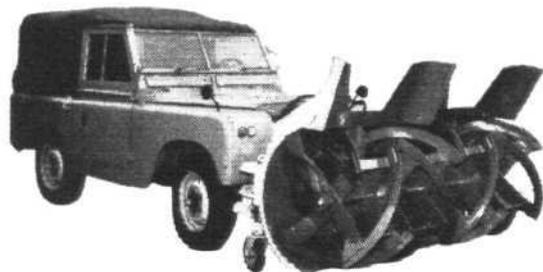


AIRPORTS AND



GROUND EQUIPMENT



Rolba snowplough on Land-Rover



Ransomes 18in "Marquis" gang mowers in service at London Airport



Vernons 60kVA/12kW ground power unit (AEC diesel engine) in MoA service at Prestwick

Murex Type 9840 GPU for Turkish Airlines



with a Land-Rover specially converted for the purpose. It is designed to clear snow to a width of 6ft 7in and a weight of up to 400 tons/hr. Incorporating a centrifuge system designed by the former director of the Swiss Snow and Avalanche Research Institute, the machine loosens snow by means of rotary cutting knives and then passes it to ejecting wheels which throw it clear to a distance of up to 30ft. Power is provided by a take-off from the Land-Rover engine.

Douglas Equipment Ltd have developed an efficient snow-plough carrier which can be fitted with well-ried Swiss equipment.

Comparable with runway cleaning is the mowing of grass in the areas between runways and taxi tracks, and an old-established manufacturer of the necessary machinery is **Ransomes Sims & Jefferies Ltd**, who supply a variety of mowers, including a tractor-drawn triple-gang machine capable of cutting 5½ acres of average-length grass per hour.

Baggage and Cargo Handling

Rootes Motor Ltd supply Karrier Gamecock and Bantam chassis and Commer 5- and 7-ton chassis for practically every type of apron vehicle, the bodies or other special equipment normally being supplied by the various manufacturers mentioned in these pages. One vehicle of particular interest, based on a Karrier Gamecock chassis, is the Rootes aircraft baggage loader, which has two adjustable conveyor belts protruding forward of the vehicle and hydraulically operated from the gear box power take-off. The all-metal van body, constructed by Palmer Coachbuilders Ltd, is fitted with shelving to accommodate the baggage. It is stated that the vehicle can load or clear the baggage compartment of a PanAm Boeing 707 in under 10min.

A complementary vehicle is the Rootes Cargo Lift on a Commer 7-ton chassis, the van body of which is elevated to cargo-hatch height by means of scissors-action members.

A scissors-type "Aeroloader" is manufactured by **Dennis Bros Ltd**, and **Access Equipment Ltd** make scissors-action, hydraulically operated freight loaders which can be supplied with almost any type of truck chassis and a variety of platform- or van-type bodies. **Mercury Truck & Tractor Co Ltd** make a three-ton high-loading truck elevating to 11ft 3in, and **Douglas Equipment Ltd** have developed a baggage handler having an 18ft-long platform that can be raised through any height from 3ft 6in to 12ft.

An ingenious system of handling cargo or other articles has been developed by **E.M.I. Electronics Ltd** in the shape of the "Robotug," which is a driverless electric tractor towing a train of trolleys and following a track determined by a wire which may either be laid on the ground or floor or buried beneath it. The system is operated by a single operator from a convenient control point and various safety devices are incorporated.

Wessex Industries (Poole) Ltd make numerous types of trailers, at least three of which, with 30-cwt and 3-ton capacities—are particularly suitable for airport use. The same company make a range of battery-operated trucks and tractors, for use with which the trailers are well suited. Other manufacturers of trailers include **H. W. Edghill & Co Ltd**.

An interesting approach to cargo-handling problems is the "Aircon" air transportable container developed by **Airtech Ltd** and already in use by the RAF. These lightweight, climate-resisting containers are designed with a chassis which makes them fully mobile, and they also provide an efficient means of storage whilst awaiting loading on to aircraft or delivery from an airport.

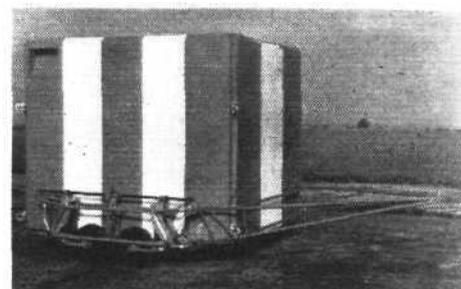
Well known for aircraft detail equipment, **King Aircraft Corporation** also enter the cargo-handling field with a new collapsible pallet system. The pallet is on castoring rollers and incorporates pneumatic action. With its load lashed in place it can be wheeled to the aircraft, fork-lifted to the cargo door and wheeled into position. Operation of a relief valve then collapses the rollers into the pallet structure, leaving the load evenly distributed on the aircraft floor. Weight of a 4ft x 5ft pallet for a load of 1,500lb is approximately 60lb.

Loading Conveyor Belts

Fourways (Engineers) Ltd produce battery-driven trucks with a hydraulic conveyor boom, adjustable to 13ft in height. Among manufac-



Conveyancer fork truck with baggage train



Airtech Ltd "Aircon" freight container on transport chassis



Lansing Bagnall diesel tractor and freight train



Access Equipment Ltd freight loader on Rootes Commer chassis for BOAC

Simon Engineering hydraulic platform on defrosting duty

