

This flying saucer IS a reality

Make no mistake about it, there is such a thing as a flying saucer.

Indeed the evidence available indicates that the only point of doubt is whether or not it has flown yet.

The machine, produced by the craziest roundabout that man ever invented, can be seen and touched in a heavily guarded hangar at Avro Canada Works, near Malton, Ontario, in Canada.

But it can only be seen by a selected few and any intimate details of its construction are known to an even more select group.

As far back as historians can go there have been reports of aerial phenomena, including saucer-like visions.

They have persisted through hundreds of years to the present

to the present postwar crop of flying saucers first reported just after World War II, first from America and then from almost every civilised country on earth.

These have been authoritatively dismissed by more than one eminent scientist, academician, or meteorologist, but the evidence about the Avro Canada project is too concrete to be thus treated.

First of all, the man who blew the lid off the report — Field Marshal Lord Montgomery. A man of his standing is hardly likely to add to a scare story by saying in the British Press a year ago that he had seen such a machine.

He inspected the works during a Canadian tour and told reporters he could hardly believe his eyes at what he saw.

Cautious reports that

Cautious reports that have leaked out since then indicate that the machine, probably the forerunner of future space ships, is a disc-winged aircraft capable of double the speed of sound—1,500 m.p.h.

Pipedream

That, of course, is pure guesswork, but there is every aeronautical reason to believe that the saucer wing has strong claims to use at high speeds.

An authoritative RAF explanation for this says: "When speeds of up to twice the speed of sound are considered, drag is primarily dependent upon the thickness/chord ratio of the wing and the cir-

Exports at high level

LONDON: The British aircraft industry's exports for September, the last complete monthly total available, again exceeded £5 million—the fifth time they have done so this year.

Aviation exports already amount to £49 million for the first three-quarters of the year—an

quarters of the year—an increase of £5 million on the total for the whole of 1952.

They are now running at an annual rate of some £65 million based on the first nine months of the year.



cular disc offers an acceptable solution to the problem.

problem.

Since in theory, at last, the saucer is practical, the Avro Canada project is of major significance and may be destined to bring an aircraft designer's pipe dream a step nearer reality.

The leading British aviation journal "Aeroplane" added these details, based on speculation

admittedly, but nonetheless gradually building up a composite picture: Diameter, 40 ft.; power plant, gas-turbine; take-off, vertical; speed, into four figures.

The journal said the new aircraft would be a useful addition to the aerial armory of any nation.

The next question is: When will the machine fly? Obviously there will be no answer to this until at least an advanced stage of production.

Don't forget this is a prototype, and breaking new ground in design, power, and manoeuvrability.

Assuming it has been under construction for two or three years already, it could be reasonably expected that it will be another two or

be another two or three years before it is ready to make its maiden flight.

And then? . . .
t h e n flying saucers will become just another expression of ridicule in our language, if its vertical take-off is successful, then conventional airfields may be on their way out, and defence experts will have yet another headache to solve.

THEY'LL SEE ROYAL PAIR

FOUR men and a woman who will see a lot of the Queen and the Duke of Edinburgh next year have spent the past three months in strict training.

They are the crew who will fly the Queen's aircraft thousands of miles throughout next year's Royal tour.

They are: Pilot, Squadron Leader J. G. Cornish, of Richmond, NSW; navigator, Squadron Leader C. W. Brackenridge, of Epping, NSW; second pilot, Pilot Officer J. R. Newson, of Richmond, NSW; signaller, Flight-Lieut. T. C. McGrath, of Richmond, NSW, and nurse-hostess, Sister G. E. Bury, of Metung, V.

Squadron Leader Cornish has already completed a course with the Queen's Flight of the RAF and has been passing on to other crew members

to other crew members the techniques and administrative procedure associated with the flying of Royalty.

Sister Bury qualified as a trained nurse at the Royal Melbourne Hospital in December, 1950. After joining the Air Force early in 1951, she was at Laverton and Amberley RAAF stations, and was then transferred to Japan.

In Korea

She served in Korea for three months at the British Commonwealth Z medical unit in Seoul, then returned to Japan on medical evacuation duties from Korea and Tokio, and to Singapore and Australia.

Pilot Officer Newson is a native of Temora, NSW, and entered the RAAF in 1944 as a fitter driver motor transport.

He commenced air-crew

He commenced air-crew training in 1949, and after winning his wings left in 1951 for Japan, where he served nine months with No. 30 Transport Unit. Since his return to Australia he has been flying with No. 38 Transport Squadron, Richmond. He is married, with one daughter.

The signaller, Flight Lieut. McGrath, has 3,300 flying hours to his credit, and during 1950 was a member of the Governor-General's Flight.

Liberators

Flight Lieut. McGrath was born at Brisbane and educated at St. Joseph's College, Nudgee, Brisbane. He enlisted in 1943, and after training in Queensland and at Nassau (Bahama Islands), joined No. 53 Squadron in the United Kingdom, flying in Leigh Light Liberators on Coastal Command work on the French Coast and the Bay of Biscay.

After the invasion of Europe, the squadron was moved to Reykjavik, Iceland, and Flight Lieut. McGrath served with the squadron six months in this theatre.

In addition to the Governor-General's Flight, he was with No. 82 (HB) Wing before going to No. 30 Transport Unit, flying transport duties in Japan

No. 30 Transport Unit, flying transport duties in Japan and Korea. He is married, with one child.