



Enlargements from flying saucer pictures—front-paged last week—which set everyone talking. They were taken by Farmer Trent, McMinnville, Oregon, U.S.

must, of necessity, be subject to these dangers. They turned aside to investigate possible wing forms which should be safe from stalling and spinning.

Among these "rebels" a few names have become air history. Jose Weiss and Arthur Keith with their completely stable swallow-like monoplane in 1909. Etrich and Wels in Austria in 1911, evolving a stable wingform based on the Zannonia leaf from which Rumpler and the majority of German builders developed the Taube monoplane. Dunne, with his too stable, tailless, back-swept wing biplane in 1912, and the Lee-Richards annular monoplane of 1910-14, with which I was associated.

NOT PERFECT

WITH the outbreak of the 1914 war research of this type was abandoned, and study concentrated on performance rather than safety.

By 1918 the modern plane was established, and earlier research was forgotten.

Civil airlines naturally used adapted war planes, and then came World War II. Once more limitations were imposed.

In spite of the orthodoxy of design there was throughout the inter-war years, and today

'I believe they are disc-type aircraft,' says—

G. TILGHMAN RICHARDS, senior Research assistant and official lecturer at the South Kensington Science Museum, London, who has studied all the evidence.

there is still, a considerable body of technical opinion not satisfied that perfection has been reached. And here, I think, lies the real answer.

This body of opinion has been continually searching for the "safe" design. Designers of many nationalities have been striving since the early 1920's with great success toward a foolproof plane of disc type.

In 1934-35 Charles H. Zimmermann, in the United States, built a disc wing airplane combined with a helicopter capable of vertical ascent and descent and a high forward speed.

NAVY STEPS IN

IN 1937 he granted licenses for his patents to the Chance Vought Aircraft Division of the United Aircraft Corporation in the U.S.

But at that point the U.S. Navy stepped in, and all further development has been of a secret nature, though it has been stated that this combination is capable of speeds from 0 to 500 miles per hour.

This performance is in accord with reports that flying saucers travel at great speeds, hover, ascend and descend with little forward motion.

It is perhaps, a little hard to believe that there can, as yet, exist enough of these types to meet the many reports, but there is no reason at all why such aircraft should not have been seen providing that full scale work followed the experimental period. And the secrecy would suggest that this is so.

And there could lie the most solid proof that flying saucers exist.