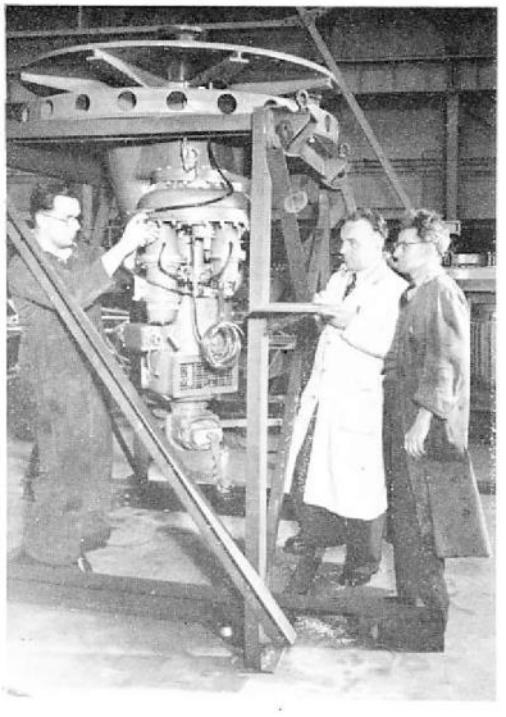
Building Radar Aerials at

AIR TRAFFIC CONTROL at London and other airports use our S.232 Radar for the safe handling of aircraft approaching or leaving the runways. Passengers riding in carefree comfort see little of the staff who keep an 'eye' on them, or of the equipment away below which locates and follows them. Out on the perimeter

LEFT: *One of the first jobs on the mounting is the setting up of the slip ring assembly. Bedding the brushes of the electrical contacts is John Cathey and with him, left, is Alf Thompson of Progress*

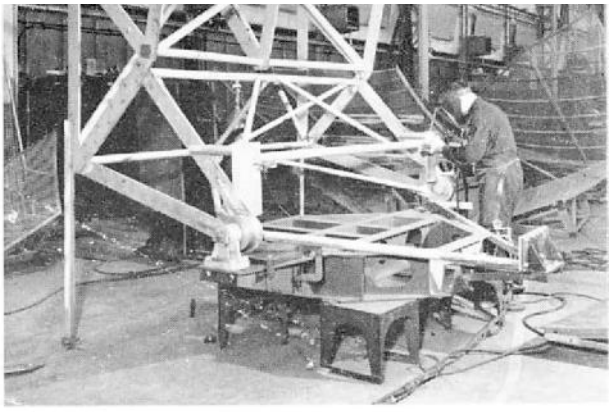
BELOW LEFT: *The mounting castings are machined on diameters and faces, drilled and assembled. Here is a finished mounting being given a final check over by, left to right, Billy Gill, Jimmy Stokle and Tommy Ritchie*

BELOW: *As this job passed through the assembly shop its progress was in the care of A. C. Beadling, Production Engineer, and L. Glister, Section Manager*

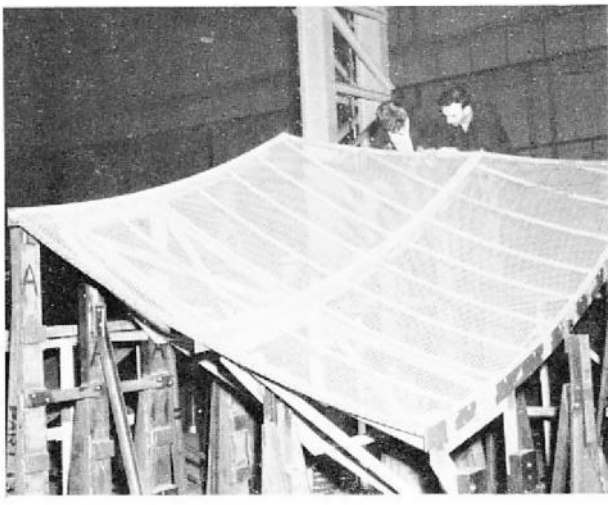


Scanners

of an airfield an aerial swings and passes vital information of each plane in turn to the operators in Control. That aerial is built to a very special design and its building is a specialist's job. Here is one under construction in the factory of our associates, Scanners Ltd. of Newcastle-on-Tyne.



ABOVE RIGHT: *The torsion box which carries the aerial is built of aluminium tube in sections with diagonal cross bracings. Jack Smith is Argon Arc welding the supports for the horn feed*



RIGHT: *Special jigs are set up for the forming of each section of the reflector, and the bracings are rolled to the correct curve. Fitting the mesh here are Gordon Winship, apprentice, left, and Eric Heppell*

BELOW: *The final test assembly of the sections of the aerial in the main shops. Joe Corbitt, apprentice, top left, with Bill Hedley, and Bill Bray below*