



South Australian Aviation Museum

Aircraft Profile

FAIREY BATTLE N2188

Single engine military ground attack fighter and bombing/gunnery trainer.

History of N2188

Fairey Battle N2188 was received by the Royal Air Force (RAF) on 8 May 1939. Following a relatively short period of service in the United Kingdom, the aircraft was subsequently transferred to Australia and officially handed over to the Royal Australian Air Force (RAAF) on 25 March 1941. After arrival in Australia, N2188 was received by No. 1 Aircraft Park on 27 June 1941. On 8 September 1941, it was allocated to No. 2 Bombing and Air Gunnery School at Port Pirie, South Australia, where it was used for aircrew training.

On 31 August 1942, N2188 was involved in a forced landing at sea and was salvaged shortly afterwards. On 7 May 1943, the aircraft was involved in a second forced landing, this time in mangrove swamps north of Port Davis, South Australia. Due to the swampy and inaccessible nature of the site, recovery of the complete aircraft was considered impractical. The engine, forward cockpit section and tail assembly were salvaged, while the remainder of the airframe was abandoned at the site. N2188 was officially struck off charge on 1 June 1943.

The abandoned remains were rediscovered by local aviation enthusiasts on 8 June 1974. Over the following two years, the fuselage and one wing were recovered and transported to the Warbirds Aviation Museum at Mildura, Victoria. The second wing was recovered at a later date. In September 1987, the remains of N2188 were transferred to Port Adelaide on loan from Stephen Nitschke. The aircraft was subsequently purchased on 14 February 1998, and restoration commenced in 1999. The restoration project was assisted by a grant of \$26,000 from the South Australian Division of the RAAF Association. The grant provided funding for machinery, tools and materials required to undertake the restoration.

N2188 is historically significant as one of only four surviving Fairey Battle aircraft worldwide.





South Australian Aviation Museum

Aircraft Profile

History of Type

The Fairey Battle first flew in 1936 and entered service with the Royal Air Force (RAF) in 1937. By the outbreak of the Second World War in September 1939, approximately 1,000 aircraft had been delivered. During the German invasion of the Netherlands, Belgium and France in 1940, the Fairey Battle was found to be increasingly vulnerable to modern fighter aircraft and anti-aircraft defences. The type suffered significant losses during these operations and was subsequently withdrawn from front-line combat service. The Fairey Battle was then used extensively by training units, primarily for bombing and air gunnery training. A total of 2,201 Fairey Battles were manufactured. Between June 1940 and December 1943, 366 Fairey Battles were delivered to Australia for service with the Royal Australian Air Force. These aircraft were used predominantly for aircrew training under the Empire Air Training Scheme. N2188 was one of the aircraft transferred to Australia during this period.



Technical Specifications

Engine:	R-R 1,030 hp V12 Merlin II
Empty Weight:	3,015 kg
Wing span:	16.46 metres
Height:	4.72 metres
Rate of Climb:	920 fpm (280 mpm)
Ceiling:	25,000 ft (7,620 metres)
Max T/O wt:	4,895 kg - at normal take-off
Length:	12.85 metres
Cruising speed:	182 knots (210 mph / 338 kph)
Range:	1,600 km (890 nm)
Crew:	1 pilot, 1 gunner, 1 bomb aimer
Armament:	1 x .303 Browning machine gun in starboard wing, 1 x .303 Vickers machine gun in rear cabin, 4 x 113kg (250lb) bombs in the wings. Some Battles had a Fraser Nash FN5 Gun Turret with 2 x .303 Browning machine guns.