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MUFON



Mutual UFO Network

ARIZONA CHAPTER Volume 8, Issue 5

The Truth is Out There

MUFON's Mission Is The Systematic Collection and Analysis of UFO Data
With The Ultimate Goal of Learning the Origin and Nature of the UFO Phenomenon.

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TERI ACTON
Newsletter Producer
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Meeting Date: May 26, 1999

Program: Video Presentation: "UFOs: The Video Archives"

Location: 5635 E. McDowell Road-National Guard Armory

(east of 52nd St. on McDowell; then north on Bushmaster Blvd. into Armory)

Visit the MUFON-AZ Website at: <http://www.welcome.to/mufon-az>

SKYWATCH OUTING JUNE 12

On Saturday, June 12, MUFON members and friends who are interested are invited to take part in a skywatch.

Bring your telescopes, binoculars, and UFO stories for a relaxing evening under the stars.

Meet and be prepared to leave the McDonalds on 51st Ave., just north of I-10 on the west side of the street, at 6:30 p.m. If you don't own a telescope, come along anyway, as those who have such equipment will be glad to share.

Our final destination will be the Sun Valley Parkway, on the west side of the WhiteTank Mountains. There have been some sightings in that general

area in the past month or so, but nothing is ever guaranteed, other than a chance to visit with other members and take in the evening sky.

Please purchase your gas and food early and be ready to go by 6:30 p.m.!

If you need additional information, please call Tom at 967-6265 or Bill at 272-6696 or 272-5390.

ANNOUNCEMENT

Pinal County Section Director Ken Kerber has found a new meeting place for MUFON meetings in the Casa Grande area. Every second Saturday of each month, meetings will be held at Meghan's Restaurant, located at 1202 E. Florence (opposite of K-Mart corner) at 1:00 p.m. sharp. For more information, please contact Ken at (520) 836-1185.

May Book Sale and Raffle

The MUFON book sale is set for the May meeting. Through hard work, member donations, and book store hunting determination, MUFON AZ has put together a fantastic accumulation of UFO related hard-bound and paperback selections for sale. We have over 70 books, videos, and back issues of the "International UFO Reporter" to tantalize you at the meeting in May. In addition, the Raffle prizes are the hard-bound edition of "The Day After Roswell" and a video of the mega-movie hit sensation "Armageddon" starring Bruce Willis. Please come early and take advantage of the items offered! MUFON AZ is a non-profit organization. Remember, the more money we make, the more you benefit.



MEDIA WATCH

In the interest of keeping the UFO topic before the public, the following is a list of programs on the subject recently aired via television, radio and newspaper in recent weeks. We will attempt to list programs ahead of time whenever possible; unfortunately, we are often not notified of programs until it is too late to publish them in the Newsletter in time for members to view, hear, or read them. In the case of TV and radio programs you may have missed, ask at MUFON-AZ meetings to see if anyone has taped them to share.

If you find UFO-related television or radio programs we have not listed, please call Teri Acton at (480) 894-4296 and leave a message containing the title, day, time, whether TV or radio, and the channel where the program can be found.

Always be sure to check current TV listings X times and channels change!

Bufo Calvin lists TV programs of UFO & related subjects, which we try to pass along in this newsletter when we receive them in time. If you'd like to receive them from Bufo Calvin directly via e-mail, e-mail him at BufoCalvin@aol.com and ask him to send you the list via e-mail.

WEEKLY RADIO PROGRAMS:

DREAMLAND - KFYI Radio, 910 AM, Sunday evenings, 8:00 p.m. - Art Bell hosts this interesting radio program. The program is aired on the following stations in other cities in Arizona: Globe: 1240 AM; Safford: 1230 AM; Tucson: 1400 AM; Kingman: 1230 AM; Yuma: 560 AM; and Flagstaff: 600 AM. A t also hosts "Coast to Coast" weeknights at 11 p.m. and often feature UFO related guests and/or topics. A "Dreamland" repeat is also broadcast at 8 p.m. on Satu days

SPACECRAFT NEWS with Franklin Carter, Mondays at 10 a.m. on KFNX radio (1100 AM).

UFO LIVE with Dr. Duncan Bowen, Tuesdays at 11 p.m. on KFNX radio (1100 AM on the dial).

FRACTAL DIMENSIONS with Dr. Suneon Hein, Thursdays at 5 p.m. on KFNX radio (1100am.)

MYSTERIES AROUND US, KTAR Radio (620 AM), 10:00 p.m. Sunday hosted by Frank Baranowski, a well-known hypnotherapist specializing in regression.

WEEKLY TV PROGRAMS:

X FILES - Sundays at 8:00 p.m., Channel 10. Weeknights at 9 p.m., Channel 30 (cable).

SIGHTINGS Wednesdays, 8:00 p.m., cable SciFi Channel.

STRANGE UNIVER E - Mondays thru Fridays at 1:00 p.m. on Channel 45.

AFTER MIDNIGHT - Thursdays at midnight on Channel 22.

Calendar

Pima County Chapter: Meetings held at Wilmot Library, 530 N. Wilmot, Tucson. May 22, 1999 is the next meeting. Contact Bill Morris for more info at: 520/745-2888 (days) 520/ 62-5625 (nights/weekends) Fax: 520-745-8948 e-mail: Pimamufon@aol.com

Pinal County Chapter: Meetings every second Saturday of each month at **Meghan's Restaurant, 1202 E. Florence (opposite K-Mart corner) at 1:00 p.m. sharp.** Contact Ken Kerber at 520/836-1185 for further info.

Yuma County Chapter: Meetings are quarterly. Call Joseph Murek at 520/782-3906 for further details.

Maricopa County Chapter Wednesday, May 26, 1999; usual place and time, admission \$3 for members and \$5 for non-members.

Experiencer's Meeting - For information call Dr. Ruth Hover at 837-0446.

July 2-4, 1999: 30th annual MUFON International UFO Symposium, Hyatt Regency Crystal City Hotel, Arlington, VA.

Classified Ads

Advertise in the MUFON-AZ Newsletter!! Ads up to three lines long are \$5.00; business-card sized ads are \$10 [we can reproduce your business card as the ad]. Call Ruth Hover for prices on larger ads. Submit your ad and payment by the first of the month to have it appear in that month's newsletter issue.



ARIZONA SIGHTINGS LIST

Don't forget to get your updated copy of "Arizona Sightings 1899-1998" - a wonderful compilation by our own Dimitri "Jim" Ossipov. For many years Dimitri has worked on this comprehensive list, and it's a great addition to everyone's UFO library. The Sightings List can be purchased at the monthly meeting, or you can call Tom Taylor at 967-6265 to order your copy today!



ARTICLE SUBMISSION

My name is Teri Acton, and I am new MUFON Newsletter Producer. If you have any articles or letters you would like to submit for your newsletter, you may contact me at (480) 894-4296. You may also fax the articles/letters to me at (480) 929-8200 or e-mail them to me at teri.acton@asu.edu. I am excited to be a part of MUFON and I look forward to your ideas and suggestions.

MUFON MEMBERSHIP BADGES

Orders are being taken for your MUFON Membership Badges. These are the 1-3" x 3" blue badges with 3 lines and white print listing your name on the first line, "Arizona MUFON" on the second line, and a title or phrase such as "The Truth is Out There" on the third line. The cost is \$4.50 each unless we have enough orders to get a price break, and then they'll be less. See the sign-up sheet in the front lobby at the meeting. You can also fax your order to Ruth & Harry at 602/837-0094 or send your order via mail to: Ruth & Harry Hoover, 16714 E. Gunsight, #155, Fountain Hills, AZ 85268. Their phone number is 602/837-0446 for further details.

THANK YOU ALL!

A Serbian proverb says, "Don't have 100 dinars (100 dollars) but have 100 friends."

Well, I am rich. During my unwanted ordeal, I have received a collective card, signed by MUFON friends, wishing me well. Thank you all for your concern. I never believed that I was so popular! A few months ago, I felt there was something wrong with me and I resigned my MUFON functions; not to be a burden to Alan and Tom. Finally, it was diagnosed that a benign tumor was causing all of the problems in my brain. Now it is gone after a successful surgery. I wish I could tell you what I have learned while I was in "limbo," like some profound philosophical thought or visitation by ETs. Nada! I just got bored and gladly went home. Now, being an old stubborn Serbian, I have recovered again and I am ready to catch UFOs! Once again, thank you to all my friends!

Jim Ossipov

Former Maricopa County Section Director

... you would like to contact Jim, you may reach him at 752-2280)

NOTICE

The June, 1999 issue of FATE magazine contains an outstanding article by Ruth and Harry Hover, Arizona MUFON members, concerning their trip to Egypt and their study of heiroglyphics.

MUFON Promotional Campaign Underway

By Jim Kelly

Maricopa County Section Director

MUFON has launched a drive to increase membership and has targeted two of the largest metaphysical stores in the valley. Both **Vision Quest** and **Jan Ross New Age Books and Gifts** have agreed to let MUFON place a 3-tiered document holder with MUFON meeting flyers in their stores in exchange for MUFON promoting their businesses by providing information flyers at each of our meetings. Starting in May, a special table will be set up for this information to be available to you. As an added bonus, **The Underground Bookstore** has also agreed to display MUFON flyers at its store.

Promotion is vital for MUFON to keep a strong Arizona chapter thriving in the valley. Please help by telling friends about our organization. Flyers will always be available to those upon request. The best way for you to support the organization is to attend the monthly meetings as frequently as possible. Thank you for your continued support!

BREAKING NEWS

Dr. Roger Leir Steps Down from F.I.R.S.T.; Sims Gathers New "Dream Team"

By Rob McConnell

(Courtesy of Rob McConnell and the 'X'-Zone Radio Show)

April 30, 1999-Pioneering abduction researcher Derrel Sims has asked for and received the resignation of colleague Dr. Roger Leir as Medical Director of Fund for Interactive Research in Space Technology, the partnership they formed in 1996. The team gained notoriety when they became the first to remove alleged alien implants in a controlled medical setting.

Sims stated that the medical responsibilities of FIRST are going to require professionals with a broader scope and experience than Leir possesses, who is a podiatrist. Sims is currently finalizing the selection of a team of medical, scientific, and other uniquely-disciplined

professionals to explore new research released from Saber, Sims' organization specializing in abduction research and the source for the original implant material.

As related in Dr. Leir's book, *THE ALIEN AND THE SCALPEL*, Sims and Leir met at a UFO convention where Sims was a featured speaker. The initially skeptical podiatrist agreed to help organize the surgical removal of an anomalous object from the foot of one of Sims' patients. Other surgeries followed, and Sims and Leir formed the FIRST partnership to focus on the medical and scientific analysis of the objects.

Recently, as part of the NBC special *Confirmation*, Sims and Leir consulted on the surgical removal of a possible alien implant. Although some of the testing results of FIRST's work have been available on their web site or discussed by other researchers, Sims stresses that "much more testing and research is needed before any conclusions can be drawn." To this end, he has formed strategic alliances with scientists from all over the world eager to contribute their expertise. A former private investigator, Sims is extremely concerned with the special handling, maintenance, and archiving of samples and artifacts. "Security and proper chain-of-evidence will be the hallmark for FIRST from now on," he promises. In addition, Sims has been invited by Helmut Lamaar of the Austrian Space Research Institute to head up MILAB abduction/implant work worldwide.

Meanwhile, Leir continues to serve as Section Director for the Ventura County chapter of MUFON. "Dr. Leir's participation in the surgeries and the follow-up has been an important part of FIRST," acknowledges Sims. "Now we are moving in an exciting new direction, with improved efficiency and resources."

A new web site, www.alienimplants.com, is currently under construction. In the meantime, please visit www.ALIENHUNTER.org or www.FIRSTevidence.org for news about FIRST and Saber projects.

Current UFO Cases and Sightings: Local and Worldwide

By Jim Kelly
Maricopa County Section
Director

Kenneth Fox has sent in the negatives from photographs that he has taken from his home near 295th Ave. and Grand. You might remember from last month's newsletter that Kenneth took a series of pictures that showed bright lights near the White Tanks Mountain range on March 19th and 20th of 1998. The negatives of the photographs were forwarded to Alan Morey for further examination.

National UFO Reporting Center Sighting Report 4/17/99, Los Angeles, California

A "V" formation of lights following a Los Angeles Airport flight path: "I saw a 'V' formation of white, round lights in a ninety degree angle with approximately five lights on one side and three lights on the other. This led me to believe it was either a large object traveling fast at high altitude with lights missing on one side, or a group of smaller, individual lights flying in formation at lower altitude. I'm going to say it was some sort of stealth plane because I don't know what it was. No trail, no sound. Low enough to make me wish it was higher!"

4/20/99, Santa Monica, California

"I saw two triangular shaped objects with circular lights along the left and right sides. Approximately 5 minutes later, I saw one by itself flying in the same direction. 5 to 10 minutes later I saw another further north of the first three. ALL were silent. The circular lights were much larger than those I can clearly see on commercial aircraft departing LAX.

"I was out for a smoke. Looking up towards the LITTLE dipper (I think) I noticed a commercial airline jet leaving LAX (as my job is under the departing

flight path for those flights heading east). My location was approximately 3/4 miles south of the 10 Freeway and 1/10 mile east of Pacific Coast Highway. 5-10 seconds later I saw something I had never seen before, like no other aircraft I'd known. The TWO aircraft I saw appeared to 'chase' the jet from LAX but appeared to be LOWER in altitude than the jet. Each of the two 'chase' craft had 5 or 6 circular lights along each edge (not the rear) of the craft. I couldn't believe what I saw. Convinced I'd seen something truly strange, I stayed outside to see what else I might see. 5 minutes or so went by and YES I saw another one! Flying in the same direction...this thing looked just like the first two I'd seen earlier. Thinking I might miss something, I stayed outside for another 5-10 minutes. Then, I saw a fourth, but this time something looked like it was chasing the 'spacecraft shape' I saw earlier and it was 'pinhead' in size compared to the larger craft. All of these craft I saw were the same size as the planes I see departing from LAX. I also live under the departing flight path of LAX as planes head east. I have seen a LOT of planes from LAX and this was like NOTHING I have ever seen before. I also have lived in the San Fernando Valley and have seen Stealth fighters exit Van Nuys airport when they leave from the yearly air show. I don't think these were Stealth. These craft were absolutely silent, nothing, no boom...nothing, yet I can hear just fine all of the jets and prop planes in the area. The circular lights did not blink but remained solid and were much larger than the lights I've seen on all the LAX jets, yet the craft was about the same size as an LAX jet. After I saw this FOURTH craft I alerted a co-worker, shaken a bit. We watched for 5 minutes or so, he went back to work, but I stayed and watched for an hour or so. I had seen all I was to see for the night."

4/18/99, Apache Junction, Arizona

"While leaving my brother's nearby home (approx. 1 mile from my own) I was at first struck by the beauty of the night sky. The crescent moon was bright enough to show the 'unlit' portion in silhouette. I then noticed that there was a blinking light near to the lower left of the crescent.

It seemed about as far away as the moon itself. At first I wondered if it were perhaps a star that was partly obscured by the moon, but it blinked red, yellowish-white and blue regularly. I informed my brother and his wife to observe it as well. As we watched it for about 5 minutes or so it moved slightly beneath the crescent itself. I came home, a drive of a couple miles tops, and grabbed my binoculars to observe it. It seemed to be in relatively the same position and viewing it through the binoculars confirmed that the object was outside the orbit of the earth. In fact, it seemed to be holding a position close to the moon itself. I continued to observe it for 10 to 15 minutes and the object maintained its position, continuing to flash in the same manner as before. I came in to phone a friend in central Illinois to see if he was able to observe the same thing near to the moon as I, but unfortunately the moon had already set from his vantage point. I came outside some short time later (about 21:40) and the object was still in the sky. However, its position was further below the setting moon than previously."

National UFO Reporting Center Case Brief Commercial Flight Crew Reports Being Burned by "Surge of Green Light"

Early Friday morning, March 12, 1999, Art Bell, host of the late night radio program, "Coast to Coast," reported on his program having just received a fax from an individual who identified himself as a crew member of a commercial jet airliner. In his message, the unidentified individual asserted that both he and another member of the cockpit crew had experienced a burning sensation of the skin on their faces shortly after having witnessed a peculiar green light in proximity to their aircraft at approximately 21:00 hours (CST) on Thursday night, March 11, 1999. At the time of the incident, the aircraft was in the northern mid-western United States.

On Saturday morning, March 13, The National UFO Reporting Center received a written report apparently from the same individual, which details the events of the alleged incident. This summary is based on the contents of that written report.

(Continued on next page)

(NOTE: All personal and professional information regarding the individuals involved in the reported incident is deleted here. This practice is in keeping with the policy of anonymity that the National UFO Reporting Center adheres to, and also in response to crew members' request to remain anonymous and unidentifiable. For simplicity's sake, the individual is referred to here as "he.")

SUMMARY: The individual described in his report the fact that both crew members of the airliner had been witnessing an "intense" display of the Northern Lights as they were descending for landing at a major metropolitan airport in the northern mid-western United States. The person adds that he had witnessed the Northern Lights on many occasions during his 10+ years of flying, so he was not paying a great deal of attention to the display. However, he comments that the display on the night of March 11 was of such intensity that it appeared to "stretch above and over the aircraft," and that the dramatic colors of the display—green, red, and blue—were reflected off the metallic surface of the aircraft.

The crew member then describes how both he and the other member of the cockpit crew were witness to a short-lived "pulse of green light," which appeared to be "very concentrated in a green 'ball,'" and which approached their aircraft from the north, apparently at a very rapid velocity.

Immediately following the event, all members of the cockpit crew began to experience a sensation on their faces, as if they had been "burnt by the sun." They reported this sensation to each other, at which point the crew immediately requested clearance to divert to a different altitude.

After the aircraft passed through a thin layer of overcast, the sensation of burning that the crew members had experienced seemed to them to disappear immediately. However, on the next day, the author of the report noticed that the skin on his face was "red and sore." The individual reports that he has made arrangements to see a physician about the skin condition. Also, he requested assistance in investigating the case.

The alleged incident occurred approximately 1-2 hours prior to a number of seemingly credible, and rather dramatic, UFO sighting reports received from the states of Illinois and Ohio.

SCIENTISTS LOCATE POSSIBLE SITE FOR MOON COLONIES

May 4, 1999

WASHINGTON (AP) - On Earth, the south pole may well be the worst place to live, but that region of the moon could be the best choice for future bases.

Three sites, located near the moon's south pole, provide nearly constant sunlight, the researchers report in the May edition of *Geophysical Research Letters*.

Having nearly constant light means the bases could use solar energy, reducing or eliminating the need for other energy sources, according to the team led by Dr. Ben J. Bussey of the European Space Agency in Noordwijk, Netherlands. They used data collected by the Clementine spacecraft.

In addition to the energy potential of the sites in the sun, there are nearby sites that are in constant darkness, the researchers added.

There is the possibility that water ice could be hidden in such locations, they reported. While the location of any moon base would depend to a great extent on the purpose of the base, the researchers found three strong candidates:

Site A is on the rim of Shackleton crater, and B is about six miles away on a ridge originating from that rim. Site C is on the rim of another nearby crater.

During the Moon's 708-hour day, A is in sunlight 80 percent of the time, B is lighted 70 percent of the time, and C about 65 percent of the time.

"There is only a period of 10 hours when neither A nor B are in sunlight," the researchers added. "Therefore, if solar arrays were placed in both areas and connected by a link (either microwave or cable) then a base at either site would receive near constant solar energy."

The temperature at the suggested sites is relatively constant because of the steady light and was estimated at about -64 degrees Fahrenheit. Engineers say it is easier to deal with a constant extreme temperature than one that is changing regularly, as would happen elsewhere on the moon with the regular changes from daylight to darkness.

In addition to Bussey the research team included Paul D. Spudis of the Lunar and Planetary Institute in Houston, Texas, and Mark S. Robinson of Northwestern University in Evanston, Ill.

Classic UFO Cases

The UFO mystery is firmly grounded in hundreds of "classic" cases, well-documented reports that have stood the test of time and thorough investigation. These reports generally include many or most of the following features: multiple witnesses, a physical evidence component, typical UFO configuration, extraordinary performance, no apparent conventional or mundane explanation, and documentation of witness testimony and supporting evidence.

The following examples, presented in chronological order, will be supplemented from time to time in this space. For more information, see references at the end of each case summary.

(Note the following recurring features: geometrical shape (usually discoidal or elliptical), structural features such as portholes or legs, shiny metallic-appearing surface in daytime, luminosity and/or bright illumination of the environment at night, body lights, light beams, hovering and swift darting motions both horizontally and vertically, physical traces or effects.)

AIR FORCE BOMBER ENCOUNTER WITH DISCS

Davis-Monthan AFB, Tucson, Arizona
May 1, 1952

Early in the 1952 UFO sighting wave, two discs approached and paced a B-36 bomber in the vicinity of Davis-Monthan AFB in Tucson, Arizona. On May 1, 1952, Major Rudy Pestalozzi, a base intelligence officer, along with an airman, looked up as a B-36 flew overhead and saw two shiny discs overtake the bomber, slow to its speed and position themselves alongside.

The bomber crew, startled by the experience, made an unscheduled landing at the base and were interrogated at length by Major Pestalozzi, who happened to be the base UFO officer. Members of the flight crew had crowded into the starboard blister aft of the wing and looked down at a slight to see the closest disc, which was lens- or double-disc-shaped and about 20-25 feet in diameter.

After about 20 seconds, the objects peeled off at an angle of 70-80 degrees from the flight path of the B-36 and sped away. Major Pestalozzi sent a comprehensive report of the incident to Project Blue Book. Within the next two months, the summer 1952 UFO

sighting wave reached a crescendo, generating national headlines and stirring up major Government interest, as radar repeatedly detected UFOs, and jet interceptors engaged in cat-and-mouse pursuits.

In 1966, Dr. James E. McDonald interviewed Pestalozzi and attempted to obtain his original report from the Blue Book files, but it was missing. The report was reconstructed as carefully as possible and re-entered in the files.

(See J. Allen Hynek, The Hynek UFO Report, New York, Dell Publishing Co., 1977, pp. 109-112, 292-294; McDonald files, University of Arizona Library; Project Blue Book files, National Archives.)

See next month's MUFON AZ Newsletter for another Classic UFO case!

The Frederick Valentich Disappearance by Paul Norman

(Note: This is one of the most mysterious and puzzling cases in UFO history. The following report has the entire control tower transcript of what occurred on that fateful day of October 28, 1978. Alien encounter? Alien abduction? You decide. Maybe this case will keep you awake at night as it has certainly done me on many occasions--- Jim Kelly)

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

During my travels and correspondence, I have found many false stories circulating around the world regarding this most important case. I have found that these inaccurate statements are coming from individuals at home and abroad. These are people who live

thousand of kilometers from the scene where the action took place, newcomers to the field, journalists who write about everything and are experts on nothing except misquotations and out of context reporting and last but not least "Professors of Impossibility" from the scientific community who have concocted preconceived opinions and have tried to make their ideas fit around them.

Frederick Valentich was not the only person who reported a strange object over and near Bass Strait that day and night. Researchers have found over fifty reported observations in that area which occurred before, during, and after his encounter. Most of this information would never have been found without the diligence of researchers from the Victorian UFO Research Society, based at Moorabbin, near the location from whence the mysterious flight originated. The Bass Strait Flap had been building up for over six weeks prior to the pilot's disappearance. The UFO flap reached a peak that very weekend of October 21st. More daytime sightings were reported that day than in any flap period that we have ever investigated. Many of these reports have been published in the VUFORS publication, AUSTRALIAN UFO BULLETIN, the MUFON UFO JOURNAL, the INTERNATIONAL UFO REPORTER, and other publications throughout the world. It is a confirmed fact that many UFOs were reported in the vicinity of King Island and the area around Bass Strait on that day and night. Two months prior to this fateful event, we were receiving increasing telephone calls from individuals reporting strange lights in the sky. About this time UFO reports were being passed on to the police and the King Island News. We were not aware of the reports occurring on this island until they were forwarded to us after news of the pilot's disappearance became known.

On that same day and night something strange was taking place in the

Melbourne and Victorian skies as well as over Bass Strait. That is the inescapable conclusion from startling file of evidence compiled by investigators in the vicinity.

Documented interviews with people from unrelated locations up to 300 kilometers apart told similar stories of round objects, star-fish shaped objects, and silver cigar shaped UFOs moving slowly in the sky, apparently with no visible means of propulsion, no wings, and no sound.

ACTUAL TRANSCRIPTION OF MELBOURNE FLIGHT SERVICE

The transcript portion of the communication between Valentich and Melbourne Flight Service as released by the Australian Department of Transport follows: (FS - Flight Service; DSJ - Frederick Valentich aircraft designation)

1906:14

DSJ

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

FS

Delta Sierra Juliet, no known traffic.

DSJ

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

1906:44

FS

Delta Sierra Juliet, what type of aircraft is it?

DSJ

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

1907

FS

Delta Sierra Juliet

1907:31

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

FS

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

DSJ

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

FS

Delta Sierra Juliet, no known aircraft in the vicinity.

1908:18

DSJ

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

FS

Delta Sierra Juliet

1908:41

DSJ

(open microphone for two seconds)

1908:48

DSJ

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

1909

FS

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

DSJ

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

FS

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

I

firmative.

ta Sierra Juliet, roger, stand by.

1909:27

DSJ

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

1909:42

FS

Delta Sierra Juliet, can you describe the er-aircraft?

DSJ

Delta Sierra Juliet, as it's flying past it's a long shape (open microphone for three seconds). It's before me right now Melbourne.

1910

FS

Delta Sierra Juliet, roger, and how large would the er-object be?

1910:19

DSJ

Delta Sierra Juliet, Melbourne, it seems like it's stationary. What I'm doing right now is orbiting and the thing is just orbiting on top of me also. It's got a green light and sort of metallic like, it's all shiny on the outside.

FS Delta Sierra Juliet

1910:46

DSJ

Delta Sierra Juliet (open microphone for three seconds) It's just vanished.

FS

Delta Sierra Juliet

1911

DSJ

Melbourne, would you know what kind of aircraft I've got? Is it a military aircraft?

FS

Delta Sierra Juliet, Confirm the er-aircraft just vanished.

DSJ

Say again.

FS

Delta Sierra Juliet, is the aircraft still with you?

DSJ

Delta Sierra Juliet, it's (open microphone for two seconds) now approaching from the southwest.

FS Delta Sierra Juliet

1911:50

DSJ

Delta Sierra Juliet, the engine is rough idling. I've got it set at twenty three twenty four and the thing is coughing FS

Delta Sierra Juliet, roger, what are your intentions?

DSJ

My intentions are-ah-to go to King Island-ah-Melbourne. That strange aircraft is hovering on top of me again (open microphone for two seconds). It is hovering and it's not an aircraft.

FS

Delta Sierra Juliet.

1912:28

DSJ

Delta Sierra Juliet. Melbourne (open microphone for seventeen seconds).

No official conclusion has been given for the strange sound which was heard that interrupted the last statement of the pilot.

The Valentich encounter is almost carbon copy of the experience of a four man crew aboard an Army helicopter who encountered a frightening event on 18 October, 1973, almost five years the day prior to the Valentich disappearance.

Captain Lawrence Coyne was flying near Mansfield, Ohio at 2500 feet when a crew member notified the captain that an object was approaching on a collision course. Coyne then initiated a Cont

descent to 1700 feet. The UFO took up a position just ahead of the helicopter which was flying at 100 knots. The pilot was amazed his helicopter was climbing even though his controls were in descending position. At 3500 feet there was a thump when the helicopter broke loose from the object.

During this period, Coyne tried to contact air fields nearby but both UHF and VHF frequencies had failed. Coyne also reported that his compass was rotating slowly. The shape of the object was described as cigar or long shaped and its maneuverability was identical to the one reported by Valentich. The instruments were later checked out in Cleveland and found to be satisfactory.

In this case Larry Coyne and his crew got back to tell the story; Frederick Valentich did not.

While military and civilian aircraft searched the area over Bass Strait, VUFORS investigators concentrated their efforts with interviews of witnesses who had reported objects they had seen flying that same day and night.

Some examples of reports follow: (Names are on file with VUFORS) Currie, King island, 2:00 p.m.: The sky was clear, except one large cloud directly overhead. Out of this cloud came an object similar to a huge golf ball about a quarter-size of the moon. The object was white or silver in color.

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

Beginning less than one hour after the King Island UFO was seen, twin cigar shaped objects were reported to be moving from west to east over Victoria, near Bass Strait. They were last seen about 4:30 p.m. when suddenly they changed color from silver to white, made a sweeping curve to the north and

sped away. The movement of these objects was traced by interviewing witnesses scattered along a flight path until the objects sped away. The observers nearest to the UFOs were almost directly under the objects. They described them to be about three-quarters the size of a Boeing 747 aircraft, joined together with two silver beams. They were last seen over the ranges near Cape Otway.

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

Publication of the photos brought "Professors of Impossibility" out of their arm chairs for another debunking attempt. They decreed that the photos showed "a cloud or a puff of smoke." VUFORS advisors quickly exploded this hasty announcement. The object appears only in two of the six pictures, taken while the camera was in automatic sequencing. The time interval between each photograph is confirmed by the setting sun's position. In the last picture, the so called cloud is already nine degrees into the shot. This means it would have been moving at 200 miles per hour. It is not possible for a cloud or puff of smoke to move at this speed on a calm day.

Communications between Valentich and Melbourne Flight Service were recorded from 7:06 to 7:12 p.m., before an unexplained sound abruptly terminated the voice communications. During that time, twenty people located in different areas around Bass Strait observed a green light in the same direction and at the same time the pilot was reporting the approach and description of an object

with a green light.

In addition, other reports have been forthcoming, such as: in the southern suburb of Frankston, a mother and four teenagers reported what appeared to resemble a sky rocket, although the object was stationary. The color appeared to be a mixture of red, pink, and white. The witnesses estimated the object to be a quarter-size of the moon.

The mother said that at the time of the sighting, she did not realize it was a UFO, until later when she learned that other people had seen the same object.

At the same time, a bank manager and his wife, while driving on the highway west of Melbourne, observed a star-fish shaped object out over the Strait. They noticed green flickering lights at the ends. The couple are of the opinion that it was the same object that Valentich was reporting before the strange sound jammed his radio transmission.

Another sighting was reported from Ormond, a suburb in southern Melbourne, occurring at 7:15 p.m. when lights were noted in a cigar shaped arrangement. The lights were described as looking like "silver rain" as they appeared to fall or else were turned off from top to bottom.

Two lads were out in the street communicating with their walkie-talkies when they saw a star-shaped object appear at a low altitude over their heads.

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

There were many other similar reports

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

An outstanding sighting was reported on Monday evening, 23 October, 1978, only two days later. It occurred at 9:00 p.m. as two families were preparing to leave the beach. They saw a cigar shaped light speeding low over Port Philip Bay, from the direction of Bass Strait. When it reached a position about halfway across the bay, between the observers on the Frankston beach and Williamstown on the opposite shore, the UFO flashed a brilliant white ray of light. Following this event a smaller red light was noted to have detached itself from the larger object. As the large UFO sped away to the north, the smaller red one flew at a much slower speed toward the beach where the observers were standing. As the smaller object approached the beach, the nine people observed that the object was shaped like a star-fish with red lights at each tip. They could also hear a low humming sound as it flew nearby. When the red lighted UFO was a mile or so past the group, it stopped in mid air for a few minutes. It then accelerated away at a much faster speed in the direction of Bass Strait where the larger lighted object had first appeared. One of the best indications from observers that a UFO was involved in Frederick's experience came a few years after the event when four witnesses came forward to report sighting both the aircraft and the UFO flying directly above the Cessna. They had hesitated reporting outside their immediate friends because of fear of ridicule. They came forward when they did because the information bore on their conscience.

An uncle, his son, and two nieces were out bit hunting at Cape Otway. A niece looked up and saw the green light and called to her uncle, "What is that light?" The uncle looked up and answered, "An

airplane light." The niece then said, "No, the light above the airplane." Frederick was the only pilot flying in the area at that time. Sight of the airplane and object was lost when they flew behind the hills. This sighting completely rules out all speculations and fictitious stories - other than that a UFO was involved in the pilot's disappearance.

CONCLUSIONS

The Frederick Valentich encounter provides an excellent case for study. It is an incident that can be compared with several other encounters where objects have revealed similar characteristics, such as magnetic effects, ignition failure, as well as communication failures, etc. There is no doubt in my mind that the disappearance of Frederick Valentich and his Cessna was caused by a UFO. I do not know whether he went up, down, or was disintegrated. The electromagnetic effect from the UFO may have stalled his engine (since he did report the engine was rough-idling or "coughing") and caused him to crash into the water. There is also the possibility that the mystery sound which ended the transmission between Melbourne Flight Service and the pilot was the sound of his aircraft in the early stages of disintegration. Another possibility is that his radio frequency may have been jammed deliberately by persons or entities.

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WAYWARD SATELLITE NOW SPINNING OUT OF CONTROL

By Robin Suriano
FLORIDA TODAY

CAPE CANAVERAL, Fla. (April 14, 1999) - Already stranded in a useless orbit, an Air Force spy satellite was spinning out of control Tuesday as chances of saving it grew slimmer, military officials said.

The troublesome spinning is keeping ground controllers from extending the satellite's four solar panels, presumably because of fears they could break off.

As a result, the 4,500-pound spacecraft is draining its on-board batteries. The craft's mission will be over soon if the solar arrays can't be extended in time to replenish the dwindling power supply.

Air Force officials would not say Tuesday how much battery time is left or why the satellite is spinning, maintaining the botched launch might still be salvaged.

"We are trying all means to do so," said Carol Searson, a spokeswoman for the 50th Space Wing at Schriever Air Force Base in Colorado Springs, Colo., where the spacecraft is controlled.

The \$250 million Defense Support Program satellite was carried into space Friday by a Titan 4 rocket launched from Cape Canaveral Air Station.

Although the Titan worked fine, the launch ultimately failed when a motor attached to the spacecraft did not place it in its final orbit about 20,000 miles above Earth.

From that height, the craft would have joined a constellation of DSP satellites that detect missile launches and nuclear detonations worldwide.

The Air Force still is assembling an investigation board to study the mishap.

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