RESTRICTED

ATTIC NO. ---

DATE OF ~~JULY~~ AUG 1948

AF NO. ---

LOCATION Merian, Va.

REPORT NO. ---

SOURCE Private Pilot

DATE OF REPORT ---

DATE IN TO ATTIC ---

TIME OF SIGHTING ---

COLOR ---

STATE ---

SPEED Over 300 MPH

Estimated
Measured
Estimated
Measured

OBJ. Light of locomotive

ALTITUDE ---

COURSE ---

LENGTH OF TIME OBSERVED ---

NO. IN GROUP 1

TYPE OF OBSERVATION Aerial

SOUND ---

MANEUVERS ---

PHOTOS ---

SKETCHES ---

Temporary ATTIC Form 329
(2 Jan 52)

RESTRICTED

Unidentified

DEPARTMENT OF THE AIR FORCE
DIRECTORATE OF PUBLIC RELATIONS
WASHINGTON

JUL 1 1949

SUBJECT: Report of Flying Discs

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio

Attn: MCIAKS

1. Attached letter is forwarded for appropriate action.

2. No acknowledgment has been made by this headquarters.

BY COMMAND OF THE CHIEF OF STAFF:

Incl
Ltr dtd 25 June 49
fr [redacted]
Buffalo, N. Y.

W. C. ROBINSON
Captain, USAF
Executive Officer
Directorate of Public Relations

MCIAKS/GWT/amo

MCIAKS

Mr. [redacted]
[redacted]
Buffalo 10, New York

Dear Mr. [redacted]

Receipt of your letter, dated 25 June 1949, which has been forwarded this Headquarters is respectfully acknowledged.

Your contribution has been made a matter of record and is being incorporated into our present study of unidentified aerial phenomena.

Your action in reporting this matter is appreciated.

Sincerely yours,

A. J. HEMSTREET, JR.
Lt Colonel, USAF
Acting Chief, Analysis Division
Intelligence Department

ABBOTT LUMBER COMPANY, Inc.

Local Office

Home Office

[redacted]

Buffalo 10, New York

WAshington 1354

Date June 25, 1949

To U. S. Army Air Force
Pentagon Building
Washington, D. C.

Gentlemen: "Flying Saucers"

A fairly recent article in the Post stated your wish for reports on this dream-world business. Last summer I saw something for which I had and have no reasonable explanation. With no further preliminaries or apologies, I'll just report as I remember the event.

I departed, alone, from Woodrum at Roanoke, Virginia for Chilhowie AP - shortly after sunset in July or August 1948. The flight was without marked incident until some point between Wytheville and Marion. The Bellanca Cruisair was indicating about 145. Flight was slightly to right of Pulaski radio beam. I recall that I was about 1500' above the ridge that was to my right - perhaps 2000' - otherwise, without chart reference, I cannot state altitude except a guess at 6500'.

To my left, at about 10 o'clock, I saw a light. My very poor first reaction was that it was the headlight of a locomotive. It was obvious that it was not as it appeared to be moving at a speed slightly slower than mine and in my direction - along the side of the ridge that marks the other side of the valley along highway #11. It had the brilliance of a locomotive headlight as seen almost head on. From my place of observation, this light was between me and the top of the opposite ridge.

I looked for flying lights and saw none. The light did not flash on and off like the tail light of a commercial carrier and it had greater brilliance than I'd attribute to such a light. The light source appeared to be several times the size that I'd attribute to such a tail light.

My next reaction was that I was not seeing it. Turned off all lights within cabin, the light was still there. Wiped glasses - still there. Rocked wings - the light did not rock with me. I can't say that, at this point, I was more than mildly curious. I was just trying to identify it. Pushed the nose down until the light was closer to my level. Probably this increased indicated AS to 165. Appeared to gain on it slightly.

Then it appeared to take off. If my speed was 165 - I'd estimate its speed at well over 300. It lost some altitude - in accordance

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To

Date

with my observation.

At Marion there is a break in the ridge that was to my left. There is another valley.

My light appeared to make a turn up this other valley - a turn whose radius did not appear to be out of proportion to apparant speed.

That's all I saw of it - although I looked up the valley as I came to it soon after. I felt that I should have seen it.

Naturally, it occurred to me that it might have been an aircraft. As it seemed as though the light might have been turned off after the turn and that the craft then went on toward Bristol after having made another turn, I inquired at Chilhowie if they had sighted such a light or had seen an aircraft. They had not. I didn't press the subject as I found it slightly embarassing.

That's all. It didn't look like a disc or a saucer. I saw no shape. There were no orange or red lights. I saw no exhaust. It was not a weird looking light. It didn't startle me. It just provoked my curiosity - but not to the extent of chasing it.

I don't recall being tired or weary. This was my first experience at seeing something what probably aint. I'm not troubled with dreams. I was very sure, at the time, that I was seeing something as described and still feel I saw it. But there is no reasonable explanation for a light to behave in its manner. That is - I find no reason for its being there.

Neither can I see that it is a cause for alarm. Any foreign power would be nuts to test a craft that way.

Yours very truly,

[redacted]

If branch office address is included at upper left of this sheet, please reply to that office with copy, if convenient, to our home office.