

Aircraft had flown 59,881 hours with 10,632 landings

Sold to Air Express, Melbourne

Registered to Air Express Ltd - August 19, 1977

Accepted by Air Express at Sydney - August 19, 1977

Aircraft was named 'Tasmanian Tiger'

Departed Sydney on delivery flight to Melbourne's Essendon Airport - August 20, 1977

Operated its final Air Express service - Essendon-Launceston-Essendon - August 17, 1979

Placed in open storage at Essendon Airport having flown approximately 61,000 hours with 11,254 landings

Sold to Basler Flight Services Inc - January 21, 1980

Entered onto U.S. Aircraft Register as N5581T

Aircraft was incorrectly painted as 'N5581S' prior to departing on delivery flight

Cancelled from Australian Aircraft Register - January 22, 1980

Departed Melbourne on delivery flight routing via Brisbane-Nadi-Honolulu - March 9, 1980

Sold to Calm Air International - March 1982

Entered onto Canadian Aircraft Register as C-GPSH

Sold to Basler Flight Services Inc - April 1984

Entered onto U.S. Aircraft Register as N5581T

Withdrawn from service and stored at Oshkosh - 1985

Sold to Soundair - August 1985

Entered onto Canadian Aircraft Register as C-GPSH

Entered onto U.S. Aircraft Register as N7171H - August 10, 1990

Registered to Ernst & Young Inc

Sold to International Airline Support Group - December 1990

Observed at Opa-Locka, Florida awaiting maintenance - January 1991