PROJECT 10073 RECORD

1. DATE - TIME GROUP 25 September 65 26/0500Z	2. LOCATION Rodeo, New Mexico
3. SOURCE Civilian	10. CONCLUSION UNIDENTIFIED ✓
4. NUMBER OF OBJECTS Two	Motion tends to rule out reflection or mirage of ground lights.
5. LENGTH OF OBSERVATION 6 Minutes	11. BRIEF SUMMARY AND ANALYSIS Two white objects side by side. Size of a dime. Possible [illegible] dust trail at first sighting. First assumed to be auto driving on desert. Appeared to be near the base of a 6,000 ft mountain. Observed from car. Appeared in North moving Westward on course intersecting observers auto. After watching lights as they approached driver realized that they were about 50 ft in the air. He then assumed it was an a/c. Object remained at the same relative position when observer speeded up from 50 mph to 80 mph. Distance at this point was assumed to be one city block in same relative position. This was for 2 minute duration, at which time light changed color to light blue and began to separate slowly to the South (rear) of car. After three minutes the lights separated, one moving Southeast and one moving East.
6. TYPE OF OBSERVATION Ground-Visual	
7. COURSE Varied	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

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

January 13, 1966

Dear Major:

This is to report to you the result of my visit to Holloman Air Force Base at Alamogordo, New Mexico, and on my visit to Deming, New Mexico to interview Dr. and Mrs. [redacted] who made a report from Rodeo, New Mexico on 25 September 1965, on a sighting which we carry as "Unidentified". I was authorized to make the Holloman trip but the Deming, New Mexico trip occurred to me after I got to New Mexicid. It turned out that I had to go less than 100 miles out of my way in order to interview the two witnesses concerned. I informed you of my intention to visit Deming by phone from New Mexico, as you will remember.

H

DEARBORN OBSERVATORY
NORTHWESTERN UNIVERSITY
EVANSTON, ILLINOIS 60201

January 19, 1966

Major Hector Quintanilla USAF
Chief, Aerial Phenomena Branch
Wright-Patterson Air Force Base
Dayton, Ohio 45433

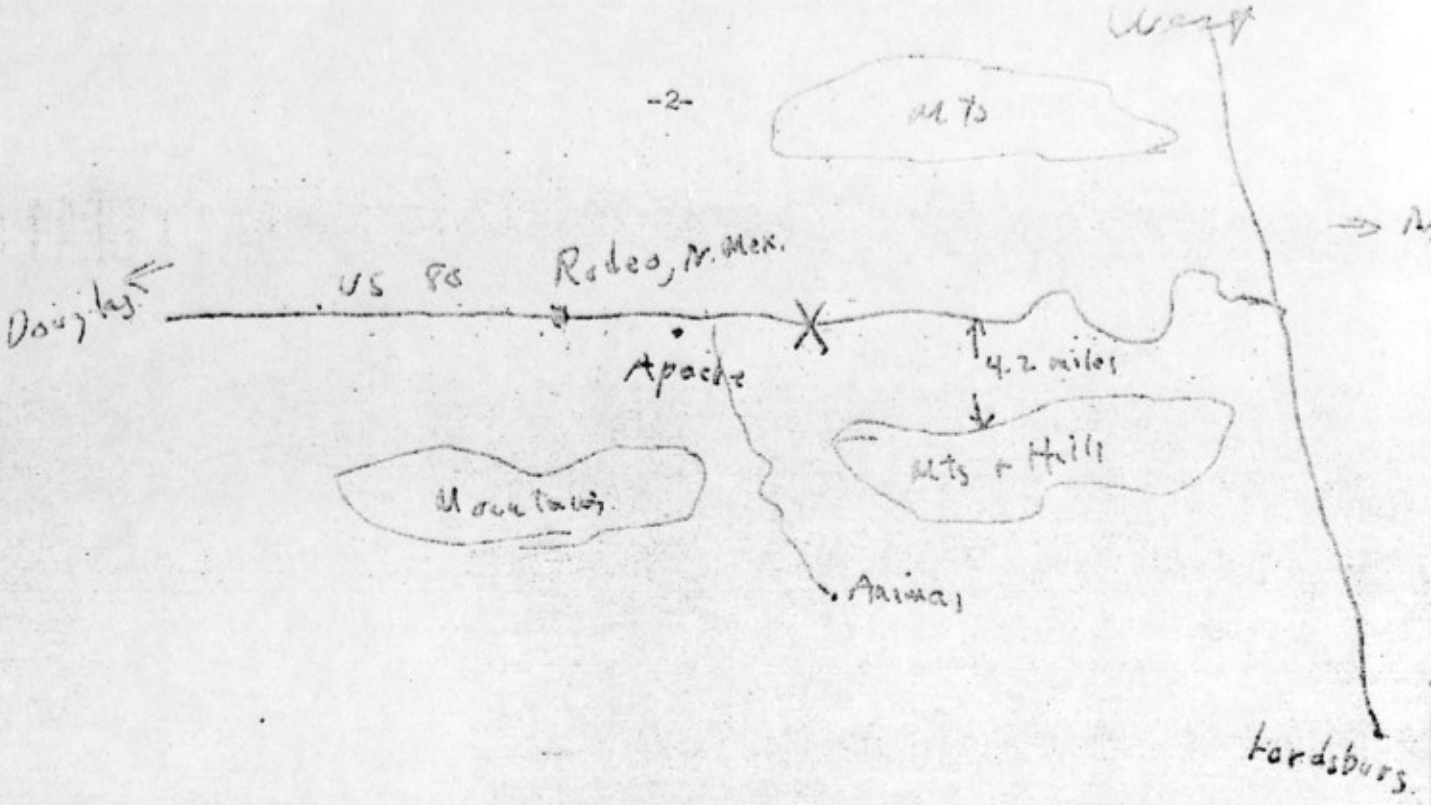
Dear Major:

This is the second part of my report on my trip to New Mexico.

On the day after I visited Holloman Air Force Base I drove by private car to Deming, New Mexico, which is 60 miles west of Las Cruces, where I had stopped on my way back from Holloman. I had noted that the sighting of 25 September 1965, made at Rodeo, New Mexico, was made by a Dr. and Mrs. [redacted] of Deming, New Mexico. Inasmuch as Dr. [redacted] had a doctorate in physical chemistry from Columbia University, I felt that their sighting, which has remained unidentified in our books, might best be investigated. Unfortunately, the sighting still remains unidentified, but I have much more corroborative material than we had before.

Dr. and Mrs. [redacted] operate the La Fonda Restaurant in Deming, New Mexico. It is a sort of glorified roadside restaurant, complete with bar. Apparently they do fairly well. I did not feel free to question him as to how it happened that he, a Ph.D. in chemistry, should be operating a restaurant. But apparently he did not like the chemical industry, in which he worked for a number of years, and for that, or health reasons, or both, he moved to New Mexico.

Both he and his wife were quite talkative but they told a sequential story which either has to be believed in the main, or these two witnesses dismissed as utterly deluded. They told us their tale while we were seated at a secluded table in their restaurant. Dr. [redacted] did most of the talking but Mrs. [redacted] came in with various comments, sometimes disagreeing on specific points. The sketch Dr. [redacted] drew of their journey home from Douglas to Deming follows:



They had been coming north on U.S. 80 from Douglas and had just gotten past the small town of Rodeo and quite near a settlement known as Apache. They had just passed a tiny side road which leads to a settlement known as Animas and which is accordingly known as Animas Road, when they saw at about their 2 o'clock position what at first appeared to be truck lights heading down toward them. It was about 10:00 P.M. at night and the night was clear and dark, with no moon. They said there were no clouds and it was pitch black. Their first impression was this was a truck coming down the Animas road, but they soon realized that this was impossible, since this was ahead of them and they had already passed the road.

They next realized that the lights were not exactly on the ground but at some slight distance above, and so their next feeling was that this was a very low flying mission of some sort. Dr. [redacted] has a pilot's license and has 155 hours clocked, but that was some time ago. Nevertheless, he says that he is familiar with photo missions and thinking this might be that, he deliberately looked for wing tip lights, but did not see any. The lights were moving almost at right angles to U.S. 80 and thinking that if this were a low flying mission there might be a collision, Dr. [redacted] stepped on it and got the car up to 80 miles an hour attempting to get beyond the point at which the lights would presumably cross the road.

As he sped on the object not only continued to come toward him but seemed to go sideways and keep at the relative position about at right angles to them. Dr. [redacted] sped on, saying that his thoughts were that "they can't go sideways and keep up with us." The lights got so close that they lit up the interior of the car, according to their report. This had now been going on for about 3 minutes, according to both of them. At this point, Dr. [redacted] said that his wife had exclaimed: "George, they are going to get us." The lights now seemed to be drifting over them and brilliantly illuminating the immediate region. They simply couldn't understand why the objects had lost their forward motion and were now going "sideways." Though the Waltons were now speeding along, they could not shake the lights, but the lights never got ahead of them. After about a minute or so, the lights fell back and separated, one light going off to the northeast, the other to the southeast. The lights had never actually crossed the road, but had come up close to and probably over the car. The lights apparently disappeared quickly in the distance.

The [redacted] are experienced travelers since their hobby is making water colors of ghost towns. On many weekends they travel around the countryside looking for suitable objects to paint. They were very familiar with this particular section of the road, knowing, for instance, that very shortly ahead there were dangerous curves and they would have to slow down. Dr. [redacted] remarked that he remembers thinking to himself that it was fortunate that this happened when they were on the straight stretch of road, so that he could presumably get ahead of the object. It was at the time they slowed down or started to slow down for the oncoming hills and curves that the object disappeared from view.

We seem to have here one of our old familiar patterns, of people being bugged by bright lights, coming quite close, but doing no physical harm to the witnesses. The rapid disappearance is also characteristic. The deviation in this story is that the two lights, which both the Waltons had thought were firmly attached to some invisible object, separated.

The [redacted] do not seem to be UFO addicts although they admitted being familiar with UFO stories which they said crop up frequently in that region. They said they had traversed this road a great many times in the past and were quite familiar with the terrain. They had never seen lights like this before.

So here we have a report related to that of level land and a number of others in which the primary thing was a bright light or lights. In all these cases the witness or witnesses definitely have had a very definite experience, and it is hard to see how experienced travelers of this sort, reasonably well educated and accustomed to the many sights of the desert, could have mistaken some usual object and had such a traumatic experience. Incidentally, they stated that there were no other cars on the road at the time.

Here again we need the aid of a psychologist to help evaluate how such a report can get started, and also why they seem anxious to report it. If there were no tangible lights present throughout this whole experience, the psychologist has a real job ahead of him to explain how two people can have virtually the same hallucination, and one which seems so patently real to both of them.

Sincerely yours,

Allen

JAH:ar

J. Allen Hynek
Director

RODEO, NEW MEXICO

25 SEPTEMBER 1965

At approximately 8:00 P.M., 25 September 1965, two objects first appeared near the base of a small 6000 foot mountain, nine and one-half miles northeast of Rodeo, New Mexico. The objects appeared to be on or near the surface, moving westward on an intersecting course with the observer's north bound automobile. The lights were at an estimated angular separation of one to two degrees. The driver and his wife first thought it was another automobile driving across the desert, but as the objects approached he realized that they were approximately 30-50 feet above the terrain. He then thought that it was a small aircraft at a low altitude and fearing a possible collision with the object, the observer accelerated up to 80 mph to pull ahead. The object remained with the auto at the higher speed, still at an altitude of about 50 feet. This position was held for approximately two minutes with objects appearing to be at an angular separation of 10-15 degrees and still in line horizontally. The objects then began to move to the rear of the auto (to the south), slowly separating with the light changing from white to a light blue. After approximately three minutes from the time the objects began to drop backward, they faded from sight with one apparently moving eastward and the other southeast.

COMMENTS

One possible explanation could be that of two helicopters; however, no running or anti-collision lights were observed and the witnesses heard no sound at all, even with the car window open. A check was made and there were no aircraft in the area at the time of the observation. The motion of the objects tends to rule out the possibility of the sighting being a reflection or mirage of ground lights. As such, the case remains unidentified since no substantial evidence is available that can offer an explanation.

25 SEPT

UNCLASSIFIED

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE BRANCH
INCOMING MESSAGE

AF IN: 19214 (2 Oct 65)E/gs
ACTION: NIN-7
INFO: XOPX-8, XOP-1, SAFOS-3, DIA-1 (21)

RGMD A073

FM 95BOMBWG BIGGS AFB TEX

TO RUWMFVA/ADC

RUWJBBA/12STRATAEROSPACEDIV DAVIS MONTHAN AFB ARIZ

RUCDSQ/AFSC FTD WRIGHT PATTERSON AFB OHIO

RUEAHQ/USAF

RUEAHQ/SECRETARY OF THE AIR FORCE WASH DC

BT

UNCLAS/DCOI 08788 OCT 65. FOR USAF (AFNIN),SEC AFF(SAFOI).

UFO. THIS REPORT IS SUBMITTED IAW PARA 14, AFR 200-2, INFORMAT

AS DIRECTED.

A(1) ROUND

A(2) DIME

A(3) WHITE

A(4) TWO

A(5) SIDE BY SIDE

A(6) NONE

A(7) POSSIBLE SMALL DUST TRAIL AT FIRST SIGHTING.

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A(8) NONE

AFHQ FORM JAN 65 0-309C

UNCLASSIFIED

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE BRANCH
INCOMING MESSAGE

AF IN: 19214 (2 Oct 65) Pg 2 of 5

A(9) NONE

B(1) BRIGHTNESS. FIRST THOUGHT TO BE AUTO DRIVING ON DESERT.

B(2) OBSERVERS IN AUTO TRAVELING NORTH ON U.S. HWY. 80. FIRST SIGHTED AT 60 (SIXTY DEGREES). RELATIVE BEARING, ON OR NEAR SURFACE.

B(3) TO THE REAR (SOUTH) AT ABOUT FIFTY FEET ALTITUDE.

B(4) OBJECTS FIRST APPEARED NEAR BASE OF SMALL 6000 FOOT MOUNTAIN NINE AND ONE HALF MILES NORTHEAST OF RODEO, NEW MEXICO. APPEARED TO BE ON OR NEAR SURFACE, MOVING WESTWARD ON INTERSECTING COURSE WITH NORTH BOUND AUTO. THE LIGHTS WERE AT AN ESTIMATED ANGULAR SEPARATION OF ONE TO TWO DEGREES. DRIVER AND WIFE FIRST THOUGHT IT WAS ANOTHER AUTOMOBILE DRIVING ACROSS DESERT BUT AS THEY AP-PROACHED HE REALIZED THAT THEY WERE APPROXIMATELY THIRTY TO FIFTY FEET ABOVE TERRAIN. HE THEN THOUGHT THAT IT WAS A SMALL AIRCRAFT AT LOW ALTITUDE AND FEARING A POSSIBLE CRASH ON HIGHWAY ACCELERATED FROM FIFTY M.P.H. TO EIGHTY M.P.H. TO PULL AHEAD, HOWEVER SIXTY DEGREE RELATIVE BEARING REMAINED CONSTANT EVEN AT HIGHER SPEED. OBJECT POSITION WITH RESPECT TO AUTO STABILIZED AT SAME BEARING, FIFTY FOOT ALTITUDE AND ESTIMATED DISTANCE OF ONE CITY BLOCK. THIS

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DEPARTMENT OF THE AIR FORCE
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POSITION WAS HELD FOR APPROXIMATELY TWO MINUTES WITH OBJECTS APPEARING TO BE AT AN ANGULAR SEPARATION OF TEN TO FIFTEEN DEGREES AND STILL IN LINE HORIZONTALLY. THEY THEN BEGAN TO MOVE TO REAR (SOUTH) OF AUTO, SLOWLY SEPARATING, LIGHT CHANGING FROM WHITE TO A LIGHT BLUE. AFTER APPROXIMATELY THREE MINUTES, FROM TIME THEY BEGAN TO DROP BACK, OBJECTS FADED FROM SIGHT WITH ONE APPARENTLY MOVING EASTWARD, THE OTHER SOUTHEAST.

B(5) SLOWLY TO REAR. ONE EASTWARD, THE OTHER SOUTHEAST.

B(6) APPROXIMATELY 6 MINUTES

C(1) GROUND VISUAL

C(2) NONE

C(3) N/A

D(1) SEPT 26/0500Z PLUS OR MINUS FKVE MINUTES

D(2) NIGHT

E. US HWY 80, NORTHBOUND, SIX MILES NORTH RODEO, NEW MEXICO AND ONE HALF MILE NORTH OF SIDE ROAD TO AMIMAS, NEW MEXICO.

F(1) DR. [redacted], AGE 51, [redacted], DEMING NEW MEXICO AND WIFE, [redacted] AGE 47. RESTAURANT OWNER. DOCTORATE IN PHYSICAL CHEMISTRY. FORMER TEACHER OF CHEMISTRY, RELIABLE, BASED ON PHONE CONVERSATION. NO HESITATION, POSITIVE OF HIS OBSERVATIONS.

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STAFF MESSAGE BRANCH
INCOMING MESSAGE

AF IN: 19214 (2 Oct 65)

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F(2) N/A

G(1) STILL, QUIET, CLEAR

G(2) SURFACE CALM, 6000 L/V, 10,000 L/V

G(3) CLEAR

G(4) UNLIMITED

G(5) NONE

G(6) NONE

G(7) STABLE

H. NONE

I. NONE

J. NONE KNOWN

K. CHIEF, COMBAT INTELLIGENCE BRANCH, 95BOMBWG. ALL CONVERSATION WITH THE OBSERVERS WAS BY TELEPHONE. THE DOCTOR SEEMS TO BE A RELIABLE OBSERVER. A CONVENTIONAL AIRCRAFT IS RULED OUT BECAUSE OF PERIOD OF STABILITY RELATIVE TO AUTO AND SUBSEQUENT SEPARATION OF THE LIGHTS. APOSSIBLE EXPLANATION WOULD BE TWO HELICOPTERS. HOWEVER NO RUNNING OR ANTI-COLLISION LIGHTS WERE OBSERVED AND THE OBSERVERS HEARD NO SOUND WHATSOEVER WITH CAR WINDOWS OPEN. ADDITIONALLY THE INVESTIGATOR HAS BEEN UNABLE TO IDENTIFY ANY HELICOP-

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE BRANCH
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TER TRAFFIC IN THE AREA OR ANY OTHER AIRCRAFT TRAFFIC.

L. NONE

BT

NNNN