

STIRLINGS IN THE MAKING

Another giant Stirling bones comes off the production line. Another blue-print comes to life.

In that mechanical wonderland whence emerge the largest bombers in service in the world today, we travel through some of the construction and assembly plants where many men and even more women build these aristocrats of Bomber Command. From giant presses come dozens of metal sections, some of which will find their way to this corner of the production line where the plane's bomb floor is under construction. The storage place for an 8-ton load of high explosive.

Legs for the massive landing gear. The undercarriage is a colossal affair. Each wheel is nearly six feet in diameter. But remember, when fully loaded that plane will weigh over 30 tons.

In the fuel tank bay assembly, one hundred per cent female labour is employed, The quality of their work is reflected in the achievements of these superb aircraft.

The Stirling is a mid-wing monoplane with a wing span of 99 ft. Here again 75% women operatives work on the assembly of the wing sections.

The next phase of construction brings us into touch with girls engaged in rivetting plates on to the huge fuselage, the future aerial home of an R.A.F. Bomber crew.

The tail units of the fuselage joins the aft section of the body. After you Claude. No, after you, Cecil.

This is known as the wing jig line, a further progressive step in the building of the massive wing which will lift the bomber into the skies.

When this young lady has finished in that engine nacelle, one of the four fourteen hundred horse-power engines will be slung in. Yes, the Stirling is a really lovely bit of work. I do hope

Bomber Command won't forget to use one or two over Berlin occasionally. Well, I dare say a lot of other people are thinking the same thing. There's a certain famous Stirling by the name of "MacRobert's Reply", which a bereaved Mother bought for the purpose of striking back at the enemy. We're a nation of MacRoberts.