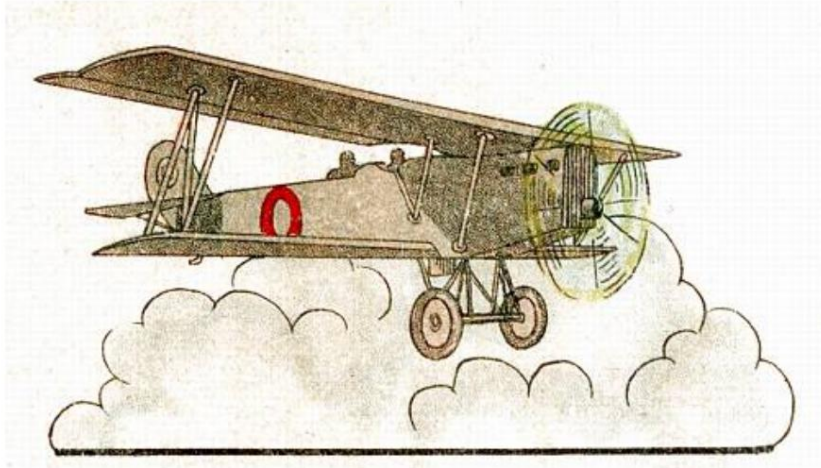


Scrapbook - Flying Corps

Introduction



In the articles - Scrapbook: Danish Aircraft, circa 1935, Part 1 and Part 2 as well as Hærens Flyverkorps -Ballonparken I referred to three drawings of two Danish aircraft and an observation balloon.

It turns out now that I have been lucky enough to borrow the original clipping sheet, that the three clippings come from a sheet that was entitled *Flyverkorpset*.

The flying corps was until 1 November 1932 the name of the unit that later became the Norwegian Air Force. Despite the title, one drawing shows an aircraft from the Navy's Air Force (hydroplane *HE 8 (HM II)*).

In the following presentation, those of the sheet's motifs, which were not touched upon in the previous articles, are mentioned.

***Dannebrog* balloon**

Among the different types of balloons that the Ballonparken had at its disposal was the ball balloon *Dannebrog*. It was used (in 1934) by the Balloon Park's balloon drivers to - on free evenings - maintain their training and to train new balloon drivers.

From 1912, when the Army introduced its first observation balloon, and until 1922, the observation balloons were subordinate to the Fortress Artillery Regiment. When the regiment was disbanded in 1922, the balloons were transferred to the Inspector General of Artillery. In 1932, the Balloon Park was established as an independent department, under the Inspector General of the Army's Air Force.

The drawing shows the balloon equipped with a Dannebrog flag as an insignia. This nationality marking was actually abolished by Announcement for the Army (KfH) B.9/1917, from which it appears that the previously used split flags are replaced by nationality marks of the same form as stipulated in KfHB8/1917, point 7, for the Army's aircraft.

The markings on the balloons had to be twice as large as the marks on the planes - with a diameter of the outer ring of 2.40 m. Dragon balloons had to carry four marks, so that the nationality could be determined from above and below as well as from both sides. Balloons were to carry only two such marks.

Pilot in parachute

In the Report on the Military Air Force, prepared in connection with the defense scheme of 1922, the use and need for parachutes in the Air Corps is mentioned:

"Since parachutes for airplanes during the World War have reached a great perfection and have in many cases saved human life, being of particular importance to experienced aviators in the event of the machine's fire or, for example, when a wing breaks or control wires break, the committee considers it would be highly valuable for the Army Air Force to acquire, for example, 5 of these for its experienced pilots, if possible from AHG Fokker, Rokin 84, Amsterdam. The price is assumed to be 220 reigsmark per piece. They do not bother at all the aviator, sitting on them like a pillow.

For less experienced pilots, who in cases such as those mentioned, due to nervousness, easily jump out too early or too late, in which latter case the parachute does not have time to deploy, parachutes, on the other hand, are hardly of any use."

Whether the drawing thus depicts an experienced pilot who has abandoned his plane after careful consideration, or a less experienced, nervous pilot who has abandoned his machine prematurely, remains to be seen...

In the mid-1930s, aviators were equipped with an aviator helmet and a pair of aviator goggles, a heavy or light aviator suit, a scarf, lined gloves and a pair of fur boots. There was also a life jacket and a parachute.

Fokker CI or O machine (IO)

The aircraft depicts either a Fokker CI or an O machine (IO), which was a Danish further development of the Fokker machine.

Two Fokker machines were delivered on 30 September and 13 October 1923 respectively, and three of a slightly older type were built by the Air Force Workshops in 1925. They were originally numbered 2-6 (1 was not used), but in 1926 were renumbered O -51 - O-55. The last CI was taken out of service in 1933.



Breder C 1.

From the Air Force's Historical Collection.



O machine (II O).

From the Air Force's Historical Collection.

The O-machine is mentioned in Cut-out sheet: Danske Fly, circa 1935, Part 1. However, the picture shows the machine in the single-seat version // O, while the drawing on the cut-out sheet clearly shows both pilot and observer.

In the drawing, a nationality marking can be seen on the tail rudder (side rudder). This marking was valid for the Air Corps until 1928, after which the Army's aircraft until 1939 only carried cockades on the upper side of the upper airfoil, on the underside of the lower airfoil and on the sides of the body, near the middle.

Bend

I am not clear whether the drawing of the buoy is free imagination or has a source in reality. Based on the relatively great accuracy that the artist has shown in the other motifs, I am most inclined to assume the latter.

The function of the buoy may very well have been an aiming point or a demarcation in connection with the landing of seaplanes. Another option could be to act as a wind bag.

The R machine

In Scrapbook: Danske Fly, circa 1935, Part 1, I have various possible sources for the drawing of the sheet's large reconnaissance machine. I have since become familiar with the website of [the Danish Aviation History Association](#).

Among other things, a number of images of R machines with [two exhaust pipes](#), from which it appears that they were actually equipped two exhaust pipes, under the engine/body, are shown here. In the drawing they are rather exaggerated compared to the photographs, but I would still consider them as "proof" that the drawing represents an R machine [1](#)).



Fokker CVM/33 (II R).
From the Danish Aviation History Association.

Closing

Thanks to Hans Snitker for the loan of the original cut sheet.

Adolph Holst: Danske Billeder. Flyverkorpsset.  Serie 10. № 104.

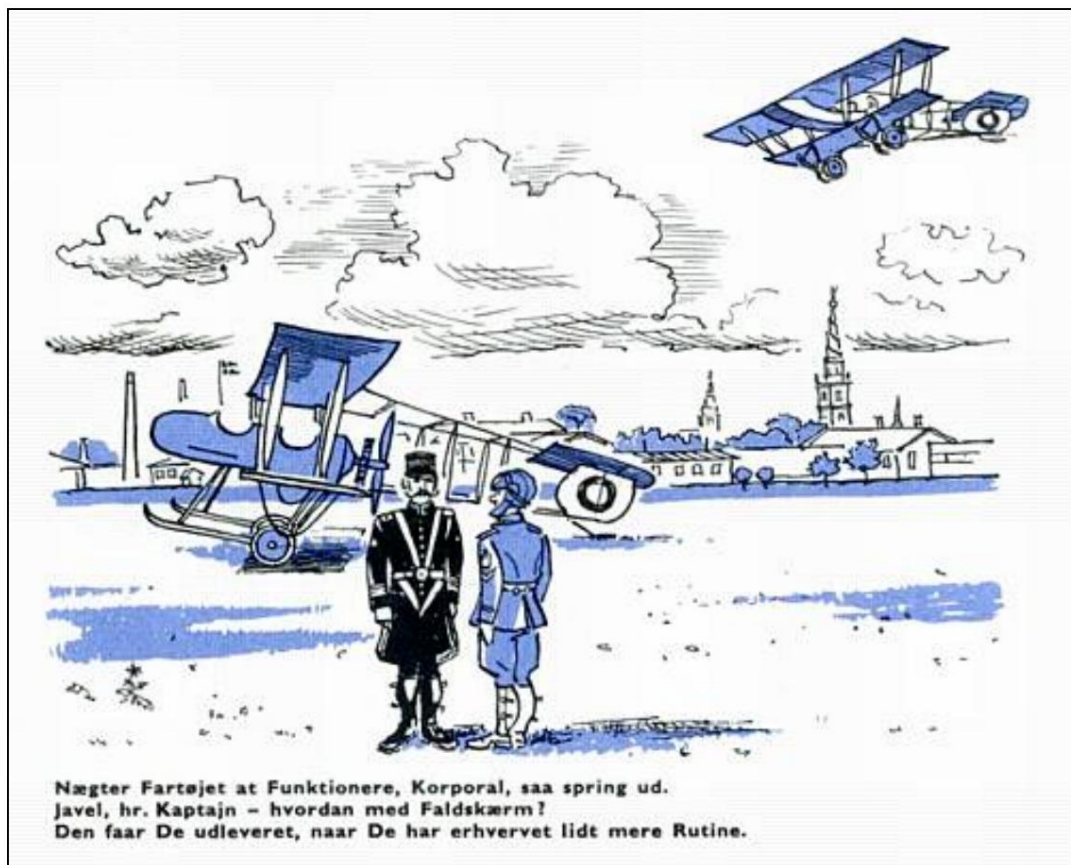
Sources

1. *It's red, it's white - Nationality marking of Danish military aircraft through the ages of LAT*
Ege, Fly Nyt, Flyverstaben, June 1989.
2. The *Balloon Park* by Captain TA Poulsen, in *Denmark's Army, Volumes I and II* under the editorship of Captain Hector Boeck, captain SE Johnstad-Møller and captain lieutenant CV Hjalp, the Society for the publication of cultural writings, Copenhagen 1934-1935.
3. *Basic book for the Private Air Force*, The Chief of the Air Force, Vedbæk 1972.
4. *Danish Uniforms 1900-1990 - The Army and the Air Force* by Bjørn A. Nielsen, Tøjhusmuseet, Copenhagen 1992, ISBN 87-89022-26-2.
5. *Danish Military Aircraft through 50 years - 1912-1962* by Hans Kofoed, Flyv's Forlag, Copenhagen 1962.

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To note

1) The website also shows that the commanders of the two squadrons (3rd and 5th Squadron) that were equipped with R machines preferred that the squadrons' machines were equipped with or without "townend rings". They experimented with these protective shields in the middle of 1930, but Captain EKS Lærum, commander of 3. Squadron was not enthusiastic about them, while the commander of 5. Squadron, Captain CC Larsen, saw the matter differently. Until 1939, when the screens became mandatory, it was thus a way to identify aircraft from one and the other squadron.



A situation from Kløvermarken. Drawn by Ove Thessen.
From Source 3.