

same about because of two factors: (1) Increased interest in 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 (SPDSTTS). This sophisticated electronic system takes in samples space traffic data instantly from tracking stations within the far-flung air defense lines and supplies information on a rapid basis into the aerospace warning system. Inputs to this system are instantaneously fed from the Ballistic Missile Early Warning System (BMEWS) sites, airborne and other radar installations which maintain a constant surveillance of space activity. Additionally, other space surveillance activities include the use of ballistic tracking and other large telescopic cameras. RASC satellites are prepared by Goddard Space Flight Center at Greenbelt, Maryland, for selected U.S. and foreign cities, and the R/S Specialized cameras are prepared by the Smithsonian Institute at Cambridge, Massachusetts. 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 38 in 1960, to 136 in 1961, 186 in 1962 and now 128 in 1963.

Aircraft sightings have also increased during this portion of 1963. The cause for this increase is not so much an increase in aircraft sightings but rather a reduction in astronomical sightings. An example of the unusual appearance when an aircraft can take is incident on a very sunny to the Reynolds, Ky sighting of 8 Feb 1963. The Aerial Reconnaissance Division conducting sightings had direct contact with all elements of the Air Force and Civil Air Control Command. All refueling operations and special training missions can be checked without delay. Air traffic of commercial airlines and flights of military aircraft are checked with the nearest control center, enabling an immediate evaluation or eliminating this as a possible cause of the UFO report. However, since many local flights are not carried, 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 any factor is not consistent with this analysis. Examples of this are: direction, speed of flight, maneuvers outside that expected of known aircraft observations, when some feature of aircraft should be noted and is not, etc. The Peirfield, Illinois case involves an evaluation of aircraft in the Cheney Upstart sighting of a refueling operation. A case on 13 June 1963 from Little Rock, Arkansas also was evaluated as a refueling operation.

Balloon sightings continue at their usual pace. Several thousand balloons are released each day from military and civilian airports, local weather stations and research activities. There are several types of balloons: weather balloons, reconnaissance, reconnaissance and the large research balloons which have diameters of up to 100 feet. The larger balloons when airships at high carry flaming 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 100 mph when towed within high altitude jet wind-streams. Sometimes these balloons appear to be flattened on top on