

|   |                 |                |                   |          |
|---|-----------------|----------------|-------------------|----------|
| A | Black           | Preto          | Black             | FS 27038 |
| B | White           | Branco         | White             | FS 27925 |
| C | Deep yellow     | Amarelo forte  | RLM 27            | FS 33538 |
| D | Yellow          | Amarelo        | Yellow            | FS 33655 |
| E | Deep red        | Vermelho       | RLM 23            | FS 31302 |
| F | Copper          | Cobre          | Copper            | -----    |
| G | Burnt Copper    | Cobre escuro   | Burnt Copper      | -----    |
| H | Light blue      | Azul claro     | RLM 65            | FS 35414 |
| I | Dark green      | Verde escuro   | RLM 71            | FS 34086 |
| J | Black green     | Verde negro    | RLM 70            | FS 34056 |
| K | Light green     | Verde claro    | RLM 25            | FS 14120 |
| L | Dark earth      | Marrom terra   | Dark earth        | FS 30118 |
| M | Dark green      | Verde escuro   | Dark green        | FS 34079 |
| N | Duck egg blue   | Verde azulado  | SKY type "S"      | FS 34504 |
| O | Light grey      | Cinza claro    | SKY grey          | FS 36463 |
| P | Dark slate grey | Verde ardósia  | Dark slate grey   | FS 34096 |
| Q | X.dark sea grey | Cinza naval    | X.dark sea grey   | FS 36118 |
| R | Red brown       | Vermelho terra | Terracotta        | FS 20100 |
| S | Sand yellow     | Amarelo terra  | Giallo mimetico   | FS 33434 |
| T | Sand yellow     | Amarelo terra  | Giallo mimetico   | FS 33245 |
| U | Olive green     | Verde oliva    | Verde mimetico    | FS 34151 |
| V | Lt. blue grey   | Cinza azulado  | Grigio az. chiaro | FS 36357 |
| X | Yellow grey     | Cinza pardo    | RLM 02            | FS 36350 |

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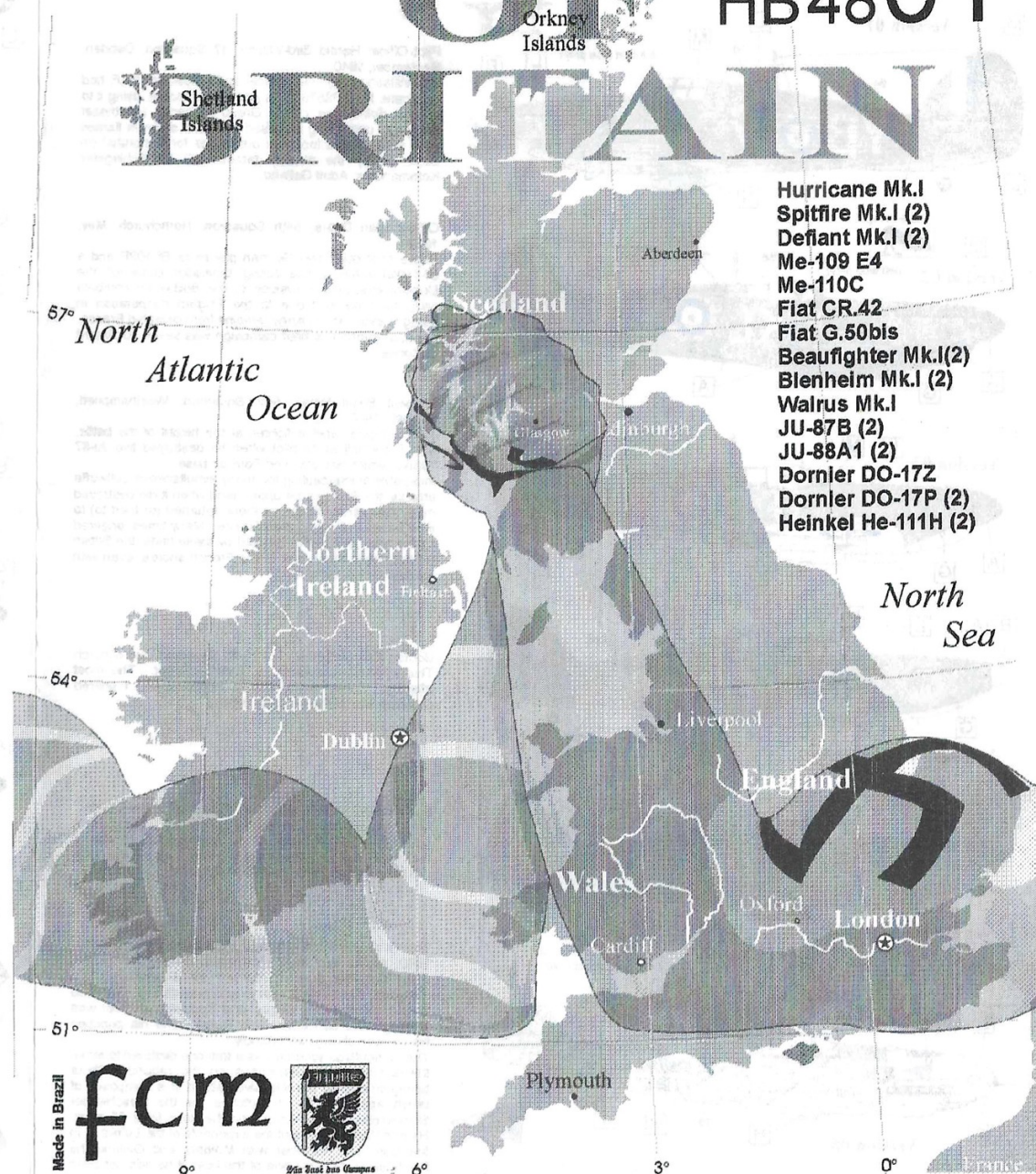
São José dos Campos  
marcusvtborges@uol.com.br

References:

Squadron/Signal publications  
OSPREY books  
IPMS-S. José dos Campos Library

# BATTLE OF BRITAIN

## HB4801



Hurricane Mk.I  
Spitfire Mk.I (2)  
Defiant Mk.I (2)  
Me-109 E4  
Me-110C  
Fiat CR.42  
Fiat G.50bis  
Beaufighter Mk.I(2)  
Blenheim Mk.I (2)  
Walrus Mk.I  
JU-87B (2)  
JU-88A1 (2)  
Dornier DO-17Z  
Dornier DO-17P (2)  
Heinkel He-111H (2)

Made in Brazil

fcmm



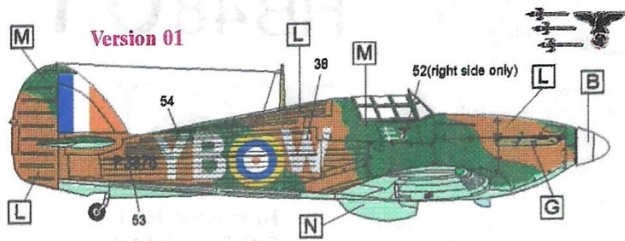
São José dos Campos

0°

3°

6°

9°



Version 01

Pilot-Officer Harold Bird-Wilson, 17 Squadron, Debden, September, 1940  
Bird-Wilson, a high rank officer in the post war RAF, had Hurricane MK I P3878 as its permanent mount, using it to bravely defend the critical Group 11 sector (southeast England), until being surprised and shot down in flames (with wounds that took him out of ops for 6 months) on Sept. 24 by the already famous JG 26 Schlageter Kommandeur, Adolf Galland.

Officer Alan Deere, 54th Squadron, Hornchurch, May, 1940.  
Deere shot down two German planes (a Bf-109E and a Bf-110C) in this Spitfire during "Operation Dynamo" (the Dunkirk evacuation), prelude to the BoB, when combats were hard pressed due to the English desperation in trying to evacuate its Army remains from defeated France. His total during this brief campaign was seven confirmed victories.

Sargent Basill Whall, 602 Squadron, Westhampnett, August, 1940  
This, a typical Spitfire fighter, at the height of the battle, had Sgt Whall as its pilot when he destroyed two Ju-87 "Stuka" which had attacked Ford air base. Incapable of intercepting too many simultaneous Luftwaffe attacks, the RAF got the upper hand when it did destroyed many German airplanes as these returned (or tried to) to their bases in the occupied France. Many times, angered by the great destruction caused by these raids, the British pilots chased them right to the French shores, even with the fuel almost exhausted!!

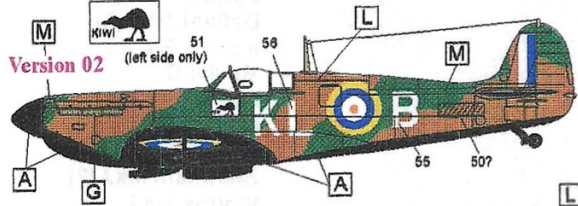
Bouton Paul Defiant Mk.I of 264th Squadron - Hornchurch  
This airplane was flown by Thorn - Baker. The most effective Defiant team with 12 individual and 1 shared victories, four in the Battle of Britain.

Boulton-Paul Defiant MK I, 264 Squadron, Winter 1940  
After heavy losses in daylight combats, the Defiant squadrons changed from day to night operations, where the turret fighter performance was more adequate, increasing overall efficiency in interceptions.

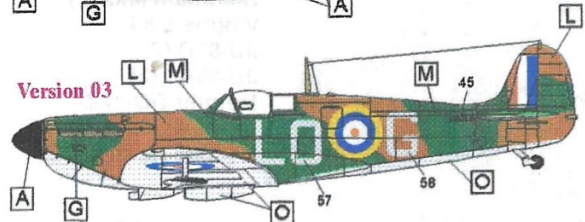
This is Gruppenkommandeur Wick's mount in October 1940, at the end of the combats. During this period, operations were constant, but both sides were almost on the edge, due to huge human and material losses inflicted to each other during August and September. Hitler was already more concerned with Russia, and his priorities would soon change accordingly...

The camouflage scheme was a trial one destined to make the aircraft less conspicuous on the ground, without taking off entirely the offensive pattern. It is composed of brush applied RLM 71 blotches, by the Geschwader Schwarzmann (mechanics), on the base RLM 85 paint. Helmut Wick was one of the exponents of the Luftwaffe in the BoB, and, together with Mölders and Galland, he would surely become one of the best, if he had not been shot down and killed in this very machine in October 1940 with 56 confirmed victories.

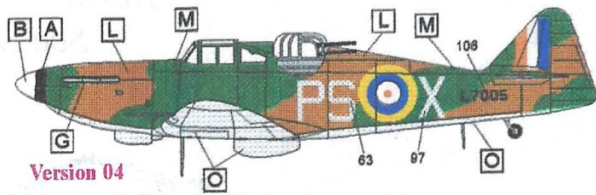
Bf-109E-4, JG 2, Hptm Helmut Wick, Beaumont-le-Roger France, October 1940



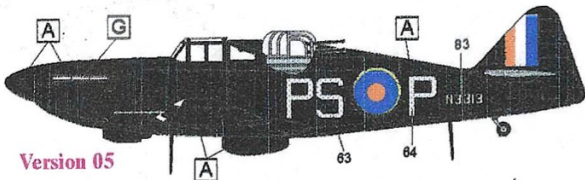
Version 02 (left side only)



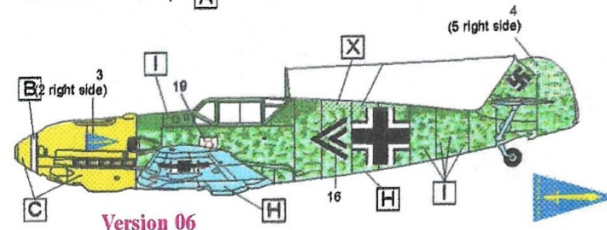
Version 03



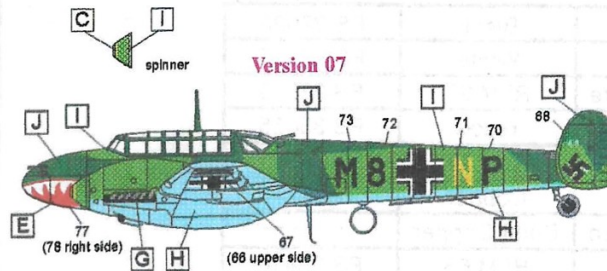
Version 04



Version 05

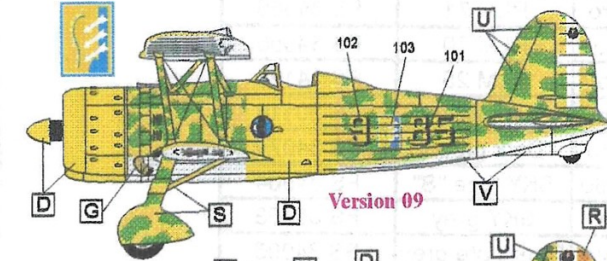


Version 06



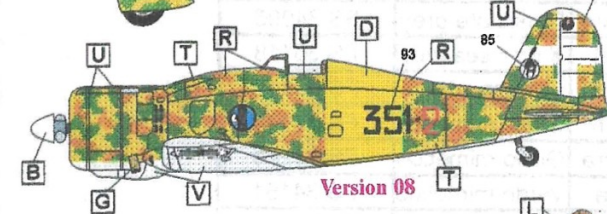
Version 07

Bf-110C, ZG 76 'Halflisch', Oblt Hans-Joachim Jabs, August 1940.  
Jabs is (he is still alive) one of the greatest Zerstörer aces, having a distinguished career in both the Tag and Nacht combat arenas always with the Bf-110, in its many variants. After many Abschnitte in the previous campaigns, in the BoB, Jabs put sharkmouthed "M8+NP" up a good use shooting down two Spitfires and a Hurricane in a combat at the height of the Battle, August, 15 1940. His comrades, however, were less fortunate and about eight Zerstörer were destroyed in this engagement....



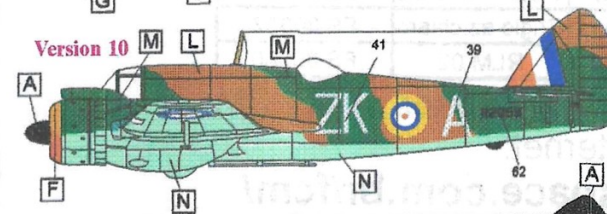
Version 09

Fiat CR.42, 85° Squadriglia, 18° Gruppo, Maldegem, Belgium, November 1940  
The greater part of the Italian fighter force in 1940 was equipped with biplanes as the Fiat CR.42 - an excellent aircraft in many ways, but of totally obsolete concept. Those planes proved to be too much behind in the technological and operational level to be really effective, and in a short period of time, without having any significant role in the combats, the CAI "Corpo Aereo Italiano" was called back to Italy.



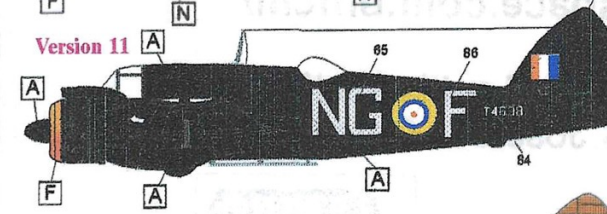
Version 08

FIAT G.50bis, 351° Squadriglia, 20° Gruppo C.T., 56° Stormo, November 1940.  
A few more Fiat G.50bis, monoplanes of rather low performance than the new Macchi MC.200, were in service in the CAI, this fighter, although with better performance than the antiquated Fiat CR.42, showed to have no chances against the modern British Spitfires and Hurricanes...



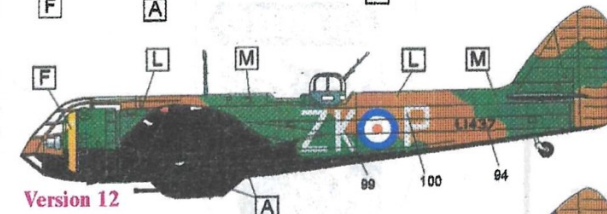
Version 10

Bristol Beaufighter MK II, 25 Squadron, summer of 1940  
The Bristol Beaufighter entered service as a long range fighter, acting during the BoB as a day fighter and gradually replacing the Blenheim's in the squadrons, besides performing the same tasks of the former.



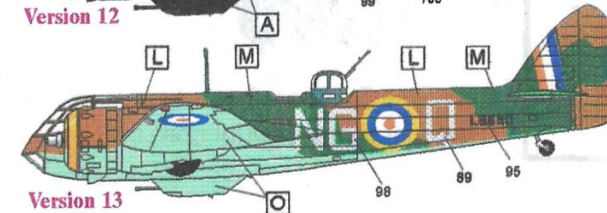
Version 11

Bristol Beaufighter MK II, 604 Squadron, Autumn 1940  
After the introduction of the "Beau" into combat, its potential as a nightfighter was fully recognized, and from then on it performed night interception, being a powerful adversary to be reckoned with by the German bomber crews attacking England during the "Blitz".



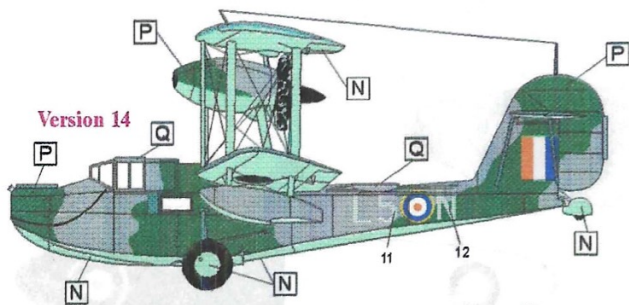
Version 12

Bristol Beaufighter MK II, 25 Squadron, September 1940  
The Beaufighter if was the fighter version of this famous and elegant bomber, after the addition of a belly "Gun Pack" with four .303 (7.7 mm) Brownings, being primarily used for daylight interception of unescorted German bombers and pioneering the new (at that time) AI (Airborne Interception) tactics, shooting down some bombers at night, too.



Version 13

Bristol Beaufighter MK II, 604 Squadron, July 1940  
The Beaufighter if was the day fighter version of this airplane showing the standard camouflage for that period.



Version 14

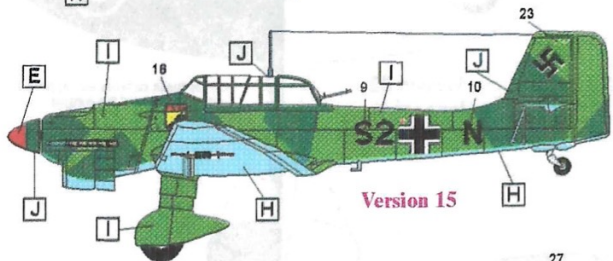
A typical Walrus MK I on RAF Coastal Command duties, searching and rescuing downed pilots during and after the battle. It was commonplace these aircraft, from BOTH sides, to perform, aided by rescue boats, such operations respecting each other, rescuing friendly AND enemy crews as well.



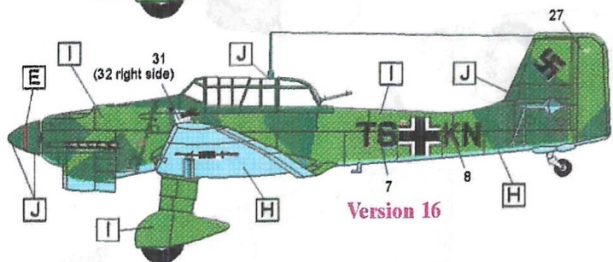
JU-87B-2, StG 77 'Immelmann', Luftflotte 3, August 1940  
This Stuka was shot down near Polling radar station, Sussex, on August 18, 1940. The Ju-87 was quite appropriate to this kind of operation, i.e., precision bombing. However, as with many similar aircraft, when their escorts failed, they suffered accordingly....



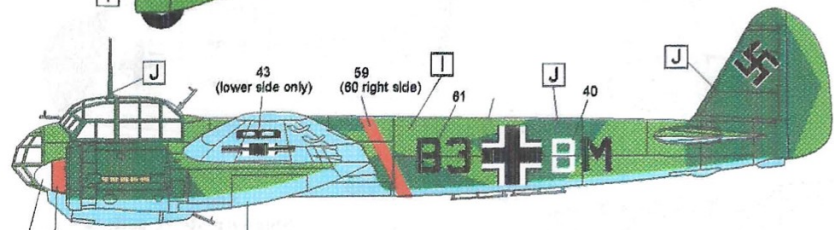
JU-87B-2, StG 2 'Immelmann', Luftflotte 3, August, 1940  
This is one of many such airplanes used by the Luftwaffe during the initial phases of the Battle with precise attacks on Radar stations, shipping, isolated buildings, etc., as to undermine the British capability of resisting any longer. However, losses among these crafts, when intercepted, were such that they did not figure for much longer on the Luftwaffe front line operations....



Version 15

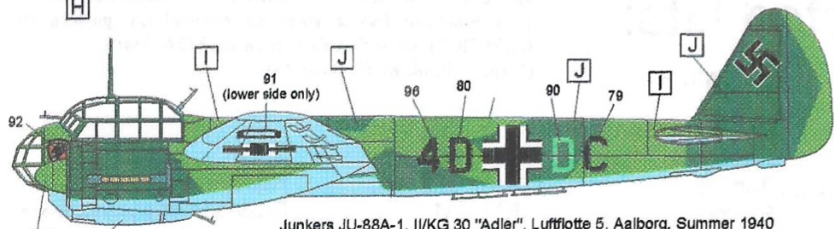


Version 16



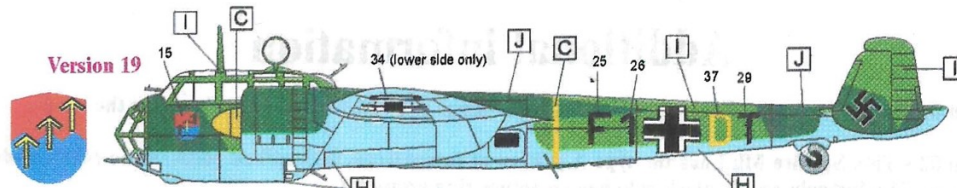
Version 17

JU-88A-1, 4./KG 54 'Totenkopf', Luftflotte 3, August 1940, based on Saint André-de-L'Eure, occupied France  
This is one of a few (comparatively to the more common Do-17Z and He-111H) of the Ju-88A-1 used as level bombers for area bombing of such targets as airdromes, industrial districts, etc. Once again, when unescorted, such bombers, the most modern in the Luftwaffe inventory, had the same fate of many of their comrades in Southeast England during the summer of 1940, the graveyard.... Sometimes, attacked on to, over and from the target, or even over the French borders, these warriors fell at times in distant places... this example was one of those which did not return to their base on French soil, falling on the British town of Brocklesham, at the end of August, 1940.



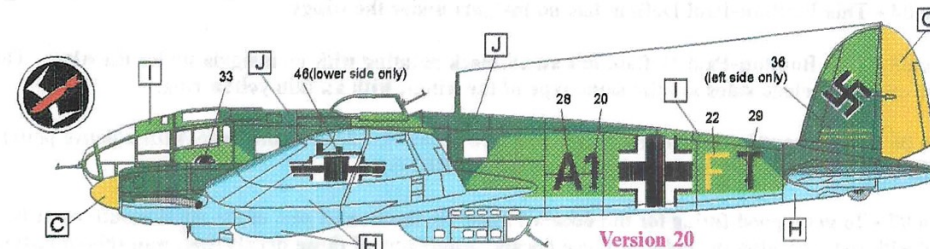
Version 18

Junkers JU-88A-1, II/KG 30 "Adler", Luftflotte 5, Aalborg, Summer 1940  
Another beautiful example of the Luftwaffe most modern bomber at the time, this Ju-88 belongs to the "Adler" Geschwader, and was used on attacks to Northern England, in Scotland. After severe losses, because-contrary to popular German belief that ALL fighters would be defending the southernmost regions-of faulty escort, this and other Kampfgeschwader from Norway-based Luftflotte 5 were hastily taken off operations to never show themselves in any significant numbers to the rest of the combats.



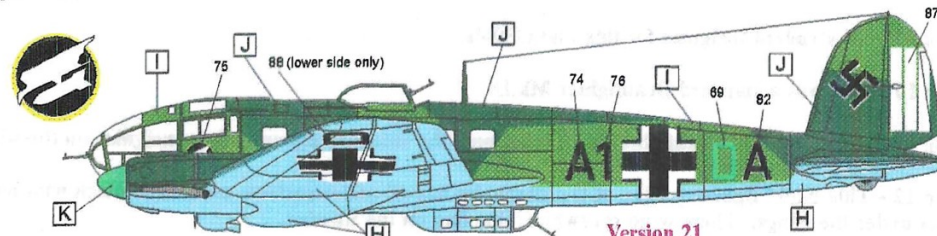
Version 19

DO-17Z F1+DT, 9./KG 76, Luftflotte 2, August 1940, based at Cormeilles-en-Vexin, occupied France  
The Dornier Do-17 was a fast bomber but with a weak defensive armament due to the Luftwaffe High Command thought that its speed was enough to avoid interception. This was not to be, however, and this example is one of the unfortunate shot down near the pounded Biggin Hill air base in August 1940, after its attack on English soil.



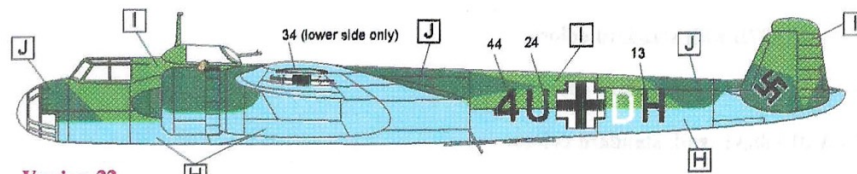
Version 20

He-111H, A1+FT, 9./KG 53 'Legion Kondor', Luftflotte 2, Lille, France, August 1940  
The commonest of the triad of German medium bombers operating in the Battle, the He-111 was, together with the smaller and rarer Do-17Z, the most used weapon of the Kampfgeschwader. This machine represents one of the successful aircraft based in France which did bomb England in great formations...

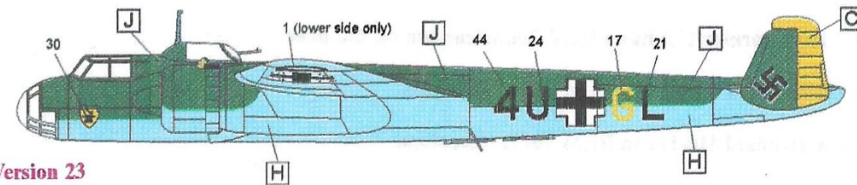


Version 21

He-111, Stab./KG 53 'Legion Kondor', Luftflotte 2, Lille, France, September, 1940  
Another machine of the famous Kampfgeschwader 53, this one presents the three white bars formation identification markings used for the Third Gruppe (similar to the later Eighth AF ones) Stabschwarm.



Version 22



Version 23

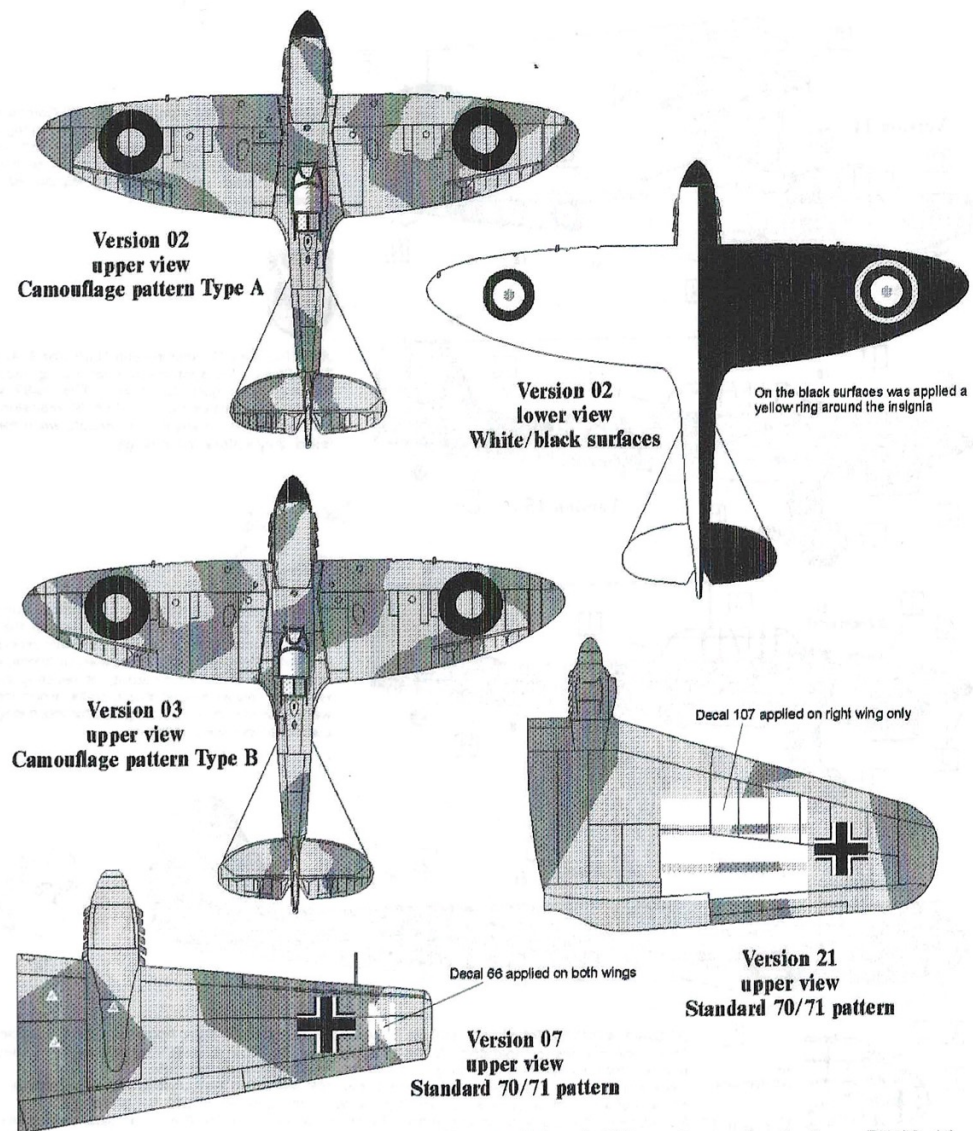
Dornier Do-17P, 1.(F)/123, Luftflotte 2, France, summer of 1940  
Those Dorniers, the remnants of the "P" series of this bomber, were transferred from their previous bombing duties to the now more appropriate-without bomb load and being fast-reece duties of the battlefield.



# Additional information

- Version 01- This Hurricane Mk.I has a standard camouflage Type B, with no insignia under the wings.
- Version 02 - This Spitfire Mk.I has the type A pattern of camouflage, with splited black/white colors under the wings. The insignia on the black side has an yellow ring around it.
- Version 03 - Another Spitfire Mk.I but with type B pattern, but with standard insignias under the wings.
- Version 04 - This Boulton-Paul Defiant has no insignia under the wings.
- Version 05 - This Boulton-Paul Defiant has an all black painting with no insignia under the wings. The insignia on the fuselage sides are the same type of the wings, with an thin yellow ring.
- Version 06 - This beautiful Me-109E4 has a standard RLM 71/02/65 camouflage, with a dense pattern of RLM 71 blotches on the sides of fuselages, applied BY BRUSH.
- Version 07 - To get a good fitting for the decals 77 and 78, the frontal part of the sharkmouth must be painted with red matching the color of these decals. Apply one of those decals first, wait this to fasten, later apply the other. Patience and dexterity are important.
- Version 08 - All standard insignias for this Fiat CR.42.
- Version 09 - All standard insignias for this Fiat G50bis.
- Version 10 - This was a standard Beaufighter Mk.IF.
- Version 11 - This full black Beaufighter Mk.IF has only the standard upper surface insignias on the wings.
- Version 12 - This Night fighter version of the Blenheim has all under surfaces painted in black with no insignia under the wings. There is no red/white/blue flag on the fin also.
- Version 13 - A standard day fighter version of the Blenheim Mk.IF.
- Version 14 - That Supermarine Walrus has a standard maritime pattern.
- Version 15 - A JU-87B with standard colors.
- Version 16 - A JU-87B with standard colors.
- Version 17 - A JU-88A1 with standard colors.
- Version 18 - A JU-88A1 with standard colors.
- Version 19 - This Dornier 17Z has a fixed 20mm cannon on the nose.
- Version 20 - A standard He-111 in RLM 70/71/65 colors.
- Version 21 - A standard He-111 in RLM 70/71/65 colors.
- Version 22 and 23 - Two Dornier DO-17P one in full RLM70 and other in standard RLM 70/71/65.

All the versions in this decal set use primary insignias, usually available in the decal that is supplied with the kit. By this way, to save space in the set, the national insignias were not included, allowing the inclusion of a larger number of versions.



## Suggested kits:

|                       |                   |                  |                               |
|-----------------------|-------------------|------------------|-------------------------------|
| Hurricane Mk.I.....   | Hasegawa          | Walrus Mk.I..... | Smer                          |
| Spitfire Mk.I.....    | Tamyia            | JU-87B.....      | Hasegawa / Airfix             |
| Defiant Mk.I.....     | Classic Airframes | JU-88A1.....     | ProModeler (needs conversion) |
| Me-109E4.....         | Hasegawa / Tamyia | DO-17P.....      | Hobbycraft                    |
| Beaufighter Mk.I..... | Tamyia            | DO-17Z.....      | Hobbycraft                    |
| Bf-110C.....          | Fujimi            | He-111H.....     | ProModeler                    |
| Fiat CR.42.....       | Classic Airframes |                  |                               |
| Fiat G.50bis.....     | Hasegawa / Sector |                  |                               |
| Blenheim Mk.I.....    | Classic Airframes |                  |                               |

Decals 104 and 105 are bonus decals for a JU-88 A1, 4D+BA of Stab KG30, Trondheim - Vaernes, april 1940. This machine has a standard camouflage pattern in RLM 70/71/65 with spinners in RLM24+black. (Osprey Book nr.17, page 39)