A/C SERIAL NO.K8042
SECTION 2B

INDIVIDUAL HISTORY

GLOSTER GLADIATOR Mk.I K8042/8372M
MUSEUM ACCESSION NUMBER 74/A/17

Sep 35
Ordered from Gloster Aircraft Ltd as part of contract No.442476/35 for 180 Gladiators, serial numbers K7892-K8055 and L7608-L7623.

27 Aug 37
Delivered new to No.1 Aircraft Storage Unit. Fitted with 840hp Bristol Mercury VIIIA Engine, number A113818/40089. Airframe c/n 40468.

13 Feb 39
No.5 MU, Kemble (Aircraft Storage Unit).

01 Jun 41
To Gloster Aircraft Co. Possibly for updating to current standards.

29 Aug 41

22 Sep 41
CRD - Controller of Research and Development. Used at Boscombe Down for a short and successful trial with an extra pair of 0.303 in. guns under the top wing, giving a total of six guns, each with 425 rounds; very slight damage was caused by ejected cartridges from the top guns. Photo - The Secret Years - Flight Testing At Boscombe Down (T. Mason) p.57.

20 Apr 42
No.27 MU, Shawbury, Salop (Aircraft Storage Unit).

24 May 42
RAF Ternhill, Salop.

27 May 42
No.5 (Pilots) Advanced Flying Unit, Ternhill. No.5 (P) AFU was the new designation for the former No.5 FTS as of 13 Apr 42, flying Hurricanes and Masters, mainly.

27 Oct 43
No.61 OTU Rednal, Shropshire. 61 OTU was a single-seat fighter trainer unit, using various code letters including DE-.

The allocation of K8042 to this unit may be explained by a passage in David Smith's article 'Airfield Archaeology No.19 - Rednal' in 'FlyPast' magazine, February 1985 p18-20. In October 1943 a film unit, 'Independent Producers' arrived to shoot scenes for a film of the book 'Signed With Their Honour' - a Wellington and nine Gladiators were to be assigned to them and would stay for 2 to 3 months. It is not known if this many aircraft did arrive but 61 OTU certainly did have a few Gladiators (including N5903, now with the Fighter Collection, between 11 Nov 43 and Jan 44, and Shuttleworth's L8032, which arrived also on 27 October 1943) and perhaps inherited them when the film unit left, although the Squadron ORB at the PRO records the loss of two in a mid-air collision. The film was a 'Factional' account of No.80 Squadron's Gladiator operations in Greece in 1941. Produced by Paul Soskin, the group of experienced British and Commonwealth pilots resting from operational duties hence became known as 'Soskin's Squadron'; however, after shooting the aerial sequences production was abandoned and the film was never completed. See;

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11 Feb 44 To Marshalls Flying Services of Cambridge at Teversham, Cambs.

14 Feb 44 Damaged - Cat.B - Repaired in Works.

17 Oct 44 No.8 MU Little Rissington (Aircraft Storage Unit).

1945 Earmarked as one of a number of ‘obsolete aircraft for display purposes’ (PRO AIR 2/10, 187) and held in long-term storage.

Mar 46 Noted on home census of RAF aircraft.

16 Mar 48 Struck off charge as part of a clear out that year of display aircraft-probably the RAFs' last Gladiator, though L8032, now with Shuttleworth, which had been displayed in Hyde Park in June 1946, was not sold back to the makers from No. 8 MU until 23 February 1948 along with the Fighter Collection’s Gladiator II N5903 (Glosters sold them on to Air Service Training at Hamble in October 1950). K8042 seems to have been retained however as a historical airframe.


Nov 54 Part of the official Air Historical Branch Collection stored at RAF Stanmore by this date.

Jul 57 Stored alongside many other AHB aircraft at No.15 MU, Wroughton, Wilts.

c.1958-59 Stored, in camouflage scheme, with AHB collection at RAF Fulbeck, Lincs.

1960 Airfield Review 66 (Aug 94) records delivery of K8042 by road from Cranwell to RAF Biggin Hill, Kent.


10 May 65 Displayed at No.71 MU RAF Bicester, Oxon for royal visit, being brought in by the resident No. 71 MU.
Nov 65  At RAFM store at RAF Henlow, Beds by this date, being erected by 24 November. Missing instruments and small fairings.

3 Feb 67  Refurbished at Henlow by RAFM technicians from this date, virtually finished by 20 December 1967. See original restoration log in aircraft department files and hand-written version in RAFM Henlow aircraft restoration file. Photo - Air Pictorial Nov 1972 p.416.

14 Jun 68  Displayed at RAFs 50th Anniversary Royal Review, Abingdon, newly restored to the markings of the CO's aircraft of No.87 Squadron at Debden in 1938 to show a typical Fighter colour scheme of that period, though retaining its original serial number. Photos; Control Column Vol. 2 No. 5 p.4; Aeromilitaria Winter 2002 rear cover (colour)

05 Jul 68  Displayed at Founders' Day Air Display, RAF Hendon.


30 Nov 71  Delivered from Henlow to RAFM Hendon by this date. Museum opened November 1972 - displayed in Main Hall. Photos; Control Column Feb 1972; Air Pictorial Nov 1972 p.417

5 Sep 73  Allotted RAF instructional serial 8372M.

1978  Moved to new Battle of Britain Museum where it remained on display until October 2016.

3 Aug 98  One of a number of aircraft donated to the RAfM by the MoD.


17 Nov 2016  By road to RAFM Cosford for continued display; reassembled and on display May 2017.

747 Gladiators were built, over 490 of them for the RAF. Several survive in Museum Collections:

K8042  RAF Museum Cosford (Mk.1)

L8032  (G-AMRK) Shuttleworth Collection - Airworthy (Mk.1)

N5520  ‘Faith’ - Fuselage only at National War Museum, Valetta, Malta GC

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N5579 Fleet Air Arm Museum, Yeovilton – see below. Ex Norway.

N5628 Forward Fuselage only at RAF Museum, Hendon

N5641 Norwegian Air Force Museum – ex 263 Squadron

N5719 Under restoration at Kemble by Retro Track and Air as G-CBHO. Ex Norway/263 Sqn, May 1940, remains recovered in 2000.

N5903 To Fighter Collection Duxford 1995; flown as G-GLAD from July 2008.

N5914 Gloucestershire Aviation Collection 1998/Jet Age Museum, Staverton. Ex Norway/263 Squadron Gladiator II crash site recovery to incorporate parts from N5697 and N5698 also from Norwegian crash sites.

The GAC used these and ex Lake Lesjaskog Gladiator components from the former RAF Museum store at Cardington to produce a composite basic fuselage for the Fleet Air Arm Museum Yeovilton (‘N5579’ handed over July 2002) and another for the Norwegian Air Force Museum.


It is interesting that the UK's other two complete surviving Gladiators also served with No.61 OTU. L8032, still airworthy with the Shuttleworth Collection, joined the unit the same day as K8042. The Fighter Collection's under restoration N5903 joined the unit 11 November 1943. It is just possible that all three aircraft joined the unit for the film work. Other 61 OTU Gladiators included K7898, K7927, K8004.

TEXT - ANDREW SIMPSON