

R. A. F. Form E/E.58

Date	Details	Authority	Date	Details	Authority
2-11-47	allot - 2 com Sydn. in	GC 103	28-12-47	Pro 2 Com Sydn. in ARDL	PG 175
14-11-47	ARDL 11 WEF 3/2/113	2/2/47	18-12-47	Rec " "	CG 55
17-11-47	Rec ARDL 11 WEF 3/2/113	11/12/47	10-2-48	allot. DAP Persfield en	8C 161
17-11-47	On 17 Dec at 1105 hrs			2 com. Sydn. for repair	10/2/48
	above 11/2 whistled & rapping			at. Mallela by 841 Personnel	7/2/50
	down wind to take		20-2-48	allot 8C 1613 10/2/48	8C 1656
	off in gusty wind			Cancelled. DAP	20/2/48
	on deck in 11/2 stood			Persfield to carry	9/2/50
	on nose. called by			on H - repairs and	AX 910
	burst of wind under			re-assembly of damaged	25-10-49
	tail plane			components at Mallela	
17-12-47	AFC 10/D/1. Sue. can	2C.S.	27-12-48	Teeth Red - landing	3-2 Sept
	5% nose 40% R A/S 50% R	TX 5		on Mallela. as above	
	50% A/S. 40% R engines	17/12/47		faulty oil pressure	
	hook loaded. On A/c U.			transmission causing	
				large drop in oil	
				pressure indication	
				2 Com Sydn	

RECORD CARD - AIRFRAMES, AERO ENGINES, MECHANICAL TRANSPORT & MARINE CRAFT

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

Type VIKING MKII	No. VL251	No. A82-1	Chassis
Order No.			Airframe
Received from	U.K.		Engine
			Date Received

HISTORY (MOVEMENTS, CASUALTIES, Etc.)

Date	Details	Authority	Date	Details	Authority
25.2.49	Port. tailplane leading edge damaged and skin fuselage punctured by tail draft tray flung up by slipstream damage (1st) port star board engines N/A.	34 TX3 26/2/49	3.8.51	Left 34 spec on 1st	34
7/3/50	(Repair of number 72262) Allocated (AD) ex 34 spec for modification and 500 hrs servicing	4/4/57	22.2.51	U/S 34 spec awaiting spares	34
16/3/50	Left 1st ex 34 spec	11/3/57	1.3.51	Left 34 spec on 1st	34
10/3/50	Left 1st ex 34 spec	11/3/57	3.5.51	Left 34 spec	34
25.5.50	Allocated (AD) to 34 spec on 1st	11/3/57	10.5.51	U/S 34 spec Repair 34 spec	34
1/8/50	Left 34 spec on 1st	11/3/57	17.5.51	Left 34 spec	34
			24.7.51	TO BE 34 spec	34
			19.7.51	U/S 34 spec	34
			2.8.51	Left 34 spec	34
			7.8.51	A.F.O. 10/D/I at 34 SODN STAD. H/S Blade damaged by mobile refuelling tankers during refuelling operations H/S repairable but beyond limit Capacity remainder of H/C undamaged.	34 SODN 75
			9.8.51	U/S 34 spec	34
			18/10/51	Left 34 spec	34