

CLAIMS FLYING SAUCERS TO BE U.S. NAVY PROJECT

NEW YORK, Tuesday.

Flying saucers hurtling across the skies, were two types of top secret United States inventions radio commentator Henry Taylor, declared in a nation-wide broadcast.

He said the real facts behind both were good news for the nation.

Taylor said that one type was a true flying saucer. It was a disc that shot through space, halted in the air, soared to 30,000 feet, dropped to 1,000 feet, then usually disintegrated in the air. These discs which did not carry pilots ranged from 20 feet to 250 feet in diameter. They had been haunting the skies for three years.

The other zooming objects which some people took to be saucers really were "flying phantoms" — jet propelled aircraft known as XF5U.

Taylor said that the Navy had acknowledged that it was experimenting with them. These planes were circular and wingless and capable of flying at fantastic speeds.

Persons who had seen them, claimed they looked like a flying cigar giving off a shower of sparks, but Taylor said anything round moving at great speed ap-

round moving at great speed appeared elongated.

The Navy said to-day the nearest thing to a flying saucer it had ever developed had not flown since 1947.

MAGAZINE GIVES 'REAL STORY'

WASHINGTON, Tues.

A weekly magazine, "News and World Report," in what it called "The real story" behind the welter of reports about flying saucers, said to-day that there was competent evidence that flying saucers were real aircraft of revolutionary design, developed in the United States.

It claims that the "project" was taken over by the Navy in wartime, and that much more advanced models were now being built.

A Defence Department spokesman, commenting on the article, said the Navy was not, "I repeat not," engaged in conducting research on or in flying any jet-powered, circular-shaped aircraft.

The spokesman then repeated an official Air Force statement which said there was "absolutely no evidence" of the existence of flying saucers.

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According to the magazine, engineers "competent to appraise the reports of reliable observers" had reached these conclusions:

(1) Flying saucers seen by hundreds of competent observers over most parts of the U.S. were accepted as real. Evidence was that they were aircraft of a revolutionary type--a combination of helicopter and fast jet plane.

(2) They conformed to well-known principles of aerodynamics.

(3) An early model of the saucers, built by U.S. engineers in 1942, achieved more than 100 successful test flights. The project was taken over by the Navy in wartime and much more advanced models were now being built.

The article said that early models were built by engineers of the National Advisory Committee for Aeronautics.

The first model was elliptical in shape, with two piston engines driving it at a top speed of between 400 and 500 m.p.h. More important, it had a landing speed of about 35 miles an hour and would rise almost ver-

hour and could rise almost vertically.

The magazine, in what it described as an analysis of reports from observers, said the machines were exactly 105 feet in diameter and appeared to be about 10 feet thick.

"A top level Government aeronautical engineer" had concluded that variable-direction jet engines supplied power for both propulsion and manoeuvring. Speed and direction were determined by the number of engines switched on and the angle to which they were turned.

The magazine claimed the fact that an Air Force inquiry into flying saucer reports was called off last December, indicated clearly that "top Air Force officials know where the saucers originate and are not concerned about them."