

Type **AUSTER**
Order No. **MT 432**
Received from **U.K.**

A11-31

Chassis } **MAJOR SER. I. TYPE 11**
Airframe } **Fitted** No.
Engine }
Date Received **18.6.45.**

HISTORY (MOVEMENTS, CASUALTIES, Etc.)

Date.	Details.	Authority.	Date.	Details.	Authority.
16-6-45	Rec'd 2AD ex U.K.	ERP 16/6		Stored 16AOPF pending further advice	
9-6-45	A/c renumbered R. A. I. F. 10 by	HQ 06/58/10		re assigned. Cas Reg No 1115.	
3-7-45	Allotted 16AOPF ex 2A.D.	HQ 0128/11	19-10-45	Delete all reference re allotment	15TRF 20813 19/10
15-7-45	Issued 16AOPF ex 2AD	ERP 15/7		as referred to by my 20751 14/10. A/c	
8-8-45	Rec'd 16AOPF ex 2A.D.	PO 321 5/5		Allotted 1RSU ex 16AOPF for	
30-9-45	Crashed Beaufort by tick North beam	16AOPF T 203 30/8		Conversion of Airframe	
29/9. Fuselage 10% R. Tail 11/80% S. A/c 11/80% S.			22-10-45	Issued 1RSU ex 16AOPF	16 No 348 22/10
W/C 60% S. Empennage 95% S. Instruments 100%.			26-10-45	Rec'd 1RSU ex 16AOPF	2309 26/10
Recommend conversion of Airframe. Cas Reg No 115.			16-11-45	A.M.L.E approve of the Conversion	
1-10-45	A/c crashed on take off engine	15TRF BC. 1609 1/10		indicate minute No 1. Refers 9/8/2938.	
failure cause unknown. Returning from			20-11-45	A.M.L.E approval given	111080 27/11
Beaufort with passengers after taking filler				under terms AFO 19/13/19 para 9	
11 a and spare parts to A11/27. Cas Reg No 1115.				to convert at 1RSU.	
16-10-45	Airframe recommended for	15TRF 20751 14/10			
conversion in situ. R.A.A.F. approval					
Anticipated. Enquiries to be inhibited and					

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1RSU