

NO.OBJECTS SIGHTED AND REPORTED

1947	79
1948	141
1949	200
1950	260
1951	220
1952	1900
1953	400
1954	400
1955	404
1956	779
1957	1278
1958	573
1959	824
1960	462

TOTAL 6,362

Reporting, investigation, analysis and evaluation procedures have improved considerably since the first sighting of unidentified flying objects was made on 27 June 1947. The study and analysis of reported sightings of UFOs is conducted by a selected scientific group under the supervision of the Air Force.

Dr. J. Allen Spick, Head of the Department of Astronomy and Director of the Observatory of Northwestern University, is the Chief Scientific Consultant to the Air Force on the subject of unidentified flying objects.

The selected, qualified scientists, engineers, and other personnel involved in these analyses are completely objective and open minded on the subject of UFOs. They apply scientific methods of examination to all cases in reaching their conclusions. The attempted identification of the phenomena observed generally must be derived from human impressions and interpretations because scientific devices or measurements are not available. The data in the sightings reported are almost invariably subjective in nature. However, no report is considered unsuitable for study and categorization.

Several categories of identification are balloons, aircraft, astronomical, other, insufficient data, satellites and unidentified.

Approximately 4,000 balloons are released in the U. S. every day. There are two general types of balloons: weather balloons and upper air research balloons. Balloons will vary from types A and B in diameter to large types 200 feet in diameter. The majority released at night carry burning lights which often contribute to weird or unusual appearances when observed at night. This also holds true when observed near dawn or sunset because of the effect of the slant rays of the sun upon the balloon surfaces. The large balloons, if caught in jet streams, may assume a near horizontal position when partially inflated, and move with speeds of over 200 MPH. Large types may be observed inflated on top. The effect of the latter two conditions can be startling even to experienced pilots.

Many modern aircraft, especially swept and delta wing types, under adverse weather and sighting conditions are reported as unusual objects and/or "flying saucers." When observed at high altitudes, reflecting sunlight off their surfaces, or when only their jet exhausts are visible at night, aircraft can have appearances ranging from dim