200 feet, and let calculated mass be plotted versus assumed size. The non-linear character of the curve should indicate an approximate upper limit to the size of the object.

If in addition, it is assumed that the flutter is due to aerodynamic forces, it is possible that more precise information could be obtained.

The required angular rate could probably be extracted from witnesses most reliably by the use of a demonstration model which can be made to oscillate or flutter in a known way.

SECTION, PART 2, Sect. 4.

Geometrical considerations alone might yield the size of objects observed from a single station; such observation, together with the assumption that the objects are essentially aircraft, could be used to set reasonable limits of size.

PART II, SECTION 5. THE POSSIBILITY OF DETECTING AND CONTROLLING A SOLID OBJECT BY ELECTRICAL MEANS.

Since some observers have obviously colored their reports with talk of rays, jets, beams, space-ships, and the like, it is well to examine what possibilities exist along these lines. This is also important in view of the conclusions of Part II, Section 11, of this report.

METHOD 1. Propulsion and support by means of "rays" or "beams".

By "rays" or "beams" are meant either purely electromagnetic radiation or else radiation which is largely corpuscular like cathode-rays or cosmic-rays or cyclotron-beams.

Now it is obvious that any device propelled or supported by such means is fundamentally a reaction device. It is fundamental in the theory of such devices that a given amount of energy is most efficiently spent if the momentum thrown back or down is large. This means that a large mass should