

# ENCOUNTERS IN SPANISH AIR-SPACE BETWEEN AIRCRAFT AND UFOS

*J. Plana Crivillén (C.E.I., Barcelona), FSR Consultant*  
(Translated from Spanish)

**I**N this work we propose to present to those who are interested the problem of encounters, at varying degrees of proximity, between aircraft in flight (civilian as well as military) and UFOS.

To constitute this dossier, we have selected *fifteen cases*, all from Spanish air-space, which stand out as especially representative of this particular category of occurrences. All fifteen of them are well documented cases with high reliability indices in respect of trustworthiness, "strangeness", and quality in general.

What we aim to bring out principally are the main features of the behaviour of the UFOS towards aircraft, inasmuch as, by a thorough-going study of such behaviour, we may be able to arrive at conclusions of great importance and significance regarding the possible nature of the UFOS themselves.

The pilots who report these encounters are professionals of great capability and highly trustworthy — generally men with thousands of hours of flying experience, who are familiar with all the types of occurrence that may crop up while they are in the air. They are well-educated people, and trained to be good observers, people who would never dare to risk their own reputations by giving vivid descriptions that did not correspond to the true reality.

In many cases, these eyewitness reports from pilots are supported by other technical evidence, such as simultaneous radar recordings of the phenomenon, which serve to reinforce the veracity of the events described by the pilots.

The various types of behaviour by the UFOS as described, repeated as they are in case after case, provide valuable data which we need to interpret with all the necessary skill.

## CASE NO. 1

DATE: December 1965

PLACE: Vicinity of San Pablo Airport, Sevilla.

TIME: 2.30 a.m.-3.15 a.m. (Duration 45 minutes.)

WEATHER: Fine night, clear sky.

AIRCRAFT: A commercial transport *Convair CV-440 Metropolitan* of the AVIACO Company, on a night-flight, Madrid-Sevilla-Málaga, along Air-Lane R-10. CREW: Captain Vicente Roa, former Spanish Air Force officer. Second Pilot: Alfonso Gonzalez Romero (13,000 hours of flying).

PHENOMENON OBSERVED: Tubular-shaped object some 50 m. long. Luminous fluorescent white colour, surrounded by a halo of light. Outline somewhat hazy. Object then changed shape, becoming *discoidal*, with a sort of cupola on its top, and colour changed to bluish.

DETECTION BY RADAR: *Positive*. By Military Radar Station EVA-3 at Constantina (Sevilla). (The radar of the aeroplane itself was not switched on at the time.)

ADDITIONAL DATA: The object was also observed by some 20 people in the control-tower and the airport installations.

ACCOUNT OF THE INCIDENT: As the *Convair CV-440* arrived over the River Guadalquivir in its approach to San Pablo Airport, EVA-3 Radar Station

informed the pilots that they had an unidentified object on their starboard side, flying parallel to the *Convair*. The *Convair* had begun its descent and was at a height of 2,400 m. The pilots caught sight of the object, at a distance of two or three kms., flying a little lower than themselves, and it proceeded to accompany them for ten minutes at a speed of some 440 km/p.h., until they touched down. Then the pilots went over to the control-tower and, together with the personnel on duty there, watched the object, stationary and disc-shaped, at a distance of about 5 kms, and at a height of 12 m. above the top end of runway no. 27. After remaining stationary for half an hour, the object made a move towards the right and then rose to an altitude of around 2,400-2,700 m., behind the control-tower. When the *Convair* took off again for Málaga, the pilots made a turn and headed towards the object, but it at once shot off towards the NW (300° or 330°). The EVA-3 radar operators informed the pilots that it vanished from the radarscope (which has a 330 km. range) in two or three seconds, from which it was calculated that the UFO's speed had been around 33,000 km./p.h.

SOURCE OF REPORT: *Encuentros en Montaña Roja*, by J.J. Benítez, pub. in *Colección Varía* by Plaza y Janes S.A., Esplugues de Llobregat (Barcelona), 1981, pages 100-104.

## CASE NO. 2

DATE: June 9, 1967.

PLACE: Above Extremadura Province (West-Central Spain).

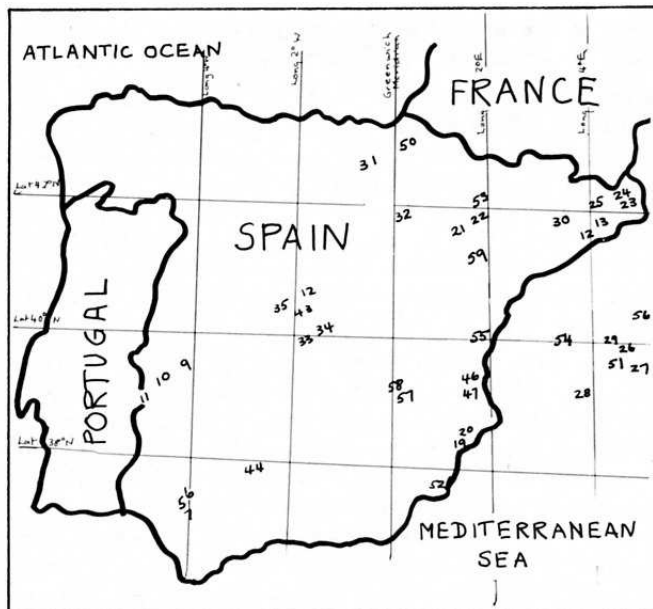
TIME: Day. (Duration: over 30 minutes.)

AIRCRAFT: Two jet training-craft, *Lockheed T-33A Shooting Stars*, of 73 Group of the Jet School at the Air Force Base of Talavera La Real (Badajoz Province, W. Spain); and two *North American F-86F Sabre fighters*, of 104 Squadron at the Torrejón de Ardoz (Madrid) Air Base. All Spanish Air Force craft.

CREWS: Lt. Bayardo Abós, pilot-instructor at the Jet School, flying in a *T-33A Shooting Star*, plus three other pilot officers.

PHENOMENON OBSERVED: "Strange object corresponding to no known type".

ACCOUNT OF THE INCIDENT: While piloting a *T-33A* fighter, Lt. Bayardo Abós, together with a companion who was flying in another machine of the same type, saw a strange flying object when they were at 1,200 m. over Extremadura Province. Both aircraft approached the object, which was stationary, and tried to identify it. It gave no response to the pilot's signals. They noticed that each time they passed above the strange craft their radios were blotted out by interference (similar but not identical with the noise produced by storms), which interference ceased when the aircraft moved away from the object. The two officers reported the encounter to the Talavera Air Base, from where the matter was reported to the Air Defence Headquarters at Torrejón de Ardoz (Madrid). At once two of the fastest *F-86F Sabre* fighters took off from



1. Madrid
2. Barajas Airport, Madrid
3. Paracuellos del Jarama, Madrid
4. Torrejón de Ardoz Spanish Air Force Field, Madrid
5. Sevilla
6. San Pablo Civilian Airport, Sevilla
7. EVA-3 military radar station, Constantina, Sevilla
8. Málaga
9. Extremadura Province
10. Talavera La Real
11. Badajoz
12. Barcelona
13. Rubí
14. Las Palmas
15. Villa Cisneros
16. Tenerife
17. Santa Cruz de Tenerife
18. Grand Canary Island

19. Alicante
20. EVA-5 military radar station, Alcoy, Alicante
21. Zaragoza
22. EVA-1 military radar station, Inogés, Zaragoza
23. Gerona
24. L'Estartit, near Gerona
25. EVA-4 military radar station, Rosas, Gerona
26. Balearic Islands
27. Majorca (= Mallorca)
28. Ibiza, Majorca
29. EVA-7 military radar station, Sóller, Majorca
30. Cataluña Generality
31. Logroño
32. Moncayo Mountain Massif
33. Toledo
34. EVA-2 military radar station, Villatobas, Toledo
35. Getafe, near Madrid
36. Spanish Sahara (El Aaiún)
37. Canary Islands
38. Tenerife
39. Las Palmas (Gando Air Traffic Control Centre)
40. EVA-8 military radar station, Mt. Pico de las Nieves, Grand Canary Island.
41. Ampuriabrava
42. Playa de Aro
43. Pals
44. Córdoba
45. Fernán Núñez
46. Valencia
47. Manises Airport, Valencia
48. Island of Lanzarote
49. Arrecife (on Isle of Lanzarote)
50. Pamplona
51. Palma de Mallorca (Majorca)
52. Cabo de Palos (Murcia Province)
53. Huesca Province
54. Columbrete Islands
55. Castellón
56. Minorca
57. Albacete
58. Los Llanos Airport, Albacete
59. Province of Aragón

Torrejón. The two *T-33* trainers were much slower than the mystery object, which was now no longer stationary and had moved off (at over 940 km./p.h.), and kept stopping and then moving off again as the two fighters approached.

When the two *F-86Fs* arrived on the scene, their two pilots and the two pilots of the trainers *all experienced an identical phenomenon: namely, interference with radio*. Moreover the object they were pursuing now stepped up its speed (to over 1100 km/p.h) and was clearly of a totally unknown nature. Finally the object suddenly shot straight upwards at an unbelievable speed and was instantly gone from sight.  
SOURCE: Report in C.E.I. Archives.

#### CASE NO. 3

DATE: September 10, 1967.

PLACE: Rubí region, 11 kms. NW of Barcelona.

TIME: 6.00 p.m.-6.03 p.m. (Duration 3 minutes.)

AIRCRAFT: A *Douglas DC-6* commercial transport owned by the British company Air Ferry Ltd., in flight from England to Mallorca. Air-lane: UB-31.

CREW: Captain F.E.C. Underhill. Second Pilot: B. Dunlop.

PHENOMENON: Object "shaped like an inverted cornet", with a rounded base and the top pointed. Appearance metallic.

RADAR RETURN: *Negative*.

THE INCIDENT: The *DC-6* was cruising at about

500 km/p.h. and at an altitude of 5,300 m. The two pilots and the other two members of the crew perceived a strange object at 30° to their port side. It was moving westwards rapidly at a slightly lower altitude than they were at. Then it performed a turn and, reducing speed, approached the *DC-6* from the front and then passed beneath its starboard wing, finally vanishing to the south. The two British pilots estimated its speed at about 1100-1290 kms./p.h. They reported the strange encounter forthwith to the Barcelona Air Traffic Control Centre, who told them there were no other aircraft airborne in the Zone, apart from themselves.

SOURCE: Ms. Book (unpublished): *La Universidad y los Platillos Volantes. (The University and the Flying Saucers)*, pages 219-221. In C.E.I. Library.

#### CASE NO. 4

DATE: March 14, 1968.

PLACE: Las Palmas — Villa Cisneros — Las Palmas (Canary Islands).

TIME: 9.00 p.m.-11.15 p.m. (Duration 135 minutes.)

WEATHER: Clear sky at Villa Cisneros. Some cloud at Las Palmas. No moon.

AIRCRAFT: A *Fokker F-27* "*Friendship*" commercial transport of the Spantax Company, serving the regular route Las Palmas — Villa Cisneros — Las Palmas.

CREW: Captain Andrés Ciudad Aldehuela. Second Pilot: Francisco Andreu.

PHENOMENON: Shining white spherical object, changing colour at times to pale red or slightly orange, emitting great flashes and intensely bright. Probable size: about 10 m. in diameter.

ADDITIONAL DATA: The object was also seen from the Villa Cisneros Airport by many people, including:-

Air Traffic Officer Eusebio Moratilla,  
Major Hontanillo, Medical Surgeon,  
The Service Chief of the Airport,  
An Officer of the Foreign Legion,  
The newspaperman Mario Jambrina.

The object was watched from the control-tower with 7 x 50 binoculars. Some days later the Air Ministry issued an official note confirming the occurrence, and they made an investigation.

ACCOUNT OF THE INCIDENT: As the *Fokker F-27* was commencing its approach to the Villa Cisneros Airport, at a height of about 600 m. the two pilots observed on their port side, and close to them, a bright sphere which was accompanying them and flying parallel to them. When they landed, it made off at great speed and vanished. It had escorted them for four minutes. An hour later, the aircraft took off for the return flight to Las Palmas, and while it was taxi-ing out from the parking site at the top of the runway, the UFO flew over the control-tower and halted right above the nearby barracks of the Foreign Legion.

When the *Fokker F-27* took off, the UFO approached them, and took up position on their starboard side and accompanied them almost as far as Las Palmas — somewhat more than an hour's flight. The sphere maintained the same altitude as the aircraft, between 4,200 and 4,800 m., and the same speed as theirs — about 420 kms./p.h. At times it climbed or descended, or changed colour, from white to orange, always keeping at a distance of some 7-9 kms. to the starboard of the *Fokker*. The pilots watched it in amazement, for its changes of altitude were at an astounding speed. When the *Fokker* started its descent towards Las Palmas, the sphere vanished into the clouds.

SOURCE: *Encuentro en Montaña Roja*, pub. in *Colección Varia* by Plaza y Janes S.A., Esplugues de Llobregat (Barcelona), 1981, pages 93-99. Also newspaper *La Vanguardia*, March 17, 1968.

#### CASE NO. 5

DATE: September 17, 1968.

PLACE: Tenerife — Las Palmas Air-Lane. At 74 kms. from the Las Palmas/Gando Airport (Canary Islands).

DATE: 11.00 p.m.-11.05 p.m. (Duration: five minutes.)

AIRCRAFT: *Fokker F-27 "Friendship"* commercial transport of the Spantax Company. On Flight No. 220, Tenerife-Las Palmas.

CREW: Captain Julián Rodríguez Bustamante. Second Pilot: José Luis Ibáñez.

PHENOMENON OBSERVED: Bright spherical object. Diameter: 3 m. Emitting an intense almost "metallic-looking" bluish-green coloured light in rapid intermittent bursts.

RADAR RETURN: *Negative*.

FURTHER DATA: During that same night, while distant some 160 kms. from the Canary Isles, people aboard two *DC-9* planes of the Iberia Line, the one plane flying the Sevilla-Tenerife route and the other flying the Sevilla-Las Palmas route (Captain Rafael Gárate being the pilot of the second aircraft) saw an immense bright green "explosion" between Tenerife and Grand Canary.

ACCOUNT OF THE INCIDENT: The *Fokker F-27* was already very near the coast of Grand Canary, flying at 2,700 m. and at a speed of 480 kms./p.h., when the pilot looked out through a porthole and saw a point of light far away in the sky. Suddenly, the point of light was heading at high speed on a collision course straight towards the aircraft, and in a matter of seconds, or indeed of deci-seconds, it had arrived and halted suddenly without any prior deceleration and took up position near their port wing, remaining there at a distance of about 20 or 30 m. from the aircraft. The pilots were astounded, for such a manoeuvre seemed impossible and they were already awaiting the impact. Then they noted that the intensely green glow emitted by the object was penetrating into the entire interior of their aircraft, absorbing the red and white lights of the cockpit and the passengers' cabin.

Among the passengers were the U.D. Las Palmas football team. They, and all the other passengers, had a clear view of the object on the port side of the *F-27*, where it remained for about three minutes, accompanying them over a distance of some 18-22 kilometres. Then the object performed a sort of turn and dropped to a lower level, but then rose up again to the level of their port wing. Then it made off at an incredible speed towards the north from whence it had come, and was finally gone. The pilots had reported the encounter to Air Control in the Canary Islands, who were able to offer no explanation.

Pilot Bustamante sent an official report on the affair to the Air Ministry, who forbade them to make any public statements about it.

SOURCE: *Encuentros en Montaña Roja*, by J.J. Benítez, published in the *Colección Varia* by Plaza y Janes S.A., Esplugues de Llobregat, (Barcelona) 1981, pages 79-84. Also newspaper *Diario de Las Palmas*, September 18, 1968.

#### CASE NO. 6

DATE: November 4, 1968.

PLACE: Barcelona — Alicante (Air-Lane UB-28).

TIME: Night. Duration more than 15 minutes.

AIRCRAFT: An *Aérospatiale Caravelle* commercial plane of the Iberia Air Line. Flying regularly between London and Alicante on Air-Lane UB-28.

CREW: Captain Juan Ignacio Lorenzo Torres, former pilot officer of the Spanish Air Force, with 9,000 hours of flying to his credit. Second Pilot: Juan Celdrán García. Flight-Mechanic: Cuenca Paneque.

PHENOMENON: Spherical object with two spheres beside it laterally. The central sphere 1 m. in diameter, the other two spheres 0.50 m. in diameter. Intensely vivid white and red colouring changing to blue and then to grey. The light pulsating "like some sort of interlaced veins inside it" ... "giving the appearance of some living thing breathing".

DETECTION BY RADAR: *Positive*. The Military Radar Stations EVA-1 at Inogés (Zaragoza, Province of Aragón, N.E. Spain), EVA-4 at Rosas (Gerona, N.E. Spain), EVA-5 at Alcoy (Alicante, S.E. Spain), and EVA-7 at Sollér (Mallorca, Balearic Islands) all picked it up.

ADDITIONAL DATA: On the following day, in Barcelona, Colonel Aleu, Head of the Cataluña Air Sector, requested a full report from the pilot, and told him that the military radars of the Eastern Zone of the Iberian Peninsula had registered the movements of all three spheres, and he stated specifically that the speeds at which the echoes moved were "incalculable". Finally, one of the spheres had vanished upwards, he said. The second had vanished from sight when it had gone 37 kms., and the third had vanished at a still more distant point than that.



ACCOUNT OF THE INCIDENT: The *Caravelle* was flying at an altitude of 9,300 m. near Barcelona, and at a speed of about 750 kms./p.h. The Barcelona Air Control Centre told them to descend to 8,400 m. The two pilots at once began to keep a watch on all sides, expecting that this meant there was another aircraft near them. Very soon they observed a powerful light approaching at tremendous speed from in front of them, and it took up a position some 10 m. in front of the nose of their aircraft. It appeared like a body consisting of three spheres, and it adjusted its speed to that of the *Caravelle*. The vividly intense light invaded the entire cabin. Then the object moved away momentarily, only to approach again forthwith and, to the amazement and terror of the pilots, it started to perform all manner of evolutions around the *Caravelle* (right-angle turns, loops, sweeps in hyperbolic and parabolic curves, "jumps" from one position to another, incredibly tight turns, etc., etc.). This went on for ten minutes, all of it performed at a speed that it was almost impossible even to follow with the human eye and that would have destroyed any human being that was inside the UFO as it exceeded the limit of 5 "g"s positive or negative.

According to the pilots' statements, the movements of the objects defied all the laws of physics.

Then the *Caravelle's* crew turned on all their outside lights and began to flash powerful signals, turning on and off their Taxi Way lights more than twenty times. The UFO responded in like fashion: when the *Caravelle* switched on all its lights, the UFO increased its own brightness. When they turned their lights off, it diminished its brightness.

*This was an exchange of signals, a communication.*

Finally, the object performed a turn, and vanished at great speed towards the Balearic Islands. The *Caravelle* continued on its course and landed in Alicante safely.

SOURCE: *Encuentros en Montaña Roja*, by J.J. Benítez. Published in the *Colección Varia* by Plaza y Janes S.A., Esplugues de Llobregat (Barcelona), 1981. Pages 247-254.

#### CASE NO. 7

DATE: November 4, 1970.

PLACE: Air-space between Logroño and the Moncayo Mountain Massif. (Region of La Rioja — Zaragoza, N.E. Spain).

TIME: 11.15 a.m.-11.45 a.m. (Duration 30 minutes.)

AIRCRAFT: Two Spanish Air Force *North American F-86F Sabre* fighters of 102 Air Defence Squadron based at Zaragoza were on a regular training flight practicing air interception.

CREWS: Captain-Pilot Sáez Benito and Pilot-Lt. Luis Carbayo Olivares (the latter subsequently to be a Commander with the Spantax Air Line). Both very serious, trustworthy men, with outstanding records of service.

PHENOMENON: An egg-shaped object, in a vertical position, with a sort of "crest" on top and two square windows at one-third of its height. Metallic appearance. Its diameter approximately 25 m. No propellers or trail visible, nor any sort of engines that might be driving it.

DETECTION BY RADAR: *Positive*. Military Radar Stations EVA-1 at Inogés (Zaragoza) and EVA-2 at Villatobas (Toledo) picked it up.

ACCOUNT OF THE INCIDENT: In the course of a joint exercise with the U.S. Air Force, the two *F-86s* were flying in tight formation seeking a supposed enemy aircraft that they were to intercept, guided to it by ground-radar. Meanwhile, the Radar Station in-

formed both pilots that an echo which had appeared on its screen was moving at an unusual speed and in an unusual fashion.

At first the pilots of the two fighters failed to detect the object themselves, but later, when they were returning to Base, they saw a bright glow high up in the sky. Thinking it was a U.S. Air Force *F-4 Phantom* jet of the "enemy" force, they headed for it in order to carry out the simulated combat. They started to climb and, over Logroño, they found that it was a strange object and that it was heading straight towards them. The two fighters, which were now at 11,000 m. altitude and doing 1,000 kms./p.h., made for the "egg" with a view to taking a turn around it and coming upon it from what they supposed to be its "rear".

But then the object, as though reading the intentions of the two pilots, began at fantastic speed to make rings *around them* instead, after which it took up position right on their tails. After that, no matter what manoeuvre they tried, they could never get behind it. Every time they attempted to do so, the "egg" always managed to manoeuvre so that it continued to sit right behind them. In the opinion of the two pilots, it was unquestionably under control and it moved as though completely familiar with the techniques of aerial combat.

The pilots reported the matter to the Ground-Radar installations, and two of the stations replied that they had a "fix" on the object. Both the pilots felt great apprehension in view of their defenceless situation in the face of this apparatus of an unknown technology, both of the fighters being in any case quite unarmed for either attack or defence.

Finding that they were now running low on fuel, the pilots decided to head quickly back to their Base at Zaragoza, and commenced the descent accordingly. Then, to their amazement, they found the object was still following them and clinging to their tails. When they had travelled 90 kms. with the "egg" behind them, and were at a height of 600 m. near the Moncayo Massif, they saw the object shoot straight upwards at a speed they reckoned "unheard of" for any terrestrial craft, and vanish from sight, this manoeuvre also being seen on the Ground-Radar. The two *F-86s* then flew on and landed without further incident.

SOURCE: Report in C.E.I. Archives. Book, *El Síndrome OVNI (The UFO Syndrome)*, by Fernando Jiménez del Oso, in *Colección Documento*, published by Editorial Planeta S.A., Barcelona, 1984, (pages 52-53).

#### CASE NO. 8

DATE: 1971. Month and day unknown.

PLACE: Air-Space between Talavera La Real and Getafe (i.e., Badajoz area and Madrid).

TIME: 3.00 p.m.-3.15 p.m. (Duration: 15 minutes.)

WEATHER: Broad daylight. Cold. Sky partly overcast.

AIRCRAFT: Four aircraft of the Spanish Air Force: A *Lockheed T-33A Shooting Star* training jet of the 73rd. Group of the Jet School at the Talavera La Real Air Force Base (Badajoz, West Central Spain), and three *Lockheed F-104G Starfighter* pursuit craft of the 104th. Squadron of the Air Force Base at Torrejón de Ardoz (Madrid).

The mission of the *T-33A Shooting Star* was to carry out an IFR (instrumental) flight from Talavera to Getafe. The mission of the three *F-104 Starfighters* was to go up and intercept an unknown flying object which had been detected, and for which the alert had been sounded.

CREWS: In the *Lockheed T-33A Shooting Star*: Captain Tudor and Captain Cobaleda, both pilot-instruc-

tors at the Jet School, each with some 8,000 flying hours to his credit, in various types of aircraft.

PHENOMENON OBSERVED: An oval-shaped object some 30 m in diameter. Emitting a very intense fixed light. Giving off no trail or smoke.

ACCOUNT OF THE INCIDENT: The two pilots in the *T-33A Shooting Star* trainer were at 4,500 m. and doing 600 kms./p.h. when they perceived a strange bright mass at an estimated distance of 100 m. or so from their port wing. Despite the fact that it was broad daylight, the object was emitting an intense luminosity. It adjusted its speed to theirs, and flew along parallel with them. Then the two pilots, alarmed, called up the Torrejón Base on their radio, and at once the three *F-104G* fighters were sent up with the task of intercepting and identifying the strange object. When it had been accompanying the trainer for 15 minutes, and only seconds before the arrival of the intercepting fighters, the object vanished at an unimaginable speed. The three *F-104G* fighters then escorted the *T-33A* trainer for the rest of its flight to Getafe.

SOURCE: Report in C.E.I. Archives.

#### CASE NO. 9

DATE: January 1972.

PLACE: El Aaiún — Tenerife Air-Lane (i.e., Sahara to Canary Islands).

TIME: Night. Duration 22 minutes.

WEATHER: Sky clear. Visibility excellent.

AIRCRAFT: A *Fokker F-27 "Friendship"* commercial transport of Iberian Air Lines. On regular flight between El Aaiún (Spanish Sahara) and Tenerife.

CREW: Command Pilot (unnamed). Second Pilot: Javier Pardo Checa.

PHENOMENON OBSERVED: Discoidal object "shaped like a dish with a cup on top of it". Size: about 35 m. diameter. Extremely bright white colour, particularly around periphery. Had two fixed lights, one red and the other white, both of which lit up intermittently. No opening or other structural details observed.

RADAR DETECTION: *Positive*. Detected by the Air Traffic Control Centre at Las Palmas/Gando, and probably also by the EVA-8 Military Radar Station on the Pico de las Nieves mountain in Gran Canaria Island.

ACCOUNT OF THE INCIDENT: Three minutes after the *Fokker F-27* had taken off from El Aaiún, and when it was at 1,200 m. and climbing, and travelling at about 450 kms./p.h., the two pilots observed a luminous discoidal object with a cupola coming up towards them *from the sea*. (N.B.! Translator.) When the unknown object was at their altitude it remained there, at a distance of about 7 kms. from them. At first the pilots thought they were going to collide with it, and they took evasive action, but the object continued near them. For some minutes the pilots put the *F-27* through various manoeuvres, climbing, descending, putting on speed, etc., but they were unable to shake it off. Finally, they got back on course, at 3,500 m. and reported to Air Control Centre, Las Palmas, accordingly, where they were told that the Centre had also made radar contact with the object.

The UFO accompanied the *Fokker* for 22 minutes, after which it vanished at a speed described by the pilots as unbelievable.

SOURCE: *El Síndrome OVNI (The UFO Syndrome)*, by Fernando Jiménez del Oso, published in *Colección Documento* by Editorial Planeta S.A., Barcelona, 1984. Pages 47-48.

#### CASE NO. 10

DATE: July 16, 1973.

PLACE: Region of L'Estartit (Gerona, Cataluña, N.E. Spain).

TIME: 6.30 p.m. — 6.42 p.m. (Duration: 12 minutes.)

WEATHER: Clear sky with a few *strati* at around 1,400 m. Visibility: better than 30 kms. Temperature: warm and dry. Broad daylight, and the Sun just setting in the West.

AIRCRAFT: A light aircraft, *Cessna 88*, being used for firefighting, under contract with the I.C.O.N.A. The machine was flying from Ampuriabrava to Playa de Aro, in order to go and help to extinguish a forest fire. CREW: pilot; Miguel Romero Fernández de Córdoba, aged 32.

PHENOMENON OBSERVED: Solid, smooth object shaped like an egg with its lower part sliced off, in an upright position, and rotating on its axis. Colour: greenish from the top to half-way down. Thereafter orange, and then reddish below. Radiating light. Width: about 10 m. Height: about 20 m. It was emitting a sound resembling powerful, sustained thunder, much louder than the noise of the *Cessna's* engine.

FURTHER DETAILS: Simultaneously, the entire region experienced an electricity black-out. When the *Cessna* pilot got back to Ampuriabrava, he was very shaken and disturbed by the experience which he described to various people, including Commander Raga, Officer in charge at the EVA-4 Military Radar Station at Rosas (Gerona), who said to him that he was "not the first, nor would he be the last, to see such things".

ACCOUNT OF THE INCIDENT: The *Cessna* was flying at 1,000 m., and at a speed of about 160 kms./p.h., on a 210° (SW) course, and was about 14 kms. to the north of L'Estartit when the pilot sighted, on the same level as his own machine, and a little bit ahead of him on his starboard side, a strange object which, from that moment onwards, began to keep company with him while performing numerous sweeps around his *Cessna*, always keeping its position between a maximum distance of 100 m. and a minimum of 10 m. from him, and all the time at speeds of not more than 180 kms./p.h. This impressed the pilot powerfully, and inspired in him an acute sense of fear and indeed a sense of being *hypnotically attracted* to the object as he gazed at it. He contacted his base, and said he was having "difficulties" (without indicating exactly *what*) while continuing with his efforts to escape.

He went down in a dive to as low an altitude as 200 m., but without success. Then he even thought of making an emergency landing on the nearby beach at Pals, near L'Estartit. Then, however, the object suddenly climbed away at an immense speed and vanished into the sky.

To his great fear — indeed his anxiety and panic — the *Cessna* pilot had noticed that at various moments his radio had gone totally dead. So he had in fact removed his earphones, which had enabled him to hear the vast noise emitted by the object.

SOURCE: C.E.I.'s "STENDEK" BULLETIN, No. 14, pages 2-5. Report in C.E.I. Archives.

#### CASE NO. 11.

DATE: About 1976. Month and day unknown.

PLACE: Air-space over the Province of Córdoba (S.W.Spain).

TIME: From midnight until 12.05 a.m. (Duration: five minutes.)

AIRCRAFT: A *Piper PA-31 Navajo* executive light



plane, owned by a private air-taxi company. On flight from Sevilla to Valencia.

CREW: Pilot Officer Teodoro-José Ferreira.

PHENOMENON OBSERVED: A red luminous object. No other details observed, except that the red light was intermittent, with a strange rhythm.

RADAR DETECTION: *Positive*. By EVA-3 Military Radar Station at Constantina (Sevilla.)

ACCOUNT OF THE INCIDENT: The *Piper* was flying at an altitude of about 3,000 — 4,000 m. and at a speed of about 350 kms./p.h. when, after passing over the city of Córdoba, the pilot observed a red light approaching him on his port side. Thinking it to be another aircraft, he signalled to it with his floodlights, by way of greeting, and also to notify them of his own presence. The unknown light did not respond, but took up a position somewhat behind the *Piper* on its port side, and began to follow, on a parallel course.

The pilot called the Air Control in Sevilla and told them that he had a strange light beside him. They replied that there was no other aircraft in the Zone. On the pilot's insistence, however, the Sevilla Air Control contacted the EVA—3 Military Radar Station, where the Air Force confirmed that *they* had the object on their radarscopes, and the *Piper* pilot was duly notified to this effect.

Five minutes later, the object vanished from the vicinity of the *Piper*. Then the pilot was informed by Sevilla Air Control that, according to information received from the military at EVA-3, the UFO had flown over the *Piper*, and had vanished at an unheard of speed in the direction of Fernán Núñez, a town to the south of Córdoba. *According to the radar records, the UFO had covered some 93 kilometres in just three seconds, with the result that its speed could be calculated at around 70,000 kms./p.h. with no possibility of error.* The object had then remained stationary in the sky over Fernán Núñez for some time, before moving off very slowly on a S-N course. These details were passed by the Sevilla Air Control Centre to the *Piper* pilot, who continued on his flight and saw nothing more of the red light.

SOURCE: *Incidente en Manises (Incident at Manises)*, by J.J.Benítez, published in the *Colección Realismo Fantástico* by Plaza y Janes S.A., Esplugues de Llobregat (Barcelona), 1982. Pages 120-123.

#### CASE NO. 12.

DATE: May 1977.

PLACE: Between Arrecife (Island of Lanzarote) and Las Palmas (Grand Canary Island.) (Air-Lanes G-5 and B-14.)

TIME: Starting at 9.30 p.m. Ending at 9.55 p.m. (Duration: 25 minutes.)

WEATHER: Sky clear, with a few clouds near Las Palmas.

AIRCRAFT: A *McDonnell Douglas DC-9-30* commercial transport of the Iberia Air Line, on a regular flight between Arrecife and Las Palmas.

CREW: Captain: Rafael Gárate, former Air Force officer for eleven years, piloting *F-86 Sabre* and *F-104 Starfighter* combat aircraft, with 18,000 hours of flying. Also a Second Pilot, and a Cargo Attendant.

PHENOMENON OBSERVED: Luminous oval object, of extremely bright, vivid yellowish-white hue. "Size of a football". (*balón*).

ACCOUNT OF THE INCIDENT: The *DC-9-30* had just taken off from the Arrecife Airport and, when airborne, had banked with the sea on the starboard side. When it was at a height of 750 m. and was circling in

a climb to reach its prescribed flight level, the two pilots saw a light beginning to come towards them from the area above the adjacent mountains, growing larger and more luminous as it approached. The Second Pilot and the Cargo Attendant both became extremely nervous. The pilot ordered light-signals to be flashed. When this was done, the object stopped approaching, and kept its distance. Then it rapidly shot straight up vertically, and passed over the *DC-9-30* and took up position on their port side.

The *DC-9-30* was meanwhile at an altitude of 3,000 m., and travelling at 750 kms./p.h. From then on, the object accompanied them for twenty minutes, flying parallel to them and at the same speed. *The pilot attempted to make telepathic contact with the hypothetical crew of the object (seeing it was clearly being intelligently controlled) but with no success.*

Shortly before landing at Las Palmas, just as they were completing their approach run, the unknown object vanished among the clouds.

SOURCE: *Encuentros en Montaña Roja*, by J.J.Benítez, published in the *Colección Varia* by Plaza y Janes S.A., Esplugues de Llobregat (Barcelona), 1981. Pages 21-25.

#### CASE NO. 13.

DATE: March 10, 1979.

PLACE: Madrid Region.

TIME: 1.35 p.m. — 1.40 p.m. (Duration: five minutes.)

WEATHER: Sky clear. Wind calm. Visibility: 10 kms.

AIRCRAFT: A *McDonnell-Douglas DC-9-30* commercial transport of the Aviaco Company. On flight from Pamplona to Madrid.

CREW: Captain: Antonio Miralles, former Pilot-Captain, Spanish Air Force, Inspector and Flying-Instructor. Second Pilot: José Antonio Silva do Porto, pilot since 1956, having flown more than 50 types of aircraft, with a total of 9,000 flying hours, being also a chemist and a professional person connected with the press and TV. Also the Air Hostess María Aburto, herself a qualified pilot.

PHENOMENON OBSERVED: Oval-shaped object some 100 m. or so in diameter. Colour: very bright luminous white.

RADAR DETECTION: *Positive*. Picked up by Air Traffic Control Centre at Paracuellos del Jarama (Madrid) and probably also by Military Radar Station EVA-2 at Villatobas (Toledo) and also by the radar at the Air Force Base at Torrejón (Madrid).

ACCOUNT OF THE INCIDENT: At 1.30 p.m., as the *DC-9-30* was approaching the Madrid VOR, bound for the Barajas Airport, the pilots heard on their radio that another of the Iberia Company's planes, which was ahead of them and had come up from the south of Spain, had reported an unknown object following them on their port side. The Paracuellos Control Tower replied that they too had had the said object on their radarscope since 11.30 a.m., and that they did not know what it was; that they had reported all this to Air Defence Headquarters at Torrejón.

When the *DC-9-30* was approaching the CPL ("Charli-Papa-Lima") VOR, at an altitude of 1,500 m. and a speed of 500 kms./p.h., they were informed by Control of the presence of the unknown object ahead of them. Far off, the pilots could see "a continuous flashing point of light, of an extraordinary brightness" approaching and increasing in size as it came.

On receipt of the authorization to come in, the *DC-9-30* started to descend to 1,200 m. and reduce speed to 480 kms./p.h., wheeling around meanwhile on to a NNW course (330°.) The object was then situated

some 10 kms. to the aircraft's port side and accompanying them on a parallel course, which confirmed what the Radar Station people had said.

The object accompanied the *DC-9-30* for 25 kms. during its descent, adjusting its speed down to the successive changes in speed of the aircraft as the latter went from 480 kms./p.h. to 260 kms./p.h., and maintaining the same flight level as the *DC-9-30* until the latter was very low. As soon as they reached Barajas, they lost sight of the object behind the buildings.

The pilots went to lunch, and later a traffic-controller came to see them and explained that the object had been in the Zone for two hours, approaching aircraft and following them on down during their landing manoeuvres. He also told the pilots that, at about 2.05 p.m., the object had departed along the airport's entrance-lane (i.e., in a prohibited direction.) Reaching the "Charli-Papa-Lima" VOR, on a 150° course, the object then turned west and went 30 kms. to the "air-spot" dubbed "Yebra", where it split up into three totally separate objects which remained for some time, flying around over the Zone. Then the three objects joined up again to form one object, before vanishing from sight at an incredible speed.

All these movements described had been recorded on the radarscopes.

SOURCE: *Encuentros en Montaña Roja*, by J.J. Benítez, published in the *Colección Varia* by Plaza y Janes S.A., Esplugues de Llobregat (Barcelona), 1981. Pages 192-200.

#### CASE NO. 14.

DATE: November 11, 1979.

PLACE: Palma de Mallorca — Valencia Route. (Air-Lanes UW-20 and G-30.)

TIME: 11.05 p.m. — 11.30 p.m. (Duration: 20 minutes.)

WEATHER: Sky clear. Visibility unlimited. Wind calm.

AIRCRAFT: An "Aérospatiale Super-Caravelle" commercial transport of the Spanish Air Transport Company TAE, Registration No. EC-CUM. Flight JK-297, from Salzburg (Austria) via Palma de Mallorca and Santa Cruz de Tenerife, to Las Palmas on Grand Canary Island.

CREW: Captain: Francisco Javier Lerdo de Tejada, aged 34, former Spanish Air Force pilot with eight years service in the Air Force and over 8,000 hours of flying time. Second Pilot: Ramón Zuazu, aged 28, former Pilot Officer, with nine years of service in the Air Force and some 3,000 hours of flying. Flight-Mechanic: Francisco Javier Rodríguez.

PHENOMENON OBSERVED: Object of indefinite shape, apparent size about 200 m. wide, with two very powerful fixed red lights, one at each extremity.

RADAR DETECTION: Positive. EVA-5 Military Radar Station at Alcoy (Alicante) and possibly also EVA-7 Military Radar Station at Sóller (Mallorca) picked it up.

ADDITIONAL DATA: Prior to the sighting of the object, an unintelligible distress signal had been received at 11.03 a.m. on the radio emergency channel, and was localized as coming from 74 kms. to the N.E. of Valencia, off Sagunto. The source of same was never discovered. After the aircraft had reached Manises, three unknown lights were seen in the sky, from the Air Base there, by about 40 civilians and several military people, notable among them being:-

The Airport Director, Aeronautical Engineer Miguel Morlán,

Air Traffic Officers Salvador Tomás Rubio and José Miguel Gallardo,  
Air Traffic Controllers Evelio Tabernero, Bernabeu, Generoso, and others.

That particular sighting lasted about two hours. The pilots of the *Super-Caravelle* and personnel of the Manises Airport made statements about it to the Air Force authorities who investigated the case.

ACCOUNT OF THE INCIDENT: After making a stop at Palma de Mallorca the *Super-Caravelle* took off at 10.47 p.m. At 11.02 p.m. it was over Ibiza, at 6,300 m., and climbing at 800 kms./p.h. At 11.05 p.m. the pilots observed, at a distance of about 18 kms. on their port side, two red lights heading towards them on a 250° course (NW.) The aircraft was now at 7,500 m and still climbing, having passed Ibiza (28 kms. behind). The object with the two lights was at an altitude of about 4,500 m. and approaching them at high speed. When they asked the Barcelona Air Traffic Control Centre about it, the Controller Jorge Latonda stated that there were no other aircraft in the Zone. The object then came to a distance of some 700 m. from the port side of the *Caravelle*, and the *Caravelle* then went up to 8,400 m. Very scared by the danger of a collision, the pilots climbed further to 8,700 m., and then maintained that height, at a speed of 800 kms./p.h. Meanwhile, the Military Radars were registering an echo from a large unknown object near the *Caravelle* and moving parallel with it.

Then the object moved ahead of the *Super-Caravelle* and halted, and then returned, and then rose first and afterwards descended — all this with stops, and brusque accelerations impossible to achieve at 800 kms./p.h., the speed that the *Super-Caravelle* was doing. At times the object halted and waited for the aircraft to catch up with it. And then, accelerating from zero to 800 kms./p.h., it continued to escort the aircraft at a distance of about 300 m. At 11.11 p.m. the pilot decided to change course and make for the Manises Airport at Valencia, and he informed Barcelona Control accordingly, at the same time notifying them of all that had been happening. Then the object with the two lights came at them again on a collision course and at an incredible speed. The pilot turned, to a 310° course (N-NW) and proceeded to request authorization to land at Manises. The time was now 11.16 p.m.

After their evasive move to starboard, the *Caravelle* descended to 7,500 m. and headed for the Manises Airport. In the very instant that they turned, the military radars showed an abrupt descent or fall of the UFO by 3,00 m. in merely 30 seconds, which means a speed of about 3,600 kms./p.h.

When the *Caravelle* descended to 6,900 m., the object again took up position on their port side, but this time at a distance of some 9 kms. or so, and it continued to escort the aircraft until the latter was down to 4,500 m. Then, when they were some 55 kms. from Valencia, the object finally made off and vanished into the distance, having accompanied the *Super-Caravelle* for some 100kms. The pilot then made his approach run and landed at Manises at 11.50 p.m.

SOURCES: *Incidente en Manises (Incident at Manises)*, by J.J. Benítez, published in *Colección Realismo Fantástico* by Plaza y Janes S.A., Esplugues de Llobregat (Barcelona) 1982. Pages 9-256.

*Fuera de Control (Out of Control)* by Andreas Faber-Kaiser, published by Editorial Planeta S.A., Barcelona, in their *Colección Documento*, 1984, pages 276-289.

Also the entire national Spanish press for November 1979.



DATE: November 12, 1979.

- PLACE: (1) Air-Space between Valencia and the Mediterranean near Cape Palos (Murcia Province, S.E. Spain).  
 (2) Air-Space between Valencia and the Province of Huesca (N.E. Spain).  
 (3) Air-Space between the Columbretes Islands (Castellón) (these small islands lie between Spain and the Balearic Islands) and the Island of Minorca (Balearic Islands).

TIME: 2.10 a.m. – 3.40 a.m. (Duration: 90 minutes).

WEATHER: Sky clear. Visibility unlimited.

AIRCRAFT: An AMD-BA *Mirage F-1 CE* interceptor-fighter of Wing 14 at the Spanish Air Force Base at Los Llanos (Albacete, S.E. Spain).

CREW: Captain-Pilot Fernando Cámara.

PHENOMENON OBSERVED: Three luminous objects, namely (1) a luminous red object; (2) a luminous object changing colours — green — red — white; and (3) a luminous, very bright white object.

RADAR DETECTION: Probably positive, by Military Radar Stations on Mainland, although not confirmed. *Negative* as regards the aircraft's own radar.

ACCOUNT OF THE INCIDENT: Inasmuch as a flying object had followed, and had seemed to be on the point of provoking a collision with a *Super-Caravelle* a few hours previously, and as the authorities of the Manises Airport at Valencia had reported that they were seeing strange lights in the sky, at 2.00 a.m. the Air Combat Command at Torrejón Air Force Base (Madrid) ordered the despatch, "at alert", of a *Mirage F-1* fighter. This machine took off at about 2.10 a.m., and when it was airborne, the "Pegasus" Combat Operations Centre of MACOM contacted its pilot by radio, informed him of the incident involving the *Super-Caravelle*, and also told him that the radar staff at Manises were seeing a light at 4,200 m. above the runways, and another light at 2,400 m. above the port at Valencia, both lights being stationary. He was to identify these two lights. They also informed the pilot that there were no other aircraft in the Zone, and that he should *prepare his weaponry*. At a speed of 1,000 kms/p.h. the *Mirage* arrived over Valencia at about 2.20 a.m. Flying at 7,500 m., the pilot tried to find the two lights, but his radar showed nothing, and he could see nothing that was out of the ordinary. Then, as the *Mirage* passed over Valencia, a powerful noise of unknown origin, "like a siren", broke in on all the pilot's channels. Then he caught sight of a strange light towards the south. He received the order to pursue it, and set off after it in the direction of Alicante. The light maintained its distance from him, and would not let him get near it. His radar *did not* detect the light. And the "siren" noise disappeared after he had left the Valencia area. Once out over the Mediterranean, beyond the cape, Cabo de Palos (Province of Murcia) and out of Spanish Air-space, the *Mirage* pilot decided to turn back, since the light now seemed to be over the coast of North Africa. The time was now 2.50 a.m.

Then the "Pegasus" Command directed the pilot to Valencia once more, as another light was now to be seen right over that city. When the *Mirage*, on its way back, was 26 kms. from Valencia, the pilot perceived a three-coloured light. It was stationary, and his radar *did not* detect it. He was at a height of 7,500 m. and travelling at 1100 kms./p.h., and when he entered the Valencia Zone again he began to hear the "siren" sound once more. The luminous object was at 6,000 m., and when the *Mirage* approached it, the ob-

ject suddenly accelerated from zero to the same speed as the *Mirage* (1100 kms./p.h.) something which for us it is at present totally impossible to do, inasmuch as no apparatus can stand the sudden acceleration from immobility to such a speed. The light now maintained a certain distance between itself and the fighter, always equalizing its speed to that of the *Mirage*. Then the pilot attempted to use his onboard camera to film the object, *but it jammed*. During the chase, the pilot found that the object was "blocking" him — that is, it seemed to have its own radar system, and was directing it at the *Mirage*, and *knocking out some of his instruments*. All this was being transmitted by the pilot to the "Pegasus" Command Centre, where it was tape-recorded (including the "siren" sound).

When the *Mirage* was over the Province of Aragón (N.E. Spain), the "Pegasus" Command, seeing that the chase was proving futile, told the pilot to head now for Sagunto (Valencia) as there was another light being sighted in the sky there. So he did a half-turn, and it was now 3.10 a.m. When a commercial aircraft passed over the Maella Zone, the *Mirage* pilot switched on his radar and got the commercial craft on his scope, so his radar was now functioning all right. This has led the Military authorities to conclude that the unidentified objects possess some mechanism for absorbing or annulling our radar detection systems.

After that, the *Mirage* pilot came down to 3,00 m. in search of the third light of which he had been advised. When he was over Castellón, the "siren" started up again, and he saw a very bright white disc stationary over the Mediterranean, near the Columbretes Islands (between the Balearics and Mainland Spain).

When he started to chase this third light, it began to move off, always keeping the same distance from him. Once again his radar *failed* to register it, and the "blocking" process started again, despite his attempts to keep banking for a while.

The chase went on until the *Mirage* was over the Island of Minorca. About 3.30 a.m., with very little fuel left, the pilot started back to his base at Los Llanos, Albacete. As he passed over Valencia, and even as he was making ready to land, the object was tracking him, "blocking" him from the back and cutting out his electronic equipment. On landing, the pilot compiled a complete report.

SOURCES: *Incidente en Manises (Incident at Manises)*, by J.J. Benítez, published in the *Colección Realismo Fantástico* by Plaza y Janes S.A., Esplugues de Llobregat (Barcelona), 1982. Pages 9-256.

*Fuera de Control (Out of Control)* by Andreas Faber-Kaiser, published by Planeta S.A. in the *Colección Documento*, Barcelona, 1984. Pages 276-289.

The entire Spanish national press for November 1979.

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### A BRIEF STUDY OF UFO BEHAVIOUR

#### CATEGORIES OF SIGHTINGS:

|   |         |
|---|---------|
| Air-plus-Ground Visual Sightings, with Radar: | 2 cases |
| Air-Visual Sightings with radar:              | 5 cases |
| Air-Visual Sighting only:                     | 6 cases |
| Air-plus-Ground Visual Sightings:             | 2 cases |

The number of cases where there has been simultaneous follow-through, from various different places, is greater than the number of eyewitnesses situated in any one place, which confirms the veracity of the reports. Likewise, the number of times the UFOs were recorded on the radarscopes serves to underwrite the *reality* of their appearances.



#### DURATION OF THE INCIDENTS:

From 3 to 5 minutes: 4 cases  
From 5 to 15 minutes: 3 cases  
From 15 to 30 minutes: 5 cases  
From 30 to 90 minutes: 3 cases

There are no cases of less than three minutes. From which we can deduce that the main feature of sightings of UFOs from aircraft is the lengthy duration. And the longer this is, the margin of error in the identification of the phenomenon by the eyewitnesses is that much less.

#### POSITIONS TAKEN UP BY UFOS VIS-A-VIS AIRCRAFT IN FLIGHT:

On the port side: 7 cases  
In Front: 4 cases  
On starboard side: 2 cases  
Behind: 1 case

So it is clearly seen that in general the UFOs prefer to place themselves *on the port side of an aircraft*, though for brief periods of time they can also adopt other positions. The reason for this behaviour is totally unknown to us. (Only in one of the cases is the position of the UFO vis-à-vis the aircraft not specified.)

As regards the distances between the UFOs and the aircraft, these can vary between very short (three cases where it was under 30 m.), medium (seven cases of between 100 m. and 300 m.) and far (four cases of between 3 kms. and 10 kms.).

#### THE SPEEDS DEVELOPED BY UFOS:

One of the principal features observed is the innumerable changes in speed that one UFO may display during the course of an incident. Another parameter to be emphasised is that many UFOs, during their approach and subsequent pursuit of the aircraft, adapt their speeds to the speed of the aircraft. Particularly to be noted are the descriptions of the speed of the UFOs as given by the pilots who have been eyewitnesses: "*incredible*"; "*incalculable*"; "*enormous*"; "*immense*", etc. Confirmation of this in some of the speeds recorded on the radarscopes: 33,000 kms./p.h.; 70,000 kms./p.h.; 3,600 kms./p.h. Speeds of such a kind are unthinkable for aircraft at the present time — particularly the first two speeds mentioned.

#### VARIOUS EFFECTS OF UFOS ON AIRCRAFT:

At times the electronic systems of aircraft suffer the effects of the action, be it voluntary, or be it involuntary, of unknown powers seemingly produced by the UFOs. In the present study, we have two cases where the aircraft's radio suffered interference or failed totally. In another case, the aircraft was affected by having its photographic equipment blocked, and subsequently there was the jamming of other electronic equipment and the production of a noise like that of a "*siren*" on all the aircraft's radio channels.

#### THE BEHAVIOUR OF THE UFOS IN THE VICINITY OF AIRCRAFT:

The most common parameter, in this matter of the behaviour displayed by the UFOs, is the pursuing or the escorting of aircraft, as is evident in twelve of the fifteen cases included in the Catalogue. In two other

cases the UFOs permitted aircraft to pursue *them* — at a prudent distance. As regards the remaining case, the UFO made a "close observation" approach to the commercial aircraft, and then continued on its own way in a different direction.

The typical comportment of a UFO in the vicinity of an aircraft can be summed up as follows: approach; adjustment of speed to speed of the aircraft; accompaniment of aircraft on a parallel course; and, at times, simultaneous execution of various movements around the aircraft, after which comes the acceleration of the UFO and its disappearance in the distance. All of which unquestionably proves that, as one of their priorities, *the UFOs are displaying a great interest in our aircraft, both civil and military.*

As regards the manoeuvres of the UFOs around the aircraft, these are of a multiple character and pertain in no way to the features and capacities of the conventional aircraft known to us. As regards the details of such manoeuvres, we observe the following:—

Phases of immobility during flight.

Rises and falls at unthinkable speeds.

Instantaneous halting with no previous deceleration.

Instant attainment of incalculable speeds starting from total immobility.

Right-angle turns, etc.

In a number of cases it was reported that the UFO came straight at the aircraft at high speed and on a collision course and then, just when the shock seemed imminent the UFO abruptly reduced speed or performed a turn, thus avoiding the fatal encounter.

It must also be emphasised that, in a few cases, the UFO replied quite adequately to the light signals received from the aircraft. In one actual case, there was a real interchange of signals, with the UFO responding to the aircraft's signals (repeated switching on and off of the aircraft's lights) with changes in the intensity of its own brightness. In another case, when the aircraft made light signals, the UFO instantly halted its approach.

#### OTHER FEATURES FOR CONSIDERATION:

Finally, one must emphasise that in one of the cases, the UFO possessed certain very significant structural details: *two windows*. This would appear to indicate that it was a vehicle carrying a *crew*.

This same impression of control appears also to be indicated by the numerous manoeuvres of a totally *premeditated* character that the UFOs perform: pursuit, flight, accompaniment of aircraft.

#### CONCLUSIONS:

Deriving from the general evaluation of the cases included in the present study, a series of constant features associated with UFO sightings present themselves: movements upwards at unbelievable speeds; horizontal and downwards movements also of an incalculable rapidity. Right-angle turns. Very tight turns. Abrupt accelerations and halts; sudden appearances and disappearances on the radar screens; temporal immobility in the air without sound; seeming absence of any propulsion systems. Unconventional shapes, dimensions, colours, and luminosity, etc. all of which produces a pattern of features in no way resembling the devices of aerial navigation known to us at the present day.

(continued on Page iv)

# A PERFECT MOLE?

By John Squareman

IT has recently been learned that, in a letter addressed to Mr Colin Andrews on February 9, 1988, by a Mr Paul Fuller of Romsey, Hampshire, widely known already as Britain's second-most important and second-most prominent expert on the UFO Problem, Mr Fuller has indicated that he has secured the "Scoop of the Century". For he claims that Gordon Creighton, current Editor of *Flying Saucer Review*, is a Ministry of Defence "mole" who has been infiltrated into the UFO research field in order to discredit all serious or valid investigation of the subject.

No further information regarding these shocking matters seems to have been released yet. But it is understood that Mr Fuller is preparing a book. Readers interested in securing further details should therefore address themselves to him direct.

This is the second major horror unearthed by the Randles-Fuller Axis, for it will be recalled that, some time ago, namely in the pages of Britain's top magazine THE UNKNOWN (issues for months of July, August and September of 1986 with supporting material in following issues) J. Randles had already reported on an allegedly scurrilous and scandalous affair, "THE MYSTERY OF A.P.E.N." of the early and mid-1970s. In his masterly coverage of the story, J. Randles showed that the evil Nazi material disseminated by "A.P.E.N." had in fact been produced by Gordon Creighton, and had indeed been ordered by the latter on FSR's account, from FSR's then printers, (Sander-son Design & Print, of Reading) and had then been

infiltrated and delivered on Creighton's instructions to Mrs Enid Grattan-Guinness of Barnet along with the printed consignments of the FSR. (Mrs Grattan-Guinness being at that date the lady in charge of FSR subscriptions and distribution, etc.)

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## NOTE BY EDITOR

All good, interesting stuff!

No individual at present connected with FSR, and no person still living who was ever connected in any way with FSR in the past, recalls having ever seen the slightest scrap of paper or document throwing any light on anything called "A.P.E.N.", a term which accordingly remains completely unknown to us. Since legal action has naturally not been ruled out, we shall be interested to see anything about this mysterious "A.P.E.N." that anyone can send us. Our previous requests for such material have yielded nothing at all, and our present estimation is that the whole thing is just another scurrilous and libellous fabrication such as one ought to expect from such quarters. As to the identity of the originator and promoter of the "A.P.E.N." story, our readers are unlikely to have any difficulty in arriving at their own conclusions. Like the ridiculous and childish story about the "M.O.D. Mole", they will identify it as yet further proof of the fertility and inventiveness of mind of the most monumental and egregious liars at large in our country today. — G.C.

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## WORMHOLES AND FASTER-THAN-LIGHT TRAVEL: LATEST NEWS

Paul Whitehead, NCTJ Cert., FSR Consultant

AMERICAN scientists have claimed breakthroughs in the controversial areas of faster-than-light travel and travel into other dimensions via wormholes.

Articles in "*Electronics & Wireless World*" and "*The Times*" (29th November 1988) posed the question "Is travel faster than the speed of light possible?" And an article in a November issue of the computer newspaper, "*Datalink*", stated:- "Travels in time are just a few more mips away".

All these journals are British — we would welcome any news direct from the U.S.A. about these new theories and breakthroughs.

*The Times* reported:- "The result of an experiment that contradicts one of the basic tenets of science is stirring controversy in the world of research. The discovery challenges the 'scientific fact' that nothing can travel faster than light."

The light barrier may be broken in much the same way that the sound barrier can be broken, the newspaper said.

*Electronics & Wireless World* gave further details. It described a series of measurements made with a "special electronic circuit", showing that "electrical signals can travel faster than light".

The methods used in the experiments have been scrutinised by a British Scientist, Dr Harold Aspden, who stated:- "There is no obvious flaw in the equipment; the experiments were well conducted, and the findings seem to be correct."

The idea for the experiment was prompted by a group of astronomers from the Max Planck Institute who reported tracking a number of galaxies which appeared to be travelling faster than the speed of light.

An American instrument maker, Alexis Obolensky, believed the effect giving rise to the observation might be reproduced in the laboratory.

His apparatus includes the latest advances in sensitive electronic analysers used to detect the first signs of an incoming electrical signal.