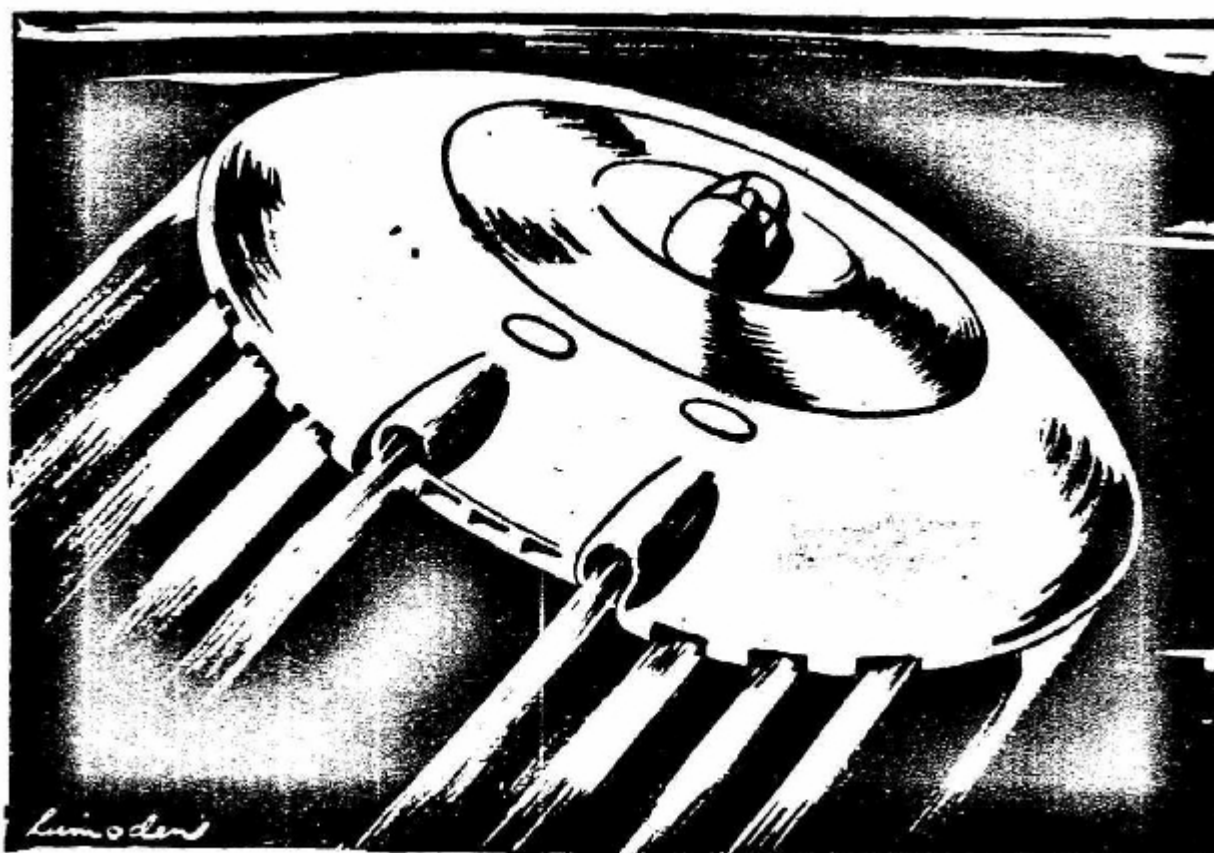


● Flying saucer plane is new hush-hush project

Several revolutionary types are now on the drawing boards

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YORK BUREAU



IN a heavily-guarded hangar at Malton, Canada, lies a full-scale wooden model of a revolutionary "flying saucer" type aircraft, said to be aerodynamically practical, according to persistent rumors in British,

ing to persistent rumors in British, Canadian and US defence circles.

Air Vice-Marshal Douglas Smith, chief of RCAF Technical Services, reportedly confirmed that such a project was under "preliminary consideration," but claimed that it had "not gone far beyond the thinking-out-loud stage." However, he discounted reports that the wooden mock-up existed.

Canadian papers attributed a description of the prototype "saucer" to "reliable British sources."

The pilot was said to sit in a plastic bubble cockpit in the centre of the saucer while a gas-turbine engine (one description mentioned two jet engines) revolved around him several hundred times a minute.

The saucer's "rim" remained stationary, so that the aircraft worked on the gyroscopic principle.

Air was sucked through inlets on the rim's forward surfaces. Blasts of hot air were ejected through combustion chambers along the remaining perimeter and out of the "tail," a flat surface to the rear.

The swiftly-revolving engine (or engines) gave the aircraft a gyroscopic stability so great that the designers had difficulty devising con-

signers had difficulty devising control methods.

The aircraft had a diameter of about 40 feet. It would be capable of making 180-degree turns without changing altitude. The gyroscopic principle would allow vertical take-offs and speeds up to 1500 mph in level flight.

This would solve the biggest headache of the jet-age—the long runways needed for conventional jet aircraft.

Canadian reports are:—

An engineer identified as “chief of an Avro Canada design team” submitted plans some weeks ago.

A young English engineer, now working at Malton on original aircraft design, flew to Britain recently on a top-secret mission.

The British Air Ministry studied blueprints of the Canadian craft, after which one Air Ministry official was quoted as saying, “This craft is so revolutionary that, if it flies, everything now in the air becomes obsolete.”

A top British aviation authority described the craft as “coming closest to what everyone is looking for—a

to what everyone is looking for—a warplane independent of runways or carriers because it takes off ver-

tically and is still able to fly at terrific speed.”

A Canadian Government scientist commented that two years would be needed to put a prototype “saucer” in the air.

“The RAF is very keen on the project and suggested Canada should see it through to final development,” he said.

“It contains so many revolutionary features that the cost may be very high—but it would clinch Canadian prestige in the scientific world.”

Dr. O. M. Solant, chairman of the Canadian Defence Board, has urged the Government to finance construction of a prototype model.

An RCAF spokesman said, “We are hopeful of something entirely new in principle, but we have not yet conceived the actual shape the aircraft might take.”

Other recent revolutionary air-

craft designs include blueprints by Stanley Hiller, brilliant US helicopter designer, for a rocket-plane which would use a tripod of auxiliary rocket units to force itself into the

rocket units to force itself into the air vertically and then would turn through 90 degrees and gain forward speed on its main jet engines.

There is also the Bell X-5, built at Buffalo (USA), which uses adjustable wings, set forward for take-off, thus making a shorter run possible. In the air the wings can be pulled back to give the swept-wing effect necessary for supersonic speeds.

Dr. Eugene Kay, of Glendale, California, has built a "flying saucer"—a 41-inch aluminium disc with slotted vanes like fan blades, which, according to his theory, will spin around the motor. ●