

HANGAR CONSTRUCTION SIMPLIFIED

Junkers "Lamellendach" in England

VISITORS to aero exhibitions abroad cannot have failed to note a model of an aircraft hangar of rather unusual appearance and construction, exhibited by the Junkers works of Dessau, Germany. The model has been shown at a large number of exhibitions, and illustrates a form of construction which is almost ridiculously simple, consisting of something like four standard elements, and is hangar construction reduced to "Meccano" simplicity. This form of construction is termed by the Junkerswerke "Lamellendach" (Segmental roof), but is, perhaps, better described as steel "segmental lattice" construction. It has already established itself in Germany for a number of uses besides aircraft hangars and has proved to be highly satisfactory, as compared with other forms of construction, in many ways. We are informed that the British rights (with exception of Canada) have now been secured by the Horseley Bridge and Engineering Company, Limited, of Birmingham. This company recently constructed at Heston Air Park a hangar built on the Junkers segmental girder principle.

Although work was started on May 14, the hangar was completed—except for minor fittings—in about three weeks. It is 150 ft. long by 80 ft. wide, with an effective door opening of 62 ft. wide by 18 ft. high. Along the centre line of the roof

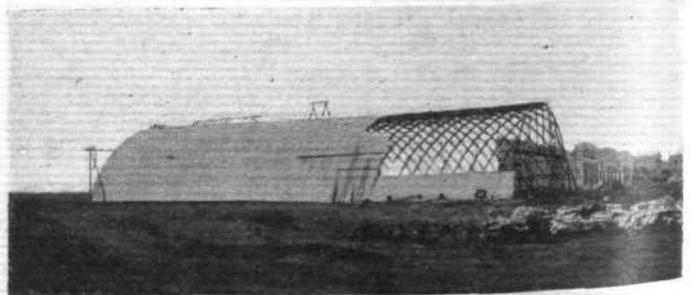
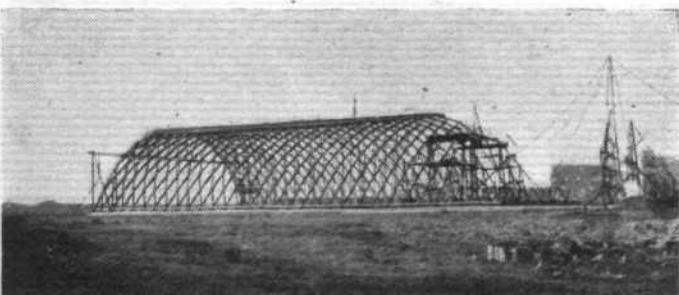
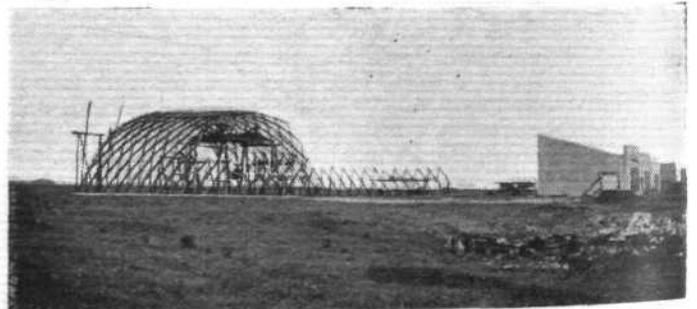
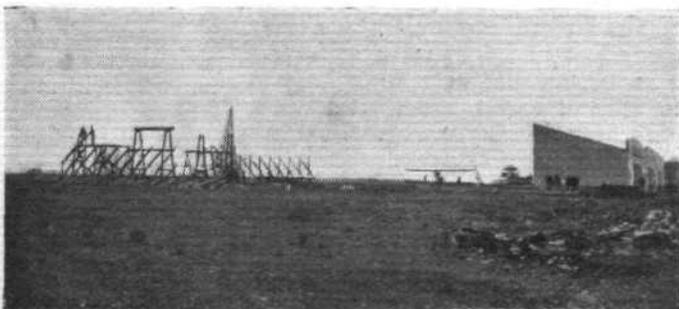
runs a mono rail capable of carrying a load of 2 tons, so that quite large loads can be lifted and shifted about in the hangar.

"Lamella Construction," as the Horseley Bridge and Engineering Co. style it, possesses several outstanding advantages, apart from its simplicity. By virtue of the latter it not only provides a hangar, or roofing, having a comparatively low cost, but this can be erected in a remarkably short space of time with a large percentage of the labour unskilled in this particular class of work.

Furthermore, while the structure, once erected, is normally a permanent one, it can, if desired, be of a temporary character for it is as easily dismantled as it is erected—and it can, of course, be put up again on some other occasion or elsewhere. Also, it is not necessary to erect the full length of hangar, but only a portion of it to meet first requirements, and extending it subsequently according to future developments.

These features alone possess great advantages, as can easily be imagined, for there may be occasions, in establishing an airport, where, at first, either a "temporary" hangar or one covering a small area is desirable, and with "Lamella Construction" this is rendered possible with little inconvenience or financial difficulty.

We do not think it necessary to dwell further upon the



A "QUICK SLOW-MOTION PICTURE": These four views show a selection of daily stages in the erection of the "Lamellendach" hangar at Heston. From left to right, top—First day and fourth day. Bottom—eighth day and fourteenth day. The hangar was completed (except for minor items), as shown at the top of this page, in about three weeks and a week or so later was in occupation!