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previously has been working on a similar design, but that Mr. Frost is much further along and the United Kingdom is considering his proposal with a view toward adopting his proposals at the expense of their own.

The Defense Research Board of Canada and the Royal Canadian Air Force have been aware of Mr. Frost's work for sometime. Several months ago they took an interest in the project and a proposal was made to the Minister of Defense recommending that a developmental contract be let to A.V. Roe, Limited, to develop this concept. The Minister, at Cabinet hearings, recommended approval which was rejected because of the fact that the CP-100 program had been such an expensive venture that it was not practical to consider contesting for any new design at the time.

It was stated that the Defense Research Board and the RCMP have been unable to push this project regardless of the personal sympathies of the members of both organizations.

In the light of Mr. Frost's reception in England, it can be anticipated that the entire project will be reconsidered at the highest government levels.

It must be remembered that this project at the present time is entirely supported by A.V. Roe, Limited, and that the company has patented certain design features. It must also be remembered that Mr. Frost was the project engineer of the CP-100, an all-weather interceptor. A key member of the Defense Research Board has indicated that he believes the project will receive favorable reconsideration. If approval is obtained and a definite Department of Defense project is established, the U.S. Air Attache in Ottawa has been assured that USAF authorities will be given every opportunity to cooperate in the furtherance of this development. Until this approval is granted, the Department of Defense has no official position in relation to the entire project.

It has been determined that Mr. Frost has not actually flown a small model. He has arranged a model on a test stand and has used compressed air as a motive power rather than a combustion engine. Mr. Frost claimed that he had flown the model from Milton Airfield and it is actually a "flying saucer" type.

On two known occasions, Mr. Frost briefed RCMP and United Kingdom officers on his project. On 13 May 1951 RCMP officers went down to the A. V. Roe aircraft factory for the purpose of viewing a "flying saucer" demonstration by Mr. Jack Frost. Mr. Frost was delighted by their interest and went into great detail in explaining his jet project. Following this interview, the officers returned to Ottawa with glowing accounts of Mr. Frost's remarkable "flying saucer". On the same occasion, a United Kingdom Army officer visited the factory and received a comprehensive briefing by Mr. Frost. The officer was reportedly enthusiastically impressed and appeared to understand fully the air-flow concepts involved. He claimed that it was the greatest thing he had ever seen.

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