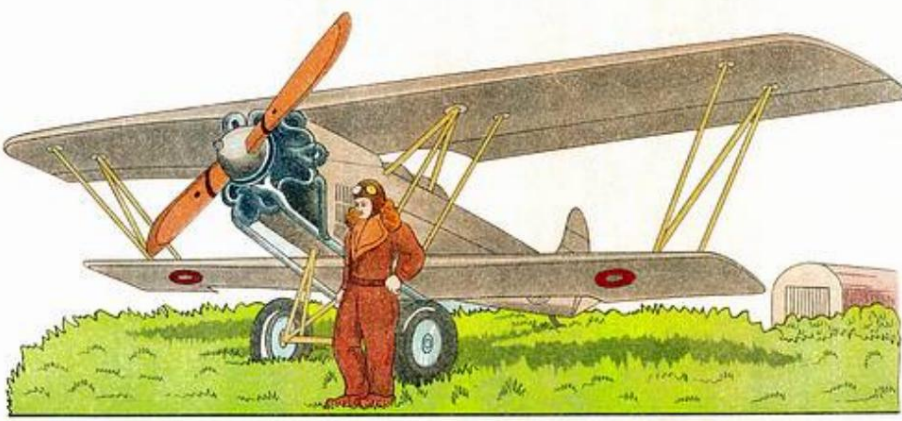


Scrapbook - Danish planes, circa 1935, Part I

Introduction

I have been lucky enough to borrow a couple of motifs of Danish airplanes, apparently originating from two different scrapbooks from the 1930s. They can thus be added to the collection of cut-out sheets with motifs from the Danish Army and Navy.

Reconnaissance aircraft from the Army Air Forces

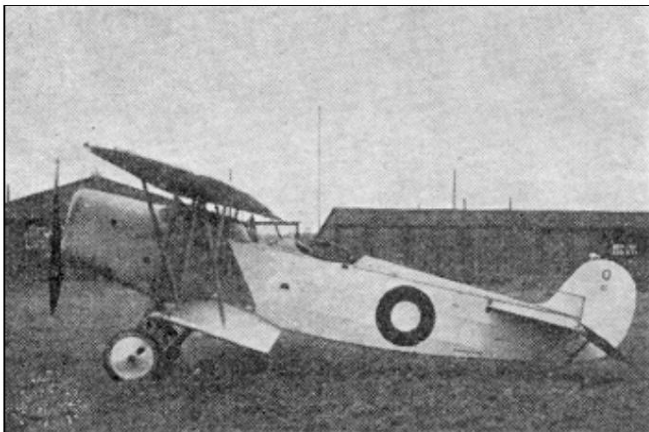


I cannot immediately determine which type of aircraft was the inspiration for the artist. Most of all, it seems to be a mixture of different types - and finally, the drawing may simply have been supposed to represent a Danish airplane.

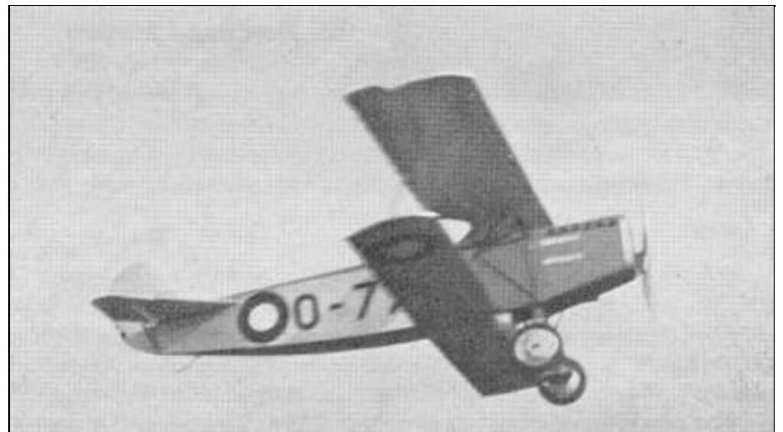
Most of all, the drawing looks like a reconnaissance machine, but identification is made difficult by the fact that many Danish aircraft were modernized during their lifetime - new engines, undercarriage and wings. It is thus possible that the exact image can be found which can determine which type it is. Anyone have an offer?

At that time, the Army's Air Force had reconnaissance aircraft of the O and R types.

The O machines



O machine (IO).
From Source 1.



O machine (II O).
From Source 1.

The O-machine, or *O-pot* as it was called by aviators and observers, was a school plane.

The O machine was a Danish design over the *Fokker C* type. Type *IO* was a two-seater, while *II O* was a single-seater. 14 were built of type *IO* (1926-1929) and 8 pcs. *II O* (1932-1933). The planes bore the numbers O-56 - O-70 and O-71 - O 77, respectively. The plane had a top speed of 200 km/h.

The O machines were normally unarmed, but the *OI* could be fitted with 8 mm machine guns (1 fixed and 2 movable).

The Air Force's 3rd Squadron used *OI* until 1934, after which the machines were transferred to the Flying School.



4 OI under scrapping at Værløse Airport. From Source 3

On 8 April 1940, the Flying School at Værløse Flyveplads had 5 units. IO and 4 pcs. II O.

It had already been decided before the Occupation that the O-machines were to be scrapped, but the execution was sped up.

In connection with the German ban on military flying and the resulting storage of all Danish aircraft, there was no storage capacity for the O-machines.

In May 1940, the Ministry of War therefore authorizes the Army's Flying Troops to dispose of the machines.

9 pcs. OI and 4 pcs. O II, plus a destroyed aircraft (from the attack?) are then scrapped.

The R machines

The R machines were of the type *Fokker CVM/26 (IR)* and *CVM/33 (II R and III R)*, which were manufactured under license in Denmark.

Fokker CVM/26 (IR)



R machine (IR). From Source 1.

The picture shows the machine as it looked in the 1930s.

Here the original engine (400 hp Lorraine-Dietrich 12 Db) was replaced by a 440 hp Bristol Jupiter VII radial engine.

In 1926, 5 units were purchased. In R, which is called R-1 - R-5. In the years 1927-1931, a further 13 units were built. (R-6 - R-18). Aircraft with the Lorraine-Dietrich engine had a top speed of 210 km/h; for aircraft with Bristol Jupiter engine the 215 km/h..

They were armed with 8 mm machine guns (1 fixed and 2 movable - from the mid-1930s, however, only 1 movable, which now had a belt feed instead of a drum magazine).

The bomb load was 150 kg for aircraft with a Lorraine-Dietrich engine and 300 kg for aircraft with a Bristol Jupiter engine.

In 1926, R-1 and R-2 made a - at the time much talked about - flight to Tokyo. Captain AP Botved and his mechanic (officer Chr. Olsen) in R-1 made it all the way - and back home. Lieutenant H. Herschend and his mechanic (officiant V. Petersen) had to return to Copenhagen after a serious landing accident in Rangoon, after their machine had been repaired in Bangkok.

The planes left the 1st line in 1939 and the idea was that during 1940 they should take over the role of the O-machines as school planes at the Flying School.

On 9 April 1940 there were 10 back. R-4, R-5 and R-16 were destroyed during the attack on Værløse Airfield. The remaining aircraft were then stored and are assumed to have been taken over by the Germans after 29 August 1943.

Fokker CVM/33 (II R and III R)

The Norwegian Air Force acquired 24 machines of the type *Fokker CVM/33* - 12 pcs. in the edition *II R* (R-21 - R-32) and 12 pcs. in edition *III R* (R-41 - R-52). Despite the fact that the difference between the two types was minimal, they were chosen to be labeled as two different types. The top speed was 260 km/h for both types.

A sample was acquired in 1933 and the first series was delivered to 3 Squadron in 1934. The last 12 were delivered to 5 Squadron in 1935.



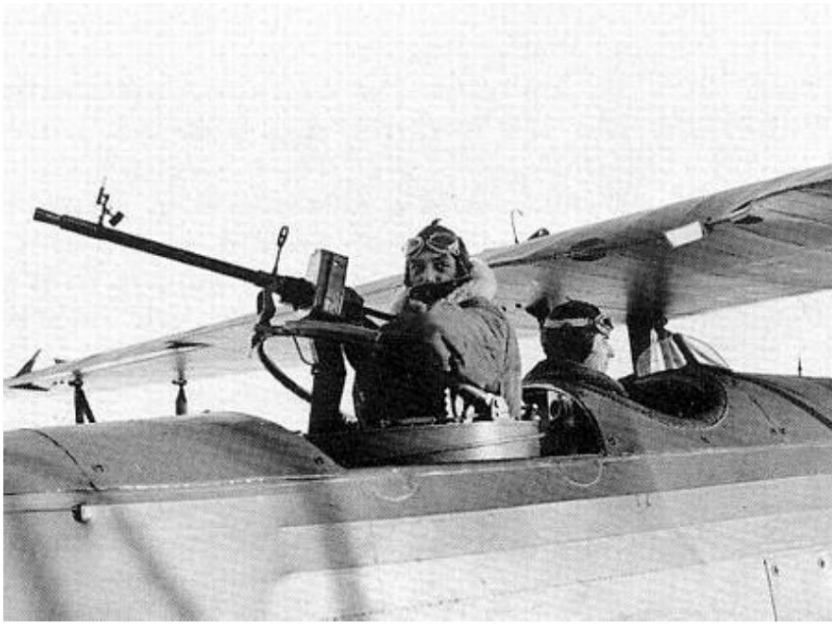
R machine (II R). From Source 2.

The aircraft was armed with 8 mm machine guns (1 fixed and 1 (originally 2) movable). This could result in a bomb load of 300 kg.

On 8 April 1940, all *II R* and *III R* machines were intact. 1)

During the attack on Værløse Airfield, R-49 was shot down, while R-22, R-30 and R-32 were destroyed on the ground.

The other machines were subsequently stored, and after 29 August 1943 at least some of them were used by the Germans.



R machine - The picture shows the fallen.

The picture is not from April 9, 1940.

From Source 2

The crew of R-49 - lieutenant V. Godtfredsen (pilot) and second lieutenant GF Brodersen (observer) - perished in the shooting down.

The later colonel Vagn Holm, who in 1940 was first lieutenant in the Army's Air Force, recounts the following in his diary about the R-49's fate:

"... The rumor is spreading very alarmingly that German troops have landed in Korsør and Nyborg as well as Copenhagen, where the Kastellet was supposed to be occupied. I told the person who conveyed the rumor to me that I did not believe it, as they had not saw German aviators over Værløse.

One of our machines, R-49, was ordered to carry out weather reconnaissance of the road from Copenhagen to Værløse just in case. It started with Lieutenant Godtfredsen as driver and Lieutenant Brodersen as observer.

I was the last one to talk to Brodersen before the start, he said to me: "Now they've gone completely crazy, now we have to go out and do weather reconnaissance".

A fresh northerly wind was blowing, so the machine had to start to the north, the driver gave gas, and we all watched the starting machine. Suddenly Lieutenant Brodersen gets up in the back seat and points to the south, from where a swarm of German machines (Messerschmitt 110) dived down over the square, while the 20 mm guns spewed their deadly lead at our comrades. R-49 crashed to the ground burning from approx. 50 m height, and the two lieutenants were killed on the spot.

Lieutenant Godtfredsen lay in his machine charred and almost shrunk to nothing. Lieutenant Brodersen was lying some distance from the machine badly burned with the parachute deployed, so he has done something after the shelling, and has not died without knowing the reason..."

Closing

Thanks to Gert Strande Sørensen for the loan of the original clipping.

Sources

1. *Danish Military Aircraft through 50 years - 1912-1962* by Hans Kofoed, Flyv's Forlag, Copenhagen 1962.
2. *The Danish Air Force* by Hans A. Schrøder, Tøjhusmuseet, Copenhagen 1992, ISBN 87-89022-24-6.
3. *The attack on Værløse Airfield on 9 April 1940* by Hans A. Schrøder, 2nd edition with supplements, Air Force Library 2002, ISBN 87-988691-2-4.



R machine (IR). From Source 1.

The picture shows the machine as it originally looked, with a Lorraine-Dietrich engine.

To note

1) 17 of II R and III R were distributed to the squadrons; the remaining 7 must have been in reserve or in the workshop.

On 8 April 1940, the following aircraft were ready at Værløse Airfield:

1st Squadron (Sealand Aviation Division)

9 *Gloster Gauntlet* (II J)

3 *Bristol Bulldog* (I J)

2. Squadron (Jewish Aviation Division)

7 *Fokker D.XXI* (III J)

3 *Fokker C V M/26* (I R)

3rd Squadron (Sealand Flying Branch)

8 *Fokker CVM/33* (II R)

3 *Fokker C V M/26* (I R)

5. Squadron (Jewish Aviation Division)

9 *Fokker CVM/33* (II R)

2 *Fokker C V M/26* (I R)

1 *D.H. Dragonfly* (II S)

1 *Cierva C.30* (I M) (Mill plan)

Flying School

7 *D.H. Tiger Moth* (I S)

5 *O machines* (I O)

4 *O machines* (II O)

The army's flying troops consisted of two flying divisions - Zealand and Jutland. However, both were located at Værløse in peacetime. It also included the Flying School and the Air Force Technical Service, which were also located at Værløse.

Finally, the Flying Troops had control over the Flying Troops Workshops on Kløvermarken, where, among other things, carried out major overhauls and license-built airplanes for the Flying Troops and the Balloon Park.

The Zealand Aviation Division consisted of the 1st and 3rd Squadrons, while the Jutland Aviation Division was made up of the 2nd and 5th Squadrons. 4. The squadron, which belonged to the Zealand Aviation Division, existed only on paper. In addition, the Balloon Park was part of the Army's Flying Troops.

By the Army Act of 1932, the Air Corps per 1 November 1932 to the Army's Flying Troops, and it became a type of weapon on an equal footing with the army's other types of weapon.