

FN-150 Turret Update, August 2018

After a great day collecting the turret, whilst also taking the chance to browse around the rest of the Museum, it spent the night (locked in the van) behind The Red Lion in Revesby. The next day it took a wistful drive past RAF Scampton and several other Bomber Command Stations on its way to the workshop for the work to begin.



The first task for this turret was to build a suitable maintenance stand. The idea was that the extra height and accessibility would make the whole process of inspecting and then restoring and rebuilding the turret considerably easier. A design similar to that used for my FN-5 was employed, although slightly higher. The same material has been used for all three of the turrets currently in the

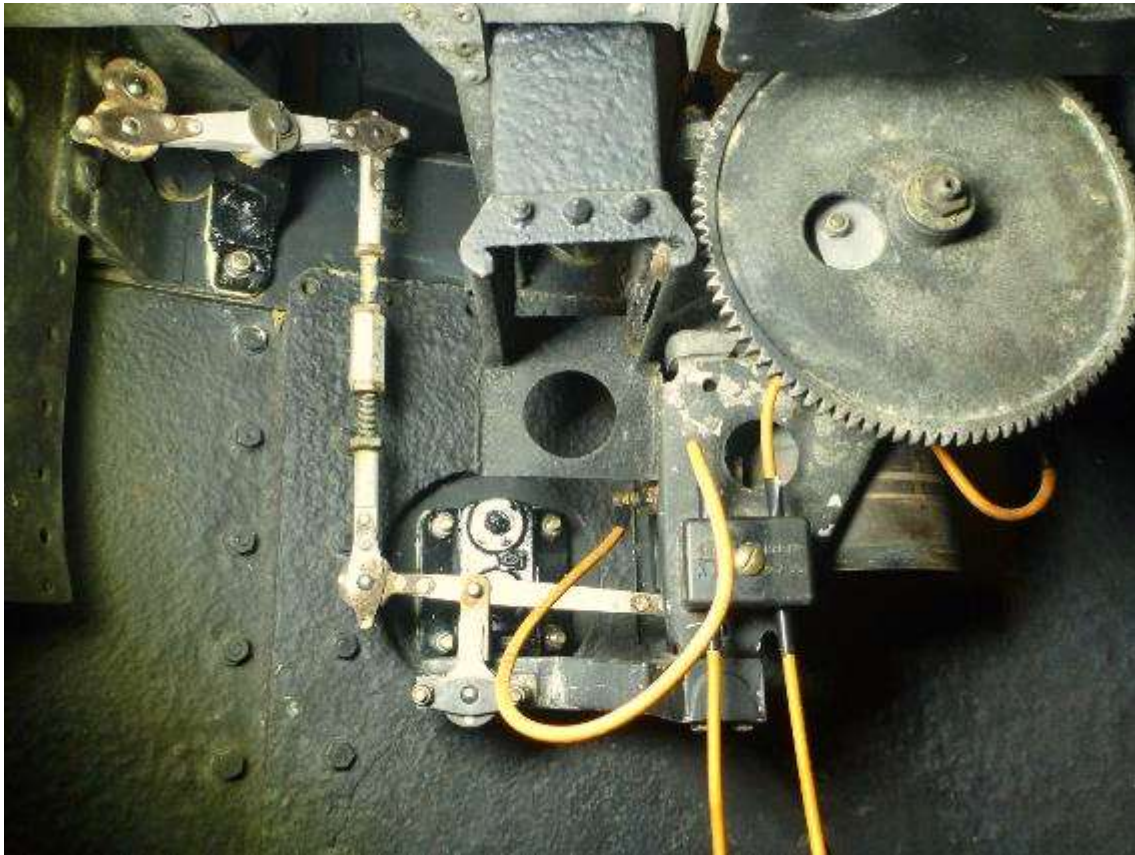
workshop, this being 25x25x3mm box section steel. This provides enough strength without being so bulky as to detract from the turrets. FN-5 and Briggs Sperry A13-A below.



After several hours of checking through the boxes of components it was discovered that, amongst other things, there were three Gun Fire Interrupter Mechanisms each with different parts available. It seemed wise to start by working down the turret from the turret ring as access will become more restricted once the gun mounts go in. The Interrupter, therefore, seemed a good place to start and so one good interrupter was built from the best parts of each.



Once cleaned, rebuilt and re-wired the Interrupter was refitted to its place below the Hydraulic Rotation Motor and behind the gunner's armour.



The next task is likely to be the Rotation Restrictor Valve, about half of which I have so far identified and the Hydraulic Filters and pipework. There are many pipes to choose from!