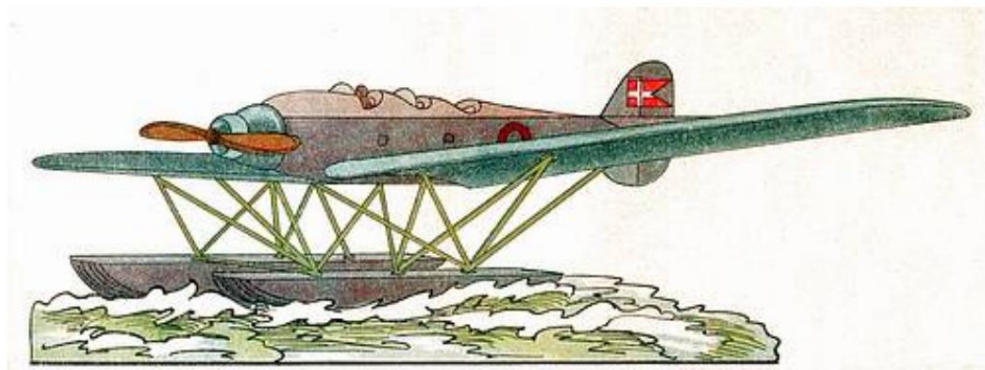


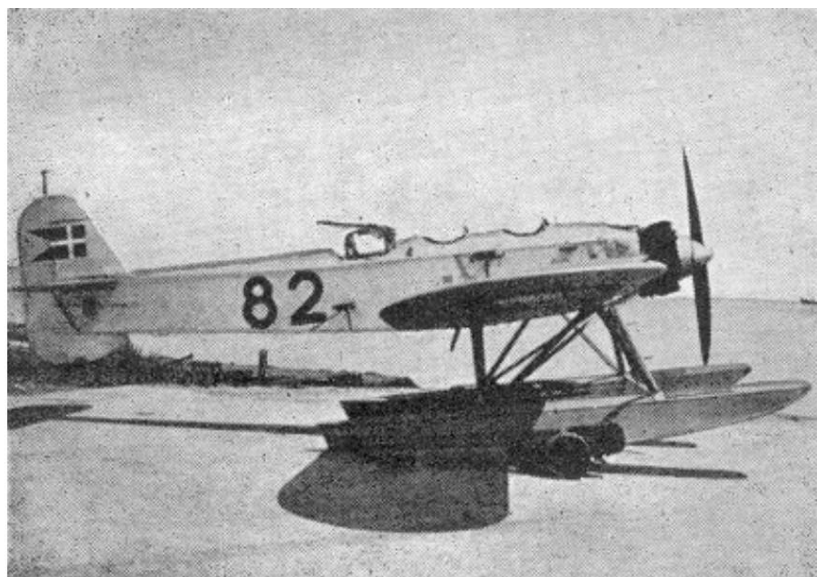
Scrapbook - Danish planes, circa 1935, Part II

HE 8 reconnaissance aircraft from the Norwegian Air Force (Air Force)

The *HE 8* was a three-seat reconnaissance aircraft and it was in service from 1928 to 1940. The aircraft was the type that the Royal Navy acquired the most of - 22. Total.



The first 6 (99-94) were built by *Heinkel* in Warnemünde and delivered in 1928. Orlogsverftet built the remaining 16 aircraft - 5 in 1929 (93-89), 2 in 1930 (88-87), 6 in 1931 (86- 81) and 3 in 1938 (80-78). Top speed was 210 km/h.



HE 8 (HM II). From Source 1.

The type designation was HM II - H for hydroplane and M for monoplane; the Roman numeral denoted the type number within the class in question.

The aircraft was armed with 8 mm machine guns (1 fixed and 1 movable) and had a bomb load of 8 pcs. 12½ kg bombs.

In 1935, four of the aircraft (81, 82, 83 and 85) were also equipped with fog spreaders. 1) —

Throughout their lifetime, the *HM II* seaplanes belonged to the 1st Air Flotilla (Luftmarinestation Copenhagen).

From 1932 to 1938, the planes also carried out civilian tasks, including aerial photography in Greenland. It was mainly 84 and 87 that solved these tasks. When the Luftmarine's operational aircraft were camouflaged in 1938, the two aircraft retained their red "Greenland colour" 2). —



HE 8 (HM II), Greenland, 1938.



HE 8 (HM II), 1940.

In April 1940, the 1st Air Flotilla (Luftmarine Station Copenhagen), which was mobilized with called-up reserve personnel, had over 13 units. *HM II* (*Heinkel HE 8*) and 2 pcs. *HB III* (*Hawker Dantorp*) torpedo biplanes 3).

They had established the 3rd Air Group in Aarhus and the 4th Air Group in Slipshavn.

2nd Air Flotilla (Naval Station Avnø) had 8 units. *LB V* (*Hawker Nimrod*).



H.B. III (Hawker Dantorp).
From Source 2.



L.B. V (Hawker Nimrod).
From Source 2.

(Explanation to type designations: H for hydroplane; B for biplane; L for landplane; the Roman numeral denoted the type number within the class in question.)

From 1 to 4 April 1940, routine flights were carried out from the ice off Copenhagen. On 3 April the ice began to break up, and two HE 8s were sent to Frederikshavn and on 5 April an HE 8 to Slipshavn to cover reconnaissance for mines in the Great Belt. On 5 to 8 April, all flights from Copenhagen are suspended because there is drift ice in the Øresund.

The Royal Air Force was not ordered into action on 9 April 1940. Bearing in mind that previous reports in 1938 and 1939 in connection with exercises against Nimrod fighters have shown that the HE 8 planes had not seen the Nimrod fighters until itself was judged "shot down", it must be said that the material had not had the slightest chance against the deployed Messerschmitt aircraft.

In connection with the German occupation, and the resulting ban on flying, all aircraft were dismantled and stored at Holmen, to finally be destroyed by sabotage on 22 November 1943. However, the Germans had previously removed individual aircraft 4) as well as engines and other accessories.

About the marking and painting of Danish aircraft

Air Force aircraft all carried a Dannebrog flag on the tail rudder (side rudder), but did not carry the national cockade on the body. Here, the artist has obviously not been completely involved in the notes.

It is therefore - until December 1939 - easy to distinguish the Luftmarine's aircraft from aircraft belonging to the Army's Flying Troops.

Early in the war, planes belonging to the Army's Flying Troops were also equipped with the Dannebrog flag, so that foreign planes would not - by mistake - attack Danish planes. The operational aircraft in the Norwegian Air Force were now also camouflaged - painted in grey-green/grey-yellow colours, with grey-blue undersides.

From the establishment of the Air Force (1 October 1950) all Danish military aircraft carried the Dannebrog flag on the tail rudder (side rudder).

Closing

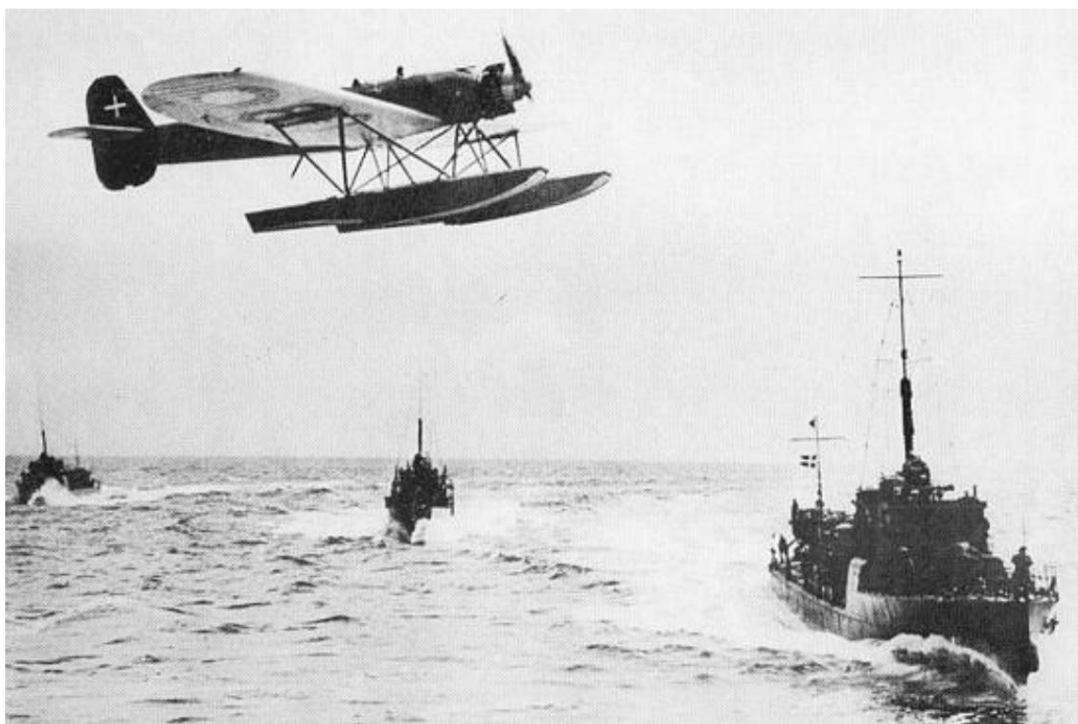
Thanks to Gert Strande Sørensen for the loan of the original clipping.

Sources

Images without attribution come from a calendar with motifs from Danish military aviation, published by the Royal Garrison Library around 1980.

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. *Basing aircraft on Danish ships* by R. Steen Steensen, Skibskendingoppagave 156, Hjemmeværnsbladet, 1971.
4. *ESK 721 - KLV's oldest squadron*, without authorship, Luftmeldeskadrille Glostrup's magazine, January 1971.
5. *It's red, it's white - Nationality marking of Danish military aircraft through the ages* by LAT Ege, Fly News, Air Staff, June 1989.

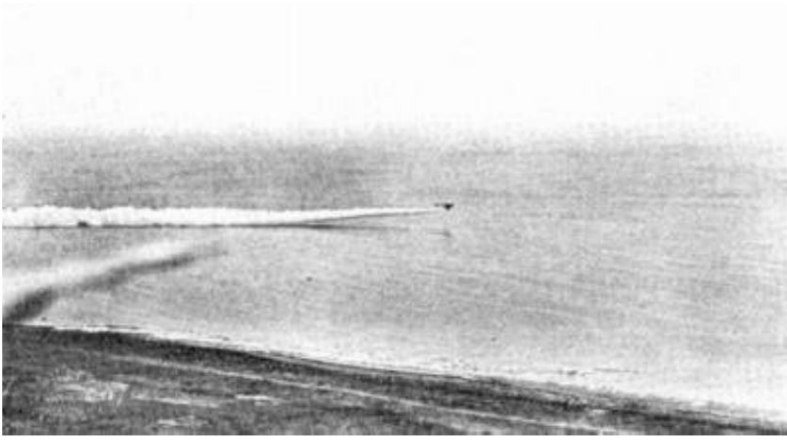
Per Finsted



H.E. 8 (H.M. II), over torpedobåde.

To note

- 1) Laying of artificial fog, which in its effect and application resembles a smoke screen, can be done from ships, planes or from land.



From *Smoke and artificial fog in naval warfare* by Jørgen Valentiner, Danish Military Magazine, No. 1, 1st year, 1942.

The tactical use of artificial fog, both defensive and offensive, can take place during artillery combat, torpedo attacks, minelaying, air attacks, passage of difficult-to-navigate waters as well as reconnaissance and reconnaissance.

Fog development can be done by combustion or atomization.

From aircraft, the laying usually takes place by spraying one or more chemical substances, which are mixed with the water vapor in the air.

- 2) As far as is known, the Air Force was the first to use this contrast color, which was supposed to facilitate the rescue of casualties.
- 3) The Navy's Air Force had 2 pcs. *Hawker Dantorp (HB III)* torpedo plane, which until 8 December 1939 had formed a special unit, 9. Luftgruppe. Per on this date they were transferred to the 1st Air Flotilla.
- 4) Maybe 5 pcs. *Avro Tutor (LB IV)*, a two-seat training aircraft believed to have been sent to Germany in late 1943.