

RECORD CARD—AIRFRAMES, AERO ENGINES AND MECHANICAL TRANSPORT

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

Type DEMON A.1-55.
Order No. O.I.452.
Received from HAWKER AIRCRAFT LTD.

~~Airframe~~ Fitted KESTREL V. No.
Engine
Date Received 11/11/37.

HISTORY (MOVEMENTS, CASUALTIES, ETC.)

DATE	DETAILS	AUTHORITY	DATE	DETAILS	AUTHORITY
11.11.37	170 (need ops as K 9387)		22-9-40	4/5 less month at ATS (15FTS) ^{for} eng	PCC 870 22/9
1.12.37	170 Workshops erection		29-9-40	3233 Being installed	PCC 894 29/9
18.1.38	1 Squadron		6-10-40	Serv at ATS (15FTS)	Q 922 6/10
3-9.39	Landing on soft patch for Damage 39/40	PR 14	20.10.40	14d. less than month at A.T.S.	PCC 931 20/10
31-8.39	From No. 1 Sq to 21 Sq. PCC 9387	SJS 3/8	7.11.40	" " " 14 days at A.T.S.	PCC 937 7/11
3-9.39	Boeing Acc. Apparent No Damage	CR 215 9/39	10.11.40	Serv. at A.T.S. (1 S.F.T.S.)	PCC 959 10/11
18-12-39	Overhauling New Engine (serv 25/2 LQ 824)	12/12-12-40	12-12-40	Serv in 10 days at 15FTS (ATS) ^{eng}	Q 166 8/12
19-12-39	K 3237 All New 21 Sq (A1-55)	LQ 823 19/12	31-12-40	Forced landing after cross country fl.	Q 239 31/12
19-12-39	K 3237 Banned	LQ 949 1/1	10-1-41	3233 allotted 170	Q 480 10/1
28-3-40	Forced land. due to petrol spray up	PR 138 28/3	5-1-41	4/5 less month awaiting engine	Q 3 5/1
	left off tank No Damage.		12-1-41	4/5 more " "	Q 21 12/1
26-4-40	Allotted 15FTS ex 21 Sq.	HLQ 149 26/4	19-1-41	Serv in 14 days (eng 15FTS) ^{9399 engine}	Q 44 19/1
10-5-40	Ins ITS ex 21 Sq.	PR 208 10/5	26.1.41	" " 3 - (awaiting test)	Q 50 26/1
13-6-40	Eng failure forced landing	CR 122 13/6	7-3.41	4/5 less month at 1 m/s. (150 hrs)	PQ 249 7/3
17-6-40	Serv at ITS.	FTS 9489 17/6	3.41	" " 14 days " "	PQ 262 3/41
8-7-40	4/5 less 1 month engine change	PCC 95587 8/7	6-4-41	Serv at 15FTS	Q 999 6/4
25/6/40	Airframe (pegged out) damaged in high wind	PCC No 25/6.16.5.41	16.5.41	Serv in 20 days (21-40 band)	Q 416 16/5

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DEMON A.1-55.

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RECORD CARD—AIRFRAMES, AERO ENGINES AND MECHANICAL TRANSPORT

R.A.A.F. Form E/E-58.
(June, 1935)

Type DEMON A.1-55
Order No. O.I.524
Received from HAWKER AIRCRAFT LTD.

Airframe Fitted KESTREL V. No.
Engine
Date Received 11/11/37.

HISTORY (MOVEMENTS, CASUALTIES, ETC.)

DATE	DETAILS	AUTHORITY	DATE	DETAILS	AUTHORITY
20-6-41	Serv at 15FTS	PR 629 26/6	11-12-41	C at Arm School	P.C.S. 11/12
26-6-41	Damaged & tipped on nose - no dam	CH 312 26/6	15-1-42	E at Arm School (180 hly)	P.C.S. 15/1
16-7-41	Allocated to Arm School	11962 15-13/4	22-1-42	C at Arm School	P.C.S. 22/1
21-7-41	Issued	19645 24/7	23-2-42	E at Arm School (minor rep)	P.C.S. 23/2
26-7-41	Rec. C.	145 24/7	2-3-42	C at Arm School	P.C.S. 2/3
13-8-41	but taxiing to tarmac wheels	C.A. 340-13/5	23-3-42	G at Arm Sch (complete overhaul)	P.C.S. 23/3
	struck soft patch & tipped on nose, no dam. & A/F.	PR 83 13/8	30-3-42	Transferred to S.F.T.S. Sch. (complete overhaul)	P.C. 8/136 30/3
16-8-41	Up serv. mainframe at 15FTS.	145 16/8	30-3-42	G at I.S.F.T.S. (complete overhaul)	P.C.S. 30/3
18-9-41	A/c. tipped on nose. U/c. 9 S/B.		29-6-42	U/S indefinitely (complete overhaul)	P.C.S. 29/6
	lower mainplane damaged.	P.R. 171 15/9	9-7-42	Transferred with Arm School to Hamilton 19/12-14/1	
2-10-41	E-Star at Arm Sch.	P.C.S. 2/10	27-7-42	Awaiting conversion	AS 89 27/7
9-10-41	E-Star at Arm School	P.C.S. 9/10			
23-10-41	C at	P.C.S. 23/10			
20-11-41	E at Arm School	P.C.S. 20/11			
27-11-41	C	P.C.S. 27/11			
4-12-41	E at Arm School	P.C.S. 4/12			

Converted to Instructional A/F

No. 12 on file 9/2/267. Signal

2-6-45 converted. Auth. 69/4/46. QA 1234/13

C.7301.

DEMON A.1-55.

ARM Sch. submitted to Instruction 16/9/41