

AUSTRALIA.

Delta Sierra Juliet... this was the call sign which belonged to a flight involved in an extremely significant aerial event over Bass Strait in Australia, during the year of 1978.

Those familiar with archived events in ufology world wide would be well versed with the event which took place on the 21st October 1978.

Local time was 18:19 hours when a 20 year old, Class 4 instrument rating pilot by the name of Frederick Valentich took off from Moorabin Airport in the state of Victoria, Australia.

Frederick had completed a flight plan for a night flight to King Island, Bass Strait. Bass Strait is situated between Australia and Tasmania. The flight plan called for an altitude below 5000 feet to be maintained.

The aircraft involved was a Cessna 182 and had enough fuel for five hours flight time.

It was not long into the flight when Frederick observed four landing lights, or so he thought. As it was reported widely in the print media and also the TV and radio media, this was to be Fredericks final flight on this Earth. The rest is history.

The following events are now firmly logged in the annals of documented history concerning UFO's

One only has to search the internet for the dialogue of the fateful events which occurred that October evening.

However, the official transcript is behind closed doors in the Department of Transport division, situated in the state of Victoria.

This is a landmark case of a young pilot observing unknown lights which encircled his craft and finally, only after a metallic sound was heard, the flight of the Cessna ended. To this day, no one knows where Frederick is.

Maybe he is in a parallel universe still functioning as a sentient entity. That is a point to ponder.

1978 features once more, with an anomalous report given by pilots en route from Darwin, Northern Territory, to Singapore.

One hour before sunset, towering cumulus clouds were observed by the crew of this large 767 passenger jet. Cumulus clouds are often visible in tropical areas of the world.

However, one particular bank of cloud seemed much larger than the surrounding clouds.

The pilot reported that, off to his right hand side - about thirty to forty miles away - he observed a large object appearing out of the towering cloud. The object seemed to be about two hundred feet high at the time and was shaped like half a rugby ball. The object was reported to be metallic in substance, with the evening sun reflecting from the surface. The pilot said that 'It just stayed there for a while, then retracted back into the cloud'.

"We called the captains attention to this event and he said 'Right..... right'"

The flight service director was then called up to the front flight deck and was asked "What do you think of that?"

The flight director looked at each of the pilots, said "I'm not here" and promptly left the cabin.

When asked if a report was logged regarding the event, the response was a resounding "No" also with the comment that the event was not discussed again. 'It was like it never happened'"

"I know things were reported to colleagues, but now there is the opportunity to report such events" the pilot said.

Let us now move from aerial transport to terrestrial tracks, in the form of the Australian National Freight Train.

One particular evening approximately twenty years ago, the Australian National Freight Train was on its way to Perth in Western Australia. It was negotiating the enigmatic Nullarbor plain when half way through the journey 'dancing lights' were reported by the crew. These lights seemed to move from left to right in front of the train. The crew could not estimate how far away these spheres where. Not long after, they started to experience problems with the train. The engine was going constantly, but power was not being transferred to the wheels. It took over two hours for the problem to be fixed. When the repairs were finished the lights disappeared.

Is this yet another inexplicable event caused by the visitation of entities of light?

Here is yet another account on the Nullarbor.

Truckies in Australia are not known for flights of fancy. They tell it like it is. One night a truckie reported that he was seeing what he thought was another truck, quite a distance behind him. For quite some time the driver was trying to talk to the

approaching truck, as drivers out in the 'never never' communicate with each other via CB radio. From this vehicle, apparently behind, nothing was heard.

Usually lights behind can be seen in the right, outside mirror. What the person found most unusual was the fact that with these lights, they rapidly came very close and were visible in both right and left mirrors. This could only happen if there were two vehicles approaching behind or two motorbikes with a single beam on each bike.

It was only on further inspection that the driver discovered nothing behind his vehicle at all, the lights simply went up. To where, who knows?

Yet another report was given by a mining manager. The person described attending a BBQ with other mining managers. At some point in time the subject of sightings was mentioned. One interesting comment was related that 'they' seemed to follow the line of mineral load. This has been reported on many occasions when lights have been observed where mineral traces are abundant.

Again Australia and New Zealand was to be featured on the world wide stage of ufology.

"Let's hope they are friendly" was the description used by a T.V. crew from channel O in Melbourne Australia, when commissioned to tape an incident which occurred over New Zealand in January 1979.

This is a brief clip from Australian Associated Press.

The New Zealand Air Force strike squadron has been put on standby to investigate any further sightings over the country. This move follows the sighting of a UFO 13,000 feet over the N-W of the South Island.

An Australian crew filmed the object from an Argosy freighter plane.

The film had been screened in Australia and Britain.

Wellington airport radar picked up several unexplained signals in the Clarence River area of the South Island. The lights were tracked by Argosy's outward flight from Wellington to Christchurch.

“We were just re-creating a similar flight which spotted UFOs on the night of December 20, 1978” Captain Startup said. He then told of a bright white light which appeared to be tracking the plane. “No one in their wildest dreams thought we would actually see anything”.

“We were a little frightened when we were told by Wellington radar that we had one on our tail”

Again, that account was reported world wide. A transcript of the entire incident is easily available.

Incidents of unexplained aerial phenomena are ongoing to this day. One noticeable change is the reticence of the print media to cover such events. We have been told many times by powers that be - whoever they are - that “We don’t want to panic the public”.

Recently in Adelaide, South Australia, several photographs have been taken of craft, hovering low, over treetops. Dogs have been heard to react in an agitated manner. Again, more footage has been taken in Brisbane, Queensland of orbs moving in a sentient manner, reported extremely close to office blocks. These daylight orbs were witnessed by several office staff.

On the 1st day of October 2005, photographs were taken of anomalous objects hovering over the sea in South Australia. These objects defy all known laws of physics. How can they hover, stay silent and at the same time hold such a low altitude?

One can only ask the question “How much more proof do we need?

These sightings are abundant and on going. They are reported by the whole spectrum of society. Accounts have been reported by academia, pilots and the general public. We have video footage, photographs and witness testimonies.

It seems patently obvious that Australia joins a plethora of countries throughout the world, reporting inexplicable aerial events.

From all States and the Territory, in the outback and the cities, from Tasmania and New Zealand, people, without doubt, are observing phenomena not of this earth.

Have they suffered angst from these aerial displays of light? I think not.

“Where is the proof?” is a question often heard from the uninformed. I would like to reply to that statement.

The proof is documented, abundant and accessible, for all to see. The onus is on those individuals with open minds to pursue and evaluate these enigmatic phenomena.

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