

The 13th December 1952 photos of George Adamski Analysis



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УТІІІА? — КАРД

Research into the 13th December 1952 George Adamski photos

Cameras used –

an IHagee-Dresden Grafles camera for use with his 6-inch reflector telescope, large cut film or plates (negative cut to fill the film holder)

a Kodak Brownie fixed lens camera – for use with a film roll

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The memorable day of 13th December 1952 – when the cut film holder was returned to Adamski after the craft had posed some distance away (2.500 – 3.000 feet) (he took 5 photos – as far as I know). When it moved again, it flew over Adamski in close proximity, and in doing so Adamski took one photo with his Brownie camera.

The films were developed by D.J. Detwiler, who was running a film development shop. This was the usual place where Adamski used to get his films developed.

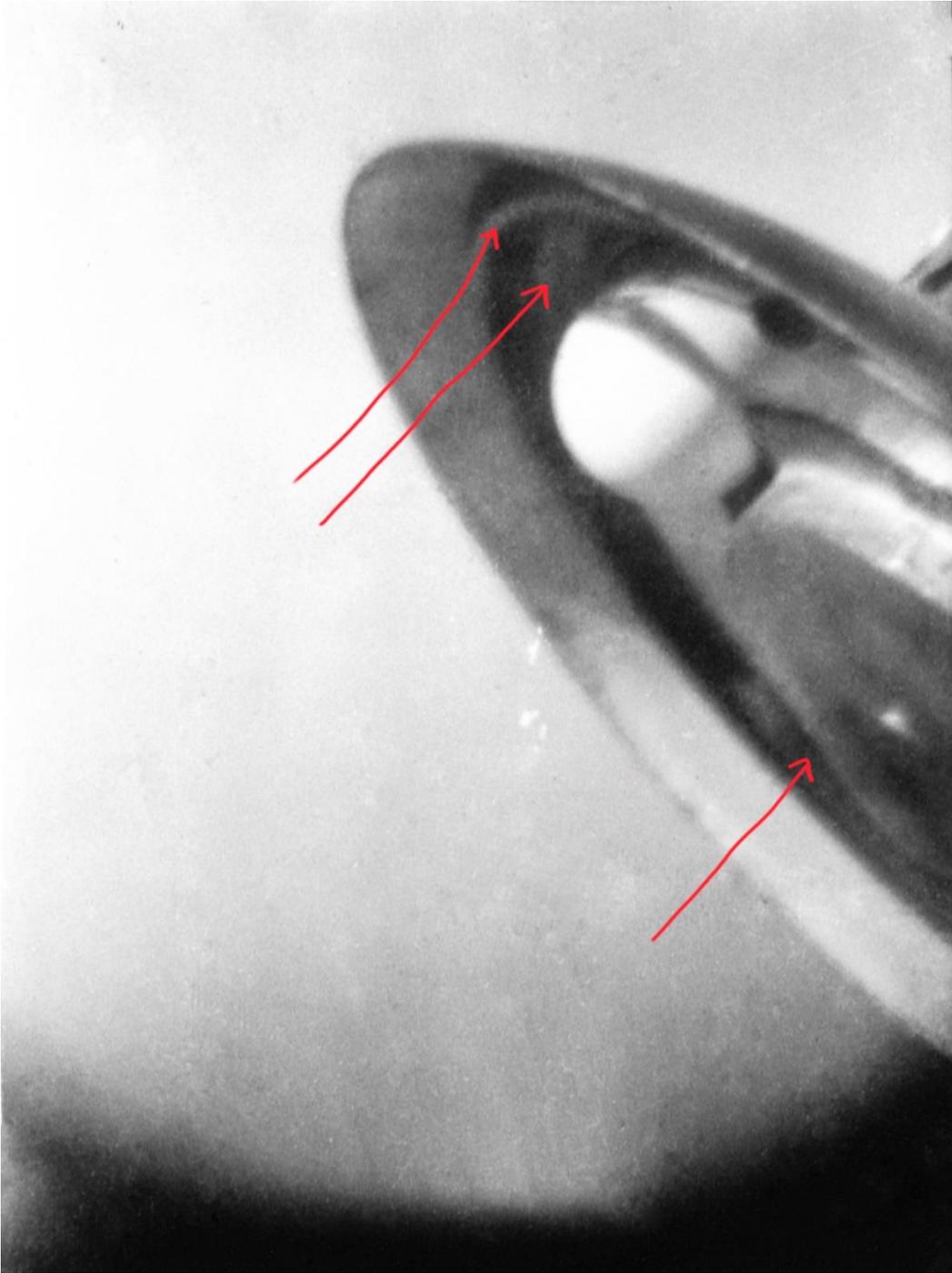
I will deal with each photo separately.

Photo 1

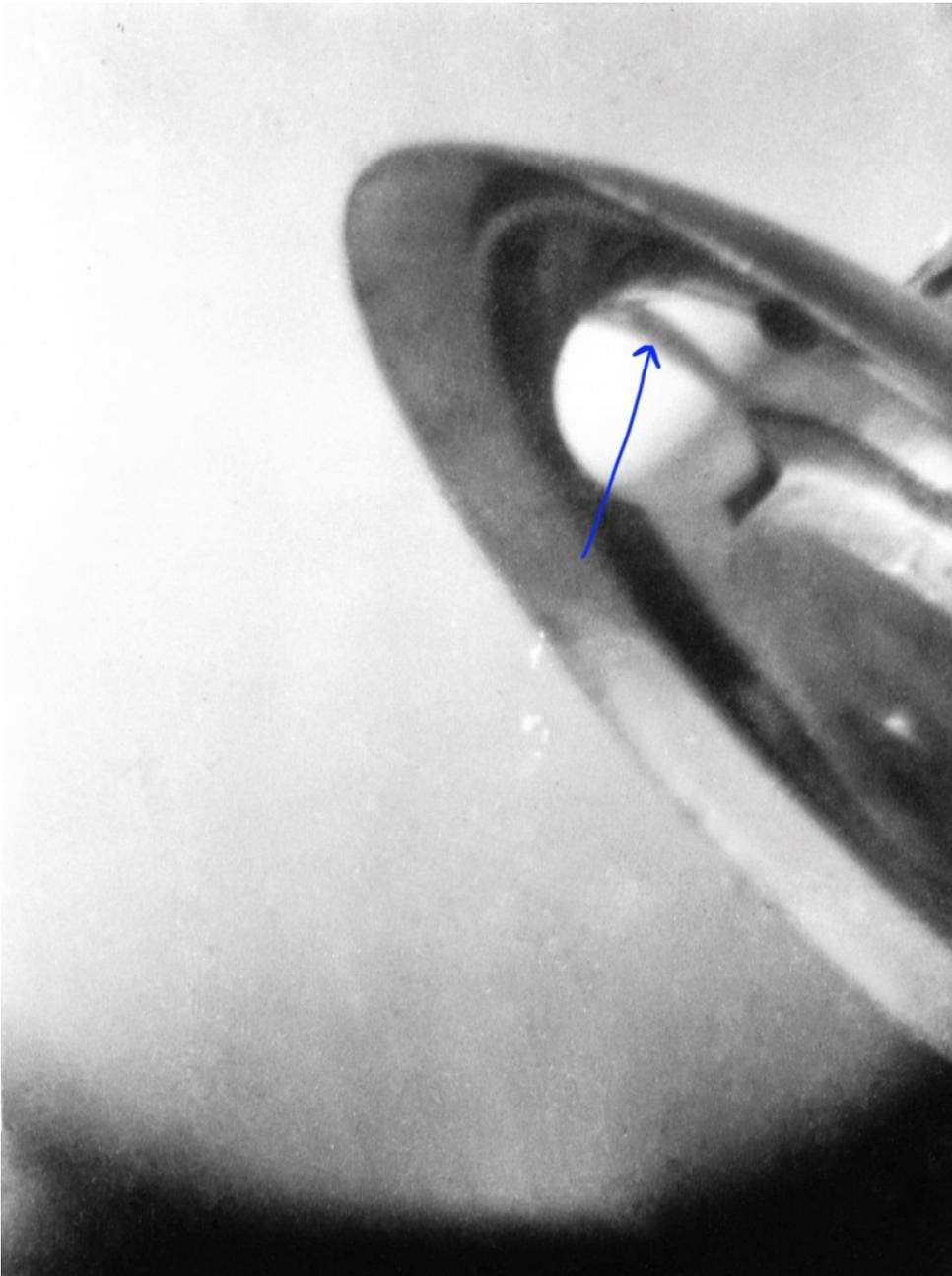


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Sun hitting one "ball" and part of the lower hull. Ball color is white. Engine casing clearly metallic in appearance. The two rotating "rings" seen to the left of the sunlit "ball". These rings are reflecting light so they are also clearly metallic (see red arrows). I have studied this negative personally (meaning I have held it in my hand and studied it) in 2018.



Middle part of the “ball” is divided by a dark band which is not the shadow of the outer hull being cast on to the “ball” (see blue arrow). If this was the case the upper part of the “ball” would have been in shadow which it is clearly not. So it must be something else. It must be something which is “on” the ball itself (in fact on all three “balls”). I would go for a dividing edge, so that the lower part of the ball can be rotated around itself. I am sure that part of the function of the “ball landing gear” is also to control some of the static electricity generated by the craft (when moving through an atmosphere). So this “divide” or “edge” is part of this function – to discharge the static electricity generated.



The very clear definition of the engine compartment, compared to the second photo, I would assume is because the sun is hitting the compartment straight on – which is shown by the very bright and dark divisions on the engine housing (see orange arrows).



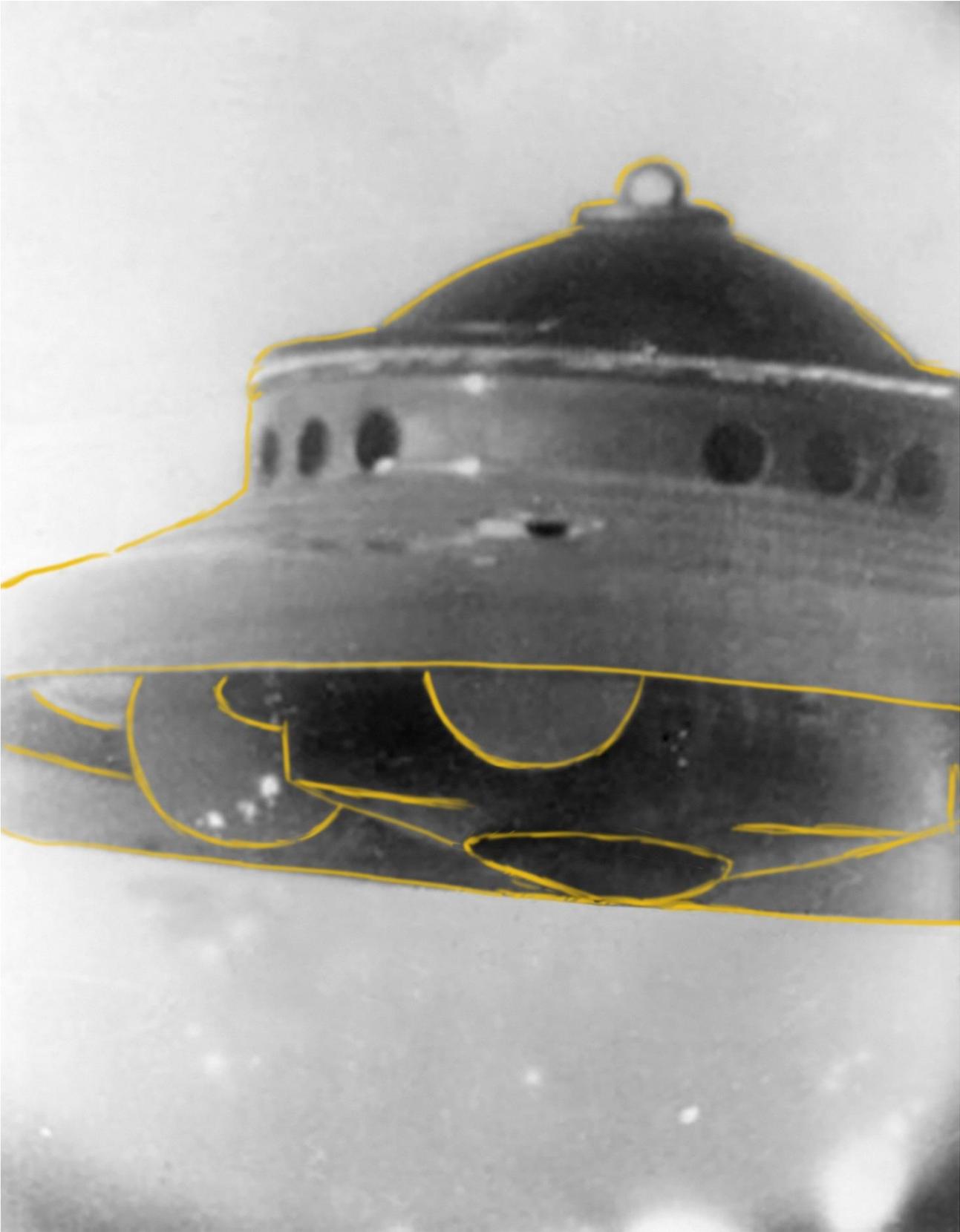
The upper surface of the outer hull shows clear metallic structure (reflections) on the edge and on the hull itself (darker reflection) and also the reflection near a porthole (the upper part of the hull) (see green arrows). This also is consistent with the sun coming from the left of the frame and being reflected by the object onto itself (and the ambient light from the surface of the craft reflecting onto itself).



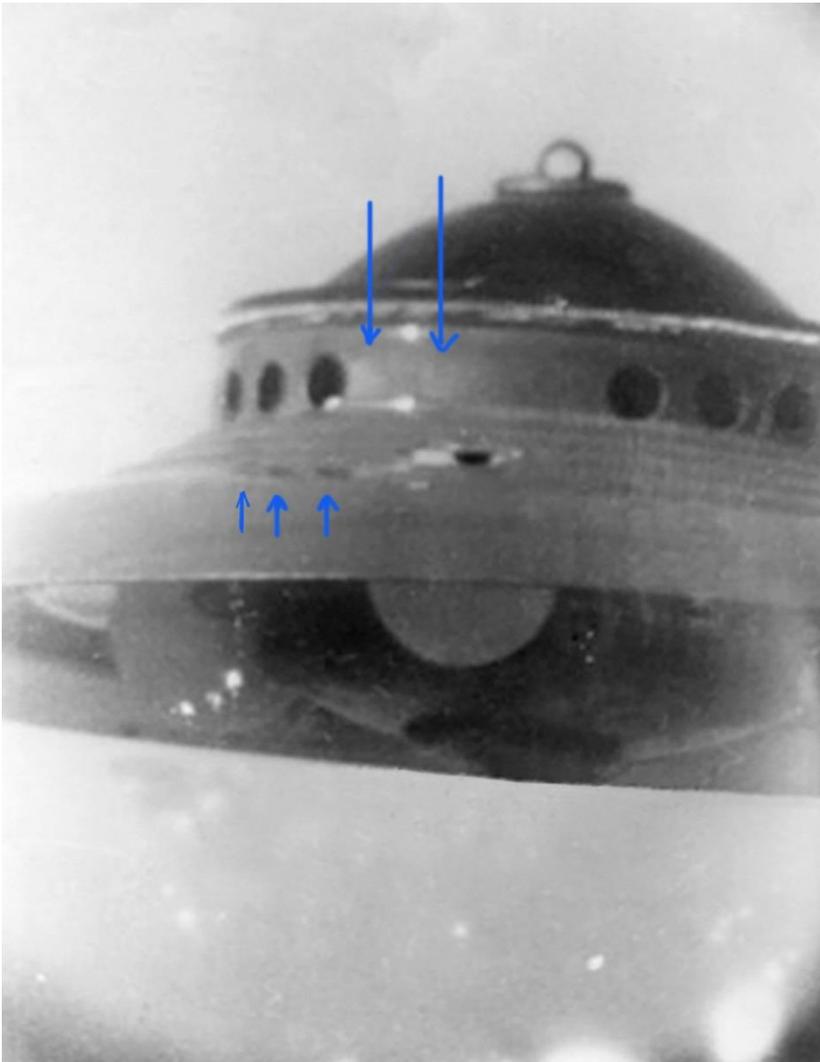
Photo 2



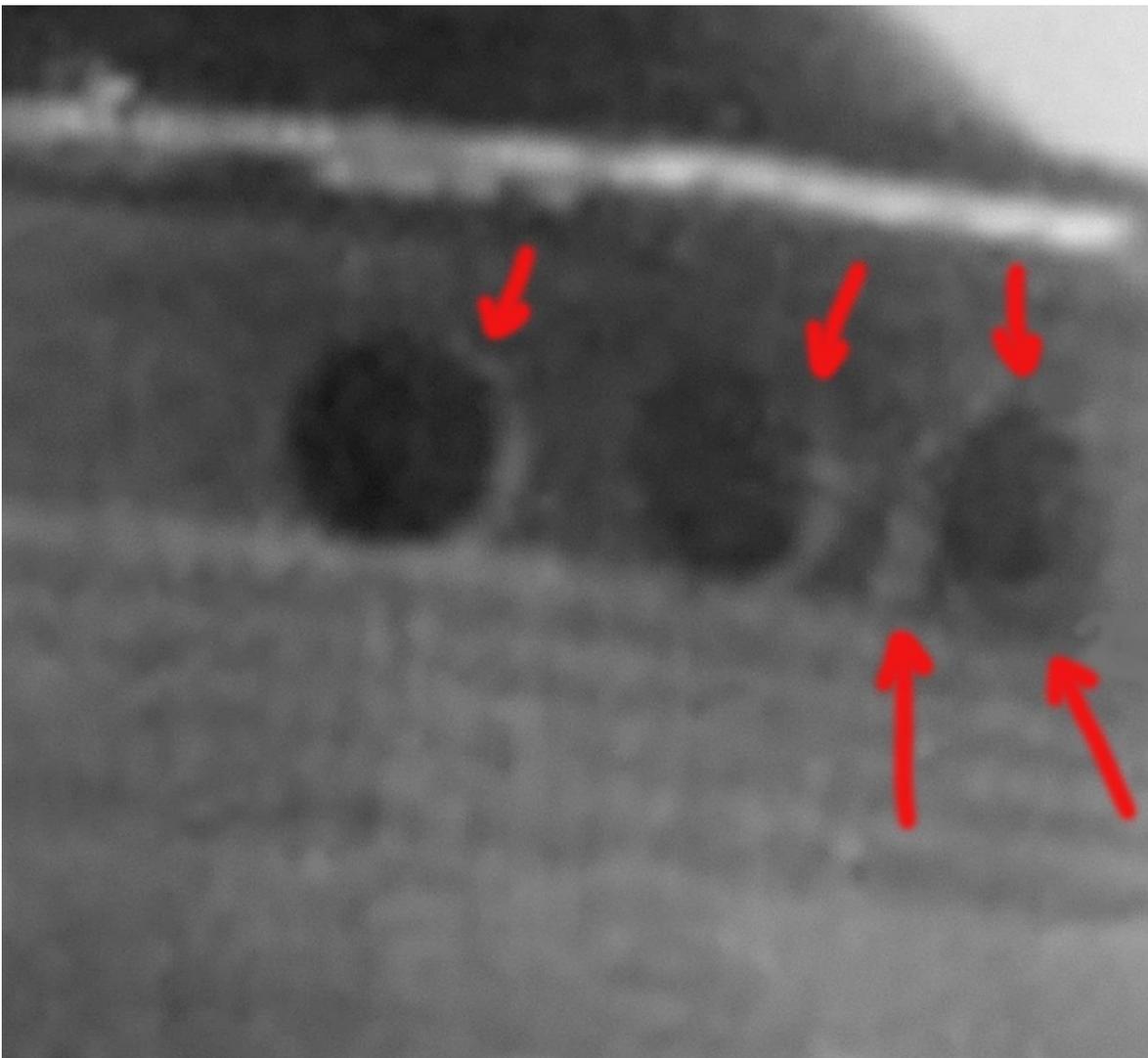
Only part of the craft can be seen (many years ago I obtained a really nice copy of the photo from H.C. Petersen which is the one I am analyzing)



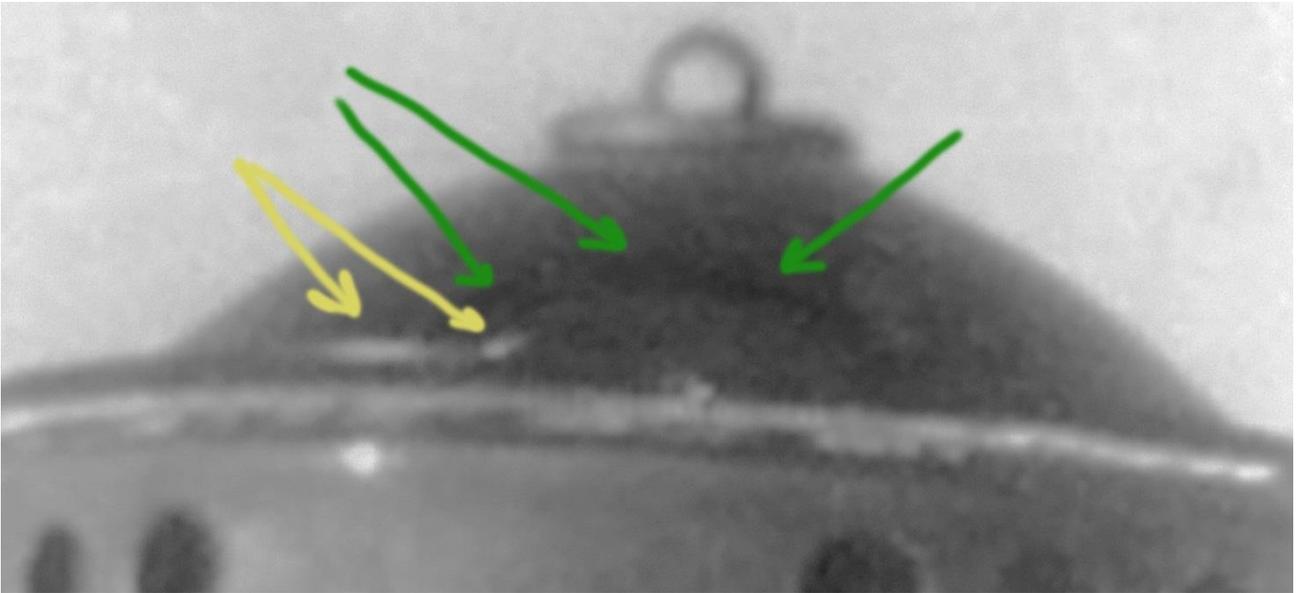
Perspective of craft looks right – the dark compartment (engine) below the edge of the craft looks to be a bit askew, but may be explained by a distortion effect (by the propulsion) causing light refraction/reflection. The two “balls” visible look correct in sizes and perspective. Reflective part underneath (left side under edge of craft and left of the “ball” structure) looks right (if “balls” are white/metallic and somewhat reflective – which they are) and the reflective part seen is metal. Refractive index of the “cabin” (where the portholes are located) looks somewhat translucent – just where two reflections are seen (see blue arrows). Reflections of the three left portholes are also seen mirrored into the metallic hull (see blue arrows).



The porthole furthest to the right shows an almost “disappearing effect” – in that it is not clearly defined. Its lower outer edge is almost non-existing (no reflection) and the left part of the porthole looks distorted and as being part of the cabin skin. Both of these “effects” seem to show an “electronic effect” in that the porthole “appears” to be generated electronically and therefore is NOT an integral part of the cabin structure. The same must therefore apply to all the portholes seen. If one looks at the three visible portholes to the right they actually all display some effects – meaning the edges of each porthole looks very soft and out-of-focus, and this do seem to confirm that they are “generated electronically” - which then causes disturbances to the physical hull of the cabin outer skin (see red arrows).



The top copula (“bell-shape”) show some internal reflection from the outside surroundings (atmosphere, upper part of the cabin structure) which then show up at a reflection upon itself. The “dark” reflection is a clear example of this (it is actually the upper cabin which is reflected into the copula – see green arrows).



The yellow arrows show two light reflections of the sun (perhaps also reflections of the “band” moving around the upper part of the cabin structure – the upper most reflection could be an electric charge reflection).

The most peculiar in this image is that some of the middle part of the upper part of the cabin wall (marked with blue color – and circled by the light green color) – this is where it is see-thru or transparent/translucent. The part of the upper cabin is not visible either in visible light or infrared. I am convinced that this is due to the propulsion system.

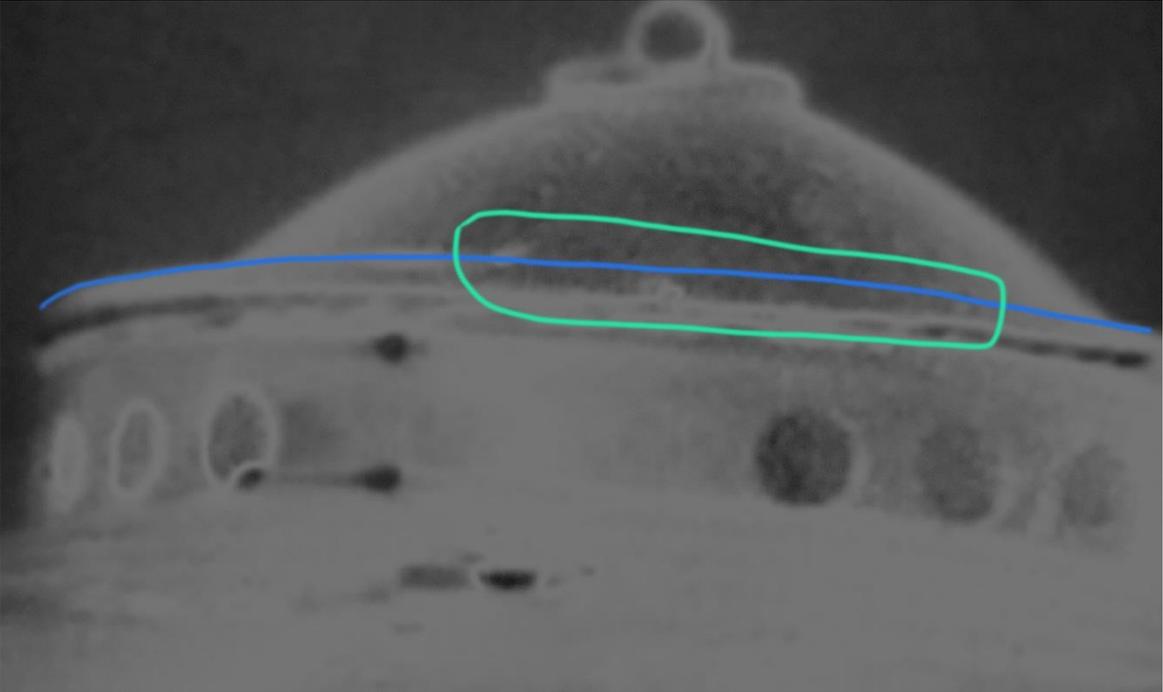
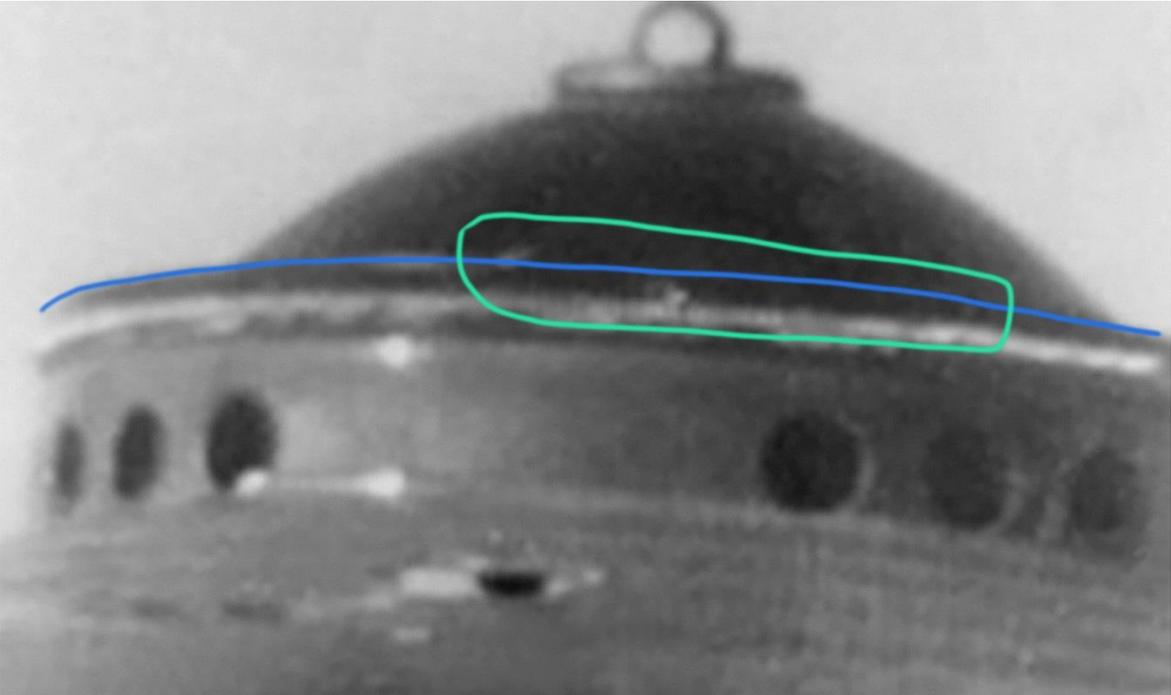


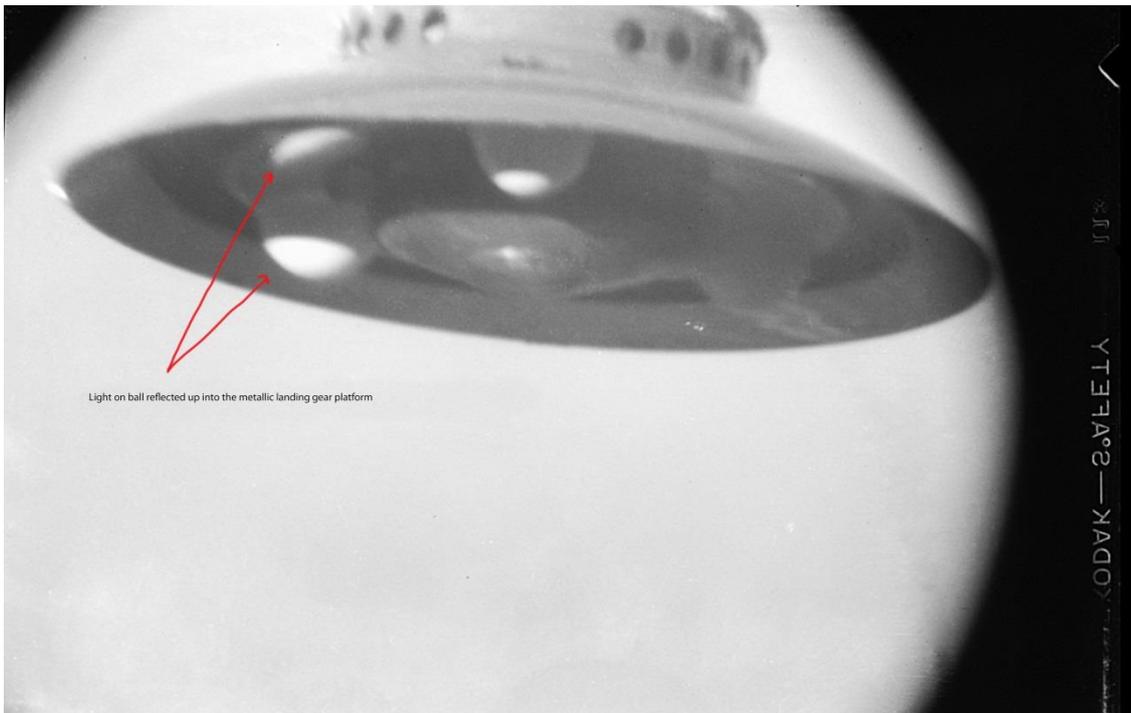
Photo 3 (Kodak frame number 11 – I will come back to that frame number and what it could mean)



All eight portholes are visible. The craft is definitely moving upwards as can be seen by some reflections above the left portholes (blurry reflections meaning movement). I have studied this negative personally (meaning I have held it in my hands and examined it) in October 2018.

I would say that this is the photo which best shows most of the features of this craft (together with photo 4). The only thing not showing is the copula above the cabin.

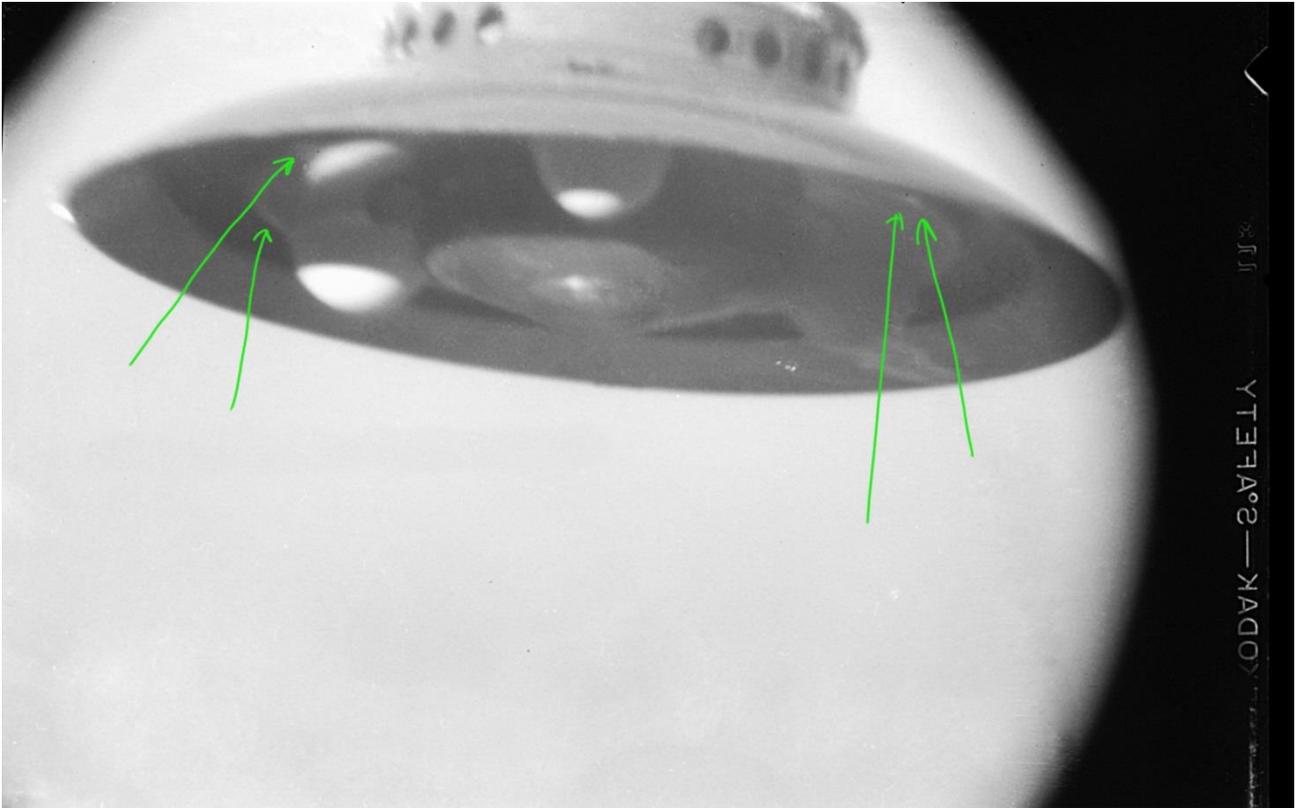
The ball being hit by sunlight is reflected up into the landing gear platform (red arrows).



The engine compartment is also hit by sunlight, and compared to photo 1 it is much darker and not as reflective (blue arrows). This is due to the angle of the craft having changed from photo 1 to photo 3.



On the right side of the landing gear platform a clear reflection (of the right ball) is seen on the edge of the landing gear platform (green arrows). On the left side of the landing gear platform additional reflections are seen (green arrows). All this is indicative of a landing gear platform which is highly reflective (metal).



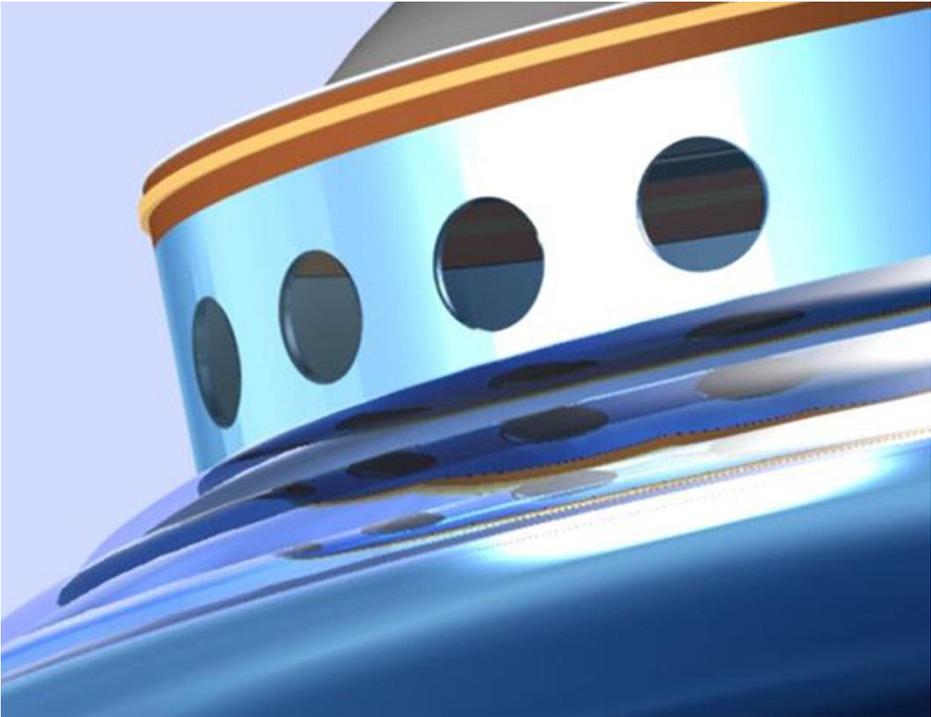
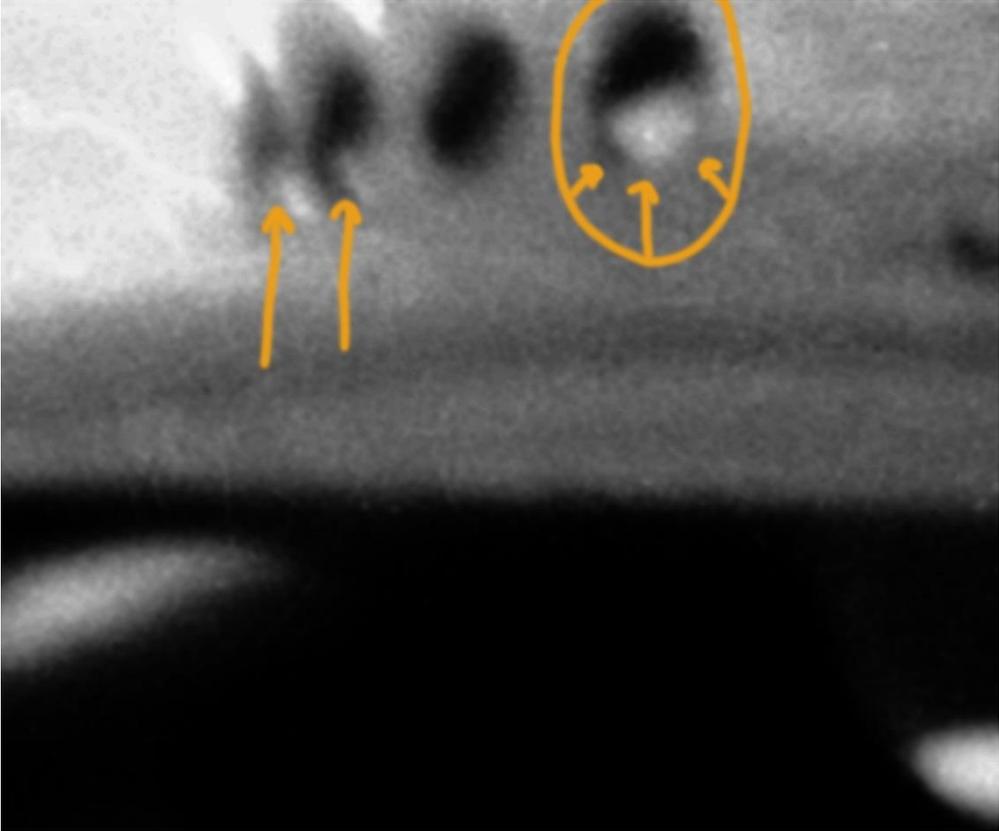
The upper part of the craft is most interesting. The portholes on the left show many reflections caused by the sun and also what can be seen “through” three of the portholes (the inside of the cabin). I know this is somewhat of a statement, but follow my description below.

Some descriptions by Adamski (from Inside the Space Ships) - between the two sets of portholes running through the middle of the cabin is a pole. On the walls several screens and around the top cabin a “coil” which glowed.

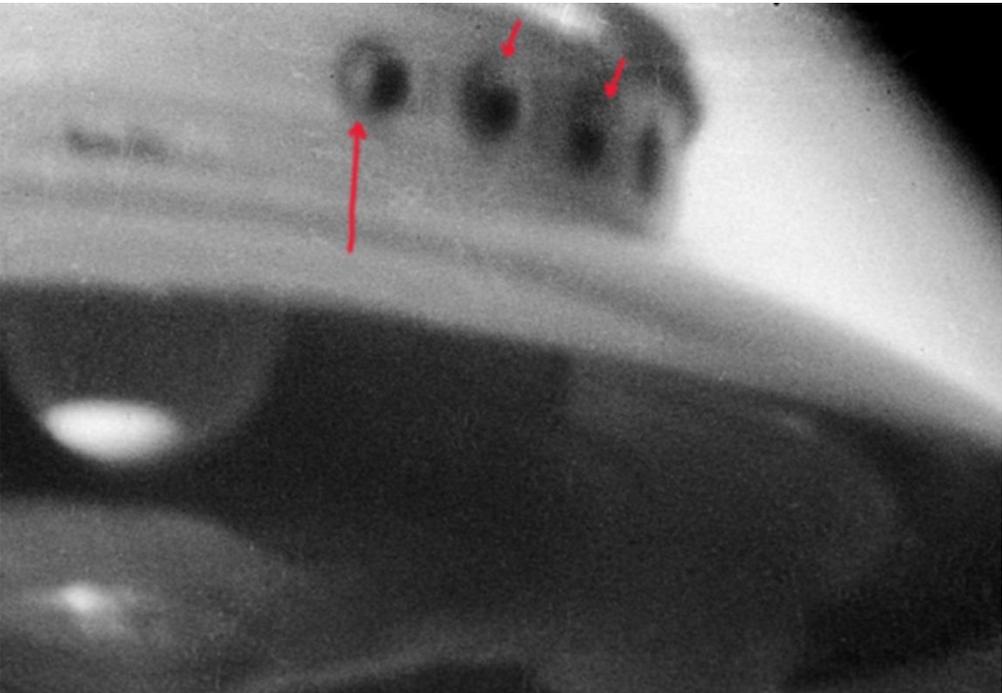
I postulate that the portholes are actually see-thru, and what is seen in some of the portholes is the interior cabin.

The right side set of portholes also show indications that the interior cabin is viewable to a degree.

Let us begin with the left side – The right porthole shows a clear shadow on the inside edge of the porthole, so clearly a three dimensional object. What the light part is looks to be something on the back wall (see my computer rendition (same angle as the Adamski photo)) – The two furthest to the left show some of the coil inside the cabin wall (see computer rendition).



The right cluster of four portholes also show “things” – the first porthole (left one) shows a vertical strip and this must be the central pole (see red arrow) showing through the window (inside the cabin). The two next portholes show part of the coil running around the top most part of the cabin structure (see red arrows). Compare the photo to my computer rendition.



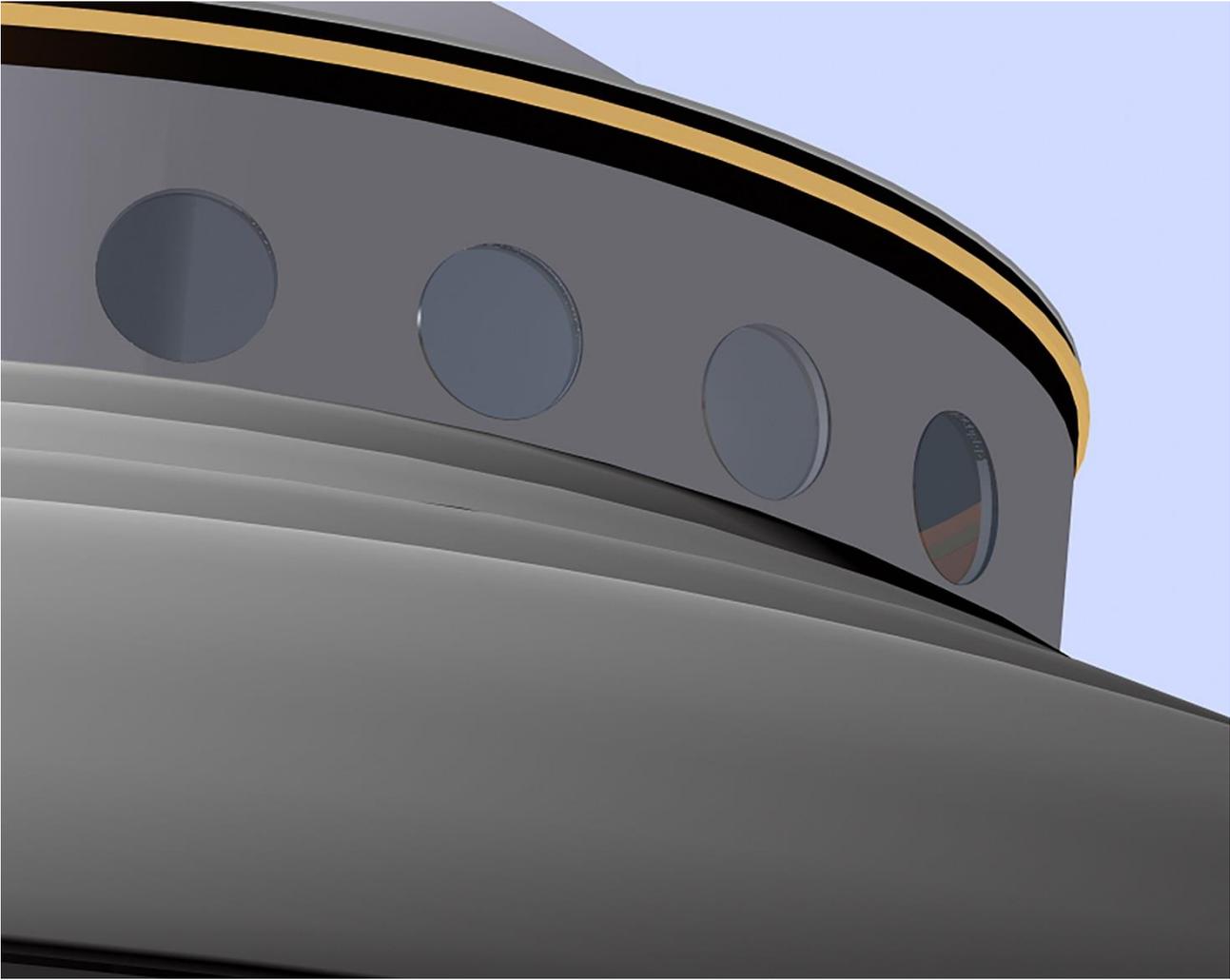


Photo 4 and 5 (have examined photos closely in October 2018)

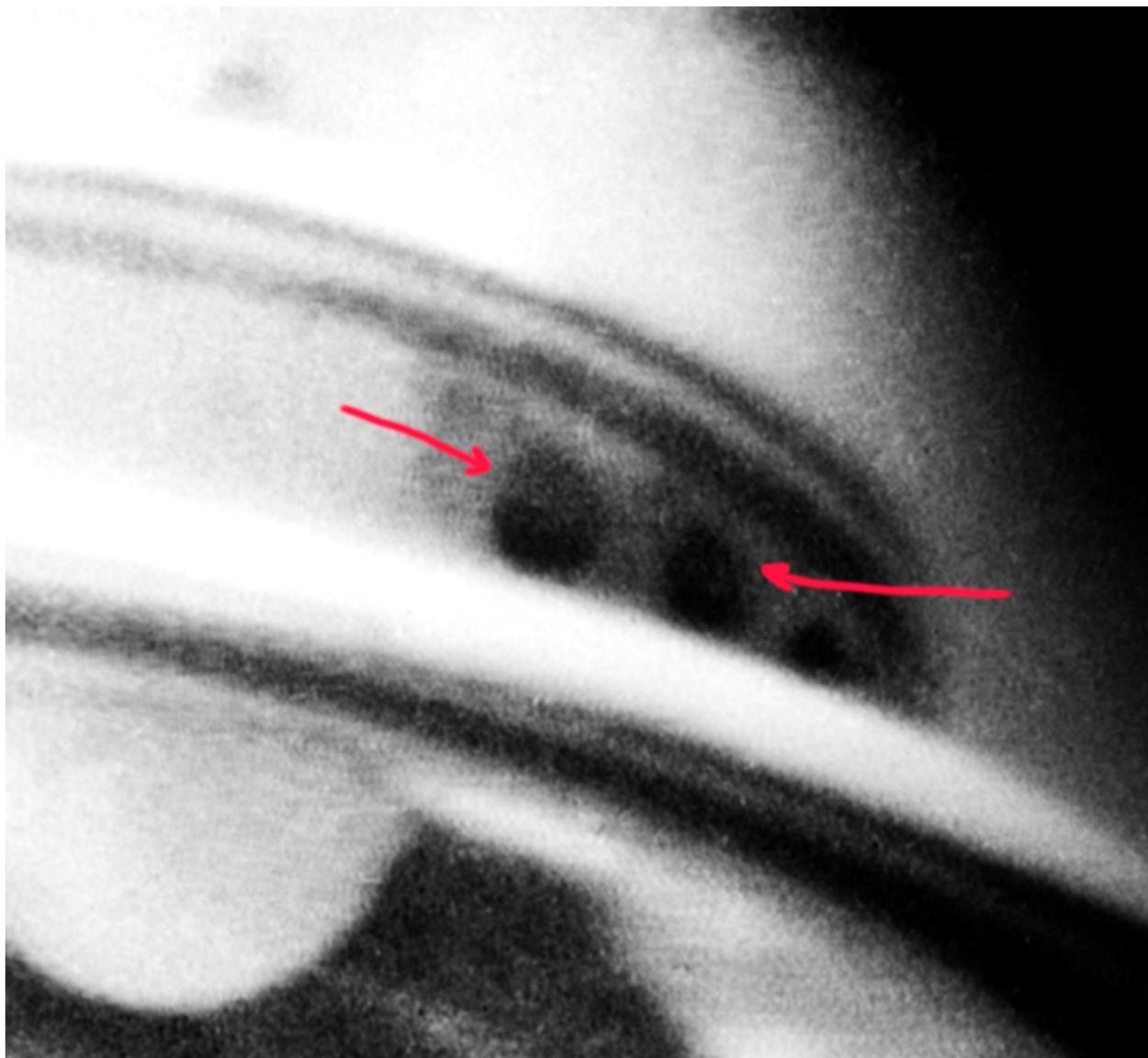


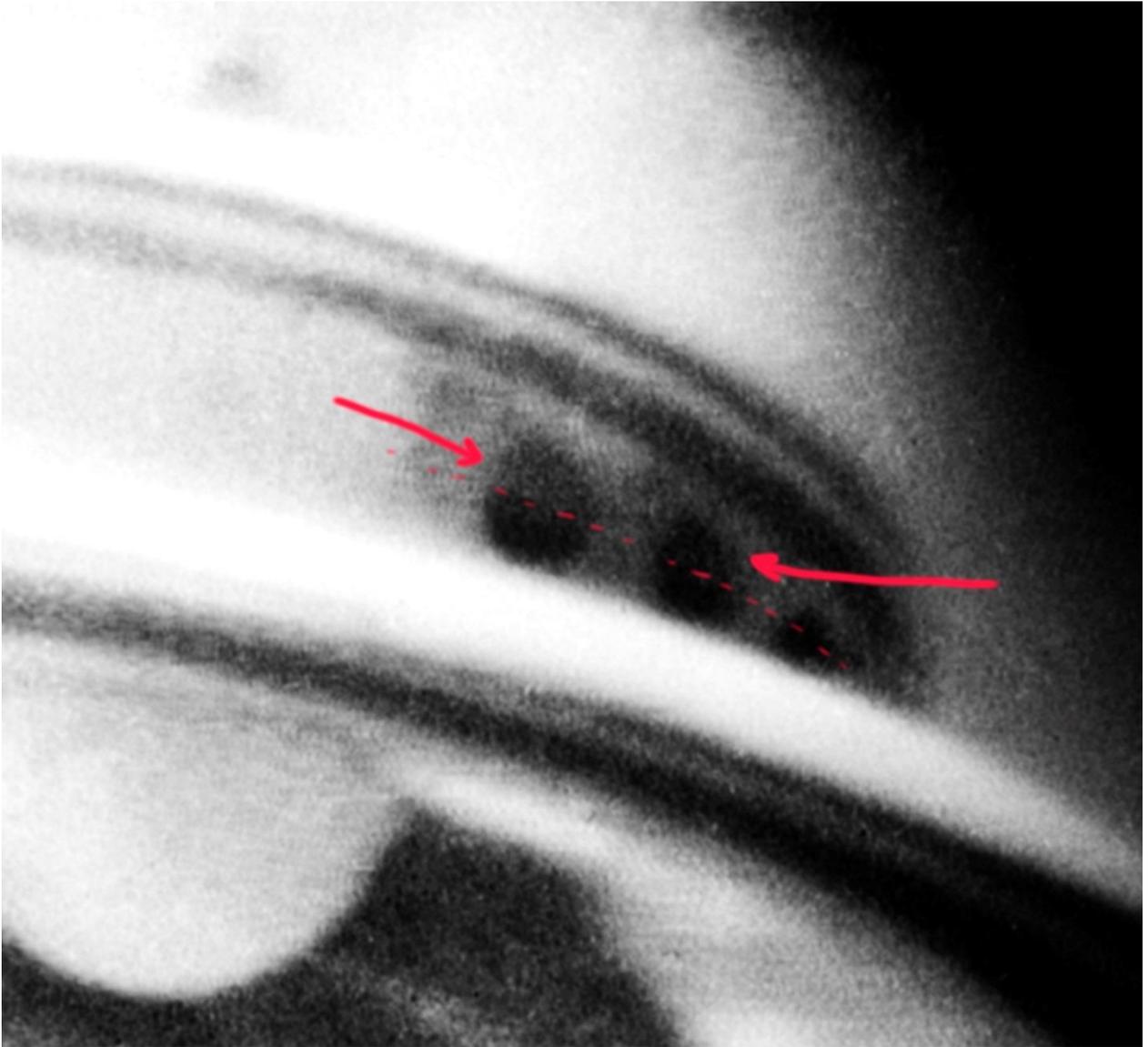
The classic shot of the craft seen from below moving slightly upwards. First frame is clear, second frame is somewhat blurred (still a good photo), but showing the same angle (virtually the same photo). The craft must have been standing almost still for at least 10 seconds between those two shots (about the time for a reload of the cut film holder), indicating that this clearly was a demonstration flight.

I have examined closely a scanned original Photo 4 and this is the photo I will be analyzing below.

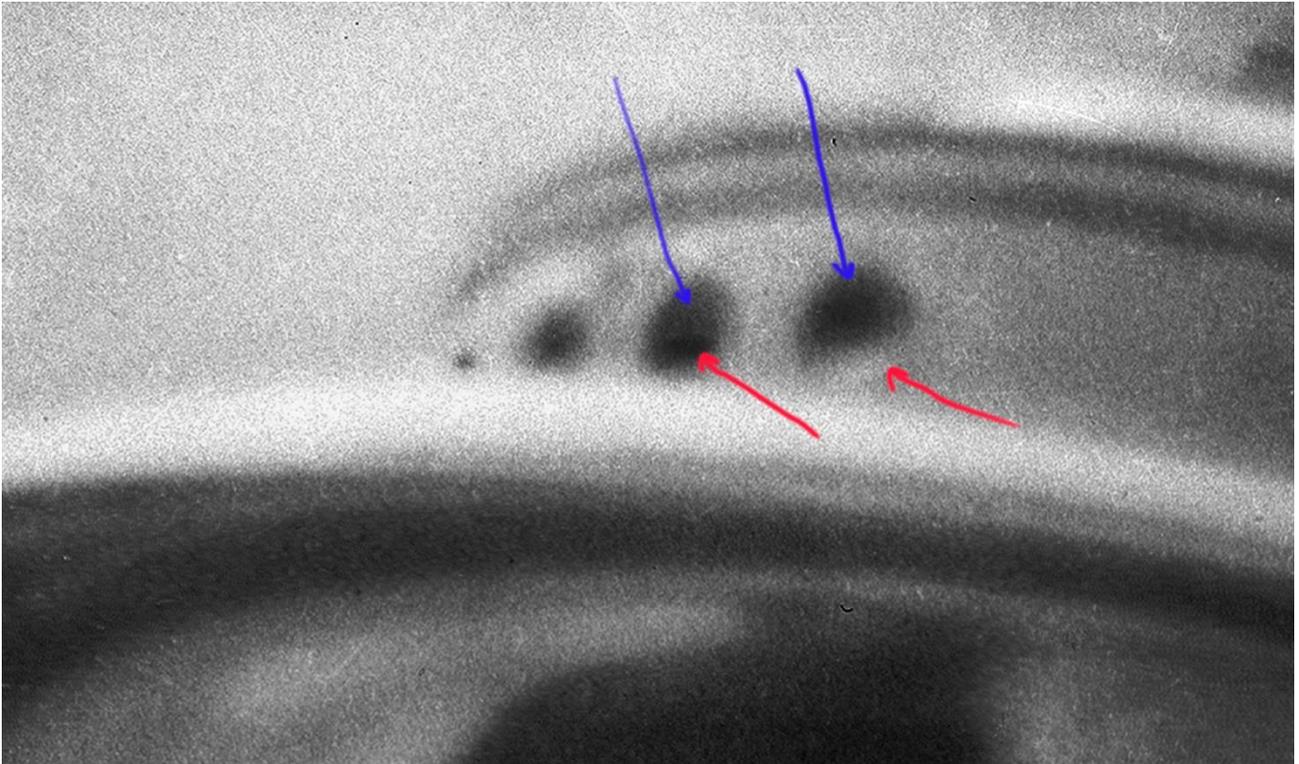
In this photo the craft looks symmetrical to an extremely high degree. Four portholes on the left side and three portholes on the right side of the cabin are visible. Two portholes on the right side show some interesting details and two portholes on the left side have interesting features.

Let us look at the right side first. The two portholes closest to the center of the cabin, clearly show the inside cabin ceiling/coil and the curvature of the inside wall curving towards the right (see red arrows and the image showing the dotted line as well – that is the cabin ceiling/coil).





The two portholes on the left side closest to the right (towards the middle of the cabin) show some of the same inside curvature. The right most porthole is somewhat special. Either the lower right side of the porthole shows a reflection of the sun or some “structure” inside the cabin behind the porthole.



Final comments and conclusions regarding the telescope photos taken on the 13th December 1952:

Photo 1 – The object was too large for the viewfinder to catch the whole object, but this is a very clear image. The most mysterious part is the “stripe” across the “ball”. Definitely a genuine photo of a large object.

Photo 2 – Object still too close, and the same object as Photo 1. The perspective of the “balls” is as it would be expected of an object seen through a 6-inch telescope at approximately 2.500 – 3.000 feet. Greying effect looks natural. I do believe that the first porthole on the left side shows a reflection from the sun. This is mainly due to the fact that the reflection is parallel to the reflection on the cabin wall. A lesser reflection is also seen on the inside of the outermost porthole on the left – I do NOT believe it is the same “structure” as in Photos 3 and 4 (in the same porthole (first porthole towards the middle)).

Photo 3 – Definitely a large object – clearly a greying/distance effect seen here as well. Object is moving upwards – Photo 3 and Photo 4 are complimentary to each other – in that they show the same “interior” in the same portholes. This also indicate that this is a large craft and it has an interior cabin inside. The left porthole (towards the middle) indicate with certainty that something INSIDE the cabin is seen through the

porthole. The same goes for the portholes on the right side. Conclusion – a large and real object was photographed through a 6-inch telescope.

Photo 4 – Same things are seen in the portholes here as in Photo 3. This is a thoroughly convincing photo which clearly looks to be a large object at a great distance. The computer stills I have done (having built a 3D model with the specifications of the measurements given by Adamski on the day) have all been with the data of size of object (approx. 35 feet) – distance 2.500 feet to 3.000 feet. The computer renditions have all shown the same as these four photos show. I would consider this a clear confirmation that this object is a large, real object at the distance described and of the size estimated by Adamski.

The image number seen on the side of the photo number 3 (frame number 11) can be approached from two sides. Either these photos are from the same cut film as were used on the 22nd November 1952 contact and are continuations of the numbering system or they are separate numbers meaning a lot more photos were taken on the 13th December 1952.

As you recollect seven frames were taken with the cut film in the desert encounter, meaning that on the 13th December the cut film number would be number 8 for the first frame taken on the day, if the cut film was a continuation of the numbering from the 22nd November. That means that at least one more was taken between Photos 1 and 3, because number three has frame number 11.

If they were a new batch of film several more were taken on the 13th December 1952, resulting in ten frames before Photo 3 (frame number 11).

Of course there could also be another explanation – that he took some other photos in the time frame from 22nd November 1952 until 13th December 1952 with the cut film and the telescope. It could be a mundane explanation.

Brownie photo 1 taken on 13th December 1952 – Original photo (examined photo in October 2018)



The photo above was taken by George Adamski, when the object came very low and very close to the position where he was standing. It actually flew right over his head, when he took this photo.

This photo shows the exact same craft as the photos taken with the telescope and discussed above. Even though the object is out-of-focus (the Kodak brownie had a fixed focus lens on the camera housing) – the trees in the background are evidence that the lens was a fixed-focus lens. He simply had no chance to get a sharp picture when it moved. Had it stood still, he would have captured a great picture.

The engine and the three-ball-gear platform is highly reflective and well as the below outer rim. Two portholes are visible, but blurred.

Below is the cleaned-up photo both darkened (to show what the correct exposure should have been) to show the surrounding part of the landscape, as well as how the craft has turned and one can see that the remaining part of the cabin is without any portholes – just as described by Adamski – eight portholes seen – covering half of the circumference of the cabin. The remaining part of the cabin wall is solid. Conclusion – large object very close to the photographer.



I am sure that some people will feel that my conclusions are wrong – but do remember that I have actually HANDLED five of the original negatives and examined them CLOSELY – I could not find anything - to the best of my ability - which would indicate manipulations, strings holding the object, double exposures or anything in that connection. They just look like the real thing.

I am convinced that the negatives which I have examined are the real deal – meaning a large object at 2.500 – 3.000 feet distance – taken through a 6-inch reflective telescope – showing an object 30-35 feet in diameter.

Copenhagen, 23rd April 2019

Rene Erik Olsen