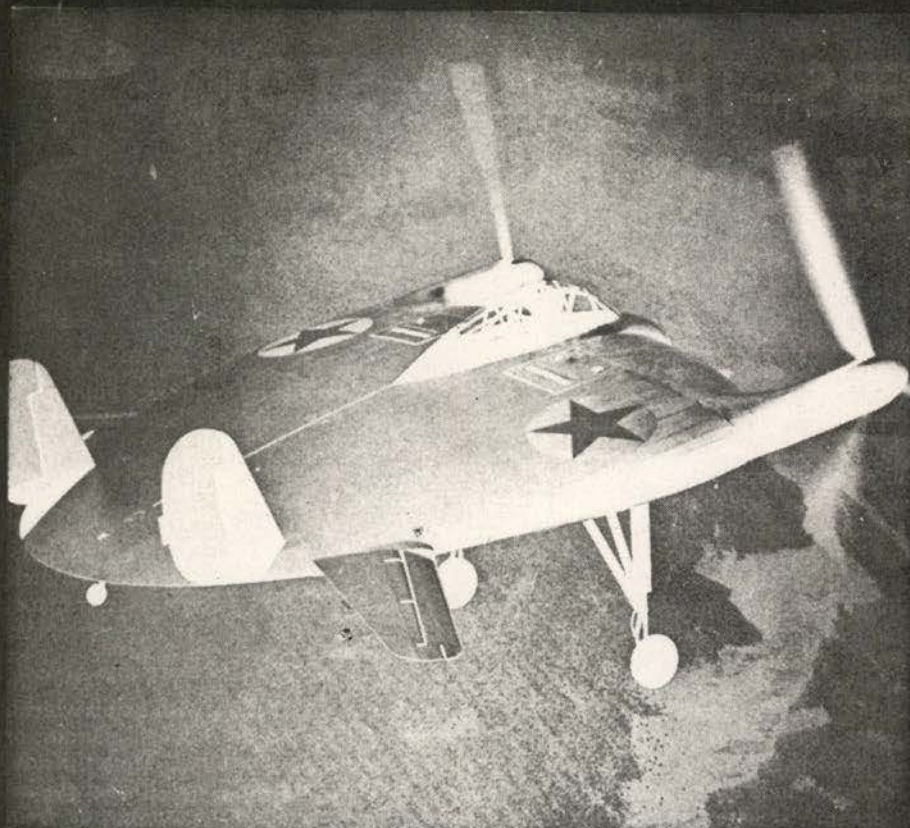
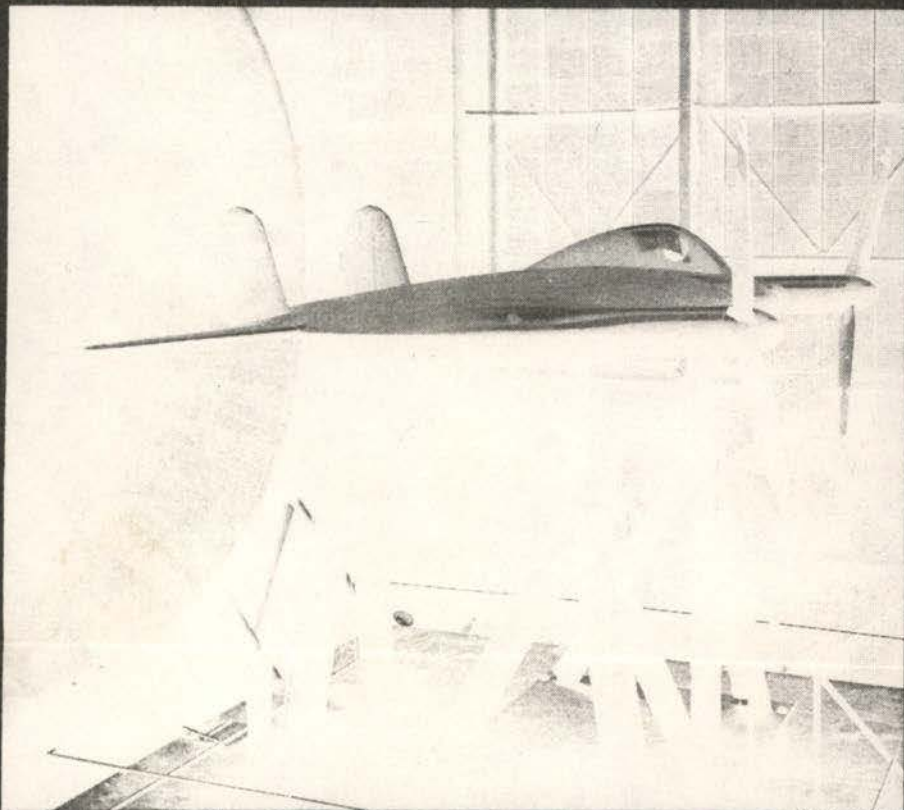


FACT: THESE DESIGNS, AND LATER ONES ARE REAL



DISK-LIKE NAVY FLOUNDER PROJECT WAS 'DROPPED'

-U. S. Navy



MOCK-UP OF EARLY MODEL IS TESTED IN WIND TUNNEL
... latest models are circular, faster, more maneuverable

-NACA photo

ing in still others. The saucers appear to have the power to "coast" long distances, thus saving on fuel consumption.

Direction of the aircraft and its velocity, in turn, evidently are controlled by the angle at which the jet nozzles are tilted, the number operating, the power applied. By choosing which nozzles to turn on or off and the angle of tilt, the pilot could make the saucer rise or descend vertically, hover, fly straight ahead, or make sharp turns. A right-angle turn, for example, could be made by turning off the rear jets, turning on the side and front nozzles. Great speed can be obtained by focusing to the rear all nozzles in the after half of the aircraft. With all nozzles pointed downward, the saucer could rise straight off the ground, and, with less power, could descend the same way.

That is the explanation, based on accepted principles of aerodynamics, given by an authoritative engineer as the likely answer to how these saucer aircraft operate. As evidence that this explanation is correct, there are these actual cases of publicly observed saucer behavior:

Rows of window-like openings around the rims of saucers traveling at more than 500 miles an hour are mentioned in several documented reports. In all cases, these "windows" glowed as if they were jet-nozzle openings. The most recent of these reports was made last month by two experienced pilots of the Chicago and Southern Air Lines, who passed within 1,000 feet of a saucer traveling over Arkansas. Another similar report was made by two Eastern Air Lines pilots who narrowly missed colliding with a saucer in July, 1948, while flying a DC-3 over Georgia.

Saucers' ability to hover in mid-air, accelerate at tremendous speed, and then rise almost vertically is described in several reports, one documented by Air Force officers at Fort Knox, Ky. That saucer, seen by dozens of officers at the post, was chased by three military pilots flying fast F-51s. The saucer quickly outmaneuvered the planes.

Speed of one saucer was measured by ground instruments in the White Sands case at well over the speed of sound, indicating the use of a number of jet engines. Cruising speed has been estimated in other cases at 200 to 600 miles an hour.

What it all adds up to is this: Flying saucers being observed in many parts of the U.S. are not mysterious visitors from Mars. They are actual planes, soundly engineered on principles developed by U.S. in wartime. By using this new design, they can do things that no conventional aircraft can be expected to approach.

Who's building the saucers now being observed in test flights over U.S.