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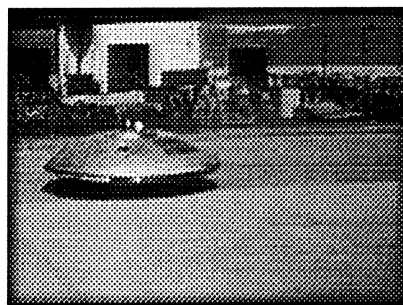
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## Avrocar - how not to build a flying saucer



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**By:** EXN Staff, March 4, 2003

*On Thursday March 27, 2003, Discovery Channel will air Avrocar! Saucer Secrets From the Past. Is this conspiracy theory or real life engineering? Read on for the truth...*

Back in the 1950s, Canadian engineers built and flew what could have been considered a homegrown

flying saucer.

Alien conspiracies and World War II mysteries swirled around the top-secret aircraft, but it was ultimately more of a world-fair show-off demo than a military triumph

Called the "Avrocar", the silvery, flat and circular machine stood a metre tall and six metres in diameter.

Far from carrying aliens from outer space, this "UFO" was part of an elaborate tactical military plan of the day.

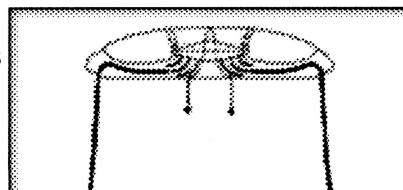
Commissioned by the U.S. Army, and built by Avro Aircraft Limited - which also built the doomed Avro Arrow jet fighter - the idea was to build a vehicle that was capable of vertical takeoffs and landings.

This would allow the Avrocar to get in and out of areas without runways.

### Homegrown "flying saucers"

The Avrocar's smooth shape also made it inherently stealthy: Its lack of sharp edges made it a more difficult target for enemy radar.

Far from the realm of science-fiction antigravity devices, this machine was based on Newton's well-established third law of motion: For every action, there is an equal and opposite

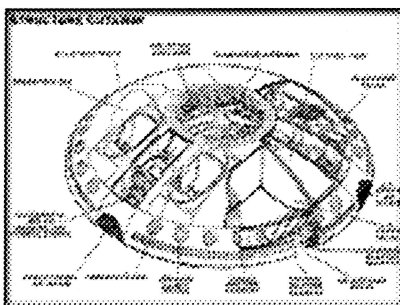


reaction.

#### How'd it work?

- Three engines inside the Avrocar forced air into a large fan in the centre of the vehicle
- The fan pushed the air into the aircraft body, through vents, and down to the bottom of the craft
- Through the use of nozzles and shutters, the air was forced out in various directions to move the vehicle
- To lift off, the air was pushed down
- Once above the ground, that air could then be directed backwards to go forward, forward to go backwards, and so on

Three engines forced air into a large fan in the centre, which was then forced in various directions. Click for a better look.



Inside the Avrocar... CLICK for a closer look.

former Avrocar assembler.

#### Veils of secrecy

Designed to fly at speeds of up to 500 kilometres an hour, at an altitude of 2,000 to 3,000 metres, two light-weight aluminum Avrocar prototypes were made in 1959.

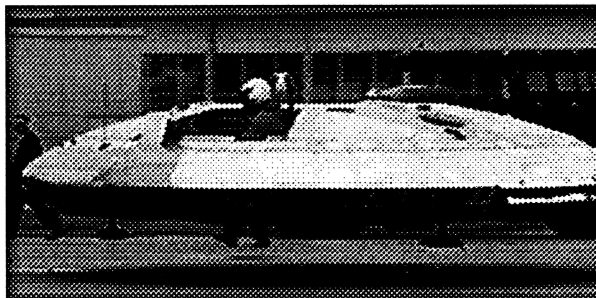
"I went through almost a week getting all of my security papers cleared so I could work on it," recalls Al Walton of Newmarket, Ontario, a

According to the military, keeping the project under wraps was crucial when engaged in Cold War one-upmanship with the Soviets.

Rumour had it that the Germans had already flown flying saucers during the Second World War and that the Soviets had begun testing them soon after.

American, French, and British pilots fighting in Europe reported strange, circular objects that would follow their aircraft.

"They were the so-called Foo Fighters," says Palmiro Campagna, who wrote about the Avrocar in his book *The UFO Files: The Canadian Connection Exposed*. "They've never really been explained."



Testing the Avrocar

Whether they were optical illusions caused by war hysteria or real flying saucers operated by the Nazis, nobody knew for sure.

#### Lofty goals

But when a number of German ex-Nazis also claimed to have worked

on circular aircraft, developing an American version became a national security issue.

Ten million dollars in funding was put into the Avrocar project - most of it provided by the U.S. Army, which wanted to create a whole new fleet of aircraft based on the Avrocar. Such a fleet was to be capable of carrying two personnel as well as shipments of weapons and supplies.

At almost twice the size of Avrocar, the "Avrotruck" would carry the same number of people, but almost double the supplies. Perhaps even more impressive, a proposed *Avrocoach* would have been able to carry whole groups of personnel into battle.



A drawing from a top secret Avro Aircraft Limited. (Click to enlarge)

### Falling short

Unfortunately, the base-model Avrocar never met its lofty goals.

When tested in 1961, it only flew up to 56 km/h.

Also, if it flew higher than a metre, it became unstable.

The U.S. Army withdrew its funding and the project was scrapped.

But the project wasn't a failure all around.

"It was very innovative for the time, and the designers were really pushing the envelope," says Renault Fortier, curator of aviation history at the Canada Aviation Museum.

Also, the good folks at Avro had essentially created the first crude form of hovercraft.

"If they had put a skirt on it, it would have worked out," points out Walton. "It would have been the first hovercraft, in a sense."

*Originally researched by Gloria Chang in 1999*

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### What do other EXN.ca visitors think about this story?

- A serious UFO story would be appreciated ... *stan bernard*
- If it had spun and the cock pit spun st ... *Robert Wilkinson*
- nice. Pre Moller 400 eh? ... *Yetiis*
- God Damn! I wish that the army was still ... *Goencz*
- Goencz, you are a freakin idiot, nobody' ... *Netmaster*
- bring back "50 years of denial" - well r ... *Loren Simerl*
- gEE THEY SOULDA Taught us this in school ... *Jimi Weitzel*
- Build a time machine next ... *V . Persaud*

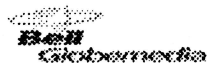
- **WOW!!!! ...** *Gerber*
- **Please make the video clip work on a Mac ...** *Bill Zuk*
- **Yes the Avrocar was a great project, I'm ...** *Old Wolf*
- **The Avrocar saucer was only a cover for ...** *Terry Tibando*

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## Talkback

**Article Title:** Avrocar - how not to build a flying saucer

**Posted by:** Terry Tibando

**Location:** Vancouver

**Occupation:** Vancouver Cseti Coordinator ... On The Cutting Edge Of Ufo/eti Research

**Comment:** The Avrocar saucer was only a cover for the really advanced research and development of flying saucer craft being carried out by skunkworks in the States. These involved reverse engineering of true extraterrestrial space craft such as the Roswell crashed saucers and other ET craft. Many great Canadian engineers and scientists from Avro and other research agencies went down south to help the Americans to understand and reverse engineer these ET craft, thus the great Canadian brain drain of the late 50's and early 60's. People like Wilbert B. Smith ("Project Magnet" -DOT), who new Dr. Omond Solandt (Chairman of the National Research Board of Canada) both who had involvement in the Avrocar or as it was known State side as "Project Silverbug". Both these gentlemen knew Dr. Robert Sarbacher, one of the twelve member group of Majestic 12 or MJ 12, the ultra secret agency on UFO R&D that originated from the famous Roswell Crash of July, 1947. The Canadian connection to saucer development with the US is intertwined in many levels since the time of the Manhattan Project to build the atomic bomb in the 40's. Go back and do your homework boys! The real story of the Avrocar only scratches the surface. You only have the tip of the iceberg to a story that has profound implications and social changes for humanity!

**Posted on:** March 29, 2003

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