

FLYING SAUCER DIGEST

OFFICIAL ORGAN OF THE INTER-CONTINENTAL AERIAL RESEARCH FOUNDATION

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ICARF POLICY

As stated before, because of ICARF's purpose to gather and analyze only the facts, we cannot support any of the theory groups who maintain they know the origin and purpose of the UFOs. At this time we can only say that they maybe any of the following:

1. Interplanetary space ships;
2. Inerstellar space vehicles;
3. Government secret weapons;
4. Ball and cloud lightning;
5. Residue from missile launchings and nuclear explosions;
6. Magnetic electricity, or as it is termed, elelectromagnetic energy caused by a combination of natural forces and man-made machines.

However, we do not expect our members to believe any of this. They are entitled to their own ideas on UFOs, however incredible, and until we have the facts we cannot be expected to say they are wrong.

From time to time we intend to print articles on UFOs written by members of ICARF, for the benefit of readers who wonder just what some of these individuals think about them. In this issue the first of these articles is to appear. Some of the things these persons say may well start an analytic chain of thinking among the readers, which is as it should be. From thinking, beyond theory, comes method and application, and finally, fact.

We reserve the right to correct any punctuation, revise vague sentences and phrases, and make any other alterations necessary to get the intended ideas across to the readers,

where the writer may have neglected to do so. Corrections not noted.

UFOs, FLYING SAUCERS, VOLADORES, VENTLAS, VIMANAS, WHAT HAVE YOU.....

by Douglas Mapes,
Director, N.Y. Divisional Headquarters

To anyone studying these elusive craft, it becomes immediately apparent that we are confronted with an intelligence vastly different and greatly beyond that of the great minds on this earth.

Or is it whoever constructed these "saucers," and some one surely had to build them, actually started on a scientific plane which we have failed to recognize? I admit they had to start somewhere, they just didn't up and build a space-craft such as we are witnessing in our skies today.

Compare the reports from ancient times of flying objects with the fact that our scientists are only now beginning to uncover the secrets of the earth's natural forces; compare this with the knowledge of the coming uses to which we can bend these forces.

What have we learned, once we have compiled a list of these impressive new marvels? Only that they have always been here, waiting for someone to discover them and put them to use. The War years with the need to develop new offensive and defensive weapons, Experimentation and application along totally new and different lines has brought new knowledge to us, and as progress was made, other new things were discovered. But we still have too much to learn, while whoever possesses the saucers already possesses knowledge that is far beyond the grasp of earth science.

It is unfortunate that these craft must be wrapped in mystery. Many scientists in all fields, including government agencies, KNOW that these UFOs exist, and I believe that they are powerless to do anything about it, else it should have been accomplished

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Organization of several new Divis-
ional Headquarters offices are now
being processed, but we need many
more. All persons (preferably adults
with good noses for investigation)
interested, who have typewriters, and
can afford postage, mailing and
stationery costs, who have a sincere
determination to help, and the time,

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In this issue we will give as full a report as we can on the now-famous KILLIAN REPORT of February 24, 1959. Details will be given in the order of their occurrence. We are still trying to obtain further information, and we will include it at the end of that which is printed here. Other data that arrives too late for this issue will be included in FSD #5 if it adds materially to the case. The first news report rated front page one-inch headlines in the DETROIT TIMES. Thirteen hours earlier a fast-flying object was seen headed east to west by observers in Michigan, Wisconsin, Illinois and Minnesota. It flew parallel to the horizon, and some witnesses said it threw off sparks before it disappeared completely. Astronomical sources--- probably prodded by the Air Force--- were quick to identify it as a meteor, although none of said astronomers had witnessed its passing. Around the same time, objects were seen in various other parts of the United States, Denmark, and England and Canada; mysterious radio signals were picked up in this period, and the 1959 "flap" has begun. Now for the KILLIAN REPORT.

MYSTERY SKY OBJECTS TRAIL DETROIT AIRLINER!

Thirty-five passengers aboard a Detroit-bound American Airlines DC-6 watched with awe last night as three illuminated "flying saucers" escorted the ship through the dark sky for 45 minutes.

Both passengers and crew members on the plane which left Newark nonstop for Detroit at 7:10 p.m. viewed the phenomena while questioning each other their own powers of observing, and their sanity.

Probably the most startled was Capt. Peter Killian of Syosset, N.Y., who has flown passenger planes for 15 years and "never saw anything like it before."

Killian even radioed two other American Airlines planes flying in the vicinity to make sure "I wasn't seeing lightning bugs in the cockpit."

Both other captains called Killian back to assure him he wasn't--they saw the saucers too.

The Captain and the co-pilot, John Dee of Nyack, N.Y., said they lost the three strange objects in the haze when they started their descent for landing at Metropolitan Airport while they were over Cleveland.

N.D. Puscas, 41, of 30385 Barton, Garden City, a passenger, told the Times that while he was no exponent of flying saucers, he saw the strange objects "dancing in the sky."

Puscas, general manufacturing manager of Curtis Wright division at Utica, asked that before his version of what he saw was printed, it be corroborated by the pilot.

Killian said, "we were flying around 8,500 feet between Philipsburg and Bradford, Pa., at 8:45 p.m. when I looked off to the south and saw three bright whitish lights in a single horizontal line overhead.

(NO CAPS)

"AT FIRST, I thought it was the Belt of Orion (a group of stars in a constellation), but then I took a second look and saw both the Belt and the foreign objects.

"When Dee caught the expression on my face he asked me if my eyes were tired. I then pointed in the direction of the "things" and asked him if there were any lightning bugs in the cockpit.

"The objects were by no means close to the plane, but one would move in at intervals, fall back again, and change its place in the formation while keeping abreast of the ship, which was traveling at 350 miles per hour."

Deciding it might be an after dinner treat for his passengers, Killian talked to them over the intercom. He prefaced the comment with: "Don't get excited. I've had only a cup of tea with my dinner." He started off jokingly by telling them he didn't

want them to get the idea he was losing his mind, but he thought some "flying saucers" were trailing the plane.

The passengers peered out, saw the objects, and began guessing what they might be.

"It couldn't have been an apparition," Killian continued, because all the others on the plane saw them too. "All in all, the objects traveled in our direction for about 45 minutes. During the time, I kept watch on the radar screen, but saw nothing on it. At one time I thought it might be a high altitude jet refueling operation, but the varying intensity of the lights and the changing position of the objects made me toss out that theory."

Puscas praised Killian's actions in informing the passengers and chatting with them about the sight.

"The way he broke the news to us was very clever. No one panicked or showed any signs of worry. Everyone immediately began to show a keen interest in what was going on. He did a fine job.

"There wasn't a cloud in the sky when I looked out and saw the objects in precision formation. They were round-like and every now and then one would glow brighter than the other as if it had moved nearer to the plane.

I have been making that same trip a number of times because the home office is in New York, but I have never experienced anything like that before," Puscas said.

At the McMath-Hulbert Observatory of the University of Michigan at Lake Angelus, Dr. Orren C. Mohler, assistant director, said:

"There is no astronomical explanation of the reported sightings. I know of nothing that occurred in the skies last night that could account for the objects described."

The plane's two hostesses, Edna Le

Gate, 22, and Beverly Pingree, 25, said today they were still puzzled over the objects.

Miss Le Gate, of Welton Ariz., whose birthday was yesterday, said, "I don't know what they were. I'm a terrific science-fiction fan, but..."

Miss Pingree, of Oakland, Cal., said "It was very exciting. But I have no idea what it was we all saw. I'm not a science fiction fan, but I know what I saw."

(A further statement from Puscas: "It might have been my imagination, but when the object rose I thought I could see a little 'tail,' like an exhaust.")

From NEWSDAY, Feb. 26, 1959:
(exerpts)

Killian: "The lights seemed to change formation, grow dim and sometimes fade out completely, and then 'come on' again. Only one man of the whole 40 passengers felt apprehensive. The others enjoyed it thoroughly. One even asked me to fly closer, but of course I refused. (His plane was) "much too slow for jets to stay off my left wing for so long a time."

Killian said he and one of the planes over Detroit took a bearing on the lights and figured roughly that they were 20 to 25 miles away. Killian added, "Occasionally the rear fellow would lag behind. He would be almost double the distance between the other two."

In a sequel to Killian's story, Mrs. Augusta Netzell of Eau Claire in Southwestern Michigan said she was out in a field trimming fruit trees about 3 p.m. yesterday when she saw three or four unidentified "light-red or pink" objects "flying much faster than jets" in the sky. She said one of her hired hands also spotted them.

And a report from Copenhagen, Feb. 25, 1959: Two Scandinavian Airlines pilots reported independently today that they had seen "square" flying saucers last night over Denmark.

← close in 1/2 space

The following data was secured from Mrs. Peter Killian (the captain himself on a flight to Chicago at the time) by Mrs. Gladys Fusaro, our Associate Director of the New York Divisional Headquarters of ICARF, and it proves that newspaper accounts cannot be completely relied upon for exactness, that many news accounts often exaggerate and distort the true facts. Quoting Mrs. Killian:

The Captain was so amazed at what he saw at first that he just couldn't actually believe his eyes, but then he called attention to the crew and passengers, and then he knew he wasn't just seeing things by himself. These objects just played with the airliner, and for a sighting period of 45 minutes there was plenty of time to observe them. The captain tried to get them (there were three of them) in the radar scope, but that wasn't any good, because it was only a weather radar, and trying to contact by radio was an impossibility because of so many different bands.

After the captain contacted two other American Airlines planes flying in the vicinity, both captains of these planes saw the 3 objects too. There was a configuration done, and an estimate (arrived at) of 15 miles distance between Captain Killian's plane and the nearest UFO, and the estimated size of the UFO was about 300 feet, much bigger than the DC-6, which is 90 feet.

(I asked her if the Captain thought the UFOs were remotely controlled. Here is her answer as the Captain felt at the time, and as he really and truly believes.....) It would be impossible to control UFOs remotely, due to a number of factors. And during all the time the UFOs were in view, the Captain had a strong feeling that eyes were following every move that was being made by both the plane and the crew. Also, the formations, etc., just had to be done by human hand and brain. He believes the objects were humanly manned. (unquote).

Mrs. Fusaro's report continues: Major Donald Keyhoe, of NICAP, called

the Captain from Washington, D.C., made a tape recording of their interview, and are sending two investigators out to make a fuller report this coming week. Mrs. Killian also stated that speeds up to 1,000 miles an hour were figured on the nearest UFO, and then it would lag back and pace the airliner. In other words, it was just playing along with the airliner until they went out of view. The Captain has not as yet been approached to be silent or change his story in any way by anyone. (Mrs. Fusaro's later investigation will follow this Air Force explanation):

SAUCERS OR STARS?
(Newark Star-Ledger, March 2, 1959)
Washington (AP)--Pilots may have been seeing stars instead of "unidentified flying objects" in a recent flurry of flying saucer reports, the Air Force reported today.

The Air Force Technical Intelligence Agency at Wright Patterson Air Force Base, Ohio, gave the opinion yesterday. It said the crew of an Air Force transport flying between Washington and Dayton made a report similar to those by crews of two commercial airliners who reported seeing bright moving objects in the skies Tuesday night in the Pennsylvania-Ohio area.

The Air Force transport was flying under a broken cloud overcast at about 8,500 feet altitude. Experts of the Technical Intelligence Agency said they believed the pilots may have sighted stars, especially the formation Orion. Glimpsed through openings in the overcast from the speeding planes, the agency said, the stars may have given the illusion of travelling swiftly across the sky.

Mrs. Fusaro's next conversation with Mrs. Killian took place on Mar. 16. Her words follow: I asked the question, whether or not the Captain was one of the group of Newark pilots who were going to do something about being muzzled, etc., and she (Mrs. K.) said, no, not that she knew of, and she thought

move to next line

the Captain didn't know anything about it either.

The opinion about seeing stars will never be accepted by the Captain, because both he and our son have studied astronomy and they both are very well qualified to know the positions of where they are rightfully situated, also the constellations, and the Captain will never believe he saw stars. He will never forget what he saw, and no one can or ever will change his mind. He has not been called before any board for questioning as yet. (UNQUOTE)

WISERY
(Editor's note: Following this, Captain Killian having addressed a NYC group of NICAP on the night of March 12, another Air Force statement was released to the press, and it directly followed Killian's own reply to the previous AF explanation. The two articles follow in the order of their occurrence, and the misquotes or distortions made by the papers are noted.)

New York World Telegram and Sun,
April 2, 1959:

AIRLINE PILOT SURE HE SAW SAUCERS FLY

Were the little men from outer space flying around our airways on the night of Feb. 25 in flying saucers? The Air Force says it isn't so.

Capt. Peter Killian, American Airlines pilot, says the Air Force is all wet. He saw them. So did his copilot and 35 passengers.

Captain Killian, 46, a 2 million mile pilot of Hicksville, L.I., reported when he landed in Detroit that night he had been followed by the "little men" in their saucers. (misquote).

The Air Force says he saw three B-47 bombers being refueled in flight by a KC-97 tanker.

STICKS TO STORY

Said Killian today: "If the Air Force wants to believe that, it can. But I know what a B-47 looks like and I know what a KC-97 tanker looks like in operation at night.

There are 14 lights on the belly of a tanker, and none of them are orange-hued (ed. note: lights in first report described as "whitish," but further checking indicates that they were of a whitish-yellow to light orange color), nor the size of those I saw on these objects. These objects were triple the size of a bomber or tanker. The Air Force has intimated I had been drinking. I never had a drink before or during a flight, and there wasn't a cloud in the sky. These explanations come from Washington, and not from the Air Force men who interviewed me to hear my story first hand. "Flying saucers, anyone?"

(Editor's note: Printing of the above article must have been delayed and used as filler material, since Captain Killian had already been silenced prior to that date. He had intended attending the Civilian Saucer Intelligence 5th Anniversary Symposium on Current UFO on March 27, 1959, but did not show up. However, Major Don Keyhoe, who did attend, told the audience of the brief phone call he had received from Captain Killian just prior to the Symposium, and quoted the Captain as saying, "I feel very deeply concerned with this loss of my own personal freedom.")

↑ close to one space.

On April 16, 1959, Mrs. Fusaro again spoke to Mrs. Killian over the telephone, the Captain being in Washington at the time.

Mrs. F.: Were American Airline Officials approached by the Air Force, OSI (AF Office of Special Investigation) or CIA (Central Intelligence Agency-ed), requesting the silence of the Captain, or was it the company itself?

Mrs. K.: The company was approached (identity not revealed--ed), requesting the silence, and of course, they had to comply. The company at no time before this requested the Captain to not talk about the sighting, and in fact, the company had newsmen and photographers at LaGuardia Airport when he landed back in New York from

HISTRIP AFTER THE SIGHTING.

(INSERT E)

THE DETROIT TIMES, March 21, 1959

AIR FORCE EXPLAINS "LIGHTS" AS "LIGHTS"

It took nearly a month before the Air Force in Washington could reach an explanation for the strange lights which followed the American Airlines flight from Newark, N.J., to Detroit for 45 minutes on the night of Feb. 24.

On March 20th came the announcements: They were lights. And they came from three B-47 bombers being refueled in flight by a KC-97 tanker!

Four days after the sighting the Air Force technical intelligence agency at Wright-Patterson Air Force Base said the lights might have been stars glimpsed through heavy cloud formations.

The airline pilot, Capt. Peter Killian, said at the time the lights might have come from a high-altitude jet-refueling operation. But he changed his mind because of the varying intensity of the lights and the changing position of the objects.

A passenger, N.D. Puscas, 41, of 30835 Barton, Garden City, when told last night by the Times what the objects were, said, "I'm glad to hear what it was because I knew darned well that I saw something."

The Air Force report said that the use of several lights during the refueling operation explained some of the airline reports of being followed by lights.