

A/C SERIAL NO.K6035
SECTION 2B

INDIVIDUAL HISTORY

WESTLAND WALLACE II K6035/2361M
MUSEUM ACCESSION NUMBER 1988/0208/A

- Jun 35 Ordered from Westland Aircraft Co at Yeovil as part of a batch of 75 Wallace II aircraft, contract No.410770/35 serials K6012-K6086, delivered Dec 35 - Jun 36.
- A total of 172 Wallaces were built new or converted from Wapiti aircraft.
- 23 Sep 35 Plaque of this date found fitted to forward fuselage during restoration, giving a construction date. It is suspected that some of the airframe is older, possibly rebuilt from a Wallace Mk.I of c.1932.
- 20 Feb 36 To No.2 Aircraft Storage Unit, RAF Cardington. Fitted with Bristol Pegasus II M3 Engine. Airframe makers No.16599 c/n plate WA24?2G found on fuselage 1987.
- 07 Mar 36 To No.502 (Ulster) (Bomber) Squadron based at Aldergrove, County Antrim in Northern Ireland. This day bomber unit had operated Wallace I/II aircraft since Oct 35, and was one of only four units - Nos 501/2/3/4 Squadrons - to fly the Wallace in 'front line' use, all being 'Special Reserve' Squadrons, which became Auxiliary Air Force Units by 1 July 1937. In mid-1936, No 502 Squadron became part of No 6 (Auxiliary) Group, Bomber Command.
- 22 Apr 37 No.502 Squadron re-equipping with Hawker Hind aircraft from this month. K6035 transferred to the Electrical and Wireless School at RAF Cranwell for use in training wireless operators. (Became No.1 Electrical and Wireless School 1 Dec 38).
- 03 Jun 37 Pilots log book of M K D Porter (DoRIS Ref.M.10503) records two flights in K6035 this day, with the EWS:
1. Pilot Flt Lt Robinson. Passenger/Pupil Porter. 55 minute W.T operating (training) Flight.
 2. Above crew again but roles reversed. 1 hour 10 minute W.T ops flight.
- 02 Dec 38 The pilot's log book of Flt Sgt B Jennings. (DoRIS Ref.MF10007/21) records several flights in K6035, still with the EWS, with two flights on this date; a W.T Air Test and a W.T Air Training Flight.

31 Jan 39 Further flights by Jennings in K6035 - one for W.T air training and one as a W.T air test.

02 May 39 Jennings on air test in K6035.

17 Jul 39 Jennings on another air test with K6035.

Nov 40 Wallace retired from EWS service.

04 Nov 40 K6035 Struck off charge. Latterly allocated to Signal Squadron.

23 Nov 40 Allocated instructional number 2361M for technical training at No.10 School of Technical training RAF Kirkham but not delivered; presumed retained for instructional use at Cranwell.

Two other EWS Wallace II aircraft were retired at the same time.

K6038 (C/N 16514/WA2417G Air Britain Digest Jun 67 quotes c/n 47830) - Air Observers School (North Coates) 29 Feb 36; to RAF Cranwell 18 May 36; to EWS Cranwell 18 July 36. SoC 4 Nov 40; to 2365M 25 Nov 40. Nominally at Kirkham, but not delivered.

K6051 AoS 19 Mar 36; EWS 12 Jan 37; SoC 30 Dec 40. No 'M' number. Recorded flying at Cranwell Feb 39 in Jennings log book (DoRIS Ref.MF10007/21).

It seems that these three aircraft were used for a time for ground instructional purposes at Cranwell and then pushed out to the edge of a wooded area at Cranwell North airfield and left to rot. Certainly by 1945, remembers Mr J Fanner (File letter No.7) at least one Wallace, minus wings was parked in reasonable condition at the edge of a wooded area there. Photographs indicate that by 1958 the three wingless fuselages were reduced to bare frameworks. The airframes may have been intended as wartime decoys. Photos: FlyPast Jul 93 p.67; Control Column March 1967; Flypast October 2006 p.42.

Apr 63 The Wallace remains, known to the enthusiast community since at least 1961, were 'discovered' by Charles Waterfall and the late Neville Franklin, see also report by Major C M Rice (File letter 22 Feb 1995.)

By this time they had apparently moved to Harold Goodey's scrapyard, Old Bath Road, Twyford, Berks, together with some Wallace Wings (these being recovered from the yard by the RAFM in October 1970 – see 75/A/643)

1965 Fuselages moved to storage in Newark as one of the earliest acquisitions of the embryo Newark Air Museum at Winthorpe, three miles from Newark. Some restoration work carried out.

May 68 By this date the Wallace remains were located at Abbots boiler works near Newark, (where Neville Franklin was a draughtsman) with some restoration work being undertaken there using usable parts from the other two recovered airframes, sometimes as a pattern, as happened with the fin/rudder, recalled the Revd. T R Martin in 2011.

Photo: Scale Models Jun 71 p.288.

- Apr 77 When the scale of the restoration task became apparent the remains were transferred to the RAFM by this date, on loan, and stored at Henlow. It was hoped to swap the remains for a Gnat trainer. The remains consisted of one complete fuselage frame and parts of two others, and arrived at Henlow on two 'Queen Mary' trailers 22 Mar 77 - Control Column Jul 77 p.87
- Jan 87 Wallace remains purchased by RAFM for £5,000. Parts loaned to SkySport, Hatch, Beds to serve as patterns in the construction of a replica for a film (see below).

Examination of the remains led to the decision to have the example restored by SkySport, restoration beginning on this date with the tail empennage restored first, followed by the fuselage. It was generally believed that the fuselage being worked on was that of K6035, with parts from the other two fuselages being used as required. 'K6035' was taken as the identity of the display airframe since it had the most complete history, being the only one with squadron service, with a special Reserve Squadron not otherwise represented in the RAFM collection.

SkySport undertook a very thorough restoration of the fuselage, retaining as much original structure as possible, with the result that the aircraft as displayed is some 80% original. Original parts include fin/rudder, observers' cockpit structure, forward fuselage, centre-section struts and spar carry-throughs, cowling and undercarriage. The tyres are from Rolls-Royce cars and the Pegasus engine from RAFM stock, as is the 1933 wooden propeller. Dummy fuel tanks are fitted.

- Aug 92 Restored fuselage frame standing on own wheels by this date.
- 22 Mar 93 Restored fuselage, minus wings, delivered to RAFM. Displayed with starboard fuselage side uncovered to reveal structure. Wings not rebuilt due to cost and shortage of drawings. Photo at SkySport just prior to delivery - Aeroplane Monthly May 93 p.3.
- 24 Mar 93 Official handover ceremony at RAFM - Museum Director accepted aircraft from Tim Moore, proprietor of SkySport engineering.
Photos: FlyPast Jun 93 p.49; Wingspan July 1993 p.24. Photos on display - Aircraft Illustrated Jan 95 p.72; Wingspan Jul 93 p.24; Flypast May 1993 p.62.

The remaining Wallace remains, including a badly corroded forward fuselage section (X001-1760), remain stored at RAF Stafford, plus the heavily corroded and incomplete fragments of Wallace wing structure acquired by the RAFM from Goodeys' scrap-yard in Twyford, Hants in October 1970 (RAFM X001-1751). See letters in Flight International 5 March 1964 p.365.

Skysport also built a replica Wallace frame for an uncompleted film project; this is currently on loan to the Shuttleworth Collection at Old Warden.

TEXT - ANDREW SIMPSON