution was being considered.
- Aircraft VH-DSJ and pilot disappeared on 21.10.78

Other Points

- Pilot log book not found.
- At time of disappearance he was working as a shop assistant but devoting most of his energy to flying.
- As a boy he had been an Air Training Corps cadet.
- In 1977 after he had started flying he returned to the Corps as an unpaid civilian helper.
- He later was taken on with the rank of Airman.
- He was well thought of by friends and acquaintances.
- He was determined to succeed as a pilot.
- He told everybody he had passed some CPL theory exams.

Enrolment and study R.M.I.T. 1977

Subjects:	Circuit Theory	1 hour
	Electronics	1 hour
	Electronic Circuits	1 hour
	Mathematics	1 hour
	Physics	1 hour
	Communications and Report Writing	

On 12.7.77 he withdrew from Electronics and Electronic Circuits.
On 22.7.77 he withdrew completely. Reason given as commencing Commercial and Senior Commercial Pilot Course.

Keilor Heights High School

From Deputy Principal

Form 4 in 1974 (Intermediate Standard)
Left school at Form 4 level in 1974.

Results Form 4:	Physical Education	"A"	
	Italian	"C"	
	Geography	"D"	
	English	"D"	
	Maths A	"Fail"	difficulty in comprehension
	Maths B	"Fail"	
	Metalwork	"C"	
	Science	"D"	lacks understanding
	History	"C"	difficulty with expression
	Graphics	"D"	

A - Excellent
B - Above Average
C - Average
D - Below Average
Fail - Unacceptable Level

P. GRAHAM
INVESTIGATOR

Subject

R.A.A.F. CONFIDENTIAL REPORT

Re F. Valentich.

- Applied for RAAF in 1976.
- At time was repeating leaving.
- Was Aptitude and Psych. tested 24.5.76.
- Was only interested in being trained as a Radio Tech.
- Scores on tests were very low - indicative of a low I.Q. (failed all tests).
- Considered fit for unskilled work only.
- Dossiers kept for two years - his has been destroyed.
- A computer printout on him is held by RAAF - they would supply us with what info they have on formal request.

P. GRAHAM
INVESTIGATOR

Subject

COMMERCIAL PILOT LICENCE EXAMINATION : F. VALENTICH

History of examination enrolments and results of Frederick Valentich.

Exam 1 of March 1978

Enrolled for all five Commercial subjects and Senior Commercial Met.

Results - Failed all subjects.

Exam 2 of July 1978

Enrolled for Nav, Performance and Engines.

Results - failed all subjects.

Exam 3 of November 1978

Enrolled Com. Met, Principles of Flt and Senior Com. Met.

P. GRAHAM
INVESTIGATOR

Subject

MISSING AIRCRAFT : VH-DSV : 21 OCTOBER 1978

Conversation with Don Sowman

Log Book: Not at S.A.S.

Standard:

- Failed him first time Unrestricted.
- Average only.
- OK on instruments.
- No mention of UFOs.
- Not a drinker that he knows.
- Financially - ran up a $500 bill but he paid it out before this trip.
- No mention of problems or disturbances.
- Seemed vague at times.
- Didn't know him well.

VH-DSJ:

- 100 hourly on Friday 20.10.78.
- Flown by V. Alfonso on Saturday 21.10.78 who works at Schutts (Brents).
- No autopilot.
- Single ADF.
- No strobe.
- One rotation beacon on tail.

Payment of Bill:

- S.A.S. asked him about account when it was $360. He said his passengers to SY had given him a little money prior to flight but not all and he would have to chase it up.

  Note: Only Valentich and girlfriend went. No passengers.

P. GRAHAM
INVESTIGATOR

Subject

VH-DSJ : RADIO EQUIPMENT

Spoke to Ken Novity and Instructor, Mr. Day of Southern Air Re VH-DSJ communication equipment at 1445 EST on 23.10.78.

- DSJ has VHF HF and is equipped with a speaker and hand held microphone.
- Valentich was not carrying a headset when he went out to the aircraft prior to departure on this trip and did not have a bag that would carry one.
- Passed to SIGS(B) at 1500 EST.

P. GRAHAM
INVESTIGATOR

23.10.78

Subject

CONVERSATIONS WITH SAS INSTRUCTORS AND PILOTS

Warren Dunlop

- Valentich was sensible pilot.
- Didn't drink.
- No mention of drugs.
- No mention of UFOs.

Martin Dalton

- Quiet, sincere, sensible.
- Interested in joining RAAF as pilot.
- Had interviews, tests, etc.
- No drink, smoke.
- Got on well with all.
- Never spoken of UFOs.
- No mention of drugs.

Ross Carrington

- Did Commercial Pilot Course with him about April.
- He seemed quite happy about his future.
- Full of enthusiasm, never depressed.
- Attempting to join RAAF aircrew. Still doing his Commercial Licence so he would have one or the other.
- He is quiet on first contact but was quite natural after that.
- Got on well with people.
- Only had Com. MET to do.
- Didn't drink or smoke.
- No mention of drugs or UFOs.

Bob Hope (Instructor)

- Flew with Valentich on Tuesday afternoon to check him on type VH-DSJ C182.
- Average pilot.
- Relative quiet chap.
- VH-DSJ has a hand-held microphone.
- Wasn't carrying a headset.
- Wanted to join RAAF aircrew.
- As far as he knows he doesn't drink, smoke or take drugs.
- Saw him just prior to departure and he seemed perfectly sober and in good

SUBJECT

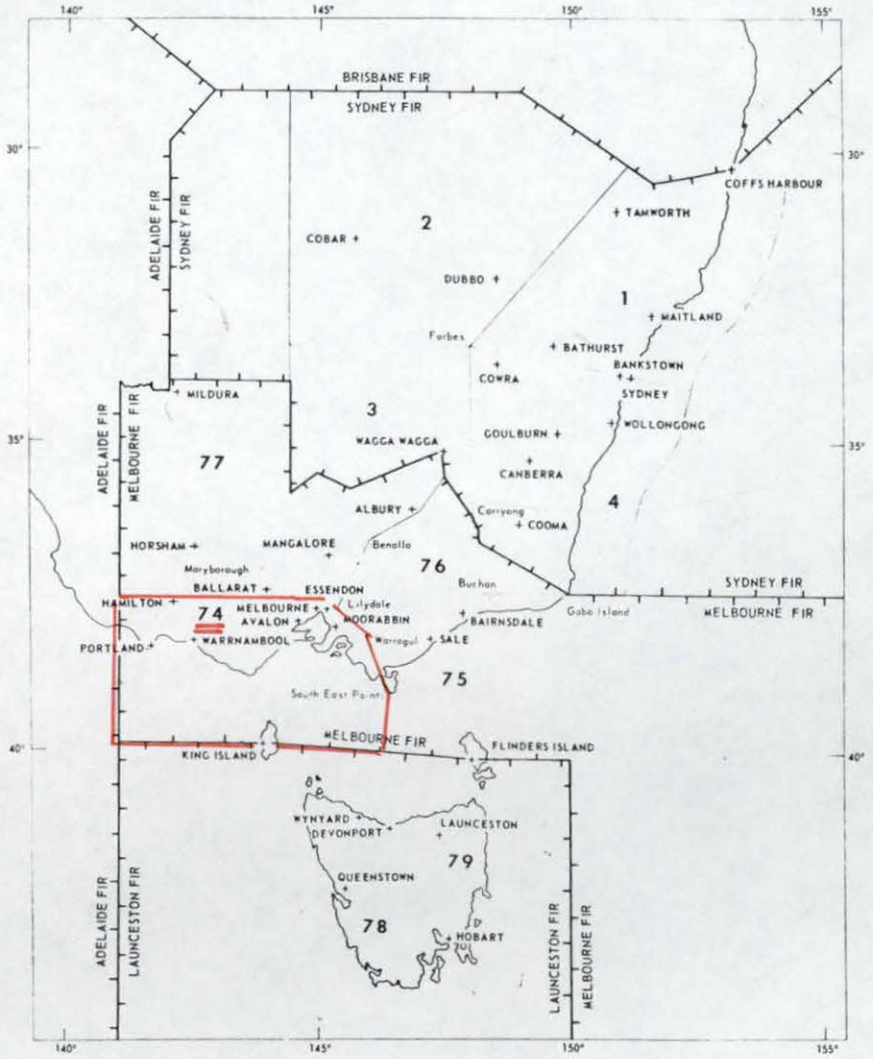
frame of mind.

- Took four life jackets. He was picking up friends at King Island.
- He had originally intended going on Tuesday, 17.10.78, but cancelled due WX.

P. GRAHAM
INVESTIGATOR

AREA FORECASTS

SOUTHEASTERN AUSTRALIA



+ AERODROME FORECASTS ARE ISSUED ROUTINELY FOR THESE LOCATIONS

14A

51

DSG C182 P	MB	CTY 41			KI 28	Q		~~210930~~
	0745	0900			0928			211000
MB/KI ①	0819. 5	00 5				V8	LX	A0912 HVD D0913

DSJ C182 P	KI	CTY 34			MB.44			TBA.
KI/MB ②	5							AVD LX

ZCZC MFB536 210734
GG AMMLYS
GG AMZZMB
210734 AMMLYP
TAFBUL 210730 PART TWO.
AMKI 0820 30015 9999 4SC030 13 11 11 10 1022 1021 1020 1019
AMAY 0820 35005 CAVOK 20 17 14 11 1023 1023 1022 1022
AMMN 0820 35005 CAVOK 20 15 11 09 1023 1023 1022 1022
SALE 0820 15010 CAVOK GRADU 1014 35007 17 14 11 08
1023 1023 1022 1022
BNS 0820 15010 CAVOK GRADU 1014 35007 17 14 11 08
1023 1023 1022 1022

ARFOR 0500 TO 1700 AREA 74
WIND 2000 34015 5000 34015 7000 34018 10000 34020 PS2 14000 33020
MS7 18500 33020 MS16
CLD SCT SC 2000/4000FT S MAR
VIS 40KM
74. FZL 10000FT
TURB MOD BLW 7000FT TIL 08Z

MFB 404

NNNNZCZC MFB453 210420
JJ AMMLYS AMMLYF AMMLYJ AMLTYS
AMKIYS
RQ CLOSE 0435 REOPEN 220030 RECALL 004621451
NAVAIDS OK. LIGHTS OFF.
TRAFFIC RCT AMKI FOR AMMB ETD 0700
GOODAY MEN,

-783/1047 90

DEPARTMENT OF SCIENCE AND THE ENVIRONMENT

BUREAU OF METEOROLOGY
Regional Office Vic. Cnr Spring & La Trobe Sts Melbourne
Telephone: 662 2555 Area Code: 03 Telegrams: WHR Melbourne Telex: AA30544

POSTAL ADDRESS: REGIONAL DIRECTOR, BUREAU OF METEOROLOGY, P.O. BOX 1636M, MELB. VIC. 3001

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FOLIO
RCD 30 OCT 1979
FILE V116/793/1047

IN REPLY PLEASE QUOTE 70/33

29 October 1979

Director,
Vic/Tas Region,
Department of Transport,
GPO Box 1733P,
MELBOURNE 3001

MISSING AIRCRAFT - VHDSJ - BASS STRAIT 21.10.78

On the evening of 21/10/78 a broad ridge of weak gradient extended westward from eastern Bass Strait through southwest Victoria to Adelaide. Conditions were perfect for night flying over Victoria with no more than 2/8 SC 5000/7000 ft and scattered cirrus about 30,000 ft. Visibility was excellent at about 30 km and more. Temperatures at 0800Z ranged from 25/27C north of the ranges to 21 south of ranges to 17C at Cape Otway and Wilson's Promontory and 15C/13C at King and Flinders Is. The lower seaboard temperatures indicate a shallow surface inversion below 1000 ft. This probably accounted for some haziness about Cape Otway. Surface winds were very light being less that 10 knots throughout Victoria with slight sea breezes about the coastal fringe. State of sea reported from Cape Otway and Wilson's Prom. was smooth seas with low swell from the southwest. The oil platform at Kingfish A. reported a calm to rippled sea with a 3 ft south-westerly swell. QWH readings ranged from 1022 mb at King S., 1023 mbs at Flinders Is. and Melbourne, 1024 mb at Gabo Is. and Wagga to 1021 mb at Mildura and 1022 at Mt Gambier.

The probable winds along the intended route were:

AMMB/CTY	1000 ft	VRB 05
	2000 ft	020/10
	5000 ft	350/10
	7000 ft	310/15
	10000 ft	270/20
CTY/AMK1	1000	340/10
	2000	330/15
	5000	320/15
	7000	310/20
	10000	290/25

The winds elsewhere were:

North of Adelaide/Wagga/Nowra up to Lat 30S:

2000	030/15
5000	050/15 to 10 NSW coast
1000	050/20 to 10 NSW coast

../2

Western Victoria and SE South Australia:

2000	VRB 10
5000	010/15
7000	330/15
10000	300/20

Eastern Victoria:

2000	030/10
5000	340/10
7000	300/15
10000	270/15

Gippsland coast and east Bass Strait:

1000/2000 VRB05 becoming 320/15 toward Flinders Island.

5000	290/15
7000	280/20
1000	270/25

South of Lat.40S - freshening westerlies:

2000	270/20 to 30 over Tasmania
5000	270/25 to 30 over Tasmania
10000	270/30 to 40 over Hobart

The cloud conditions apart from Tasmanian west coast was relatively free from low cloud. Some cirrus persisted in most areas and thickened over northwest and mid-north of NSW where scattered to broken AcAs developed with base about 12,000 ft.

(R.K. STIBBS)
for Regional Director, Vic

DEPARTMENT OF SCIENCE AND THE ENVIRONMENT

BUREAU OF METEOROLOGY
Regional Office Vic. Cnr Spring & La Trobe Sts Melbourne
Telephone: 662 2555 Area Code: 03 Telegrams: WHR Melbourne Telex: AA30544

POSTAL ADDRESS: REGIONAL DIRECTOR, BUREAU OF METEOROLOGY, P.O. BOX 1636M, MELB. VIC. 3001

54

IN REPLY PLEASE QUOTE

5/11/79

Director,
Vic/Tas Regions
Dept of Transport.
G.P.O. Box 1733P.
Melbourne Vic. 3001.

Missing aircraft - Bass Strait 21-10-78
Your V116/783/1047 - Our 70/33 29/10/79.

Herewith copy of slightly more detailed report on weather conditions about 0900 GMT 21/10/78. I omitted to include it with my letter of 28/10/79

Yours faithfully

R.K. Lutton
for R.D. Vic

DEPARTMENT OF SCIENCE AND THE ENVIRONMENT

BUREAU OF METEOROLOGY
Regional Office Vic. Cnr Spring & La Trobe Sts Melbourne
Telephone: 662 2555 Area Code: 03 Telegrams: WHR Melbourne Telex: AA30544

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IN REPLY PLEASE QUOTE

7/A

55

METEOROLOGICAL CONDITIONS, MOORABBIN - CAPE OTWAY - KING ISLAND
0830/0930 GMT 21/10/1978

1. At 0800 GMT 21/10/78 a broad ridge of weak gradient extended westward from eastern Bass Strait through southwest Victoria toward Adelaide.

- The pressure range was; Melbourne 1023.5 mb, Cape Otway 1023.2 mb and King Is. 1022.6 mb

- Surface isotherms;

21°C Melbourne - Warrnambool

17°C Wilsons Prom - Point Lonsdale - Cape Otway

13°C Lat 40 S Long 146½E - Lat 39¼ S Long 144½E - Lat 40¼ S Long 144E - Lat 39½ S Long 143½E

2. Conditions were perfect for night flying. Although a trace of stratocumulus at 5000/7000 ft and scattered cirrus at 30000ft were reported, no cloud was detectable between the Victorian Ranges and the northern Tasmania coast on the infra-red satellite pictures at 0600 and 0900 GMT. There was no turbulence and visibility was excellent. An airborne aircraft over King Is. at 1000 GMT could clearly see the light from Cape Otway Lighthouse.

3. At 0800 GMT all reported surface winds were less than 10 knots. Cape Otway reported calm. Since light sea-breezes occurred along the coast during the afternoon, it is likely that shallow inversions of about 2C below 500 ft still existed in some areas at 0900 GMT. With the onset of nocturnal cooling it is likely that shallow surface inversions of up to 3C developed below 200 ft over the land and coastal fringe by 0900 GMT. It is considered that there were ~~no~~ surface inversions over the sea but rather very stable, possibly isothermal layers below 1000 ft.

4. Laverton radiosonde at 1100 GMT indicated a subsidence inversion of 3°C between 7000 ft and 8000 ft. This inversion probably extended south to Cape Otway but further south toward King Island, the inversion would be less defined and possibly just an isothermal layer.

../2

5. Winds and temperatures along the route were probably:

Moorabbin/Cape Otway. The Dew Points are estimates only.

1000 ft	Variable 5 knots	Temp + 16	Dew Point + 11
2000 "	020/10	" + 14	" + 6
5000 "	350/10	" + 7	" Zero
7000 "	310/15	" + 1	" - 3
10000 "	270/20	" zero	" dry

Cape Otway/King Island

1000	340/10	Temp + 13	Dew Point + 10
2000	330/15	" + 11	" + 7
5000	320/15	" + 7	" + 2
7000	310/20	" + 4	" Zero
10000	290/25	" zero	" dry

6. Meteorological balloon flights were carried out at Mt Gambier and Laverton at 3 pm. Both balloons had burst by 0630 GMT. The next balloon flights were not carried out until 1100 GMT.

R.K. Stibbs.

(R.K. STIBBS)
for Regional Director, Vic

30 NOV 1978 68

V116-783-1047 FILE

57

DEPARTMENT OF DEFENCE

MATERIALS RESEARCH LABORATORIES
CORDITE AVENUE, MARIBYRNONG, VICTORIA
P.O. BOX 50, ASCOT VALE, VIC., 3032
TELEGRAMS: MARELABS MELBOURNE

Telephone 31 7222, Ext.

Our Reference:

Date: 29 NOV 1978

Director,
Department of Transport,
Transport House,
108 Lonsdale Street,
MELBOURNE, VIC. 3000

(Attention: Mr. I.S. Smith)

Your Reference: V116/783/1047

Water Samples ex Bass Strait

The samples were solvent extracted to remove any hydrocarbon-based material. The extracts were then examined by both Gas Chromatography and a combination of this with Mass Spectrometry.

Both samples yielded very small quantities of hydrocarbon oil, however the analyses indicated that these were more consistent with bunkering fuel oil than with either gasoline or lubricating oil. The peaks observed fell into a range somewhat between these two materials and hence could not be attributed to either.

The difficulty of sampling an oil slick of this nature which heralds its presence with little more than a coloured pattern on the surface is well known. It is an area of activity where undoubtedly some development work would be of value. The only advice that I can offer is a personal belief that a large thin flat sponge floated on the surface of the slick would be better than any scoop arrangement. The sponge or sponges could then be placed immediately into plastic bags for carriage and storage. In this context the sponge could well be a sheet of synthetic material such as is sold by the Clark Rubber Company.

R.A. Cummins

(R.A. CUMMINS)
for Chief Superintendent

MINUTE

VICTORIA/TASMANIA REGION

V116.783.1047

ASSU

Theoretically microwave radiation travels in straight lines, but in practice, due to the effects of the atmosphere, refraction occurs causing the rays to be bent downwards so that they follow more closely the surface of the earth. The degree of refraction depends on the density of the atmosphere at various levels. The vital level is reached when the curve of the ray equals the curvature of the earth so forming what is known as a "radio duct". Below this level, the ray is bent towards the earth, strikes the earth and then is trapped within the duct causing certain radars to see beyond the geometrical horizon. This is known as anomalous propogation or super-refraction. This occurs when the upper air is unusually warm and dry compared to the earth's surface so favouring the formation of radio ducts. This condition is likely to exist in fine, clear, settled weather conditions.

Another phenomenon associated with anomalous propogation is "second time round returns" which are radar returns received on the second rotation of the aerial head from the first transmission and are of distant objects normally out of radar range.

The notes of the radar controller show typical returns associated with the above phenomena. His remarks in regard to sea returns cannot be substantiated, little is known of effect of sea returns on equipment used by airways operations. It is possible that the return noted as a weather return could be a "second time round return" from a geographical feature of Tasmania.

M.J. HARWOOD
OATS
17.9.1981

SPECIALIST REPORT	File	Page 59
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 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 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 60

SUBJECT

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 relationhips as being of no consequence.

10 In the absence of any further concrete evidence, one can only suggest a number of hypothesis to explain this disappearance :

(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.

(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.

(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.

(d) Successful landing elsewhere. Perhaps Valentich was not where he said he was and he landed in a remote location.

(e) Crash elsewhere when attempting (d) and the wreckage has not yet been discovered.

(B.J. Mahony)
AMHF

24.8.81

Subject

GLIDER TOW

Phone call from Inspector Fox, D24 (13.30) 23.10.78.

A Senior Constable Campbell of Forrest (052/36-6372) had a report from some children of an aircraft towing a glider in the Barwon Downs (Apollo Bay) area at about 5.30-6.00 p.m. on Saturday 21 October.

The Report was made because it was unusual for a glider to be in that part of the State.

A.G. HARRIS
INVESTIGATOR

Subject

REPORT FROM MR. J. SNOW

A John Snow rang re UFO - 23.10.78.

He was driving his car on Saturday night (21.10.78) at about 11.45 in the Barwon Heads area when his eleven year old son saw a greenish/white of some length flash quite fast across the sky to the south.

Not observed by any other member of the family in the car as it apparently had moved too fast.

A.G. HARRIS
INVESTIGATOR

Subject

REPORT FROM MR. P. FARR

At approximately 1800 hours on 22 October 1978, I received a telephone call at my home from:

Mr. P. Farr,
29 Adrian Street,
Burwood. Telephone after 1400 hours 2941003.

Mr. Farr stated that he was a responsible person, an officer in RAAF reserve and he did not wish to create the opinion that he was a nut.

At about 1855 hours on Saturday 21 October 1978 he was travelling from Mt. Waverley in a southerly direction along Huntingdale Road. He observed a shower of very bright metallic 'scintillations' to the south, high in the sky at an angle of about 45° from the horizontal 1.5° of arc in vertical plane and 1° of arc in the lateral plane. About 30 bright centres. Followed by a dark con trail moving from south to north. At first he thought it to be a meteor shower.

I.S. SMITH
INVESTIGATOR

102

MINUTE

VICTORIA/TASMANIA REGION

V116.783.1047

ASSU

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M.J. HARWOOD
OATS
17.9.1981

MINUTE

AD(O)

I am in the process of completing the investigation report of the circumstances of the "accident" involving VH-DSJ on 21 October 1978 - "The Valentich disappearance".

The radar operator at Melbourne Airport at the time provided a report of the radar conditions.

Would you please arrange for a brief specialist analysis of this report. I enclose a copy of the report and, copies of the Bureau of Meteorology's analysis of the weather conditions at the time

Folio 24

Folios 71A & 90.

ASSU
16. 9. 81.

D.o.T. 1962

F. Valentich

77·48

2·35 64·55
4·10 6·45
6·45 71 40

100

SPL	24 . 2 . 77				
R/PPL	23 . 9 . 77				
Restriction ↑	27 . 1 . 78		D	S	TOTAL
		Experience	64·55	~~28~~·55 23·	88·50
		OF WHICH X/CTY	19·05	6·50	88·50

Issue Class 4.	11. 5. 78	PIC 69·00	D 77·48	TOTAL 146·48

146·48 hours

NOTE Total hours shown at issue of Class 4 Rating 11. 5. 78

Acft missing MB K1 21. 10. 78

Pilot Log book has not been found. During July 78 pilot took a C210 MB Aeropelican MB but no other evidence of exent of flying available. It can only ~~[illegible]~~ be said with certainty that the pilot had in excess of 150 hours experience.

SPECIALIST REPORT	File	Page

Title

Missing Cessna 182L VH-DSJ
Bass Strait 21 October 1978
Human Factors Aspects

List of appended documents

Author AHHF

Designation Dr. B.J. Mahony

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.../2.

93A

CONTINUATION SHEET	Section No.	Title	File	Page

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(B.J. Mahony)
A/SIP

24.8.81

94

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Audit Bureau of Circula

2/11/78 – R3

Photo of U.F.O.?

A 16-year-old Penguin girl has taken a photograph of what she believes to be an unidentified flying object over her parents' home.

The girl, Michelle Dick (16), of Browns Lane, took the photograph at about 2 p.m. on Sunday last month.

The coloured photograph shows an oval-shaped object high in the sky above the Dick's home.

A ring of light encircles the object.

Michelle said yesterday she watched the object for about five minutes before taking the photograph.

"It came from Riana way and moved out towards sea," she said.

"It was travelling very slowly and in a straight line."

Michelle described the object as oval-shaped, grey-silver in colour and surrounded by a glow.

She did not see it go out of sight.

"The phone rang and when I came back it was gone."

Michelle's parents were not home at the time and none of the Dick's neighbours reported seeing anything strange in the sky.

She said people who had seen the photograph believed it could be a U.F.O.

"Others think it's just a blob on the camera but I wouldn't take a photograph of our clothes line and the top of the house."

Michelle said she was sure the object was not a plane.

November 10,

Mr Peter Gra
c/- Departme
G. P. O. Box 1733 P,
Melbourne.

Dear Mr Graham,

The cutting of the story regarding the U. F. O. reported by the Penguin girl is enclosed.

Michelle Dick lives at 6 Browns Lane, Penguin, 7316. The telephone number is (004) 37 2542.

If we can be of any further assistance, please do not hesitate to call.

Yours sincerely,
THE ADVOCATE NEWSPAPER PTY. LTD.

H. M. Catchpole.
News Editor.

Encl.

HMC/hb



— MEMBER —
Australian Associated Press Pty. Ltd.
Regional Dailies of Australia Ltd.
Commonwealth Press Union
Audit Bureau of Circulations

November 10, 1978.

Mr Peter Graham,
c/- Department of Transport,
G. P. O. Box 1733 P,
Melbourne.

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THE ADVOCATE NEWSPAPER PTY. LTD.

H. M. Catchpole.
News Editor.

Encl.

HMC/hb

3/9/80

Guiddo Valentich – trace at MB life of radio a
DSJ – believe my have log,

647. 2343 Work – until 1715.

= Aircraft File :=

VH - DSJ

VHF NARCO COM 11A.

HF REX HTR 5D.

18 ARVERN AVE
Avondale Heights 3034

Copy of Flight PLAN.

Copy sent 10. 9. 80

- 793/1047 92
- ASSC1

MINUTE

FOLIO
REC 12 JUN 1980
FILE 1/116/793/1047

10 JUN 1980

Our Ref: M116/783/1047

Director, Vic/Tas Region

MISSING AIRCRAFT VH-DSJ
BASS STRAIT, 21 OCTOBER 1978

Attached is a copy of a letter received at this office in connection with the issue of a report concerning this occurrence.

Also attached is a copy of our reply.

(A.E. McKenzie)
for Assistant Secretary
(Air Safety Investigation)

13/5/80

Peter G.Keane
55 Greville Ave
Flinders Park 5025
S.A.

36
928

Dear Sir,

15 MAY 1980

This is by way of an enquiry as to obtaining the Department of Transports Report on their investigation into the disappearance of pilot Frederick Valentich on October 21st,1978 over the Bass Strait.

I believe that the accident report has already been released to the public in the usual booklet form which deals with these events,however the local Govt.Publications Seller does not yet have it,so you will appreciate that I am writing to you directly for assistance in this matter.

Please notify me as to the costs required to obtain one copy of the Dept.'s report.

In thanking you for your time,I am,sincerely,

Peter G.Keane.

COMMONWEALTH OF AUSTRALIA

928

DEPARTMENT OF TRANSPORT

AVIATION HOUSE
188 QUEEN STREET
MELBOURNE

Telephone: 62 0131 (Area Code 03)
Telegrams: AVIAT, MELBOURNE
Telex: 30499 and 30276
Postal Address: Box 1839Q, G.P.O.
MELBOURNE 3001

In reply quote M116/783/1047

Dear Sir,

Your letter dated 15 May 1980 requesting a copy of a report of the investigation of the disappearance of Mr. Frederick Valentich on 21 October 1978 over Bass Strait, has been received.

The investigation has not yet been completed. In the normal course of events a decision as to whether a report will be released will not be made until the investigation has been concluded. Release depends on whether the information emerging is of significance to the accident prevention objective of the Department. The information available to date suggests that the release of an Aircraft Accident Investigation Summary Report would be unlikely in this case.

Nevertheless, your request has been forwarded to the Director Department of Transport, Victoria/Tasmania Region G.P.O. Box 1733P, Melbourne 3001, who has the responsibility for the investigation. Should action be taken to issue a report, he will be in touch with you.

Yours faithfully,

(A.E. McKenzie)
for Assistant Secretary
(Air Safety Investigation)

Mr. Peter. C. Keane,
55 Greville Avenue,
FLINDERS PARK S.A. 5025

DEPARTMENT OF SCIENCE AND THE ENVIRONMENT

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POSTAL ADDRESS: REGIONAL DIRECTOR, BUREAU OF METEOROLOGY, P.O. BOX 1636M, MELB. VIC. 3001

IN REPLY PLEASE QUOTE

5/11/79

Director,
Vic/Tas Regions
Dept of Transport.
G.P.O. Box 1733P.
Melbourne Vic. 3001.

Missing Aircraft - Bass Strait. 21-10-78
Your V116/783/1047 - Our 70/33 29/10/79.

Herewith copy of slightly more detailed report on weather conditions about 0900 GMT 21/10/78. I omitted to include it with my letter of 28/10/79

Yours faithfully

R.K. Lutton
for RD. Vic

91A

DEPARTMENT OF SCIENCE AND THE ENVIRONMENT

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IN REPLY PLEASE QUOTE

METEOROLOGICAL CONDITIONS, MOORABBIN - CAPE OTWAY - KING ISLAND
0830/0930 GMT 21/10/1978

1. At 0800 GMT 21/10/78 a broad ridge of weak gradient extended westward from eastern Bass Strait through southwest Victoria toward Adelaide.

- The pressure range was; Melbourne 1023.5 mb, Cape Otway 1023.2 mb and King Is. 1022.6 mb

- Surface isotherms;

  21°C Melbourne - Warrnambool

  17°C Wilsons Prom - Point Lonsdale - Cape Otway

  13°C Lat 40 S Long 146½E - Lat 39½ S Long 144½E - Lat 40¼ S Long 144E - Lat 39½ S Long 143½E

2. Conditions were perfect for night flying. Although a trace of stratocumulus at 5000/7000 ft and scattered cirrus at 3000 ft were reported, no cloud was detectable between the Victorian Ranges and the northern Tasmania coast on the infra-red satellite pictures at 0600 and 0900 GMT. There was no turbulence and visibility was excellent. An airborne aircraft over King Is. at 1000 GMT could clearly see the light from Cape Otway Lighthouse.

3. At 0800 GMT all reported surface winds were less than 10 knots. Cape Otway reported calm. Since light sea-breezes occurred along the coast during the afternoon, it is likely that shallow inversions of about 2C below 500 ft still existed in some areas at 0900 GMT. With the onset of nocturnal cooling it is likely that shallow surface inversions of up to 3C developed below 200 ft over the land and coastal fringe by 0900 GMT. It is considered that there were surface inversions over the sea but rather very stable, possibly isothermal layers below 1000 ft.

4. Laverton radiosonde at 1100 GMT indicated a subsidence inversion of 3°C between 7000 ft and 8000 ft. This inversion probably extended south to Cape Otway but further south toward King Island, the inversion would be less defined and possibly just an isothermal layer.

../2

918

5. Winds and temperatures along the route were probably:

Moorabbin/Cape Otway. The Dew Points are estimates only.

1000 ft	Variable 5 knots	Temp + 16	Dew Point + 11
2000 "	020/10	" + 14	" + 6
5000 "	350/10	" + 7	" Zero
7000 "	310/15	" + 1	" - 3
10000 "	270/20	" zero	" dry

Cape Otway/King Island

1000	340/10	Temp + 13	Dew Point + 10
2000	330/15	" + 11	" + 7
5000	320/15	" + 7	" + 2
7000	310/20	" + 4	" Zero
10000	290/25	" zero	" dry

6. Meteorological balloon flights were carried out at Mt Gambier and Laverton at 3 pm. Both balloons had burst by 0630 GMT. The next balloon flights were not carried out until 1100 GMT.

R.K. Stibbs.

(R.K. STIBBS)
for Regional Director, Vic

-783/1047 90

DEPARTMENT OF SCIENCE AND THE ENVIRONMENT

BUREAU OF METEOROLOGY
Regional Office Vic. Cnr Spring & La Trobe Sts Melbourne
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POSTAL ADDRESS: REGIONAL DIRECTOR, BUREAU OF METEOROLOGY, P.O. BOX 1636M, MELB. VIC. 3001

FOLIO
RCD 30 OCT 1979
FILE VIA/793/1047

IN REPLY PLEASE QUOTE 70/33

29 October 1979

Director,
Vic/Tas Region,
Department of Transport,
GPO Box 1733P,
MELBOURNE 3001

MISSING AIRCRAFT - VHDSJ - BASS STRAIT 21.10.78

On the evening of 21/10/78 a broad ridge of weak gradient extended westward from eastern Bass Strait through southwest Victoria to Adelaide. Conditions were perfect for night flying over Victoria with no more than 2/8 SC 5000/7000 ft and scattered cirrus about 30,000 ft. Visibility was excellent at about 30 km and more. Temperatures at 0800Z ranged from 25/27C north of the ranges to 21 south of ranges to 17C at Cape Otway and Wilson's Promontory and 15C/13C at King and Flinders Is. The lower seaboard temperatures indicate a shallow surface inversion below 1000 ft. This probably accounted for some haziness about Cape Otway. Surface winds were very light being less that 10 knots throughout Victoria with slight sea breezes about the coastal fringe. State of sea reported from Cape Otway and Wilson's Prom. was smooth seas with low swell from the southwest. The oil platform at Kingfish A. reported a calm to rippled sea with a 3 ft south-westerly swell. QWH readings ranged from 1022 mb at King S., 1023 mbs at Flinders Is. and Melbourne, 1024 mb at Gabo Is. and Wagga to 1021 mb at Mildura and 1022 at Mt Gambier.

The probable winds along the intended route were:

AMMB/CTY	1000 ft	VRB 05
	2000 ft	020/10
	5000 ft	350/10
	7000 ft	310/15
	10000 ft	270/20
CTY/AMK1	1000	340/10
	2000	330/15
	5000	320/15
	7000	310/20
	10000	290/25

The winds elsewhere were:

North of Adelaide/Wagga/Nowra up to Lat 30S:

2000	030/15
5000	050/15 to 10 NSW coast
1000	050/20 to 10 NSW coast

../2

90A

Western Victoria and SE South Australia:

2000	VRB 10
5000	010/15
7000	330/15
10000	300/20

Eastern Victoria:

2000	030/10
5000	340/10
7000	300/15
10000	270/15

Gippsland coast and east Bass Strait:

1000/2000 VRB05 becoming 320/15 toward Flinders Island.

5000	290/15
7000	280/20
1000	270/25

South of Lat.40S - freshening westerlies:

2000	270/20 to 30 over Tasmania
5000	270/25 to 30 over Tasmania
10000	270/30 to 40 over Hobart

The cloud conditions apart from Tasmanian west coast was relatively free from low cloud. Some cirrus persisted in most areas and thickened over northwest and mid-north of NSW where scattered to broken AcAs developed with base about 12,000 ft.

(R.K. STIBBS)
for Regional Director, Vic

UFO BO
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UFO 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

Ideal's UFO Magazine No. 7

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 sighters 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 39)

/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 you 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 unmeasureable 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, 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 and 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."



89c

"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 collison 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.

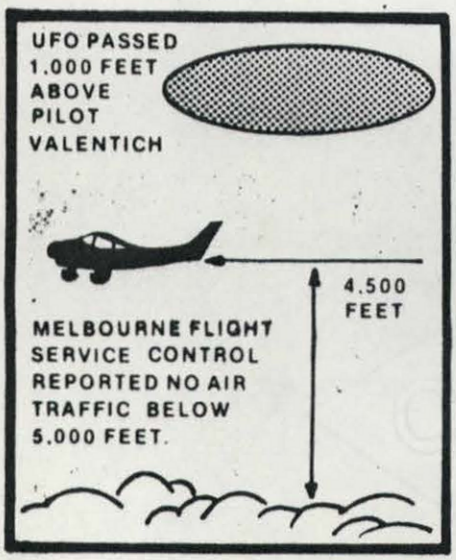
"Validity, some at least, could be given to the likelihood of UFOs. **Something** is hovering at low altitudes or making vertical ascents, descents, or orbiting at tremendous speed. It is possible that a UFO requires extra power at such times, increasing the electromagnetic interference.

"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 fours 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.

THE OUTER LIMITS

With JOHN PINKNEY

Australia's leading UFO and supernatural investiga

Pilot 'censored'



★ 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 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.

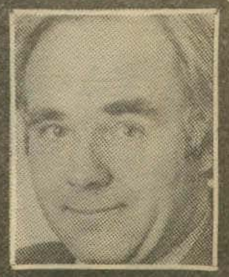
Some of the pilot's comments in the American magazine report tally with notes I was given last October.

Cessna - U.F.O. (VH-DSJ)
Cape Otway

Melbourne Truth
Page 21
Date 20-10-79

THE OUTER LIMITS

With JOHN PINKNEY
Australia's leading UFO and supernatural investigator





★ *FREDERICK VALENTICH . . . censored claim.*

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HAVE YOU...

. . . SEEN or heard a ghost?

128

Information phoned to Mr Valentich 23/10/78 KJ

C.A. 1171 (1971)

87

Mr Guido VALENTICH

father of pilot of missing aircraft VH-DSJ. Cape Otway area 21 Oct 1978.

Phone 6472343

Reference your query for information of other acft in area at the time.

Extensive research of our documents & discussions with ATC & the FS officer who was on duty at that time and who was communicating with VH-DSJ has ~~not revealed~~ shown that there were no other known aircraft in the area at that time.

Department of Civil Aviation
MELBOURNE

C.A. 1171 (1971)

There was one aircraft on the ground at King Island. He had not heard anything and was not listening on his radio. He knew nothing of the occurrence until asked by ATC to take off for a track crawl search K1 to Cape Wickham and back to K1. There was possibly one aircraft in the circuit at MB but our records do not go back to then and it is expected the pilot would have reported any unusual occurrence. He would have been on MB frequency & not that used by VH-DSJ.

MELBOURNE

21/10/78. VH-DSJ 86

Guido Valentich. – like to ask could give some indication

pilot in area. Sa 21 OCT.

– somebody – Tullamarine

– 6472343

Before search took place.

Turned radio 7:12

1 minute after – call another aircraft

✓ DST.

below 1000 feet – Tulla

couldn't get in touch

no registration

didn't get it from tape

Traffic controller

↔ not our policy to give out pilot names.

But pass message.

11 hurt as rodeo stand collapses

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.

property and examination revealed needle punctures near their jugular veins.

At least one trainer received death threats over his refusal to rig races, the report says.

It also says a federal Liberal politician and a State Labor MP accompanied two well-known criminals on a flight from Britain to Australia on July 25, 1976.

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.

major international stamp dealer . He intended to sell the stamps in Australia.

About $470,000 worth of stamps were in the main body of the briefcase. A zippered outer compartment, without a lock, contained an album full of rare Australian 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-

The plane then made an unscheduled refuelling stop at Bahrain, where passengers were allowed to disembark. No security check was made of the locker.

The disappearance of the stamps was not discovered until the briefcase had 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

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 Colin 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 described 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.

By DAVID ELIAS

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



GENERAL AVIATION

Private FLIGHT

Official organ of the Royal Aero Club

Left *Besides turbocharging, the A36TC also has a new extended rear compartment for up to 70lb baggage.* **Below left** *Deliveries of the Skipper should begin early next year*

Turbocharged 1979 Bonanza

A NEW turbocharged Bonanza, designated the A36TC, is included in the Beechcraft line for next year. Certification is expected this month, and deliveries will begin next year. Engine is the 300 h.p. Continental TSIO-520-UB, raising maximum certificated altitude to 25,000ft, and gross weight from the A36's 3,600lb to 3,650lb. The diameter of the standard three-bladed propeller is an inch smaller for reduced tip speed and noise, and for greater ground clearance. The need for cowl flaps is eliminated by a series of louvres and gills, and the heater has been redesigned and repositioned to cope with the lower temperatures at high altitudes.

Standard features on the A36TC, as well as the A36, include a new extended rear compartment for up to 70lb baggage, and a new 15° approach flap setting common to all Bonanzas, identical with that of the Baron models and allowing a maximum extension speed of 152kt. Also offered on all 1979 Bonanzas is increased oxygen capacity, with the choice of either a 49ft³ or 76ft³ system. The A36, now in its 11th year, is currently top-selling Bonanza, although the V-tailed V35 has now been going for 32 years and passed the 10,000 mark in 1977.

Next year will see the Skipper, Beech's T-tailed two-seater, entering



service in the Beech Aero Club training package system, alongside the Sundowner 180, retractable Sierra 200 and Duchess twin. The first production prototype Skipper flew in September, and it has since been joined by another for flying towards certification, expected in January. Skipper production has begun at Beech's Liberal-based division, alongside Sundowner, Sierra and Duchess assembly lines.

Sixty Duchesses had been delivered up to September 30, with production next year expected to exceed 200. Three have gone to Canada and in September one was flown 18,000 miles to New Zealand. Beech has developed a multi-engine course to complement Duchess introduction at its 100 Aero Clubs. The course covers complete training for the private and commercial pilot certificates and instrument rating.

Cessna downed by UFO?

A FULL-SCALE air and sea search was mounted from Melbourne last week for a Cessna 182 which disappeared after its pilot said he had been buzzed by an unidentified object. Flying instructor Frederick Valentich was flying alone over the Bass Strait when he told Melbourne air traffic that he saw an object with "four bright lights." It initially passed about 1,000ft above him, he said, at a speed he could not estimate. Valentich was at 4,500ft, and no other aircraft were reported in the vicinity. He later said he was orbiting, and that the object, with "a green light and sort of metallic light on the outside," was orbiting above him. Shortly afterwards he reported his engine was rough-running, and said he was proceeding to King Island with the unknown aircraft still hovering over him. After what was described as a metallic noise on his transmission, radio contact was lost. An oil slick was later reported in the area, but was thought to be too widespread to have come from a light aircraft.

Prizegiving night at the Royal Aero Club

THIS YEAR'S presentation of Royal Aero Club medals by president HRH the Prince of Wales takes place on November 28 at the Royal Automobile Club. Awards to be presented include the Britannia Trophy, Silver and Bronze medals, the Prince of Wales Cup, Breguet Trophy, FAI Group Diploma, Tissandier and Montgolfier Diplomas and Nile Gold Medal. The presentation will be at the RAC's Mountbatten Suite, Pall Mall, London SW1. Tickets, at £6·50, are available from the Royal Aero Club Social Secretary, John Morgan, at 47 Curzon Street, London W1.

Development plans under consideration for Kent airfield

KENT County Council may develop West Malling airfield to cater for air-taxi and other types of business and private flying. Leader of the County Council, John Grugeon, stresses that this is only one of the options being considered. Others include housing, industrial and recreational schemes.

The Council is still a long way from making any firm decisions, and is keeping in close touch with the local district councils. An aviation consultancy has prepared a full report on the airfield. The Council emphasises that recreational flying, especially training circuits, and scheduled air services are not included in its plans.

Chipmunk Club's second year

THE British-based DHC-1 Chipmunk Club has just celebrated its first birthday, and already has some 100 members in Australia, Iceland, Nigeria, North America and Europe. Several joined after reading about the club in *Flight*, and secretary Ralph Steiner writes to welcome other readers who may be Chipmunk owners, pilots or simply enthusiasts. Contact him at Soller, Barnet Road, Arkley, Herts.

Minister,

26 APR 1979

Suggested reply herewith.

(G.V. Hughes)
Assistant Secretary
(Air Safety Investigation)

Scribe No. 0904/007H
GVH:LA:ASIB
23 April 1979

83

c.c. Secretary
Dep Sec (AO)
FAS(AO)
Director Vic/Tas

Parliament House
CANBERRA, ACT 2600

Private Secretary
MLS

Dear Dr Cass,

I refer to your personal representations on behalf of Mr Guido Valentich of 18 Arven Avenue, Avondale Heights, whose son disappeared whilst piloting an aircraft across Bass Strait on 21 October 1978.

My Department was, of course, responsible for the search action which took place when it became known that the aircraft was missing. Additionally, the Air Safety Investigation Branch of my Department commenced an investigation at that time into the circumstances which led to the disappearance of the aircraft. This investigation has not yet been completed but, in the absence of any trace of the aircraft or the pilot, it seems unlikely that it will be possible to determine the reason for the disappearance. Responsibility for investigation of reports concerning "Unidentified Flying Objects" is that of the Royal Australian Air Force and my Department has liaised with the RAAF concerning those aspects of the occurrence.

Mr Valentich had contact with the Rescue Co-ordination Centre (RCC) at Melbourne Airport on each day of the search for the missing aircraft and was given details of the search action completed and intended. A few days after the search was abandoned, he visited the RCC and was given an extensive briefing of the complete search operation. At about this time he also visited the Regional Office of my Department to assist the investigation and the responsible air safety investigation officer advised him of the progress of the investigation at that time. Subsequently, he made two further visits and several telephone calls to the Regional Office for discussions with air safety investigation officers and on each occasion was advised of the progress of the investigation. It is understood that he has also had contact with the RAAF concerning the U.F.O. aspects of the occurrence.

It is believed that Mr Valentich has been informed of all relevant information known to my Department in respect of this unfortunate occurrence and, of course, if any trace of his son or the missing aircraft is discovered in the future, he will be informed accordingly. In the meantime, if there is any specific aspect of the occurrence in respect of which Mr Valentich requires further information, any request made by him to my Department will again be treated very sympathetically.

Yours sincerely,

(P.J. Nixon)

The Hon. M.H. Cass, M.P.
Parliament House,
CANBERRA, ACT 2600

82

ASIW

Please prepare a report of the investigation in accordance with ASIC 3/1975

ASSU
19. 4. 79

NOTE FOR FILE

VH-DSJ missing on a flight from MB to K1 on 21.10.1978
Pilot Frederick Valentich

22/10/78 1040 hours GMT father Guido Valentich was informed of the situation to that time by the ML RCC.

23/10/78 0430 & 0930 GMT father updated by RCC

24/10/78 1128 hours GMT father updated by RCC

25/10/78 0815 hours GMT father updated by RCC
0900 hours GMT. Search terminated DISTRESS phase cancelled.

31/10/78. Keith Eddy
Interview with Guido Valentich & Miss Rhonda Rushton girl friend of missing Frederick Valentich. Several hours spent in giving them a complete rundown on the SAR operation from start to finish

JH:MCS 22.3.79.

DESPATCHED WITHOUT FILE
DATE DESPATCHED
22 MAR 1979
PROCEDURE
O.M.
ACTION BRANCH
~~ASEA~~ Registry
ACTION OFFICER(S)
FILE NUMBER (THIS COPY)
LOCATION OF FILE

80

V116/783/1047

Dear Mr Keane,

In your letter of 12 January you asked several questions about the Cape Otway Light and the Cape Wickham Light. The attached sheet tabulates the answers to those questions.

Your 10 January letter asks about public access to the file on the missing aircraft, VH-DSJ. The Air Safety Investigation Branch of the Department of Transport is charged with the investigation of occurrences which affect, or could affect, air safety. The purpose of these investigations is to help us all to prevent or avoid air accidents in the future. The material gathered in the course of our investigations is freely given to us on the understanding that we will treat it as confidential and use it solely for the purposes of accident prevention.

With regard to your other question, please be advised that the investigation into this occurrence is continuing and the Department has not released a report of the investigation.

Yours sincerely,

(I.S. Smith)
for Director

Mr Peter G. Keane,
55 Greville Avenue,
FLINDERS PARK, S.A. 5025.

Att

		Otway	Wickham	Units
A.	INTENSITY - White	1,000,000	550,000	Candela
	- Red	250,000	-	"
B.	RANGE - Nominal - white	26	24	Naut. Miles
	Nominal - red	22	-	-
	Geographical - red/white	24	23	-
C.	CHARACTERISTICS			
	on	0.1	0.1	Seconds
	off	2.6	2.9	"
	on	0.1	0.1	"
	off	2.6	6.9	"
	on	0.1	-	"
	off	12.5	-	"
	Total Cycle	18.0	10.0	"
D.	POSITION - Lat.	38° 51.5'	39° 35.7'	South
	Long.	143° 30.8'	143° 56.9'	East
	ELEVATION	91	85	Metres
	HEIGHT OF TOWER	19	48	"
	SHAPE, COLOUR, MATERIAL - Both are round, white, stone towers.			
	GLAZED SECTION - Diameter	3.7	3.7	Metres
	Height	3.0	3.0	"
E.	ON	Manually 15 mins before sunset	Photoelectric	
	OFF	Manually at sunset Rise	"	

A.S.S.U.

Ref: folio 76

Cape Otway

A/ Intensity:

1,000,000 Candela - white
250,000 Candela - red

B/ Range:

26 nautical mile - nominal - white
22 nautical mile - nominal - red
24 nautical mile - geographical - white/red

Nominal range is the distance that a light can be seen if "standard" atmospheric conditions prevail. In this case the range is when meteorological visibility is 10 nautical mile. In practice standard conditions seldom if ever exist.
Geographical range is the maximum distance at which a light can theoretically reach an observer as limited only by the curvature of the earth and the refraction of the atmosphere, and by the elevation of the light and the height of the eye of the observer. In this case height of eye of observer is assumed to be 5 metres above sea level.

C/ White true bearing from seaward 257°-109° (212°)
Red 109° - shore

Characteristic Group Flash 3 every 18.0 seconds

Flash 0.1 sec
Short eclipse 2.6 sec
Long eclipse 12.5 sec

i.e. 0.1/2.6/0.1/2.6/0.1/12.5 = 18.0 sec.

D/ Position 38° 51.5' S
143° 30.8' E

Elevation 91 metre
Ht of tower 19 metre - white round stone tower

Lantern approx. ø 3.7 metre. dia x 3 metre high (glazed section)

E/ Lightkeepers - "light-up" 15 minutes before sunset
and "put-out" at sunrise

Cape Wickham over page

Cape Wickham

A/ Intensity 550 000 Candela

B/ Range 24 nautical mile - Nominal
23 nautical mile - Geographical

C/ Colour of light — white

Characteristic :
Group flash 2 every 10.0 sec

0.1/2.9/0.1/6.9 = 10.0 sec

D/ Position 39° 35.7' S
143° 56.9' E

Elevation 85 metre
Height of tower 48 metre - white round tower

Lantern approx 3.7 m dia x 3 m high
(glazed area)

E/ Photo-electric cell control

Hope this info is of use to Mr Keane

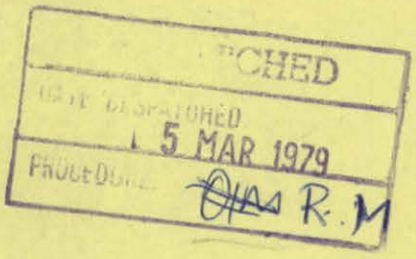
Colin Tindall
Ag/SNAE

6/3/79

GVH:MCS 2.3.79.

78

Registered MAIL



V116/783/1047

Dear Mr Valentich,

In your letter of 8 January 1979 you asked me if I could provide you with a copy of the radio transmissions made by your son during the flight which terminated in his disappearance on 21 October 1978.

It is the normal policy of this Department to treat all recorded radio communications as confidential. However, in this case, I am very happy to give you a taped copy of your son's voice to have as a keepsake.

I would ask you, however, in view of the Department's firm policy of confidentiality, to confine the hearing of the tape to your family for the specific purpose stated in your letter.

Please accept my sincere wishes that the disappearance of your son will be resolved without further distress to you and your family.

Yours faithfully,

(G.V. Hughes)
A/g Director

Mr G. Valentich,
18 Arvern Avenue,
AVONDALE HEIGHTS, VIC. 3034.

77

RESCANNED WITHOUT FILE
DATE RESCANNED.
27 FEB 1979
PROCEDURE. O/m
ACTION BRANCH.
ACTION OFFICER(S)
FILE NUMBER (THIS COPY)
LOCATION OF FILE.

ISS:CC: 26/2/79

116/783/1047

Dear Mr Keane,

Your letters of the 10th and 12 of January have been received and the matters you raised are receiving our attention.

I apologise for the delay in acknowledging your correspondence and thank you for your courtesy in enclosing stamped addressed envelopes. However, please be advised that these are not necessary when corresponding with an Australian Government department.

Yours faithfully,

(I.S. Smith)
for Director

Peter G. Keane,
55 Grenville Ave,
FLINDERS PARK, S.A. 5025

* 2 Stamped, addressed envelopes enclosed.

MINUTE

76

V116/783/1047

AD(S)

Please see folio 75.

2 This Branch is not really competent to answer Mr Keane's questions and we would appreciate you providing the required information where possible.

I.S. SMITH
ASSU
23 February 79

SNAE,
Height of aircraft 4500 feet
Visibility good.
pl me please reply
[illegible] 1/3

D.o.T. 1962

Jan.I2th,I979 - 1047
- GRAHAM

FOLIO
16 JAN 1979

Peter G.Keane
55 Greville Ave
Flinders Park 5025
Adelaide S.A.

75

Dear Sir,

This is by way of an enquiry into the mainlight at Cape Otway lighthouse.

The purpose of this letter is to obtain any information on the following that you care to release for an investigation into the alleged "UFO" related incident involving the disappearance of the Cessna I82 on Oct.2Ist:

A) What is the exact power output of the Cape Otway light?

B) Exactly how far can this light be seen?

C) What are, the colours of the light and the exact duration of its revolutions?

D) What is the position of the lighthouse/height/width/no.of windows/colouring/etc.?

E) When does the light begin operation each day?

F) Do you have the same information on the above. 5 queries on the Cape Wickham lighthouse, King Island, and if so could you please supply it?

G) Any information that you may deem relevant to my study.

Any information that you supply is greatly appreciated and will benefit my study.

The lighthouse keepers at Cape Otway and Cape Wickham have both provided helpful information but I seek more detailed data on the above queries.

In hoping that you will assist, I am sincerely,

Peter G.Keane.

FOLIO
BCD 16 JAN 1979

SAE returned

T. D. Keane
436395

Jan. 10th

15 JAN 1979 [illegible] AN 1979

Peter G.Keane
55 Greville Ave
Flinders Park 5025
Adelaide S.A.

74

Dear Mr Smith,

Your assistance in earlier enquiries has been very helpful but I must make one final query; is the file on the Valentich disappearance available to the public or has any investigation by the Dept. of Transport or analogous organisations been released, that I may obtain.

I will be glad to pay any postage fees/reproduction fees and whatever else remittance is necessary upon notification as to these needs.

In hoping that you will assist, I am sincerely,

Peter G.Keane.

SAE Returned

FOLIO (73)

RCD - 9 JAN 1979

ASSU

SM 9/1

JAN. 8 1979

GUIDO VALENTICH
18 ARVERN AVE.
AVONDALE HEIGHTS
3034 VIC.

THE DIRECTOR OF
VICTORIA & TASMANIA
REGION
DEPARTMENT OF TRANSPORT
108 LONDSDALE ST. MELB.

Dear Sir

I'an the father of missing pilot FREDERICK VALENTICH, who mysteriously disappear over BASS STRAIT on October 21th 1978.

Frederick left allot of things behind which we keep verry dear on his memory, but he left no sound.

Therefore, I would like to ask you kindly, as the Director of the Department, weather would be possible to obtain a copy of Frederick's last radio communication, which we all in the family wish very much to keep close to our heart.

Yours fathfully

Guido Valentich

Cleared
Director
AS (SI)
9/1

John Hopkins to prepare tape copy

Acknowledged receipt during subsequent telephone contact with Mr Valentich

Director
ASSU
Collect Incident File
From Air Safety for Director

RRC:CS 13/12/78

72/

DESPATCHED WITHOUT FILE
DATE DESPATCHED 14 DEC 1978
PROCEDURE. dm.
ACTION BRANCH.
ACTION OFFICER(S)
FILE NUMBER (THIS COPY)
LOCATION OF FILE.

V116/783/1047

Dear Madam,

Your letter dated 5 December 1978 re accident to VH-DSJ has been received and you can expect a reply shortly.

Yours faithfully,

I.S. Smith
for Director

Ms J. Brooks,
31 Avenue Street,
MILLSWOOD. S.A. 5034

VI/6/783/1047 71/
ASIW

FOLIO
-7 DEC 1978
FILE

31 Avenue St
Millswood
SA. 5034
5th Dec 1978.

Dear Sir,

I am interested in obtaining a copy of the report concerning the disappearance of Frederick Valentich and his plane last October. Could you let me know the cost, and I will post the money to you in advance so that you could send a report as soon as the investigation are complete.

I have been told by a member of staff of the Department of Transport in Adelaide that information concerning aircraft accidents is not always released to the public, but hopefully that will not apply to this unusual and intriguing case!

Thanking you in advance,

Jane Brooks.

ISS:VP
8/12/78

70

DESPATCHED
DATE DESPATCHED
11 DEC 1978
PROCEDURE

V116/783/1047

Dear Mr. Keane,

The purpose of our analysis of the oil slick sample taken from Bass Strait during the search for missing Cessna 182 aircraft, VH-DSJ, was to determine:

1 if the sample was of an aviation type fuel or lubricant and

2 if it was, then was it from the missing aircraft.

Results of the analysis by the Materials Research Laboratories indicated that the sample was consistant with bunkering fuel oil and not gasoline or lubricating oil. This result negated any requirement for further analysis as a "scoop" method was used to recover of the sample, it contained a very limited amount of the hydrocarbon base material and there is no residue for other analysis.

When the sample was taken from the oil slick it was located at 39°19' South Latitude 144°01' East Longitude. To date no wreckage of this aircraft has been sighted or recovered.

Yours sincerely,

(I.S. Smith)
for Director

Mr. Peter G. Keane,
55 Greville Avenue,
Flinders Park,
ADELAIDE. S.A. 5025

28/II/78

Peter G.Keane
55 Greville Ave
Flinders Park 5025
Adelaide S.A.

69

5 NOV 1978

Dear Mr Smith,

I have received your letter dated the 27th(refer.VII6/783/I047) regarding an earlier enquiry into the oil sample obtained from the Bass Strait.

The information you supplied,while appreciated,is not sufficient for my purpose which is to obtain detailed information on various aspects of the missing pilot incident including the findings on all wreakage and material thought to have come from the missing plane.

I wish to obtain a chemical analysis of the sample taken;is this available?

Similarly,is information on the exact whereabouts of the oil-slick found,available?

In hoping that you will assist my enquiries,I thank you.

Yours sincerely,

Peter G.Keane.

Stamped addressed envelope returned.

30 NOV 1978

68

V116-783-1047
FILE

DEPARTMENT OF DEFENCE
MATERIALS RESEARCH LABORATORIES
CORDITE AVENUE, MARIBYRNONG, VICTORIA
P.O. BOX 50, ASCOT VALE, VIC., 3032
TELEGRAMS: MARELABS MELBOURNE

Telephone 31 7222, Ext. Our Reference: Date: 29 NOV 1978

Director,
Department of Transport,
Transport House,
108 Lonsdale Street,
MELBOURNE, VIC. 3000 (Attention: Mr. I.S. Smith)

Your Reference: V116/783/1047

Water Samples ex Bass Strait

The samples were solvent extracted to remove any hydrocarbon-based material. The extracts were then examined by both Gas Chromatography and a combination of this with Mass Spectrometry.

Both samples yielded very small quantities of hydrocarbon oil, however the analyses indicated that these were more consistent with bunkering fuel oil than with either gasoline or lubricating oil. The peaks observed fell into a range somewhat between these two materials and hence could not be attributed to either.

The difficulty of sampling an oil slick of this nature which heralds its presence with little more than a coloured pattern on the surface is well known. It is an area of activity where undoubtedly some development work would be of value. The only advice that I can offer is a personal belief that a large thin flat sponge floated on the surface of the slick would be better than any scoop arrangement. The sponge or sponges could then be placed immediately into plastic bags for carriage and storage. In this context the sponge could well be a sheet of synthetic material such as is sold by the Clark Rubber Company.

(R.A. CUMMINS)
for Chief Superintendent

ISS:CS 27/11/78

67

V116/783/1047

DESPATCHED
DATE DESPATCHED 27 NOV 1978
PROCEDURE. OM

Dear Mr. Keane,

The Materials Research Laboratories analysed a water/oil sample obtained from Bass Strait at the request of The Department of Transport and they have referred your letter to this office.

It was determined that the oil contained in the water sample was fuel oil and not of the type used in the missing aircraft.

Yours faithfully,

I.S. Smith
for Director

Peter G. Keane,
55 Greville Avenue,
Flinders Park,
Adelaide. S.A. 5025

66

DEPARTMENT OF DEFENCE

MATERIALS RESEARCH LABORATORIES
CORDITE AVENUE, MARIBYRNONG, VICTORIA
P.O. BOX 50, ASCOT VALE, VIC., 3032
TELEGRAMS: MARELABS MELBOURNE

Telephone 31 7222, Ext.

Our Reference: 7/3/1

Date: 14 NOV 1978

Mr I. Smith
Superintendent, Air Safety Investigation
Department of Transport
108 Lonsdale Street
MELBOURNE. VIC. 3000.

Dear Mr Smith,

I have received correspondence from a Mr Keane of Flinders Park, Adelaide concerning enquiries into the disappearance of the Cessna 182 on October 21. Since these Laboratories are not in a position to release the results of an investigation undertaken for your Department, I enclose Mr Keane's letter for your attention.

Yours sincerely,

(P. DUNN)
Acting Chief Superintendent

66A

3/II/78

Peter G.Keane
55 Greville Ave
Flinders Pk 5025
Adelaide S.A.

7-3-1

Dear Sir,

This is by way of an enquiry into the findings on the oilslick recently found off Cape Wickham in relation to the disappearance of the Cessna I82 on Oct.2Ist.

The subject matter that I wish to obtain is detailed information on the type of oil found.For example was it the type of oil from an aircraft or from a ship,was the slick itself too large to have come from a downed aircraft and have authorities discovered any traces of oil,petrol,etc that could have come from the Cessna? Any information that you supply is greatly appreciated and will assist personal investigation into this case for the purpose of discussing the incident in a forthcoming article in "Scientific Australian" magazine.

In anticipation of your reply I thank you for your time and energy.

Sincerely yours,

Peter G.Keane.

Mr Dempster,
Please discuss with Mr Cummins and refer this enquiry to Dept of Transport.

RECEIVED
13 NOV 1978
M. R. L
REGISTRY

PRG:CS 24/11/78

65

DESPATCHED
DATE DESPATCHED 27 NOV 1978
PROCEDURE ON

V116/783/1047

COMMAND INTELLIGENCE OFFICER
HEADQUARTERS SUPPORT COMMAND
RAAF
VICTORIA BARRACKS
MELBOURNE. VIC. 3004

(Attention: Sqn Ldr T. Filing)

MISSING AIRCRAFT : CESSNA 182 VH-DSJ ON 21.10.78

A recent letter to you (V116/783/1047 of 23.11.78 refers), concerning missing aircraft VH-DSJ and other matters, was despatched without the mentioned attachments.

These attachments are included with this letter for your attention.

27/11

I.S. SMITH
for DIRECTOR

ATT.

ROYAL AUSTRALIAN AIR FORCE

With the Compliments of

COMMAND INTELLIGENCE OFFICER
HEADQUARTERS SUPPORT COMMAND
RAAF
VICTORIA BARRACKS
MELBOURNE VIC. 3004

21 NOV 1978

(T.J. FILING)
Squadron Leader

64

REPORT OF UNUSUAL AERIAL SIGHTINGS

Part 1 - Report by Observer

1. Name of Observer MR B HARDIMAN Age 36

Address 8 CASTLETON RD

VIEW BANK State VIC Post Code 3084

Occupation TEACHER

Telephone No. (home) 459 2031 (Business) 357 1166

2. a. Exact location of observer ON THE GREAT OCEAN ROAD

b. Observer's familiarity with the location POOR

3. Start of observation: Date 21.10.78 Time AFTER 7.00 am/pm

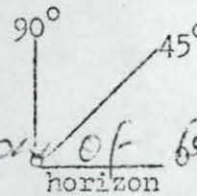
End of observation: Date 21.10.78 Time BEFORE 7.10 am/pm

4. Accuracy of date ✓ Time ✓

5. General weather conditions of time of observation, referring to cloud, wind, visibility etc. CLEAR, STILL, DUST AFTER SUNSET, SOME PATCHES OF SEA MIST

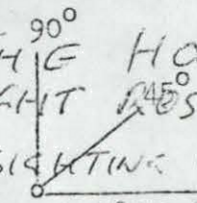
6. a. In what direction was the sighting first observed?

b. At what angle to the horizon?



AS THE ROAD WAS FULL OF BENDS I CAN ONLY GIVE THE DIRECTION OF BOTH FIRST & FINAL SIGHTINGS AS OUT TO SEA.

7. a. In what direction was the sighting last observed?



WE HAD NO CLEAR VIEW OF THE HORIZON DUE TO THE APPROACHING NIGHT. HOWEVER THE LIGHT ROSE FROM CLOSE TO THE SEA. AT FIRST SIGHTING & AT LAST SIGHTING WAS AT A CONSTANT HEIGHT BUT AT A LOWER ANGLE THAN YOU WOULD NORMALLY EXPECT AN AEROPLANE TO BE SIGHTED

8. Estimate of distance and/or altitude from observer

9. How were the answers to questions 6, 7 and 8 assessed, and were aids or equipment used during the sighting? BY EYESIGHT WITH NO EQUIPMENT OR AIDS.

/ 10. Describe

6GHA

10. Describe the ~~object~~(s)/light(s) as follows :

a. number ONE

b. colour MY WIFE SAW A BRIGHT WHITE LIGHT WITH COLOURED RAYS I SAW A BRIGHT LIGHT WHICH SEEMED TO BE GREEN-RED.

c. size ABOUT THE SIZE OF VENUS.

d. shape ROUND

e. brightness (relative to full moon/star) FULL MOON.

f. movement/direction of travel NOT PARALLEL TO COAST COULD NOT TELL IF MOVING TOWARDS OR AWAY FROM COAST.

g. sound NONE.

h. speed UNKNOWN

i. method of propulsion UNKNOWN

j. manner of disappearance WE STOPPED WATCHING.

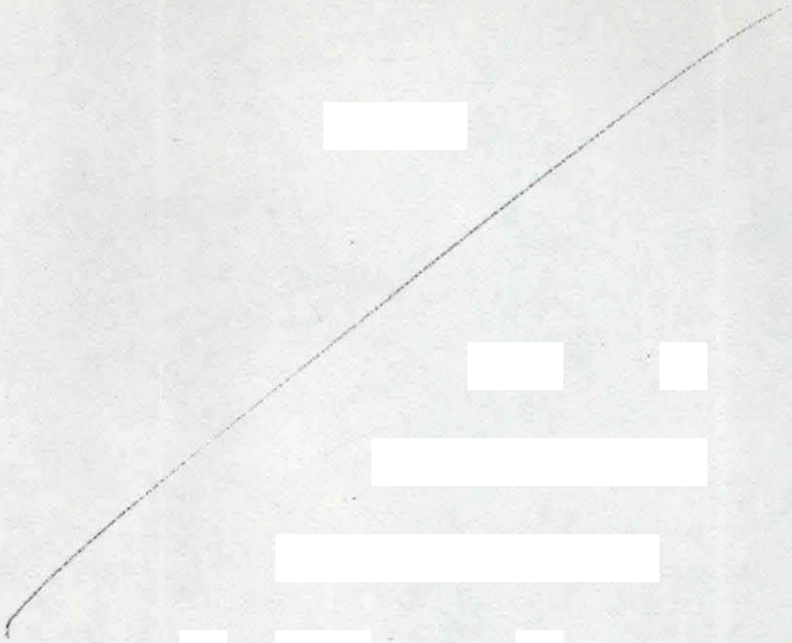
11. a. Narrative description of the sighting and any unusual features or additional comments

I WAS DRIVING ALONG THE GRANT OLSON RD BETWEEN WYE RIVER & LORNE. WE LEFT WYE RIVER ABOUT 6.55p.m & ARRIVED AT LORNE AFTER 7.10 p.m. MY WIFE BROUGHT TO MY ATTENTION A LIGHT OUT TO SEA WHICH SHE DESCRIBED AS A FLARE BECAUSE IT SEEMED TO RISE & THEN DIP TOWARDS THE SEA BUT AFTER IT HAD RISEN AGAIN. BECAUSE OF THE NATURE OF THE ROAD I WAS UNABLE TO LOOK FOR 30 SECS TO ONE MINUTE AT THAT TIME THE LIGHT SEEMED TO BE STEADY IN THE SKY AND I SAID I THOUGHT IT WAS AN AEROPLANE & WE STOPPED WATCHING. AT THE TIME THIS EXPLANATION DID NOT COMPLETELY SATISFY US. BUT WE SAID WHAT ELSE COULD IT BE.

b. Diagram

64B

b. Diagram or sketch of sighting (if possible)



12. Have you any photographs of the sighting, or is there any physical evidence of fragments, scorching or ground indentations? NO

13. How many other witnesses were there to the sighting? (Please provide names and addresses if possible)

MRS B. HARDIMAN
8 CASTLETON RD
VIEW BANK 3084

14. Have you previously made any reports to official authorities or UFO organizations regarding unusual aerial sightings? If so, give brief details of dates and circumstances. NO

Date 2.11.74 Signature B. Hardi

149 Essex Street,
Pascoe Vale 3044.
30th October 1978.

Mr. P. Graham,
Air Safety Investigation Branch,
Regional Headquarters,
108 Lonsdale Street,
Melbourne.

Dear Sir,

In response to your request for a written report of my impression of Frederick Valentich, I have given the matter much thought and have attempted to set out the relevant facts, subsequent assessment and comments in a logical sequence.

I was first introduced to Fred about a year ago by SQNLDR R.F. Grandy who, like myself, is an Air Force Reservist attached to Squadron Headquarters, Air Training Corps. SQNLDR Grandy had known Fred when he was a Cadet in the Corps some years previously, and after he introduced Fred he asked me to read a reference that he had prepared for Fred. I recall him saying that he thought that Fred was worthy of any assistance or advice I may give him.

That evening I spent over an hour with Fred. He explained that he was not accepted for RAAF aircrew, and now wanted to persue a civilian flying career.

After that first meeting he regularly attended Squadron Headquarters in a civilian capacity, working without pay or allowances until accepted into Squadron staff as an Airman. During that time he was working in my section, and he showed alot of enthusiasm for the work given him.

He sat for all six CPL examinations early this year, and as he failed all of them he asked if I would tutor him. Although reluctant at first, because of my shortage of spare time, I agreed to assist him in navigation and aircraft performance. He became a regular Sunday afternoon visitor to my home, once bringing his young twin sisters and a couple of times his girl friend, Miss Rhonda Rushton.

On the basis of my involvement with Fred as briefly outlined above, my assessment of him is as follows;

(i) He always demonstrated responsibility towards his study and other work given to him. I recall his careful supervision of his sisters in my home. He sometimes told me of his in-flight experiences which indicated a responsible attitude toward the command of an aircraft.

(ii) He was always friendly, neatly dressed, and was of sober habits. Whilst in my company he rarely had more than one alcoholic drink in an evening. I never heard anyone comment adversely on his drinking habits.

(iii) As indicated above, he appeared to be enthusiastic about his work both at Headquarters and in my home. He frequently spoke of getting an instrument rating and twin endorsement so that he could get a flying job as soon as he obtained his CPL.

(iv) Knowing that he failed to gain selection for RAAF aircrew because he did not possess the required academic qualifications, I nevertheless thought that his academic standard was reasonable, spelling excepted; it was poor. When working through navigation problems I put his frequent mistakes down to impatience and the desire to get his exams over and done with.

(v) He showed respect to those in authority, and only on one occasion can I recall his making a derogatory comment about any person. That was as a result of Air Traffic Control at Moorabbin raising an ASIR about the way in which he made an approach and landing at Moorabbin after a flight. He was quite annoyed, an adament that he had operated in accordance with the current ATIS.

(vi) Observing his personal discipline, and from what he told me about the way he conducted himself in the air, I believe that he was developing a healthy flight discipline. As both flight discipline and airmanship are pet subjects of mine, I took every opportunity to advise him in that regard.

(vii) In summary, I would say that he was impressionable, a "battler", and that he had the determination and stability to achieve his goal of commercial pilot.

I must admit to extreme disappointment on hearing from you today that Fred did not pass the two exams he sat for in mid-year, not because he failed them, but because when I returned from holidays in mid September, he rang me to say that he had passed the exams. Having read my comments in the above paragraphs you will see that I must regard Fred's apparent dishonesty as being completely out of character.

I now wonder if he was ashamed for not having passed the exams, possibly realizing that he would never get his CPL. Because everyone had formed the same high opinion of him, was he a good actor? Did he have a split personality? Could he have really been unstable?

In view of this, together with his mysterious disappearance, is it in any way significant that on the Sunday following his exams he and Rhonda bought two bottles of wine to my home to share that day because he said that he thought he had passed both exams. I declined because I was on "reserve", and said that we would drink them when he was told that he had passed. That was his last visit to my home. Did he know then that he had failed? Was the wine payment to me for my efforts?

Giving Rhonda the friendship ring a week earlier than the "anniversary"; reportedly speaking calmly on the radio about a UFO then reporting engine trouble; no lights, passengers or crays organized at King Island; I am now asking myself if he has absconded with the aircraft, or if it was a suicide flight that he had carefully planned for some time.

I trust that the above information is acceptable and may in some way prove helpful to your investigation.

Yours faithfully,
R. Barnes.

Captain 6159
Associated Airliner

62

G. Dodkins 21/11/78 1530

VH-EHY C337

K1 0131 z

Saw deft in water

at 39°18.5' S

164°36' E

at about 48 DME K1.

Flew orbit but
didn't resight

Water 30 fathoms

Gale Warning Current

From SOC on 22.11.78
- KING I/S - JACKA TRACK
- SAW SHAPE OF FUSELAGE
- ORBITED BUT COULDN'T SEE IT AGAIN
- WATER ROUGH (WHITE CAPS)
- PILOT DIDN'T SAY ANYTHING UNTIL HE WAS BACK AT K.1. IF IT HAD BEEN IMPORTANT SUGGESTS HE WOULD HAVE REPORTED IMMEDIATELY.
- REFERRED TO M.O.C + REGION (JOHN DOWNIE)
- WATER 180–190' DEEP
- BRIEFED OTHER A/C TO MAINTAIN LOOKOUT.
- WOULD HAVE HAD CLEAR CALM WATER TO SEE A/C AT THAT DEPTH.
- SIGHTING AT 0131 GMT
- ADVICE RECEIVED AT 02302. K.1. F50.

'Plane wreck' seen

A PILOT yesterday reported he had seen wreckage of a plane in Bass Strait near where Melbourne pilot Frederick Valentich vanished.

The transport department said the pilot, flying a Cessna 337 from Melbourne to King Island, circled over the area at 12.31 p.m., but could not see wreckage a second time.

The department said any wreckage at the spot, 48 miles north of King Island, would be in 30 fathoms (60 metres).

Seas were rough and a gale warning was out.

The department said planes and ships using the area had been alerted, but no search was planned yet.

Valentich, 20, in a single-engine Cessna 182, vanished on a flight from Melbourne to King Island on October 21.

Minutes before his radio went silent, Valentich told air controllers that a large object was hovering above him, and it was "not an aircraft."

THE SUN

22.11.78

MINUTE

Roof 1976 Radio Tech.

Dave Graham. 469189

Eliz. Allen.

Secs Sec.

THIS ITEM HAS BEEN DIGITISED IN SECTIONS

RECEIVED
78 OCT 24 PM12 57
DEPARTMENT OF
TRANSPORT

61

TRANS AA30260
TRANS AA30276

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 POSSSIBLE 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
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)

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			THOUSAND FEET ABOVE
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	FS	DSJ	DELTA SIERRA JULIET ROGER STANDBY
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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 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.
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	FS	DSJ	DELTA SIERRA JULIET
0912:28	DSJ	FS	DELTA SIERRA JULIET MELBOURNE (OPEN MICROPHONE FOR SEVENTEEN SECONDS)

. [redacted] 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.

NNNNSENT:- 241306) - A E S T *
TRANS AA30260
TRANS AA30276

560-2296

THIS ITEM HAS BEEN DIGITISED IN SECTIONS

60

'78 OCT 20 PM12:57

DEPARTMENT OF TRANSPORT

TRANS AA30260
TRANS AA30276

24/10/78

A.S.S.V.

FROM HUGHES AS(SI)

TO MINISTER
C.C. SECRETARY,
DEP. SEC. (A.O.)
FAS(AO)
FAS(FW)
DIRECTOR VIC/TAS
DPR
ADPR
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- 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.

NNNNSENT:- 241306) - A E S T *
TRANS AA30260
TRANS AA30276

ISS/JN 30/10/78

59

DESPATCHED WITHOUT FILE
DATE DESPATCHED.
30 OCT 1978
PROCEDURE. O/M.
ACTION BRANCH.
ACTION OFFICER(S)
FILE NUMBER (THIS COPY)
LOCATION OF FILE.

V116/783/1047

THE REGIONAL DIRECTOR
BUREAU OF METEOROLOGY
P.O. BOX 1636M
MELBOURNE VIC 3001

MISSING AIRCRAFT VH-DSJ OVER BASS STRAIT ON 21.10.78

This aircraft is reported missing on a flight from Moorabbin to King Island at 1912 hours EST on 21.10.78. The aircraft departed Moorabbin at 1819 hours EST and reported Cape Otway at 1900 hours EST.

2 At approximately 2000 hours EST a Cessna 402 aircraft departed King Island to conduct a local search of the area and reported visibility in the area as excellent, (he could see Cape Otway light while still at King Island) and no cloud in the area. Other reports from persons on the mainland near Cape Otway reported no low cloud, a higher layer and good visibility although hazy to sea.

3 Request a full appreciation of the weather conditions existing at the time of this flight over the proposed route. Although the aircraft reported at 4500 feet and passing Cape Otway, winds to 10,000 feet within a 600 nautical mile radius of Melbourne would be appreciated.

I.S. SMITH
for DIRECTOR

V116/783/~~0~~ 1047 58

1 NOV 1978

DEPARTMENT OF TRANSPORT

AIR SAFETY INCIDENT REPORT

Folio No.....
Station..... ML
No..... 388
Reg. Off. No.....
Central Off. No.....

Normally this report should be mailed to the Director of the Region in which the incident occurred. If more convenient it may be lodged with the OIC of any Air Traffic Control or Flight Service Unit.

LOCATION OR ROUTE SECTION Cape Otway- King Is. Date 21/10/1978 Local Time 1912

AIRCRAFT: Type and Marking Cessna 182 VH-DSJ PILOT: Name and Initials VALENTICH. F.

OWNER/OPERATOR Southern Air Services FLIGHT CATEGORY: (underline) VFR IFR

TYPE OF OPERATION (underline applicable type):

Regular Public Transport	Charter	Agriculture	Aerial Work
Private	Aircraft Test Flight	Training Dual	Training Solo

FLIGHT: Last departure point Moorabbin First point of intended landing King Is. Flt. No.....

When this report is submitted by a Departmental officer, enter Fault Report No. (if applicable).....

DESCRIBE INCIDENT AND RELEVANT CIRCUMSTANCES, with comment and suggestions:

ENGINE MALFUNCTION - AIRCRAFT MISSING.

1. At 210819 GMT, VH-DSJ departed Moorabbin for King Island on a VFR/NV flight to King Island. DSJ reported Cape Otway at 0900 with an ETA King Island of 0928.

2. At 0906½ DSJ requested information of any traffic in area since he could see lights. The pilot continued to report lights near him until 0911½ when he reported an engine rough running problem with the intention of continuing to King Island. The Alert Phase was declared and Aerodrome Emergency Procedures activated at King Island. King Island Flight Service was recalled to duty.

3. At 0912½ radio contact was lost with DSJ. Since the aircraft had previously reported cruising at 4500 ft., approximately the lowest level for continuous communication with Melbourne Flight Service in the area, this might have been indicative of losing altitude.

4. The Distress Phase was declared at 0933 with the non arrival of DSJ at King Island.

5. An Air/Sea/Ground search was mounted immediately with the first aircraft departing King Island for a land search at 1001. The search continued until 0900 on the 25th October with no wreckage sighted.

6. Weather conditions in the area were reported as exdellent with little or no cloud, lightx winds and a calm sea. ~~[illegible]~~

NOTE—If you desire an acknowledgement of this report, please place your name and address hereunder. If these details are not given, no acknowledgement of receipt will necessarily be made.

Name.....

Address.....

.....

.....

.....

Dear Sir/Madam, ... Region

Thank you for your Air Safety Incident Report concerning.....

.....

.....on / /

For future reference it has been allocated No.....

Yours faithfully

Date / /

.....

For Director

DOT 225 P

The first King Island srach aircraft reported seeing the Cape Otway light when still south of of Cape Wickham, at 3000 ft, a visibility of about 60 nm.

Sunset at Cape Otway was at 0850.

Dast light at Cape Otway was at 0921.

There was no moon but venus should have been visible on a bearing of 255T at an elevation of 25° approximately.

7. Two major problems were found during course of the search.

(a) much search time was lost by the optimum aircraft, the Orion, in directing a surface vessel to the position of possible oil slick and debris for retrieval.

(b) When light aircraft, without integral navigation systems, found possible debris when out of sight of land they had to climb to fix position and in doing so lost sight of debris.

SIGNED P. BARNETT DESIGNATION SOC/SMC DATE: 26/ 10/ 1978

Please note instructions at foot of this page.

FOR DEPARTMENTAL USE ONLY

COMMENTS BY REGIONAL OFFICERS:

SIGNED ..... DESIGNATION ..... DATE: / / .

ACTION BY REGIONAL INVESTIGATOR:

SIGNED ..... DESIGNATION ..... DATE: / / .

Any papers or documents which may assist in the investigation of your report should be submitted as attachments to this form. If you think your report can be supplemented by information from an Air Traffic Control or Flight Service Unit where possible please notify the circumstances of the incident, and the fact that a written report is being submitted, to the senior officer on duty at the unit concerned. On receipt of your notification, action will be taken to collect and retain the data relevant to your incident report.

Where it is necessary to urgently report any matter affecting the safety of aircraft you are requested to notify the circumstances of the incident by the quickest available means; i.e., radio, telephone, telegram, etc. This initial notification should be confirmed in writing on this form.

10673/77

C. J. THOMPSON, Acting Commonwealth Government Printer

NNNNZCZC MOB649 210915
FF AMMLYU
210915 AMMLYS
FLW REC
210728 AMMBYO
PLN DSJ NV PVT C182 VRHN/BC/H
AMMB FOR AMKI AMMB 0745
CTY B050/41 AMKI 28
CTY 34 AMMB 44
CLIAS 80 LX 300
SARTIME 210930 AMKI AMML PHONE
FURTHER SAR TBA

NNNNZCZC MOB699 211057
FF AMMLYU
211031 AMMBYO
PLN DSJ NV PVT C182 VRHN/BC/H
AMMB FOR AMKI AMMB 0745

ROUTE SEGMENT	LSALT	ALT	TAS	TR MAG	WIND	HDG MAG	GS	DIST	ETI
CTY	4000	B050	130	225	340/15	232	135	92	41
AMKI	1500			155		155	145	64	28
CTY	4000	B050		334	340/15	335	115	64	34
AMMB	1500	B050		045		039	124	92	44

RMKS FURTHER SAR TBA
CLIAS 80 LX CAPTAIN VALENTICH COMPANY SOUTHERN AIR SERVICES
300 SARTIME 210930 AMKI AMML PHONE
SURVIVAL GEAR 1LIFE JACKET
POB 1

NNNNZCZC MOB671 210954
SS AMMLYU AMMLZR AMKIYS
210952 AMMLYS
ALERTFA IMPAIRED OPERATING EFFICIENCY
VFR DSJ C182 PVT
ATD 0819 AMMB FOR AMKI VIA CTY EET 69(E E E 69 VHFR HFN
POB 1 LR 0912 AMML 125.9 PX CTY 0900 B050 AMKI 0928
TPD 0912 RMKS PRIOR TO ROUNT E E E TO ROUGH RUNNING
MOTOR AND LOSS OF CONTACT WITH ACFT PILOT REPORTED
U F O IN HIS VICINITY

NNNNZCZC MOB688 211028 VVV
SS AMMLYV AMLTYV
SS AMMLYV AMKIYS AMLTYV AMMOYC
211028 AMMLYU
DETRESFA ROUGH RUNNING MOTOR. OVERDUE ON ETA AMKI
NGT VMC. VH DSJ. C182 PVT ATD 0819 AMMB CTY AMKI EET 69 ENDCE 300
BC VR HN. POB ONE VALENTICH SAS LX. LR 0915 AMML FS 125.9
PX CTY 0900 B050 VISUAL. BLUE BODY WHITE STRIPE WHITE TAIL
ETA AMKI 0928

GG AMKIYOWW AMMBZT AMMLZG AMQQAB AMQQWX AMQQWY AMHFYM AMHBYM AMHBYV
GG AMZZMP AMZZMQ
210243 AMMLYM
ARFOR 0500 TO 1700 AREA 74
WIND 2000 34015 5000 34015 7000 34018 10000 34020 PS2 14000 33020
MS7 18500 33020 MS16
CLD SCT SC 2000/4000FT S MAR
VIS 40KM
FZL 10000FT
TURB MOD BLW 7000FT TIL 08Z

588

NNNNZCZC MOB747 211240 VVV
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21.0940

Originator Indic

CTT → AMK1

SFC. VRB 5-8 KTS.

2 Sc 4-6000

VIS 10+

21.1100

Originator Indicat

SEA STATE IV OF AMKI

SMOOTH SLIGHT

LONG LOW SW SWELL

57

DEPARTMENT OF TRANSPORT

AIR SAFETY INCIDENT REPORT

Folio No.....
Station ML
No. 388
Reg. Off. No.....
Central Off. No.....

Normally this report should be mailed to the Director of the Region in which the incident occurred. If more convenient it may be lodged with the OIC of any Air Traffic Control or Flight Service Unit.

LOCATION OR ROUTE SECTION Cape Otway- King Is. Date 21/10/1978 Local Time 1912

AIRCRAFT: Type and Marking Cessna 182 VH-DSJ PILOT: Name and Initials VALENTICH. F.

OWNER/OPERATOR Southern Air Services FLIGHT CATEGORY: (underline) VFR IFR

TYPE OF OPERATION (underline applicable type):

Regular Public Transport	Charter	Agriculture	Aerial Work
Private	Aircraft Test Flight	Training Dual	Training Solo

FLIGHT: Last departure point Moorabbin First point of intended landing King Is. Flt. No.....

When this report is submitted by a Departmental officer, enter Fault Report No. (if applicable).....

DESCRIBE INCIDENT AND RELEVANT CIRCUMSTANCES, with comment and suggestions:

ENGINE MALFUNCTION - AIRCRAFT MISSING.

1. At 210819 GMT, VH-DSJ departed Moorabbin for King Island on a VFR/NV flight to King Island. DSJ reported Cape Otway at 0900 with an ETA King Island of 0928.

2. At 0906½ DSJ requested information of any traffic in area since he could see lights. The pilot continued to report lights near him until 0911½ when he reported an engine rough running problem with the intention of continuing to King Island. The Alert Phase was declared and Aerodrome Emergency Procedures activated at King Island. King Island Flight Service was recalled to duty.

3. At 0912½ radio contact was lost with DSJ. Since the aircraft had previously reported cruising at 4500 ft., approximately the lowest level for continuous communication with Melbourne Flight Service in the area, this might have been indicative of losing altitude.

4. The Distress Phase was declared at 0933 with the non arrival of DSJ at King Island.

5. An Air/Sea/Ground search was mounted immediately with the first aircraft departing King Island for a land search at 1001. The search continued until 0900 on the 25th October with no wreckage sighted.

6. Weather conditions in the area were reported as exdellent with little or no cloud, light winds and a calm sea. ~~The Cape Otway light~~

NOTE—If you desire an acknowledgement of this report, please place your name and address hereunder. If these details are not given, no acknowledgement of receipt will necessarily be made.

Name.....

Address.....

.....

.....

.....

DOT 225 P

Dear Sir/Madam, ...Region

Thank you for your Air Safety Incident Report concerning.....

.....

.....on / /

For future reference it has been allocated No.....

Yours faithfully

Date / /

.....

For Director

The first King Island srach aircraft reported seeing the Cape Otway light when still south of Cape Wickham, at 3000 ft, a visibility of about 60 nm.

Sunset at Cape Otway was at 0850.

Dast light at Cape Otway was at 0921.

There was no moon but venus should have been visible on a bearing of 255T at an elevation of 25° approximately.

7. Two major problems were found during course of the search.

(a) much search time was lost by the optimum aircraft, the Orion, in directing a surface vessel to the position of possible oil slick and debris for retrieval.

(b) When light aircraft, without integral navigation systems, found possible debris when out of sight of land they had to climb to fix position and in doing so lost sight of debris.

SIGNED P. BARNETT DESIGNATION SOC/SMC DATE: 26/ 10/ 1978

Please note instructions at foot of this page.

FOR DEPARTMENTAL USE ONLY

COMMENTS BY REGIONAL OFFICERS:

SIGNED ..... DESIGNATION ..... DATE: / / .

ACTION BY REGIONAL INVESTIGATOR:

SIGNED ..... DESIGNATION ..... DATE: / / .

Any papers or documents which may assist in the investigation of your report should be submitted as attachments to this form. If you think your report can be supplemented by information from an Air Traffic Control or Flight Service Unit where possible please notify the circumstances of the incident, and the fact that a written report is being submitted, to the senior officer on duty at the unit concerned. On receipt of your notification, action will be taken to collect and retain the data relevant to your incident report.

Where it is necessary to urgently report any matter affecting the safety of aircraft you are requested to notify the circumstances of the incident by the quickest available means; i.e., radio, telephone, telegram, etc. This initial notification should be confirmed in writing on this form.

10673/77 C. J. THOMPSON, Acting Commonwealth Government Printer

56

DEPARTMENT OF TRANSPORT

AIR SAFETY INCIDENT REPORT

Folio No.
Station
No. SY 271
Reg. Off. No. SI/782/3410.
Central Off. No.

Normally this report should be mailed to the Director of the Region in which the incident occurred. If more convenient it may be lodged with the OIC of any Air Traffic Control or Flight Service Unit.

LOCATION OR ROUTE SECTION SYDNEY CONTROL ZONE Date 10.7.78 Local Time 092203

AIRCRAFT: Type and Marking C210 SRJ; HEL TMR PILOT: Name and Initials VALENTICH

OWNER/OPERATOR M.R.R.E. PTY.LTD.,TOORAK; SOUTHERN AIR SERVICES. FLIGHT CATEGORY: (underline) VFR IFR

TYPE OF OPERATION (underline applicable type):

Regular Public Transport	Charter	Agriculture	Aerial Work
Private	Aircraft Test Flight	Training Dual	Training Solo

FLIGHT: Last departure point PELICAN First point of intended landing BANKSTOWN Flt. No.

When this report is submitted by a Departmental officer, enter Fault Report No. (if applicable)

DESCRIBE INCIDENT AND RELEVANT CIRCUMSTANCES, with comment and suggestions:

UNAUTHORISED ENTRY INTO SYDNEY CONTROL ZONE AND BREAKDOWN OF STANDARD SEPARATION.

2203 Unidentified aircraft observed on radar entering Sydney control zone, 12 n.m. north of Sydney. The aircraft overflew TMR, a helicopter on traffic survey in the vicinity of Ryde Bridge at 1000 feet. TMR sighted the aircraft, a C210 and estimated its height as 1500'.

The aircraft was subsequently identified as SRJ at 1500'.

2207 SRJ clear of Sydney control zone.

RECORDER : APP/NORTH
WEATHER : CAVOK
ATTACHMENTS : RADAR PLOT
A.S.I. ADVISED : A. GREEN

NOTE—If you desire an acknowledgement of this report, please place your name and address hereunder. If these details are not given, no acknowledgement of receipt will necessarily be made.

Name
Address

DOT 225 P

Dear Sir/Madam, Region

Thank you for your Air Safety Incident Report concerning

on / / .

For future reference it has been allocated No.

Yours faithfully

Date / /

For Director

50A

SIGNED A.J.LAWRENCE DESIGNATION STAC DATE: 10/7/78.

Please note instructions at foot of this page.

FOR DEPARTMENTAL USE ONLY

COMMENTS BY REGIONAL OFFICERS:

UNAUTHORISED ENTRY INTO SYDNEY CONTROL ZONE. The pilot had no previous experience of navigating south bound in the Sydney L.A.L. The pilot failed to navigate his aircraft accurately.

SIGNED I.W.STACY DESIGNATION ASIS DATE: 13/9/78

ACTION BY REGIONAL INVESTIGATOR:

Referred to Flying Operations Section. Transcript of Communications and radar plot attached. No further Air Safety Investigation Branch action is intended.

SIGNED I.W. STACY DESIGNATION ASIS DATE: 13/9/78

Any papers or documents which may assist in the investigation of your report should be submitted as attachments to this form. If you think your report can be supplemented by information from an Air Traffic Control or Flight Service Unit where possible please notify the circumstances of the incident, and the fact that a written report is being submitted, to the senior officer on duty at the unit concerned. On receipt of your notification, action will be taken to collect and retain the data relevant to your incident report.

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10673/77 C. J. THOMPSON, Acting Commonwealth Government Printer

AIRCRAFT RADAR PLOT

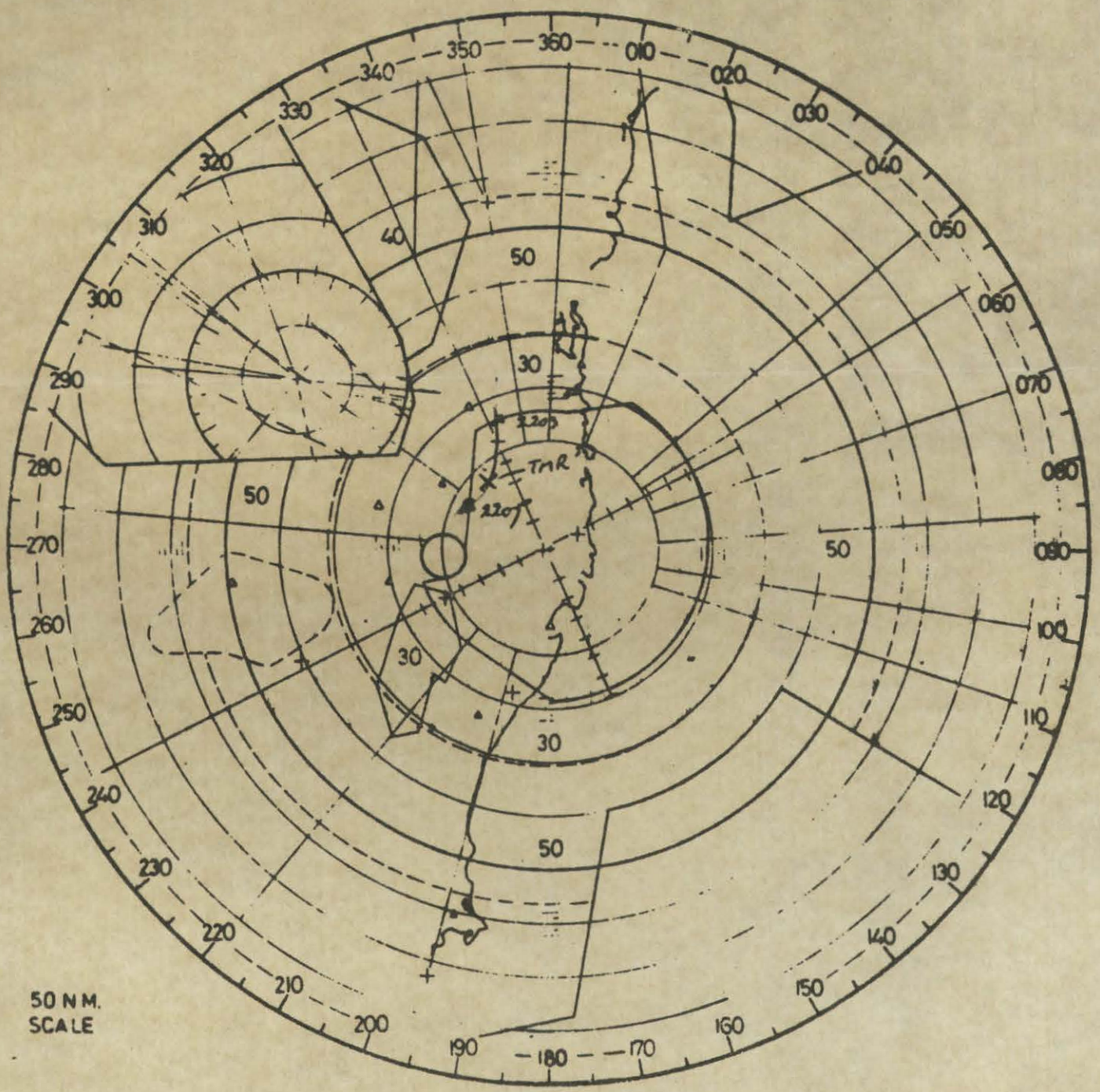
SGB

SECTOR: SYDNEY CONTROL ZONE DATE: 10-7-78

AIRCRAFT REGN.: SRJ TIME: 09/2203

REMARKS:

SIGNED:



50 N.M. SCALE

— SRJ

X TMR

56C

SI.782.3410

TRANSCRIPT OF RECORDED COMMUNICATIONS CONCERNING CESSNA 210 AIRCRAFT VH-SRJ DURING THE PERIOD BETWEEN 2144 HOURS AND 2208 HOURS GREENWICH MEAN TIME ON 09 JULY 1978 (GREENWICH DATE)

LEGEND.

SRJ	Cessna 210 Aircraft Registered VH-SRJ
FIS.4	Sydney Flight Service - Area Four
APP(N)	Sydney Approach Control - Radar, North
ADC	Bankstown Tower (Aerodrome Control)
// //	Editorial Insertion

TRANSCRIPT OF COMMUNICATIONS

 Date : 10th July, 1978 (L)

TIME (GMT)	FROM	TO	TEXT
09/2144.40	SRJ	FIS.4	Good morning Sydney, this is SIERRA ROMEO JULIET. Departed Aero Pelican for Bankstown -
	FIS.4	SRJ	SIERRA ROMEO JULIET, Sydney. Stand by.
2145.11	FIS.4	SRJ	SIERRA ROMEO JULIET, Sydney. Go ahead departure time now.
	SRJ	FIS.4	SIERRA ROMEO JULIET. Departed four-five, Bankstown zero-zero.
	FIS.4	SRJ	SIERRA ROMEO JULIET. Could you check that out ? You have a time interval of two-five minutes, that would make it one-zero.
	SRJ	FIS.4	SIERRA ROMEO JULIET, one-zero.
	FIS.4	SRJ	SIERRA ROMEO JULIET. Area QNH one-zero-zero-five, station time four-five.
	SRJ	FIS.4	SIERRA ROMEO JULIET.
2147.42	FIS.4	SRJ	SIERRA ROMEO JULIET, Sydney. Confirm you're tracking Pelican direct Bankstown, or down the coast ?
	SRJ	FIS.4	SIERRA ROMEO JULIET. Tracking to the light aircraft lane to Bankstown.
	FIS.4	SRJ	Roger. Are you tracking coastal initially or directly across to Hornsby ?
	SRJ	FIS.4	Directly to Hornsby.
	FIS.4	SRJ	SIERRA ROMEO JULIET.
2153.38	FIS.4	SRJ	SIERRA ROMEO JULIET, Sydney. Request your actual cruising altitude.
	SRJ	FIS.4	SIERRA ROMEO JULIET, two thousand.
	FIS.4	SRJ	Confirm two thousand ?
	SRJ	FIS.4	Affirmative.
	FIS.4	SRJ	SIERRA ROMEO JULIET.
2158.30	SRJ	FIS.4	Sydney, SIERRA ROMEO JULIET, Brooklyn Bridge, two thousand.
	FIS.4	SRJ	SIERRA ROMEO JULIET.
2204.38	FIS.4	APP(N)	Go ahead.
	APP(N)	FIS.4	We've got an aircraft one-two miles north, ah, tracking to the Canterbury area. Its possibly one of the ones that should be up near Hornsby at the moment -
2204.45	SRJ	FIS.4	This is SIERRA ROMEO JULIET. Approaching Parramatta, changing frequency to Bankstown.
	FIS.4	APP(N)	Stand by.
	FIS.4	CNS	Ah, CHARLIE NOVEMBER SIERRA. Confirm you're changing to Bankstown now and say again your present position.
	SRJ	FIS.4	SIERRA ROMEO JULIET. Parramatta, changing to Bankstown.
	FIS.4	SRJ	SIERRA ROMEO JULIET.
			//Sydney Approach advises FIS.4 that there are two radar returns in the Hornsby-West Pymble area - one is inside the zone and the other is outside. FIS.4 checks position of VH-CNS and the instructor (?) reports position as 1½ miles southeast of South Dural Tanks - quite sure of position. Approach advised that SRJ with Bankstown //

TRANSCRIPT OF COMMUNICATIONS

 Date : 10th July, 1978 (L)

TIME (GMT)	FROM	TO	TEXT
2205.23	SRJ	ADC	Bankstown, this is SIERRA ROMEO JULIET. At Parramatta, two thousand, with Bravo.
	ADC	SRJ	SIERRA ROMEO JULIET.
2206.50	ADC	SRJ	SIERRA ROMEO JULIET, report altitude.
	SRJ	ADC	SIERRA ROMEO JULIET, one-five-zero-zero.
	ADC	SRJ	SIERRA ROMEO JULIET.
2207.40	ADC	SRJ	SIERRA ROMEO JULIET. Sydney radar advises that you have penetrated the Sydney Control Zone. They suggest you turn right heading two-seven-zero to vacate the zone.
	SRJ	ADC	SIERRA ROMEO JULIET.

INVESTIGATION REPORT SI/782/3410.

56F

UNAUTHORISED ENTRY INTO CONTROLLED AIRSPACE OR RESTRICTED AREA

(Reference Air Safety Investigation Circular 1/69)

(1) Date of occurrence: 10. 7.78.

(2) Flight from: Pelican to: Bankstown

(3) Airspace penetrated: Sydney Control Zone

Position of penetration: A/Pennant Hills.

Altitude: 2000 Time: 0803 EST

(4) Aircraft type and registration: C.210 VH-SRJ

(5) Class of operation: Private

(6) Flight category: XXX/VFR

(7) Pilot in command: Fred VALENTICH.

(8) Type of pilot licence: Private Number: 145103

(9) Type of instructor and/or instrument rating held by pilot: N/VMC

(10) Total aeronautical experience: 160 hours.

(11) Extent of local experience: First time inbound to Bankstown from the North. All experience in the Melbourne Area.

(12) Other pilot(s) on board: --

(13) Method of navigation: Visual Reference.

(14) Maps and charts available in aircraft: WAC, VEC, VTC Series.

(15) Map or chart being used at time of occurrence: Sydney VTC.

(16) Was boundary of area penetrated marked on chart being used? Yes.

(17) Was briefing received? Yes.

(18) By who was briefing given? Phone briefing by Bankstown Briefing Office.

(19) To what extent was briefing given in relation to airspace?
The pilot was briefed on the L.A.L. and advised to proceed BBG-PRT-BK.

(20) Was use made of self briefing material? Yes.

(21) Was a clearance requested? No

(22) Was a clearance received? No

(23) What action did the pilot understand was required of him from the wording of any clearance issued?
N/A

(24) Radio frequency being used: 125.8 (Sydney Flight Service)

566

(25) Was there any communication difficulty? No Describe: -

(26) Were correct communication failure procedures followed? N/A

(27) Was there any language difficulty? No

(28) Was weather a factor? No

(29) Type of forecast obtained, if any: Area Forecast.

(30) Forecast weather conditions: CAVOK

(31) Actual weather conditions: CAVOK

(32) What navigation aids were fitted to the aircraft? ADF, VOR.

(33) What navigation aids were being used or monitored? ADF was used for the Pelican to Calga leg only.

(34) To what ground stations were they tuned? Calga.

(35) Was there any unserviceability? No Describe: -

(36) Was there any unusual pilot distracting factor? No Describe: -

(37) When did the pilot first become aware of the penetration? He became concerned when he saw the helicopter & then had the penetration confirmed by Bankstown Briefing Office.

(38) How was the penetration detected? By Sydney Radar.

(39) Was there a breakdown in controlled airspace separation standards? No.

(40) Was ATC/FSU action satisfactory? Yes.

(41) How could the penetration have been avoided?
By the pilot proceeding via Parramatta rather than via Hornsby.

(42) Conclusions:

i) The aircraft was correctly identified as VH-SRJ.

ii) The pilot's lack of familiarity with the area contributed to the incident.

(43) Attachments:

13. 9.78.

I.W. Stacy,
ASIS

DWT/AC
16/10/78

56H

81/782/3410

7331

17 OCT 1978

Mr. . Valentich
c/- Southern Air Services
[illegible] AIRCRAFT VIC 3189

Dear Mr. Valentich,

I refer to an Air Safety Incident involving yourself as pilot in command of VH-[illegible] on 10 July 1978.

The investigation has now been concluded and it has been established that your aircraft entered the Sydney Control Zone without clearance whilst on a flight from Aeropelican to Bankstown.

It is appreciated that entering the Light Aircraft Lane from the North is a difficult task when one is not familiar with the area. However, it is still the absolute responsibility of the pilot to navigate his aircraft so as to remain clear of controlled airspace. The fact that you were unfamiliar with the area should have alerted you to obtain the fullest briefing possible from experienced pilots at Aeropelican and then to use the Sydney Visual Terminal Chart with extreme care in order to remain in the Light Aircraft Lane.

This Department looks to you to exert the maximum care in avoiding such incidents in future.

Yours faithfully,

(D. Wyford)
for Director

Barrie (Ont) Advocate 004 312222

News Editor —

Re Valentich's statement of photo of UFO

The news Editor will send a copy of their news story and the address of the person who took the photo submitted to them.

The photo was not used in their article.

It was a photo showing only a pin point of light and not considered of any consequence.

Last light Cape Otway 21.10.78

38°52' S , 143° 31' E.

1852 LMT
1918 EST.

Last Light King Island.

39°53' S , 143 53' E.

1854 LMT
1918 EST

Pat Gould CFI Shutts

- has property near Cape Otway
- at time of VH-DSJ's disappearance there was a plague of very large moths in area.
- next morning there were mounds of dead moths along the sea shore washed up by the waves.
- If it is possible for them to be at altitude then they could have created the illusions reported & could have affected the engine air intake.

ROB BARNES

- Relationship with Rhonda – thickening on a mutual basis.
- Letter to D.O.T. re examination
- Sam Cdr Grandy is accountant for Bassan so could get as many crayfish as required for mos functions.

Guida Valentich.

- $1500 in bank.

- Didn't gamble
- Interested in motorbikes.
- Has 3 CPL subjects.
- Bradbrook College. 2 years.
- There was a "Bradshaw" 406 Lansdale St ML

"Coaching" Colleges are no longer required to register with Ed. Dept. This one is not in phone book.

- Survival exercises at Broadford (RAAF)

- Letter came after Fred disappeared.

- 180-190 hours approx
  170 on trip to Echuca (night)

- Life jackets - possibly someone would like a lift
- Superstitious - not in normal things ladders -
- Dr Pasha 3 times - not regular visitor
- Didn't intend to get serious with Rhonda
- Catholic - goes sometimes.
-

6MH Thursday

Didn't talk of financial problems

friendship
Greg - had it + it was burning a hole in his pocket.

Friday
- quiet + a bit down. bad day at work
- job not quite what he expected
- stock taking.
- expected to be trained for manager but had to clean the shop
- 1st week had nothing to do. Studied

Saturday
- thinks Fred wanted either Rhonda or his father to go. *
- He wouldn't ask Greg. Greg says he is Fred's best mate but he isn't. Fred + Rhonda doesn't want to hurt Greg's feelings.
- Goose Macnavick is his best friend.

Spoke Italian at home. mother liked to speak Italian.

Bragged about his ability + knowledge of survival.

Not superstitious

Gold cross - never taken it off - good luck charm

Catholic - only went to mass on special occasions
Xmas Birthday Easter
Parents the same

Rhonda is Methodist – Did go to church
– doesn't now.
– prefers sport.

. They were serious – had discussed marriage – they left that to the future

. Never quarrelled

. No interest in flying before meeting Fred. Likes flying has flown quite often with Fred. Newcastle + local flts
. Hasn't been to K.I. Wanted to go to TAS he has been there before.
. Nowhere else

. CPL He was going well with exams. Passed 2 of 3. They were the important ones.

. other interests – only disco's + flying
– they entered a competition

. Fred didn't ask Rhonda to go. She suggested the possibility

. People coming back for K.I.

. Is very fit, not a fanatic, can swim fast not well

. Didn't.

R. J. TINKER & CO.

Form T200

48

AIRCRAFT MAINTENANCE CERTIFICATION SHEET

Date	A/C Registration	A/C Serial Number	A/C Type	Job Number
20/10/78	DSJ.	58572	C182L	7434

Aircraft maintenance carried out in accordance with: Appx A AWM 1, 5, 7

PERIODIC/~~MAJOR~~ INSPECTION

* A signature in the appropriate space constitutes a certification pursuant to Air Navigation Regulation 39 and certifies that the work has been properly and completely performed and that it is in accordance with the requirements of Air Navigation Regulations and the Orders issued under those Regulations.

ENGINE GROUPS	PORT	1A	M Hodges *(Signature)	L.A.M.E. No. V7832
	STBD.		*(Signature)	L.A.M.E. No.
AIRFRAME GROUP		1A.	*(Signature)	L.A.M.E. No. 7342
ELECTRICAL INSTALLATION GROUP		2	*(Signature)	L.A.M.E. No. V7224
INSTRUMENT INSTALLATION GROUP		2A	*(Signature)	L.A.M.E. No. V7224
RADIO GROUP V.F.R./I.F.R.			*(Signature)	L.A.M.E. No.
GENERAL			*(Signature)	L.A.M.E. No.

I hereby certify that the whole inspection and all maintenance required has been performed and properly certified.

M Hodges L.A.M.E. No. V7832

CO-ORDINATOR — For and on behalf of
R. J. TINKER & CO.

R. J. TINKER & CO.

Moorabbin Airport Mentone 3194. Phone 90 5566

H8A

SURVEY AND WORKSHEET

Form T300

Date	Order No.	A/C Registration	A/C Serial No.	A/C Type	Job No.
26/10/78		DSJ		C182	7434

CUSTOMER. S.L.S

Phone

WORK REQUIRED. 100 hourly insp

Authorised by

Item	Details of Work Completed and components fitted	* L.A.M.E.
19	Fit one new stud to upper cowl	
20	Fit new rubber mount to RH cowl flap door	
21	Procure + fit piece of ½" al. tubing to strainer outlet	
22	Tighten induction rubber clamps	
23	Fit new piece of heat hose and one clamp to carby heat system	
24	Fit 3 new spacers to spinner bulkhead	
25	Refit both magnetos after elect 210 inspection	
26	Fit new clamps to exhaust stacks cyls 3 and 4	
27	Airbox removed, repaired + refitted by P.O.	
28	Fit new engine mount to LH front position	

M Hodges V78 32

ESSENTIAL PRESSURE CHECK AT 80

2	3	4	5		
70	72	78	70	72	71

AM1 (100.5) * A signature in the appropriate space constitutes a certification pursuant to Air Navigation Reg. 39.

AM2 (100.4) I certify that the work detailed above has been properly and completely performed.

NOMINATED PERSON.....

For and on Behalf of R. J. TINKER and CO.

R. J. TINKER & CO.

Moorabbin Airport Mentone 3194. Phone 90 5566

48B

SURVEY AND WORKSHEET

Form T300

Date	Order No.	A/C Registration	A/C Serial No.	A/C Type	Job No.
20/10/78		DSJ		C182	7434

CUSTOMER. S.L.S

Phone

WORK REQUIRED.

100 hourly insp

Authorised by

Item	Details of Work Completed and components fitted	* L.A.M.E.
19	Fit one new stud to upper cowl	M Hodges V7832
20	Fit new rubber mount to RH cowl flap door	
21	Procure + fit piece of 1/4" al. tubing to strainer outlet	
22	Tighten induction rubber clamps	
23	Fit new piece of seat hose and one clamp to carby heat system	
24	Fit 3 new spacers to spinner bulkhead	
25	Refit both magnetos after elect 21B inspection	
26	Fit new clamps to exhaust stacks cyls 3 and 4	
27	Airbox removed, repaired + refitted by P.O.	
28	Fit new engine mount to L11 front position	
	80	
	70 72 78 74 72 71	

AM1 (100.5) * A signature in the appropriate space constitutes a certification pursuant to Air Navigation Reg. 39.

AM2 (100.4) I certify that the work detailed above has been properly and completely performed.

NOMINATED PERSON

For and on Behalf of R. J. TINKER and CO.

R. J. TINKER & CO. Moorabbin Airport Mentone 3194. Phone 90 5566

48C

SURVEY AND WORKSHEET

Form T300

Date	Order No.	A/C Registration	A/C Serial No.	A/C Type	Job No.
20/10/8	✓	DSJ.	58572	C182L	7434

CUSTOMER. S.A.S.

Phone

WORK REQUIRED. 100 hrs

Authorised by

Item	Details of Work Completed and components fitted		* L.A.M.E.
1.	DCA/FSN/15 Trottle arm + torque		M Hodges
2.	" C180/4 Engine Mount hwys.		M Hodges
3	" 15C Rear Spar Mod		[signature] 7342
4	" 19B. Brake Master Cyl.		[signature] 7342
5	" 27 D. Flap actuator.		[signature]
6	" 28A Ail Mass bal weight attachment		[signature] 7342
7	" 31B. Aft Tail cone assy mjs		[signature] 7342
8	DCA/C 180/51. Fuel Cell inspection (R/H Tank only)	KT	[signature]
9.	ADF drops out of panel. fixed		[signature]
10.	Rotating beacon No fault found		[signature]
11	Check pilot Seat adjustment - REPAIR SEAT CATCH.		[signature] 7342
12	Both magnetos removed & DCA/Stick DIC carried out		[signature]
	Both points assy's replaced		[signature]
13	Last air filter replaced.		[signature]
14	Battery terminals decorroded & coated in silicon grease		[signature]
15	REAFIX HAND FIRE EXTINGUISHER BRACKET ON SIDEWALL		[signature] 7342
16	All wheels serviced with air	MB	
17	All wheel bearings serviced	MB	
18	R/H Brake linings replaced because worn beyond serviceable limits	MB	[signature]

AM1 (100.5) * A signature in the appropriate space constitutes a certification pursuant to Air Navigation Reg. 39.

AM2 (100.4) I certify that the work detailed above has been properly and completely performed.

NOMINATED PERSON

For and on Behalf of R. J. TINKER and CO.

48D

COSTING No. ..... INVOICE No. .....

QTY.	Part Number	ITEM		Amount
1	DO 3	Clamp	T 12333	
91'	SEAT 10	Hose	"	
2	66-36	Brake linings @		
4	Rivets	Rivets @	steel	
3	075 2620-3	Spacers @	T 13539	
1	WL 98293-3-36	Stud		
1	J 6545-1	Engine mount kit		
1	DG-14-5	Hyd. Air Filter	T 13541	
1	C 156001-0106	Fuel Pump	T 13544	
3	15-48 A	Points Assy @	T 13547	
4	075 0161-95	Ex. Clamps @	T 13549	

48E

Department of Transport

MAINTENANCE RELEASE

Aircraft Type C182 VH-DSJ № 23933

This maintenance release has been issued by virtue of Regulation 48 (6) (a) of the Air Navigation Regulations for the class of operation shown and, except where it ceases to be in force by virtue of Regulation 49c of the Air Navigation Regulations, shall remain in force until:

19.10.79 or 4210.30

Date Total aircraft time in service

whichever is the earlier

CLASS OF OPERATION

- ● Private
- ● Aerial Work
- ● Charter
- ~~● Agricultural~~
- ● R.P.T. under Reg. 203 exemption

● delete as necessary

Issued by

Signed [signature]

A.M.E. Licence/~~authority~~ No. 4603

Time 1800

Date 20/10/78

Place Moorabbin

MAINTENANCE REQUIREMENTS—At the time of issue of this maintenance release, the following maintenance, in addition to daily inspections, is required to be carried out on the aircraft during the period for which the maintenance release is expressed to remain in force, in order to comply with requirements or conditions imposed under the Air Navigation Regulations.

Item No.	Maintenance Required	Due at date/ total aircraft time in service	Certified complied with

MAINTENANCE RELEASE

Part 3

DAILY INSPECTION CERTIFICATIONS AND AIRCRAFT TIME IN SERVICE

Date	Daily inspection certification	Aircraft Time in Service: Since last entry Hrs	Since last entry Mins	Progressive total Hrs	Progressive total Mins	Total No. of Landings
	4009.92					
	BROUGHT FORWARD →					
23-12-77	[illegible] 4009.94			-	-	
24.12.77	[illegible] 4010.28				30	
4.1.78	[illegible] 4021.34			12	-	
7.1.78	[illegible]					
8/1/78	G.W. Bate					
11/1/78	[illegible] 4028.73			15	-	
27/1/78	J. Milburn 33410.	34	84			
31/1/78	J. Milburn 33410.	36	58			
[illegible]	[illegible]					
3/2/78	N. Day. 4039.					
[illegible]	[illegible] 4040.20					
11/2/78	[illegible] 40.66					
17/2/78	N. Day.					
18/2/78	R. Hart. 50.35					
22/2/78	R.A. Ross 57.38					
24.2.78	D. Day 58.70			49	-	
25/2/78	N. Day 59.19.			50		
[illegible]	[illegible] 59.83					
3/3/78	N. Day. 61.62.			51		
4/3/78	J. Stevenson 62.20			52		
6/5/78	T. O'Brien 62.63					
070578	D. Day 64.48			54	-	
14/5/78	[illegible] 64.88			55	-	

MAINTENANCE RELEASE

Part 3

DAILY INSPECTION CERTIFICATIONS AND AIRCRAFT TIME IN SERVICE

Date	Daily inspection certification	Aircraft Time in Service: Since last entry Hrs	Since last entry Mins	Progressive total Hrs	Progressive total Mins	Total No. of Landings
	BROUGHT FORWARD →					
17.5.78	[illegible]					
20.5.78	[illegible] 71.13			62	-	
21-5-78	[illegible]					
24-5-78	R.A. Ross 74.35			65	-	
27/5/78	[illegible] 75.44			66	-	
16/6/78	[illegible]					
26.6.78	[illegible] 89.13					
1.7.78	[illegible] 89					
4.7.78	[illegible] 42 44			83	-	
23.7.78	[illegible] 96 79			87	-	
6.10.78	S.D. Matthews. 98 29			89		
	40269					
14-10-78	[illegible] 02:73					
15-10-78	[illegible] 05:34					
17.10.78				99	-	

Department of Transport

MAINTENANCE RELEASE

Aircraft Type C182

VH-OSJ

№ 18182

This maintenance release has been issued by virtue of Regulation 48 (6) (a) of the Air Navigation Regulations for the class of operation shown and, except where it ceases to be in force by virtue of Regulation 49c of the Air Navigation Regulations, shall remain in force until:

21.12.78 or 41.09.92

Date — Total aircraft time in service

whichever is the earlier

CLASS OF OPERATION

- Private
- Aerial Work
- Charter
- ~~Agricultural~~
- R.P.T. under Reg. 203 exemption

- delete as necessary

Issued by R. J. TINKER & Co

Time 1600

Date 22.12.77

Signed [signature]

A.M.E. Licence/~~authority~~ No. V7370

Place MOORABBIN.

MAINTENANCE REQUIREMENTS—At the time of issue of this maintenance release, the following maintenance, in addition to daily inspections, is required to be carried out on the aircraft during the period for which the maintenance release is expressed to remain in force, in order to comply with requirements or conditions imposed under the Air Navigation Regulations.

Item No.	Maintenance Required	Due at date/ total aircraft time in service	Certified complied with
1.	VFR ONLY TILL T+B POWERWARDE		
	NIGHT FITTED.		

741 (1971)

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MAINTENANCE RELEASE

Part 2

Item No.	Endorsements	Certification clearing endorsement
1.	L/H FUEL TANK REQUIRES LEAK CHECK.	New Tank Fitted
	AT NEXT 100 hourly. [signature]	
2.	Pilot seat does not lock normally. Temporary locking has been achieved by repositioning spring (To change seat position lift locking pin directly - handle is useless)	[signature]
3.	Rotating BEACON. U/S	[signature]
4	Heavy Landing inspection reqd. (esp nose wheel)	
5	ADE FELL OUT IN MY LAP [signature] 15/4/78	[signature]

486

FROM. MR. DON COX
OF 22 RUTHERGLEN AVE.
VALLEY VIEW 5093 S.A.

4)
Original to RAAF 22-11-78

THIS IS A REPORT OF A U.F.O. SIGHTING BY MY WIFE AND SELF AT 7.40 pm. ON SATURDAY THE 21st. OF OCT. 1978 AT VALLEY VIEW S.A. IN THE S.S.E. SKY AT A 35 DEGREE ANGLE.

On the above mentioned evening I stepped outside to call our cat who my wife was concerned about as it had shunned her due to the fact that we had strange kittens in the house. After no response from the cat I pondered and gazed in the sky, when I saw what I took to be a large plane approaching from an S.S.E. direction. The plane appeared to be quite near with what I took to be it's landing lights on and coloured lights at both sides. I thought this an unusual direction for such an approaching heavy plane as if it continued it meant that it would have to cross the flight path of the major air liners heading for the ADELAIDE AIRPORT. My curiosity aroused I decide to wait and view this plane which I estimated would be directly over head in approximately three minutes or thre abouts. To my amazement this did not occur as it came no closer after having waited a period of some seven minutes or more.

My wife came to see what I was doing outside so long and said to me, " What on earth are you looking at in the sky ", to which I replied " Well look at that and tell me what you think it is ". Her reply was " It's not a star for it is too big." I then asked " Well what do you think it could be," to which she replied " It's a rocket (MEANING THE FIREWORK TYPE) as you can see the coloured lights coming from it. I then said to her " If that is the case how could it stay in the sky so long," for I have been watching it for between seven to ten minutes. She then said " No your right it can't be," as the two of stood gazing in amazement at this large white yellow light and by now an assortment of colours flashing at the two sides.

Having got my binoculars from within the house I focused this object, but found my hands unsteady, so I rested them on a small statuette on the patio, when I was able to finely focus absolutely clear onto this unexplainable object. What I saw was a large triangular yellow white light (AS SHOWN IN THE ATTACHED DIAGRAM) laying on it's side with one side of the triangle in a vertical postion. Within this triangle flashing from points A,B,C, and D, (AS ILLUSTRATED IN DIAGRAM) were iridescent lights. I can only positively remember three of the colours which where blue, blue green, and orange, but feel sure there were also others. My wife watched it for near enough ten minutes, and myself for a total of roughly fourty five minutes before losing sight of it behind a large gum tree two gardens away. During the last stages of viewing this assortment of colours it transformed into a V shape still on it's side with the top half appearing to be the reflection of the lower portion, as one might view a boat sitting on the surface of the water.

I reported this matter to EDINBURGH AIRPORT at 5.45pm. Monday the 23rd. of October, and was told by a girl that this imformation would be passed onto the U.F.O. INVESTIGATIONS OFFICER in the morning. By now I was aware that I had seen word for word exactly as the missing Melbourne pilot had described. I rang again EDINBURGH AIRPORT the following day October 24th. and spoke to an officer who told me he would try either to see me at my place of work or at my home in the evening. As by the following day October 25th. he had not made the effort to interview me, I again phoned and told him of my concern pleading for him to heed this information which I felt so vital in the case of the missing pilot.
After confirming my statement with my wife over the phone, this officer subsequently visited my home and took a signed statement from me along with a diagram of the three stages that this moving light had taken.

I have no doubt in my mind that whatsoever I witnessed was exactly as the young pilot described who has gone missing, and was said to be flying upside down at the time on the 21st. of October.

I am prepared to swear on oath or submit myself to any lie detector test to substantiate this my statement.

D Cox

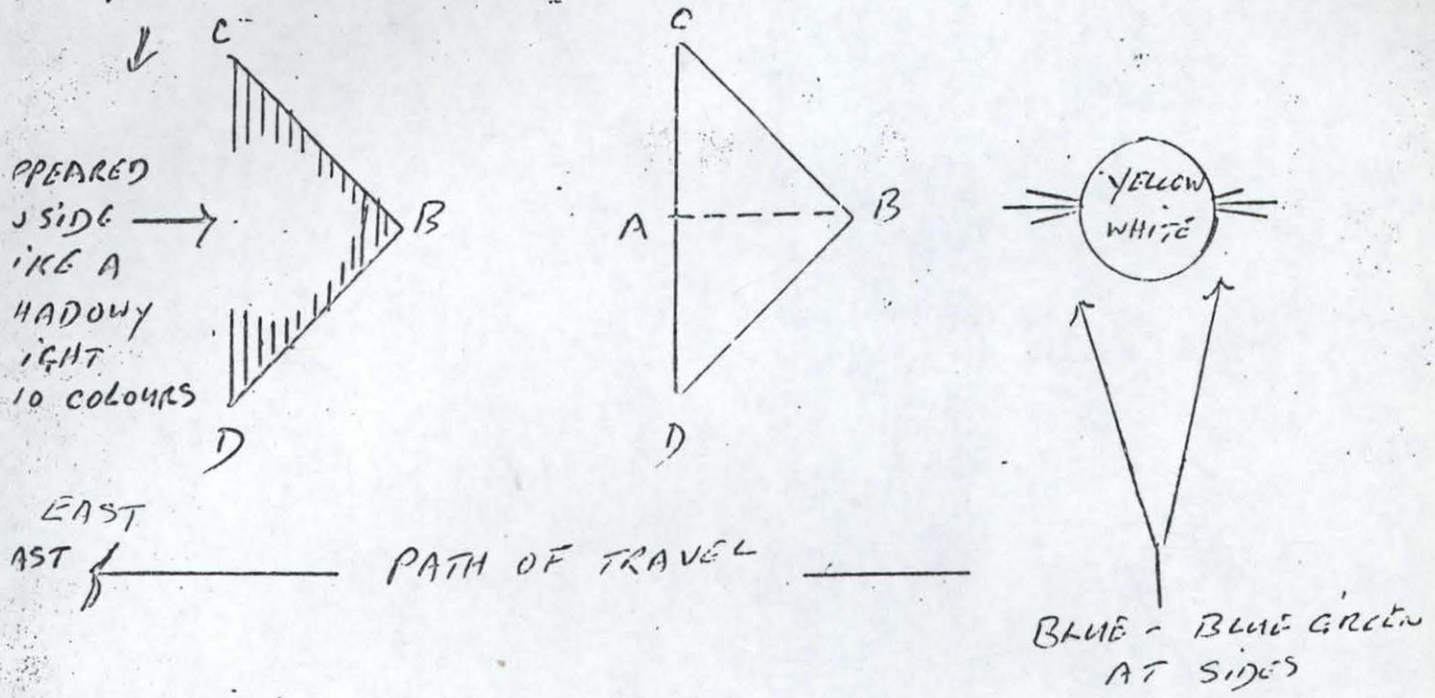
STAGE III

TAGE III VIEWED
TH BINOCULARS
WITH

STAGE II VIEWED
WITH BINOCULARS

STAGE I VIEWED
WITH NAKED EYE

APPEARED INSIDE
LIKE A SHADOWY LIGHT
WITH NO COLOURS



Sketch: Please sketch the object including shape and colour of any features.

STAGE II

A TO B - BLUE FLASH

C TO B - GREEN BLUE FLASH

B TO D - UNSURE

B GLOWED ORANGE ON AND OFF
WHEN MET BY BLUE FLASH FROM A

46

original to RAAF 22.11.78

Mr Guido Valentich,

Westernport Rd
Ripplebrook 3818
Via Drouin
Victoria
Sunday 29.10.78

Dear Sir,

I have noticed in the news papers much Speculation + roumour about what happened to your Son. Possibly we will never know the real truth, And proffessional Government Properganda can destroy the real truth. (For example the money sent to Darwin after Cyclone Tracey never get there, dissapeared, missing,) Land deals, UFOs etc covered up proffessionall.

Late Saturday afternoon 21.10.78 I called at hes Parkers, Westernport Ripplebrook + Allan Parker + I went shooting near our own residences till dark. We decided to go home have quick tea + go spotlighting. Allan Parker arrived while I was eating my tea + I reckon it must have been between 8 + 9oclock (PM) 21.10.78 that I was down our shed assembling spotlights etc.

My Wife was up the track in the headlights + we yelled out to her what the hell are you doing. She had a bright light in the sky beyond + south of the Crib Point Gas flame. Allan went on up the track + watched it while I fiddled about + pumped 10 or 12 gallons of fuel into the car + then I drove up the track for a look. Allan claimed it had moved slightly so I guess I watched it for about 10 minutes + by takeing a bareing on lights on the ground it did move slighly south + did loose altitude again very slowly. It was a clear night + every Star could be seen it was not a star possibly it could have been a Helicopter Hovering at great distance the light was orange to red (like a distant car tail light) + I am certain If I had been On Mt Baw Baw it would of been bright enough to see it from there. We saw only a light. It was south of Crib Point flame, low over the horizon + would of in my opinion been in line with Lang Lang Jetty or the bottom end (South end) of French Island. It appeared to bee well out over the sea + many miles further out than the land.
We watched it for a while + Allan was impressed as until then I don't believe he believed in lights in the sky etc
We moved off the property situated 6 miles south of Drouin on

e corner of Westernport Rd + Costers road + went down Costers Rd to Modella. Allan watched out the car window to see if he could still see it (+ we went away shooting) + told him about the lights I had seen. About the Royal Australian Airforce UFO man who talkes to you to find out what you know then point blank in a indirect fashion says you are an idiot.. I told him about being invited to Bill Frews of Meerlieu for supper after tea + seeing lights in the sky + we went looking for it at Hollands landing (20 miles South of Bairnsdale) + got back so late we didnt go to Frews. When we told Bill next day he didn't laugh. He said most folks round there believed in them. Since then I have spoken to many people some had ignition failure with Gasaline engines, when a light hovered above + buzzed them. The sweat ran out on their necks + their foot hard down on the accelleratov did nothing. One guy at Bairnsdale Airport saw a solid object as large as a big plane hovering above a (foot ball ground) or local reserve (from Memory). He told me it had no wings made a slight low pich whistling or hissing noise + when it started to move it vanished without noise to just a speck in the sky. It hovered there a while + then vanished. He new of peole who had had a noisless something shine a hollow beamed searchlight down on them while they were in their car with the ignition dead + these people feel that the unknown silent thing did a computer read out on their brain impulses (or stole reckords from their memory). Another Guy was led through s bends at up to 115 mph in his car by an unknown light hovering above the car. The s bends were done with out sensation of Jinertia (or Syntrifical forse) + latter, days later he went back to try it all over again in the same car 75 mph was his maximun. People here in Ripplebrook their must be about 50 °° Beliers. At Meerlieu not far from the RAAF Base I believe the persentage may be higher. Not many people bother to talk about percular things that they have seen because of publicity ridicule. In the case of your Son if they wanted him they would take him. (In my opinion) + I have seen more of these lights than I am talking of here, who ever controls them is as advanced in technology as we are advanced over a dog.

46B.

Poeple like to argue (+ even my own brother doesn't believe in these things) that we have no proof that UFO s exist + no one has one in a meseum etc.

I guess penguines + seals have never captured a ocean liner or a Concord Plane + taken it to their meseum either but thousands of tons of ships + 100s of tons of planes fly.

Emagine how smart we will be when we can reverse gravity + reverse the pull of the poles.

Imagine 100 yrs ago some one talking about takeing a picture, converting it to a radio signal, sending it at the speed of light, + reconstructing it into the visiable mode again in a TV set. The man who talked like that 100 yrs ago would of been ridiculed.

One day they will be able to break us down to particles + beam us to another planet + reconstruct us.

I shone a 500 000 Candle power searchlight at one of these lights in the sky at Meerlieu (1/4 Mile east of the School) + we saw it land near Hollands landing. We got there and found nothing except 3 fellows in a Caravan we asked them if they saw anything + 2 of them said we had been drinking. The third was desperate to talk to us, he had had the light above his truck cold sweat both feet on the accelerator ignition falure etc, He told us all this while his mates stood by + ridiculed him.

Going back to beaming particles + reconstructing them.

This 500 000 searchlight shows a pencil beam covering aprox 4" at 30 ft. By takeing a magnifying glass + walking 15 or so feet down the beam holding the magnifying glass in the beam it collects the rays of light + will burn wood where the pin point reflected beam focuses. Possibly your Son is on some other Planet + may be alive + well -

Yours Truly

(Please do not give this information to the press) Clive Downie Clive Downie

Without going to any trouble we have talked to people in the outback in Over-Countrys etc + its UFOs are real. Especially in Country areas it is more Poeple + with no man made noises lights + silent things gliding around the sky attract attention. Aircraft with simulated noises in day time are true in my opinion too.

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Apartment 14,
2451 First Avenue,
San Diego, California, 92101,
November 1st, 1978.

Airport and Government Officials,
Melbourne, Australia Airport,
Airport Control Tower,
Melbourne, Australia.

Original to RAAF 22.11.78

Dear Officials:

With frightening interest, I read a few days ago the U.P.I. news account of the small plane which was unmistakenably destroyed near King Island by a (so-called) U.F.O.

I especially noted in the news account that radio communication between the Melbourne Control Tower and the pilot of the light plane was intermittently interrupted by the presence of the (so-called) U.F.O. and that the light plane's engine began to choke (and stop) according to the final words of the pilot to the control tower just before radio communication totally ceased and the plane forever disappeared — (into the ocean).

I know from first hand knowledge that a very similar occurrence took place in Western Canada in the late 1960's

in which radio telephone communication was interrupted by a hovering (so-called) U.F.O. and in which an automobile motor was stopped by a similar device that crossed the highway in front of it.

False accounts that have been published over the years about inter-space vehicles & peculiar beings were purposely published to camouflague the actual truth (and for no other reason) by a secret group of people involved in this insidious activity.

Sometime ago, I came across the following information: Near the close of W.W.II. some intelligence group stole from the Germans highly developed blue-prints on how to manufacture & operate aerial vehicles by "ion propulsion" which means it can take from the atmosphere of earth the electrical charges (electrons, protons, neutrons) and convert these electrical charges into power to propel the various shaped aerial vehicles through the air and it, also, now operates in conjunction with the lethal laser beam because it can provide instantaneous ~~electrical~~ unlimited electrical power to activate the attached laser beam parts thus giving it the power to destroy anyone or anything — planes, tanks, etc., etc. The (so-called) UFO can operate anywhere on earth by remote control with efficient maximum-

ability at fantastic speeds from point zero. Also, I think, it can operate underwater + hide underwater.

A personal friend of mine was destroyed by one of these damnable things in (late 1960's) Western Canada on an isolated country road one late afternoon when his truck was set afire + he was burned -(trapped-) in the cab - charred so you could not recognize him. The (so-called) U.F.O. evidently set his truck afire with the laser beam igniting his gas tank that was near the truck cab. He did not turn over by accident.

A direct source of information recently provided me with the fact that the U.S.A. is + has been for some time working on a greatly secret project called the "Snake Project" that is somehow connected with the (so-called) U.F.O. = Ion propulsion - laser beam - aerial vehicle. It is my understanding that an international group is involved with this Govt. Snake Project.

Please excuse my rapid writing. Sincerely,

Everett E. Hinch, Apt. 14,
2451 First Avenue
San Diego, California, 92101.
U.S.A.

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CENTER FOR UFO STUDIES

P.O. BOX 11 – NORTHFIELD, ILLINOIS 60093

J. ALLEN HYNEK
DIRECTOR

October 23, 1978

Director
Flight Service Control
Melbourne Airport
Melbourne, Australia

Original to RAAF 22-11-78

Dear sir:

As a scientific consultant to the Center for UFO Studies in the United States, I am investigating sightings of anomalous aerial phenomena by pilots. Recently I read a news article of such a sighting by a Mr. Frederick Valentich flying a Cessna 182. According to the UPI dispatch he reported seeing something very abnormal and then was lost contact with by ground radio. I am writing to you for your kind assistance in this matter. Would you be so kind as to try to complete the enclosed report form or pass it on to someone who is in a position to complete the details? Your assistance is very much appreciated by those of us who are only concerned with trying to discover the true nature of the phenomenon involved. You will receive no publicity since all our records are kept confidential.

I would be particularly interested in the weather in the region within about a 150 mile radius of Melbourne on October 21, 1978 up to an altitude of 7,500 feet. Were any voice tapes maintained? If so could a copy be forwarded for research purposes only? Finally, I would very much like to correspond with Mr. Valentich Sr. Could you provide me with his address?

On behalf of the Center for UFO Studies let me thank you in advance for any assistance you may provide. I will be pleased to send you a copy of any report that may be prepared on this case.

Very sincerely,

Richard F. Haines, Ph.D.
Research Consultant

Please use the following address in any correspondence to save time:

325 Langton Avenue
Los Altos, California 94022
U.S.A.

Encl. Pilot report form
cc: files

44A

AERIAL SIGHTING REPORT

CONFIDENTIAL INFORMATION

ALL NAMES AND PERSONAL INFORMATION YOU PROVIDE WILL BE KEPT CONFIDENTIAL UNLESS YOU GIVE SPECIFIC WRITTEN PERMISSION TO DISCLOSE IT. THIS INFORMATION IS ONLY FOR RESEARCH PURPOSES.

LEAVE BLANK

____ - ____ - ____

Time: _____

No. Obs.: _____

Altitude: _____

Comm. Prvt. Military

USA Foreign

When completed please return this form to:

Dr. Richard F. Haines 325 Langton Avenue
Los Altos, Calif. 94022

Part I. DETAILS OF THE ANOMALOUS PHENOMENON:

1. Please describe what you witnessed. Be as complete as possible (use opposite side of page if necessary).

2. Now draw a sketch of what you saw. If you were able to see it from two or more different angles simply draw what you saw and label each sketch (A), (B), etc. to indicate the order in which you saw it. Also, draw an arrow pointing gravitationally upward and aircraft windshield struts (frames, etc.).

   If the Earth's horizon was visible draw it in also.

   Finally, draw magnetic compass heading tick marks across the bottom of the box and label several-according to your heading-related to your sketch.

SKETCH OF OBJECT OR PHENOMENON

3. Did the object (phenomenon) appear to move relative to your aircraft's window frame(s) during your sighting? (check one)

☐ No ☐ Unsure ☐ Yes

If "yes" please use a dashed line to indicate this apparent motion in the box to the right. Mark an "a" at the location object was first seen, a "b", "c", etc. for subsequent locations. Be sure to include aircraft window frame(s) if present to allow angular estimates to be made. For uneven, jerky motion try to place the "a", "b", etc. at one-second intervals.

SKETCH OF OBJECT'S APPARENT MOTION

4. Did the object (phenomenon) appear to move relative to any stable background detail during your sighting? (check one)

☐ No ☐ Unsure ☐ Yes

(Continue narrative here)

4.1 If the object appeared to move please estimate its apparent angular velocity. _____ Deg/Sec. Motion seen in relation to: _____

4.2 Did the object move behind in front of (circle) anything? ☐ No ☐ Unsure ☐ Yes

4.3 Did the object (phenomenon) appear (check) ☐ Solid ☐ Transparent ☐ Couldn't tell

4.4 Did you observe the object through (check)
- ☐ Binoculars
- ☐ Telescope
- ☐ Camera viewfinder
- ☐ Other: _____

4.5 About how large did the object appear as compared with one of the following items held at arm's length? [Note: The equivalent visual angles are based upon an average arm-reach distance of 26"].

(If object changed size during the sighting just place a "1", "2", "3", etc. in the boxes to represent the order in which the size change occurred).

	Equiv. Visual Angle
☐ Head of pin	[0° 4.1'] (Assume .031")
☐ Pea	[0° 8.2'] (Assume .062")
☐ Dime	[1° 31']
☐ Nickle	[1° 47']
☐ Quarter	[2° 3.9']
☐ Half-dollar	[2° 37']
☐ Baseball	[6° 17']
☐ Grapefruit	[10° 53'] (Assume 5" diam)
☐ Basketball	[20° 10']
☐ Other: _____	

4.6 How certain are you of your answer to question 4.5? (check one)
- ☐ Very sure
- ☐ Fairly certain
- ☐ Not very sure
- ☐ Uncertain (only a guess)

4.7 Did the object (phenomenon)? (check all that are appropriate)

(a)	Change shape	☐ No ☐ Don't know	☐ Yes
(b)	Flicker, throb, pulse	☐ No ☐ Don't know	☐ Yes
(c)	Break up into parts or explode	☐ No ☐ Don't know	☐ Yes
(d)	Suddenly accelerate	☐ No ☐ Don't know	☐ Yes
(e)	Give off smoke, vapor, trial	☐ No ☐ Don't know	☐ Yes
(f)	Appear to stand still whole time	☐ No ☐ Don't know	☐ Yes
(g)	Change color(s)	☐ No ☐ Don't know	☐ Yes
(h)	Appear on your aircraft's radar	☐ No ☐ Don't know	☐ Yes (If "yes" elaborate)
(i)	Appear on any ground radar	☐ No ☐ Don't know	☐ Yes (If "yes" please elaborate here: _____

4.8 Did you experience any buffetting which you think was caused by the encounter? ☐ No ☐ Possibly ☐ Yes (If "yes" elaborate)

5. How did the object first become noticed? (check all appropriate boxes)
- ☐ It was already present and I happened to look at it.
- ☐ Someone else saw it first: [Give name: _____]
- ☐ It suddenly appeared at or near where I was looking.
- ☐ It gradually faded into sight where I was looking.
- ☐ Other (specify): _____

6. How did the object disappear? (check all appropriate boxes)
- ☐ I looked away and when I looked back it was gone.
- ☐ It suddenly disappeared from sight for no reason, i.e., it didn't pass behind a cloud, etc.
- ☐ It gradually faded from sight without changing size.
- ☐ It faded from sight by becoming smaller and smaller.
- ☐ It faded from sight (apparently) by travelling away.
- ☐ Other (specify): _____

7. What distinguishable detail(s) did you see on or nearby the object? (check all appropriate boxes)
- ☐ None
- ☐ Sharply defined edge(s)
- ☐ Fuzzy edge(s)
- ☐ Darker porthole-like areas: [Shape was _____]
- ☐ Lighter intensity portholes: [Shape was _____]
- ☐ Seam(s), rivets, etc.
- ☐ Markings
- ☐ Atmospheric effect(s): [Describe _____

8. Did you notice anything unusual happen in the cockpit just before, during, or just after the sighting? (check one)

☐ No ☐ Unsure ☐ Yes

If "yes" describe as fully as you can. _____

9. What do you think made the object visible? (check all appropriate boxes)
- ☐ It reflected ambient light (sun; moon) (circle)
- ☐ It emitted its own light (If checked elaborate on colors, brightnesses, etc. seen) _____

10. Where was the Sun Moon (circle) during the sighting?
- ☐ At _____ degrees elevation above horizon, and at _____ degrees bearing relative to aircraft heading to Right Left (circle one).

11. If you experienced any physiological sensations during the sighting check all appropriate boxes to the right.

If you experienced any non-normal sensations within 24 hrs after the sighting please place an X at the right of the appropriate line(s) provided.
- ☐ Eye strain due to very high brightness ___
- ☐ Eye strain for any other reasons: [Explain _____] ___
- ☐ Tingling sensation(s): [Body location _____] ___
- ☐ Mild pain: [Body location _____] ___
- ☐ Intense, acute pain: [Body location _____] ___
- ☐ Heat ___
- ☐ Odor(s): [Describe _____] ___
- ☐ Tastes: [Describe _____] ___
- ☐ Sounds: [Describe _____] ___
- ☐ Other [_____] ___

12. What do you think the object (phenomenon) was? Be as precise as possible including whatever supporting facts you desire. _____

13. Have you ever seen anything while flying or on the ground that you thought was an unidentified flying object prior to this?

☐ No ☐ Unsure ☐ Yes (If "yes" please give details: _____

Part II. AIRCRAFT FLIGHT DETAILS: (Spatial)

14. Where did you take off from? Airport Name (Initials): _____

Lat. ____ ° ____ ' ____ " N S; Long. ____ ° ____ ' ____ " E W (if known)

15. What was your intended final destination? _____

Lat. ____ ° ____ ' ____ " N S; Long. ____ ° ____ ' ____ " E W (if known)

16. Sighting location. Where were you when you first sighted the object? Be as precise as possible. _____

_____

(If appropriate, specify) From _____ VOR _____ RADIAL _____ DME

Lat. ____ ° ____ ' ____ " N S; Elaborate if necessary: _____

Long. ____ ° ____ ' ____ " E W _____

17. Check box to indicate where you were during the sighting.
- ☐ Taxi to takeoff
- ☐ During takeoff
- ☐ Climb to cruise altitude at [_____ ft/min]
- ☐ At cruise altitude of [_____ ft]
- ☐ Descending for approach to land at [_____ ft/min]
- ☐ Final approach (i.e., within outer marker)
- ☐ Landing or rollout
- ☐ Other: [Specify _____]

18. Check all appropriate boxes to indicate what you did as a direct response of sighting the object (phenomenon).

(Please elaborate on all items on the opposite side if necessary)
- ☐ Nothing that was not already planned
- ☐ Changed heading by turning right left (circle)
- ☐ Changed altitude by climbing descending (circle)
- ☐ Took immediate evasive action [Describe _____ _____]
- ☐ Turned my landing lights on off (circle)
- ☐ Used my radio to contact: [Specify whom _____ _____]
- ☐ Changed my power setting
- ☐ Pointed it out to [Specify name(s) _____ _____]
- ☐ Attempted to follow chase (circle) it for the following reason(s): [_____ _____]
- ☐ Other: _____ _____

19. Please use this space to add any other details/observations/facts that are related to the geographic/spatial location of your sighting. _____ _____ _____ _____ _____

Part III. AIRCRAFT FLIGHT DETAILS: (Temporal)

20. When did you takeoff? _____ AM PM (local) [GMT _____ Z]

_____ Time zone ☐ Daylight savings ☐ Standard time

21. When did you plan to land (scheduled)? _____ AM PM (local) [GMT _____ Z]

_____ Time zone (if different from above)

22. When did you first see the object (phenomenon)? _____ AM PM (local) [GMT _____ Z]

SIGHTING DATE _____ 44E

23. When did you last see the object (phenomenon)? _____ AM / PM (local) [GMT _____ Z]

(Calculated total sighting duration) [_____ sec.] Comments: _____

24. What did you look at (or do) to determine the above times? _____
- ☐ Looked at my wristwatch: [Est. accuracy to _____]
- ☐ Looked at cockpit clock: [Est. accuracy to _____]
- ☐ Radioed to crewmember for time
- ☐ Radioed to ground for time: [Info. rec'd. from _____]
- ☐ I did not determine initial final (circle) time(s)
- ☐ Other: _____

25. Did you have any indication (real or imaginary) of a loss of time, i.e., a period for which you cannot account? _____
- ☐ Possibly yes
- ☐ Definitely yes: [Elaborate _____]
- ☐ Unsure but probably no
- ☐ Definitely no

26. Did you land at your pre-planned or scheduled time? _____
- ☐ Yes (within normal tolerance limits)
- ☐ No: [Please explain why _____]

27. Use this space to add any other details/observations/facts that are related to the timing of your sighting.

_____

_____

_____

Part IV. SIGHTING AIRCRAFT DETAILS:

28. Type of aircraft (check) _____
- ☐ Single engine
- ☐ Multi engine [no. _____]
- ☐ Propeller
- ☐ Jet
- ☐ Rocket
- ☐ Glider
- ☐ Balloon

29. Model name/number/airframe mfgr. _____

30. Aircraft registration number. _____

31. Airline name (if appropriate). _____

32. Scheduled flight number. _____

33. Object (phenomenon) was seen through the following window(s). _____

_____

34. Describe as precisely as you can the apparent clarity/scratches/etc. of these windows. _____

_____

35. About how familiar were you with this particular aircraft and its "peculiarities" of flight control? _____
- ☐ Very familiar: [I had about _____ hrs. flt. time]
- ☐ Reasonably familiar: [Comments _____

_____

36. Use this space to add any other pertinent details about the aircraft in which you were located during this sighting.

_____

_____

_____

37. What was your indicated airspeed? _____ ☐ mph ☐ knots (check one)

38. What was your ground speed (if known)? _____ ☐ mph ☐ knots (check one)

☐

44F

Part V. WEATHER DETAILS:

39. I obtained the following weather information from: (check all that apply)
- ☐ Flight service station
- ☐ Terminal forecast
- ☐ SIGMET or AIRMET
- ☐ FD (winds-temp. aloft)
- ☐ Other: _____

40. Visibility and clouds: (check)
- ☐ Clear (visibility greater than 15 miles)
- ☐ Clear (visibility from 3 to 15 miles)
- ☐ Broken clouds - sky cover in tenths was ____
  - Cloud type(s): ☐ Cumulus ☐ Stratus ☐ Cirrus ☐ Other: _____
- ☐ Heavy overcast below above (circle) my aircraft
- ☐ Flying in clouds at the time
- ☐ Other: _____

41. Did you file a flight plan? (check one) ☐ No ☐ Yes

42. Were you flying: (check one) ☐ IFR ☐ VFR

43. Sky condition was: (check one)
- ☐ Bright daylight
- ☐ Dull daylight (slight overcast, smog)
- ☐ Twilight
- ☐ Trace of daylight
- ☐ Dark - no Moonlight
- ☐ Dark - Moonlight present from: ☐ Full ☐ 3/4 visible ☐ 1/2 visible ☐ Crescent
- ☐ A few stars visible
- ☐ All stars visible (very clear)
- ☐ Don't remember

44. Outside air temperature was: _____ TAT = _____

45. What was the wind direction and velocity? _____

46. Use this space to add any other details about the weather at the time and location of the sighting. _____

Part VI. EYEWITNESS DETAILS:

[Note: This information will be kept confidential unless you indicate in the space below that it may be disclosed publically.]

47. Your full name: _____ (First / Middle / Last)

48. Your mailing address: _____ (Street) _____ (City/Town) _____ (State/Province) _____ (zip)

49. Your age at time of sighting: _____ yrs

50. Your sex: (check) ☐ Male ☐ Female

51. Occupation: _____

52. Marital status: (check one) ☐ Single ☐ Married ☐ Divorced/widowed

53. Telephone: area code [_____] number [_____]

54. Highest education level: _____

55. Describe military aviation experience (if any): _____

56. During the sighting were you wearing: (check)
- ☐ Prescription eyeglasses (no tint)
- ☐ Prescription eyeglasses with tint
- ☐ Contact lenses
- ☐ Polarizing sunglasses only
- ☐ Non-polarizing sunglasses
- ☐ No eye-glasses of any kind

PLEASE READ CAREFULLY

[Sign one of the two statements that expresses your wishes.]

"I hereby permit my name to be publically associated with the information I have freely given on this 6 page form"

"I do not permit my name to be publically associated with the information I have freely given on this 6 page form"

ISS:CS 20/11/78

43

DESPATCHED
DATE DESPATCHED 21 NOV 1978
PROCEDURE. OM

V116/783/1047

CHIEF SUPERINTENDENT
MATERIALS RESEARCH LABORATORIES
P.O. BOX 50
MARIBYRNONG. VIC. 3032

(Attention: Mr. Davidson)

ANALYSIS OF OIL SAMPLES RECOVERED FROM BASS STRAIT

During the search for the missing C182 aircraft, VH-DSJ, a search aircraft sighted an oil slick in the waters of Bass Strait within the prime probability area. Two water samples were obtained from this slick and forwarded to your Laboratory together with a sample of the type of oil used in the engine of the missing aircraft.

Please accept this memorandum as a formal request for an analysis of the water samples to determine if the oil content is the same as that used in the aircraft.

It is understood that the samples obtained from the oil slick were of poor quality. Any advice you may care to offer on obtaining better quality samples will be welcomed by our Search and Rescue organisation for the briefing of future searches.

I.S. SMITH
for DIRECTOR

42

AIRCRAFT ACCIDENT - INTERIM REPORT

1. THE ACCIDENT

Location	Date	Time (Local)	Zone
Between Cape Otway and King Island	21.10.78	1912	EST

Aircraft Type	Registration	Owner
Cessna 182L	VH-DSJ	C. Day, 33 Reserve Road, Beaumaris. Vic.

Operator	Flight From	To	Purpose	Class of Operation
Southern Air Services, Moorabbin Airport. Mentone.	Moorabbin	King Island	Travel	Private

Damage to Aircraft

Unknown

2. PERSONS INVOLVED

Name	Role	Description of Injuries	Probable Cornell No.	D.o.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	Designation	Date	Regional Reference
P.R. GRAHAM for Director	A.S.I.W.	14.11.78	V116/783/1047

D.o.T. 1573 (Rev. 3/77)

Desp CO 14/11

MINUTE

783/1047
-8 NOV 1978
ASIW.

41

Ref : M116/783/1047

RCD -9 NOV 1978

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)

Att:

Mr. J.S. Mill,
40 Woodlands Gve.,
FRANKSTON, 3199

783-4706

41A

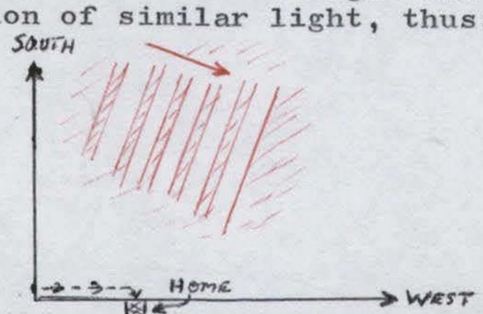
26th October, 1978.

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,

John Mill

enc/

AS(61)

A
RECEIVED
27 OCT 1978
DEPARTMENT OF
TOURISM SPORT
MELBOURNE

THE AGE

day, October 24, 1978 250 Spencer St., Melbourne 60 0421 (Classified 60 0611) 46 Pages { Incl. 9 pages Truck & Bus Suppl. } 125th Year 14c*



It's exactly 100 years since the Kelly gang shot dead three policemen.

Today we reprint a contemporary account of the killings — Page 9.

Tomorrow Professor John Molony of the ANU discusses the Kelly legend.



Epicure

Stephen Downes finds a restaurant where his meal was a delight from start to finish!

Read about it in Epicure —18-22

education age

Pest control by genetics 38



I'd rather it was UFO than plane crash, says missing pilot's father

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.

783/1047
ASIN

MINUTE 28 NOV 1978

FOLIO 40
RCD 29 NOV 1978
FILE

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)

Att:3

783/1047 40A
ASIN

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 YOURE 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 SPELD) // 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

40D

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

31 OCT 1978

6 104739 W.

DEPARTMENT OF TRANSPORT

AIR SAFETY INCIDENT REPORT

Folio No.
Station ML
No. 388
Reg. Off. No.
Central Off. No.

Normally this report should be mailed to the Director of the Region in which the incident occurred. If more convenient it may be lodged with the OIC of any Air Traffic Control or Flight Service Unit.

LOCATION OR ROUTE SECTION CAPE OTWAY-KING I Date 21 OCT 1978 Local Time 1912

AIRCRAFT: Type and Marking CESSNA 182 VH DSJ PILOT: Name and Initials VALENTICH F

OWNER/OPERATOR SOUTHERN AIR SERVICES FLIGHT CATEGORY: (underline) VFR IFR

TYPE OF OPERATION (underline applicable type):

Regular Public Transport	Charter	Agriculture	Aerial Work
Private	Aircraft Test Flight	Training Dual	Training Solo

FLIGHT: Last departure point MOORABBIN First point of intended landing KING I Flt. No.

When this report is submitted by a Departmental officer, enter Fault Report No. (if applicable)

DESCRIBE INCIDENT AND RELEVANT CIRCUMSTANCES, with comment and suggestions:

ENGINE MALFUNCTION - AIRCRAFT MISSING

(1) AT 210819 GMT, VH DSJ DEPARTED MOORABBIN FOR KING ISLAND ON A VFR/NV FLIGHT TO KING ISLAND. DSJ REPORTED CAPE OTWAY AT 0900 WITH AN ETA KING ISLAND OF 0928

(2) AT 0906½ DSJ REQUESTED INFORMATION OF ANY TRAFFIC IN AREA SINCE HE COULD SEE LIGHTS. THE PILOT CONTINUED TO REPORT LIGHTS NEAR HIM UNTIL 0911½ WHEN HE REPORTED AN ENGINE ROUGH RUNNING PROBLEM WITH THE INTENTION OF CONTINUING TO KING ISLAND. THE ~~ALERF~~ ALERT PHASE WAS DECLARED AND AERODROME EMERGENCY PROCEDURES ACTIVATED AT KING ISLAND. KING ISLAND FLIGHT SERVICE WAS RECALLED TO DUTY.

(3) AT 0912½ RADIO CONTACT WAS LOST WITH DSJ. SINCE THE AIRCRAFT HAD PREVIOUSLY REPORTED CRUISING AT 4500 FT, APPROXIMATELY THE LOWEST LEVEL FOR CONTINUOUS COMMUNICATION WITH MELBOURNE FLIGHT SERVICE IN THIS AREA, THIS MIGHT HAVE BEEN INDICATIVE OF LOSING ALTITUDE.

(4) THE DISTRESS PHASE WAS DECLARED AT 0933 WITH THE

NOTE—If you desire an acknowledgement of this report, please place your name and address hereunder. If these details are not given, no acknowledgement of receipt will necessarily be made.

Name

Address

Dear Sir/Madam, Region

Thank you for your Air Safety Incident Report concerning

on / /

For future reference it has been allocated No.

Yours faithfully

Date / /

For Director

DOT 225 P

NON ARRIVAL OF DSJ AT KING ISLAND.

(5) AN AIR/SEA/GROUND SEARCH WAS MOUNTED IMMEDIATELY WITH THE FIRST AIRCRAFT DEPARTING KING ISLAND FOR A LAND SEARCH AT 1001. THE SEARCH CONTINUED UNTIL 0900 ON THE 25 OCTOBER WITH NO WRECKAGE SIGHTED.

(6) WEATHER CONDITIONS IN THE AREA WERE REPORTED AS EXCELLENT WITH LITTLE OR NO CLOUD, LIGHT WINDS AND A CALM SEA. THE FIRST KING ISLAND SEARCH AIRCRAFT REPORTED SEEING THE CAPE OTWAY LIGHT WHEN STILL SOUTH OF CAPE WICKHAM, AT 3000FT, A VISIBILITY OF ABOUT 60 NM.

SUNSET AT CAPE OTWAY WAS AT 0850

LAST LIGHT AT CAPE OTWAY WAS AT 0921

THERE WAS NO MOON BUT VENUS SHOULD HAVE BEEN VISIBLE ON A BEARING OF 25°T AT AN ELEVATION OF 25° APPROXIMATELY.

(7) TWO MAJOR ~~PROBLEMS~~ PROBLEMS WERE FOUND DURING COURSE

SIGNED..... **DESIGNATION**..... **DATE:** / / .

Please note instructions at foot of this page.

FOR DEPARTMENTAL USE ONLY

COMMENTS BY REGIONAL OFFICERS:

SIGNED..... **DESIGNATION**..... **DATE:** / / .

ACTION BY REGIONAL INVESTIGATOR:

SIGNED..... **DESIGNATION**..... **DATE:** / / .

Any papers or documents which may assist in the investigation of your report should be submitted as attachments to this form. If you think your report can be supplemented by information from an Air Traffic Control or Flight Service Unit where possible please notify the circumstances of the incident, and the fact that a written report is being submitted, to the senior officer on duty at the unit concerned. On receipt of your notification, action will be taken to collect and retain the data relevant to your incident report.

Where it is necessary to urgently report any matter affecting the safety of aircraft you are requested to notify the circumstances of the incident by the quickest available means; i.e., radio, telephone, telegram, etc. This initial notification should be confirmed in writing on this form.

10673/77 C. J. THOMPSON, Acting Commonwealth Government Printer

DEPARTMENT OF TRANSPORT

AIR SAFETY INCIDENT REPORT

Folio No.....
Station.....
No.....
Reg. Off. No.....
Central Off. No.....

Normally this report should be mailed to the Director of the Region in which the incident occurred. If more convenient it may be lodged with the OIC of any Air Traffic Control or Flight Service Unit.

LOCATION OR ROUTE SECTION..... Date..... Local Time .....

AIRCRAFT: Type and Marking VH DSJ PILOT: Name and Initials.....

OWNER/OPERATOR..... FLIGHT CATEGORY: (underline) VFR IFR

TYPE OF OPERATION (underline applicable type):

Regular Public Transport	Charter	Agriculture	Aerial Work
Private	Aircraft Test Flight	Training Dual	Training Solo

FLIGHT: Last departure point..... First point of intended landing..... Flt. No.....

When this report is submitted by a Departmental officer, enter Fault Report No. (if applicable).....

DESCRIBE INCIDENT AND RELEVANT CIRCUMSTANCES, with comment and suggestions:

(7) CONT/ (2)

OF THIS SEARCH

a) MUCH SEARCH TIME WAS LOST BY THE OPTIMUM AIRCRAFT, THE ORION, IN DIRECTING A SURFACE VESSEL TO THE POSITION OF POSSIBLE OIL SLICK AND DEBRIS FOR RETRIEVAL.

b) WHEN LIGHT AIRCRAFT, WITHOUT INTEGRAL NAVIGATION SYSTEMS, FOUND POSSIBLE DEBRIS WHEN OUT OF SIGHT OF LAND THEY HAD TO CLIMB TO FIX POSITION AND IN DOING SO LOST SIGHT OF DEBRIS.

NOTE—If you desire an acknowledgement of this report, please place your name and address hereunder. If these details are not given, no acknowledgement of receipt will necessarily be made.

Name.....

Address.....

.....

.....

.....

DOT 225 P

.....Region

Dear Sir/Madam,

Thank you for your Air Safety Incident Report concerning.....

.....

.....on / / .

For future reference it has been allocated No.....

Yours faithfully

Date / /

.....

For Director

SIGNED [signature] DESIGNATION Soc/SMC DATE: 26/10/78.

Please note instructions at foot of this page.

FOR DEPARTMENTAL USE ONLY

COMMENTS BY REGIONAL OFFICERS:

SIGNED ..... DESIGNATION ..... DATE: / / .

ACTION BY REGIONAL INVESTIGATOR:

SIGNED ..... DESIGNATION ..... DATE: / / .

Any papers or documents which may assist in the investigation of your report should be submitted as attachments to this form. If you think your report can be supplemented by information from an Air Traffic Control or Flight Service Unit where possible please notify the circumstances of the incident, and the fact that a written report is being submitted, to the senior officer on duty at the unit concerned. On receipt of your notification, action will be taken to collect and retain the data relevant to your incident report.

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10673/77 C. J. THOMPSON, Acting Commonwealth Government Printer

ZCZC MOB436 210243 DSJ. 77
GG AMKIYOWW AMMBZT AMMLZG AMQQAB AMQQWX AMQQWY AMHFYM AMHBYM AMHBYV
GG AMZZMP AMZZMQ
210243 AMMLYM
FOR 0500 TO 1700 AREA 74
WIND 2000 34015 5000 34015 7000 34018 10000 34020 PS2 14000 33020
MS7 18500 33020 MS16
CLD SCT SC 2000/4000FT S MAR
VIS 40KM
FZL 10000FT
TURB MOD BLW 7000FT TIL 08Z

NNNNZCZC MOB747 211240 VVV
GG AMLTYU
GG AMZZUK
211238 AMHFYM
TAF AMKI 1402 34020 9999 3SC030 RAPID 2224 24015 10 10 10 11 1021
1019 1018 1016

21.0940 Originator Indicat

CTY — AMKI

SFC. VRB 5-8 KTS.

2 Sc 4-6000

VIS 10+

21.1100 Originator Indicato

SEA STATE IV OF AMKI

SMOOTH SLIGHT

LONG LOW SW SWELL

NNNNZCZC MOB649 210915
FF AMMLYU
210915 AMMLYS
FLW REC
210728 AMMBYO
PLN DSJ NV PVT C182 VRHN/BC/H
AMMB FOR AMKI AMMB 0745
CTY B050/41 AMKI 28
CTY 34 AMMB 44
CLIAS 80 LX 300
SARTIME 210930 AMKI AMML PHONE
FURTHER SAR TBA

NNNNZCZC MOB699 211057
FF AMMLYU
211031 AMMBYO
PLN DSJ NV PVT C182 VRHN/BC/H
AMMB FOR AMKI AMMB 0745

ROUTE SEGMENT	LSALT	ALT	TAS	TR MAG	WIND	HDG MAG	GS	DIST	ETI
CTY AMKI	4000 1500	B050	130	225 155	340/15	232 155	135 145	92 64	41 28
CTY AMMB	4000 1500	B050 B050		334 045	340/15	335 039	115 124	64 92	34 44

RMKS FURTHER SAR TBA
CLIAS 80 LX CAPTAIN VALENTICH COMPANY SOUTHERN AIR SERVICES
300 SARTIME 210930 AMKI AMML PHONE
SURVIVAL GEAR 1LIFE JACKET
POB 1

NNNNZCZC MOB671 210954
SS AMMLYU AMMLZR AMKIYS
210952 AMMLYS
ALERTFA IMPAIRED OPERATING EFFICIENCY
VFR DSJ C182 PVT
ATD 0819 AMMB FOR AMKI VIA CTY EET 69(E E E 69 VHFR HFN
POB 1 LR 0912 AMML 125.9 PX CTY 0900 B050 AMKI 0928
TPD 0912 RMKS PRIOR TO ROUNT E E E TO ROUGH RUNNING
MOTOR AND LOSS OF CONTACT WITH ACFT PILOT REPORTED
U F O IN HIS VICINITY

NNNNZCZC MOB688 211028 VVV
SS AMMLYV AMLTYV
SS AMMLYV AMKIYS AMLTYV AMMOYC
211028 AMMLYU~~zzzzz~~,,,,,
DETRESFA ROUGH RUNNING MOTOR. OVERDUE ON ETA AMKI
NGT VMC. VH DSJ. C182 PVT ATD 0819 AMMB CTY AMKI EET 69 ENDCE 300
BC VR HN. POB ONE VALENTICH SAS LX. LR 0915 AMML FS 125.9
PX CTY 0900 B050 VISUAL. BLUE BODY WHITE STRIPE WHITE TAIL
ETA AMKI 0928

P 442479 till 1100

Rhonda Rushton — B

(35)

— Call from a French lady who is physic

— Has proven her powers

— Got a queer feeling on day y disappearance

— She think he is in Tasmania

— She said the word hunt was coming into her mind — through Hunter Island 2487 88

— Woman said check Hunter Island & follow the coast to Zeehan & Strachan.

— Does not know the person ∴ she only rings them & will only give them her first name. Does not want her name known but wants to help.

— Pilot has flown in Tasmania a lot.

— Note Fred asked Rhonda on Friday to get him a cashdown card ~~and~~ on Monday & he would pay her Tuesday.

Rang R. Rushton 1030 AM 30.10.78
Coming in at 1530
Dr B. Mahony attending 31.10.78

CIVIL AVIATION

* Delete as necessary

MENT AND WORK RECORD

Designation: _____ Airports *Airways Station: _____

Y PERFORMED			TRANSPORT ALLOWANCE				TRAVELLING ALLOWANCE Time ordinarily spent in travelling from residence to headstation Hours ..... Minutes					
		Truck or Tractor Driving Yes or No	Type of Vehicle _____ No. of Cylinders _____ Day				Departed Residence	Arrived City Terminal or Drome	Depart City Terminal or Drome	Arrived Residence	Total time spent in travelling work and meals	Whether Dept. quarters occupied Yes or No
			Thur.									
			Fri.									
			Sat.									
			Sun.									
			Mon.									
			Tues.									
			Wed.									
			Thur.									
			Fri.									
			Sat.									
			Sun.									
			Mon.									
			Tues.									
			Wed.									

t the hours claimed are correct, the work has been done by direction and/or is covered by proper authority and ails given in support of transport allowance or other allowances claimed are correct.

_____

Supervising Officer / Officer-in-Charge

tly at the close of each allowance period.

NOTE FOR FILE

Mr Peter Artis
Phone 758 8517
contacted Col Geraghty C.O
and stated that he was

Flying as a passenger in
VH-DSJ a couple of months
ago. The aircraft seemed
to be a rough aircraft generally
and had an oil leak in the
governor which resulted in
a light film of oil on the
windscreen. The sun shining
on this film produced some
very strange visual effects.

30.10.78

NFF.

. Greg Rayburn works for GAF.

. He told the GAF Doctor that he was supposed to go on the flight with Valentich.

. Also ~~said~~ Valentich's girlfriend was supposed to go according to newspaper report.

30.10.78.

Investigator's Note V116/783/1047 32

26.10.78 Checked AB

Education – F. VALENTICH.

Enrolment + study RMIT. 1977.
Subjects . Circuit Theory 1H.
. Electronics 1H.
. Electronic Circuits 1H
. mathematics 1H.
. Physics 1H.
. Communication + Report Writing

On 12.7.77 he withdrew from Electronics + Elect. Circuits.
On 22.7.77 he withdrew completely. Reason given as commencing Commercial + Gen. Com. Pilot course

Keilor Heights High School

From Deputy Principal.

Form 4 in 1974 (Intermediate standard).
Left school at Form 4 level in 1974.

Results Form 4.

Physical Education	"A"	
Italian	"C"	
Geography	"D"	
English	"D"	
maths A	fail	difficulty in comprehension
" B	fail	difficulty in comprehension
metalwork	"C"	
Science	"D"	lack understanding
History	"C"	difficulty with expression
Graphics	"D"	

A. Excellent
B above average
C average
D below average
fail unacceptable level

PRG:CS 27/10/78

31

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.

original signed by I.S. SMITH

I.S. SMITH
for DIRECTOR
VIC/TAS REGION

ATT.

[redacted]

Checked 30

RAAF — CONFIDENTIAL REPORT

Re F. Valentich.

- applied for RAAF in 1976
- at time was repeating leaving.
- Was appitude + Psych tested 24.5.76
- Was only intrested in being trained as a Radio Tech.
- Scores on tests were very low — indicative of a low I.Q (failed all tests).
- Considered fit for unskilled work only.
- Dossiers kept for 2 years - his has been destroyed.
- A computer printout on him is held by RAAF — they would supply me with what info they have on formal request.

P. G.

[redacted]

29
Checked

INVESTIGATOR'S NOTE

File VII6/783/1047. Page A5

Subject

Mr K. McCrawley.

Kevin McCrawley
Mess Officer
ATC HQ Mess 328 3704
Home 458 1119

I spoke to Mr K. McCrawley on 24/10/78 concerning the report from Mr G. Valentich, (father of the missing pilot) that his son was going to King Island to pick up lobsters for the Mess. He told me that the Mess had not ordered any crays however members may have made private arrangements and he would check it out that night.

Mr Crawley phoned me today and stated that S/Ldr Grandy had ordered a cray if Frederick did go to King Island but there had not been any other firm orders.

[signature]
ASSU

D.O.T. P2/1572

INVESTIGATOR'S NOTE

NNNNZCZC MPD106 240213
JJ AMMLYJ

28

DD AMMLYX
240213 AMMLYA
FOR HQSCU.
ATTENTION SOINTEL FROM AMMLYA ASIB.
CONFIRMING TELEPHONE CONVERSATION OF 23 OCT 1978 NOTIFYING DETAILS OF C182 VH-DSJ MISSING ON FLIGHT MOORABBIN TO KING ISLAND ON 21 OCT 1978.
RECORD OF COMMUNICATIONS WITH AIRCRAFT CONFIRM PILOT REPORTED IN CLOSE PROXIMITY TO UNIDENTIFIED AIRCRAFT OVER BASS STRAIT.
NO OTHER KNOWN AIRCRAFT IN AREA.
DURING SIX MINUTE PERIOD PILOT IN VISUAL CONTACT WITH UNKNOWN AIRCRAFT HE MADE TWO REFERENCES WHICH INFERRED THE OBJECT WAS NOT AN ARCRAFT.

REQUEST ANY INFORMATION WHICH MAY ASSIST INVESTIGATION OF CIRCUMSTANCES OF MISSING AIRCRAFT.

I.A. SMITH ASSU 24100145.

NNNN

Investigator's Note. V1/6/783/1047.

~~NEF~~

27

Checked AB

Commercial Pilot Licence Examination F. VALENTICH.

History of examination enrolments and results of Frederick Valentich.

Exam 1 of March 1978

Enrolled for all 5 Commercial Subjects and Senior Commercial Met.

Results - Failed all subjects.

Exam 2 of ~~March~~ JUL 1978

Enrolled for Nav., Performance and Engines

Results - failed all subjects

Exam 3 of November 1978

Enrolled Com. MET, Principles of Flt, + ~~Sen Co~~ & Senior Com. MET.

Margery Tulley
Anglesea.

Saw light aircraft 1850 E
on 21/10/78 following coast
going towards SCA
Sky clear
no cloud
nothing abnormal.

Call received by G Dodkins
1100 hours 26/10/78

Investigators Note

Captain E. R. Barnes.

V116/783/1947. 25

25.10.78.

Checked

Edwin Robert Barnes

Captain on G159 with Associated Airlines.

- Also ATC RAAF and therefore the contact through Sqn Ldr. Grandy

- Instructed Fred in Nav + Aircraft performance and recently MET.
Never flew with Fred

- Didn't drink much

- Has seen Fred angry when he came back from K1 and supposedly approach the incorrect runway.

- Fred was quiet until he got to know you.

- Impression – Fred would have had a healthy approach to flying
– no shortcuts.

- UFOs. never mentioned.

- Fred had mentioned his helicopter ride at E. Sale.

- Monday. 30.10.78 he is available.

Home 3546944 / WORK 379 2908.

Report from ML AACC radar operator of the conditions existing in the Cape Otway area on 21 October 1978.

Received RHQ
25/10/78

ASSU.

24/10/78.

24

Keith

As per your request, I enclose a plotting chart with the returns around that time according to memory.

Anomalous propagation was present to a certain extent resulting in strong and well defined Otway returns (1). A rolling return had been present some time prior to 0900z but had disappeared well before that time. It was the type of return I understand is associated with surf (2). The return I considered possibly the Wx return was at the base of R325 and had been there for some time prior to 0900 it remained stationary and was still in that position at 1100z when I went off shift (3). The only other return was K1 (4).

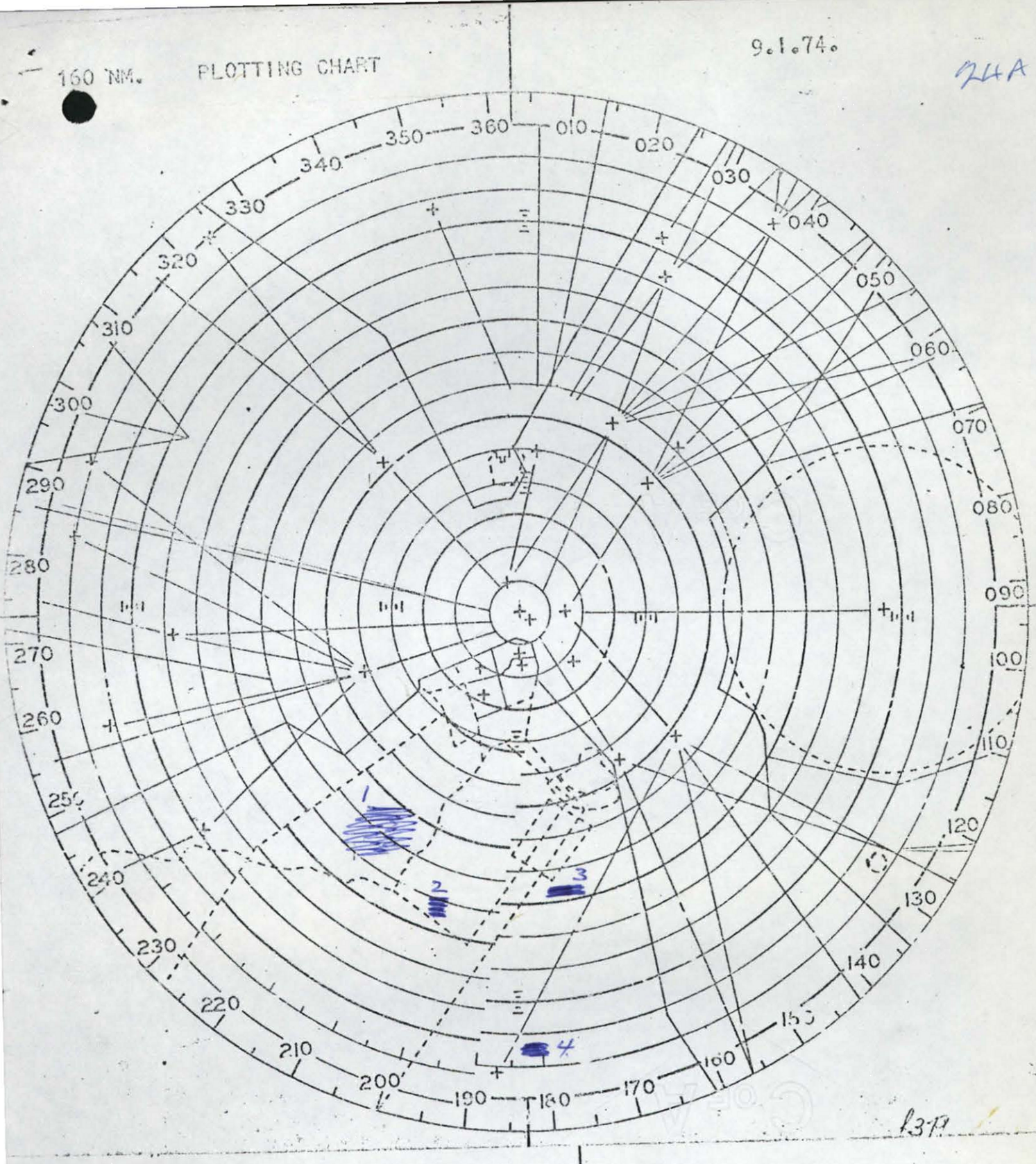
I had not had any light acft during the period I was controlling on Sec 3 and cannot give an indication of the extent to which they painted. The four jets which dept on the 150R gave strong primary returns throughout.

Martin Wright

160 NM. PLOTTING CHART

9.1.74.

24A



13P

CALL SIGN AND TYPE DSJ FLIGHT SERVICE DATE 21/10/78 TIME 0908Z (APPROX)

~~WEATHER~~ REQUEST FOR RADAR ASSISTANCE

REMARKS RETURNS OBSERVED. 1. OTWAYS

2. A RETURN OBSERVED PRIOR TO 0700 (NOT SURE HOW LONG PRIOR) PAINT WAS ROLLING FROM NORTH EXTREMITY TO SOUTH THEN RETURNING TO NORTH - PROBABLY WAVE MOVEMENT ANNAPROP.

3. A STEADY RETURN PRESENT FROM PRIOR TO 0900Z UNTIL WENT OFF SWEEP ~~1100~~ 1100Z

4. KING ISLAND ANNOPROP.

INWARDS TELEGRAPHIC MESSAGE ENCL
23
RECEIVED
VICTORIA REGION

TRANS AA30260
TRANS AA30499

'78 OCT 23 PM 1 22

23/10/67

DEPARTMENT OF TRANSPORT

NOTIFICATION TO MANAGEMENT OF AIRCRAFT ACCIDENT
(PRELIMINARY - DETAILS YET TO BE CONFIRMED)

RECEIVED
23 OCT 1978
VICTORIA REGION
DEPARTMENT OF TRANSPORT

FROM HUGHES (AS(SI) FOR

MINISTERS OFFICE
SECRETARY
DPR
DEPUTY SECRETARY (AIR OPERATIONS)
FAS(FW)
FAS(AO)
FAS(GF)
AS(GA)
AS(OS)
AOPR MELBOURNE
DAM
DIRECTOR VIC/TAS REGION
OTHER COPIES SENT SAS(AW)

AIRCRAFT TYPE	CESSNA 182L VH-OSJ
OPERATION	PRIVATE
OWNER OPERATOR	SOUTHERN AIR SERVICES
PILOT	P. VALENTICH
PERSONS ON BOARD	ONE
DATE/TIME	21 OCTOBER 1978 1914 HOURS EST
LOCATION	BASS STRAIT NEAR KING ISLAND

. THE AIRCRAFT DEPARTED MOORABBIN AT 1819 HOURS FOR A FLIGHT TO KING ISLAND

- ESTIMATING ARRIVAL AT 1928 HOURS
- OPERATING NIGHT VMC.

. AT 1900 HOURS THE PILOT REPORTED THAT HE WAS AT CAPE OTWAY

- THE NORMAL REPORTING POSITION FOR SINGLE ENGINED AIRCRAFT BEGINNING THE OVERWATER CROSSING TO KING ISLAND.

. SHORTLY AFTER 1906 HOURS THE PILOT REPORTED

- THAT THERE WAS A LARGE AIRCRAFT IN HIS VICINITY
- WAS ADVISED THAT THERE WAS NO KNOWN TRAFFIC IN THE AREA
- CONTINUED OVER SEVERAL MINUTES TO DESCRIBE THE MANOEUVRING OF THE OBJECT NEAR HIS AIRCRAFT

: DESCRIBED IT AS A LONG SHAPE

- VARIOUSLY HAVING FOUR BRIGHT LIGHTS A GREEN LIGHT AND A METALLIC LIGHT.

AT 1910 HOURS HE ADVISED MELBOURNE FSU THAT THE OBJECT HAD VANISHED.

HE REPORTED AT 1912 HOURS THAT HIS ENGINE WAS RUNNING ROUGHLY

- AND COUGHING.

. MELBOURNE FSU ASKED HIS INTENTIONS

HE REPLIED THAT HE INTENDED TO GO TO KING ISLAND

: ADDED:'THAT STRANGE AIRCRAFT IS HOVERING ON TOP
OF ME AGAIN.- IT IS HOVERING AND IT IS NOT AN AIRCRAFT'.

HE NEXT CALL FROM THE AIRCRAFT WAS ITS CALL SIGN ONLY

THERE WAS NO FURTHER COMMUNICATION WITH THE AIRCRAFT

: WHICH DID NOT ANSWER SUBSEQUENT CALLS.

. A SEARCH OF THE BASS STRAIT AREAS IS IN PROGRESS.

NNNNSENT:231330 A E S T*
TRANS AA30260
TRANS AA30259

AMMXYX

FOR HQSCU
ATTENTION SOINTEL
FROM AMMLYL~~L~~A ASIB

TEXT.

CONFIRMING TELEPHONE ~~NOTIF~~ CONVERSATION OF 23 OCT 1978 NOTIFYING DETAILS OF C182 VH-DSJ MISSING ON FLIGHT MB TO KI ON 21 OCT 1978 ⊙

RECORD OF COMMUNICATIONS WITH AIRCRAFT CONFIRM PILOT REPORTED IN CLOSE ~~VICINITY~~ PROXIMITY ~~WITH~~ TO UNIDENTIFIED AIRCRAFT OVER BASS STRAIT ⊙ NO OTHER KNOWN AIRCRAFT IN AREA ⊙ DURING SIX MINUTE PERIOD PILOT IN VISUAL CONTACT WITH UNKNOWN AIRCRAFT HE MADE TWO REFERENCES WHICH INFERRED THE OBJECT WAS NOT AN AIRCRAFT ⊙

REQUEST ANY INFORMATION WHICH MAY ASSIST INVESTIGATION OF CIRCUMSTANCES OF MISSING AIRCRAFT ⊙

Phoned to ML AMSC for onward relay 0205Z ⊙
Copy of message from teletype network will be forwarded to ASSU per inter-office mail

[signature]
OACS.
24/10

[signature]
ASSU
24100145

Subject: Missing Aircraft, VH-DSJ, 21 October 1978 21

Darcy Hogan Briefing Officer Moorabbin.

1. Hogan was in Air Training Corps so knows Valentich.
2. Arrived B/O at 5.15 approx.
   (a) weather enroute for N/VMC. He didn't know much about N/VMC requirements he asked if scattered 5c at 3000 was OK.
   (b) no request for lights.
   (c) going to pick up passengers & he didn't know how many. He would ring ML with details of POB + SAR Ex K.1.
3. Valentich appeared to be in normal frame of mind.
4. No ETD K.1 would advise ML from K.1.
5. SAR to K.1. Hogan asked if K.1 was open. Since closed he told Valentich that SAR would be to ML by phone.
6. Did nothing about lights and didn't discuss lights with Valentich. Valentich did not mention light.
7. After Valentich left Hogan went for a drive round the tarmac & thinks he saw Valentich taxying VH-WDD to Shutts tarmac. He isn't sure that it was Valentich.
8. Personally he considers Valentich would be an average pilot and of average maturity. Wasn't exceptional in any way.
9. Doesn't know what his drinking and smoking habits were. No close social contact.
10. No mention of UFOs.

R Graham

24.10.78.

Investigators Note ~~I/N~~ V116/283/1047.

20

Checked AS

Mr C P Day King Island.

- Notes made following a phone discussion with Mr Cliff P. Day a cray fisherman / kelp farmer of King Island on 24/10/78 (004/621426)

- He is not cray fishing until next week

- Last went cray fishing June 78

- Cannot remember who he sells crays to and the name Valentich means nothing

- No phone call from Valentich ordering crays and if he had rung there were no crays available from him

- Unusual for one to expect crays at that time of night but if they had been ordered there would be no problem.

24.10.78.

C Harris.

NFF

19

Subject - Missing Aircraft, VH-DSJ, on 21 October 1978

Conversation with Don Sowman 906566.

Log Book - not at SAS.

Standard - Failed him first time Unstricted.
- ~~Stand~~ Average only.
- OK on instruments.
- no mention of UFOs.
- not a drinker that he knows.
- Financially - ran up a $500 bill but he paid it out before this trip.
- no mention of problems or disturbances. seemed vague at times.
- Didn't know him well.

VH-DSJ - 100 hourly on Friday 20.10.78.
- flown by ~~[illegible]~~ V. Alfonso. on Sat. 21.10.78 works at Shutts (Brents)
- no autopilot.
- single ADF.
- no strobe
- 1 rotating beacon on tail.

Payment of Bill

SAS asked him about account when it was $360 about. he said his passengers to S-1 had given him a little money prior to flight but not all + he ~~25.10.78~~ would chase it up N.B. only Valentich + girlfriend went no PAX.

VH6/783/1047 18

NFF

Checked AB

Conversation with Vince Alfonso

(flw VH-DSJ on dat 21.10.78).
(Works as LAME for Shutts). 903033

- Carried out a Daily inspection before 6 AM.
- Went on flight MB - French Is - MB.
- at 6.10 AM ~~to~~
- Aircraft performed OK.
- There was a bit of a smell from heater but it disappeared after short time. Considered normal.
- On way back from French Is about 10 minutes from MB a passenger pointed out fuel venting from RHS.
- After landing the cap was out of the tank & hanging on the chair. He reported it to SAS. but didn't enter it on maintenance release. On Sunday he was at SAS. discussing the incident & found out that the cap had been repaired prior to Valentich departing.

25.10.78.

NFF

Don Bowman is checking to find out if cap had been repaired prior to Valentich departing.

Investigator's Note 2

Subject - Missing Aircraft, VH-DSJ, on 21 October 1978
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 Moorabbin 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 Moorabbin Ponds. He would have finished work at 1700 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 Mc Donalds 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 shin complaint and was taking pills for the complaint.
- Recent Employment: Army Disposals - 3 weeks
  GMH Foundary - 3.5 months
  Commercial Diesel Course - 5-6 months
  RMIT - 6 month.
- 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 the subject. His interest started when he was at School about six years ago. His belief had been strengthened recently when he was allowed to see the RAAFs 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 8 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 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. GRIFFITH
INVESTIGATOR.

Investigator's Note ~~VIIG.783.10~~

Subject - Missing Aircraft, VH-DSJ, on 21 October 1978

Discussion with Mr Gregory Reaburn

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:

- They had been in the Air Training Corps together for some years and both were very interested in weapons.

- The two saw each other on average twice a week. This was on Tuesdays and Fridays when they attended the Air Training Corps.

- Valentich told him that ~~it~~ he had applied to join the RAAF as aircrew but that he had not been accepted because of inadequate educational qualifications. After ~~obtaining his~~ 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.

- Valentich was disappointed about not getting into the RAAF and it had made him quite determined to get his commercial pilot's licence and fly for

the airlines just to show the RAAF he could do it.

- Valentich had been going with his girlfriend for five months and they were very close. He had recently given her a friendship ring.

- Mr Keabarn thought it would be quite out of the question that Valentich ~~had~~ 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.

- Concerning Valentich's family situation, Mr Keabarn 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 Keabarn thought the family was very close.

- Concerning health, ~~to the best of~~ to his knowledge Valentich was not on any form of self medication. He had never known him to suffer from fits or ~~to~~ 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.

- Valentich was very strict 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 ~~anyone~~ he knew of anyone who was on drugs.

- Reaburn was aware that Valentich had planned to fly to King Island but he did not know on what particular day. He knew that Valentich was going to bring back a crayfish for the OIC of the Air Training Corps (Squadron Grandy) but he had only found this out since the aircraft disappeared.

- 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 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 ~~it. the cost~~ 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

16C

one 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 were 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.

- Keabum 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.

- Keabum thought that some of the circumstances were a little strange. Valentich had arranged to pick up his girlfriend at @ 7.30 PM to take her out but he had also told his father that he would be home from flying at 10.00 PM. Such a dual arrangement was very uncharacteristic of Valentich, yet there was absolutely no way he could pick up his girlfriend at 7.30 PM. If ever he was going to be late for an appointment he would advise those concerned by way of a phone call. Keabum was also wondering what Valentich did with the time between finishing his lecture at

Moorabbin 1700 hours at taking off 1820 hours. He thought that Valentich may have gone to McDonalds for some take-away food which he did on occasions.

- Valentich did not gamble at all, nor was he in any financial bother, to Reaburns 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

Greg Reaburn

18 Windora St
STRATHMORE

16E

P - 379 2069

B - 640661 x 831
Direct dialling 6473831

15

Investigator's Note. ~~VH6-783-1047~~

Subject: Missing Aircraft, VH-DSJ on 21 October 1978
Discussion with Miss R Rushton on 24 October 1978

Miss Rhonda Rushton, of No 3 Bradford Avenue Preston (VT 444 2479) was a close friend of the pilot of C182A 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 Pharmacies, of 743A Gilbert Road, Reservoir.

She advised she last saw Fred Valentich on Friday night 20 October 1978, at about 9 pm EST, after he has finished work at the dairy Disposals, 139 ~~Buckle~~ PUCKLE Street, Moonee Ponds. In their conversation it became evident 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 worked 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 here 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, ~~rain~~ short raincoat, very similar to those worn by

RAAF
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, ~~had~~ 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 MacDonald's take away food store, near Southlands, on the Nepean Highway to purchase food. She believed he would have ordered "2 big Macs, 2 cheese burgers, a fillet of fish and some chips," and most probably would have drunk 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 drinking habit, 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 cheerful, 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. He only thing she could offer was that he was taking lomyin capsules for a facial rash, and that he was not to partake of dairy products.
partake of

Concerning the ~~Flight~~ 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. The gist of the conversation had been that he had earlier intended to take his father on the flight, that he was "scored at 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 ~~aspect~~ thing had occurred a week earlier. They were in the habit of celebrating the ~~[illegible]~~ 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 ~~[illegible]~~ 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 (Aerofelicon airstrip) had been uneventful, but they had had to fly over solid cloud for about a 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 so 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 boyfriends' voice when talking to control 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 action 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 scraped the microphone on his lap. She was of the opinion the "metallic noise" mentioned in the newspapers could have been the seat sliding rearward, with the microphone transmitting.

Miss Rushton had no knowledge of how Valentich used the engine to fly, ~~She~~ when asked. She then said she considered he was "usually overcautious", that he likes to think things well ahead" and and believed that he would have entered the aircraft wearing the 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 words). She said Valentich always thought before he acted, albeit rapidly, he never acted instinctively.

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 ~~to~~ now, I would go in it but never without you." ~~this was~~ 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 ~~[illegible]~~ 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

15E

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 Burns, about flying and flying problems.

Miss Rushton was thanked for her assistance

J. Gadsdon
Investigator

26/10/78.

(See also T/N - Statements/Miss Rushton)

Investigator Note

Investigator's Assessment of Miss Rushton

Miss Rushton was considered by the investigator to be an honest and dependable witness. Although young she was seen to be a ~~steady~~ 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 her years.

The investigator gained the impression that Valentich had chosen Miss Rushton carefully, as some one to discuss his problems with, she being receptive, perhaps more so than a girl of 18-20 years, who might have rejected his problems & ideas and pushed him aside.

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

G. L. Sandwoch

26-10-78

Investigator

24 OCT 1978

14

DEPARTMENT OF TRANSPORT

AIR SAFETY INCIDENT REPORT

Folio No.....
Station ML FS
No. 173
Reg. Off. No.....
Central Off. No.....

Normally this report should be mailed to the Director of the Region in which the incident occurred. If more convenient it may be lodged with the OIC of any Air Traffic Control or Flight Service Unit.

LOCATION OR ROUTE SECTION CAPE OTWAY-KING ISLAND Date 21.10.78 ~~Local~~ GMT Time 0912

AIRCRAFT: Type and Marking C182 VH-DSJ PILOT: Name and Initials VALENTICH

OWNER/OPERATOR S.A.S. FLIGHT CATEGORY: (underline) VFR NV IFR

TYPE OF OPERATION (underline applicable type):

Regular Public Transport	Charter	Agriculture	Aerial Work
~~Private~~	Aircraft Test Flight	Training Dual	Training Solo

FLIGHT: Last departure point MOORABBIN First point of intended landing KING ISLAND Flt. No.....

When this report is submitted by a Departmental officer, enter Fault Report No. (if applicable).....

DESCRIBE INCIDENT AND RELEVANT CIRCUMSTANCES, with comment and suggestions:

IMPAIRED OPERATING EFFICIENCY.

AT 210819 VH DSJ DEPARTED MOORABBIN ON A PRIVATE TRAVEL FLIGHT TO KING ISLAND VIA CAPE OTWAY. AT 0900 HE REPORTED OVER CAPE OTWAY PROCEEDING TO KING ISLAND. AT 0906 HE INQUIRED IF THERE WAS ANY KNOWN TRAFFIC B050. (PLEASE REFER TO ATTACHED TRANSCRIPT FOR EVENTS THAT FOLLOWED.) AT 0912 THE PILOT REPORTED A ROUGH RUNNING MOTOR. ALERT PHASE DECLARED. THE AIRCRAFT THEN MADE A FURTHER REPORT THAT THE U.F.O. WAS STILL IN THE VICINITY. CONTACT WAS THEN LOST WITH THE AIRCRAFT. AT 0913 THE FS3 OPERATOR DECLARED DISTRESS PHASE BUT OPERATIONS ADVISED PHASE WAS TO REMAIN AT ALERT UNTIL ETA KING ISLAND OF 0928. AT 0933 OPERATIONS UPGRADED PHASE TO DISTRESS.

Signed. P.C. Ring Designation A/FSO3 Date 21/10/78

NOTE—If you desire an acknowledgement of this report, please place your name and address hereunder. If these details are not given, no acknowledgement of receipt will necessarily be made.

Name.....

Address.....

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DOT 225 P

.....Region

Dear Sir/Madam,

Thank you for your Air Safety Incident Report concerning.....

.....

.....on / /

For future reference it has been allocated No.....

Yours faithfully

Date / /

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For Director

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SIGNED..... **DESIGNATION**..... **DATE:** / / .

Please note instructions at foot of this page.

FOR DEPARTMENTAL USE ONLY

COMMENTS BY REGIONAL OFFICERS:

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SIGNED..... **DESIGNATION**..... **DATE:** / / .

ACTION BY REGIONAL INVESTIGATOR:

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SIGNED..... **DESIGNATION**..... **DATE:** / / .

Any papers or documents which may assist in the investigation of your report should be submitted as attachments to this form. If you think your report can be supplemented by information from an Air Traffic Control or Flight Service Unit where possible please notify the circumstances of the incident, and the fact that a written report is being submitted, to the senior officer on duty at the unit concerned. On receipt of your notification, action will be taken to collect and retain the data relevant to your incident report.

Where it is necessary to urgently report any matter affecting the safety of aircraft you are requested to notify the circumstances of the incident by the quickest available means; i.e., radio, telephone, telegram, etc. This initial notification should be confirmed in writing on this form.

10673/77 C. J. THOMPSON, Acting Commonwealth Government Printer

14A

DSO C182 P	MB	CTY 41			KI 28	Q	210930 211000 A0912 HVY D0913
	0745	0900			0928		
MB/KI ①	0819. 5	00 5 .				V8 LX	

DSJ C182 P	KI	CTY 34			MB.44		TBA.
KI/MB ②	5						HVY LX

ZCZC MFB536 210734
GG AMMLYS
GG AMZZMB
210734 AMMLYP
TAFBUL 210730 PART TWO.
AMKI 0820 30015 9999 4SC030 13 11 11 10 1022 1021 1020 1019
AMAY 0820 35005 CAVOK 20 17 14 11 1023 1023 1022 1022
AMMN 0820 35005 CAVOK 20 15 11 09 1023 1023 1022 1022
SALE 0820 15010 CAVOK GRADU 1014 35007 17 14 11 08
1023 1023 1022 1022
BNS 0820 15010 CAVOK GRADU 1014 35007 17 14 11 08
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ARFOR 0500 TO 1700 AREA 74
WIND 2000 34015 5000 34015 7000 34018 10000 34020 PS2 14000 33020
MS7 18500 33020 MS16
CLD SCT SC 2000/4000FT S MAR
VIS 40KM
74. FZL 10000FT
TURB MOD BLW 7000FT TIL 08Z

MFB 404

NNNNZCZC MFB453 210420
JJ AMMLYS AMMLYF AMMLYJ AMLTYS
AMKIYS
RQ CLOSE 0435 REOPEN 220030 RECALL 004621451
NAVAIDS OK. LIGHTS OFF.
TRAFFIC RCT AMKI FOR AMMB ETD 0700
GOODAY MEN,

NNNNZCZC MFB535 210732 VVV
FF AMKIYS
FF AMZZRE
210728 AMMBYO
PLN DSJ NV PVT C182 VRHN/BC/H
AMMB FOR AMKI AMMB 0745
CTY B050/41 AMKI 28
CTY 34 AMMB 44
CLIAS 80 LX 300
SARTIME 210930 AMKI AMML PHONE
FURTHER SAR TBA

NNNNZCZC MFA370 210851
FF AMOCYS
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DEP DSJ AMMB FOR AMKI 0819

NNNNZCZC MFB588 210957
SS AMMLYS
SS AMMLYU AMMLZR AMKIYS
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ALERTFA IMPAIRED OPERATING EFFICIENCY
VFR DSJ C182 PVT
ATD 0819 AMMB FOR AMKI VIA CTY EET 69(E E E 69 VHFR HFN
POB 1 LR 0912 AMML 125.9 PX CTY 0900 B050 AMKI 0928
TPD 0912 RMKS PRIOR TO ROUNT E E E TO ROUGH RUNNING
MOTOR AND LOSS OF CONTACT WITH ACFT PILOT REPORTED
U F O IN HIS VICINITY

NNNNZCZC MFB612 211028 VVV
SS AMMLYV AMKIYS
SS AMMLYV AMKIYS AMLTYV AMMOYC
211028 AMMLYU,,,,,
DETRESFA ROUGH RUNNING MOTOR. OVERDUE ON ETA AMKI
NGT VMC. VH DSJ. C182 PVT ATD 0819 AMMB CTY AMKI EET 69 ENDCE 300
BC VR HN. POB ONE VALENTICH SAS LX. LR 0915 AMML FS 125.9
PX CTY 0900 B050 VISUAL. BLUE BODY WHITE STRIPE WHITE TAIL
ETA AMKI 0928

Transcript DST MB/K 21-10-78.

14C

0900 DST CTY proceeding Ki
ML DST
0906.31. DST IS THERE ANY KNOWN TRAFFIC B050.
ML NO KNOWN TRAFFIC.
DST I AM SEEMS TO BE A LARGE AIRCRAFT B050.
ML WHAT TYPE OF AIRCRAFT IS IT.
DST I CANNOT AFFIRM IS 4 BRIGHT SEEMS TO BE LIKE LANDING LIGHTS.
DST THE AIRCRAFT HAS JUST PASSED OVER ME ABOUT 1000' ABOVE.
ML DST R IS A LARGE AIRCRAFT CONFIRM.
DST UNKNOWN IS IT A SPEED THAT ITS TRAVELLING ARE THERE ANY AIR FORCE AIRCRAFT IN VICINITY
0908 ML DST NO KNOWN AIRCRAFT IN VICINITY.
ML ITS APPROACHING NOW FROM DUE EAST TOWARDS ME.
DST.
DST IT SEEMS TO ME IT IS BE PLAYING SOME SORT OF GAME ITS FLYING OVER ME TWO TO THREE TIMES AT A TIME AT SPEEDS I COULD NOT IDENTIFY,
ML DST WHAT IS YOUR ACTUAL LEVEL
0909 DST FOUR THOUSAND FIVE HUNDRED 4500.
ML DST AND CONFIRM YOU CANNOT IDENTIFY THE AIRCRAFT
DST AFFIRMATIVE.
ML DST R STAND BY.
09.30 DST IT IS NOT AN AIRCRAFT IT IS.
09.45 ML DST CAN YOU DESCRIBE THE AIRCRAFT.
DST AS IT IS FLYING PAST IT IS A LONG SHAPE CANNOT IDENTIFY BY MORE THAN THAT - ITS AT SUCH SPEED (?) FOR ME RIGHT NOW MELBOURNE

UD

DSJ R AND HOW LARGE WOULD THE OBJECT BE.
DSJ ML IT SEEMS LIKE ITS STATIONARY WHAT I'M DOING RIGHT NOW IS ORBITING AND THE THING IS JUST ORBITING ON TOP OF ME ALSO
0910.30 ITS GOT A GREEN LIGHT & SORT OF METALLIC LIGHT ALL SHINY ON THE OUTSIDE.
DSJ.
DST ----- UNREADABLE ----- ITS JUST VANISHED
ML DSJ CONFIRM THE ACFT ITS JUST VANISHED
DSJ.
MELBOURNE WOULD YOU KNOW WHAT KIND OF AIRCRAFT I'VE GOT IS THERE SOME MILITARY AIRCRAFT.
DSJ CONFIRM THE AIRCRAFT JUST VANISHED.
SAY AGAIN
DSJ IS THE AIRCRAFT STILL WITH YOU.
DSJ AH NOR? SOUTH APPROACHING FROM THE SW.
0911.40 DSJ.
DSJ THE ENGINE IS ROUGH IDLING I'VE GOT IT SET AT 23 24 AND THE THING IS COUGHING.
0912 DSJ R WHAT ARE YOUR INTENTIONS.
MY INTENTIONS ARE TO GO TO KI AH
ML THAT STRANGE AIRCRAFT IS HOVERING ON.
0912.17 TOP OF ME AGAIN. IT IS HOVERING IT IS NOT AN AIRCRAFT.
0912.23 DSJ
0912.29 DSJ ML (LONG METALLIC CLANGING NOISE) 0912.47
.55 DSJ ML.

DEPARTMENT OF TRANSPORT

DOMESTIC FLIGHT PLAN

MOORABBIN 13

Filing Time

FF Addresses

Originator 07:23

Aircraft Ident.	DSJ	IFR I	Night VMC NV	VFR V	Class of Operation	PVT.	ANR 203		Aircraft Type	C 182

VHF V	R.	HF H	N.	1 ILS 2 A AA	1 ADF 2 B BB	VOR C	200 MHz DM	DME	1,000 MHz D	TACAN E	DOPPLER H	VAR V	RADAR W	SSR H

Departure Point mB FOR Landing Points KI - mB.

ETD (Date/Time) 0945 ATD

Route Segments	LSALT	FL or ALT	TAS	TR MAG	Wind	HDG MAG	GS	Dist.	ETI	PLN ETA	ATA	GS	ETA next Pos'n	Flt Proc., etc.
mB.	1500	B050	130		340/15									
CTY.	4000			225		232	135	92	41					
KI.	1500			155		155	145	64	28					
		B050.												
KI.	1500													
					340/15									
CTY.	4000			334		335	115	64	34					
mB.	1500	B050		045		039	124	92	44.					
									137					

	Alternate	Landing Point	Level	Time Interval	Flight Proc.	Route	LSALT
ALTN	For		/		Via		
ALTN	For		/		Via		
ALTN	For		/		Via		

Remarks FURTHER SAR TBA.

CLIAS 80 IAS / Mach Survival Beacon LX Pilot Status L Captain VALENTICH. Company SAS.

STAGE 12	mB-mB. Min	Gal/lb	Min	Gal/lb	Min	Gal/lb	Min	Gal/lb	Min	Gal/lb	Min	Gal/lb
Climb	10											
Cruise												
Altn												
SUB-TOTAL												
Variable Reserve												
Fixed Reserve	45											
Holding (if req'd)												
Taxi												
Fuel Required	193											
Margin (Cruise rate)												
TOTAL ENDCE	300											

FLOW X

T/T 286

SAR F

Approved ..... GMT

Void ..... GMT

Air Traffic Controller

GENERAL AVIATION AIRCRAFT					
IF NOT ON FULL REPORTING →	Sartime 0930.	For arrival at KI.	To (A.O. Unit) FL	By (method) PHONE	
SURVIVAL GEAR CARRIED →	☐ First aid	☑ Life jackets	☐ Emergency rations	☐ Water	Other (specify)
PHONE NUMBERS AT LANDING POINTS →			POB /	End of Daylight	

D.o.T. 1641A

REMEMBER TO CANCEL SARWATCH AND OBTAIN ACKNOWLEDGMENT

P.39



FLIGHT RECORD

Position	Time	F/L	T.I.	Dist. Run	G.S.	TAS	Tr (M)	Hdg (M)	W/V Drn (M)	W/V Speed	Tr (M)	Hdg (M)	G/S	Dist. to run	T.I.	ETA	Check Point or Destination

PAGE ..... OF .....

TIME	FROM	TO	TEXT
0906:14	DSJ	FS6	Melbourne this is Delta Sierra Juliet is there any known traffic below five thousand
	FS6	DSJ	Delta Sierra Juliet no known traffic
	DSJ	FS6	Delta Sierra Juliet I have am seems to be a large aircraft below five thousand
:44	FS6	DSJ	Delt Delta Sierra Juliet Melbourne what type of aircraft is it
	DSJ	FS6	Delta Sierra Juliet I cannot affirm it is four bright seems to be like landing lights
0907	FS6	DSJ	Delta Sierra Juliet
:31	DSJ	FS6	Melbourne this is Delta Sierra Juliet the aircraft has just passed over over me at least a thousand feet above
	FS6	DSJ	Delta Sierra Juliet roger and it is a large aircraft confirm
	DSJ	FS6	Ah unknown due to the speed its travelling is there any airforce aircraft in the vicinity
	FS6	DSJ	Delta Sierra Juliet no known aircraft in the vicinity
0908:18	DSJ	FS6	Melbourne its approaching now from due east towards me
	FS6	DSJ	Delta Sierra Juliet
:48	DSJ	FS6	~~Melbourne~~ Delta Sierra Juliet it seems to me that he's playing some sort

PAGE ..... OF .....

TIME	FROM	TO	TEXT
			of game he's flying over me two three ——— at a time at speeds I could not identify
0909	FS6	DSJ	Delta Sierra Juliet roger what is your actual level
	DSJ	FS6	My level is four and a half thousand four five zero zero
	FS6	DSJ	Delta Sierra Juliet and confirm you cannot identify the aircraft
	DSJ	FS6	Affirmative
	FS6	DSJ	Delta Sierra Juliet roger standby
:27	DSJ	FS6	Melbourne Delta Sierra Juliet it's not an aircraft it is
:42	FS6	DSJ	Delta Sierra Juliet Melbourne can you describe the unaircraft
	DSJ	FS6	Delta Sierra Juliet as its flying past its a long shape um I can't identify more than that its that big its before me right now Melbourne
0910			
	FS6	DSJ	Delta Sierra Juliet roger and how large — would the object be
:19	DSJ	FS6	Delta Sierra Juliet Melbourne its seems like its stationery what I'm 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 light its all shiny on the outside

PAGE ..... OF .....

TIME	FROM	TO	TEXT
	FS6	DSJ	Delta Sierra Juliet
:46	DSJ	FS6	Delta Sierra Juliet its just vanished
	FS6	DSJ	Delta Sierra Juliet
0911	DSJ	FS6	Melbourne would you know what kind of aircraft I've got is it ——— military aircraft
	FS6	DSJ	Delta Sierra Juliet confirm the un aircraft just vanished
	DSJ	FS6	Say again
	FS6	DSJ	Delta Sierra Juliet is the aircraft still with you
	DSJ	FS6	Delta Sierra Juliet from the north the south approaching from the south west
	FS6	DSJ	Delta Sierra Juliet
:50	DSJ	FS6	Delta Sierra Juliet the engine is is rough idling I've got it set at twenty three twenty four and the thing is coughing
0912			
	FS6	DSJ	Delta Sierra Juliet roger what are your intentions
	DSJ	FS6	My intentions are are to go to king Island oh Melbourne that strange aircraft is hovering on top of me again it is hovering and its not an aircraft
	FS6	DSJ	Delta Sierra Juliet
:28	DSJ	FS6	Delta Sierra Juliet Melbourne clear metallic like clanging noise then no further transmissions recorded from the aircraft.

I/N. S1.783.1047

11

MISSING Aircraft, VH-DSJ, 21 October 1978

Notes of a conversation with the OIC King Island on 24.10.78 (Brian Jones)

He was on duty from 0800 - 1500 on Saturday

At 1500 he put through a closing request to ML FS stating lights out as no planned flight due and no request for lights

He was pulled out of the golf club by the ML SOC at about 19.15 after the aircraft had reported engine problems.

He put the airfield light on at 19.35

At the same time his assistant Graeme Smyth had just arrived to also put the lights on for a departing ~~aircraft~~ QUK. Qessa 402 aircraft VH-RCT which had been held up for passengers.

VH-RCT was then used for a quick search around the Island with ~~Graham~~ Smyth as an observer from 20.00 to 20.25 Nothing sighted. Weather absolutely clear with unlimited visibility

* actual wx.

VH-PDN arrived at about 1800 hrs with a band and was due to depart about 0800 the next morning. They have an agent who has a key for the lights

VH-PDN was used for a quick search at 1000 feet at 20.00 hrs to 20.55 hrs with Brian Jones as an observer Could see the Cape Otway lights flashing from the light house as well as all the Island lights. Excellent visibility with a clear sky - No cloud and very starry. Many fishing boats around the Islands had their light on and could be seen for miles.

* Actual wx.

. The normal system for lights is for either the pilot or for flight Service to ring up beforehand and book them. There had been no request for lights

Has spoken to the CRAY fisherman and ~~none~~ were ordered for that night In fact they had sold out in the afternoon and did not have any left.

* NO CRAYS

The pilot had not booked into the Motel

They do not recognise the name of the pilot but the aircraft has been down to KI before

A-G. HARRIS

NFF

80/10

Mr Peter Doain many (903395)
24.10.78 0950

Has two strips at farm OTWAY HOUSE
4 miles due North of Otway lightHouse

Pilots aware of the strips.

Strips long enough for a Beech Baron

Pilot may have landed and overflown strip

Passed to RCC 10.25

NFF

9

Sgt Woodward. K1 P/O
004 621211

No pax

No fish arranged

No lights arranged.

~~HF~~

8

Checked AS

Moorabbin Refuelling

Fuel. Rang Typors 906709

VH-DSJ was refuelled on 21.10.78 at 1810
247 litres of 80/87 By Ron
1 " oil. Tyson.

~~Ron Typon refuelled it at 1810.~~
Filled to Brim, young chap as pilot did not get out of aircraft. Left immediately - saw no more.

* Jet fuel is kept in quarantine so it has to be unlocked. He used same tanker to refuel many other aircraft in previous 3 hours so no chance of incorrect fuel.

S.A.S. Log Book. after the pilot obtains his licence he cannot leave his log book at S.A.S.

Purpose of Flt Told SAS he was picking up 3 passengers but they believe he was getting crayfish.

NB. SAS do not allow crayfish to be carried in their aircraft.

Return Flight not sure but thinks same night probably so that no one would see the crays.

Navaids ADF.
VHF.
HF.

Checked AS

Conversations with SAS Instructors + Pilots.

Warren Dunlop
- Valentich was sensible pilot
- Didn't drink
- No mention of drugs
- " " UFOs.

Martin Dalton
- Quiet sincere sensible.
- Interested in joining RAAF as pilot.
- Had interviews, tests etc.
- No drink, smoke.
- Got on well with all
- Never spoken of UFOs
- No mention of Drugs.

Ross Carrington
- Did Commercial Pilot Course with him about April.
- He seemed quite happy about his future.
- Full of enthusiasm never depressed.
- attempting to join RAAF aircrew. Still doing his commercial licence so he would have one or the other.
- He is quiet on first contact but was quite natural after that.
- Got on well with people.
- Only had Com. NET to do.
- didn't drink or smoke
- no mention of drugs or UFOs.

Bob Hope (Instructor)
- Flew with Valentich on ~~Wed~~ Tuesday afternoon to check him on type VH-DSJ C182.
- Average pilot
- Relative ~~quiet~~ quiet chap.

CONT.

HOPE

- VH-DSJ has a hand held microphone
- Wasn't carrying a headset.
- Wanted to join RAAF aircrew.
- As far as he knows he doesn't drink smoke or take drugs.
- Saw him just prior to departure he seemed perfectly sober + in good frame of mind.
- Took four life jackets. He was picking up friends at King Is.
- He had originally intended going on ~~Wed 18.10.78~~ but cancelled due W/X. Tuesday 17.10.78

P. Graham.

~~AFS~~ VII6/783/1047. 6

Checked AS

1445 EST 23.10.78

VH-DSJ Radio Equipment.

Spoke to Ken Novitz + Instructor Mr. Day of Southern Air re VH-DSJ communication equipment.

- DSJ has VHF HF and is equipped with a speaker + hand held microphone

- Valentich was not carrying a headset when he went out to the aircraft prior to departure on this trip and did not have a bag that would carry one.

- Passed to 5165(B) at 1500 EST.

23.10.78.

NFF

NFF V116/783/1047 77

5

Checked AJ

GLIDER TOW

Phone call from Inspector Fox D24 (13:30) 23/10

A SNR CONSTABLE CAMPBELL OF FORREST 052/366372 had a report from some children of an aircraft towing a glider in the BARWON DOWNS (Appollo Bay area) at about 5.30 - 6.0 pm on Sat 21 Oct.

The report was made because it was unusual for a glider to be in that part of the State.

[signature]

ASCH

~~NFF~~

~~NFF~~
NFF

V116/883/10478 4

Checked

REPORT FROM Mr J. SNOW

A John Snow rang re UFO - 23/10

He was driving his car on Saturday 21/10 night at about 11.45 in the Barwon Heads area when his 11 year old son saw a greenish/white of some length flash quite fast across the sky to the south.

Not observed by any other member of the family in the car as it apparently had moved too fast.

Harris

~~NFF~~

743

~~NFF Phone call.~~

Checked AS

Peter Bennett — Search & Rescue (10-36 hrs Mon 23 Oct)

—

- Oil Slick Sample

- fishing boat from Apollo Bay delayed
- will not be able to rendezvous with RAAF aircraft until after lunch.
- will therefore not know if sample possible until later today.

J Davies.
ASLH

INVESTIGATOR'S NOTE

File v116/783/1047 Page Checked AS

Subject Report from Mr P. FARR

At approximately 1800 hours on 22 October 1978 I received a telephone call at my home from

Mr P. FARR
29 Adrian St
Burwood

Telephone after 1400 hours
291 003

Mr Farr stated that ~~at about 6.55 pm on Saturday evening~~ he was a responsible person, an officer in RAAF reserve and he did not wish to create the opinion that he was a nut.

At about ~~0655~~ 1855 hours on Saturday 21 Oct 1978 he was travelling from Mt Waverley in southerly direction along Huntingdale Road. He observed a shower of very bright metallic 'scintillations' to the south high in the sky at an angle of about 45° from the horizontal 1.5° of arc in vertical plane and 1° of arc in the lateral plane. About 30 bright centres. Followed by a dark ~~con~~ con trail moving from south to north. At first he thought it to be a meteor shower.

(1) 1

INITIAL ADVICE OF AIRCRAFT ACCIDENT/MISHAP/INCIDENT

From : Person Peter Barrett ..... Place SOC ..... Date/Time (Local) 1950 →

(a) Aircraft Type & Registration : C182L. VH-DST

(b) Owner and/or Operator : C. DAY / Southern Air Services

(c) CREW : Pilot Frederick Valentich Other Crew : — SOLO.

Passengers : —

(d) Date and time of accident/incident (GMT) : 2110 0912

(e) Flight : From MB to KI via Cape Otway

Nature of Operation : Private VFR/NVMC.

(f) Location of accident/incident : Point between Cape Otway & KI pilot reported rough running engine 0912 - Alerfa.

(g) Injuries to persons : Not known

(h) Nature and cause (as far as is known) : Dep MB 0819 Reported Otway 0900 (with ETA KI 0928) - 0912 Engine malfunction, then loss of communication on VHF circa 0914, Destresfa 0933. KI aerodrome emergency procedures implemented - no sighting. Search MOC/CB 2 ships Cape Otway - KI area - auto alarm A/C had VSB + 1 lifejacket. Crag boats to north of KI. Cessna 40 RTC - KI A/D Cape Wickham no sighting. - to back

(i) Damage to aircraft : track route KI - Otway on return MB, Another A/C - KI - MB via Otway.

A/C Endurance - 300 minutes - no HF on flight plan A/C just out of 100 hours - Friday on Thur.

ADDITIONAL RELEVANT INFORMATION

Pilot and/or Operator Telephone Contact :

Wreckage guarding :

Departure time : ETA :

Endurance :

SARPHASE declared : Cancelled :

Other :

Notified to : PRO 1005 Williams 1120 Time :

CO 1010 Geraghty 1105 Time :

1015 R.D. — Time :

Signed : [signature] Designation : ASIS A/T

SOC. (Peter Bonnett) replaying tape. re UFO.

Rough t/s

0910, A/c to FS – dly traffic in area. 4 bright lights below 5000
Large aircraft below me – landing
– vanished after losing 1000ft above

FS ~ A/c A/c still with you – confirm large A/c

A/c ~ FS – approaching from ~~SW~~ east towards me
it is flying some sort of game
– is it RAF aircraft.

FS ~ A/c Height
~~A/c~~ ~ F/s. 4500

0911 A/c to F/s It is not an a/c it is ~~flitter~~

0911:45 ~ ~ it is a large shape – cannot identify more than that

F/s to A/c How large

A/c to F/s. seems it is stationary

I am orbiting – it is orbiting on top of me – it has a green light and a metallic light outside

0912 A/c to FS It has just vanished

FS to A/c A/c still with you

A/c to F/s approaching from SW. —
the engine is running rough, I have it set at 23 24 – the thing is coughing.

F/s to A/c What are your intentions

A/c to F/s My intention is to go to KT – it is hovering on top, it is not an A/c.

0912:24 F/s (Heard – a long metallic clanging noise

0914 Failed to answer calls

1B

Weather

TAF KI AMD 20/08 330/20 Vis 10km+ 2/8 STCu
2500 9RADU 01/03 330/25 Temp 11 13 15 15
1022. 1023 1022 1020

Actual Metar KI 0930 Light NW wind. Vis "Excellent" (10km+) CAVOK to north with patches of ground fog to south (o/ A/D) - nothing near A/D.

Area 74 05/17 Wind 2000 340/15K 5000 340/15 Scattered ST Cu 2-4000 in the South and Maritime Vis 40km Freezing level 10,000 Turbulence - moderate below 7000 until 0800 GMT.

Last light 0916
Moon late rising.

Briefing Officer Darcy Hogan. MB B.O.

Knew Valentich in Air Training Corps.
Put Plan in about 0723 GMT.
Appeared in good health - sober
Spent a fair bit of time on flight plan. ¼ hour.
neatly done
Discussed requirements for NVMC weather
- didnt seem too sure about requirements
weather suitable for VMC

Pln was SAR Time as KI FSU closed.
- to have Melb on arrival & before departure
- Oolo - no names mentioned to meet at KI
Plot has good attitude to flying.

Discussion with Parent

Mr. Valentich advised, son's name Frederick - lives with parents at 18 Arven Avenue, Arondale Heights
4T 3181523. Aged 20 years.
- has private licence & class 4 rating
- undertaking flying training/instruction for CPL.

Been flying 1½ years. Began night flying Feb-March this year.

Has made MB-KI flight twice before - in daylight - to pick up lobsters - 200lb for Air Training Corps
Has not flown this route at night before.

Recent NF flying - to remain current - MB to Eucha & MB 2 weeks ago - hadn't flown at night for about 4 months before
Passenger - ? Not known

Did a day trip to Newcastle - Cessna 210 or 310 - problem with cloud - in cloud - flew low around hills
Has flown to Alice Springs & return

Health - happy with flying - willing to fly - not over-confident.

Sat - at work at 0830 - shop assistant at disposal store - until
midday - then attended CPL course on meteorology at MB -
Parent knew he would then arrange for the plane to KI
- was supposed to phone home from MB, but didn't
Fri - early to bed - 1000 EST (PM)

Is instructor in Vic Sgn of Air Training Corps.

1D

Sea state - AM hours Sundy.
- light wind from NW.
- smooth, with slight long low SW swell.

Contacts - Sqn. Ldr Grondy
(H) 354 2778

(B) 347-6022 - Grondy & co. - Carlton accountants

HQ Vic SQN ATC 328 3704 - (0900-1100 Monday)

Can make ATCorp. training/personnel details avbl.

RAAF Liaison Officer is Sqn Ldr. Kirk, Vic Barracks. 697 3782. (S.O. Trng)

Robert Barnes - friend in Vic Sqn AT corps captain with Associated Air Lines.
- has assisted Fred Valentich with flying & ground subjects.
- have flown together

1E

6

From RCC coordinator:

Report to ASIS from R.C.C. - 1600 hours. Sunday 22.

Report of oil slick - seems to be light quality oil

been in area 20N of KI for 5 hours - hasn't moved.
- being fed from underneath?
- depth 50 fathoms
RAF has dropped a marker buoy.

Sea state forecast to be smooth, wind 5 knots for 24 hours.

NB || Discussed value of sample of oil being picked & tested, - crayboat - Melb - test - first a/c.
- to be followed up early AM. Monday
-

Is this still on.? No action taken to resolve responsibility/action etc. Believe we should and can assist.

JM.













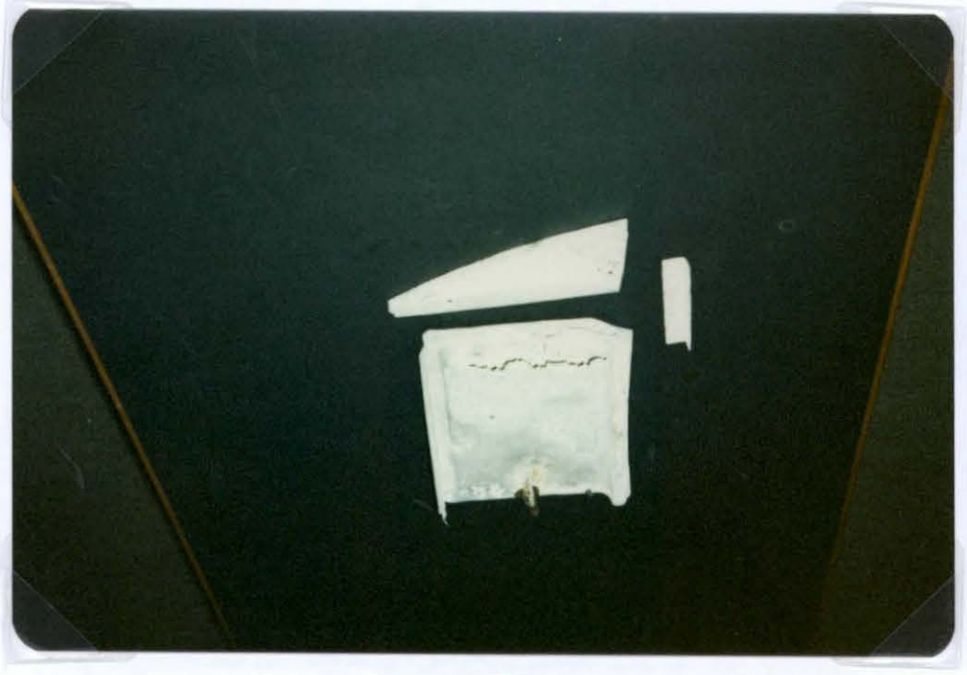

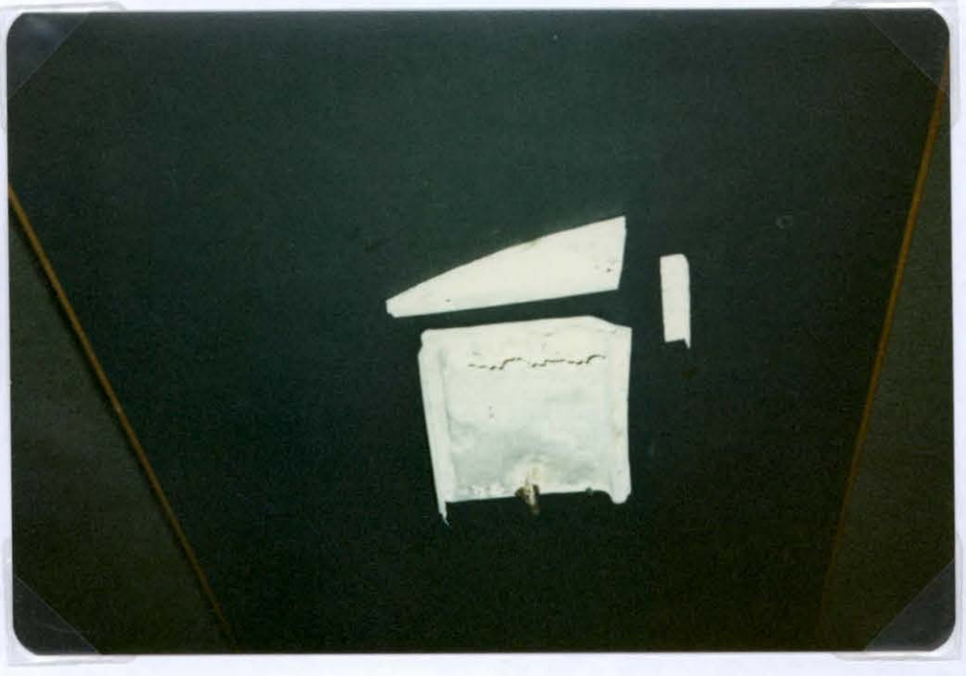

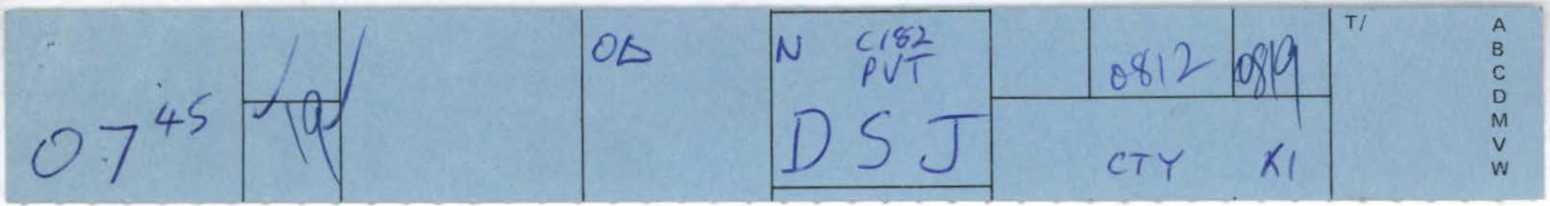
07 45
OD
N C182 PVT
D S J
0812
0819
CTY K1
T/
A B C D M V W

Copy of article.
ANR 275(1)
Map

How accurate is the article ?

Point for Point

Salvage operation early 1983.

Documentary Film.

Dept of Transport told of ~~their~~ plans.
(Victorian State Dept)
Dept of Aviation.
" " Transport.

Detailed charts - by local seamen
- seen a/c.

Photographs. of planes
Doors closed
no body seen.

The Dept of Transport search terminated.
25/10/78

ANR 275(1) - a/c in custody
Purpose of investigation = determination of reasons of crash
Missing person situation exists - future accident prevention.
no evidence of crash or body presumed dead.
- search failed to locate any wreckage.
Aircraft located - Victoria Police involved
- Missing persons Bureau
- Coroners Court representative
Loss assessors in Sydney - a/c not abandoned by CO. or owner.
- not being considered for abandonment
- ∴ claim right in the matter.

Finding of missing aircraft in scrub
usually reported to authorities. responsible.
Police, Deptal Aviation.

- not done in this case. - believe a/c
- disappointed.

---

(1) Wealth Water - boundary of Vcc/Jos.

Tasa Submerged Lands Act. 1973

143-30 — 140-30 - meets limit of territory of
Sea State of Tasmania

Proclamation dated 12 Dec 1825-
sep Van Diemens land from NSW.

39-12'

Attach to letter dated. Dept of Lands & Survey.

- 647 2348. GMH

Guida Valentich

Home 3181523

Ack 74/75

minute AD(5)

Aircraft not located

Aim : arrive at conclusions to following

1. Owner, operator + hirer of A/C ✓ A/C file etc
2. Details of Registration ✓ "
3. Pilot name, qualifications, experience. ✓ Plt file, log B.
4. Number of passengers. (NO PAX) ? ask Bob Hope SAS
5. Service + maint. History of A/C. ✓ Details coming.
6. Loading full fuel (Tysons) ?
7. Flt planning Wx + Briefing (Darcy Hogan) ?
8. Actual WX. KI FSO report ?
9. Progress of the flight as far as known ?
10. Cause of disappearance ?
11. Deficiencies Dept facs, services affecting flt. Lights?
12. Operation of Search + Rescue Service + brief details of total search effort. ? request from RCC obtain all SAR logs etc

ACCIDENT INVESTIGATION - ACTION ARISING

(Form to be kept on inside of front file cover)

Acc No. _____ A/c Type and Reg. _____ Place _____ Pilot _____

Item	Desp/Req/Obtained (ENCL) Date	Completed Returned (ENCL) Date
Pilot Rpt		
Pass. Rpt		
Other Rpt		
INTERIM RPT		
Pilot Log Book		
Pilot File		
Aircraft File		
Operations Manual		
MAINTENANCE		
Airframe Log Book		
Engine/Prop Log Book		
Maintenance Release		
Flight Record Card		

RETURN OF WRECKAGE ..... RELEASED TO .....

SPECIALIST REPORTS		
Engine		
Airframe		
Instru/Elec		
Weather		
Loading		
Other		
MEDICAL - AUTOPSY/OTHER		
Outside Enquiries		
Final Report		
Investigation Responsibility		

(At completion of investigation place on inside of rear file cover)

NOTE: A/C LOG BOOKS, PILOT FILE, A/C FILE PRESS CUTTINGS STORED IN ENVELOPE MARKED — 1047, ... IN FILE REGISTRY

JCS
ASCS
12/9/79