



# Fairey Battle

by Ian D. Huntley



SAM PUBLICATIONS



AVIATION GUIDE

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**Front cover:**  
**An early Battle is put through its paces by a Fairey test pilot**  
(© Ian Huntley)

## **Aviation Guide No.1**

### **Fairey Battle**

by Ian D. Huntley

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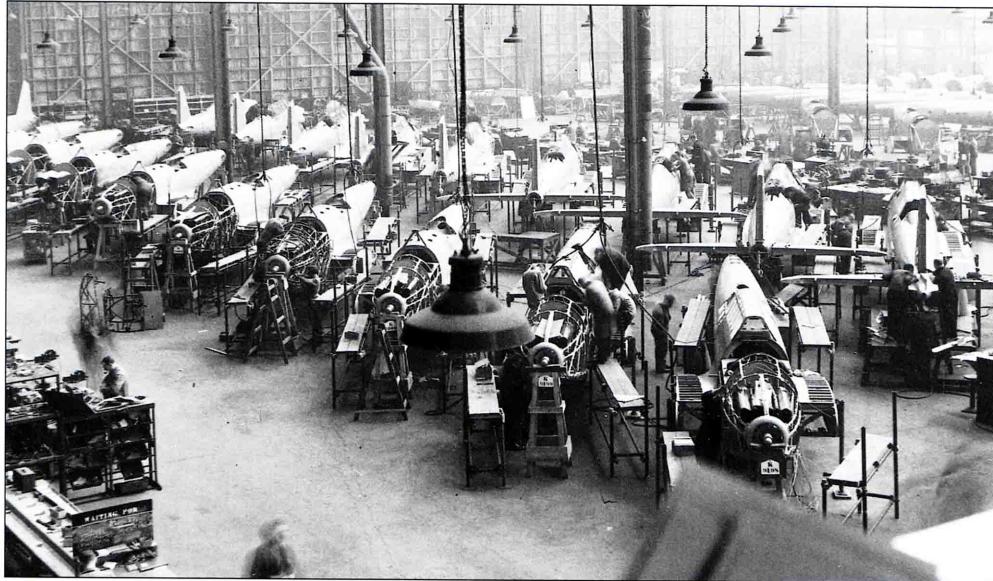
A concise list of books and official publications relating to the Battle

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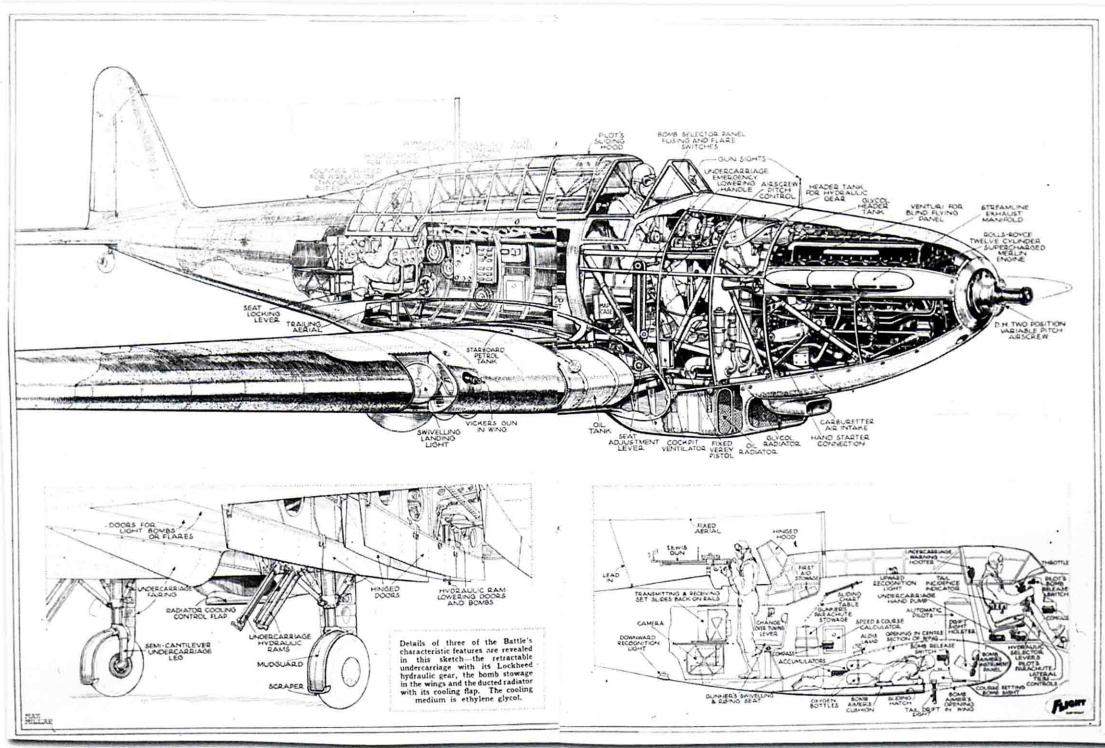
# Glossary



Fairey Battles on the production line

AACU	...Anti-Aircraft Co-operation unit	CGS	...Central Gunnery School
A&AEE	...Aeroplane & Armament Experimental Establishment	CinC	...Commander-in-Chief
AASF	...Advanced Air Striking Force	CO	....Commanding Officer
ACM	...Air-Chief Marshal (RAF)	CRD	...Civilian Repair Depot
AC1	...Aircraftsman 1 (RAF)	DF	....Direction Finding
AC2	...Aircraftsman 2 (RAF)	DFC	...Distinguished Flying Cross
AFC	...Air Force Cross (RAF)	DFM	...Distinguished Flying Medal
AGS	...Air Gunners School	DSO	...Distinguished Service Order
Air Cdre	...Air Commodore (RAF)	DTD	...Directorate of Technical Development
Air Mshl	...Air Marshal (RAF)	EFTS	...Elementary Flying Training School
AOC	...Air Officer Commanding	FAA	...Fleet Air Arm
AOS	...Air Observors Scholl	Fg Off	...Flying Officer (RAF)
A.P.	...Armour Piercing	Flt	....Flight
APC	...Armament Practice Camp	Flt Sgt	...Flight Sergeant
ARD	...Aircraft Repair Depot	Flt Lt	...Flight Lieutenant
A.S.	...Anti-Submarine	FS	....Federal Standard
ASR	...Air-Sea Rescue	ft	....Foot
ATA	...Air Transport Auxiliary	FTS	...Flying Training School
AVM	...Air Vice Marshal (RAF)	g	....Acceleration of free fall due to gravity
BAAF	...British Air Force in France	GHQ	...General Headquarters
BEF	...British Expeditionary Force	GO	....Gas-operated
BGS	...Bombing & Gunnery School	G.P.	....General Purpose
BS	...British Standard	Gp Capt	..Group Captain (RAF)
CAONBGS	...Combined Air Observor, Navigation, Bombing and Gunnery School	H.E.	....High Explosive
CATP	...Commonwealth Air Training Plan	HMS	...His/Her Majesty's Ship
Capt	...Captain	HQ	....Headquarters
CDC	...Commonwealth Disposals Commission	IFF	...Identification Friend or Foe
CFS	...Central Flying School	in	....Inch
		kg	....Kilogram
		km	....Kilometre
		km/h	....Kilometres Per Hour

# Preface



Schematic drawn by Max Millar for Fairey, and published in Flight magazine of the time

Welcome to the first title in the new Aviation Guide series. This series has been created to specifically cover the more esoteric subjects, which nevertheless have a huge appeal, but which do not allow coverage in a larger and more historical format.

We start this series with the Fairey Battle, a type that is often quoted as being a failure, when in fact its failure was simply down to the Air Ministry not understanding the changing climate for operational aircraft in the mid to late 1930s. At this time the move from biplane to monoplane and fabric covering to monocoque led the Air Ministry to try to obtain replacement designs with performance that was far outside that available by the (then) current aero engines, while the manufacturers were left trying to make the Air Ministry see sense. It seems almost a joke nowadays to think of weapons procurement being done in such an ill-informed manner, but in the case of the Battle, it was to prove to have tragic ramifications. To me the Battle sums up the end of one era (that of the biplane) and the birth of another (that of monocoque designs) and the type has a charm that is born out of the sleek lines that belies its size.

When you combine all that with the terrible losses it suffered during the opening stages of WWII, the fact that the first two VCs awarded to RAF aircrew were to a Battle crew and the first enemy aircraft shot down to an Allied aircraft was credited to a Battle, you can see why it is a type that truly deserves far greater credit than it has thus far ever been afforded. The Battle also holds another accolade, and that is that through the tragic loss of so many brave men during the initial operations of WWII, it

was the Battle that proved that the bomber no longer would "always get through" and in so doing set about bomber design and development that encompassed heavy defensive armament and crew protection, both elements that had up until then never been thought necessary by the powers-that-be in the RAF and Air Ministry. The Battle marks the end of what can only be called an age of innocence, although really it is better phrased as an age of arrogance and ignorance and for me it is such a shame that so many lives had to be lost to prove it.

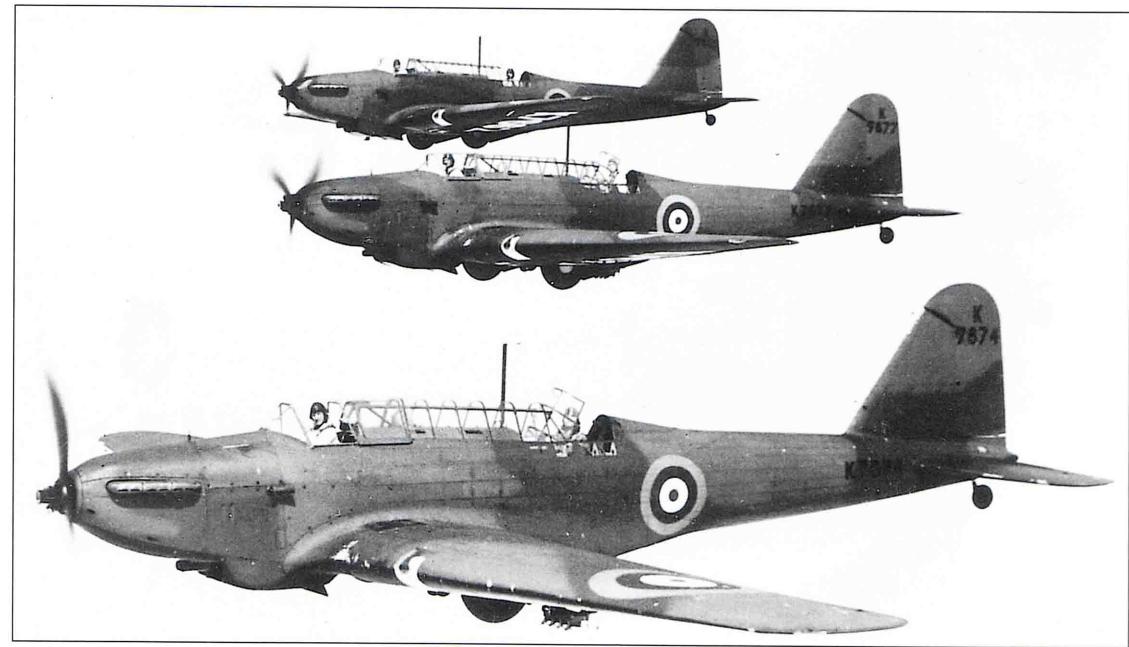
I hope that you all enjoy this Aviation Guide and that you continue to collect the rest of the series over the coming years.

**Richard A. Franks**  
Series Editor  
Bedford, October 2004

# A Brief History of the Fairey Battle

Chapter 1

Battles (front to back) K7674,  
K7677 and K7662 (?)  
possibly of No.63 Squadron  
seen here in flight in 1938



The Royal Air Force had a long association with the use of the light bomber, from the D.H.4 of WWI right through to the Hawker Hart of the 1920s & 30s. It was as a replacement for the Hart that the Air Ministry asked a number of manufacturers to submit design suggestions. However because the Ministry saw a light bomber as being single-engined, a medium bomber as being twin-engined and a heavy bomber being multi-engined, the attempt in the specification to build a single-engined type capable of carrying two (later three) crew, with a 1,000lb (454kg) bomb load with enough fuel for a 1,000 mile (1,609km) sortie at 200mph (322km/h) was beyond the power capacity of any engine thus far in existence. Initially Fairey submitted a design that was for a sleek 47ft span, 38ft long monoplane with a crew of two housed

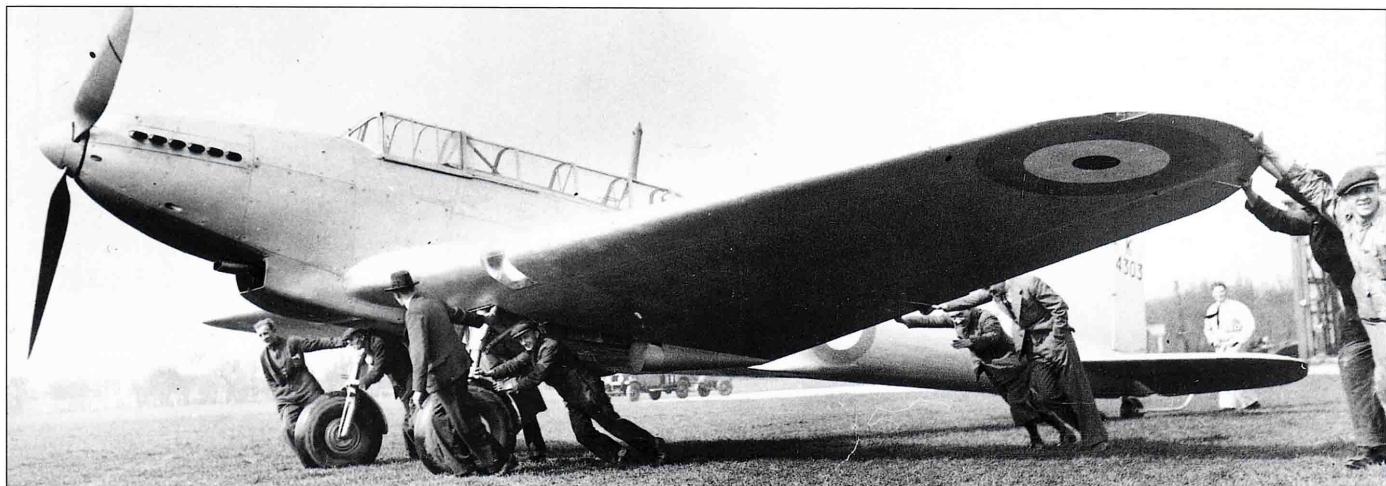
in separate cockpits and powered by their projected V-12 liquid-cooled engine (the Prince).

The Air Ministry studied the designs thus far submitted and drew up Specification P.27/32 in April 1933. This specification was created in parallel with B.9/32, which was for a replacement for the Boulton-Paul Overstrand medium bomber which in turn led to the Handley-Page Hampden and Vickers Wellington. C.R. Fairey was not impressed by the specification, calling as it did he felt for a type that was not practical in a single-engined configuration with the current engines available. He asked the Air Ministry to reconsider, saying that a twin-engined light-bomber was far better suited to the (then) available powerplants. The Air Ministry would not hear of it and so Fairey decided to submit a tender for Specification P.27/32 that would attempt to meet the criteria of the specification, while also offering alternatives. The alternatives included the smallest twin-seat, single-engined monoplane, a medium sized two-seat, single-engined monoplane with the option to adopt any one of a number of potential powerplants and a medium sized twin-seat, twin-engined monoplane possibly offered as a private venture. The Air Ministry rejected the first and third option and felt that the second would lead to too many additional complications. As a result Fairey's proposal that was the closest to the specification that they had also included with the above alternatives (and which was the least appealing to Fairey to actually build) was accepted!

Four companies had submitted designs for Spec. P.27/32 and one prototype was ordered from Armstrong-Whitworth and Fairey Aviation, with Fairey receiving their contract on the 11th June 1934. The design team at Fairey was led by Belgian Marcel J.O. Lobelle and from the start they could see that the restrictions of the specification could not really be met. They

Fairey's Heaton Chapel factory





therefore submitted alternative designs in the hope that the Air Ministry would change its mind. One of these envisaged the use of the Prince engine, which was then being developed in P.12, P.16 and P.24 layouts (the P.12 Prince, P.16 Super Prince and P.24 Monarch, the number denoting the number of cylinders in each type). C.R. Fairey also ordered design work at Stockport to be undertaken to look at a light bomber that used many of the parts from the P.27/32 Specification design and was powered by either the P.16 Super Prince or Rolls-Royce PV-12 engines. The drawing office at Hayes undertook a similar study into a light bomber powered by the Napier Sabre, but none of them received any official sanction (*For more details of the various designs submitted by Fairey see my articles published in the August and October 1974 editions of Aircraft Illustrated*). Meanwhile design work to meet the single-engine P.27/32 specification favoured the P.12 engine, which was hoped would produce 850hp. The mock-up created by Fairey in 1933-4 certainly had the cowl shape associated with the P.12 engined design. However, because the P.12 engine was not to receive any Government sanction, Fairey were forced to look at alternative powerplants. As Lobelle did not favour radials, they were left with the Rolls-Royce PV-12, which later went on to become the Merlin. The redesign work needed to utilise the PV-12 was undertaken and at the same time the tandem-seat cockpit of the original P.12-powered design was converted to a single long 'glasshouse' unit, that was also better from a drag point of view in comparison with the earlier design. This was fortunate because the Air Ministry increased the crew complement to three shortly afterwards. This third crew member was a dedicated bomb-aimer, who worked from the mid-cockpit area in a prone position. The Fairey light-bomber design was capable of carrying four 250lb G.P. bombs in hydraulic crutches that ensured that the bombs dropped away cleanly. There was also provision for two external racks capable of carrying another two 250lb bombs. The Fairey design used light alloy and stressed-skin with the oval

cross-section fuselage featuring only four longerons in place of the conventional stringers. The skinning was pre-formed with rolled edges that formed U-shape stringers (like Clinker-built ships). The wing was of two-spar construction and housed the bomb load plus the undercarriage. This latter item was only partially housed within the wing which was partly to reduce the complication of turning the wheels to lie flat in the wing and also because the partial exposure of the main wheels afforded a measure of protection to the airframe in the event of a forced landing.

The first flight of the Fairey design was initially delayed due to problems with the Merlin engine. It eventually took place with Chris Staniland at the controls from the Great West Aerodrome on the 10th March 1936. The aircraft was tested by A&AEE

**K4303 is rolled out for its official unveiling to the press on the 18th March 1936 at the Great West Aerodrome**

**The Fairey Aviation Co., Ltd hangar and admin buildings at Ringway prior to their official opening on the 8th June 1937**



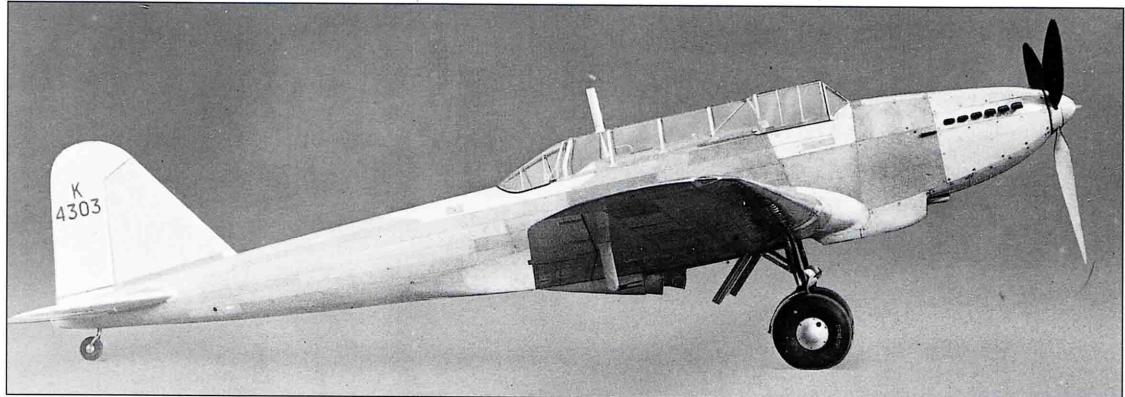
Martlesham Heath in July and October 1936 where there were no serious criticisms of the actual aircraft, but performance was disappointing. The aircraft was found to have a top speed of only 257mph (414km/h) at 15,000ft (4,575m) with a 1,000lb (454kg) bomb load. Range was 980 miles (1,577km) and cruising speed was 200mph (322km/h) at 14,000ft (4,267m). This aircraft was later used for drag trials at RAE Farnborough before being grounded in May 1939 and allocated instruction airframe number 1475M.

The RAF had little interest in the design by this stage, but political pressure was such that there was great demand to equip newly formed squadrons and a large number of Fairey light bombers were identified for this task in Expansion Scheme C of 1935 and F of 1936. The first production order was placed for 155 airframes in mid-1935. Specification P.23/35 was drawn up to cover the revised design which incorporated the three-man crew, revised equipment, a de Havilland variable-pitch propeller (licence-built Hamilton Standard), external stub exhausts and the revised canopy. The type was named the Battle on the 2nd April 1936 (many say as a result of C.R. Fairey's continual 'battles' with the Air Ministry to persuade them to adopt the



**During a visit by HRH King George VI to the Fairey factory on the 31st March 1939 he saw Battle production in full swing**

The Battle prototype (K4303) prior to being painted, although the fin and rudder have received a coat of paint, by the looks of them



twin-engined fighter-bomber instead of the single-engined design) and was the first of four types to have been ordered 'off the drawing board' without recourse to a prototype. This calculated risk had been taken by the Air Ministry to reduce the timescale for a new design to go from initial design to production and service entry. Battle production was undertaken at Heaton Chapel, Stockport, with flight testing being done at Manchester's airport at Ringway. The first production Battle K7558 (F2316) flew on the 14th April 1937 and was soon moved to the Great West Aerodrome for further flight evaluation. On the 23rd May 1936 in accordance with Expansion Scheme F, the Fairey contract was increased by 500 to 655 airframes and these addition machines were covered by Specification P.14/36. This scheme also resulted in the setting up of the shadow factory system and thus Austin Motors (Nuffield) set up a new aircraft production facility at Longbridge, Birmingham. On the 17th August 1936 they received an order for 400 Battles and parts for

a further order for target-tug versions before the year was out. In all 2,418 Battles (plus one prototype) had been ordered by the end of 1939 and although 334 were cancelled (all from Austin on the 7th November 1940) another 100 were actually built while Austin switched over to Stirling production. The last Battle built was delivered from the Austin factory on the 2nd September 1940 bringing the grand total of Battles manufactured to 2,201 (1 by Hayes, 1,155 by Stockport and 1,029 by Austin, with an additional sixteen that were built for Belgium).

The first Austin-built Battle was test flown by Sqn Ldr T.H. England in July 1938, and deliveries started from Austin about one month after those from Fairey at Ringway. The first 136 machines from the Fairey factory were fitted with the Rolls-Royce Merlin I, then it changed to the Merlin II (the first 59 Austin-built examples were thus powered) before finally using the Merlin III as standard thereafter. Some Battles were fitted with the Merlin V, which had higher boost pressures, and you will often see much period reference to the Battle I, II, III or V that simply identifies the type by the engine fitted, not its correct mark, as the Battle was only ever designated the Battle Mk I (Bomber), the Battle Trainer and Battle Target Tug

### Operational Service

The first unit to become operational with the Battle was No.63 Squadron at RAF Upwood. The squadron received the second production aircraft (K7559), fitted with dual controls, and converted from the Hawker Audax in May 1937. It was followed by No.105 Squadron at Harwell, No.226 at Upper Heyford, No.52 at Upwood and No.88 at Boscombe Down during 1937. In 1938 no fewer than 13 more squadrons converted to, or were formed on, the Battle and these comprised (in the order they converted/formed) Nos. 218, 12, 35, 207, 98, 15, 142, 40, 103, 106, 57, 150 and 185. In 1939 eight of these squadrons became involved in Bomber Command crew training and moved under the control of No.6 Group, while the frontline squadrons remained under No.1 Group. When war was declared in September 1939 the ten Battle squadrons of No.1 Group moved to France as part of the Advanced Air Striking Force (AASF). The squadrons all arrived in the Rheims area, at the somewhat primitive French bases, and were used for armed reconnaissance sorties over the Siegfried Line. The first fatality in the Battle fleet took place on the 19th September 1939, when Plt Off J.L. Calvert with his crew Sgt T.B. Woodmason and AC1 J.L. Marsh suffered engine trouble not long after take-off in L5225, and in the ensuing crash-landing the aircraft caught fire. Both crew members died in the crash and Plt Off Calvert died later that evening in the hospital at Châlons. The first enemy aircraft claimed as shot down during WWII by an Allied aircraft was claimed (and later confirmed) to the observer of Fg Off L.H. Baker's Battle K9243 of No.226 Squadron on the 20th September. Losses had already been high in the Battle fleet throughout the first stages of September 1939 but on the 30th

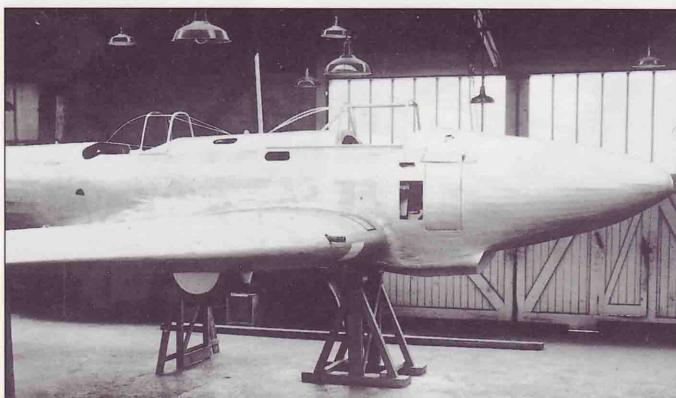


RH King George VI during his visit to the Fairey factory in 1939. The tall figure in the centre of this photo is C.R. Fairey

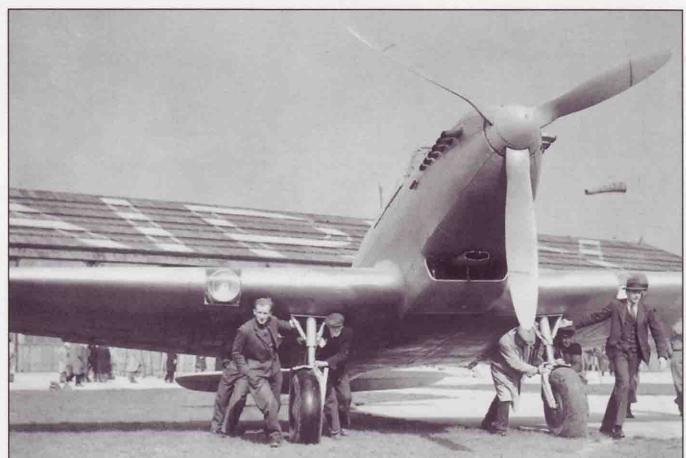
another 100 under Specification P.32/36. Expansion Scheme F had called for all Battles to be delivered by the 31st March 1939, and as it was foreseen that 189 would not be ready by that time going by current production levels, this amount was cancelled from the order (Austin was already envisaged as going over to Wellington production after building 500 Battles). In 1938 the 189 cancelled airframes were reinstated and Expansion Scheme L resulted in Austin being contracted to make 363 more Battles as well. As Austin soon looked like falling behind with this production schedule due to a Merlin engine shortage an order for 150 was placed with Fairey on the 1st November 1938, followed by orders for a further 50 on the 15th December 1938 and 200 on the 11th February 1939. Fairey and Austin then received orders for another 100 airframes without engine on the 27th June and 29th September 1939 respectively and Austin got



Battle prototype K4303 out on the grass at the Great Western Aerodrome



The Battle mock-up in the experimental shop. Note that the nose profile denotes that the intended powerplant was the Prince engine and that at this stage the Battle was intended as a two-seat bomber. Later amendments to the specification led to the type becoming a three-seater and the canopy was changed accordingly



Another shot of the K4303 being rolled out for its official unveiling to the press on the 18th March 1936 at the Great Western Aerodrome



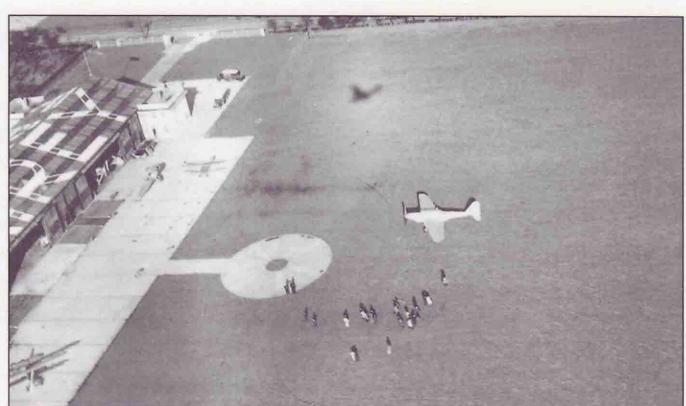
Two Air Ministry reference shots taken of the prototype in January 1937



K4303 was introduced to members of the press at the Great West Aerodrome on the 18th March 1936



Battle K4303 and Swordfish K5929 seen at the Great West Aerodrome prior to the 6th March 1936. The Swordfish was the seventh airframe off the production line and the 3rd production airframe



The Battle undertook its first flight on the 10th March 1936, and is seen here on that day at the Great West Aerodrome



Battles (left to right) K7575, K7578 and K7580 of No.105 Squadron seen in flight shortly after delivery in August 1937



During the official opening of the Ringway factory on the 8th June 1937, Battle Mk I K7563 (which was built at Heaton Chapel) was flown in for the occasion



The official opening of the Ringway factory was undertaken by the Lord Mayor of Manchester, Alderman J. Toole MP, who is seen here in the company of Major Barlow (extreme left) and C.R. Fairey (centre)



Pilots of No.62 Squadron, RAF Upwood stand proudly alongside their newly delivered Battles in July 1937



Fairey Battles of the Belgian AF undergoing maintenance at Evere, near Brussels. Note the DF loop antenna on the canopy of the two in the foreground. Aircraft 62 was lost in the attack on the Bredgen Bridge

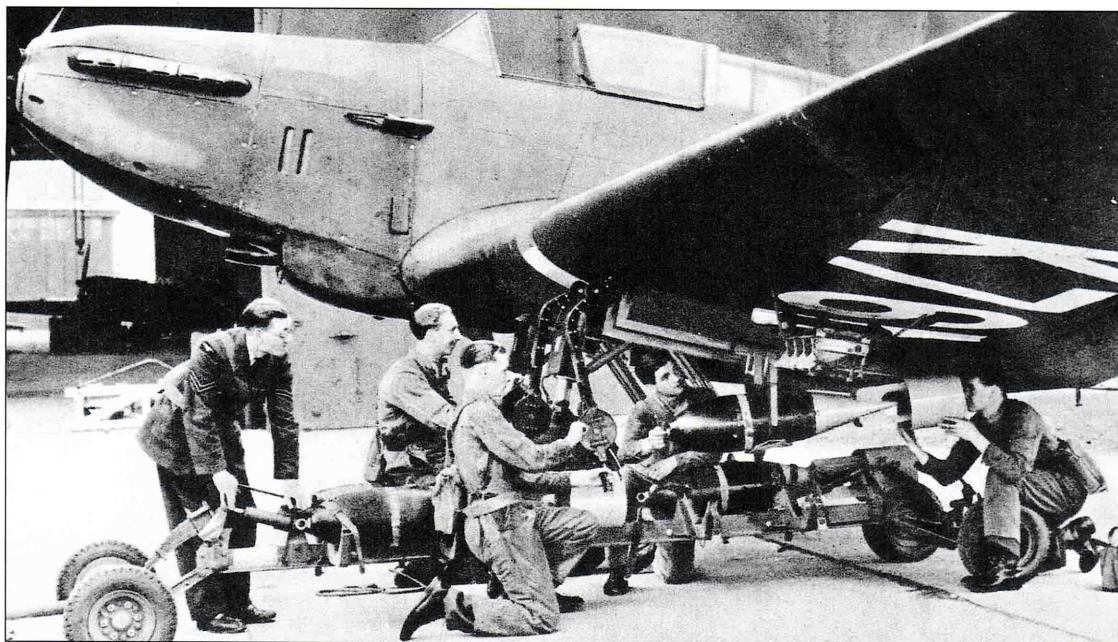


As part of the British Commonwealth Air Training Plan the Battle was used in the training role for both bombing and gunnery. Here you can see a somewhat posed image of a trainee gunner in the back seat of a Battle. The frame under the machine gun is a crude 'profile' that restricts the arc of fire of the gunner and stops him shooting off the tailplanes or rudder!

(©Public Archives of Canada)



K9331 which was used to test the installation of the Bristol Taurus II engine in June 1938



Thought to be K7613 of No.52 Squadron this shot shows how the bombs were loaded into the wing cells and also shows an early production airframe with the early 'letter box' exhausts and the cowling-mounted venturi

September the vulnerability of the Battle was to be highlighted in the most dreadful manner when five Battles of No.150 Squadron were intercepted by Bf 109s over Saarbrücken and only one escaped. This mission highlights the type of sortie undertaken by the Battle at this stage in the war. It was a photo-reconnaissance sortie in which K9283, K9387, N2093, N2028, L4945 and K9484 had flown to Auve-Pont à Mousson-Puttelange. L4945 was forced to return early due to engine problems, but the remaining five flew on. Over Saarbrücken they were jumped by fifteen Bf 109s while at 23,000ft. In the ensuing battle every aircraft except that of the flight leader Sqn Ldr W.L.M. MacDonald in K9283 was shot down. MacDonald managed to evade the Bf 109s and they broke off their attack. He then struggled with the crippled Battle for 130 miles and managed to get it back to base. However, on landing a main tyre burst and in the resultant crash the aircraft caught fire. Four aircraft had been lost and the fifth wrecked, four of the crew members were dead, three posted missing and all the rest either captured or injured or both. Only Flt Lt A.E. Hyde-Parker and his gunner managed to bale out and be picked up by French troops, although Hyde-Parker did fracture his ankle and his gunner received burns. Maybe as a result of the vulnerability of the type in action, some of the aircraft were now fitted with improved armour and a ventral gun. This latter item was devised by Sgt H. Beddell of No.150 Squadron, who fitted a



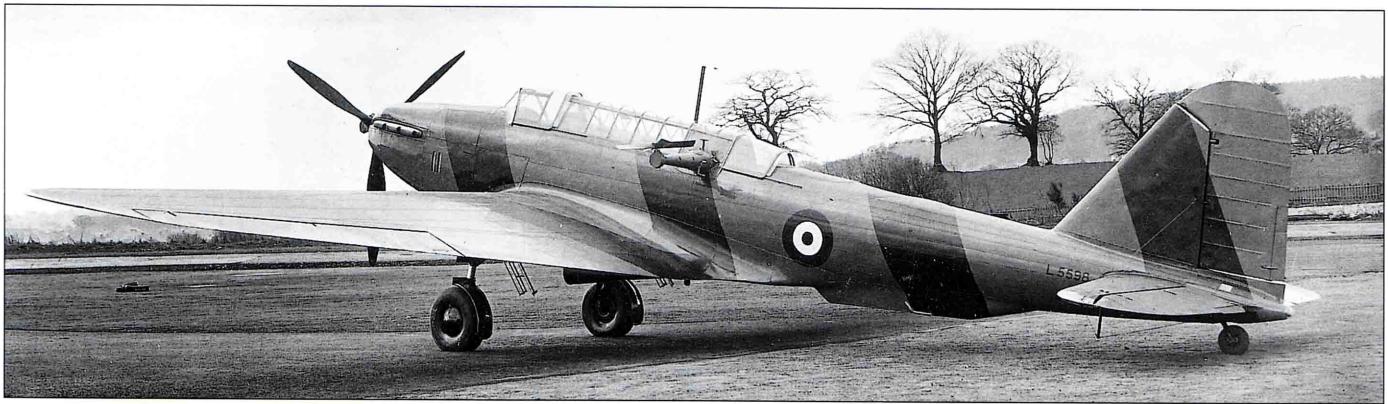
This staged shot shows K9255 (background) and an unidentified Battle from No.152 Squadron around about the time of the Munich Crisis. These later production machines have the ejector style exhausts and the pitot (venturi) is now located under one wing

third Vickers 'K' to the bombing aperture on a movable mount. The weapon gave defensive fire fore and aft below the fuselage, and AVM Philip Playfair AOC-in-C of the AASF instructed that the aircraft be sent to Fairey Aviation in England for official adoption. Nos.142 and 103 Squadrons followed suit with the fitment of a third gun and by the 26th October No.103 Squadron was receiving gun mounts for their aircraft from Fairey Aviation (who had obviously worked fast). In Fairey's version the gun (or guns, as some ex-Squadron members recall "two Vickers:" being installed) was fitted in the observer's bombing hatch and was fixed to fire aft and downwards. The weapon was a deterrent, but the poor observer had to get in a very unnatural position to fire it aft under the rear fuselage!

For the remainder of 1939 and early 1940, during the 'Phoney War' period, the AASF Battle squadrons undertook reconnaissance and leaflet-dropping sorties, while two of them returned to the UK to re-equip with the Blenheim in December 1939. When the German forces attacked France and the Low Countries on the 10th May 1940, the Battles were used in low-level raids against troops in Luxembourg. This type of operation was all the Battle could now be used for, as at medium and high altitudes it was too vulnerable to fighters, but at low-level it was highly susceptible to small-arms fire. In the first day 13 of 36 aircraft sent out were lost and on the 11th all five Battles committed to attacks on two bridges over the Albert



Belgian ferry pilots seen collecting their new Battles. Note the six-stack exhausts, the cowl-mounted venturi and the extended radiator intake. The small bulge forward of the exhausts is an air intake



**Battle Target Tug L5598 was built by Austin and is seen here prior to going to Martlesham Heath for evaluation on the 7th March 1940**

Canal in Belgium were lost and Fg Off D.E. Garland and Sgt T. Gray of No.12 Squadron who led the formation were posthumously awarded the first RAF Victoria Crosses of WWII. On the 14th ten Battles attacked the bridges over the canal without loss, but on the same day a group of 62 Battles from all eight AASF squadrons were sent to attack similar targets, and 35 failed to return. The loss of crews (ten of the eleven in the case of No.218 Squadron) resulted in the disbandment of Nos.218 and 105 Squadron, but the remaining six squadrons continued operating right up until the AASF was withdrawn to the UK on the 15th June 1940 (*For a detailed account of the Battle in France we recommend 'Valiant Wings' by Norman Franks [Crécy Publishing ©1994 ISBN: 0-947554-49-1]*).

Back in the UK Nos. 12, 103, 142 and 150 continued operating the Battle until October 1940, and were joined by the Polish-manned Nos 300, 301, 304 & 305 Squadrons where they flew attacks against the troop and barge concentrations in the Channel Ports. The last RAF squadron to use the Battle operationally was No.98 Squadron, which deployed to Reykjavik, Iceland as part of Coastal Command to fly reconnaissance and anti-submarine patrols and convoy escorts until July 1941.

### Secondline Duty

Some of the airframes ordered from Austin in the final production batches were target-tugs. They featured a wind-driven winch on the port fuselage side and a target drogue container under the rear fuselage. The Battle was also used in the trainer role. Initially many of the early machines had dual controls fitted without modification to the canopy, and this seriously impeded the view of the instructor who was sat in the rear cockpit. These Battles were mainly used for Battle crew training, and in 1940, for fighter pilot training. A definitive trainer version was eventually built though, with two separate cockpit canopies, and the last 200 airframes off the production line were made to this standard.

### Foreign Service

Although a number of foreign governments showed interest in the Battle prior to WWII, only the Belgian government had

**In Canada Battle (T) R7439 was test fitted with a Wright Cyclone engine. The envisaged shortage of Merlin engines never materialised, so the modification was never used elsewhere**



actually placed an order. This was for sixteen machines, which were delivered from March 1938 directly from the Fairey Heaton Chapel facility, the first batch via the Great West Aerodrome where a special handing-over ceremony was performed on the 24th. These machines differed from the RAF examples in many small ways, the most obvious external difference being the longer radiator under the nose. They also benefitted from a semi-gloss finish which endowed an extra 7mph on the top speed. They equipped Nos. 5 and 7 Squadrons of the 3rd Air Regiment and were all based at Evere. They did not fare much better than the RAF machines during the early stages of WWII, as of the 14 still operational on the 14th May 1940, five were lost to accidents, enemy action or unserviceability. The nine left were used for the one and only operation undertaken by the Belgium Air Forces' Battle fleet in WWII when they attacked three anti-aircraft positions on three bridges over the Albert Canal, in which six of them were shot down.

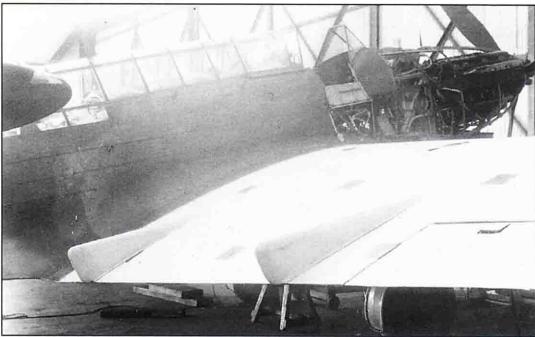
Thirty RAF aircraft were released for export to Turkey in September 1939, although the previous attempt to move four Battles to this nation had been stopped. The export of nine Battles for Greece was cancelled at the eleventh hour in 1939, but at the end of the year twelve were released from RAF stock for use by the Royal Hellenic Air Force. These saw only limited service with the RHAf when Italy invaded in the country in October 1940. One Battle was destined for export to Poland for evaluation, but when that country fell, it was diverted to the Middle East. A single airframe was also operated by the Irish Army Air Corps, but this was simply because the RAF crew got lost crossing the border from Northern Ireland and the aircraft was impounded by the Irish authorities when it landed at Waterford, and was later used by the IAAC. The South African Air Force (SAAF) also operated the Battle. Initially one was used by the CO of No.11 Squadron in the photo-reconnaissance role over Italian Somaliland, but was shot down on the 19th June 1940. By the 19th August 1940 the whole squadron was equipped with the Battle and went into action with them. It was joined by two Battles operated by No.12 Squadron (SAAF) and they continued using the type until June 1941, when it transferred them to No.15 Squadron (SAAF) who used them until August of that year.

### Commonwealth Air Training Plan (CATP)

The Battle was initially used within the CATP by Australia, Canada and New Zealand although South Africa subsequently joined the programme.

Australia received four British-built Battles in April 1940 where they went initially to No.1 Aircraft Park at Geelong near Melbourne. By the end of 1943 some 330+ Battles had been supplied and assembled in Australia for training, including 30 target-tugs.

Canada received its first Battle in August 1939, when one arrived at Camp Borden. This was followed by 739 Battles of



An unknown Battle fitted with the experimental Youngman flap

which 560 were renumbered with RCAF serial numbers. Seven of the supplied airframes were for non-operational instruction use only. The Canadian Battles were also subject to a series of conversions, mainly carried out by Fairey in Quebec, where a Bristol gun turret was fitted in place of the rear cockpit. About 200 gunnery trainers were thus created. A Wright Cyclone radial engine was also test fitted to a Battle airframe, just in case the supply of Rolls-Royce Merlins dried up, but in the end this was never the case, although this is not the only Battle to have flown with a different powerplant (See Test Beds section below).

In 1942 the SAAF received about 150 Battle trainers and target-tugs. these served with Nos. 41, 42 & 43 Air Schools as part of the CATP.

A small number of Battle were also sent to India during 1942, where they were used as target-tugs at the Anti-Aircraft School at Karachi.

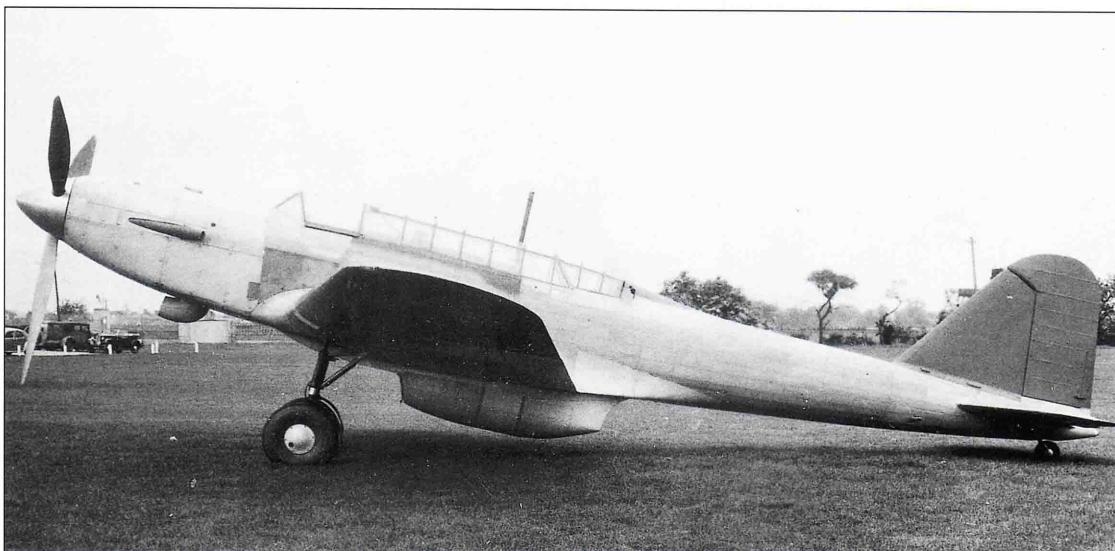
## Test Beds

Apart from the Wright Cyclone-powered example converted by Fairchild in Quebec mentioned previously, the Battle was also used to test a variety of powerplants. Some seventeen airframes were used to test engines, propellers and a variety of other experimental equipment. The engines included the Napier Dagger VII and Sabre, the Bristol Taurus and Hercules and the Rolls-Royce Ese, as well as numerous versions of the Merlin. Fairey themselves also used the Battle to undertake flight testing of their Monarch design in its 24-cylinder (P.24) configuration. These tests started on the 30th June 1939 and were continued by the RAE at Farnborough in 1941. The aircraft was then sent to the USA for evaluation at Wright Field, where it amassed 200 hours in 1942. Had the P.24 ever given its proposed 2,000hp, the Battle would have been capable of 365mph (587km/h)!

## TECHNICAL SPECIFICATIONS – BATTLE MK I (MEDIUM BOMBER, LANDPLANE)

Span:	54ft 0in
Length:	42ft 5in [Tail down], 42ft 4in [Tail up, Thrust line horizontal]
Height (to top of rudder, oleos extended):	15ft 6in [Tail down], 15ft 0in [Tail up, Thrust line horizontal]
Fuselage Width:	Maximum 3ft 8in
Fuselage Height:	Maximum 5ft 0in
<b>WINGS</b>	
Chord, at root of outer main planes:	11ft 4in
Chord, at tip (Rib 17):	5ft 2in
Aerofoil Section:	NACA 2418-2409
Incidence at Rib 1:	3 1/2° ± 1/2°
Incidence at 4ft 3 1/2in from wing tip:	1/2° ± 3/4°
Dihedral, outer mainplanes along leading edge:	2 1/2° ± 3/4°
<b>TAIL</b>	
Span:	17ft 3in
Chord, at root with elevator:	5ft 1in
Incidence:	-1° ± 1°
<b>CONTROL SURFACES</b>	
Ailerons movement:	Up 25°; down 25 1/2° ± 1/2°
Elevator movement:	Up 25 1/2°; down 25 1/2° ± 1/2°
Rudder movement:	Port 32°; starboard 28° ± 1/2°
Rudder trim tab movement:	Port 15°; starboard 10° ± 1°
Flap movement:	Down 45° ± 2°
<b>UNDERCARRIAGE</b>	
Track:	9ft 9in
Wheels:	Dunlop A.H.2004
Tyres:	Dunlop I.E.11, heavy 11.00-12
Tyre pressure:	30lb/sq.in. @ 8,000lb weight, 40lb/sq.in @ 10,000lb weight
Tailwheel Tyre:	Dunlop A.H.O. 5023/1X
Tailwheel tyre pressure:	50lb/sq.in.
<b>ENGINE</b>	
Name:	Rolls-Royce Merlin I, II or III
Type:	12-cylinder, 60° Vee, glycol-cooled, supercharged
Coolant:	Ethylene-glycol
<b>PROPELLER</b>	
Type:	De Havilland three-blade, variable pitch, D.I.S. 15 Type 5/4 (Merlin I) or D.I.S. 14 Type 5/5 (Merlin II & III)
Propeller Diameter:	12ft 6in
<b>FUEL/OIL</b>	
Main fuel tanks (two):	106 Imp. Gal. each
Auxiliary fuel tank in fuselage:	45 Imp. Gal.
Auxiliary fuel tank in mainplane:	33 Imp. Gal.
Fuel tank total:	290 Imp. Gal.
Oil tank:	13 Imp Gal (oil), 2 Imp. Gal (air)
Auxiliary oil tank:	5 1/2 Imp. Gal.
Coolant:	12 Imp. Gal.
<b>OTHER SPECIFICATION</b>	
Weight:	Empty - 6,647lb; Loaded - 10,792lb
Performance:	210mph @Sea level, 226mph @5,000ft, 240mph @10,000ft, 257mph @15,000ft, 245mph @20,000ft, 215mph @25,000ft
Cruising Speed:	200mph @16,000ft
Climb to:	5,000ft, 4min 6sec; 10,000ft, 8min 24sec; 15,000ft, 13min 36sec
Service ceiling:	25,000ft
Range:	200mph @16,000ft - 1,100 miles; 257mph @16,000ft - 650 miles
Armament:	One 0.303in machine-gun in the starboard wing and one Vickers 'K' 0.303in in rear cockpit. Bomb load of 4x 250lb in recessed bomb cells in the wing plus provision for 2x250lb bomb racks under outer wing panels

Note: We have refrained from giving metric conversions for the above specifications. The Battle was built to Imperial (ft and in) standards and as such all metric conversions would have to be to several decimal places to be anywhere near accurate, and have therefore been omitted.



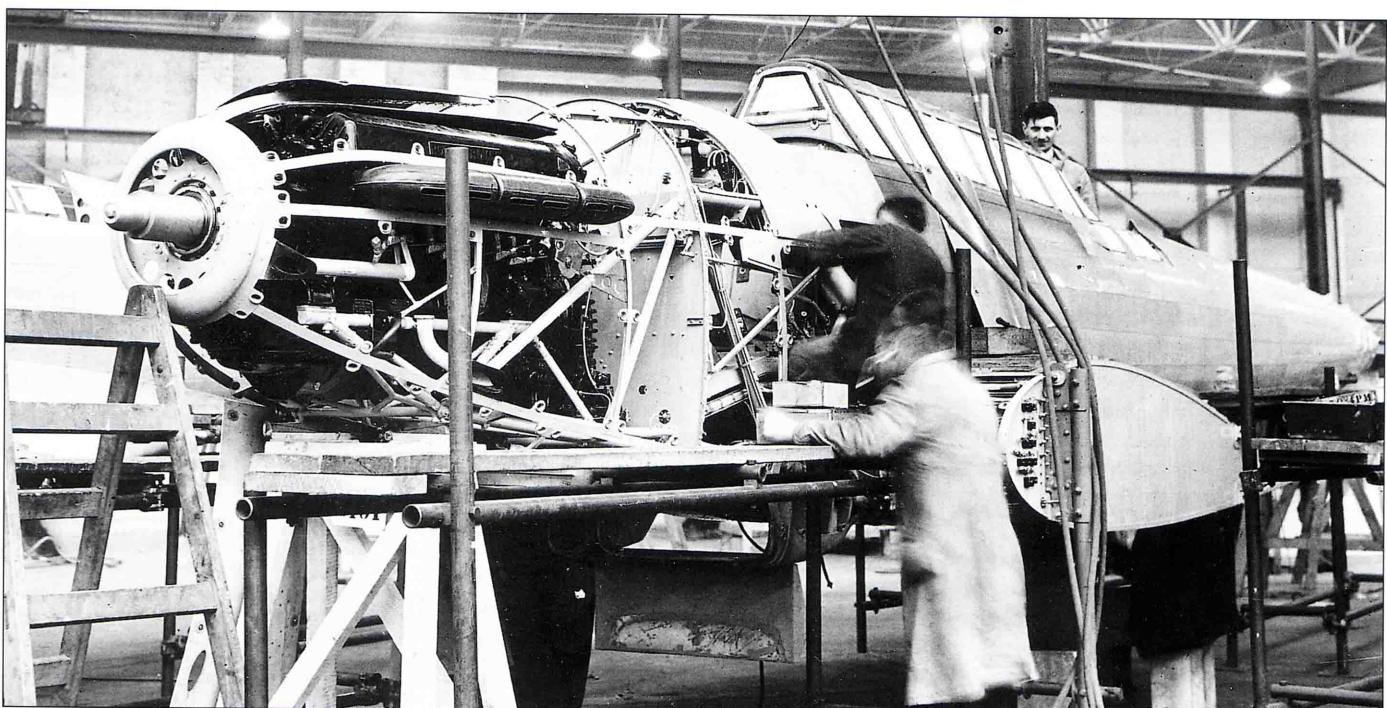
K9278 fitted with a Napier Sabre engine. The type is seen here at Hayes on the 15th August 1938 and it flew for the first time on the 31st May 1939. Note the ventral radiator and totally revised main undercarriage

# Construction & Equipment

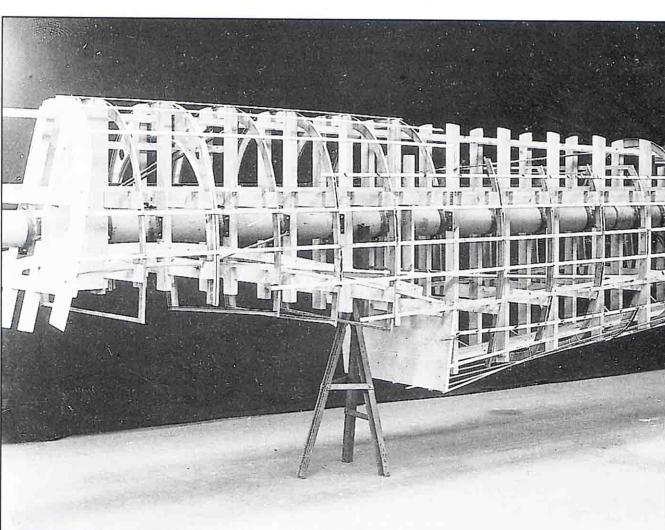
Chapter 2

## Chapter 2 Construction & Equipment

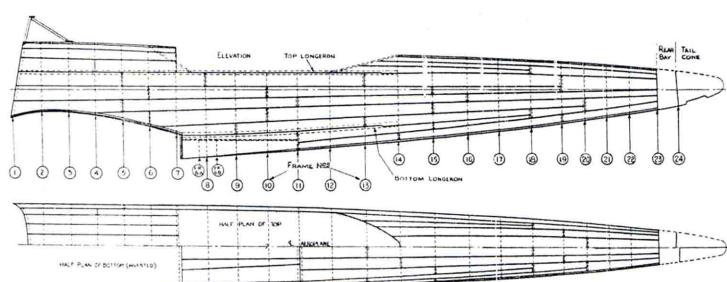
### Section 1 – Airframe



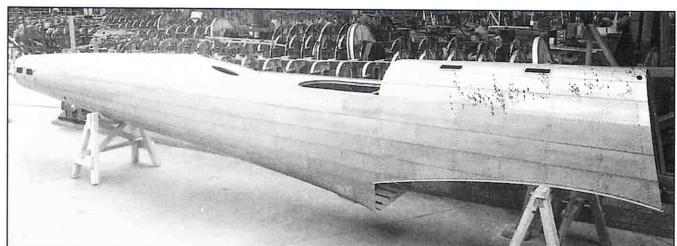
A close-up of K9191 showing the Merlin III installed with all its associated pipework and cowling framework around it. Note the shape of the front cowl ring and the ventilated panel inset behind it. Note also the early-style exhausts



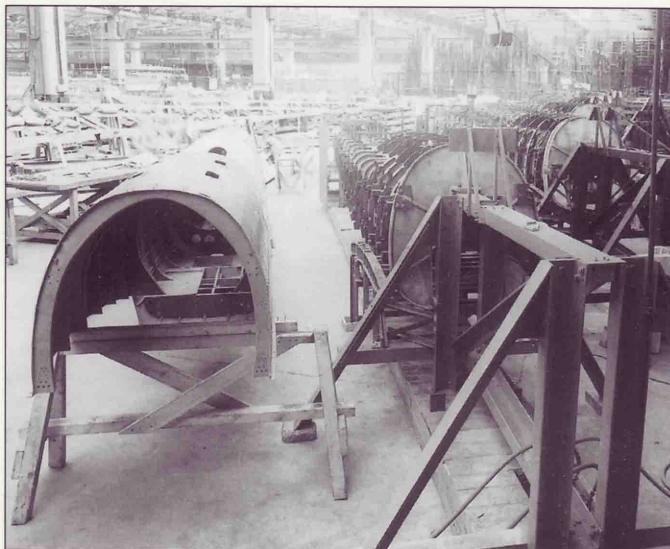
This image, although often quoted as showing a fuselage in a jig, does in fact show the mock-up of the type of jig then being considered. It does however show some of the first fuselage formers in place, but when production started in 1937, the jigs used were very different from the one shown here



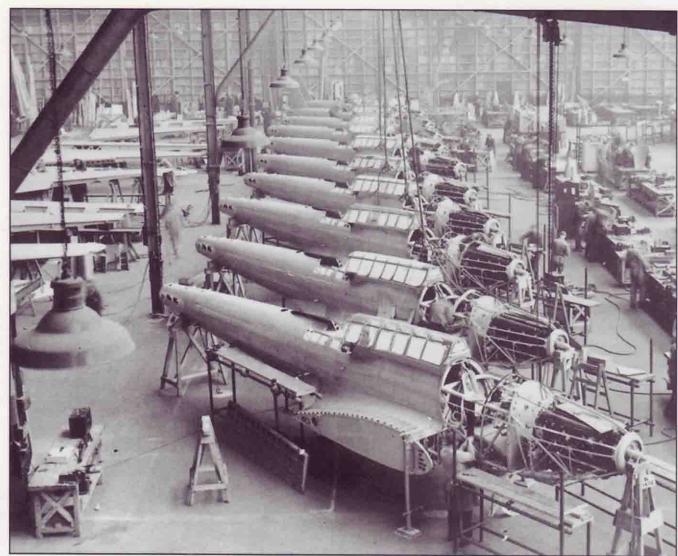
From the manual, this diagram shows the structure of the fuselage of the Battle



This image shows the first production fuselage (K7558) after leaving its jig



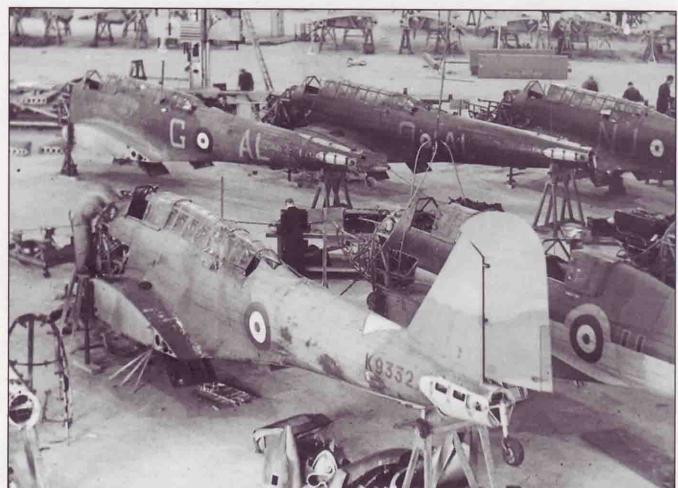
This is another shot of the first production fuselage off the jig, but it does also show others alongside being assembled



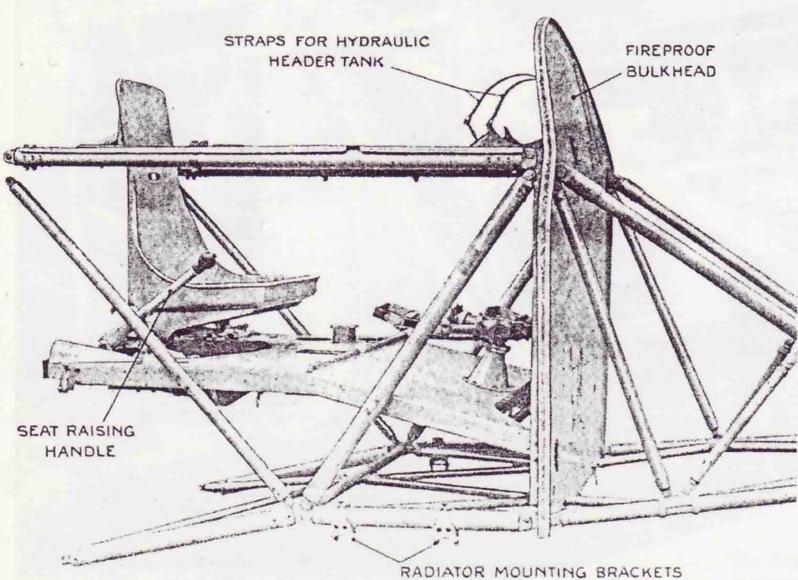
The final fuselage assembly line, with K9197 nearest the camera. All those shown here are from the K9176 to K9220 batch. To the left wings are being assembled and behind the camera the wheels and wings were mated to the fuselage. The glazings have all been masked to stop the plexiglass being scratched but this image does show some nice details of the front cockpit area and engine installation



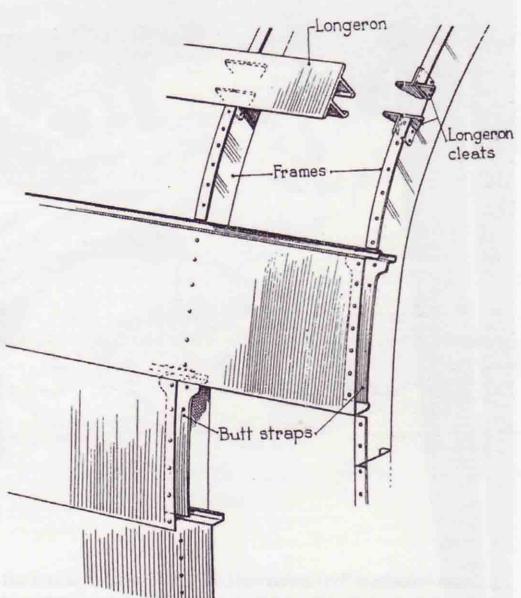
This is another view of Battle production at Stockport. Note the auxiliary fuel filler panel in the canopy glazing, which is missing from the aircraft in the foreground, but fitted to all those behind it



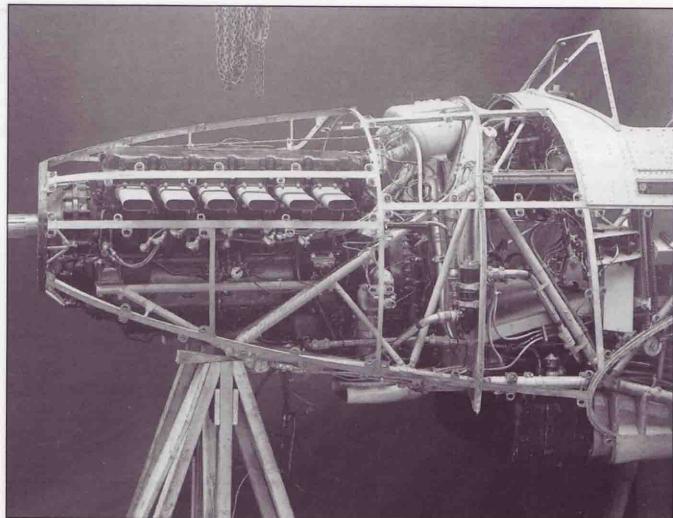
This shot shows the Civilian Repair Organisation (CRO) that repaired, converted and reduced to spares many damaged Battles. Many details about both structure and camouflage and markings can be gleaned from close study of these three images



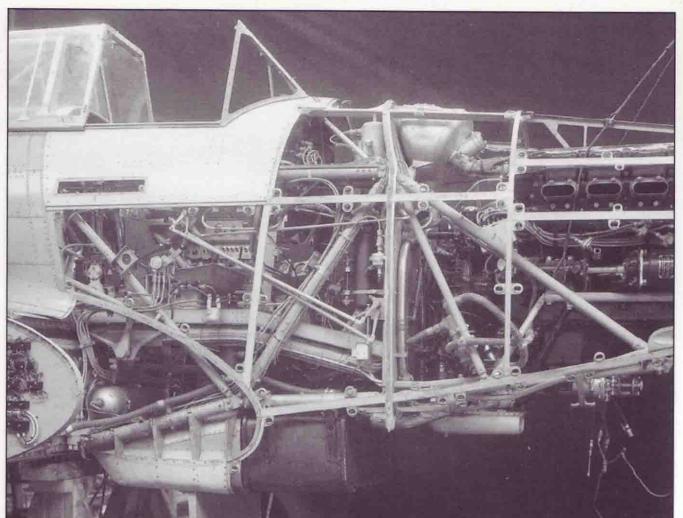
Although officially showing the cockpit, this image also shows the bulkhead and engine bearers



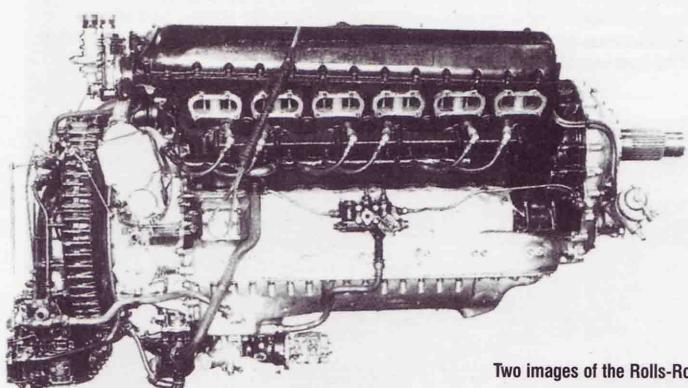
This is a good diagram to show exactly how the skinning on the Battle was secured. 'Clinker-built' is the nautical term!



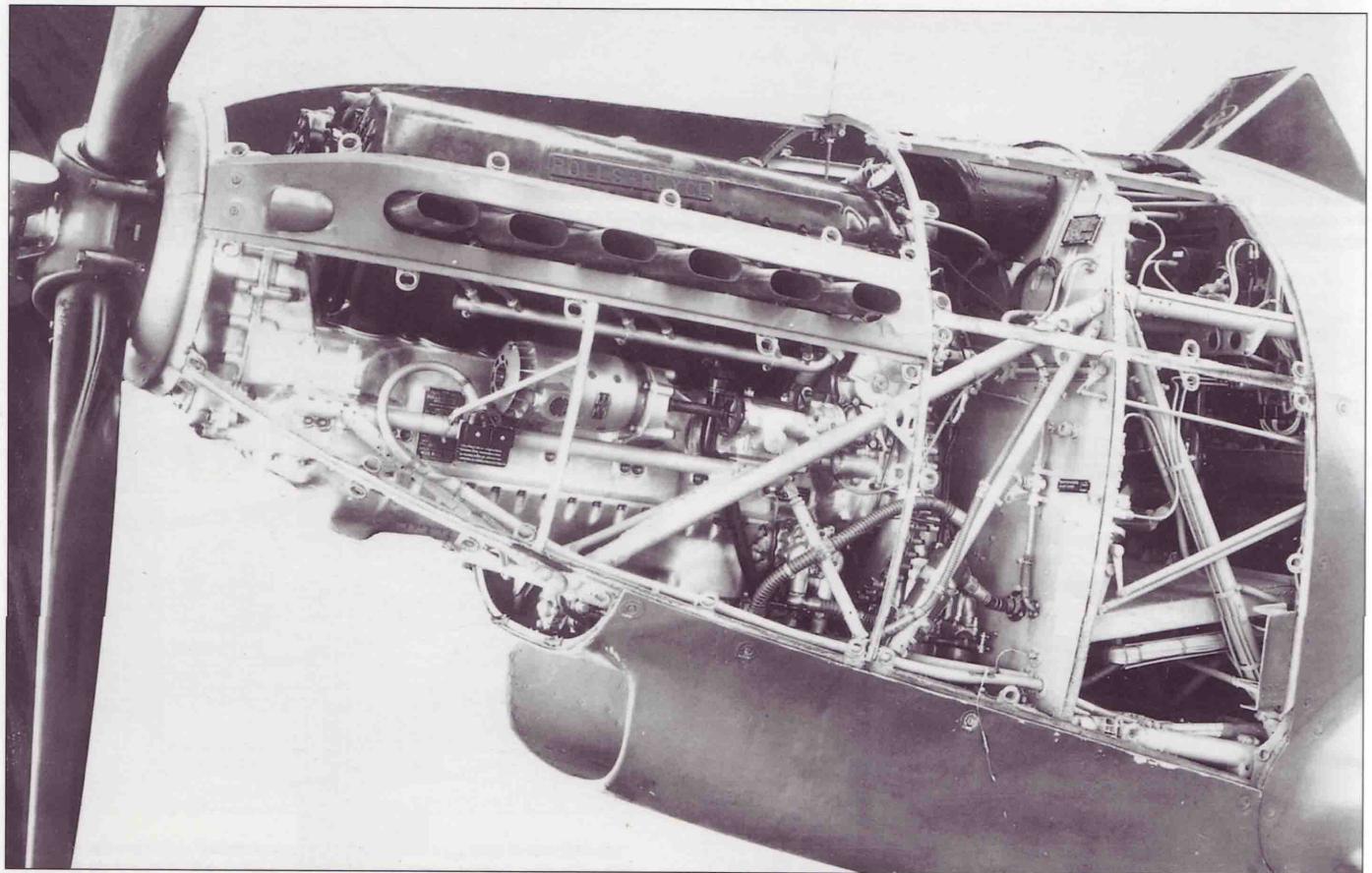
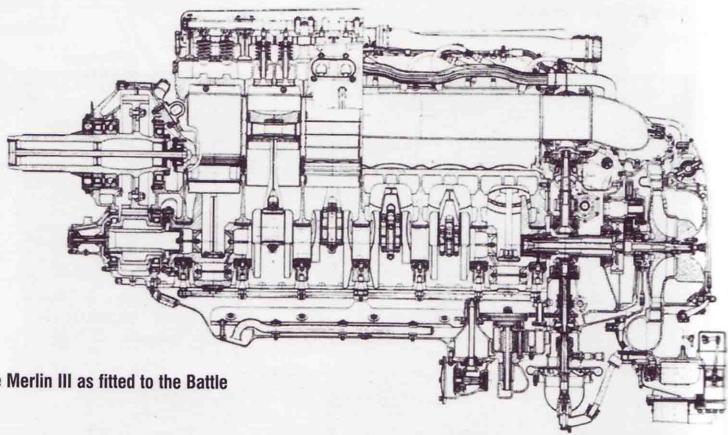
The port side of a Battle with the Merlin installed but uncoupled



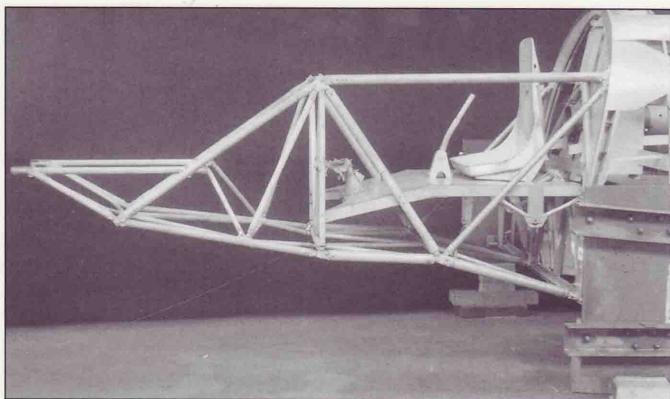
The starboard side of the nose of the Battle, uncoupled



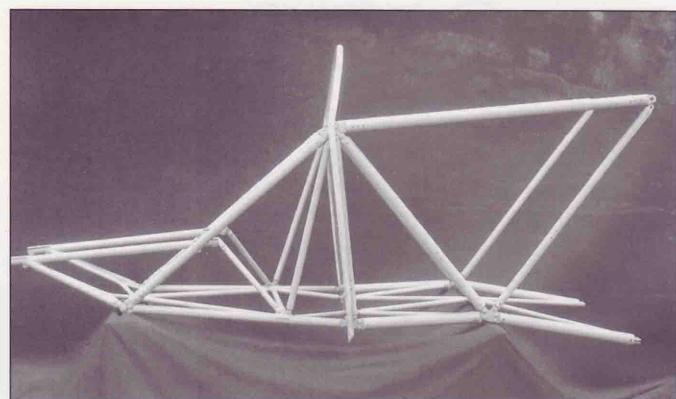
Two images of the Rolls-Royce Merlin III as fitted to the Battle



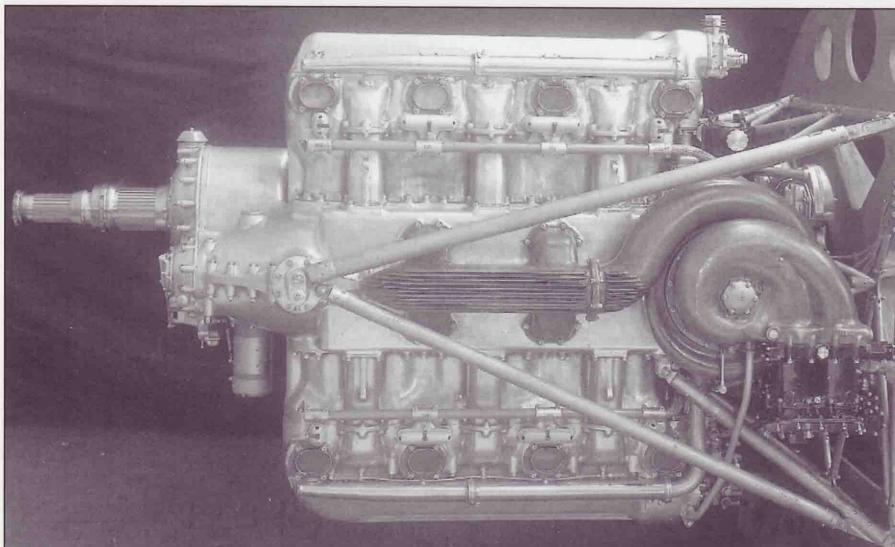
This image is useful for two reasons. Firstly it clearly shows an uncoupled Merlin III and secondly, it is a Belgian AF example complete with the elongated carburettor intake below the nose, the six-stack exhausts and the air intake forward of the exhausts



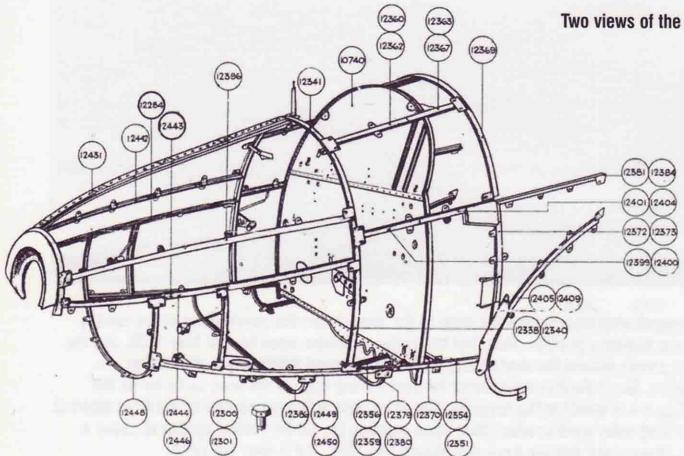
A useful shot showing the cockpit area, bulkhead and engine bearers



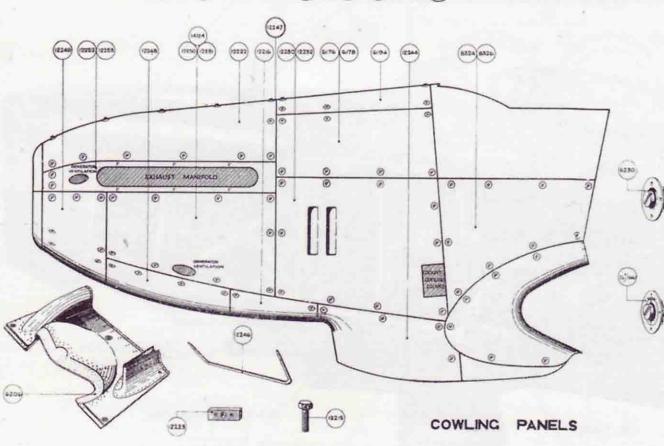
#### **The engine bearer assembly on its own**



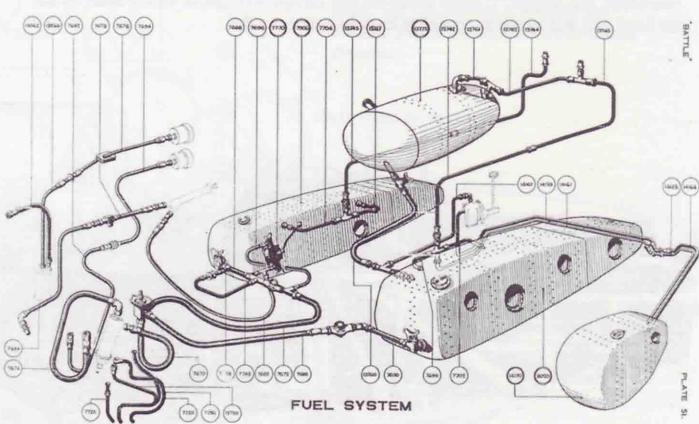
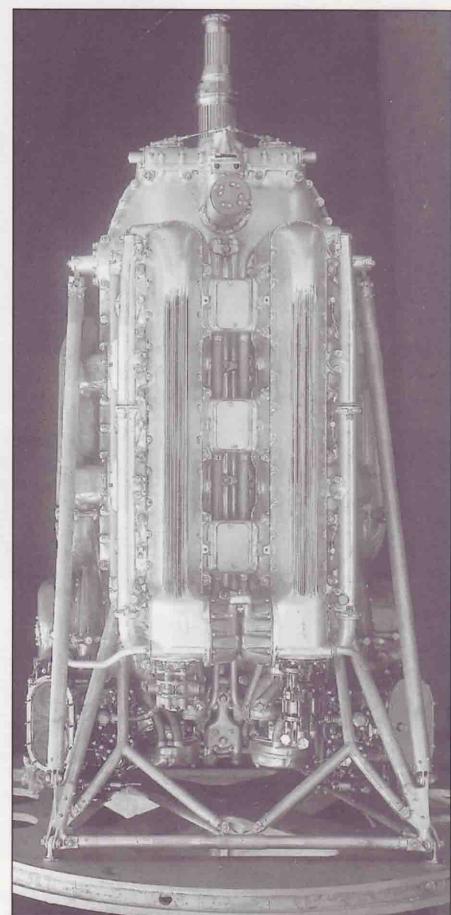
**Two views of the Prince engine as tested in the Battle**



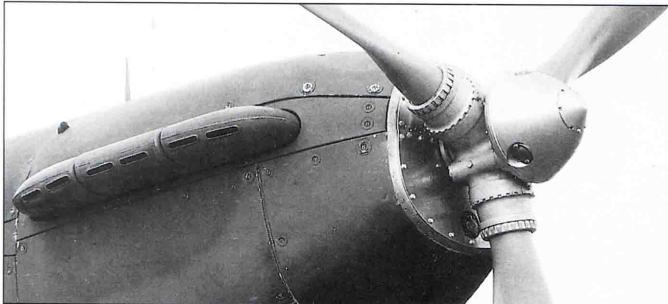
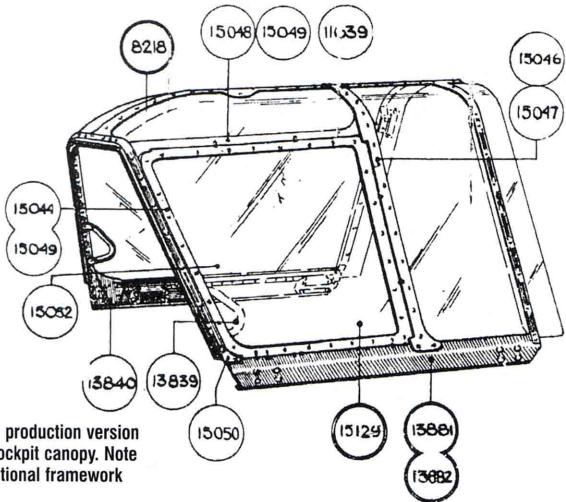
Another diagram from the parts manual, this time showing the framework that supported the engine cowlings



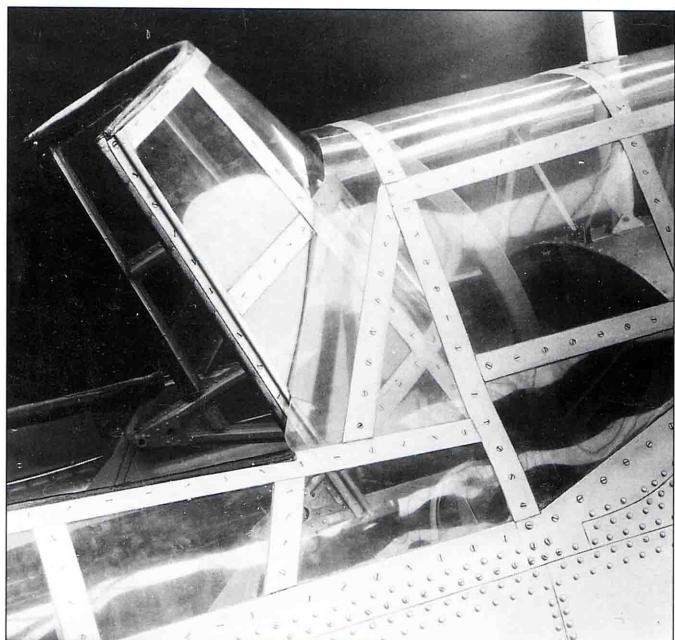
This diagram from the parts manual shows the engine cowling layout



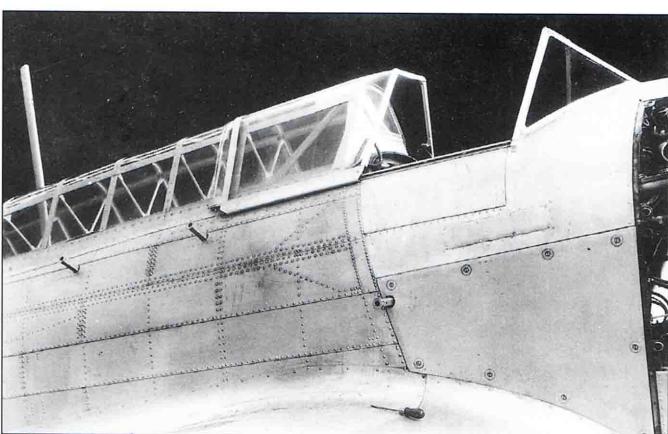
This diagram shows the fuel system in the Battle. The central tank is situated in the fuselage and you can just make out the filler point on the far side that would project up through the upper decking and have its access point through the canopy on the starboard side



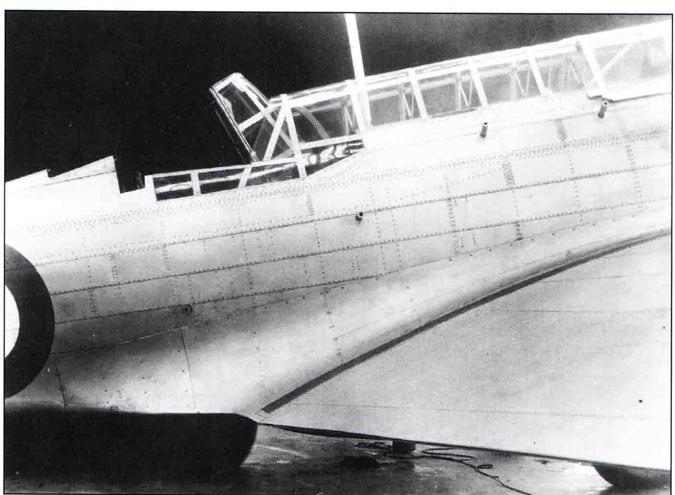
Battle K9289 was fitted with a Fairey variable-pitch propeller unit in August 1939. As you can see here the front nose ring was replaced with a narrower (in depth) plate



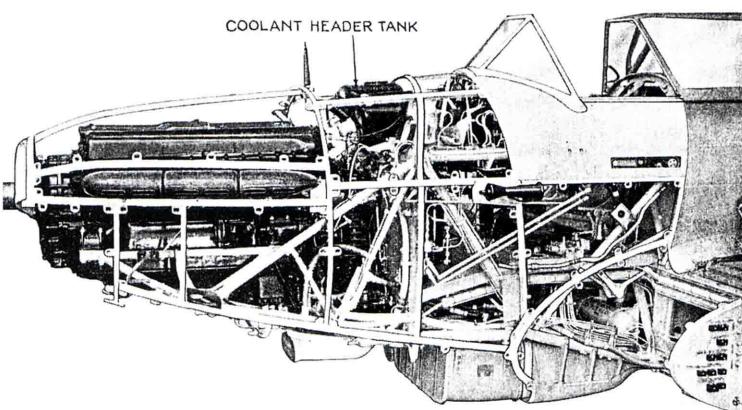
This is the hinged observer's canopy area, but be aware that this is the prototype and is therefore of a different layout to the production machines. The lower glass panel on the right of the image was replaced with a hinged access panel in production machines of the K-series. The sloping mid-panel and the two aft of this were present in the K-series airframes, but in the later production machines the two aft-most panels were covered over and the slope on the remaining panel changed from the approximate 110° shown in this photo to around 80°, thus sloping towards the tail instead of away from it



This shot shows the forward section of the canopy. Once again it is of the prototype but the canopy shown is typical of the early K-series. The later series airframes had the revised sliding canopy with bracing, although this was not fitted to all machines, so check your references. The smaller 'V' struts within the rear canopy area can be clearly seen, as can the hand-hold and footsteps projecting from the fuselage sides



This overall shot from the trailing edge of the wing shows the construction of the canopy and rear gunner's position. Note that this is the prototype, seen here in May 1936, and the glazed panels around the rear gunner's position changed drastically in production examples. Also note that the extreme inboard trailing edge of the wing looks for all the world as if it is 90° to the fuselage. This is an optical illusion caused by the 6° of dihedral in the wing outer panels, which thus when meeting the centre section appear to cause a 'kink'. Many plans and kits have reproduced this 'kink', but it does not exist!



These two diagrams from the flight manual show the installation of the Merlin III in the Battle Mk I. This is an early production machine as it has the initial exhaust stacks with their 'letter box' outlets. This was supposed to reduce glare, but it did not work

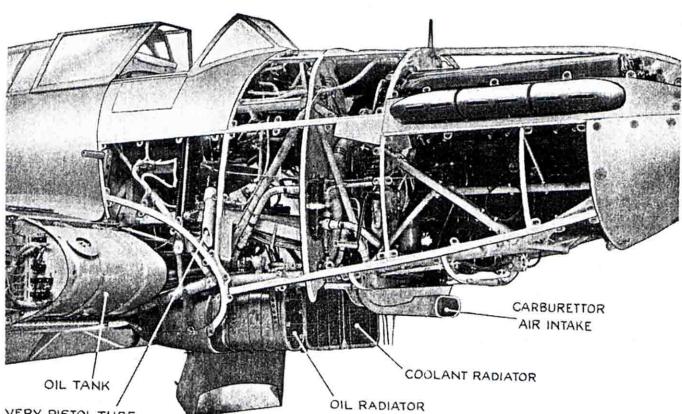
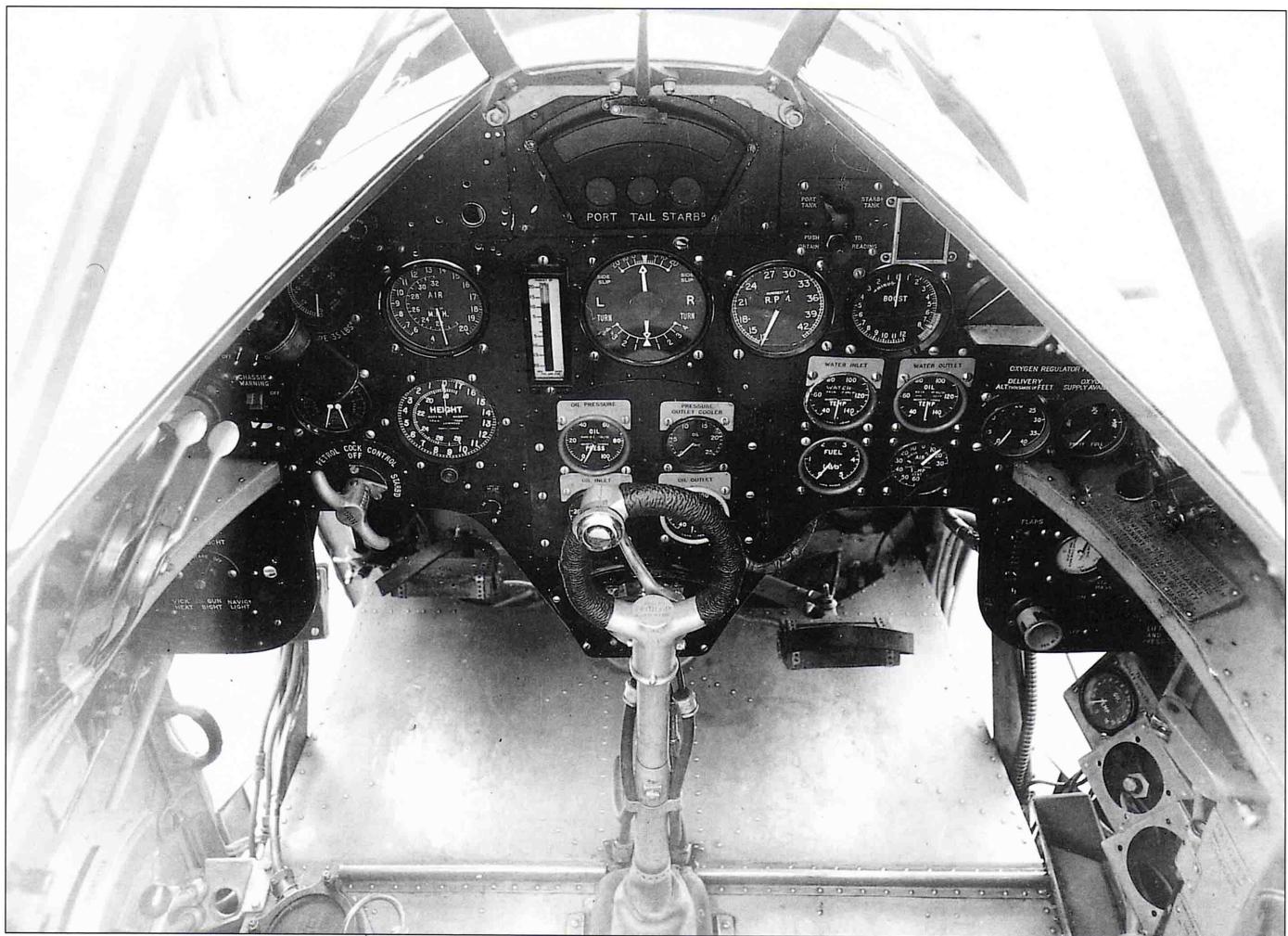
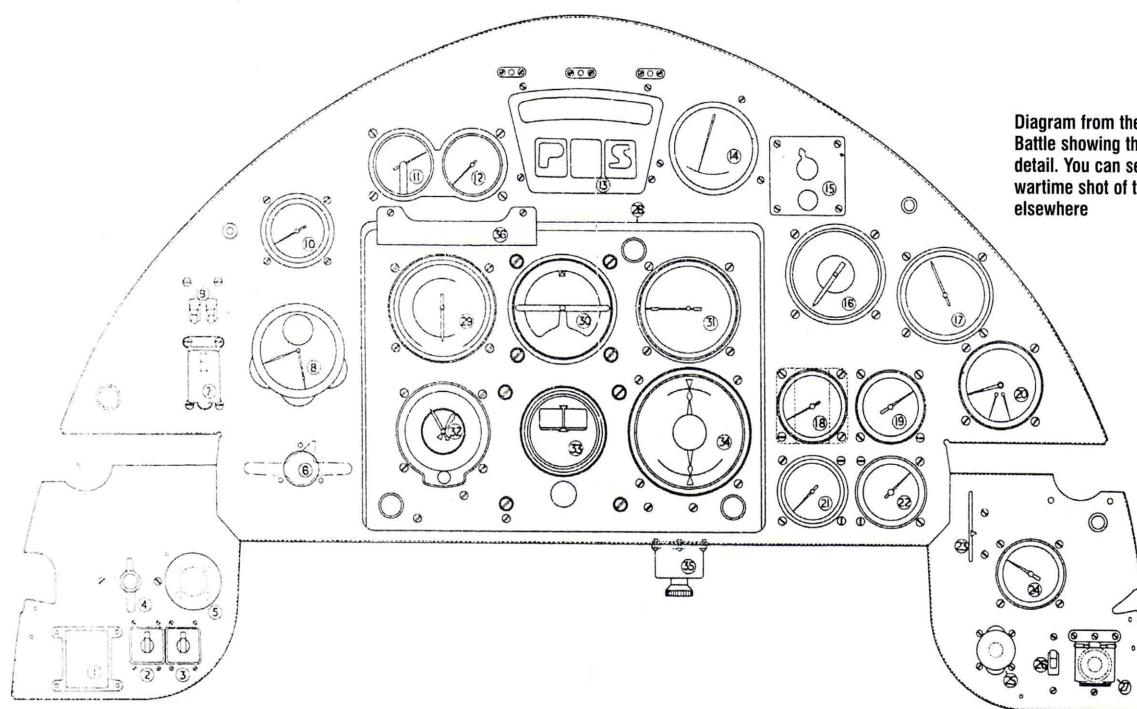


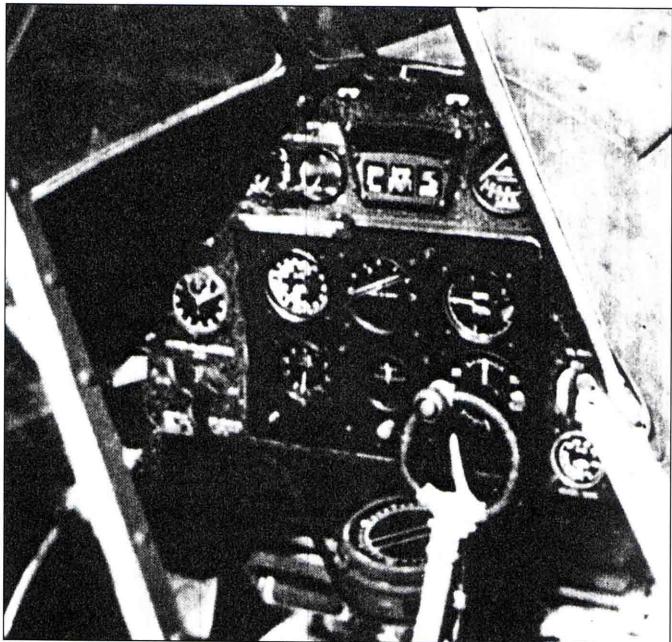
FIG. 52. Engine installation, starboard.

## Section 2 – Cockpit Interior

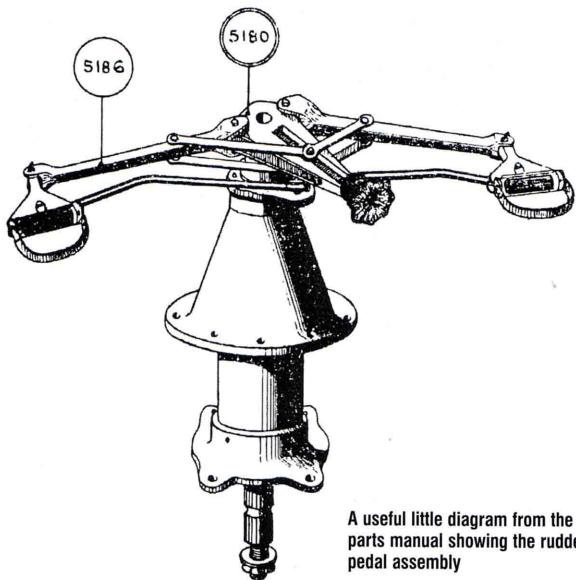


Pilot's cockpit area in the prototype Battle (K4303), seen here in its final form in 1937

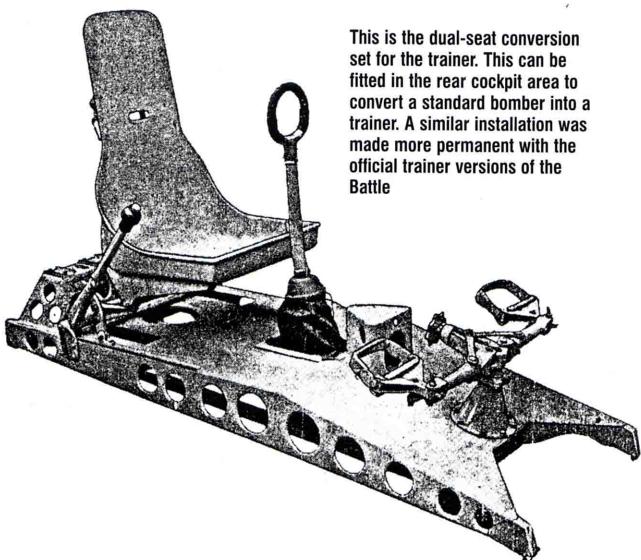




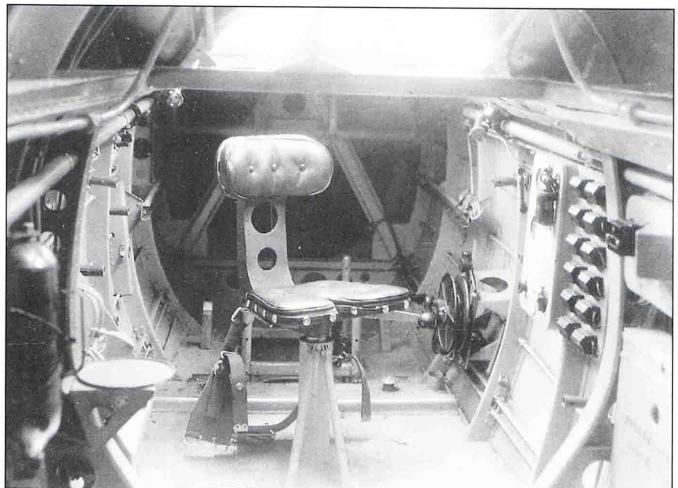
Images of the cockpit interior of an operational Battle are extremely rare and we only know of one, this one, taken in France in 1940. The quality is poor, but at least it shows pertinent details about the instrument panel layout



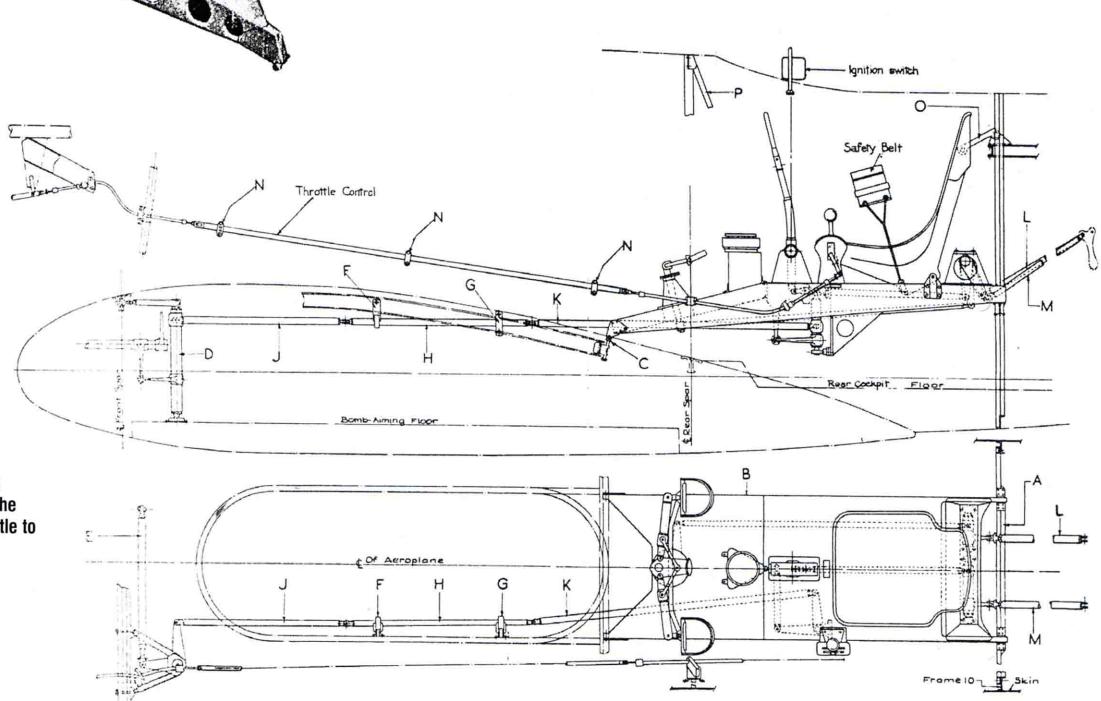
A useful little diagram from the type's parts manual showing the rudder pedal assembly



This is the dual-seat conversion set for the trainer. This can be fitted in the rear cockpit area to convert a standard bomber into a trainer. A similar installation was made more permanent with the official trainer versions of the Battle



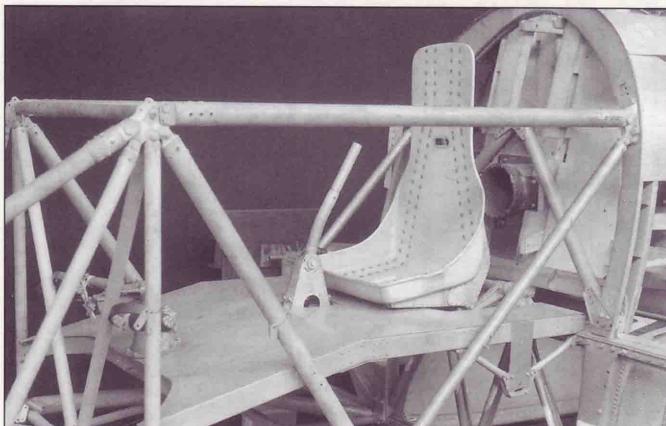
This shot shows the rear compartment of the Battle, in this case the prototype in its final form in 1937



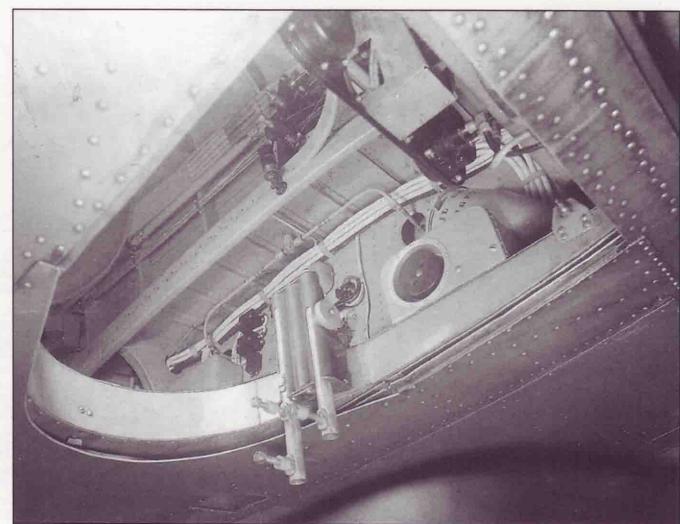
This diagram clearly shows how the trainer conversion was installed in the rear compartment of a standard Battle to make it into a training aircraft



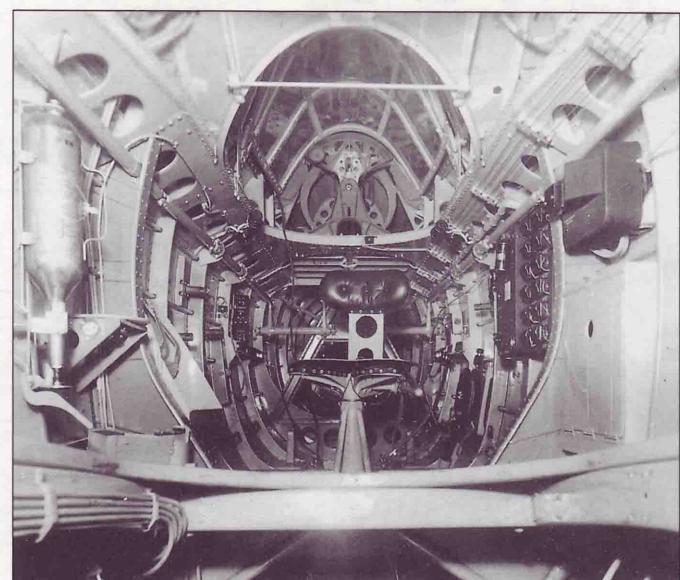
This is the ventral bomb aimer's position, viewed underneath from the starboard side. Note the course-setting bombsight and bomb aimer's finger on the 'tit' (RAF slang for the bomb release control)



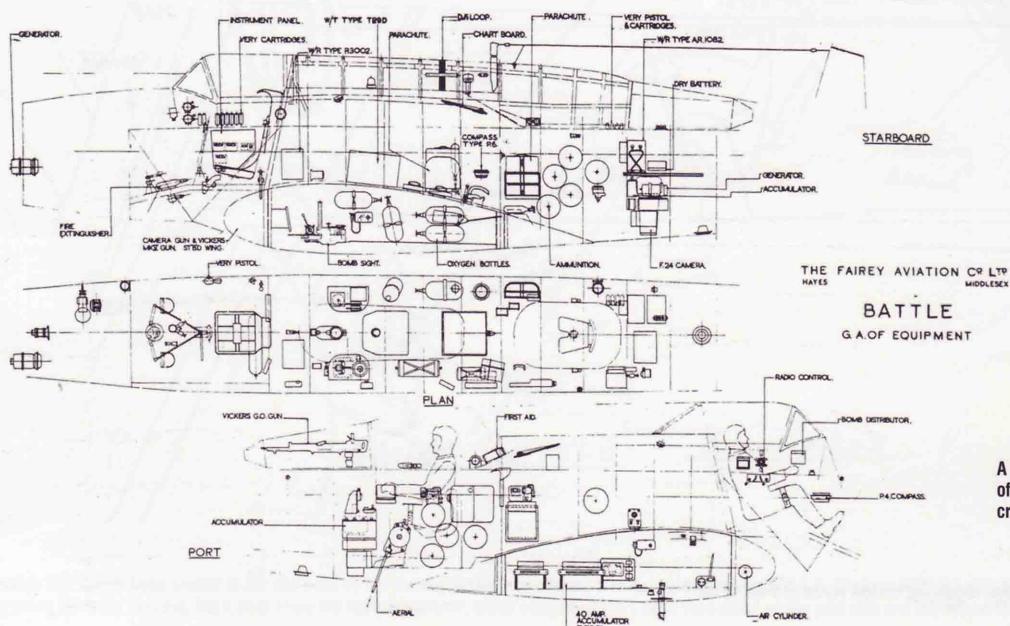
An unusual but nonetheless useful image of the prototype being built. Here you can see the forward cockpit area without the skin on and just the cockpit floor, control column and seat in position



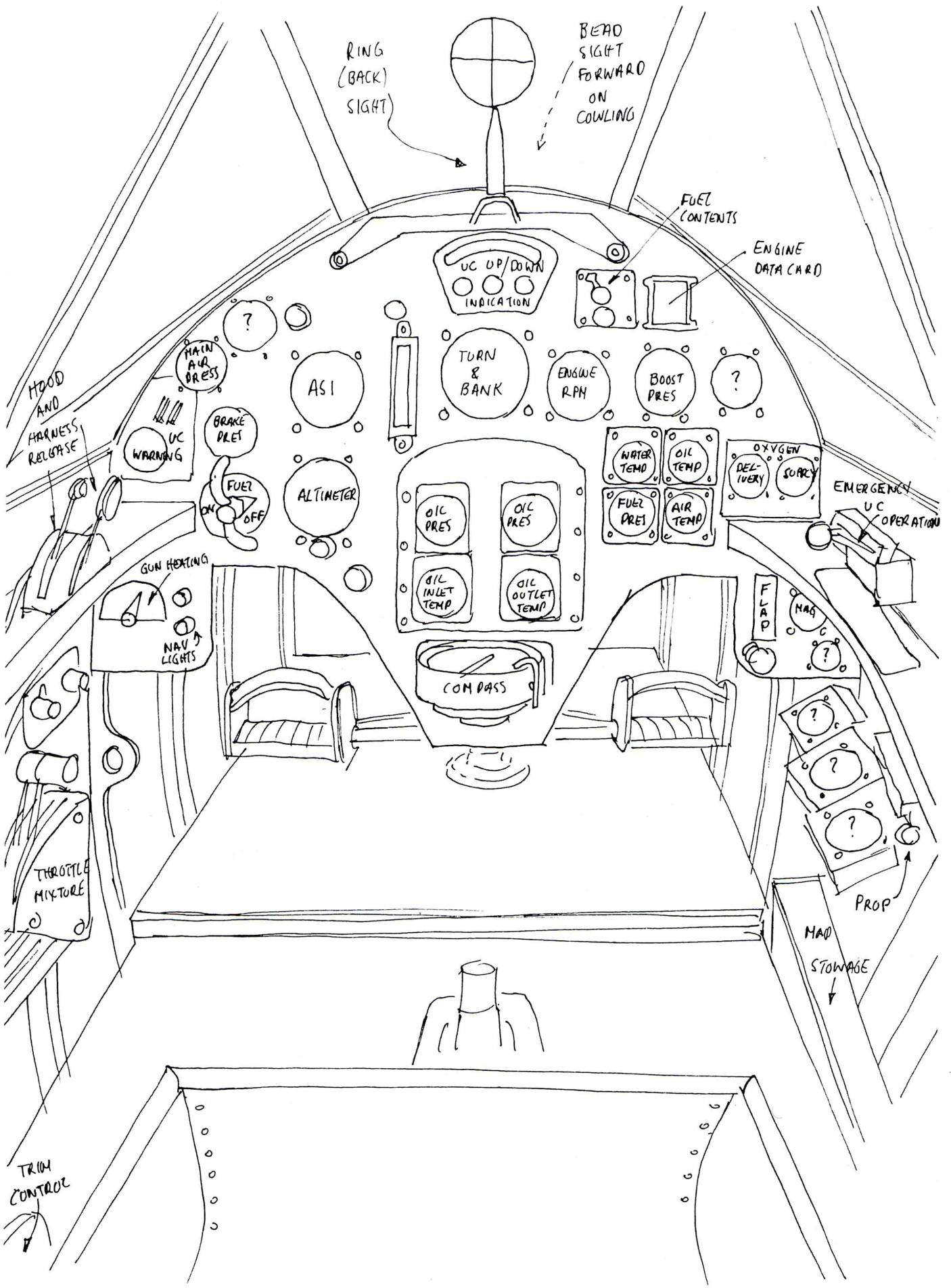
This is the same area of the airframe, viewed from a slightly lower aspect and without the bomb aimer or the bombsight in place. The telescopic arms in the mid-section are what the bombsight are mounted to



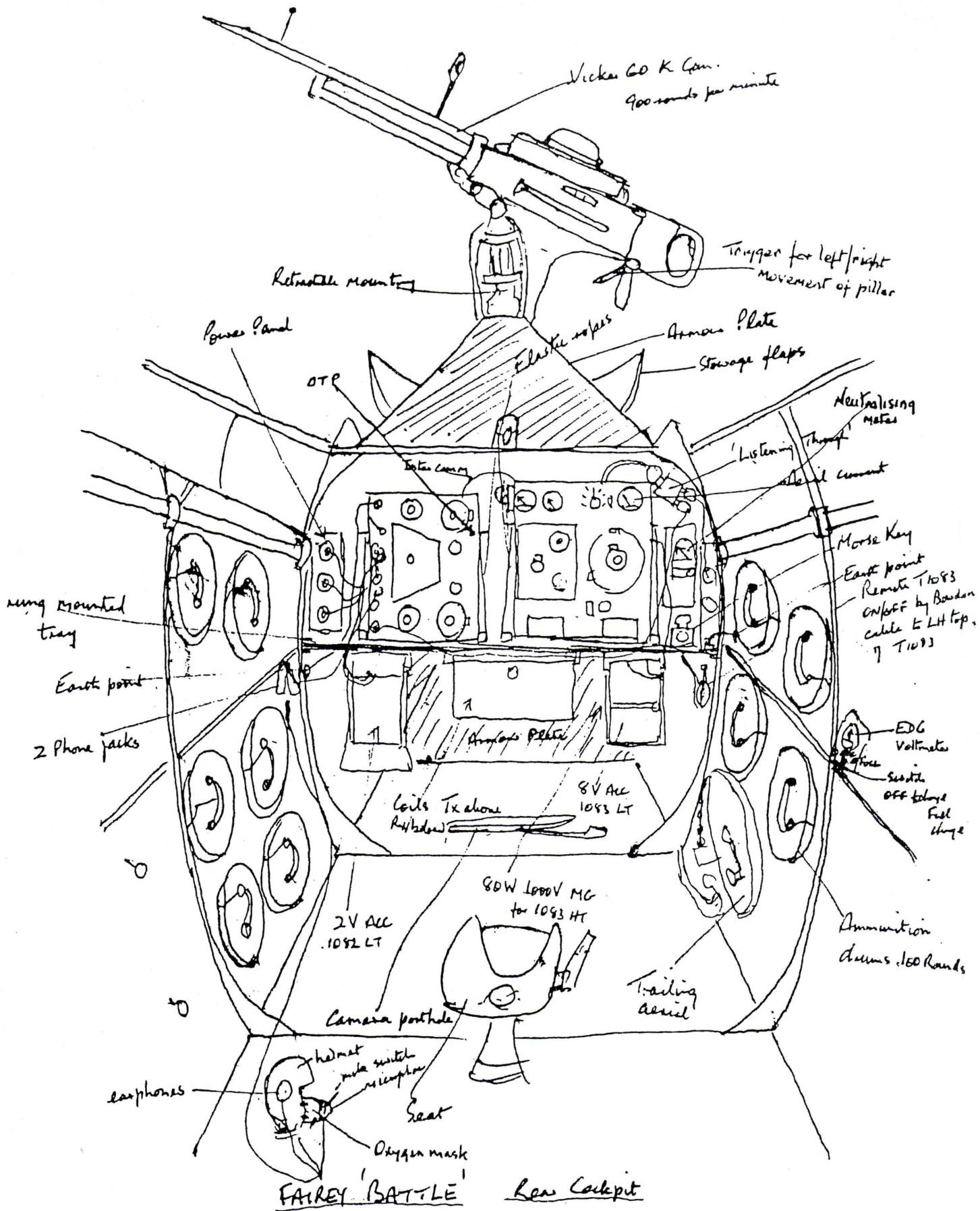
This view is of the interior of the fuselage, from mid-section looking aft towards the rear gunner's station. The photographer was basically standing in the hole in the centre section, with his body coming up through the hole in the lower skin that the bomb aimer looked out of (see photos elsewhere of the bomb aimer's station)



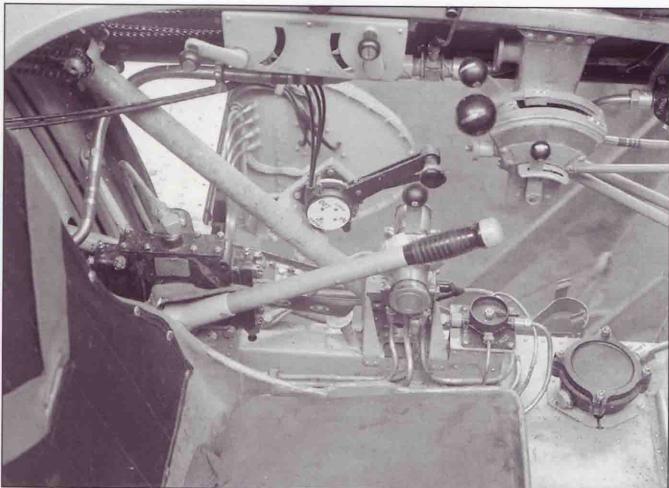
A very useful G.A. of the entire crew area of the Battle showing the equipment and crew stations



This sketch, drawn by Ian Huntley many years ago, shows the cockpit layout of a Battle Mk I



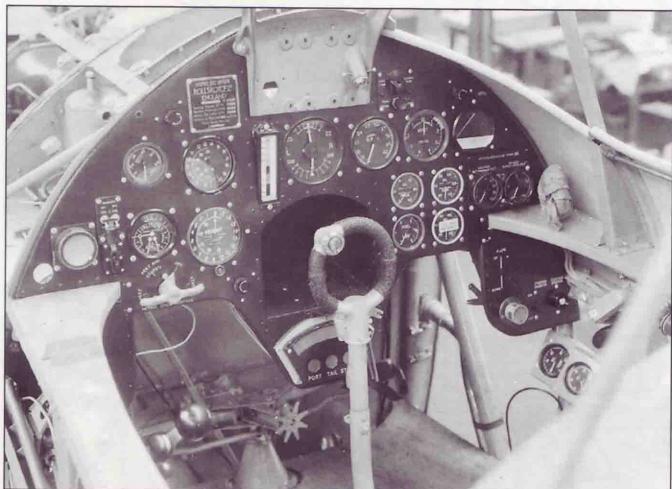
Although this sketch looks similar to the one done by Ian Huntley of the front cockpit, it in fact was drawn by AC1 L.R. Clarke a WOP/AG with No.12 Sqn, AASF, France in December 1939. It is interesting for many reasons, but it does show the radio equipment, which comprised the T.1083 transmitter on the port side and R.1082 on the starboard side.



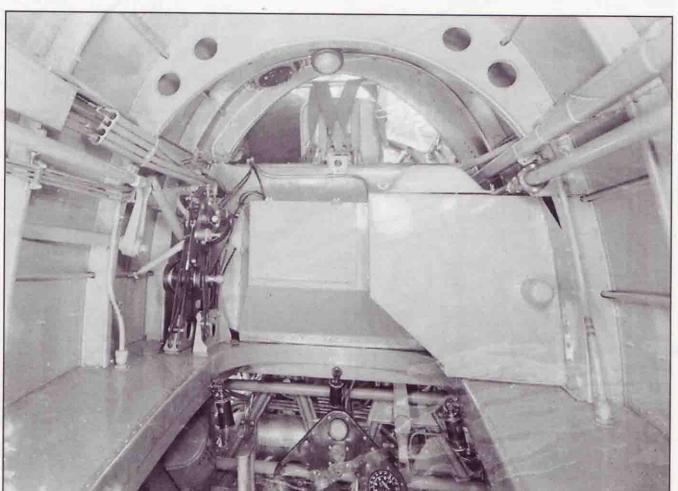
A clear image of the port sidewall area of the pilot's cockpit in the prototype during assembly



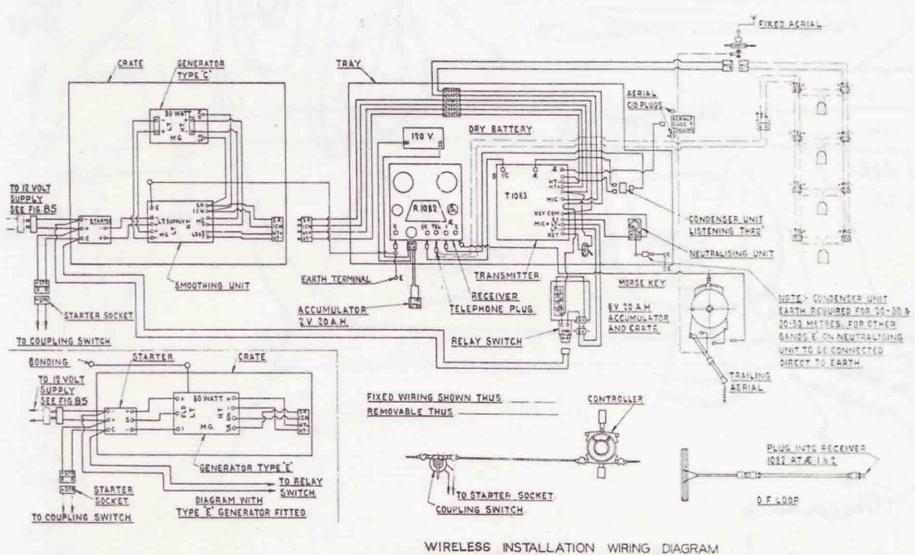
A clear image of the starboard sidewall area of the pilot's cockpit in the prototype during assembly



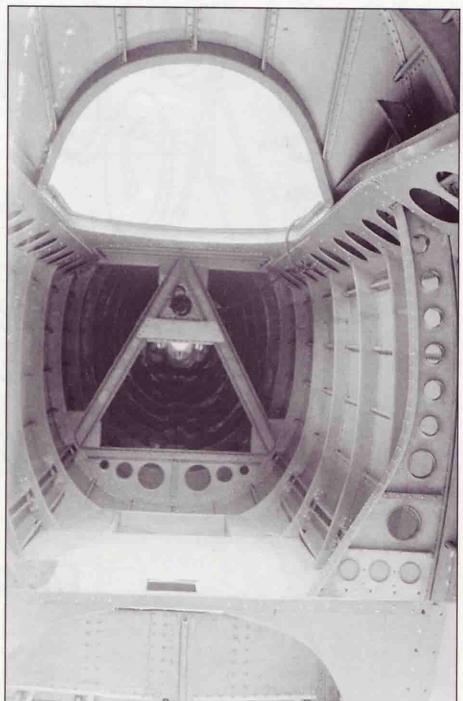
A clear image of the instrument panel etc in the pilot's cockpit of the prototype during assembly



A clear image of the interior of the mid-section, viewed from the rear looking forward in the prototype during assembly



This diagram from the flight manual shows the schematic of the entire radio equipment installation. You can clearly see the T.1082 and R.1083 combination in the centre of the diagram



A good image of the rear gunner's station, looking aft, prior to the installation of any of the equipment

## Colour Side-views • 1

Fairey Battle Mk I, K9321/KB-M, No.142 Squadron (RAF), Andover, 1938. Dark Green/Dark Earth/Night finish with white codes; serials in black on fuselage and rudder and in white under the wings, reading from leading edge under port and from trailing edge under starboard. Note fuselage roundel modified from 'A1' to 'B', with yellow still showing through; 'B' type roundels above wings



Fairey Battle Mk I, K7660/218/L, No.218 Squadron (RAF), Upper Heyford, early 1938. Dark Green/Dark Earth/Night finish, with Light Grey codes; serial in black on fuselage and rudder, and white under wings, reading from leading edge under port and from trailing edge under starboard. 'A1' roundels on fuselage sides and above wings



Fairey Battle Mk I, K7596/D, No.226 Squadron (RAF), Harwell (Berks.), 1937. Dark Green/Dark Earth/Night finish with white codes; 'A1' type roundels on fuselage and above wings. Serial black on fuselage and rudder, white under wings, reading from leading edge under port and from trailing edge under starboard



Fairey Battle Mk I, K9299/GV, No.103 Squadron (RAF), Benson, early 1939. Dark Green/Dark Earth/Night finish with white codes; black serial on fuselage and rudder, white under wings reading from leading edge under port and from trailing edge under starboard. 'A' type roundels on fuselage and above wings; note unit badge on fin

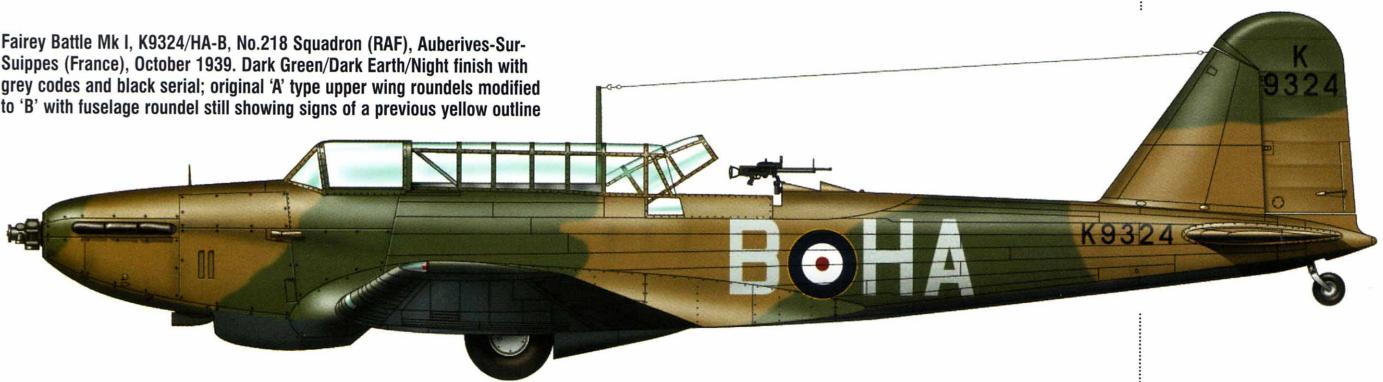


Fairey Battle Mk I, K9176/G, No.266 Squadron (RAF), Harwell, 1939. Dark Green/Dark Earth/Night finish with white code letter 'G'; 'A1' roundels on fuselage and above wings modified to 'B' type and underwing serial overpainted



## Colour Side-views • 2

Fairey Battle Mk I, K9324/HA-B, No.218 Squadron (RAF), Auberives-Sur-Suippe (France), October 1939. Dark Green/Dark Earth/Night finish with grey codes and black serial; original 'A' type upper wing roundels modified to 'B' with fuselage roundel still showing signs of a previous yellow outline



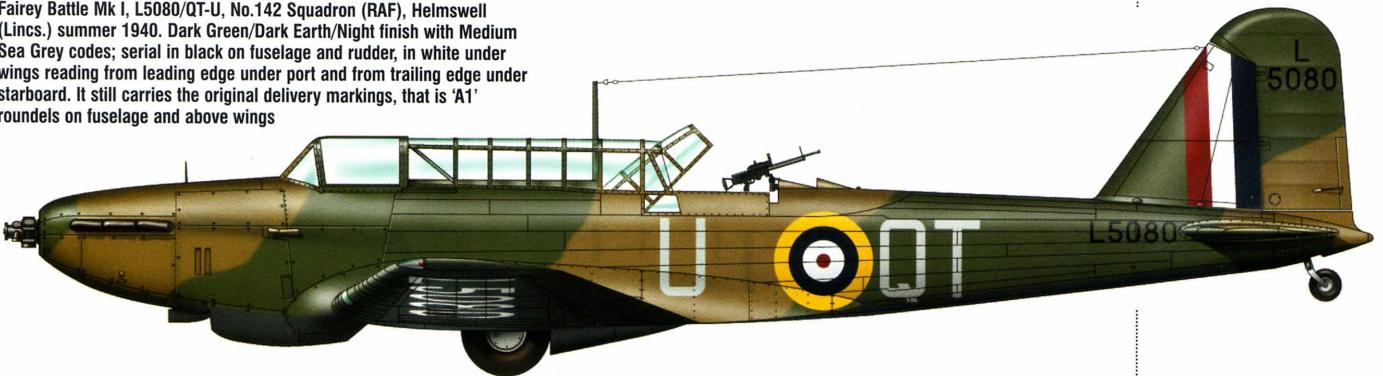
Fairey Battle Mk I, L5446/PM-N, No.226 Squadron (RAF), Rheims (France), early 1940. Dark Green/Dark Earth/Night finish with light grey codes; 'A' type roundels above and below wings



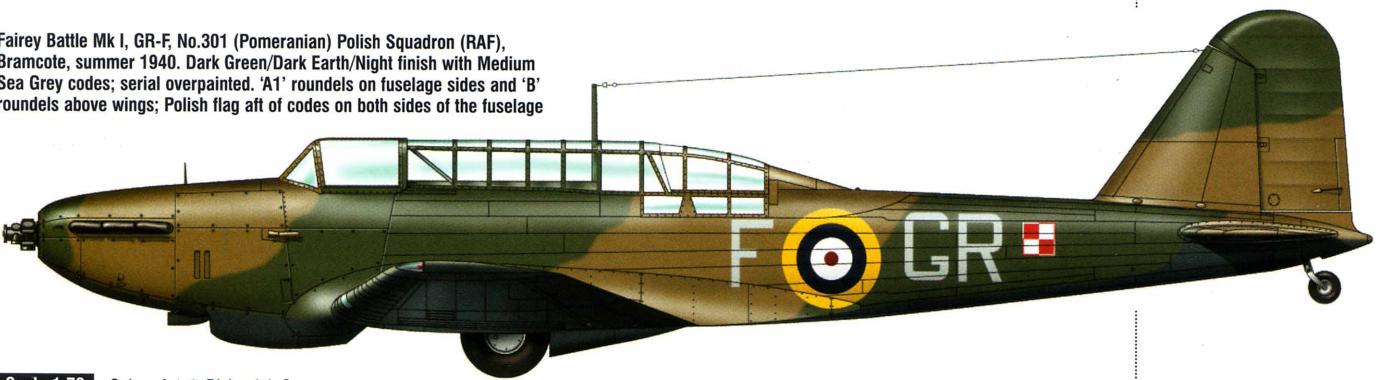
Fairey Battle Mk I, L5415/PH-O, No.12 Squadron (RAF), France, 1940. Dark Green/Dark Earth/Night finish with Medium Sea Grey codes; tri-colour flash on entire fin. Serial in black; modified 'A1' roundels on fuselage with a thin yellow outline, 'A' roundels below wings



Fairey Battle Mk I, L5080/QT-U, No.142 Squadron (RAF), Helmswell (Lincs.) summer 1940. Dark Green/Dark Earth/Night finish with Medium Sea Grey codes; serial in black on fuselage and rudder, in white under wings reading from leading edge under port and from trailing edge under starboard. It still carries the original delivery markings, that is 'A1' roundels on fuselage and above wings



Fairey Battle Mk I, GR-F, No.301 (Pomeranian) Polish Squadron (RAF), Bramcote, summer 1940. Dark Green/Dark Earth/Night finish with Medium Sea Grey codes; serial overpainted. 'A1' roundels on fuselage sides and 'B' roundels above wings; Polish flag aft of codes on both sides of the fuselage

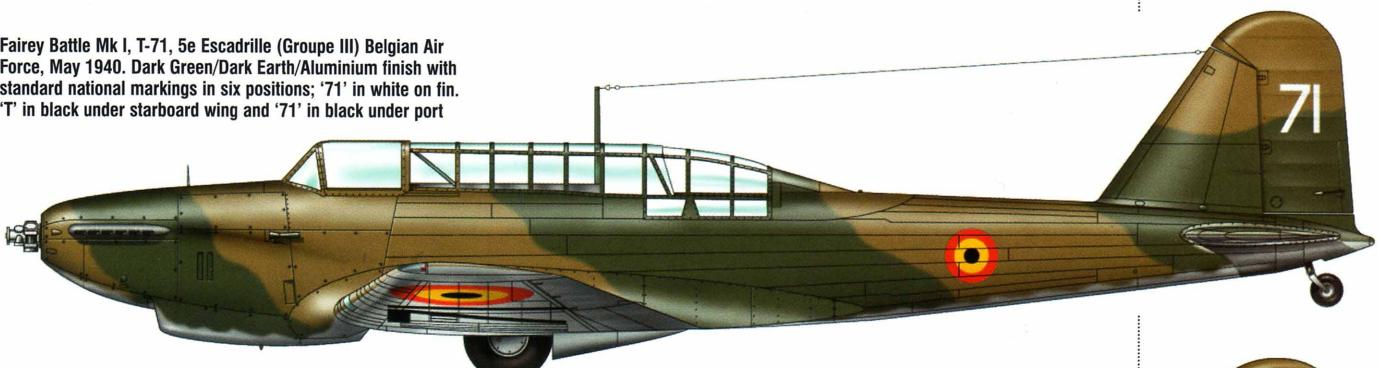


## Colour Side-views • 3

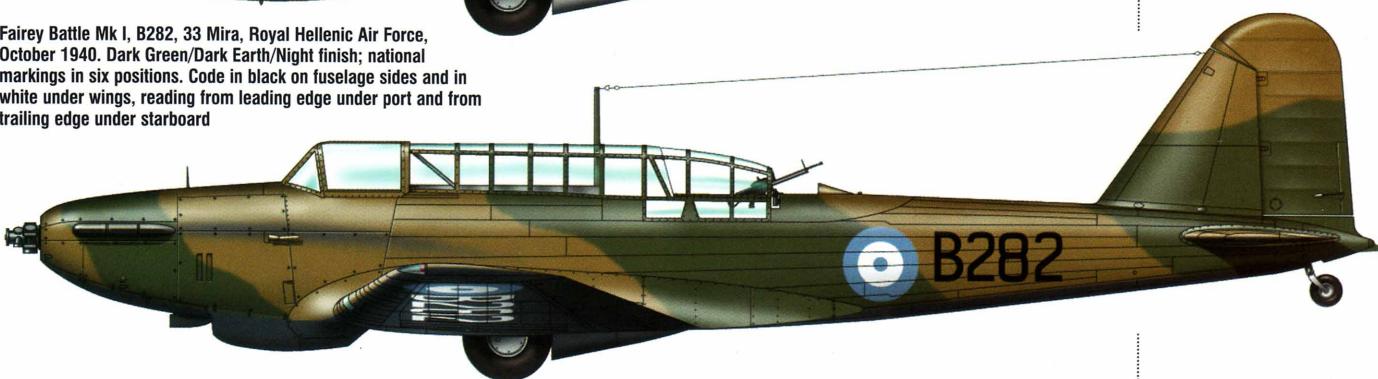
Fairey Battle Trainer, P6723/NZ-Y, No. 304 (Silesian) Squadron (RAF), Bramcote. Dark Green/Dark Earth upper surfaces and Yellow undersides; codes in Medium Sea Grey. 'B' type roundels above wings; note Polish flag on fuselage under second cockpit windscreen



Fairey Battle Mk I, T-71, 5e Escadrille (Groupe III) Belgian Air Force, May 1940. Dark Green/Dark Earth/Aluminium finish with standard national markings in six positions; '71' in white on fin, 'T' in black under starboard wing and '71' in black under port



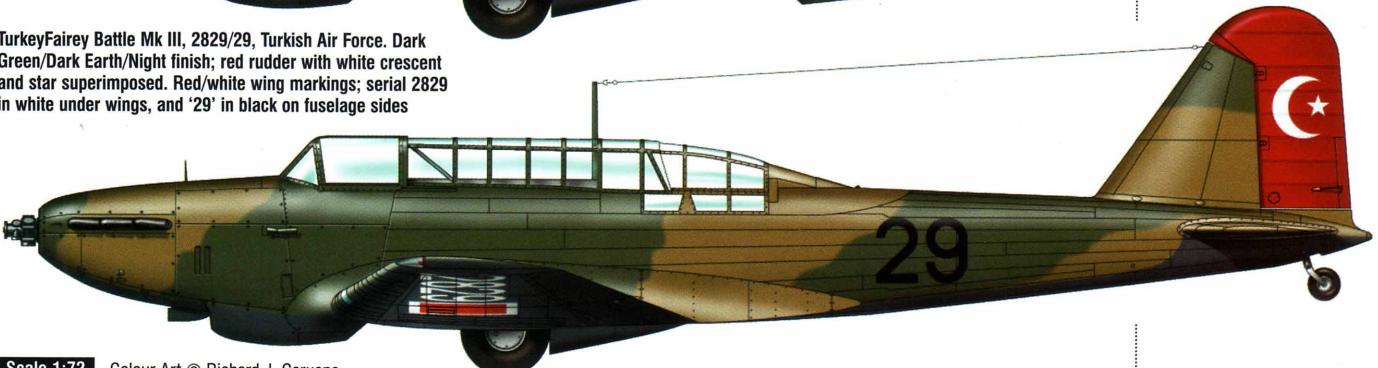
Fairey Battle Mk I, B282, 33 Mira, Royal Hellenic Air Force, October 1940. Dark Green/Dark Earth/Night finish; national markings in six positions. Code in black on fuselage sides and in white under wings, reading from leading edge under port and from trailing edge under starboard



Fairey Battle Target Tug, No. 92, Irish Army Air Corps, 1941. Dark Green/Dark Grey/Night finish with two-colour national marking over a white background on the fuselage and tri-colour (orange outboard) 20inch-wide bands around wings. Scrap view shows a different scheme with a Donald Duck cartoon on the fuselage side: 'Get Quacking'

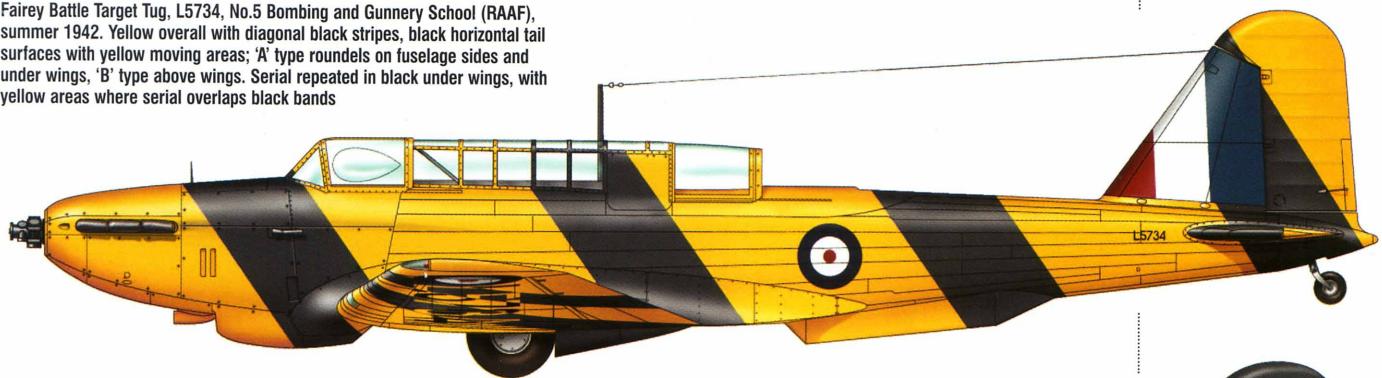


TurkeyFairey Battle Mk III, 2829/29, Turkish Air Force. Dark Green/Dark Earth/Night finish; red rudder with white crescent and star superimposed. Red/white wing markings; serial 2829 in white under wings, and '29' in black on fuselage sides

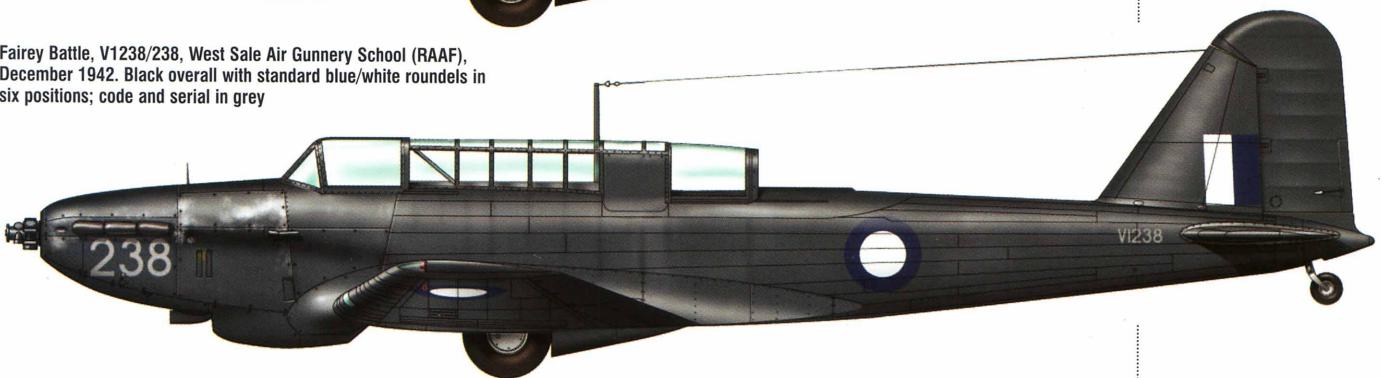


## Colour Side-views • 4

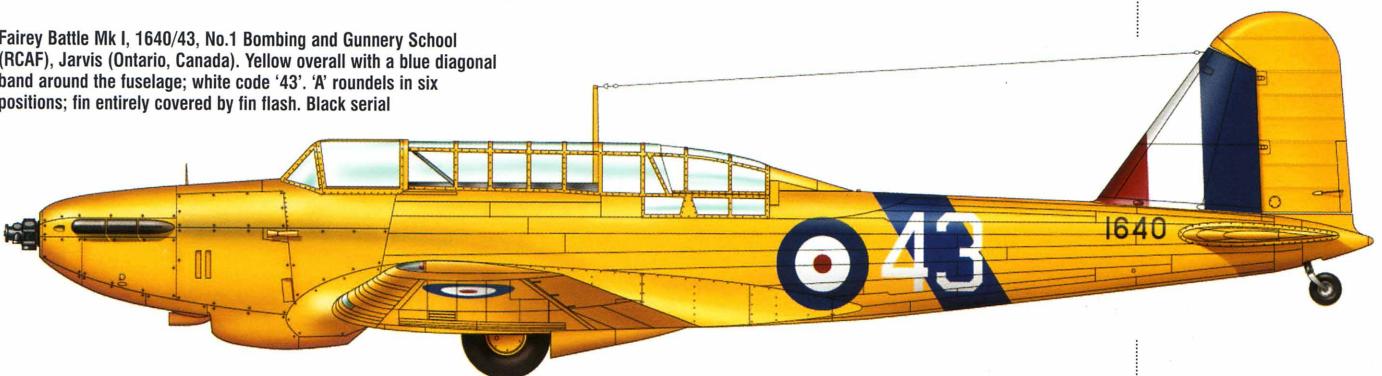
Fairey Battle Target Tug, L5734, No.5 Bombing and Gunnery School (RAAF), summer 1942. Yellow overall with diagonal black stripes, black horizontal tail surfaces with yellow moving areas; 'A' type roundels on fuselage sides and under wings, 'B' type above wings. Serial repeated in black under wings, with yellow areas where serial overlaps black bands



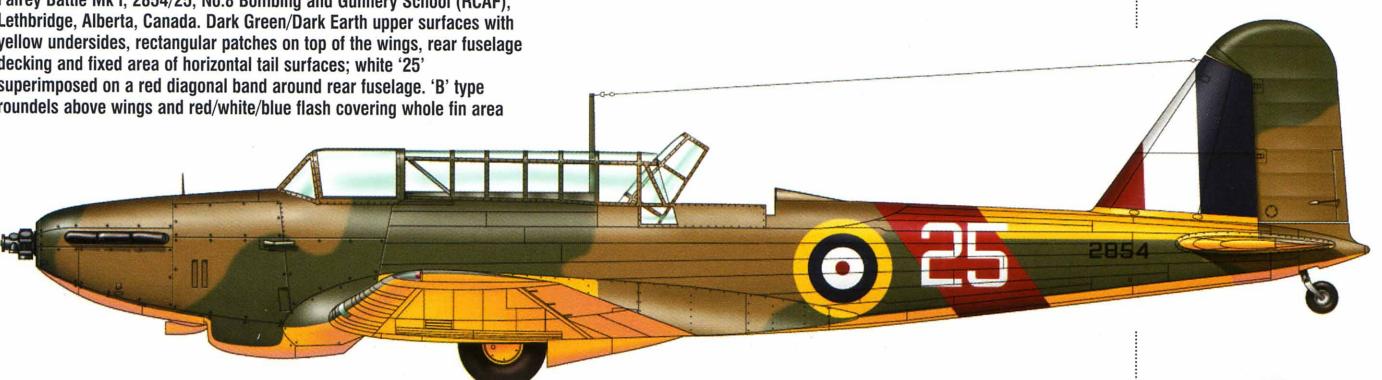
Fairey Battle, V1238/238, West Sale Air Gunnery School (RAAF), December 1942. Black overall with standard blue/white roundels in six positions; code and serial in grey



Fairey Battle Mk I, 1640/43, No.1 Bombing and Gunnery School (RCAF), Jarvis (Ontario, Canada). Yellow overall with a blue diagonal band around the fuselage; white code '43'. 'A' roundels in six positions; fin entirely covered by fin flash. Black serial



Fairey Battle Mk I, 2854/25, No.8 Bombing and Gunnery School (RCAF), Lethbridge, Alberta, Canada. Dark Green/Dark Earth upper surfaces with yellow undersides, rectangular patches on top of the wings, rear fuselage decking and fixed area of horizontal tail surfaces; white '25' superimposed on a red diagonal band around rear fuselage. 'B' type roundels above wings and red/white/blue flash covering whole fin area



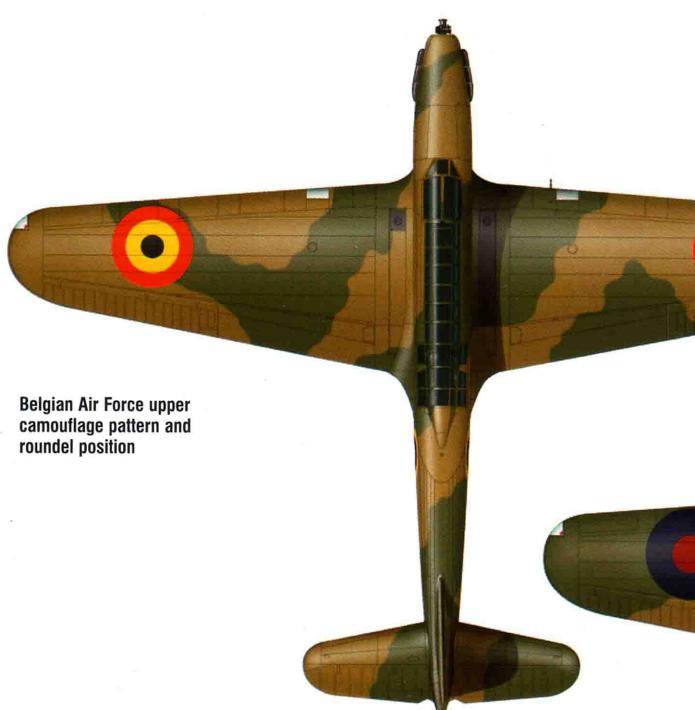
Fairey Battle (T), 1955/60, RCAF. Yellow overall with white diagonal band on rear fuselage; code and serial in Ident Blue (bright). Markings in bright ident colours



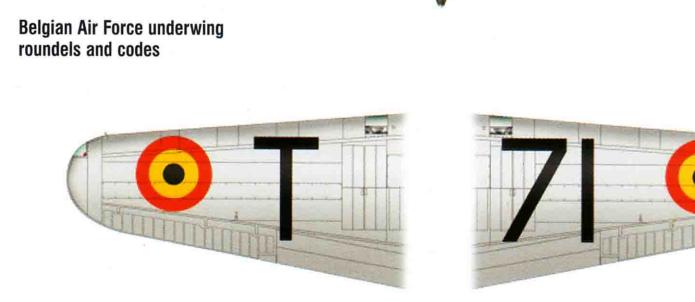
## Colour Plan-views • 1



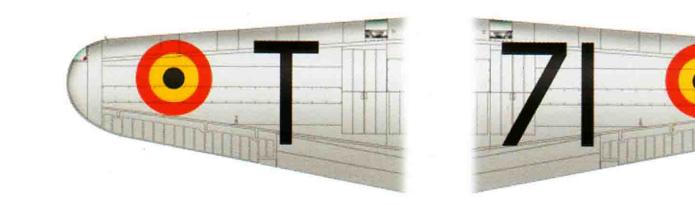
RAF upper camouflage pattern with Type A1 roundels



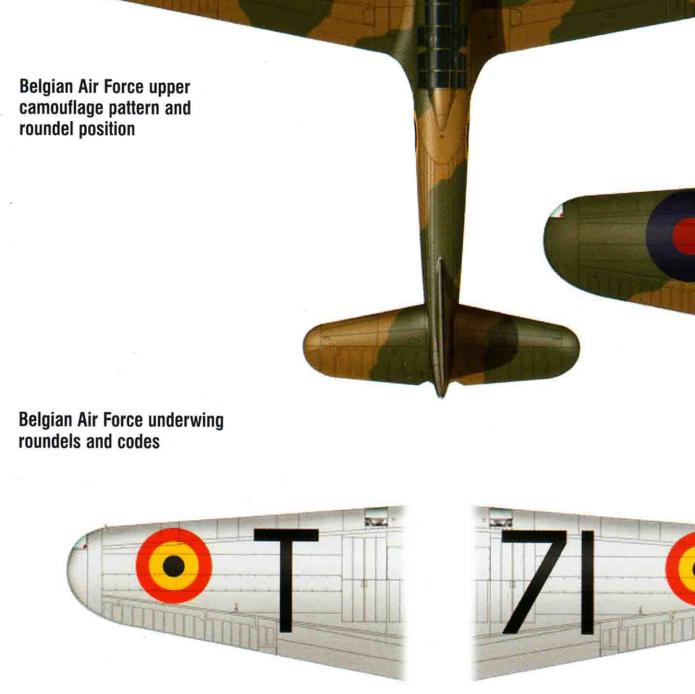
Belgian Air Force upper camouflage pattern and roundel position



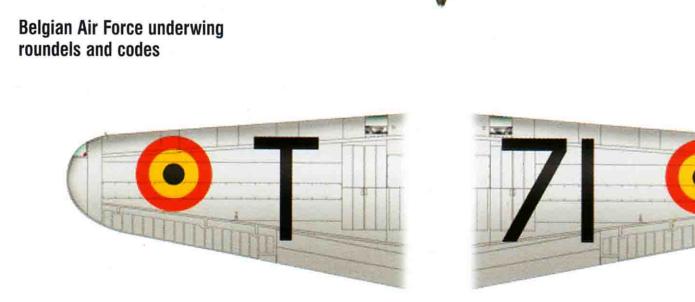
Belgian Air Force underwing roundels and codes



Underwing serials in Bright White on Night undersurfaces



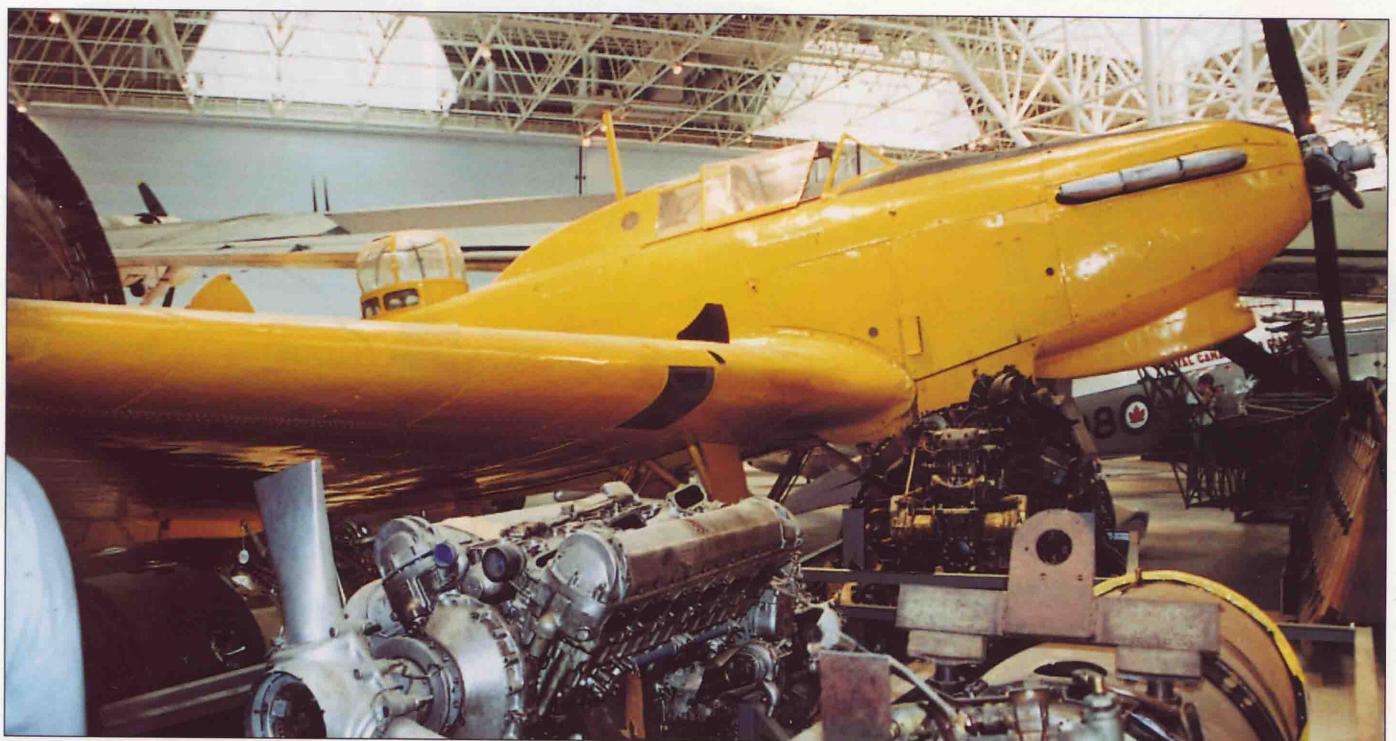
Upper camouflage pattern with Type B roundels



An example of the style, size and location of yellow patches applied to trainers in Canada

## Colour Photographs • 1

All of the following images are of the Fairey Battle Bombing & Gunnery Trainer, R7384 which is currently on display at the RCAF Museum in Rockcliffe, Canada



Overall view of R7384, which was either 802 or 739 in RCAF service. The cramped surroundings are not conducive to photography! (©D. Frowen)



Closer view of the nose area. Note the elongated carburetor air intake, as used on many Battle trainer and target towing airframes. The small hole forward of the exhausts is an air intake (©D. Frowen)



A view along the starboard wing to the mid-fuselage section. Note the bulges under the turret, which accommodated the gearing and bearings that the turret ran on (©D. Frowen)



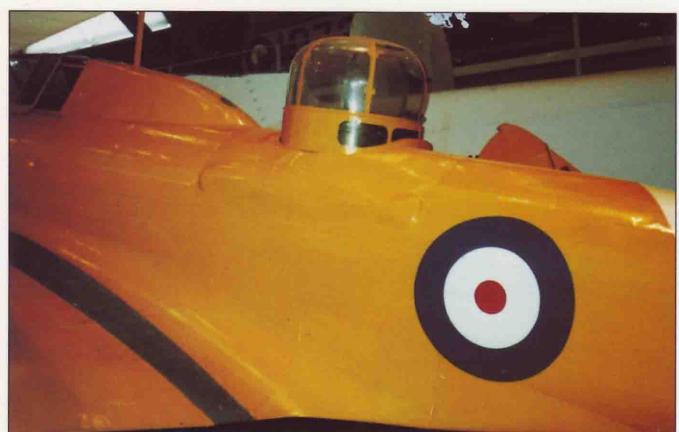
A closer view of the canopy decking and cockpit from the starboard side. Note the porthole in the decking behind the canopy and you can just make out the roll-over frame inside (©D. Frowen)



The ventral oil and water cooler under the nose. The profile of the extended carburetor intake obscures this area, but in flight it increased the airflow directly into the area behind it (©D. Frowen)



A view underneath the airframe from the starboard side. You can see into the back of the radiator unit, as well as the port undercarriage leg (©D. Frowen)



A view of the port side of the mid-section showing the Bristol Type 1 turret and wing trailing edge (©D. Frowen)



The port side of the tail. Note that the 'R' was removed from the serial number when in RCAF service (©D. Frowen)



Close view of the area below the turret on the port side. The bulge around the turret area is more prominent here (©D. Frowen)



Overall view of the starboard undercarriage leg (©D. Frowen)



The retractions rods of the starboard undercarriage leg (©D. Frowen)



This shot shows the underside of the port wing. Here you can see the rear fillet for the undercarriage at the extreme left, with the bomb cell doors to the middle and right. Being a trainer version the landing light in the leading edge is partially covered (©D. Frowen)



Getting inside such exhibits is impossible, so here is a quick glance into the Bristol turret. The artificial light and flash have resulted in the interior colour looking a rather garish shade of green! (©D. Frowen)



This view of the port wing leading edge illustrates the partially hooded landing light. The hole alongside it is for the single 0.303in. machine gun (©D. Frowen)



Overall view from outboard of the port undercarriage, showing the attitude and relation of the retraction rams to the main oleo when the aircraft is in the ground (©D. Frowen)



Overall view from the port side showing the turret area and shape (©B. Coffman)



A closer view of the landing light in the port wing, its half hooded nature being readily apparent here (©B. Coffman)

## Colour Photographs • 4

The following images depict the Battle Mk I currently on display at the RAF Museum, Hendon, North London, UK. Please note that this restoration is a composite, using the wings from one airframe and the mid-section from another. The mid-section was extensively rebuilt (as it was originally burnt out) and the tail/rudder shape and details are suspect, as is the profile of the engine cowlings, as all were built anew



Overall shot of the trailing edge of the starboard wing, showing the flaps in the down position (©D. Frowen)



Clearer view of the flap area (©D. Frowen)



Nice shot of the underside of the starboard wing. Here you can see the outboard bomb cells in the open position, as also the flare cell inboard of them. Being a bomber version the leading edge landing lamp was not partially hooded like the T and TT versions (©D. Frowen)



The starboard side of the mid-fuselage area. Note that the restoration omitted to add any of the glazed panels below the gunner's position, nor did they add the hinged access panel forward of them (©D. Frowen)



Overall view from the starboard side of the vertical fin, rudder and tailplane. Note that the profile of the rudder is incorrect (©D. Frowen)

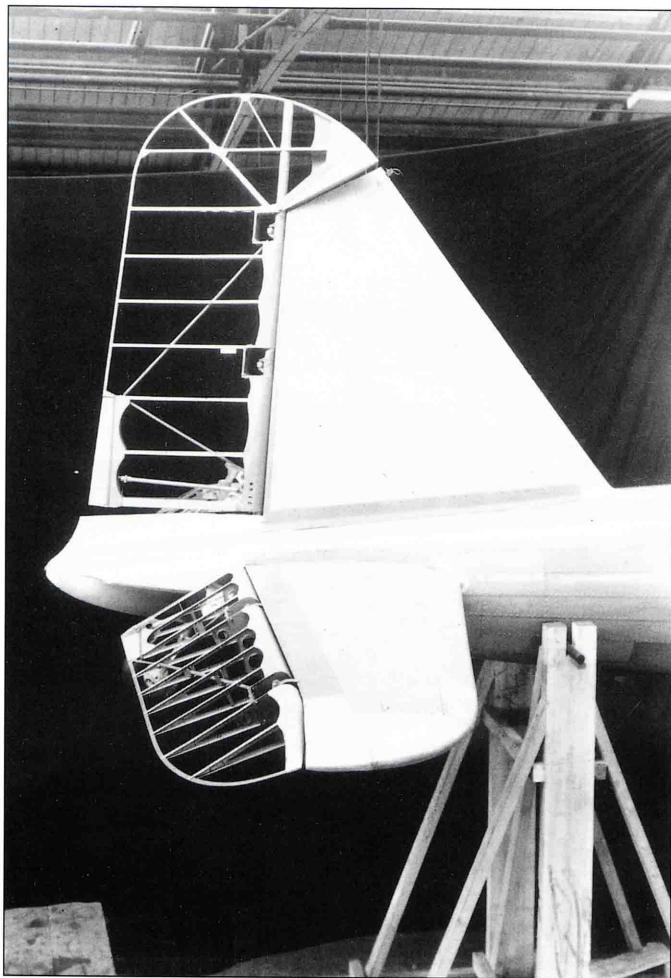


Close-up of the rudder and tail cone. Note that the trim tab on this example is incorrect, being based on images of the prototype it is too small and only rises two ribs from the base, while production examples of the Battle had a trim tab 33% larger, thus rising three ribs from the base of the rudder (©D. Frowen)

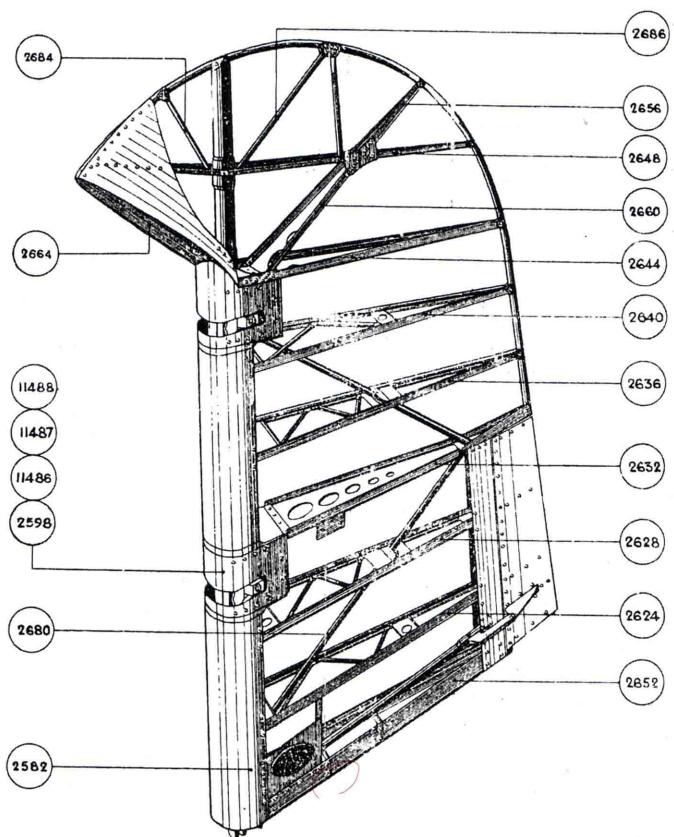


Nice overall shot of the nose area. The profile of the cowls are not bad, but are not real, being reproductions (©D. Frowen)

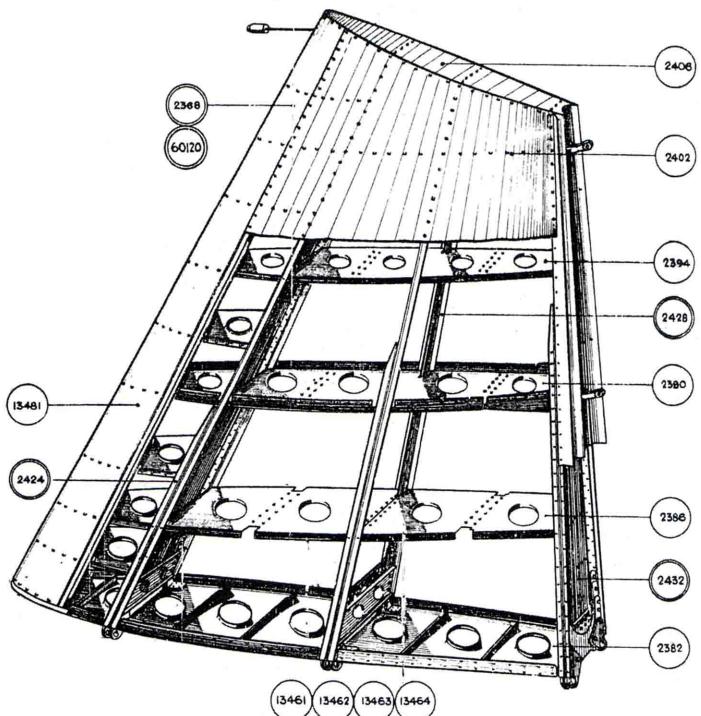
## Section 3 – Tail



This shot of the tail of the prototype during construction clearly shows the construction of the rudder and elevators before they were covered



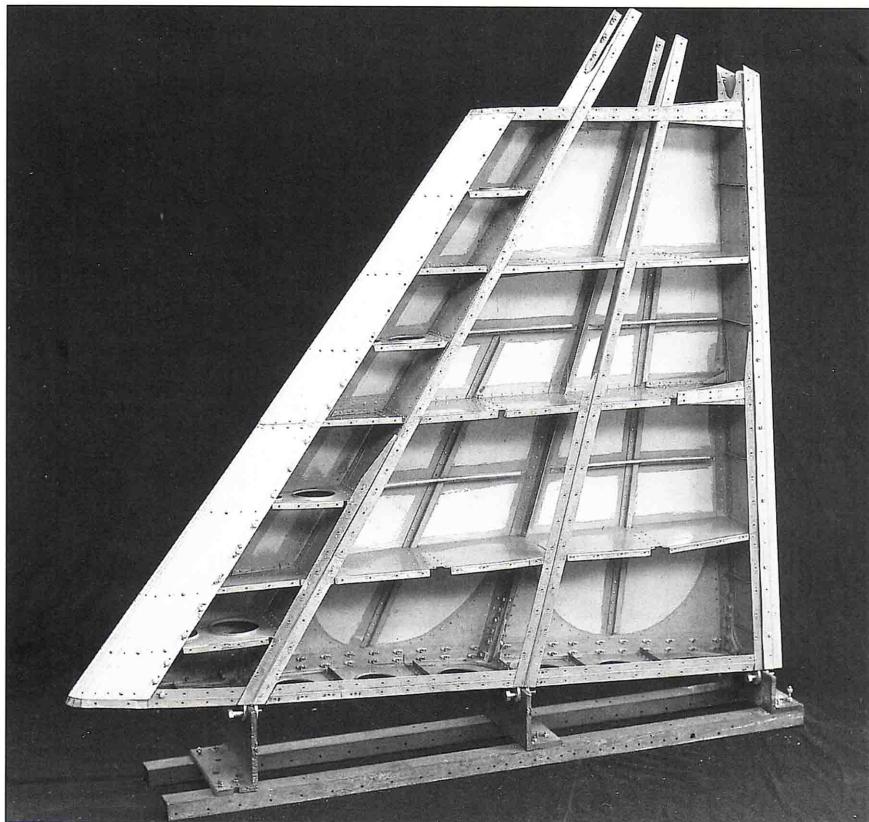
The rudder. Note that the trim tab now extended up three ribs, which is because this shows the production rudder, not the prototype's



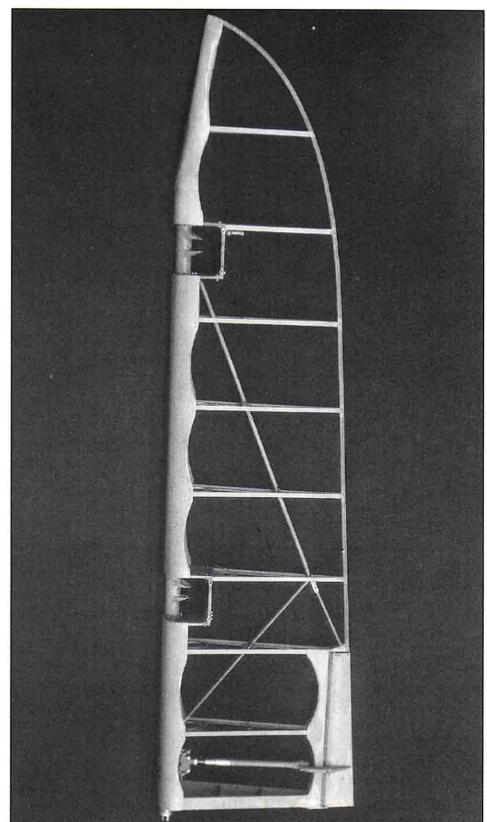
The construction of the vertical fin



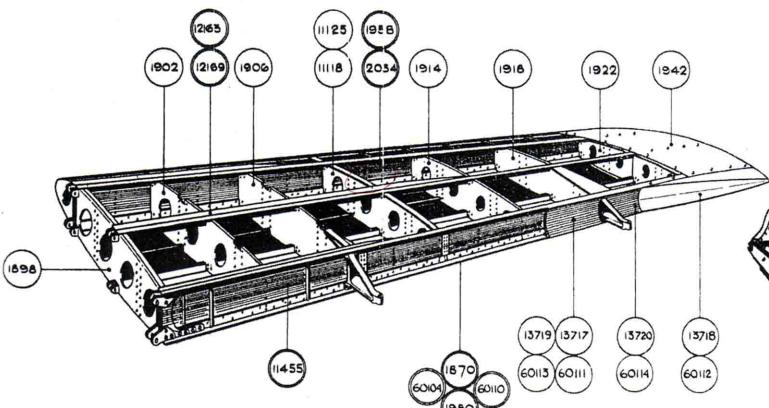
This image of the completed tail on the prototype clearly illustrates the fabric covering on the control surfaces. Note that production aircraft had an extended trim tab on the rudder, the one shown here only going up two ribs, while all production ones extended up three ribs.



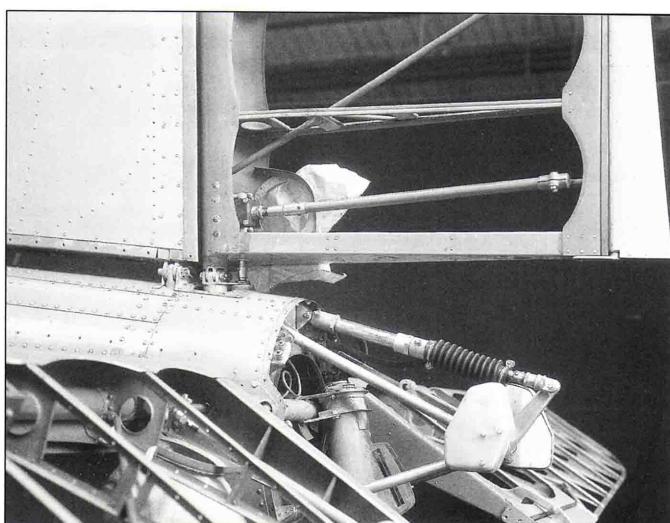
This photo shows the vertical fin of the prototype



While this shot shows the elevator of the prototype prior to covering



Another diagram from the parts manual, this time showing the tailplane construction



A very useful shot of the tail area of the prototype Battle during construction. In it you can clearly see the linkage for the rudder trim tab, the structure of both elevators and rudder and the pick-up of the tailwheel

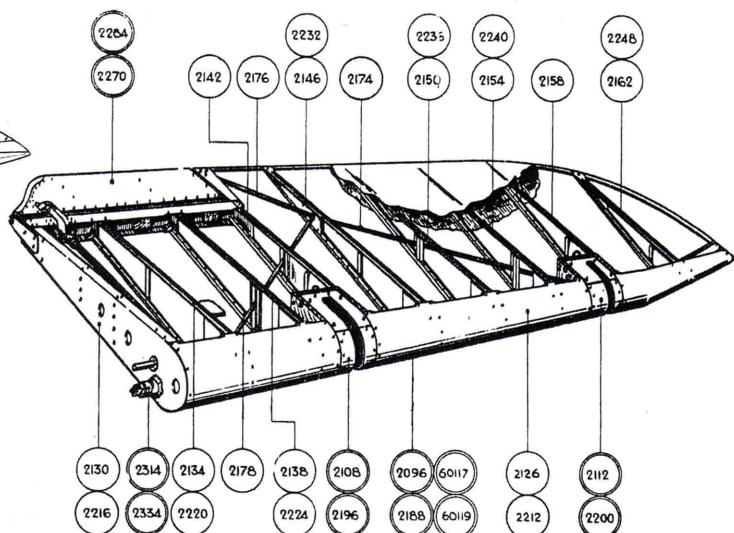
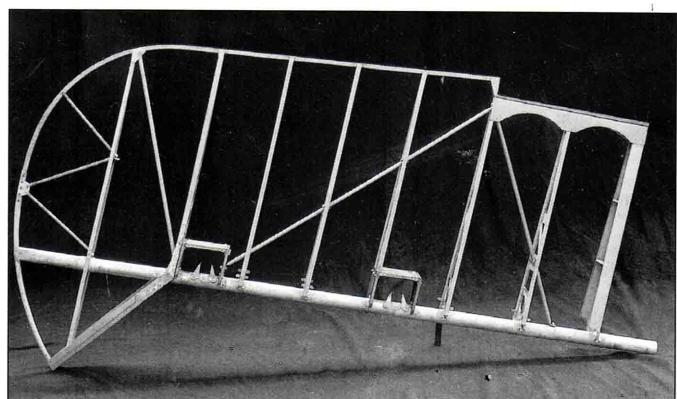


Diagram from the parts manual showing the elevator's construction



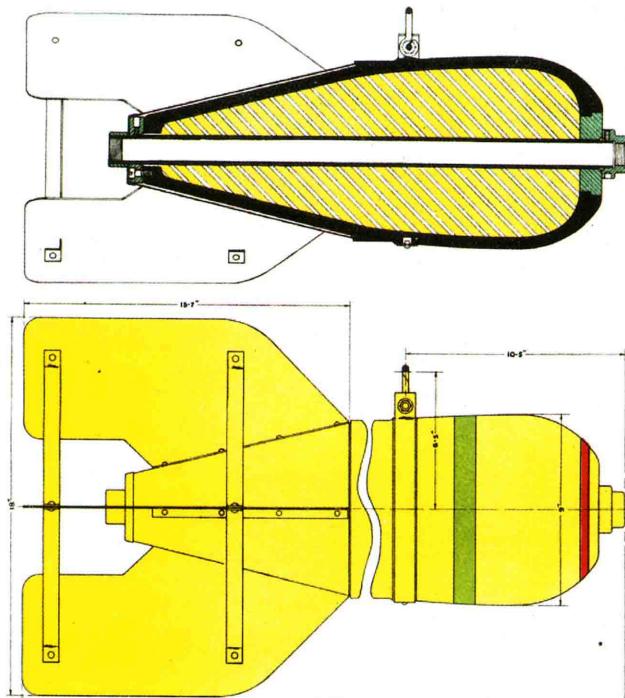
This image of the rudder of the prototype clearly shows the smaller trim tab of this machine. It only extends up two ribs, while production ones went up three

# Section 4 – Armament & Bomb Load

## Bombs

The Battle could carry any of the below-listed bombs.

100lb A.S. Mk I	100lb A.S. Mk II	100lb A.S. Mk III
112lb RL Mk VIIc	120lb G.P. Mk I	250lb A.S. Mk I
250lb A.S. Mk II	250lb A.S. Mk III	250lb S.A.P. Mk I
250lb S.A.P. Mk II	250lb G.P. Mk I	250lb B2
500lb A.S. Mk I	500lb A.S. Mk II	500lb A.S. Mk III
500lb S.A.P. Mk I	500lb S.A.P. Mk II	500lb G.P. Mk I



Bomb, HE, Aircraft, 112lb RL Mk VII (©Crown Copyright)

In addition to two Flare, Aircraft Reconnaissance 4.125inch Mk I in each inboard bomb cell, the following alternative bomb loads could be carried:

1. Four 250lb bombs (types G.P., S.A.P. or A.S.) internally stowed
  2. Two 250lb bombs (types G.P., S.A.P. or A.S.) internally stowed
  3. Two 250lb bombs (type B2) and two 250lb bombs (types G.P., S.A.P. or A.S.) mounted externally on internal carriages
  4. Two 250lb bombs (type B2) mounted externally on internal carriages and two 250lb bombs (types G.P., S.A.P. or A.S.) on external Universal No.1 Carriers at rib 6
  5. Two 250lb bombs (type B2) mounted externally on internal carriages
  6. Two 250lb bombs (types G.P., S.A.P., A.S. or S.C.I.) mounted externally on internal carriages
  7. Six bombs any arrangement from types 100lb A.S., 112lb R.L., 120lb G.P. or 250lb G.P., S.A.P. or A.S.
  8. Two 250lb bombs (types G.P., S.A.P. or A.S.) on external Universal No.1 Carriers and two 500lb bombs (types G.P., S.A.P. or A.S.) mounted externally on internal carriages
  9. Eight practice smoke bombs Mk II on external light series carriers at rib 6
- Also, four small bomb containers could be carried on the internal carriages by fitting a special adaptor to the container

Note. The Flare, Aircraft Reconnaissance 4.125inch Mk I was painted black with white stencilling as follows:

- a. 4.125.I.
- b. The date of manufacture
- c. Filling contractor's initials or recognised trade mark
- d. The actual weight
- e. The number of the S.R. composition
- f. The time of burning
- g. A 1/2in. red band painted near the nose

## Armament

The Battle was only armed with two 0.303in machine guns, one in the port wing, the other on a swivelling mount in the rear cockpit.

## Markings on Bombs

Prior to WWII there existed an 'old' and 'new' system of painting and marking ordnance. Both were laid down in AP 1243, the 'old' system being as follows.

All service bombs filled HE are painted yellow. A red ring is painted round the nose denoting that the bomb is filled. A green band is painted around the major diameter and has the following meaning:

### IN AIR SERVICE USE

1. A plain green ring with no fraction or other marks indicates an 80/20 Amatol filling.
2. A plain green ring with a fraction stencilled below indicates an Amatol filling of that fraction.
3. A plain green ring with the word 'Trotyl' stencilled on the green ring in three places indicates a TNT filling

Note: The above system of marking H.E. bombs refers to all stocks filled prior to January 1928.

The 'new' system was brought in to secure uniformity between Admiralty and War Office production of ordnance and was certainly officially sanctioned by 1937.

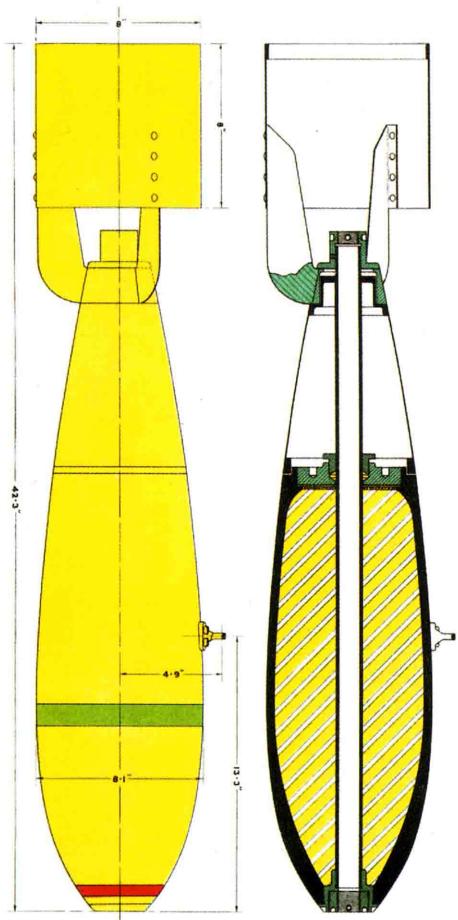
All H.E. bombs (Amatol, TNT or Baratol filled) were painted yellow overall and marked as follows:

### MARKING BY BANDS

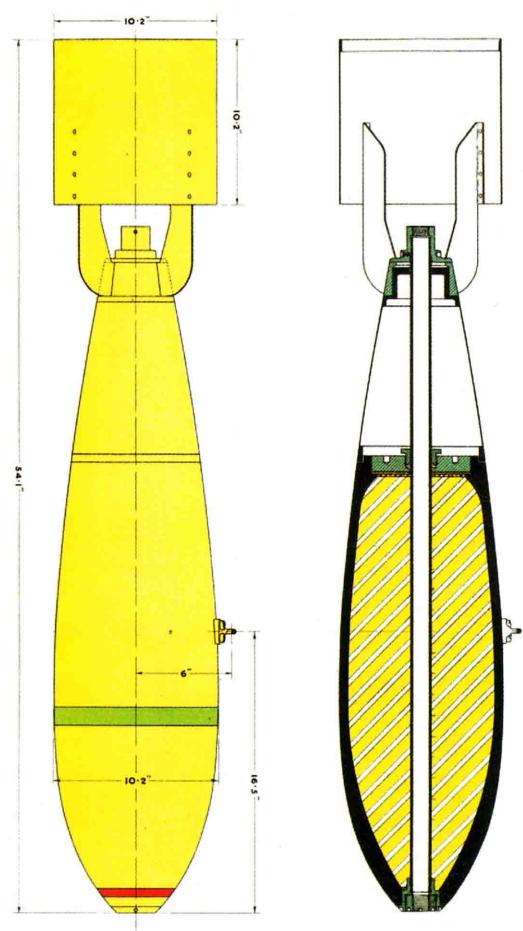
Position of Band	Colour of Band	Nature of Bomb	Denoting
Round largest diameter of bomb	Green	Filled Amatol or TNT	Amatol or TNT filling
Round the nose	Red	All	Bomb is filled
Above red band	White	S.A.P.	S.A.P. bomb
Each side of red band	White	A.P.	A.P. bomb

### STENCILLING

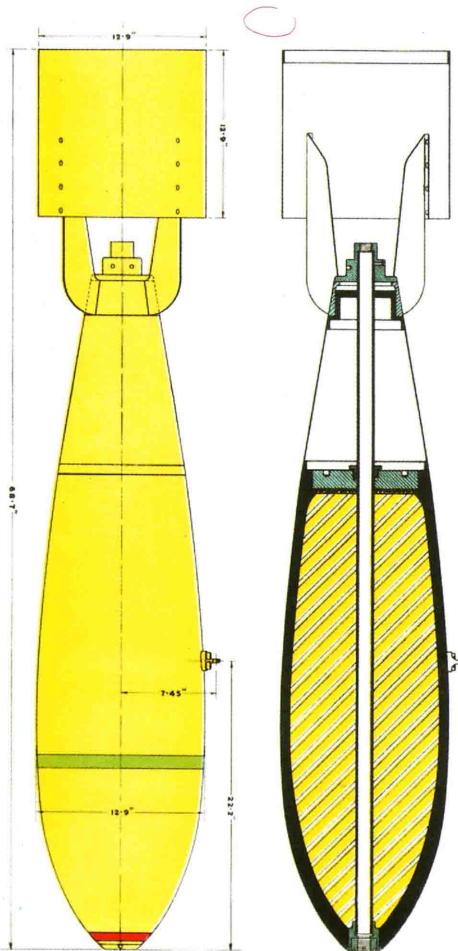
Nature of Stencilling	Position on Bomb	Nature of Bomb	Denoting
Bar 10/90 or other fraction	Below green band in three places	Bomb filled with Baratol	Baratol filling
The word Trotyl	On green band in three places	Bomb filled with TNT	TNT filling
80/20 (or other fraction)	Below green band in three places	Bomb filled with Amatol	Composition of Amatol filling round body
G.P. 120lb (or other Nomenclature)	Round body between red & green bands	All	Nomenclature of bomb
I (or other numeral)	Round body between red & green bands	All	Mark of bomb
W (or other initial or trade mark)	Round body between red & green bands	All	Name of firm or station filling
25/2/27 (or other date)	Round body between red & green bands	All	Date of filling
(1234) (or other number)	Round body between red & green bands	All	Lot No. of filling
118lb (or other weight)	Round body between red & green bands	All	Actual weight of bomb complete with vanes but without components



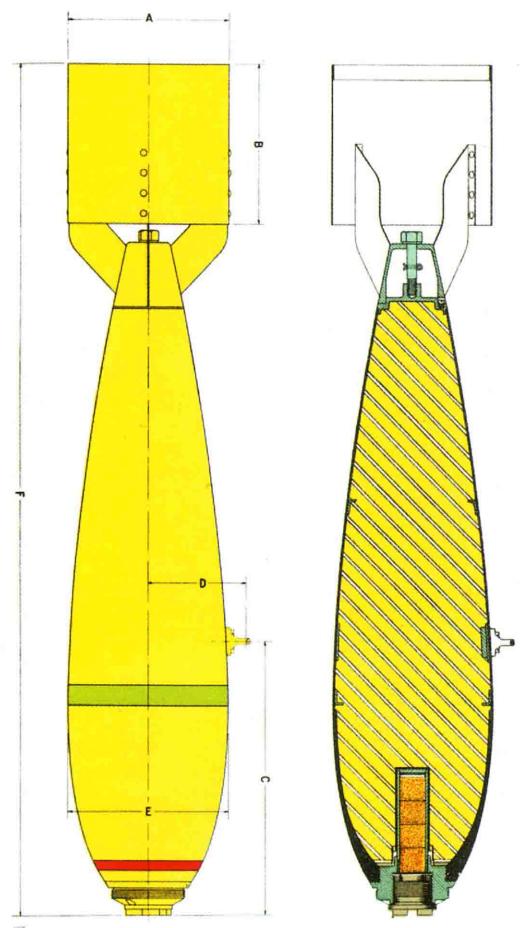
**Bomb, HE, Aircraft, G.P. 120lb Mk I** (©Crown Copyright)



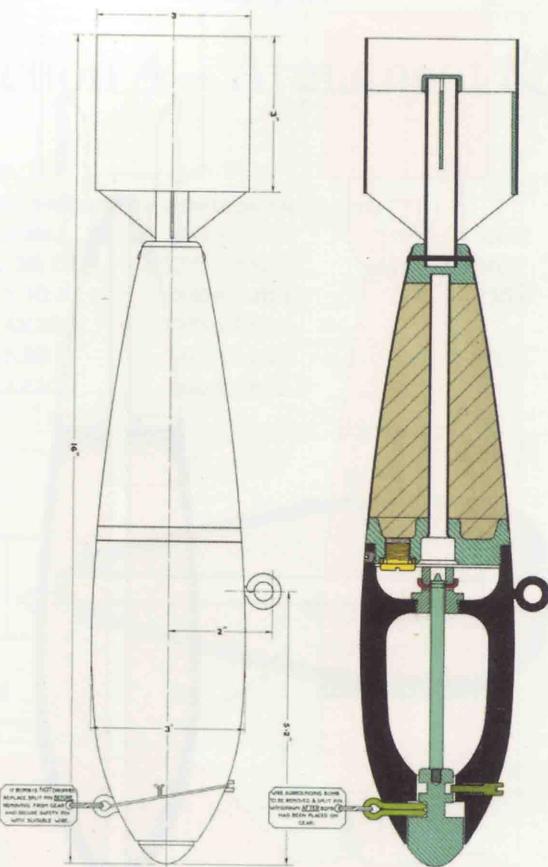
## **Bomb, HE, Aircraft, G.P. 250lb Mk I** (©Crown Copyright)



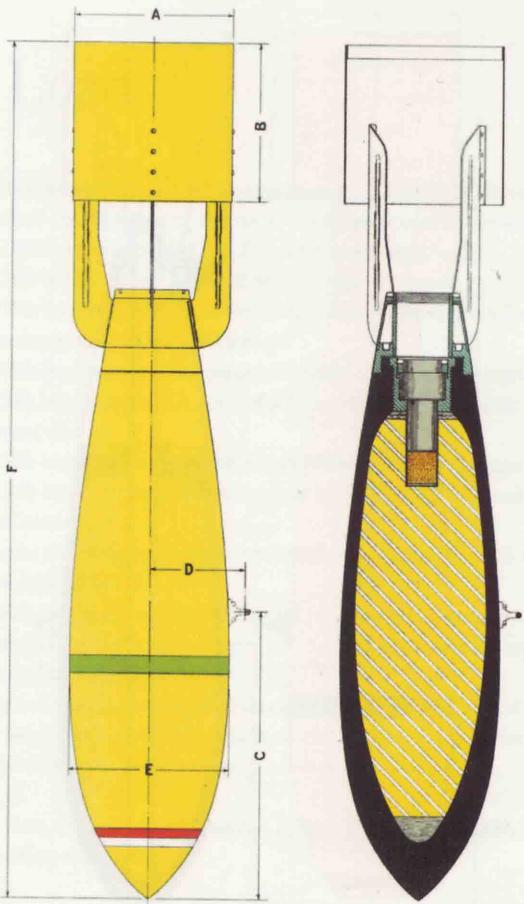
**Bomb, HE, Aircraft, G.P. 500lb Mk I** (©Crown Copyright)



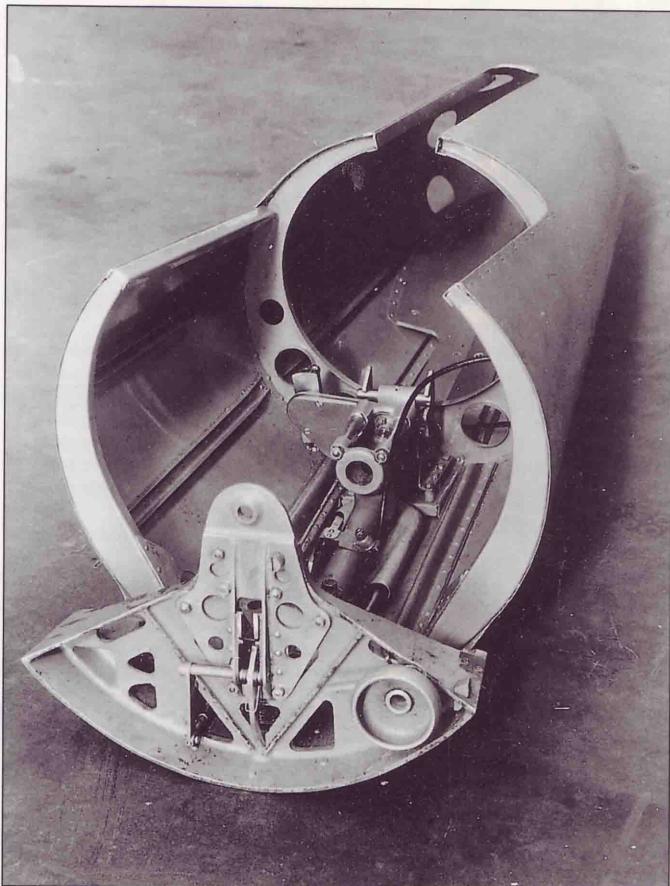
Bomb, HE, Aircraft, A.S. (Typical [100lb, 250lb or 500lb]) (©Crown Copyright)



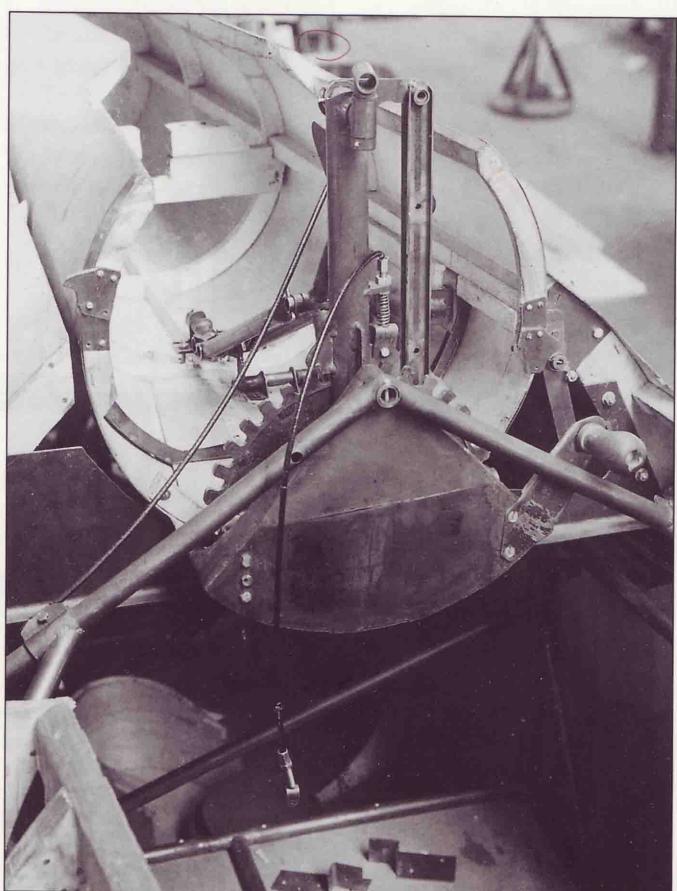
Bomb, Practice, Aircraft, Smoke 8 1/2lb Mk II (©Crown Copyright)



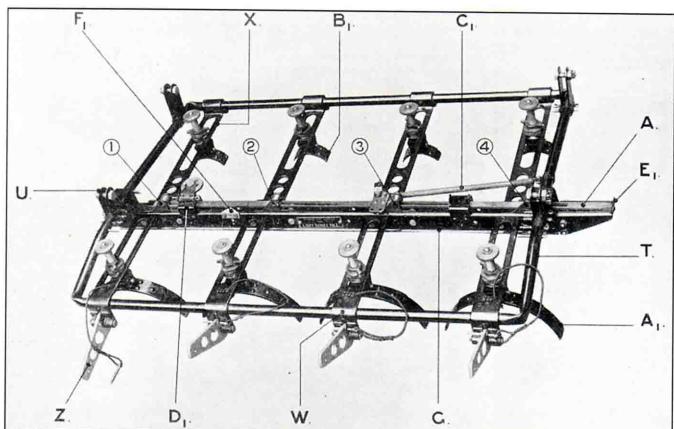
Bomb, HE, Aircraft, S.A.P. (Typical [250lb or 500lb]) (©Crown Copyright)



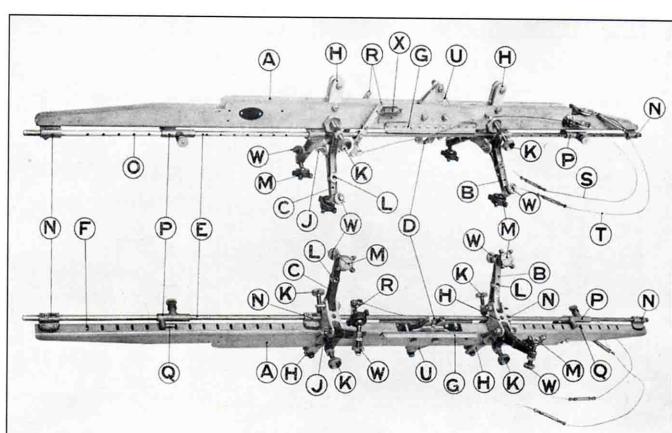
This is the gun cone that is installed in the upper rear decking of the Battle behind the gunner's position. It rotates through 180° to 'close' over the aperture when not in use



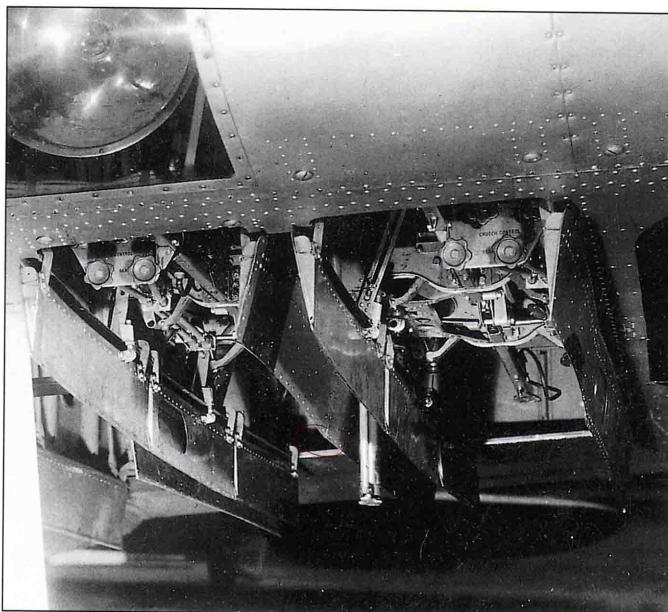
This is the initial (wooden) mock-up of the gun cone (called the high speed gun mount). This type of mount was used in the Battle and in modified form within the Blackburn Skua. The cone has bearings at either end that allow it to rotate about the centre axis



Carrier, Bomb, Light Series, Mk I (©Crown Copyright)



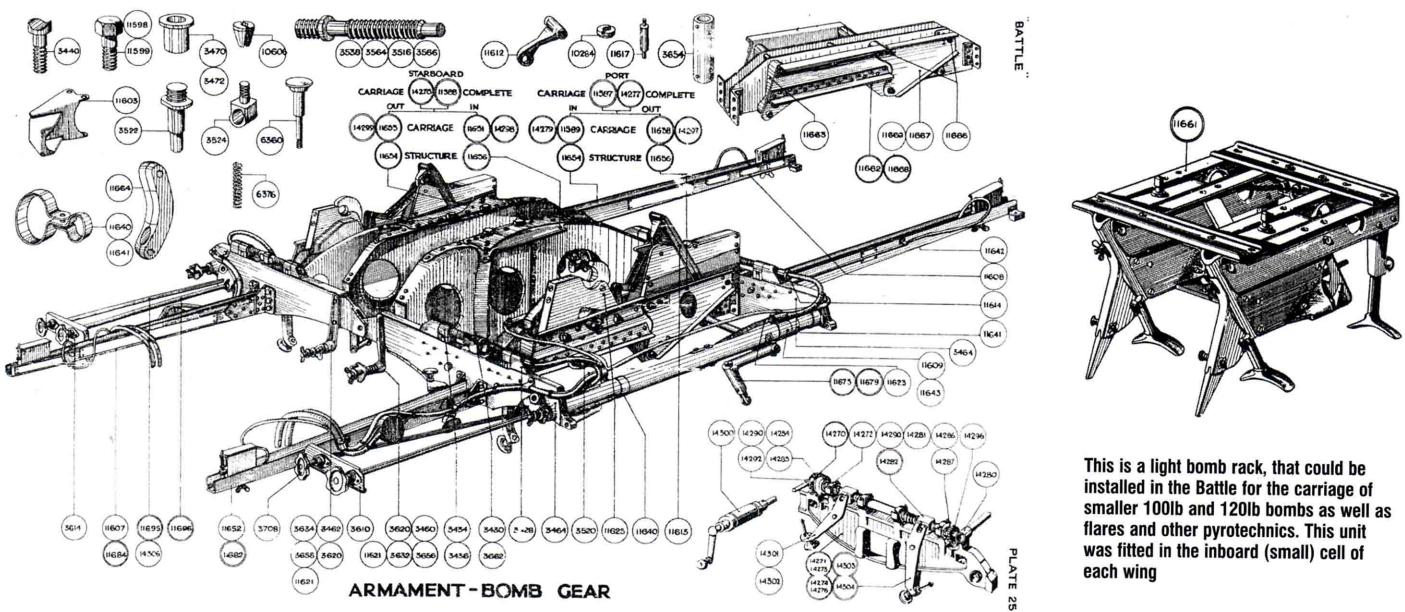
Carrier, Bomb, Universal No.1 (50-250lb version shown, 500lb similar but longer) (©Crown Copyright)



Nice view of the open bomb cells under the port wing of the prototype. The shackles have been lowered into the position they adopt for loading and release. Note that the hinged panel inboard on the port wing was for access to a bay that held flares and this area had two further hinged doors behind it. Note that on production machines the ribs visible in the landing light area were painted aluminium to assist light reflection

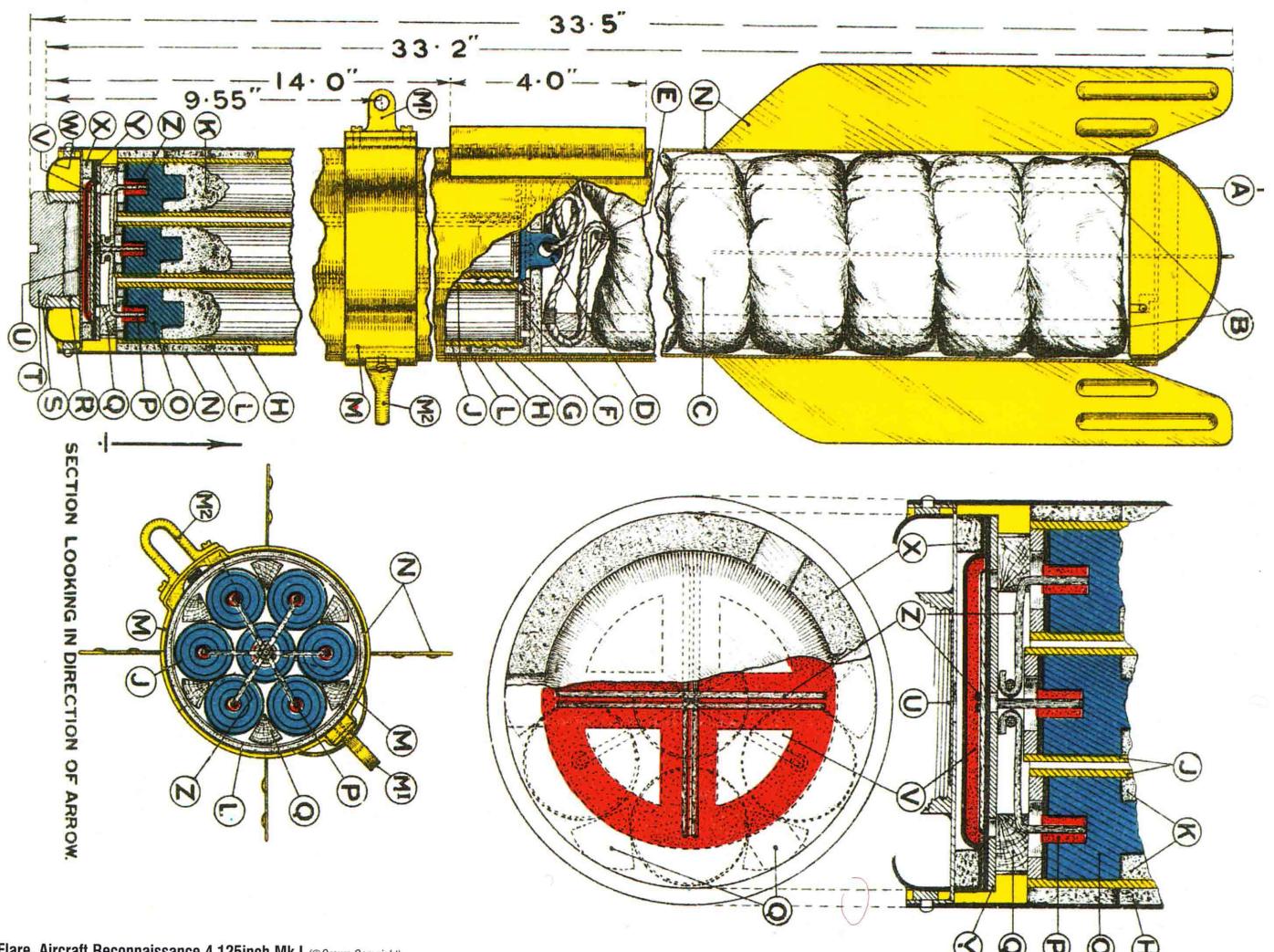


Here an armourer tightens the crutches on a bomb in the underwing cell. The shackles lowered to allow a clear separation of the bomb and aircraft in a dive, as the Battle was used for low and high level dive bombing so a conventional bomb rack/cell arrangement would not have worked

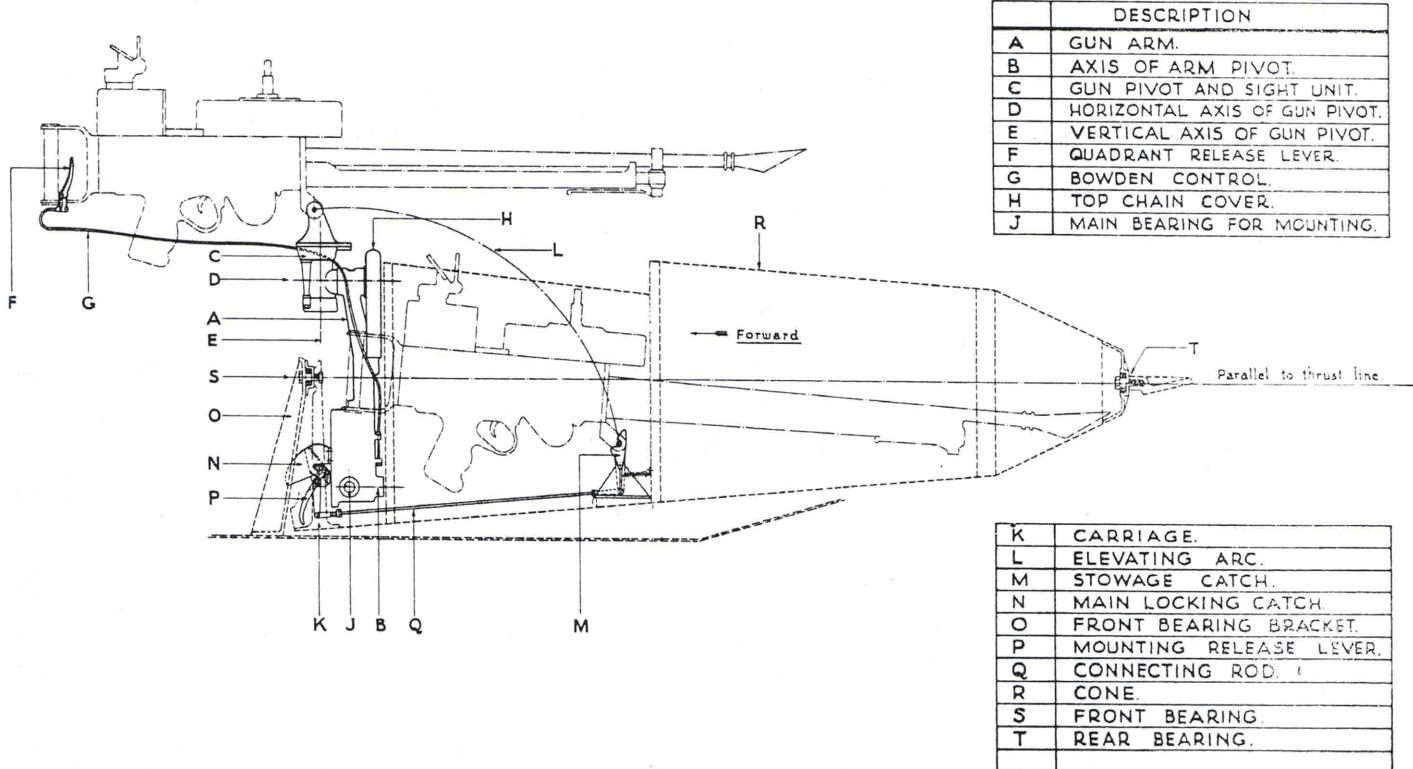


This diagram from the parts manual shows the conventional twin bomb rack installed in the Battle. Although it looks like one item it is in fact two separate racks that separate at the mid-point to all them to fit inside each bomb cell in the wing

This is a light bomb rack, that could be installed in the Battle for the carriage of smaller 100lb and 120lb bombs as well as flares and other pyrotechnics. This unit was fitted in the inboard (small) cell of each wing



Flare, Aircraft Reconnaissance 4.125inch Mk I (©Crown Copyright)

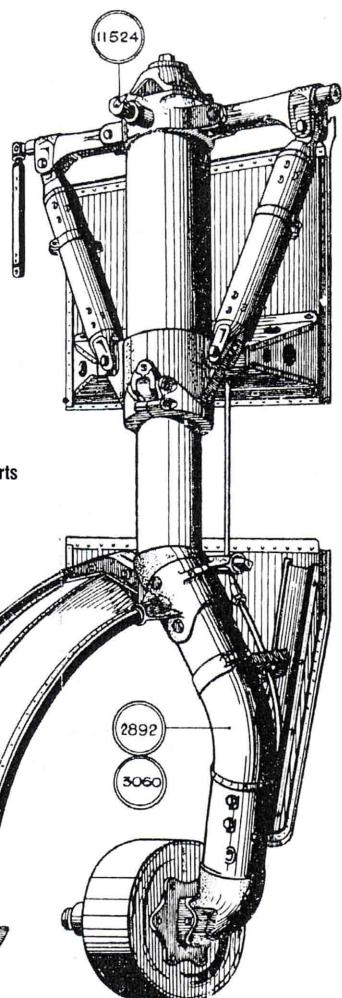


This diagram from the flight manual shows the gun cone and gun mount in the Battle. You can clearly see how the Vickers K (or Lewis) machine gun folds down into the cone when not in use and then the cone can be rotated 180° to close the aperture

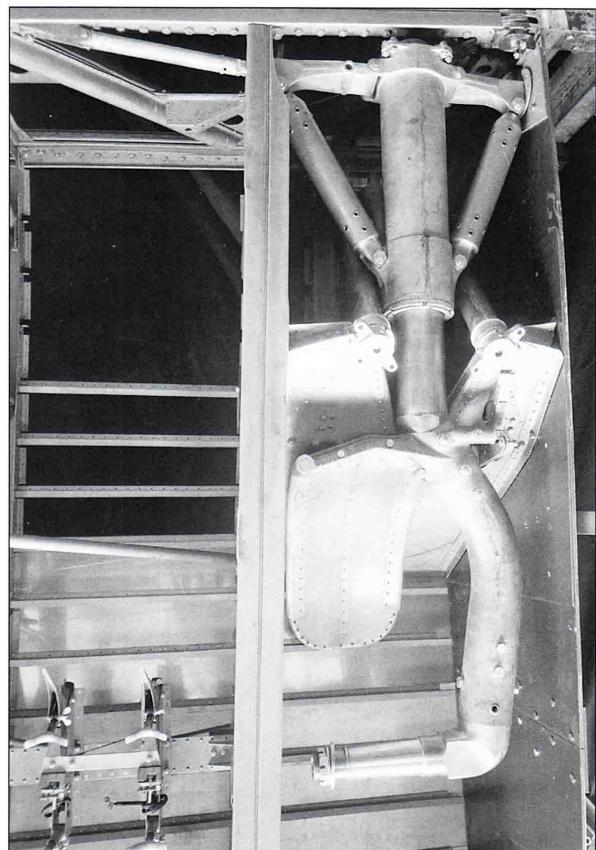
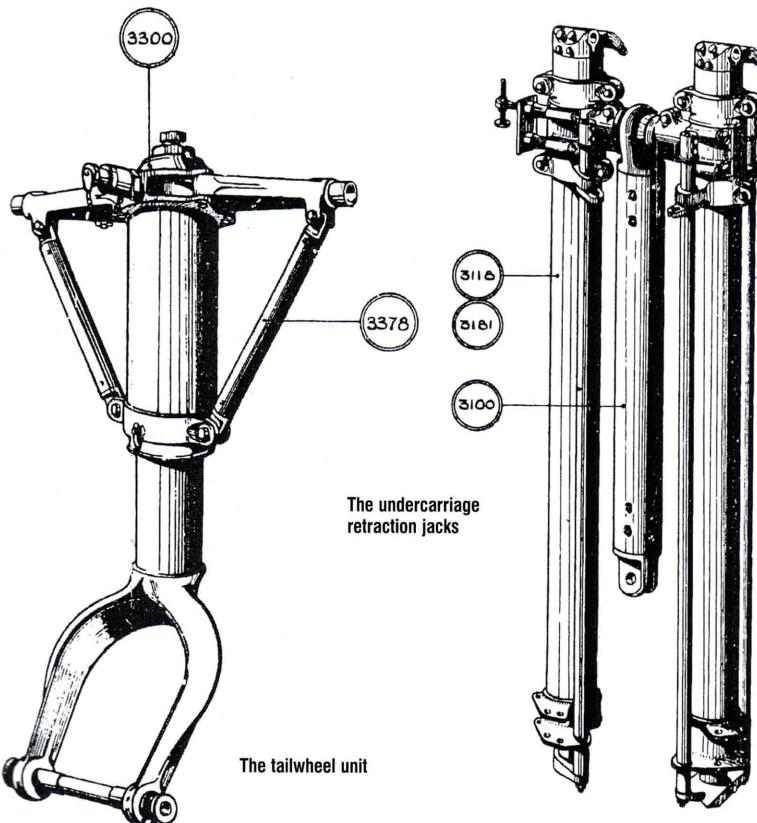
## Section 5 – Undercarriage



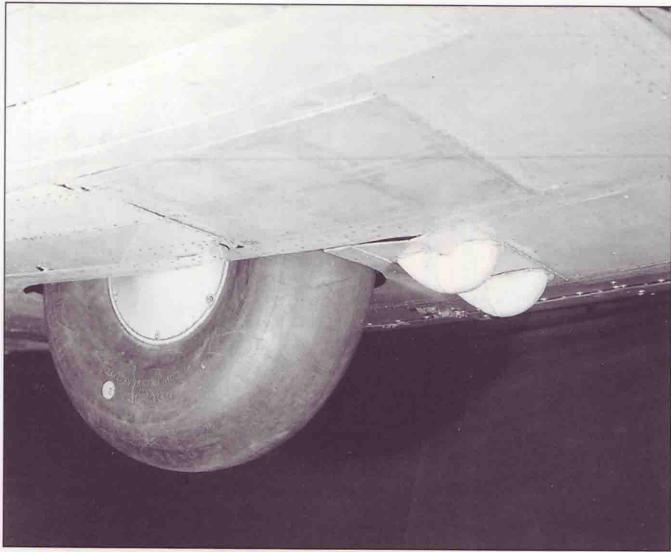
This shot of the modified undercarriage on the prototype shows the hinged mid-doors that were deleted from all production RAF machines, but which have been seen on the Belgian AF examples. Note that the item projecting from below the wing is a gun camera (this was fitted in the wing of production machines) and the lack of the installation of the machine gun above it. The panel hinged down below the wing is to allow access to the ammunition box for the machine gun



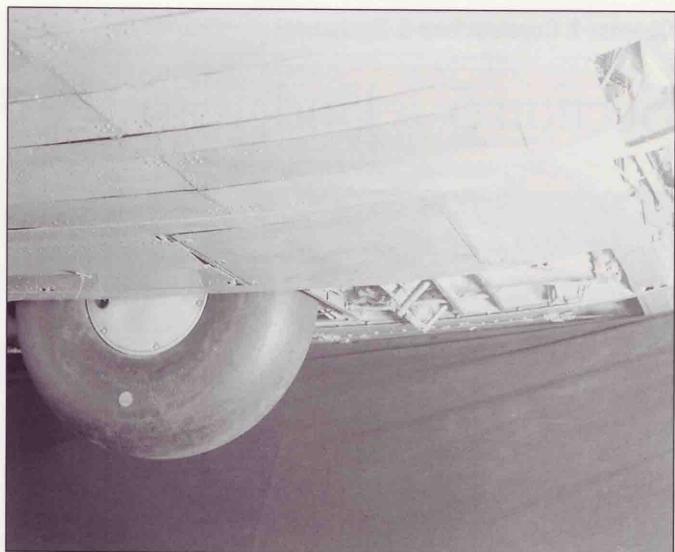
This diagram from the parts manual clearly shows the construction of the undercarriage leg



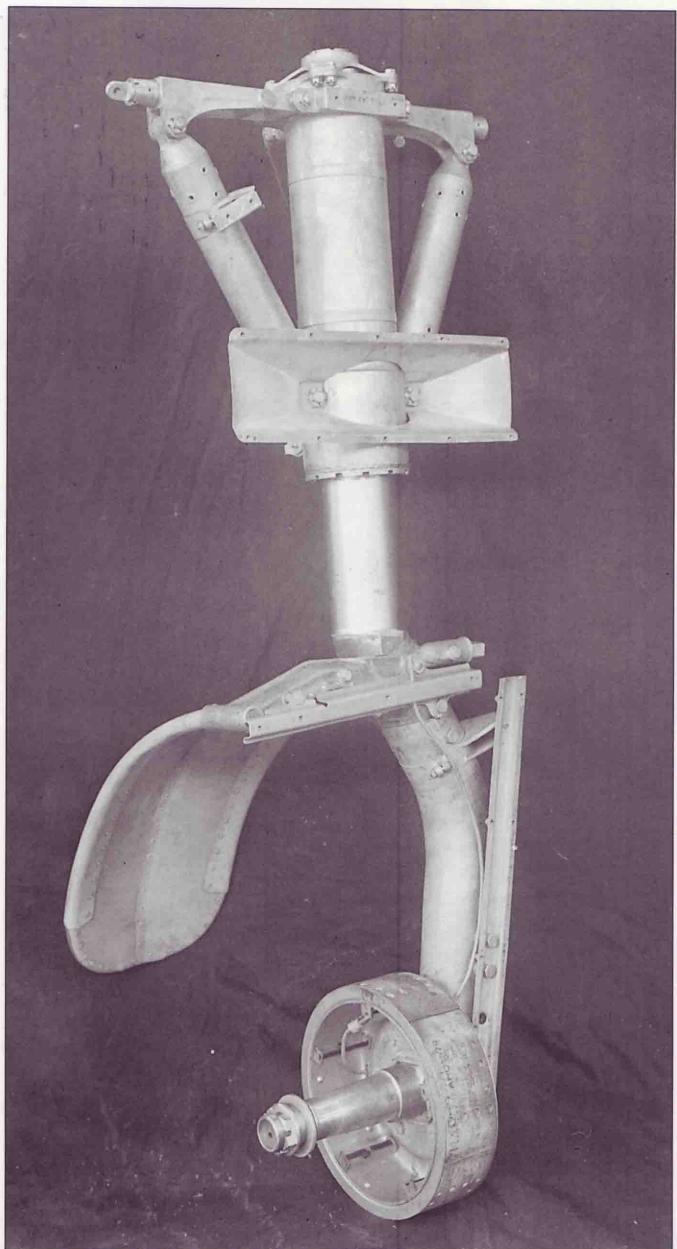
The undercarriage leg in the fully retracted position



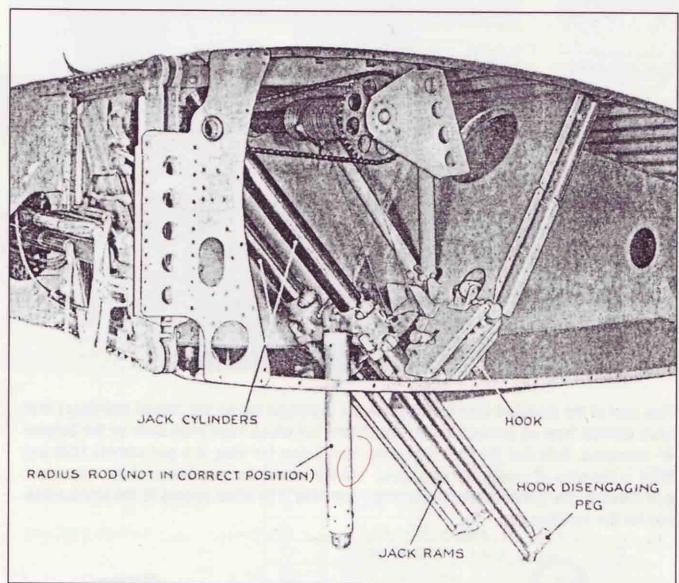
The undercarriage on the prototype in the fully retracted position. Note that the hinged mid-sections were deleted from RAF production machines and this resulted in just a gap at this point



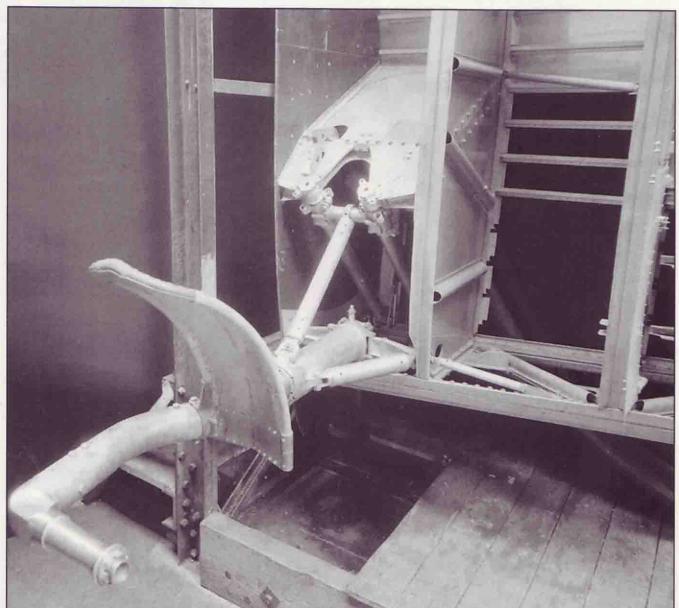
The undercarriage in the fully retracted (in flight) position, although this time without the undercarriage doors fitted



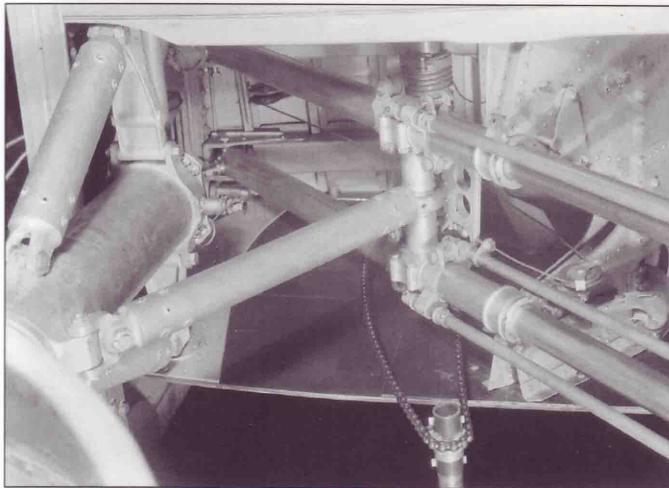
The main undercarriage oleo complete with mudguard



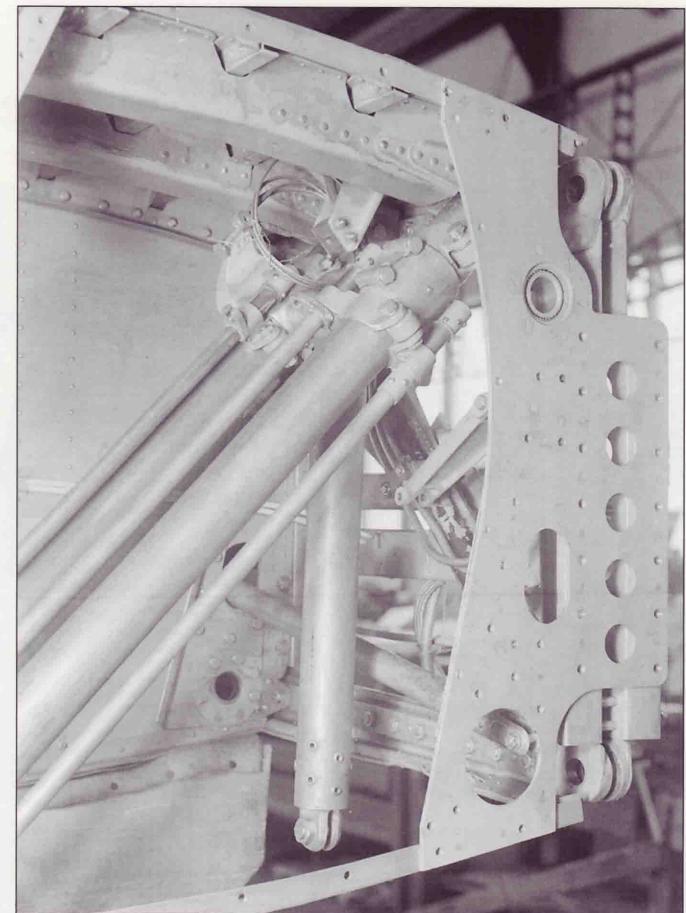
A diagram from the flight manual showing the undercarriage assembly in the wing



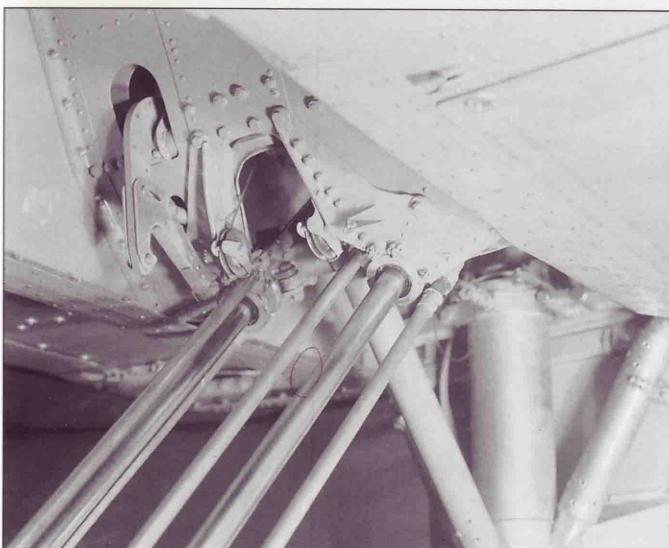
The undercarriage leg, installed in a partially built wing, in the extended position



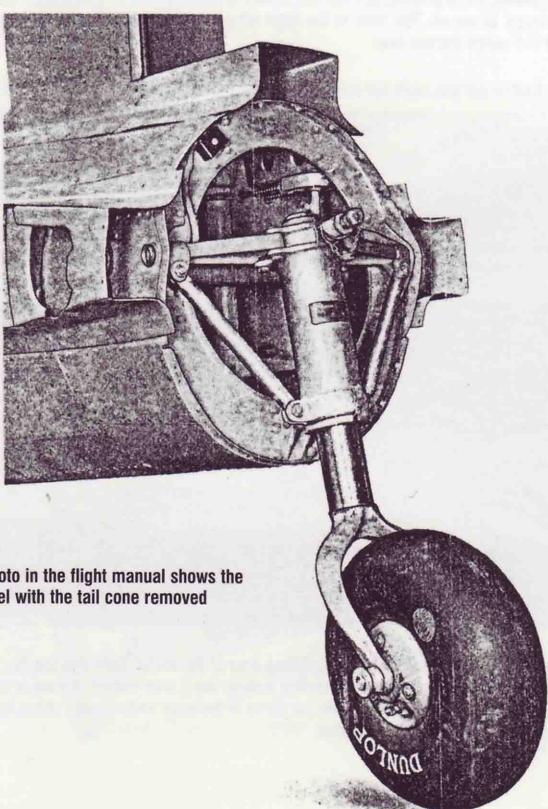
A view up inside the wheel bay area, showing the linkage of the radius rod to the retraction jacks



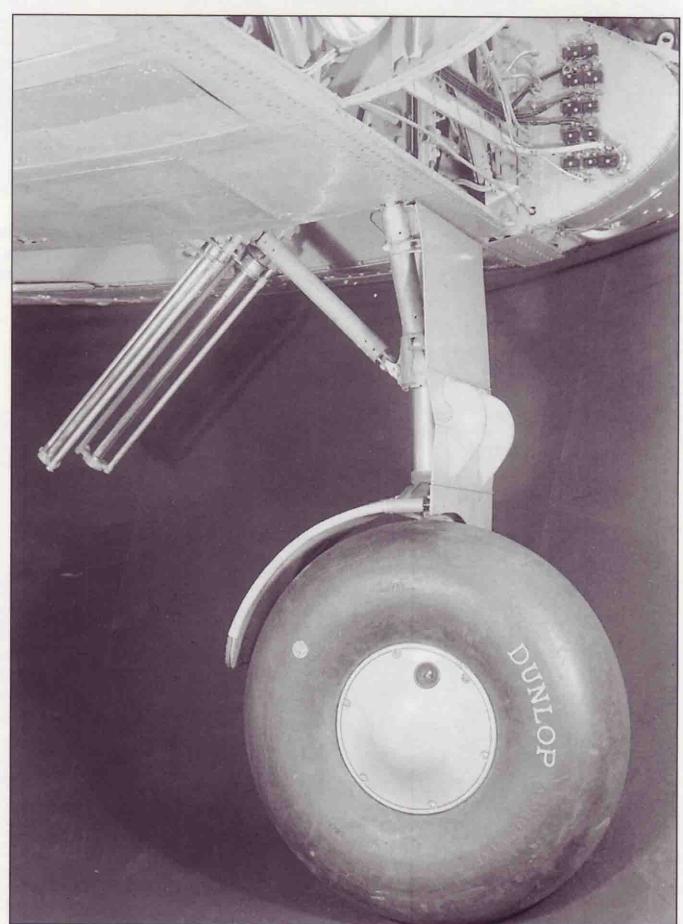
This view into the wheel well area from the open (root) end of the wing shows the retraction rods in the retracted position and the radius rod lying directly downwards because it is not connected to the oleo leg (which is not fitted here)



This view from the back of the undercarriage shows how the rams pass through a casting that forms part of the structure of the wing

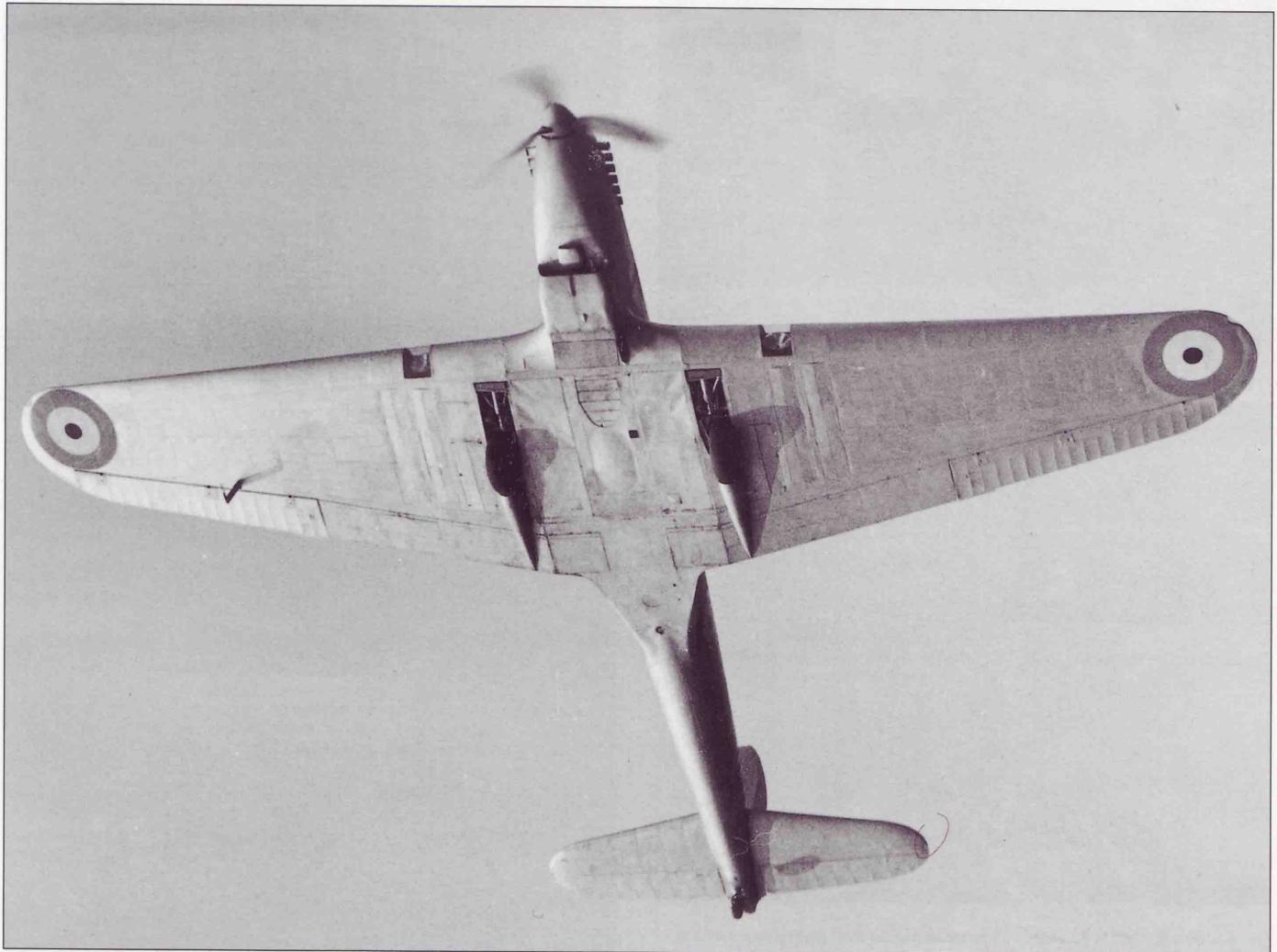


This photo in the flight manual shows the tailwheel with the tail cone removed

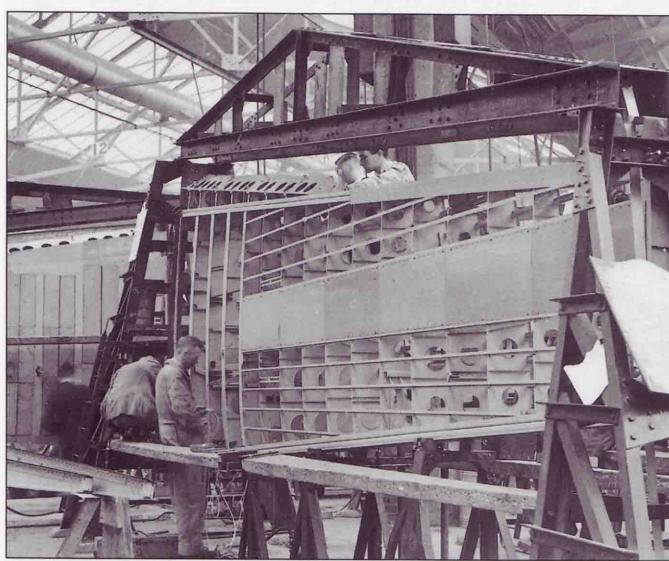


Overall view of a complete undercarriage leg in the extended position. Note that the covers mid-section were not fitted to RAF aircraft, but were used on Belgian AF examples

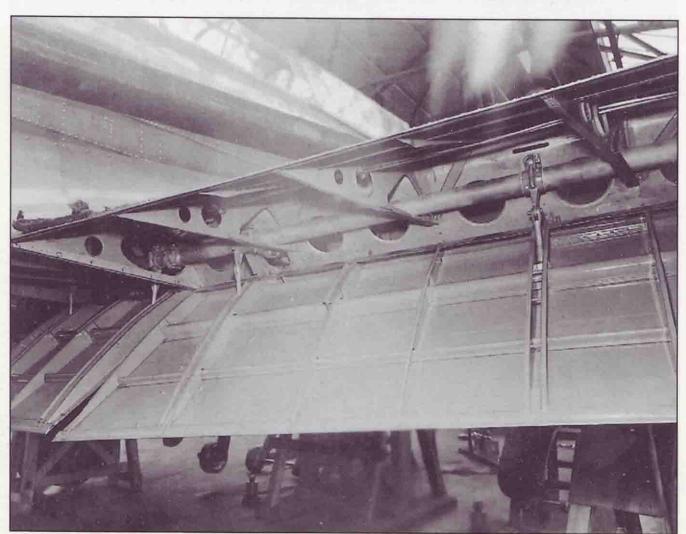
## Section 6 – Wings & Centre Section



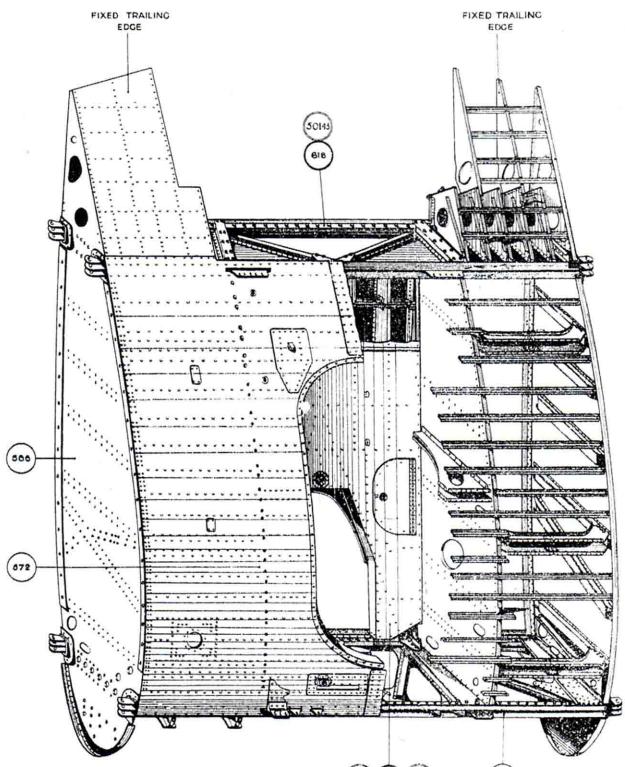
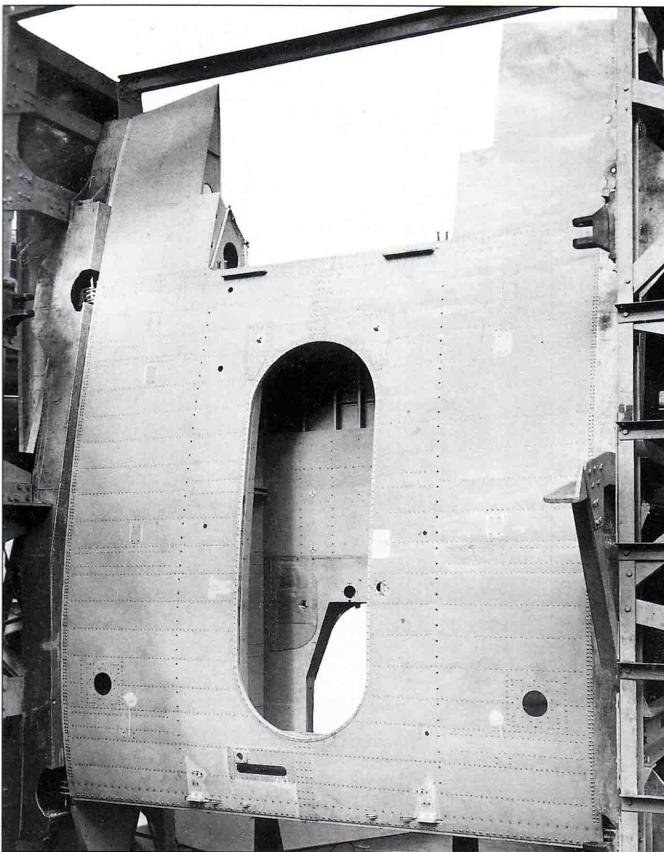
This is a good view of the underside of the prototype in flight. There are detail changes between this and the production machines, but this still shows to illustrate the overall design well. Note the shutters across the bomb aimer's position and the fact that in the prototype this was a smoother 'curved' shape aft. The 'kink' in the outer wing panels is an illusion, as although the outer panels rise at an angle of 6° at the trailing edge, there is no kink (in plan view) in the wing outboard of the centre section joint



Here you can see two mainplanes being built in the jigs. The one in the background is almost complete and you can clearly see the bomb cells. The outer ones look as if they are in three sections, but this is just the skin and the doors themselves are one continual run

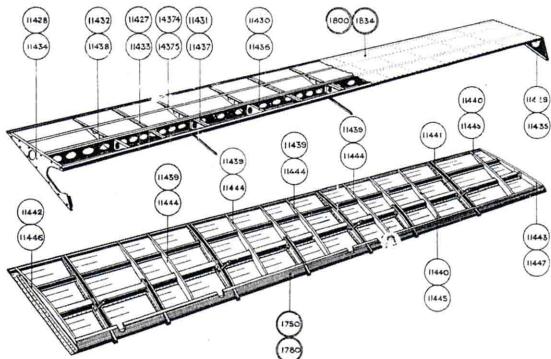


A nice view up inside the inboard starboard flap area of the Battle. Note that the flap is in two sections, with the smaller inboard section looking like it toes inward. It does in fact sit at 90° to the fuselage centreline, so with the curve of the wing trailing edge above it, it looks as if it is angled inward in this shot

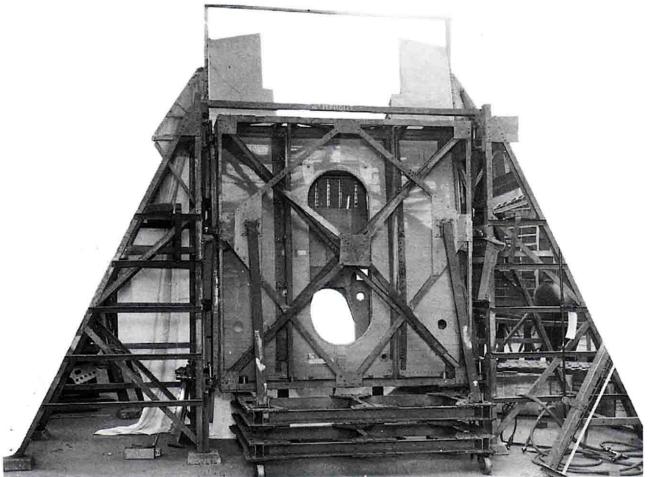


The centre section. Note that the 'fixed trailing edge' is at an angle: no straight edges here!

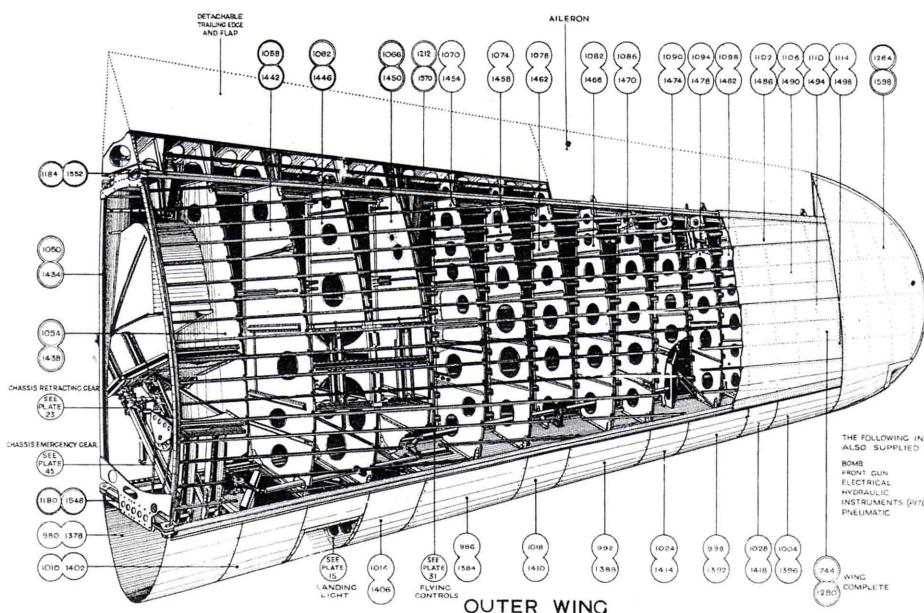
The centre section being built in a jig. The oval hole will be uppermost inside the fuselage.



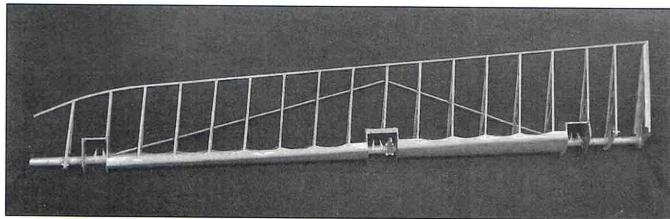
**From the manual, here you can see the upper skin above the flaps and the outboard flap assembly**



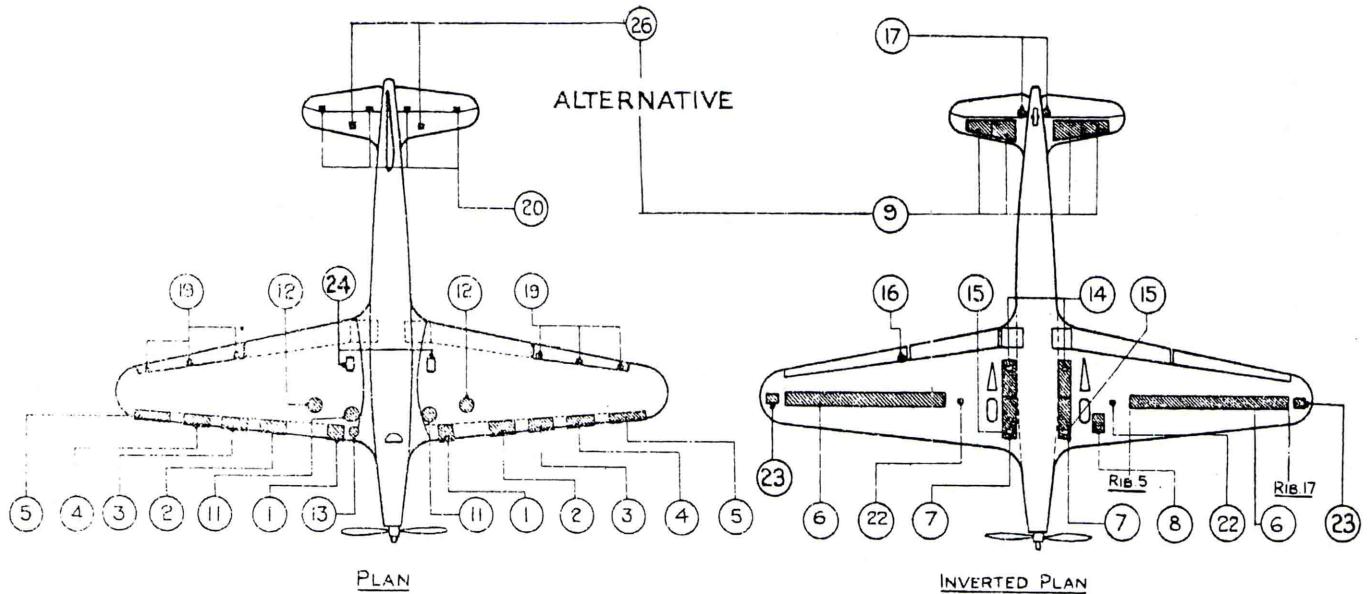
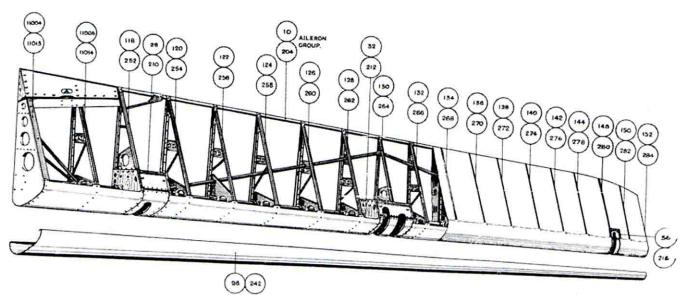
This shot of the centre section in the jig shows it with the gate applied over the top. The bar at the top is level, so you can see that the trailing edge of the centre section is sloping outward towards the separate mainplanes. This of course means that the wing trailing edge cannot be at 90° to the fuselage at any point.



A good illustration of the mainplane, view from above and without the aileron or flap area fitted



Construction of the aileron; it was fabric covered



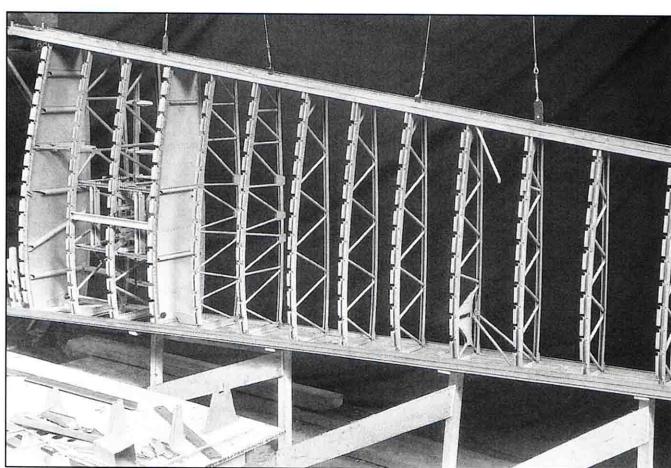
Useful diagram showing the various inspection panels on the Battle Key

1. Detachable cover to inspect leading edge ribs 1-2
2. Detachable cover to inspect leading edge ribs 5-7
3. Detachable cover to inspect leading edge ribs 8-10

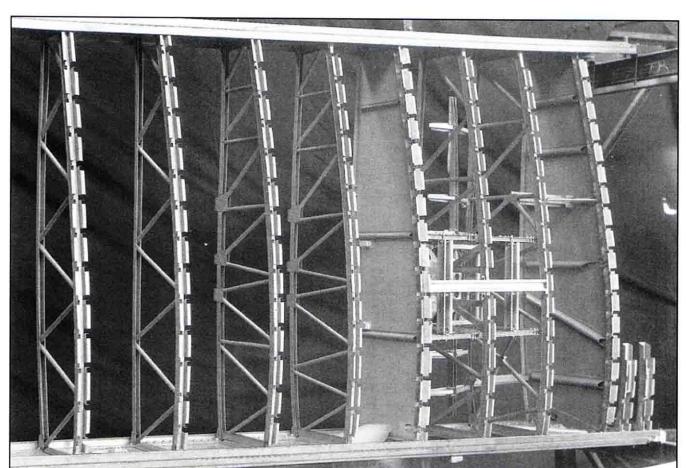
4. Detachable cover to inspect leading edge ribs 11-13
5. Detachable cover to inspect leading edge ribs 14-17
6. Detachable inspection panels (one each wing)
7. Panels under fuel tanks
8. Panel at Vickers machine-gun
9. Panel under tailplane

10. Panel on fin
11. Fuel tank filler covers
12. Covers at bomb racks
13. Oil tank filler cover
14. Fuel tank drain covers
15. Fuel tank cock covers
16. Aileron trimming gear
17. Elevator trimming gears
18. Rudder trimming (port side)

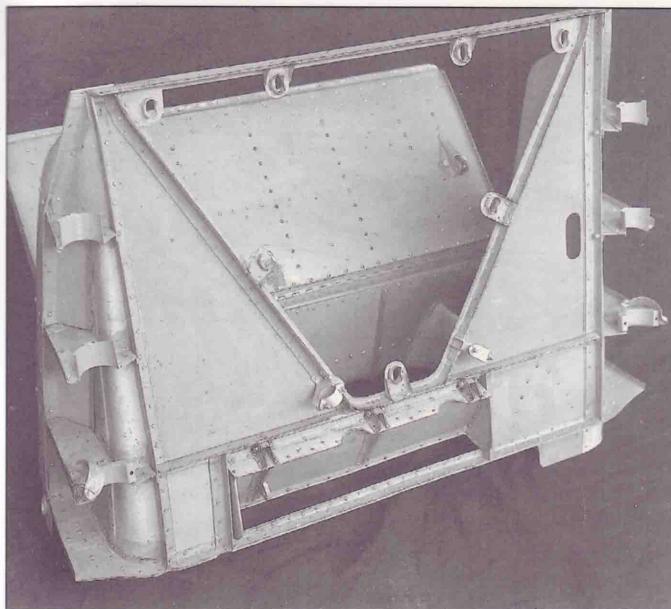
19. Aileron hinge doors
20. Elevator hinge doors
21. Rudder hinge doors
22. Doors in bomb cell doors
23. Panel in wing tip
24. Inspection cover at rear spar root
25. Auxiliary fuel tank filler cover
26. Inspection panel tailplane root



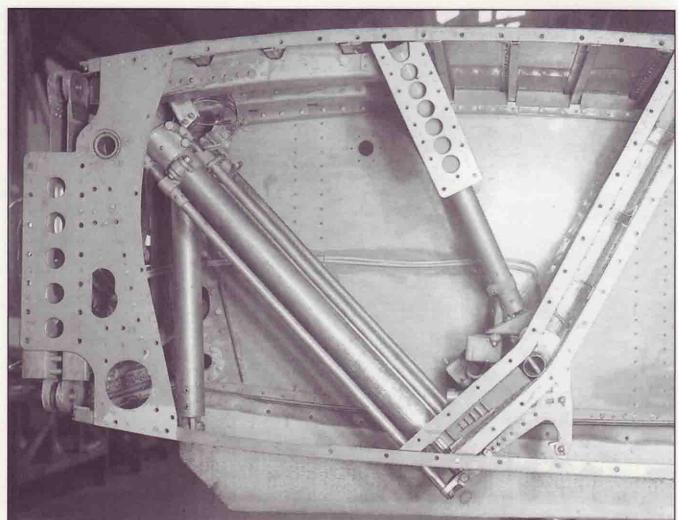
Overall view of the starboard wing in the jig. Note the bomb cells inboard



A closer look at a wing under construction. Here you can clearly see the bomb cells, with their bomb shackles fitted to the cross-beam. This is the port wing and you are looking at what will be the upper surface



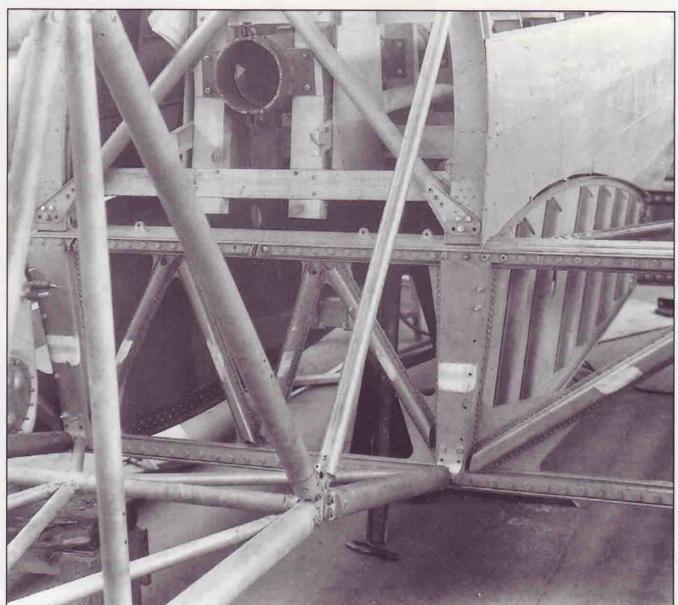
This is the panel aft of the ventral radiator and it shows the flap associated with it



This shot shows the wing root area and the undercarriage



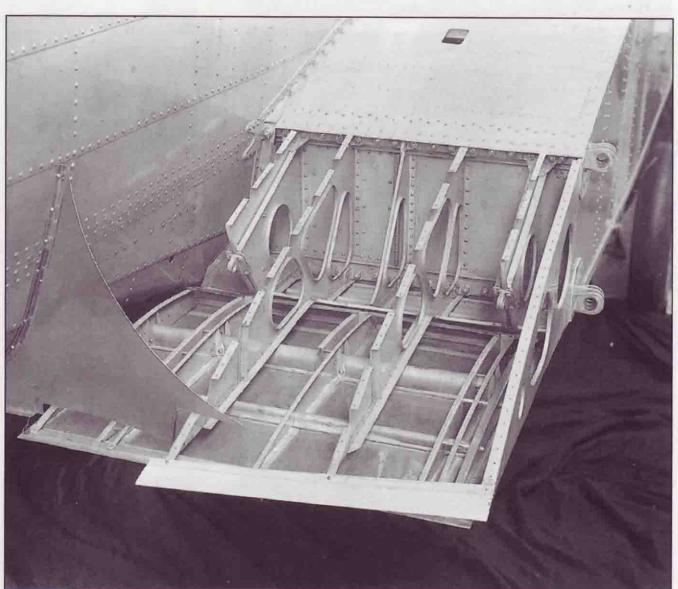
This image clearly shows the large casting for the undercarriage fitted into the wing



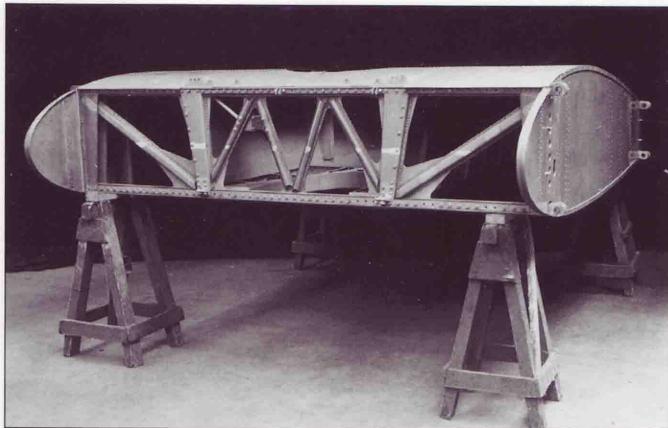
This view of the mid-section in the jig clearly shows the style and location of the front spar assembly



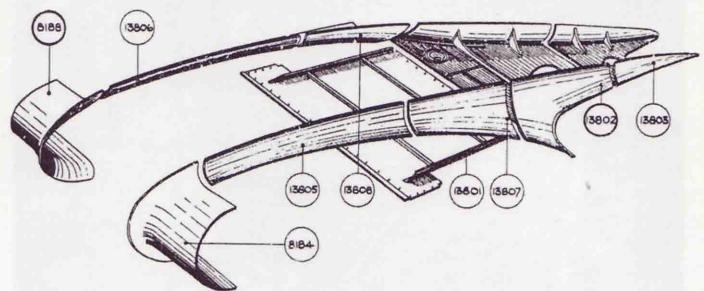
This is a nice view of a skinned wing panel in the jig. This is the undersurface and from right to left you can see the undercarriage bay, machine gun ammunition bay, two bomb cells and the access panels



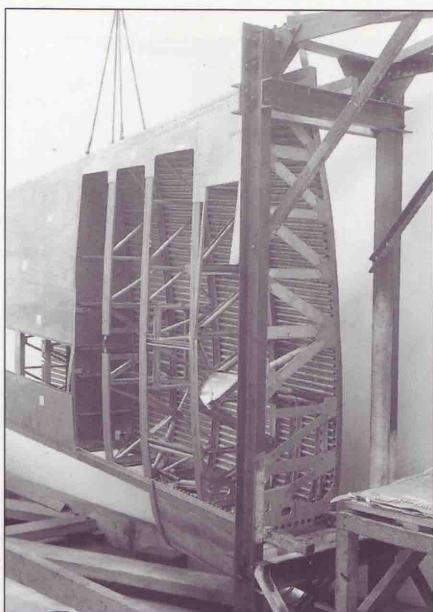
This shot of the centre section trailing edge helps to illustrate that the mid-flap section has a straight trailing edge, but the wing root above it is tapered



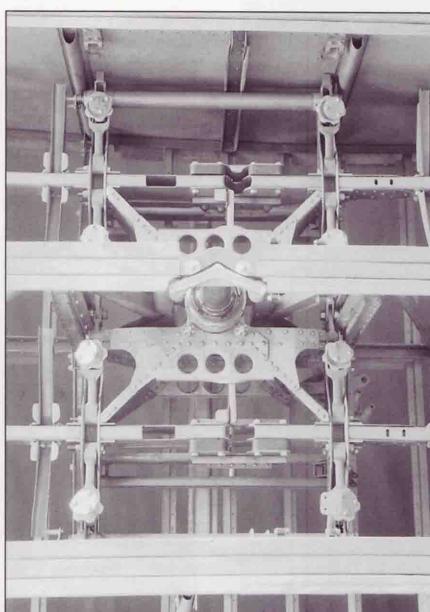
This shot of a completed centre section shows the forward spar unit, the front and rear spar pick-ups for the main wings and the relationship between the access hole in the top of the skin and the bomb aimer's aperture in the lower section - very cramped!



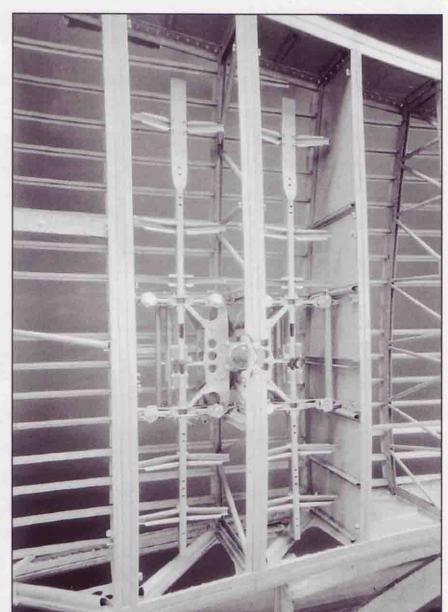
This is a useful diagram from the parts manual that shows all the fairings associated with the wing root on the Battle



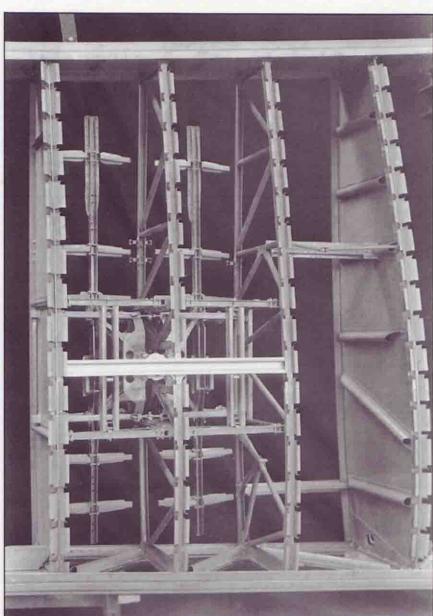
The starboard wing in the jig being skinned. Note the bomb cells and the large access panel outboard



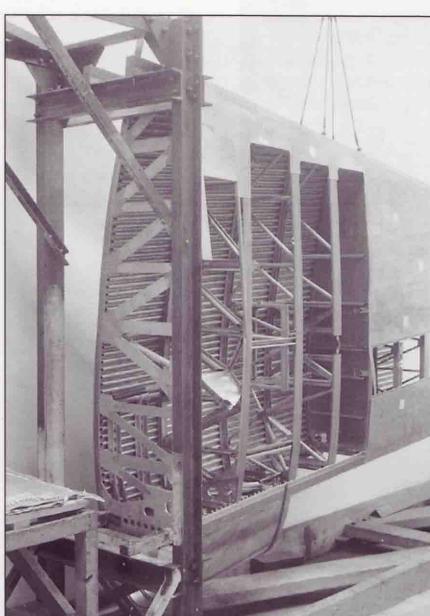
This shot is a close-up of the bomb racks in the wings, viewed from underneath (through where the doors will be) before the skins were applied



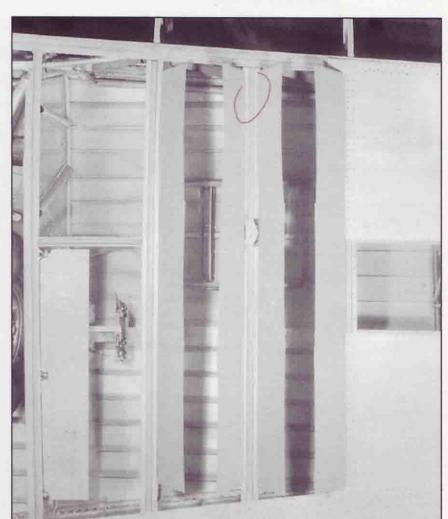
Another shot of the bomb racks in an unskinned wing. Note that the wide end of the rack is at the back of the wing



The bomb cell area viewed from above before the skins are applied

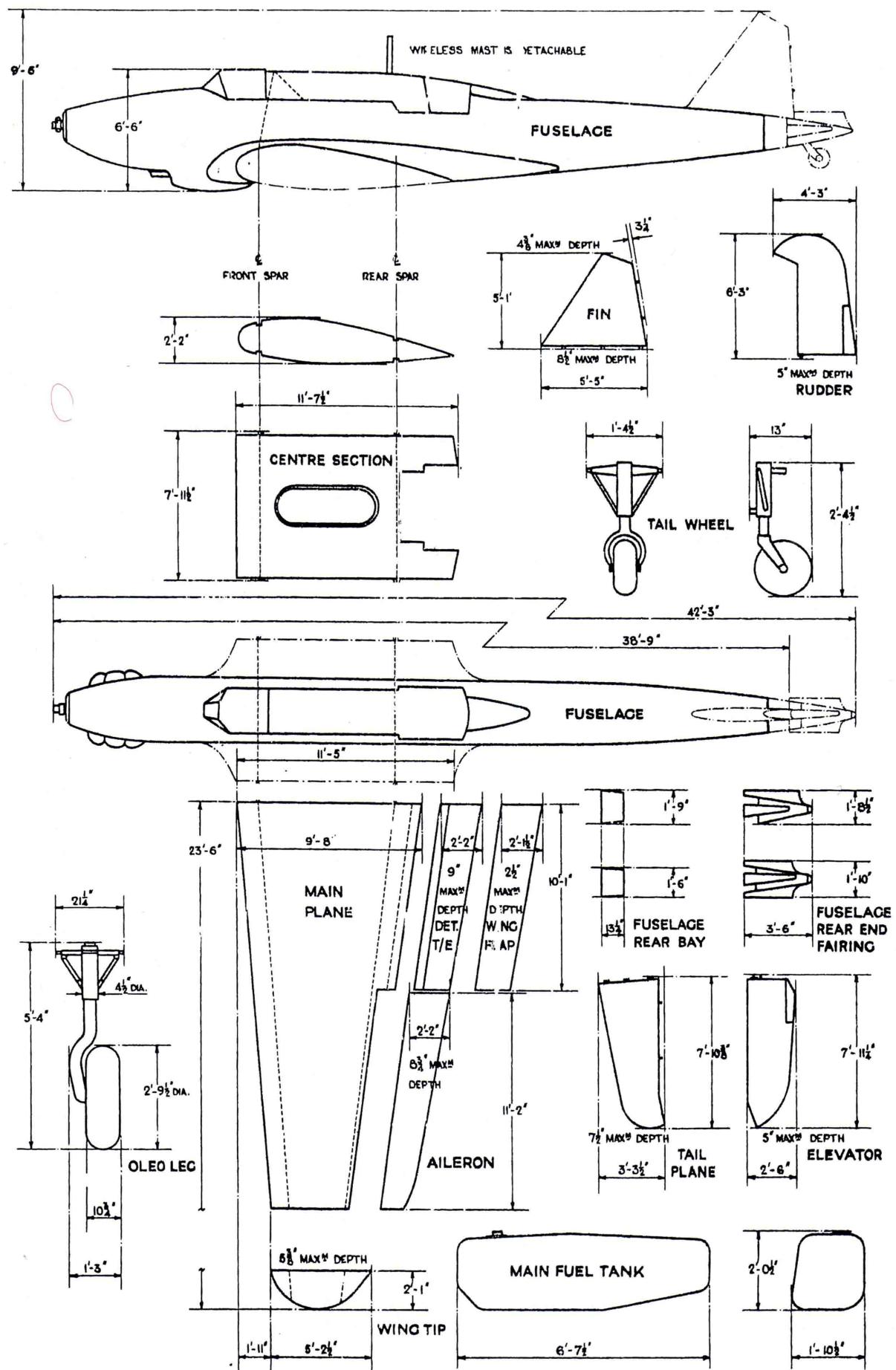


A partially built port wing in the jig

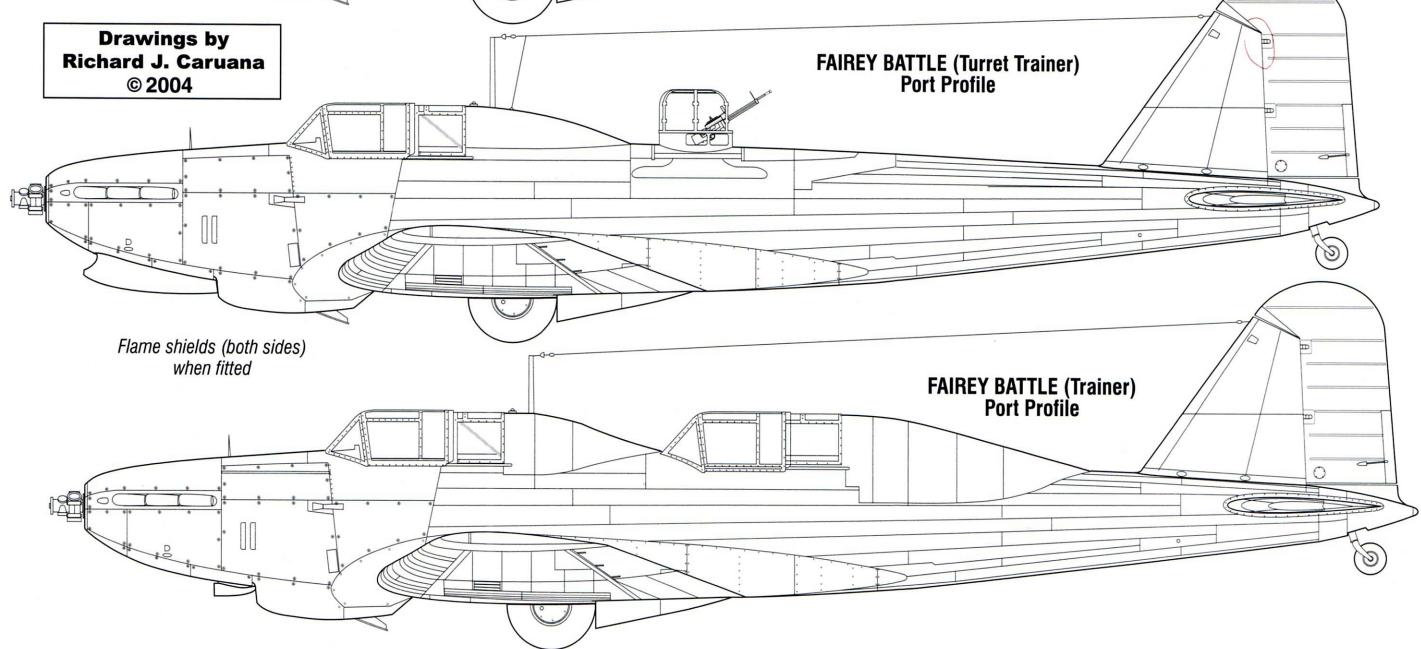
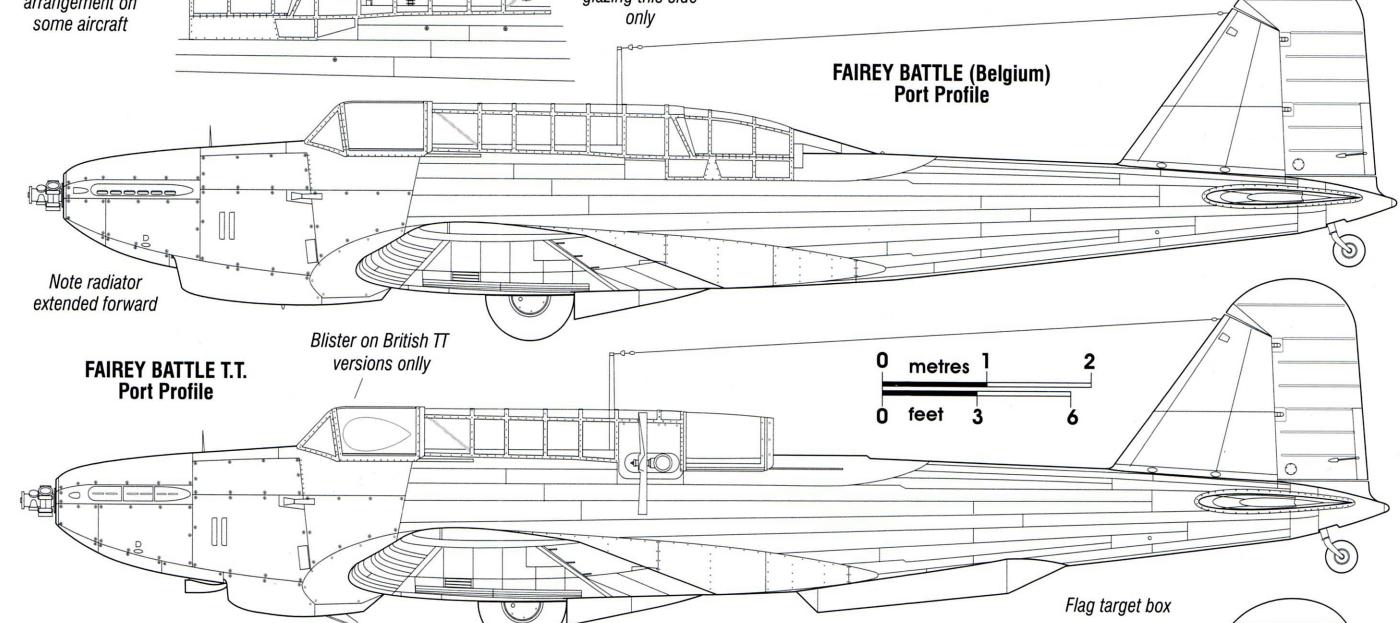
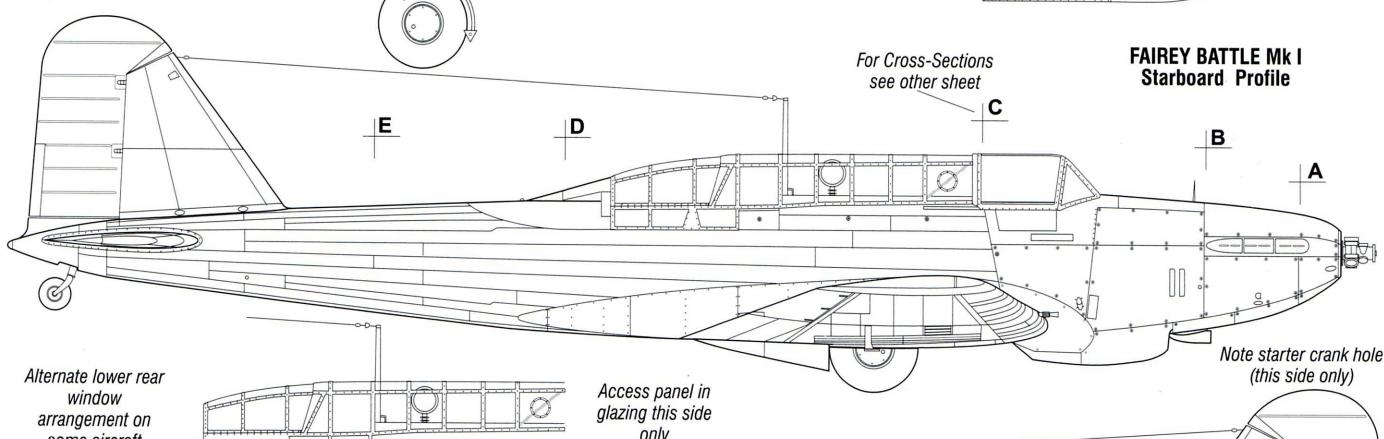
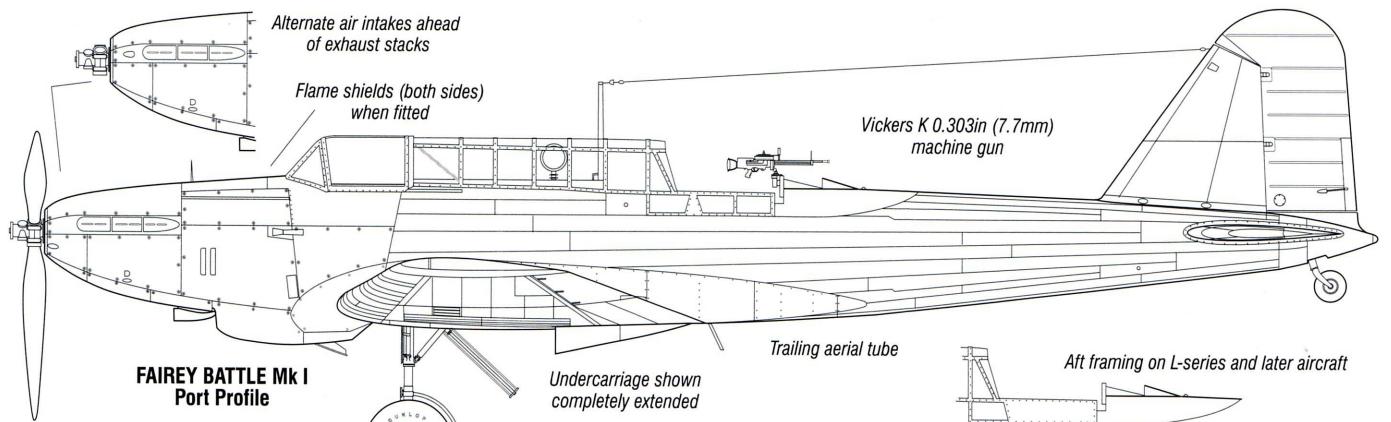


This is a very useful image, as it shows the bomb cells in a wing. Note that the doors of the main cells are in one piece, although they are made of three sections joined together. You can see the flare cell to the left (with one door fitted) and the bay forward of it that will have a panel that hinges forward fitted eventually. The leading edge of the wing is to the top of this image

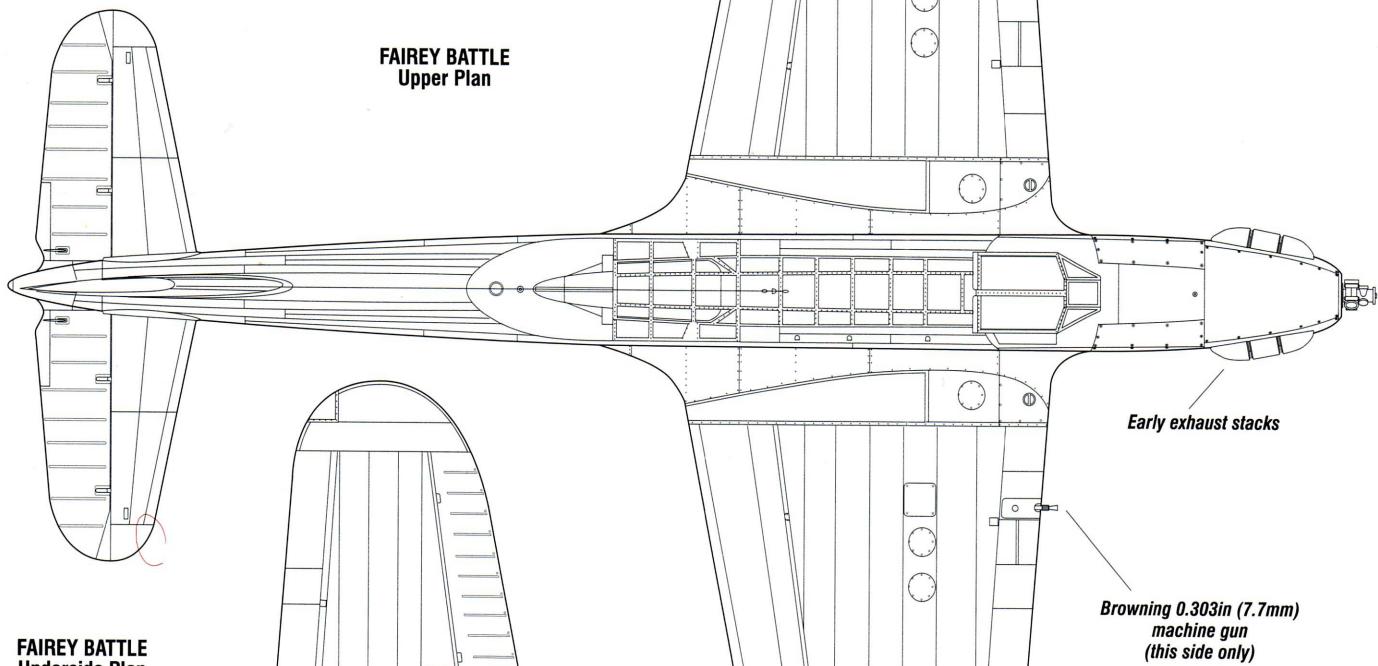
"BATTLE"



## **STORAGE AND TRANSPORT DIMENSIONS**



FAIREY BATTLE  
Upper Plan



FAIREY BATTLE  
Underside Plan

Landing lights both sides

Shell cartridge ejector hole this side only

Bomb aimer's window:  
glazed on late production  
models

Camera port

Nav. Light  
on trainer  
version only

Late style exhaust stacks

Bomb bay doors

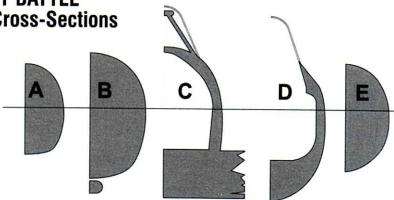
Drawings by  
Richard J. Caruana  
© 2004



Pilot this side only

FAIREY BATTLE  
Front View

FAIREY BATTLE  
Fuselage Cross-Sections



Mainwheel in retracted position

Mainwheel fully extended

# Camouflage & Markings

3  
Chapter

A good view of the prototype prior to being painted but with roundels and serial numbers applied



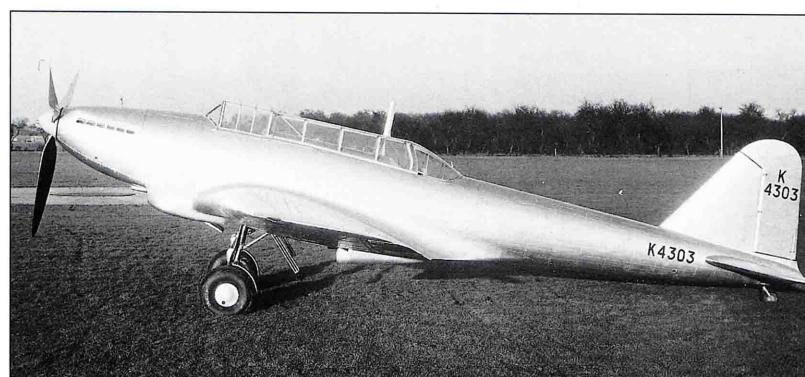
**Note:** Where official Air Ministry paint names are given, these appear with a capital letter e.g. Dark Earth, Dark Green etc. Where identification colours are concerned those used pre-war were Identification Red Bright, Identification White and Identification Blue Bright. In wartime these became Identification Red Dull, Identification White. Identification Blue Dull and Identification Yellow. Night (Black) was also an identification colour.

In the following text the identification colours read either Bright Red, White or Blue or Dull Red, White or Blue, or a combination of, etc.

## Initial Pre-war Schemes

The prototype Battle K4303 (F.2121) first appeared during March 1936 in an unpainted form, with red primer on the fabric-covered control surfaces. The registration was applied in Night in eight-inch high characters on the rear fuselage and on each side of the rudder. After its first flight (and several modifications later) it was painted Aluminium dope overall, the standard colour for all but heavy bombers at this time, which exhibited a very fine matt finish. The registration was reapplied in Night in eight-inch high characters on the rear fuselage and on each side of the rudder and the Aluminium selected was the new Cellon 'X' finish. National markings were applied in Bright Red, White and Blue (colloquially Type A'), positioned at the extreme wing tips (but not overlapping the aileron hinge line), and on the fuselage sides at the root fairing location. These were of 70in diameter on the

In this shot the prototype has received an overall coat of Aluminium paint plus its serials, but is devoid of any roundels



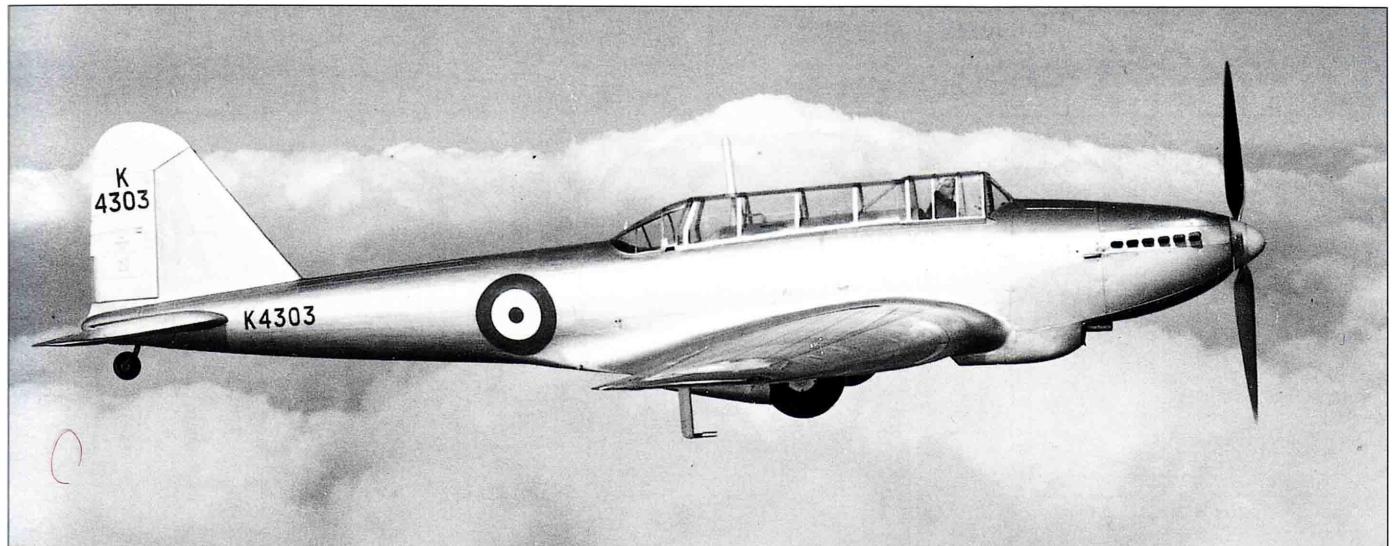
wings and 35in for the fuselage. Standard W/T bonding marks: component serials, factory inspection marks, AID stamps, and finish markings, appeared in all relevant locations, also in Night. Internal paint finish including the cockpit and wheel wells was prior to the grey-green colour we refer to as 'Interior Green' and was in fact a commercial metal primer called Cerrux MP4, a light khaki-green close to FS 595a 34172.

Appearing in much modified form and in public for the first time on 27th June 1936 at Hendon, K4303 received the New Types Park number '4' in Night ahead of the roundel on each side of the fuselage. Comparing this with the 35in diameter Type A roundel it would seem that this number was approximately 32in high with a 4in brush stroke. By this time the registration had been applied below the wings in Night.

## Into Camouflage

Camouflage, in a new matt material (DTD 83A), was an entirely new subject for the Hayes drawing office who were presented initially with a Systems Installation Scheme (SIS.10) issued by the Royal Aircraft Establishment (RAE), South Farnborough, about March 1936. This showed, in very precise detail, a two-colour, very complicated demarcation, upper and side surface pattern, illustrated in a number of colour combinations that included Land Scheme (L.1) with four variants; Schemes A, B, C & D.

Although only one pattern and its mirror image (handed) were drawn, with the transposition of the two colours, two further schemes emerged that potentially offered four in total. The Hayes drawing office, after discussions with Stockport, was fairly quick to point out the possible production bottleneck which might result in dealing with four schemes in the paint shop. They were however informed in a subsequent reply from the Air Ministry (Circular Letter No.457: Dated 9th April 1936), that in a colour diagram that was expected to become available in May 1936 as Air Diagram (AD) 1158, entitled 'Camouflage Scheme for Single Engine Monoplanes - Medium Bombers', two of the potential four schemes were only to be considered as



'optional'. These were therefore redrawn as Works Drawings by Fairey that showed Scheme 'A' and 'C' for aircraft with even registrations, and Scheme 'B' and 'D' for odd registrations, before being submitted back to the Air Ministry for approval. However records within the Hayes Drawing Register only account for two schemes and certainly by early 1939, Issue 2 of the (coloured) Air Diagram only showed schemes 'A' and 'B' and this situation is borne out by contemporary photographs.

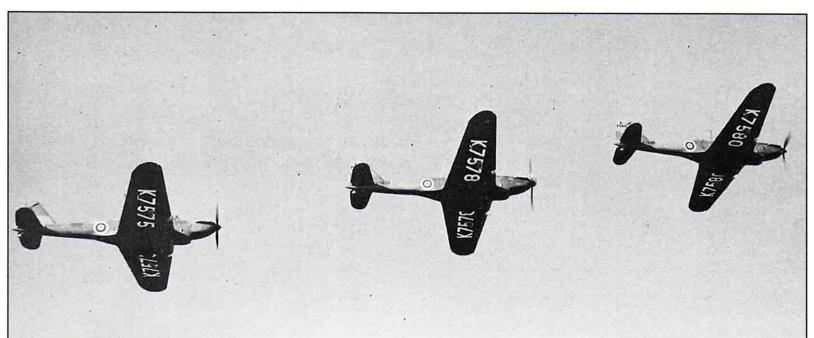
Handing of the pattern within the paint shop did not follow precisely the odd and even sequences as machines were subsequently painted two at a time with identical patterns/colours. It was often the case that production machines were being worked on out of the factory numbering sequence and as a result although 'handing' of the camouflage pattern continued this all too often ran out of sequence. This results in much confusion when looking at contemporary photographs and this situation was also the case later with many Austin-built airframes.

It should be noted that the area of upper fuselage decking underneath the glazed canopy section was always in Dark Earth due to the way in which the 'handed' A or B Scheme pattern had been arranged.

Initially the undersurfaces were in Night that was restricted almost entirely to the undersurface areas with hardly any Night showing on the lower sides. Later the Night was extended upwards to a 60° angle of demarcation which also included much of the radiator sides. The registration was marked in large Bright White characters angled to follow the trailing edge line as in the prototype. Later production aircraft had the characters set in a line perpendicular to the machine centreline. In all instances these characters were 42in high with 6in wide strokes

With camouflage came a different location for the wing roundels which were now set inboard from the wing tip at some one third of the span from tip to centreline of the machine. Whilst the standard Dull Red, White and Blue roundel (Type A) remained as the national marking, camouflaged aircraft had the addition of an outer Dull Yellow ring added at the same band width as those of the existing colours (Type A1). These markings were also in a matt finish.

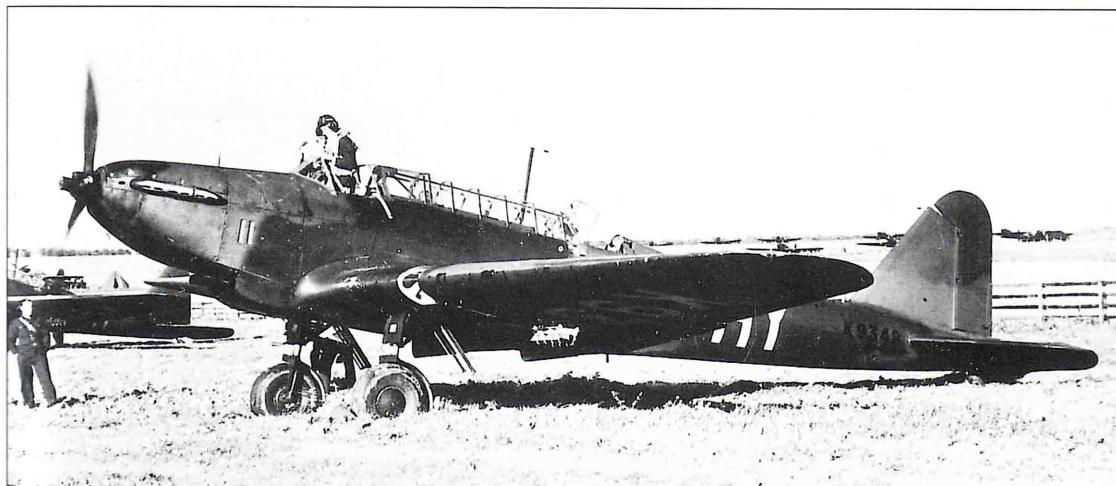
This inflight shot of the prototype shows it in overall Aluminium with serials in black and roundels on the fuselage and wings. Note how far outboard the upper (and lower) wing roundels are



Internal finish was the more usual grey-green primer and this included the cockpit area, with instrument panels and consols in Night. The pilot's seat was in anodised aluminium and furnished with a brown leather backrest.

No reference has yet been found which details whether the prototype K4303 (F.2121) or the first production machine K7558 (F.2316) received camouflage first. Likewise to date no photograph has yet been found which actually shows the prototype in camouflage.

A formation of Battles (K7575, K7578 & K7580) in flight. They clearly show the full camouflage applied to the type, as well as the Dull Yellow-rimmed fuselage roundels, lack of any underwing roundels and the 'revised' production underwing serial style



This No.88 Squadron Battle is seen in the post Munich Crisis era, although it is difficult to tell if the underwing serial numbers had been painted out, but very badly, or not?

(B)38295 SHT. I

SPARES: STORES REF. NO.  
TO DRAWING LIMITS

THE F

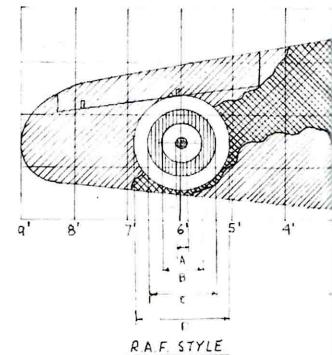
DIMENSIONS AND DATA, AND ADDITIONAL CAMOUFLAGE INFORMATION BATTLE I, II and III, ALSO TRAINER VERSIONS ETC. AND LATER SCHEMES — SEE OTHER SHEETS

PAINTS

ALL EXTERNAL MATERIALS TO D.T.D. 83A  
MATT FINISH  
ALL PROTECTIVE TREATMENT TO  
SPEC. F.S. 600

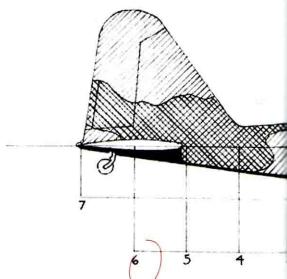
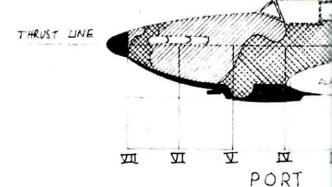
NATIONAL MARKINGS  
ROUNDELS

	COLOUR	WINGS UPPER SURFACE	FUSELAGE
A	RED	9"	6"
B	WHITE	2'-3"	1'-3"
C	BLUE	3'-9"	2'-2"
D	YELLOW	5'-3"	3'-0"



RAF STYLE

NOTE:  
ENTIRE CANOPY DARK GREEN, INCLUDING  
DEKING BELOW CANOPY DARK GREEN.  
PILOT'S HOOD HALF OF SCREEN HALF DK EMU.  
PILOT'S WINDSCREEN FRAME DARK GREEN.



NOTE:  
THIS SCHEME DENOTES 'PATTERN A' FOR EVEN  
SERIAL NUMBERS. FOR ODD SERIAL MACHINES USE OPPOSITE  
'PATTERN B'.  
UNDERSURFACES - NIGHT  
SEE B 38295 SHT. 3. FOR UNDERWING REG.  
ALSO W/T BONDING MARKS, COMPONENT SERIALS,  
FINISH MARKINGS.

AIRCRAFT:-

BATTLE

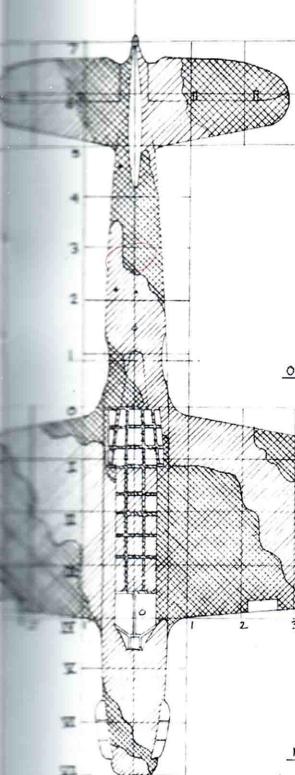
TITLE:-

AIRCRAFT CAMOUFLAGE SCHEME

# FAIREY AVIATION CO LTD

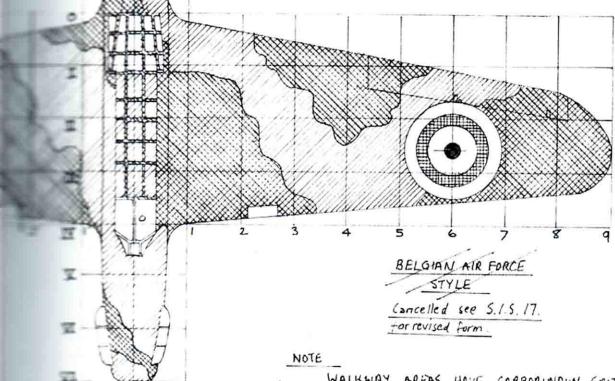
ISSUE NO.

DATE

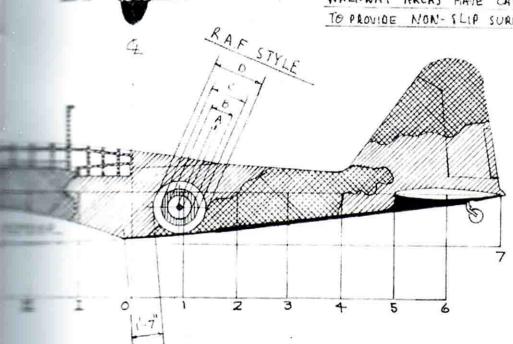
A.M. MODN OR  
AMENDT NO.

DARK GREEN  
DARK EARTH

ORDINATE 5 3'-0" SQUARES

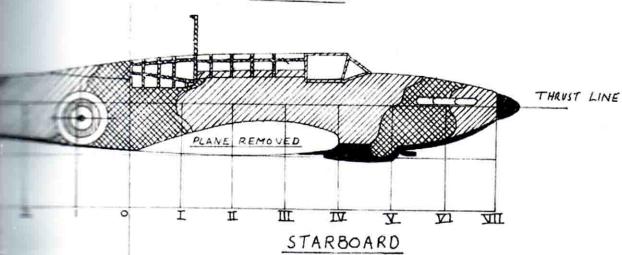


NOTE  
WALKWAY AREAS HAVE CARBORUNDUM GRIT  
TO PROVIDE NON-SLIP SURFACE.



NOTE  
BECAUSE OF AIRCRAFT LETTERS  
FUSELAGE ROUNDEL CENTRE TO  
BE RAISED 3".

DIVISION BETWEEN UPPER &amp; LOWER SURFACE COLOURS



DRAWING SIMPLIFIED BY SHOWING  
'NIGHT' UNDERSURFACE COLOURING.

STANDARD PROTECTIVE TREATMENT  
PER F.818/69 STAND'D LIMITS PER  
E.D.S.1 FOR DIMENSIONS NOT LIMITED ON DRG.

ALL MACHINED CORNERS  
MUST HAVE A RADIUS OF  
 $\frac{1}{4}$ " MIN. WHERE NO  
SPECIFIC RADIUS IS GIVEN.

SPECIAL NOTES (PER D.O.I.) FOR THIS DRG:-  
REFER TO F.S. 600 AND ALL 1938/39/70 - FINISH SPECIFICATIONS.

A/C	NO OFF PER A/C	ASSY NO	A/C	NO OFF PER A/C	ASSY NO
BATTLE		A 3828.8			
BATTLE		A 3829.0			

## THE FAIREY AVIATION CO LTD

REF.	DESCRIPTION	PART NO	NO OFF PER ASSY AS DRAWN (OPP.HAND)	MATL	GRADE	TEM-PLATE	REMARKS
------	-------------	---------	-------------------------------------	------	-------	-----------	---------

1	K 7558	2'-5"	THRU LINE	LOCATION - REAR FUSELAGE & RUDDER SEE B 38295 SHT. 3			
---	--------	-------	-----------	---	--	--	--

2	SUGGESTED SIZE FOR AIRCRAFT LETTERS - 27" X 18" X 3 $\frac{3}{8}$ " STROKE						
---	--	--	--	--	--	--	--

3	WHERE VENTRAL COWLING LETTER IS USED - 18" X 11" X 2 $\frac{1}{4}$ " STROKE						
---	---	--	--	--	--	--	--

4	A.A.S.F. FIN STRIPES 3-9" HIGH WITH EACH COLOUR 10" WIDE (SERVICE APPLIED)	3'-9"	W	D			
---	--	-------	---	---	--	--	--

5	A.A.S.F. UNDERWING ROUNDEL RED = 9 $\frac{1}{2}$ " DIA WHITE = 16" DIA BLUE = 48" DIA (SERVICE APPLIED)	6'-0"	NIGHT UNDERSURFACE COLOURING				
---	---	-------	------------------------------	--	--	--	--

6.	PROPELLER 'NIGHT', WITH 4" YELLOW TIPS						
----	--	--	--	--	--	--	--

7.	MATERIALS (FOR REFERENCE ONLY) CELLULOSE FINISH TO D.T.D. 83A	ADDITIONAL - MODEL COLOUR REFS					
----	--	--------------------------------	--	--	--	--	--

INTERNAL	1. GREY GREEN 388/309	PS 545A
	2. NIGHT 338/187	3 4172
	3. ALUMINIUM 388/119	3 7038

CAMOUFLAGE COLOURS	4. DARK GREEN 388/185	30(F-G)2	30479
	5. DARK EARTH 338/182	5(E-F)4	30118
	6. NIGHT 338/188	-	3 7038

IDENTIFICATION COLOURS	7. IDENT RED (DULL) 338/74	807	30109
	8. IDENT WHITE 338/76	-	37778
	9. IDENT BLUE (DULL) 338/70	20(F-G)5	3 5044

	10. IDENT YELLOW 338/78	(4-S)A8	33538
	11. IDENT BLACK (NIGHT) 338/186	-	3 7038
	12. MEDIUM SEA GRAY 338/491	28D3	36270

FABRIC	13. PRIMER RED 338/125	8E7	30166
--------	------------------------	-----	-------

\* These references added February 1962, (and updated Nov 1972)

8	REGISTRATION A.A.S.F. STRIPE (Red forward) W/T BONDING, COMPONENT SERIAL ETC (Starboard only) REGISTRATION	ALSO ON CENTRE FUSELAGE AND THE USUAL UNDERSURFACE AREAS. SEE B 38295 SHT. 3.					
---	--	---	--	--	--	--	--

BATTLE CAMOUFLAGE							
-------------------	--	--	--	--	--	--	--

\* THIS DRAWING A REDUCED SIZE COPY OF VARIOUS 'BATTLE' PAINT SCHEMES DRAWINGS - WITH ADDITIONAL DATA FROM S. BANKS. USED FOR MODEL CONSTRUCTION AND PAINTING, HAYES FAC SEPTEMBER 1949, FOR FIRST FAC LONG SERVICE CELEBRATION.

I. D. HUNTERLY.

REF.	DESCRIPTION	PART NO	SCHEDULED ON FOR 'REFERENCE ONLY' ITEMS READ UPWARDS		
------	-------------	---------	---	--	--

SCALE:	REDUCED FROM 1/24	WT.	LBS.	DRAWN	TRACED	CHECKED
P. D. D.	ESTD			J. TAYLOR 3-8-1937	I. D. H. 24-1-49	E.C.G.
	ACT+				APPROVED	
		P.E.	C.T.	C.D.		DATE
						3-2-49.

(B) 38295 SHT. 1

# THE FAIREY AVIATION CO LTD

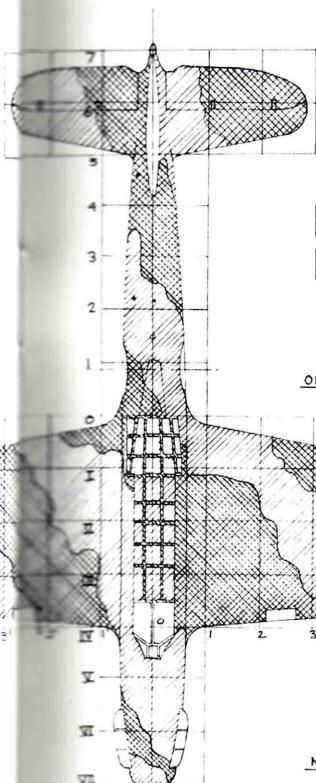
## PAINTS

ALL EXTERNAL MATERIALS TO D.T.D. 83A  
MATT FINISH  
ALL PROTECTIVE TREATMENT TO  
SPEC F.S. 600

## NATIONAL MARKINGS

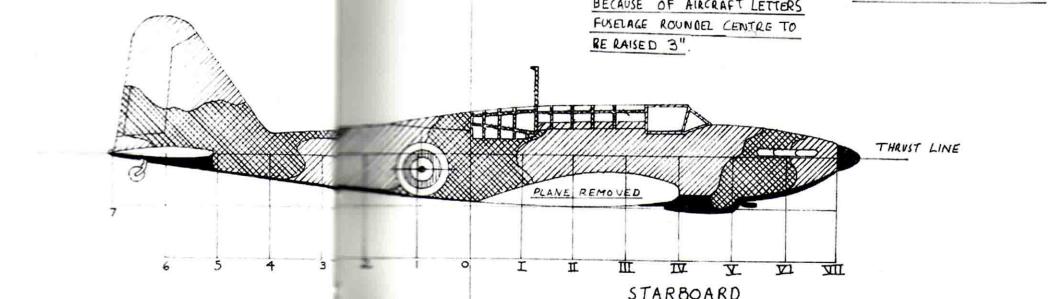
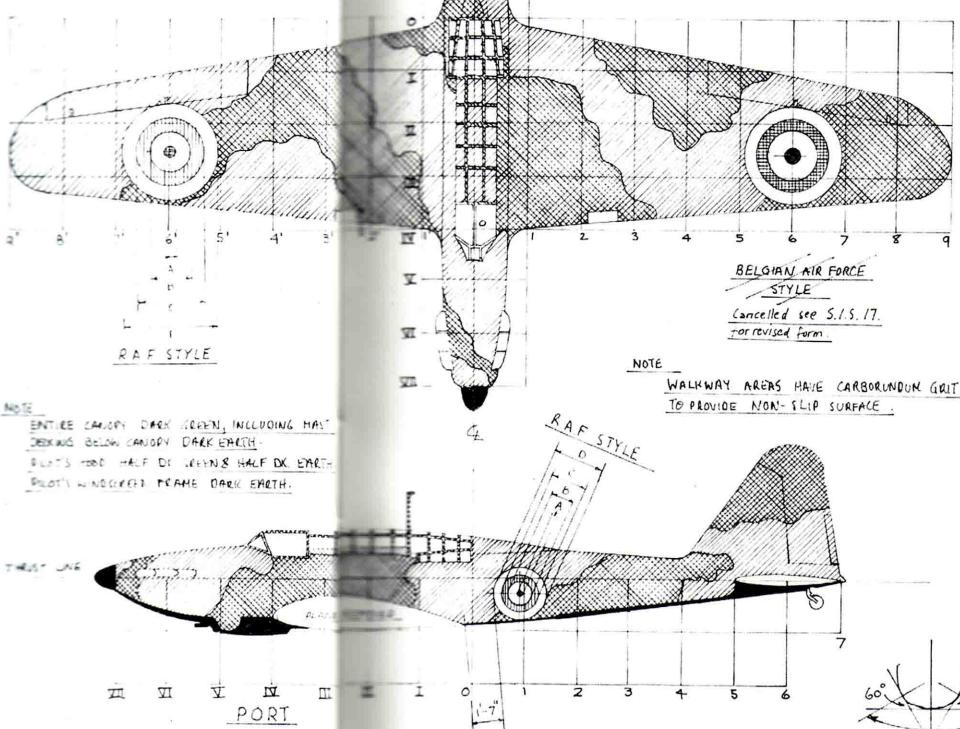
### ROUNDELS

COLOUR	WINGS UPPER SURFACE	FUSELAGE
A RED	9"	6"
B WHITE	2'-3"	1'-3"
C BLUE	3'-9"	2'-2"
D YELLOW	5'-3"	3'-0"



NOTE  
NO HARSH LINES TO APPEAR BETWEEN COLOURS  
COLOURS TO BE MERGED INTO ONE ANOTHER  
AT EDGES  
HINGE POINTS & MOVABLE JOINT SURFACES  
MUST NOT BE PAINTED  
OPERATING HANDLES TO BE IDENTIFIED  
AS SHOWN ON DRG. SHEET 12 AFTER  
MACHINE HAS BEEN CAMOUFLAGED.

DARK GREEN  
DARK EARTH



NOTE  
THIS SCHEME DENOTES 'PATTERN A' FOR EVEN SERIAL MACHINES  
FOR ODD SERIAL MACHINES USE OPPOSITE HAND (SEE SHT 2).  
'PATTERN B'

### UNDERSURFACES - NIGHT

SEE B35295 SHT 3 FOR UNDERWING REGISTRATION  
ALSO W/T BONDING MARKS, COMPONENT SERIALS AND OTHER  
FINISH MARKINGS.

DRAWING SIMPLIFIED BY SHOWING  
'NIGHT' UNDERSURFACE COLOURING.

STANDARD PROTECTIVE TREATMENT  
PER F.818/39 STAND'D LIMITS PER  
E.D.S.I. FOR DIMENSIONS NOT LIMITED ON DRG.

SPECIAL NOTES (PER D.O.I.) FOR THIS DRG:-

REFER TO F.S. 600 AND ALL 1938/39/40 - FINISH SPECIFICATIONS.

A/C	NO OFF PER A/C	ASSY NO
BATTLE		A 38288
BATTLE		A 38290

## THE FAIREY AV

REF.	DESCRIPTION	PART
1	K 7558	CHARACTER 2" X 5" X 1/4" THICK
2	SUGGESTED SIZE FOR AIRCRAFT LETTERS	
3	WHERE VENTRAL COWLING LETTER IS LOCATED	
4	A.S.F. FINESSE 3'-0" X 2'-0" CLOTH	
5	6'-0"	MIGR. - VENTRAL COWLING
6	PROPELLER 'NIGHT' WITH 4 VENTS	
7	MATERIALS FOR REFERENCE CELLULOSE FINISH TO D.T.D. 83A INTERNAL	
	1. GREY GREEN 33B/189 2. NIGHT 33B/187 3. ALUMINUM 33B/189	
	CAMOUFLAGE COLOURS	
	4. DARK GREEN 33B/185 5. DARK EARTH 33B/182 6. NIGHT 33B/188	
	IDENTIFICATION COLOURS	
	7. IDENT RED (DULL) 33B/74 8. IDENT WHITE 33B/76 9. IDENT BLUE (DULL) 33B/70 10. IDENT YELLOW 33B/78 11. IDENT BLACK (MATT) 33B/186 12. MEDIUM SEA GRAY 33B/491	
	FABRIC	
	13. PRIMER RED 33B/125	
	* These references added February 1940	
8	REGISTRATION A.S.F. STRIPE (RED) W/T BONDING COMPARTMENT (STANDARDS ONLY) REGISTRATION	
	BATTLE CAMOUFLAGE	
	* THIS DRAWING A REDUCED SIZE DRAWINGS - WITH ADDITIONAL DATA CONSTRUCTION AND PAINTING. HAC LONG SERVICE CELEBRATION.	
REF.	DESCRIPTION	PART
	FOR 'REFERENCE ONLY'	
SCALE:	REDUCED FROM 1/24	WT LBS
P.D.D.	ESTD	
	ACT	

A well known image but nonetheless informative. It shows a Battle of No.63 Squadron in pre-war markings. Note the Dull Yellow-rimmed wing and fuselage roundels, the use of a numeric (squadron number) and alpha (individual aircraft letter) code and the serial on the rear fuselage and high on the rudder. The bright square object you can see under the rudder on the tailcone is an engraved manufacturer's plate



### Service Markings

The Battle entered service with No.63 Squadron in May 1937, closely followed by Nos.105 and 226 Squadrons. These early units initially marked their identity (e.g. '105' or '226') in approximately 15 inch Bright White characters on the fuselage sides midway along the canopy length. Initially a smaller 6-inch high individual aircraft letter was applied to the cowling.



Although this Battle Trainer looks for all the world as if it is a solid dark colour overall it is in fact Dull Yellow overall, and the shade seen here is as a result of the original image being taken on orthochromatic film

later to be replaced by a 15-inch version on the fuselage side well aft of the roundel. The style and form of these markings roughly followed a style of characters issued by the Air Ministry in May 1931 though the proportions were not closely followed. Therefore in the early Summer of 1938 the Air Ministry set a standard form for such unit markings which for the Battle amounted to 27-inch characters with the unit numerals ahead of the fuselage roundel and individual aircraft letter aft of the roundel. The colour used for these markings

was to be Medium Sea Grey.

A further service addition was often that of 'First Aid' which was applied in two lines in two-inch high red characters on the fuselage port side just below the gunner's canopy. A service requirement also saw the addition of an 18 inch square gas detection panel applied generally on the rear fuselage decking, just ahead of the fin or somewhere on the tailplane. Marked with the diagonal of the square parallel to the fuselage centreline, the square was often thinly outlined in Night.

A 1936 regulation authorised the use of a Bright White 'grenade' motif for light day-bombers, usually placed on the fin, in which the squadron badge could be marked. Few units however made full use of this marking.

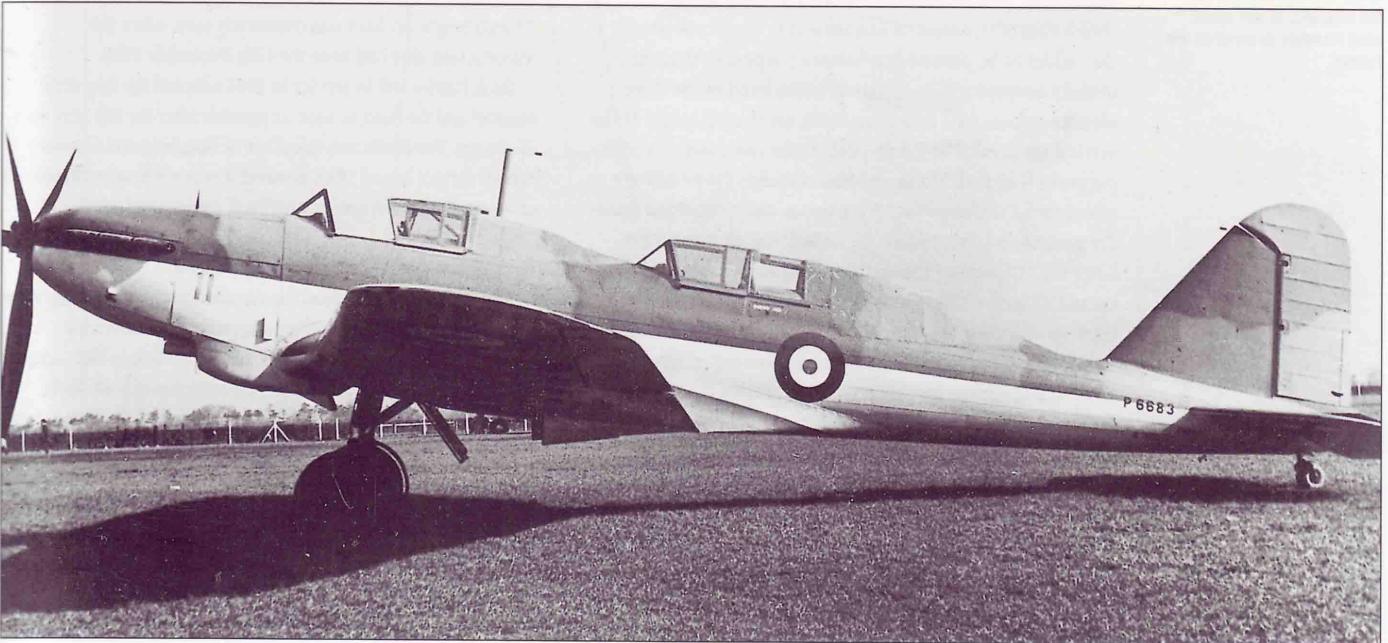
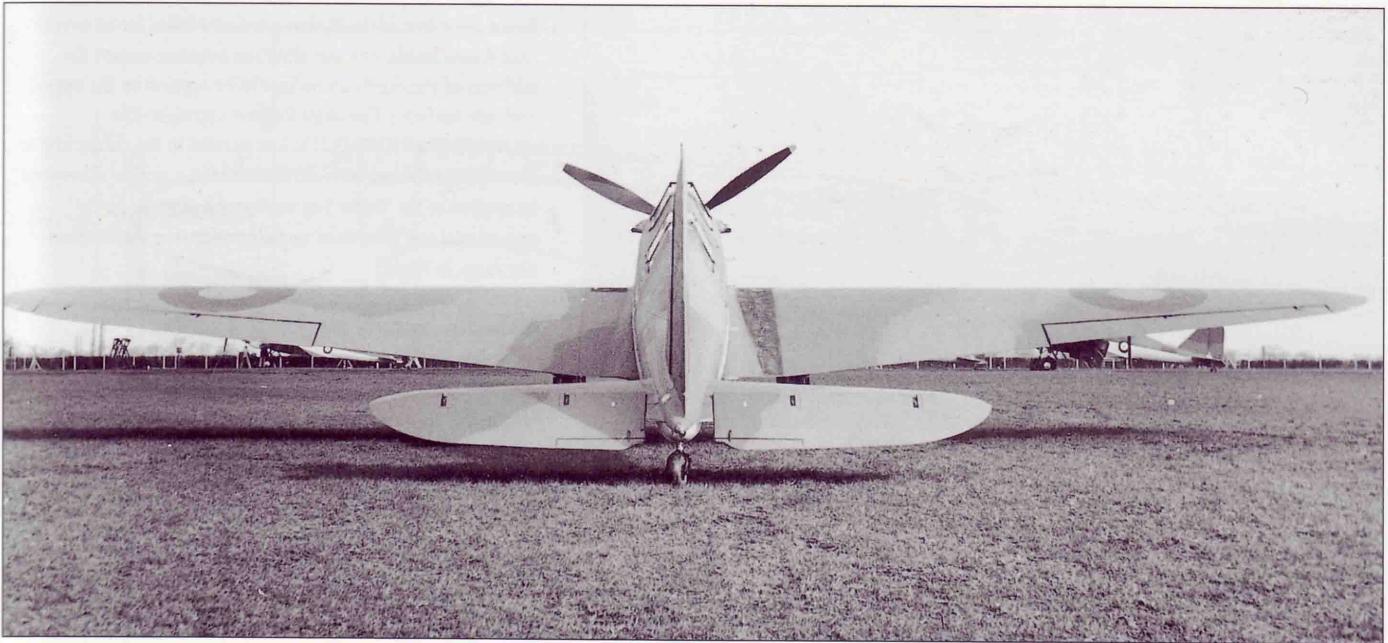
Hardly had the above overall scheme taken effect when the Munich Crisis of August 1938 resulted in all operational aircraft of the RAF removing any evidence of unit identity and replacing this with code letters. The national markings also changed to the Dull Red and Blue (night roundel [Type B]) form and fuselage and wing registration numbers were painted out. By October when the Crisis has passed registration numbers returned, but as far as operational aircraft were concerned those on the underwing were not reinstated.

### The 'Phoney War'

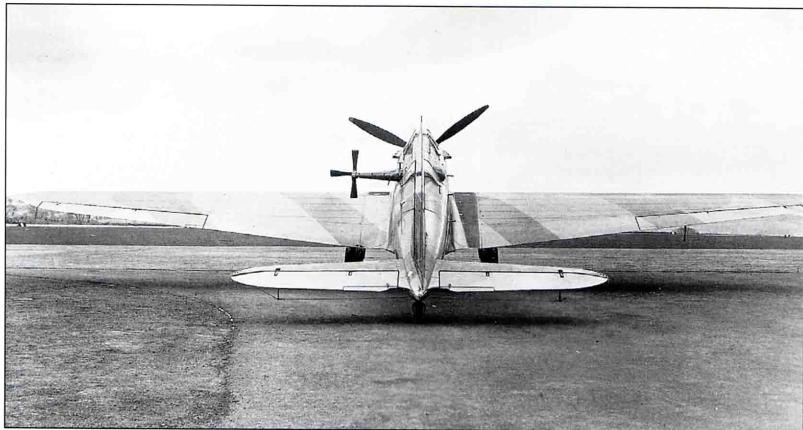
With mobilisation on the 24th August 1939, all code letters were changed. Any underwing registrations that existed were painted out as were any other 'heraldic' forms of unit identity. Many Battle units were flown to France to support the British Expeditionary Forces in the form of the Advanced Air Striking



A big line-up of Battles at RAF Benson in the immediate post Munich Crisis era. The aircraft in the foreground (coded GV) were from No.103 Squadron, while those in the background (coded DG) were from No.150 Squadron. This image was taken on orthochromatic film and you can see that the airframe in the foreground (K9229) has had the Dull Yellow-rimmed fuselage roundel converted to a simple Dull Red, White and Blue version (the Blue ring now appearing almost white due to the type of film used). The motif on the tail is the 'Bucks' swan of No.103 Squadron



These three Air Ministry images of the Battle Trainer show it in the initial camouflage scheme of Dark Earth and Dark Green disruptive camouflage over Dull Yellow. Note the mid-fuselage demarcation and the half-shrouded lamps in the wing leading edges. The upper wing roundels are Type B, while the fuselage and lower wing are Type A. No fin flash is carried, nor is the serial of a standard size and it is also omitted from the rudder. This is not typical of Battle trainers and all sorts of combinations, demarcations and other markings were applied depending on when, where and who was doing the painting



**Two Air Ministry images of the Battle TT taken in May 1940. The use of orthochromatic film has resulted in the Dull Yellow being made dark, but this aircraft is in fact in the usual Night and Dull Yellow stripes of a target tug. Note the very small fuselage roundel and the total lack of any upper wing roundels or serial on the rudder**

Force (AAFS), with the first two units flying out on the 2nd September.

By November 1939 the Dull Red, White and Blue roundel (Type A) had been introduced for fuselage sides and recognition problems in France led to the addition of 'striping of the vertical tail surfaces' as decreed by the French authorities. This presented a problem initially as the Directorate of Operational Requirements would not permit the rudder to be painted (for balance purposes), thus they initially adopted a 21 inch overall width band of the three identity colours (red facing forward), set the full height of the vertical fin parallel to the fin post. At the same time for safety purposes Dull Red, White and Blue roundels (Type A) were added to the under surface wing tips to aid recognition from the ground and thus reduce the risk of French ground fire. Later the 'striping' on the vertical fin in some cases was an overall 27 inch width with restricted height. Unlike RAF fighters with the AASF in France, the Battle units retained their codes in full throughout, although censors obliterated most unit markings in photographs published in UK magazines and newspapers of the time.

### The Battle in Other Roles

Whilst production orders for the Battle continued to mount the first production Target Tugs began to leave the production lines in early March 1940. These machines began life in overall Dull Yellow with diagonal Night bands, the finish being in semi-gloss form to aid performance.

At a slightly later date the Turret Trainer, and the Dual-Seat Trainer were evolved and whilst these were on the drawing

board stage in mid-1939, they were scheduled for an overall Dull Yellow finish. The war situation however caused the addition of standard camouflage to be applied on the upper and side surfaces. The latter formed a straight-line demarcation with the Dull Yellow parallel to the thrust line of the machine. A later consideration added a similar scheme to be applied to the Target Tug version. All of these no-operational role machines carried underwing registration numbers, in Night.

### National Identity Markings Updates

With the Battle being removed from frontline duties from mid-1940 (with the exception of No.98 Squadron which transferred to Coastal Command\* and was based in Iceland), and relegated largely to training duties, changes in the national identity markings, and in particular to those affecting the fin striping, were not always made at the required time.

Many Battles retained the whole fin area striping long after the mid-June 1940 change to full height, narrow stripes each 5 inches in width. In fact even that form was in many cases not cut down in height as required some four weeks later. In many cases it was a matter of months before the standard 24 inch by 27 inch height fin flash was commonly seen, when the introduction date had been the 12th December 1940.

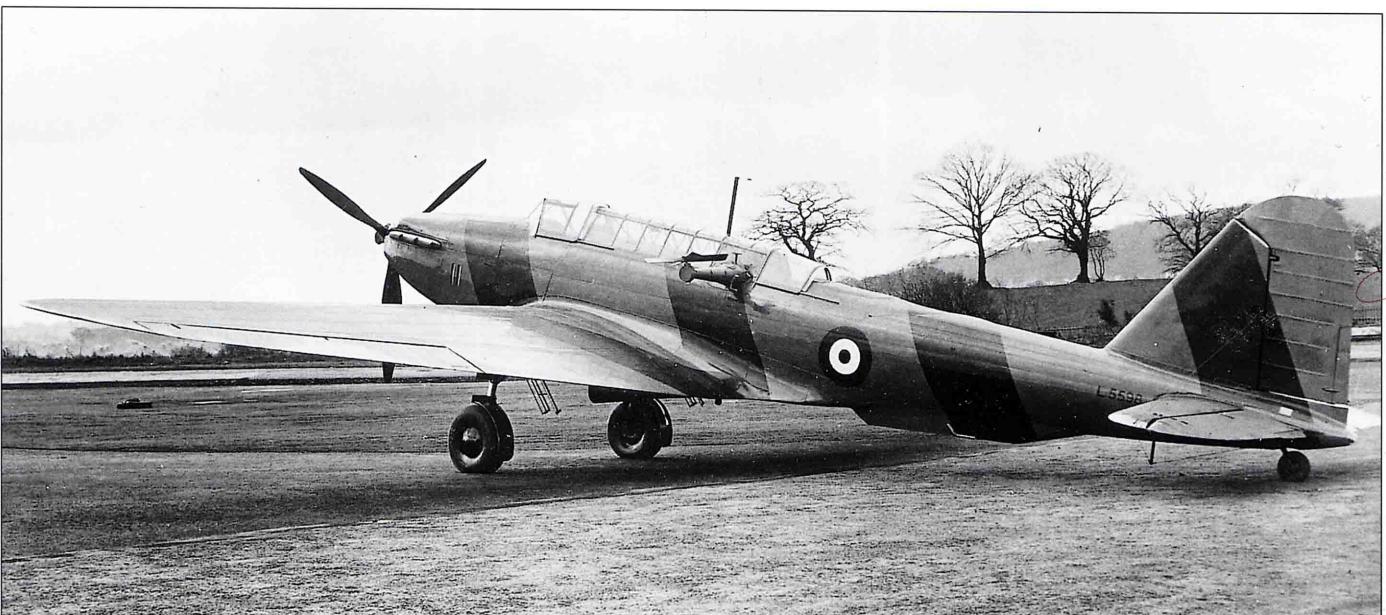
Such Battles still in service in 1942 adopted the new style roundel and fin flash as soon as possible after the 6th May date of change. The Battle was taken out of Bombing and Gunnery School service late in 1945, however it was not finally phased out of all remaining navigation and 'hack' duties until 1949.

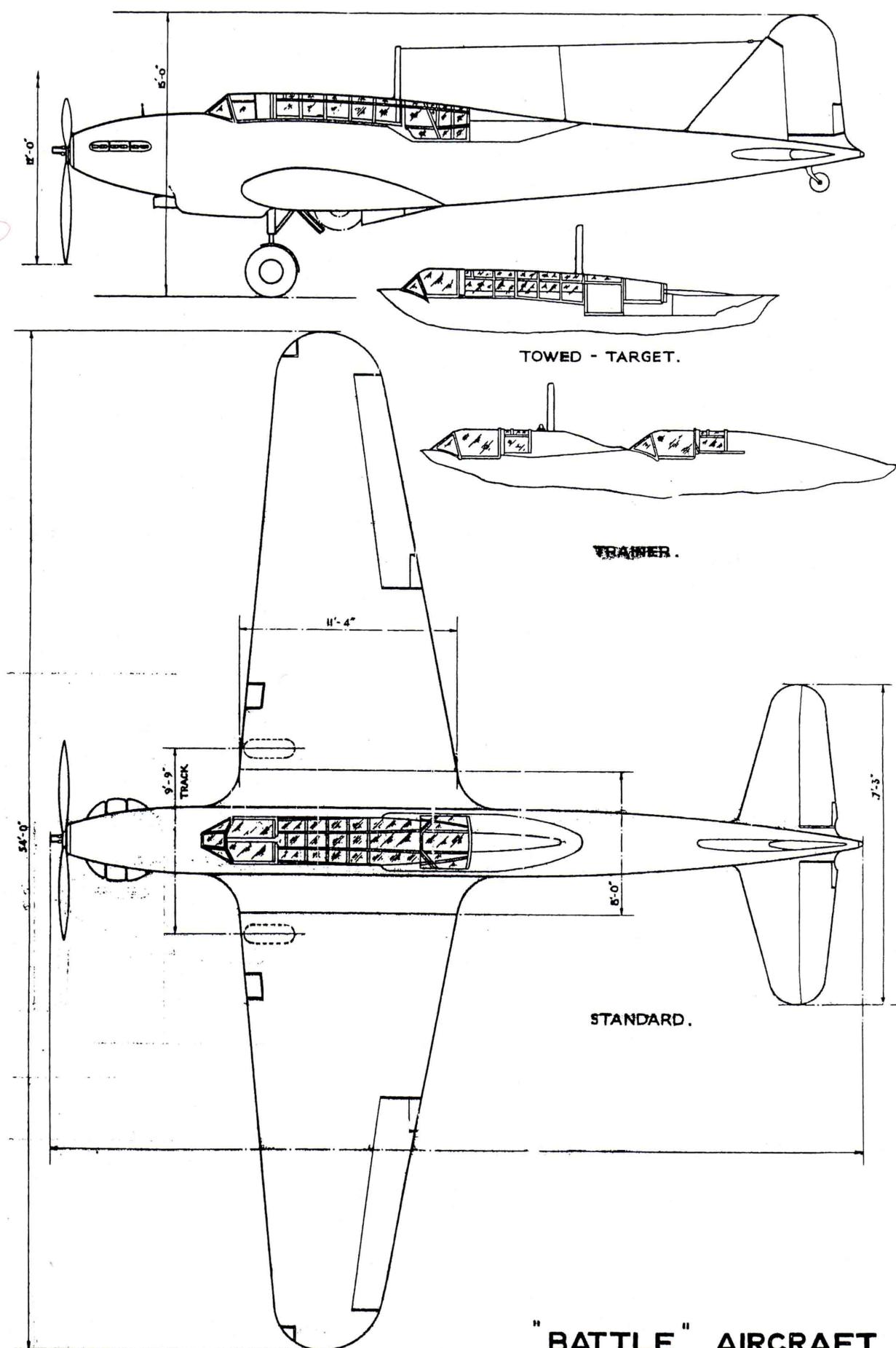
### Battle Engine Test-Bed Airframes

These machines followed the standard form of contemporary camouflage that applied at the time including underwing registration numbers but without service additions like codes, unit badges etc. Machines often flew temporarily with their cowling panels in primer. This was the case with the Fairey P.24 'Monarch' double-engine installed in Battle K9370 (F.2958). In November 1941 when the US authorities asked for the engine to be shipped to Wright Field, the decision was made to ship the complete machine, and it received Sky Grey undersurface and US 'star' identity markings. K9370 eventually returned to the RAE during 1943.

\* Note:

Reputedly overpainting Dark Earth with Extra Dark Sea Grey and having Sky undersurfaces. (From recovered Austin-built L5343 during 1972).



**"BATTLE" AIRCRAFT**

STANDARD.

TRAINER .

TOWED - TARGET .

ALL DIMENSIONS SHOWN ARE APPROXIMATE.

# Battle Squadrons

## No. 12 Squadron

Group: No.1 Group, Bomber Command  
Code: **QE** (after September 1939 - **PH**)  
Started Battle Operations: RAF Andover (February 1938)  
UK Based: Andover (2/38-5/39), Bicester (5/39-9/39), Finningley (6/40-7/40), Binbrook (7/40-8/40), Thorney Island (8/40), Eastchurch (8/40-9/40), Binbrook (9/40-11/40)  
Foreign Based: Berry-au-Bac, France (9/39-12/39), Amfiontaine, France with detachments to Perpignan/la Salanque (12/39-5/40), Echemines, France (5/40/6/40), Souge, France (6/40)  
Reformed: N/A  
Disbanded: N/A  
Re-equipped: Vickers Wellington Mk II (November 1940)

## No. 15 Squadron

Group: No.1 Group, Bomber Command  
Code: **EF** (after September 1939 - **LS**)  
Started Battle Operations: RAF Abingdon (June 1938)  
UK Based: Abingdon (6/38-9/39)  
Foreign Based: Bétheniville, France (9/39), Condé Vraux, France (9/39-12/39)  
Reformed: N/A  
Disbanded: N/A  
Re-equipped: Bristol Blenheim Mk IV (December 1939)

## No. 35 (Madras Presidency) Squadron

Group: No.2 Group, Bomber Command  
Code: **WT** (after September 1939 - **TL**)  
Started Battle Operations: RAF Cottesmore (April 1938)  
UK Based: Cottesmore (4/38-8/39), Cranfield (8/39-12/39), Bassingbourn (12/39-2/40), Upwood (2/40-4/40)  
Foreign Based: N/A  
Reformed: N/A  
Disbanded: Merged with No.90 Squadron & SHQ Upwood to form No.17 OTU (April 1940)  
Re-equipped: N/A

## No. 40 Squadron

Group: No.1 Group, Bomber Command  
Code: **OX** (after September 1939 - **BL**)  
Started Battle Operations: RAF Abingdon (June 1938)  
UK Based: Abingdon (6/38-9/39), Wyton (12/39)  
Foreign Based: Bétheniville, France (9/29-12/39)  
Reformed: N/A  
Disbanded: N/A  
Re-equipped: Bristol Blenheim Mk IV (December 1939)

## No. 52 Squadron

Group: No.2 Group, Bomber Command  
Code: **MB** (after September 1939 - None)  
Started Battle Operations: RAF Upwood (November 1937)  
UK Based: Upwood (11/37-9/39), Abingdon (9/39), Benson (9/39-4/40)  
Foreign Based: N/A  
Reformed: N/A  
Disbanded: Merged with No.63 Sqn and SHQ Benson to form No.12 OTU (April 1940)  
Re-equipped: N/A  
Note: First operational Battle squadron. Became a non-mobilising training squadron in early 1939 and on 2/9/39 joined No.6 (Training) Group

## No. 63 Squadron

Group: No.2 Group, Bomber Command  
Code: **JO**, later **ON** (after September 1939 - **UB**)  
Started Battle Operations: RAF Upwood (May 20th 1937)  
UK Based: Upwood (5/37-9/39), Abingdon (9/39), Benson (9/39-4/40)  
Foreign Based: N/A  
Reformed: N/A  
Disbanded: Merged with No.52 Sqn and SHQ Benson to form No.12 OTU (April 1940)  
Re-equipped: N/A  
Note: First RAF unit to receive the Fairey Battle. Became a non-mobilising training squadron in early 1939 and on 2/9/39 joined No.6 (Training) Group.

## No. 88 (Hong Kong) Squadron

Code: **HY** (after September 1939 - **RH**)  
Started Battle Operations: RAF Boscombe Down (December 1937)  
UK Based: Boscombe Down (12/37-9/39), Driffield (6/40), Belfast/Sydenham (6/40-7/41)  
Foreign Based: Aubrue-sur-Suippe, France (9/39), Mourmelon-le-Grand, France with detachment to Perpignan/la Salanque (9/39-5/40), Moisey [or Ozoouer-le-Doyen], France (5/40-6/40)  
Reformed: N/A  
Disbanded: N/A  
Re-equipped: Bristol Blenheim Mk IV (July 1941)

## No. 98 Squadron

Group: No.2 Group, Bomber Command  
Code: **QF** (after September 1939 - **VO**)  
Started Battle Operations: RAF Hucknall (June 1938)

UK Based: Hucknall with detachments at Weston Zoyland, Upwood and Bassingbourn (6/38-3/40), Scampton with detachments at Bassingbourn and Old Sarum (3/40), Finningley (3/40-4/40)  
Foreign Based: Nantes/Chateau Bougon, France (4/40-6/40), Reykjavik, Iceland (7/40-7/41\*)  
Reformed: N/A  
Disbanded: Became part of Coastal Command in July 1940  
Re-equipped: N/A  
Note: Most of the aircrew were lost when the SS Lancastrian was sunk in the Channel while bringing them home on the 17th June 1940. Remainder of squadron transferred to Coastal Command in July 1940 (\*).

## No. 103 Squadron

Group: No.1 Group, Bomber Command  
Code: **GV** (after September 1939 - **PM**)  
Started Battle Operations: RAF Abingdon (July 1938)  
UK Based: Abingdon (7/38-4/39), Benson (4/39-9/39), Abingdon (6/40), Honiton (6/50-7/40), Newton (7/40-10/40)  
Foreign Based: Chalierange, France (9/39-11/39), Plivot, France (11/39/2/40), Bétheniville, France (2/40-5/40), St. Lucien ferme, France (5/40-6/40), Ozouer-le-Doyen, France (6/40), Souge, France (6/40), Nantes, France [ground crew only] (6/40)  
Reformed: N/A  
Disbanded: N/A  
Re-equipped: Vickers Wellington Mk Ic (October 1940)

## No. 105 Squadron

Group: No.1 Group, Bomber Command  
Code: **MT** (after September 1939 - **GB**)  
Started Battle Operations: RAF Harwell (18th August 1937)  
UK Based: Harwell (8/37-9/39)  
Foreign Based: Reims, France (9/39), Villeneuve les Vertus, France with detachments to Perpignan/la Salanque and Echemines (9/39-5/40), Echemines, France (5/40), Nantes/Bougenais, France (5/40-6/40)  
Reformed: N/A  
Disbanded: N/A  
Re-equipped: Bristol Blenheim Mk IV (June 1940)

## No. 106 Squadron

Group: No.5 Group, Bomber Command  
Code: **XS** (after September 1939 - **ZN**)  
Started Battle Operations: RAF Abingdon (July 1938)  
UK Based: Abingdon (7/38-9/38), Thornaby (9/38), Grantham (9/38-10/38), Thornaby with detachments to Evanton (10/38-5/39)  
Foreign Based: N/A  
Reformed: N/A  
Disbanded: N/A  
Re-equipped: Handley-Page Hampden (May 1939)

## No. 142 Squadron

Group: No.1 Group, Bomber Command  
Code: **KB** (after September 1939 - **QT**)  
Started Battle Operations: RAF Andover (March 1938)  
UK Based: Andover (3/38-5/39), Bicester (5/39-9/39), Waddington (6/40-7/40), Binbrook (7/40-8/40), Eastchurch (8/40-9/40), Binbrook (9/40-11/40)  
Foreign Based: Berry-au-Bac, France (9/39), Plivot, France (9/39), Berry-au-Bac, France with detachment to Perpignan/la Salanque (9/39-5/40), Faux-Villecerf, France (5/40-6/40), Villers-Fau, France (6/40)  
Reformed: N/A  
Disbanded: N/A  
Re-equipped: Vickers Wellington (November 1940)

## No. 150 Squadron

Group: No.1 Group, Bomber Command  
Code: **DG** (after September 1939 - **JN**)  
Started Battle Operations: RAF Boscombe Down (8th August 1938)  
UK Based: Boscombe Down (8/38-4/39), Benson with detachment to Chalierange, France (4/39-9/39), Stradishall (6/40-7/40), Newton (7/40-9/40)  
Foreign Based: Ecuy-sur-Coote, France with detachment of B Flt to Perpignan/la Salanque (9/39-5/40), Pouan, France (5/40-6/40), Houssay, France (6/40)  
Reformed: N/A  
Disbanded: N/A  
Re-equipped: Vickers Wellington Mk Ic (October 1940)

## No. 185 Squadron

Group: No.5 Group, Bomber Command  
Code: **ZM** (after September 1939 - **GL**)  
Started Battle Operations: RAF Abingdon (June 1938)  
UK Based: Abingdon with detachment to Thornaby (6/38-9/38), Thornaby (9/38), Grantham (9/38-10/38), Thornaby (10/38-6/39)  
Foreign Based: N/A  
Reformed: N/A  
Disbanded: N/A  
Re-equipped: N/A

## No. 98 Squadron

Group: No.2 Group, Bomber Command  
Code: **QF** (after September 1939 - **VO**)  
Started Battle Operations: RAF Hucknall (June 1938)

## No. 207 Squadron

Group: No.2 Group, Bomber Command  
Code: **NJ** (after September 1939 - **EM**)  
Started Battle Operations: RAF Cottesmore (April 1938)  
UK Based: Cottesmore (4/38-8/39), Cranfield (9/39-12/39), Cottesmore (12/39/40)  
Foreign Based: Ratmalana (5/44-7/44),  
Reformed: N/A  
Disbanded: Absorbed into No.12 OTU (April 1940)  
Re-equipped: N/A  
Note: Moved to Benson late April 1940 and absorbed into No.12 OTU

## No. 218 (Gold Coast) Squadron

Group: No.1 Group, Bomber Command  
Code: **SV** (after September 1939 - **HA**)  
Started Battle Operations: RAF Upper Heyford (January 1938)  
UK Based: Upper Heyford (1/38-4/38), Boscombe Down (4/38-9/39)  
Foreign Based: Aubrue-sur-Suippe, France with detachments to Perpignan/la Salanque (9/39-5/40), Moscow Ferme, France (5/40), Nante, France (5/40)  
Reformed: N/A  
Disbanded: N/A  
Re-equipped: Bristol Blenheim Mk IV (June 1940)

## No. 226 Squadron

Group: No.1 Group, Bomber Command  
Code: **KP** (after September 1939 - **MQ**)  
Started Battle Operations: RAF Harwell (October 1937)  
UK Based: Harwell (10/37-9/39), Thirsk (6/40-5/41)  
Foreign Based: Reims, France with detachment to Perpignan/la Salanque (9/39-5/40), Faux-Villecerf, France (5/40-6/40), Artins, France (6/40)  
Reformed: N/A  
Disbanded: N/A  
Re-equipped: Bristol Blenheim Mk IV (May 1941)

## No. 234 Squadron

Code: **AZ**  
Started Battle Operations: Leconfield (November 1939)  
UK Based: Leconfield with APC at Catfoss (11/39-3/40)  
Foreign Based: N/A  
Reformed: N/A  
Disbanded: N/A  
Re-equipped: Bristol Blenheim Mk If (October 1939)  
Note: When this fighter unit formed it used a variety of different aircraft types, including the Battle, even though its official equipment was the Blenheim. All the Battles had gone by March 1940

## No. 235 Squadron

Code: None  
Started Battle Operations: Manston (30th October 1939)  
UK Based: Manston (10/39-2/40)  
Foreign Based: N/A  
Reformed: N/A  
Disbanded: N/A  
Re-equipped: Bristol Blenheim Mk IV (February 1940)  
Note: This unit was formed at Manston as a fighter unit equipped with the Battle and Blenheim, however before it became operational it transferred to Coastal Command in February 1940, by which time it lost all of its Battles from unit strength.

## No. 242 Squadron

Code: **LE** (\* not know if their Battles ever carried codes)  
Started Battle Operations: Church Fenton (December 1939)  
UK Based: Church Fenton (12/39-2/40)  
Foreign Based: N/A  
Reformed: N/A  
Disbanded: N/A  
Re-equipped: See note  
Note: When this fighter unit formed it initially had only Blenheims and Battles, which it used for a couple of months before it received its full complement of Hawker Hurricanes. All the Battles had gone by February 1940

## No. 245 Squadron

Code: **DX** (\* not known if their Battles ever carried codes)  
Started Battle Operations: Leconfield (January 1940)  
UK Based: Leconfield (1/40-3/40)  
Foreign Based: N/A  
Reformed: N/A  
Disbanded: N/A  
Re-equipped: See note  
Note: When this fighter unit formed it initially had only Blenheims and Battles, which it used for a couple of months in the work-up period before it received its full complement of Hawker Hurricanes. All the Battles had gone by March 1940

## No. 253 Squadron

Code: **SW** (\* not know if their Battles ever carried codes)  
Started Battle Operations: Manston (December 1939)

UK Based: Manston (12/39-2/40), Northolt (2/40-5/40), Kenley (5/40), Kinston-in-Lindsey (5/40-7/40)  
Foreign Based: N/A  
Reformed: N/A  
Disbanded: N/A  
Re-equipped: See note  
Note: When this fighter unit formed it was supposed to receive Bristol Blenheim Mk IIs, but actually got Miles Magisters and sixteen Fairey Battles, the latter arriving in December 1939. It received its full complement of Hawker Hurricanes in January 1940, but some of the Battles remained with the unit as late as July 1940.

## No. 266 Squadron

Code:  
Started Battle Operations: Sutton Bridge (December 1939)  
UK Based: Sutton Bridge (12/39-3/40), Martlesham Heath with detachment to RAF Wittering (3/40-5/40)  
Foreign Based: N/A  
Reformed: N/A  
Disbanded: N/A  
Re-equipped: V.S. Spitfire Mk I (January 1940)  
Note: When this fighter unit reformed in October it was supplied with twenty Fairey Battles, all of which had arrived during December 1939 and January 1940. From January 1940 these Battles were replaced by Spitfires and the last one had left the squadron by June 1940

## No. 300 (Masovian) Squadron

Code: **BH**  
Started Battle Operations: Bramcote (1st July 1940)  
UK Based: Bramcote (7/40-8/40), Swinderby (8/40-10/40)  
Foreign Based: N/A  
Reformed: N/A  
Disbanded: N/A  
Re-equipped: Vickers Wellington (October 1940)

## No. 301 (Pomeranian) Squadron

Code: **GR**  
Started Battle Operations: Bramcote (22nd July 1940)  
UK Based: Bramcote (7/40-8/40), Swinderby (8/40-10/40)  
Foreign Based: N/A  
Reformed: N/A  
Disbanded: N/A  
Re-equipped: Vickers Wellington Mk Ic (October 1940)

## No. 304 (Silesian) Squadron

Code: **NZ**  
Started Battle Operations: Bramcote (22nd August 1940)  
UK Based: Bramcote (8/40-11/40)  
Foreign Based: N/A  
Reformed: N/A  
Disbanded: N/A  
Re-equipped: Vickers Wellington Mk Ic (November 1940)

## No. 305 (Ziemia Wielkopolska) Squadron

Code: **SM**  
Started Battle Operations: Bramcote (29th August 1940)  
UK Based: Bramcote (8/40-11/40)  
Foreign Based: N/A  
Reformed: N/A  
Disbanded: N/A  
Re-equipped: Vickers Wellington Mk Ic (October 1940)

## No. 616 (RAuxAF) Squadron

Code: **YQ** (\* not known if their Battles ever carried codes)  
Started Battle Operations: Farningley (June 1939)  
UK Based: Farningley (6/39-10/39)  
Foreign Based: N/A  
Reformed: N/A  
Disbanded: N/A  
Re-equipped: See note  
Note: This unit transferred to Fighter Command in June 1939 at which point one Flight was still equipped with Gloster Gauntlets and Fairey Battles. These remained with the squadron until October 1939, when both were replaced as the entire squadron equipped with the Supermarine Spitfire Mk I.

## Fighter Squadrons

A number of Battles were allocated to fighter squadrons from February 1939. Those units affected (apart from those already listed above) are as follows.  
No.1 Squadron No.3 Squadron  
No.17 Squadron No.19 Squadron  
No.32 Squadron No.41 Squadron  
No.43 Squadron No.46 Squadron  
No.54 Squadron No.56 Squadron  
No.65 Squadron No.66 Squadron  
No.72 Squadron No.73 Squadron  
No.74 Squadron No.79 Squadron  
No.89 Squadron No.111 Squadron  
No.141 Squadron No.151 Squadron  
No.213 Squadron No.264 Squadron  
No.302 Squadron No.303 Squadron

No.306 Squadron	No.308 Squadron
No.310 Squadron	No.312 Squadron
No.315 Squadron	No.317 Squadron
No.501 Squadron	No.504 Squadron
No.602 Squadron	No.605 Squadron
No.609 Squadron	No.610 Squadron
No.611 Squadron	

A small number of Battle Trainers and Battle Target Tugs were allocated to night fighter squadrons. Those units effected are as follows:

No.29 Squadron*	
No.96 Squadron	
No.255 Squadron	
No.256 Squadron	
No.307 Squadron	
No.600 Squadron	

\* This squadron received four target tugs (L5778, L5779, L5781 & L5796) in October 1940 for trials with towed flares. The trials were concluded in 1941 with two aircraft leaving the squadron in November and the remainder in April 1941.

## Naval Battles

In all, three Battles were allocated to the Royal Navy, all of them coming from RAF stocks. Sources quote the first delivery to be in March 1940 (K9314), but in fact No.820 Squadron, FAA, had an example on their strength (N2082) as early as April 1939. This aircraft was based at RNAS Gosport and used for the installation of equipment for flight evaluation trials relating to the Fulmar. The remaining two airframes (inc. K9314) were used as instructional airframes at the Royal Navy's No.12 School of Technical Training at Melksham before moving to the RN Air Mechanics School. K9314 was to be the last of these to be SOC in April 1944.

**K9314** • o.40 Sqn 20/9/38; to Inst Airframe (1838M) at No.12 SoTT 13/3/40; RN Air Mechanics School 31/12/42; SOC 25/4/44.

**N2082** • No.820 Sqn, FAA, Gosport 25/4/39; No.6 MU 2/5/39; Austin 2/5/41; to RCAF as 2037 5/41; TOC 22/7/41 at No.8 Repair Depot; No.2 Training Command 21/8/41 for No.5 B&GS; crash landed Arborfield, Saskatchewan 31/10/41, MacDonald Bros 6/11/41; No.9 Repair Depot 28/11/42; SOC 4/11/44 for War Assets Corporation [scrapped].

## Other units which have used the Battle

### ELEMENTARY FLYING TRAINING SCHOOLS

No.15 EFTS • Redhill • February - December 1940

### FLYING TRAINING SCHOOLS

No.1 FTS • RAF Netheravon • September 1939 - mid-1942

No.3 FTS • RAF South Cerney • February 1940

No.5 FTS • RAF Sealand • December 1939 - April 1940

No.7 FTS • RAF Peterborough • September 1939 - January 1941

No.8 FTS • RAF Montrose • September - December 1940

No.9 FTS • RAF Thornaby • November - December 1938

No.11 FTS • RAF Shawbury • February 1940 - August 1941

No.15 FTS • RAF Lossiemouth • September - November 1939

No.16(P) FTS (No.1 (Polish) FTS) • RAF Newton • January 1941 - early-1942

### OPERATIONAL TRAINING UNITS (OTU)

No.1 OTU • RAF Silloth • April 1940 - December 1942

No.2 OTU • RAF Catfoss • October 1940 - May 1942

No.3 OTU • RAF Chivenor • April 1940 - December 1942

No.5 OTU • RAF Aston Down • March 1940 - November 1940 • Redesignated No.55 OTU

No.6 OTU • RAF Sutton Bridge • March 1940 - November 1940 • Redesignated No.56 OTU

No.7 OTU • RAF Hawarden • June 1940 - November 1940 • Redesignated No.56 OTU

No.12 OTU • RAF Benson • April 1940 - December 1940

No.13 OTU • RAF Bicester • April 1940 - N/K

No.17 OTU • RAF Upwood • April 1940 - early 1941

No.18 OTU • RAF Hucknall • March 1940 - December 1940

No.24 OTU • RAF Honeybourne • March 1942 - October 1942

No.30 OTU • RAF Hixon • August 1942 - January 1943

No.52 OTU • RAF Debden • February 1941 - October 1942

No.53 OTU • RAF Heston • February 1941 - October 1941

No.54 OTU • RAF Church Fenton • March - December 1941

No.55 OTU • RAF Aston Down • November 1940 - December 1942 • Ex-No.5 OTU

No.56 OTU • RAF Sutton Bridge • November 1940 - May 1942 • Ex-No.6 OTU

No.57 OTU • RAF Hawarden • November 1940 - July 1943 • Ex-No.7 OTU

No.58 OTU • RAF Grangemouth • March 1941 - June 1942

No.59 OTU • RAF Crosby • February 1941 - July 1943

No.60 OTU • RAF Leconfield • May 1941 - October 1942

No.61 OTU • RAF Heston • July 1941 - July 1942

No.104 OTU • RAF Nutts Corner • March 1943 - February 1944

### CENTRAL FLYING SCHOOL

\* RAF Upavon • March 1939 - February 1941

### AIR OBSERVER SCHOOLS

No.1 AOS • RAF North Coates • July 1939 - September 1939 • Became No.9 AOS

No.2 AOS • RAF Millom • July 1941 - early 1942 • Ex-No.2 B&GS

No.3 AOS • RAF Aldergrove • September - November 1939 • Redesignated No.3 B&GS in Nov 1939

No.4 AOS • RAF West Freugh (ex-ATC) • September 1939 - November 1939 • Redesignated No.4 B&GS in November 1939

No.5 AOS • RAF Jurby (Isle of Man) • September 1939 - November 1939 • Redesignated No.5 B&GS in November 1939

No.7 AOS • RAF Stormy Down • September 1939 - November 1939 • Redesignated No.7 B&GS in November 1939

No.8 AOS • RAF Evanton • September 1939 - November 1939 • Redesignated No.8 B&GS in November 1939

No.9 AOS • RAF Penrhos • September 1939 - November 1939 & July 1941 - early 1942 • Redesignated No.9 B&GS in November 1939 • Ex-No.1 AOS, Reverted to No.9 AOS in July 1941

No.10 AOS • RAF Warmwell (later Dumfries) • September 1939 - November 1939 & July 1940 - July 1942 • Redesignated No.10 B&GS in Nov 1939 • Ex-No.10 AOS, Reverted to No.10 AOS in July 1941

### BOMBING & GUNNERY SCHOOLS

No.2 B&GS • RAF Millom • January - July 1941 • Redesignated No.2 AOS in July 1941

No.3 B&GS • RAF Aldergrove • November 1939 - July 1940 • Ex-No.3 AOS

No.4 B&GS • RAF West Freugh (ex-ATC) • November 1939 - mid-1941 • Ex-No.4 AOS

No.5 B&GS • RAF Jurby (Isle of Man) • November 1939 - October/November 1942 • Ex-No.5 AOS

No.6 B&GS • RAF Pembrey • Early 1940 - June 1940

No.7 B&GS • RAF Stormy Down • November 1939 - mid-1941 • Ex-No.7 AOS

No.8 B&GS • RAF Evanton • November 1939 - May 1942 • Ex-No.8 AOS

No.9 B&GS • RAF Penrhos • Nov 1939 - July 1941 • Ex-No.9 AOS. Reverted to No.9 AOS in July 1941

### AIR GUNNERY SCHOOLS

No.1 AGS • RAF Pembrey • June - September 1941.

No.2 AGS • RAF Dalcross • July 1941 - April 1943

No.3 AGS • RAF Castle Kennedy • April 1942 - early 1943

No.4 AGS • RAF Morpeth • April 1942 - November 1942

No.7 AGS • RAF Stormy Down • Early 1941 - August 1941

No.8 AGS • RAF Evanton • 1941 - late 1941

### AIR ARMAMENT SCHOOL

No.1 AAS • RAF Manby • December 1938 - September 1941

### CENTRAL GUNNERY SCHOOL

RAF Warmwell • November 1939 - April 1942

### DAY FIGHTER SCHOOL

Early 1939 • See Nos. 235, 253 and 26 Squadrons

### TARGET TOWING FLIGHTS

No.2 Group TTF • RAF West Raynham • 22/2/40 - early 1941 • Formed from six Battles of No.101 Squadron, the former Group Operational Training Unit

No.3 Group TTF • 1940 - 1941 • Operated eight Battles and two Battle Target Tugs

No.4 Group TTF • RAF Linton-on-Ouse, moved to Diffield 1/10/40 • 1939 - 11/41 Redesignated No.1484 Flight in November 1941

No.5 Group TTF • Early 1940 - 11/41 • Redesignated No.1485 Flight in November 1941

No.1484 Flight • RAF Diffield • 11/41 - early 1943 • Ex-No.4 Group TTF

No.1485 Flight • 11/41 - mid-1942 • Ex-No.5 Group TTF

### AIR SUPPORT UNITS

No.1472 Flight

Formed on the 1st June 1942 this Flight gave air co-operation to the GHQ Home Forces Battle School at Barnard Castle, County Durham. Based at Dishford the unit received Battles L4978, L5140 and L5287 in early June 1942, followed by N2057 shortly afterwards, P2278 in October and P5288 and L5051 in February 1943. The aircraft were used for dive bombing and low-level simulated attacks during Battle School exercises. The Flight moved to Catterick on the 17th January 1943, and all the Battles left the Flight in May 1943 to be replaced by Hurricane Mk IIbs.

### ANTI-AIRCRAFT CO-OPERATION UNITS

**No.1 AACU** • This unit had its HQ at Farnborough but its aircraft were scattered all over the UK. The unit initially had two Battles, but these were loaned to No.2 AACU for a short while. A number of other airframes served with the unit, but most had gone by the end of 1941. In October 1942 the unit was split into independent Flights, four of which received Battle Trainers. Nos 1600, 1603, 1606 and 1609 Flights all operated the type, with the last one being SOC in September 1943.

**No.2 AACU** • Based at Gosport this Flight operated seven target tugs and one trainer Battle between September 1939 and July 1943. The Battle Trainer (R7366) was destroyed in an air raid on Gosport on the 16th August 1940 and N2055 crashed at Plymouth on the 25th June 1941 due to engine failure.

**No.6 AACU** • This unit operated eleven Battles between April and June 1940. All of these machines departed the unit between December 1940 and April 1941 although the unit did receive another airframe (L5011) in December 1940. This machine was later lost when its engine cut on approach to a forced landing at Low Meathop, Lancs on the 26th February 1941.

**No.7 AACU** • This unit operated five Battles, with four being received in May 1940 and the fifth joining them in September 1940. This fifth machine was lost in a crash on the 30th September 1940 and was replaced by another in October. All the Battles had left the unit by May 1941.

### ARMY CO-OPERATION UNITS

Even though the Battle was not deemed as suitable for the Army Co-operation role a number of units had Battle and Battle Trainers on strength to give pilots experience of flying high-power, low-wing monoplanes. Those units involved are as follows:

No.2 Squadron - K7683, K9277, K9437 & P5288

No.4 Squadron - N2057, P2278 & R7366 (\*)

No.13 Squadron - L4996 & L5083

No.16 Squadron - K7574, K9208, L4996 & L5190

No.26 Squadron - L5051, L5460 & P5288

No.53 Squadron - N2090

No.225 Squadron - K7690 & L5030

No.231 Squadron - K7565m L5559, N2174, P2362, P6681 (\*) & PR7381 (\*)

No.239 Squadron - L5025, P5283 & P6572

No.241 Squadron - K7614, K9199, N2089 & P2158

No.268 Squadron - N2084 & N2026

No.309 Squadron - K9433, L5252, P2362 & P6733 (\*)

\* Battle Trainer

### GOVERNMENT & RESEARCH

A. & A.E.E. Martlesham Heath & Boscombe Down

This establishment used the following machines:

K7574 - used by Special Duty Flt from Oct. 1939

K9207 - Early AI radar trials from June 1939

K9208 - Early AI radar trials from June 1939

K9221 - armament trials from Sept. 1939

K9223 - armament trials from Sept. 1939

K9230 - Early AI radar trials from June 1939

K9231 - armament trials from Sept. 1939

L5280 - replaced K7574 with Special Duty Flt

L5598 - (target tug) handling trials

N2087 - gunnery trials from Nov. 1939

P2277 - (trainer) handling trials from April 1940

P2358 - used by Special Duty Flt, crash-landing in 3/41

No.420 Flight, Middle Wallop

This squadron was formed in September 1940 to conduct trials with Long Aerial Mines (codename Pandora). It was redesignated No.93 Squadron in December 1940. P5248, R7472 and L5049 were

allocated for the trials and these continued until late 1941, but were considered to be a failure. The squadron was disbanded in December 1940 with R7472 having left Middle Wallop on the 23rd November 1940, followed by P5248 on the 8th February 1941 and L5049 on the 20th June 1941.

## Foreign Service

What follows is a brief run-down of the countries that operated the Battle

### AUSTRALIA • ROYAL AUSTRALIAN AIR FORCE

As part of the British Commonwealth Air Training Plan the RAAF operated a large number of Battles in bomber, trainer and gunnery training forms.

#### Bombing & Gunnery School Allocations

No. 1 B&GS. • Evans Head, New South Wales • August 1940 - early 1944

Note: No.1 B&GS merged with No.1 AOS in December 1943

No. 2 B&GS. • Port Pirie, South Australia • 15th June 1941 - early 1944

Note: No.2 B&GS redesignated No.3 AOS in December 1943

No. 3 B&GS. • East Sale, Victoria • 12th January 1942 - end of 1945

Note: No.3 B&GS merged with and became the Air Gunnery School in December 1943

No.1 OTU • West Sale, Victoria; Barnsdale, Victoria; East Sale, Victoria • December 1941 - January 1944

Central Flying School • Camden, New South Wales • September 1940 - January 1944

Central Gunnery School • August 1942 - January 1945

No.1 Communications Flight • Laverton • June 1941 - August 1941

No.3 Communications Flight • Mascot • April 1943

No.6 Communications Unit • Batchelor, Northern Territory • January 1944 - April 1945

No.7 Communications Unit • Pearce, Western Australia • November 1943 - October 1944

No.4 Service Flying Training School • Geraldton • May 1941 - February 1943

No.6 Service Flying Training School • Mallala • 1943-1944

#### RAAF Squadrons

A number of frontline squadrons also had Battles on strength from time to time during WWII. These included the squadrons below:

No.12 Squadron, Darwin

No.22 Squadron

No.22 Squadron

No.35 Squadron

### BELGIUM • FORCE AÉRIENNE BELGE (BELGIAN AIR FORCE)

The BAF purchased sixteen Battles which were delivered in 1938. All were built in the UK even though Fairey owned a factory at Gosselies, Belgium. All of these machines were operated by 5ème Escadrille de l'Illeme Groupe based at Avere near Brussels. Two machines were lost before the Germans invaded on the 10th May 1940. Fourteen machines were on strength at this time but Nos. 65 and 67 were lost after a collision on the ground and No.63 was undergoing engine maintenance and was u/s. The remaining eleven aircraft were dispersed to a landing field at Belsele, between Ghent and Antwerp, but the site was bombed that same day and No.66 was destroyed. The unit moved to Aalter and was joined there by personnel from 9ème Escadrille. On the 11th May the squadron was ordered to bomb the bridges over the Albert canal and in this heroic attack six of the nine aircraft sent were lost. The remaining three (Nos. 64, 71 & 71) remained serviceable at Aalter, with Nos 63, 65 and 67 at Evere. For a few more days these Battles continued the fight, but the end came on the 18th May when No.73 (the last remaining Battle) force-landed at Aalter after a reconnaissance mission only to be finally destroyed soon afterwards when the Luftwaffe bombed the airfield.

### CANADA • ROYAL CANADIAN AIR FORCE

Also part of the British Commonwealth Air Training Plan, Canada operated a large number of training aircraft, including a large number of Battles in bomber, trainer and gunnery training forms. There were four training commands spread across Canada, which included eleven Bombing & Gunnery Schools, all of which operated the Battle and are listed below:

No.1 Training Command, Toronto

• No.1 B&GS, Jarvis • No.4 B&GS, Fingal • No.6 B&GS, Mountain View • No.31 B&GS, Picton

No.2 Training Command, Winnipeg

• No.3 B&GS, Macdonald • No.4 B&GS, Dafoe • No.5 B&GS, Paulson

No.3 Training Command, Montreal

• No.9 B&GS, Mount Joli • No.10 B&GS, Mount Pleasant

No.4 Training Command, Calgary

• No.2 B&GS, Mossbank • No.8 B&GS, Lethbridge

#### Bombing & Gunnery School Allocations

No. 1 B&GS. • Jarvis, Ontario • 9th August 1940 - February 1943

No. 2 B&GS. • Mossbank, Saskatchewan • 24th October 1940 - March 1943

No. 3 B&GS. • Macdonald, Manitoba • 10th March 1941 - mid-1944

No. 4 B&GS. • Fingal, Ontario • 25th November 1940 - end of 1942

No. 5 B&GS. • Dafoe, Saskatchewan • 8th May 1941 - April 1943

No. 6 B&GS. • Mountain View, Ontario • 23rd June 1941 - N/K

No. 7 B&GS. • Paulson, Manitoba • 15th June 1941 - 30th April 1943

No. 6 B&GS. • Lethbridge, Alberta • 13th October 1941 - May 1943

No. 9 B&GS. • Mount Joli, Quebec • 15th December 1941 - 30th April 1945

No. 10 B&GS. • Mount Pleasant, Prince Edward Island • November 1943 - September 1944

No. 31 B&GS. • Picton, Ontario • 3rd April 1941 - April 1943

### FINLAND • SUOMEN ILMAVOIMIEN

A batch of twenty Battles was authorised for release to Finland by the Air Ministry in 1939/40. They were to have been delivered between January and March 1940, but in the end none were ever actually sent.

### NEW ZEALAND • ROYAL NEW ZEALAND AIR FORCE (RNZAF)

Two Battles ended up in New Zealand, although none were used operationally by the RNZAF. The first, P6673, was sent to the RCAF in January 1941 and then was shipped on to New Zealand. It arrived in July 1941 and was renumbered as Inst 42. The other machine was K9177 which was sent to the RNZAF in November 1942, although it did not actually arrive until February 1943. This airframe was renumbered as Inst 59. The subsequent use of these two machines as instructional airframes is not known and although their ultimate fate was surely scrapping, when or where this happened is not known.



Belgian pilots with one of their Battles

### POLAND • LOTNICTWO WOJSKOWE (MILITARY AVIATION, POLISH AIR FORCE 1918 TO 1939)

The Polish Government had, on a number of occasions, asked for assistance from the British during 1939, but no actual aircraft ever reached them from the UK. It had been suggested within the Air Ministry that a large number of Battles could be made available (100-150 in June 1939, 50-100 in September-December 1939, 50 in April-May 1940 and up to 500 more in June-December 1940), however by July 1939 this had been reduced to an offer of just 100 airframes. SS Lassall set out for Constanza, Rumania in 1939 with weapons and ammunition for onward despatch to Poland and on board were nine Fairey Battles.

Shipments of a further twenty-nine Battles were due out by the 14th September 1939 and on this day the Chief of the Air Staff offered to send twenty Battles to France where they could be collected by Polish pilots. The offer was never taken up, and with the fall of Poland imminent, the Polish Government was informed on the 20th September 1939 that it was now impractical to supply ammunition and war material to the Polish armed forces. So, in the end, although a sizeable force of Battles was promised, not one was actually delivered to that country.

Many of the airframes set aside for Poland were to go elsewhere though, as the twenty-nine mentioned as being ready for shipment by sea on the 14th September 1939 were eventually sent to Turkey (See Türk Hava Kuvvetleri entry elsewhere).

### SOUTH AFRICA • ROYAL SOUTH AFRICAN AIR FORCE

South Africa operated within the Joint Air Training Scheme and trained a large number of aircrew during WWII.

#### Combined Air Observer, Navigator, Bombing & Gunnery School

No.1 CAONBGS • Collondale, East London • April 1941 - late 1944

This unit was redesignated No.41 Air School on the 30th April 1941.

No.2 CAONBGS • South End, Port Elizabeth • April 1941 - N/K

This unit was redesignated No.42 Air School on the 30th April 1941.

#### Air Schools

No.43 Air School • The Kowie, Port Alfred • July 1941 - N/K

No.44 Air School • Grahamstown • January 1942 - end of 1944

No.45 Air School • Oudshoorn • March 1943 - October 1944

Note: This was originally No.5 Air Observer & Navigator School, Weston-super-Mare, UK that moved to South Africa, where it became operational on the 1st December 1940.

#### Other Units

A number of other units in South Africa operated the Battle and there are as follows:

No.64 AS, Tempe, Bloemfontein (ex-CFS)

No.68 AS, Voortrekkerhoogte (Technical Training School)

No.69 AS, Germiston (Technical Training School)

No.11 OTU, Zwartkop [later Waterkloof] (Fighter OTU)

THQ, Training Headquarters, Communication Flight

No.71 Flight, Pilot Conversion Unit

### SOUTHERN RHODESIA • SOUTHERN RHODESIAN AIR FORCE (SRAF)

Southern Rhodesia was the first nation to operate the Empire Air Training Plan, which later was renamed the British Commonwealth Air Training Plan. With the formation on the 25th May 1940 of the EFTS Southern Rhodesia signed a separate agreement to train pilots and was not a full member of the EATP (BCATP). A joint agreement with South Africa on the 1st June 1940 established the Joint Air Training Scheme. All training in South Africa was run by the SAAF, while that in Southern Rhodesia was run by the Rhodesian Air Training Group.

#### Combined Air Observer School

No.24 CAOS • Moffat • August 1941 - 31 May 1945

This unit was redesignated No.24 Bombing Gunnery and Navigation School in May 1943

### TURKEY • TÜRK HAVA KUVVETLERİ

Initially the export in 1939 of four Battles to the Türk Hava Kuvvetleri was stopped by the British Government. Later however the Government relented and twenty-nine Battles were supplied during the August to December 1939 period. They were all new aircraft (originally intended for the aborted Polish Air Force order) and bore serials N2111-2117, N2120-2123, N2130-2131, N2149, N2153-2155, N2211-2218, N2220-N2222 and N2224. They were followed by a Battle Target Tug, L5623, in May 1940. In Turkish service these machines received serials in the 1-11 and 27-45 ranges, although what specific aircraft each serial was allocated to is unknown. In early 1940 four Target Tug Battles were allocated for export to Turkey, but this never happened. Little else is known of the subsequent service life of the Battle in Turkey.

# Battle Bibliography

## Appendix II

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#### Note:

The above periodical and journals listing is not, and cannot be, complete. The list above gives a broad overview of the subject and is offered as a reference guide for all those wishing to build the type. Further research into suitable source material is, however, still recommended

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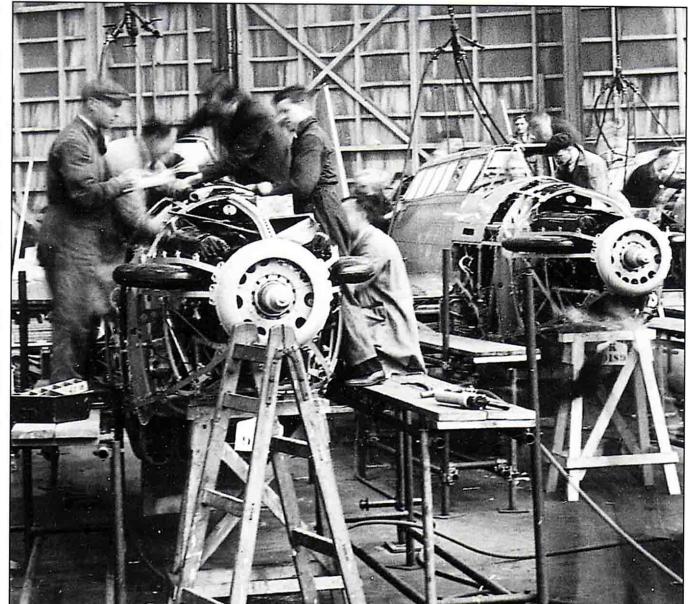
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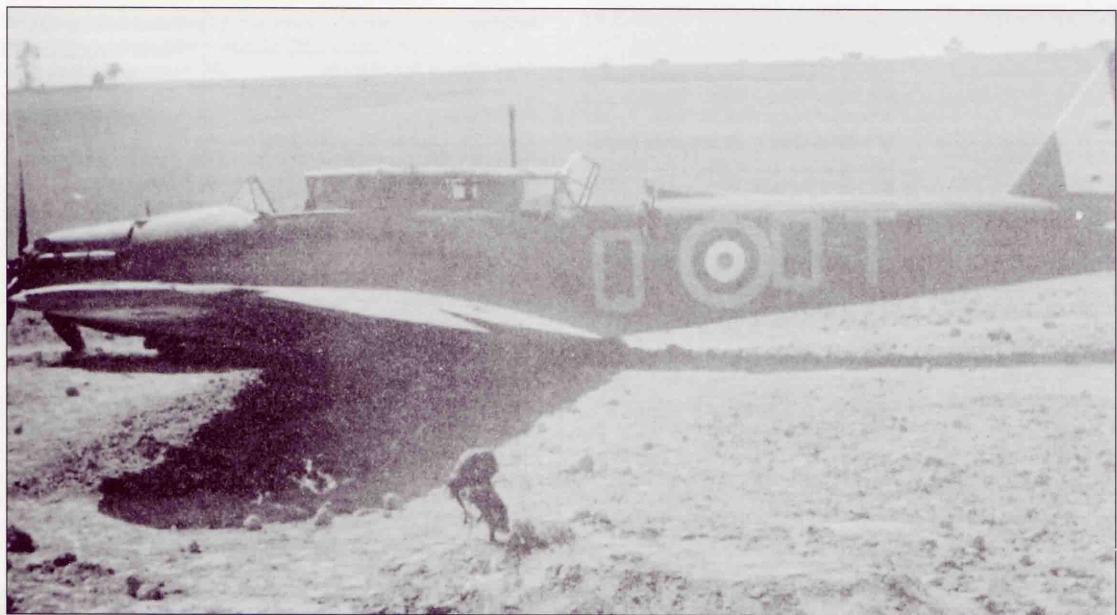
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Lest we forget



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