

### FN82 update January 2023

The last update ended with just a couple of modifications to embody and the cupola to go on. Most of this work got done in a final push to complete the turret by Christmas.

Seen below is the completed turret before the cupola is fitted. This was a good, and probably final, chance to give it a good clean out and dusting.



The view from the rear shows the oxygen pipe heading off towards the economiser which is now located in the top rear of the cupola, behind the gunner's head. Also visible is the later standard of seat which allows the gunner to sit on a 'pilot's type' parachute. This seems like a very good idea as it removes the need to reach into the aircraft to retrieve your parachute before bailing out. This modification also moves the Gyro Gun Sight (GGS) junction box to just in front of the seat.



Below is the cupola front half, waiting to be wrestled back onto the turret. Always a nerve wracking moment as it doesn't take a great deal of effort to crack these Perspex panels.



The cupola rear half goes on last. This has now had the door markings applied.



The completed turret cleaned and polished and ready to go back to East Kirkby. From start to finish this turret took 1119 hours to restore, with the vast majority having been done during various Covid lock-downs.

All that was now needed was a still, dry day to trail it back to the hangar and so it was that in January it finally got back.





Already lined up in the workshop are some of the Blenheim turret parts. There are parts of three turrets available and (I think) the plan is to build one for display and one for the Blenheim project. There is also the small matter of a very tired looking FN20 in the display hall that could use some work. Maybe watch this space?