

Summertime is UFO Time In Northern Westchester

By JOHN F. KELLY
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UP THERE — The skies over Mount Kisco are usually like any other; stars, moon, and little that is more controversial than a healthy dose of light pollution.

But last week the unusual happened.

Kicking off what is generally considered the heaviest season for the sightings of UFOs, or Unidentified Flying Objects, area residents with a clear view of the sky above Mount Kisco reported that they had seen a large unidentifiable object flying over the village. According to local police, witnesses called in their sightings from the Saw Mill River Parkway, Route 1-684 and other locations.

"It was as big as the hospital," said Lysa Schwartz of Pound Ridge. Ms. Schwartz and two companions, Christine Williams of Bedford and David Shea of Mount Kisco, say they were driving toward the village on Broad Brook Road when they noticed a large object above the line of treetops by the road.

According to these witnesses, they pulled their car onto West Patent Road and climbed out to get a better look at the object.

They described it as a large modular craft with white, green and red lights on its surface, hovering and moving soundlessly roughly 1,000 feet above the ground. They said that the craft was made up of at least two parts, connected by a narrow attachment between them.

The witnesses stressed that the object's size, unique shape, and soundless motion convinced them that it was not a traditional flying device.

"I think it was a space craft," said Ms. Schwartz. "It wasn't anything man-made. That was it. That was the real thing." All three explained that if they had not witnessed the object themselves, they would doubtless found such reports unlikely.

Compounding the strangeness of their experience, the witnesses described the field from which they observed the object as "completely full of fireflies." "Fireflies don't come out in May," said Ms. Williams. After the three drove to town to report the incident, they returned to the field, but said that the mysterious fireflies were "totally gone."

"Maybe it radiated some kind of energy," conjectured Ms. Williams, accounting for the odd

phenomenon.

According to the department of entomology of the University of Florida in Gainesville, it is not uncommon for fireflies to be in evidence at this time of the year, but the excessive fluctuations in weather conditions lately may seriously affect the behavior of the insects.

Police report that many of such sightings result from patterned formation-flying by pilots of ultralight airplanes, small propeller-powered hang-gliders. Responding to these reports, the witnesses said, "This was no glider."

A police officer from the Bedford Police Department said he witnessed the phenomenon on Thursday, and theorized it was caused by a grouping the ultralight crafts.

According to Department of Federal Aviation Administration (FAA) officials, the ultralights are experimental crafts that use a "lawnmower engine" and a canopy-type body that "is not very sturdy." The FAA said the pilots have been known to use different colored flashlights to create the illusion of a space craft, and that ultralights are not allowed to enter controlled air space.

"These guys are really taking their lives in their hands," said one FAA official who asked not to be identified. "It's just a bunch of guys having fun and games up in the sky, who are trying to trick people into believing there's a craft from outer space up there. It's very hard to stop them... several times police cars have shown up at landing strips waiting for them and when the pilots see the cops they just take off into the sky again," he added.

Other sightings have been attributed to highly skilled pilots flying small planes in precise formation out of the Stormville Airport in Dutchess County. According to Robert Gribble of the National UFO Reporting Center in Seattle, the reports of the Stormville pilots have been "go-

ing on for three or four years."

"I don't know what the purpose of their deception is," Mr. Gribble said, adding "what they're doing is obviously very hazardous and one day their luck is going to run out, and they're going to crash into a populated area."

According to Mr. Gribble, the Reporting Center is a private organization that receives, evaluates and investigates reports of UFOs from all over the world. He said the center is presently receiving approximately "five or six" reports a day.

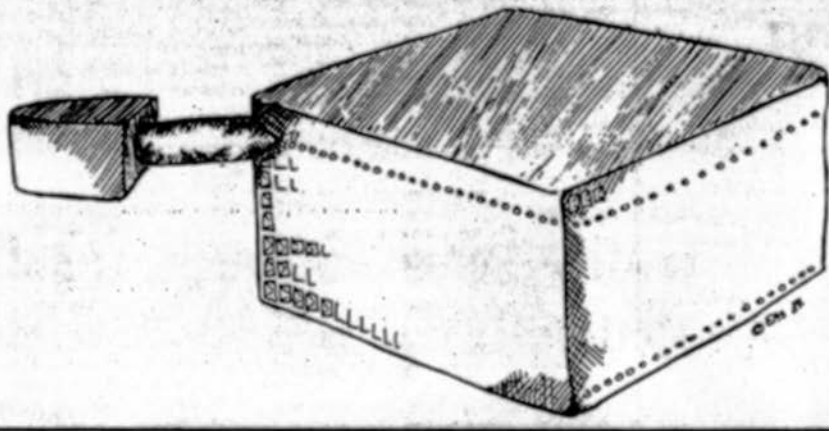
Mr. Gribble said the type of craft that was reported last week in Mount Kisco has been identified many times "all over the world."

"This type of craft, while not the most common type, has been identified in the United States, Europe and Africa," he said. "There is not the slightest doubt in my mind that these crafts are real and interplanetary, although I wouldn't have the slightest idea of where they come from...it's a very big universe," he added.

There are also "volumes of evidence of government cover-ups" concerning alien craft evidence, according to Mr. Gribble. He said that reports issued from the heads of Army Intelligence, dating back to as early as 1947, contain eyewitness accounts and radar readings confirming the existence of interplanetary craft.

"There are also military laws specifically devised to cover-up UFO information," he said. He claimed there are specific laws relating to military personnel and airplane pilots, laws warning that if any information regarding the sightings of UFOs is leaked out to the public, the informant would receive a minimum of five years in jail and a \$70,000 fine.

"If the government told the people what they know today, it would totally devastate all current religious teachings," he said.



Water illustration by Ted Schillinger

Above is an artist's sketch based on the descriptions of the object sighted last week in the skies above Mount Kisco. Eyewitnesses said that the object was "immense," roughly the size of the Northern Westchester Hospital Center, and made up of at least two modules, one large and one small, attached by a thin limb. The main body was textured by pyramidal indentations; lights were patterned in lines along the main hull, and clustered in the front, on the smaller module.