

## FN82 update May 2021

Well, the plan for May was the cupola rear half and so that is where I started. There was a significant problem with the right hand door in that the locking mechanism was siezed solid and would not lock.

Because of this both doors were dismantled to gain access to the inner mechanism. With this done it was relatively easy to fix the latch and, before re-assembly, the void areas were treated with a wax based preservative to improve their long term corrosion resistance.

Once re-assembled the doors were sprayed and left to harden before being fitted to the frame and functionally checked. Seen below, the doors now just need their 'open', 'closed' and 'locked' markings re-applied – once I can find a set of ½” stencils.



The right hand door also houses the fire axe, which was treated to a new leather retaining strap and fastener as the original had suffered the dreaded leather red rot. Red rot is a curse for collectors of vintage flying gear or, indeed, anything made from tanned leather.

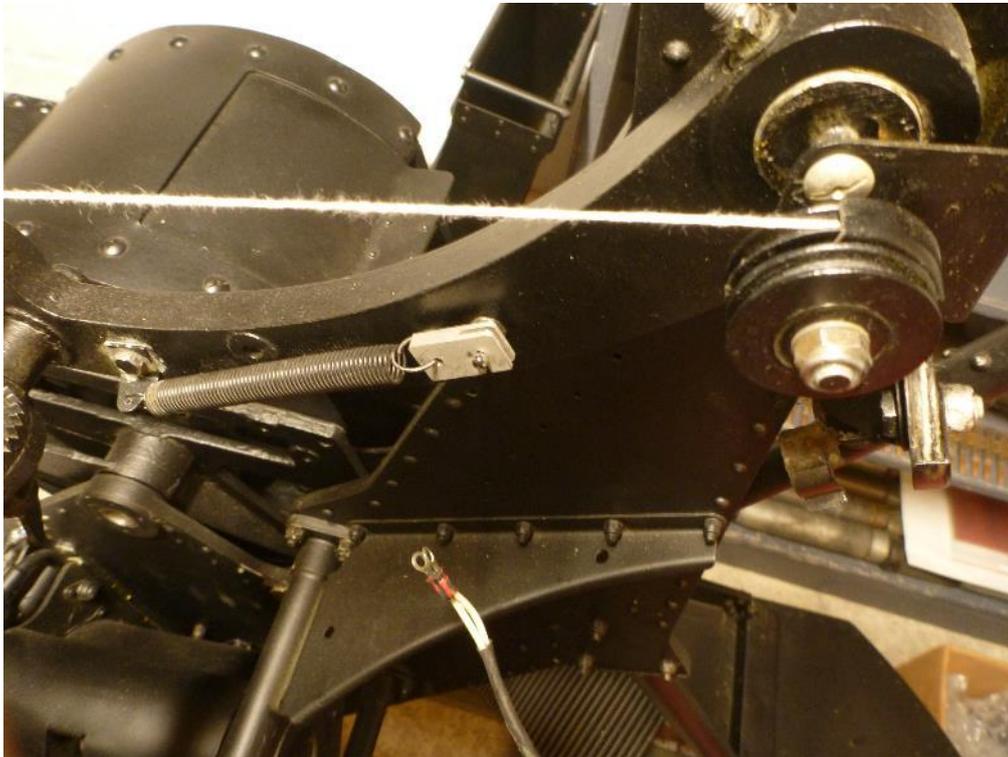
Seen below is the inside of the right hand door fitted and working, if a little stiff with all of the new paint.



MOD ARM 971 repositioned the oxygen economiser into the cupola roof to get it out of the way of the gunner's feet. At some point this modification has been embodied, as the upper support bracket is present. The lower bracket has been subsequently lost (probably during a perspex change) but was easily reproduced as all mods have reasonable drawings. Seen below is the economiser in the post mod position. The economiser is from my FN5.



Another partially embodied modification is MOD ARM 896. This mod introduced a spring loaded anchorage for the range control cable when the gun sight is removed. Again the missing parts could be made from the drawings in the mod and the complete mod can be seen below. When used, the cable to the sight (a string at the moment) comes back around the spare pulley and attaches to the spring loaded adaptor.

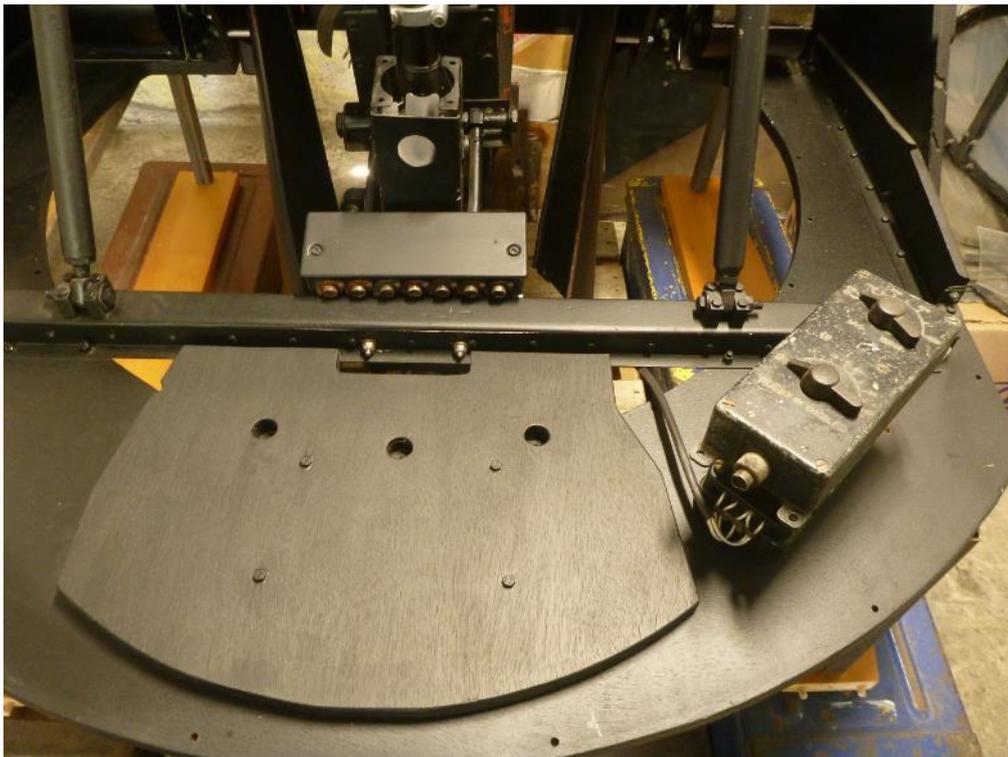
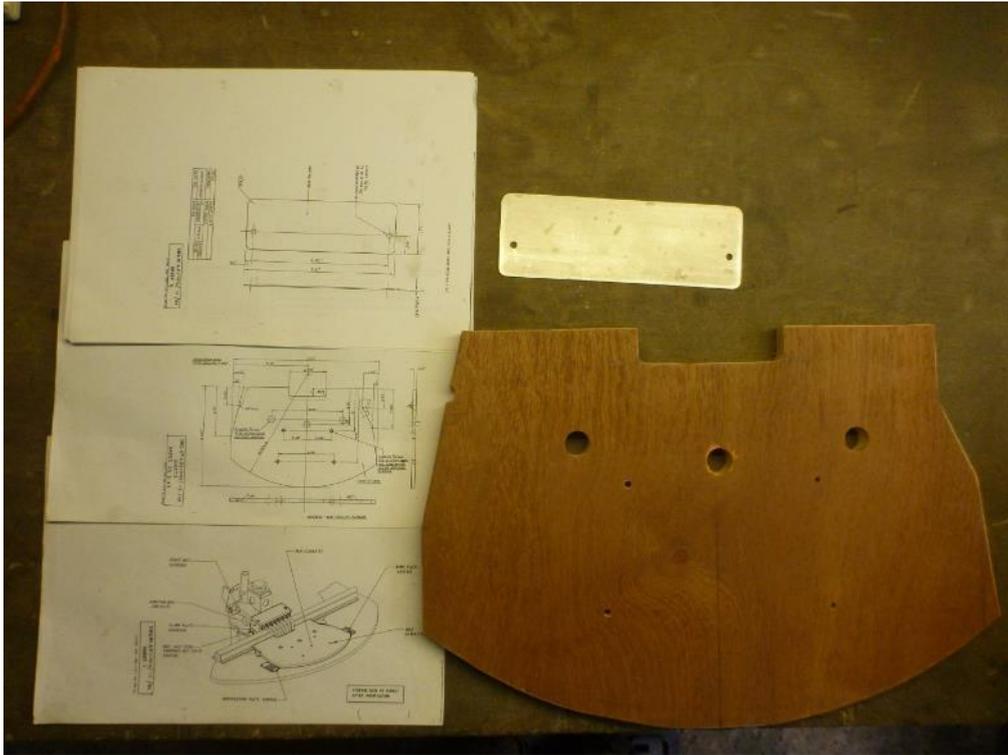


These modification problems used to come under the heading of 'configuration control' during my time on the ageing Wessex and Sea King fleets. It was common to find all sorts of left overs from earlier aircraft roles and conflicts.

Another modification that may well be of use to us is MOD ARM 969 and may explain the lack of a seat in the aircraft turret. This mod removed the complex, adjustable seat, moved the GGS junction box and fitted a simple plywood seat. The idea behind this was to allow the gunner to sit on a pilot's type parachute which (in my view) is a very good idea.

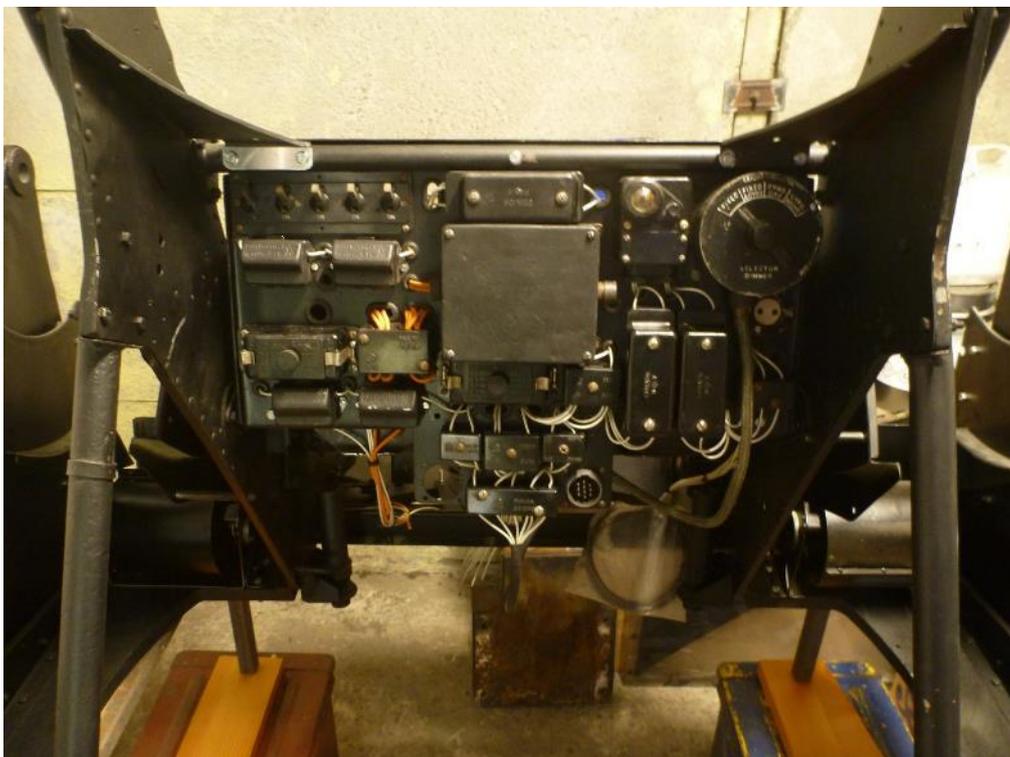
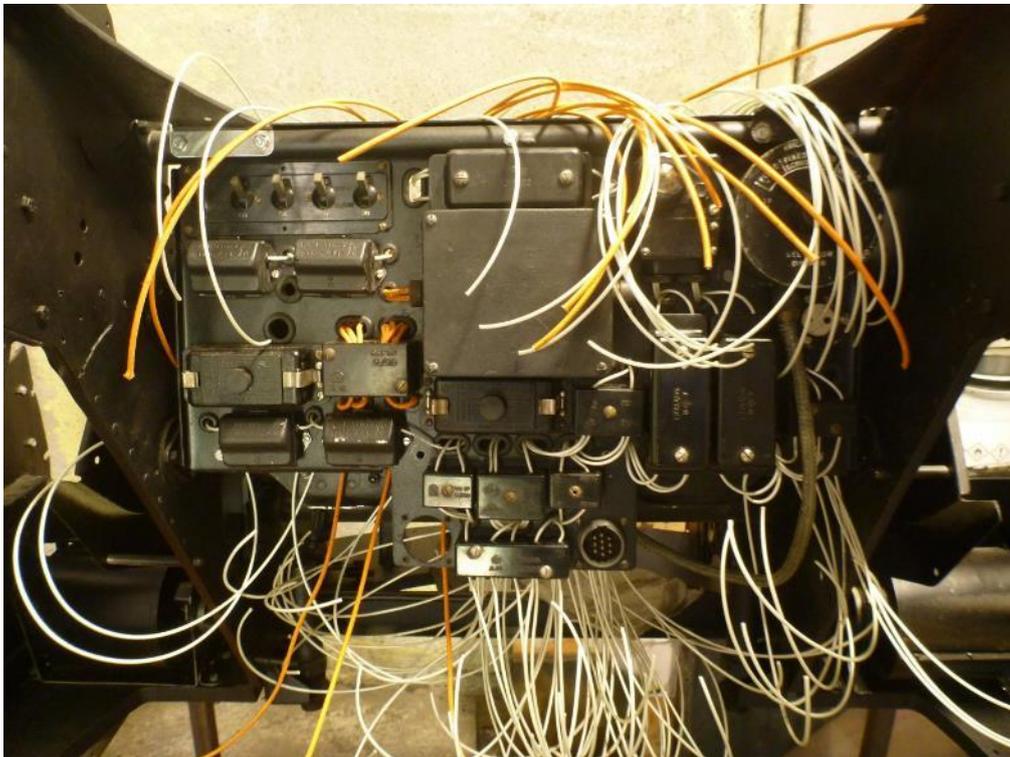
I decided to embody this mod first on the display turret and, armed with the mod leaflet drawings, soon produced the clamp plate and seat that are needed. The GGS junction box and seat could then be bolted into place, as seen below.

The mod also requires that the turret data plate and modification plate are re-positioned, however, they are both missing.

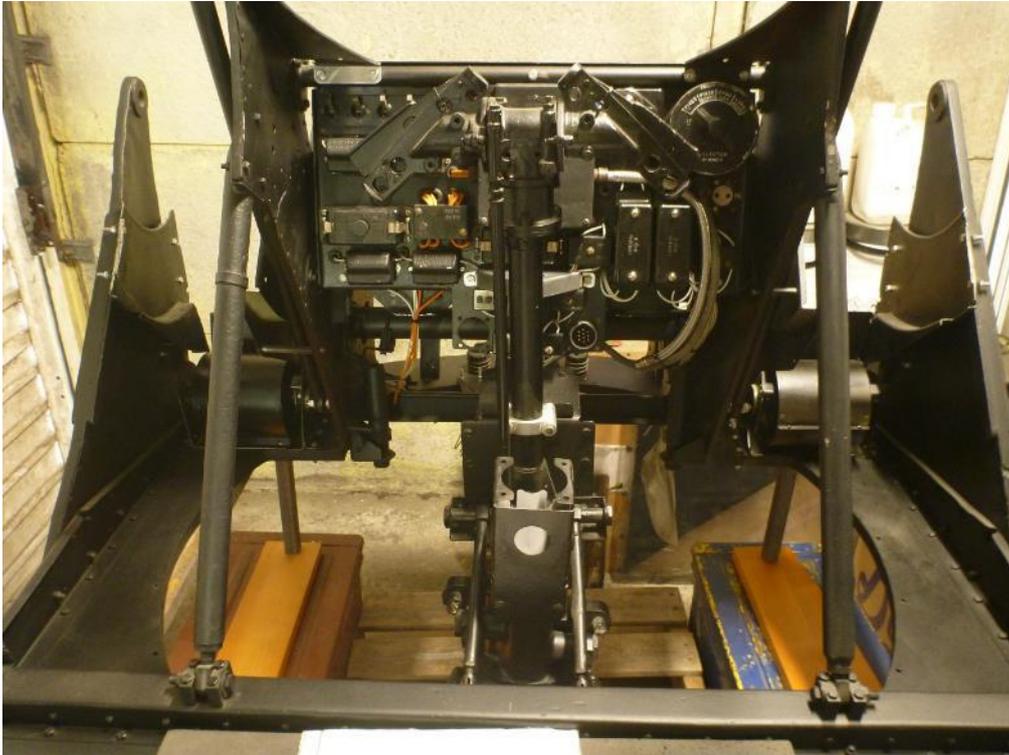


Also visible in the image above is the height and airspeed controller. This should sit on a pair of post MOD ARM 1035 brackets, which are missing. Hopefully, these are currently being re-manufactured at East Kirkby.

With '611's turret awaiting spares, attention shifted to the display FN82 Series 2. The control panel was re-sprayed and rebuilt using just the components indicated in the Air Publications. As can be seen, the panel on the series 2 is a great deal more complex than on the series 1. Wires were only attached where they would be visible from the front (about 1/3 of the total), but it still looked very busy until they were all tucked away, as seen below.



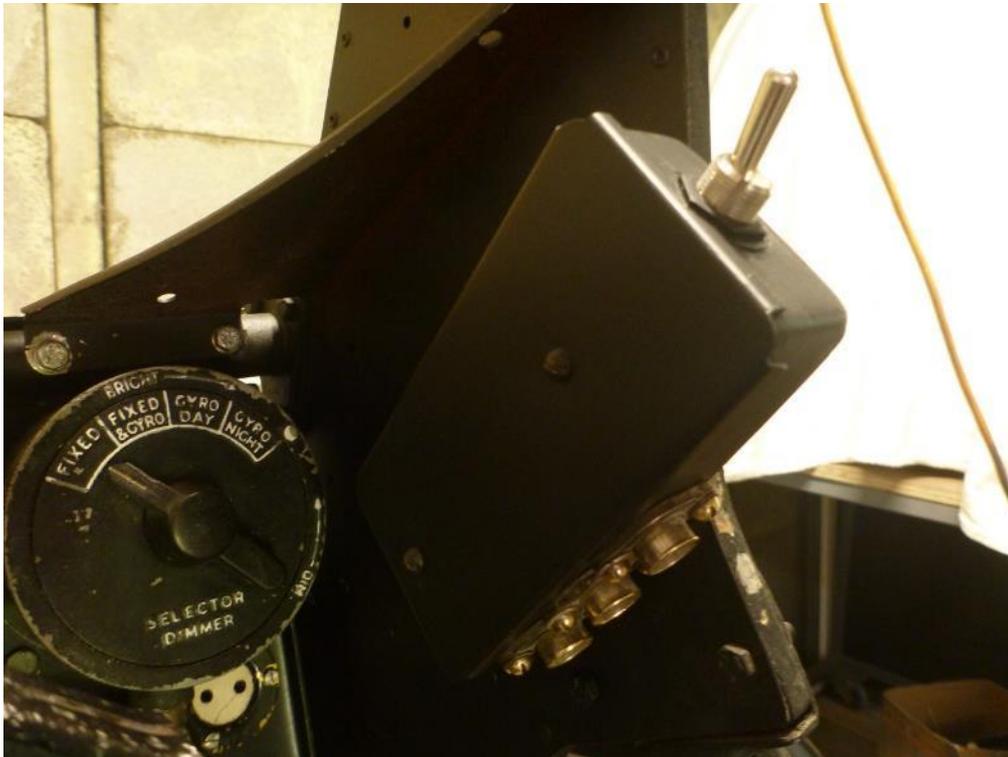
With the panel done, it was all too tempting to position the turret control unit and produce the missing and damaged attachment brackets.



The final component of the control system is the junction box (special) which, in reality, is little more than a junction box with a switch. Seen below is the better of the two that we have and obviously needed some work.



The end result looks reasonable, but there is a fair amount of filler in this one. We currently don't have one of these units that is good enough for '611's turret, but it will be simple enough to fit at any time in the future.



That done, interest moved on to the CRT collimator which I believe to be exclusive to the radar controlled rear turrets. I was quite surprised to see that the cathode ray tube was still in it and appeared to be in perfect condition.

The outside of the collimator was not so good and this seemed a good time to take it back to bare metal and start again. It now just needs priming and painting before going onto the sight rail. The collimator sits beside the usual gyro gun sight which, at the moment, we do not have for this turret.





Amongst the jobs for June are the gun cradles for the display turret. As can be seen, these are in relic condition and of the three available the best two are the same (right hand) side – shame that.

