

Air interception radar in World War II night fighter aircraft

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Description: -

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406 Maritime Operational Training Squadron

When the cavity magnetron was first developed, its use in microwave RDF sets was held up because the for VHF were destroyed by the new higher-powered transmitter. While this operation was under the Air Ministry, the Army and Navy became involved and soon initiated their own programs. Washington, DC: National Defense Research Committee, 1944.

aviation history

The prototype was completed in August 1944, but like the Type 23, detection range was only 13 km and it was not put into production. Twelve sets of JB-3 radars began deployment around the South African coast in June 1941.

Night fighter

The first deliveries of the NF Mk II, the first night fighter variant to see service, began in January 1942. The related SD was a 114-MHz 2. These were used in the Type 262 fire-control radar and Type 268 target-indication and navigation radar.

Night fighter

Before even a prototype was built, the Army gave an order to the REL for a number of sets designated CDX. Initially, the fixing of aircraft location was done using ground based search lights, which were sometimes controlled by radar after which the fighters attacked the illuminated target- but this was of little use as was the aircraft based searchlights. When air attacks on Leningrad began, the RUS-2 test unit assembled at the Toksovo experimental site was pressed into tactical operation, providing early-warning of Luftwaffe German Air Force formations.

Night fighter

This was a smaller staff and the work went much slower, but by July 1940, they had developed an experimental VHF fire-control set and tested it on the Armed Merchant Cruiser Monowai. Crews had an array of sensors to home in on targets, most Ju 88Gs sporting FuG 220 Lichtenstein

SN-2, the standard Luftwaffe intercept radar as well as FuG 227 Flensburg which detected signals from bombers employing the Monica tail warning radar, and FuG 350 Naxos Z which could detect H2S signals at ranges as great as 35 km.

Radar in World War II

This became the basis for ASE, for use on patrol aircraft such as the. The elevation and azimuth of a target relative to the fighter were shown by corresponding positions on a triple-tube CRT display.

Lichtenstein radar

Although initially intended for detecting and directing fire at surface vessels, early tests showed that the CD set had much better capabilities for detecting aircraft at low altitudes than the existing Chain Home. It was equipped with four underwing pylons that could carry four 310-gallon 1,174 liter drop tanks. It was also later flown in tests by the RAF enemy aircraft evaluation unit, , known colloquially as the Rafwaffe.

aviation history

Unsourced material may be challenged and. When a pulse was sent from the broadcast towers, a visible line travelled horizontally across the screen very rapidly. JRC had long worked with the NTRI in developing magnetrons.

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