

an increase in satellites reported as UFO's have about sixteen of two factors:
 (1) Increased interest on the part of the public. (2) Positive knowledge of the location of all satellites at all times. Keeping track of man-made objects in orbit about the earth is the job of the Space Detection and Tracking System (SPADATS). This sophisticated electronic system takes in complex space traffic data (mainly from tracking stations along the 24-hour air defense line). Additionally, other space surveillance activities include the use of satellite tracking and other large telescopic cameras. BOMB schedules are prepared by Goddard Space Flight Center at Greenbelt, Maryland, for selected U.S. and foreign sites, and the 3rd Aerospace Wing is prepared by the 3rd Aerospace Wing at Cape Canaveral, Florida. From this data, objects characteristic of satellites can be identified as a specific satellite, or a satellite can be eliminated as a possible cause of the sighting. The percentage of satellite sightings has risen from 18 in 1960, to 128 in 1961, 105 in 1962 and now 219 in 1965. The attached report of 7 Jan 1965 gives the box score of satellites in orbit. Of course not all of them are visible to the naked eye. BOMB now receives 2 out of 12 UFO reports evaluated as satellites.

Aircraft sightings have also increased in percentage during 1965. An example of the unusual appearance that an aircraft can take is included as a case history in the Reynolds, Ky sighting of 2 Feb 1965. The Aerial Reconnaissance Division, evaluating sightings has direct contact with all elements of the Air Force and Civil Air Control Command. All refueling operations and aerial training stations can be checked without delay. Air traffic of commercial airlines and flights of military aircraft are checked with the nearest control center, making an immediate evaluation or eliminating this as a possible cause of the UFO report. However, some very local flights are not covered, these flights are the probable cause of some reports. If an object reported has all the characteristics of an aircraft observation and no evidence is presented to indicate that this could not have been an aircraft sighting the case is evaluated as a probable aircraft sighting. In no instance is a case evaluated as an aircraft when age factor is not consistent with this analysis. Examples of this are: duration, speed of flight, maneuvers outside that expected of known aircraft operation, and some features of aircraft should be noted and be seen, etc. The Fairfield, Illinois case contains an evaluation of aircraft in the Cheney Dykeoff sighting of a refueling operation. A case on 15 June 1965 from Little Rock, Arkansas also was evaluated as a refueling operation. An observation made shortly to Merrill, South Dakota, on 22 Oct 1961 presents an unusual case of a possible refueling operation. This case is still under investigation and is covered as pending.

Balloons continue to be reported as UFO's. Several thousand balloons are released each day from military and civilian airports. Some weather stations and research activities. There are several types of balloons. Weather balloons, reconnaissance balloons and the large research balloons which have diameters of up to 300 feet. The larger balloons when airborne at night carry running lights which contribute to an unusual appearance when observed. Reflection of the sun on balloons at dawn and sunset produce rather startling sights, particularly when the observer's position is no longer in direct sunlight (in the earth's shadow) when the balloon, because of its altitude, is exposed to the sun. Large balloons can move at speeds of over 1000 mph when located within high altitude jet wind-streams. Sometimes these balloons appear to be flattened on top or