

these may be a help, but they are more actually studies of different times, as were already said. They were far enough from the answers so that the angular velocity calculated as characteristic effects. This only means that they were far from any true idea of "shape factor" of the object and were merely characteristic of the speed, direction, about the point of the 3 seconds to be a study of the motion of the object.

It is in order to of police data made to estimate the size and mass of the aircraft involved. This may be possible to any extent if it is possible to estimate the shape factor of the object. Then the size factor may be estimated. However, the data are of small effects, after that the use made in this method was characteristic of the technology, it is not certain that the data of calculation, for instance, will be sufficient.

But we know that calculated data also are perfect. Then the calculator would be sufficient proof that at least a large scale, is possible, to determine. Suppose a single specimen was observed suspended in the air. Then after observing the frequency of oscillation, we could reduce for the loss of oscillation the loss is large.

This suggests that sensitive could be deduced from the observed/interferer motion of some of the objects of group 1. Assume that we know the angular frequency and angular amplitude of this lighter motion only can be measured is possible from a motion picture. Then for purposes of calculation assume the object to be thirty feet in diameter, to be as rigid as a normal aircraft wing of 30 feet span, to be constructed of material of the optimum weight-strength ratio and to be a structure of most efficient design. It is now possible to calculate how heavy the object must be merely to remain rigid under the observed angular motion. Let the calculation be made for a plurality of assumed sizes 1, 2, 4, 8, 16, 32, 64 ----- up to say