

# ANNIVERSARY AERIAL ENCOUNTERS

Eight civilian aircraft "accosted" by an aerial object — or objects — twelve months to the day after the Supercaravelle case.

*Juan J. Benítez*

Our correspondent is a journalist with a Bilbao newspaper. Translation from Spanish by Gordon Creighton.

A TOTAL of eight civilian Spanish aircraft have been "accosted" by UFOs in a period of just one year. Thus, as we have reported previously in FSR, an aircraft of the TAE Company was forced off its route (from Palma de Mallorca to the Canary Islands) and virtually obliged to touch down at Valencia when pursued by an object some 200 metres long.\* That "incident" at Manises caused the Spanish Workers' Socialist Party to present a threefold question to Parliament.

Now, precisely one year later, not one, but *seven* commercial aircraft have encountered more "Unidentified Flying Objects." This new incident occurred on the evening of November 11, 1980.

## Interview with Comandante Ramos

The first report of the incident reached me through my good friend Andreas Faber-Kaiser, Director of the prestigious review *Mundo Desconocido*. The truth is that, despite the many years that I have spent in UFO investigation, this new encounter in the Spanish skies has struck me as most mysterious. . .

How could it possibly be, I asked myself, that the world-famous incident at Manises should be repeated precisely one year later?

Wasn't this, I felt, just *too much* of a coincidence?

The first accounts that came to me spoke of *five* UFO encounters over Spain during the evening of November 11, and all the sightings were from the same area of our country — North-East.

The aircraft involved in this multiple case were the following:—

An Iberia 727, flying from the Province of Asturias to Barcelona. This machine, without question, was one of those most affected by the appearance of the UFO.

The second aircraft was also an Iberia 727, en route from Barcelona to Athens.

The third machine, British, was proceeding through Spanish airspace en route from England to Alicante.

The fourth machine, apparently an air-taxi, had just taken off from Palma de Mallorca and was over the Mediterranean, bound for Marseilles.

The fifth was a Transeuropa aircraft en route from the Balearic Islands to Bordeaux via Reus.

A few days after I had commenced my enquiries into these cases, I was able to verify that the number of planes that had encountered the UFO(s) was in fact not five but *seven*. For there had been two other Iberia 727s (Nos. 1831 and 1800 to be precise), both of them flying the shuttle service between Madrid and Barcelona.

The statements gathered so far from the members of the various crews suggest that *either* seven different UFOs were involved, all with very similar features, or, as certain other pilots have suggested to me, it was *one sole UFO*, capable of such speed that it could travel hundreds of miles in just a few minutes.

Let us however look at the testimony of one of the *Iberia Line* captains — the veteran pilot Ramos — who was en route that evening from Asturias to Barcelona:—

**Comandante Ramos:** It was 6.40 p.m. We were flying at about 10,000 ft.\*\*, and I think, if my memory serves me aright, that we were in the vicinity of Maella. The Second Pilot was at the controls at the time.

**Question:** Was it already dark?

**R:** We were just in the last few minutes before sunset. Behind us, big clouds were building up, and ahead of us, towards Barcelona, it was already night. And, at 6.40, when we were about 108 miles from the Barcelona VOR, "it" appeared. . . At first, we took it for another 'plane.

**Q:** Why did you do that?

**R:** We saw a green light, and we thought it must be the green light carried by 'planes on the starboard wing. But this supposed 'plane was coming straight at us. . . The Second Pilot, who was at the controls, said "Look!" It was coming towards us at an angle of 230° — which means to say, almost on a collision course.

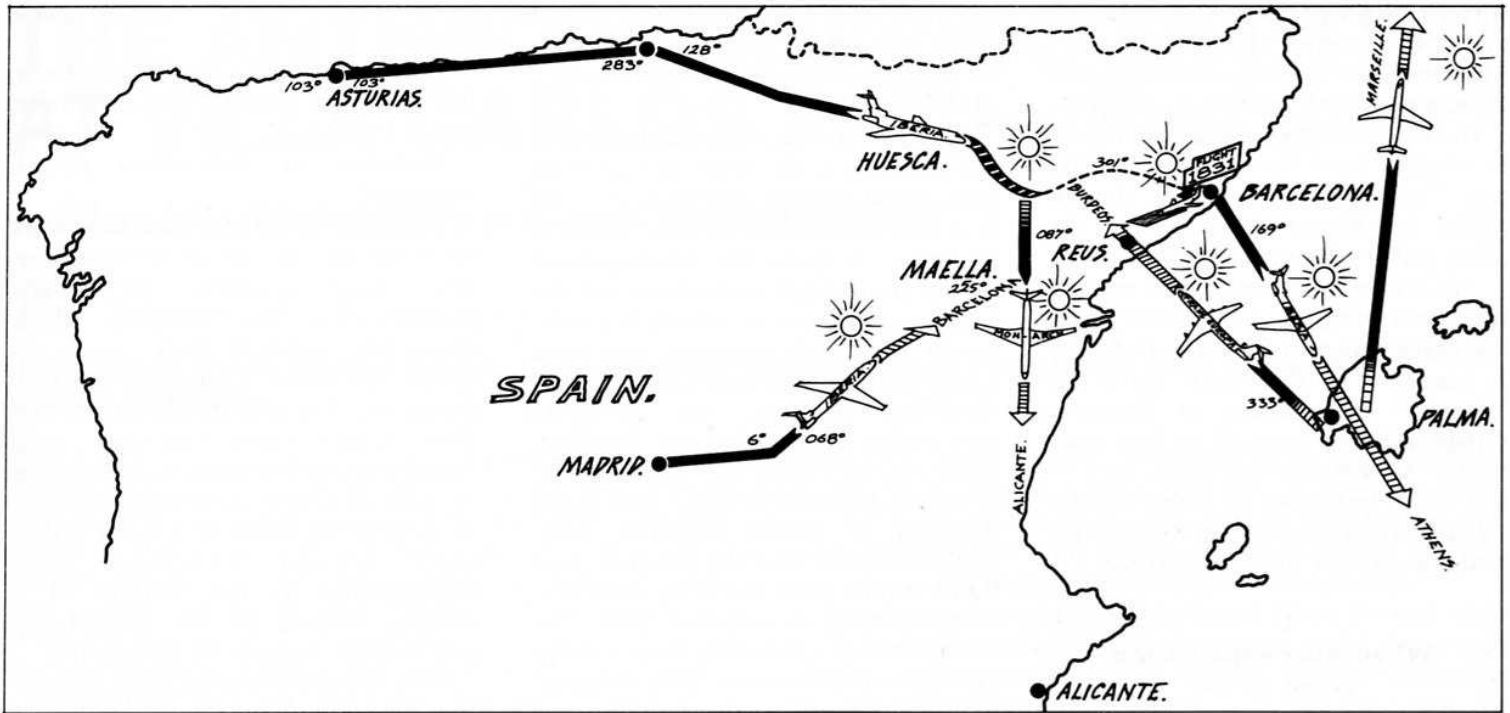
**Q:** Head-on to your 'plane?

**R:** Not exactly head-on. A bit to our left. In aeronautical parlance, at 10 o'clock or 10.30 to us. Well, as I have said, the thing was there. And getting closer and closer. It was like a sphere. Or rather, like an enormous soap bubble. When I saw it, it was almost on a level with us and coming straight for our 727. I made an instant reflex movement. The Second Pilot had switched off the automatic pilot, and I pushed the controls forward and we dived.

**Q:** Do you think the object would have collided with your 'plane if you had continued on at that level of 31,000 ft.?

\* See FSR Vol. 25, No. 5 (published March 1980).

\*\*[Suggest this should be 'metres' rather than feet — ED]



**Northern Spain: the various flight-paths and sighting locations.**

**R:** Well, to tell you frankly, no, I don't think so. But anyway, just in case, I did a dive of 300 or 400 ft.

**Q:** In other words, you went down a bit more than 100 metres?

**R:** Yes, more or less.

**Q:** Did the passengers know about the UFO?

**R:** I think not. One reason being that the object had appeared from virtually right ahead of us, following the longitudinal axis of our own machine. And in that position it would have been very difficult for the passengers to see it.

**Q:** And did they see it later?

**R:** No, I don't suppose they saw it then either. The whole thing happened just in a minute or less. The sphere or "soap bubble," coloured a very bright green on its surface, crossed our course and when we dived it made off towards the South. It was then that we saw it was emitting other lights.

**Q:** The first reports I got spoke of a "burst" of light.

**R:** I didn't see any "burst" of light. The one thing I can assure you of is that there *were* other lights on the UFO. When it passed close to us we also saw a second ball — or whatever — close to the big one, but much smaller in size.

**Q:** Were there other crew members on the flight-deck with you?

**R:** Yes. Beside the Co-Pilot, there were two flight mechanics. They all

saw it. Then I asked Barcelona Flight Control if there was any other traffic in the area. They replied that there was only an English machine bound for Alicante.

Shortly after that another 'plane came in on the radio. I think, if my memory is not at fault, that it was a *Transeuropa*. And he also asked Barcelona if there was a "green traffic" on his flight route. Then I talked to the *Transeuropa* 'plane and told him what had just happened to me.

#### Under intelligent control

The other 'plane to which Comandante Ramos referred was, indeed, the *Transeuropa* 1474, bound from Palma to Bordeaux via Reus. The UFO, with features identical to those described by the crew of the Iberia 810, on the Asturias-Barcelona flight, was seen by the crew of the *Transeuropa* 'plane when they were 60 miles from Reus and still over the Mediterranean. The course on which the greenish sphere was flying was "as though going to land at Palma."

The curious thing about it all, as I have said, is that this same fast-flying bright green sphere with a dark nucleus was seen at the same time from five other aircraft but all of them at different points in the north-

eastern quadrant of the Iberian Peninsula. How could that be?

According to the reports I have received, the British aircraft — *Monarch 148* — bound for Alicante, crossed the path of this same greenish sphere when near Maella.

As for the air-taxi whose crew also saw the UFO — although I have not yet managed to get confirmation of this — it seems from the reports that the air-taxi was at the time over the so-called "Punto Lima," en route from the Balearic Islands to Marseilles and at an altitude of 12,000 ft.

The crew of the *Iberia 350*, bound from Barcelona to Athens, also testified to having seen the mystery object. As also did the crews of the other two Iberia Line machines that were on the shuttle service Madrid-Barcelona.

It seems that the crew of one of the last-named two Iberia 727s (it was the *1831*), sighted the UFO when their 'plane was still on the ground. The Captain of *1831* signalled to it by flashing his landing lights and the UFO at once "went out" and vanished from the sight of the *1831*'s crew.

In conclusion, I can say that other eyewitnesses — whose names I am not authorized to reveal — also saw one of these luminous green spheres when it was coming down towards one of the runways of the Barcelona

Airport. From what I have heard, the UFO came right down and "buzzed" the runway, and then shot up again straight away into the sky.

In the opinion of the eyewitnesses to whom I have been able to speak, this "sphere" behaved as though under intelligent control. As the pilots put it to me:—

*"It is totally impossible for a machine that comes along in a horizontal flight, then changes course when one aircraft takes an evasive dive, then comes down and 'buzzes' the runways at Barcelona Airport and then turns off its light when another plane flashes light signals at it — it is totally impossible for a machine that does all these things to be anything else but controlled by some type of intelligence."*

### What other explanation is left to us?

And the truth is that the pilots are right. Faced with the necessity of seeking a logical and terrestrial explanation for this multiple UFO phenomenon which occurred over north-eastern Spain on the evening of November 11, 1980, what is left to us?

Could it possibly have been the fall of an artificial satellite or a space capsule, as has been suggested by

certain "armchair ufologists" filled more with malice than with any true interest in clarification and discovery of the truth?

As any averagely well-informed person knows, the entry of that type of material into the atmosphere — be it a satellite or the debris from a rocket — is generally accompanied by fire resulting from friction and the high temperatures to which it is subjected. But such remains, far from maintaining horizontal flight, always develop oblique or vertical trajectories in their descent. Furthermore, in the event that such a piece of debris had reached the Barcelona Airport, it would logically have exploded on hitting the ground. And there would have been no difficulty about finding its remains. But now — and much more than that — who on earth would conceivably imagine that one of these artificial satellites or a piece of debris could buzz one of the runways of the Barcelona Airport, and then take off again into the air?

In short, this case presents such a culmination of strange circumstances that one can only be left agreeing with the pilots who witnessed the staggering passage of the shining green sphere: *"It was obviously*

*controlled or 'manned' by some intelligence."*

But then — what could have been the nature of that UFO — or those seven UFOs?

Russian or American secret weapons?

I greatly doubt the likelihood that these two powers would be exercising any "secret weapons" they might possess over the territory of a sovereign, foreign state, such as Spain. And there's much more that I doubt too. I doubt the likelihood that they would carry out any such hypothetical experiments in the close vicinity of seven passenger aircraft, and even less likely do I think it that they would conduct such experiments in the middle of a civilian airport of the importance and traffic volume of Barcelona!

One thing I know for sure, namely that the civilian air pilots, like the Air Force pilots, are wont to possess a bit too much grey matter in their heads to believe that sort of thing.

Then what else have we got left?

Simply what I have gone on repeating till I am blue in the face (and what still constitutes for many folk little short of a piece of outright heresy) — **Machines crewed by beings that have nothing whatsoever to do with our world.**

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# THE ANTHROPOMORPHIC ENTITY AT VILLA CARLOS PAZ — Part 2

## A Classic Argentinian Case re-examined.

*Dr. Oscar A. Galíndez*

Illustrations based on sketches by Don Benjamín Galíndez Senr. Translation from Spanish by Gordon Creighton.

IN Part 1 of this paper, which appeared in *Flying Saucer Review* Vol. 26, No. 5, an account of the phenomena reported at Villa Carlos Paz on June 14, 1968, and subsequently investigated by my father and I, was given in considerable detail. These phenomena were the red lights seen outside the Motel "La Cuesta" by the owner Sr. Pedro Pretzel, and the strange entity encountered inside the motel by his daughter, Senorita María Elodia Pretzel.

Readers of FSR are reminded that the only versions previously circulated<sup>1</sup> were based on reports which appeared in Argentine newspapers and journals.<sup>2,3</sup>

### VII. Other witnesses?

At about 1.00 a.m. on the same day, June 14, 1968, a woman neighbour of the Pretzels, Dona Cándida Alvarez Paz de Ramirez, saw a whitish light near her house.

Senora de Ramirez (now deceased) was 64 years old at the time, and the house where she was living lies at a distance of some 70 or 80 metres to the north-east of the Motel La Cuesta.

What she saw was a vivid whiteness on a piece of wasteland lying towards the N.W. from her house and adjacent both to her own property and to the area where Senor Pretzel had observed the two red lights (see Fig. 2). She thought the glow must be due to her outside garden lights. She thought that maybe her son-in-law, Senor Roberto Barrigó, had just gone out a few minutes previously and had left the outside lights on. She therefore

decided not to turn them off herself, as he might soon be coming back, and also because it was a very cold night and the light switch was itself outside the house. She concluded in short that the matter of the light she had noticed was not important, and she retired to bed.

But when, next morning, she heard of the Pretzel affair which had taken place during that same night, Senora de Ramirez asked her son-in-law whether by any chance he had left the outside lights turned on during the night. To which he replied that he had not. And, he added, in any case the outside lights had not been on when he returned to the house.

The waste site on which Senora de Ramirez had seen the bright light was at that date (but is no longer today) a piece of irregular and very uneven terrain. It was the same place which, as we have related, Sr. Pretzel had considered to be a highly improbable location for parking any sort of vehicle that might have been bearing the two red lights that he had seen during the night.

The house of Senora de Ramirez (today occupied by her daughter and son-in-law, Roberto Barrigó) is only 100 metres from the spot where — five minutes later — Sr. Pretzel estimated the two red lights on the National Highway No. 20 (see Fig. 2) to be.

But according to Sr. Pretzel the lights he saw were not on the wasteland but on the road, being reflected on its surface. On the other hand the light seen by Senora de Ramirez was on the wasteland and, in any case, it was, she said, white and not red like the lights seen by Pretzel.

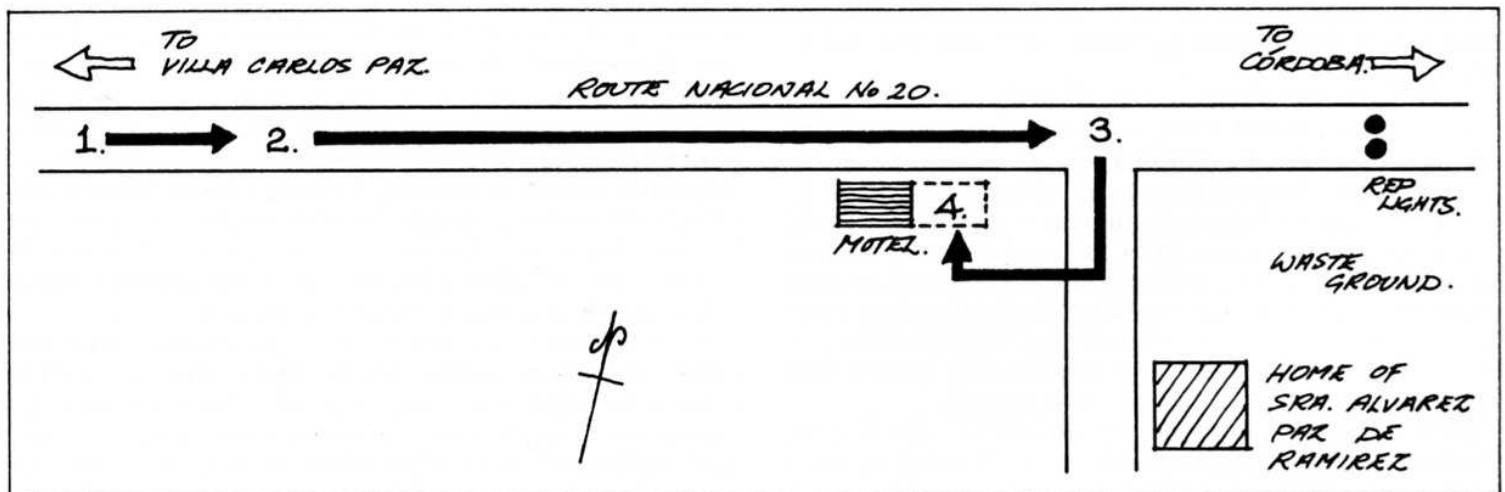


Figure 2 (repeated from Part 1): Route taken by Sr. Pedro Jacobo Pretzel. At (1) he was returning home from the town centre. At (2) he sees two red lights at 400m from him. At (3) he was only 70m from the lights. At (4) he leaves his van in the motel car park.