

PROJECT 10073 RECORD

1. DATE - TIME GROUP 23 November 1968	2. LOCATION Newton, Georgia
3. SOURCE Civilian	10. CONCLUSION Unidentified <i>evaluated by J.A.H</i>
4. NUMBER OF OBJECTS One (1)	
5. LENGTH OF OBSERVATION 3 or 4 minutes	11. BRIEF SUMMARY AND ANALYSIS Witness encountered brilliant light directly above road as he rounded a bend in road in sparsely settled territory. About 200 feet ahead of him and 50-75 feet off the ground. No object, just light. Radio faded into static. Light itself emitted a beam downward that illuminated nearby trees. Light was retracted as if the beam were a ladder. Beam 5 - 6 feet wide, well defined. Main light fuzzy on edges. Driving a '67 Ford, but engine just cut out as did radio. Main light was scintillating. Subtended arc of several degrees. Light disappeared in a few seconds, going straight up. Engine started by itself - car had been left in drive gear.
6. TYPE OF OBSERVATION ground-visual	
7. COURSE Directly up	
8. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
9. PHYSICAL EVIDENCE <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

FORM
 FTD SEP 63 0-329 (TDE) Previous editions of this form may be used.

This document is made available through the declassification efforts
and research of John Greenewald, Jr., creator of:

The Black Vault

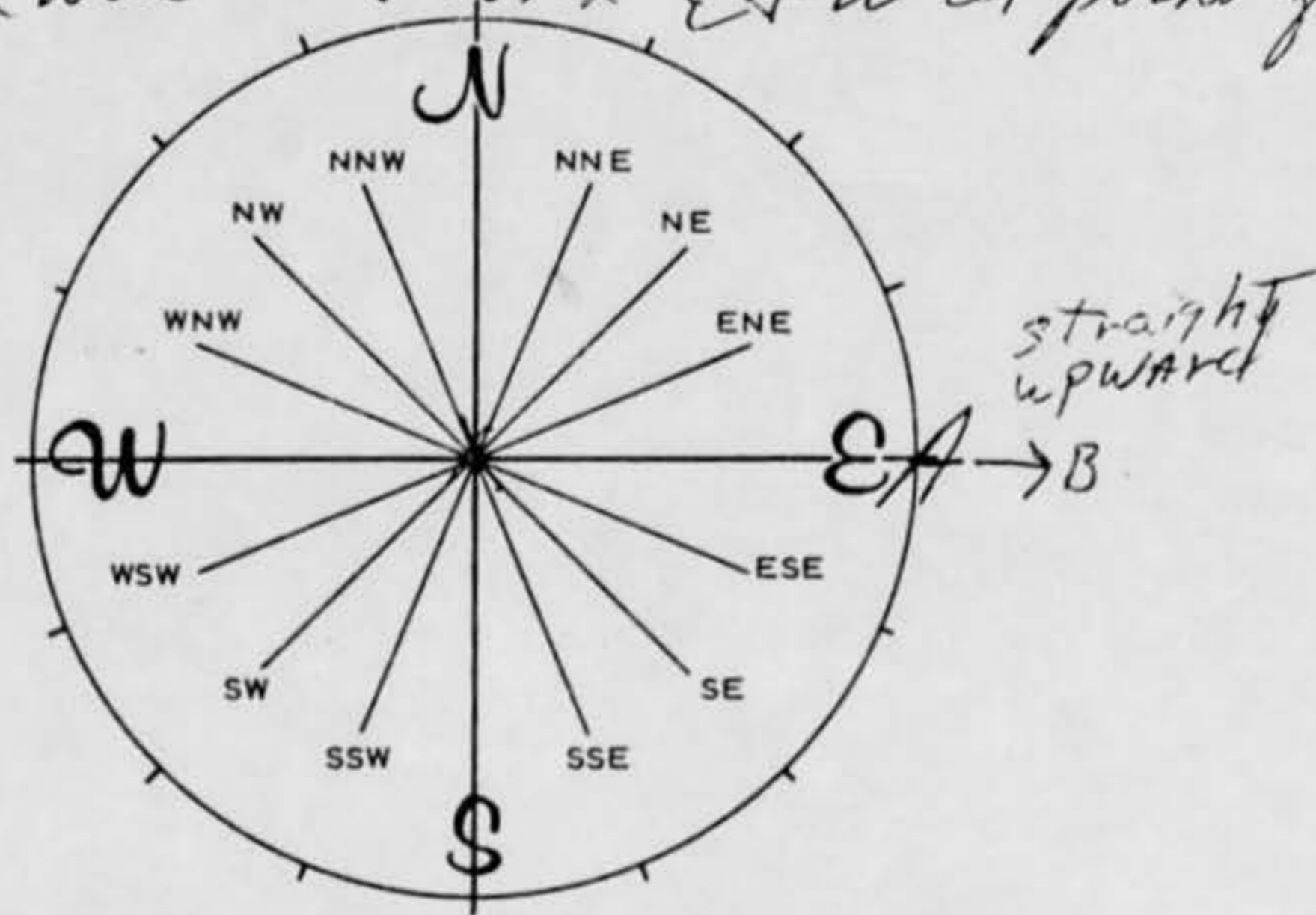


The Black Vault is the largest online Freedom of Information Act (FOIA)
document clearinghouse in the world. The research efforts here are
responsible for the declassification of hundreds of thousands of pages
released by the U.S. Government & Military.

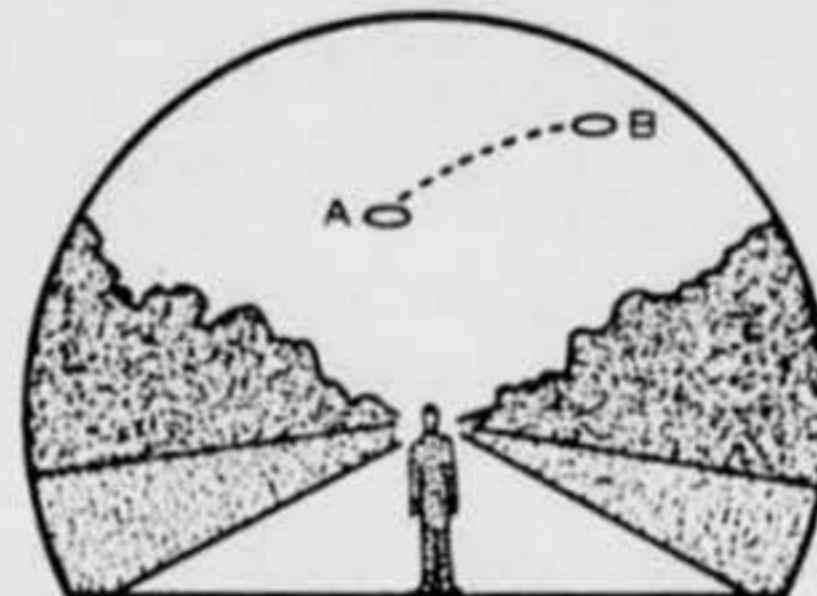
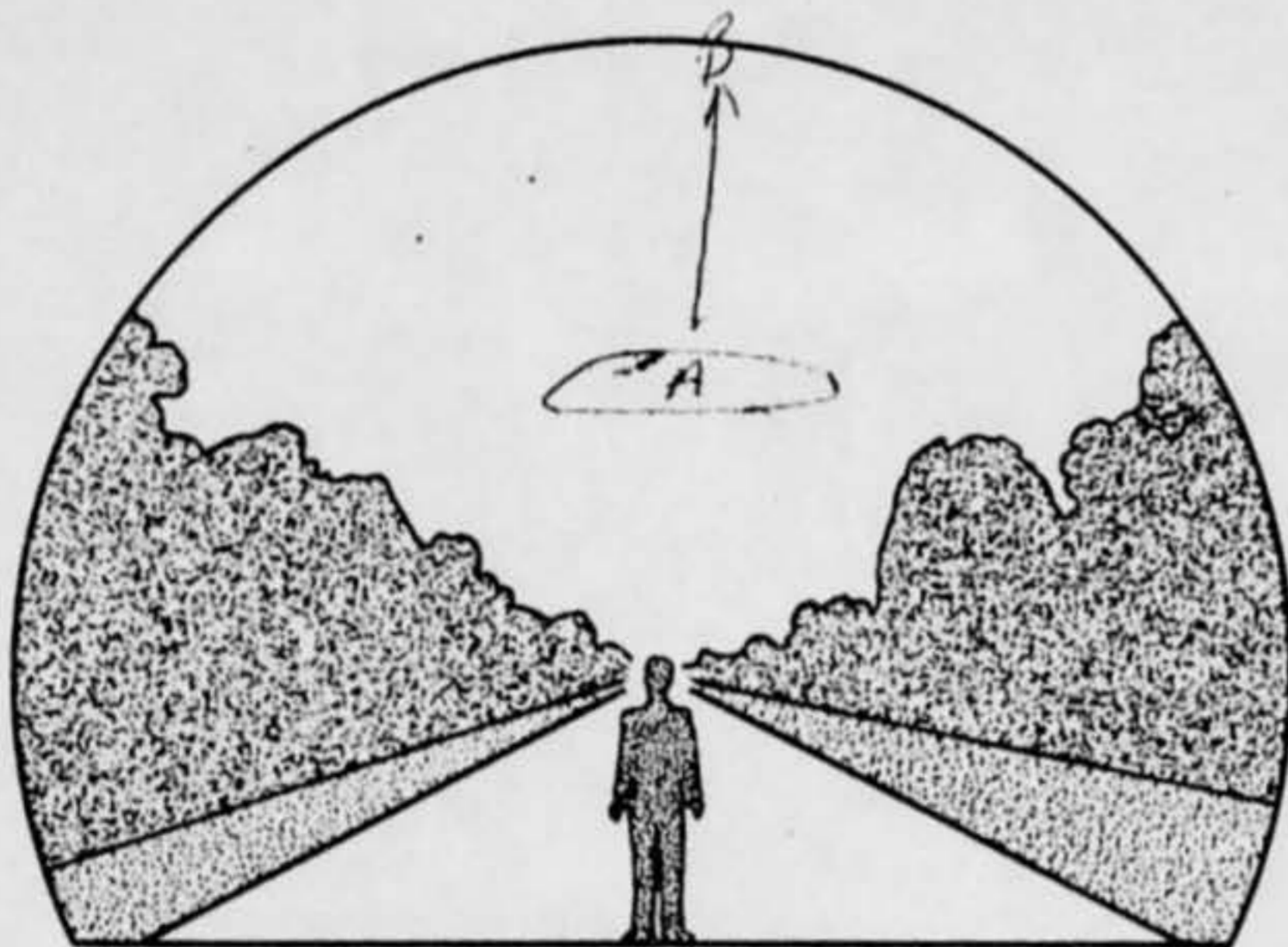
Discover the Truth at: <http://www.theblackvault.com>

6A. NOW IMAGINE YOU ARE AT THE CENTER OF THE COMPASS ROSE. PLACE AN "A" ON THE COMPASS TO INDICATE THE DIRECTION TO THE PHENOMENON WHEN FIRST SEEN. PLACE A "B" ON THE COMPASS TO INDICATE THE DIRECTION TO THE PHENOMENON WHEN LAST SEEN.

*It was straight in front of me at all times.
The road was on a line E + W at point of observation*



7. IN THE SKETCH BELOW, PLACE AN "A" AT THE POSITION OF THE PHENOMENON WHEN FIRST SEEN, AND A "B" AT THE POSITION OF THE PHENOMENON WHEN LAST SEEN. CONNECT THE "A" AND "B" WITH A LINE TO APPROXIMATE THE MOVEMENT OF THE PHENOMENON BETWEEN "A" AND "B". THAT IS, SCHEMATICALLY SHOW WHETHER THE MOVEMENT APPEARED TO BE STRAIGHT, CURVED OR ZIG-ZAG. REFER TO SMALLER SKETCH AS AN EXAMPLE OF HOW TO COMPLETE THE LARGER SKETCH.



SIGHTING OF UNIDENTIFIED PHENOMENA QUESTIONNAIRE

BUDGET BUREAU APPROVAL
NUMBER 21-R258

THIS QUESTIONNAIRE HAS BEEN PREPARED SO THAT YOU CAN GIVE THE U.S. AIR FORCE AS MUCH INFORMATION AS POSSIBLE CONCERNING THE UNIDENTIFIED PHENOMENON THAT YOU HAVE OBSERVED. PLEASE TRY TO ANSWER ALL OF THE QUESTIONS. THE INFORMATION YOU GIVE WILL BE USED FOR RESEARCH PURPOSES YOUR NAME WILL NOT BE USED IN CONNECTION WITH ANY OF YOUR STATEMENTS OR CONCLUSIONS WITHOUT YOUR PERMISSION. RETURN TO AIR FORCE BASE INVESTIGATOR FOR FORWARDING TO FTD (TDETR), WRIGHT-PATTERSON AFB, OHIO 45433, IAW AFR 80-17. (IF ADDITIONAL SHEETS ARE NEEDED FOR NARRATIVE OR SKETCHES ATTACH SECURELY TO THIS FORM OR ANNOTATE WITH YOUR NAME FOR IDENTIFICATION.)

1. WHEN DID YOU SEE THE PHENOMENON?

DAY 22 MONTH 11 YEAR 68

2. WHAT TIME DID YOU FIRST SIGHT THE PHENOMENON?

Approx. HOUR 8:00 MINUTES 5 A.M. P.M.

3. WHAT TIME DID YOU LAST SIGHT THE PHENOMENON?

Approx. HOUR 8:00 MINUTES 10 A.M. P.M.

4. TIME ZONE

EASTERN

CENTRAL

MOUNTAIN

PACIFIC

OTHER

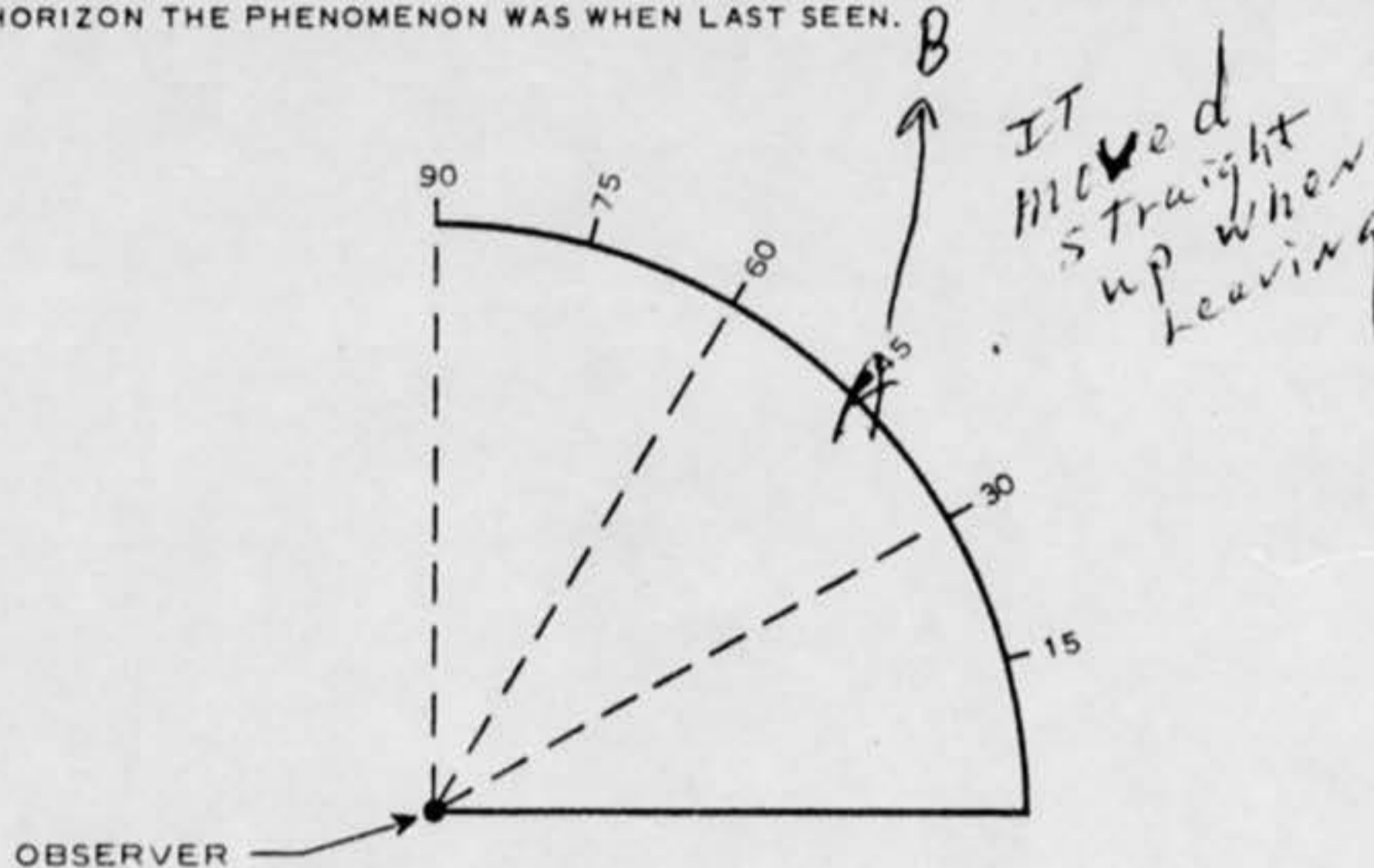
DAYLIGHT SAVINGS

STANDARD

5. WHERE WERE YOU WHEN YOU SAW THE PHENOMENON? IF IN CITY, GIVE THE NEAREST STREET ADDRESS AND INDICATE ON A HAND DRAWN MAP WHERE YOU WERE STANDING WITH REFERENCE TO THE ADDRESS. IF IN THE COUNTRY, IDENTIFY THE HIGHWAY YOU WERE ON OR NEAR AND TRY TO FIX A DISTANCE AND DIRECTION FROM SOME RECOGNIZABLE LANDMARK.

I was travelling east on Hwy 91 approx 11.7 mi. west of Newton, Ga. I had just crossed Neshoway Creek bridge.

6. IMAGINE YOU ARE AT THE POINT SHOWN IN THE SKETCH. PLACE AN "A" ON THE CURVED LINE TO SHOW HOW HIGH THE PHENOMENON WAS ABOVE THE HORIZON, OR SKYLINE, WHEN FIRST SEEN. PLACE A "B" ON THE SAME CURVED LINE TO SHOW HOW HIGH ABOVE THE HORIZON THE PHENOMENON WAS WHEN LAST SEEN.



10. IF THERE WERE MORE THAN ONE PHENOMENON, HOW MANY WERE THERE? DRAW A PICTURE TO SHOW HOW THEY WERE ARRANGED. DID THIS ARRANGEMENT CHANGE DURING THE SIGHTING?

only one

11. CONDITIONS (Check appropriate blocks.)

A. SKY		B. WEATHER	
<input type="checkbox"/> DAY		<input type="checkbox"/> CUMULUS CLOUDS (Low fluffy)	<input type="checkbox"/> FOG OR MIST
<input type="checkbox"/> TWILIGHT		<input type="checkbox"/> CIRRUS CLOUDS (High fleecy or Herringbone)	<input type="checkbox"/> HEAVY RAIN
<input checked="" type="checkbox"/> NIGHT		<input type="checkbox"/> NIMBUS CLOUDS (Rain)	<input type="checkbox"/> LIGHT RAIN OR DRIZZLE
<input checked="" type="checkbox"/> CLEAR		<input type="checkbox"/> CUMULONIMBUS CLOUDS (Thunderstorms)	<input type="checkbox"/> HAIL
<input type="checkbox"/> PARTLY CLOUDY		<input type="checkbox"/> HAZE OR SMOG	<input type="checkbox"/> SNOW OR SLEET
<input type="checkbox"/> COMPLETELY OVERCAST			<input type="checkbox"/> UNKNOWN
			<input checked="" type="checkbox"/> NONE OF THE ABOVE

C. IF THE SIGHTING WAS AT TWILIGHT OR NIGHT, WHAT DID YOU NOTICE ABOUT THE STARS AND MOON?

(1) STARS		(2) MOON	
<input type="checkbox"/> NONE		<input checked="" type="checkbox"/> BRIGHT MOONLIGHT	<input type="checkbox"/> NO MOONLIGHT
<input type="checkbox"/> A FEW		<input type="checkbox"/> MOON WITH HALO	<input type="checkbox"/> UNKNOWN
<input checked="" type="checkbox"/> MANY		<input type="checkbox"/> MOON HIDDEN BY CLOUDS	
<input type="checkbox"/> UNKNOWN		<input type="checkbox"/> PARTIAL (New or quarter)	


D. IF SIGHTING WAS IN DAYLIGHT, WAS THE SUN VISIBLE? YES NO. IF "YES," WHERE WAS THE SUN AS YOU FACED THE PHENOMENON?

<input type="checkbox"/> IN FRONT OF YOU	<input type="checkbox"/> TO YOUR RIGHT	<input type="checkbox"/> OVERHEAD (Near noon)
<input type="checkbox"/> IN BACK OF YOU	<input type="checkbox"/> TO YOUR LEFT	<input type="checkbox"/> UNKNOWN

E. SPECIFY THE MAJOR SOURCE OF ILLUMINATION PRESENT DURING THE SIGHTING, SUCH AS THE SUN, HEADLIGHTS OR STREET LAMP, ETC. FOR TERRESTRIAL ILLUMINATION, SPECIFY DISTANCE TO LIGHT SOURCE.

headlights (until malfunction) - object itself

12. GIVE A BRIEF DESCRIPTION OF THE PHENOMENON, INDICATING WHETHER IT APPEARED DARK OR LIGHT, WHETHER IT REFLECTED LIGHT OR WAS SELF-LUMINOUS AND WHAT COLORS YOU NOTICED. DESCRIBE YOUR IMPRESSION OF WHETHER IT WAS SOLID OR TRANSPARENT, WHETHER EDGES WERE SHARP OR FUZZY. DESCRIBE THE SHAPE OR INDICATE IF IT APPEARED AS A POINT OF LIGHT. INDICATE COMPARISONS WITH OTHER OBSERVED OBJECTS, LIKE STARS, A LIGHT OR OTHER OBJECT IN YOUR FIELD OF VIEW.

I observed ~~an~~ what appeared to be a self-luminous oval shaped object 40-50 yds in diameter which glowed with a yellowish-white light. It seemed to me to be non-transparent, though I have no idea as to how solid it may have been. It was much brighter than any other light present. There were no distinct edges but rather a fuzzy outline, (i.e. ) with a general oval shape.

8. WHERE WERE YOU WHEN YOU SAW THE PHENOMENON? (Check appropriate blocks.)

<input checked="" type="checkbox"/> OUTDOORS	<input type="checkbox"/> IN BUSINESS SECTION OF CITY
<input type="checkbox"/> IN BUILDING	<input type="checkbox"/> IN RESIDENTIAL SECTION OF CITY
<input checked="" type="checkbox"/> IN CAR <input checked="" type="checkbox"/> AS DRIVER <input type="checkbox"/> AS PASSENGER	<input checked="" type="checkbox"/> IN OPEN COUNTRYSIDE
<input type="checkbox"/> IN BOAT	<input type="checkbox"/> NEAR AIRFIELD
<input type="checkbox"/> IN AIRPLANE <input type="checkbox"/> AS PILOT <input type="checkbox"/> AS PASSENGER	<input type="checkbox"/> FLYING OVER CITY
<input type="checkbox"/> OTHER	<input type="checkbox"/> FLYING OVER OPEN COUNTRY
	<input type="checkbox"/> OTHER

A. IF YOU WERE IN A VEHICLE, COMPLETE THE FOLLOWING:

WHAT DIRECTION WERE YOU MOVING?		HOW FAST WERE YOU MOVING?
<input type="checkbox"/> NORTH	<input checked="" type="checkbox"/> EAST	50-60 MPH
<input type="checkbox"/> SOUTH	<input type="checkbox"/> WEST	DID YOU STOP ANYTIME WHILE OBSERVING THE PHENOMENON?
<input type="checkbox"/> NORTHEAST	<input type="checkbox"/> SOUTHEAST	
<input type="checkbox"/> NORTHWEST	<input type="checkbox"/> SOUTHWEST	
		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO

EXPLAIN WHETHER SUCH MOVEMENT AFFECTS YOUR SKETCHES IN ITEMS 5 AND 6.

DESCRIBE TYPE OF VEHICLE YOU WERE IN AND TYPE OF ROAD, TERRAIN OR BODY OF WATER YOU TRAVERSED DURING THE SIGHTING. STATE WHETHER WINDOWS OR CONVERTIBLE TOP WERE UP OR DOWN.

67 Ford Custom - paved (gravel) road - river bottom, farm land
all windows were closed with heater on

HOW MUCH OTHER TRAFFIC WAS THERE?

none

DID YOU NOTICE ANY AIRPLANES? YES NO. IF "YES," DESCRIBE WHEN THEY WERE IN SIGHT RELATIVE TO THE TIME OF SIGHTING THE PHENOMENON AND WHERE THEY WERE IN THE SKY RELATIVE TO THE POSITION OF THE PHENOMENON.

9. HOW LONG WAS THE PHENOMENON IN SIGHT?

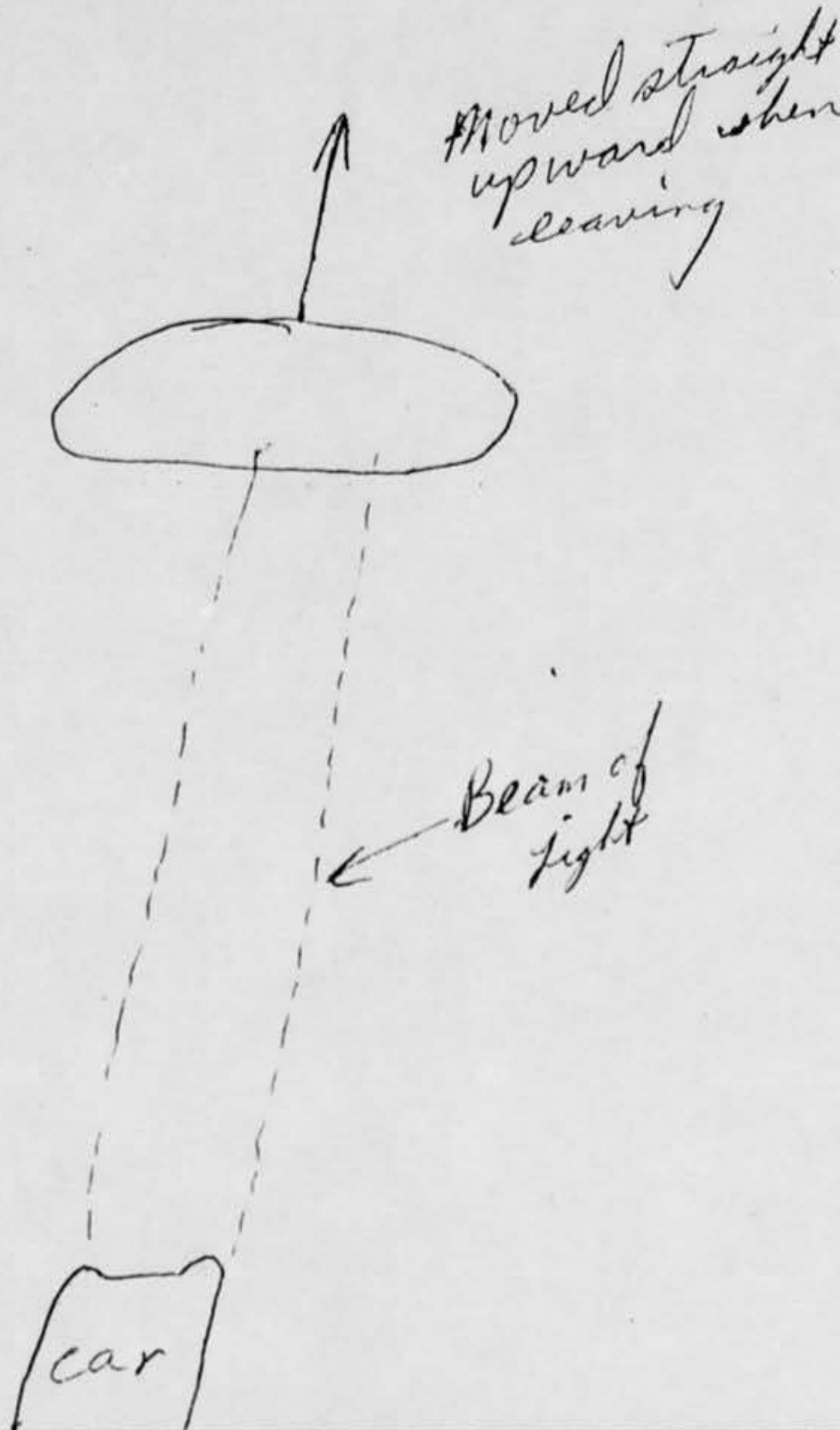
LENGTH OF TIME	<input checked="" type="checkbox"/> CERTAIN OF TIME	<input type="checkbox"/> NOT VERY SURE
<i>3-5 min</i>	<input type="checkbox"/> FAIRLY CERTAIN	<input type="checkbox"/> JUST A GUESS

HOW WAS TIME DETERMINED?

watch

WAS THE PHENOMENON IN SIGHT CONTINUOUSLY? YES NO. IF "NO," INDICATE WHETHER THIS IS DUE TO YOUR MOVEMENT OR THE BEHAVIOR OF THE PHENOMENON, AND DESCRIBE SUCH MOVEMENT OR BEHAVIOR. INDICATE DISAPPEARANCES ON PREVIOUS SKETCHES.

15. DRAW A PICTURE THAT WILL SHOW THE SHAPE OF THE PHENOMENON. INCLUDE AND LABEL ANY DETAILS THAT MIGHT HAVE APPEARED AS WINGS OR PROTRUSIONS, AND INDICATE EXHAUST OR VAPOR TRAILS. INDICATE BY AN ARROW THE DIRECTION THE PHENOMENON WAS MOVING.



16. WHAT WAS THE ANGULAR SIZE? HOLD A MATCH AT ARM'S LENGTH IN FRONT OF A KNOWN OBJECT, SUCH AS A STREET LAMP OR THE MOON. NOTE HOW MUCH OF THE OBJECT IS COVERED BY THE HEAD OF THE MATCH. NOW IF YOU HAD BEEN ABLE TO PERFORM THIS EXPERIMENT AT THE TIME OF THE SIGHTING, ESTIMATE WHAT FRACTION OF THE PHENOMENON WOULD HAVE BEEN COVERED BY THE MATCH HEAD.

I can only estimate that if I were to hold my entire thumb up at arms' length no more than $\frac{1}{10}$ of the object would have been covered.

13.	DID THE PHENOMENON	YES	NO	UNKNOWN
	MOVE IN A STRAIGHT LINE?	✓		
	STAND STILL AT ANYTIME?	✓		
	SUDDENLY SPEED UP AND RUN AWAY?	✓		
	BREAK UP IN PARTS AND EXPLODE?		✓	
	CHANGE COLOR?	✓		
	GIVE OFF SMOKE?		✓	
	CHANGE BRIGHTNESS?	✓		
	CHANGE SHAPE?		✓	
	FLASH OR FLICKER?		✓	
	DISAPPEAR AND REAPPEAR?		✓	
	SPIN LIKE A TOP?		✓	
	MAKE A NOISE?		✓	
	FLUTTER OR WOBBLE?		✓	
14.	WHAT DREW YOUR ATTENTION TO THE PHENOMENON?			
	<p>I topped a small hill & started into a curve coming up on to where this object was located. The brightness, size, etc. immediately caught my attention. As I approached the light a beam of light came down to my car causing the engine to stop and all electrical components to malfunction.</p>			
A.	HOW DID IT FINALLY DISAPPEAR?			
	<p>The object changed colors from a yellowish white to a brighter reddish-orange and moved straight up at a very high rate of speed. It was completely out of sight in less than 15 seconds.</p>			
B.	DID THE PHENOMENON MOVE BEHIND OR IN FRONT OF SOMETHING, LIKE A CLOUD, TREE, OR BUILDING AT ANY TIME?			
	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO. IF "YES," DESCRIBE.			

22. HAVE YOU EVER SEEN THIS OR A SIMILAR PHENOMENON BEFORE? YES NO. IF "YES," GIVE DATE AND LOCATION.

23. WAS ANYONE WITH YOU AT THE TIME YOU SAW THE PHENOMENON? YES NO. IF "YES," DID THEY SEE IT TOO? YES NO.

A. LIST THEIR NAMES AND ADDRESSES

24. GIVE THE FOLLOWING INFORMATION ABOUT YOURSELF

LAST NAME, FIRST NAME, MIDDLE NAME

ADDRESS (Street, City, State and Zip Code) *Albany GA 31705*

TELEPHONE (Area code and number) *22* AGE MALE FEMALE

INDICATE ADDITIONAL INFORMATION INCLUDING OCCUPATION AND ANY EXPERIENCE WHICH MAY BE PERTINENT.

*Occupations Outside accounts adjuster (collector)
C & S Bank of Albany
Albany, GA.*

25. WHEN AND TO WHOM DID YOU REPORT THAT YOU HAD SIGHTED THIS PHENOMENON?

NAME *Dougherty County Sheriff Dept.* DAY *22* MONTH *11* YEAR *68*

26. DATE YOU COMPLETED THIS QUESTIONNAIRE. DAY *6* MONTH *12* YEAR *68*

17. DID YOU OBSERVE THE PHENOMENON THROUGH ANY OF THE FOLLOWING? INCLUDE INFORMATION ON MODEL, TYPE, FILTER, LENS PRESCRIPTION OR OTHER APPLICABLE DATA.

<input checked="" type="checkbox"/> EYEGLASSES	<input type="checkbox"/> CAMERA VIEWER
<input type="checkbox"/> SUNGLASSES	<input type="checkbox"/> BINOCULARS
<input checked="" type="checkbox"/> WINDSHIELD	<input type="checkbox"/> TELESCOPE
<input type="checkbox"/> SIDE WINDOW OF VEHICLE	<input type="checkbox"/> THEODOLITE
<input type="checkbox"/> WINDOWPANE	<input type="checkbox"/> OTHER

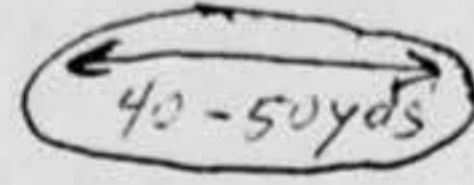
A. DO YOU ORDINARILY WEAR GLASSES? YES NO B. DO YOU USE READING GLASSES? YES NO

18. WHAT WAS YOUR IMPRESSION OF THE SPEED OF THE PHENOMENON? GIVE ESTIMATE OF SPEED. *Much faster than any known jet airplane*

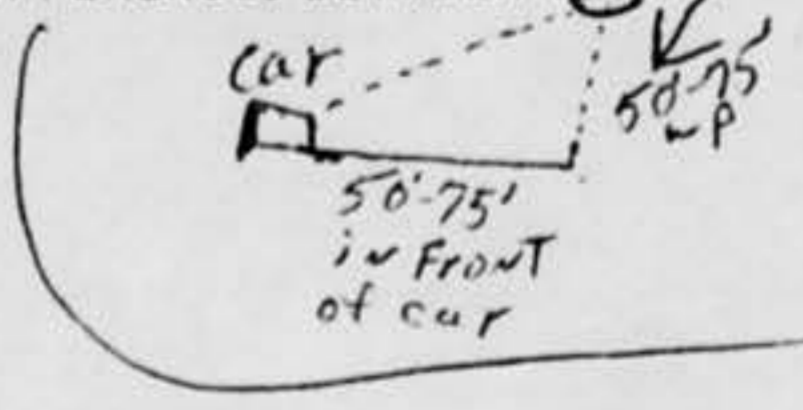
19. WHAT WAS YOUR IMPRESSION OF THE DISTANCE OF THE PHENOMENON? GIVE ESTIMATE OF DISTANCE.

20. IN ORDER THAT WE MAY OBTAIN AS CLEAR A PICTURE AS POSSIBLE OF WHAT YOU SAW, DESCRIBE IN YOUR OWN WORDS A COMMON OBJECT OR OBJECTS WHICH, WHEN PLACED IN THE SKY, SIMILAR TO WHERE YOU NOTED THE PHENOMENON, WOULD BEAR SOME RESEMBLANCE TO WHAT YOU SAW. DESCRIBE SIMILARITIES AND DIFFERENCES BETWEEN THE COMMON OBJECT AND WHAT YOU SAW.

a football with rounded ends



*about 40-50 yards in diameter
very bright; in color - yellowish-white*



21. DID YOU NOTICE ANY ODOR, NOISE, OR HEAT EMANATING FROM THE PHENOMENON OR ANY EFFECT ON YOURSELF, ANIMALS OR MACHINERY IN THE VICINITY? YES NO. IF "YES," DESCRIBE.

A. DID THE PHENOMENON DISTURB THE GROUND OR LEAVE ANY PHYSICAL EVIDENCE. YES NO. IF "YES," DESCRIBE.

27. INFORMATION WHICH YOU FEEL IS PERTINENT BUT WHICH IS NOT ADEQUATELY COVERED IN THIS QUESTIONNAIRE, ALTERNATIVELY PROVIDE A NARRATIVE EXPLANATION OF THE SIGHTING.

I was travelling East on Hwy 91
11.7 miles west of Newton, Ga. at approx. 8:05^{PM} 8:10

As I crossed Nochaway Creek my radio (WCKV
Cincinnati, Ohio) was clouded with static. I topped a rise and started into a curve when I saw a very large bright light 40-50 yds. in diameter yellowish-white in color about 100 feet in front of my car 50-75 ft off the ground. A beam of light came from the main body of light striking the hood of my car. At this point the engine stopped and the lights, radio & heater cut off. I braked the car and stopped. I watched the object for 2-3 minutes then it changed to a brighter reddish-orange color and proceeded upward at a very high speed. In 15 seconds or less it had gone completely out of sight straight up. I then noticed my car was creeping forward, (it was still in drive gear) the engine was churning and light, radio, heater etc. were functioning as if they had never stopped. I drove very rapidly to Albany and made a report after attempted to report this in Newton and receiving no cooperation at all from Baker County Sheriff.

22 NOV. 68

TDPT (UFO)

UFO observation ²² 23 November 1968 near Newton, Georgia

9 DEC 1968

Dr J A Hynek
Northwestern University
Evanston, Illinois 60201

Dr J Allen Hynek

Reference the attached UFO report from near Newton, Georgia, which occurred on 23 November 1968. Request you evaluate this case and make comments on a Project Record Card. If you need additional information on the sighting, please obtain it. However, we want transcripts of all telephone conversations and letters on this report. Request this information on or before 20 January 1969.

RECTOR QUINTANILLA, Jr, Lt Colonel, USAF
Chief, Aerial Phenomena Branch
Aerospace Technologies Division
Production Directorate

1 Atch
Unclassified Message 59863 (2Dec68)

TDPT (UFO) OFFICIAL FILE CY

NEAR NEWTON, GEORGIA

November 23, 1968

This sighting was investigated and evaluated by Dr. J. Allen Hynek, Air Force scientific consultant on UFO's. The following represents a brief summary of his analysis and conclusions regarding this sighting:

Witness saw a brilliant light directly above the road about 200 feet ahead of him and 50 to 75 feet off the ground as he rounded a bend in the road in his 1967 Ford. The area was sparsely settled. There was no definite object, just light. The car radio faded into static. The light itself emitted a beam downward that illuminated nearby trees.

Light then was retracted as if the beam were a ladder; it was five to six feet wide, and well defined. The main light was fuzzy on the edges. Now the engine cut out as did the radio. Main light appeared scintillating with a subtended arc of several degrees.

Light then disappeared after a few seconds, going straight up. Engine started by itself, and car had been left in drive gear.

CONCLUSION: Unidentified

NORTHWESTERN UNIVERSITY

EVANSTON, ILLINOIS 60201

DEPARTMENT OF ASTRONOMY

LINDHEIMER ASTRONOMICAL RESEARCH CENTER

13 January 1969

FTD (TDETR)
Research and Aerial Phenomena Division
Wright-Patterson Air Force Base
Ohio 45433

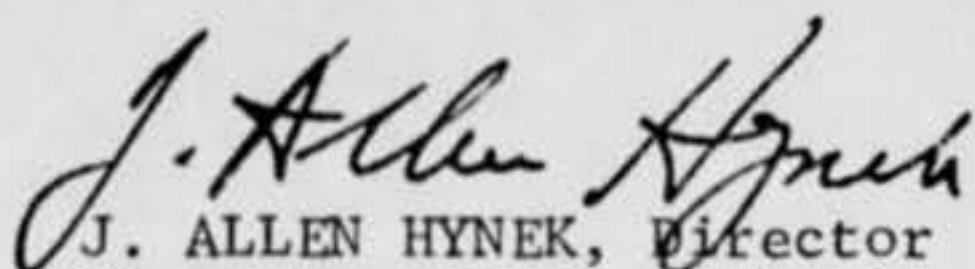
Attn: TDPT (UFO)

Subj: Sighting of 23 November, 1968, Newton Georgia

To: Lt. Col. Hector Quintanilla, Jr.

Enclosed are the following items:

1. Transcription of telephone conversation with witness in above referenced sighting as you requested.
2. Project evaluation card on subject sighting.



J. ALLEN HYNEK, Director
Lindheimer Astronomical Research Center
Northwestern University
Evanston, Illinois 60201

JAH:lp
Encl. (2)

H Hello, Mr. [REDACTED]

J Yes sir.

H Hi, this is Allen Hynek at Northwestern University.

J How are you, Dr. Hynek?

H Fine. I didn't call earlier because I was detained. I'm very happy to have your letter which I got just today as a matter of fact (yes sir) and just in time to make the call. Your case there is a very interesting one and I would like to get more details. I have the report here, as it came from Moody Air Force Base and it's a very sketchy report. Let me tell you briefly what it says, and then you can probably fill me in.

Description of object: Oblong shape; Length: 40 or 50 yards; white, resembled a rounded football on its side. As UFO approached vehicle engine died and all electrical equipment failed. A beam of light was emitted from object. Loud static on auto radio tuned to a station that normally comes in clear. Object departed straight up at high rate of speed. Went completely out of sight in 15 seconds. And, essentially, that's about all. What I'd like to ask, if you are agreeable, to just sort of back, take a deep breath and, in your own words, just give me a narrative account filling in the details that certainly the report doesn't have. Can you do that now?

J Yes, I'd be glad to. (Fine) Col. Cadue(?), I believe, that came up and he had one of the standard forms that he wanted filled out. It was just a questionnaire form and I just answered the questions to the best of my ability.

H Well, those questionnaires are certainly helpful in many respects, but I find that in my own work with the UFO problem that I like to start with just the narrative account of what happened. What a person was and what

he saw and that sort of thing, and then, after you do that, I would like to ask a few questions.

J Okay, sir, I'd be glad to.

H By the way, to save me the trouble of making a lot of pencil notes, do you have any objection if I put on my own little tape recorder just for my own purposes only.

J No sir, not at all.

H Okay. All right, shoot.

J Well, I work for ^{bank, as an} an outside collector, an accounts adjustor, and I was on my way home on a Friday evening at approximately 8 o'clock I made my last call and this is how I'm familiar with the time. I was proceeding east on Highway 91, which was later determined to be 11.7 miles west of Newton, Georgia.

H What was the night like? the weather?

J The weather was very clear, there were many bright stars out.

H Was there any moonlight?

J Yes, there was some, but I couldn't tell you the position of the moon, to save my life.

H I can look that up.

J I crossed Notch-away Creek, just a local creek down here, I crossed the bridge on this creek and started into a sharp curve which cruved to the left and topped a little hill. As I topped the hill and started into the curve I saw this light. I didn't see it come down or fly sideways, or anything, but I just saw it sitting above the road. At the time I first sighted it it was maybe 150 to 200 feet in front of the car.

H Was it at that time, estimating distances is always difficult, did it at

anytime come in front of anything?

J No sir, it didn't. It was always over the middle of the road, possibly 50-75 feet off the ground...

H You had to look then, did you have to look through the top part of your windshield or middle or how?

J Well, it was towards the upper portion of the windshield.

H So you were looking up and the object was against the sky then.

J Right, yes. .

H Okay, when you say it was white, was it a uniform white, or was it fuzzy at the edges, or what?

J It was sort of a yellowish-white, I guess similar to the sun on a bright day; the outer edges seemed to have a fuzzy texture to them, it was nothing that was very clear cut and defined.

H Now, was the...did you at any time see an object connected with it or was it always just a light.

J It was always just a very large light. I never could see any metallic surface or definite characteristics ...

H Yes, this occurs, your report as strange and unusual as it is, is by no means . . . doesn't stand by itself; there have been many other cases like it reported, and I'm, of course, in my own work searching for patterns between various cases. Okay, please go ahead.

J Well, the first thing that I noticed was before I actually sighted the light, was the fact that my radio, WCKY in Cincinnati completely faded into static, which is very unusual because I can usually pick it up very clearly at night. But before I had tried to adjust my radio to may be find a station again I saw this light, and I first noticed the light there

seemed to be a beam that came from the lower middle portion of the light down to the car; the beam was of a whiter nature, ~~xxx~~ if you know what I mean.

H Did it appear as though the beam was directed at the car?

J That was the impression that I got. Now, here again, I was, I guess, so frightened that it's hard to distinguish exactly what was happening, but this is the impression that I got, that the beam was shined down to the car.

H Now, at the time, were there any other cars on the road?

J No sir, there was not. This, too, is something that is kind of interesting because I've been by that particular place several times since and there's always a car either in sight behind me or in front of me, but on this particular night there was none.

H Let me ask you about the brightness. How would you compare it, to say, a street light a block away, or how close would you have to hold a flashlight to your eyes to have it appear the same brightness?

J Well, now the brightness is kind of very interesting in that it lit up the road and the ditches and, you know, the trees on the side of the road, yet I could look directly at it and it didn't hurt my eyes.

H I see.

J It was light enough to light up the area, but yet it was not bright enough to be harmful to my eyesight.

H Was that, was the beam that was projected from it, brighter or dimmer than the main body?

J The beam, I don't know, it was kind of strange; I wasn't acutally looking directly into the beam. The beam seemed to be coming a little below my

vision, if you know what I mean. It was more or less shining at the front or maybe hood portion of my car rather than in the window itself.

H I see. How narrow or how wide would you say the beam was?

J Approximately 5 to 6 feet, the width of the car.

H And were the edges of the beam sharp or fuzzy? ~~They were very defined~~

J There were very defined, just similar to a flashlight or spotlight beam.

H I see, that is certainly interesting. Well, okay, please (I keep interrupting) but please go ahead with your story.

J Well, at the time, this beam seemed to reach down and touch my car, the engine failed and this was noted first by the oil light indicator coming on inside the car, or the generator light, and I mashed the accelerator and the car did not respond at all and so I put on the brakes. I found stopping and steering the car very difficult, the car having power steering and power brakes.

H What model car is it, by the way?

J '67 Ford custom.

H So you, it is not a car you'd not expect to have difficulties with, I should imagine.

J No sir, I'd never had any similar difficulties like this before.

H Now, I'm interested in this mechanism we have that, I would say, well over a hundred cases of engine stoppage. I'm trying to track down just the manner in which it . . . is it sudden, does it sputter, does it slowly die or what?

J It seemed to just cut off, as if I had possibly turned it off myself, but I'll explain later why I don't feel that I turned it off myself.

When the engine died I stopped the car with the brake, which was, like I

~~xxxx~~ said, difficult by the power brakes, the power steering not being functionally. The impression that I got was that the outside beam, you know, the headlight, went out too, but under this situation, looking back, i don't know how I knew this. If the road was lit up, I don't know how I knew that my lights went out, but in the preliminary report I stated the lights did go out and radio did completely cut off.

H That you are certain of, that the radio did actually, completely cut out.

J Yes. After I stopped the car, I didn't make any motion to get out of the car and leave. I guess I was just frozen from fright, and it was a most harrowing experience. I sat there and observed no change in the light for approximately two to three minutes; this is just a wild guess, just an estimate.

H It was still, you estimate, what did you say, 50 or 75 feet above the road?

J Yes, and approximately the same distance in front of the car at the time I was stopped.

H So that you would have been looking up then, at about a 45 degree angle.

J Yes, I was actually leaning forward a little bit to look up at it. And after sitting there, for approximately two or three minutes, the object changed color and the beam visibly receded, slowly back up into the main body of light.

H You mean, you could see the bottom, I don't want to put words in your Mouth here.

J It seemed like, yes, sort of like withdrawing a gangplank or something, It seemed like that you could actually see the bottom of the light, the end of the beam itself, going back up into the main body of light.

H Now this has been, this also has been reported. Let me ask you, I don't mean to get personal, but how much on UFO's have you read in the past?

J Very little. I'd never been interested in them much, I never believed in them, to be honest with you. I had never . . .

H The reason I asked you, is that if a person had read books quite a bit he would be familiar with the, this retraction of the light. This does occur, it's something that is most difficult for our physics to understand, because we can't conceive of any way in which a light beam can be retracted like a ladder, and yet this has appeared, occurred many times, or reported to have occurred many times. Well now, I'm very much interested in the details, any details you can give me of whether the light pulsating, changing intensity, was it moving, was it completely steady, or what?

J Well, there didn't seem to be any pulsating light from where I was standing, I mean, you know, where I was sitting there in the car. It seemed to be just a constant, I don't know how to say it, it seemed to be a rolling type light; I mean, it was a constant light, but yet it was, it looked kind of rough. It was actually sparkling, but yet it seemed to be just a quivering type light, if you know what I mean.

H I see, sort of a scintillating, in a way.

J Right, yes sir.

H Now, one important thing that I haven't asked you, is, how much of your, suppose you had taken a pencil or crayon and drawn on your windshield from your normal seating position, you'd drawn the outline of that light, how much, how big a spot on the windshield do you think you would have drawn?

J Just right off, I would guess that it would have been possibly 12 inches

in width, possibly at the highest point it would have been maybe 6.

H Now, how did compare in apparent size, how much of the sky did it block out as compared to the amount of sky that the full moon blocks out?

J The full moon, you mean the moon at its own distance.

H Yes, as you see the moon on the sky it cuts off a portion of the sky.

J Well this particular light would cut out quite a bit more, a lot more than the moon would.

H One thing I often ask is if you held your thumb out at arm's length, would it have covered it?

J No sir, it would not.

H Now, how about the whole hand held out? at arm's length. In fact, try it now. Your hand held at arm's length covers up a (I'm doing it now too) covers up quite a good-sized chunk of the sky. You hold your hand straight out at arm's length.

J With your fingers pointing upward?

H Yes, with your fingers pointing upward and take the whole palm of your hand for instance, that cuts out a fair section of the sky.

J With my hand held at arm's length, fingers pointed upward, it would just about cover from the top to the bottom and it leave a portion of each side visible.

H I see, that gives me a pretty good idea then, of how, in other words, it's a sizable thing.

When the engine was dead and there were no other cars passing, did you hear any noise at all?

J None whatsoever. There was no noise at all. I think one of the most significant things, as far as I'm concerned, I mean one of the things that

intrigued me the most is this change in color and then the very high rate of speed. It changed from this sort of yellowish-white color to a bright firelight, reddish-orange color. And these aren't actual colors, I don't think, but this is my explanation of them, sort of a reddish-orange, very bright, much brighter than it had been, and at this point the beam slowly receded, and it changed colors, brightened in intensity, this is where it moved straight upward at a very high rate of speed, and my brother is in the Navy, in the Naval Air Reserve, I've been out and watched these jets fly, Phantom jets and all this, I've seen them hit afterburn, and they are fast, but this object moved, this light, moved much faster than anything that I have ever experienced before in my life.

H When you say straight up, do really mean straight up, or at any sort of an angle?

J It seemed to me to go just as straight up as it could go. And it seemed to be moving so fast that it just completely went out of possible eyesight, in a matter of seconds. I leaned forward on the steering wheel and watched it go up--and here is something else that is rather confusing to me--when I sat back in the seat the car was creeping forward, the engine was running, the car was still in drive the radio was playing, the lights were on.

H So you didn't have to start the engine again.

J I do not recall restarting the engine. This is where I have the most ridicule. Now this is where people, ~~they~~ where up to this point they may have believed what I was telling them, when I tell them this, then they say well, you're just a crazy fool. A lot of them will walk off, but I

MEMO FOR THE RECORD

26 November 1968

23 Nov 68
Newton, G.A.

Subj: Telephone call, 25 Nov 68 re UFO Sighting

Captain Major of Base Ops, Moody AFB, called and spoke with 2d Lt Marano on 25 November 1968. A Mr ██████████ observed a UFO on 22 November, 2005 local, 0105Z 10 miles west of Newton. The sighting had not been reported to the Air Force. An interview on the UFO sighting was made by Mr ██████████ WABL TV of Albany on 23 November. The vehicle hovered 50 ft off the ground, three off a very bright light, cut electricity in his car, object left straight up with no noise. Captain Major wanted to know what he should do about it. Lt Marano said that according to 80-17 we do not investigate second hand reports and should not go out and investigate, however, we would appreciate it if Captain Major sent newsclippings on the sighting to Wright-Patterson. Do not stir it up.

Approximately one hour later Captain Major called back. Capt Major it was going to be released by UPI that information on the sighting was going to be sent to the Project Blue Book Office at Wright-Patterson. The Information office told the Upi that it was going to Wright-Patterson. Col Quintanilla informed Captain Major that they had no right to tell the UPI that it was going to be sent to Wright-Patterson because it was a second hand report and that they had better get on the line and tell SAFOI what had happened. Col Quintanilla told him that if they told the UPI that they were going to investigate it then they had better get out there and investigate it. Capt Major said it was not him that goofed but Information office. Col Quintanilla told him that he had better get the Information Office people to get together with the Office of Information in Washington and let them know what they are going to do about the Case. Col Quintanilla requested that Capt Major call Col Quintanilla tomorrow (26 Nov 68) and let us know what action they have taken.

do not consciously recall starting the engine or turning the lights back on, turning the radio on, or anything. And the car was in drive and this particular car will not crank in drive.

H Yes, you can't start it in drive.

J It would have been necessary for me to have put it in park, cranked it, put it back in drive, all subconsciously, and I just frankly don't believe this happened.

H You're raising this point about other peoples opinions. I'm always interested in how other people regard this. Has this bothered you, affected your life any, or do you find you talk about it much, or not at all, or how?

J Well, I've run into the two groups of people. One is the people that, well, they think I'm the complete nut, just a complete crackpot, and I talk very little to these people when I find out this is there attitude I just sort of let it drop and walk off. And then there's the other school of people that are very, they're all very interested in this, and they ask a lot of questions from an interesting and very courteous standpoint. These are the people that I thoroughly enjoy talking with, because I've got a lot to learn about this stuff. I don't know anything.

H Well, there's no one that does, you see. This is it, it's such a, the whole thing seems to incredible that it seems much easier, you know, for many people not to believe it and not to take it seriously because it means less work for them, but the reports such as this now come in from many, many countries over a period of years, and it is, at least for me, impossible now any longer to doubt them. Let me ask a little bit about your own background. How long have you lived in that community?

- J Well, we have been living here in Albany since '61.
- H When you say we, whose we?
- J Well, my mother and father and little sister and I moved here in '61, and went my Junior and Senior year in high school here in Albany High School, then I went to George Tech College in Atlanta. Then I got married in August of '67, and my wife and I are both from this area, so we ~~just~~ decided to settle and build our home here. And we buying our home out on the east side of town.
- H So that it looks to me like that you have a solid reputation behind you,
- J Well, I've been Director of the local Jaycee organization, and this type thing. I'm not saying that this makes me the All-American Boy but I am proud of the reputation that I do have in this area, and I consider myself a half-way intelligent and half-way logical person.
- H Well, you certainly sould this way.
- J That's why I don't like to talk to these people that are trying to pile ridicule on me because I don't think that I deserve this; I didn't ask this light or object or whatever it is to comedown and come near me and
- H Well, you know, there are many ~~tax~~ who, I've been told later, when they finally get enough courage, they will tell me that they didn't want to report to anybody for quite a while because they feared this ridicule. People are very funny that way. When people don't understand, there is a great tendency to laugh.
- Well, now let me see. Let me go back a little bit and ask, in your total experience, what one or maybe two things, well, let me ask you, what impressed you the most about the whole experience?
- J Well, the thing, by impressed, I guess it could also be confused because

this is impressive, it's very impressive how any light, machine or whatnot, can completely stop an automobile, and then more or less at will allow this machine to start back functioning.

H That does seem, I admit that I have no, nor do I think would any automotive engineer, understand how this could happen. Who was the first person you told this to?

J Well, I first ~~xx~~ drove the 11½ miles to Newton and I stopped there and called the local sheriff, and told him I had something to report, but I didn't know exactly how to report it. So he said, just tell me about it, so I did, and the only expression he had was, "Damn. I'm glad it happened to you and not me. I'm sorry but I can't help you." And he hung up the phone.

H Well, at least he wasn't too discourteous.

J And so, I saw that I wasn't going to get any help from this guy, so I then drove to Albany and went to the Sheriff's department there and the one feeling that I can recall, was such a feeling of loneliness. I wanted anybody, I wanted to talk to somebody and tell them what I'd seen. I mean, this was something that you don't want to just keep to yourself. You cannot keep it to yourself really. I mean, I think, if anybody did, witness something like I did and did not say anything to anybody, within a very short while I feel that it drive them more-or-less out of their mind, really.

H I think this is what finally makes people report, even if they said that they weren't going to, because they, their own curiosity and their, also, sort of sense of duty in some cases. I know, I appreciate it when people do talk to me seriously about, because part of my job is to try to find

out what's behind all this. And I now feel convinced that we won't find out what's behind it unless we attack the problem much more seriously that we have so far.

J Well, one of these serious people I'm talking about that will actually sit down and seem very interested in this brought the Post, I believe it was Dec. 17, 1966. It had an article by you in it, and I found this article to be most interesting. Now as a matter of fact, you might have that Post handy; if you do, if you'll look on the front cover . .

H I don't have it handy, but I remember the front cover pretty well.

J There's, I think it's an artist's conception, of two UFO's. If you will take the largest of those two and blot out the green lights that seem to be around the oval, you pretty well have the last sighting that I saw.

H You say, last sighting, what do you mean?

J Well, just before it disappeared.

H Oh, I see, the last sighting of this.

J Right, the last picture I saw, before it went out of sight. It was a large oval shaped orangish-red color.

H Well, that's very interesting. Now, let's see. You then, I forgot whether you got much satisfaction from the second Sheriff.

J Yes, he was very, the Sheriff's dept. here in Albany was very interested in the situation. As a matter of fact, while I filling out a preliminary report for them, they called the local television station, and, oh, I've gotten some wonderful publicity. The TV crew came down and filmed an interview, the local newspaper was very nice to put a very nice writeup in the paper.

H Well, I'm very glad that you didn't get ridiculed by them.

J Well, at first, the television reporter thought that he'd had a nut on his hands, but the more I talked to him, the more he saw that I had seen something. Now, I couldn't tell him what I'd seen, I mean I could explain it, but I couldn't tell him what it was, but he became very interested in it; at first, he set about trying to disprove the theory, I mean, of what I'd seen, and so he called the FAA, the Naval Air Station, and every military installation within a 100 miles and he called the local airport and all airports within a 100 miles trying to pinpoint some aircraft in this area. And he was never able to do so.

H Well, that's very interesting.

J The only thing he could find was a helicopter en route from ,Alabama, to Albany, which was traveling on a line approximately 20 miles north of the area that I was in. And that's the closest aircraft that he could ever pinpoint near me. The FAA said there was no aircraft within this 20 mile range.

H Well, I think that you would have recognized an ordinary aircraft.

J Oh yes, I feel sure that I would have. This boy tried to, he said it was maybe one of these jets that was taking some strobe light photography, that just as came over me I saw one of the strobe lights and then he hit afterburn, and that produced the red glow. He tried to explain it every way he could, but the Navy didn't have any planes in the air at that time, so that sort of ruled it out.

H Yes, I would think so.

J He tried every way to explain it for me, I think, actually, on a very, he was very nice about it. But then since he couldn't explain it, he did the best he could to report what he had.

of the country, if you should ever like for me to help you in any way, conduct any interviews, I would like very much to pursue this entire subject.

H Well good, I will certainly keep this very much in mind, because every once in a while, well, I like to have people in various parts of the country, so that when something comes up in that area I can call on them to get me a first hand report as soon as possible, you see, before things get cold.

J Yes sir. Well I'd like to pursue the subject because it's the most amazing thing that has ever happened to me, I assure you.

H I suppose I should ask you some routine questions, such as when were you, when did you last have any illness, or what is the general state of your health, and are you happily married and all that sort of stuff?

J Well, very happily married. I have the flu so that's my last major illness. I've had ~~had~~ the flu for the last three days and I think i've just about beat it.

H At the time of the sighting, what was the state of your health?

J At the time of the sighting I guess it had been 2 years or more since I had been anywhere near seriously ill.

H Well, then, I'm not worried about that aspect of it, anyway. I'm sure that I feel that you wouldn't have any reason whatsoever for perpetrating a hoax, there's no need to.

J No sir, it's been kind of funny. Everybody, well not everybody, ~~was~~ but several people have asked me how much money have you made off it yet? I haven't made any money and I don't intend to; now I believe I could come up with a better money-making scheme anyway if I wanted to.

H Oh, I would think so, yes.

J Because I don't know anybody who'd want to come here and pay me to tell him a wild story, but this is something that everybody thinks that you may be out after something for nothing, but this is the furthest thing from my mind because it's just . . . I felt like I needed to report it to somebody and I had no idea at the time that it would go anywhere near this far. I never thought the Air Force would even be involved. I didn't really know, for this had really never crossed my mind. And I appreciate people like you in your position taking your valuable time to give me the time of day, because . . .

H I'm very much interested in this and I'm hoping that those of us who are really and truly scientifically interested in it will be able to get some answers one of these days, because it bothers me to have this, these reports continue to come in, and nothing ever really done about it. One other thing I wanted to ask, when you first say the light, was it in motion? The picture I get now is that you suddenly see the light and it's standing still. How did it get there?

J I have no idea. As I said, I topped a little rise in the road and started into a real sharp curve and just came upon it.

H And there it was, so to speak.

J Yes sir. I feel sure that it was obscured by the trees prior to the time that I actually say it. There's very tall pine trees on each side of road in this particular area.

H Let's see now, give me another estimate, at the time that it was closest to you, or you were closest to it, how far away would you estimate, it would have to be a guess, of course, but how far away did it seem to you

to be?

J Well, it appeared to be very close. I've always said in all of these reports between 50 to 75 feet in front of me and approximately the same distance from the ground.

H One other way of looking at this, the trees that were lighted up we could measure and find out which tree was the most brightly lighted and get the distance that way. Were the trees right to the side or you or to the front of you most

J There were in the front of me that . . . the trees that were brightest lighted were a little to the front and, of course, to the left and right of the road.

H Is it a fairly thickly wooded area where you were going through?

J Yes sir, actually this whole creek bottom that is very thickly wooded and then, of course, I had just passed this area and there is land, just recently, I would say in the last 3 to 5 years, broken up into farm land.

H Where are the, how close are the nearest houses?

J Approximately a mile to two miles.

H I see, so it's not exactly a populated area/

J No sir, it's very sparsely populated.

H Was there much wind that night, I don't know that that makes any difference,

J As far as I can recall, Dr. Hynek, there was no wind hardly at all, to speak of.

H Okay. I don't know which questions are the important ones to ask, but I try to get as complete a picture. Is there anything you feel you could add now, or, now that you've had some time to think about this whole thing, how does it appear to you to day? You're apparently just as puzzled, but

does it, well, I didn't ask you also, just really how frightened you were. What were you thinking about at the time as it happened?

J Well, at the time happened, I'll have to say that I was more frightened than I've ever been before in my life. The very strong impression prevailed that I was being observed, if you know what I mean;

H That's what I also wanted to ask, as to whether you felt that the thing, so to speak, knew you were there.

J You're dealing here I think, with maybe ESP or spiritualism, but I felt that this was some type of craft, some type of aircraft, that was controlled by some intelligent being. Now, I have no idea whether this was possibly some aircraft that ~~was~~ maybe our government was testing or whether it was some foreign government--Russian, Chinese^{nese}~~CHINESE~~ or what not--of whether it was Martian. I have no idea.

H But still you speak in terms of a craft, but the fact remains that all that was visible to you was a light.

J Right.

H So that this happened many times before. The people say, well, no, all I saw was a light, but I think the light was attached to something.

J Well, it seemed to be a self-luminating^{nating}~~reflecting~~ object, if that makes any sense. It didn't seem to be reflective, and yet it didn't seem to be a light that was coming from way off somewhere else. It seemed to be a very close self-illuminating object. I mean, this was the source of light itself.

H Well, now one thing I should ask was the light intensity uniform over the whole thing or did it dim out toward the edges.

J It seemed to be dimmer toward the edges. The edges were, like I said, kind of fuzzy; they were not clearly defined.

UNCLASSIFIED

23 NOV 68
NEWTON, GA

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE BRANCH
INCOMING MESSAGE

AFIN: 59863(2Dec68) T/rm

pg 1 of 4

ACTION: RDC-4, INFO: XDP-2, XOX-2 SAFOS-3, DIA-1(13) ADV CY DIA/JCS

SMB B135 PTTUZYUW RUCLFNA3180 3371945-UUUU--RUEFHQA.

ZNR UUUUU

P 021930Z DEC 68

FM MOODY AFB GA

TO RUWMFVA/ADC-32ND AIR DIV

RUVAADA/FTD WPAFB/TDPT-UFO

RUEFHQA/CSAF/AFRDC

RUEFHQA/OSAF/SAF-OI

BT

UNCLAS OT

SUBJECT: UFO

A. DESCRIPTION OF THE OBJECT:

(1) OBLONG SHAPED LIGHT.

(2) 40 TO 50 YARDS WIDE.

(3) WHITE

(4) ONE

(5) N/A

(6) NO DEFINED EDGES. APPEARED TO BE NON-TRANSPARENT.

RESEMBLED A ROUNDED FOOTBALL ON ITS SIDE.

(7) NONE

AFHQ FORM JAN 65 0-309C

UNCLASSIFIED

H Was there, did you notice any smell in the area after it had left?

J To be perfectly honest with you I didn't stay around long enough to find out. I blew the radiator on my car going to Albany. Let's put it this way, when I got to Albany the water was just pouring out of my radiator.

H And a 67 Ford at that.

J Whether the beam, somebody said, well may be the beam had something to do with it. Well, I don't know, but I know I drove between 105 and 110 all the way to Albany. Well, I drove the 11 miles at that speed, then I stopped; then I drove 22 miles to Albany at that speed. And when I got to ~~the~~ Albany the car was pouring water out the bottom.

H I can certainly see why. Did you ever check the battery? We've had some reports that the batteries have badly damaged in such encounters.

J Well, the battery hasn't shown any damage since this night. The entire electrical system and engine and everything has functioned 100% since then.

H Well, this is most interesting account and I hope you'll be willing in case I should have any other questions later to come back to you abit. And certainly I will hope very much that if anything else comes up in that area I can call on you. Also, please now, I really mean this, I do hope you'll check with ~~Mr. [redacted]~~, maybe try and find the other hunter, because every . . . your experience is such a good one, and you're obviously ~~not~~ such an intelligent nature that you're account is, well it hangs together; it's not a vague account by any means. So, I'm all the more interested in getting you to talk with Mr. ~~[redacted]~~ and seeing what you can find out from him.

J I'll be most happy to.

H


H And check the times too. See whether the times agree, more or less.

J Yes. One thing that to me is kind of interesting is that, the fact that Apollo 8 just came back from the Moon and I feel that out of all this vast universe of ours, we have a small sun, actually, compared to other stars, the earth is a small planet compared to some other planets and all that kind of tommyrot, so why ~~we~~ should we be so ~~fixxxxx~~ self-centered, Dr. Hynek, to think that maybe we're the only intelligent creatures in the world.

H Well, I think most astronomers would feel that we are not. That the probabilities are very, very high that we are by no means, the only ones. The problem, of course, we see no way in which these intelligentses could get here. But then, when we realize that in the last 100 years we've come from covered wagons to Apollo spacecraft, other civilizations may be millions of years ahead of us.

J Well, that's the question that I have. Who's to say that maybe we're the furthest advanced of any creatures, some planets out there in another solar system of something. Maybe they've completed some way of traveling in time without suffering the aging process or something. Now this is something that I've read in some articles, I think, this may have been in your article, but who's to say how far other planets have advanced.

H Well, that's a very, very strong possibility, and I think as an astronomer, most astronomers would simply agree that there's no reason whatsoever for our thinking that we are the most advanced.

 J Have you every by chance, run into a book called Interrupted Journey?

H Oh, yes.

J That is most interesting, isn't it?

- H Yes it is. I know Mr. Fuller quite well, and his Incident at Exeter which I think you should read is available in paper back, describes an experience rather similar to yours. It's called Incident at Exeter.
- J Yes, I saw this, I believe, on the cover sheet of this other book.
- H Yes, if you can pick that up at the library or in a paperback, I suggest you read it.
- J Has this account in Interrupted Journey, has this been more or less completely substantiated?
- H Well, it's substantiated is a hard thing to say; it's been substantiated in the effect that no one thinks these people were liars, or hoaxers, but there just is no explanation.
- J Right. It is one of the unexplained, then.
- H Yes. We'd have to have more reports like it and see what patterns there are, what similarities there are. This is why I'm tracking down these cases in which cars stopped, because we have enough of those cases now to try to put the pieces together. Well, I tell you what Mr. Jones, it's been very enjoyable talking to you, and I think that You and I will keep in touch . .
- J I'm sure we'll will. I'll be most happy to possibly talk to this maybe over this weekend.
- H Well, this would be fine. Please do send me the account, and let's try to get as much out of this case . . I think this case can be of considerable value to science, so let's keep digging at it, and if you come up with any recollections of additional things, that you, that come to mind that somehow slipped, please let me know.
- J Let me put your address down here in case my wife didn't keep it when she

mailed that letter.

H All right, sure. It's simply Dearborn Observatory, or simply the Dept. of Astronomy, Northwestern University, Evanston, Ill. 60201.

J I'll possibly be up in that area on vacation next summer.

H Well, drop in by all means, and we'll talk about some other cases.

J I'd love to come in and talk with you. I have some relatives up in the Illinois area and if I'm anywhere near by I will most certainly be in touch with you and drop by and have a chat with you.

H Good, and I will call on you if there are any cases that come up in your general area. How close to Atlanta is Albany?

J I am about 175 miles from Atlanta.

H Which direction?

J South, southwest. I am approximately 80 miles from the Florida line and maybe 75 miles from the Alabama line. I'm down in the southwest corner of the good old state of Georgia. And we'd love to have you come visit us here sometime.

H Well, if you cook up, I shouldn't say cook up, wrong word, if a legitimate case occurs down there again, maybe I will come down.

J I'd love to have you. Thank you very much for your call Dr.

H Well, thank you also, for your cooperation and I'll be expecting to hear from you.

22 Nov 68

TDPT (UFO)

UFO Sighting of 22 November 1968 Near Newton, Georgia

Public Information Office
Fort Rucker, Alabama 36362

The Air Force is in receipt of a UFO report from about 12 miles west of Newton, Georgia on Route 91 (approximately 8420 W 311 N). The sighting occurred on 22 November 1968, sometime between 2000 and 2020 hours local (8-8:20 PM EST). The observer stated that he sighted a glowing object and that there was a beam of light that came from the object and lighted the ground in front of his automobile. The sighting has since received quite a lot of newspaper publicity and the Air Force would like to determine the stimulus.

Since the description is similar to that of a helicopter with its landing light on we would like to know if you had any low level helicopter activity in the area on the night of the sighting.

H
HECTOR QUINTANILLA, Jr, Lt Colonel, USAF
Chief, Aerial Phenomena Branch
Aerospace Technologies Division
Production Directorate

TDPT (UFO) OFFICIAL READING FILES



DEPARTMENT OF THE ARMY
HEADQUARTERS UNITED STATES ARMY AVIATION CENTER
FORT RUCKER, ALABAMA 36360

AJRPA

27 January 1969

SUBJECT: UFO Sighting of 22 November 1968 near Newton, Georgia

Chief, Aerial Phenomena Branch
Aerospace Technologies Division
Production Directorate
Headquarters Foreign Technology Division (AFSC)
Wright-Patterson Air Force Base, Ohio 45433

1. Reference letter, TDPT (UFO), subject as above, undated.
2. The U.S. Army Aviation School does not conduct helicopter training in the area west of Newton, Georgia.
3. It is possible that a helicopter on a cross-country flight was in the area at the time of the reported sighting. However, the helicopter, if there was one, could have been from another installation.
4. This headquarters cannot verify the presence or absence of a helicopter in subject area at the time of a reported sighting.

A handwritten signature in cursive script, reading "William F. Gabella", is positioned above the typed name.

WILLIAM F. GABELLA
Major, TC
Public Affairs Officer

UNCLASSIFIED

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE BRANCH
INCOMING MESSAGE

AFIN: 59863

pg 2 of 4

(2) NONE

(3) AS UFO APPROACHED VEHICLE, ENGINE DIED AND ALL ELECTRICAL

PAGE 2 RUCLFNA3180 UNCLAS

EQUIPMENT FAILED. A BEAM OF LIGHT WAS EMITTED FROM THE OBJECT.

B. DESCRIPTION OF COURSE OF OBJECT:

(1) LOW STATIC ON AUTO RADIO TUNED TO A STATION THAT NORMALLY
COMES IN VERY CLEAR IN THE AREA.

(2) 45 DEGREES

(3) 45 DEGREES

(4) HELD STEADY FOR 3 OR 4 MINUTES.

(5) LIGHT CHANGED FROM WHITE-YELLOW TO A MUCH BRIGHTER REDDISH-
ORANGE. OBJECT DEPARTED STRAIGHT UP AT A HIGH RATE OF SPEED GOING
COMPLETELY OUT OF SIGHT IN 15 SECONDS. LIGHT BEAM WAS WITHDRAWN
PRIOR TO DEPARTURE.

(6) 3 OR 4 MINUTES.

C. MANNER OF OBSERVATION:

(1) GROUND VISUAL

(2) NONE

(3) N/A

D. TIME AND DATE OF SIGHTING:

AFHQ FORM
JAN 68 0-309C

UNCLASSIFIED

UNCLASSIFIED

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE BRANCH
INCOMING MESSAGE

AFIN: .59863

pg 3 of 4

? See 117
(1) ~~231158/2010SST~~

(2) NIGHT

PAGE 3 RUCLFNA3180 UNCLAS

E. LOCATION OF OBSERVER: 31DEGREES 12 N 84DEGREES27 30 W, 11.7
MILES WEST OF NEWTON, GEORGIA.

F. IDENTIFYING INFORMATION ON OBSERVER:

(1) [REDACTED] AVENUE, ALBANY, GEORGIA,

[REDACTED] UNKNOWN-OCCUPATION: OUTSIDE ACCOUNTS ADJUSTER,
O&S BANK, ALBANY, GEORGIA; RELIABILITY ESTIMATE: GOOD

(2) N/A

G. WEATHER AND WINDS-ALOFT CONDITIONS AT TIME AND PLACE OF SIGHTINGS:

(1) CLEAR NIGHT

(2) WINDS 6M L/V

10M 22/08

16M 24/20

20M 25/25

50M 27/30

80M NOT AVAILABLE

(3) NONE

(4) 15

UNCLASSIFIED

UNCLASSIFIED

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE BRANCH
INCOMING MESSAGE

AFIN: 59863

pg 4 of 4

6) CLEAR

(6) NONE

(7) NO SIGNIFICANT INVERSION EXISTED.

PAGE 4 RUCLFNA3180 UNCLAS

H. NONE

I. NONE

J. N/A

K. WING ASSISTANT CHIEF OF OPERATIONS DIVISION

ODOU, JOHN E., LT. COLONEL

350 PILOT TRAINING WING (OT), MOODY AFB, GEORGIA 31601

AUTOVON 432-3406

HOME: 912 244-4039

COMMENTS: THE STATEMENTS OF THE WITNESS WERE FORTHRIGHT AND HONEST. NO
CONCLUSION COULD BE REACHED BY THE INVESTIGATING OFFICER ON THE
CAUSE OR IDENTITY OF THE STIMULUS.

H

#3180

NNN

AFHQ FORM 0-309C
JAN 68

UNCLASSIFIED

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS FOREIGN TECHNOLOGY DIVISION (AFSC)
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433

23 Nov 68

Newton



REPLY TO
ATTN OF: TDPT (UFO)

SUBJECT: UFO Observation , ²²23 November 1968

TO:



Albany, Georgia 35224

Reference your recent unidentified flying object sighting which you reported to the Air Force. The information which we have received is not sufficient for a scientific investigation. Request you complete the attached AF Form 117 and return it in the self-addressed envelope. Thank you for reporting your observation to the Air Force.

H.
HECTOR QUINTANILLA, Jr, Lt Colonel, USAF
Chief, Aerial Phenomena Office
Aerospace Technologies Division
Production Directorate

1 Atch
AF Form 117 w/envelope

Hector Quintanilla, Jr., Lt. Colonel, USAF
Chief, Aerial Phenomena Office
Aerospace Technologies Division
Production Directorate

Dear Sir

Re: Your letter of 12-4
Nov. 23, 1968 UFO
observation

Please find enclosed completed
questionnaire furnished by your office.

Thank you for your efforts in behalf
of this most mystifying of experiences.

Sincerely,



Albany, Ga. 31705