Checks on aircraft are more difficult since there are many flights, and private records of military aircraft which are not kept for long periods of time. Information on scheduled airline runs is available and checked when necessary. Local civilian flying is extremely hard to pin down. ATIC has evaluated 15.2 percent of its sightings as being caused by aircraft, based on general background knowledge of the airliner, aircraft types and their navigation lighting systems.

I.B.M. ANALYSIS

The Air Force is currently conducting a statistical analysis of all reports from 1947 to 1952 which [illegible] significant in explaining [illegible] information on such items as sound, color, number, speed, [illegible], size, appearance and disappearance together with [illegible] specific types of [illegible], the [illegible] in reference to geographical areas, etc. This [illegible] 3,000 separate sightings and the Air Force feels it will be significant in predicting future trends in reporting. A great deal of preparation [illegible] correlating the data for the I.B.M. analysis since the raw material in general is of a non-scientific nature. It represents the first attempt to service the mass of reports with an eye toward statistical conclusions. A final report will be presented when the analysis is completed. This step in ATIC's evaluation process is believed to be extremely important.

OBSERVATION

A plan for the distribution of diffraction grating cameras to various localities in the U.S. was announced by the JCS on 29 July 1952. This camera,

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