



THE HISTORY OF DANISH MILITARY AIRCRAFT VOLUME 1



DANISH MILITARY AIRCRAFT

INTRODUCTION



This is a complete overview of all aircraft which has served with the **Danish military** from the first feeble start in 1912 until 2017

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In this Volume 1 Each of the five overview chapters shows a chronological list of the aircraft used, then a picture of each type in operational paintscheme as well as some special colourschemes used operationally and finally a list of each aircraft's operational career.

The material has been compiled from a multitude of sources the first of which is my research in the Danish National and Military archives, the second is material from the archives of Flyvevåbnet with which I had a fruitful cooperation in the years 1966 to 1980 and the third are the now (fortunately) many books and magazines as well as the Internet which contains information about Danish military aircraft.

The pictures in **Volume 1** and **Volume 2-the photo album-** have mainly been selected from the viewpoint of typicality and rarity and wherever possible pictures of operational aircraft in colour has been chosen. Most of the b/w pictures in some way originate from the FLV historical archives, some were originally discovered there by me, whereas others have surfaced later. In order to ease application many of the photographs have been downloaded from the FTK web-site rather than me scanning them from my own originals. Most of the more modern colour pictures have been downloaded from several web-sites.

Cahors, France 1. December 2017

Ole Nikolajsen



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F.B.II		DE HAVILLAND D.H.60G/M MOTH (L.B.III)
F.B.III		D.H.60G:
F.B.IV		D.H.60M:
F.B.V		HEINKEL H.E.8 (H.M.II)
ORLOGSVÆRF TETS HYDRO BIPLAN I.(H.B.I)		AVRO TUTOR (L.B.IV)
FRIEDRICHSHAFEN F.F.29		HAWKER DANTORP (H.B.III)
FRIEDRICHSHAFEN F.F.49 (H.B.II)		HAWKER NIMROD (L.B.V)
HANSA-BRANDENBURG W.29 (H.M.I)		DORNIER DO.F2 WAL (F.M.I)
CURTISS SEAGULL FLYINGBOAT (F.B.VI)		FAIREY P.4/34 (L.M.I)
AVRO 504K/N (L.B.I)		KRAMME & ZEUTHEN KZ-IIS (L.M.II)

HÆRENS FLYVERTROPPER

BERG&STORM B&S MONOPLAN (B.S.)	FOKKER S.III (S.III)
MAURICE FARMAN (M.F.)	FOKKER C.V. M/26 (R-MASKINE)
HENRI FARMAN (H.F.)	(I R)M/33(II R)M/33(III R)
CAUDRON G.III (Cd)	I R:
BLERIOT MONOPLANE	II R:
MORANE-SAULNIER (M.S.)	III R:
DANSK KONSTRUKTION D.K.I (D.K.I)	O-MASKINE (I O),(II O)
D.K.I:	O-MASKINE I O:
D.K.II:	O-MASKINE II O:
VICKERS F.B.5 (V.)	DE HAVILLAND DH.60G/M MOTH(S)
NIELSEN & WINTHER N&W Aa JAGER (N&W)	DH.82 TIGER MOTH(IS)
SÖDERTÄLJE S.W.17 (S.W.17)	DH.60G/M:
HÆR-MASKINE (H)	DH.82 TIGER MOTH:
BREGUET XIV-A2	BRISTOL BULLDOG (I J)
L.V.G. B.III	DE HAVILLAND D.H.84 DRAGON(II S)
AVRO 504K	D.H.90 DRAGONFLY (III S)
RUMPLER B.I	GLOSTER GAUNTLET (II J)
FOKKER D.VII (F.)	CIERVA C.30 (I M)
FOKKER C.I (F.)	FOKKER D.XXI (III J)
POTETZ XV-A2	GLIDERS

FLYVEVÅBNET

PERCIVAL PROCTOR MK.III	N.F.Mk.11
SAI KZ.III	T.T.MK.20
SAI KZ.IIT	LOCKHEED T-33A-1-LO
SUPERMARINE SEA OTTER MK.II	DOUGLAS C-47A
AIRSPEED OXFORD MK.I/II	HAWKER HUNTER F.MK.51/T.MK.53/T.MK.7
NORTH AMERICAN HARVARD T.MK.IIB/III/T-6D	F.MK.51:
HARVARD T.MK.IIB:	T.MK.53:
HARVARD T.MK.III:	T.MK.7:
HARVARD T-6D:	HUNTING-PERCIVAL PEMBROKE C.MK.52/2
CONVAIR PBV-5A CATALINA	SIKORSKY S-55C (H-19D-3)
BOEING B-17G-35-BO	CONVAIR PBV-6A CATALINA
SUPERMARINE SPITFIRE HF.MK.IXE/PR.MK.XI	REPUBLIC RF-84F THUNDERFLASH
H.F.MK.IXE	PIPER L-18C SUPER CUB (PA-18-95)
PR.MK.XI	AGUSTA-BELL AB.47J
SAI KZ.VII	NORTH AMERICAN F-86D-31/36-NA SABRE
GLOSTER METEOR F.MK.4/T.MK.7/F.MK.8	NORTH AMERICAN F-100D/F
F.MK.4:	TF-100F SUPER SABRE
T.MK.7:	F-100D:
F.MK.8:	F-100F:
DE HAVILLAND CHIPMUNK T.MK.20	TF-100F:
REPUBLIC F-84E-31RE /F-84G-RE	DOUGLAS C-54D/G
THUNDERJET	SUD AVIATION SE.3160 ALOUETTE III
F-84E:	LOCKHEED F-104G/TF-104G
F-84G:	CANADAIR CF-104/D
FAIREY FIREFLY TT.MK.1/4	F-104G:
SAI KZ.X	TF-104G:
BELL 47D-1	CF-104:
ARMSTRONG-WHITWORTH METEOR	CF-104D:
NF.MK.11/TT.20	SIKORSKY S-61A-1/S-61A-5

DANISH MILITARY AIRCRAFT

HUGHES H.500M CAYUSE

SAAB F-35/RF-35/TF-35 DRAGEN

F-35:

RF-35:

TF-35:

LOCKHEED C-130H/C-130J-30 HERCULES

MFI T-17 SUPPORTER

GENERAL DYNAMICS F-16A/B

F-16A:

F-16B:

WESTLAND LYNX MK.80/90B

GRUMMAN G.1159/1159A GULFSTREAM II/III

AS.350L

BOMBARDIER CL-604 CHALLENGER

SAGEM UAV TÄRNFALKEN

MERLIN EH.101 Mk.512

BRITTEN-NORMAN BN-2B-21 ISLANDER

SIKORSKY MH-60R SEAHAWK

INDEX-ALPHABETICAL ORDER

AGUSTA-BELL AB.47J

AIRSPEED OXFORD MK.I/II

ARMSTRONG-WHITWORTH METEOR

NF.MK.11/TT.20

AS.350L

AVRO 504K

AVRO 504K/N (L.B.I)

AVRO 504K:

AVRO 504N:

AVRO TUTOR (L.B.IV)

BELL 47D-1

BERG&STORM B&S MONOPLAN (B.S.)

BLERIOT MONOPLANE

BOEING B-17G-35-BO

BREGUET XIV-A2

BRISTOL BULLDOG (I J)

CAUDRON G.III (Cd)

CF-104:

CF-104D:

CIERVA C.30 (I M)

CONVAIR PBV-5A CATALINA

CONVAIR PBV-6A CATALINA

CURTISS SEAGULL FLYINGBOAT (F.B.VI)

D.H.60G:

D.H.60M:

D.K.I:

D.K.II:

DANSK KONSTRUKTION D.K.I (D.K.I)

DE HAVILLAND CHIPMUNK T.MK.20

DE HAVILLAND D.H.60G/M MOTH (L.B.III)

DE HAVILLAND D.H.84 DRAGON(II S)

D.H.90 DRAGONFLY (III S)

DE HAVILLAND DH.60G/M MOTH(S)

DH.82 TIGER MOTH(IS)

DH.60G/M:

DH.82 TIGER MOTH:

DH.84 (II S):

DH.90 (III S):

DONNET-LEVEQUE FLYINGBOATS (F.B.I)

DORNIER DO.F2 WAL (F.M.I)

DOUGLAS C-47A

DOUGLAS C-54D/G

F-100D:

F-100F:

F-104G:

F-16A:

F-16B:

F-35:

F-84E:

F-84G:

F.B.II

F.B.I

F.B.IV

F.B.V

F.MK.4:

F.MK.8:

FAIREY FIREFLY T.T.MK.1/4

FAIREY P.4/34 (L.M.I)

FARMAN

FOKKER C.I (F.)

FOKKER C.V. M/26 (R-MASKINE)

(I R)M/33(II R)M/33(III R)

FOKKER D.VII (F.)

FOKKER D.XXI (III J)

FOKKER S.III (S.III)

FRIEDRICHSHAFEN F.F.29

FRIEDRICHSHAFEN F.F.49 (H.B.II)

GENERAL DYNAMICS F-16A/B III

GLIDERS

GLOSTER GAUNTLET (II J)

GLOSTER METEOR F.MK.4/T.MK.7/F.Mk.8

GRUMMAN GULFSTREAM III

H.F.MK.IXE

HANSA-BRANDENBURG W.29 (H.M.I)

HÆR-MASKINE (H)

HARVARD T-6D:

HARVARD T.MK.IIB:

HARVARD T.MK.III:

HAWKER DANKOK (L.B.II)

HAWKER DANTORP (H.B.III)

HAWKER HUNTER F.MK.51/T.MK.53/T.MK.7

HAWKER NIMROD (L.B.V)

HEINKEL H.E.8 (H.M.II)

HENRI FARMAN

HENRI FARMAN (H.F.)

HUGHES H.500M

HUNTING-PERCIVAL PEMBROKE C.MK.52/2

I R:

II R:

III R:

KRAMME & ZEUTHEN KZ-IIS (L.M.II)

L.V.G. B.III

LOCKHEED C-130H HERCULES (L-382C-38D)

LOCKHEED F-104G/TF-104G

CANADAIR CF-104/D

LOCKHEED T-33A-1-LO

LYNX MK.80:

LYNX MK.90:

MAURICE FARMAN

MAURICE FARMAN (M.F.)

MFI T-17 SUPPORTER

MORANE-SAULNIER (M.S.)

N.F.Mk.11

NIELSEN & WINTHER N&W Aa JAGER (N&W)

NORTH AMERICAN F-100D/F, TF-100F SUPER SABRE

NORTH AMERICAN F-86D-31/36-NA SABRE

NORTH AMERICAN HARVARD T.MK.IIB/III/T-6D

O-MASKINE (I O),(II O)

O-MASKINE I O:

O-MASKINE II O:

ORLOGSVÆRFTETS HYDRO BIPLAN I.(H.B.I)

ORLOGSVÆRFTETS OV-FLYVEBÅDE

PERCIVAL PROCTOR MK.III

PIPER L-18C SUPER CUB (PA-18-95)

POTEZ XV-A2

PR.MK.XI

DANISH MILITARY AIRCRAFT

REPUBLIC F-84E-31RE /F-84G-RE THUNDERJET
REPUBLIC RF-84F THUNDERFLASH
RF-35:
RUMPLER B.I
SAAB F-35/RF-35/TF-35 DRAKEN
SAI KZ.III
SAI KZ.IIT
SAI KZ.VII
SAI KZ.X
SIKORSKY S-55C (H-19D-3)
SIKORSKY S-61A-1/S-61A-5
SÖDERTÄLJE S.W.17 (S.W.17)

SUD AVIATION SE.3160 ALOUETTE III
SUPERMARINE NANOK (F.B.VII)
SUPERMARINE SEA OTTER MK.II
SUPERMARINE SPITFIRE HF.MK.IXE/PR.MK.XI
T.MK.53:
T.MK.7:
T.T.MK.20
TF-100F:
TF-104G:
TF-35:
VICKERS F.B.5 (V.)
WESTLAND LYNX MK.80/90B



CHAPTER 1

MARINENS FLYVEVÆSEN

The first aircraft of the Danish Navy was received on March 25, 1912, but already on December 14, 1911, were a number of officers ordered to train as "aeroplane drivers". The latter date is considered the date of forming of the "Marinens Flyvevæsen".

The first Navy aeroplane operations took place from "Kløvermarken" outside Copenhagen where a hangar, for two flying boats procured from France, was erected. From the fall of 1913 all pilot training was conducted on water on flying boats and on 20 April 1915 the base of operation was moved to a new Flying Boat Station constructed south of Refshaleøen in connection with the naval base of Copenhagen.

At the outbreak of the 1. World War only two flying boats were available, but fortunately at this time the Naval Shipyard had started manufacture of flying boats of its own design. Until 1919 the Shipyard was the only deliverer of aircraft to the navy. This monopoly ended in 1919, but still afterwards the major part of the flying equipment was supplied by the yard under mainly foreign licences. An additional Flying Boat Station was opened at Slipshavn on Fyen island in November 1916, but it ceased operation in 1918.

In 1921 pilot training on landbased aircraft was reinstated and the first two years the Army's airfield at Avedøre was used. After that the civil airport of Copenhagen, Kastrup was used until the Flying School was moved to Ringsted in 1926.

An independent Flying Service was not created until September 15, 1923, before that the flying was organised under the Submarine and Flyingboat Flotilla and before that the HQ of the Navy.

A tactical division into two Flotillas was completed in 1926; 1. Luftflotille with flying boats for reconnaissance bombers at the Copenhagen Air Station and 2. Luftflotille with landbased fighter aircraft at Ringsted Air Station. Later in 1930 a third Air Station at Avnø was constructed for use by the Flying School. In 1937 Ringsted AS was abandoned and 2.LF. moved to Avnø.

In the late thirties a change of policy meant that the service would concentrate on landbased aircraft except for special purposes for which seaplanes were used. This plan incorporating Macchi C.200 fighters and Fairey P.4/34 bombers, was not implemented before the German occupation of Denmark on April 9, 1940. At that time the Naval Flying Service did not have a single modern aircraft to its disposition. The Germans prohibited all military flying and all aircraft were stored. The conscript personnel were demobilised whereas from 1941 to 43 the officers were allowed to train on gliders. On August 29 1943 the Danish fleet was sunk by its crews and later on November 22 the stored aircraft were sabotaged and burnt.



AIRCRAFT TYPES HAVING SERVED WITH MARINENS FLYVEVÆSEN

Naval Aircraft numbering system:

As from 1921 all aircraft types were given a type code where the first letter indicated flyingboat (F), floatplane (H) or landplane (L) and the second whether a biplane (B) or monoplane (M). A roman figure indicated (the sequence) in each class. F.B.III is therefore the 3rd type of flying boat biplane.

Initially all aircraft had individual names and then a number preceded by the name "Mågen" (Seagull). This naming was discontinued in 1918 when individual numbers were given: 1-99 for seaplane reconnaissance aircraft, 101-149 for land plane trainers, 151-200 for fighters and 201- to torpedo-bombers (the L.M.IIs delivered in 1940 however were given 61-64 despite being land plane trainers and P.4/34 fighters under construction were given 231-242 as the last allocation before the war).

FARMAN -HENRI FARMAN - MAURICE FARMAN

DONNET-LEVEQUE FLYINGBOATS (F.B.I)

ORLOGSVÆRFTETS OV-FLYVEBÅDE - F.B.I - F.B.III - F.B.IV - F.B.V

ORLOGSVÆRFTETS HYDRO BIPLAN I. (H.B.I)

FRIEDRICHSHAFEN F.F.29

FRIEDRICHSHAFEN F.F.49 (H.B.II)

HANSA-BRANDENBURG W.29 (H.M.I)

CURTISS SEAGULL FLYINGBOAT (F.B.VI)

AVRO 504K/N (L.B.I) -AVRO 504K- AVRO 504N:

HAWKER DANKOK (L.B.II)

SUPERMARINE NANOK (F.B.VII)

DE HAVILLAND D.H.60G/M MOTH (L.B.III)

HEINKEL H.E.8 (H.M.II)

AVRO TUTOR (L.B.IV)

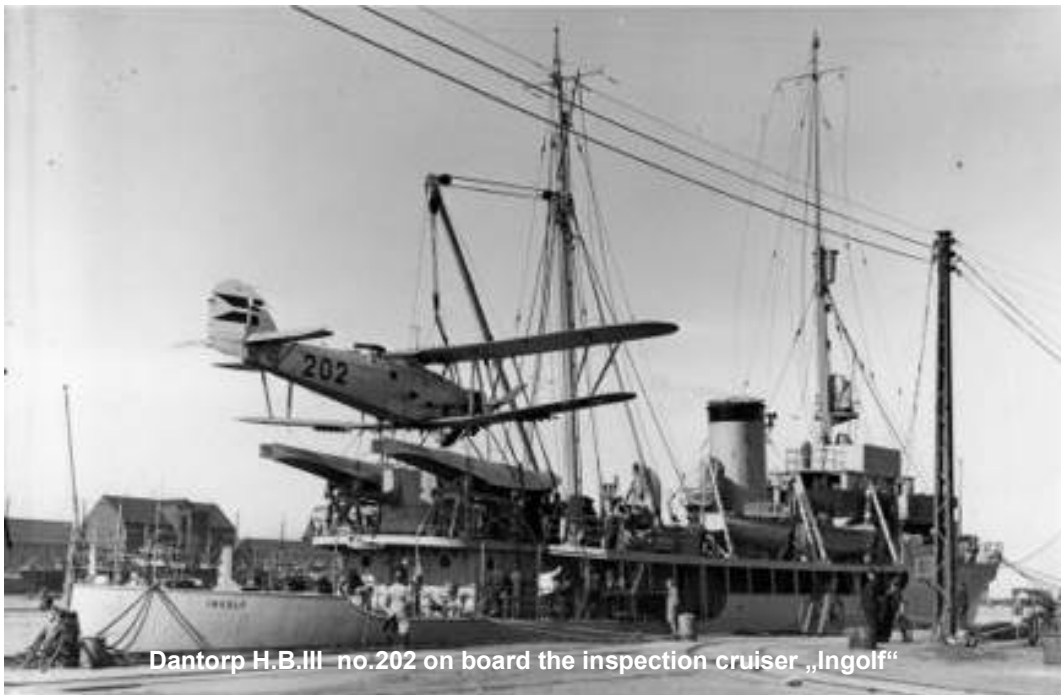
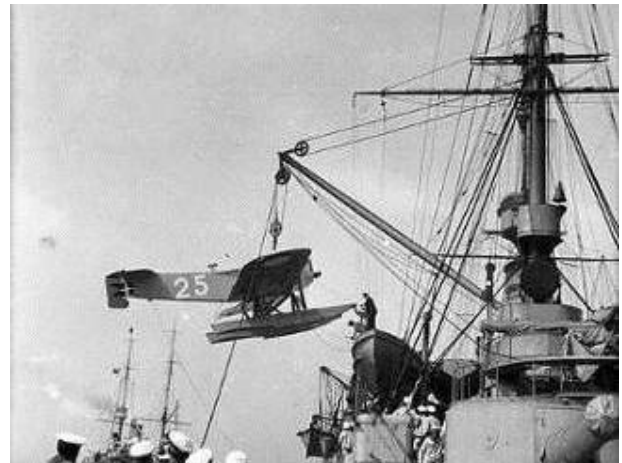
HAWKER DANTORP (H.B.III)

HAWKER NIMROD (L.B.V)

DORNIER DO.F2 WAL (F.M.I)

FAIREY P.4/34 (L.M.I)

KRAMME & ZEUTHEN KZ-IIIS (L.M.II)



Dantorp H.B.III no.202 on board the inspection cruiser „Ingolf“



OV HYDRO BIPLAN I (H.B.I)



CURTISS SEAGULL (F.B.VI)

AVRO 504K (L.B.I)



AVRO 504N (L.B.I)



Do. F2 WAL (F.M.1)

Forsvarets Fotogalleri



KZ.IIS (L.M.II)

FARMAN

a * in front of a serial indicates a photo is in the photo album

QUANTITY: -1/1-

SERVICE PERIOD: 1912-13

USER UNITS:

1)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
HENRI FARMAN (Danish Copy)					
*"Glenten"	R. Svendsen	25ma12		00oc13	wfu, later Tøjhus Museet
MAURICE FARMAN					
*"Ørnen"		01fe13		02oc13	crashed, owner U. Birch killed

DONNET-LEVEQUE FLYINGBOATS (F.B.I)

QUANTITY: -2-

SERVICE PERIOD: 1913-1915

USER UNITS:

1)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*Mågen/Mågen 1	French	00ap13		000014	wrecked
*Ternen/Mågen 2	French	00ap13		12se15	wrecked, later Tøjhus Museet

ORLOGSVÆRFTETS OV-FLYVEBÅDE (F.B.II/III/IV/V)

QUANTITY: -8/10/2/3-

SERVICE PERIOD: 1914-1919/1915-1920

USER UNITS:

F.B.II:

1) Flyvebådsstation København (FBS Kbh) (1914-1919)

F.B.III:

1) FBS Kbh (1915-1920)

F.B.IV:

1) FBS Kbh (1917-1921)

F.B.V:

1) Marinens Flyveskole (1919-1921)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
F.B.II: 80HP Gnome					
Mågen 1(1)	O.V.2	01ap15	FBS Kbh	04de16	
*Mågen 1(2)	O.V.14	28ma17	" "	24my17	
Mågen 1(3)	O.V.19	12de17	" "	09my19	wfu, scrapped
Mågen 2(1)	O.V.4	08no15	" "	22my16	
Mågen 2(2)	O.V.8	09jl16	" "	09my19	wfu, scrapped
*Mågen 3(1)	O.V.1	12de14	" "	27ju15	
Mågen 3(2)	O.V.5	10ja16	" "	10ju18	wfu, scrapped
*Mågen 4(2)	O.V.10	11de16	" "	19fe19	wfu, scrapped
F.B.III: 100HP (various)					
Mågen 4/14	O.V.3	07oc15	FBS Kbh	25no16	100HP Curtiss, lost N. of Sjælland
*Mågen 14(2)	O.V.18	28no17	" "	14no18	wfu, scrapped
*Mågen 5/12	O.V.6	15ap16	" "	09my19	100HP Gnome Monosaupape, wfu, scrapped
Mågen 6/11	O.V.7	24ju16	" "	03de16	100HP Mercedes, crash Avedøre
*Mågen 11(2)	O.V.13	06ma17	" "	19ap20	100HP Mercedes, wfu, scrapped
*Mågen 15	O.V.9	15se16	" "	00oc19	100HP Gnome, wfu, scrapped
*Mågen 16	O.V.11	27no16	" "	06ap18	100HP Curtiss, wfu, scrapped
*Mågen 17	O.V.20	21my18	" "	19my19	120HP Argus, wfu, scrapped
*Mågen 18	O.V.16	01se17	" "	03ju18	100HP Curtiss, wfu, scrapped
*Mågen 19	O.V.17	18oc17	" "	19ap20	100HP Curtiss, wfu, scrapped
F.B.IV: 200HP Curtiss					
Mågen 21(1)	O.V.15	17ap17	FBS Kbh	29au18	rebuild as Mågen 22
*Mågen 21(2)	O.V.21	01au18	" "	000021	wfu, scrapped
Mågen 22	O.V.23	10se18	" "	000021	wfu, scrapped
F.B.V: 100HP (OV or Curtiss inline engine)					
*Nr.6	O.V.26	22fe19	M.FLSK	000021	wfu, scrapped Feb.24
*Nr.7	O.V.28	25fe19	"	000021	wfu, scrapped Feb.24
Nr.8	O.V.29	09de19	"	20my20	crashed

DANISH MILITARY AIRCRAFT

ORLOGSVÆRFTETS HYDRO BIPLAN I. (H.B.I)

QUANTITY: -4-

SERVICE PERIOD: 1918-1924

USER UNITS:

1) FBS Kbh

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*23/14	O.V.22	00se18	FBS Kbh	00fe24	wfu and scrapped
*24	O.V.24	00oc18	" "	19ap19	crashed
*25/15	O.V.25	00ja19	" "	00fe24	wfu and scrapped
*26/16	O.V.27	00ap19	" "	00fe24	wfu and scrapped

FRIEDRICHSHAFEN F.F.29

QUANTITY: -1-

SERVICE PERIOD: 1917

USER UNITS:

1) FBS Kbh (1917)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*Mågen 17	O.V.12	24fe17	FBS Kbh	16oc17	wrecked in Storebælt

FRIEDRICHSHAFEN F.F.49 (H.B.II)

QUANTITY: -7-

SERVICE PERIOD: 1919-1926

USER UNITS:

1) FBS Kbh (1919-1926)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*31	German	14my19	FBS Kbh	21se24	wrecked in storm
*32	"	14my19	" "	000026	wfu, 17my27 scrapped
*33	"	14my19	" "	22se24	crash in take-off
*34	"	28my19	" "	18no23	crashed near Korsør
*35	"	05ju19	" "	000024	wfu, 04fe24 scrapped
*36	ex.DL-E	31my23	" "	21se24	wrecked in storm
*37	ex.DL-E	23ju23	" "	08se26	crashed LMS Kbh.

HANSA-BRANDENBURG W.29 (H.M.I)

QUANTITY: -16-

SERVICE PERIOD: 1919-1931

USER UNITS:

1) FBS Kbh (1919-1926)
2) 1.Luftflotille (1926-1931)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*20	O.V.51	01my27	1.LF	22ap31	wfu, rescue serv. Avnø
*21 (1)	O.V.30	07ju21	FBS Kbh	03au22	crashed Langelandsbøltet
*21 (2)	O.V.35	18ju23	" " /1.LF	29au27	crashed Øresund
*22 (1)	O.V.31	17ju21	" "	03my24	crashed Køge Bugt
*22 (2)	O.V.37	17jl24	" " /1.LF	26no26	crashed Stevns Fyr
*23 (1)	O.V.32	22my22	" "	17ju24	crashed FBS Kbh
*23 (2)	O.V.38	12no24	" " /1.LF	19au28	crashed LMS Kbh
*24 (1)	German	12jl19	" "	28ju24	crashed Sandhammeren
*24 (2)	O.V.39	28ma25	" "	08oc25	crashed Skarritsø
*25	O.V.33	07ju22	" " /1.LF	19au29	crashed LMS Kbh
*26 (1)	O.V.34	15ju22	" "	21jl22	crashed Thurø
26 (2)	O.V.36	14jl23	" " /1.LF	06au27	crashed Oresund
*27	O.V.40	05my25	" " "	13ju28	crashed København
*28	O.V.41	20my25	" " "	07jl27	crashed Lillebælt
*29	O.V.42	08ju25	" " "	14ju27	dam.wfu, resc.serv.Avnø
*30	O.V.52	01my27		10se27	crashed on first flight

DANISH MILITARY AIRCRAFT

CURTISS SEAGULL FLYINGBOAT (F.B.VI)

QUANTITY: -1-

SERVICE PERIOD: 1919-1921

USER UNITS:

1) FBS Kbh (1919-1921)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*27/17	USA	00no19	FBS Kbh	000021	wfu, Feb.24 scrapped

AVRO 504K/N (L.B.I)

QUANTITY: -6/6-

SERVICE PERIOD: 1920-1928/1925-1936

USER UNITS:

AVRO 504K:

1)

AVRO 504N:

1) Marinens Flyveskole (1925-1936)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
AVRO 504K:					
*101	RAF H2217	29de20		28au23	crash
102	RAF H2472	29de20		30ju25	crash
*103	RAF H2021	29de20		13au23	crash
*104	RAF H2023	29de20		19ja28	rebuild as 504N Nr.112
*105	RAF H2430	29de20		19ja28	scrapped
*106	RAF H2027	29de20		00ju26	rebuild as 504N Nr.111
AVRO 504N:					
*107	UK	28se25	MFLSK	09au26	crashed Øresund
*108	O.V.43	11ma26	"	16my29	crashed Ringsted
*109	O.V.49	02my27	"	30my29	crashed Ringsted
*110	O.V.50	02my27	"	12ju36	wfu, at Tøjhus Museet
*111	ex.106	000027	"	20ju28	crashed Avnø
*112	ex.104	000029	"	12ju36	wfu, sold as OY-DEL

HAWKER DANKOK (L.B.II)

QUANTITY: -15-

SERVICE PERIOD: 1926-1936

USER UNITS:

1) 2.Luftflotille (1926-1936)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*151	HW.	00ja26	2.LF	12oc27	
*152	HW.	00ja26	"	22ja27	
*153	HW.	00ja26	"	08ap33	
*154	O.V.46	14ja27	"	16fe35	
*155	O.V.47	12fe27	"	13fe36	
*156	O.V.48	12fe27	"	28ja33	
*157	O.V.53	28no27	"	28ja33	
*158	O.V.54	28no27	"	22ja37	wfu, at Tøjhus Museet
*159	O.V.55	28no27	"	22ja37	
*160	O.V.56	28no27	"	08ju34	
161	O.V.57	23my28	"	28ju28	crashed Ringsted
*162	O.V.58	23my28	"	22ja37	
*163	O.V.59	23oc28	"	08fe30	
*164	O.V.60	13no28	"	19ju34	
*165	O.V.61	16no28	"	28ja30	

DANISH MILITARY AIRCRAFT

SUPERMARINE NANOK (F.B.VII)

QUANTITY: -1-

SERVICE PERIOD: 1927

SERVICE HISTORY:

Torpedo bomber developed from Southampton, but equipped with 3 Armstrong Siddeley Jaguar IVA engines of each 400HP. It was build of wood, partly canvas covered and had a crew of 3-4. Armament was 2 45cm torpedoes and 2 8mm MG's. Only one was build and it flew first time 21ju27.

Despite many modifications it never could fulfil the rigid contract clauses and acceptance was denied.

Span: 22,86m-length: 15,29m-Height: 5,50m.

Empty weight: 4817kg-Fullweight: 7378kg

Max. Speed: 179 km/h, Cruise Speed: 145km/h, Endurance: 3,5 hours, Ceiling: 2750m

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*99	1244	not del.			

DE HAVILLAND D.H.60G/M MOTH (L.B.III)

QUANTITY: -2/3-

SERVICE PERIOD: 1928-31/1931-40

USER UNITS:

1) MFLSK (1928-1940)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
---------	---------	-----------	-----------	----------	---------

D.H.60G:

*148	899	24no28	MFLSK	20ju31	crashed Avnø
*149	900	24no28	"	000031	wfu

D.H.60M:

*145	1682	05ma31	MFLSK	09ap40	wfu, stored
*146	1683	05ma31	"	05se38	crashed Halskov
*147	1684	05ma31	"	09ap40	wfu, stored

HEINKEL H.E.8 (H.M.II)

QUANTITY: -22-

SERVICE PERIOD: 1928-1940

USER UNITS:

1) 1.Luftflotille (1928-1940)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
---------	---------	-----------	-----------	----------	---------

*99	He.311	17au28	1.LF	22no33	crashland near Göteborg
*98	He.312	10se28	"	09ap40	wfu, stored
*97	He.313	24se28	"	28ja39	wfu and scrapped
*96	He.315	22oc28	"	22ap30	crashed Warnemünde
*95	He.316	30oc28	"	01oc35	crashed Lynetten
*94	He.323	06de28	"	25no35	crashed Øresund
*93	O.V.62	07au29	"	10oc38	wfu and scrapped
*92	O.V.63	03se29	"	18oc29	crashed Falsterbo
*91	O.V.64	13se29	"	22no33	crashed Göteborg
*90	O.V.65	30no29	"	09ap40	wfu, stored
*89	O.V.66	30no29	"	09ap40	wfu, stored
*88	O.V.67	01oc30	"	09ap40	wfu, stored
*87	O.V.68	29no30	"	09ap40	wfu, stored
*86	O.V.69	20ja31	"	09ap40	wfu, stored
*85	O.V.70	21de31	"	04jl38	crashed Gilleleje
*84	O.V.71	09ap31	"	09ap40	wfu, stored
*83	O.V.72	12no31	"	09ap40	wfu, stored
*82	O.V.73	15de31	"	09ap40	wfu, stored
*81	O.V.74	30de31	"	09ap40	wfu, stored
*80	O.V.90	28ju38	"	09ap40	wfu, stored
*79	O.V.91	09au38	"	09ap40	wfu, stored
*78	O.V.92	30au38	"	09ap40	wfu, stored

DANISH MILITARY AIRCRAFT

AVRO TUTOR (L.B.IV)

QUANTITY: -6-

SERVICE PERIOD: 1932-1940

USER UNITS:

1) MFLSK (1932-1940)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*113	550	21ja32	MFLSK	11ma37	crashed Øresund
*114	551	21ja32	"	09ap40	wfu, stored
*115	774	21se34	"	09ap40	wfu, stored
*116	O.V.86	00ju35	"	09ap40	wfu, stored
*117	O.V.88	00ap37	"	09ap40	wfu, stored
*118	O.V.89	00my37	"	09ap40	wfu, stored

HAWKER DANTORP (H.B.III)

QUANTITY: -2-

SERVICE PERIOD: 1933-1940

USER UNITS:

1) 9.Luftgruppe
2) 1.Luftflotille

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*201	HW 3774	01ma33	9.LG/1.LF	09ap40	wfu, stored
*202	HW 3775	22ma33	" "	09ap40	wfu, stored

HAWKER NIMROD (L.B.V)

QUANTITY: -12-

SERVICE PERIOD: 1934-1940

USER UNITS:

1) 2.Luftflotille (1934-1940)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*170	HW	31ja34	2.LF	09ap40	wfu, stored
*171	HW	31ja34	"	09ap40	wfu, stored
*172	O.V.76	09no34	"	22my36	crashed
*173	O.V.77	07de34	"	09ap40	wfu, stored
*174	O.V.78	14ja35	"	09ap40	wfu, stored
*175	O.V.79	08jl35	"	09ap40	wfu, stored
*176	O.V.80	04oc35	"	17fe39	crashed
*177	O.V.81	12oc35	"	09ap40	wfu, stored
*178	O.V.82	12oc35	"	09ju38	crashed
*179	O.V.83	15ju36	"	09ap40	wfu, stored
*180	O.V.84	15ju36	"	09ap40	wfu, stored
*181	O.V.85	15ju36	"	09ap40	wfu, stored

DORNIER DO.F2 WAL (F.M.I)

QUANTITY: -1-

SERVICE PERIOD: 1938-1940

USER UNITS:

1) 1.Luftflotille (1938-1940)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*50	Dr.297	25ap38	1.LF	09ap40	wfu, stored, ex. D-AFAR

FAIREY P.4/34 (L.M.I)

QUANTITY: -0-

SERVICE PERIOD: 1940 (not del.)

SERVICE HISTORY:

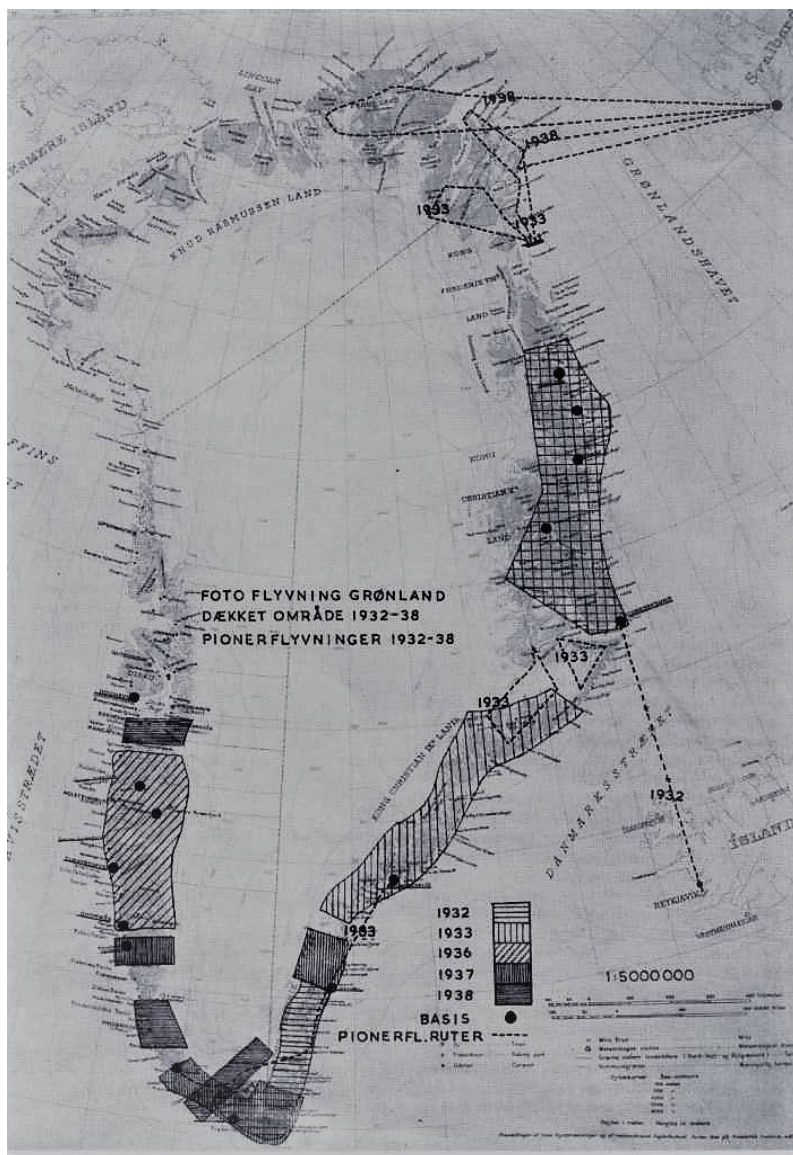
Serials 231-242 under construction at Orlogsværftet as O.V.93-104 since Feb.1939, but none were completed or delivered before 9.April 1940. Should have been formed into a new 3.LF.

KRAMME & ZEUTHEN KZ-IIS (L.M.II)

QUANTITY: -4-

SERVICE PERIOD: (1940)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*61	KZ.38	04j140			not used, stored at Ålborg
*62	KZ.39	04j140			not used, stored at Ålborg
*63	KZ.40	04j140			not used, stored at Ålborg
*64	KZ.41	04j140			not used, stored at Ålborg



Flying in the old days

- 1: Map of the Greenland photoflights
- 2: The Dornier Wal at Kings Bay, Spitsbergen.
- 3: Aircrew standard flying suits 1930
- 4: The 3 crew members of a He.8 before a photoflight on Greenland 1934

CHAPTER 2

HÆRENS FLYVERTROPPER

After a 1st Lieutenant on April 1, 1912, had completed his training as pilot at a civil flying school and the owner of the school had donated the aircraft used, a B & S monoplane, to the Army the Army Flying School was officially formed on July 2, 1912, at Kløvermarken outside Copenhagen.

Mainly due to lack of funds there was little flying activity and at the outbreak of the 1st World War the army had two flyable aircraft. Then funds became available, but on the other hand it became difficult to obtain suitable aircraft and less reliable aircraft and engines had to be relied upon. Nevertheless by 1915 the airfield at Kløvermarken had been taken over completely by the Army and several hangars erected. Other hangars were erected at army training grounds around the country and a major airfield constructed at Lundtofte north of Copenhagen in 1917.

After the war, in 1919 when many accidents had happened due to old aircraft engines, the less suitable types were withdrawn and by April the Army only had six flyable aircraft. As funds dried out after the war no new aircraft could be procured and training for a while had to be performed on leased civil aircraft. By law of 1922 the "Air Corps" was created on February 1, 1923, but its force was limited to a single squadron of reconnaissance aircraft. The training of military pilots, which had been shelved in 1919 was only started again in 1925 and in 1926 the training was moved to Lundtofte north of Copenhagen. In 1928 all flying with operational pilots was moved to the civil airport of Copenhagen, Kastrup where the army took over the former Rohrbach hangar.

Then on November 1, 1932, a new organisation "Hærens Flyvertropper" (The army Flying Troops) was created consisting of the Sjælland (Sealand) and Jylland (Jutland) Flyveafdelinger (Air Wings) with a planned total of two fighter and three reconnaissance squadrons in addition to the Flying School, Technical Services, the Aircraft Manufacturing Workshops and the Balloon Park. The number of aircraft, however, only made it possible to initially form No.1, 2 and 3 squadrons. Number 5 squadron was not formed until late in 1935. A new and thoroughly modern air base was constructed at Værløse north of Copenhagen and taken over by the Flying School in 1934 and a year after all operational units except the balloon unit moved to here.

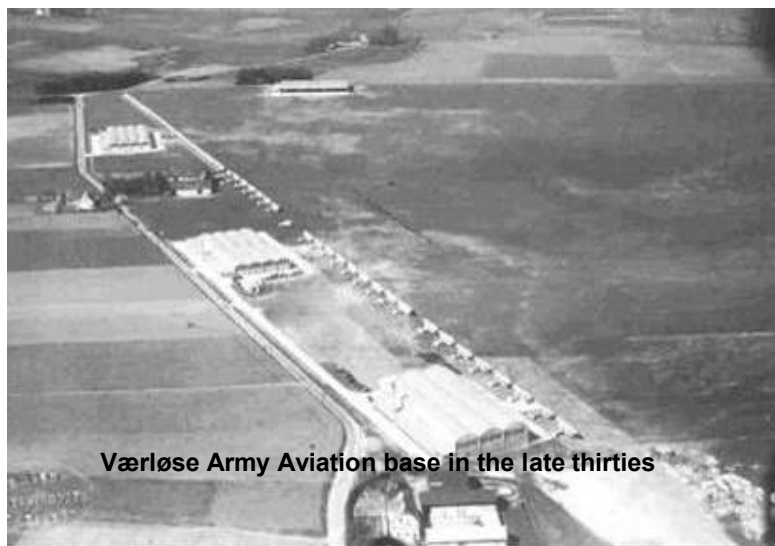
In 1937 yet another defence law aimed at modernising the army, but in reality meant that the aviation force was reduced to four mini squadrons and no.4 squadron was never formed. The Jutland Wing was first created on November 1, 1937 with no.2 and 5. squadrons, which remained at Værløse, together with No.1 and 3. squadrons whose home base it was.

With the outbreak of the 2. World War in Europe the Army Aviation Troops was composed of mostly outmoded aircraft and the construction of new aircraft and facilities was speeded up, but to no avail.

At daybreak on April 9, 1940, German Bf 110s attacked Værløse, shot down a Fokker C V which had just taken off on a reconnaissance mission and destroyed another eight and damaged 16 on the ground.

The German army took over Værløse and all aircraft were stored. Later after August 29, 1943, when the Danish government ceased its co-operation with the Germans, some aircraft were taken over by the Germans and used for training and by its allies on the east front.

As with their Navy counterparts the Army pilots kept proficient by flying gliders from 1941 to 43, but many officers fled Denmark with some joining the Royal Air Force (26 were killed in action) and others forming the Danish Brigade in Sweden. This latter unit was in early in May 1945 issued with 15 Swedish SAAB B.17C dive-bombers, but as the German Army surrendered on the evening of May 4th they were never used and handed back to the Swedish Air Force.



Værløse Army Aviation base in the late thirties

AIRCRAFT TYPES HAVING SERVED WITH HÆRENS FLYVERTROPPER

Army Aircraft numbering system:

Initially army aircraft were given individual names normally abbreviated to two letters (Cd for Caudron) and when more aircraft of the same type was delivered a number starting with 1 was added. From 1926 type letters were introduced, Fokker C Vs had the letter "R" and numbers starting with 1 and C I's "O" starting with 51. DH Moths delivered in 1929 became S and no's from 100 and fighters in 1931 became "J" and no's 151 onwards. In order to avoid duplication with navy aircraft the fighters in 1932 were allocated J-301 onwards and the trainers S-301 onwards. Already in 1932, however, this system was once more changed as all categories started with the number 1 onwards. At the same time a type designating system was introduced consisting of a type letter followed by a roman numeral, for example III J (Fokker D XXI) was the third fighter type. Letter R stood for **R**econnaisance, S for **S**chool (Trainer), O for **O**perational trainer and M for **M**ølleplan (Autogyro).

BERG&STORM B&S MONOPLAN (B.S.)
MAURICE FARMAN (M.F.)
HENRI FARMAN (H.F.)
CAUDRON G.III (Cd)
BLERIOT MONOPLANE
MORANE-SAULNIER (M.S.)
DANSK KONSTRUKTION D.K.I (D.K.I)
VICKERS F.B.5 (V.)
NIELSEN & WINTHER N&W Aa JAGER (N&W)
SÖDERTÄLJE S.W.17 (S.W.17)
HÆR-MASKINE (H)
BREGUET XIV-A2
L.V.G. B.III
AVRO 504K
RUMPLER B.I
FOKKER D.VII (F.)
FOKKER C.I (F.)
POTEZ XV-A2
FOKKER S.III (S.III)
FOKKER C.V. M/26 (R-MASKINE) (I R)M/33(II R)M/33(III R)
O-MASKINE (I O), (II O)
DE HAVILLAND D.H.60G/M MOTH (S)D.H.82 TIGER MOTH (IS)
BRISTOL BULLDOG (I J)
DE HAVILLAND D.H.84 DRAGON (II S) D.H.90 DRAGONFLY (III S)
GLOSTER GAUNTLET (II J)
CIERVA C.30 (I M)
FOKKER D.XXI (III J)
GLIDERS: S.G.38, Grunau Baby IIB
SUPERMARINE SPITFIRE F.MK.Vb
HANDLEY-PAGE HAMPDEN B.MK.I
SAAB B 17C



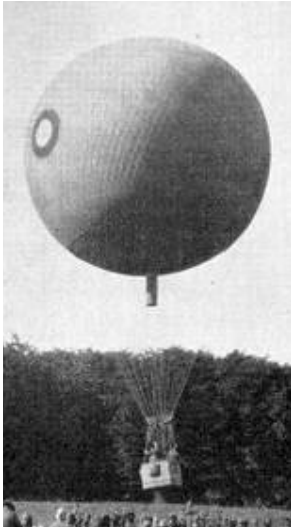






BALLONPARKEN (1912-1940)

KUGLE BALLON-Ballon (815m3) (1916-1940)

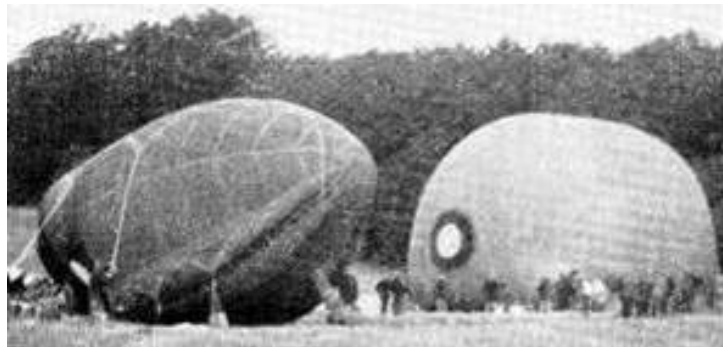


"Dannebrog"

Z-Ballon (1100m3 Zodiac)

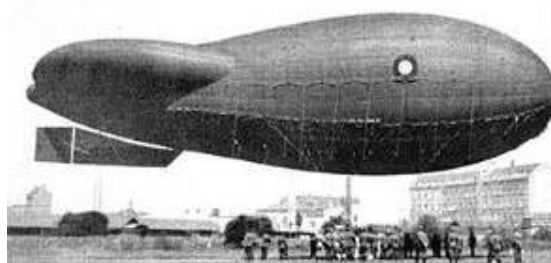


**-Ballon (Parceval- Riedinger x 2 ("København I", "København II")
912-1940)**



R-Ballon being "re-fuelled from a "Kugle Balloon"

K-Ballon (1400m3 Riedinger with 110HP Siemens engine)



Support equipment



Scania-Vabis 1918



Triangel-Kornbeck 1927



DANISH MILITARY AIRCRAFT

BERG&STORM B&S MONOPLAN (B.S.)

*a * in front of a serial indicates a photo is in the photo album*

QUANTITY: -1-

SERVICE PERIOD: 1912-14

USER UNITS:

1)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*B.S.		25j112		000014	wfu, to Tøjhus Museet

MAURICE FARMAN (M.F.)

QUANTITY: -4-

SERVICE PERIOD: 1913-22

USER UNITS:

1) Hærens FLSK (1913-1922)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*M.F.1		000013	Hærens FLSK	1922	wfu, scrapped 26
*M.F.2	T.V.	000016	Hærens FLSK	1922	wfu, scrapped 26
*M.F.3	T.V.	000017	Hærens FLSK	1922	wfu, scrapped 26
M.F.4	T.V.	000017	Hærens FLSK	1922	wfu, scrapped 26

HENRI FARMAN (H.F.)

QUANTITY: -4-

SERVICE PERIOD: 1913-19

USER UNITS:

1)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*H.F.1		00jul3	Recce	31ma19	wfu and scrapped
*H.F.2	S.W.	00de15	Recce	31ma19	wfu and scrapped
*H.F.3	S.W.	00de15	Recce	31ma19	wfu and scrapped
H.F.4	S.W.	00ap17	Recce	31ma19	wfu and scrapped

CAUDRON G.III (Cd)

QUANTITY: -1-

SERVICE PERIOD: 1914-22

USER UNITS:

1) Flyveskolen (1914-1922)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*Cd		00au14	FLSK	11ap22	crashed Kløvermarken

BLERIOT MONOPLANE

QUANTITY: -1-

SERVICE PERIOD: 1915

USER UNITS:

1) Flyveskolen (1915)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*		00fe15	FLSK	03ju15	crashed Kløvermarken

MORANE-SAULNIER (M.S.)

QUANTITY: -2-

SERVICE PERIOD: 1915-19

USER UNITS:

1) Flyveskolen (1915-1919)

DANISH MILITARY AIRCRAFT

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*M.S.1 Hugin		00oc15	FLSK	08oc19	crashed Kløvermarken
*M.S.2 Munin		00ju16	"	01oc17	crashed Viborg

DANSK KONSTRUKTION D.K.I/D.K.II

QUANTITY: -1/1-

SERVICE PERIOD: 1916-19

USER UNITS:

D.K.I:

1) Hærens Flyveskole (1916)

D.K.II:

1) Hærens Flyveskole (1916-19)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*D.K.1	D.K.1	08ju16	H.FLSK	09se16	crashed
*D.K.2	D.K.2	10ma16	H.FLSK	31ma19	wfu, scrapped 1924

VICKERS F.B.5 (V.)

QUANTITY: -12-

SERVICE PERIOD: 1917-1919

USER UNITS:

1)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
V.1	T.V.1	00ap17		00de17	wfu(no engine) scrapped 24
V.2	T.V.2	17		00de17	wfu(no engine) scrapped 24
*V.3	T.V.3	17		07se17	crashed Viborg
*V.4	T.V.4	17		00de17	wfu(no engine) scrapped 24
*V.5	T.V.5	17		00de17	wfu(no engine) scrapped 24
V.6	T.V.6	17		00de17	wfu(no engine) scrapped 24
*V.7	T.V.7	17		00de17	wfu(no engine) scrapped 24
V.8	T.V.8	17		00de17	wfu(no engine) scrapped 24
V.9	T.V.9	17		00de17	wfu(no engine) scrapped 24
V.10	T.V.10	17		00de17	wfu(no engine) scrapped 24
V.11	T.V.11	17		00de17	wfu(no engine) scrapped 24
V.12	T.V.12	17		00de17	wfu(no engine) scrapped 24

NIELSEN & WINTHER N&W AA JAGER (N&W)

QUANTITY: -6-

SERVICE PERIOD: 1917-1924

USER UNITS:

1)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*N&W.1	N&W.1	15ja17		31ma19	wfu
*N&W.2	N&W.2	00ma17		17de17	crashed Kløvermarken
*N&W.3	N&W.3	000017		19ma19	crashed Kløvermarken
*N&W.4	N&W.4	000017		31ma19	conv. to ground trainer,scr.24
*N&W.5	N&W.5	000017		31ma19	" "
*N&W.6	N&W.6	000017		17oc18	crashed København
Rullefly 7 ex.4					
Rullefly 8 ex.5					

SÖDERTÄLJE S.W.17 (S.W.17)

QUANTITY: -2-

SERVICE PERIOD:1918-1919

USER UNITS:

1)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
S.W.1		05ja18		27my18	crashed
*S.W.2		19fe19		31ma19	wfu, scrapped 1914

DANISH MILITARY AIRCRAFT

HÆR-MASKINE (H)

QUANTITY: -9-

SERVICE PERIOD: 1918-1919

USER UNITS:

1)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*H.1	H.1	00jl18		31ma19	wfu, scrapped 24
H.2	H.2	18		31ma19	wfu, scrapped 24
H.3	H.3	18		31ma19	wfu, scrapped 24
H.4	H.4	18		31ma19	wfu, scrapped 24
*H.5	H.5	18		31ma19	wfu, scrapped 24
H.6	H.6	18		31ma19	wfu, scrapped 24
H.7	H.7	18		31ma19	wfu, scrapped 24
H.8	H.8	18		31ma19	wfu, scrapped 24
H.9	H.9	18		31ma19	wfu, scrapped 24

BREGUET XIV-A2

QUANTITY: -4-

SERVICE PERIOD: 1920-27

USER UNITS:

1)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*T-DONT	1904	00ju22		1927	wfu and sold
*T-DROT	1905	00ju21		1927	wfu and sold
*T-DUKS	1906	00ju21		1927	wfu and sold
*T-DYST	1907	00ju21		1927	wfu and sold

L.V.G. B.III

QUANTITY: -5-

SERVICE PERIOD: 1920-29

USER UNITS:

1)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*Nr.1	362-17	000020		000029	bought in Germany. Scrapped
Nr.2	L.V.G.2	20		000029	bought in Germany. Scrapped
*Nr.3	L.V.G.3		20		000029 bought in Germany. Scrapped
Nr.4	L.V.G.4	000023		000029	copied by Hærens Tøjhus Værksteder, scrapped
Nr.5	L.V.G.5	000026		000029	copied by Hærens Tøjhus Værksteder, scrapped

AVRO 504K

QUANTITY: -5-

SERVICE PERIOD: 1921-1931

USER UNITS:

1) Hærens Flyveskole (1921-31)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*Nr.1	H2549	12no21	H.FLSK	11ap22	crashed
*Nr.2	H2556	12no21	"	24ju22	crashed
*Nr.3	H2545	03jl22	"	00ja31	wfu and scrapped
Nr.1 (2)		au23	"	00ja31	wfu and scrapped
Nr.2 (2)		au23	"	00ja31	wfu and scrapped

RUMPLER B.I

QUANTITY: -1-

SERVICE PERIOD: 1921

USER UNITS:

1) Flyveskolen (1921)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*Nr.1		17au21	FLSK	18au21	crashed Kløvermarken

DANISH MILITARY AIRCRAFT

FOKKER D.VII (F.)

QUANTITY: -1- (+1 for spares) SERVICE PERIOD:1922-27

USER UNITS:

1)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*F.Nr.1		000022		04se27	crashed Kastrup

FOKKER C.I (F.)

QUANTITY: -5-

SERVICE PERIOD: 1923-32

USER UNITS:

1)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*F.Nr.2/O-51		225	30se23		000032 wfu, scrapped 33
*F.Nr.3/O-52		226	13oc23		000032 wfu, scrapped 33
*F.Nr.4/O-53		FV.31	25		000032 wfu, scrapped 33
*F.Nr.5/O-54		FV.32	25		000032 wfu, scrapped 33
*F.Nr.6/O-55		FV.33	25	12ja28	crashed Kløvermarken

POTEZ XV-A2

QUANTITY: -8-

SERVICE PERIOD: 1923-1928

USER UNITS:

1)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*Nr.1		20de23		000028	wfu, scrapped 1931
Nr.2		20de23		26se25	crashed
Nr.3		20de23		000028	wfu, scrapped 1931
*Nr.4		20de23		16ap26	crashed Lundtofte
Nr.5		03fe24		28ma24	crashed Holbæk
*Nr.6		03fe24		000028	wfu, scrapped 1931
Nr.7		03fe24		000028	wfu, scrapped 1931
*Nr.8		03fe24		13jl27	crashed Kløvermarken

FOKKER S.III (S.III)

QUANTITY: -2-

SERVICE PERIOD: 1924-1927

USER UNITS:

1) Flyveskolen

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*Nr.1	4714	00ap25	FLSK	08no27	wfu and scrapped
Nr.2	4713	18au24	"	08no27	wfu and scrapped

FOKKER C.V.M/26 (R-MASKINE) (I R)M/33 (II R)M/33 (III R)

QUANTITY: -18/12/12-

SERVICE PERIOD: 1926/33/A-940

USER UNITS:

I R:

1) 2.Eskadrille (01no32-09ap40)

II R:

1) 3.Eskadrille (07jl34-09ap40)

III R:

1) 5.Eskadrille (01au35-09ap40)

DANISH MILITARY AIRCRAFT

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
I R:					
*R-1	4904	19de25		30ju27	crash Kalveboderne
*R-2	4905	19de25	2.Esk/01no32	09ap40	wfu, 14au40 stored
*R-3	4906	19de25		00ma30	crash Storebælt
*R-4	4907	26	2.Esk/01no32	09ap40	burnt in attack Værløse
*R-5	4908	26	" "	09ap40	burnt in attack Værløse
*R-6	Dutch/Danish	13au27	" "	24ap39	damaged at Værløse
*R-7	Dutch/Danish	05de27	" "	09ma38	crashed Kongelunden
*R-8	Dutch/Danish	17oc27	" "	40	under repair, stored
*R-9	Dutch/Danish	08my28	" "	05au36	crash Værløse
*R-10	Dutch/Danish	06au29	" "	25no38	damaged, 04fe39 scrapped
*R-11	Dutch/Danish	10au29	" "	07au34	crashed Ålborg
*R-12	Dutch/Danish	11se30	" "	09ap40	wfu, 21ju40 stored
*R-13	F.V.49	13ju31	" "	09ap40	wfu, 13au40 stored
*R-14	F.V.50	15my31	" "	12ja39	under overhaul, stored
*R-15	F.V.51	16my31	" "	09ap40	wfu, 24ju40 stored
*R-16	F.V.52	09se31	" "	09ap40	burnt in attack Værløse
*R-17	F.V.53	24se31	" "	14jl38	crashed Værløse
*R-18	F.V.54	11de31	" "	10ju39	crashed Værløse
II R:					
*R-21	5349	27jl33	3.Esk/07jl34	09ap40	damaged in attack Værløse
*R-22	F.V.63	00ju34	" "	09ap40	burnt in att. Værløse
*R-23	F.V.64	00au34	" /28se34	09ap40	damaged in attack, to Luftwaffe (3W+OD)
*R-24	F.V.65	00au34	" "	04my39	dam. 21no40 stored
*R-25	F.V.66	00au34	" "	000038	on overhaul, 09ap40 stored
*R-26	F.V.67	00au34	" /00ju35	09ap40	damaged in attack Værløse, stored
*R-27	F.V.68	00se34	" /28se34	03ja39	dam.under repair, 17oc40, stored
*R-28	F.V.69	00se34	" "	09ap40	stored 09oc40
*R-29	F.V.70	00se34	" "	16fe40	overhaul, 16ja41 stored
*R-30	F.V.71	00oc34	" "	09ap40	burnt att. Værløse
*R-31	F.V.72	00se34	" "	09ap40	stored 27ju40
*R-32	F.V.73	00se34	" "	09ap40	burnt in att. Værløse
III R:					
*R-41	F.V.74	26jl35	5.Esk./000035	09ap40	damaged in attack Værløse, stored
*R-42	F.V.75	00au35	" /00au35	09ap40	stored to Luftwaffe (3W+NO)
*R-43	F.V.76	00au35	" /00au35	09ap40	stored 13ju40 7 aircraft stored at Avedøre
*R-44	F.V.77	00au35	" /00au35	09ap40	stored 16oc40
*R-45	F.V.78	19au35	" /08jl38	09ap40	damaged in attack Værløse, stored
*R-46	F.V.79	00au35	" /00au35	09ap40	stored 21ju40
*R-47	F.V.80	00au35	" /00au35	09ap40	stored 21ju40
*R-48	F.V.81	00se35	" /00se35	09ap40	stored 21ju40
*R-49	F.V.82	00se35	" /00se35	09ap40	shot down by Luftwaffe
*R-50	F.V.83	00se35	" /00se35	09ap40	damaged in attack Værløse, 29ap40 stored
*R-51	F.V.84	00se35	" /00se35	09ap40	stored 18ju40
*R-52	F.V.85	00se35	" /00se35	09ap40	stored 04ju40

O-MASKINE (I O) , (II O)

QUANTITY: -15/7-

SERVICE PERIOD: 1926-40/1932-40

USER UNITS:

O-MASKINE I O:

- 1) Hærens Flyveskole (1926-09ap40)
- 2) 3.Eskadrille (01no32-28se34)

O-MASKINE II O:

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
O-MASKINE I O:					
*O-56	FV.34	22no26		12my36	coll., over Værløse (R-8)
*O-57	FV.35	02ju28		29oc34	crashed into Øresund
*O-58	FV.36	29fe28		20my37	crashed at Værløse
*O-59	FV.37	02ma28		09ap40	stored, scrapped 25ju40
*O-60	FV.38	18fe28		09ap40	stored, scrapped 25ju40
*O-61	FV.39	02ju28		09ap40	stored, scrapped 25ju40
*O-62	FV.40	10se28		09ap40	stored, scrapped 25ju40
*O-63	FV.41	09ja29		11my34	crashed
*O-64	FV.42	21se28		09ap40	stored, scrapped 25ju40
*O-65	FV.43	20se28		09ap40	stored, scrapped 25ju40
*O-66	FV.44	24se28		000039	wfu and scrapped
*O-67	FV.45	10au29		09ap40	stored, scrapped 25ju40
*O-68	FV.46	11ju29		09ap40	stored, scrapped 25ju40
*O-69	FV.47	08no29		09ap40	stored, scrapped 25ju40
*O-70	FV.48	00de29		23jl31	crashed near Tønder

DANISH MILITARY AIRCRAFT**O-MASKINE II O:**

*O-71	FV.55	13de32	09ap40	stored, 25ju40 scrapped
*O-72	FV.56	06jl33	13au38	crashed near Farum
*O-73	FV.57	01my33	09ap40	stored, 25ju40 scrapped
*O-74	FV.58	00ju33	09ap40	stored, 25ju40 scrapped
*O-75	FV.59	00jl33	09ap40	stored, 25ju40 scrapped
*O-76	FV.60	00jl33	22se38	em.land, damaged, wfu
*O-77	FV.61	00oc33	31au37	crashed near Tuse Næs
*O-78	FV.62	00my35	09ap40	stored, 25ju40 scrapped

DE HAVILLAND D.H.60G/M MOTH (S)
D.H.82 TIGER MOTH (IS)

QUANTITY: -6/2/15-**SERVICE PERIOD:1928-34/1933-40****USER UNITS:****DH.60G/M:****DH.82 TIGER MOTH:**

1) Flyveskolen

(1928-1934) 1) Flyveskolen

(1933-1940)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
DH.60G/M:					
S-100	901	Nov28	FLSK	28ja30	crashed to OY-DYH
*S-101/S-351	902	Nov28	"	34	sold for civil use OY-DUH
*S-102/S-352	903	Dec28	"	34	sold for civil use OY-DUG
*S-103/S-353	904	Dec28	"	34	sold for civil use OY-DIG
S-104/S-354	905	Dec28	"	34	sold for civil use OY-DYG
*S-105/S-355	906	Dec28	"	34	sold for civil use OY-DOH
*S-106/S-356	1445	1.30	"	15se32	crashed
*S-107/S-357	1446	1.30	"	34	sold for civil use OY-DEH escaped to UK in 1943
DH.82 TIGER MOTH:					
*S-358/S-1	3170	00ma33	FLSK	20au35	crashed
*S-359/S-2	3171	00ma33	"	09ap40	wfu 11 stored, de43 taken by Luftwaffe
*S-360/S-3	3172	00ma33	"	11au34	crashed
*S-361/S-4	3173	00ma33	"	09ap40	wfu and stored
*S-362/S-5	3174	00ma33	"	09ap40	wfu, de43 taken by Luftwaffe
*S-6	3196	24ma34	"	27ap34	crashed
*S-7	3197	24ma34	"	09ap40	wfu and stored at Avedøre, de43 taken by Luftwaffe
*S-8	3198	24ma34	"	09ap40	wfu and stored, de43 taken by Luftwaffe
*S-9	3199	24ma34	"	09ap40	wfu and stored, de43 taken by Luftwaffe
*S-10	3209	24ma34	"	09ap40	wfu and stored, de43 taken by Luftwaffe
*S-11	3210	24ma34	"	09ap40	wfu and stored, de43 taken by Luftwaffe
*S-12	3211	24ma34	"	09ap40	wfu and stored, de43 taken by Luftwaffe
*S-13	3317	35	"	09ap40	wfu and stored, de43 taken by Luftwaffe
*S-14	3336	36	"	09ap40	wfu and stored, de43 taken by Luftwaffe
*S-15	3611	22oc37	"	09ap40	wfu and stored, taken by LW sold in 1944 as SE-ANK

BRISTOL BULLDOG (I J)

QUANTITY: -4-**SERVICE PERIOD: 1931-1940****USER UNITS:**

1) 1.Eskadrille

(01no32-09ap40)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*J-151/J-301/J-1	7564	31ma31	1.Esk.	09ap40	stored, scrapped 1942
*J-152/J-302/J-2	7565	31ma31	1.Esk.	22oc36	crashed Værløse
*J-153/J-303/J-3	7566	31ma31	1.Esk.	09ap40	stored, scrapped 1942
*J-154/J-304/J-4	7567	31ma31	1.Esk.	09ap40	stored, scrapped 1942

DE HAVILLAND D.H.84 DRAGON (II S)
D.H.90 DRAGONFLY (III S)

QUANTITY: -2/2-**SERVICE PERIOD:1934-39/1937-40****USER UNITS:****DH.84 (II S):**

1) Flyveskolen

(1934-1939)

DH.90 (III S):

1) Flyveskolen (1937-1940)

DANISH MILITARY AIRCRAFT

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
DH.84 (II S):					
*S-21	6060	27fe34	FLSK	24fe36	crashed near Ringsted
*S-22	6061	24ma34	"	09au39	crashed near Værløse
DH.90 (III S):					
*S-23	7551	25ma37		09ap40	stored
*S-24	7552	25ma37		09ap40	stored

GLOSTER GAUNTLET (II J)

QUANTITY: -18-

SERVICE PERIOD: 1936-1940

USER UNITS:

1) 1.Eskadrille (1936-1940) some acft served with Erg.Gr.(s) Freiburg 1E-

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*J-21	K4081	000035	1.Esk.	09ap40	ff Apr.35, stored
*J-22	FV.86	00se36	"	09ap40	stored
*J-23	FV.87	00se36	"	09ap40	stored
*J-24	FV.88	000037	"	09ap40	stored
*J-25	FV.89	37	"	09ap40	Dam.in attack Værløse, stored
J-26	FV.90	37	"	09ap40	stored
*J-27	FV.91	37	"	09ap40	stored
*J-28	FV.92	37	"	09ap40	Dam.in attack Værløse, stored
*J-29	FV.93	37	"	09ap40	Dam.in attack Værløse, stored
*J-30	FV.94	37	"	09ap40	Dam.in attack Værløse, stored
*J-31	FV.95	37	"	09ap40	stored
*J-32	FV.96	37	"	09ap40	Dam.in attack Værløse, stored
*J-33	FV.97	37	"	09ap40	stored
*J-34	FV.98	37	"	09ap40	stored
J-35	FV.99	37	"	09ap40	stored
*J-36	FV.100	37	"	09ap40	stored
*J-37	FV.101	37	"	09ap40	stored
*J-38	FV.102	000038	"	09ap40	Dam.in attack Værløse, stored

CIERVA C.30 (I M)

QUANTITY: -2-

SERVICE PERIOD: 1936-1940

USER UNITS:

1) Ballonparkens Mølleplans kommando (1936-30au38)
2) 5.Eskadrille (31au38-09ap40)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*M-1	750	00fe36	BP/5.Esk.	09ap40	stored, sold Sweden 24oc40
*M-2	985	00jl37	BP/5.Esk.	09ap40	stored, sold Sweden 24oc40

FOKKER D.XXI (III J)

QUANTITY: -14-

SERVICE PERIOD: 1938-1940

USER UNITS:

1) 2.Eskadrille (1938-09ap40)

The aircraft were seized by Luftwaffe in 1943 and served by "Sonstigen Einheiten" Jan.-Mar.1944 then wfu

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*J-41	Fk.5480	29ap38	2.Esk/TekTj.21oc38	09ap40	stored (35:05)
*J-42	Fk.5481	29ap38	" " 01de39	09ap40	stored (104:05)
*J-43	F.V.103	26au39	2.Esk.	09ap40	dam.att. Værløse (40:50)
*J-44	F.V.104	25oc39	"	09ap40	stored (47:05)
J-45	F.V.105	00no39	"	09ap40	dam.att. Værløse (35:25)
J-46	F.V.106	40	"	09ap40	stored (2:50)
J-47	F.V.107	40	"	09ap40	dam.att. Værløse (12:05)
J-48	F.V.108	40	"	09ap40	stored (:15)
J-49	F.V.109	03fe40	"	09ap40	burnt in att. Værløse (10:35)
J-50	F.V.110	00ap40	"	09ap40	dam.att. Værløse, stored(:15)
J-51	F.V.111	00ap40	"	09ap40	dam.att. Værløse (1:15)
(J-52)	F.V.112	no f.f.		09ap40	not compl.stored Ringsted until 15/7-41 (0:00)
(J-53)	F.V.113	no f.f.		09ap40	not compl.stored Ringsted until 13/11-41 (0:00)
(J-54)	F.V.114	no f.f.		09ap40	not compl.stored Kløvermarken until 6/1-42 (0:00)

BALLOONS

QUANTITY: -6-

SERVICE PERIOD: 1912-1940

USER UNITS:

1) Hærens Ballonpark (1912-47)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE REMARKS
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R-TYPE PARCEVAL-RIEDINGER (1912-1940)

*København-I 12j112

København-II 12j112

+ 2 reserve covers

815m3 KUGLE BALLON (1916-1940)

*Dannebrog 1916

+ 2 reserve covers

ZODIAC 1100m3 Z-TYPE (1928-1940)

*No.1 1928

No.2 1928

K-TYPE RIEDINGER 1400m3 with 110HP Siemens engine (1934-1940)

*No.1 1934

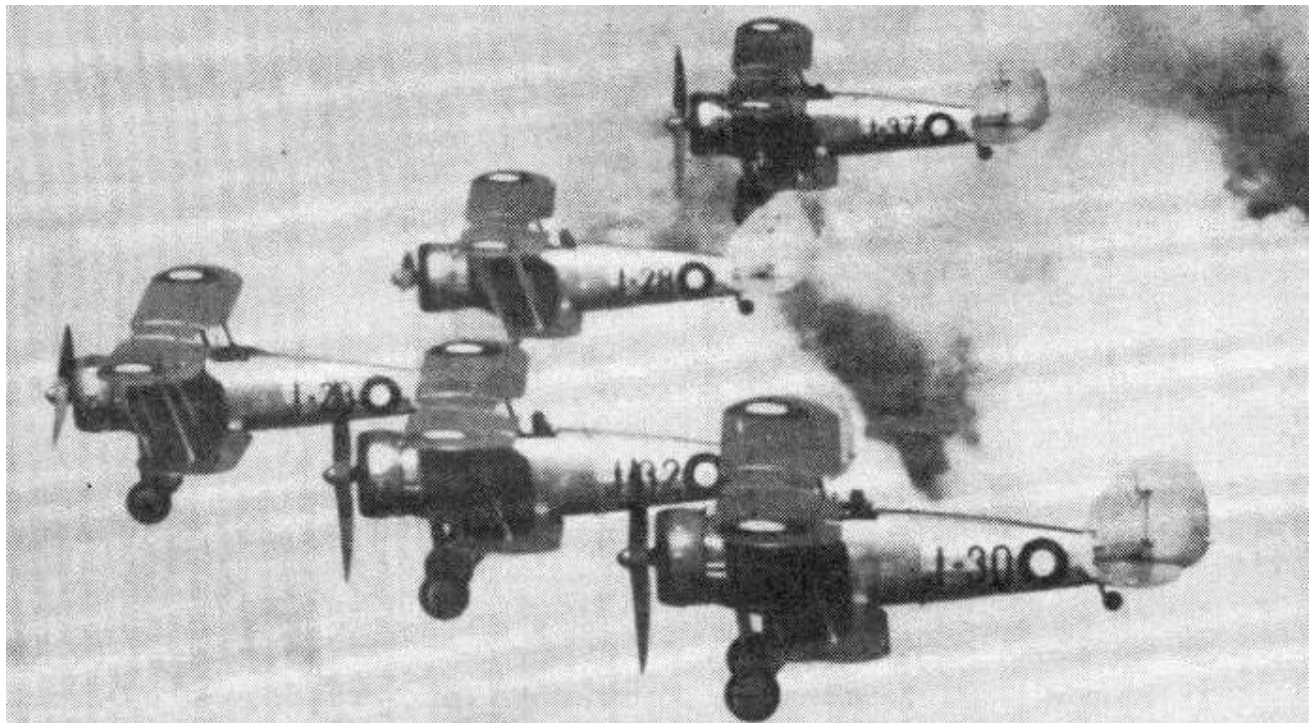
*No.2 1937

The **Værløse** Army base in late 1937

In the late thirties modern concrete hangars were constructed at Værløse



The Fokker C.V was the most numerous aircraft in the army inventory in 1940, both silver and camouflaged.



Although totally outclassed the Gauntlet fighters were still the most numerous first-line fighter in 1940

CHAPTER 3

1940 - 45 events

In the late thirties a change of policy for the Navy's aviation forces meant that the service would concentrate on landbased aircraft except for special purposes for which seaplanes were used. This plan which incorporated Macchi C.200 fighters and Fairey P.4/34 bombers, was not implemented before the German occupation of Denmark on April 9, 1940. At that time the Naval Flying Service did not have a single modern aircraft to its disposition.

After the occupation the The Germans prohibited military flying and all aircraft were stored. The conscript personnel were demobilised whereas from 1941 to 43 the officers were allowed to train on gliders. On August 29. 1943 the Danish fleet was sunk by its crews and later on November 22 the stored aircraft were sabotaged and burnt.

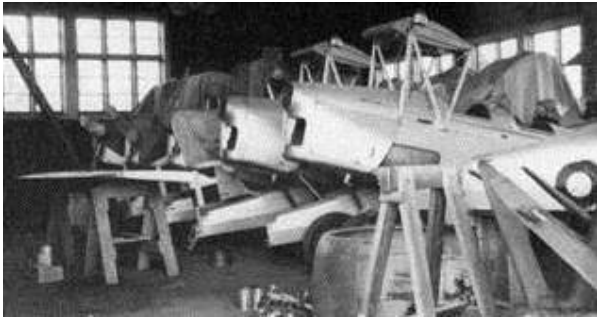


In the late thirties the both Navy and Army aircraft were camouflaged. It was planned, at an outbreak of war, to place all aircraft at small fields in the country side.



All the aircraft of the navy were stored in the large hanger at Seaplane station Copenhagen. In late 1943 after the navy was disbanded they were put to the torch by mechanics.

DANISH MILITARY AIRCRAFT



Left: Tiger Moths stored at Avedøre airfield after 9. April 1940 were later seized by the German Army and tried to be sold to Sweden. Right: DH.90 S-24 stored in 1940. Note the after 1939 national markings.

With the outbreak of the 2. World War in Europe the Army Aviation Troops were composed of mostly outmoded aircraft and the construction of new aircraft and facilities was speeded up, but to no avail.

At daybreak on April 9, 1940, German Bf 110s attacked Værløse, shot down a Fokker C V which had just taken off on a reconnaissance mission and destroyed another eight and damaged 16 on the ground.

The German army took over Værløse and all aircraft were stored. Later after August 29, 1943, when the Danish government ceased its co-operation with the Germans, some aircraft were taken over by the Germans and used by its allies on the east front.

As with their Navy counterparts the Army pilots kept proficient by flying gliders from 1941 to 43.



In the late thirties the operational aircraft of the army were camouflaged and planned dispersed in case of war at several pre-planned sites.



At the outbreak of the 2nd World War the nationality markings of the Army and Navy were standardised, the Navy adapting the Army roundel, whereas the Army painted the Navy Pennant flag on the tail. The tailplanes were painted with Danish flags on the underside.



Left: The Navy Nimrod fighters at the Avnø base remained in their hangar on the 9th of April 1940.

Right: The only picture available of one of the 20 Bf 110s which attacked the Værløse Base in the early morning of April 9th 1940.



Left: C V serial R-49 which took off and was shot down during the German attack on the Værløse Base
Right: Lt. V. Godtfredsen and 2.Lt. G.F. Brodersen were killed in the shoot down to be the only casualties in the German attack.



The devastating attack on the Værløse Army airfield in the morning of April 9, 1940 left several D.XXI's and Fokker C.Vs wrecked. The survivors were later in 1943 taken by the German Army and used by a few "Sonstigen Einheiten" from January to August 1944.

Two ex. Danish C.V's taken over by Luftwaffe and used on the East Front were flown to Sweden by their Baltic crews at the end of 2.WW to escape the Russian Army.



DZ+OD ex R-23



3W+OL ex.R-42

DANISH MILITARY AIRCRAFT

GLIDERS

QUANTITY: -12-

SERVICE PERIOD: 1941-1943

USER UNITS:

1) Svæveflyvelejren Køge (1941-43)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
S.G.38					
*GL-1	German	my41	50	to OY-64 (22jl44), wfu	
GL-2	HFV 115	se41		27au43	stored, seized by German forces
GL-3	HFV 116	se41		1ap50	to OY-63 (3ju44), crashed
GL-4	HFV 117	oc41		27au43	stored, seized by German forces
*GL-5	HFV 118	1941		27au43	stored, seized by German forces
*GL-6	HFV 119	1941		5jl54	to OY-58 (19my44) sold as LN-GGK

Three SG.38 were lend to DSU in 1943 and civil registered in 1944, the rest taken by German forces.

Grunau Baby IIB

SV-1	German	my41		27au43	stored, seized by German forces
SV-2	German	my41		27au43	stored, seized by German forces
SV-3	HFV 120	10ap42		27au43	stored, seized by German forces
SV-4	HFV 121	1942		27au43	stored, seized by German forces
*SV-5	HFV 122	1942		27au43	stored, seized by German forces
SV-6	HFV 123	1942		27au43	stored, seized by German forces



S.G.38 and Grunau Baby gliders in use at the Danish military glider camp 1941-43

AIRCRAFT IN ALLIED USE

Right from the start of the German occupation some officers fled Denmark and other Danes based outside Denmark joined the Royal Air Force or the Royal Norwegian Air Force (26 were killed in action). Nine Danish pilots served with the RAF 234 Sqd flying 3 Spitfires paid for by Danes in England and the Danish pilot Kaj Birksted advanced to Wing Commander of the North Weald Wing in August 1943. Seven officers joined the German Luftwaffe. Later from 1943 onwards a relative large number of officers fled to Sweden forming the Danish Brigade there. After having trained with Swedish units this Brigade was in early May 1945 issued with 15 Swedish SAAB B.17C. It planned several attacks on German units in Denmark, but as the German Army surrendered on the evening of May 4th they were never used and the aircraft handed back to the Swedish Air Force.

QUANTITY: -4-

SERVICE PERIOD: 1942-45

USER UNITS:

- 1) Royal Air Force (1942)
- 2) Royal Canadian Air Force "Little Norway" Training School (Toronto, Canada)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
Supermarine Spitfire Mk.Vb (3)					
"Skagen ind"	BL831	ap42	234.Sqd.5ap42	24ap42	lost in action, pilot killed
"Niels Ebbesen"	BL855	ap42	234.Sqd.5ap42		lost in action
"Valdemar Atterdag"	BL924	ap42	234.Sqd.5ap42	24ap42	lost in action, A.Svendsen killed.

Handley-Page Hampden (1)

"King Kristian D.X"

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Fairchild PT-26 Connell (2)

"Denmark I" 23au42
"Denmark II" 11au43



"Denmark I"



"Denmark II"

SAAB B 17C

QUANTITY: -15-

SERVICE PERIOD: 1945

USER UNITS:

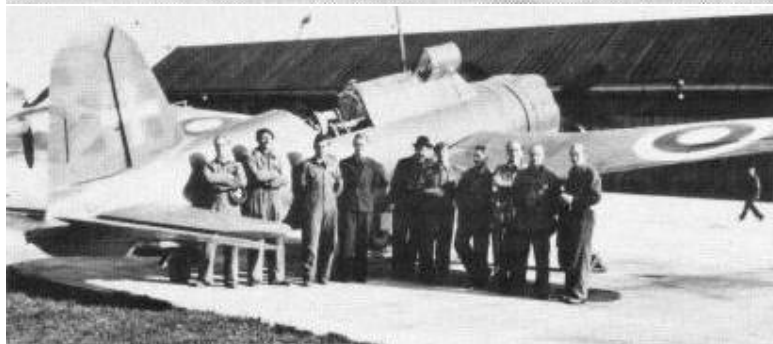
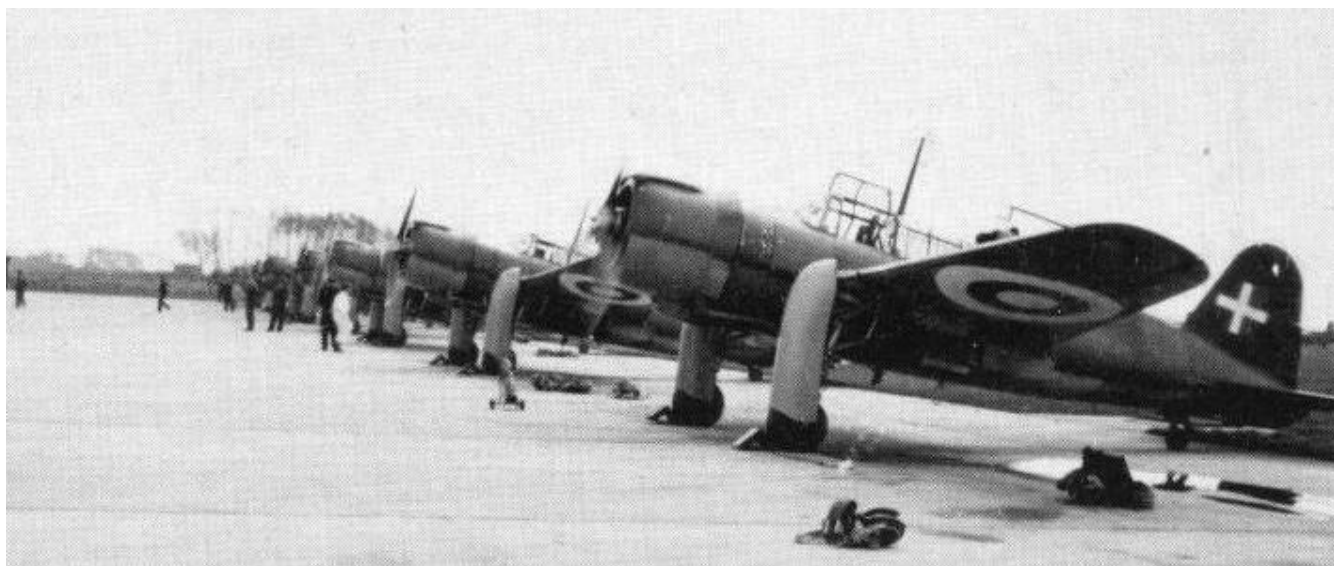
1) Den Danske Brigades Flyveskadrille (1945)

SERIAL: SER.NO: DEL.DATE: UNIT/DATE WFU DATE REMARKS

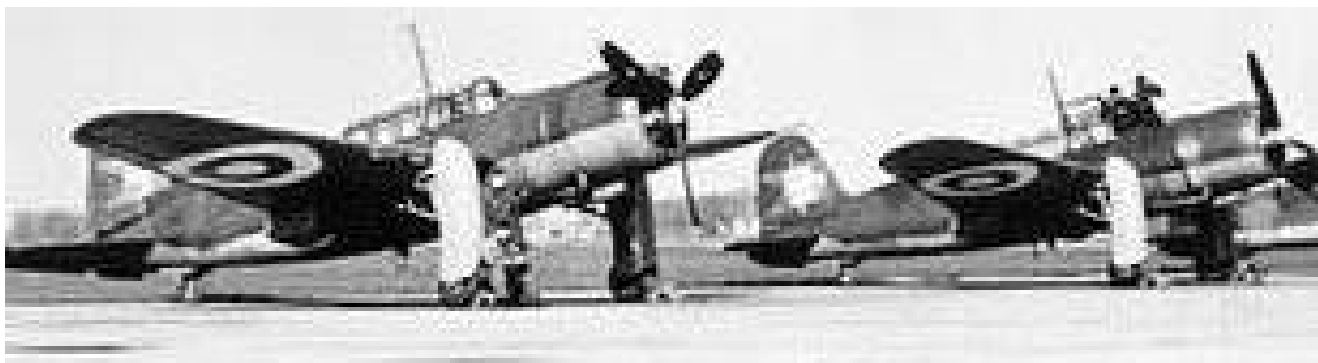
A
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17211

The coded aircraft were drawn from the Swedish serials 17032,33,35,36,211,221 with confirmed Danish allocations 17030,31,34,37,210,211,212,213,214,2152



Danish SAAB B.17Cs at the ready on 5 May 1945 in Sweden. The order for attack never came and the aircraft never went to Denmark.



CHAPTER 4

MILITARY AIRCRAFT PRODUCTION 1912 – 1956

Burmeister & Wain Shipyards (Berg & Storm) (1909-1911)
Orlogsværftet Flyvemaskineværksted (1913-1943)
Tøjhusværkstederne (1915-24), Flyverkorpsets Værksteder (1924-32)
Flyvertropperne Værksteder" (1932-1943)
A/S Nielsen & Winther-Aeroplanafdeling (1916- sommer 1919)
Skandinavisk Aero Industri A/S S.A.I. (Kramme & Zeuthen) (1939-59)



Orlogsværftets Flyvemaskineværksted in 1920.

Seaplane station Copenhagen in the early thirties.

The 1st World War and the forming Years (1912-20)

Military aircraft construction and production is as old as aviation in Denmark. In the early stages in aviation it was not difficult to construct airframes from scratch as both materials and craftsmen were readily available. Woodworkers, carriage makers, sail makers and watchmakers could quite easily make what was necessary. The crucial engine was another matter and the construction of reliable engines continue to plaque early military aviation in Denmark as elsewhere.

The first aircraft constructor in Denmark was J.C.H. Ellehammer who was also the first European to fly an aircraft heavier than air by making a flying hop of 42 meters (on 12. September 1906) in his own constructed aircraft powered by the worlds first (self designed)radial engine. Later in 1912 he also flew Europe's first helicopter. Ellehammer built only aircraft for his own use and tests, but an 80 HP radial engine was evaluated by the navy in 1916 without being accepted.

Several copies of French Farman models later to be used by the armed forces saw the light during 1910-11 (1 used by the Navy), but the first Danish aircraft designed was the Berg & Storm Monoplan which was used in late 1911 to train the first Danish Army aviators. It had a 40 HP air-cooled Danish designed engine (it is preserved at Tøjhusmuseet in Copenhagen). The Berg & Storm aircraft were designed by the two engineers R. Berg and L. Storm both working for the Danish shipbuilding and diesel engine company "**Burmeister & Wain**" (the first to build a diesel powered ship) who let them use the workshops to fabricate the parts and later assembled it at the Refshaleøen facility (at Copenhagen harbour), initially a 35HP Anzani engine was used, but later an air-cooled 40HP engine was used constructed by N. Petersen (also known as the "Engine Doctor"). One would call the company "Burmeister & Wain" the first Danish aircraft company. It didn't last long, however, as no aircraft was built after the BS III. in 1911)

A major reason for aircraft manufacture in Denmark was the inability of the two newly established military aviation forces the Navy Flying Service (25 March 1912) and the Army Flying Troops (2 July 1912) in obtaining suitable equipment after the outbreak of the 1st World War in September 1914. Until the late nineteen-thirties with exception of four aircraft (2 Farman Jabiru and 2 Fokker F.XII built by Orlogsværftet) the Danish aircraft production became a military one. Until 1940 about three hundred military aircraft were delivered mostly based on licences acquired in England, Germany and The Netherlands. It says something about the rivalry of the two forces that after the construction of the H-Maskine in 1917-18 only the Avro 504K and the D.H.60G/M could be agreed upon to serve both services, and they were NOT built in Denmark!

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A first real concentrated aircraft construction was initiated by the Naval Shipyards in 1914. The Navy had acquired two Donnet-Leveque Flying boats in 1913 which soon showed to have a disappointing performance. Consequently a new wing was designed as well as other improvements which resulted in overall amazing improvement of performance.

This became the start of **Orlogsværftets Flyvemaskineværksted (The airplane construction shop of the Naval Shipyards)** which got the distinction of being the second aircraft company in Denmark. Encouraged by this a totally new construction was made of a new type of flying boats retaining the new wing but with a new slimmer fuselage with the 2 crew members in tandem instead of side by side seating. The first of altogether 8 aircraft powered by imported 80 HP Gnome engines, was test flown on 26. September 1914. They were kept in service until 1919. Later this type received the type designation F.B.II (Flying Boat type 2). The success of these flying boats resulted in a whole series of similar outlook, but varying in size and engine power (F.B.II-V) with a total of 25 aircraft built. Although the Navy was satisfied with its small flying boats their sea going characteristics were not the best. A German Friedrichshafen F.F. 29 floatplane (293) which in 1917 had become stranded in Denmark was impressed, measured and a copy was manufactured (called Mågen 17). Tests were now made between flying boats and floatplanes and these fell out to the advantage of the floatplanes. Subsequently four more copies were made under the designation H.B.I (Hydro Biplane 1). Initially they used 160HP Curtiss engines or 150HP Benz engines, but in 1921 they all got a newly designed 160HP called O.V.160 engine developed in house of which 18 were manufactured. They proved excellent engines and they were not withdrawn until 1931.



H-Maskine fuselage built by the Navy Shipyards for the Army

The Army had in June 1912 received the B & S Monoplan as a gift and this was placed in a rented hangar at Kløvermarken airfield just outside Copenhagen. For the maintenance of the aircraft a well known aviator and mechanic were hired and under them served the army aviators and a small number of tradesmen from the Army's **Tøjhusværkstederne (Depot)**. By 1915 the staff was 15, but during the next 3 years this increased to the ten-fold. The first aircraft to be constructed was the D.K. I (Danish Konstruktion 1) a 2-seat Farman look-a-like first flown 8 June 1916. It was not a good design and after it crashed 2 months later the engine (70 HP Renault) was used to power a (reverse engineered) Maurice Farman (plane no.2). Meanwhile, however, D.K.II a one-seater had already flown on March 10, 1916 (plane no.3). Then things happened fast and in 1916 three more Maurice Farmans were started upon and the Army obtained a license right to build 12 Vickers F.B.5's which were started upon in the spring. The first F.B.5 was completed in April 1917. Unfortunately, the from England supplied 100HP Gnome Monosaupe engines were very unreliable and although the Gunbus was a well flying airplane it was flown little and they were grounded in April 1919. The lack of suitable powerful engines hampered the design of new types and it was first at the end of 1916 progress was made with the permission to buy nine 140HP Argus engines in Germany. In collaboration with Orlogsværftet a two-seat reconnaissance aircraft for the army named H-Maskine (after H in Danish Hær=Army). The first of these flew in July 1918. Orlogsværftet built 4 and Tøjhusværkstederne 5 of these aircraft which unfortunately were grounded after the April 1919 law which stopped flying with unreliable engines (the Argus engines came under this). They were scrapped in 1924.

The next company (4th) to venture into aircraft construction was a civilian company **"A/S Nielsen & Winther"** a large machine building factory situated in Copenhagen also on the island of Amager as the three first ones. On August 1st 1916 an "Aeroplanafdeling" (aeroplane Section) was established with the Director being 1stLT J.B. Ussing from the Army, who had been a leading force in establishing production of the first army aircraft. As Manager of the department Engineer H. Funch-Thomson, who had been working for the German Hansa-Brandenburg factories was hired. Soon a very narrow working relation was established with the Swedish engine factory "Thulin" which delivered the

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engines for the first design. This was the fighter **Type Aa**, which first flew on January 24 1917 powered by a 90HP Thulin engine (actually a copy of the Le Rhone engine). This was the first fighter type of aircraft ever designed and built in Denmark and it also became the last! Type Aa was armed with a single 8mm Madsen machinegun placed on the upper wing. Later this was to be replaced with a synchronized gun firing through the propeller and many tests were made to accomplish this. Six of these fighters were ordered by the Army and all were delivered in 1917. The type however, suffered its teething problems and three were lost in crashes. In 1919 when the War Ministry prohibited flying with aircraft with unreliable engines (included were all Thulin manufactured engines) two aircraft were relegated as ground rolling trainers. In 1918 two two-seater version the **Type Ab** intended as a reconnaissance plane were flown and after the war in 1919 it was sold to the Danish Argentinean pilot A. Jarfeldt. He brought it with him to Argentina where it later crashed. A floatplane version of the Aa the **Type Ac** was built as a prototype in 1918. N & W became the first Danish aircraft exporter in the autumn 1918 when they delivered a single **Type Bd** two-seater floatplane aircraft for the Norwegian Navy. It was equipped with a 110HP Scania-Vabis engine which was a copy of a Mercedes engine. In Norwegian service it was used as a trainer, but crashed already on 30 April 1919. At this time N & W had developed a 170HP inline water-cooled engine called **M.A.J** and for this a 4-person "Tourist-aircraft" (maybe called the Type Ca) was designed and built. It was probably never flown and the project shelved. The next design was more successful being a one-seater trainer intended for non-flying rolling training (probably designated Type Da). Several of these planes served with the N & W Flying School which among many others gave training to the later Piper Cub producer Chr. Bohnstedt-Petersen. The last design to take to the air was the so-called "Sports Flying Boat" **Type Fa** powered with a 90HP Thulin-A engine (20 of which were build by N & W) two were built, one delivered to a Danish flying circus operator the other to Norway where it became the first civilian aircraft registered as N.1. Despite all the energy the company could not cope with the influx of very cheap aircraft put on the market after the end of the World War and ceased operation in the summer of 1919.

To complete the list of aircraft companies the "**Viking Aeroplan & Motor Co.**" was also founded and proposed several designs of aircraft to the Army. This came to nothing, but a 6-cylinder 220HP engine prototype based on a Benz engine was designed and built by the Atlas Machine Factories. It was given to the Navy for tests but the company ceased to exist before the test were completed.

As already mentioned above the Danish Ministry of War in April 1919 forbid all flying with old wartime engines. This was caused by an alarming increase in accidents in the Army in 1917 alone 42 emergency landings due to engine failure were performed and between June 1917 and October 1918 four pilots were killed. When another crash occurred in May 1918 the Ministry of War created a committee to investigate flying and flying safety in both the Army and Navy. Although the result was only published in 1921 already in April 1919 all flying using Thulin, Gnome-Monosoupape and Argus engines was stopped. For the army it meant that only 6 aircraft were available. In November 1919 nine army pilots were sent to France for continuation training. Until further all building of aircraft was shelved and the forces were instructed to look for aircraft outside Denmark. (and there were actually thousands available just after the war!)



"Flyverkorpsets Værksteder" in the early thirties. The new base at Værløse build in 1938

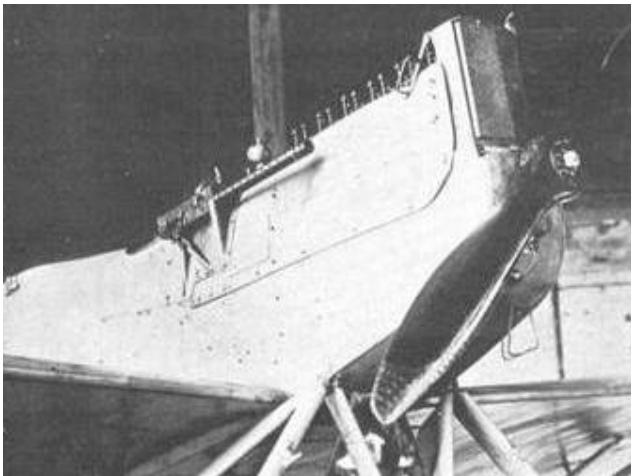
Army and Navy license building (1921-40)

Initially **Orlogsværftet Flyvemaskineværksted** concentrated on keeping the flying boats and floatplanes flyable and took over seven German Friedrichshafen F.F. 49 floatplanes which had been procured by the Ministry of Interior affairs for post flying. When the initial test for this was over the aircraft were given to the Navy. Named H.B.II they

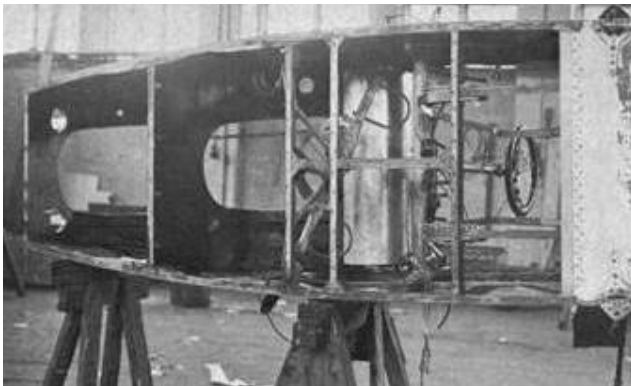
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were re-conditioned, an 8mm machine-gun and a Telefunken radio installed. Already in 1919 the Navy had bought, in an obscure deal, a single Hansa-Brandenburg W 29 aircraft and from 1921 onwards it was measured and drawings for a production made. In the years 1921-25 13 of these aircraft were built and in 1927 another 2. All were equipped with the reliable O.V.160 engine. The aircraft also got new pontoons with aluminum skinning. After this only foreign designed aircraft have been built by Orlogsværftet. In 1920 the Navy had procured 6 Avro 504K trainers to be followed by a single Avro 504N in 1925, a modernized version with a 180HP Lynx engine. Orlogsværftet from 1926-29 build three 504Ns under license and two of the older 504K were updated to N standard. The aircraft were given the type designation L.B.I the first landbased aircraft of the service. After the "Marinens Flyvevæsen" on 7. August 1922 became an independent unit under the Navy the next major event was in 1925 with the designation of the workshops as a separate Section under Orlogsværftet called "Flyvemaskineafdelingen" (the Aeroplane Section) having its own Manager. At the same time it was realized that the workshops had an over capacity and a contract was in 1925 signed with "Det Danske Luftfartsselskab" (DDL now a part of SAS) for the building of two Farman Jabiru 4-engined 9 passenger airliners under license. The aircraft delivered in 1926, however, was an ill-concepted design (of no fault of Orlogsværftet) and was taken out of service already in 1929. By 1925 Marinens Flyvevæsen had realized that in the future they needed landbased fighters as the floatplanes could not take the stresses of air fights. Having had good experience with the business of the Avro 504s an English type was selected, a Hawker fighter later named "Dankok" (Danecock) powered by an Armstrong Siddeley Jaguar engine (in reality a wellknown double Lynx engine with two cylinder rows). New for the navy was oxygen mask installation and parachute. Three British built aircraft arrived in 1926 and from 1927 to 28 another 12 given designation L.B.II were built. As a replacement for the H.M.I a type designed by the same constructor, Ernst Heinkel was chosen, the 2-seater H.E. 8.

The construction of the H.M.I



The front gun installation



The Navy, however required a 3-seater housing a pilot, a radio-operator and an observer who also manned the rear 8mm machine gun. Besides it was required that the aircraft be powered by a newly designed Armstrong Siddeley Jaguar engine of 460HP with a geared propeller for increased reliability. This type was the first aircraft built by

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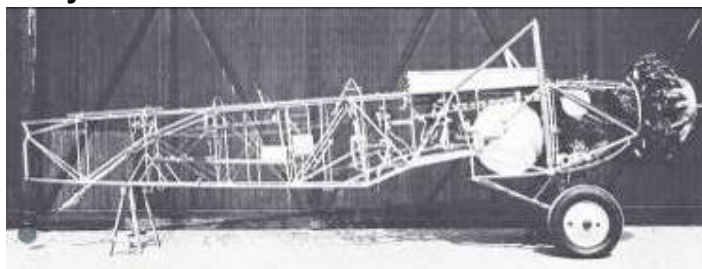
Orlogsværftet which was not made of wood in that the whole fuselage and undercarriage was made of welded steel tube. In 1928 Heinkel delivered 6 aircraft (He.313-316, 323) and from 1929 to 31 another 13 were built by Orlogsværftet. Further in 1938 three more aircraft were built as attrition replacements. For Marinens Flyvevæsen the H.M.II, as the Heinkel was designated became until 1940 the maid of all work for the service. Hundreds of hours were also flown in opening Greenland up for aviation from 1932-38. With the war clouds forming in Europe the aircraft were camouflaged and tests were made with war time deployments to small lakes and fjords. After April 9th 1940 the surviving 13 aircraft were stored and finally sabotaged in October 1943. In 1928 an important change established Marinens Flyvevæsen's own maintenance workshops in charge of periodic checks. This new organization also established a quality control office checking the production at Orlogsværftet. Since the latter did not design aircraft engines any more all testing and maintenance of engines went to the new organization.

The experience made with the welding of the fuselage of the H.M.II came into good use when Orlogsværftet in 1933 and 1935 made two Fokker F.XII 3-engined airliners for DDL.

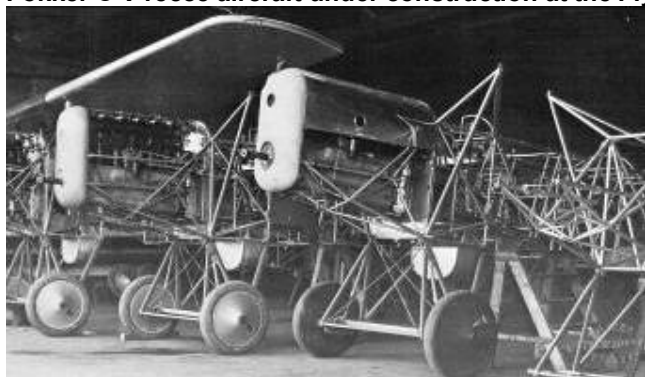
As a replacement for the Danskok fighter the Navy in 1933 bought two Hawker Fury fighters being named Nimrod in Danish service, with 525HP Rolls-Royce Kestrel IIIS engines. Designated L.B.V the new fighter was given a larger fuel capacity and as something new for the navy a radiotelephone for the pilot. With a license to build the type 10 aircraft were made from 1934-35. Once more the workshops had to change procedures as the fighters were made of steel tube being riveted together. After the Navy had bought three Avro Tutor trainers (L.B.IV) in 1932 a further three were built under license by Orlogsværftet one in 1935 and two in 1937. Both the Nimrods and the Tutors were in service when Germany invaded Denmark in 1940 and their fate was equal to the H.M.IIs.

In the late thirties Denmark was almost desperately trying to renew its military aircraft fleet and a committee was established. Without buying a prototype or pattern aircraft a contract was signed for the license building of 12 Fairey P.4/34 two-seat reconnaissance/bomber aircraft powered by a single 1030HP Rolls-Royce Merlin II engine (almost a look a like to the ill-fated Fairey Battle bomber and developed further into the Navy's successful Fulmar shipboard bomber). The aircraft displayed for the time a very powerful armament of one 20mm fixed canon and four forward firing 8mm machineguns and well as a moving rearward firing 8mm machinegun. Again something new was introduced to the workshop that of a monocoque aluminum construction. The project made it necessary the building of a new assembly hall at Copenhagen Naval Air Station and the fabrication of parts started in late 1938. Given the designation L.M.I as the first monoplane land based aircraft of the Navy the aircraft got the O.V. building numbers 93-104, but none were completed before April 9th 1940. The new assembly hall served a storage place for all the Navy's aircraft until they were destroyed in 1943.

Army aircraft construction

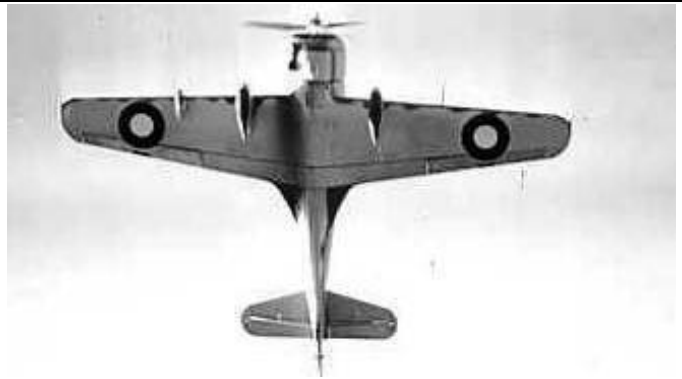
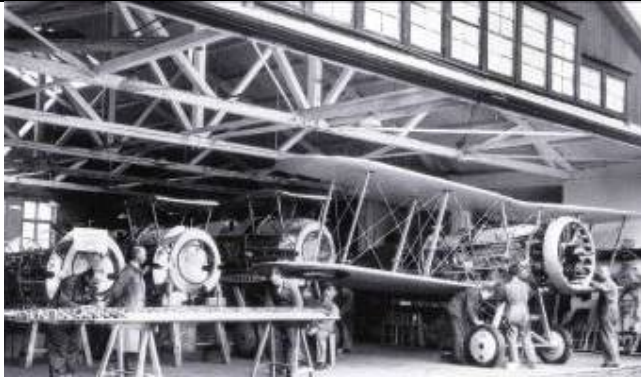


Fokker C V recce aircraft under construction at the Flyvertroppernes Værksteder"



The Danish designed "O-maskine" used as an operational trainer.

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The Gloster Gauntlet fighters during final assembly. The relatively modern Fokker D.XXI was the newest aircraft build aircraft by the Army.

It was first by the new defense law in 1922 that an within the Army an independent "Hærens Flyverkorps" (Army Flying Corps) on 1. February 1923 was established. Consequently in 1924 the previous Tøjhusværkstederne was subordinated under it with the name "**Flyverkorpsets Værksteder**" (The workshops of the Flying Corps) with the task of providing maintenance and building of new equipment. Initially a German L.V.G. B III aircraft was copied in two examples, before in 1924 personnel from the workshops went to the Netherlands for by Fokker to learn to make aircraft their way, fuselage of welded steel tube and wings of wood (the Army workshops were less used to welding than the personnel at the Navy shipyard!). Two Fokker C I trainers were bought and with those as pattern aircraft 3 more examples (F.V.31-33) with 160HP Mercedes engines were built in 1925. Meanwhile the Fokker C.V had been selected as the Army's future reconnaissance aircraft (it later served as such until the German occupation in 1940) and five with 400HP Lorraine engines were initially bought from Fokker. A license for building an additional 7 aircraft was obtained. From 1927-29 those seven aircraft were built as a combined effort with Fokker, who delivered the fuselages and Flyverkorpsets Værksteder who delivered the wings and assembled the aircraft. Then in 1931 six more aircraft (F.V.49-54) were built solely by the Danish workshops. From 1929 onwards the Lorraine engines were replaced with Bristol Jupiter 440HP engines both in the already built ones and the new. In between this Cpt. C. Førslev (later Commander of the Air Force) had developed the design of the C.I into a basic trainer named "O-Maskine" (after Overgang = transformation) with a 220HP BMW engine. The prototype flew first in 1926 and in 1928-29 14 additional aircraft were built (F.V.34-48). Later in 1932-33 a new single-seater version with a 160HP Mercedes engine was constructed in 8 examples. It is amazing to note that in the time 1925-30 31 aircraft were built by a staff of only 65. Meanwhile Fokker had made a new version of the C V with a new undercarriage and the more powerful Bristol Pegasus 550HP engine. The license agreement was changed to include this version and a test aircraft, with initially a four bladed propeller, was delivered from Fokker in 1933. From 1934-35 23 (F.V.63-85) of this version were built and the old versions were modernized. Since 1932 when a new defense law was implemented the workshops had changed name to "**Flyvertroppernes Værksteder**" as the flying service had changed name to "Hærens Flyvertropper". A C.V named III R (R-49) in Danish service was the only Danish aircraft shot down in the German attack on Denmark on April 9th 1940, both crew members were killed.

The new defense law stipulated an inventory of 2 fighter squadrons for which the army could only muster four Bristol Bulldog fighters having been procured in 1931. As those were quickly proven behind current developments another British type, the Gloster Gauntlet biplane fighter with a 605HP Bristol Mercury engine, was chosen as its replacement. Meanwhile the workshops had come to get used to the British construction methods of the time, a skeleton of steel tubes riveted together with a multitude of small metal plates covered with canvas. They were thus well prepared for the new challenge. One Gauntlet (K4081) was delivered on-covered in 1935 and from 1936 to 38 17 aircraft were manufactured (F.V.86-102). The Gauntlet fighters had been difficult to build, with no less than 3200 technical drawings needed, so it was welcomed when the Army decided to order for its second fighter squadron a "normal" Fokker construction as its first monoplane fighter. The Fokker D.XXI with an 825HP Bristol Mercury engine was built in 10 units from 1939 to 40. The Danish army was not satisfied with the armament so it was decided to equip the fighter with 2 Danish Madsen 20mm canons in gondolas under the wings, a work which was not finished on the 9th of April. Four aircraft were written of in the German attack on Værløse Air base and it has been revealed that the

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six survivors were in 1944 used by Luftwaffe by "Sonstigen Einheiten" until withdrawn in August 1944. The next project was the building of the Fokker G.I reconnaissance-bomber. In 1939 personnel went on training with Fokker and a series of 12 aircraft was started. At this time the works had been hugely enlarged by the new workshops at Værløse Air base covering 6500m² in addition to the old facilities at Kløvermarken which had grown to 3000m², the workforce had grown to 175 workers and 20 staff. The G.I's were planned to be delivered in August 1941, but building stopped after April 1940. After the German invasion the Danish Army and Navy remained in uniform and their aircraft went into storage under Danish control. In order to keep flying proficiency the two services were allowed to practice glider flying. For this purpose Flyvertroppernes Værksteder in 1941 built five S.G.38 gliders and in 1942 four Grunau Baby IIB's. The last of these received building number HFV 123 the last ever to be built by the workshops as they were sabotaged both in 1943 and 44.



The SAI KZ.II.S was tested by the Danish Navy in 1939 and 4 of a refined model ordered.

Skandinavisk Aero Industri-SAI (1939-59)

The aircraft company in Denmark which has produced most aircraft (186) is "Skandinavisk Aero Industri-SAI" Also known as Kramme & Zeuthen after its two designers/managers. Already in 1935 aircraft mechanic in the Navy V. Kramme had opened a private repair shop for civil aircraft at Kastrup near Copenhagen Airport. Here he got the task of building a "Pou de Ciel" for a Danish Newspaper and while doing this a young engineer K.G. Zeuthen challenged him to build a "real" aircraft whereby he asked back "why don't you design one?" Soon the first KZ aircraft, KZ I, was put together at "Burmeister & Wain", where Zeuthen was working, making its first flight on 24. February 1937 powered by a British ABC 38HP Scorpion engine. The Danish businessman, and Director of the F.L.Smith Cement conglomerate, Gunnar Larsen who was keenly interested in aviation (and later opened Aalborg Airport) had sponsored the engine and now arranged for the opening of the new company on 1. August 1937. Kramme became leader of production and Zeuthen of design. Zeuthen had already started the design of the next aircraft the KZ II Kupé (with an enclosed cockpit for two) which could make its first flight already on December 11th the same year. The first design the KZ I had been an all wood construction, but the KZ II was made with a fuselage of welded steel tube, a construction which was to become the standard for all KZ aircraft. Equipped with either a 90HP Cirrus Minor or Gipsy Minor engine 14 of the model were built. On 10.10.1938 the prototype KZ II Sport flew which instead of side-by-side accommodation had two seats in tandem. Twelve of these were delivered with a 105HP Hirth 504A engine. The rented workshop at Kastrup soon became too small for the successful company and in the spring 1939 Gunnar Larsen's company made a disused building at the Cement factory at Aalborg available. Aircraft test flying was performed from the new Aalborg Airport. Soon after the 2nd World War broke out, but construction continued among other of an order for the navy of 4 KZ II Sport modified for military flying and provisionally called KZ IIM (Marine). The German occupation sat a stop for further construction. The four aircraft for the Navy were completed but went straight into storage without being test flown. The German authorities insisted on the factory turn to producing parts for the German aircraft industry which was only agreed upon in order to get raw material for a civilian production of windmill blades, electrical automobiles and movie projectors. Meanwhile the factory prepared itself for business after the war and started in 1942 on the design of KZ III a two-seat touring aircraft aimed at being easy to fly.

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At this time the director of the in 1939 started Danish Ambulance flying Service "Zonen" approached the company and requested if they could design an aircraft to replace their British Monospar short take-off and landing aircraft. The new aircraft designated KZ IV was build with two DH Gipsy Major engines and could accommodate 2 pilots, 2 stretchers and one attendant. Despite its weak engine output the aircraft had an amazing short field performance being able to land on every populated Danish island. The aircraft was first flown in May 1944 and was delivered shortly to Zonen which took delivery of a second in 1948. As the German authorities had agreed to the building of an ambulance aircraft the SAI company now exploited this fact by offering the KZ III as an ambulance aircraft, the fact that the aircraft was too small to take a stretcher nobody apparently noticed. In 1943 the company moved from Aalborg to facilities at Hellerup just north of Copenhagen as the airport had been taken over by Luftwaffe as a major base. The prototype KZ III OY-DOZ flew on 11.9.44. SAI had arranged for a dealer in Sweden and in November 1944 a second KZ III was allowed to be exported there being sent by ferry unflown. May 5th 1945 saw the end of German occupation and SAI was in a very favorable position and could start an immediate series production of the KZ III of which 62 were produced at a new factory opened at Sluseholmen in the southern part of Copenhagen. Two KZ III were delivered to the Danish military and many were exported to Sweden, Norway, Iceland, Belgium and as far as India and Malaya. In 1946 the production of the KZ II was re-opened with 15 of the KZ IIT being delivered to the new Danish Air Force as their first trainer and a line of 8 KZ II Kupé which unfortunately were destroyed in a 1947 factory fire. The next type became KZ VII after the two early designs, the KZ V a twin-engined passenger aircraft and the KZ VI a twin-engined 4-seater taxi aircraft had been abandoned. The KZ VII was a 4-seater version of the KZ III powered by first a 125HP Continental engine and later by a 145HP version. It flew first as a prototype on 16.11.1946 and production was in full swing when the factory experienced a catastrophically fire on 17.2.1947. The fire destroyed 22 almost made KZ VII, 8 KZ IIK and a KZ IV as well as the company's design office and archive.

The Company faced a difficult future, but with amazing speed a former Luftwaffe hangar at Copenhagen airport which had been used for testing the aircraft was made into a production facility. Late in the summer of 1947 delivery could commence and soon the production was 2-3 aircraft a week. At this time an even worse disaster hit the company. In order to get permission for import of essential engines and flight instruments a re-export of 80% had to be proven and that was difficult in the war aftermath. In addition the after war euphoria for flying ebbed out and added to the economical problems the export countries were experiencing. The final straw was that the main owner of the SAI, the F.L. Smidth Company decided to opt out and concentrate on the production of machinery for cement manufacturing. At the end of 1947 SAI had to cease production and most of the work force was laid off. Kramme and Zeuthen, however refused to give up and with the help of another business man M. Harttung they took over the company which now continued on a reduced scale with the main concentration on maintenance. Here the Danish military came in and ordered 10 KZ VII which were delivered in the summer of 1948. Until 1954 when production of the KZ VII stopped a further 14 aircraft were made, mostly for export. Of new designs the KZ VIII was a special aerobatic demonstration aircraft ordered by Sylvest Jensen and first flown 14.11.1949. Designed by the later renowned Björn Andreasson it was constructed of wood. Two of these aircraft were made. The KZ IX was made in 1949 as a replica of the Ellehammer aircraft, but originally it was a designation project for a military trainer which found no interest with the Danish military as they had more Harvard trainers than they could use. The KZ X became the last KZ design put into production. It was a two-seat AOP version of the KZ VII powered by a 145HP Continental engine flown first 29.9.51. During 1952 twelve were delivered to the Danish Air Force. Unfortunately the type experienced several (4) structural break ups in the air. It was forwarded for tests at Farnborough and although no faults could be found even when the aircraft crashed during the tests, it was withdrawn from service in February 1955 and finally broken up in 1959. The engines were used to re-power the Air Force KZ VIIIs, which later in their career, when the Army's Piper Super Cubs were destroyed in a hangar fire, actually took over the AOP duties planned for the KZ X. The final design which, however, was not build was the KZ XI an agricultural aircraft of 1952. After this the factory turned towards the manufacture of various metal parts like steel cabinets and shelves and in 1963 they moved from the hangar in Copenhagen Airport. At the same time the rights to the designs, tools and spare parts were sold to Scanaviation. Thus after having built 186 aircraft of own design aircraft construction, apart from hobby design and building came to a halt in Denmark

List of manufactured aircraft for military purposes:

Burmeister & Wain Shipyards (Berg & Storm) (1909-1911) (3 aircraft)

B&S I (1) 1909 for civil use
B&S II (1) 1911 for civil use
B&S III (1) 1911

Orlogsværftet Flyvemaskineværksted (1913-1943) (96+12 not finished)

F.B. II (8) 1914 (O.V.1,2,4,5,8,10,14,19)
F.B. III (10) 1915-1917 (O.V.3,6,7,9,11,13,16-18,20)
F.B. IV (3) 1917-1918 (O.V.15,21,23)
Friedrichshafen F.F.29 (copy of stranded aircraft) (1) 1917 (O.V.12)
F.B. V (3) 1919 (O.V.26,28,29)
H.B. I (4) 1918-1919 (O.V.22,24,25,27)
H-Maskine (constructed and partly built for the Army)(4) 1918
H.M.I (Hansa-Brandenburg W29 copy)(15) 1922-27 (O.V.30-42, 51,52)
L.B. I (Avro 504N license/copy) (3+2 rebuilt Avro 504K) 1925-1926 (O.V.43,49,50)
L.B. II Dankok (Hawker Danecock license)(12) 1927-1928 (O.V.46-48, 53-61)
H.M. II (Heinkel H.E.8 license) (13+3) 1929-1931, 1938 (O.V.62-74, 90-92)
L.B. V (Hawker Nimrod license)(10) 1934-1935 (O.V.76-85)
L.B. IV (Avro Tutor license) (3) 19A-937 (O.V.86,87,89)
L.M. I (Fairey P.4/34 license)(12 not completed) 1938-1940 (O.V.93-104)

Tøjhusværkstederne (1915-24), Flyverkorpsets Værksteder (1924-32)

"Flyvertroppernes Værksteder" (1932-1943) (124+12 not finished)

D.K.I (1) 1916 (D.K.1)
D.K.II (1) 1916 (D.K.2)
Vickers F.B.5 (License)(12) 1917 (T.V.1-12)
L.V.G. B III (Copy) (4) 1920-1926 (L.V.G.2-5)
H-Maskine (Designed by Orlogsværftet)(5) 1918 (H.1-9)
Fokker C.I (License)(3) 1925 (F.V.31-33)
I O-Maskine (14) 1926-1929 (F.V.34-48)
II O-Maskine (8) 1932-1935 (F.V.55-62)
I R (Fokker C V M/26 license)(7+6) 1927-1930, 1931 (F.V.49-54)
II R, (Fokker C V M/33 license)(11) 1934 (F.V.63-73)
III R (Fokker C V M/33 license)(12) 1935 (F.V.74-85)
II J (Gloster Gauntlet license)(17) 1936-1938 (F.V.86-102)
III J (Fokker D. XXI license)(10) 1939-1940 (F.V.103-112)
(IV R) (Fokker G. I license not completed) (12) 1939-(1941)
S.G.38 School gliders (5) 1941 (HFV 115-119)
Grunau Baby gliders (4+5 for civil use) 1942, 1943 (HFV 120-123)

A/S Nielsen & Winther-Aeroplanafdeling (1916- summer 1919) (14(21?) aircraft)

Aa (6) (constructed with help of Thulin Sweden) 1917

Skandinavisk Aero Industri A/S S.A.I. (Kramme & Zeuthen) (1937-1963) (186)

KZ IIM (4 navy trainer version) del. 1940 not flown (KZ.38-41)
KZ IIT Trainer (1 prototype+15 of military version) 1946 (KZ.37, SAI 109-123)
KZ III (65 of which 2 of military version) f.f.11.9.44 OY-DOZ (KZ.42,45-49), SAI 50-69,71-108)
KZ G-1 (1) 1943 primary training glider (KZ.44)
KZ VII f.f. 16.11.46 OY-DUO/124 (56 of which 10 of military version) (124,135, 148-201)
On 18.2.47 a factory fire destroyed 22 aircraft under construction (125-134,136-147).
KZ X (12) f.f.29.9.51 OY-ACL/205 (SAI 206-217)



A model of the Navy Fairey P.4/34 12 of which would be completed in late 1940.



12 Fokker G.I were under construction by the Army Workshops and would have been completed in 1941

CHAPTER 5

Flyvevåbnet -the Royal Danish Air Force



Introduction

The initial build up and organisation (1950-1957)

In May 1945 Denmark became in no doubt about who was going to be the future enemy. Soviet bombardment of Bornholm island in the Baltic Sea and their subsequent (although fortunately short) occupation of the island quickly put Denmark in the western Allies camp. Active support of the small Danish Communist Party and the submission by the Soviet Union of eastern Europe as well as their policy against Finland made Denmark highly suspicious of Soviet intentions. This situation was further highlighted with the Berlin Blocade and on September 9th 1948 several formations of Russian bombers flew low over Bornholm and buzzed the towns and villages while warships placed themselves around the island. Consequently Denmark joined NATO on October 4th 1949 after a Nordic defence pact had failed to materialize. This event would govern Danish foreign and defence policy for more than half a century - actually still does. For Danish military aviation this became a milestone of all importance.

At the close of the Second World War the time was right for a fundamental re-appraisal of Danish defence policy and a reorganisation of the Danish Defence Forces. Even before the war, most countries had already established an independent branch of the armed services, whose primary task was air defence. This backdrop, accentuated by the lessons of WWII, gave rise to a broad consensus of opinion in favour of organising Danish military aviation in a similar, independent branch of the Armed Services.



Left: The first Danish pilots after the 2. WW on training in England in 1945 Right: The delivery photo of the first two aircraft to Denmark on 30 November 1945 (Percival Proctors)

The Founding of the Air Force

The Danish Air Force or "**FLYVEVÅBNET**" in Danish was established by law on May 27th 1950 by amalgamating the Army and Naval Air services. Already after the end of the 2nd World War it had been the plan to establish an independent air force and since December 1st 1947 a unified planning office had been established (Hærens og Søværnets fælles flyveledelse) headed by Lt. Col. Kaj Birksted, who had served during WWII in the Norwegian squadrons of the Royal Air Force in England. He was the Commanding Officer a Spitfire wing in the closing months of the war, with the rank of Wing Commander. The Danish Legislature

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passed a Bill governing the "Centralised Leadership of the Defence Forces," on the 27th May 1950. Law No. 242 amalgamated the Ministry of War and the Ministry of Naval Affairs into a single Ministry of Defence and decreed the establishment of the Royal Danish Air Force with effect from the 1st October 1950.

When Denmark had joined NATO in 1949 it became evident that much larger defence obligations would be required, but on the other hand large amounts of modern material could be expected donated or at give away prices. Initially the new air force had a force of 180 aircraft of no less than 14 different types with personnel of about 1.400. The most modern equipment was a squadron of Meteor Mk.4 fighters having been acquired by the Navy in late 1949. Otherwise the "armed" force consisted of the 17 leftovers of 38 Spitfire Mk.IX's bought at give away prices in 1947-48; they could only be considered as fighter trainers.

The new air force was initially planned as a force for Air Defence (a la the Battle of Britain's Fighter Command) with a force of between 15 and 20 fighter squadrons. A new organisation under "Flyverkommandoen" (The Air Command) was divided into two geographical Operation Centres, East (Copenhagen and Værløse Air Bases and the Avnø Training Field) and West Base Command (Aalborg, Tirstrup, Karup, Vandel and Skrydstrup Air Bases - all very extensive ex. Luftwaffe bases). Initially some of the old aircraft units were renamed, 1. Luftflotille (Navy) became Eskadrille 721, 4.Eskadrille (Army) became Eskadrille 722, 3.LF(Navy) with Meteor Mk.4 became Eskadrille 723, Eskadrille 724 was new formed expected to receive recently ordered Meteor Mk.8 fighters and finally Eskadrille 725 formed from the cadre and equipment of 5.Eskadrille (Army) flying Spitfires. Quickly, however, all this was eventually changed and soon pilot training was moved to USA and Canada for NATO standardisation (until 1965 45 yearly pilot training positions were allocated to Denmark) and almost immediately and eventually 6 F-84E and 238 F-84G Thunderjets were received through MAP (Military Aid Programme) to form two for the times powerful fighter-bomber wings (instead of the planned force of air defence fighters probably mirroring American air power theories).

The first priorities

As already mentioned above one of the first objectives for the air force was to establish an air defence of Denmark. Soon after its birth in 1950 a British Marconi-293 marine radar was taken over until the next year three British ASTA search radars and 2 height finding radars were acquired. The anti-aircraft batteries were under the army and they also acquired a number of radars. Then in 1955 the Military Aid Program (MAP) delivered five new complete air defence radar stations being placed at advantageous locations in Denmark and during the next many years those sites were constantly updated. The fighter force serving the system was not impressive, but compared to what was on hand before 1940 powerful (and additionally it was planned and expected that in the case of war 2-3 American fighter Wings would deploy to Danish bases). Eskadrille 723 exchanged their Meteor Mk.IV's in December 1952 for 20 Meteor NF.11 night fighters and moved from Karup to Aalborg where they joined Eskadrille 724 which had received 20 Meteor Mk.8 fighters in 1951. (Aalborg is the Danish base which is the furthest away from the potential enemy coming from the east and considered out of reach of the then MiG-15 fighters!) During the period 1950-56 the new air force trained extensively in counter air, ground attack and TASMO (Tactical Air Support for Maritime Operations) in recognition of the important defence of the outlet of the Baltic Sea. There was a real competition among the squadrons on who could produce the most flying hours, highest scores and being the first to introduce new weapons and procedures. Large numbers of newly trained (very young) pilots arrived from 1952 onwards and initially the Meteor squadrons were the only having a 2-seater conversion trainer, the Meteor Mk.7. For the large number of F-84G aircraft no 2-seater trainer existed, but in 1953 a small number of T-33A trainers were received. Initially they were, however only used as instrument flying trainers until a "real" training flight was formed in 1956. The results of this policy soon became evident, from 1950-55 no less than 79 aircraft crashed killing 62 crew members.

(in 1954 this had the effect that the whole Air Force was grounded for a period while the British Air-Marshall Sir Saunders was called in to advice on how to rectify the situation. As a result The Air Force was reorganized in 1955. The old structure was discarded and replaced with three branch headquarters, i.e., Tactical Air Command Denmark, Air Material Command and Training Command. The new organization ensured a direct chain of command in operations, logistics and training. The Air Stations were also reorganized along British lines, into operations, materiel and administration. The re-organization created an efficient Air Force, air-minded and air-worthy and largely solved most problems and losses decreased.

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Air Order of Battle 1956:

Tactical Air Command (Karup Air Base)

Aalborg Air Station: (FSNAAL)

ESK723 *AW Meteor NF.Mk.11 (19)*
ESK724 *Hawker Hunter F.Mk.51 (29)*
TRNFLT *T-33A (7), F-84G (11)*
STNFLT *Meteor F.Mk.8 (11) T.Mk.7 (4) KZ.VII (2)*

Karup Air Station (FSNKAR)

ESK725 *F-84G (20)*
ESK726 *F-84G (20)*
ESK727 *F-84G (20)*
FR/PR FLT *RF-84G (7)*
STNFLT *Meteor F.Mk.8 (2), T.Mk.7 (1) KZ.VII (1)*

Skrydstrup Air Station (FSNSKP)

ESK728 *F-84G (20)*
ESK729 *F-84G (20)*
ESK730 *F-84G (20)*
STNFLT *KZ.VII (1)*

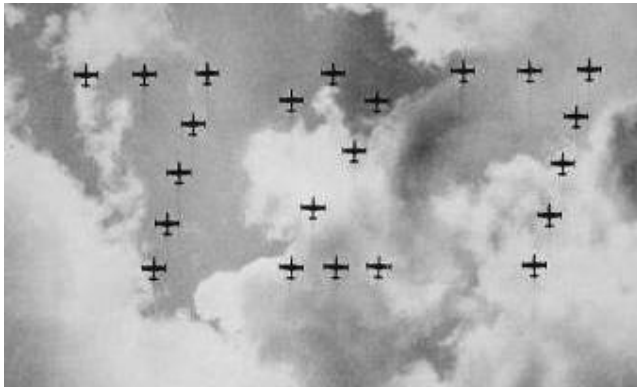
Værløse Air Station (FSNV&Aelig;R)

ESK721 *C-47A (8), PBV-5A (8), Bell 47D (2)*
ESK722 *S-55C (7), Pembroke C.Mk.52/2 (6)*
STNFLT *KZ-VII (2), Firefly (5), Harvard T.Mk.IIB (8)*

Air Training Command

Avnø Air Station (FSNAVN)

Flyveskolen *Chipmunk T.Mk.20 (26)*



The F-84G years, 727 Sqd. Is displaying its power



The Hunter interceptors of 724 Sqd. lined up.

In the same period, the operational results were impressive, during national and NATO exercises (among others MAIN BRACE, SCANDEAK and TASMO as well a local national yearly exercises) the Danish fighter defence was successful in "downing" RAF and USAF attacking bombers and fighter-bombers and preventing ships sailing through the Danish Belts. (As the new Luftwaffe had not been born yet this task was up to the Danish F-84G squadrons.) The Danish fighter force was supplemented with British fighters based in Schleswig-Holstein so when a renewal of the by 1955 totally outclassed Meteor Mk.8's was due, the British Hawker Hunter was selected and paid for by national funds. In the beginning of the fifties Denmark considered itself (correctly) of being under air threat from the east and there were periods of un-identified aircraft overflying areas of Denmark (at the time it was seen as Russian infringements, but recent investigations has actually revealed that it was American RB-45C spy aircraft returning from overflights of Russia!). Consequently the Meteor night fighters were several times deployed to Værløse Air Base in order to cut off the intruders. Of importance was it that three times Polish defectors landed their MiG fighters at the small airfield at Rønne on Bornholm island having been told by their masters that there was a large American Air Base on the island (real lack of knowledge or propaganda?). Starting in January 1956 30 Hawker Hunter Mk.51 one-seaters and 2 T.Mk.53 trainers (later supplemented with 2 ex.RNethAF examples) were received re-equipping Eskadrille 724 initially based at Aalborg. After having squared out many technical problems the Hunters became the darling of the Danish fighter pilots despite the fact that their only armament was their quartet of 30mm canons (which could course engine flame out if fired at high levels).

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Of less flamboyance, but equal important was the delivery of four batteries of Nike-Ajax/Hercules anti-aircraft missiles under Army command being based in a ring around Copenhagen (10.LUFTVÆRNSAFDELING with 4 batteries was established on 15.June 1959 after the missiles were delivered (officially) on 6.May 1959). (supposedly for the defence of the city, but probably placed on the supposed route of Russian bombers on their way to England). An interesting secondary Army role of the Nike missiles was that of anti-bridgehead bombardment if WARPAC forces tried to land on the island of Sjælland, the Danish main island. The missiles joined the Air Force on the 2nd July 1962, when the missiles were transferred from the Army to the Air Force, which established LUFTVÆRNSGRUPPEN (the Air Defense Group). All elements of the Danish air defense thus came under direct responsibility of the Air Force. By the late fifties also the Danish night-fighter force of Meteor NF.Mk.11's was totally outclassed and NATO via MAP in June 1958 landed by aircraft carrier two squadrons of 38 cocooned F-86D all-weather fighters at the harbour of Aalborg. Here ESK723 converted to the new equipment on 27.July 1958, ESK726 flying F-84G's at Karup moved to Aalborg and converted the same year. When a second batch of 18 F-86D's arrived in 1960 ESK728 at Skrydstrup also converted. The F-86D, which was devised as a high altitude bomb destroyer, was a disaster in Danish service, much of the time many of the aircraft were grounded with technical problems. If they became airborne the unreliable fuel system caused flame outs in un-countable cases with the result of loosing aircraft and if unlucky pilots.(a third of the aircraft (20) crashed, but due to 16 successful ejections only one pilot was lost). The armament which consisted of un-guided 2.75 inch rockets never really became useful as the first generation aiming computer was not properly working. First, when later in its career in 1961, the fighters were equipped with Sidewinder missiles did they have any real chance of hitting a moving target (but too late as they were soon replaced by F-104G's). The nineteen-fifties were overshadowed by the Korean conflict, the middle east war and the Hungary uprising in 1956, but it was in the nineteen-sixties under the so-called "Cold War" that the Danish Air Force and its air defence came closest to war conditions. Several events made the force arm its aircraft with live weapons and put on general alert. The U-2 affair, the Berlin Wall episode, the Cuba crisis, the killing of President Kennedy and the Prague uprisings caused the enemy "air picture" to look more aggressive and many interceptions were made in the Baltic. Some reports indicate that during the "play" a Polish MiG-17 went into the sea. Danish photo-reconnaissance RF-84F's (the photo-flight at Karup was established in 1955 with F-84G(R) and received 11 RF-84F Thunderflashes in 1957, in 1960 it took over the number of ESK729 increasing its complement with an additional 12 aircraft) flew hundreds of missions photographing WARPAC warships approaching or passing the crucial Belts (Store Belt, Lille Belt and Øresund). The international treaty of the Belts called for all warships inclusive submarines to be sailing on the surface and it was thus an open window to photograph new designs. During the Cuba Crisis one Danish RF pilot was praying that a hot war would not break out at the instant when he was oblique photographing a Sverdlovsk type cruiser at a distance of 1 km and ALL guns (probably close to 50) on the ship was following him during the run. The rumour has it that on one instance a RF experienced a compass failure went across the DDR until recovering in Bavaria, resulting in a mad scramble of MiG's there.

Air Force Reductions

Ten years after the founding of the Air Force and fifteen years after the end of the Second World War, conditions in Denmark had changed. The Defence Bill of 1960 decreed cutbacks for the Air Force. The number of combat squadrons was reduced from eight and a half to seven, resulting in significant reductions in materiel and personnel. Routine in the Cold War and the dramatic expansion of the Air Force had come to an end. Training and military exercises were assuming a recognisable routine pattern. The various training units were well established. Basic training schools were busy turning civilians into national servicemen and despatching them to the Air Stations for service as fuel-tanker operators, firemen, perimeter guards, drivers and clerical orderlies. The Air Force Constable School was churning out permanent-staff specialists while the Sergeants School and the RDAF Officers Academy trained NCO's and Officers respectively. The Cold War was at its hottest and although the Air Force was at a high state of readiness and alert, there was a sense of routine about the situation. Constant exercises, night flying, tactical-evaluation alerts, (always at the most inconvenient time, if the participants were to be believed), were all part of daily - and nightly - life. So-called rotation of squadrons, in which Danish squadrons exchanged domicile with allied squadrons, provided the "change that was as good as a rest." It also gave Danish squadrons practice and experience in working together with the air forces of other NATO countries.

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An Interdiction Force

When the new German Air Force and Navy Air Force was created in the late fifties NATO aims for the Danish Air Force changed. In 1961 the NATO command of the air forces of northern Germany, Denmark and southern Norway came under a new unified command the AIRBALTAP responsible for the air defence of the Danish Belts and the Baltic Sea. Apart from the air defence of the area it was envisaged that interdiction Fighter Bombers based in Denmark would cut through the flanks of the Russian forces in Poland and DDR and thus the F-84G fleet was replaced by a powerful force of F-100D Super Sabres consisting of 48 one-seaters and 10 F-100F two-seaters. They arrived in batches during 1959 and 61 equipping two of the Karup Wing's squadrons ESK725 (1959) and ESK727 (1961) (ESK726 had converted to the F-86D in 1958) and ESK730 at Skrydstrup (1961). The in 1960 introduced new defence law cut the number of squadrons and the number of aircraft in each unit, but the influx of new material more than offset that. To finally improve on the All-weather fighter dilemma (and probably standardize with the German Air Force) two squadrons of the new F-104G Starfighter (25 one-seaters and 4 two-seaters) was offered by the MAP. They were delivered by aircraft carrier in mid-1964 and ESK726 (22 December 1964) and ESK723 (15 September 1966) at Aalborg converted to the brand new factory fresh aircraft. For the first time the Danish Air Force was in a possession of a real capable air defence fighter. (The F-104 fighters were the last aircraft delivered free of charge through MAP from then on all Danish Air Force aircraft have been paid for by national funds). Although the F-104G was equally capable of interception and interdiction the fighter in Danish service served only in the first role for several years (this had the positive effect that in the first 10 years of service only 4 were lost!). (When it later was decided to increase the number of aircraft in each squadron 15 Canadair CF-104's and 7 CF-104D's were bought second hand in 1971-72) and all the aircraft were camouflaged for the dual interceptor/fighter-bomber role.



An American carrier at Aalborg harbor with cocooned F-86D's. Handover of the first F-100s at Værløse Air Base

The F-100 fighter-bombers were for the time formidable weapons carriers being updated with "Bullpup" missiles and the squadrons trained hard in their tasks that in addition to the interdiction also still called for TASSO duties. Unfortunately the service career of the Super Sabre was not so "super" for Flyvevåbnet and the attrition rate was excessive, half of the number being lost in crashes, many of which could be attributed to target fixation during low level attacks over water. Furthermore, it was unfortunate that the overhaul of engines and afterburners was contracted out to an American company which failed to follow instructions and consequently a number of aircraft and crew were lost on that account. One interesting aspect of the planned interdiction missions over the Baltic Sea into Poland was that radio contact was to be kept via a Catalina aircraft circling over Bornholm at 10,000 feet (one wonders how long this would have lasted!). After the opening up of international airline traffic over Poland and DDR many ex. F-100 pilots now flying for airlines could with interest study their former assigned targets. A particular procedure was that pilots were issued with a blackeye-patch to cover one eye so in case of a nuclear blast at least one eye would not be blinded! A Danish Army Special Operations Force (Jægerkorpset) had been established in 1961 and with the help of American instructors trained in insertion by paratroop by night into Poland and DDR. For this purpose the C-47's of ESK721 trained in very low level flight by night (peacetime 500 feet, wartime planning called for 100 feet minus). In the sixties the Danish forces (but also the German Naval Air Force F-104's flying so low that they drew keel-wave on the sea) increased their reconnaissance of the Baltic Sea with both fast jets and slow Catalina flying boats and Atlantic electronic reconnaissance planes. The Catalina was equipped with Decca Navigation Systems and could thus navigate to within 10 meters accuracy. It was their task, by day, at low level to enforce the 3 mile sea territorial border to the DDR and Poland EXACTLY. On board were special intelligence officers to photograph, film and evaluate the reaction.- It was FURIOUS by the various small patrol boats laying along the coast, the Catalinas were not shot at, but large parachute flares were fired at it while the coastal defences were photographed - I think it was pure luck that nobody was hurt!

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Missiles and Electronics

The Soviet Union was in the midst of a massive surface-to-air (SAM) missile-development effort in the sixties. Missile batteries blossomed in profusion throughout Eastern Europe, particularly in the ground-based air-defence networks protecting airbases. In light of these developments, the Danish air defence equation was again revised and improved. The strategy of Allied reinforcement of Denmark in the event of a major crisis was being developed and it became clear that successful reinforcement operations were entirely dependent on an effective air defence capability. SAM's joined the Air Force on the 2nd July 1962, when the Missile Defence Group was transferred from the Army to the Air Force. All elements of the Danish air defence equation were now the direct responsibility of the RDAF.

Various factors conspired to make an upgrade of the Command and Control System necessary. The new Mach. 2 fighters present in the Baltic Sea, equipped with limited-range radar and limited endurance, required a fully up to date Command and Control System. Precise ground controlled interception was a must. The high speeds involved made a manually operated system inadequate. In 1961, the development and building of a NATO-financed, early-warning and control system was launched. This, the NATO Air Defence Ground Environment System, became known by its acronym, NADGE. The system was based on modern computer technology enabling precise, real-time track and intercept fixes and was fully operational by 1972.



The F-104G the first Mach 2 aircraft of the RDAF

The multifaceted Air Force (AWF, FB, SAR, TRP)

Already the F-100D was fast becoming obsolete, and the Air Force went on the market for a replacement in 1967. The Swedish Draken was the winner being chosen as a fighter-bomber, although in reality equally good (or better) as an interceptor, in close competition with the French Mirage V and the American F-5E Freedom Fighter. From September 1970 to May 1971, SAAB delivered 20 F-35 Drakens to ESK725 at Karup Air Base. The Squadron's F-100D's were spread among the other F-100 squadrons in the Air Force. A second squadron of Draken aircraft, 20 RF-35 photo-recce variants with nose-mounted cameras and three TF-35 two-seat trainer versions were delivered to Squadron 729 also in Karup. They replaced the last remaining RF-84F Thunderflashes. During their career those excellent warplanes were constantly updated to the latest state of art. Despite an increased threat from the WARPAC forces in the Baltic Sea (in 1975 alone WARPAC aircraft sometimes in formations with as many as 50 bomber aircraft no less than 110 times made westward flights towards Danish territory only to turn just before reaching it) the seventies were characterized by shrinking defense budgets and personnel redundancies. The top tiers of the Defense Forces were re-organized. The individual Service Headquarters were disbanded and replaced by reduced staffs in a new Defense Headquarters. In Flyveåbnet, the Training Command was disbanded, while Air Tactical Command and the Air Materiel Command were retained, but with revised areas of responsibility.

Tactical Air Command (Karup Air Base)

Aalborg Air Station: (FSNAAL)

ESK723	F-104G(16)
ESK726	F-104G(16)
STNFLT	T-17(1)

Karup Air Station (FSNKAR)

ESK725	F-35 Draken(16)	TF-35(7)
ESK729	RF-35 Draken(16)	TF-35(3)
STNFLT	T-17(4)	

Skrydstrup Air Station (FSNSKP)

ESK727	F-100D/F(16)
ESK730	F-100D/F(16)
STNFLT	T-17(1)

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Værløse Air Station (FSNV&Aelig;R)

ESK721 C-130H(3), C-47A(8), T-17(3)

ESK722 S-61A(8), Alouette III(8)

Air Training Command Værløse Air Station

Avnø Air Station (FSNAVN)

Flyveskolen T-17(14)

Air Defense Group (Skalstrup Air Station, Tune)

ESK531 (Gunderød) Nike-Hercules

ESK532 (Kongelunden) Nike-Hercules

ESK533 (Sigerslev) Nike-Hercules

ESK534 (Tune) Nike-Hercules

ESK541 (Middelgrundsfortet) IHAWK

ESK542 (Aflandshage) IHAWK

ESK543 (Højerup) IHAWK

ESK544 (Tune) IHAWK

ARMY Hærens Flyvetjeneste (Army's Flying Service) (Vandel Air Station)

Hughes H.500M(15) T-17(9)



The first F-35 Drakens on arrival at Karup Air Base on 1st of September 1970

At the time a positive event was the modernization programme involving the acquisition of the Draken and three C-130 Hercules as replacements for the ageing C-54's. Flying Training was also rejuvenated. The veteran Chipmunk, the primary trainer at Air Station Avnø since 1950, was replaced by the Swedish SAAB SUPPORTER, T-17, in 1975/76. Still all Danish pilot and navigator trainees continued to receive their basic and advanced training with the U.S. Air Force. Realistically seen the Air Force offensive capability had never been more powerful with two combat squadrons deployed on each of the major Jutland air stations - F-104's on Ålborg, F-35 Draken's on Karup and F-100 Super Sabres on Skrydstrup, while Air Station Værløse housed the modernized transport and SAR squadrons.

NATO planning also called for modernized infrastructure with hardened air bases so an extensive building program was initiated on the air stations at this time. Workshops, air-traffic-control facilities, hardened aircraft shelters (HAS) - (reinforced concrete shelters for the dispersal and protection of individual aircraft), command-bunkers as well as the repair and enlargement of runways and taxiways made mobile concrete mixers a familiar sight on the various air stations. (It is terrifying to realize that all this would have been in vain as we now know that the Soviet war plans called for a wipe out with nuclear bombs of virtually all larger Danish military installations and cities on the FIRST day of an attack - this despite the official declaration by the Danish Government that it had refused the basing of such weapons on Danish grounds). Planned reinforcement by allied forces meant annual visits of varying duration. Smooth co-operation between the host unit and the visitor became a natural part of these exercises, and improved the operational efficiency of both parties. For the first time in the history of Danish military aviation, a decision was made in 1975 to place an order for an aircraft, which was still at the prototype stage of development. Parliament passed legislation authorizing the purchase of F-16 fighters to replace two squadrons of F-100's. The order represented the largest acquisition of military materiel ever made in this country.

DANISH MILITARY AIRCRAFT

Into a new era

The first F-16 delivered to the RDAF landed on Air Station Skrydstrup on the 18th. January 1980. It was piloted by Major Christian Hvidt, 727's Squadron Commander with the incumbent Chief of Defense Denmark, General Knud Jørgensen, in the back seat. The rest of the F-16's followed in quick order, and by the 1st. July 1981, the Squadron was declared operational. The F-100 had reached the end of its service, unfortunately marred in the final years by a number of accidents, several of which resulted in fatalities. Squadron 727 was the first to be equipped with the new multi-role aircraft - a tremendous air-superiority and ground-attack fighter. The initial order was for 58 aircraft. A further 12 were purchased under the Defense Bill of 1984 and later, a number of second-hand USAF aircraft - attrition replacements - were purchased. The F-16 Fighting Falcon was with the retirement of both the F-104G in 1984 and the F-35 Draken in 1993 the only fighter in service with Flyvevåbnet. 69 aircraft were deployed in four squadrons, two on Air Station Aalborg (ESK723 and 726) and two on Air Station Skrydstrup (ESK727 and 730).

Besides the four F-16 squadrons, Danish air defense was boosted first in 1971 when it was declared operational in the NATO integrated radar system NADGE (comprising a Command and Control System of six radar stations and associated command and control facilities) and later in 1982 when the AWACS flights became operational and Skrydstrup Air Base became a ground station in the system. Eight Hawk squadrons (the Nike system was replaced in 1983 with an additional four Hawk squadrons leased from USA) having been deployed as mobile units over most of Denmark, and Anti-aircraft artillery (AAA) at every Air Station, replaced in 1996 by six STINGER squadrons.

Air Order of Battle 1990:

Tactical Air Command (Karup Air Base)

Aalborg Air Station: (FSNAAL)

ESK723	F-16A/B(16)
ESK726	F-16A/B(16)
STNFLT	T-17(1)

Karup Air Station (FSNKAR)

ESK725	F-35 Draken(16) TF-35(9)
ESK729	RF-35 Draken(18)
STNFLT	T-17(4)

Skrydstrup Air Station (FSNSKP)

ESK727	F-16A/B(16)
ESK730	F-16A/B(16)
STNFLT	T-17(1)

Værløse Air Station (FSNVÆR)

ESK721	C-130H(3), Gulfstream III(3) , T-17(3)
ESK722	S-61A(8), Alouette III(8)

Air Training Command Værløse Air Station

Avnø Air Station (FSNAVN)

Flyveskolen	T-17(14)
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Air Defense Group (Skalstrup Air Station, Tune)

Hawk Afdeling Vest (Hawk Department West) (Karup AS)

ESK531 (Odense)	IHAWK
ESK532 (Odense)	IHAWK
ESK533 (Skrydstrup AS)	IHAWK
ESK534 (Karup AS)	IHAWK

Hawk Afdeling Øst (Hawk Department East) (Tune)

ESK541 (Stevsfort)	IHAWK
ESK542 (Aflandshage)	IHAWK
ESK543 (Højerup)	IHAWK
ESK544 (Tune)	IHAWK

NAVY Søværnets Flyvetjeneste (Navy's Flying Service) (Værløse Air Station)

Lynx Mk.80/90 (7)

ARMY Hærens Flyvetjeneste (Army's Flying Service) (Vandel Air Station)

Hughes H.500M(14), T-17(9)

This was the situation in late 1989 when suddenly the whole enemy picture vanished (as controllers will testify almost from day to day). With hindsight it is really amazing that nothing serious happened in the Baltic area during these years (apart from a Swedish C-47 and Catalina shot down in the early fifties). Hundreds of aircraft with

DANISH MILITARY AIRCRAFT

armed guns, and sometimes hot missiles during times of tension (Danish aircraft flew with inert red painted missiles during peace time), flew thousands of patrols for almost 40 years and one can say, at least for the Danish aircraft, not a single shot was fired in anger. There probably were aircraft lost during "play" between young hot pilots, but not any Danish. In the history of world aviation there probably has been no place where so many different types of aircraft were deployed from sea level to 80.000 (SR-71 which occasionally would paint the radar screens to the amazement of the observers) under such heavy activity. With the fall of the Berlin Wall and later the dissolution of the Sovjetunion in 1991 at least this flaming point disappeared. Significantly the AIRBALTA command was dissolved on October 1st 1993. The next period, however, brought the Flyvevåbnet into real shooting conflicts for the first time in its history as will be described in the next part.

Because of the changed world situation, the powers-that-be in many member nations of the western alliance have cashed in on the so-called peace dividend. One consequence of this is the demise of the reinforcement agreements Denmark has had with the USA among others. The strategic military dumps have been emptied and the materiel shipped home. The facilities are now used for other purposes. NATO's transition to a new force- and command structure has had consequences for the RDAF. Partnership for Peace (PfP) and co-operation with the Baltic States requires increased flexibility and as always, new friends create new demands and generate new incentives.

The F-35 Draken was phased out of service in the early '90's and the squadrons on Air Station Karup were disbanded. The Flying School was transferred from Avnø to Karup. Avnø, that venerable institution in Danish military flying is now history. Nevertheless, in its new location and true to its traditions the School continues to introduce candidates from all three Services to Danish military flying. RDAF Station Tirstrup was de-commissioned in the middle of the '90's. The disbandment of the reconnaissance squadron prompted the development of a new and ingenious replacement. Recce tasks requiring photographic coverage became executed by the F-16 with the aid of a newly developed sensor pod mounted for the specific mission. With The Danish International Brigade in mind, the Air Force has developed and built a MEDEVAC (medical evacuation) container for the transport and en route treatment of the sick and the wounded. The container is custom built for the C-130 Hercules into which it can quickly be loaded and provides doctors and nurses with the ideal conditions for continued treatment of casualties while under way. Self-protection systems for the C-130 Hercules have been developed and are operational. Air Materiel Command, in close co-operation with Therma Elektronik-Aarhus and Per Udsen-Grenaa developed the protection and photographic equipment for the package.

The F-16 has been through a so-called MLU - Mid-Life Update. The aircraft and its systems were renovated and fully upgraded. The upgrade is expected to extend the operational life of the system as a whole by 10 to 15 years. The HAWK system was likewise being modernised and the STINGER system was introduced into service.

A New Command and Control System. Air Defence Forces are employed to best advantage on the principles of centralised command and de-centralised execution. Information technology has made it possible to realise this principle by integrating all elements of the air defence equation into one system. This system, the NATO Command and Control System (ACCS) with far-reaching effects on the Danish command and control system of the future. Information technology has already revolutionised significant elements of the management and administration of the Air Force as a whole.

The Search and Rescue Squadron, 722, has over the years carried out innumerable search and rescue operations and in recent years, an increasing number of "Samaritan" missions, i.e. the transport of patients from one hospital to another. The instrument of the Squadron's successes over the decades, the S-61A Sea King helicopter, had reached the end of its useful life. It was after a long introduction period by the EH.101 "Merlin Joint Supporter" in 2010.

With its three C-130H Hercules, the transport squadron has carried out many and varied missions in Europe and in Greenland. It regularly supplies Station Nord, which because of the ice barrier is dependent on air supply. The Gulfstream III was permanently assigned to fisheries inspection around the Faeroes and in Greenland and increasingly for environmental monitoring of Danish coastal waters. It has been replaced by 4 Challenger CL-604s in Squadron 721.

DANISH MILITARY AIRCRAFT



Policing the Air Space and Sea surroundings of Denmark, the Faroe Islands and Greenland, the F-16 and C1.604

New Assignments in NATO

Since the 1st. January 1996, a F-16 Squadron has been earmarked for service with NATO's Immediate Reaction Forces and a HAWK Squadron for NATO's Inter- Regional Relief Forces. Detailed Contingency Planning for both squadrons is complete and the logistic backup is in place. Both squadrons participated in Exercise Dynamic Mix by deploying to Amendola in Southern Italy and completing their assignments from the air base there. Personnel gained valuable knowledge and skills in deploying to the south of Europe and in the conduct of operations from foreign bases, an experience, which will be of benefit not only to the squadrons concerned, but also to the Air Force as a whole. Between the 13th.October and the 8th.November 1998, six F-16's from Squadron 730 stationed on Skrydstrup, deployed to Italy as part of the NATO Immediate Reaction Forces and participated in Operation Allied Force.

APPENDIX 1 (SQUADRONS AND THEIR EQUIPMENT)

ESKADRILLE 721 (8/1/1951-current)

FSN København(-11/4/56) Værløse Air Station(11/4/56-1/3-04), Aalborg Air Station(1/3-04-current)

Sea Otter(-May 53), Oxford(-1/6/53), B-17G(-1/10/53), PBY-5A/6A(-1/5/61,1/2/66-13/4/70), Bell 47D(1/2/53-23/7/56), C-47A(1/4/54-30/7/82), C-54D/G(27/8/59-31/1/77), C-130H(30/4/75-1/10/04), T-17(Jun.76-current), Gulfstream III(11/3/82-30/9-04), C1-604 Challenger(25/11/99-current), C-130J-30(1/4/04-current)

ESKADRILLE 722 (8/1/1951-current)

Værløse Air Station(11/4/56-7/1/04), Karup Air Station (7/1/04-current)

Spitfire Mk.IXE(-1/6/55), Spitfire Mk.XI(-1/6/55), Oxford(-1/6/53), Harvard(-31/7/56), Firefly(Aug.51-31/7/56), KZ.X(1/2/53-Feb.55), KZ.VII(1/2/53-31/7/56), Bell 47D(31/7/56-Nov.58), Pembroke (Nov.56-1/12/60), S-55C(11/4/57-1/9/66), AB.47J(May 58-Apr.66), PBY-5A/6A(1/5/61-1/2/66), Alouette III((2/6/62-1/12/82), S-61A(Apr.65-current), Merlin Mk.512(10/1/2006-current)

ESKADRILLE 723 (8/1/1951-8/1/01)

Karup Air Station (-1/12/52), Aalborg Air Station: (1/12/52-8/1/01)

Meteor F.IV/T.7(-1/12/52), Meteor NF.11(1/12/52-31/5/59), F-86D(27/7/58-6/5/65), F/TF-104G(15/9/65-1/1/84), F-16A/B(1/1/84-8/1/01)

ESKADRILLE 724 (8/1/1951-1/4/1974) (7/8/2003-current)

Karup Air Station (-16/6/52), Aalborg Air Station (16/6/52-10/6/58), Karup Air Station (10/6/58-16/3/59), Skrydstrup Air Station(16/3/59-1/4/74), Karup Air Station (7/8/2003-current)

Meteor F.8(20/1/51-9/6/56), Meteor F.IV/T.7(1/6/54-9/6/56), Hunter F.51(12/3/56-1/4/74), Hunter T.53(14/11/58-1/4/74), Hunter T.7(17/12/67-1/4/74) H.500M(7/8/2003-15/9/2005), AS.350L(7/8/2003-current)

ESKADRILLE 725 (8/1/1951-1/1/92)

Karup Air Station (8/1/51-1/1/92),

Oxford(-12/12/53), Harvard(-26/3/52), Spitfire Mk.IX(18/5/51-1/10/51), F-84E(12/10/51-8/11/52), F-84G(13/6/52-20/3/61), F-100D/F(20/3/61-1/1/70), F-35/TF-35(1/9/70-1/1/92)

ESKADRILLE 726 (1/8/1952-10/1/06)

Karup Air Station (1/8/52-10/6/58), Aalborg Air Station (10/6/58-10/1/06),
F-84G(1/8/52-25/6/59), F-86D(23/8/58-30/6/64), F/TF-104G(22/12/64-30/6/86), F-16A/B(1/1/86-10/1/06)

ESKADRILLE 727 (1/11/1952-current)

Karup Air Station (1/11/2-1/4/74), Skrydstrup Air Station(1/4/74-current)

F-84G(1/11/52-1/9/59), F-100D/F(16/5/59-1981), F-16A/B(28/1/80-current)

ESKADRILLE 728 (22/5/1953-31/3/1966)

Karup Air Station (22/5/53-1/8/53), Skrydstrup Air Station(1/8/53-31/3/66)

F-84G(22/5/53-31/8/60), F-86D(11/7/60-31/3/66)

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ESKADRILLE 729 (1/9/1953-23/12/93)

Karup Air Station (1/9/51-1/1/54), Skrydstrup Air Station (1/1/54-1/3/60), Karup Air Station (1/3/60-23/12/93)

F-84G (1/9/53-1/3/60), RF-84F (1/3/60-31/12/71), RF/TF-35 (24/5/71-23/12/93)

ESKADRILLE 730 (1/1/1954-current)

Karup Air Station (1/1/54-6/9/54), Skrydstrup Air Station (6/9/54-16/3/59), Karup Air Station (16/3/59-20/9/61), Skrydstrup Air Station (20/9/61-current)

F-84G (1/1/54-4/7/61), F-100D/F (4/7/61-11/8/82), F-16A/B (11/8/82-current)

FR/PR-FLT (3/1/1955-1/3/60) renamed ESK729

Karup Air Station (18/5/51-1/3/60)

RF-84G (3/1/55-Jul.57), RF-84F (Jun.57-1/3/60)

TRFLT (6/8/1956-15/4/66) renamed TRESK (-31/12/1974)

Aalborg Air Station: (6/8/56-15/4/66), Skrydstrup Air Station (16/3/59-1/4/74),

F-84G (6/8/56-May 1961), T-33A (6/8/1956-1/4/74)

FLSK-FLYVESKOLEN (8/1/1951-current)

Avnø Air Station (-1/2/93) Karup Air Station (1/2/93-current)

KZ.IIT (-2/2/55), KZ.VII (-1953), Chipmunk (-Dec.76), T-17 (Apr.76-current)

MISSILE UNITS:

10.LUFTV&Aelig;RNSAFDELING (ARMY) (-2/7/1962) transferred to Air Force as:

LUFTV&Aelig;RNSGRUPPEN (2/7/1962-current)

(Nike Ajax (-1969)/Hercules) (2/7/62-1/3/83)

ESK531 (-1981), 532 (-1981), 533 (-1/3/83), 534 (-1/3/83)

(Hawk/IHawk (1964-11/1/05)

(established 8/10/64-11/1/05) ESK541,542,543,544

(established 1983-11/1/05) ESK531,532, (e.1985) 533, (e.1986) 534



DANISH MILITARY AIRCRAFT

ESKADRILLER (SQUADRONS)

Name	callsign	Badge old/ new	
ESK721	OZ-/Longleg		
ESK722	/Merlin		
ESK723	Horntail		
ESK724	Bardin/Foxeye		
ESK725	Lisbon		
ESK726	Phantom		
ESK727	Craven		
ESK728	Ashcake		
ESK729	Dashwood/Hawkeye		
ESK730	Birdsong		
FLSK	Baby		
TRESK	Tinbox		

FLYVEVÅBNET 2011



FLYVERTAKTISK KOMMANDO-FTK (FSN KARUP)



AIR TRANSPORT WING AALBORG

ESKADRILLE 721 TRP-FLT: C-130J-30

SURV-FLT: CL-604 STN-FLT: T-17



HELICOPTER WING KARUP

ESKADRILLE 722 EH.101 Mk.512



ESKADRILLE 724

AS.350L

MH-60R



SØVERNETS HELIKOPTER/TJENESTE/ESKADRILLE 723

LYNX MK. 90B

MH-60R



FLYVESKOLEN

T-17

SØVERNET -Droneelementet
Banshee 400/500





FIGHTER WING SKRYDSTRUP

727 FIGHTER SQ F-16AM



F-16BM



730 FIGHTER SQ F-16AM



F-16BM



STN-FLT SKP



T-17



AIRCRAFT TYPES HAVING SERVED WITH FLYVEVÅBNET

Air Force aircraft numbering system:

On August 28, 1947 regulations for numbering the future Air Force aircraft were established. Each aircraft type was issued a TYPE NUMBER of two digits being followed by an individual number of three digits.

Aircraft delivered through MAP normally retained their American numbers. In 1953 squadron code letters as with RAF consisting of three letters, the first indicating the air base, the second the squadron and the third the individual aircraft, was introduced. In 1960 this system was abandoned as was the type numbers and instead type letters were introduced, normally one letter, but for sub-types of same aircraft two letters were used (e.g. F-35 Draken (A) RF-35 (AR) and TF-35 (AT)). These letters were followed by a three digit number, which could be the 3 last digits of the construction or serial number. This system is still in use.

Type No.

62-	PERCIVAL PROCTOR MK.III
	FOCKE-WULF FW 44J STIEGLITZ
61-	SAI KZ.III
11-	SAI KZ.IIT
81-	SUPERMARINE SEA OTTER MK.II
21-	AIRSPEED OXFORD MK.I/II
31/32/33-	NORTH AMERICAN HARVARD T.MK.IIB/T.MK.III/T-6D
82-/L	CONVAIR PBV-5A CATALINA
67-	BOEING B-17G-35-BO FLYING FORTRESS
41/42-	SUPERMARINE SPITFIRE HF.MK.IXE/PR.MK.XI
63-/O	SAI KZ.VII
43-	GLOSTER METEOR F.MK.4
22-/BT	GLOSTER METEOR T.MK.7
44-/B	GLOSTER METEOR F.Mk.8
12-/P	DE HAVILLAND CHIPMUNK T.MK.20
FS/A	REPUBLIC F-84E-31RE /F-84G-RE THUNDERJET
64-	FAIREY FIREFLY T.T.MK.1
65-	SAI KZ.X
89-	BELL 47D-1
51-/H	ARMSTRONG-WHITWORTH METEOR N.F.MK.11/T.T.20
TR/DT	LOCKHEED T-33A-1-LO SILVER STAR
68-/K	DOUGLAS C-47A SKYTRAIN
47/35/E/ET	HAWKER HUNTER F.MK.51/T.MK.53/T.MK.7
69-	HUNTING-PERCIVAL PEMBROKE C.MK.52/2
88-/S	SIKORSKY S-55C (H-19D-3)
82-/L	CONVAIR PBV-6A CATALINA
C	REPUBLIC RF-84F THUNDERFLASH
66-/Y	PIPER L-18C SUPER CUB (PA-18-95)
87-/T	AGUSTA-BELL AB.47J RANGER
F	NORTH AMERICAN F-86D-31/36-NA SABRE
G/GT	NORTH AMERICAN F-100D/F, TF-100F SUPER SABRE
N	DOUGLAS C-54D/G SKYMASTER
M	SUD AVIATION SE.3160 ALOUETTE III
R/RT	LOCKHEED F-104G/TF-104G, CANADAIR CF-104/D STARFIGHTER
U	SIKORSKY S-61A-1/S-61A-5 SEA KING
H	HUGHES H.500M CAYUSE
A/AR/AT	SAAB F-35/RF-35/TF-35 DRAKEN
B	LOCKHEED C-130H /C-130J-30 HERCULES
T	MFI T-17 SUPPORTER
E/ET	GENERAL DYNAMICS F-16A/B
S	WESTLAND LYNX MK.80/90B
F	GRUMMAN G.1159/G.1159A GULFSTREAM II/III
P	AS.350L FENNEC
C	BOMBARDIER CL-604 CHALLENGER
D	SAGEM UAV TÅRNFALKEN
91-98/Z	GLIDERS
M	MERLIN EH.101 Mk.512
N	SIKORSKY MH-60R SEAHAWK



PROCTOR MK.III



FW 44J STEIGLITZ



KZ.III



KZ.II



SEA OTTER MK.II



OXFORD MK.I/II



HARVARD MK.IIB/III



T-6D TEXAN



PBY-5A



B-17G



SPITFIRE HF.IXE



SPITFIRE PR.XI



KZ.VII



METEOR F.MK.4



METEOR T.MK.7



METEOR F.MK.8



CHIPMUNK T.MK.20



F-84E THUNDERJET



F-84G THUNDERJET



(R)F-84G THUNDERJET



FIREFLY TT.MK.I



KZ.X

DANISH MILITARY AIRCRAFT



BELL 47D-1



METEOR NF.MK.11



METEOR TT.MK.20



T-33A SILVER STAR



DC-3 SKYTRAIN



C-47A SKYTRAIN



HUNTER F.MK.51



HUNTER T.MK.53



HUNTER T.MK.7



PEMBROKE C.MK.52/2



S-55C



RF-84F THUNDERFLASH

DANISH MILITARY AIRCRAFT



PBY-6A CATALINA



L-18C SUPER CUB



AB.47J RANGER



F-86D SABRE



F-100F SUPER SABRE



F-100D SUPER SABRE



C-54D/G SKYMASTER



SE.3160 ALOUETTE III



F-104G STARFIGHTER



TF-104G STARFIGHTER



S-61A SEA KING



H.500 CAYUSE

DANISH MILITARY AIRCRAFT



F-35 DRAKEN



RF-35 DRAKEN



TF-35 DRAKEN



C-130H/C-130J-30



T-17 SUPPORTER



F-16A FIGHTING FALCON



F-16B FIGHTING FALCON



LYNX MK.80/MK.90B



GULFSTREAM II



GULFSTREAM III



AS.350L FENNEC



CL-604 CHALLENGER

DANISH MILITARY AIRCRAFT



SAGEM UAV TÅRNFALKEN



EH.101 MK.512 MERLIN JOINT SUPPORTER



BRITTEN-NORMAN BN-2A-21 ISLANDER



SIKORSKY MH-60R SEAHAWK

MILITARY GLIDERS



DANSK AERO 2G (Z-923)



FMT POLYT III (Z-931)



Polytek.FGp BABY IIB (94-943)

SCHWEIZER TG-3 (Z-932)



Dansk Aero BABY IIB (Z-945)



ELLIOTS EON OLYMPIA (96-961/962)



Schleicher KA.6CR Rhönsegler (Z-964)



Schleicher K 8B (Z-965)



Schleicher KA.7 Rhönadler (Z-982)

SQUADRQN LETTER CODE APPLICATION

KARUP AIR BASE



KA- FR/PR FLIGHT



KP- ESK 725



KR- ESK 726



KU- ESK 727



KA- FR/PR FLIGHT (RF-84F)



KA- ESK 729 RF-84F

SKRYDSTRUP AIR BASE



SI- ESK 728



SY- ESK 729



SE- ESK 730

ÅLBORG AIR BASE



AB- ESK 723



AL- ESK 726



AT- TRAININGS FLT.



AR- ST.FLT AALBORG

DANISH MILITARY AIRCRAFT CAMOUFLAGE PAINTSCHEMES



PERCIVAL PROCTOR MK.III

*a * in front of a serial indicates a photo is in the photo album*

QUANTITY: -6-

SERVICE PERIOD: 1945 - 1951

USER UNITS:

- 1) 1.ESK
- 2) 2.LF
- 3) 4.ESK
- 4) 5.ESK

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*62-601	BV628/H104	02fe46	1ESK/	13ap51	scrapped
* -602	HM284/H187	30no45		07no51	sold OY-ACY
* -603	Z7199/K388	02fe46	4ESK	07no51	sold OY-BAY
* -604	DX227/H143	30no45	5ESK/2LF	13ap51	sold OY-ACN
* -605	HM364/H274	02fe46	2LF	07no51	(VIP) sold OY-ACP Museum
* -606	LZ589/H394	04fe46	4ESK	07no51	sold OY-ACM

DANISH MILITARY AIRCRAFT

SAI KZ.III

QUANTITY: -2-

SERVICE PERIOD: 1946 - 1951

USER UNITS:

- 1) 1.LF (-10jl48)
- 2) 2.LF (10jl48-07ja51)
- 3) 1.ESK
- 4) ESK 721 (08ja51-)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*61-611	SAI 50	23fe46	2LF	16fe51	sold OY-ACT
* -612	SAI 51	18ma46	1ESK	16fe51	sold OY-ACG

SAI KZ.IIT

QUANTITY: -15-

SERVICE PERIOD: 1946 - 1955

USER UNITS:

- 1) FLSK (1946-1955)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*11-101	SAI 109	08ju46	FLSK Avnø	02fe55	sold OY-FAT
* -102	SAI 110	27ju46	"	02fe55	" OY-FAN
* -103	SAI 111	29ju46	"	02fe55	" OY-FAM
* -104	SAI 112	06jl46	"	02fe55	" OY-ADE
* -105	SAI 113	19jl46	"	02fe55	" OY-ADM
* -106	SAI 114	24jl46	"	02fe46	" OY-FAY
* -107	SAI 115	29au46	"	ap55	" OY-FAK
* -108	SAI 116	13se46	"	18se46	crashed near Glumsø
* -109	SAI 117	30se46	"	ap55	sold OY-FAG
* -110	SAI 118	18oc46	"	30au47	crashed near Svinø
*11-111	SAI 119	14no46	"	my55	sold OY-FAE
* -112	SAI 120	14no46	"	27fe47	crashed near Baarse
* -113	SAI 121	07de46	"	06my49	wfu coll. KZ.VII 621
* -114	SAI 122	13de46	"	28ju50	crashed Avnø
* -115	SAI 123	20de46	"	13ju49	crashed near Skovlunde

Serial's 108, 110 and 112 not used as aircraft crashed before the number system was introduced.

SUPERMARINE SEA OTTER MK.II

QUANTITY: -7-

SERVICE PERIOD: 1946 - 1952

USER UNITS:

- 1) SAR-Gruppen (Dec.46-06ju47)
- 2) Catalina-SAR Gruppen (06ju47-14oc47)
- 3) 1.LF (15oc47-07ja51)
- 4) ESK 721 (08ja51-may52)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*81-801	JM809	19de46	1LF/ESK721	08ap52	wfu, scrapped
* -802	JM833	20ja47	" "	03my52	wfu, scrapped
* -803	JM958	22no47	" "	08ap52	wfu, scrapped
* -804	JM975	19de46	" "	oc51	wfu, scrapped
* -805	JM978	22no47	" "	25ap51	wfu, scrapped
* -806	JM980	19de46	" "	09ju51	wfu, scrapped
* -807	JM807	19de46	" "	12ja47	damaged in landing Øresund, wfu

JM807 was not given Danish serial as this was introduced after it was wfu.

AIRSPEED OXFORD MK.I/II

QUANTITY: -44-

SERVICE PERIOD: 1946 - 1955

USER UNITS:

- 1) Trp-Trænings Gruppen (-14oc47)
- 2) 1.LF (15oc47-09jl48)
- 3) 2.LF (10jl48-07ja51)
- 4) 3.LF (-07ja51)

DANISH MILITARY AIRCRAFT

5) 4.ESK (01jl49-07ja51)
 6) ESK 721 (08ja51-01ju53)
 7) ESK 722 (08ja51-18ma55)
 8) ESK 723
 9) ESK 724
 10) ESK 725

SERIAL:	SER. NO:	DEL. DATE:	UNIT/DATE	WFU DATE	REMARKS
*21-201	(I) AT775	13ap47	4ESK/ESK724	01my51	scrapped
* -202	(II) V3505	15no46		28ma49	crash and burned out
* -203	(I) MP399	15ap47	ESK724	13ap51	scrapped
-204	(I) HN188	09no46	3LF/723/724	01fe53	wfu, scrapped
205-210 not used for unknown reasons					
*21-211	(II) AS732	18ju47	724	20oc51	crash Kalveboderne
-212	(I) AT481	05no47	725	04au52	scrapped
-213	(I) BG173				Not delivered
-214	(I) BG571				Not delivered
* -215	(I) DF456	06no46	4ESK/ESK722	19ma53	crash Bornholm
* -216	(I) DF481	05de46		13ap51	scrapped
* -217	(I) HM686	05de46	4ESK/722	25fe54?	sold SE-BZU
* -218	(I) HM908	21jl47		13ap51	scrapped
* -219	(I) HM957	18de46	1LF/2LF/721/722	31ma55	sold OY-FAP
*21-220	(I) HM958	17no46	722	31au53	wfu, scrapped (23no53?)
-221	(I) HN190				Not delivered
-222	(I) HN193	18de46	4ES/725/721/722	31au53	wfu, scrapped (17fe54?)
* -223	(I) HN198	11de46		31my48	sold OY-ABS
-224	(I) HN377	11oc47	722/724	24oc54	sold SE-CAI
-225	(I) HN709	18ap47		01oc48	cannibalised
* -226	(I) LW749	02my47	722	09ju53	wfu, scrapped (23jl53?)
* -227	(I) LW798	11de46		07fe51	scrapped
* -228	(I) LX150	09no46		13ap51	scrapped
* -229	(I) LX605	15no46		03my49	crashed
*21-230	(I) LX643	15no46	2LF/721/722	18ma55	wfu, sold OY-FAU
* -231	(I) MP416	06no46		13ap51	scrapped
-232	(II) N4792	15no46		13ap51	scrapped
* -233	(I) NJ283	10no46		13ap51	scrapped
-234	(I) NJ294	06oc47	3LF/724/722	31ma54	wfu, sold OY-DYI (24no54)
-235	(I) NM312	17ap48	4ESK/3ESK	07ma50	collision with Harvard 353
* -236	(I) NJ349	16no47 (16ja?)	722	29ja54	wfu, scrapped (17fe54?)
* -237	(I) NJ372	16ju47	722	23jl53	wfu, crashed 19ma53
* -238	(II) P8925	11de46	4ESK/725/722	07ma55	wfu, sold OY-FAS
* -239	(II) P9026	10no46		13ap51	scrapped
21-240	(I) PH255	15de46	4ESK	01ap53	scrapped
* -241	(I) PH359	07de46	1/2LF/721/2/3	02fe55	wfu, sold OY-FAO
* -242	(II) R6091	08ap47	722	12de53	wfu, scrapped
* -243	(I) RR353	09no46	1LF/2LF/721/725	12de53	wfu, scrapped
* -244	(II) T1205	15no46		01jl53	scrapped
* -245	(II) T1342	18de46	3LF/723/724	11fe52	scrapped
-246	(II) T1348	15my47		01fe53	scrapped
* -247	(I) V3331	12my47	3LF/723	03de50	crashed
-248	(I) V4232	18de46		13ap51	scrapped
* -249	(I) V4236	12fe47	1LF/2LF/721	24ja52	wfu, scrapped
21-250	(I) X6769	23no47		15se48	cannibalised
-251	(I) EB807	08se47		15se48	cannibalised
-252	(I) HN481	03no47		13ap51	scrapped
* -253	(I) HN526	19de47	1/2LF/721/KAR	25ma54	wfu, scrapped

NORTH AMERICAN HARVARD T.MK.IIB/T.MK.III/T-6D

QUANTITY: -31/10/5- SERVICE PERIOD: 1946/47/50 - 1961/60/52

USER UNITS:

HARVARD T.MK.IIB (31):

1) Harvardskolen (06ja47-)
 2) Overgangskursus (48-51)
 3) 4.ESK (01jl49-07ja51)
 4) 5.ESK
 5) ESK 722 (08ja51-31jl56)
 6) ESK 725 (18my51-)
 7) SNF Karup (26ma52-)
 8) FLSK JK (01de52-01ju54)
 9) SNF Ålborg (May54-)
 10) SNF Værløse (01au56-60)

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HARVARD T.MK.III (10):

- 1) 2.LF
- 2) 4.ESK
- 3) ESK 722 (08ja51-58)

HARVARD T-6D(5+5) (20 delivered)

- 1) ESK 722 (08ja51-Mar52)
- 2) ESK 727 (-Mar52)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
HARVARD T.MK.IIB (31):					
*31-301	FE760/14-494	20ju47	725	15au61	wfu, scrapped
* -302	FE798/14-532	18ja47	HvSk/725/722	17fe54	Tech.Tr, crashed 30ma60
* -303	FE800/14-354	16ja47	HvSk/725	31my61	wfu, sold
* -304	FE867/14-601	18ja47	HvSk/725	09ju58	crash Tirstrup
* -305	FH109/14-743	05my47	HvSk/722/VÆR	03my60	wfu, scrapped
* -306	FH114/14-748	04ja47	HvSk/722/VÆR	31my61	wfu, sold
* -307	FS721/14a-861	13my47	HvSk	30ma60	wfu, scrapped
* -308	FS766/14a-906	16ja47	HvSk	03my60	wfu, scrapped
* -309	FS826/14a-966	13se47	2LF/VàR	30ap59	Tech.Training
*31-310	FS917/14a-1057	31my47	HvSk/722	15oc54	wfu, sold LN-BNN(23fe61)
* -311	FS922/14a-1062	19ap47	725/722	?56	wfu, sold (31my61)
* -312	FT135/14a-1175	04ja47	HvSk/722/VÆR	31my61	wfu, sold TF-ERN
* -313	FT143/14a-1183	30my47		13fe51	crash Kallerup
* -314	FT154/14a-1194	20ju47		29ma50	crash Øster Felding
* -315	FT157/14a-1197	27ap47	722/VÆR	31my61	wfu, sold
* -316	FT218/14a-1258	19ap47		31my50	crash Ikast
* -317	FT226/14a-1266	19se47	725	03my60	wfu, scrapped
* -318	FT251/14a-1291	14au47	725/722/VÆR	03my60	wfu, scrapped
* -319	FT257/14a-1297	14au47	722/VàR	31my61	wfu, sold
*31-320	FT291/14a-1331	05my47	HvSk/725/KAR	15au61	wfu for museum
* -321	FT305/14a-1341	19ap47?	722	08jl54	em.land Skærby Strand
* -322	FT350/14a-1390	04ja47	HvSk	11my48	crash Skanderborg
* -323	FT377/14a-1417	19ap47	722	06ap55	crash in t/o Værlose
* -324	FT380/14a-1420	18ja47	HvSk/722/VÆR	13ap60	Tech.Tr. Egeskov(10ap67)
* -325	FT398/14a-1438	31my47		26ju58	crash Christiansfeld
* -326	FT432/14a-1472	20ju47		31my61	wfu, sold
* -327	FE391/14-125	01oc50	JK/ALB	30ma60	wfu, scrapped
* -328	FE592/14-326	14no50	725/722/VÆR	30ma60	wfu, scrapped
* -329	FE905/14-639	11se50	725/722/VÆR	31au60	wfu, sold LN-BNM(23fe6?)
*31-330	FE623/14-357	01ma51	725/JK/ALB	03my60	wfu, scrapped
* -331	FE804/14-538	19oc50	725/722/VÆR	59	wfu, scrap.15au61
HARVARD T.MK.III (10):					
*32-351	EX895/41-33868	15no48	4ESK/722	12ja56	crash Herstedvester
* -352	EX925/41-33808	16se47	2LF/4ESK/722	30ma60	wfu, scrapped
* -353	EZ339/42-84553	09se47	2LF/4ESK	07ma50	coll.Oxf.235 Værlose
* 354	EX279/41-33252				cannibalised for Spares
"355"	EX285/41-33258				cannibalised for Spares
"356"	EX400/41-33373				cannibalised for Spares
"357"	EZ150/41-34023				cannibalised for Spares
"358"	EZ152/41-34025				cannibalised for Spares
"359"	EZ220/41-34093				cannibalised for Spares
"360"	EZ221/41-34094				cannibalised for Spares
HARVARD T-6D(5+5) (20 delivered)					
*33-361	44-81154	13ju50	722	05ma52	stored KAR return MAP
* -362	44-81159	29ju50	722	19ma52	stored KAR return MAP
* -363	44-80954	21jl50	722	20ma52	stored KAR return MAP
* -364	42-86244	31jl50	722	22ja52	crash Ganløse
* -365	44-81486	08au50	727?	20ma52	stored KAR return MAP
* "366"	42-86041				Not used
* "367"	44-80978				Not used
* "368"	44-80874				Not used
* "369"	42-85702				Not used
"370"	42-84881				Not used

CONVAIR PBY-5A CATALINA

QUANTITY: -8-

SERVICE PERIOD: 1947 - 1969

USER UNITS:

- 1) Catalina-Gruppen (10fe47-05ju47)
- 2) Cat.-SAR Gruppen (06ju47-14oc47)
- 3) 1.LF (15oc47-07ja51)
- 4) ESK 721 (08ja51-31ap61 and 01fe66-11de69)
- 5) ESK 722 (01my61-01fe66)

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SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFO DATE	REMARKS
*82-851	274/9840	06ju47	1LF/721	29oc53	wfu, scrapped
* -852	347/11049	06ju47	1LF/721	57	"PAPOOSE" wfu, scrapped(08de60)
* -853	316/11034	29ju47	1LF/721/722/721	11de69	"PLUTO" crash Gilleleje
* -854	321/11039	22j147	1LF/721	59	"TATTERAT" wfu, scrapped.(08de60)
* -855	443/11097	22ju47	1LF/721	12au58	"MALLEMUK" Tech.Tr. crashed (08de60)
* -856	265/9831	06ju47	1LF/721	09fe55/6?	"NAUJA" wfu, scrapped
* -857	USN 8109	19se51	721/722/721	14oc67	"MUNIN" wfu, cannibalised
* -858	USN46603	13se51	721	03oc55	"HUGIN" wfu, scrapped

851-856 were numbered FM51-56 until September 1947 (pre-war Navy system)
The Type Number -82- was in 1960 replaced by the Type Letter -L-

BOEING B-17G-35-BO FLYING FORTRESS

QUANTITY: -1-

SERVICE PERIOD: 1948 - 1953

USER UNITS:

- 1) HFT (15ap48-07ja51)
- 2) ESK 721 (08ja51-01oc53)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFO DATE	REMARKS
*67-672	7190/42-32076	15ap48	HFT/721	00oc53	wfu, sold F-BGSH (fe55) ex.SE-BAP/OY-DFA

SUPERMARINE SPITFIRE HF.MK.IXE/PR.MK.XI

QUANTITY: -38-

SERVICE PERIOD: 1947 - 1955

QUANTITY: -3-

SERVICE PERIOD: 1947 - 1955

USER UNITS:

H.F.MK.IXE

- 1) Spitfire Gruppen
- 2) Spitfire Skolen
- 3) 2.LF (10j148-00j149)
- 4) 4.ESK (01j149-07ja51)
- 5) 5.ESK (-07ja51)
- 6) ESK 722 (08ja51-01ju55)
- 7) ESK 725 (18my51-00oc51)

PR.MK.XI

- 1) Spitfire Gruppen
- 2) 2.LF (10j148-00j149)
- 3) 4.ESK (01j149-07ja51)
- 4) ESK 722 (08ja51-01ju55)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFO DATE	REMARKS
H.F.MK.IXE:					
*41-401	NH417	12ja49	4ESK	13ap51	wfu, RDAF Museum
* -402	NH478	12ja49	4ESK/725	01se52	wfu, scrapped
* -403	NH582	08j148	5ESK/725	01se52	wfu, scrapped
* -404	MK681	27oc48	4ESK	24j150	coll.412 Arresø, wfu
* -405	MK694	12ja49	5ESK/4ESK	13ap51	wfu, scrapped
* -406	MK965	10fe49	5ESK	04my51	wfu, scrapped
* -407	PL375	09fe49	4ESK/725/722	14ju55	wfu, scrapped (482h)
* -408	PL392	07ap48	5ESK/725	22se51	crash Ringsted
* -409	PT463	19ma48	5ESK/4ESK/725	22ju52	wfu, scrapped
*41-410	PT714	22se48	5ESK/725/722	20au54	wfu, scrapped (458h)
* -411	PT888	10fe49	5ESK/725	02my52	wfu, scrapped
* -412	PT907	26oc47	SpitSk/4ESK	24j159	coll.404, wfu
* -413	PT931	08j148	5ESK/4ESK	28se49	crash Øresund
* -414	PV296	02oc48	5ESK	13ap51	wfu, scrapped
* -415	PV303	20no48	2LF/4ESK/725	01se52	wfu, scrapped
* -416	PV304	12ja49	2LF/4ESK/725	02my52	wfu, scrapped
* -417	PV344	28oc48	2LF/4ESK	13ap51	wfu, scrapped
* -418	PV354	28oc48	5ESK/725	01se52	wfu, scrapped
* -419	RK811	22se48	5ESK	27fe50	em.land SE Skrydstrup
*41-420	RK889	02oc48	5ESK/722 (20oc?)	20au54	crashed land Rønne, wfu (399h)
* -421	RR209	28oc48	2LF/4ESK/725	01se52	wfu, scrapped
* -422	RR252	12ma48	SpitSk/5ESK/725	01se52	wfu, scrapped
* -423	TA812	28oc48	5ESK	15no49	crashed Holstebro
* -424	TA813	20no48	2LF	15fe50	em.land Køge, wfu 25ma50
* -425	TB564	28oc48	2LF/4E/5E/725	02my52	wfu, scrapped
* -426	TB570	02oc48	5ESK/722 (22oc?)	20au54	wfu, scrapped (505h)
* -427	TB845	29se48	2LF/5ESK	01se52	wfu, scrapped
-428	TD355	26oc47	SpG/SpSk/2L/4E	13ap51	wfu, scrapped

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-429	TD356	26oc47	SpG/SpSk/5E/725	01se52	wfu, scrapped
*41-430	TD362	22se48	2LF/4E/725/722	16ju55	wfu, scrapped (485h)
* -431	TD367	29se48	2LF/4ESK/725	01se52	wfu, scrapped
-432	TE197	22ma48	2LF/4ESK	01se52	wfu, scrapped
-433	TE231	23ma48	2LF/4ESK	13ap51	wfu, scrapped
* -434	TE233	29my48	5ESK/4ESK	13ap51	wfu, scrapped
* -435	TE236	13ap48	2LF/4ESK	13ap51	wfu, scrapped
* -436	TE296	29my48	5ESK/725	01se52	wfu, scrapped
	TB584	29my48	SpSk/5ESK	05ja49	crash Bjerringbro
	RK911	23ma48	SpSk/5ESK	12ja49	crash s. Ikast

2 aircraft crashed before introduction of new Serial System.

PR.MK.XI

*42-451	PL794	29au47	SpGr/2LF/4E/722	17ju55	wfu, scrapped (354h)
* -452	PL833	18se47	2LF/4ESK/722	17ju55	wfu, scrapped (292h)
* -453	PM134	19se47	2LF/4ESK/722	17ju55	wfu, scrapped (451h)

INSTRUCTIONAL AIRFRAMES:

6459M/MK426 28j148, 6460M/ML345 28j148, 6461M/MH450 28j148, 6462M/MA298 28j148

SAI KZ.VII

QUANTITY: -10-

SERVICE PERIOD: 1948 - 1977

USER UNITS:

1) FLSK	(28ju48-53)
2) STKAR	(-Ja69)
3) STÅLB	(my54-ja69)
4) STVÆR	(53-ja69)
5) STSKP	(-ja69)
6) ARTBATVAN	(55-07my57)
7) HFT	(ja69-31ma77)
8) Glider Clubs	(ap77-

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*O/63-615	SAI176	07ju48	FLSK	29ap77	wfu, sold OY-AVR (08ju78)
* -616	SAI178	23ju48	FLSK/HFT	05ap77	OY-ATI Svævefly Klub Værløse
* -617	SAI179	23ju48	FLSK	18ju49	Burnt Lundtofte
* -618	SAI180	12j148	FLSK	27ap67	Burnt Kastrup
* -619	SAI181	10j148	FLSK/HFT	15no76	wfu, OY-ATM Svævefly Klub Alborg
*O/63-620	SAI182	14j148	FLSK/HFT	17no76	wfu, OY-ATK Svævefly Klub Karup
* -621	SAI183	12j148	FLSK/HFT	29ma77	damaged, 14ap to Tech.M.
* -622	SAI184	03au48	FLSK/HFT	29no76	wfu, Museum (31ma77)
* -623	SAI186	02au48	FLSK/HFT	28ap77	wfu, OY-ATJ Svævefly Klub SKP
* -624	SAI187	02au48	FLSK	18ju74	scrapped after ditch 11no69

GLOSTER METEOR F.MK.4/T.MK.7/F.MK.8

QUANTITY: -20-

SERVICE PERIOD: 1949 - 1957

QUANTITY: -9-

SERVICE PERIOD: 1950 - 1962

QUANTITY: -20-

SERVICE PERIOD: 1951 - 1962

USER UNITS:**F.MK.4:**

1) 3.LF	(07oc49-ja51)
2) ESK 723	(08ja51-01de52)
3) FLSK JK	(01de52-01ju54)
4) ESK 724	(01ju54-ja56)

T.MK.7

1) 3.LF	(20ja50-ja51)
2) ESK 723	(08ja51-01de52)
3) FLSK JK	(01de52-01ju54)
4) ESK 724	(01ju54-09ju56)
5) STÅLB	(29fe56- 59)
6) STKAR	(57- 62)

F.MK.8

1) ESK 724	(20ja51-1956)
2) STÅLB	(17ju56-1959)
3) STKAR	(57-07se62)
4) STVÆR	()

DANISH MILITARY AIRCRAFT

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
F.MK.4:					
*43-461	G5-294	07oc49	3LF/723/JK/724	19ja56	stored, wfu 19fe57
* -462	-295	07oc49	3LF	04my50	crash Langelinie
* -463	-296	22no49	3LF/723/JK	29ju53	crash Nibe (401:42)
* -464	-297	07oc49	3LF/723/JK/724	19jl55	crash (618:55)
* -465	-298	22no49	3LF/723/JK	22ju53	Tech.Tr. wfu 19fe57
-466	-299	22no49	3LF/723	09my51	crash Holstebro,coll.468
* -467	G5-300	06de49	3LF/723/JK/724	13ja56	stored, wfu 19fe57
-468	-301	06de49	3LF/723	09my51	crash Holstebro,coll.466
* -469	-302	07fe50	3LF/723/JK/724	07ja56	stored, wfu 19fe57 (800:00)
*43-470	-303	07fe50	3LF/723/JK/724	06oc55	stored, wfu 19fe57 (800:00)
* -471	-304	17fe50	3LF/723/JK/724	20de54	em.land Skørping (450:25)
* -472	-305	17fe50	3LF/723/JK	10ma53	stored, wfu 19fe57 (784:00)
* -473	-306	02ma50	3LF/723/JK/724	30ju56	stored, wfu 19fe57 (537:55)
* -474	-307	02ma50	3LF/723/JK/724	18ju55	em.land Ålborg,wfu (710:20)
* -475	-308	02ma50	3LF/723	10jl53	Tech.Train, scrapped 1953
* -476	-309	27ma50	3LF/723/JK/724	12de55	stored, wfu 19fe57 (800:50)
-477	G5-310	14ap50	3LF	18se50	crash Rindsholm
* -478	-311	14ap50	3LF/723/JK/724	02ap55	Tech.Tr. wfu 19fe57
* -479	-312	14ap50	3LF/723/JK/724	07ja56	stored, wfu 19fe57
43-480	-313	27ma50	3LF/723	31ma52	crash Viborg
T.MK.7					
*BT/22-261	G5-348	20ja50	3LF/723/JK	18my54	crash Egholm (460:00)
* -262	-349	20ja50	3LF/723/JK	20ja54	crash Ålborg (439:00)
* -263	-350	20ja50	3/723/JK/724/ALB	20de54	crash Moldrup (642:00)
-264	-353	04au50	3LF	08no50	crash
* -265	-354	04au50	3/23/JK/24/A/KAR	13ap61	stored, wfu 26fe62(1599:00)
* -266	G7-16	25no52	3LF/723/ALB	09ja61	stored, wfu 1962
* -267	-17	25no52	JK/724	12ma54	crash
* -268	-18	25no52	JK/724/A/VÆR/KAR	my62	stored, wfu 07ja63
* -269	-19	25no52	JK/724/ALB/KAR	19oc59	crash (1542:15)
F.MK.8					
*B/44-481	G5-355	19ja51	724/ALB/KAR	30jl57	Tech.Train. (1332:40)
-482	-356	19ja51	724/ALB	30se56	Stored, wfu 30au62
* -483	-357	19ja51	724/ALB/KAR	17de59	Stored, wfu 30au62
* -484	-358	19ja51	724/ALB/KAR	17de59	Stored, wfu 30au62
* -485	-359	27ma51	724/ALB/KAR	19ap58	Stored, wfu 30au62
* -486	-360	27ma51	724/ALB/KAR	23de58	Stored, wfu 30au62
* -487	-361	28ma51	724/ALB/VÆR/KAR	02de61	wfu, scrapped
-488	-362	11ju51	724	15jl53	crash Blokhuis
* -489	-363	28ma51	724/ALB/KAR	07se62	wfu, scrapped
*B/44-490	-364	28ma51	724/KAR	15se56	Stored, scrapped 15se62
* -491	-365	03my51	724/ALB/KAR	13ap61	Stored, scrapped 05my61
* -492	-366	03my51	724/ALB	00oc56	Stored, scrapped 16ju61
* -493	-367	03my51	724	20my53	crash, coll.497
* -494	-368	03my51	724/ALB	00oc56	Stored, scrapped 16ju61
* -495	-369	04ju51	724/ALB/KAR	17de59	Stored, wfu 30au62
* -496	-370	03my51	724/ALB	00oc56	Stored, scrapped 16ju61
* -497	-371	03my51	724	20my53	crash, coll.493
* -498	-372	04ju51	724/ALB	00au56	Stored, scrapped 16ju61
* -499	-373	04ju51	724/ALB/KAR	13ap61	Stored, scrapped 06ma63
*B/44-500	-374	04ju51	724/ALB/KAR	17de59	Stored, wfu 30au62

DE HAVILLAND CHIPMUNK T.MK.20

QUANTITY: -27-

SERVICE PERIOD: 1950 - 1976

USER UNITS:

- 1) FLSK (50-dec.76)
- 2) SNKAR
- 3) SNÅLB
- 4) SNSKP
- 5) SNVÆR
- 6) SNTIR

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*P/12-121	C1/0067	14jl50	FLSK/STK	1/f 30oc76	Sold OY-ALZ (3994:45)
* -122	0101	25ap50	FLSK/STA	1/f 10de76	Sold OY-ATV (3993:15)
* -123	0102	12my50	FLSK	30se76	Sold OY-ATG (4300:05)
* -124	0103	12my50	FLSK	30se76	Sold N91239 (3931:20)
* -125	0104	09ju50	FLSK/STV	30se76	Sold SE-GRK (4000:00)
* -126	0105	09ju50	FLSK	30se76	Sold N22777 (3888:25)
* -127	0106	14jl50	FLSK	01se75	RDAF Museum (3793:00)
* -128	0107	14jl50	FLSK/STS	31de76	Sold OY-AVL(1978) (3748:00)
* -129	0108	29jl50	FLSK	06no76	Sold OY-ATO (3663:00)
*P/12-130	0109	29jl50	FLSK	02se72	wfu, sold EBBR Mus(77) (445:00)

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*	-131	0695	26au52	FLSK	07ja54	Tech.Tr. curr.	(478:00)
*	-132	0702	26au52	FLSK	30se76	Sold OY-ALW	(3207:35)
*	-133	0709	26au52	FLSK/STV	20oc76	Sold N19549	(3991:00)
*	-134	0716	26au52	FLSK	02ap63	crash Avnø	(1481:00)
*	-135	0717	26au52	FLSK/STA/TIR	02oc75	Ditch Hesselø	(3533:00)
*	-136	0768	05my53	FLSK	15my61	crash Karlebo	(1145)
*	-137	0774	05my53	FLSK/STK	09ma77	S.OY-AVI(08ju78)	(2520:00)
*	-138	0787	05my53	FLSK	01no76	S.OY-ATF(08ju78)	(2088:25)
*	-139	0794	05my53	FLSK	28oc76	S.OY-AVF(08ju78)	(2855:50)
*P/12-	140	0802	05ju53	FLSK	20no76	Sold OY-ATR	(3168:45)
*	-141	0812	05ju53	FLSK	03de62	crash Kattegat	(1319:00)
*	-142	0881	05ju53	FLSK	17oc76	Sold OY-ALL	(3053:10)
*	-143	0878	05ju53	FLSK	21ma77	Tech.Train.	(3008:00)
*	-144	0885	15j153	FLSK	01no76	Sold OY-ATE	(2762:50)
*	-145	0891	15j153	FLSK	01oc76	Sold OY-ATD	(2687:55)
*	-146	0897	15j153	FLSK	25oc76	Sold OY-ATL	(2491:00)
*	-147	0902	15j153	FLSK	30se76	Sold OY-ALD	(2532:30)

REPUBLIC F-84E-31RE /F-84G-RE THUNDERJET

QUANTITY: -6-

SERVICE PERIOD: 1951 - 1953

QUANTITY: -238-

SERVICE PERIOD: 1952 - 1962

USER UNITS:

F-84E:

1) ESK 725 (12oc51-08no52)

F-84G:

1) ESK 725 (1952-20ma61)
 2) ESK 726 (01au52-25ju59)
 3) ESK 727 (01no52-01se59)
 4) ESK 728 (22my53-31au60)
 5) ESK 729 (01se53-01ma60)
 6) ESK 730 (01ja54-04jl61)
 7) FR/PR-FLT (03ja55-00jl57)
 8) TRF (06au56-1961)
 9) SNVÆR (58-1962)
 10) SNSKP (58-29ma60)
 11) SNÅLB (00jl59-1962)
 12) SNKAR (20ap61-00se61)

SERIAL column(Serial System used for painting on the aircraft):

1951- American Buzz-number + 3 last of serial (FS-433)
 Squadron Codes (KR-P) where aircraft only received SQD-code
 serial column is empty

-1962 Type Code Letter -A- + 3 last of Serial

-line under 3 last of Buzz-number indicates that aircraft also was issued Type letter -A-

Under DEL.DATE: U=ex.UsAF, B=ex.Belgian AF, N=ex.RNethAF

SQD-CODES: ESK725- KP - ESK726- KR - ESK727- KU -
 ESK728- SI - ESK729- SY - ESK730- SE -
 TREESK- AT - PR/FLT- KA -

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
F-84E:					
*FS-558D	51-9558	27au51	725/23oc52	08no52	to VÆR, Tech.Train.
FS-569C	51-9569	27au51	725/16oc52	08no52	to KAR, Tech.Train.
*FS-584C	51-9584	27au51			used only for Tech.Train.
*FS-586C	51-9586	27au51	725/12oc52	08no52	to VÆR, Tech.Train.
*FS-587C	51-9587	27au51	725/14oc52	08no52	to KAR, Tech.Train.
*FS-588C	51-9588	27au51	725/14oc52	08no52	to KAR, Tech.Train.
F-84G:					
A-044/05RE	51-1044	U 02my55	SIE/KPY/730/Kar	22de61	wfu, target
*A-048 "	-1048	U 02my55	KPJ/730/Kar	27de61	wfu, fire practice
*A-058 "	-1058	U 27ju55	KPX/ATH/KPT/730	12my61	wfu, playground
*	-1064	U 31my55	SEH	18fe57	crash
*	/10RE 51-1101	U 11jl55	KPK	02fe56	crash Bramminge
*A-114 "	-1114	U 12ap55	SEF/SEL/Kar	04se61	wfu, scrapped
*	/15RE -1187	U 02my55	KRV/KRO/KPT	20ap60	wfu, scrapped
*	" -1197	U 03ma55	KRG	20ma56	em.land, wfu
*A-217 "	51-1217	U 12ap55	SYE/KRS/ARC	10ja62	wfu, scrapped
*	/02RE 51-9637	B 15au56	ATH	25ap57	crash Limfjorden
*	" -9663	N 08oc55	KP-/KAE/ATF	28oc58	wfu, target
*	" -9672	N 28au56	ATC	08oc59	wfu, target
*	" -9674	B 21se56	ATB	01no58	dam, fire prac.(29no)

DANISH MILITARY AIRCRAFT

"	-9675	B 28au56	ATA	26fe59	crash Hjørring
*	"	-9676	B 28au56	ATG	10oc58 dam. wfu(18au59) decoy
"	-9681	B 02oc56	ATD	06jl60	wfu, decoy -61
"	-9682	N 23au56	KP-/ATE/Vær	20no59	wfu, decoy -61
*	/06RE 51-9707	B 08au56	ATJ/SEV	24au60	wfu, decoy -60
*	"	-9709	B 08au56	KRT/SYH	28no58 wfu, decoy -59
"	-9710	N 02fe56	SEU	14my59	wfu, decoy -59
*	"	-9711	B 30my56	SYQ/ATO	29oc59 dam.wfu, decoy -
*	"	-9712	B 30my56	SYW	11ju59 wfu, firepractice
*	"	-9718	N 02fe57	KPA	28au58 dam. wfu, decoy -59
*	"	-9722	N 14de55	KUM/ATM	02au59 wfu, decoy -59
*	"	-9723	B 05ma56	SYU	21au57 crash Skrydstrup
*	"	-9724	N 11jl56	KRG/SED/SYV	12jl59 wfu, decoy
*	"	-9737	N 02fe57	ATK	30my59 wfu, decoy -60
*	"	-9771	N 30ja56	SIK	15ap56 dam. wfu, decoy -59
*	"	-9774	B 02oc56	KPY	11ju58 crash Hals Barre
*FS-779B	"	-9779	22jl52	ESK725	25ap53 em.l.d Vistoft, scrap.
*	"	-9785	B 09au56	SIQ/Vær	29ja59 wfu, firepractice -60
*FS-792B	"	-9792	16jl52	KPK	14se54 dam. wfu, Museum
*FS-793B	"	-9793	28ju52	KPL/KPS/AT-	19ma60 burnt, wfu 25ap60
*FS-802A	" 51-9802	13ju52	KPM	24se58	wfu, target
*FS-803A	"	-9803	13au52	KPN/730	05jl61 wfu, used var. tests
FS-808A	"	-9808	09se52	ESK725	05fe53 crash in landing Karup
FS-809A	"	-9809	01jl52	KPP	16ju56 crash
*FS-811A	"	-9811	18ju52	KPQ	27se55 crash Glumsø
*FS-813B	"	-9813	10jl52	KPR	04oc55 dam.in birdstrike, wfu
*FS-814B	"	-9814	23ju52	KPS/KPG	27fe59 crash Tranum
*FS-819B	"	-9819	19jl52	KPE/ATL	16jl58 wfu, target -59
*FS-821B	"	-9821	30ju52	KPC/KAA/KRV/SEE	07de60 wfu
*FS-825B	"	-9825	25ju52	KPF	09se58 wfu
*FS-826B	"	-9826	17ju52	KPX	06de54 crash Fanø
*	"	-9838	N 12ja56	SIA	02ju58 wfu, decoy -60
"	-9844	B 21se56	KP-/ATN/KP-	20oc60	wfu, decoy -
*	"	-9885	B 27ma56	SIB	06ja59 wfu, decoy -
FS-895/06RE 51-9895	"	19fe53	KPY	08ma56	crash Skals
/06RE 51-9915	"	N 30ja56	KRL/SEW	14my59	wfu, fire practice -60
"	-9940	N 22de55	SYD	20no59	wfu, decoy -
"	-9944	B 18my56	SIS	29my59	wfu, target -60
*FS-948A	"	-9948	23ju52	KPZ	08au57 crash Kalø Vig
*	"	-9949	B 18my56	SIZ	21de59 wfu, decoy -60
*FS-950A/11RE -9950	"	20ju52	ESK725	03no52	em.land Karup, wfu
A-951 /06RE -9951	"	N 12ja56	SIL/W/25/30Kar/Vær	31au61	wfu, fire practice -
A-958 -9958	"	B 05ma56	SET	14ap61	wfu, decoy -61
FS-963A/11RE -9963	"	29ma52	ESK725	12se52	crash Tirstrup
*FS-966A -9966	"	21au52	KRR/KRU/SIQ	08jl59	wfu, decoy -60
"	-9970	N 22de55	SYG	22se57	crash Faxe
*A-972/06RE -9972	"	N 12ja56	SYK/STS	28se61	wfu, decoy -66
A-973 -9973	"	N 12ja56	SYI/SEY/Kar	29au61	wfu, decoy -
/11RE -9974	"	N 28oc55	KUV	21oc58	wfu, decoy -59
*	"	-9978	N 23au56	SIG	19se58 wfu, display Ryvangen
*FS-982A -9982	"	19se52	KRS/K/KUR/ATF/KPM/30/Kar/Vær	31au61	wfu, decoy -
"	-9986	B 18my56	SYF	10oc58	wfu, Tech.Train.
*	"	-9987	N 24se56	SYZ	06jl58 wfu, target -59
FS-990A -9990	"	09au52	SIF	12ma59	wfu, decoy -60
"	-9994	N 02fe57	KRY/ATL/SE-	22jl60	wfu, target -61
"	-9997	B 18my56	SYI	22se57	crash, coll. SY-G
*FS-998A -9998	"	22ap52	KRT	11ap56	crash Ilskov
" 51-10013	"	N 08oc55	KPQ	11oc58	wfu
*FS-015A -10015	"	20ap52	KRA/P/ARA/AT/Vær/Kar	24ja62	Tech.Train.
*FS-016A -10016	"	06au52	KRB/KRD	02de58	dam. wfu, playground
*	"	-10017	N 08oc55	KUW	08de55 crash Nordsalling
*	"	-10018	B 18my56	SYW	03ja59 wfu, decoy -60
FS-022A -10022	"	06au52	KRC	14ap54	crash Limfjorden
*FS-024A -10024	"	15au52	KRD/KRE/KPV/SIV	04my60	wfu
*	"	-10037	N 24oc55	KUE/KUB/SEO	09jl59 crashland Tirstrup
*FS-043B -10043	"	06au52	KRE/KUM/SEA	21ma61	wfu, decoy -61
*FS-051B -10051	"	14au52	KRF/KPF	09ju59	wfu, decoy -60
*FS-054B -10054	"	20au52	KRG	24se54	crash Herning
*	"	-10076	B 24ja57	KPE/ATN/KPE	20no59 wfu, decoy -60
*FS-090B -10090	"	20ju52	KRH/SEQ/STA/AT/Kar	25jl61	wfu
*FS-094B -10094	"	13au52	KRJ/KPH/Skr	31jl61	wfu, fire practice -
*FS-124C -10124	"	17jl52	KRK/B/SIA/STA/AT-	31jl61	wfu, playground
*FS-135C -10135	"	20au52	KRL	29au55	crash Ringkøbing
*FS-138C -10138	"	15au52	KRM/H/ARD/AT/Skr	15au61	wfu, firepractice -
FS-143C -10143	"	02se52	KRN/KRM/SIJ	31au60	wfu, decoy -
*FS-150C -10150	"	13au52	KRO	18no55	crash Limfjorden
FS-156C -10156	"	11se52	ESK726	21jl53	crash Nymindesgab
*FS-159C -10159	"	18jl52	KRP	21fe55	crash t/o at Karup
*A-181 -10181	"	N 12ja56	SEA/SEC/Skr	28se61	wfu, decoy -
*	"	-10189	N 08oc55	KUZ	06au58 wfu
"	-10203	N 17no55	KPV	03au56	crash Værlose
"	-10209	N 23au56	SEX	13de58	wfu, decoy -59

DANISH MILITARY AIRCRAFT

*	"	-10216	N 17no55	SEP	18fe57	crash, coll.SE-H
*FS-246B	"	-10246	23oc52	KRU	12my55	crash Terndrup
"	"	-10297	B 28au56	KRO	12j157	burnt, wfu, decoy -59
*	"	-10298	B 05ma56	SIM	29ju60	wfu, target -
*FS-301	"	-10301	03no52	KRQ/KU-/KRA/SEZ	08ap59	crashland Værlose
*	/16RE	-10310	U 02my55	KUO	06se58	wfu, target -59
A-330	51-10330		U 30ma55	KRP/X/SIB/730	05j161	wfu, decoy -62
*	/16RE		51-10362	U 10fe55	SIV	12ma59 wfu, decoy -60
A-407	"	-10407	U 04ju55	SYN/E/KPK/730	29ju61	wfu
A-410	"	-10410	U 04ju55	KRY/KPB	20ma61	wfu, decoy -
*A-415	"	-10415	U 04ju55	KRU/SYL/SER	05j161	wfu
*A-425	"	-10425	U 12ap55	KUD/SEB/Kar	08se61	wfu
FS-475	"	-10475	30se52	SEA	16fe55	crash near Skrydstrup
*FS-476	"	-10476	10oc52	ESK725	25au53	dam.wfu 22oc54
*FS-477	"	-10477	02ma53	725/SEB/SIL	31au60	wfu, display ESK725
*FS-479	"	-10479	13oc52	SEC	01j155	crash Romo
*FS-481	"	-10481	30se52	SED	12my58	wfu, target -60
*FS-482	"	-10482	10oc52	725/SEE/KAG/SEA	14oc59	wfu, decoy -
FS-483	"	-10483	13oc52	SEF	30ma55	crash Vamdrup
"	"	-10487	B 18my56	SEV	12ma59	wfu, decoy -
*FS-490	"	-10490	23oc52	KUA/SEG/KUU/ATB/KUF	17no58	crash Örandet, Norway
*FS-491	"	-10491	13oc52	SEH/SER	05de59	wfu, decoy -
*FS-497	"	-10497	13oc52	ESK727	19oc53	crash Karup
*FS-499	"	-10499	15no52	SEJ	10au59	crash Oksbøl
"	"	-10501	B 18my56	SEW	20my58	wfu
*FS-502	"	-10502	09oc52	SEK	28my56	crash Brügger, Germ.
*FS-503	"	-10503	23oc52	SEL/KUS/SYS	21my60	dam.birdstrike, wfu
*FS-504	"	-10504	15no52	KUA/SYR/SYG	29ju61	wfu, decoy -62
*FS-506	"	-10506	23oc52	KUJ	09j156	crash Skive
*FS-507	"	-10507	13oc52	KUB/L/ATK/SEC/Kar	04se61	wfu
*FS-511	"	-10511	23oc52	KUK/ATF/KRQ/KUW/SYW/KPR/Kar	05j161	wfu
*FS-513	"	-10513	03no52	KUL/KUP/KPA	01ma61	crash Veksø
*FS-515	"	-10515	28j152	SEM	29ju61	wfu
*FS-518	"	-10518	16oc52	KUO	24de52	crash Pindstrup
*FS-520	"	-10520	01de52	KUP/KUC/SIR	05ju61	wfu, decoy -
FS-521	"	-10521	07no52	KUQ	25j157	em.land Oldenburg, wfu
*FS-523	"	-10523	13oc52	KUR	09ju58	wfu
*FS-525	"	-10525	13oc52	KPV/SEC/SEH	26ju61	wfu, playground
A-537	"	-10537	U 15ma57	SEH	29ju61	wfu
FS-558	"	-10558	01ja53	SEN	28j158	wfu
*A-564	"	-10564	N 21se56	SEY/SIF/ATE/KPC/730	05j161	wfu, Museum
*FS-579	"	-10579	15no52	KUS/KUA/SEN	04se61	wfu, decoy -62
*FS-580	"	-10580	28no52	KUT	26ap56	wfu
*FS-592	"	-10592	22no52	ESK727	24no53	em.land Kjellerup, wfu
*FS-596	"	-10596	01de52	KPB/P/725/730	05j161	wfu
*FS-598	"	-10598	52	SEO/U/KPO/30/Kar	08se61	wfu, playground
*FS-600	" 51-10600		25no52	KUU/M/KRJ/730	29ju61	wfu
*FS-603	"	-10603	15de52	KPH/AT/KPH/SYC	28no59	damaged, wfu
*FS-606	"	-10606	15no52	KUV/W/SIU/SEJ/730	29my61	crash Tunø
*FS-610	"	-10610	04de52	SID	14fe56	crash Horne
"	"	-10611	B 02oc56	KPJ	13de58	wfu, decoy -59
*FS-613	"	-10613	01de52	SIE	15fe55	burnt, wfu
FS-614	"	-10614	15no52	KUW/KPC/ATE/KPC	08j158	wfu, decoy -59
FS-615	"	-10615	01de52	KPD/L/730/Kar	08se61	wfu
*	"	-10622	B 28au56	KUU	09ju59	wfu, firepractice -60
*FS-624	"	-10624	15no52	KUX/KPM	24ma60	crash Karup
FS-627	"	-10627	28no52	KUY	04j157	wfu, del. to USAF
*	"	-10629	B 09au56	KUJ	30oc58	wfu, decoy -59
FS-636	"	-10636	21de52	ESK725	28fe53	damaged, wfu
*FS-637	"	-10637	07no52	KUZ	22ma55	crash Jammerbugten
*FS-647/16RE	51-10647		21ja53	SIF	10ap54	crash Nymindégab
*FS-651/16RE	51-10651		19ja53	SIG/AT-/SIC	22au60	wfu, decoy -61
*FS-652	"	-10652	07ja53	SIH/SIY/728	31au60	wfu, decoy -61
*FS-656	"	-10656	24no52	SIJ/SIN	20fe59	crash Norre Vilstrup
"	"	-10660	U 15ma57	SEP	20ap61	wfu, decoy -61
*FS-665	"	-10665	21ja53	SIK	10fe56	crash Gram
FS-700	"	-10700	24ja53	ESK728	22se53	crash Kolding
*FS-705	"	-10705	22de52	KUM/KUT/SIE	12j160	wfu, firepractice -61
*A-708	"	-10708	B 10ja57	KUK/SIG/728	31au60	wfu, decoy -
*FS-715	"	-10715	02fe53	SIN/SIH/Vær	23my61	wfu
*FS-718	"	-10718	15de52	SIO	06ap59	wfu, decoy -
*FS-720	"	-10720	08ja53	SIP/SYU/728/725	26ju61	wfu, decoy -62
*FS-721	"	-10721	15de52	SIR	07au58	crash Samsø
*	"	-10731	B 24ja57	AT-/KPR	07ju60	wfu, decoy -
*FS-741	"	-10741	19ja53	KUH/KUT/SED/730	29my61	crash, coll.
"	"	-10744	B 24ja57	KUD	09se58	wfu
"	"	-10747	B 28au56	KPV	13ap58	wfu, target -59
*FS-748	"	-10748	16fe53	KPO/SES/730	29ju61	wfu
"	"	-10751	B 11ja57	KR-/AT-/KUS/KPC	15au59	wfu
*FS-752	"	-10752	16fe53	SIU	03ma58	wfu
*FS-753	"	-10753	15de52	SEP/SEK	20ju58	Tech.Tr. wfu de64
FS-754	"	-10754	25se52	KRV/SYX/KAF/SYX	24no58	crash Gram

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*FS-755	"	-10755	03de52	KRW/AT/KRZ/SYN/Vær	24au61	wfu
*FS-756	"	-10756	02ja53	ESK728	16no53	dam. ground training
*FS-759	"	-10759	22j153	KUD	11fe54	crash Nibe
FS-761	"	-10761	03no52	SEQ	17ma58	crash Give
*FS-765	"	-10765	07ja53	SYA/SYQ/730	01ap61	wfu, target -61
*FS-766	"	-10766	03de52	ESK727	08my53	crash Sprogø
*A-769	"	-10769	11oc54	KUC/SYA/SEQ/730	12my61	wfu, decoy -62
*	/21RE	-10774	N 04au56	KRW/KPA	26ja59	wfu, decoy -59
*	"	-10777	N 02fe57	SEG	11ju59	wfu, Tech.Train.
*FS-781/15RE	"	-10781	03de52	KUF	23ma56	crash Karup
FS-791/21RE	"	-10791	02ja53	SYB/G/SEX/30/Kar	04se61	wfu
*	"	-10798	B 03oc56	SIJ	11ju58	wfu, decoy -59
*	"	-10799	N 09au56	SYS	11ju59	wfu, decoy -60
"	51-10802	B 10ja57	SYA	02de58	wfu, decoy -59	
"	-10820	B 21se56	KPX	25ja58	crash near Karup	
"	51-10902	B 03oc56	SYN	03jl58	wfu, decoy -60	
"	-10909	B 09au56	KRR/SED/SYX	17my60	wfu, decoy -	
*	"	-10916	N 20se56	SID/Vær/AT-	23jl59	wfu, decoy -60
"	-10917	B 03oc56	SEZ	09my58	wfu, target -60	
*	"	-10930	B 10ja57	SEE	20my58	wfu
A-933	"	-10933	N 14my57	KUG/ATG/730	17no60	wfu, decoy -61
*A-167	"	51-11167	U 30ma55	SEA/KUQ/KPF/730	12my61	wfu, firepractice -
*	"	-11224	U 31my55	SEG/KRX	21ja58	crash Karup
*A-665	"	51-16665	U 10fe55	KAD/SIX/728	31au60	wfu, display ESK725
*	"	-16678	U 10fe55	SYM	27ju58	em.land, dam.wfu
"	-16689	N 29au56	SYT	14ma59	wfu, decoy -60	
*FS-908/31RE	52-2908	23j153	SYC	13ju58	wfu, firepractice -	
*FS-925	"	-2925	13au53	KPG/KUE/SIK/KPG/730	09my61	damaged, wfu
**FS-933	"	-2933	03au53	SYD	29de55	crash near Skrydstrup
*FS-934	"	-2934	29j153	SYE	09fe55	crash Essen, Germ.
FS-970	"	-2970	02my53	KPT	20my58	wfu
"	-2981	N 20j156	KPK	02se58	wfu	
"	-2991	N 24j156	KPP	25fe57	crash Karup	
*FS-024	"	52-3024	11j153	KUN/X/SIS/728	31au60	wfu, decoy -
*FS-039	"	-3039	02my53	KPU/725/730/Kar	29au61	wfu, target -61
*FS-047	"	-3047	23ju53	KRX/Q/KPQ/25/30	08ju61	wfu
*FS-054	"	-3054	02my53	KRC	30ap58	wfu
*FS-057	"	-3057	02my53	KUG/KAC/KUZ/SYV/KPX	01my61	wfu
"	-3066	N 12ja56	SIT	29au58	wfu, decoy -60	
FS-069	"	-3069	23ju53	ESK725	14no53	crash, coll.FS-076
FS-071	"	-3071	02my53	SYF	04ap56	crash Vejle Fjord
FS-076	"	-3076	10ma53	ESK725	14no53	crash, coll.FS-069
*FS-078	"	-3078	23ju53	SYG	11ja56	crash Give
*FS-079	"	-3079	02my53	KRZ/KAB/KPZ	23de59	wfu, decoy -60
*FS-086	"	-3086	23ju53	ESK728	03fe54	crash Hasseris
*FS-126	"	52-3126	23ma53	SIC/P/725/730	05jl61	wfu, target -
FS-297	"	52-8297	11j153	SYH	21ju58	wfu, decoy -60
*FS-298	"	-8298	11j153	SYJ/KPZ/25/30/Kar	08se61	wfu, decoy -
*FS-299	"	-8299	23ju53	SIX/SYB/SE-/730	25ma61	wfu, firepractice -
*FS-305	"	52-8305	11j153	KUE/KUB	25ja58	crash near Karup
*FS-323	"	-8323	23ju53	KRN/ARB/Alb/TFL	25jl61	wfu
*FS-325	"	-8325	22j153	SYK/SEO	24ju58	wfu
*FS-328	"	-8328	11j153	SYL	08jl57	crash Bogø
*FS-338	"	-8338	20ju53	KPJ	18ap55	crashland Vandel, wfu
FS-349	"	-8349	11j153	KPA/KRK/KUH/SEO/30	05jl61	wfu
FS-350	"	-8350	22j153	SYM	18no54	crash Barsø
FS-354	"	-8354	22j153	SYN	21ju54	crash near Århus
*FS-364	"	-8364	11j153	KPW/725	20ma61	wfu, decoy -
*FS-368	"	-8368	11j153	SYO/KPE/725/730	05jl61	wfu, decoy -62
FS-386	"	-8386	14j153	SYP	25jl59	wfu, decoy -60
*FS-433	"	52-8433	22j153	SYQ	27my56	crash S.Haderslev

FAIREY FIREFLY T.T.MK.1

QUANTITY: -6-

SERVICE PERIOD: 1951 - 1959

USER UNITS:

1) ESK 722

(Aug.51-31jl56)

2) SNVÆR

(01au56-10de58)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
T.T.MK.1:					
*64-625	Z1842/F5486	15fe57 (04oc?)	722/SNFVær	10de58	stored, sold SE-CHL(04no59)
* -626	Z1850/F5494	28se51 (30oc?)	722/SNFVær	10de58	stored, sold SE-CHM(04no59)
*64-627	RCN.PP413	15j152	722 (01ma53)	17oc55	crash Rønne
* -628	RCN.PP457	15j152	722 (00ju55)/Vær	20fe57	crash Esbjerg
* -629	RCN.PP460	15j152	722 (21ma56)/Vær	14ja57	crash Værløse
* -630	RCN.MB579	15j152	722 (00ap56)/Vær	10de58	stored, sold SE-CHN(04no59)

DANISH MILITARY AIRCRAFT

SAI KZ.X

QUANTITY: -12-

SERVICE PERIOD: 1952 - 1955

USER UNITS:

- 1) ESK 722 (01fe53-00fe55)
- 2) FLSK (1952)
- 3) AOP SKP (01se53-00fe55)
- 4) AOP Bornholm (20se54-00fe55)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*65-631	SAI 206	23fe52	722	20j154	to SAI, stored(13ja57) (209:10)
* -632	SAI 207	24ma52	FLSK Avnø(09au52?)	15no53	crash Avnø
* -633	SAI 208	13oc52	AOP Skp(01se53)	00fe55	Stored Karup (169:10)
* -634	SAI 209	13oc52	AOP Skp(01se53)	00fe55	Stored Karup (190:20)
-635	SAI 210	11no52	722(01fe53)	28fe55	Stored Karup (175:50)
-636	SAI 211	18fe53	722(18fe53)	19fe53	crash Uppe Sundby(2:00)
* -637	SAI 212	22no52	722(01fe53)	24ma54	crash Hørsholm (181:20)
* -638	SAI 213	01de52	722(01fe53)	28fe55	Stored Karup (345:00)
* -639	SAI 214	01de52	722(01au53)	12ma55	to Farnborough (120:10)
65-640	SAI 215	16de52	Tech.Train.	00fe55	Stored Karup (3:00)
* -641	SAI 216	16de52	AOP Bornh(20se54)	14fe55	Stored Karup (156:00)
* -642	SAI 217	16de52	Test Farnborough	29de54	crash Farnb. (21:00)

the stored aircraft were wfu for scrapping on 09de59

BELL 47D-1

QUANTITY: -3-

SERVICE PERIOD: 1952 - 1958

USER UNITS:

- 1) ESK 721 (01fe53-23j156)
- 2) ESK 722 (31j156-00no58)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*89-891	484	18au52	721(1fe53)/722	00se58	wfu, sold SE-HAX(04no58)
* -892	485	18au52	721(1fe53)	23au53	crash Greenland
* -893	635	07my53	721(1ju53)	06ap56	crash Kongelunden

ARMSTRONG-WHITWORTH METEOR N.F.MK.11/T.T.20

QUANTITY: -20/6-

SERVICE PERIOD: 1952 - 1959/1959 - 1962(1966)

USER UNITS:

N.F.Mk.11

- 1) ESK 723 (01de52-31my59)

T.T.MK.20

- 1) SNKAR (01no59-27oc62)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*51-501	5542/MM384	28no52	ESK723	31my59	stored Ålborg, scrapped
* -502	5543/MM385	28no52	ESK723	31my59	stored Ålborg, scrapped
* -503	5544/MM386	28no52	ESK723	31my59	stored Ålborg, scrapped
* -504	5545/MM387	28no52	ESK723	12au58	to UK, conv.to TT.MK.20
* -505	5546/MM388	28no52	ESK723	19ap56	crash Brande
* -506	5547/MM389	12de52	ESK723	31my59	stored Ålborg, scrapped
* -507	5548/MM390	31de52	ESK723	28fe58	stored Ålborg, scrapped
* -508	5549/MM391	23de52	ESK723	12au58	to UK, conv.to TT.MK.20
* -509	5559/MM392	23ja53	ESK723	31my59	stored Ålborg, scrapped
*51-510	5560/MM393	23ja53	ESK723	18no57	crash Livo
* -511	5561/MM394	23ja53	ESK723	31my59	stored Ålborg, scrapped
* -512	5562/MM395	23ja53	ESK723	16se58	to UK, conv.to TT.MK.20
* -513	5584/MM396	24fe53	ESK723	31my59	stored Ålborg, scrapped
* -514	5585/MM397	24fe53	ESK723	20fe58	stored Ålborg, scrapped
* -515	5586/MM398	24fe53	ESK723	31my59	stored Ålborg, scrapped
* -516	5587/MM399	24fe53	ESK723	31my59	stored Ålborg, scrapped
* -517	5609/MM400	28ma53	ESK723	09se58	wfu, conv. to TT.MK.20
* -518	5610/MM401	28ma53	ESK723	09se58	wfu, conv. to TT.MK.20
-519	5611/MM402	28ma53	ESK723	16se58	wfu, conv. to TT.MK.20
51-520	5612/MM403	28ma53	ESK723	03no54	crash Idum

Stored aircraft were wfu for scrapping on 14se61

T.T.MK.20

- | | | | | | |
|-----------|------|--------|---------------|--------|-----------------------------|
| *H/51-504 | 5545 | 05fe59 | SNFKAR 01no59 | 31au62 | wfu, display at 723ESK |
| * -508 | 5549 | 22ja59 | SNFKAR 01no59 | 24au62 | operated as SE-DCH until 66 |

DANISH MILITARY AIRCRAFT

*	-512	5562	27fe59	SNFKAR 01no59	30au62	operated as SE-DCF until 66
*	-517	5609	05fe59	SNFKAR 01no59	au62	operated as SE-DCG until 66
*	-518	5610	22ja59	SNFKAR 01no59	29se62	wfu, scrapped
	-519	5611	27fe59	SNFKAR 01no59	31au62	operated as SE-DCI until 66

LOCKHEED T-33A-1-LO SILVER STAR**QUANTITY: -26-****SERVICE PERIOD: 1953 - 1977****USER UNITS:**

1) Instrumentflyvningsskolen/KAR	(12de53-00au56)
2) TFL/TRESK	(06au56-01ap74)
3) STKAR	(1961-1974)
4) STÅLB	()
5) STVÆR	(1961-1977)
6) STSKP	(1974-1977)
7) ECMFLT/KAR	(1974-1977)

SERIAL:	SER. NO:	DEL. DATE:	UNIT/DATE	WFU DATE	REMARKS
*DT-404	51-4404	02my61	STV	02de76	decoy Vær(84)
*DT-450	-4450	06ap61	TRESK	30au74	conv.ECM, decoy Vær(84)
*DT-571	51-6571	24ap61	TRESK	25no76	wfu, to Norway(22ja81)
*DT-847	51-6847	06ap61		13se74	wfu, decoy Vær(84)
*DT-884	-6884	24my61	TRESK	10fe75	wfu, Stauning(26no78)
*DT-977	51-6977	02my61		19oc64	burnt Karup
*TR/DT-490	51-7490	08de53	STK	19ja77	conv.ECM, wfu
*DT-491	-7491	09ju61	STK	07oc74	Tech.Tr. decoy Vær(84)
*TR/DT-492	-7492	12de53	STK	14au74	wfu
*TR/DT-494	-7494	12de53	STK	19oc64	burnt Karup
*DT-497	-7497	09ju61	TRESK	17my77	conv.ECM, wfu, decoy Vær(84)
*TR/DT-516	51-7516	07fe55	TRESK	07ja77	conv.ECM, wfu
*TR/DT-532	-7532	07ap54		09au68	crash Sunds
*DT-566	51-8566	13my61	TRESK	16ma77	conv.ECM, sold G-TJET
*TR/DT-723	51-8723	01ap53	STK/TFL	05my64	crash Ålborg
*TR/DT-728	-8728	08ju53	TRESK	01oc75	conv.ECM, dam.wfu
*TR/DT-835	51-8835	27ap53	STA	03se74	wfu
*DT-905	51-8905	24my61	TRESK	28fe77	wfu, Museum
*DT-923	-8923	13my61	TRESK	19fe75	wfu, decoy Vær(84)
*TR-933	-8933	08ju53	STK	16ma54	crash Kattegat
*DT-102	51-9102	24ap61	TFL/TRESK	03se74	conv.ECM, wfu, Decoy Vør(74)
*TR/DT-144	-9144	23j153	STK/TFL/TSK	24ma71	crash Sønder
*TR/DT-146	-9146	23j153	STK	19oc64	burnt Karup
*DT-265	51-9265	09ju61			
*DT-289	-9289	06ap61	TRESK	09ma77	conv.ECM, decoy Vær(84)
*TR/DT-974	52-9974	20j154	TRESK	04ap77	conv.ECM, wfu

DOUGLAS C-47A SKYTRAIN**QUANTITY: -8-****SERVICE PERIOD: 1953 - 1981****USER UNITS:**

1) ESK 721	(01ap54-30j182)
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SERIAL:	SER. NO:	DEL. DATE:	UNIT/DATE	WFU DATE	REMARKS
*K/68-681	9664/42-23802	01oc53	721(1ap54)	16de80	VIP/Survey ex.LN-IAP, wfu, to Museum
*	-682	20019/43-15553	01no53	721(1ap54)	VIP/Survey ex.LN-IAT wfu
*	-683	19677/43-15211	11j156	721	wfu, sold N3239W(20oc) ex.BW-B
*	-684	19054/42-100591	08au56	721	wfu, sold N??? (20oc) ex.BW-I
*	-685	19291/42-100828	11oc56	721	wfu, sold N3240A(20oc) ex.BW-C
*	-686	19475/42-101012A	22oc56	721	wfu(31de80) ex.BW-R
*	-687	19200/42-100737	24oc56	721	1/f 07ja81,wfu(08ja81) ex.BW-P
*	-688	20118/43-15652	12ja57	721	30j182 wfu, RNetAF Mus.(16de) ex.BW-

HAWKER HUNTER F.MK.51/T.MK.53/T.MK.7**QUANTITY: -30/2/2-****SERVICE PERIOD: 1956 - 1974****USER UNITS:**

1) ESK 724	(12ma56-01ap74), T.(14no58-01ap74)
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DANISH MILITARY AIRCRAFT

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*E/47-401	41H-680260	30ja56	ESK724	31ma74	stored, RDAF Museum
* -402	-680261	30ja56	ESK724	31ma74	stored, sold HSA
* -403	-680262	09ma56	ESK724	31ma74	stored, sold HSA
* -404	-680263	09ma56	ESK724	04fe64	crash Simmerstedholm
* -405	-680264	19ma56	ESK724	04ju56	crash Hammel
* -406	-680265	19ma56	ESK724	19oc60	crash Vandel
* -407	-680266	10se56	ESK724	31ma74	stored, sold HSA
* -408	-680267	18au56	ESK724	31ma74	stored, sold HSA
* -409	-680268	20jl56	ESK724	31ma74	stored, sold HSA
*E/47-410	41H-680269	24au56	ESK724	31ma74	stored, sold HSA
* -411	-680270	10se56	ESK724	15se70	crash Christiansfeld
* -412	-680271	24au56	ESK724	31ma74	stored, sold HSA
* -413	-680272	24au56	ESK724	09no60	crash Vandel
* -414	-680273	18au56	ESK724	08de58	crash Tirstrup
* -415	-680274	24au56	ESK724	31ja60	crash Skrydstrup
* -416	-680275	18au56	ESK724	08ma73	crash Skrydstrup
* -417	-680276	22ju56	ESK724	14ju66	crash Fanø
* -418	-680277	22ju56	ESK724	31ma74	stored, sold HSA
* -419	-680278	22ju56	ESK724	31ma74	stored, sold HSA
*E/47-420	41H-680279	29ju56	ESK724	31ma74	stored, sold HSA
* -421	-680280	22ju56	ESK724	31ma74	stored, sold HSA
* -422	-680281	29ju56	ESK724	28ma63	crash Holland
* -423	-680282	06jl56	ESK724	31ma74	stored, sold HSA
* -424	-680283	29ju56	ESK724	31ma74	stored, sold HSA
* -425	-680284	09jl56	ESK724	31ma74	stored, sold HSA
* -426	-680285	09jl56	ESK724	25ap61	wfu, cannibalised(31ja63)
* -427	-680286	06jl56	ESK724	31ma74	stored, sold HSA
* -428	-680287	20jl56	ESK724	14jl65	crash Rømø
* -429	-680288	29ju56	ESK724	25my61	wfu, cannibalised(31ja63)
*E/47-430	41H-680289	18au56	ESK724	31ma74	stored, sold HSA
HUNTER T.MK.53:					
*ET/35-271	41H/693833	14no58	ESK724	31ma74	stored, sold HSA
* -272	/	19de58	ESK724	31ma74	stored, sold HSA
HUNTER T.MK.7:					
*ET-273	41H/694510	17de67	ESK724	31ma74	ex.N-302, stored, sold HSA
* -274	/693500	17de67	ESK724	31ma74	ex.N-307, stored, sold HAS

HUNTING-PERCIVAL PEMBROKE C.MK.52/2

QUANTITY: -7-

SERVICE PERIOD: 1956 - 1960

USER UNITS:

1) ESK 722

(09oc56-01de60)

SERIAL:	SER.	DEL.DATE	UNIT/DATE	WFU DATE	REMARKS
*69-691(VIP)	78	09oc56	722(09oc56)	01de60	wfu, scrapped (1156:00)
* -692(VIP)	87	15de56	722(15de56)	01de60	wfu, sold Sweden(9ja62)(1021:00)
* -693(SAR)	88	15de56	722(15de56)	09my60	coll. Værl. wfu(01de60) (767:50)
* -694(SAR)	89	23ja57	722(23ja57)	09my60	coll. Værl. wfu(olde60) (1098:00)
* -695(SAR)	90	26ja57	722(11ap57)	21oc58	crash Vesterhavet (440:00)
* -696(SAR)	91	15fe57	722(15fe57)	01de60	wfu, sold Sweden(9ja62)(1254:00)
* M-697(SAR)	79	04jl59	722(13jl59)	01de60	ex. G-AOJG, sold OY-AVA(03jl61)

SIKORSKY S-55C (H-19D-3)

QUANTITY: -7-

SERVICE PERIOD: 1956 - 1966

USER UNITS:

1) ESK 722

(11ap57-01se66)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*S/88-881	55-1014	21de56	722(11ap57)	31ja66	wfu, sold(01se66) (3000:00)
* -882	-1013	21de56	722(11ap57)	16ma66	wfu, sold(01se66) (2700:00)
* -883	-1031	21de56	722(11ap57)	31ja66	wfu, sold(01se66) (2900:00)
* -884	-1032	07fe57	722(11ap57)	24au66	wfu, sold(01se66) (3000:00)
* -885	-1039	21de56	722(11ap57)	20ju66	wfu, sold(01se66) (2800:00)
* -886	-1040	19fe57	722(19oc57)	15jl66	wfu, sold(01se66) (2600:00)
* -887	-1058	26ma57	722(11ap57)	31au66	wfu, sold(01se66) (3000:00)

DANISH MILITARY AIRCRAFT

CONVAIR PBY-6A CATALINA

QUANTITY: -8-

SERVICE PERIOD: 1957 - 1970

USER UNITS:

- 1) ESK 721 (1957-01my61 and 01fe66-13no70)
2) ESK 722 (01my61-01fe66)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*L/82-861	USN 64035	08ap57	721/722/721	13no70	wfu, RDAF Museum
* -862	USN 64102	24j157	721/722	24oc63	burnt Narssarssuaq
* -863	USN 63998	21au57	721/722/721	13no70	wfu, sold N16KL
* -864	USN 64046	07oc57	721/722	24oc63	burnt Narssarssuaq
* -865	USN 64032	24no57	721/722	10au63	crash Cape Desolation
* -866	USN 63993	18de57	721/722/721	13no70	wfu, to RAF Museum, Hendon
* -867	USN 63997	12ja58	721/722	03my64	em.land Upernavik, sunk
* -868	USN 64000	08fe58	721/722/721	13no70	wfu, sold N15KL

REPUBLIC RF-84F THUNDERFLASH

QUANTITY: -23-

SERVICE PERIOD: 1957 - 1971

USER UNITS:

- 1) FR/PR-FLT (00ju57-01ma60)
2) ESK 729 (01ma60-31de71)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
05/10/15/16/20/26-RE					
*C-865/KA-G	51-1865	21j158	FR-FLT/729	31se71	ex.ANG, wfu, stored
*C-937	51-1937	04ju62	ESK729	31au71	ex.ANG, wfu, stored
*C-946	51-1946	25fe63	ESK729	13my66	ex.ANG, crash
*C-264	51-11264	18ju63	ESK729	31se71	ex.ANG, wfu, stored
*C-274	-11274	08my63	ESK729	31au71	ex.ANG, wfu, stored
*C-281	-11281	19ma63	ESK729	31au71	ex.ANG, wfu, stored
*C-054	51-17054	02no64	ESK729	31se71	ex.FAF, wfu, stored
*C-248	52-7248	18se64	ESK729	31au71	ex.FAF, wfu, stored
*C-253	-7253	18se64	ESK729	31au71	ex.FAF, wfu, stored
*C-283	-7283	20j164	ESK729	31au71	ex.FAF, wfu, stored
*C-324	52-7324	04se64	ESK729	31au71	ex.FAF, wfu, stored
*C-385	-7385	05au62	ESK729	30j171	ex.ANG, crash
*C-473	52-7473	21ja63	ESK729	31se71	ex.ANG, wfu, stored

46-RE

* /KA-E	53-7571	03my57	FR-FLT/729	18se58	crash
*C-574/KA-F	-7574	07ju57	FR-FLT/729	16ju61	crash
*C-581/KA-J	53-7581	01au57	FR-FLT/729	31de71	wfu, stored
* /KA-G (1)	53-7642	07ju57	FR-FLT/729	02ju58	crash
*C-647/KA-D	53-7647	03my57	FR-FLT/729	21se66	crash
*C-648/KA-A	-7648	03my57	FR-FLT/729	12my61	crash
*C-649/KA-K	-7649	01au57	FR-FLT/729	31de71	wfu, stored
*C-651/KA-B	-7651	03my57	FR-FLT/729	31de71	wfu, stored
*C-666/KA-H	-7666	07ju57	FR-FLT/729	05au65	crash
*C-670/KA-C	-7670	03my57	FR-FLT/729	31de71	wfu, stored

PIPER L-18C SUPER CUB (PA-18-95)

QUANTITY: -16-

SERVICE PERIOD: 1957 - 1977

USER UNITS:

- 1) FLSK (au57-1964??)
2) ARTBATVANDEL/HFT (07my57-31ma77)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*Y/66-651	18-3150/53-4750	07my57	FLSK (au57)	19ju62	crash Avnø
* -652	-3151/ -4751	07my57	FLSK/ART/HFT	31ma77	wfu
* -653	-3164/ -4764	07my57	FLSK (au57)	04au60	crash Falster
* -654	-3165/ -4765	07my57	FLSK/ART/HFT	31ma77	wfu, OY-AZZ (Army F.C,78)
* -655	-3166/ -4766	07my57	FLSK (au58)/ART	19ap68	burnt hangar fire Vandel
* -656	-3167/ -4767	07my57	FLSK (ma58)/ART	19ap68	burnt hangar fire Vandel
* -657	-3168/ -4768	07my57	FLSK (ma58)/ART	09no60	crash Bække/Vejen
* -658	-3169/ -4769	07my57	ART (au58)	19ap68	burnt hangar fire Vandel
* -659	-3170/ -4770	07my57	ART (au58)	19ap68	burnt hangar fire Vandel
*Y/66-660	18-3171/53-4771	07my57	ART (au58)	19ap68	burnt hangar fire Vandel

DANISH MILITARY AIRCRAFT

*	-661	-3172/	-4772	07my57	ART (au58)	19ap68	burnt hangar fire Vandel
*	-662	-3173/	-4773	07my57	ART (au58)	19ap68	burnt hangar fire Vandel
	-663	-3174/	-4774	07my57	ART (au58)	19ap68	burnt hangar fire Vandel
*	-664	-3175/	-4775	07my57	ART (au58)	19ap68	burnt hangar fire Vandel
*	-665	-3176/	-4776	07my57	ART (au58)	19ap68	burnt hangar fire Vandel
	-666	-3177/	-4777	07my57	ART (au58)	19ap68	burnt hangar fire Vandel

AGUSTA-BELL AB.47J RANGER

QUANTITY: -3-

SERVICE PERIOD: 1958 - 1966

USER UNITS:

1) ESK 722/GGU-FLT (13my58-1966)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*T/89-895	1015	12my58	GGU-722	05au58	"CASTOR" crash Narssarssuaq
* -896	1016	13my58	GGU-722	66	"POLLUX" wfu, sold OY-HAV (23my67)
* -897	1059	08my59	GGU-722	21ap66	"PHOENIX" crash Værlose

NORTH AMERICAN F-86D-31/36-NA SABRE

QUANTITY: -60-

SERVICE PERIOD: 1958 - 1966

USER UNITS:

1) ESK 723 "AB" (27j158-06my65)

2) ESK 726 "AL" (58-30ju64)

3) ESK 728 (11j160-31ma66)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
F-86D-31NA:					
*F-945/AB-F51-5945		27ju58	723/728	06oc65	wfu to VÆR, fire practice
*F-946/AB-E -5946		27ju58	723/728	31au65	wfu, scrapped
*F-947/AB-L -5947		27ju58	723/726	24ap61	burnt Ålborg
*F-951/AB-T -5951		27ju58	723	16ap63	crash Ålborg
*F-952/AL- -5952		27ju58	726/728	31ma66	wfu
*F-953/AL-Q -5953		27ju58	726/723/728	31ma66	wfu
*F-958/AB-A -5958		27ju58	723	17ap61	crash Holl.coll.F-281
*F-960/AL-F -5960		27ju58	726/728	31ma66	wfu
F-963/AB-H -5963		27ju58	723	64	used tests at Saltholm
*F-966/AB-G -5966		27ju58	723	22ja62	crash near Karup
F-971/AL-S -5971		27ju58	726/728	31ma66	wfu
F-976/AL- -5976		27ju58	726	07fe61	crash Limfjorden
*F-977/AL-M -5977		27ju58	726/723/728	31ma66	wfu
*F-984/AL- -5984		27ju58	726/723/728	31ma66	wfu
*F-985/AB- -5985		27ju58	723/728	31ma66	wfu
*F-994/AB-O51-5994		27ju58	723/728	31ma66	wfu
*F-016/AB-N51-6016		21no58	723/728	31ma66	wfu, decoy SKP
* /AB-K -6017		14no58	723	09ma60	crash, Limfjorden
*F-018/AL-J -6018		09se58	726/723/728	31ma66	wfu, decoy KAR
*F-026/AL-T -6026		02ju59	726/723/728	31ma66	wfu, decoy VAN
*F-028/AL-E -6028		16oc58	726/723/728	31ma66	wfu, decoy SKP
*F-034/AL-H -6034		06se59	726/723/728	31ma66	wfu, decoy SKP
*F-037/AL-A -6037		23au58	726/728	29jl64	crash Æbeltoft Vig
*F-043/AB-J -6043		30oc58	723	17ma61	crash Limfjorden
*F-047/AB-P -6047		13de58	723	17ap63	crash Ålborg in landing
*F-052/AL-R -6052		28de58	726	14de62	crash Limfjorden
*F-053/AB-C -6053		09au58	723	06oc64	crash Hvorup/Ålborg
*F-060/AB-D51-6060		09au58	723/728	31ma66	wfu, decoy VAN
*F-062/AL-P -6062		16oc58	726/728	31ma66	wfu, decoy VAN
/AB-M -6090		21no58	723	02de58	crash Ålborg
*F-096/AL-L -6096		24se58	726/723/728	31ma66	wfu, decoy VAN
F-105/AL-D51-6105		16oc58	726	15my63	crash Hahn, Ger.
*F-106/AL-G -6106		01se58	726	19de60	crash Halvrimmen
*F-109/AB-Q -6109		26fe59	723	16jl63	crash Skagerrak
*F-118/AB-R -6118		15ja59	723/728	31ma66	wfu, decoy KAR
*F-119/AL-B -6119		29au58	726/723/728	31ma66	wfu, decoy VAN
F-123/AL-O -6123		16oc58	726/723/728	31ma66	wfu, decoy KAR
*F-128/AB-B -6128		01au58	723	14ap65	em.land Ramstein, Ger.

F-86D-36NA:

F-281	51-8281	20au60	726/723	17ap61	crash Holland, coll.F-958
*F-303	51-8303	01se60	728	31ma66	wfu, decoy KAR
*F-307	-8307	17au60	728	31ma66	wfu, decoy KAR
*F-326	-8326	20au60	723	23se61	crash Skagen
*F-346	-8346	09jl60	728	31ma66	wfu, decoy SKP
*F-361	-8361	23se60	723/726/723/728	31ma66	wfu, decoy TIR
F-403	51-8403	20au60	723	19ja63	crash Hulsig near Skagen

DANISH MILITARY AIRCRAFT

*F-421	-8421	28my60	728	14my66	to Konstabelsk. (2579:50)
*F-427	-8427	28my60	728	31ma66	wfu
*F-429	-8429	28my60	728	31ma66	wfu
*F-431	-8431	28my60	728	31ma66	wfu
F-449	-8449	28my60	728	12au64	wfu and scrapped
*F-451	-8451	28my60	728	31ma66	wfu
*F-453	-8453	28my60	728	10fe64	dam, scrapped(27fe64)
*F-469	-8469	28my60	728	31ma66	wfu
*F-470	-8470	28my60	728	31ma66	wfu
F-472	-8472	28my60	728	17no62	crash near Skrydstrup
*F-473	-8473	28my60	728	31ma66	wfu
*F-474	-8474	28my60	728	31ma66	wfu
*F-500	51-8500	28my60	728	31ma66	wfu
*F-504	-8504	28my60	728	31ma66	wfu

NORTH AMERICAN F-100D/F,TF-100F SUPER SABRE

QUANTITY: -48/10/14-

SERVICE PERIOD: 1959/74 - 1982

USER UNITS:

- 1) ESK 727 (16my59-1981)
- 2) ESK 725 (20ma61-01ja70)
- 3) ESK 730 (04jl61-1982)

SERIAL:	SER.NO:	DEL.DATE	UNIT/DATE	WFU DATE	REMARKS
F-100D-01/05/10-NA:					
*G/FW-132	54-2132	10my61	725[21ju61]	14no62	coll. Mariager G-284 (1151:00)
* -134	-2134	13ap61	725[10my61]	19ma63	coll. Herning G-300 (1406:15)
* -177	-2177	09my61	727[29my61]/730	18my81	del.to Turkey (4663:35)
* -179	-2179	30my59	727[01se59]	17ja66	crash Ero (1735:20)
* -183	-2183	30my59	727/725/727	13my77	crash Leer, Ger. (3830:00)
* -190	-2190	30my59	727[01se59]	04de64	crash Rømo (1628:40)
* -192	-2192	30my59	727[01se59]	10no62	crash Hahn, Ger. (1111:15)
* -199	-2199	30my59	727[01se59]	23au67	crash Grønneskov (1734:30)
*G/FW-206	54-2206	13ap61	725[61]/730[70]	04ju81	del.to Turkey (5016:05)
F-100D-15-NA:					
*G/FW-221	54-2221	01ju59	727[01se59]	09ma61	crash Simmelkjær (631:10)
* -222	-2222	18ju59	727[01se59]	25ja82	del.to Turkey (4706:40)
* -227	-2227	11ju59	727[01se59]	30ja63	crash Stevnsfortet (1068:25)
* -240	-2240	30my59	727[01se59]	03jl63	crash Livo (796:55)
* -244	-2244	12ju61	730[06jl61]	29no76	crash Engum/Vejle (3430:10)
* -253	-2253	11ju59	727[01se59]	12de63	crash Rutsker/Bornh. (1411:15)
* -256	-2256	09ma61	725[24ap61]	26ju62	crash Karup AFB (944:45)
* -261	-2261	30my59	727[01se59]	18my81	del.to Turkey (4371:25)
* -262	-2262	30my59	727[01se59]/730	25ja82	del.to Turkey (4516:00)
* -266	-2266	11ju59	727[01se59]/730	18my81	del.to Turkey (4577:05)
* -270	-2270	01ju59	727["]/725/727	04no81	del.to Turkey (4769:55)
* -274	-2274	29ma61	725/730	25au81	del.to Turkey (4568:50)
* -279	-2279	29ma61	727/725/730	09no76	dam, scrap. (18jl77) (4135:55)
* -283	-2283	11ma61	725/727	24ma81	del.to Turkey (4898:30)
* -284	-2284	04ap61	725[my61]	14no62	coll.Mariager G-132 (1081:35)
* -288	-2288	29ma61	725[my61]	19jl68	crash Tirstrup (2311:30)
* -289	-2289	29ap61	725[my61]	05oc67	crash Karup AFB (2314:45)
* -290	-2290	24my61	725/727	04no81	del.to Turkey (4827:20)
*G/FW-300	54-2300	29ap61	725[my61]	19ma63	coll.Herning G-134 (1192:25)
* -301	-2301	29ap61	725[my61]	27jl65	crash Rugard, Djursl. (1854:20)
* -302	-2302	02my61	725/730	13ap72	crash Skrydstrup (2943:45)
* -303	-2303	24my61	725/727	18my81	del.to Turkey (4145:20)
F-100D-40-NH:					
*G/FW-744	55-2744	17ap61	725[my61]/727	18my81	del.to Turkey (4432:25)
* -747	-2747	18ju59	727[01se59]/730	06my80	crash Skrydstrup (4300:40)
* -748	-2748	03ju61	727/730	25au81	del.to Turkey (3923:20)
* -751	-2751	30my59	727[01se59]	03ju81	del.to Turkey (4909:50)
* -756	-2756	17ap61	727/730	08ma68	crash Skrydstrup (2457:00)
* -765	-2765	01ju59	727/730/727/730	24ma81	del.to Turkey (4166:30)
* -768	-2768	03ju61	727/730	25au81	del.to Turkey (4779:05)
* -769	-2769	03ju61	730[jl61]	04no81	del.to Turkey (4544:45)
* -771	-2771	11ma61	725/730	25ja82	del.to Turkey (4497:40)
* -773	-2773	24my61	727/730[jl61]	05oc76	dam,scrashed (18jl77) (3665:30)
* -775	-2775	24my61	727/730[jl61]	24ma81	del.to Turkey (3893:40)
* -776	-2776	10my61	727/730[jl61]	10my73	crash Rømo (3425:15)
* -777	-2777	04ju61	725/730[se61]	29jl64	crash Jels (945:40)
* -778	-2778	06my61	727/730[jl61]	11au70	crash Limfjorden (1808:30)
* -779	-2779	06my61	727/730[jl61]	25au81	del.to Turkey (4609:10)
* -781	-2781	12ju61	730[jl61]	04my77	crash Rømo (4066:30)
* -782	55-2782	03ju61	730["]/727/730	18my81	del.to Turkey (3819:30)
F-100F-15-NA:					
*GT/FW-015	56-4015A	22my59	727[01se59]	20ma70	crash Kølvrå Mose (2580:40)

DANISH MILITARY AIRCRAFT

*	-018	-4018A	22my59	727[01se59]	21fe73	coll.Mon	(2793:35)
*	-019	-4019A	22my59	727["]/725/730/727	25ja82	del.to Turkey	(4855:05)
*	-976	58-6976	26ja61	727/725/7/30/7	02ju81	del.to Turkey	(4140:05)
*	-978	-6978	26ja61	727/725	12my61	crash Løvskaal	(117:30)
*	-979	-6979	13fe61	727/725	02au66	crash Øksbol	(1409:25)
*	-981	-6981	13fe61	727/725	07j164	crash Emsdetten, Ger.	(850:35)
*	-982	-6982	26ja61	727/725/7/730/7	03fe76	crash Nustrup	(3356:10)
*	-983	-6983	13fe61	727/725/7/730/7	01ju77	crash Bjerringbro	(3441:00)
*	-558	59-2558	13fe61	727/725/730/5/7	25fe76	crash Jevenstadt, Ger	(3547:05)

TF-100F-11NA:

*GT-826	56-3826	25ju74	727/730	12au82	wfu, s.N3252B/N414FS	(5186:30)	
*	-842	-3842	25ju74	12au82	wfu, s.N3252I/N417FS	(4736:40)	
*	-844	-3844	29my74	730/727	12au82	wfu, s.N3251X/N415FS	(4443:40)
*	-856	-3856	01ma74	730[ap75]	16ma76	crash Vilstrup	(4954:35)
*	-870	-3870	26ma74	730[ap75]	11au82	wfu	(4839:00)
*	-874	-3874	29my74		02ma82	wfu	(6452:45)
*	-892	-3892	29my74	727[01ju76]	09ju76	crash Nordsøen	(4414:35)
*	-908	56-3908	25ju74		11au82	wfu, decoy SKP	(5059:00)
*	-916	-3916	01ma74	730	12au82	wfu, s.N3251W/N416FS	(4744:30)

TF-100F-16NA:

*GT-927	56-3927	29my74		11my82	wfu, Museum (84)	(5262:25)	
*	-949	-3949	25ju74	05my82	wfu at SKP	(5317:25)	
*	-961	-3961	01ma74	730[ap75]	08se81	dam, wfu (23se81)	(4193:10)
*	-971	-3971	01ma74	730[ap75]	12au82	wfu, s.N3251U/N419FS	(4623:40)
*	-996	-3996	26ma74		12au82	wfu, s.N3251S/N418FS	(4161:40)

DOUGLAS C-54D/G SKYMASTER**QUANTITY: -5/1-****SERVICE PERIOD: 1959/66 - 1977****USER UNITS:**

1) ESK 721 (25se59-31ja77)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
C-54D:					
*N-242	43-17242	12oc59	721/21oc59	07my75	wfu, sold C-GRYY (20de78)
* -605	42-72605	30oc59	721/10no59	08no65	ditched Kattegat
* -618	42-72618	18ap65	721/13ap66	1/f 19fe77	wfu, sold 9Q-CAT (16se77)
* -625	42-72625	08j165	721/01oc66	1/f 17oc75	wfu, sold 9Q-CBK (12ja78)
* -706	42-72706	27au59	721/25se59	1/f 10oc75	wfu, sold C-GRYZ (31ja79)
C-54G-10-DO:					
*N-586	45-586	25ma66	721/06ju66	1/f 07fe77	wfu, sold 9Q-CBE (11no77)

SUD AVIATION SE.3160 ALOUETTE III**QUANTITY: -8-****SERVICE PERIOD: 1962 - 1982****USER UNITS:**

1) ESK 722 (02ju62-)

2) SVF (-01de82)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*M-019	1019	08ju62	SVF	01de82	stor, sold HB-XOE [5472:10]
* -030	1030	08ju62	SVF	10de81	wfu, sold N- [4966:00]
* -070	1070	23ja63	SVF	21ap80	dam. wfu, Orlogs Museum [4787:40]
* -071	1071	23ja63	SVF	01de82	stor, sold HB-XNZ [5614:50]
* -072	1072	23ja63	SVF	12fe82	stor, sold N- [5566:30]
*M-388	1388	17ja67	SVF	01se80	wfu, FLV Museum [4036:55]
* -438	1438	10ap67	SVF	10ju81	stor, sold HB-XCM [4391:55]
* -439	1439	10ap67	SVF	19my82	stor, sold HB-XOF [4483:00]

**LOCKHEED F-104G/TF-104G STARFIGHTER
CANADAI R CF-104/CF-104D****QUANTITY: -25/4/15/7-****SERVICE PERIOD: 1964/71 - 1986/84****USER UNITS:**

1) ESK 726 (22de64-01ja86)

2) ESK 723 (15se65-01ja84)

3) ESK 726-104 (01ja86-01my86)

DANISH MILITARY AIRCRAFT

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
F-104G:					
*R-340	63-12340	23no64	723/726[03ja83]	30ap86	wfu, to Taiwan(24au87)
* -341	-12341	23no64	723/726[03ja83]	21ma85	crash NE of Hirtshals
* -342	-12342	23no64	726	30ap86	wfu, to Taiwan(06ap87)
* -343	-12343	19de64	726	08au80	crash Bovbjerg
* -345	-12345	23no64	726	30ap86	wfu, to Taiwan(31ma87)
* -346	-12346	23no64	723[08ja65]	07oc69	crash Tirstrup
* -347	-12347	23no64	723/726[03ja83]	30ap86	wfu, to Taiwan(02ap87)
* -348	-12348	23no64	723/726[03ja83]	30ap86	wfu, to Taiwan(01ap87)
* -349	-12349	19de64	723/726[01j183]	30ap86	wfu, to Taiwan(25fe87)
*R-645	63-13645	05ju65	723/726[01j183]	30ap86	wfu, to Taiwan(06ap87)
* -646	-13646	05ju65	726	30ap86	wfu, to Taiwan(27fe87)
* -647	-13647	05ju65	726	30ap86	wfu, to Taiwan(30ma87)
*R-698	-13698	19de64	726	03de74	crash N.Skagen
* -699	-13699	23no64	723/726[01ja84]	30ap86	wfu, to Taiwan(18fe87)
* -700	63-13700	19de64	726(ff 26ja65)	17ja85	crash NE of Hjelms
* -701	-13701	19de64	726	08ap76	crash land Ålborg
* -702	-13702	19de64	726	30ap86	wfu, to Taiwan(23fe87)
* -703	-13703	19de64	726	30ap86	wfu, to Taiwan(02ap87)
* -707	-13707	19de64	723/726[03ja84]	30ap86	wfu, to Taiwan(03ap87)
*R-752	64-17752	05ju65	726	22fe71	written-off
* -753	-17753	05ju65	723	14oc80	crash Gjøll
* -754	-17754	05ju65	726	30ap86	wfu, to Taiwan(03ma87)
* -755	-17755	05ju65	723/726[03ja84]	30ap86	wfu, to Taiwan(24fe87)
* -756	-17756	05ju65	723/726[03ja84]	22no84	wfu
* -759	-17759	05ju65	723	08ju73	crash Thisted
TF-104G:					
*RT-681	63-12681	23no64	726/723	13ju75	crash NE of Fynshoved
* -682	-12682	23no64	726/723/726	30ap86	wfu, to Taiwan(30ma87)
* -683	-12683	19de64	726	30ap86	wfu, to Taiwan(31ma87)
* -684	-12684	05ju65	726	30ap86	wfu, to Taiwan(02ma87)
CANADAIR CF-104:					
*R-704	63-12703/1003	07ju72	726[26fe74]	01ja84	wfu
* -757	-12757/1057	17my72	726[09ja75]	01j183	wfu, decoy YT
* -758	-12758/1058	14ju72	726[22my74]	01j183	wfu, decoy YT
* -771	-12771/1071	24no71	726[16au73]	01ja84	wfu
*R-812	63-12812/1112	07ju72	723	13de82	wfu
* -814	-12814/1114	24ja73	723[15ju73]	01ja84	wfu
* -819	-12819/1119	06ju72	723[26ma74]	05se78	written off
* -825	-12825/1125	15ju72	726[19no73]	09no82	wfu
* -832	-12832/1132	16ju72	723[12oc73]/726[1ja84]	02j184	wfu
* -846	-12846/1146	16my72	726[07ap75]	10j184	wfu for Museum
* -851	-12851/1151	08ju72	723/726	01ja84	wfu
* -855	-12855/1155	06ju72	723[22no76]	01ja84	wfu
* -887	-12887/1187	08ju72	726[12fe75]	18au82	crash Fjerritslev
* -888	-12888/1188	13ju72	723[21au74]	01ja84	wfu
* -896	-12896/1196	15ju72	723[14fe74]	01j183	wfu, decoy YT
CANADAIR CF-104D:					
*RT-654	63-12654/5324	16ma72	726[22se72]	01j183	wfu to Tech.School(22j183)
* -655	-12655/5325	22fe72	723[29au72]	15oc84	wfu
* -657	-12657/5327	24no71	723[29ju72]/726		
*RT-660	63-12660/5330	20ap72	726[09no72]	03ja83	wfu
* -662	-12662/5332	16ju72	723/726/723	01ja84	wfu
* -664	-12664/5334	15my72	723/726[1ja84]	21fe84	wfu
* -667	-12667/5337	05ju72		03ja83	wfu, decoy YT

SIKORSKY S-61A-1 >>S-61A-5 SEA KING

QUANTITY: -9-

SERVICE PERIOD: 1965 - 2010

USER UNITS:

1) ESK 722

(00ju65-)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*U-240	61240	27au65	ESK722/oc65	27de05	wfu, displayed at Stauning
* -275	61275	23au65	ESK722/oc65	25se07	wfu, stored at FSN KAR
* -276	61276	12ap65	ESK722/my65	16ju10	wfu, to display FFOS
* -277	61277	29ju65	ESK722/ju65	28fe10	scrapped
* -278	61278	29ju65	ESK722/jl65	16ju10	wfu for sale
* -279	61279	29jl65	ESK722/au65	16ju10	wfu for sale
* -280	61280	16au65	ESK722/se65	1oc08	wfu, stored
* -281	61281	29jl65	ESK722/se65	10fe68	crash Vadehavet (675:00)
S-61A-5					
*U-481	61481	02fe71	ESK722/au71	16ju10	wfu for sale

DANISH MILITARY AIRCRAFT

HUGHES H.500M CAYUSE

QUANTITY: -15-

SERVICE PERIOD: 1971 - 2005

USER UNITS:

1) HFT/ESK.724

(00ap71-15.Sep.2005)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU	DATE	REMARKS
*H-201	109-0201M	13ap71	HFT	15se05	to N150AG	
* -202	-0202M	13ap71	HFT	15se05	to N450AG	
* -203	-0203M	23ju71	HFT	15se05	to N650AG	
* -205	31-0205M	23ju71	HFT	15se05	to Canada	
* -206	41-0206M	19j171	HFT			
* -207	-0207M	19j171	HFT	15se05	to Canada	
* -208	51-0208M	07se71	HFT	27my81	crash Haderslev	
* -209	61-0209M	07se71	HFT	15se05	to N604AG	
*H-210	-0210M	25oc71	HFT	19ja91	crash 22se89 Vandel, wfu	
* -211	71-0211M	25oc71	HFT	15se05	to N271M	
* -212	-0212M	25oc71	HFT			
* -213	-0213M	25oc71	HFT	15se05	to F-HDNK	
*H-244	24-0244M	28ju74	HFT/my75	15se05	to N150AG	
* -245	-0245M	28ju74	HFT/j175		preserved at Stauning	
* -246	-0246M	28ju74	HFT/au75	15se05	to N150AG> to Canada	

SAAB F-35/RF-35/TF-35 DRAGEN

QUANTITY: -20/20/11-

SERVICE PERIOD: 1970/71/71 - 1993

USER UNITS:

F-35:

1) ESK 725 (01se70-1993)

RF-35

1) ESK 729 (24my71-1993)

TF-35

1) ESK 729 (Jun.71-16se85) all TF's to ESK 725)

2) ESK 725 (Jan.72-1993)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
F-35:					
*A-001	A-1001	26ap71	725	21ja90	Billund Av.Mus.
* -002	-1002	22ju70	725[01se70]	06j192	Jonstrup Kons.skole
* -003	-1003	29j170	725[01se70]	20se74	crash
* -004	-1004	01se70	725[01se70]	02se93	decoy Vandel
* -005	-1005	23oc70	725	02se93	Slangerup Av.Mus.
* -006	-1006	06no70	725	01ap93	RDAF collection,Karup
* -007	-1007	19no70	725	26my92	Aalholm car mus.
* -008	-1008	14de70	725	09ap91	decoy
* -009	-1009	15de70	725	18de91	Stauning Veteran Mus.
*A-010	A-1010	30de70	725	25ma92	FSN Karup
* -011	-1011	11ja71	725	01se93	Mus.New Waltham,UK
* -012	-1012	10fe71	725	21se91	Egeskov Tech.Mus.
* -013	-1013	23fe71	725	21no74	crash,Simmelkær
* -014	-1014	09ma71	725	03ap92	Gateguard Karup
* -015	-1015	23ma71	725	27j171	crash near Karup
* -016	-1016	29ap71	725	09ju80	crash Bornholm
* -017	-1017	29ap71	725	25my93	Av.Mus.Billund
* -018	-1018	20ap71	725	04se92	decoy
* -019	-1019	05my71	725	02se93	Per Udsen, Grenå
*A-020	A-1020	05j171	725	17fe92	Flt.Test Dynamics, CAL
RF-35:					
*AR-101	A-1101	17ma71	729	24my77	crash near Langeland
* -102	-1102	25my71	729	11no93	Tech.Mus.Tønder
* -103	-1103	07ju71	729	03au71	crash near Randers
* -104	-1104	14ju71	729	01fe93	Decoy
* -105	-1105	24ju71	729	14my92	Av.Mus.Billund
* -106	-1106	24ju71	729	24au92	Flt.Test Dynamics, CAL
* -107	-1107	06se71	729	21de93	Newark Air Mus.UK
* -108	-1108	31au71	729	23oc91	decoy
* -109	-1109	31au71	729	05se91	Tøjhus Mus.Kbh.
*AR-110	A-1110	26oc71	729	21de93	Nat.Test Pilot School,CAL
* -111	-1111	22se71	729	14de93	Flt.Test Dynamics, CAL
* -112	-1112	05oc71	729	20au91	decoy
* -113	-1113	15no71	729	17de93	Mus.at Karup
* -114	-1114	02no71	729	21de93	Avn.Mus.Sola, Norway

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* -115	-1115	24no71	729	28ju92	Av.Mus.Billund
* -116	-1116	15de71	729	21de93	Flt.Test Dynamics, CAL
* -117	-1117	20de71	729	04au93	NTPS,CAL
* -118	-1118	05ja72	729	27ap93	decoy
* -119	-1119	19ja72	729	31au93	Flt.Test Dynamics, CAL
*AR-120	A-1120	05my72	729	21de93	Av.Mus.Bodø,Norway
TF-35:					
*AT-151	A-1151	14oc71	729/725/729/725[16se85]	19oc93	NTPS,CAL N166TP
* -152	-1152	24ju71	729/725/729/725[16se85]	05oc93	crash Keldsnor
* -153	-1153	23ju71	729/725[25oc84]	23se93	NTPS,CAL N167TP
* -154	-1154	20de71	725	14jl93	NTPS,CAL N168TP
* -155	-1155	26ja72	725/729/725[16se85]	30oc91	Flt.Test Dynamics, CAL
* -156	-1156	17ap72	725	03no92	Flt.Test Dynamics, CAL
* -157	-1157	11ju76		17ju93	NTPS,CAL N169TP
* -158	-1158	22ju76	725/729/725[16se85]	20de93	Scan.Hist.Flt. OY-SKA
* -159	-1159	20oc76	725	25oc77	crash near Gedser
*AT-160	A-1160	17ma77	725/729	21de93	Av.Mus.Linköping, Sweden
* -161	-1161	19ap77	725	27ju78	crash near Silkeborg

S.35E (ex.F.21) :

	35-905	19fe80	bought for spares cannibalisation
	-922	08fe80	bought for spares cannibalisation
	-925	27fe80	bought for spares cannibalisation
	-929	12fe80	bought for spares cannibalisation
*BOR 931	-931	06fe80	bought for spares cannibalisation-Fire Sec.KAR(89)

J-35F-1 (ex.Swedish AF F.16)

00oc87	bought for spares. ex. F.16-49
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LOCKHEED C-130H/C-130J-30 HERCULES

QUANTITY: -3/3-

SERVICE PERIOD: 1975/2003 - 2004/

farewell flt. 8.sep.2004

USER UNITS:

1) ESK 721 C-130H (30ap75-1oc04) C-130J (1ap04-)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*B-678	4572/73-01678	25ap75		721/30ap75 1oc.04	17dec.2004, sold to Egypt AF as 1296
* -679	4587/73-01679	25ap75		721/30ap75 1oc.04	17dec.2004, sold to Egypt AF as 1296
* -680	4599/73-01680	18jl75		721/18jl75 1oc.04	17dec.2004, sold to Egypt AF as 1296
*B-536	5536	21oc03		721/1ap04	
* -537	5537	21oc03		721/1ap04	
* -538	5538	21oc03		721/1ap04	
* -583	5583	16jl07		721/	

MFI T-17 SUPPORTER

QUANTITY: -32-

SERVICE PERIOD: 1975 -

USER UNITS:

- 1) FLSK (00ap76-)
- 2) HFT (2jl76-1ja91)
- 3) ESK 721(3)
- 4) STÅLB
- 5) STKAR
- 6) STSKP

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*T-401	15-201	10se75	SNFALB		
* -402	-202	02ma76	SNFSKP		
* -403	-203	31ma76	SNFKAR		
* -404	-204	09ap76	SNFKAR		
* -405	-205	21ap76	SNFKAR		
* -406	-206	30ap76	SNFKAR	06ju85	crash Kastrup
* -407	-207	30ap76	721/KAR[30ju82]		
* -408	-208	24ju76	721	2011	wfu Karup
* -409	-209	28ju76	721		
*T-410	15-210	02jl76	HFT/		
* -411	-211	02jl76	HFT/		
* -412	-212	12au76	HFT/	06no91	dam. Vadum
* -413	-213	23au76	HFT/		
* -414	-214	07se76	HFT/		
* -415	-215	07se76	HFT/		
* -416	-216	07se76	HFT/	30ju77	crash Give
* -417	-217	21oc76	HFT/		

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* -418	-218	21oc76	HFT/		
* -419	-219	05no76	FLSK/721[30ju82]		
*T-420	15-220	25oc76	FLSK/721[30ju82]		
* -421	-221	27oc76	FLSK		
* -422	-222	25oc76	FLSK	05j194	crash Vejle
* -423	-223	25oc76	FLSK		
* -424	-224	09no76	FLSK	29oc86	crash Skulderløse
* -425	-225	09no76	FLSK		
* -426	-226	09no76	FLSK		
* -427	-227	19no76	FLSK		
* -428	-228	19no76	FLSK		
* -429	-229	29no76	FLSK		
*T-430	15-230	05ja77	FLSK		
* -431	-231	29no76	FLSK		
* -432	-232	05ja77	FLSK		

GENERAL DYNAMICS F-16A/B FIGHTING FALCON

QUANTITY: -60/17-

SERVICE PERIOD: 1980 -

All serviceable aircraft have been through a MLU to AM/BM standard. All remaining aircraft are since 2005 operated from the Fighter Wing (Skrydstrup) as a pool by 727/730 Squadron.

USER UNITS:

- 1) ESK 727 (727-16 est.01j179,28ja80 first F-16, 01ap81 operative)
- 2) ESK 730 (730-16 est.01oc81)
- 3) ESK 723 (723-16 est. 83,02ja84 to SKP, 30ma84 to YT)-8ja2001)
- 4) ESK 726 (726-16 est.01ja86-31de2005)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
F-16A (AM) :					
*E-174 (AM)	78-00174	18fe80	727/730	06fe04	wfu for spares
* -175	-00175	24ma80	727/730	05ap83	crash, lightning strike
* -176 (AM)	-00176	24ap80	727/730/723	2003	wfu for spares, museum Stauning
* -177 (AM)	-00177	29my80	727/730/727	2003	wfu for spares
* -178	-00178	14au80	727/730/727	2ap01	crash Thyborøn
* -179	-00179	02se80	727/730	01ap85	crash Ribe, coll.E-186
*E-180 (AM)	78-00180	23se80	727/730/727/730/723/727	7ja09	
* -181 (AM)	-00181	24se80	727/730/727	2003	wfu for spares
* -182 (AM)	-00182	18no80	727/730/727	ap11	wfu
* -183	-00183	17de80	727/730/727/723	2003	wfu for spares
* -184 (AM)	-00184	08de80	727/730/723/727	24fe10	wfu
* -185	-00185	10de80	727/723/730	10de87	crash Ålbæk Bugt
* -186	-00186	19ma81	727/730	01ap85	crash Ribe, coll.E-179
* -187 (AM)	-00187	04ma81	727/730	2010	wfu
* -188 (AM)	-00188	06ap81	727/730/727	17no11	wfu
* -189 (AM)	-00189	22ap81	727/730/723/730		
*E-190 (AM)	78-00190	24ap81	727/730/727/723/727		
* -191 (AM)	-00191	25my81	727/730/727		
* -192 (AM)	-00192	14my81	727/730/727		
* -193 (AM)	-00193	16ju81	727	23no10	wfu
* -194 (AM)	-00194	11ju81	727/730/727		
* -195 (AM)	-00195	09j181	727/730/727	26au09	wfu
* -196 (AM)	-00196	08se81	727/730/723/730	21j110	wfu
* -197 (AM)	-00197	30se81	727/730/727	22j110	wfu
* -198 (AM)	-00198	21oc81	727/723/726/730/727	1se10	wfu
* -199 (AM)	-00199	13no81	727	30no10	wfu
*E-200 (AM)	78-00200	05fe82	727	2010	wfu
* -201	-00201	13ma82	727/723	07de87	crash Vadehavet
* -202 (AM)	-00202	13ap82	727/730	25ja11	wfu
* -203 (AM)	-00203	16ap82	727/723/727		
*E-596 (AM)	80-3596	19my82	727/723/730		
* -597 (AM)	-3597	23ju82	727/730		
* -598 (AM)	-3598	08j182	727		
* -599 (AM)	-3599	26au82	727/723/727		
*E-600 (AM)	80-3600	01oc82	727/730/727		
* -601 (AM)	-3601	28oc82	727/730		
* -602 (AM)	-3602	05no82	727/730/727		
* -603 (AM)	-3603	25no82	727/730		
* -604 (AM)	-3604	31ja83	730/723/726/730		
* -605 (AM)	-3605	11fe83	730/727		
* -606 (AM)	-3606	30ma83	727/723/730/727		
* -607 (AM)	-3607	02my83	730/723/727		
* -608 (AM)	-3608	15ju83	727/723/727		
* -609 (AM)	-3609	27ju83	727		
*E-610 (AM)	80-3610	25au83	727		
* -611 (AM)	-3611	15se83	727		
*E-011 (AM)	82-1011	25ma97	727		ex. ANG
*E-024 (AM)	82-1024	08j194	730		ex.170FS,USANG

DANISH MILITARY AIRCRAFT

*E-070 (AM)	83-1070	25ma97	730	27.10.15	ex.ANG, crash North Sea
*E-074 (AM)	83-1074	25ma97	730		ex.ANG
*E-075 (AM)	83-1075	08j194	727		ex.170FS,USANG
*E-107 (AM)	83-1107	08j194	730		ex.170FS,USANG
*E-004 (AM)	86-0004	15se88	726/730		
* -005 (AM)	-0005	04no88	726/		
* -006 (AM)	-0006	05de88	726/730		
*E-007 (AM)	-0007	21fe89	726/727		
* -008 (AM)	-0008	28ap89	726/730		
* -016 (AM)	86-0016	04j189	730		
* -017 (AM)	-0017	31au89	730		
* -018 (AM)	-0018	27oc89	726/730		

F-16B (BM) :

*ET-204 (BM)	78-00204	18ja80	727/723/727	ap11	wfu
* -205	-205	22ap80	727/730/727/730/723	11de96	crashed Marham, UK
* -206 (BM)	-206	24ju80	727/730/727/730	2010	wfu
* -207 (BM)	-207	12se80	727/730/727/730		
* -208 (BM)	-208	08oc80	727/730/727		
* -209	-209	14my81	727/730	19ju84	crash Fyen, coll.ET-211
*ET-210 (BM)	78-00210	30se81	727/730/727	23.01.11	crash USA
* -211	-00211	05fe82	727//730	19ju84	crash Fyen, coll.ET-209
*ET-612 (BM)	80-3612	30ju82	727/730/727		
*ET-626	80-0626	25ma97		8oc02	ex.ANG, wfu for spares
* -613 (BM)	-3613	26oc82	727/726/727		
* -614 (BM)	-3614	28ap83	727/723/726/727/730		
* -615 (BM)	-3615	fe85	727		
*ET-197 (BM)	85-0197	08ja88	723/726/727		
* -198 (BM)	-0198	02ma88	723/726/727		
* -199 (BM)	-0199	05my88	726/730		
*ET-022	86-0022	24au88	727/726/727		

WESTLAND LYNX MK.80/90/90B

QUANTITY: -8/2-

SERVICE PERIOD: 1980/88 - 2002

Kontrakten for levering af 8 Lynx helikopteret blev underskrevet i august 1977. Til erstatning for S-187 og S-196, indkøbtes to Lynx Mk.90, 249 og 256 (oprindeligt bygget som Lynx HAS.87) og 035 blev indkøbt brugt fra den argentinske flåde, sammen med en del andre reservedele. S-249 var flyvedygtig ved leveringen mens S-256 blev klargjort med dele og reservedele fra 035. I december 1997 blev der skrevet kontrakt med Westland om levetidsforlængelse af alle otte helikoptere. S-191 og S-170 blev som de første ombygget ved Westland, mens de resterende seks blev ombygget ved Hovedværksted Værløse. Efter opdateringen fik helikopterne nye byggenumre og typebetegnelse Mk.90B, som svarer til Westland's "Super Lynx. De bibeholdt dog de 'gamle' SVF numre. Lynx havde sidste flyvning i Danmark den 15/12-2017. De resterende helikoptere, minus S-134, som skal til Stauning, bliver sat til sal. De er pt. Opmagasineret på FSN Karup.

USER UNITS:

1) SVF/ESK 728 (06ju80-)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
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LYNX MK.80: (all aircraft re-worked to Mk.90b standard)

*S-134	WA.134	23ap80	SVF/06ju80	13ma02	museum
* -142	WA.142	30ap80	SVF/06ju80	15ja02	scrapped
* -170	WA.170	30my80	SVF/06ju80	14ju97	cr. Poland scrapped 2008
* -175	WA.175	04au80	SVF	18j188	wrecked
* -181	WA.181	08se80	SVF	02ja01	to Westland 24ja14
* -187	WA.187	02oc80	SVF	20fe87	Crash Vagar, Færøerne
* -191	WA.191	17no80	SVF	31au99	sold as Lynx trainer to Oman
* -196	WA.196	06oc81	SVF	14se85	crash near Møen

LYNX MK.90 (re-worked to Mk.90b standard):

*S-249	WA.249	29ma82		22my87	ex. Arg. Navy (Mk.23 0734/3-H-41) used for spares
*S-256	WA.256	05my88		06my88	for spares, fire sec. Karup
* 035				2007	ex. 3-H-141, scrapped

LYNX MK.90B

*S-134	425	30ap2003	SVF	15de17	museum
* -142	418	28fe2003	SVF	1ap16	for sale
* -170	410	3ap2001	SVF/06ju80	28fr17	for sale
* -175	439	2004	SVF	15de17	for sale
* -181	411	23my2007	SVF	1au16	for sale
* -191	409	31oc2000	SVF	15de17	for sale
* -249	434	13fe2004	SVF	22au11	cr. Grønnedal
* -256	438	13fe2004	SVF	15de17	for sale

DANISH MILITARY AIRCRAFT

GRUMMAN G.1159/A GULFSTREAM II/III

QUANTITY: -3-

SERVICE PERIOD: 1981 - 2004

USER UNITS:

1) ESK 721 (02ap81/23fe82-08se2004)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
MK.II:					
*F-085	85/N5102	02ap81		721/02ap81	01au81 on loan for crew Training
MK.III:					
*F-249	249	16ap82		721	8se04 sold to Phoenix Air as N163PA
*F-313	313	23fe82		721	8se04 wfu, sold to Phoenix Air as N173PA
*F-330	330	16ju82		721	3au96 crashed Vagar, all killed
*F-400	401	21de96		721	de97 ex.N80AG, leased for VIP

EUROCOPTER AS.350L FENNEC

QUANTITY: -12-

SERVICE PERIOD: 1990-

USER UNITS:

1) Hærens Flyvetjeneste/Panserværnshelikopterkompaniet (1990-2003)

2) ESK 724 (7.Aug.2003-)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*P-090	2090	16ja91	HFT/728		prototype
*P-234	2234	15au90			
*P-254	2254	13se90			
*P-275	2275	13se90			
*P-276	2276	15de90			
*P-287	2287	15de90			
*P-288	2288	15de90			
*P-319	2319	16ja91			
*P-320	2320	16ja91			
*P-339	2339	22fe91			
*P-352	2352	22fe91			
*P-369	2369	22fe91			

BOMBARDIER CL-604 CHALLENGER

QUANTITY: -4-

SERVICE PERIOD: 1999-

USER UNITS:

1) ESK 721

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*C-066	5366	no99	ESK.721	25no00	leased for crew training, returned
*C-080	5380	25no99	ESK.721		ex. N604DE
*C-168	5468	13no01	ESK.721		ex. C-GHRJ
*C-172	5472	13no01	ESK.721		ex. C-GHRZ
*C-215	5515	6ju14	ESK.721		ex. G-CHVN

SAGEM UAV SPERWER/TÅRNFALKEN

QUANTITY: -11-

SERVICE PERIOD: 2002-2006

USER UNITS:

1) Operated by the Army's 7th Art.Afd./UAV-Batteriet (two UAV delinger). The UAVs never became operational, in the end only 3 out of 8 were flyable and 14de2005 it was decided to scrap the planes, they were on 4.September 2006 sold to Canadian Army.

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*D-201		6se02	UAVDET	1ja06	
*D-202		6se02	UAVDET	1ja06	
*D-203		6se02	UAVDET	1ja06	
D-204		6se02	UAVDET	1ja06	
*D-205		6se02	UAVDET	1ja06	
D-206		6se02	UAVDET	1ja06	
*D-207		6se02	UAVDET	1ja06	
*D-208		6se02	UAVDET	1ja06	
D-209		6se02	UAVDET	1ja06	
D-210		6se02	UAVDET	1ja06	
D-211		6se02	UAVDET	1ja06	

DANISH MILITARY AIRCRAFT

MERLIN EH.101 MK.512 MERLIN JOINT SUPPORTER

QUANTITY: -14-

SERVICE PERIOD: 2006-

USER UNITS:

1) ESK 722 (moved to KAR 31.Dec.2003)

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*M-501	50089	20oc06	Esk.722	27j107	ex.ZJ990 (TTT version) sold to RAF
*M-502	50095	10ja06	Esk.722		ex.ZJ991 (SAR version)
*M-503	50106	8ma06	Esk.722	12j107	ex.ZJ992 (SAR version) sold to RAF
*M-504	50114	19ja06	Esk.722		ex.ZJ993 (SAR version)
*M-505	50121	2fe06	Esk.722	12j107	ex.ZJ994 (SAR version) sold to RAF
*M-506	50123	29ap06	Esk.722	26j107	ex.ZJ995 (SAR version) sold to RAF
*M-507	50136	19my06	Esk.722		ex.XJ996 (SAR version)
*M-508	50145	16ma06	Esk.722		ex.XJ997 (SAR version)
*M-509	50148	16ju06	Esk.722	29ju07	ex.XJ998 (SAR version) sold to RAF
*M-510	50157	28se06	Esk.722		ex.XJ999 (ex.TTT>SAR version)
*M-511	50160	29ju06	Esk.722	29ju07	ex.ZK001 (TTT version) sold to RAF
*M-512	50161	1de06	Esk.722		ex.ZK002 (ex.TTT>SAR version)
*M-513	50162	19ja07	Esk.722		ex.ZK003 (ex.TTT>SAR version)
*M-514	50165	1ma07	Esk.722		ex.ZK004 (ex.TTT>SAR version)
*M-515	50222	5ju09	Esk.722		ex.ZK160 (TTT version)
*M-516	50223	24j109	Esk.722		ex.ZK161 (TTT version)
*M-517	50224	21au09	Esk.722		ex.ZK162 (TTT version)
*M-518	50225	8oc09	Esk.722	11/10-14	ex.ZK163 (TTT version) 11/10-14 crash Afgh.
*M-519	50226	20oc09	Esk.722		ex.ZK164 (TTT version)
*M-520	50227	20ja10	Esk.722		ex.ZK165 (TTT version)

BRITTEN-NORMAN BN-2B-21 ISLANDER

QUANTITY: -2-

SERVICE PERIOD: 2015-

USER UNITS:

1) Hjemmeværnskommandoen HVE 270

SERIAL:	SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*OY-FHA	523	July 2015	HVE 270		ex.D-ISLE
*OY-FHB	531	July 2015	HVE 270		ex.C6-LDC

SIKORSKY MH-60R SEAHAWK

QUANTITY: -9-

SERVICE PERIOD: 2016-

USER UNITS:

1) ESK 723 (2016-)

SERIAL:	MSN/SER.NO:	DEL.DATE:	UNIT/DATE	WFU DATE	REMARKS
*N-971	70-4386/US168971	11my16	ESK723		
*N-972	70-4403/US168972	11my16	ESK723		
*N-973	70-4440/US168973	11my16	ESK723		
*N-974	70-4466/US168974	9se16	ESK723		
*N-975	70-4822/US168975	7ma17	ESK723		
*N-976	/US168976	24my17	ESK723		
*N-977	70-4844/US168977	30au17	ESK723		
*N-978	/US168978	31j118	ESK723		
N-979	70-4864/US168979	31j118	ESK723		
	70-2720/US166407	2015	SH-60B/MH-60R fuselage for tech.training		

MILITARY GLIDERS

QUANTITY: -34-

SERVICE PERIOD: 1949-1966

USER UNITS:

1) RDAF stations (1949-1966)

2) Operated by Air Force glider Clubs at major air bases (1966-)

SERIAL:	TYPE:	SER.NO:	DEL.DATE:	WFU DATE	REMARKS
91-911	SG.38		1949	1957	sold
91-912	Polyt II	PFG11	1949	1957	ex.OY-75, sold as spares
91-913	S.G.38		1952	1957	sold
92-921	Dansk Aero 2G	DA.6	1948	31oc66	scrapped

DANISH MILITARY AIRCRAFT

*92-922	Dansk Aero 2G	DA.8	1950	31oc66	scrapped
*92/Z-923	Dansk Aero 2G	DA.13	1952	31oc66	to OY-XJV to SKP Gliding Club 1979
93/Z-931	Polyt III	1	1954	31oc66	to OY-XFA(28my68)
*93/Z-932	Schweizer TG-3A	22	12oc52	6au55	ex. LN-GAT, crashed Vandel
94-941(1)	Jyfly Baby IIB	JYFLY3	1949	17au51	crashed, rebuild as Babyfalk
94-941(2)	Dansk Aero Babyfalk	JYFLY3	1953	10oc59	crashed Ålborg, wfu 1961
94-942	Jyfly Baby IIB	JYFLY4	1949	1960	wfu, sold as OY-DXZ(23ju61)
*94/Z-943	Polytek Baby IIB	PFG07	1949	10oc67	wfu, sold to Holland
94-944	Scheider Baby IIB	2735	1949	2se61	ex.OY-44, crashed Ålborg
*94/Z-945	Dansk Aero Baby IIB	DA	1950	15au66	crashed Ålborg
94/Z-946	Grum-Sch. Baby IIB	GS2	1952	31oc66	wfu at Skrydstrup
*96/Z-961	EoN Olympia	55	11ap50	1959	to OY-BIX(10ju58), crashed
*96/Z-962	EoN Olympia	59	21ap50	8no60	to OY-XEF(10ju58), cancelled
*96/Z-963	EoN Olympia	56	my50	14ju60	crashed at Skrydstrup
*Z-964	Ka 6CR Rhönsegler	779	1960	31oc66	to OY-XAD(25my68)
*Z-965	Schleicher K 8B	973	19no60	31oc66	to OY-XFE(25my68)
*Z-966	Schleicher K 8B	8155	my63	31oc66	to OY-XFF(26ju68)
Z-967	Ka 6CR Rhönsegler	6179	1963	31oc66	to OY-XFO(26ju68)
*Z-968	Schleicher K 8B	8344	1964	31oc66	to OY-XFG(28my68)
*Z-969	Schleicher K 8B	8370	1965	31oc66	to OY-XFH(28my68)
Z-970	Schleicher K 8B	8495	1965	31oc66	to OY-XFI(21my68)
Z-971	Schleicher K 8B	8496	1965	31oc66	to OY-XFK(26my68)
*Z-972	Schleicher K 8B	8498	1965	31oc66	to OY-XFM(26ju68)
*Z-973	Schleicher K 8B	8497	1965	31oc66	to OY-XFL(28my68)
Z-974	Ka 6CR Rhönsegler	6358	1965	31oc66	to OY-DMX
*Z-975	Ka 6CR Rhönsegler	6413	1966	31oc66	to OY-EIX
*98/Z-981	Ka7 Rhönadler	475	1959	31oc66	to OY-XFB(26ju68)
*98/Z-982	Ka7 Rhönadler	476	1959	31oc66	to OY-XFC(21my68)
*98/Z-983	Ka7 Rhönadler	477	1959	31oc66	to OY-XFD(28my68)



The RDAF gliders are now operated by civilian glider clubs and carry civilian registrations



Map of historical Danish Air Force installations

Ole NIKOLAJSSEN



Born in 1943 in Denmark, Ole Nikolajsen is a dedicated aviation person, and has had a long career with flying. He started his pilot training in the Royal Danish Air Force in 1963 and served until 1969 as a navigator in the rescue and transport squadrons, acquiring 2000 flying hours. Then he continued training as an Air Traffic Control Officer and worked as such in Denmark, Malaysia, Abu Dhabi and Oman. In 1990 he organized a new training school in Oman and in 1992 he became leader of the Swiss Controller Training School. He worked as the leader of training concept developments and training quality control with the DFS in Germany and has been retired in France since 2002. While in the RDAF, Ole Nikolajsen published the history of 721 Squadron. In the seventies he edited, the aviation publication DANMIL, well known in Denmark. In 2005 his book "Turkish Military Aircraft since 1912" was published in English. Since then he has continued working on his Turkish Aviation trilogy with manuscripts on "Ottoman Aviation 1912-1919" and "85 years Civilian Aircraft in Turkey 1925-2010". Ole Nikolajsen is well known in international aviation historian circles and has published numerous articles on aviation history both in Danish, English and German. This Documentation on the History of Danish Military Aircraft is the culmination of 40 years of research on the subject and fills a long needed book in English on the subject.