

RECORD CARD—AIRFRAMES, AERO ENGINES AND MECHANICAL TRANSPORT

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

Type DEMON A.1-26

Order No. O.I.452

Received from HAWKER AIRCRAFT LTD.

Airframe Fitted KESTREL V.
Engine

No. K 5553

Date Received 12/11/36

HISTORY (MOVEMENTS, CASUALTIES, ETC.)

DATE	DETAILS	AUTHORITY	DATE	DETAILS	AUTHORITY
12-11-36	2AD (recd from K 5553)		6-9-39	1st Ready 13-9-39	RQ320 6/9
17-12-36	3 Squadron		13-9-39	Arrived 3 Sq EX 2AD K5625	RQ821 13/9
22-7-37	2AD Markham Rep.			Surplus to Establishment	
22-7-37	K8943 recd from 2AD for installation		19-9-39	Joined 3 Sq, EXARS (5625) Serw	RQ402 20/9
21-9-38	120 Hourly instruction 5 days w/s	876 21/9	27-10-39	Struck Drogue target Short Range	CR 17 21/10
8-2-39	Forward into hangar Hall.	PR 79 28/4	17/4/40	Gene at 3 Sq	R104 17/4
8-3-39	K8943 sent A1-76 to 2AD V.O.	24 276 8/3	20-5-40	7 days 120 hrs V/s.	Unsur. Return 20/
17-2-39	K3247 to 2AD for A1-76	PR 356 15/2	17-6-40	V/s for 2 days at 3 Sq	RQ 361. 17/6
21-2-39	Joined landing brushback N.D.	28263 17/2	20-6-40	Allocated 4 Sq, exc 3 Squadron	HQ 412 20/6
8-5-39	K3247 removed to 3 Squadron	PR 353 15/2	4-7-40	Rec Pt Cook exc 4 Sq & 1st ATS	PIC Q5404
15-6-39	for A1-16	PR 47 28/9	8-7-40	Serv in 2 days at ATS	PIC Q558 8/7
19-7-39	2AD per engine failure H. 574	28840 16/6	22-7-40	" " " " " "	PIC Q593 22/7
21-7-39	2AD broke down the engine	RQ 503 8/5	4-8-40	V/s less mth at ATS	Q658 4/8
21-7-39	581 hours since c/o the OH	2022 19/7	11-8-40	Serv at ATS	Q661 11/8
	Converted to Components		1-9-40	V/s less mth 120 hrs	Q751 1/9
	FS 40364 5-2/10 5-5-40		15-9-40	Serv in 2 days at ATS	PIC Q725 15/9
	File 9/16/37 A 605 Delivered		22-9-40	V/s less mth at ATS (13 FTS) for cylinder	PIC Q722 22/9
				ATS Pt Cook	5625

U.S. 131

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3. 11. 40	U/S less month at A.T.S. (attd bank)	P.C. 257 2/11	22. 3. 41	Serv. at 1 S.F.T.S.	P.Q. 26 24/2
8-12-40	Serv in 3 days at ATS (ISFTS)	Q166 8/12	30-3-41	8937-replaced 5611 (attd bank)	Q280 30/3
15-12-40	U/S less month (awaiting of ass)	Q197 15/2	13-4-41	Serv in 14 days at ISFTS	Q33 13/4
22-12-40	" " " " " "	Q224 22/12	9-5-41	" " 3 " " "	Q384 9/5
9-12-40	" " " " " "	Q235 29/12	30-5-41	" " 14 " " " (attd bank)	Q453 30/5
5-1-41	U/S " " (attd bank)	Q3 5/1	15-5-41	U/C dam on hitting boundary marking at dubh	PR 589 15/1
19-1-41	Serv in 12 days (" ")	Q44 19/1			CR 310 15/1
26. 1. 41	" " 3 (60 hrs.)	Q50 26/1	13-6-41	Serv in 14 days at ISFTS (attd bank)	Q506 3/6
2-2-41	Serv in 3 days (at cylinder bank)	Q108 2/2	20-6-41	Serv at ISFTS	Q535 20/6
6-2-41	Attempted take off cross wind	PR 387 6/2	30-9-41	Serv in 3 days at ISFTS	Q919 30/9
	U/C on nose - no damage.	C.R. 283	2-10-41	C at 1-S.F.T.S.	P.C.S. 2/10
17-2-41	U/S less month (150 hrs.)	Q142 17/2	30-10-41	U/S indefinitely	P.C.S. 30/10
23-2-41	Serv in 14 days (")	Q157 23/2	27-11-41	C at 1-S.F.T.S.	P.C.S. 27/11
3-3-41	U/S less month (")	Q187 3/3	21-12-41	Engine failed, pilot jetisoned drague, made forced landing. Dam to aft. mil	PR 251 21/12
10-3-41	Serv at ISFTS	Q219 10/3			
17 3 41	U/S less 14 days at 1171 (reduction gear)	P.Q. 259 17/3	15-1-42	U/S indefinitely at 1-S.F.T.S. completed one full (attd bank)	P.C.S. 15/1

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