

KING & COUNTRY'S



*"Never in the field of human conflict
was so much owed by so many to so few."*

WINSTON S. CHURCHILL

For almost nine hundred years the English Channel has stood, in Shakespeare's words as "a moat defensive... against the envy of less happier lands". If Hitler were to invade Britain, he needed to dominate that moat... but first he had to control the skies over southern Britain and... that channel.

'BRITAIN... ALONE!'

THE BRITISH FIGHT for survival began in deadly earnest just 18 days after the fall of France on Wednesday, July 10, 1940.

On that fateful day, radar stations along all of Britain's south-east coast detected huge numbers of German aircraft assembling over Calais in northern France. Their projected target was a convoy of British ships steaming west through the channel.

Initially a flight of just 4 *Hawker Hurricanes* was to protect the convoy. Soon, 7 more *Hurricanes* and 8 additional *Spitfires* were sent to support the lonely flight. Finally 9 extra *Hurricanes* were flown up to join the defenders. As they arrived the ships were already being bombed and the sky was full of German aircraft... over 120 of them! *Doeniers*, *Messerschmitts* (110's and 109's) were taking turns to bomb and strafe the forlorn ships.

Although vastly outnumbered the 28 *Royal Air Force* fighters put up a ferocious struggle... several enemy aircraft were shot down whilst others quickly made their exit for the coast of France... The Battle of Britain had begun!

Over the subsequent summer months of 1940 a long, drawn-out battle would take place over the skies of southern Britain between Hitler's already victorious and over-confident *Luftwaffe* and Britain's beleaguered and badly outnumbered *Royal Air Force*. On paper

the odds against the British appeared daunting... the Germans had over 2,500 front-line bombers and fighters available, most of them now based in occupied northern France. Opposing them were just 650 *Hawker Hurricanes* and *Supermarine Spitfires*, the majority located in southern England.

EARLY WARNING

Britain however did enjoy several important advantages... principal among them was *RADAR*. Developed by a Scot, *Robert Watson-Watt*, this was a system using radio signals bounced back from objects in the sky and picked up by transmitting stations on the ground. A trained operator could decipher the blips on a cathode-ray



Air Chief Marshal
Sir Hugh Dowding



screen and estimate the height, distance, bearing and approximate number of hostile aircraft approaching a section of the British coast. These details could then be "plotted" at an *RAF Operations Room* where British fighters could be "vectored"

onto the position of the enemy forces ready to attack and harry them.

BATTLE OVER BRITAIN

As the majority of the air battles took place in the skies over southern Britain the British enjoyed another major advantage... fighting over their own friendly territory.

During the Battle literally hundreds of British and German aircraft were shot down. British pilots bailing out or crash-landing their aircraft were always assured of a friendly welcome and, if uninjured, a speedy return to their airfield and operational flying.

Luftwaffe aircrew however faced a hostile reception and usually a very quick capture and dispatch to either a hospital (if wounded) or a Prisoner-of-War Camp for interrogation and incarceration. In addition damaged

German aircraft which did not crash in Britain faced a long,



RAF008**RAF Ground Crew Set**

perilous flight back across the English channel to their own airfields in northern France... often with the RAF fighters in close pursuit!

DOWDING & THE FEW

Britain was also very fortunate in its leaders... although Prime Minister Winston Churchill rallied the nation,

Air Chief Marshal Sir Hugh Dowding superbly led the Royal Air Force's "Fighter Command".

Dowding's strategy was simple and straight forward, to prudently utilize small numbers of his Spitfires and Hurricanes to combat the swarms of German attackers whenever and wherever they appeared. This had the effect of always appearing to the Germans as if the British had many more aircraft than they actually possessed!

Another major part of Dowding's strategy dictated that his slower Hurricane fighters would concentrate on the German bombers

while the faster, more agile Spitfires could take on the Luftwaffe Me. 109's.

There were several occasions when the RAF was close to breaking point however the Germans, by constantly changing their tactics, were often their own worst enemy.

To win, the young pilots of Fighter Command had to survive and inflict heavy casualties on their opponents... and this they eventually did... against all odds.

By not going under and inflicting a "bloody nose"

RAF009**RAF006****MG Sports Car Set****RAF010**

on Goering's Luftwaffe the Royal Air Force and Fighter Command saved Britain from defeat and invasion. Had it been otherwise the consequences for not only Britain but the whole free world would have been terrible indeed.

To the men of the RAF's Fighter Command this series is dedicated.

RAF001
Air Chief Marshal
Sir Hugh Dowding

RAF002
Squadron Leader
Douglas Bader

RAF003
Flying Officer "Moggy"
Cattermole & Reilly

RAF004
Sgt. Pilot Ginger Lacey

RAF005
Flight Lieutenant Sandy
Johnstone

RAF006
"Waiting...And Ready"

RAF009
Flying Officer & Trophy



DIMENSIONS:
Wingspan: 40.5(cm)
Length: 33 (cm)

RAF007**Hawker Hurricane Mk.I**

ON A WARM May evening in 1943, nineteen Lancaster bombers took off from an airfield in Lincolnshire and headed off over the dark North Sea towards the occupied coast of Holland.



Their targets were three great dams of western Germany... the Möhne... the Sorpe and the Eder sheltered among the densely wooded hills and valleys surrounding the Ruhr.

Within hours two of these great dams would be breached and a legend was born...

A special unit had



been formed and trained to carry out this mighty, almost impossible task—617 Squadron. And a very special man was to lead the raid... Wing Commander Guy Gibson.

Among his flight leaders were two other outstanding pilots... Flight Lieutenant

The gratitude of every home in our Island, in our Empire, and indeed throughout the world, except in the abodes of the guilty, goes out to the British airmen who, undaunted by odds, unwearied in their constant challenge and mortal danger, are turning the tide of world war by their prowess and by their devotion. *Never in the field of human conflict was so much owed by so many to so few.*

The Prime Minister, the Rt. Hon. WINSTON S. CHURCHILL, in a Speech to the House of Commons on August 20th, 1940.

Harold "Micky" Martin from Australia and Flight Lieutenant Les Munro, a New Zealander.

K&C's latest RAF figures portrays all three men as they would have appeared ready for flight operations on that fateful night.

RAF011 W/Cdr. Guy Gibson and his black Labrador dog "Nigger".

RAF012 F/Lt. Les Munro and...

RAF013 F/Lt. "Micky" Martin

Of the 19 Lancasters which took part in the raid only 11 returned to their base the following morning. 53 airmen lost their lives on the operation.

In addition to our 3 "Dambuster" pilots King & Country also produces other air force related figures and aircraft...



FoB052 shows a standing, saluting Flight Sergeant. He's obviously just been transferred as he is fully laden with his fighting order.

Another unique and unusual set with an RAF connection is FoB061 "For you Fritz, the war is over!"

Here, a shot down Luftwaffe pilot is having his name, rank and serial number taken down by a typical British "Bobby" watched over by a member of the Home Guard... "Dad's Army".

AMAZING AIRCRAFT

K&C also produces an incredible range of hand-carved, hand-painted wooden models of many of the most famous WW2 Warbirds in very limited quantities. Contact your local K&C dealer or King & Country direct...



KING & COUNTRY HEADQUARTERS

Suite 2301, 23rd Floor, No.3 Lockhart Road,
Wanchai, Hong Kong
Tel : (852) 2861 3450 Fax : (852) 2861 3806
E-mail: sales@kingandcountry.com

KING & COUNTRY SHOP

362, Pacific Place, 88 Queensway,
Hong Kong
Tel : (852) 2525 8603
Website : www.kingandcountry.com