



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AERONAUTICAL SYSTEMS DIVISION (AFSC)
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433-6503

31 October 1989

Our Ref: I-AS-89-00353/SS

This is is response to your 10 Mar 89 letter and subsequent 5 Sep 89 letter. We have been in the process of obtaining approval for declassification of the **AVROCAR** project records, only those records that are in ASD possession, custody or control.

We have received approval for declassification. However, we first have to retrieve all the boxes of records from the Records Center. We must then go through each box and remove the words "Classified" from the pages and stamp each document "Unclassified". We anticipate this will take some time, especially since this is a task we cannot work on full time.

Once we have accomplished the above, we should be able to make the entire collection of ASD records available to you. We will keep you advised as to how we are progressing.

Sincerely

A handwritten signature in cursive script, appearing to read "Sharon Sansone", is written above the typed name.

SHARON SANSONE
Asst FOIA Manager
Records Management Division

7 KING STREET EAST, TORONTO, ONTARIO. M5C 1A3

September 26, 1980

Mr. Robert Hale
6724 Ransome Drive
Baltimore, Maryland
U.S.A. 21207

Dear Mr. Hale:

I am replying to your letter of September 8, 1980, addressed to our President, Mr. E. J. White.

The project you refer to was originated by our predecessor company A. V. Roe Canada Limited in 1953. It was funded initially by the Company, to a lesser extent by the Canadian Government and in the later stages, prior to discontinuation in 1961, by the U.S. Army and U.S. Air Force.

Basically, the vehicle was circular in shape and had three small jet engines equidistant around the circle exhausting inwards. The jet efflux turned a large centrally mounted fan which pulled sucked in air. The air was directed to the periphery of the vehicle where a system of vents directed the air in directions to provide lift or thrust. The first application, really, of vectored thrust.

The program achieved only very limited success and any "flight" achieved was restricted to the ground cushion.

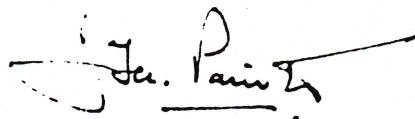
Two vehicles were built. To the best of my knowledge one was sent to the Ames wind tunnel in California when the program closed and the other to the base at Dayton, Ohio. I believe the latter is mounted for public display -- or was, anyway, at Fort Eustis, Va.

Because the program was funded by the USAF in its final stages (I believe by the Detroit Air Procurement District) all data regarding the venture was the property of that agency and we have no technical information on our files.

The one photograph available is enclosed for your information.

I regret that we cannot be of more help to you.

Yours sincerely,



J. F. A. Painter
Director of Corporate Affairs

JFAP:wm
encl.

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