# PROJECT 10073 RECORD CARD

**1. DATE**
6 September 1956

**2. LOCATION**
Between
Coos Bay & Portland, Oregon

**3. DATE-TIME GROUP**
Local 1500
GMT 06/2100

**4. TYPE OF OBSERVATION**
☐ Ground-Visual ☐ Ground-Radar
XX☒ Air-Visual ☐ Air-Intercept Radar

**5. PHOTOS**
x☐ Yes
☐ No

**6. SOURCE**
Civilian a/line passenger

**7. LENGTH OF OBSERVATION**
not given

**8. NUMBER OF OBJECTS**
one

**9. COURSE**
NE (?)

**10. BRIEF SUMMARY OF SIGHTING**
Source took a number pf pictures fm airline at 27,000 ft. Discovered elliptical object w/tiny perforations along its long axis. In rpt insists it is space ship & requested if U.S. had a/c of that description in area.

**11. COMMENTS** Source sent UFO questionnaire which source refused to return & he claimed negative of print lost. Insisted AF give any info if rocket ship in area at time of photo. Obj concluded to be emulsion flaw caused by sticking prints during developing/Brownie Camera cannot stop fast action. Has Meniscus lens, 1/25shutter speed, & F.11 stop. No UFO rpt in area on this date fm either military or airline a/c. May be attempted hoax.

**12. CONCLUSIONS**

- ☐ Was Balloon
- ☐ Probably Balloon
- ☐ Possibly Balloon
- ☐ Was Aircraft
- ☐ Probably Aircraft
- ☐ Possibly Aircraft
- ☐ Was Astronomical
- ☐ Probably Astronomical
- ☐ Possibly Astronomical
- ☒X Other photo flaw
- ☐ Insufficient Data for Evaluation
- ☐ Unknown

ATIC FORM 329 (REV 26 SEP 52)

[redacted] Street
Brooklyn 9, N. Y.

Nov 20, 52.

Dear Commander;

Lt Colonel Hugh A. Day has suggested that I write to you for the information I desire.

On October 6th while flying 27000 feet in the air between Coos Bay and Portland, Oregon I caught a picture of what appears to be an outer space ship - cigar shaped and of the submarine type shown in the Adamski book. It is surrounded by a thread of light

as they all seem to be.
Before determining that it
is an alien spacecraft, I wonder
whether from your records—
you could tell me whether you had
any type American machines
in the air at that time.
I took the picture at about
three o'clock in the afternoon.
I was trying to get some of
the ground patterns out in
were too high up with the
sun blotting out any earth
patterns. Judging from the
small size of the ship it must
have been several miles away.

If you will look at the slip there a magnifying glass I believe you will see several windows on the side that is visible.

Any information you can give me in this matter will be greatly appreciated.

Sincerely yours,

[redacted]

(Mrs.)

P.S. This was taken with an ordinary Brownie Camera.

Mrs. [redacted]
COUNSELLOR AT LAW
[redacted] STREET
BROOKLYN [redacted], N. Y.

Mr. Wallace W. Elwood
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Ohio.

Dec.27, 1956

Dear Mr. Elwood:

Thank you for your letter of December 4th. in answer to mine of November 20th., stating that on September 6th. around three o'clock in the afternoon while flying high between Coos Bay and Portland,Oregon, I caught a Brownie snapshot of what I believed to be an outer space ship since it perfectly answers the description of the cigar or submarine shaped ship known to have been seen by others in that general location from time to time. I sent you a print of it at the time.

You did not answer my question as to whether our government had any of its ships in the air on that date and about that hour.

As for filling out all the data you sent me or answering your ~~ques~~ questions about the air craft speed, direction of heading, bearing, weather conditionn aloft, flight or aircraft number, pilot's name etc. etc. or whether any other passehgers observed the object, that is quite impossible as I was unaware of having caught it on my film at the time(I did not see the craft itself) and ~~only~~ found it only when the film was developed. Those who developed it for me were convinced that it was in the film and not an imperfection of either the film or something on the window of the plane. You see I took several other exposures at the time within minutes of each other, in an effort to catch some of the ground patterns but on this one only was the ship apparent. So I figure that it must have been passing rapidly at the moment I snapped the shutter. With a magnifying glass you can see the tiny white windows.

Unfortunately I cannot send you the film as it has been temporarily misplaced. Did you ever put something special away in such a good place that even you could not find it? I'm sure it will eventually turn up.

I would still like an answer to my question of whether our government had anything of this description in the air at that time and location.

The holidays interfered with a more prompt reply on my part for which I ask your indulgence.

Very truly yours,

[redacted]

ROUTING | COORDINATION

AFOIN-4

AFOIN-4X2b

AFOIN-4X2

AFOIN-4X3

AFOIN-4X4

AFOIN-4A

AFOIN-4B

AFOIN-4C

AFOIN-4D

AFOIN-4E

AFOIN-4F

FILE CLASS:
OFFICE OF RECORD

4E4/Capt G.T.Gregory/tcX
69216

4 DEC 56

[redacted]th Street
Brooklyn 9, New York

Dear Mis[redacted]:

We are in receipt of your letter of 20 November 1956 in which you submit a photograph of an unidentified aerial object with a request for our comment.

A proper study and analysis under scientific conditions to arrive at a firm conclusion or identification of the photograph requires some supporting information. The fact that it was taken at a high altitude, presumably from an airliner, with other limited data surrounding your observation, is insufficient. We are certain that since you have professed a desire for a conclusion, a request for your cooperation for additional data is not necessary.

Therefore, it would be appreciated if you would accomplish the attached questionnaire in as much detail as possible and return to this Center.

Additional information that is required to obtain some very important data (such as aircraft speed, direction of heading, bearing, weather condition aloft) is the flight or aircraft number, exact time or location over which object was observed, pilot's name, how close to the window was the camera when the exposure made, and whether any other passengers observed the object. It would also be appreciated if you would send us the negative from which this print was made. The print will be retained, pending receipt of additional information required to study the photograph submitted.

Your cooperation in this matter would be appreciated.

Sincerely,

Encl
USAF Tech Info Sheet

WALLACE W. ELWOOD
1st Lt., USAF
Assistant Adjutant

| | |
|---|---|
| PERM | |
| TEMP | |
| 90 DAYS | |
| INITIAL | |

6 Sept 56 — Coos Bay — Portland

ROUTING | COORDINATION

AFOIN-4

AFOIN-4X2b

AFOIN-4X2

AFOIN-4X3

AFOIN-4X4

AFOIN-4A

AFOIN-4B

AFOIN-4C

AFOIN-4D

AFOIN-4E

AFOIN-4F

OTHERS

FILE CLASS: _____
OFFICIAL FILE COPY

_____
__OFFICE OF RECORD

4E4/Capt G.T.Gregory/ltc
69216

12 JAN 1957

Other Ltr

Mrs. [redacted]
[redacted]th Street
Brooklyn 9, New York

Dear Mrs. [redacted]

We are in receipt of your letter dated 27 December 1956, your second, regarding a photograph previously submitted by you of what you believe to be a so-called "space ship." The standard UFO questionnaire, the official form which we send to both military and civilian observers for sightings of this nature, was however not returned. Neither were you able to provide the original negative.

The nature and implications of your letter require that our reply be given in sufficient detail to avoid misunderstanding, misinterpretation or out of context quotation.

We feel sure that you will understand that in any type of investigation and analysis there is certain basic information that must be obtained before we can proceed with a proper study and investigation of a report. The mere submission of a photograph showing some object, speck or shape is, in itself, insufficient. In cases of this type, observers usually provide us with the flight name or number, the day or schedule of the flight, and other information which will permit us to initiate action through contact with airlines, flight operations or other parties. For example, we should like to know, among other things, the exact location of your flight at the time of your observation. This cannot be determined by the generalization that it was somewhere between Coos Bay and Portland since the distance between these two points is almost 180 miles. With this basis information we could attempt to ascertain whether any military or civilian aircraft, balloons, missiles, or any other conventional objects were over that particular spot.

1 JIEG-4 Ltr fr Mrs [redacted] dtd 27 Dec 56
2 JIEG-4 Ltr to Mrs [redacted] dtd 1/16/57

Attached herewith are three variable-density prints out of the many made from your print, as part of our analysis of your photograph. This analysis, including motion picture screen size projections, was carried out at the Wright-Patterson photo laboratories.

3 JIG-1 Photographs

| | |
|---|---|
| PERM | |
| TEMP | |
| 90 DAYS | |
| INITIAL | |

N/A 6Sep 2230 11

# DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

FILE NO.

SUBJECT
(U) Request for Analysis - UFO Photo

TO AFOIN-4D2a
ATIN: Maj Willner

FROM AFOIN-4E4

DATE 28 Nov 56 COMMENT NO. 1
4E4/Capt G.T.Gregory/lt c/
69216

1. In accordance with AFR 200-2 and established ATIC policy for the review and analysis of UFO reports and photography, request your analysis and comments with regard to attached photograph.

2. Subject photograph was submitted by a Miss [redacted] of Brooklyn, New York, and in her meager report states that it was taken at 27,000 feet, presumably fr om an airliner. She further states that a "Brownie" camera was used.

3. There are some unusual features surrounding the photo. A macroscopic examination shows a "halo" or a margin surrounding the object. The object is much darker than the background and from the over-all nature is very difficult to discern which is ground and which is sky, both blending in together. Assuming a distance of 300 yards (approximately 1000 feet) of the object, the "halo" would be approximately 50 feet wide. Consideration has been given to this being a negative or developing "flaw;" but the object appears rather symmetrical on both sides.

4. A letter to Miss [redacted] with a standard UFO questionnaire requesting detailed information on the sighting is contemplated, pending your conclusions.

1 Incl
Photo

Henry A. Miley
HENRY A. MILEY
AFOIN-4E4

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TO: AFOIN-4E4

FROM: AFOIN-4D2

DATE: 3 Dec 56 COMMENT NR 2
AFOIN-4D2a/Major Willner/pam
52173/B263/Room B6S

The object appears to be the result of damaged emulsion on the original negative. This probably was caused during the processing wherein the emulsion stuck together during part of the processing resulting in a partially developed "spot" that will print out darker than the background. A more comprehensive analysis of the object can be made from the original film. In this, it can be determined if the object was caused by a flaw in the negative emulsion, or whether it is worthy of further analysis.

1 Incl
n/c

WILBER PRICE, JR.,
AFOIN-4D2

ROUTING AND COORDINATION
OUTGOING
AFOIN-4
AFOIN-4X2b
AFOIN-4X2c
AFOIN-4X3
AFOIN-4X4
AFOIN-4A
AFOIN-4B
AFOIN-4C
AFOIN-4D
AFOIN-4E
AFOIN-4F
OTHERS
OFFICIAL FILE COPY
OFFICE OF RECORD

Ltr to Mrs. [redacted], Brooklyn, New York

Some comment should be made regarding the results of our analysis of your report. The original negative would have provided us with more conclusive information:

a. Brownie cameras have a single-element meniscus lens. They have a very slow shutter speed, between 1/25 to 1/30 second.

b. A query of your local photo experts, or an experiment on your part in photographing some person will disclose that unless the subject remains still a slight blur will result. A slow-moving automobile photographed with a Brownie will produce a more blurred effect.

c. Anything passing rapidly, as you state, by the window, such as an aircraft or rocket would be an almost indistinct blur. The Brownie camera cannot stop an object moving at high speed. The distinct outline of a road in the bottom of the print indicates that "panning" was not used.

d. The object in your print is sharp and clear.

e. If this was an actual object, the use of simple optical calculations (the known focal length of the camera and apparent distance of the object), "several miles away," will show that the object would be of such size that it certainly would have been seen by a large number of people, numerous aircraft, and by the extensive radar network that surveys the skies over America twenty-four hours a day.

f. Nothing of this nature was reported by any of the above within that general area and time.

A review of current airway charts between Coos Bay and Portland indicates that this area has one of the heaviest air traffics in the Northwest. There are almost 30 airfields within the flight paths between these two locations.

Our files contain many photographs (other than deliberate hoaxes) which have been found to be spots or smears on airliner windows resembling various types of supposedly space craft. Emulsion flaws have also accounted for a number of these objects appearing on photographs. The latter result when prints under development, in a solution or water bath, become stuck together in certain small areas. Tear drop, elliptical and other unusual shapes are formed when



PERM
TEMP
90 DAYS
INITIAL
ATIC FORM 144 (REV 20 FEB 56) ROUTING AND COORDINATION SHEET AF-WP-O-29 MAR 5

| ROUTING | COORDINATION |
|---|---|
| AFOIN-4 | |
| AFOIN-4X2b | |
| AFOIN-4X2c | |
| AFOIN-4X3 | |
| AFOIN-4X4 | |
| AFOIN-4A | |
| AFOIN-4B | |
| AFOIN-4C | |
| AFOIN-4D | |
| AFOIN-4E | |
| AFOIN-4F | |
| OTHERS | |

FILE CLASS: _____
OFFICIAL FILE C

OFFICE OF REC

Ltr to Mrs. [redacted] Brooklyn, New York

separated. In many instances tiny, symmetrical perforations are formed during the "untacking" process, a common occurance in any photograph shop.

We conclude that the object appearing on your photograph was undoubtedly the result of some such imperfection.

Sincerely,

WALLACE W. ELWOOD
Captain, USAF
Assistant Adjutant

2 Incls
1. 8 x 10 prints, in trip
2. One 3 x 4½ print

DISPATCHED
ATIC

| | |
|---|---|
| PERM | |
| TEMP | |
| 90 DAYS | |
| INITIAL | |

Mrs. [redacted]
-COUNSELLOR-AT-LAW-
[redacted] STREET
BROOKLYN [redacted] N. Y.

Jan. 29, 1957

Mr. Wallace W. Elwood
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Ohio

Dear Mr. Elwood:

Thank you so very much for your painstaking letter of the 17th with its most welcome enlargements of the tiny little "Space ship" print which I sent to you. Unfortun ately the film has not yet come to light but those who saw the film were convinced that it was no water mark nor imperfection on the airplane window.

I wish I could give you the information you seem to need. I could not fill out the questionnaire you sent me as I had none of that required information. As m y film was not developed until the middle of September, and as I did not see the ship, I have no idea of the exact moment of its being taken or caught by my camera. As for the flight number and such details, all I know is that I was in a commercial plane flying between Coos Bay and Portland, Oregon on September 6th, 1956, leaving Coos Bay at 2:30 P.M. and arriving at Portland at 3:50 P.M. As I took the pictures from the plane soon after taking off, I estimated the time to be around three o'clock.

I thought you might know whether we had anything in the air in that location about that time that might resemble this, but I didn't realize that you needed so much detail regarding the sighting.

In any case I am grateful to you for your detailed answer to me and the time you took to make it all clear to me.

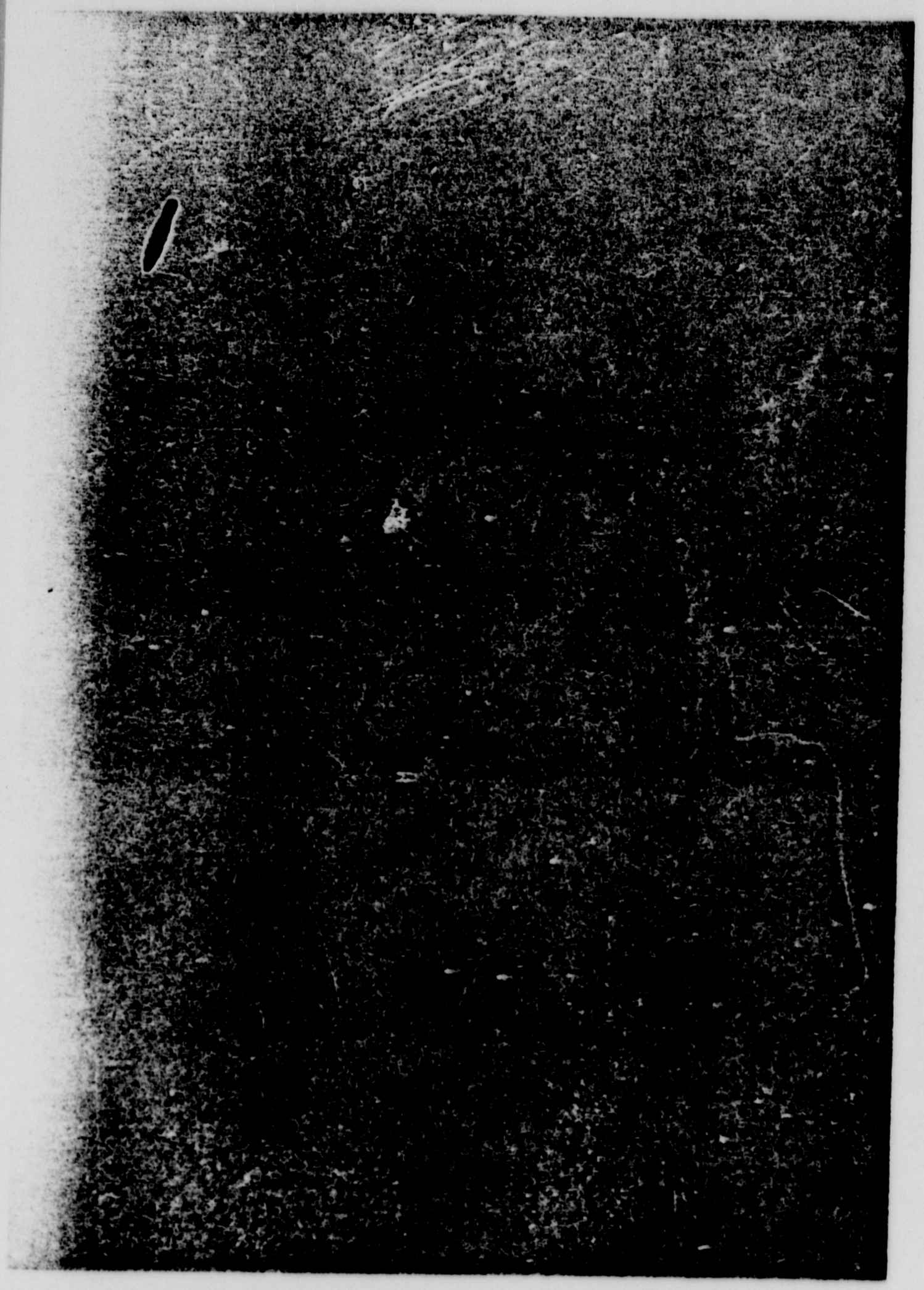
I assume that I may keep the prints (since you did not mention their return) which you sent on and in that case thank you very much.

Very truly yours,

[redacted]

Is There an end to this?
3rd letter. Refuses to
give home state - yet
harps on the "space ship"
and the other passengers
he claimed. Jab

This case includes one (1) 5"x7"
photograph and one (1) 3½"x5½"
negative.



Negative made from
[redacted] print.

1. Mrs [redacted] claim she
cannot find original negative
2. Refuse to field on UFO
questionnaire
3. Was known in Los
Angeles area info.
returned.