

# ONLINE

JANUARY 1989

## MEMO

**TO: THE PRESIDENT**  
**FROM: G. GORDON LIDDY**  
**SUBJECT: NEAR**  
**FUTURE POTENTIAL**  
**FOR MASSIVE**  
**TERRORISM ON**  
**U.S. SOIL**

**HIGH-TECH RESCUE**  
**OF ENDANGERED**  
**SPECIES**

**RAY BRADBURY,**  
**ISAAC ASIMOV,**  
**ROBIN COOK, ET AL.**  
**PREDICT THE**  
**WORLD OF 1999**

\$3.50



Twenty-year-old pilot Frederick Valentich and the Cessna 182L had seemingly vanished in midair.

## ANTI-MATTER

"Melbourne, that strange aircraft is hovering on top of me again." The engine of the Cessna 182L was coughing as Australian pilot Frederick Valentich, age twenty, released his radio microphone button.

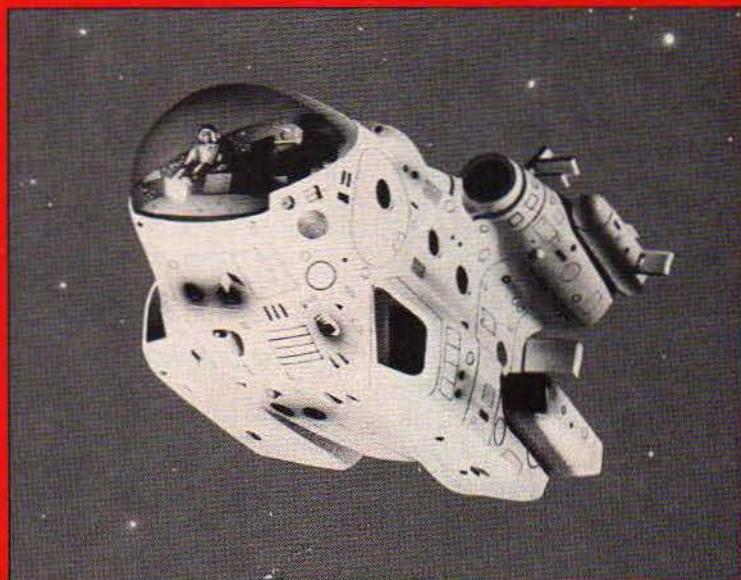
Less than an hour earlier, just before sundown on October 21, 1978, Valentich had taken off from Melbourne and headed toward King Island. His mission: to buy crayfish and accumulate flight hours toward earning his commercial pilot's license. It was a still, almost cloudless evening, perfect weather for the young man's first solo night flight over water.

Since banking left off Cape Otway, however, Valentich had reported he was being pursued by a UFO.

"It's a long shape," Valentich told flight controllers, "with a green light" and "sort of metalliclike, all shiny on the outside." Finally, Valentich stopped talking, and for the next 14 seconds, controllers heard a strange metallic ringing sound. Then...silence. As the Australian Department of Transportation (ADOT) launched an intensive search-and-rescue effort, the story broke over the wire services.

Physicist Richard Haines first learned of the incident two days later from a front-page story in the *Palo Alto Times*. "I was drawn into this case immediately," recalls Haines, a NASA scientist whose hobby of investigating pilot encounters with UFOs began in the late Sixties. He was especially intrigued because the article had included a transcript of Valentich's voice tape, "evidence either we usually don't have or isn't made available."

That night Haines embarked on his own investigation,



## UFO UPDATE

spectral analyses of the metallic ringing sound heard at the end. "It just gave me goose bumps," he says. "It sounded sort of like empty Coke cans in plastic garbage bags." Nonetheless, Haines and all the sound experts whom he consulted concluded it was "unidentifiable."

In the end, Haines says, he was left with an unsolvable mystery. In an effort to make sense of the incident, his book, entitled *The Melbourne Episode: Case Study of a Missing Pilot* (LDA Press), offers four possible explanations: Valentich became disoriented while flying his plane and finally crashed; he staged a deliberate hoax; he was abducted by the occupants of a UFO; or he was the victim of a top secret U.S. advanced weapons test.

While Haines holds little hope that this case will ever be solved, he's still keeping the irons of inquiry in the fire. "I'm not closing the door on this case," he says. "I'd love to find a solution. I mean, why haven't they found him? It's conceivable that new evidence could emerge."—A.J.S. RAYL

one that would consume most of his leisure hours for the next seven years.

Launching into the project, Haines found several public reports of unexplained aerial phenomena in the skies over Cape Otway that night. Amateur photographer Roy Manifold, for instance, produced shots of what looked like a hovering object surrounded by vapor. But, says Haines, "I just wasn't convinced. There wasn't a reflection in the water where I thought there should be one."

Haines also obtained a copy of Valentich's voice tape and conducted exhaustive