

# RECORD CARD—AIRFRAMES, AERO ENGINES AND MECHANICAL TRANSPORT

I.A.A.F. Form E/ESS  
(June, 1935)

Type HAWKER DEMON A.1-14.  
Order No. O.I. 402:  
Received from HAWKER AIRCRAFT LTD.

Airframe = Filled KESTREL V.  
Engine

No. 1243

Date Received 11/9/35

DUAL

HISTORY (MOVEMENTS, CASUALTIES, ETC.)

| DATE      | DETAILS   | AUTHORITY                | DATE     | DETAILS  | AUTHORITY               |
|-----------|---|--------------------------|----------|--|-------------------------|
| 11-9-35   | 1AD (recd of seas K3263)                                  |                          | 15-2-39  | K3235 2AD for A1-14  | R3356 15/1              |
| 11-9-35   | 35 Squadron (allotment)                                   |                          | 31-7-39  | 60 hours since ap/c  |                         |
| June 1936 | 22 Squadron (K3263)                                       |                          | 18-9-39  | allotted 1AD EX 22 Sq K3235  | R3356 17/1              |
| 11-7-38   | 2AD K3263 removed S                                       |                          | 15-11-39 | formed 21 Sq 621 AD OVR  | R3356 27/1              |
| 29-11-38  | 2AD Serv.   | Q806 11/2                | 24-4-40  | allotted 15 FTS. ex 21 Sq  | 219260 24/1             |
| 23-3-38   | 22 Squadron less engine tank                              |                          | 17-6-40  | Serv at FTS ITS. AT.C  | FTS 9489 17/1           |
| 15-4-38   | 2AD   |                          | 24-6-40  | U/S at ITS for more than 2 days  | FTS 9507 24/1           |
| 9-5-38    | allotment to 2AD cancelled                                |                          | 4-7-40   | K3229 installed A1-14-ATS  |                         |
| 9-5-38    | 3243 had been installed 23/3                              |                          | 7-7-40   | U/S Serv (incl at ATS) eng changed   | PCC 0558 7/1            |
| 1-7-38    | K3243 removed ex A1-14 to 2AD                             |                          | 15-7-40  | U/S Serv (incl at ATS) 100 hrs   | PCC 0581 15/1           |
| 4-7-38    | K3247 recd 22 Sq 4 installed                              |                          | 22-7-40  | Serv at ATS  | PCC 0593 22/1           |
| 19-7-38   | K3247 2AD store K3263 in replacement                      |                          | 6-8-40   | Forced landing - no damage   | PR 32 6/1               |
| 27-9-38   | Inland landing engine seizure                             | PP 35 CP35<br>R 996 27/1 | 9-9-40   | Serv in 2 days at ATS  | PR 197 9/1              |
| 28-9-38   | K3263 ex A1-14 2AD  | R 996 27/1               | 29-9-40  | U/S Serv (incl at ATS) 120 hrs   | PCC 0594 29/1           |
| 28-9-38   | K3233 recd for installation                               |                          | 27-10-40 | Serv. at ATS. (15 FTS)   | P.C. 04 27/1            |
| 20-2-38   | K3233 4 A1-14 2AD. Low oil pressure<br>+ high temperature | 20 27/1<br>R3356 15/1    | 9-11-40  | Forced landing due eng failure<br>extensive damage to U/C & minor damage wings | PR 152-9/1<br>R 248 9/1 |

DUAL D HAWKER DEMON A.1-14.

3225

# RECORD CARD—AIRFRAMES, AERO ENGINES AND MECHANICAL TRANSPORT

U.S.A.A.F. Form E/T-8  
(June, 1935)

Type HAWKER DEMON A.1-14.

~~Airframe~~ Filled KESTREL V.  
Engine

No.

Order No. O.I. 402.

Received from HAWKER AIRCRAFT LTD.

Date Received 11/9/35.

## HISTORY (MOVEMENTS, CASUALTIES, ETC.)

| DATE     | DETAILS                             | AUTHORITY      | DATE     | DETAILS                            | AUTHORITY    |
|----------|-------------------------------------|----------------|----------|------------------------------------|--------------|
| 10-11-40 | 40 1/2 more than month at 15FTS     | P.G. 859 19/11 | 25-4-41  | Serv in 12 days (Tech inf)         | Q346 25/4    |
| 13-11-40 | Empt to be seen for exam (3229)     | P.C. 875 13/11 | 16-5-41  | Serv at 15FTS                      | Q416 16/5    |
| 8-12-40  | 4/5 more than month at 15FTS        | Q66 8/12       | 30-5-41  | Serv in 12 days at 15FTS           | Q455 30/5    |
| 13-12-40 | Allocated IAD for C/O haul ex 15FTS | REC. 124 12/12 | 13-6-41  | 4/5 indefinite (awaiting decision) | Q506 13/6    |
| 12-12-40 | Rec IAD ex 15FTS (3229)             | Q42 13/12      | 20-6-41  | 4/5 more than a month (Tech inf)   | Q535 20/6    |
| 22-12-40 | 4/5 more month at IAD               | Q533 22/12     | 4-7-41   | " less " " " " "                   | Q573 4/7     |
| 26-1-41  | 4/5 less " " " "                    | Q61 26/1       | 10-7-41  | Ex at 15FTS                        | 1W5 10/7     |
| 16-2-41  | Serv in 12 days " " " "             | Q346 16/2      | 17-7-41  | E at 15FTS                         | 1W8 17/7     |
| 23-2-41  | 4/5 more month " " " "              | Q435 23/2      | 7-8-41   | C " " " " "                        | 1WR 7/8      |
| 9-3-41   | 4/5 less " " " "                    | Q665 9/3       | 28-2-41  | E " " " " "                        | 1WR 28/3     |
| 3-3-41   | Serv in 12 days at IAD              | Q543 3/3       | 5-9-41   | C. at 15FTS                        | 1W8 5/9      |
| 31-3-41  | " " " " " " " "                     | Q913 30/3      | 20-11-41 | E star at 15FTS                    | P.C.S. 20/11 |
| 31-3-41  | Allocated for 15FTS for IAD         | Q169 31/3      | 13-11-41 | Wheel of a/c sank in soft patch    | a/c 20/11    |
| 6-4-41   | Serv in 3 days at IAD               | Q15 6/4        |          | Tippled on to more. Pan to a/c     | PR 345 13/11 |
| 9-4-41   | Ex 15FTS ex IAD Serv (3229)         | Q66 9/4        | 27-11-41 | E star at 15FTS                    | P.C.S. 27/11 |
| 18-4-41  | Serv in 3 days at 15FTS             | Q313 18/4      | 14-12-41 | 4/5 indefinitely                   | P.C.S. 14/12 |
| 18-4-41  | " " " " " " (Tech inf)              | Q326 18/4      | 11-12-41 | C at 15FTS                         | P.C.S. 11/12 |

0.7301.

HAWKER DEMON A.1-14.

IAD

3235

# RECORD CARD—AIRFRAMES, AERO ENGINES, MECHANICAL TRANSPORT AND MARINE CRAFT.

R.A.A.F. Form E/E.88.  
(June, 1938)

Type *WARRIOR DESIGN*  
Order No.

No. *41.14*

Chassis }  
Airframe } Fitted *WARRIOR V*  
Engine }

No.

Received from *WARRIOR AIRCRAFT LTD.*

Date Received

## HISTORY (MOVEMENTS, CASUALTIES, Etc.)

| Date.   | Details.   | Authority.                | Date.  | Details.                             | Authority.  |
|---------|--|---------------------------|--|--------------------------------------|-------------|
| 15-1-42 | E Star at 1. S.F.T.S.<br>(installation of port bank)       | P.C.S. 15/1               | 11-5-42  | G at 3. B. G.S.                      | 3Q308.11/5  |
| 22-1-42 | E at 1. S.F.T.S. (cylinder bank change)                    | P.C.S. 22/1               | 6-7-42   | Awaiting conversion.                 | 3Q511 6/7   |
| 23-1-42 | Landing accident, landed into obstruction. Dam to a/f. nil | C.R. 23/1<br>P.R. 6. 23/1 | 10-8-42  | Allotted 1. S.F.T.S. ex 3. B. G.S.   | 4/464 10/8  |
| 29-1-42 | C at 1. S.F.T.S.   | P.C.S. 29/1               | 17-8-42  | G at 3. B. G.S.                      | 3Q722 7/8   |
| 20-2-42 | Allotted 3. B. G.S. ex 1. S.F.T.S.                         | HQ 71. 20/2               | 28-8-42  | Rec 1. S.F.T.S. ex 3. B. G.S.        | 1Q576. 25/8 |
| 5-3-42  | Issued 3. B. G.S. ex 1. S.F.T.S.                           | 1Q195 5/3                 | 31-5-42  | U/S Indefinitely (complete overhaul) | P.C.S. 31/8 |
| 5-3-42  | Rec 3. B. G.S. ex 1. S.F.T.S.                              | 3Q056. 5/3                | <p><i>Converted to Components.</i><br/><i>File no. 9/16/506.</i><br/><i>8/215 2/10/42.</i></p> |                                      |             |
| 6-4-42  | E Star at 3. B. G.S.                                       | 3Q175. 6/4                |  |                                      |             |
| 11-4-42 | Forced landing U/c torn off and CR-1                       | 11/4                      |  |                                      |             |
|         | both M/P's damaged   | P.R. 437 11/4             |  |                                      |             |
| 13-4-42 | E Star 3. B. G.S.  | 3Q200. 13/4               |  |                                      |             |
| 10-6-42 | G at 3 B.G.S.  | 3Q130 10/4                |  |                                      |             |
| 7-9-42  | discarded  | 3Q206 7/9                 |  |                                      |             |

*Converted to Components 9/16/506 8/215 2/10/42 285*