

# THE HUMANOID AT KINNULA

Forestry worker tells how he grabbed hold of entity

*Tapani Kuningas*

**This will be considered a low-weight case as it depends entirely on the testimony of the witnesses. Nevertheless it is essential that it goes on the record. Our contributor is Chairman of the Interplanetarians Association, Helsinki, Finland. Translation from the Finnish by Elis W. Grahn.**

ON April 4, 1971, I went with a few UFO-interested colleagues from Jyväskylä (Mid-Finland) to investigate the so-called Kinnula case—evidently the most astonishing Finnish UFO-cum-humanoid case lately. Based on these researches, I wrote down this brief summary of the case.

On Friday, February 5, 1971, two young men from Kinnula, Petter Aliranta (21) and Esko Juhani Sneck (18), were working in the woods of the village of Kangaskylä in Kinnula, near the borders of the counties of Middle Finland and Vaasa. At about 3.00 p.m. they were about to end their work, for the cloudy day was slowly turning dark. Aliranta had just turned off his motor saw, when he suddenly noticed a strange metallic-looking object at tree-top level which was descending straight down. It had the shape of two saucers on top of each other and was about 5 metres in diameter. At the bottom of the vehicle there were four thin (5-10 cms.) landing feet, more than 2 metres long. Within a few moments the object descended in a small opening between the trees, about 15 metres away from Aliranta and Sneck. The last-mentioned, however, did not notice what was going on at this time as he was still busy cutting branches off a tree with his motor saw.

During the descent, a round opening appeared in the centre of the underpart of the UFO, and from this, immediately the vehicle had settled firmly on the ground, a strange little being glided down. It actually did *glide* down those two metres to the snow-covered ground; there was no normal falling movement. After this, the being started approaching Aliranta. Its movements were very stiff and the steps short. The being looked like a space-man, or robot, and was less than 1 metre tall, perhaps 90 cms. The body was covered with a one-piece suit of a green colour. The head had the same cover, and in the middle of it was a sort of lens facing forwards. The hands were round at the tips and no fingers could be seen. The "boots" at the feet were a uniform part of the dress, and green as well.

The humanoid seemed to move in a strange way on top of the snow surface; it did not go down into the deep snow as one would have expected. As this entity was slowly but steadily advancing towards Aliranta, he started his motor saw and began to approach the strange walker with motor saw in hand. At this point, Esko Sneck also became aware of the strange happenings; the

turning on of the motor saw had made him turn around to see what Aliranta was up to.

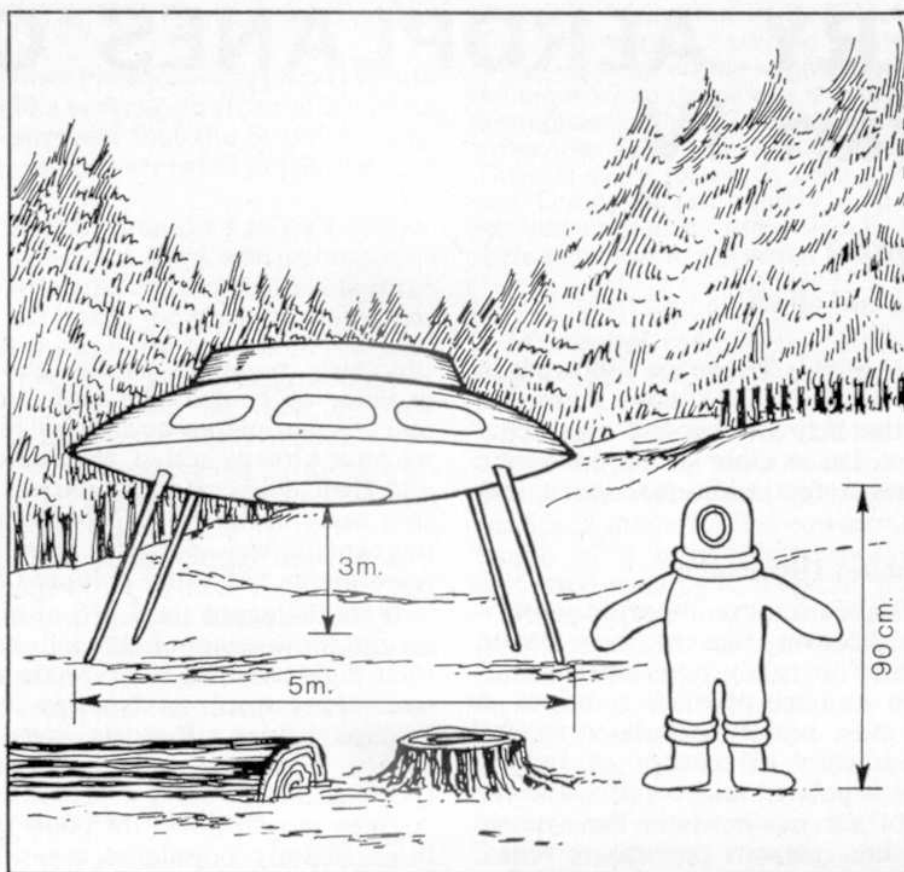
"The little green man" and Aliranta were approaching each other, the distance between them now less than 10 metres. Suddenly the being turned around and started eventually to go back towards the saucer. This made Aliranta braver, and he hurried to catch the humanoid. Within the saucer, other entities were now visible; there were three "windows" on the topside of the vehicle (about 1 metre wide) and through one on the right side three moving forms were visible, humanlike, although no features or details could be seen.

As Petter Aliranta was about to get hold of the humanoid, when about 3 metres from the saucer, it rose into the air in a strange way, floating towards the opening from which it had come. The humanoid having risen to more than 1 metre above the ground, Aliranta reached out quickly and grabbed hold of the heel of the right "boot" with his bare right hand. However, he had to let go of the foot right away as it burned like a hot iron (the wounds caused by the burning on the thumb, forefinger and inside of the hand were still clearly visible two months later). At the same time, Aliranta automatically took a couple of steps backwards, so the entity was able to glide back into the craft undisturbed.

The moment the humanoid had got into the saucer, the latter started to give a slight humming or buzzing sound, and it slowly started to ascend from the ground. Aliranta felt a weak gust of air at this moment, but no smoke or smell could be detected, nor any light phenomenon (there were no lights visible on or in the vehicle during the incident). As the saucer rose upwards the round opening at the bottom closed (but the landing feet kept their position) and within some fifteen seconds the whole object had disappeared into the sky.

According to the eye-witnesses, the visit of this strange craft lasted at least three minutes. After the saucer had disappeared the men could not talk, for they were too amazed by the whole incident. They felt stiff all over and had some difficulty in moving, especially Petter Aliranta. It took them close on one hour before they were able to walk away from the woods. Before they left they had a closer look at the markings left in the snow, evidence of this incredible happening.

At the end of each landing foot there had been a



round plate. These plates had penetrated the full depth of the snow cover (then about 40 cms.), leaving four round prints (about 35 cms. across) in an even square with a side of about 2 metres. Within this square the snow had melted some 5-10 cms. on the surface. The footsteps left by the humanoid were also clearly visible. They were small (15 cms.) and quite circular in shape. The strides were all along the same length (even those made during the chase): about 20 cms.

When, about two hours after the incident, the men arrived home and told others about it, nobody believed them. Their people thought "the boys had made it up between them." Petter Aliranta actually had a burned hand, but the wounds could have come from anything. The story about "the little green man" was all too incredible. The next day, Aliranta's injured hand was so bad that he could hardly hold an axe. Nevertheless, the men went back to their work in the woods as usual, as there were no other signs of anything abnormal. Their work output, however, was not the same, for they kept looking around more than usual. By and by, the fear caused by the incident disappeared, but even two months afterwards Aliranta complained about being afraid to walk alone in the dark. There were no other notable signs as evidence of the happening.

During the course of the investigation no details appeared of anything which could have made the story of these two men questionable. The negative attitude of others (mainly their own families) had, however, caused a resistance in them to talking about the experience to others. Because of this we learned about the case far too late inasmuch as the landing marks were then covered with fresh snow about  $\frac{1}{2}$  metre thick.

On the same date, February 5, there was another UFO

case in Kinnula. At 7.20 a.m., Pentti Piispanen (also working in the woods) saw a ball of light about 1 metre across, moving at tree-top level for about 2 minutes. The observation was made about 15 kms. from the Kangaskylä landing site. On his return home, Piispanen told others about his sighting (also a newspaper), but to start with they did not believe him either.

Many others living in the Kinnula area have seen UFOs and strange lights in the winter of 1971.

## ANOTHER TELEPORTATION AND ITS SEQUEL

(continued from page 17)

### References

- <sup>5</sup> On the Morro do Vintém, see: Charles Bowen: *The Mystery of the Morro do Vintém*, in FSR, Vol. XIII, No. 2 (March/April 1967), and *No Easy Solution to the Morro Mystery*, in FSR, Vol. XIV, No. 4 (July/August 1968).  
G. Creighton: *Follow-Up on the Morro Mystery*, in FSR, Vol. XVII, No. 4 (July/August 1971).
- <sup>6</sup> See *The Most Amazing Case of All*, in various issues of FSR from October 1964 onwards, and in its final form as *The Amazing Case of Antônio Villas Boas*, in *The Humanoids*, published in hardback form by Neville Spearman, London, 1969, and by Henry Regnery, Chicago, 1970.
- <sup>7</sup> In Tibetan, གཟུང་མི་བརྒྱུད་པེ
- <sup>8</sup> Sanskrit name रुपाति
- <sup>9</sup> Some histories say he came down on another mountain, the bTsan-Thang Hla-Ri (བཙན་ཐང་ལྷ་རི་).

# MYSTERY AEROPLANES OF THE 1930s Part IV

*John A. Keel*

IN the first three parts of this article we followed, in some detail, the 1933-34 "Ghostflier" news items that were unearthed with the help of Swedish researcher Åke Franzén and others. Let us close with a discussion around those facts, and a few additional items that have come to light.

## Geographical Distribution

One of Dr. Jacques Vallée's many important contributions to ufology is his discovery that the phenomenon tends to concentrate itself in thinly populated areas.<sup>1</sup> Although there were a number of mass sightings in southern Sweden, the most heavily populated section of the country, the greatest percentage of reports came from the sparsely populated lake country and the mountainous regions of the north where the average population density is three persons per square mile.<sup>2</sup> Jämtland, Västerbotten and Norrbotten were most often named in the reports. The Norwegian reports were mainly concentrated in Troms and Nordland, while the Finnish accounts (and we have only unearthed a few) were centred in the states of Oulu and Lappi.

AREA OR STATE PROVIDING THE MOST REPORTS	AREA IN SQ. KM.	POPULATION (1958 figures)	POP. PER SQ. KM.
SWEDEN:			
Jämtland	51,549	142,022	3
Västerbotten	59,140	240,403	4
Norrbotten	105,877	259,694	3
NORWAY:			
Oppland	25,325	165,451	6.6
Nordland	38,324	235,844	6.1
Troms	26,090	125,192	4
FINLAND:			
Oulu	56,686	402,800	7.1
Lapland (Lappi)	93,870	197,600	2.1

We can assume that communications were fragile in some of these areas in 1934, and that a great many sightings went unreported. But we do have enough detailed reports to trace the routes pursued by the planes, and have been able to lay out some flights from point to point on specific days. However, on some of the flap dates ghostfliers appeared simultaneously over many points in the south as well as the north, indicating that either many planes were in the air at that time or that the whole of Scandinavia was witnessing some rare form of atmospheric phenomenon.

Many of the reports *do* describe nothing but lights-in-the-sky (LITS). During that period every LITS was

obviously regarded as the ghostflier. This does not explain, of course, the many low altitude, grey, unmarked aeroplanes accompanied by engine sounds. As we have already stated, the deployment of these planes and their deliberate manoeuvres seems to suggest that they were designed to provide a frame of reference—or explanation—for the more mysterious wavering searchlights and multi-coloured high altitude lights.

If we disregard the LITS altogether and concentrate on the movements of the definite aircraft, we find that their flights seemed to originate above the Arctic Circle somewhere north of Norway, perhaps in the vicinity of Spitzbergen. Reports would be understandably scanty from the northernmost state of Finnmark (population density 1.4 persons per square kilometre). As they moved down the coast of Norway towards the more densely populated areas the reports would increase . . . and they did. There were some reports as far south as Trondheim. But in most flaps the craft turned inland around Tromsø, Norway, crossed into Sweden and moved to Gällivare . . . which is in the centre of Norrbotten. Gällivare appears to have served as a key landmark to the ghostfliers. From here some flights proceeded south-east to Luleå, Haparanda (and Kemi, Finland). Then they moved on down the coast of the Gulf of Bothnia to Skellefteå, Umeå, Sundsvall, and Uppsala, just north of Stockholm. Other flights pursued inland courses from Gällivare to Sorsele and Östersund.

If these were conventional planes operated by smugglers or by some foreign power, this was an enterprise of unprecedented boldness . . . and risk. The terrain was mountainous and dangerous. The ghostfliers chose to fly in the worst kind of weather so they had to be extraordinarily good navigators. They could rarely see the stars so they had to rely on instruments . . . and the known navigational instruments of the period were unreliable and primitive . . . at least for this kind of flying. Small wonder that the Scandinavian press commented with wonder on their navigational skills.

Assuming that they represented a foreign power, it is possible that they could have been launched from a ship in the Arctic Ocean, and could have flown the 300-400 miles to another ship in the Gulf of Bothnia. But why would they find it necessary to make such a hazardous trip daily for months on end? And why would they risk exposing their whole clandestine operation by clowning above the villages and towns along the way? What was the real purpose behind their seemingly insane missions?

The Finnish reports indicate that some flights returned to their mysterious home base by flying northwards over Lapland on a course that might have taken them to Novaya Zemlya, the islands where a mysterious