

The fact that, both in the USA and here, there are numerous sadists and perverts around, and that their numbers are constantly swelling, still does not begin to explain this perfectly mind-boggling thing about the children.

This, and all the other matters herein touched upon, are subjects upon which we can reflect. (It will be wise to keep to oneself any spectacular conclusions that are reached).

ENORMOUS UFO DETECTED VISUALLY AND ALSO BY RADAR OVER BARCELONA REGION OF N.E. SPAIN ON NIGHT OF NOVEMBER 29/30, 1985.

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(Translation from Spanish) from CUADERNOS DE UFOLOGIA IV, 15 (March 1986.)

Sr. Joan Plana Crivillén is a Catalan and, for the benefit of those who are unfamiliar with the Catalan language, we should perhaps explain that *Joan* is not a female name, as it is with us, but = *John* (*Juan* in Castilian Spanish). — EDITOR

THIS sighting started at about 9.30 p.m. on Friday, November 29, 1985, when a sergeant and a constable of the municipal police noticed a big light stationary in the sky over Tarrasa, a small town lying some 33 kms. to the north of Barcelona.

Numerous other local residents also reported the phenomenon to the authorities. Two men at Sant Quirze del Valles observed the light with binoculars and stated that, while to the naked eye it seemed merely like a powerful bluish-white light, with binoculars they had a clear view of an elongated body intensely luminous in its central part and considerably less so at the two ends. Some folk thought at the time that it was a star or maybe Halley's Comet, and so they looked for it again in the same quarter of the sky at the same time next evening, but there was no sign of it.

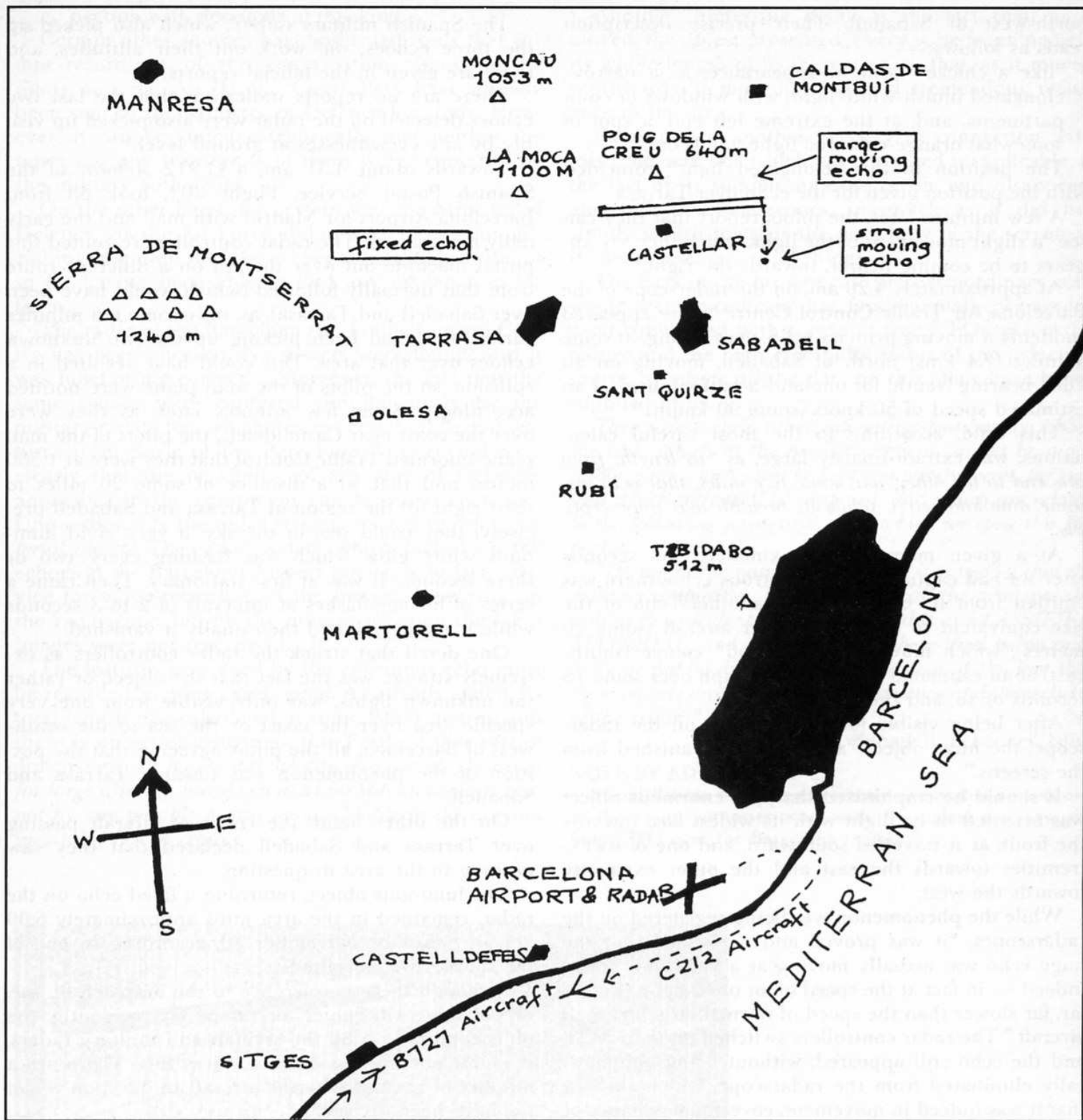
The Tarrasa Police Headquarters telephoned to the Police (Guardia Urbana) of Barcelona and reported the affair, and at about 10.30pm the latter likewise informed the Air Traffic Control Centre at Barcelona Airport. The traffic controllers on duty were at first unable to pick up anything on their own radarscopes, so they switched off their MTI gear (used for cancelling out fixed echoes). On their radarscopes they then found that they had a fixed echo somewhat north of Tarrasa. In form it was like an extensive blob and it had some unusual features. Its length was estimated at over 200 metres, but as it was not moving, they felt that it might perhaps be caused by the mountainous configuration of the area (San Lorenzo- La Mola Mountains, altitude 1,000 metres).

The radar employed in picking up this blob was an ASR-7 of the so-called GCA primary approximation type, located on the runways of the Barcelona Airport. This is what is known in Spanish as a "TAR" radar (terminal area radar) working in ultra-high frequencies, and with a maximum range of some 110 kms. It merely gives the distance of a target-echo, and its direction, but being of *plane type*, it is unable to give altitudes. In the region in question this particular radar is employed to pick up aircraft flying at between 600 metres and 12,000 metres.

Upon receipt of the alert, the Barcelona Police at once informed the TV-3 television station (*Independent Catalan Television*) who at once despatched a team to Tarrasa. Arriving there, they were joined by units of the Tarrasa Police, and arranged to take video-film (BETA CAM) of the powerful light stationary over the town, its apparent size about three or four times that of a normal star. (The TV team also tried to film some of the stars for purposes of comparison, but were unsuccessful, their camera being unable to register the much fainter luminosity of the stars).

In the meantime, Barcelona Air Traffic Control directed several commercial aircraft towards the Sabadell-Tarrasa region. These were probably a *DC-9*, flight 13-799; a *Boeing -727*, flight IB-899; and a *DC-9*, flight IB-901, all belonging to the Iberia Air Lines and all three bound for Madrid from Barcelona.

The pilots of all three of these aircraft reported that they could see absolutely nothing in the area of sky indicated. The weather conditions at the time, as shown by the Traffic Control's own instruments and by the



Map of Barcelona area.

instruments of the three aircraft, were as follows:-

Wind: from N. 8 to 10 knots (15-18 kmph).

Atmosphere: clear.

Visibility: excellent.

Temperature: normal, and slightly chilly (under 15°).

Sky: totally clear and full of stars.

It is consequently established that there were no temperature inversions, and there were also no *sonde* balloons in the region.

At 1.30 am, an Iberia Air Lines *Boeing 727*, Flight No. IB-064, coming from Tenerife (Canary Islands) was near Sitges (on the Spanish coast south-west of Barcelona), flying at 2,000 metres and heading for Barcelona Airport. The Traffic Control Centre requested the pilots of this craft to look at 10° or so to their left and report if they saw anything. Shortly afterwards the pilots replied that they could see a linear-shaped soft blue light, not very bright, to the

north-west of Sabadell. Their precise description reads as follows:—

“like a chicken-farm in appearance, ie, a narrow, elongated bluish-white light, with windows or compartments, and, at the extreme left end, a spot of somewhat orange-coloured light stands out.”

The position of this “elongated light” coincided with the position given for the echo over Tarrasa.

A few minutes later, the pilots report that they can see “a slight movement of the light, which they say appears to be coming nearer, towards the right.”

At approximately 4.20 am, on the radarscope of the Barcelona Air Traffic Control Centre “there appeared suddenly a moving primary echo, very strong, at some 4 miles (7.4 kms) north of Sabadell, moving on an 180° bearing (south) for one-and-a-half minutes, at an estimated speed of 50 knots (some 90 kmph).”

This echo, according to the most careful calculations, was extraordinarily large, as “*its length, from one end to the other, was some five miles, that is to say, some nine kilometres, while its breadth was imperceptible.*”

At a given moment, approximately “50 seconds after we had captured this monstrous echo, there was emitted from its extreme right another echo of the size equivalent to that of a fighter aircraft (some 20 metres), which moved off on a 150° course (south-east) at an estimated speed of 900 kmph over some 15 seconds or so, and then vanished.”

After being visible for 1½ minutes on the radarscope, the huge object “also suddenly vanished from the screens.”

It should be emphasised that this enormous object was oriented in its flight with its widest face towards the front, as it travelled southward, and one of its extremities towards the east and the other extremity towards the west.

While the phenomenon was being registered on the radarscopes, “it was proved and confirmed that the huge echo was actually moving at a very slow speed indeed — in fact at the speed of an ultra-light aircraft, far, far slower than the speed of normal large or small aircraft.” The radar controllers switched on their MTI, and the echo still appeared, without being automatically eliminated from the radarscope, which showed that it was indeed in movement, covering a distance of approximately 2,250 metres, which brought it to 5.2 kms. to the north of Sabadell. The small echo that had detached itself from the main one covered about 4 kms. in its observed 15 seconds of flight, and then disappeared towards the north-west of Sabadell.

Apparently the Barcelona Air Traffic Control Centre were unable to establish the altitude of the enormous echo or of the smaller one that came from it, although from the mountainous configuration of the terrain round about it would seem that their altitude must have been greater than 1,000 or 1,500 metres. As for the fixed echo, that must have been at a height of several thousands of metres.

The Spanish military radars, which also picked up the three echoes, *did* work out their altitudes, and these are given in the official reports.

There are no reports indicating that the last two echoes detected on the radar were also picked up visibly by any eyewitnesses at ground-level.*

Towards about 4.31 am, a C-212 *Aviocar* of the Spanish Postal Service, Flight 302, took off from Barcelona Airport for Madrid with mail and the early daily newspapers. The radar controllers re-routed this postal machine out over the sea on a different route from that normally followed (which would have been over Sabadell and Tarrasa), as, only some ten minutes earlier, they had been picking up the two unknown echoes over that area. This could have resulted in a collision, so the pilots of the mail plane were notified accordingly. Some few minutes later, as they were over the coast near Castelldefels, the pilots of the mail plane informed Traffic Control that they were at 1,500 metres and that, at a distance of some 20 miles to their right (in the region of Tarrasa and Sabadell precisely) they could see, in the sky, a very vivid luminous white glow which was flashing every two or three seconds. It was at first stationary. Then came a series of further flashes at intervals of 2 to 3 seconds while it zigzagged, and then finally it vanished.

One detail that struck the radar controllers as extremely strange was the fact that the object, or rather the unknown lights, was only visible from one very specific area over the coast or the sea to the south-west of Barcelona, all the pilots agreeing that the position of the phenomenon was towards Tarrasa and Sabadell.

On the other hand, the crews of aircraft passing over Tarrasa and Sabadell declared that they saw nothing in the area in question.

The luminous object, returning a fixed echo on the radar, remained in the area until approximately 6.00 am on Saturday, November 30, according to one of the sources we consulted.

Although there is reference to the despatch of one, or possibly two, fighter aircraft to try to identify the objects picked up by the civilian and military radars, it is not possible for us to confirm this. There are a number of reasons why the aircraft in question *might not* have been dispatched:—

- a) The echoes did not enter Spanish air-space from outside it, since they were already in it.
- b) The detection period for the two moving echoes was very brief.
- c) In view of the enormous size of one of the echoes, the idea that it could possibly have been a hostile plane, or, for that matter, any sort of conventional aircraft, was totally ruled out.
- d) It seems that for quite some time past, Spanish military aircraft have been taking off under ‘alert conditions’ only very rarely. In any case, whether or not aircraft did take off, there are always serious aspects to be considered in con-

nection with decisions of this kind.

Certain other sources have indicated to us that the tape-recordings of the conversations between the pilots and the Air Traffic Controllers have already been sent to the Ministry of Defence for study. However, it can be stated categorically that neither the tapes nor any transcripts of them were requested by the military authorities.

On the other hand it is certain that the Ministry of Defence, via the Air Force, did at once initiate an official investigation into the events of that night, without so far having been able to find any explanation for them.

The radar of the Barcelona Air Traffic Control Centre has been checked. No defects were found, and it was functioning correctly. Moreover, the fact that the same echoes were captured simultaneously by the military radars too, which possess certain different features from those of the Barcelona Airport, indicates clearly that the possibility of any sort of technical anomalies in the equipment can be ruled right out. Unquestionably the radar returns related to *solid, material objects*. The radar system which picked up the echoes at the Barcelona Airport possesses in fact a device for video-recording of the images appearing on the radarscope, but on the present occasion the UFO images were not recorded by it.

The features presented by the enormous echo must be regarded as quite exceptional. As already stated, its total length was calculated at some 9,000 metres, and there is no aerial vehicle on this Earth of that sort of dimensions. *Its horizontal velocity was outside the usual for large aircraft, inasmuch as at 90 kph an aircraft cannot by any possible means remain stable in the air and inevitably has to crash.*

Another interesting detail is the fact that, as it moved, the object presented a very wide front, namely its whole length of 9,000 metres, so that, as it moved southwards, it must have offered tremendous resistance to the air.

Furthermore, another mystery in connection with this echo, and one which has remained inexplicable, is the fact of its sudden appearance on, and disappearance off, the radarscopes, inasmuch as it did not simply vanish towards the periphery of the screen as is the normal course of things.

The facts in the present case are extraordinary, and would seem to indicate that, fundamentally, we are indeed confronted with a case of true UFOs, given the nature and the high credibility status of the principal source by whom all the data on this affair have been supplied to us.

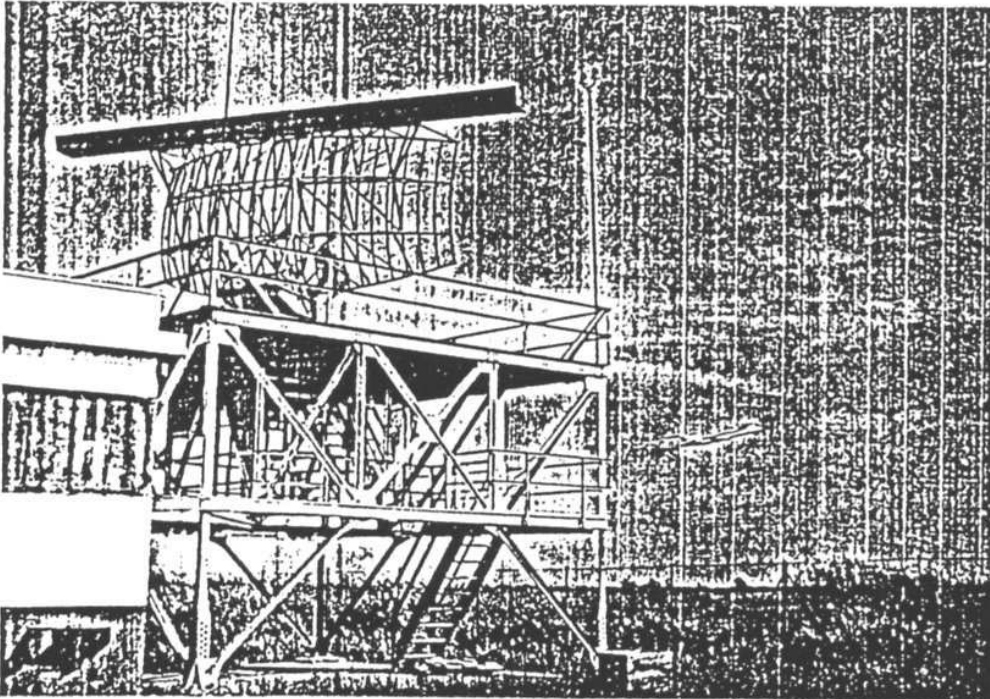
There are certain other interesting features too about the case, which at the present moment cannot be made public, and which must be kept completely secret, for reasons which may well be supposed, and which are related to the following paragraph with which we close this Report:-

"Owing to the nature of the facts, it is logical that the military authorities, having secured all the principal details of this incident, have catalogued it as CLASSIFIED MATERIAL, and aim to see that there shall be no publicity or public discussion of it, in view of the fact that these reports involve the national defence and the security of the realm."

Sabadell, February 1986

NOTE BY EDITOR, FSR

*Toni Ribera telephoned recently to say that he was one of the many witnesses who, with the naked eye, saw the huge UFO over the Barcelona region.



The antenna of the ASR-7 radar at Barcelona Airport.

UFO CHASE IN BRAZIL (MAY 1986)

Dr Willy Smith, Ph.D.

(Unicat Project). Consultant to FSR

Dr Willy Smith, who lives in Longwood, Florida, is another of the many new and valued Consultants who are rallying to FSR, and we welcome him most warmly!

The Brazilian "flap" which he covers in this report is, of course, the one which was described by the more oafish elements of the American and British press as involving "Pingpong Balls over Brazil!" Needless to say, as Dr Willy Smith emphasises, we have so far found no evidence whatsoever that at any moment any Brazilian referred to "pingpong balls". But, as we know, that sort of term is always calculated to be a sure-fire way of ridiculing our subject and making us all look like a bunch of fools. — EDITOR

Introduction

AFTER maintaining a low profile for a period of several years, UFOs briefly regained the world headlines following an incident in Brazilian air space during the night of May 19, 1986.

In spite of the large amount of clippings received from UNICAT correspondents in Brazil and Argentina, as well as reprints of news items that appeared in American newspapers, I find it difficult to organize the information in a coherent narrative. The different Brazilian newspapers and the statements of Government officials provide somewhat contradictory versions of the events, but it is clear that something out of the ordinary occurred, enough to shake the complacency of the authorities.

* * * *

Sequence of events

The night of May 19, 1986, a Monday, was clear and with good visibility, devoid of heavy clouds that could affect radar.

An executive plane, a Brazilian-made two-engine *Xingu* owned by EMBRAER (Emprêsa Brasileira de Aeronáutica), was en route from Brasília to São José dos Campos (near São Paulo). While starting its descent, it was alerted by the São Paulo radar control that an unknown object was in the area. The presence of this unknown object was confirmed shortly by the radar at Brasília.¹

In the pilot seat of the *Xingu* was a well known man: Colonel Ozires Silva, former president of EMBRAER, who had just been appointed head of PETROBRAS, the Brazilian state-owned oil company. According to the official version, Col. Silvas was the first to spot visually the unidentified object as a "dancing point in the sky".² The time was 21:10.⁸

Seated beside Ozires Silva was a civilian pilot for EMBRAER: Commander Alcir Pereira da Silva, age 37, with more than 6000 hours of flying time. In his statement to the press,¹ Comm. Alcir Pereira da Silva



UFO Chase in Brazil.

indicated that when the *Xingu* had descended to 2000 ft., the pilots perceived a strong light and turned the plane in its direction. The light is described as "brighter than a star, emitting a constant red-orange light" and also as being on for 10-15 seconds, then off, only to reappear at a different location.¹ Whatever the case was, the pilots were very soon discouraged, and abandoned the chase after about 30 minutes.

By that time, the Brazilian Defense Center (CINDACTA = Centro Integrado de Defesa Aérea e Controle de Tráfego Aéreo) which apparently controls all air traffic, was on full alert, as the radar screens in the vicinity of São José dos Campos and nearby São Paulo were saturated and all air traffic had been interrupted.²

Only minutes after the appearance of the unknown objects on the radar screens, jets were scrambled from