

America believes in the flying saucer

THE most recent sighting of flying saucers, or objects mistaken for those as yet undefined articles of speculation, has threatened the validity of the most plausible explanation

yet offered for the whole flying saucer mystery.

This is that the whizzing, glowing,

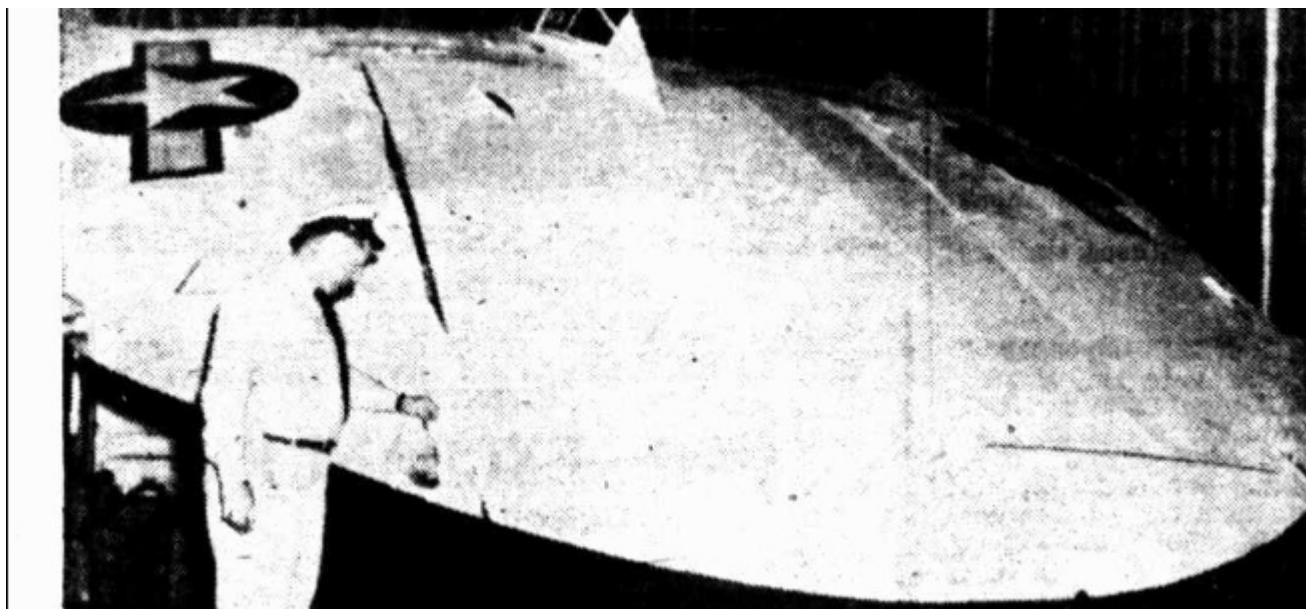
hurtling puzzlers are produced by US military experimenters — craft with the helicopter's hovering ability, the rocket's vertical take-off and only the flying saucer's supersonical speed.

Despite official denials, most of the American press and its public believes this, with particular emphasis on the American origin of the saucer. But flying saucers, or at least things corresponding to what most of us think flying saucers, would look like if they were indeed flying saucers,, have now been reported over Perth.

This opens up the possibility that Australia is now either a partnership in a secret American project or is branching out into the flying saucer business herself. It also opens up the possibility that American flying saucers have a range undreamed of even by their inventors. Or the possibility that the explanation of an American origin is false—which surrenders us to Martian fears if not the Red bogey. And, there is, of course, the possibility that Perth's flying saucers were navigation lights seen through smog.

But, even if the latter is true, it does not discount the whole of the flying saucer case. There is now too much evidence and too many highly qualified observers have undoubtedly seen too many things, flying saucers or





Saucer-like Pancake, an experimental plane tested extensively by US at Norfolk, Virginia.

not, for us to remain sceptical of the presence of a mystery.

PUT it this way. It is possible that thousands of flying saucer incidents have been due to hallucination or even deliberate fabrication, but it would be more difficult to prove that than it would be to disprove the contention that there are flying saucers or a collection of unprecedented things lumped under that common term.

I am not here going to recount the many sensational flying saucers stories—the ones which blame mad inventors, or the enticing accounts of little Martians bounding from crashed saucers and being bundled off for interrogation by Edgar Hoover.

gation by Edgar Hoover.

Instead I invite you to look at the latest American explanation, arrived at by highly qualified observers, and at a few of the facts supporting the actuality of flying saucers inasmuch as they establish that men have tried to make the things.

The first evidence as to intention is filed away in the patents office at Canberra. Dated 1930, it is an application for patent by Mr. Charles Edmund Johnson, of 131 Warwick-st., Hobart (he is still alive), for an unorthodox construction.

You will have noticed that a predominant feature of flying saucer accounts has been a description of the objects' climbing properties. They have been seen—or imagined, (if you prefer it that way—rising vertically at tremendous speed.

Mr. Johnson's patent was taken out for an aircraft which was to get its lift from the impact of air driven by an impeller onto its aerofoils.

You will also have noticed that many flying saucer stories describe objects which hover, almost motionless, before streaking

tionless, before streaking away.

Mr. Johnson's aircraft was designed expressly for hovering.

Come now to 1942, when the American Navy was interested in a Chance-Vought aircraft—an actual flying construction, not a model—which made more than 100 test flights and which, excepting the projections of its engine nacelles and tail-planes, was saucer-shaped.

At the same time, rumors of saucer projects came from Germany and Italy.

The American Navy interest was in a craft which could rise almost vertically from a carrier, and land at low speed. Charles H. Zimmerman of the National Advisory Committee for Aeronautics in 1942 produced a model which fitted these qualifications—it landed at 35 m.p.h. It also looked like a saucer.

The project was dropped, but the intention had been established. With jet propulsion, it must be certain that the Americans continued with their experiments and it is plausible—although not certain—that the flying saucers seen today are the outcome.

In all scrutinies of saucer accounts given by ground witnesses it must be remembered that judgment of altitude is extremely difficult even for practiced pilots.

For instance, although an expert may be able to judge the height of a Skymaster or some plane whose outline and size is known to him, the judgment relies heavily on those factors of outline and size. If a Skymaster

BY JOHN DIGBY

were built to half size, it would often be thought to be flying twice as high as it actually was.

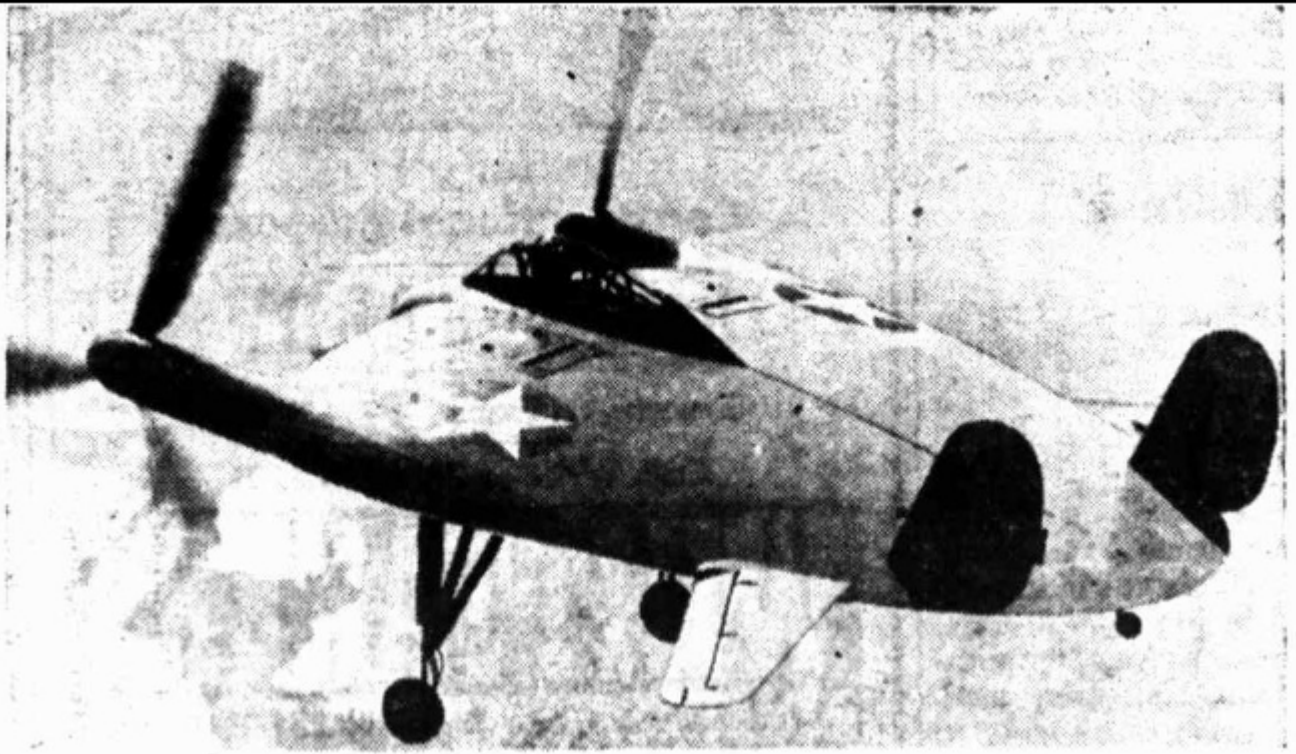
Judgment of height is also subject to factors of visibility, which include glare as well as cloud. Because

bility, which include glare as well as cloud. Because clouds come in no specific outline and size, a layman judging the height of a cloud sheet is apt to make huge errors.

This point is important because there is much dispute as to the size of flying saucers. With no skilled ability in judging air height, and with no specific information as to the real size of the object he is seeing, the layman may well describe a large object flying at 40,000 feet as being a small saucer flying at 4000 feet.

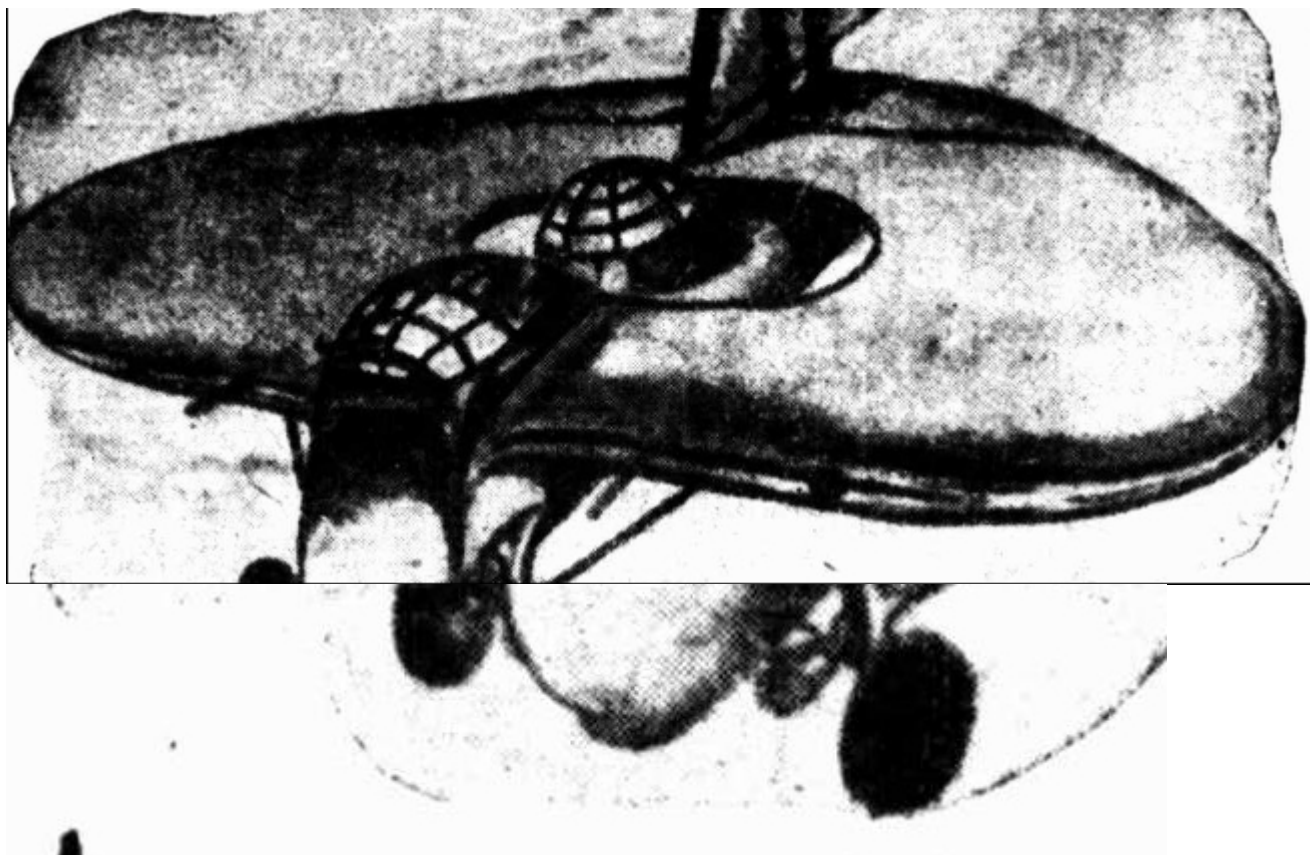
And if the flying saucers are, as the overwhelming weight of qualified opinion holds, the result of official American experiments conducted under great secrecy, it is extremely likely that the objects described are in most cases flying at high altitudes.

Considering this, skilled American observers have collected a series of reports made by qualified flying men, mostly airline pilots, who have seen saucers, not above them, but alongside, the inferences being that the saucer is on its way up to the refuge of high altitude, on its way back to base, or out of control.



AN AMERICAN COMMENTATOR said last week that Flying Saucers were real, and that people were seeing secret US military aircraft developed from experimental jobs like this disc-like Flounder.





● Diagram of rocket-propelled aeroplane resembling a flying saucer, patented by a New Zealand engineer nine years ago.

A TYPICAL report concerns 2 experienced pilots of Chicago and Southern Air Lines who reported a saucer while travelling over Arkansas. Airliner and saucer were at the same altitude, but the saucer was 1000 feet away laterally, as nearly as the pilots could judge.

An even more valuable report came from 2 Eastern Air Lines pilots who almost collided with a saucer, and

collided with a saucer, and thus were not only free from altitude error, but did not have to judge distance on a lateral plane.

A highly documented report came from dozens of officers at Fort Knox, who saw a saucer, and from 3 pilots in particular, who chased it but were hopelessly outmanoeuvred.

From such reports, the experts made surprisingly exact calculations (by this I do not mean that the cal-

do not mean that the calculations gave a necessarily correct answer, but that the answer was given in exact terms).

They gave this blueprint of the saucer:

- It is exactly 105 feet in diameter and circular in shape. It has jet nozzles arranged around the outer rim, just below the centre of gravity. The experts even commit themselves to saying that the saucers are made of metal alloy, of a dull whitish color.

- There are no rudders, ailerons or protruding surfaces. They are built in 3 layers, the centre layer being slightly larger in diameter than the other 2.

- The experts would not commit themselves as to the thickness of the saucers. They calculate, however, that this would be about 10 feet.

A top-level US Government aeronautical engineer is convinced that jet propulsion both impels and steers the saucer. He points to the consistency with which skilled observers describe a periphery of jet nozzles, and is sure that the direction of these nozzles is controlled by a complicated central system.

He has been unable to decide on the nature of the

decide on the nature of the fuel used—reports mention red-orange exhaust flames in some cases, blue in others (which could be coasting to cut consumption).

Such a craft would be flown, both as to speed and direction, by controlling the angle at which jet nozzles were tilted, and by varying the number of nozzles in operation.

ALL this suggests that the saucers are piloted by humans, rather than being fired off or operated by remote control.

It suggests, too, that if the theory is correct that the saucers are experimental craft made in secrecy by one or all of the American armed services, the nature of the craft, together with the frequency of their sighting, argues the involvement of a large number of men in building and pilotage.

Could such a project be kept secret?

There are two considerations which discount scepticism. First, the atomic bomb project was kept a secret—possibly not an entire secret to spies, but certainly a secret in public terms. Second, if the project is indeed going on, it has NOT been kept entirely secret, because saucers have been seen and inferences have been drawn.

Moreover, there are only 2 wads of US Government funds not accounted for publicly today. One concerns atomic energy.

The other is Air Force and Naval expenditure on "secret guided-missile research," a term under which many a strange project may be sheltering—and perhaps the flying saucer.