

SOVIET CONTACT CASE NEAR PYROGOVSKOE LAKE — THE MISSING PAGES

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In FSR Vol. 26, No. 6 we gave the article by the Soviet Russian investigator Nikita A. Schnee about this report of the experience of Anatoly Malishev, a Red Army officer, near Lake Pyrogovskoe in May or June of 1978, and we mentioned that the account as received by us was incomplete, two pages being missing. As we had hoped, our Swedish-Finnish friends have been able to secure the missing part of the story. We are grateful to them for this help. — EDITOR

NIKITA A. Schnee's article on the close encounter near Lake Pyrogovskoe reached our Finnish-language UFO journal ULTRA with pages 11 and 12 of the manuscript missing, and apparently FSR (the only other journal to which this special article had been sent) also received it with these same two pages missing.

When, therefore, another Finnish UFO investigator, Pentti Wirta, and I visited Russia early in 1982 and had meetings with some of their investigators, including Nikita A. Schnee, we made a point of asking him what was on the two missing pages. He did not, of course, have a copy of the text with him, so he had to give it to us from memory and I hastily jotted it down, and I now send it you herewith for FSR's readers, together with a copy of the series of sketches which originally accompanied the article, and which Nikita Schnee drew again for us.

The Missing Part of the Pyrogovskoe Story

"When the creatures had investigated Anatoly Malishev they asked him to step outside of the machine with them and said they would put on a 'flying show' for him. The UFO rose to a height of about 100 metres and changed its shape, first from disc to round-shaped, and finally opening out like a peeled orange. (See sketches.) Then it changed back to a round-shape and finally to its original disc-shape again.

"Then the creatures brought Malishev back into the machine, and it took off, and left the atmosphere of the earth, and proceeded to the hidden or dark side of the Moon, where the humanoids pointed out their base to him.

"Then they flew on to their home-planet, which, according to them, was 'three light-years' from Earth. They landed on a square airport on their home-planet, where there were also other craft scattered irregularly about. Malishev stepped out of the machine with the humanoids, and the machine then promptly vanished.

"The material of which the airport was constructed was not like anything on Earth, says Malishev. He could see short trees and grass. The latter did not look natural to him. No Sun was visible in the sky. The sky was of a silver-grey colour, and seemed itself to emit the light.

"Near the airport there was a large screen resembling a TV screen (approximately 3m × 5m) and the humanoids went over to it with him. On the screen there was a black-faced man who watched Malishev for a couple of minutes. After that, they returned to the craft (now visible again) and returned to Earth, the trip taking 40 minutes.

"The Soviet UFO investigators at first thought that Malishev was trying to fool them or was somehow cracked. However, when in deep hypnotic trance he told precisely the same story. He also underwent tests with a lie-detector, which showed that he believed his story to be true. Furthermore, the field investigations carried out by the Soviet ufologists at the spot where he said he had had his encounter also bore out his story, and consequently the Soviet ufologists were obliged to conclude that he was telling the truth.

"There is of course no star at the distance of three light-years from Earth, but it is perhaps significant that Malishev says he observed no Sun when he was on their planet. Could it possibly be that there is no Sun there? And then how does one explain the return journey in allegedly 40 minutes? (In any case, it seems that Malishev did feel that he had experienced it in 40 minutes, for it was clocked at this length of time during his deep trance state.)"

Comment

Here we have another seeming farrago of nonsense, just like all the other claims to have visited other worlds. All that we can do is to note it all carefully. As Aimé Michel says: "*Listen to everything; believe nothing!*"

Evidently *something* is doing something very queer to a great many members of the human species. G.C.

AN EARLY BRITISH NAVAL SIGHTING?

AT the time when FSR was being launched, in the spring of 1955, I was working — after a diplomatic career on four continents — in an Intelligence post somewhere in the governmental and administrative heart of London known as Whitehall. The name of the organisation where I was employed and the nature of my duties there are not matters that need to be chronicled here, and it will perhaps suffice if I say that, being in central London, I was well placed to make social contacts with people of various services, including officers of the CIA and of the American Air Force Intelligence.

Having once seen something extraordinary in the sky (in the far west of China, no less than fourteen years before FSR began) my mind was already much taken up with the problems of the “flying saucers.” And, among these officers and officials whom I was meeting outside of office hours I found that there were some who were evidently pretty knowledgeable and who took more than just a superficial or passing interest in the “saucers” and were even very willing to discuss them seriously, although I noticed that, naturally enough, they seemed far more keen on ‘pumping’ other folk than on releasing much information on the subject themselves. In other words, they were already “cagey”. (I emphasise again that these officials were invariably encountered on purely social occasions, for my own work was in no way connected with them, secret though it was, and none of them were ever met in the course of my duties.)

It must of course be borne in mind that those were still very early days in the UFO business. The meetings of the famous “Robertson Panel” of scientists in the USA only took place in 1953. Things were fluid still, “*the lid was by no means fully screwed down yet*”, and lots of stories and reports were getting into the newspapers which would assuredly never get into them now, and people in uniform were correspondingly more relaxed still and not yet quite as much on their guard as they would be in later years.

In the summer of 1958, on a social occasion, while taking my vacation in a country not far from Britain, I met another American officer — a captain in the U.S. Air Force Intelligence, with whom I had a very interesting chat for an hour or so on UFOs. He told me that he had had a personal encounter with a “*foo fighter*” when about to land his plane on an airfield near Tokyo in 1946, very shortly after the defeat of Japan. He told me that, at a certain moment, the “*foo fighter*” exploded right in front of his aircraft. He said the whole area beneath and round about was combed exhaustively by American troops and Japanese police, but not a scrap of the enigmatic intruder was ever found. (In the famous Brazilian case at Ubatuba,¹ in September 1957, on the other hand, it will be recalled

that the “*foo fighter*” fell right on the shore-line, between sea and land, and a good proportion of it was recovered and, as we were subsequently informed by APRO, was being analysed in a Brazilian laboratory. (Further reports were promised, but I never saw any, and this did not surprise me!) We gathered however that the main constituent of the object was the easily combustible element magnesium.

I then told the American Air Force Intelligence Officer about the strange sight that I (along with two other Europeans) had seen in the sky over a city in the remote interior of China at about noon one day in the summer of 1941,² and he listened with evident interest and asked many questions, but refused to speculate. I was left with the impression that he already “knew a lot.”

Admiral Lord Louis Mountbatten

One of the earliest “big names” that we heard mentioned in connection with the “flying saucers” was that of Admiral Lord Louis Mountbatten. He too — so it was said — “knew a lot about flying saucers”, because the British Navy possessed photographs of them in flight over the sea, and also sometimes at rest on the surface of the water.

My own (unpublicised) association with FSR had started with the very establishment of the journal in 1955. I had filled in a subscription form and sent off my cheque, and in due course, as a subscriber, I began to receive my FSRs, from No. 1 onwards. My first contributed item appeared in issue No. 2 (Vol. 1, No. 2) but it was to be a good many years before my name was given in the journal — not, in fact, until I had ceased to be a civil servant.

As for Lord Mountbatten’s great personal interest in our subject — we knew with certainty that this was true, for he had asked to receive FSR, and a copy of every issue was accordingly sent to him right from the beginning. (Nor was he the only person in those very highest levels among our national leaders who had expressed such an interest, and who consequently also received every issue of FSR right from the commencement.)

A Strange Story

A distant relative of mine (now dead) had served in the Royal Navy in World War II. Not long ago, just before his death, he told me a strange story which I think should now be placed on record, as it agrees so closely with some of those tales and rumours that were heard in Whitehall during the 1950s. He said, simply, that he knew a colleague, another British naval officer, who had worked in the early post-war years in the main building of the Admiralty — which, as I should perhaps explain for the benefit of foreign