

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

R.A.A.F. Form E/E88

(June, 1938)

Type HELICOPTER No. A80-374 Chassis 175-51
 Order No. 2713 535730 Airframe Fitted Engine No.
 Received from ... Date Received 17-5-51 17 4-51

HISTORY (MOVEMENTS, CASUALTIES, Etc.)

Date	Details	Authority	Date	Details	Authority
3/10/51	RECEIVED FROM FACTORY TO C/O OF THE MILITARY COMMAND FROM U.S.A.	95 9/1/51	31/5/51	Progressing normally 2AD	2AD/9124
15/3/51	Being shipped "Personnel" section to "Coring" workshop. Washington approx. 20 miles	2AD/9110	12/6/51	Before QC 1755 conversion for this APC (all other 2AD) to ARJL for completion of pilot conversion course	QC 1876 9/2/52 (3)
17/5/51	Recd 2AD in USA for BOL & CTO's inspection	2AD/9110	6/6/51	Up awaiting stores 2AD repair	2AD/9136
17/5/51	Up 2AD conversion and not commenced	2AD/9110	14/6/51	Progressing normally 2AD repair section	2AD/9144
23/5/51	Completion of section attached 23rd 2AD/51	QC 1755 9/2/53	22/6/51	Recd 2AD for ARJL 22/6/51	2AD/9155
24/5/51	Up Progressing conversion 2AD indefinite	2AD/9116 ARJL/954 ARJL/962 ARJL/9196	27/6/51	Recd ARJL 27/6/51	2AD/9168
			28/6/51	Up 2AD for ARJL	ARJL/954
			12/7/51	Up 2AD for ARJL	ARJL/962
			18/7/51	Up 22 2AD for ARJL 18/7/51	ARJL/9196
			24-7-51	NOT REQUIRED FOR POST-WAR TO BE IN CAPTION "B"	579
			24-7-51	Recd 22 2AD in ARJL on 24/7/51	2AD/91266

HELICOPTER A80-374

21.2 29th (L/E)

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

R.A.A.F. Form E/E88
(June, 1938)

Type *WASP JUNIOR* No. *60-374* Chassis *WASP JUNIOR*
 Order No. *511* Fitted *R984-B4* Engine *No.*
 Received from *E. J. J.* Date Received *17-5-57*

HISTORY (MOVEMENTS, CASUALTIES, Etc.)

Date	Details	Authority	Date	Details	Authority
26-7-51	U/S. Minor Insp ⁿ 22 SQDN	<i>SCD</i> <i>Q151</i>			
1-8-51	<i>Serv</i>	<i>SCD</i> <i>Q151</i>			
14-7-52	16 TD-1 at 22 Sqn scheduled Main Refit 34/14 or R Pending authority E. Repairable	<i>John</i> <i>11</i>	14-1-53	2AD TO ARDW for fitment of VHF & Thence to 21 Sqn for U.E.	
17-7-52	Undergoing Maj Inspection at 22 Sqn	<i>22</i> <i>Q75</i>		QC 1409 cancelled, a/c allot ex 2 AD to ARDW for fitment of VHF and special warning search equipment, but completion a/c to be held pending further advice	QC 1010 9/2/523
18-9-52	Held Serv at 22 Sqn	22/297			
3-10-52	Allot 2AD ex 22 Sqn for 400 hours inspection	<i>22</i> <i>Q1365</i>	2-2-53	On Completion of fitments at A.R.D.W. a/c allot ex A.R.D.W. to 21 Sqn for U.E.	QC 1040 9/2/523
7-11-52	Issued ex 22 Sqn to 2AD. 6/11/52	22/297			
7-11-52	Recd - 6-11-52	2/0438			
12-11-52	On Completion of 400 hours inspection a/c allot ex	QC 1409 9/2/523	11-2-53	Issued ex 2AD to ARDW 14 Feb	2/0596 12 Feb and 10/1014

HELICOPTER 60-374

ARDW

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

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

Type	HELICOPTER	S.S.I	No.	A80-374	Chassis	WASP JUNIOR	No.	
Order No.	OVERSEAS	INCIDENT	2713		Airframe	Fitted	R 9.21-B4	No.
Received from	U.S.A				Engine			
					Date Received	17	5	51

HISTORY (MOVEMENTS, CASUALTIES, Etc.)

Date	Details	Authority	Date	Details	Authority
26-2-53	Issued 21 Sgdn. 21 Sgdn Lawton on 24 Feb	4200 Q1048	14-8-54	Relatd 22 Sgdn 21 Sgdn wif 13/54	HCHS Q518
3-3-53	Rec 21 Sgdn " "	21/0106	14-8-54	22 Sgdn 21 Sgdn	21/0120
5-3-53	Held serv @ 21 Sgdn	21/672	15-8-54	22 Sgdn 21 Sgdn	22/0015/1111
7-5-53	Held serv at 21 Sgdn	21/684	26-8-54	Held serv at 22 Sgdn	22/0137
7-5-53	Held serv at 21 Sgdn	21/684	11-11-54	22 Sgdn 21 Sgdn	22/0137
3-9-53	do	21/681		22 Sgdn 21 Sgdn	22/0137
16-10-53	Held serv at 21 Sgdn	21/0122		22 Sgdn 21 Sgdn	22/0137
20-10-53	Held serv at 21 Sgdn	21/0125		22 Sgdn 21 Sgdn	22/0137
17-12-53	Held serv at 21 Sgdn	21/0143		22 Sgdn 21 Sgdn	22/0137
12-2-54	Held serv at 21 Sgdn	21/017		22 Sgdn 21 Sgdn	22/0137
1-4-54	Held serv at 21 Sgdn	21/017		22 Sgdn 21 Sgdn	22/0137
4-4-54	Held serv at 21 Sgdn	21/017		22 Sgdn 21 Sgdn	22/0137
3-6-54	Held serv at 21 Sgdn	21/017		22 Sgdn 21 Sgdn	22/0137
13-8-54	Held serv at 21 Sgdn	21/017		22 Sgdn 21 Sgdn	22/0137

HELICOPTER A80-374

12

CLASS /

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

R.A.A.F. Form E/E83
(June, 1938)

* DRAGONFLY

Type Helicopter 551 No. A80-374

Chassis Wap Junior
Airframe Fitted R984-84

Order No. Revised Endorsed 2713

Engine No.

Received from 11-5-57

Date Received 17-5-57

HISTORY (MOVEMENTS, CASUALTIES, Etc.)

Date	Details	Authority	Date	Details	Authority
16-4-55	A.F.O. 10/0/2 <u>checked</u> <u>16/4</u> <u>log</u> <u>checked</u> <u>16/4</u> <u>motor</u> <u>checked</u> <u>16/4</u> <u>chassis</u> <u>checked</u> <u>16/4</u>	<u>225</u> <u>225</u> <u>16/4</u>	31-6-55	<u>Rec. 240</u> <u>225</u> <u>7-7-55</u> <u>held</u> <u>11/2</u> <u>240</u> <u>(J)</u> <u>29-7-55</u> <u>held</u> <u>11/2</u> <u>240</u> <u>(J)</u> <u>12-1-56</u> <u>held</u> <u>11/2</u> <u>240</u> <u>(J)</u>	<u>240</u> <u>225</u> <u>240</u> <u>225</u> <u>240</u> <u>225</u> <u>240</u> <u>225</u>
32-4-55	<u>checked</u> <u>17-0</u> <u>22-4</u> <u>16/4</u> <u>motor</u> <u>checked</u> <u>16/4</u> <u>chassis</u> <u>checked</u> <u>16/4</u>	<u>HELI</u> <u>11/5</u> <u>225</u> <u>11/5</u> <u>225</u> <u>11/5</u>	14-10-55	<u>checked</u> <u>17-0</u> <u>22-4</u> <u>16/4</u> <u>motor</u> <u>checked</u> <u>16/4</u> <u>chassis</u> <u>checked</u> <u>16/4</u>	<u>HELI</u> <u>11/5</u> <u>225</u> <u>11/5</u> <u>225</u> <u>11/5</u>
12-5-55	<u>checked</u> <u>17-0</u> <u>22-4</u> <u>16/4</u> <u>motor</u> <u>checked</u> <u>16/4</u> <u>chassis</u> <u>checked</u> <u>16/4</u>	<u>HELI</u> <u>11/5</u> <u>225</u> <u>11/5</u> <u>225</u> <u>11/5</u>	6-4-56	<u>checked</u> <u>17-0</u> <u>22-4</u> <u>16/4</u> <u>motor</u> <u>checked</u> <u>16/4</u> <u>chassis</u> <u>checked</u> <u>16/4</u>	<u>HELI</u> <u>11/5</u> <u>225</u> <u>11/5</u> <u>225</u> <u>11/5</u>
27-5-55	<u>checked</u> <u>17-0</u> <u>22-4</u> <u>16/4</u> <u>motor</u> <u>checked</u> <u>16/4</u> <u>chassis</u> <u>checked</u> <u>16/4</u>	<u>HELI</u> <u>11/5</u> <u>225</u> <u>11/5</u> <u>225</u> <u>11/5</u>	6-7-56	<u>checked</u> <u>17-0</u> <u>22-4</u> <u>16/4</u> <u>motor</u> <u>checked</u> <u>16/4</u> <u>chassis</u> <u>checked</u> <u>16/4</u>	<u>HELI</u> <u>11/5</u> <u>225</u> <u>11/5</u> <u>225</u> <u>11/5</u>
	<u>checked</u> <u>17-0</u> <u>22-4</u> <u>16/4</u> <u>motor</u> <u>checked</u> <u>16/4</u> <u>chassis</u> <u>checked</u> <u>16/4</u>	<u>HELI</u> <u>11/5</u> <u>225</u> <u>11/5</u> <u>225</u> <u>11/5</u>	10-7-56	<u>checked</u> <u>17-0</u> <u>22-4</u> <u>16/4</u> <u>motor</u> <u>checked</u> <u>16/4</u> <u>chassis</u> <u>checked</u> <u>16/4</u>	<u>HELI</u> <u>11/5</u> <u>225</u> <u>11/5</u> <u>225</u> <u>11/5</u>
	<u>checked</u> <u>17-0</u> <u>22-4</u> <u>16/4</u> <u>motor</u> <u>checked</u> <u>16/4</u> <u>chassis</u> <u>checked</u> <u>16/4</u>	<u>HELI</u> <u>11/5</u> <u>225</u> <u>11/5</u> <u>225</u> <u>11/5</u>	5-10-56	<u>checked</u> <u>17-0</u> <u>22-4</u> <u>16/4</u> <u>motor</u> <u>checked</u> <u>16/4</u> <u>chassis</u> <u>checked</u> <u>16/4</u>	<u>HELI</u> <u>11/5</u> <u>225</u> <u>11/5</u> <u>225</u> <u>11/5</u>
	<u>checked</u> <u>17-0</u> <u>22-4</u> <u>16/4</u> <u>motor</u> <u>checked</u> <u>16/4</u> <u>chassis</u> <u>checked</u> <u>16/4</u>	<u>HELI</u> <u>11/5</u> <u>225</u> <u>11/5</u> <u>225</u> <u>11/5</u>	26-10-56	<u>checked</u> <u>17-0</u> <u>22-4</u> <u>16/4</u> <u>motor</u> <u>checked</u> <u>16/4</u> <u>chassis</u> <u>checked</u> <u>16/4</u>	<u>HELI</u> <u>11/5</u> <u>225</u> <u>11/5</u> <u>225</u> <u>11/5</u>
	<u>checked</u> <u>17-0</u> <u>22-4</u> <u>16/4</u> <u>motor</u> <u>checked</u> <u>16/4</u> <u>chassis</u> <u>checked</u> <u>16/4</u>	<u>HELI</u> <u>11/5</u> <u>225</u> <u>11/5</u> <u>225</u> <u>11/5</u>	25-1-57	<u>checked</u> <u>17-0</u> <u>22-4</u> <u>16/4</u> <u>motor</u> <u>checked</u> <u>16/4</u> <u>chassis</u> <u>checked</u> <u>16/4</u>	<u>HELI</u> <u>11/5</u> <u>225</u> <u>11/5</u> <u>225</u> <u>11/5</u>
	<u>checked</u> <u>17-0</u> <u>22-4</u> <u>16/4</u> <u>motor</u> <u>checked</u> <u>16/4</u> <u>chassis</u> <u>checked</u> <u>16/4</u>	<u>HELI</u> <u>11/5</u> <u>225</u> <u>11/5</u> <u>225</u> <u>11/5</u>	28-3-57	<u>checked</u> <u>17-0</u> <u>22-4</u> <u>16/4</u> <u>motor</u> <u>checked</u> <u>16/4</u> <u>chassis</u> <u>checked</u> <u>16/4</u>	<u>HELI</u> <u>11/5</u> <u>225</u> <u>11/5</u> <u>225</u> <u>11/5</u>
	<u>checked</u> <u>17-0</u> <u>22-4</u> <u>16/4</u> <u>motor</u> <u>checked</u> <u>16/4</u> <u>chassis</u> <u>checked</u> <u>16/4</u>	<u>HELI</u> <u>11/5</u> <u>225</u> <u>11/5</u> <u>225</u> <u>11/5</u>	12-7-57	<u>checked</u> <u>17-0</u> <u>22-4</u> <u>16/4</u> <u>motor</u> <u>checked</u> <u>16/4</u> <u>chassis</u> <u>checked</u> <u>16/4</u>	<u>HELI</u> <u>11/5</u> <u>225</u> <u>11/5</u> <u>225</u> <u>11/5</u>
	<u>checked</u> <u>17-0</u> <u>22-4</u> <u>16/4</u> <u>motor</u> <u>checked</u> <u>16/4</u> <u>chassis</u> <u>checked</u> <u>16/4</u>	<u>HELI</u> <u>11/5</u> <u>225</u> <u>11/5</u> <u>225</u> <u>11/5</u>	12-11-57	<u>checked</u> <u>17-0</u> <u>22-4</u> <u>16/4</u> <u>motor</u> <u>checked</u> <u>16/4</u> <u>chassis</u> <u>checked</u> <u>16/4</u>	<u>HELI</u> <u>11/5</u> <u>225</u> <u>11/5</u> <u>225</u> <u>11/5</u>
	<u>checked</u> <u>17-0</u> <u>22-4</u> <u>16/4</u> <u>motor</u> <u>checked</u> <u>16/4</u> <u>chassis</u> <u>checked</u> <u>16/4</u>	<u>HELI</u> <u>11/5</u> <u>225</u> <u>11/5</u> <u>225</u> <u>11/5</u>	23-2-58	<u>checked</u> <u>17-0</u> <u>22-4</u> <u>16/4</u> <u>motor</u> <u>checked</u> <u>16/4</u> <u>chassis</u> <u>checked</u> <u>16/4</u>	<u>HELI</u> <u>11/5</u> <u>225</u> <u>11/5</u> <u>225</u> <u>11/5</u>

Helicopter 551 * DRAGONFLY

A80-374

240

240

SIKORSKY S51

AIRCRAFT AND MARINE CRAFT—RECORD CARD

Dragonfly

Mark:

Registration No. 480-374

Order No. Overseas Incident Ordered from: USA

Date of receipt:.....17-5-51.....

Installed Engine Nos. Vesp Junior R984-84 series

Date of strike-off:

ALLOTMENT DETAILS					MOVEMENT DETAILS		STATUS REPORT	
Date	To	From	For	Authority	Dispatched	Received	Date and Work Progress Symbol	
26-8-58	20CV	2AD	for U/E.	Q 300. 11/26/1/58	29-8-58	12-9-58	12-9-58	U/E
23-2-61	Transferred	81 Wing	in accordance	Estab CO/3038	14-6-60	12-7-59	12-7-59	U/E
12-3-61	Held	U/E	81 Wing	Station Report		12-6-60	12-6-60	U/E
12-7-61	Held	U/E	at 81 Wing	Station Report		12-6-60	12-6-60	U/E
12-8-62	Held	WIE	81 Wing Williamtown	STAT 200		12-6-60	12-6-60	U/E
5-4-63	Def A444/2/18 (37) 6-6-63 advised that this helicopter, L.O.T. expires June '63. To be submitted for disposal when gsn becomes operational.							
5-4-63	Letter drafted for AOC's signature recommending this airframe (less engine) for disposal when gsn becomes operational. 21/23/51/80 (11)							

Type **DRAGONFLY**
SIKORSKY S57

Mark

Registration No.
A80-374

Unit Holding

81 WING

Class

AIRCRAFT AND MARINE CRAFT—RECORD CARD

Type: SIKORSKY

Mark:

Registration No. A80-374

Order No.: 01 2713

Ordered from: U.S.A.

Date of receipt: 17-5-51

Installed Engine Nos.: WASP JUNIOR

Date of strike-off:

ALLOTMENT DETAILS					MOVEMENT DETAILS		STATUS REPORT		
Date	To	From	For	Authority	Despatched	Received	Date and Work Progress Symbol		
12-7-63	Letter dispatched to Dept of C&E						11/63	11/63	12/63
12-9-63	request for amendment to original proposal submission for the conversion of this helicopter to an instructional aid for RST Haggis. (P) Passed								
	for HOC's signature R/S 2123/51/80 (13)								
12-9-63	Letter to Def A requesting approval of the conversion of this A/F to an instructional aid for use at RST Haggis. The A/F would be retained as an instructional aid only until such time as a OH-18 helicopter becomes available for instructional use, after which this A/F will again be submitted for disposal - 2123/51/80 (14)								
13-1-64	Def A 110/2/17 (27) on file 2123/51/80 (18) approved the conversion of the A/F and org. to instructional aids for use by Haggis on special type to-to rigs, handling spits and spars								

Type

SIKORSKY

Mark

Registration No.

A80-374

Unit Holding

21 WING

Class

1

AIRCRAFT AND MARINE CRAFT - RECORD CARD

Type: INSTRUCTIONAL SIKORSKY

Mark:

Registration No.

A80-374 INST NO 1

Order No.: 01 2713

Ordered from: U.S.A.

Date of receipt: 17-5-51

Installed Engine Nos.: WASP JUNIOR

Date of strike-off:

ALLOTMENT DETAILS					MOVEMENT DETAILS		STATUS REPORT			
Date	To	From	For	Authority	Despatched	Received	Date and Work Progress Symbol			
24.1.64	HBSC advised	81 Wing	of D of E approval.		5/2					
	RSTT	81 Wing	use as instructional aid c/w				1-5-64	1-8-64	10-64	1-9-5
	Waggon	(class 1)	engine 2110/1/20-1/7(1) HELI/2/64				4-1-66			
			(Wasp Junior 24811 Inst'd 10/98)							
25.4.66	NSW SQN	RSTT WAGGA	FOR USE HBSC DISPLAY SECTION	N 1/2/66	18/4					
	ATL - STAT		BASE. EXTENSION N 3 W							
	RSTT WAGGA	NSW SQN	INSTANTANEOUS REPT. ON LENSING 1/2/66	6/1/66						
24.8.66	NSW SQN	RSTT WAGGA	FOR USE HBSC DISPLAY SECTION REPT. RANASQU	N 1/5/66						
	ATL		FOR PHOTOS 12 AUGUST 66 TO 15 SEPT 66							
	RSTT WAGGA	NSW SQN ATL	INSTANTANEOUS REPT. ON LENSING	5/5/66	13/9					
1-1-68	NSW SQN ATL	RSTT WAGGA	FOR USE HBSC DISPLAY SECTION REPT. INST	2/2/68						
			Back to front facing London and (1/2/68)							
Type		Mark		Registration No.		Unit Holding		Class		
SIKORSKY				A80-374		NSW SQN ATL				

A80-A-TA

AIRCRAFT AND MARINE CRAFT—RECORD CARD *Inst No 1*Type: *SIKORSKY*Mark: *INSTRUCTIONAL*Registration No: ~~*780 374*~~Order No.: *OI 2713* Ordered from: *USA*Date of receipt: *17 MAY 71* Installed Engine Nos.: *WASP JUNIOR*

Date of strike-off:

ALLOTMENT DETAILS					MOVEMENT DETAILS		STATUS REPORT		
Date	To	From	For	Authority	Despatched	Received	Date and Work Progress Symbol		
<i>30 DECTH</i>	<i>2 SD</i>	<i>NSWATC</i>	<i>1102 co Display a/c</i>	<i>INST/5/71</i>	<i>2123/53/1(80)</i>	<i>QI124</i>			
<i>2 Aug 71</i>	<i>2SDXG</i>	<i>0993</i>	<i>advised that this a/c</i>	<i>was issued to BSPCK team</i>					
	<i>2SDSECG</i>	<i>1463/74H</i>	<i>25 JAN 74</i>	<i>2110</i>	<i>14/6-9 P-I (30)</i>				
<i>June 77</i>	<i>Continued</i>	<i>that item</i>	<i>still held</i>	<i>POLL Museum</i>					
<i>24/1/78</i>	<i>FIELD</i>	<i>BSPCK MUSEUM</i>	<i>17 MAR 80</i>	<i>REF AIR</i>	<i>110-1 P-I (NR ENG)</i>				
<i>01 FEB 81</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>(44)</i>			
<i>1 NOV 84</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>15 NOV 84</i>	<i>REF</i>	<i>2126/132(EQPT2)</i>			
<i>Dec 85</i>	<i>"</i>	<i>"</i>	<i>"</i>						
<i>Nov 91</i>									

A80/A-TA

Type

SIKORSKY

Mark

Registration No.

INST No 1

Unit Holding

Point Cook.

Class