

The Danish Brigade in Sweden 1943-1945 - The Brigade's Flying Forces, Part 1

Introduction

Among the Danish soldiers who fled to Sweden during the Second World War were also personnel from the Army's Air Force and the Navy's Air Force.

After negotiations with the Swedish authorities, including the Swedish Air Force, permission was obtained in March 1944 for 10 Danish flying officers to follow the training at the Swedish *Air Force*. The training took place at different units, so that the Danish influence - for reasons of Swedish neutrality - was not too obvious. Initially, it was more about observation than actual training, but things gradually progressed.

Education - for real

After further negotiations, permission was granted for an actual practical, war-related pilot training to be carried out, just as Danish aircraft mechanics could serve in units of the Swedish Air Force.

From 16 October to 20 November 1944, courses were held for bomber pilots at the squadrons in Karlsborg and Öster sound, and a course for fighter pilots in Gothenburg. The training was intensive and they practiced shooting from an airplane, bomb shooting, aerial combat, formation flying and various blind flying disciplines. Finally, a larger joint exercise was carried out, where cooperation with ground troops, including armored troops, was practiced.

Negotiations were now initiated on the delivery of material to the Brigade's Air Forces - material which was to be delivered upon the Brigade's mobilisation.



Lars E. Lundin collection

The most modern type of aircraft that could be hoped for were machines of the SAAB B-5 type.

The aircraft was a Swedish license production of the American dive bomber *Douglas Northrop A-17*, in the export version designated B-8 A-1.

The Swedish Air Force was phasing out the type as a dive bomber, as it was too slow. But even slow flights were better than nothing...

The picture showing the machine equipped with landing skis comes from the website *Military Aviation in Sweden, Bombers (1926-1959)*.

Drafts were now drawn up for the organization of the force, including mobilization plans, which were approved by the Swedes. Early in the spring of 1945, the force was assembled into three tactical groups and a staff group. Each group had its own signalmen and technicians, and each group's senior officer had direct responsibility for the training. The training took place according to instructions and directions which had been drawn up with a view to deployment together with the Brigade's field units.

Negotiations about getting more modern equipment available continued and it was further discussed - at the very highest level - whether the Danish personnel could be sent to England for a final polishing of the training. The first wish was granted, but the second was not.



In April 1945, the Swedish authorities promised to provide a number of SAAB B-17 dive bombers. The SAAB B-17 was of purely Swedish design and construction. At the beginning of 1944, the aircraft began to enter the Swedish squadrons to replace the SAAB B-5 type.

The two-seat machine was armed with three 8 mm machine guns - 2 forward-facing, fixed in the wings and one rear-facing, movable. The aircraft could carry a bomb load of 500 kg.

The image, which shows a SAAB B-17 B, originates from [the Swedish Aviation Historical Society](#).

The Danish Brigade in Sweden 1943-1945 - The Brigade's Flying Forces, Part 1

With the prospect of new machines, retraining and refresher courses were now planned in Kalmar, Karlsborg and Östersund. However, due to the foreign policy situation, permission was given to transfer the entire education to Sätenäs. The entire force was thus gathered in one place, which clearly facilitated command relationships and mobilization.

The hosts were the Royal Skaraborgs Flygflottilj - F 7 - stationed at Flygfält Sätenäs, south of Vänern, and on 4 May 1945 all personnel were assembled here. During the day, the crews and ground personnel were accommodated, and in the evening they gathered for a friendly meeting. However, the pleasant gathering after dinner was abruptly interrupted by the news of the German capitulation.

Ready for battle, but...

A frenzy of activity now began and arrangements were made for a hasty break-up. During the night, 121 machines were made ready and painted with Danish nationality marks² so that everything was ready for an immediate start, early in the morning on 5 May.



SAAB B 17 C, Sätenäs, May 1945.
Photo: [Air Force Historical Collection](#).

Due to technical difficulties, it was not possible to get in touch with the Brigade Staff and they therefore applied - through the Swedish Air Force - for permission to fly to Denmark with the equipment that was now made available.

The Chief of the Air Force was extremely understanding, but, in view of the delicate foreign political situation, felt compelled to refer the decision to the Commander-in-Chief, from whom the request was forwarded via the Ministry of Defense to the Swedish government.

¹ The number varies from 9, over 12, to 15, depending on the source. I have chosen to believe in the number 12 (Source 1), which comes from the squad leader's own report.

² In the photographs of the "Danish" SAAB B-17 C aircraft, you can see the split flag on the tail rudder and the national cockades on the underside of the wings. Over time, especially the markings on the wings have made me wonder - why was a white ring painted around the red ring? (See e.g. *It's red, it's white - Nationality marking of Danish military aircraft through the decades* by LAT Ege, Fly Nyt, Flyverstabem, June 1989). As far as I can determine, after studying a number of pictures of Swedish aircraft, the Swedish national cockades were too large to be covered by cockades which, in the ratio between the red and white colour, resembled Danish markings. In the dead of night, the white ring was probably the easiest way to solve that problem - even if the result was a slightly special form of Danish national cockade. The split flag on the tail rudder has also made me wonder - after all, before the war, it was the hallmark of aircraft belonging to the Swedish Navy's Flying Service, so why were they painted on the planes in Sweden? Here it is necessary to remember that in December 1939 Denmark introduced the split flag on all operational aircraft. The "Danish" SAAB B-17 C aircraft were therefore marked according to the latest applicable instructions.

The Danish Brigade in Sweden 1943-1945 - The Brigade's Flying Forces, Part 1

In the afternoon, the answer came that the Brigade's Air Force could get take-off permission if the now hastily assembled Danish government wanted the airmen's participation. Through the Danish envoy, the Air Force chief now managed to get in touch with the Prime Minister's Office, where, however, they did not think that the case was of any interest!

The planes thus, despite the most strenuous efforts, did not get into the air and the Air Forces thus did not participate in the Brigade's arrival in Denmark and entry into Copenhagen.



*Pilots and ground crew, Sâtenäs, May 1945.
From Source 2.*

The time that followed

in Sâtenäs, when everything was ready and prepared down to the smallest detail, the disappointment was great and the mood among the soldiers at zero. Flight training continued for the next few days, but the spirit was completely lacking. People waited with the greatest impatience to see what would happen next.



The Swedish government now offered Denmark to take over the Air Force equipment for a round sum of 2 million Swedish kroner. The material included:

15 aircraft of the SAAB B-17 C type, fully equipped, as well as tools, spare parts, workshop equipment, safety equipment and control instruments - all according to the Swedish war equipment lists. Also reserve engines, ground radio station, bearing station, signal equipment, motor vehicles, fuel, weapons, ammunition, bombs, medical equipment and aircraft equipment.

The image comes from Source 1. Note that the second and third aircraft bear the markings *E* and *F*, respectively, immediately before the tail rudder.

The perhaps not completely impartial airmen believed that this was a pure gift price and measures were taken locally to have all this equipment transported to Denmark, but then the order came: "Go home as soon as possible - by train!"

17 hours later the entire force was in Denmark. Despite the joy of being home, it was a mournful group that disembarked in Elsinore at midnight on 12 May 1945. The joy of reunion was obscured by the feeling of not having been with the previous week, when the rest of the Brigade disembarked. Now they came as stragglers - without either flying or rolling material!

The Danish Brigade in Sweden 1943-1945 - The Brigade's Flying Forces, Part 1



The Danish pilots in Sätenäs, May 1945.
From: [The Danish Brigade - DANFORCE](#).

From left: V. Holm, G. Bouet, AKG Jessen, CH Sandqvist, EB Meincke, DCW Knudsen, JJ Ulrich, E. Møller, HK Jensen, H. Kallehaug, Øst-Møller and AG Johansen. Seated from left: Bernhard Petersen, JF Rasmussen, Hansen and Møller.

The naming originates from the Brigade Association's website and in the main agrees with the list below (from Source 4), which is a copy of "Handbook for the Army for 1946". This contains a list of officers, officiants and permanent commanders of the reserve who were on duty in the Brigade when they returned home on 5 May 1945.

The Brigade's Air Force

Captain NV de M. von Holstein-Rathlou (commander)

Officers of the Army:

Captain Lieutenant BRK Olsen (available)
Captain lieutenant EB Meincke
Captain lieutenant PN Brandt-Møller
Captain lieutenant V. Holm First lieutenant
AS Bendtsen Lieutenant of the reserve G.
Bouet Lieutenant of the reserve CH
Sandquist Lieutenant of the reserve AGK
Jessen Lieutenant of the reserve DCW
Knudsen Lieutenant of the reserve E. Møller
Second lieutenant AS Lannøe

Technical personnel of the Army:

Reserve craftsmen in HSK Aagesen Reserve
craftsmen in AG Johansen Reserve craftsmen
in C. Møller

Officers of the Navy:

Captain Lieutenant SEB Grønbech
Captain Lieutenant K. v. Wylich-Muxoll
Captain Lieutenant JJ Ulrich Flight Lieutenant
F. Christensen Flight Lieutenant V. Lauritzen

State Meteorologist* JHG Crone-Levin Civil
Engineer* MAF Harvest

* equivalent to second lieutenant

Technical personnel of the Navy:

Machinist III CHE Kallehaug Sub-engineer
I EAN Kirsboe Pilot sub-quartermaster I JF
Rasmussen Pilot sub-quartermaster I HK Jensen Pilot
sub-quartermaster II BOL Petersen Dismissed Pilot
sub-quartermaster I KH Heil

The Danish Brigade in Sweden 1943-1945 - The Brigade's Flying Forces, Part 1

On plans for deployment Seen

in the light of the easily understandable disappointment of the flying brigadiers, it is interesting to note that the plans that existed for a warlike landing in Denmark did not count on the deployment of the Brigade's Air Force to support the operations.

Source 2 states that this is probably due to the fact that the force was considered insignificant and unpracticed in cooperation with allied air forces. For the first assumption, it must be said that the Air Force's training had probably aimed at cooperation with the Brigade's field units, but that 12-15 aircraft did not "fill" much. The last assumption is indisputable, since despite the pronounced Swedish investment on the winning side in the last year of the war, permission was not obtained to have the Air Force fully trained in England.

Apparently the plans, which were finalized in April 1945, provided for Allied - and perhaps even Swedish - air support, but the rapid development of events meant that these considerations did not really get off the ground. The Allied air support, if applicable, should have come from the 83rd Air Group, which was part of the 2nd Tactical Air Force.

Conclusion

The Chief of the Brigade's Air Forces points out, however, that the stay in Sweden was not in vain. 15 Danish pilots received valuable training and thereby the opportunity to follow the rapid development of aviation during the war. By virtue of a professional effort from both pilots and ground staff, they had gained great respect and goodwill from the Swedish partners, who in turn had shown extensive helpfulness.

Perhaps the most significant experience that benefited the post-war Danish defense was that personnel from the Army's Flying Troops and the Navy's Flying Service had functioned as a unit, which augured well for the independent unit air force that saw the light of day in 1950.

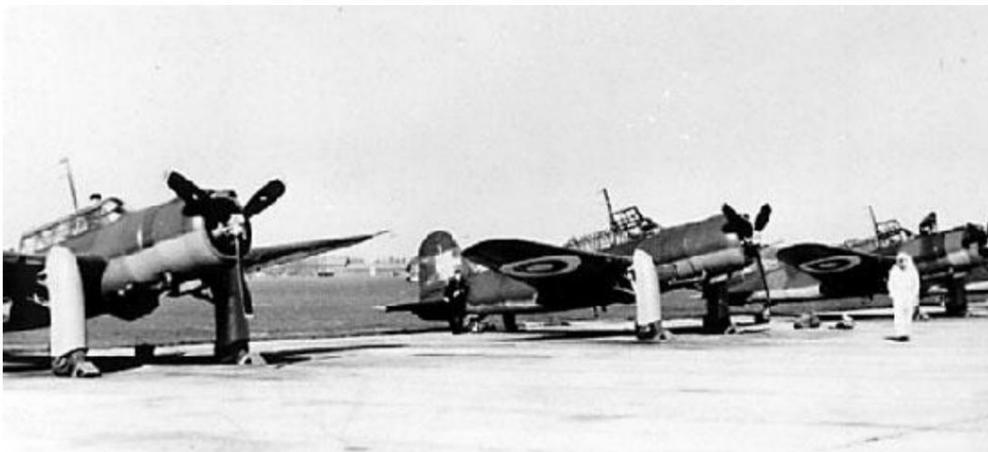
Postscript - A SAAB B-17 on Danish soil

At the Technical Museum in Helsingør there is a copy of a SAAB B-17 A that has been painted to resemble one of the "Danish" planes. On the [Danish Military History](#) website there is [another picture of the machine](#) at the Technical Museum.

Sources

1. *The Danish Brigade* edited by Niels Grunnet and Bent Demer, H. Hirsprungs Forlag, Copenhagen 1945.
2. *The Brigade - The Danish Brigade in Sweden 1943-1945* by Knud JV Jespersen, Gyldendal, Copenhagen 1993, ISBN 87-00-14924-1.
3. *The Danish Brigade in Sweden 1943-1945 - DANFORCE* published by The Danish Brigade Association, 1993.
4. *The Danish Brigade in Sweden 1943-1945* by KV Nielsen, published by The Danish Brigade Association, 1985, Copenhagen 1985, ISBN 87-981346-4-7.
5. *Danish Military Aircraft through 50 years - 1912-1962* by Hans Kofoed, Flyv's Forlag, Copenhagen 1962.

Per Finsted



SAAB B 17 C, Sâtenäs, May 1945.

From Danish Military History, which cites the Freedom Museum as the source.

The Danish Brigade in Sweden 1943-1945, The Brigade's Air Forces, Part 2

Introduction

As a supplement to The Danish Brigade in Sweden 1943-1945 - The Brigade's Air Force, here is some additional information about the background of the unit and its intended equipment.

Background

On 15 September 1944, Lieutenant General Knudtzon and Colonel Nils Swedlund, from the Swedish Defense Staff, discussed the possibilities of Swedish air support for the Brigade's possible operations in Denmark. The colonel had some concerns about the international law aspects of allowing fighter planes to operate from and return to bases in neutral Sweden. It could very well lead to Sweden being involved as an active participant in the war.

The general then inquired about the possibilities for Danish and volunteer Swedish pilots to fly planes to Denmark, from where they could then operate, supported by Danish ground personnel. The general further suggested that, as a first step, they wanted the relatively large number of Danish airmen who were with Swedish air units, assembled into an actual force that could be ready for possible operations in Denmark. The force was also to be trained on the planes that would be made available if necessary.

Colonel Swedlund responded positively to the general's inquiry and asked him to prepare a memorandum with the Danish wishes, which he would then present.

Aircraft

types In accordance with the discussions, Lieutenant General Knudtzon now described his wishes, and described below which aircraft types he wanted made available for what later became the Brigade's Air Force.

The Brigade wanted 8 J-9 fighters and 12 B-17 SAAB 17 light bombers.



[J-9 - Republic Seversky EP-1.](#)



B-17 SAAB 17.

The Chief of the Air Staff, Major General A. Ljungdahl, expressed his concerns at a meeting on 26 September 1944 about having to spare so many aircraft for training purposes, and found it doubtful whether it would be possible to gather the Danish pilots in one place.

On the other hand, he had no misgivings about the prospect of having to recruit Swedish volunteers for a possible operation in Denmark, and - if it really became necessary - a Swedish flying unit consisting of volunteer personnel could be ready at short notice.

It was agreed to provide 4 J-8 Gloster Gladiator type fighters and 6 SAAB B-5 Northrop light bombers - in the event of an emergency.

Likewise, permission was given for training of the Danish pilots to begin - 4 fighter pilots at the Royal Göta Flygflottilj (F 9) in Gothenburg, as well as 4 bomber pilots at the Royal Svea Flygflottilj (F 4) in Östersund, respectively 4 bomber pilots at the Royal Västgöta Air flotilla (F 6) in Karlsborg1 .

¹ See e.g. [The composition of Swedish air force squadrons, since 1926 to the present and near future for a closer statement of the composition and distribution of the Swedish flying units .](#)

The Danish Brigade in Sweden 1943-1945, The Brigade's Air Forces, Part 2



J-8 - Gloucester Gladiator.

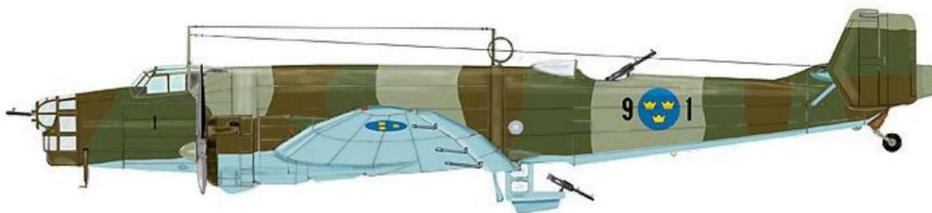


B-5 - Northrop 8A-1.

The presentation above is mainly based on information in Source 1.

Loss

Among the previously mentioned Danish pilots who were with Swedish flying units, Flight Lieutenant Jørgen Lauritzen was with the Royal Västmanlands Flygflottilj (F 1), which was stationed in Västerås.



© 2001 Lars Henriksson, www.avrosys.nu

On 12 September 1944, Flight Lieutenant Jørgen Lauritzen lost his life when a B-3 Junkers Ju 86K bomber from F-1 crashed in Värmland.

From Source 2 and 3.

Uniforms



During the training, the Danish pilots wore Swedish uniforms, without distinctions either on the cap or sleeves.

The image, which originates from Source 4, shows Captain Lieutenant Vagn Holm and a Swedish aircraft mechanic, photographed at a SAAB B-5 aircraft.

Vagn Holm is wearing the Swedish Air Force's dark (black or dark blue) flight suit. In the later pictures from the May days in 1945 - of the pilots in front of their SAAB B-17 machines, a mixture of dark and light flight suits can be seen.

In Source 4, Vagn Holm describes his experiences from the May Days 1945 and a somewhat "robber-and-soldier-like" experience at the *Kungliga Östgöta Flygflottilj* (F 3) in Malmslätt (near Linköping). Here he took part in an exercise that was to train the Swedish airmen in the procedures for receiving foreign, emergency-landed aircraft - a situation that was, if not everyday, so common in wartime Sweden.

The Danish Brigade in Sweden 1943-1945, The Brigade's Air Forces, Part 2



The image, which originates from Source 5, shows First Lieutenant 2 JB Danielsen (left) and Captain Lieutenant Vagn Holm (right) wearing Swedish uniforms, without distinctions, while they were attached to the Brigade's Flying Forces.

The Swedish officer, possibly a first lieutenant, holds an aerial camera in his hands no.

Flygvapnet



Kapten

The service uniforms of the Swedish Air Force were dark blue.

The drawing originates from a uniform planche that was reproduced in *Soldatinstruktion för Infanteriet* from 1944.



Another picture of Captain Lieutenant Vagn Holm, probably taken in the same place (at least the background is identical).

It is clear that the hat is not provided with distinctions. (From Source 4.)

Idleness In

Source 4 HK Jensen describes³, there was a technician (apparently, among other things, with signal service as a specialty) at the Brigade's Air Force. In November he is sent to the Royal Västgöta Flygflottilj (F 6) in Karlsborg.

About his experiences on 5 May 1945, he writes, among other things, that he was selected to fly with Captain-Lieutenant EB Meincke, who - as the oldest pilot - was to lead the sortie. HK Jensen received thorough instructions on how, once the planes had passed Halmstad, he was to contact the tower in Kastrup to ask for landing permission, as well as obtain a general briefing on the immediate situation. The planes were not allowed to dive over Copenhagen, but had to stay above a certain minimum height. If it was not possible to land in Kastrup, the planes had to land in Ljungbyhed.

² Source 5 states, for both Danish airmen, the rank of first lieutenant in its caption, but mentions elsewhere that Vagn Holm was appointed captain lieutenant in 1942. First lieutenant JB Danielsen's name does not appear in the list of those serving in the Brigade's Air Forces, as it appears in the Handbook for The army for 1946, but is mentioned by Vagn Holm in Source 4.

³ HK Jensen is in the picture of The Danish pilots in Sätenäs, May 1945.

The Danish Brigade in Sweden 1943-1945, The Brigade's Air Forces, Part 2

He further mentions that 8 planes were ready at 08:00, with the engines idling. The wait was long, and at 09:00 the engines - and the personnel - were still idling. During the morning it was agreed to take a trip - to try out the planes. Meincke and Jensen's plane took off, but at an altitude of 40 m it had engine difficulties. Various things were tried but to no avail. HK Jensen suggested, after listening to the engine, to lower the rpm - and this immediately gave good results. After a trip around the square, you could land again and the Swedish ground crew could breathe a sigh of relief. It turned out that the spark plugs were sooted due to the heavy idling...

Sources

1. *Hjälp till Danmark - Military and political relations 1943-1945* by Ulf Torell, Allmänna Förlaget, Stockholm 1973, ISBN 31-38-01693-1.
2. *The Danish Brigade* edited by Niels Grunnet and Bent Demer, H. Hirsprungs Forlag, Copenhagen 1945.
3. *The Brigade - The Danish Brigade in Sweden 1943-1945* by Knud JV Jespersen, Gyldendal, Copenhagen 1993, ISBN 87-00-14924-1.
4. *Danish soldier in Sweden 1943-1945 - The Danish Brigade, as I experienced it* by Erik Frost (ed.), published by Den Danish Brigade Association (DANFORCE), Copenhagen 1989, ISBN 87-88214-230.
5. *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.

Per Finsted



The Danish Brigade in Sweden 1943-1945 - The Brigade's Air Forces, Part 3

Introduction

Among the Defense Library's (Royal Garrison Library's) material on the Brigade, I found, if not the ultimate sources on the Brigade's Air Forces, then close...namely, a manuscript for a lecture that Colonel Vagn Holm gave to the Danish Airmen's Association on 14 January 1975 (Source 1) and Special Edition 2/85 from the Danish Aviation History Association (Source 2).

The sources overlap to some extent. Source 1 is distinguished by being a lecture given by one of the pilots who was actually in Sweden, while Source 2, which has also drawn on various Swedish sources, further contains exciting visual material, not least from the May days at Sätenäs Airfield .

The new information...

The sources refer to an operational order for an attack on the German airfield at Aalborg, as a lieutenant of the reserve CH Sandqvist, who until May 4, 1945, was stationed at Kungliga Västgöta Flyggflottilj (F 6) in Karlsborg, formulated on the days of May 3 and 4 1945. However, the sources do not relate to the probability of the plan.

Although a "key" is missing for the translation of certain details of the command, it nevertheless contributes to the understanding of how the Brigade's Air Forces (perhaps supplemented by Swedish aircraft) were intended to be deployed.

It is probably hardly a "sharp" plan, but a practice plan, formulated for educational purposes. The lieutenant was among the youngest pilots, and the planning of the unit's first operation would probably have been left in the hands of some of the older officers; the initial situation of the plan also bears the stamp of an educational situation.



*Lieutenant of the reserve CH Sandqvist together with pilots and technicians, Sätenäs, 5 May 1945, at 07.30.
From Source 2. (The names of the other persons are mentioned in Part 1.)*

Plan for attack on Aalborg Lt.

Sandqvist's operational plan read as follows: (See also subsequent map sketch.)

Considerations

The attack had to be carried out with little or no loss, as there is no enemy fighter defense, and one must expect that the air defenses at this stage of the war have been greatly reduced, as they have been transferred to the Eastern and Western Fronts. The attack should therefore be able to be carried out as a daylight attack, but since one must probably expect a greater element of surprise early in the morning, this time must be preferable.

The close location of the target (10 minutes flight time along the chosen route) increases the element of surprise and makes it possible to carry out the attack before the enemy can take countermeasures. The attack must first of all destroy the 30 He 111s and repair workshops, and since it is impossible to know in advance which hangars they are in, the target selection can only be partial before the start. On arrival at the target, the division commander must take the risk of a low overflight over the open hangars to ascertain where the machines are located, and then indicate the targets over the radio. The division commander is not able to destroy all the hangars.

The Danish Brigade in Sweden 1943-1945 - The Brigade's Air Forces, Part 3

Approaching at the highest altitude must be preferable, as the westerly flight direction 20 km south of Aalborg, and continuing over the railway and road north¹ of this city might make the enemy believe that the attack applies to other targets. By then turning north and diving, the target will be reached in 3 minutes.

Departure at the lowest altitude can be carried out in the hilly terrain north of the Limfjord to the east (4/10 cloud cover does not provide concealment).

Since the enemy machines are in hangars, 50 kg explosive bombs will have a good effect. If there are machines in the open field, these can be fired upon with machine guns.

Due to the large number and location of the hangars, it may be necessary, in order to get a sufficiently large spread, to let some of the machines attack at a 45 degree diving angle. If the air defenses are very weak, you can let the machines drop the bombs individually.

Command

Situation: After a breakthrough on the Western Front, British and American forces have moved up through Southern Jutland and are now fighting in the line Esbjerg - Kolding.

Task: The division is to attack Airfield West near Aalborg. Secondary target is Flyveplads East near Aalborg.

1. Attack targets are: 30 He 111 in hangars and workshops.
2. Start: at 01.55 in groups. (*Group = 3 machines.*)
3. Gathering: Above the airfield, height 500 meters.
4. Approach: Karlsborg² - Varberg - Lille Vildmose (about 10 km west of Støvring) - Airport West.
5. The attack: Approach from the south, heading north.
 - a. Target distribution: Machines A, B, C and D attack hangars and workshops 1, 2, 3 and 4. Machines E, F, G, H and J of waiting orders per radio at 2,000 m altitude, 5 km south of the cement factory Norden³.
 - b. Leader of the Group: Lieutenant O4 . c. Type of attack: A, B, C and D: 60 degree dive angle. Other machines further order per radio. Bombing: Series.

Bombing distance: 20 mi overflight.

6. Return flight: Hvorup - The coast between Aså and Hals - Varberg - Gothenburg (Såve).
7. Bomb and fuel equipment: Read alternative 4.
8. Recognition: Recognition signal Alt 1 and Alt 3. Control point.
9. Weather report: At 01.00.
10. Signal Service: Division Frequency No. 2. Radio silence to the target is reached.
11. After the undertaking: Refueling and suspension of bombs. Lastal ternative 4. Preparedness I. Further (attack starts from F.9 Såve).
12. I am in machine A.

Sign./CH Sandqvist, head of division⁵.



SAAB B-5 (Northrop 8A-1), in approximately 60 degree dive angle. From Source 2.

¹ If the consideration is to make sense, then it must say *south*.

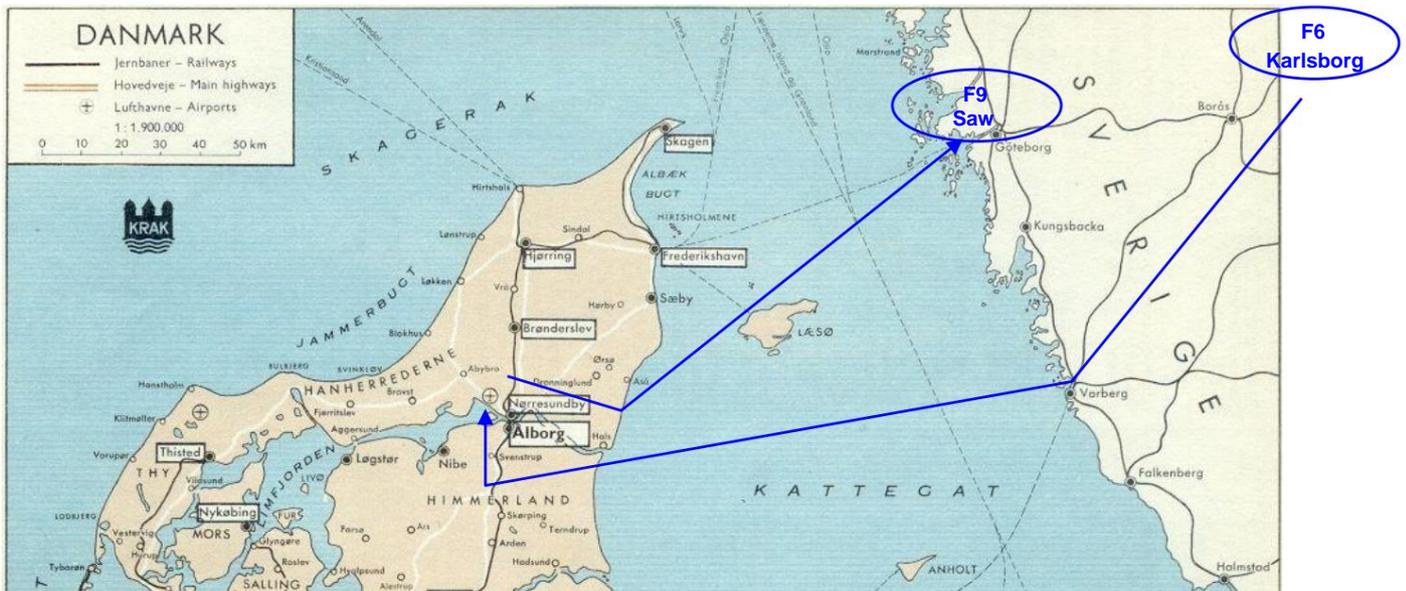
² F.6 was stationed at Karlsborg, approx. 200 km northeast of Varberg.

³ The cement factory Norden was located in Mølholm west of Aalborg.

⁴ Who Lt. O. is is not known - perhaps a Swedish officer, or just a fictional person.

⁵ That Lieutenant Sandqvist refers to himself as the leader of the squadron (of the Swedish *division*) must be considered completely natural in a training situation where a junior officer is tasked with formulating a plan.

The Danish Brigade in Sweden 1943-1945 - The Brigade's Air Forces, Part 3



The map is reproduced from *Kraks Bykort 2 - 21 cities on the islands*, Kraks Forlag, 1975.

Fliegerhorst Aalborg West The

German airfield which was the target of the planned attack is today Flyvestation Aalborg. The following description is taken from [Aalborg Airport's history](#):

The first airfield at Aalborg was established on 29 May 1938 by Aalborg and Nørresundby municipalities - with the aim of establishing a fixed flight connection to Copenhagen - the area then had an area of 2 km².

On 9 April 1940 at At 06.30 the Germans occupied the airport with paratroopers and already on 10 April more than 50 German transport planes operated from the airport. The Germans immediately began an expansion, and during the war built one of Northern Europe's largest air stations with:

- two concrete runways of 1,800 m and one of 1,400 m. The first concrete runway was already ready on 13 July 1940.
- 19 wooden hangars, personnel facilities, bunker facilities and anti-aircraft batteries.
- a dummy airport 3 km west of the air station.
- a dummy village at Birkelse with ammunition stores.

This involved the expropriation of approx. 270 agricultural properties/parcels, i.a. the Rødslet manor and the farms Grønset and Nyborggård.



Fliegerhorst Aalborg West.
From [the Luftwaffe in Denmark](#).

The Danish Brigade in Sweden 1943-1945 - The Brigade's Air Forces, Part 3

At one point, there were more than 16,000 people at work and at the end of the war there were approx. 30 km² involved in what the Germans called *Fliegerhorst Aalborg West*.

Fliegerhorst Aalborg West had the following tasks:

- intermediate station for supply and troop transport flights to and from Norway.
- water monitoring of the North Sea - especially the entry to the Kattegat.
- advanced fighter support for bombing raids against Northern England and Scotland.
- retraining and training base for night flying.

After the capitulation on 5 May 1945, the Royal Air Force (RAF) took over command and destroyed the 270 German aircraft stationed at the station. The area was also used as a refugee camp for Germans and Poles.

On 1 January 1946, the RAF handed over the station to the Ministry of the Interior and in 1947 it was again put into use as a civilian airport.

With Denmark's membership of NATO in 1949, there was a need for the station for the air force, which was to be built in 1950, and on 8 January 1951 the Air Force established *Flyvestation Aalborg*.

German

aircraft The plan mentions that there were 30 machines of the type He 111 at *Fliegerhorst Aalborg West*, information which I do not currently have the opportunity to verify.



*Aircraft of the type He 111 - the photos are not necessarily taken in Denmark.
From the now defunct War Bird Photos - Luftwaffe.*

It was probably a similar result that Lieutenant Sandqvist had in mind when he formulated his plan...



*The result of an English air raid - destroyed German aircraft (perhaps He 111) at Fliegerhorst Aalborg West.
From [Aalborg Airport](#).*

The Danish Brigade in Sweden 1943-1945 - The Brigade's Air Forces, Part 3

Supplementary image material

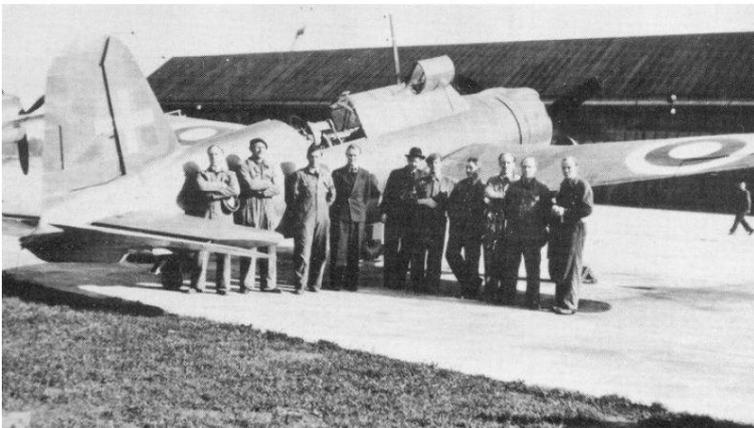


The technician team from Karlsborg, Sätenäs, May 1945. From Source 2.

From left: C. Møller (Reserve craftsman I), AG Johansen (Reserve craftsman I), Øst Møller and HK Jensen (Flyer's quarters master I).

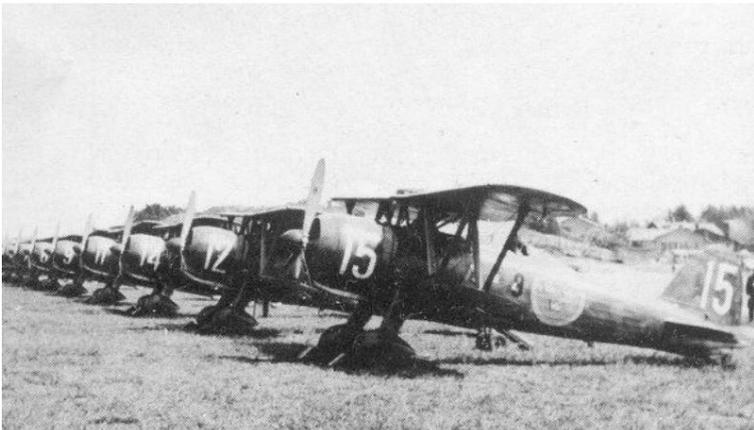
The brigaders posing for the photographer are all wearing the Brigade's field uniform, with the Brigade badge on the left breast pocket flap.

The machine is one of the "Danish" SAAB B-17 fighter-bombers.



Swedish ground personnel from F 7 in front of a "Danish" SAAB B-17 fighter-bomber. From Source 2, which also mentions the names of the persons in question.

The image is so far the only one I have seen where the national cockades on the upper side of the wing can be seen.



Swedish fighter aircraft of the type Fiat CR-42 (Swedish designation J-11). From Source 2.

The team of Danish pilots who were trained at the Kungliga Göta Flygflotilj (F 9), at Säve Airfield near Gothenburg, were trained on aircraft of this type.

Sources

1. *The Danish Brigade's Flying Forces 1944-1945* by Colonel Vagn Holm, manuscript from a lecture in the association "Danish Aviators", 14 January 1975.
2. *The Danish Brigade - The Danish Air Force and their aircraft in Sweden during the war* by Niels Helmø Larsen, special edition of the member magazine for the [Danish Aviation History Association](#) No. 2/1985.

Per Finsted