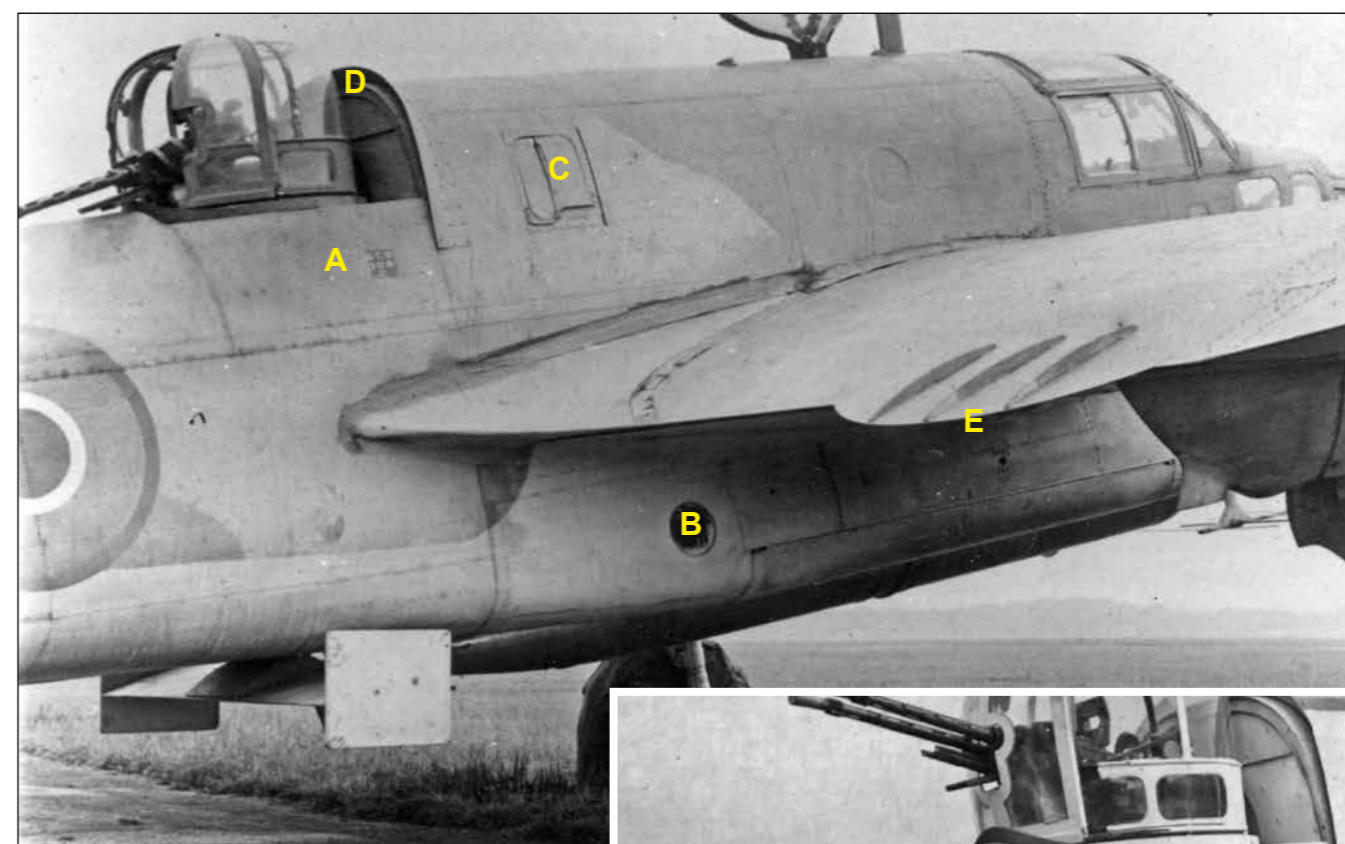
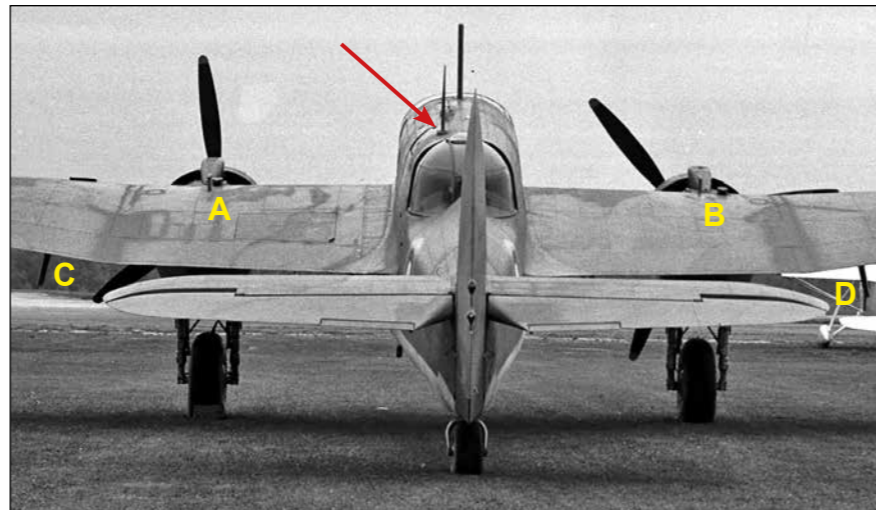


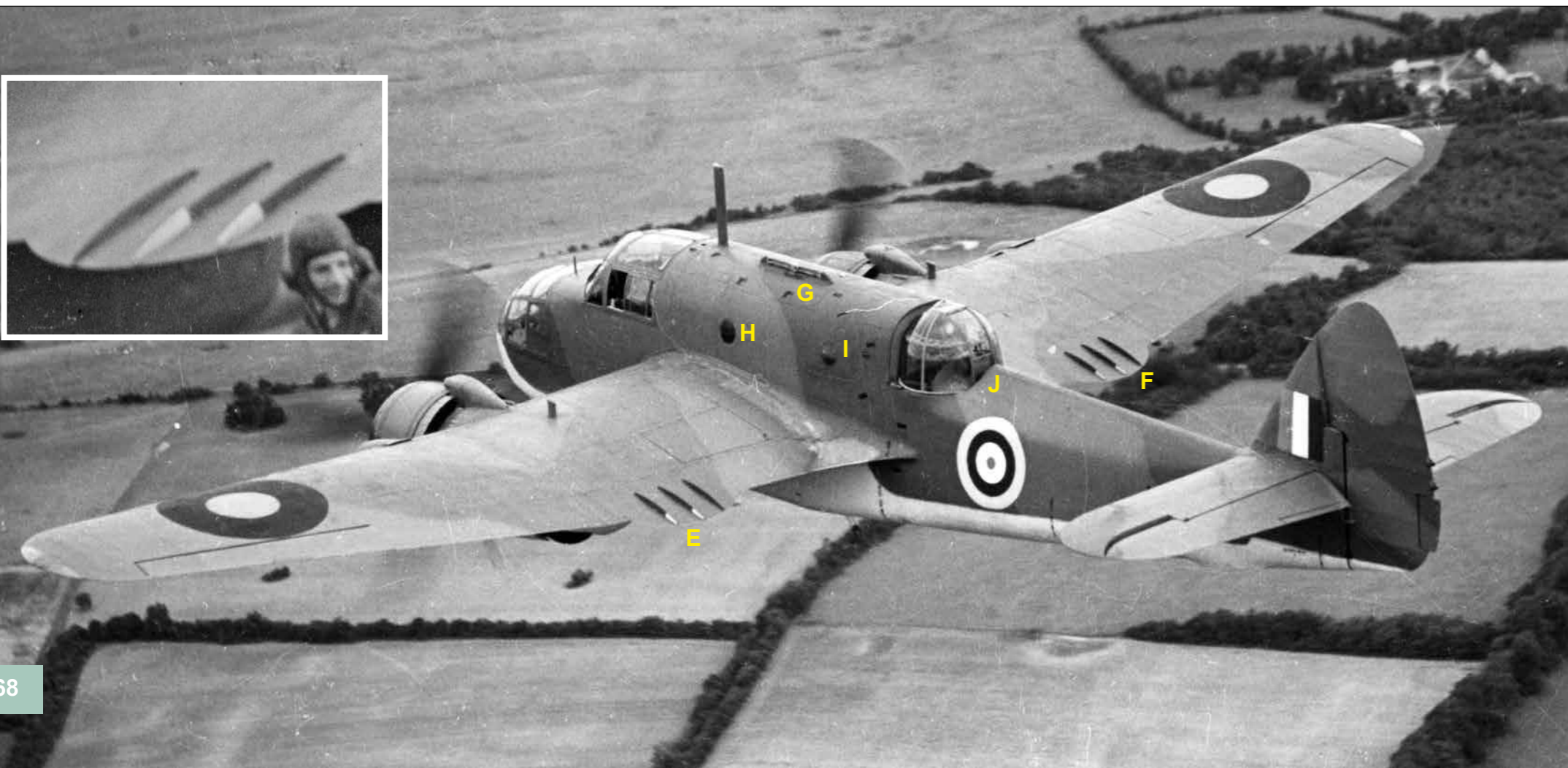
Right: Early Beaufort N1007 shows how the main aerial mast was mounted centrally on top of the fuselage, but the DF loop was slightly offset to port. The extra aerial (arrowed) just forward of the rear turret was offset further still to port and angled backwards. Note the asymmetrical vents (A) and (B) behind each engine. Also worth noting is the fuel jettison pipes (C) and (D) were not mounted vertically but were angled outwards with the wing dihedral.

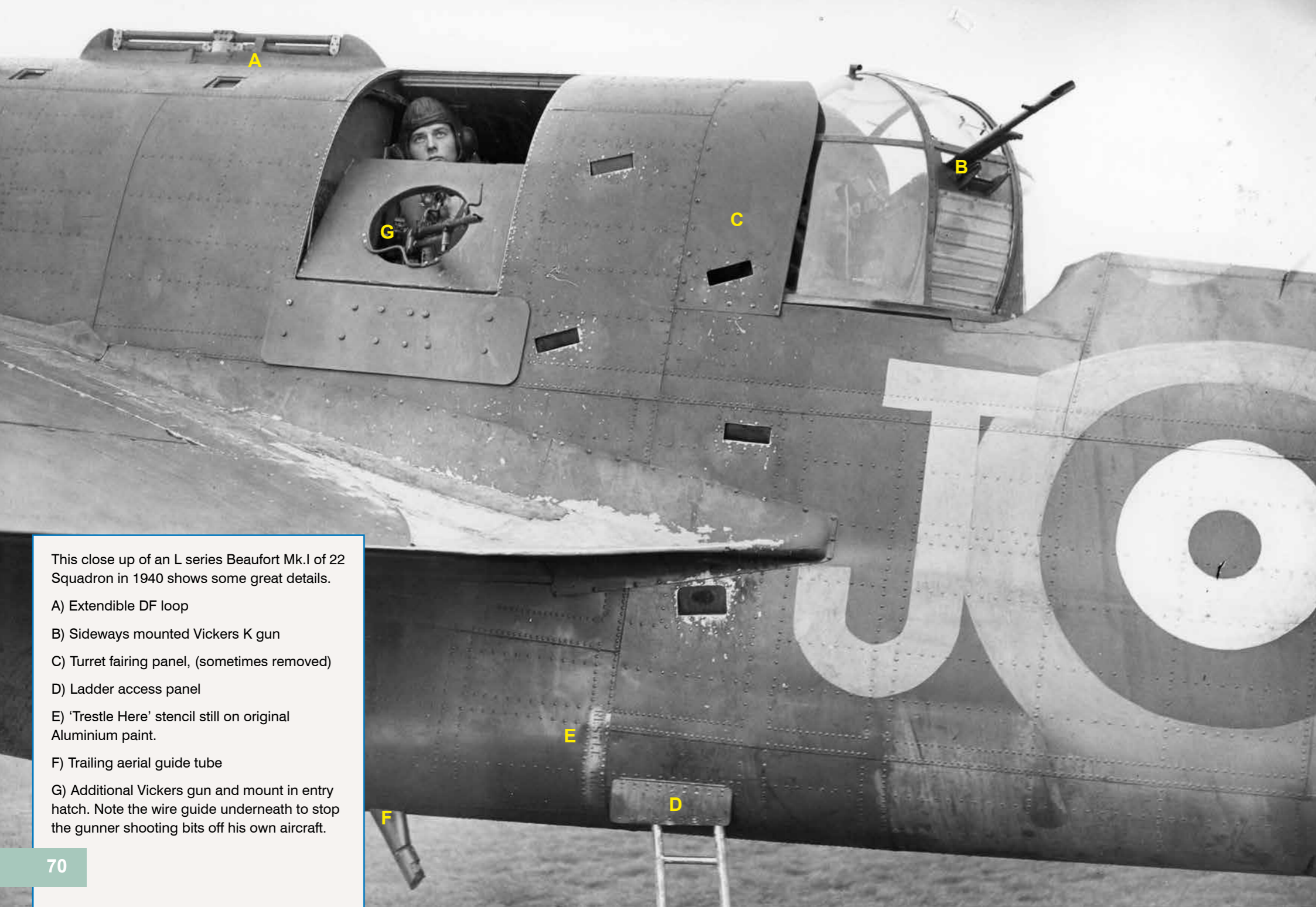
Below: This view of a later Mk.I, AW219, shows nicely the wing fillets (E) and (F) added to stabilise the airflow behind the engine nacelles on the Mk.I. The rear of the three strakes on the fillets appear to have been painted white in many photos. The outer two on the outside and the inner two on the inside (see inset below). This angle also shows the offset DF loop (G) and how the forward porthole window (H) was fractionally lower than the aft window (I). The distinctive triangular upper rear fuselage decking (J) is well shown here. The later Mk.Is didn't have the extra vent behind the engine nacelles as seen in (A) and (B).



Left: A late Mk.IA, DW828, of the ATDU with a Mk.XV 18in torpedo under the fuselage fitted with a gyro-stabilised MAT Mk.IV. The DTD stenciling (A) under the turret is on a darker background suggesting the aircraft has been repainted in the Temperate Sea Scheme since leaving the factory. More evidence of overpainting is the traces of paint on the porthole window (B) under the wing. The starboard hatch (C) is closed and a wind deflector (D) is fitted in front of the larger rear turret. The wing fillet strakes (E) are again painted white on the ends.

Below: A factory fresh Beaufort Mk.IA is shown in a naming ceremony alongside US personnel in early 1944. The DTD and Trestle stenciling appears to be in black. The starboard hatch (F) is open and a machine gun is mounted in position. The light coloured line at the bottom of the hatch is the metal guard to stop the gunner shooting at his own wing. The white paint is visible again on the strakes at (G).





This close up of an L series Beaufort Mk.1 of 22 Squadron in 1940 shows some great details.

- A) Extendible DF loop
- B) Sideways mounted Vickers K gun
- C) Turret fairing panel, (sometimes removed)
- D) Ladder access panel
- E) 'Trestle Here' stencil still on original Aluminium paint.
- F) Trailing aerial guide tube
- G) Additional Vickers gun and mount in entry hatch. Note the wire guide underneath to stop the gunner shooting bits off his own aircraft.



Top left: A side view of the under-nose turret. The five holes at (H) are where the camera gun mount would have been fitted.

Above: A camera gun fitted on the mount, albeit with a cover on!

Above inset: A close up of the empty mount.

Far left: A close up of the Bristol turret with the fairing removed at (I), compare with the photo opposite. This allowed the turret to shoot at targets on the beam.

Left: The fairing is fitted on this turret which is one of the later versions fitted with two Vickers K machine guns, the port mounted on its side and the starboard mounted normally.

