

Timeline of Civil Aviation in Norway



A Blériot XI of Baron Carl Cederström made on 14 October 1910 the first flight of a heavier-than-air craft in Norway. He took off from Etterstad, Christiania (now Oslo).

© Rob Mulder - Blériot XI of Michael Carlsson at Rygge Air Show, 2009

Update: The new entries or changes in the text have been marked in blue!



**For:
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Timeline of civil aviation Norway

By: Rob Mulder

Rob Mulder has compiled this timeline of civil aviation in Norway. We have tried to publish as many facts as possible. In the period prior to the Great War (better known as the First World War, 1914-1918) many of the aviation events that took place in Norway were organised by the military. These have been taken up in the timeline if they were significant for the development of Norwegian civil aviation.

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- 1852** The first balloon ever to take off from Norwegian soil was made by Johannes Ignatz Lassè, who made two flights from Tyvholmen, near Bygdøy (Christiania, now Oslo).
- 1870**
25 November The two French balloon aviators Paul Valéry Roliér and Leonard Jules François Bezier arrived after a 15-hour flight from Paris at Lifjell, Telemark. They had departed from Paris the day before for what was to be a simple flight out of the besieged city. Their trip would fly them 1,300 km away from Paris. They bailed out at Lifjell, while the balloon was taken by the wind to Krødsherad. In Seljord and Christiania (1) they were given a heroes welcome. The basket of the balloon now hangs in the Norwegian Technical Museum in Oslo.
- 1879**
The Norwegian Ole Hegre (from Skjelstadmarka in Stjørdal) made a flight with Montgolfier hot-air balloon during the World Exhibition in Paris. He thus became the **first registered Norwegian to have made a flight**.
- 1889-1890**
? The Frenchman Julhes travelled around in Norway and made together with the Norwegian Francesco Alexandro Cetti several ascents by a balloon.
- 1890**
28 August Francesco Alexandro Cetti made several flights with his balloon “Norge” from Christiania (renamed Oslo in 1925).
17 September The *aeronaut* Francesco Alexandro Cetti made a flight with his balloon “Norge” from Bergen. He was carried by the wind to the Folgefonn Glacier near the Hardangerfjord/Sør Fjord.
28 September A citizen from Bergen, the *aeronaut* Francesco Alexandro Cetti (pseudonym for Frants Forsberg, a well-known actor, mind reader, journalist, painter and musician) made a solo flight from Bergen in a homemade balloon. He departed from the mountain Ulriken. He also worked as a balloon instructor.
5 October The *aeronaut* Francesco Alexandro Cetti makes another flight in his balloon “Norge” in Bergen. This time from Nygårdstangen (Bergen) and with a female passenger on board. The passed Sandviksfløien and flew in northeastern direction. He wanted to go down in Arna, but failed and the balloon got stuck against a mountain wall. Passengers were alright, but the balloon was damaged and in need of repairs. It was possibly sent to Berlin.
- 1895**
? Francesco Alexandro Cetti made two flights from Bjergsted near Stavanger. A journalist from the *Stavanger Aftenblad* joined him on one of the flights that took him up to 1,600 metres. They sailed above the North Sea, even touched the water, but managed to ascend again and save themselves. They landed near Tau.
- 1900**
• The Norwegian *Forsvarsdepartement* (Ministry of Defence) requested Parliament for the first time to grant money for ‘aeronautical purchases’.
- 1905**
• Parliament had granted 45,000 Norwegian Kroner for the purchase of a captive from the German firm A Riedinger. • Artillery Captain Olav Sivertsen bought a balloon at the German firm A Riedinger on behalf of the Norwegian State.
- 5 June** Norway becomes an independent state.
- August** A ‘strongul forankret (captive)’ balloon was taken to 800 metres above the Fredriksten Fortress near Halden. It was to be an observation post for the artillery. On one of the flight the General Inspector was one of the passengers. Later the captive was also used from the Oscarborg Fortress in the Christiania Fjord (now called Oslo Fjord).

1909

- *Kaptein* Einar Sem-Jacobsen and the Norwegian polar hero Roald Amundsen carried out the first attempts at Vealøs, near Horten with kites. Amundsen wanted to take them along on his polar expeditions.

2 May	The Norwegian newspaper <i>Aftenposten</i> published an appeal to form an association for ballooning. 78 well-known Norwegians had signed the petition.
6 May	As a result of the appeal in the Norwegian newspaper <i>Aftenposten</i> (see 2 May 1909) the Association ' <i>Norsk Luftseiladsforening</i> ' was formed and started to publish the magazine ' <i>Luftseilads</i> '. Chairman became Professor H Mohn.
Autumn	The Norwegian officer <i>Kaptein</i> (Captain) Einar Sem-Jacobsen was in Berlin the first Norwegian military passenger of Orville Wright in his Wright Military Flyer.
November	Wilhelm Henie bought in France one Voisin biplane with a 50 hp V8 Antoinette engine of 7,270cc.
15 November	(unconfirmed and <u>very</u> unlikely. 5 November mentioned as well) Oliver A Rosto (a Norwegian, who immigrated to the USA) supposedly made his first solo flight in his Rosto monoplane in Duluth, Minnesota, thus becoming the first Norwegian to fly. This claim is incorrect as the Rosto Monoplane actually dates from January 1913 (confirmed by contemporary newspaper articles).
15 November	(or 5 November) Oliver A Rosto made a flight as a passenger either in the USA or Europe. Contemporary sources mention a flight at Albany Airport, USA, but also a flight in Paris, where he flew as passenger in a Curtiss Pusher. (see also 21 January 1913). This would have made him the first Norwegian civil citizen to have flown in a heavier-than-air craft.
December	Wilhelm Henie exhibited his Voisin biplane at Kontraskjæret, a field near the Akershus Fortress in Christiania. The Danish pilot Thomsen was to take-off from the ice of the Frognerkilen (part of the Christiania Fjord). A violent snow storm destroyed the aircraft. Subsequently the scheduled flight could not take place.

1910

- During the International Air Fair in Berlin *Kaptein* Einar Sem-Jacobsen studied the use of aeroplanes and balloons. • Engineer Christian Lie visited Paris to learn about flying.

March	At the corner of Munkedamsveien and Stortingsgata in Christiania (1) the engineer Einar Lillo-Gran exhibited the first Norwegian constructed and built aircraft . His aircraft was built at the <i>Akers Mekaniske Verksted</i> in Christiania. Wing span 10 metres, empty weight 180 kg and powered by a 30 hp 2 cylinder water-cooled Darracq engine. The construction was too weak and an attempt to fly (at Ringerike, near Christiania, 1) failed. The aircraft was destroyed beyond repair.
October	A Danish balloon landed at Jevnaker as part of a Danish long distance balloon contest.
9 October	The Norsk Luftseiladsforening – NL in cooperation with the Swedish baron Carl <i>Calle</i> Cederström organised an air meeting in Christiania/Etterstad (1). The meeting would last ‘a week’, all depending on the weather. NL offered a cup for ‘the first to fly in Norway’ and a private person offered a cup for ‘the first to fly around the island of Hovedøya’ – an island situated in the Christiania Fjord (now called Oslo Fjord).
13 October	The balloon ‘ <i>Norge</i> ’ involuntarily made a flight during the air meeting at Christiania/Etterstad (1). A small boy had nearly become the first victim in Norwegian aviation. The balloon (without anybody controlling it) was recovered in Lüneburg (Germany) and was send to Augsburg for repairs.
14 October	At 2.40 pm and before a crowd of 30,000 spectators the Swedish baron Carl <i>Calle</i> Cederström made with his Blériot XI (wingspan 7.20 metres (23.61feet) and 56 hp engine) the first flight of a heavier-than-air craft in Norway . He made a flight of 23 minutes and reached a height of 300 metres (983.9 feet).
15 October	The Swedish baron Carl <i>Calle</i> Cederström made with his Blériot XI (wingspan 7.20 metres (23.61feet) and 56hp engine) a second flight from Christiania/Etterstad (1) that lasted for 12 minutes and 40 seconds. He travelled 20 kilometres (12.42 miles) and reached a height of 200 metres (656 feet).
22 October	The Swedish baron Carl <i>Calle</i> Cederström made with his Blériot XI (wingspan 7.20 metres (23.61feet) and 56hp engine) made several flights from Christiania/Etterstad of which one nearly ended with a crash. The engine stalled, but he managed to land the aircraft safely.
23 October	Before a huge crowd at Christiania/Etterstad (1) the Swedish baron Carl <i>Calle</i> Cederström wanted to make a flight in his Blériot XI (marked S-2, wingspan 7.20 metres (23.61feet) and 56 hp engine) a flight. He tried to take-off, but due to a wet underground the aircraft skidded into the crowd causing injuries to spectators. After this incident no flights were made anymore.
19-20 November	The ‘(later: Kongelig) Dansk Aeronautiske Selskab’ organised together with its Norwegian and Swedish sister associations a balloon contest. Kaptein Olaf Siverson and Robert Stephanson (of Norsk Luftseiladsforening) defended the Norwegian colours with the balloon ‘ <i>Norge</i> ’. On board as observer was the Danish <i>Grev</i> (count) Moltke. They won before Denmark and Sweden.

1911

● *Kaptein* Einar Sem-Jacobsen started his studies at the International Aeronautic High School at Paris. Later that year he participated at the international aero technical congress in Torino, Italy. ● The French aviator (Bienamié) Gournay performed some demonstration flights from a field at Christiania/Etterstad. One of the spectators was Tancred Ibsen, who later founded one of the first airlines in Norway: Aero A/S (see 1920).

January	(End of the month) <i>Kaptein</i> Olaf Siverson and Robert Stephanson made a flight with the balloon ' <i>Norge</i> '. On board was also the new balloon student Theodor Valentin Aas (he was ready with his training in the beginning of 1912).
March	The balloon ' <i>Norge</i> ' makes its longest flight ever. It started at 11 pm at Christiania/ Kontraskjæret (1) and ended at Sundsvall in Sweden. They covered a distance of 500 km (310.68 miles). On board were <i>Kaptein</i> Olaf Siverson and Robert Stephanson. This was for Stephanson's exam.
April	Robert Stephanson was the first Norwegian to receive a balloon licence according to the new and stricter rules of the <i>Fédération Aéronautique Internationale</i> – FAI.
April	The Board of the Norsk Luftseiladsforening accepted an invitation of the newspaper 'Tidens Tegn' to assist during the scheduled demonstration flights of the French aviator Gournays. The society would assist with weather reports.
7 May	The first female passenger in a balloon in Norway was Ms Milly Strøm, who took a balloon trip from Christiania/Bislet (1) to Jømna near Elverum. Robert Stephanson was in charge of the flight.
20 May	The French aviator Gournay arrived in Christiania with two monoplanes (type Hanriot). He informed the press that he would take off when the wind blew not more than 9 m/sec.
23 May	A first trial flight by <i>Monsieur</i> Gournay from Etterstad led to damage to the aircraft. A Norwegian engineer by the name of Johan Anker assisted with the repairs.
25 May	On Ascension Day it was announced that a flight would be undertaken by <i>Monsieur</i> Gournay in his Hanriot monoplane. He made three jumps flying at maximum 20 metres. The first flight took a few minutes.
26 May	<i>Monsieur</i> Gournay withdrew himself from the demonstration flights at Etterstad and left Norway with his two Hanriot monoplanes.
3 June	Robert Stephanson departed at 09.25 am with the balloon ' <i>Norge</i> ' for a flight that would take him to Golsfjellet Mountains. He drifted from Christiania/Majorstuen (1) to Skøyen, Nabberud, Sandviken, Asker, Lierdal Valley, Drammen, Vestfossen, Numedal Valley, Numedal, Sigdal, Noresund, Lake Krøderen, through the Hallingdal valley to Gulsvik and Sanderstølen, where they landed at 11.45 am.
August	The Swedish Baron Carl <i>Calle</i> Cederström arrived in Bergen to prepare for a display. He searched for an area to use as air field and found Fridalen near the Lake Haukelandsvannet.
10 September	The Swedish Baron Carl <i>Calle</i> Cederström took off with his Blériot monoplane for a flight from Gjøvik to Hamar, the first flight across the Lake Mjøsa , the largest lake in Norway. He crossed the lake at a height of 630 metres and his Blériot monoplane, named "Nordstjärnen", made the crossing in ten minutes.
11 September	The Swedish Baron Carl <i>Calle</i> Cederström took off with his Blériot monoplane, named "Nordstjärnen", for the return flight from Hamar to Gjøvik. He used 3.5 minutes less time.
September	The Swedish Baron Carl <i>Calle</i> Cederström started with demonstration flights in his Blériot monoplane, named "Nordstjärnen" in Christiania/Etterstad. The flights were organised in cooperation with the newspaper 'Tidens Tegn', who had hired him as replacement for the failed demonstration flights by <i>Monsieur</i> Gournay from 20-26 May 1911.
September	The Baroness Cederström (the wife of Baron Carl Cederström) made as passenger a trip with the balloon ' <i>Norge</i> ' with <i>Kaptein</i> Einar Sem-Jacobsen. Rolf Thommessen and Director Schlytter joined them.
25 September	The Swedish Baron Carl <i>Calle</i> Cederström started with demonstration flights in his Blériot XI monoplane, named "Nordstjärnen" in Bergen. He used a field at Fridalen, near Lake Haukelandsvannet. 8,000 citizens from Bergen had come to the field to watch the baron fly.
October	The Swedish Baron Carl <i>Calle</i> Cederström concluded its demonstration flights in Norway at the city of Trondheim. More important was that he flew the first 'airmail' over Norway , when he took up an edition of the newspaper 'Tidens Tegn' and spread it over the city.

November

New trip by the balloon '*Norge*' by Robert Stephanson and two passengers (Engineer Carsten Anker and *dragonløytnant* Andvord). They departed from Christiania/Bislet (1) and drifted towards Nessoddtangen and Slemmestad, where they encountered fog. They drifted around for two hours and passed among other places Heistadmoen. But fog stopped them from orientating properly. Suddenly there was snow under the basket and a loud noise. Robert Stephanson managed to hold himself to the ropes, but the other two passengers were thrown out of the basket and were standing on the ground and in the snow. He approached now the Skrimfjell Mountain on the border of Buskerud and Telemark. He passed Hitterdal Valley, was blown above the Lake Dalsvannet and landed at the shores of the lake.

1912

● The first attempt of a glider in Norway. Jørgen Gløersen built a primitive biplane glider after plans of Chanute. From the estate Sjøstad, Lier (about 40 kilometres from Christiania) he made some twenty flights of around 100 metres each. The glider flew at a height of 8-10 metres. It was demolished in 1917. ● Thomas Heftye became the chairman of the Norsk Luftseiladsforening. He succeeded Prof H Mohn. New vice-chairman became Robert Stephanson. Dr Rolf Thommessen (editor of the newspaper 'Tidens Tegn') and General Ræder were elected members of the board. ● A Norwegian consortium had bought the Blériot named 'Nordstjärnen' from its owner Baron Carl Calle Cederström. The aircraft was resold without being imported into Norway. ● In the spring of 1912 Christian Lie travelled to Berlin (Germany) for training on a Grade monoplane. He was to become **the first Norwegian with a civilian flying licence**.

January	Kaptein Einar Sem-Jacobsen wrote an article in the Norwegian military magazine 'Norsk Militært Tidsskrift No. 1' with the title 'Militære aeroplaner' (military airplanes).
29 February	Robert Stephanson and Kaptein Einar Sem-Jacobsen organised on behalf of the Norsk Luftseiladsforening – NL an international balloon contest in Christiania (1). Participants from Germany (2 participants), Denmark (1) and Norway (1) entered the contest. Goal was to get closest to the Eidsvoll Building (on 17 May 1814 Norway's constitution was drafted here). From the starting line (Bislet) to Eidsvoll was 55 kilometres (34.18 miles). Kaptein Gyth Dehli and dragonløytnant Andrvord manned the balloon 'Norge'. Herman Apfel led the first German balloon called 'Leipzig' (with as passengers Mr Naumann, dr Rolf Thommessen and engineer Schöpke). The journalist Dreier led the Danish balloon 'Danmark' (with editor Welling-Nielsen and Valentin Aas as passengers). Hugo Kaulen was in charge of the last German balloon with the name 'Essen' (with as passengers Schulze-Vieting, Robert Stephanson and ritmester Henrik Thaulow). 'Norge' won the contest ahead of 'Danmark'.
March	Kaptein Einar Sem-Jacobsen and Telegraph Director Thomas Heftye (chairman of the Norsk Luftseiladsforening) came with the plan to raise money for the purchasing of an aircraft for the military. They started on 17 May (Norway's national holiday)
24 March	Christian Lie ordered a Grade monoplane in Germany.
12 April	Lars Bjerke (co-founder of the A/S Norsk Flyveselskap) ordered in France an aircraft of the type Deperdussin.
12 April	Norsk Luftseiladsforening announced that the Swedish aviator Lieutenant Olle Dahlbeck would soon come to Christiania to perform passenger and demonstration flights
13 April	Jul Hansen travelled by train to Rouen in France to learn to fly the Deperdussin that Lars Bjerke has bought for the A/S Norsk Flyveselskap. The aircraft is expected to arrive in Christiania within two weeks. If it arrives in time it will fly during the 1912 Olympic Games in Stockholm.
19 April	The Swedish aviator Lieutenant Olle Dahlbeck announced that he planned to 'bomb' the naval base at Horten with oranges.
9 May	The Bristol Boxkite of the Swedish aviator Lieutenant Olle Dahlbeck arrived in Christiania from Jönköping and was taken up to the provisional hangar at the Etterstad field.
10 May	The new Sommer F monoplane of the Swedish aviator Lieutenant Olle Dahlbeck was shipped by train from Hamburg to Christiania.
13 May	The Swedish aviator Lieutenant Olle Dahlbeck arrived in Christiania for his joy- and demonstration flights.
14 May	The company A/S Norsk Flyveselskap was founded in Christiania (1) with a capital stock of 25,300 Norwegian Kroner divided in 253 shares of 100 Norwegian Kroner. The aim of the company was to trade and fly aircraft and arrange air meetings around Norway. The first Board of Directors consisted of J F S Barth, J Sverre, Rolf Thommessen and Mrs J Falck-Andersen (secretary and managing director of the company). The board decided to buy a Deperdussin Racer for 20,500 French Francs.
14 May	The Swedish aviator Lieutenant Olle Dahlbeck was received in audience at King Haakon VII and was given a dinner at the restaurant <i>Dronningen</i> (the Queen).
15 May	The Sommer F (S-13) of the Swedish aviator Lieutenant Olle Dahlbeck arrived in Christiania in crates. It was taken to Hengsenga on the peninsula of Bygdøy (Christiania) for assembling.
16 May	The Swedish aviator Lieutenant Olle Dahlbeck performed in his Bristol Boxkite some demonstration flight from a field at Christiania/Etterstad.
19 May	The Swedish registered Sommer F (S-13) tipped over during a demonstration flight at Christiania/Etterstad.
22 May	The newspapers announced the start up of a large nationwide subscription in aid of purchasing an aircraft for the

military. The Norsk Luftseiladsforening had set up the subscription.

- 23 May** The Swedish lieutenant Dahlbeck performed some solo flights and passenger flights from Christiania/Etterstad in his Sommer F (S-13).
- 23 May** The piano player Ms Sigrid Ingebrigtsen was **the first Norwegian woman recorded to have flown as a passenger in a heavier-than-air craft**. She made an 8-9-minutes flight together with the Swedish lieutenant Dahlbeck in his Sommer F biplane (S-13). He took off from Christiania/Etterstad and flew at a height of 150 meters.
- 26 May** The Swedish aviator Lieutenant Olle Dahlbeck made some demonstration flight from Huseby Farm outside the city of Drammen. He used his newly acquired Sommer F (S-13). The demonstration flights in Drammen were cancelled due to bad weather.
- 28 May** *Løitnant* (Lieutenant) H F Dons returned from Germany with the Rumpler Taube monoplane.
- 30 May** The demonstration flights of the Swedish aviator Lieutenant Olle Dahlbeck in Fredrikstad were cancelled. He did not want to offend the Norwegian lieutenant H C Dons, who scheduled to make the first flight of a Norwegian in a heavier-than-air craft (see 1 June 1912).
- 1 June** *Løitnant* H F Dons made **the first flight of a Norwegian owned aircraft**. He flew from a field near Horten across the Christiania Fjord to Frederikstad. The aircraft was later used by the Navy and is presently on display in the Norwegian Technical Museum in Oslo.
- 14 June** On behalf of A/S Norske Flyveselskap Jul Hansen travelled to Reims, France to learn to fly a Deperdussin racer.
- 23 June** Norwegians living in Paris (France) had gathered money for the purchase of an aircraft for the Norwegian national defence. The aircraft was to be named after Gange Rolf, the Norwegian Viking who is said to have conquered Normandy in 911.
- 28 July** The **first Norwegian civilian flight from Norwegian soil** has been made, when Christian Lie took off in his Grade monoplane from a field called Terningsmoen near Elverum.
- 12 August** Two Maurice Farman 3 Longhorn biplanes were ready for delivery in Paris. They were purchased by financial means coming from the nationwide subscription and from the Norwegian living in Paris (see 22 May and 23 June 1912). Norwegian officers had received training at Farman.
- September** Jul Hansen returned with a Deperdussin aircraft by ship to Christiania (1) and used the winter of 1912-13 to assemble the aircraft at the workshop of his employer, *Sporveier A/S* (Christiania Public Transport Co) at Christiania/Majorstua.
- September** *Kaptein* Einar Sem-Jacobsen, *Rittmester* Henrik Thaulow and *løitnant* Sejerstad found during a bicycle tour a site for the new military aerodrome of Christiania: Kjeller, near the village of Lillestrøm. *Forsvarsdepartementet* (the Ministry of Defence) agreed to the site and in September 1912 the construction started: 100 metres (109 yards) long and 30-40 metres (32.7-43.6 yards) wide. For a few hundred Norwegian Crowns a shed serving as workshop and a building for the officers were erected. Norway had **its first military airfield**.
- 1 September** The Maurice Farman 3 Longhorn biplane named 'Gange Rolf' participated in a military manoeuvre near Elverum. It was flown by *kaptein* Einar Sem-Jacobsen and *løitnant* Sejerstad.
- 1 September** The 57-year-old general Morgenstjerne was the first passenger in the Maurice Farman 3 Longhorn 'Gange Rolf' and flew to a height of 600 metres. Several flights with other military and civilian passengers followed. Among them were General Ebbesen and the female passenger Ms Maria Løken, daughter of the farmer Johan C Løken from Elverum.
- 23 September** For **the first time in Norway two aircraft were in the air at the same time**: The two Maurice Farman 3 Longhorn, named 'Gange Rolf' and 'Njaal' took off from Kjeller airfield near Lillestrøm and flew at a height of 1,000 metres to Christiania.
- 25 September** The Maurice Farman 3 Longhorn landed after a two hours flight from Storhove (Herradsbygden) on the Kjeller airfield. Pilot: *Kaptein* Einar Sem-Jacobsen and mechanic the Frenchman Brobant. They set with this flight a new Scandinavian distance record: 170 km (105.6 miles). The previous record was 97 km (59.65 miles). At the same time they increased the Scandinavian height record from 1,240 metres (4067.2 feet) to 1,620 metres (5313.6 feet). After the landing the aircraft refuelled and departed for a flight to the island of Bygdø in Christiania, where they landed near the Kongsgård (the King's Farm). After the visit they continued to Skougum (Community of Asker and now known as the residence of the Crown Prince and Crown Princess of Norway: Skaugum) for a visit to Minister Wedel-Jarlsberg. They wanted to show him the aircraft the Norwegian community in France had bought for the Norwegian Army.

- 27 September** *Kaptein* Gyth Dehli flew from Kjeller airfield to Horten (Naval air base) and back in a Maurice Farman 3 Longhorn.
- 30 September** *Rittmester* Henrik Thaulow made an attempt to fly telegraph director Heftye from Kjeller airfield to Trondheim. He flew from Kjeller to Rena, but had to turn due to bad weather. The trip was not repeated.
- December** The *Deutscher Luftfahrer Verband* (the German Aviator Association) planned for the summer of 1913 an international contest for aeroplanes from Germany via Denmark and Sweden to Norway. The Norsk Luftseiladsforeningen – NL was asked to participate in the organisation. The Board of NL agreed to do so.
- 29 December** The Deutsche Luftfahrer Verband, the Dansk Aeronautisk Forening, the Svenska Aeronautiska Sällskapet and the Norsk Luftseiladsforening met in Copenhagen (Copenhagen, Denmark) to discuss the ‘*Concours d’Aviation des Pays du Nord*’ (the Aviation Contest of the Nordic Countries). From Norway met *Kaptein* Einar Sem-Jacobsen and the attorney Bisgaard. The contest was presented to the Fédération Aéronautique Internationale – FAI within the deadline of 1 January 1913. The start of the contest was set at 22 June 1913 and the route to be flown: Warnemünde (Germany), Copenhagen (Denmark), Malmö, Gothenburg (both in Sweden), Frederikstad and Christiania (1, both Norway). First prize was 100.000 French francs, second prize 40,000 francs and third prize 20,000 francs. The first fifteen on each leg over land would get an additional 1,000 francs, while over sea they would get 1,500 francs.

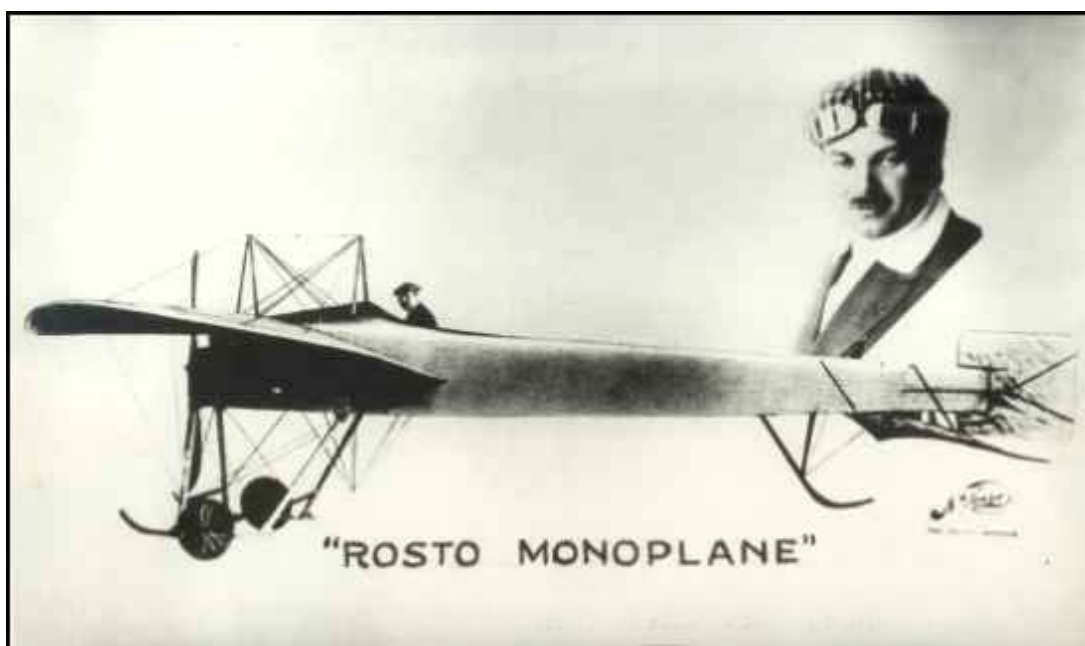
1913

- Roald Amundsen and *Oberstleutnant* Dr. Filchner purchased for their scheduled South Pole expedition two AGO biplanes. They were never delivered. • ...

21 January The American newspaper 'The Duluth Herald' reported that the Rosto Monoplane was ready for its first take-off from the ice. A 30 hp 3 cylinder V shape Anzani motor powered the aircraft. He later made some twelve flights from the ice and crashed several times as well. The first flight lasted for twenty minutes. The immigrated Norwegian Olivier Rosto had designed and built it.

26 February Oliver A Rosto made his first flight in the Rosto monoplane. He was **the first Norwegian to have designed, constructed and flown his own heavier-than-air craft**. The flight was made off the ice of Lake Superior near Duluth, Minnesota, USA. Mr Rosto was still a Norwegian citizen. The plane is powered with a 30 hp 3 cylinders V-shape cross channel type Anzani motor. The plane is designed with a warping wing – no ailerons. The plane takes off from the ice with the aid of skis and stays aloft for 20 minutes reaching a speed of 40mph. See www.oliverrosto.com

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February Kaptein Einar Sem-Jacobsen participated with the Farman 3 Longhorn named 'Ganger Rolf' on a winter field day near Asker (outside Christiania, 1) and for the **first time in Norway aerial pictures from an aircraft were made**. On the way back to Kjeller airfield Kaptein Einar Sem-Jacobsen had to fly only with the elevator and side rudder. He managed to get the aircraft down.

March The plans for the '*Concours d'Aviation des Pays du Nord*' had to be cancelled, because:
1. French patriotism made it impossible to have Frenchmen start a contest in Germany.
2. The 'Aero Club de France' could not supply expertise at the disposal of the organizing committee.
3. The Svenska Aeronautiska Sällskapet suddenly insisted that the contest should end in Stockholm (Sweden) rather than in Christiania (Norway).
The whole contest had to be postponed until 1914.

29 April The first aircraft of the Norwegian Army crashed at Kjeller airfield. It was the Maurice Farman 3 Longhorn 'Ganger Rolf (Nr. 1). Other military accidents will not be mentioned in this timeline.

12 May Jul Hansen takes for the first time his Deperdussin in the air. He takes off from a piece of land in Christiania (at Majorstuen). He reached a height of 700 metres (2,296 feet).

8 June Jul Hansen flew the Deperdussin of A/S Norsk Flyveselskap at Gjøvik. Nearly 3,000 people turned up and saw him fly. During landing after the second flight Jul Hansen crashed the aircraft, but he managed to repair it.

- July** The *militærkomitéen* (Norwegian Parliamentary Commission of Defence) visited Kjeller airfield. *Kaptein* Einar Sem-Jacobsen showed an aircraft he had built during the winter of 1912-13. It was an improved version of the Maurice Farman 3 Longhorn. The engine was borrowed from the Maurice Farman 3 Longhorn Nr 2, 'Njaal'. Later that month all the MP's were invited and forty of them visited Kjeller. Some of them flew as passengers in the Maurice Farman 3 Longhorn, Nr 1 'Gange Rolf'.
- 31 July** The second nationwide subscription ended and 43,735.33 Norwegian Crowns had been collected.
- August** The *Hærens Flygevesen* (the Army's Air Corps) was formed.
- August** (End of the month) The Deperdussin of A/S Norsk Flyveselskap had been repaired and was ready for use again. It made a flight from Christiania to Kjeller airfield, but landed in the loose stones where the aircraft was again damaged. The A/S Norsk Flyveselskap stopped its activities and the remains of the aircraft were stored.
- September** The **first flight in Norway with a seaplane** was performed from the River Niteelven near Lillestrøm/Kjeller airfield. It was Maurice Farman Longhorn that was equipped with floats.
- September** The Naval aircraft 'Start' and the Maurice Farman Longhorn both participated in a flight for the benefit of the Christiania students.
- October** During his visit in the USA the Norwegian polar explorer Roald Amundsen ordered two Christopher flying boats for his scheduled polar expedition. The cost of the order: US\$ 14,000. A Norwegian-American named Johnsen had constructed them. The order was later cancelled in favour of a Maurice Farman 3 Longhorn.
- 4 October** French aviator Maurice Chevilliard was to arrive in Christiania (1), but could not come to Norway due to fog. His flight was postponed until the next day.
- 5 October** Maurice Chevilliard arrived in the afternoon from Karlstad (Sweden) in his Farman aircraft. This Sunday around 1 pm Maurice Chevilliard arrived at Etterstad (Christiania, 1) and the crowd of 18-20,000 cheered for the aviator, who made his well-known breathtaking spiral flight towards the crowd and landed. At 4 pm he was supposed to fly again, but refused, as he was tired, but after a good Norwegian lunch at the hotel he returned to Etterstad for a demonstration flight. The Norsk Luftseiladsforening (the organiser) earned so much money that their financial problems were solved.

1914

8 February

New negotiations finalized in Copenhagen (Denmark) with regard to a contest to the Nordic countries. During the meeting Norway was represented by Norsk Luftseiladsforening (*Kaptein* Einar Sem-Jacobsen, Robert Stephanson, Rolf Thommesen and *Rittmester* Henrik Thaulow. This time they agreed to set up a seaplane contest that would start in Germany and go from there to Denmark and Norway. Since the Swedes had made so many problems, they were left out to start with. Later Gothenburg (Sweden) was added. The original plan was: From Warnemünde (Germany) to Copenhagen (Denmark), Aarhus, Ålborg, Skagen, Arendal and Christiania. They had to fly a total of 825 kilometres (512.6 miles) and it would include one stage over sea of 120 km (74.5 miles). Arendal was rejected in favour of Tønsberg (the oldest city of Norway). The scheduled start of the contest would be September 1914 and it was now named: *Concours d'Aviation Maritime du Nord en 1914* (The 1914 Northern Contest for Maritime Aviation).

12

April

The final route for the seaplane contest (see 8 February 1914) was decided upon: Schwerin and Warnemünde (in Germany), Copenhagen (in Denmark), Helsingborg (in Sweden), Århus and Ålborg (in Denmark) Gothenburg (in Sweden) and further to Tønsberg and Christiania (1, both in Norway). Period: 21 – 30 August 1914. The first prize was set at 20,000 French francs and for each stage a prize reaching between 7,000 to 15,000 Francs. There were also some special prizes, like the *Coupe d'Honneur* for the fastest aviator offered by King Haakon VII of Norway and the Norsk Luftseiladsforening offered a cup for number two and three to arrive in Christiania.

(April?)

The French aviator Pierre Chanteloup was on behalf of S A Caudron Avions in Copenhagen, Christiania and Stavanger for demonstration flight with a Caudron G.3. Pierre Chanteloup is known for being the first one to officially 'loop the loop' with a biplane on 21 November 1913. In Stavanger he performed demonstration flights from the Stavanger Stadium and at the end of one of these flights, while landing nicely, a gust of wind took him, the plane banked, one wheel engaged in a hole and with the result that the aircraft landed on its nose. Chanteloup waited in his seat until the plane was pulled back to the ground.

20 May

Kaptein Einar Sem-Jacobsen had ended his training in France at Farman and would fly the purchased Farman from Paris to Christiania (1). He departed with the Maurice Farman 3 Longhorn that day and made a two-hour flight to Reims (France), where he landed safely. Next stage across the Ardennes was the most difficult part because of the lack of suitable landing grounds. A forced landing led to some broken struts. On 22 May at 3 am half the population awaited the aviator *Kaptein* Einar Sem-Jacobsen and his mechanic Nielsen. The aircraft was filled with flowers. They took off in the direction of Rocroi, Givet, Dinant and Namur. They arrived at Liège/Ans airfield at 6 am and refuelled for a flight to Krefeld in Germany. They crossed the Belgian-Dutch border near Maastricht where they were surprised by strong winds. They decided to return to Liège, where they landed safely. The bad weather continued, and on 25 May *Kaptein* Einar Sem-Jacobsen received a cable from his commanding officer to return home and ship the aircraft to Norway.

11 June

At Oslo/Gardermoen Roald Amundsen obtained his international flying licence despite crashing the first aircraft. *Kaptein* Einar Sem-Jacobsen had trained him and Rolf Thommessen, Henrik Thaulow and Robert Stephanson witnessed the final exam.

23 May

The French aviator Pierre Chanteloup demonstrated his Caudron G.3 in Bergen. He gave an impressive demonstration with his aircraft and flew even up-side-down... He took off from Årstadvollen. It was the first acrobatic display ever to be held above Bergen.

25 May

The French aviator Pierre Chanteloup demonstrated his Caudron G.3 in Haugesund.

28 June

In Sarajevo the Austrian-Hungarian Crown Prince Ferdinand was assassinated by the student Gravilo Princip, leading to a general mobilisation in many countries throughout Europe. In the first two weeks of August war was declared and the Great War started.

15 July

The deadline for participation in the seaplane contest (see 8 February and April 1914) closed. Eighteen participants had entered the contest: Seven from Germany, six from France (including Maurice Chevilliard, who was very popular in Scandinavia), two from Austria-Hungary, and two from Italy and one from Sweden. Other reports mention also participants Norway (3?), but it has not been possible to confirm this.

30 July

The Norwegian pilot Tryggve Gran took his Blériot XI-2 monoplane named 'Ça Flotte' from Scotland to Norway. He took off from Cruden Bay outside Aberdeen and crossed the North Sea to land four hours and ten minutes later at Revtangen near Stavanger. The flight was overshadowed by the start of the Great War.

1915

1916

3 May

The German rigid air ship Zeppelin L.20 (with a length of 160 m and a diameter of 23 m, 25,000 sqm of gass, 16 crew) entered Norwegian air space after a raid from Schleswig to Edinburgh. It was to bomb a bridge near Firth of Forth. South-eastern winds forced it out of his course and it ended north of Lake Loch Ness. Captain Sabbert ordered a more eastern course and they came to the Orkney Islands. Due to lack of fuel it could not get back to Germany and ended up in the Hafrs Fjord, where it crashed. The Norwegians decided to shot the rigid airship in fire. The explosion was enormous and house shocked, one house burned down and another people got light burning wounds. Parts of the windows are still kept at an aviation museum in Norway.



1917

● Tancred Ibsen set a new Scandinavian altitude record while flying an Hærens Flyvemaskinfabrikk FF.3 Hydro. The new record was 5,100 metres. The record has not been confirmed by official sources.

1918

- March** Naval Captain Gynt Dehli travelled to Great Britain to find suitable aircraft for an airline company under foundation: Det Norske Luftfartrederi A/S. No aircraft were purchased.
- March** Preparatory meeting in Christiania between representatives of the Nordic countries ahead of the 'Nordisk Flyvekonferanse' (Nordic Air Conference) to be held in Stockholm at the end of April 1918.
- 18 March** A working committee is formed to prepare the foundation of the Det Norske Luftfartrederi A/S. Soon 61 companies or private persons had signed shares worth over 3.3 million kroner.
- 26-28 April** The first 'Nordisk Flyvekonferanse' (Nordic Air Conference) was held in Stockholm. From Norway the Norsk Luftseiladsforening met up. From Denmark 'Det Danske Aeronautiske Selskab', from Sweden the 'Svenska Aeronautiska Sällskapet' and since Finland did not yet have an aeronautical society, some private persons participated.
The Norwegians sent *Oberst* G Grüner (Generalinspektør Hærens Flyvevåben), *Kaptein* Sem-Jacobsen, Engineer Grundt, *Rittmester* Norby, *Kaptein* Sejersted, *Generalkonsul* Stephanson, Dr Rolf Thommessen and Dr jur Arnold Ræstad (Norsk Luftseiladsforening, legal department).
Main item was the question about cooperating on air service and three routes were agreed upon: 1) Copenhagen – Gothenburg – Christiania; 2) Copenhagen – Stockholm – Helsinki; and 3) Christiania – Stockholm – Helsinki. The committee wanted to avoid international interference and wanted to protect the Nordic market.
- 2-9 May** The 'Skandinavisk Flyvemaskin og Luftmotorutstilling' (the Scandinavian Aircraft and Aero Engine Exhibition) was held in Christiania (1). Organiser was the A/S Nordisk Luftkraft. During the exhibition three Scandinavian airline companies met and decided to work together. The companies were Det Norske Luftfartrederi A/S (Norway), Svensk Lufttrafikaktiebolaget (Sweden) and Det Danske Luftfartsselskab A/S (Denmark).
- 4 June** The Aktieselskap Norsk Aeroplanfabrikk (the Norwegian Aircraft Factory Ltd) at Tønsberg is founded as the first private aircraft factory of Norway. The share capital was 500,000 Norwegian Crowns divided over 500 shares. Managing director was Ing Christian August Selmer Hellesen. The board of directors consisted of factory-owner Schou, ship owner Thorvald Halvorsen, Trygve Wettre, director S Kloumann and Christian Hellesen himself. The objective was to build seaplanes for civil and military use.
- 29 June** The Swedish Baron Carl Calle Cederstrøm was killed during a flight from Sweden to Turku in Finland in preparation of a scheduled service. The Swedish baron had made numerous demonstration flights in Norway before the First World War.
- 5 July** The Thulin B (c/n B2, a licence-built Morane Saulnier with a Thulin-engine, both chartered from Thulin in Sweden) arrived in Christiania for use by A/S Nordisk Luftkraft.
- 7 July** Flooding and a stone avalanche in the vicinity of Røros stopped all railway traffic and a one-off airmail flight between Christiania and Trondheim was set up. Rolf Thommessen, editor of the newspaper 'Tidens Tegn', requested A/S Nordisk Luftkraft to transport an edition of his newspaper to Trondheim. The pilot Hjalmar Riiser-Larsen flew with a chartered Thulin B (c/n B2, a licence-built Morane Saulnier with a Thulin-engine, both chartered from Thulin in Sweden) 10-15 kg of foreign airmail and newspapers. An intermediate stop was made at Rena (refuelling) and arrival was not until 9 July. It was the first flight across the mountains between Oslo and Trondheim. The aircraft returned to Sweden.
- 29 July** The Thulin B (c/n B2, a licence-built Morane Saulnier with a Thulin-engine, both chartered from Thulin in Sweden) left Christiania and returned to Thulin in Sweden.
- 13 August** The Norwegian military pilot Tancred Ibsen (with a passenger on board) set a Scandinavian height record by flying in a T.1 trainer to 5,100 meters. He departed at 12.20 hrs. and returned at 14.20 hrs.
- 29 August** Marinens Flyvevæsen (Naval Air Arm) was asked by the newspaper 'Christiansands Tidende' to make a one-off flight with copies of their newspaper between Farsund and Mandal. The naval pilot *løytnant* Finn Lützow-Holm made the flight with a newly acquired seaplane type Sopwith Baby (registration unknown).
- September** A/S Norsk Aeroplanfabrikk bought a factory site at Ørsnes near Tønsberg. In November the erection of three wooden halls was started.
- 11 November** *The Armistice is signed and the hostilities of the Great War come to an end. Civil flying is still prohibited in many countries throughout Europe. Most countries allow this again by spring 1919.*
- December** The December issue of the Norwegian aviation magazine *Aeroplanet* (the Aeroplane) showed the first drawings of the Norwegian flying boat Type F.B.2, a four-seater suited for pleasure, taxi and charter flights; and the Type

F.B.12, a huge flying boat suitable for the transportation of fourteen passengers, freight and air mail. A/S Norsk Aeroplanfabrikk had designed them and they were to be used by the newly formed Norwegian airline company Det Norske Luftfartrederi A/S. They were never built.

12-13 December The second 'Nordisk Flyvekonferanse' (Nordic Air Conference) was held in Copenhagen. From Norway the Norsk Luftseiladsforening participated. From Denmark 'Det Danske Aeronautiske Selskab', from Sweden the 'Svenska Aeronautiska Sällskapet' and and since Finland did not yet have an aeronautical society, some private persons participated.

25 December Founding meeting of the airline Det Norske Luftfartrederi A/S in Christiania with a stock capital of 3.3 million Norwegian kroner.

1919

- During the summer of 1919 it was reported that the Austrian pilot Ebner made numerous passenger flights between Christiania and Gothenburg and back. This is unconfirmed and unlikely.

February Dr Wilhelm Keilhau and the famous Norwegian explorer Fridtjof Nansen travelled to Great Britain to find suitable aircraft for Det Norske Luftfartrederi A/S. They were not impressed with what they saw.

March On the island of Flatøy (near Bergen), the Marinens Flyvevåpen and Hærens Flyvevåpen erected an air base for seaplanes. It consisted out of two aircraft sheds, a workshop, housing facilities and petrol storage. In 1928 the Naval Air Service took over the facilities and the Army Air Corps withdrew from the island. In 1920, Det Norske Luftfartrederi A/S used it as base for its flying boats. Also other civil aircraft were stationed here.
By 1939 a new slip and tarmac was ready and taken in use. The M.F.11 and two Heinkel He 115s were stationed here.



22 March At the office of the company's general agent, P.A. Ellingsen, director Einar J Juell signed a purchase contract for one flying boat of the type Nielsen & Winther Type F.a. Delivery scheduled for May 1919, but it was delayed.

April The American World Champion in looping, Lieutenant Carl Batts arrived in Bergen by ship with boxes containing a Curtiss MF Seagull flying boat. John M Larsen joined Carl Batts and both worked for the American Curtiss Company and were sent to Norway by their employer in the hope to sell some aircraft in Scandinavia. The flying boat was transported to Ørnes (east of Norway) and assembled at the factory of A/S Norsk Aeroplanfabrikk. It was delivered on 10 May and was later registered as N-4.

9 April The Forsvarsdepartement (Ministry of Defence) made public the names of those participating in the 'Skandinaviske Stjerneflyvning' (The Scandinavian Star Flight) in Copenhagen, Denmark. The Navy supplied Lieutenant Hjalmar Riiser-Larsen and Emil Horgen (later replaced by Lieutenant Fredrik Lützow-Holm) and the Army supplied Lieutenant Tancred Ibsen.

13 April Lieutenant Hjalmar Riiser-Larsen and Lieutenant Fredrik Lützow-Holm took off from the naval base Tangen near Kristiansand for Copenhagen (Denmark), via Horten, Christiania (1), back to Horten and Gothenburg. They used Sopwith Baby's for this flight. They arrived the following day.

14 April Lieutenant Tancred Ibsen departed in an aircraft of the type FF.5/T.1 from Kjeller air field for Gothenburg (Sweden). He had installed an ingenious undercarriage. Since there still was snow on Kjeller airfield he had to take off with skis, but land in Copenhagen on his wheel undercarriage. After take-off he could 'shake-off' the skis and land in Copenhagen using his wheel undercarriage. During the flight his mechanic was Leif Lier.

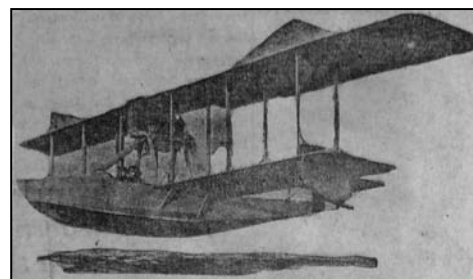
May The Austrian polar scientist Dr König was invited to Christiania. He flew with the Austrian pilot Ebner from Austria to Copenhagen (Amager). He spent one week in Copenhagen and continued to Gothenburg. Since the pilot had not received a landing permit he remained in Gothenburg. After waiting for two days permission was given and they could finally depart. But right after take-off the aircraft crashed and was damaged. Ebner and König were unhurt. They managed to repair the aircraft and during the summer of 1919 Ebner made numerous passenger flights between Christiania and Göteborg (Gothenburg) and back.

2 May The Forsvarsdepartement by Royal Decree of 2 May 1919 formed the 'Lufttrafikkomisjonen av 1919' (the Air Traffic Commission of 1919), consisting of seven members.

13 May The Danish-French aviator Krause-Jensen planned to fly with a Breguet 14 from Stockholm (Sweden) to Christiania (now called Oslo, Norway). He departed from Stockholm, but did not come further than to Enköping. Here he had to make a forced landing due to engine problems. A new engine had to be brought in and since this took three weeks to send from Paris to Stockholm, the flight was abandoned. He was carrying a copy of the Versailles Peace Treaty to the neutral countries and had already flown from Paris to Soesterberg, Copenhagen and Stockholm.

15 May A second (see April 1919) Curtiss flying boat arrived in Bergen by the *M/S Stavangerfjord*. On board was also the Danish-American John M. Larsen. The flying boat was this time assembled in Bergen and made a flight from Bergen to Stavanger and along the coast to Christiania (1) and Hamar, where it landed on Lake Mjøsa. It returned

to Christiania (1). Subsequently used on a sales tour along the Nordic and Baltic countries. A new flight followed from Christiania to Tønsberg, Kristiansand, Skagen (Denmark), Copenhagen (Denmark), Kalmar (Sweden), Furusund (Sweden) and Stockholm (Sweden). From there it flew to the Åland Islands and Helsinki (Finland). The last two flights brought them to Tallinn (Estonia) and back to Stockholm, where they landed on 9 June. They continued over land to Gothenburg (Gothenburg, Sweden) and Copenhagen, where they arrived on 15 June. On 5 November a forced landing due to fuel shortage was made near Gothenburg. Upon its return to Copenhagen it was handed over by John M Larsen to the Danish Navy, where it was named a F.B.VI with the serial number 27.



- 19 May** Carl Batts (in his Curtiss MF Seagull, N.4) took a journalist of the newspaper *Aftenposten* up for a flight to Engene (Christiania), where an explosion and an all-destroying fire had burned down a large factory. Four people were killed in this fire. The journalist made his report while in the air and this was in Norway reported as being the first time an aircraft was in service of the press.
- June** New 'Nordisk Flyvekonferanse' (Nordic Air Conference), now in Christiania. Same items discussed as in April 1918 in Stockholm, but nothing concrete decided. The governments of Denmark, Norway and Sweden were asked to set up a Nordic Aviation Committee that would make general Nordic Aviation Law. The term 'luftfarts-skandinavismen' (Aviation Scandinavism) was used for the first time.
- July** The (British) Air Ministry wanted to organise a flight through Scandinavia. This flight would go from Felixstowe (just north of London) to Dundee, Kristiansand (Norway), Christiania (Norway), København (Copenhagen, Denmark), along the shores of southern Sweden to Stockholm (Sweden), back to Göteborg (Gothenburg, Sweden) and Esbjerg (Denmark) before returning to Felixstowe, England. The total length of the flight was 2,380 miles (3,830km). Departure was set for 10 July 1919.
- 9 July** The Austrian pilots Edmund Sparmann and Max Perini departed from Stockholm, Sweden for a flight to Christiania (1). Aircraft used were the Phönix D III (J.41) and the Phönix C I (ex Austrian Air Force Nr 121.110). On board was the Norwegian representative Dipl. Ing. Peter Duborgh. Right after take-off one of the aircraft had to return due to engine problems, but both returned and the flight was subsequently cancelled.
- 13 July** The two Felixstowe F.5 (registrations: N4041 and N4044) departed from Felixstowe for a flight to Dundee, Kristiansand (Norway), Christiania, København (Copenhagen, Denmark), along the shores of southern Sweden to Stockholm (Sweden), overland back to Göteborg (Gothenburg, Sweden) and Esbjerg (Denmark) before returning to Felixstowe, England. The total length of the flight was 2,380 miles (3,830km). One of the aircraft (not N4044) had to make a forced landing at Oxfordshire due to fog, while N4044 managed to fly to Dundee. Here it was to wait for the second aircraft that arrived the next day.
- 17 July** A/S Nordisk Luftkraft presented at Gardermoen Airport (40km north of Christiania, 1) its new limited company: A/S Norsk Flyveskole (Norwegian Aviation School Ltd). Norway's first private flying school was stationed at Gardermoen and used the provisional State hangars and the military field. The company had bought eight Caudron G.III and one AVRO biplanes that would function as training aircraft. The Caudron G.III had dual control. Chief Trainer was *premierløytnant* Einar Haganæs and he was assisted by the pilot *løytnant* Herman Vogt. Cost per pupil: 2.000 Norwegian Kroner.
- 21 July** Carl Truman Batts and John M Larsen returned to Christiania with their Curtiss MF Seagull, N-4 from their trip to the Baltic States and Denmark. The flight from Copenhagen to Christiania was made non-stop.
- 22 July** Carl Truman Batts made during a demonstration flight at 1,000 metres above Christiania with the Curtiss MF Seagull, N-4 a spin.
- 22 July** The Royal Navy's Felixstowe F.5, N4044 flew from Dundee to Kristiansand and Christiania (1) making the first crossing of the North Sea since Trygve Gran made his famous flight (see 1914). First pilot is Major Golpin, second pilot Captain Charles Scott, navigator Captain Nuàn and mechanic Dickley. It landed in Kristiansand near the naval base, refuelled and continued to Christiania. It landed near the island of Lindøen and taxied to the Restaurant *Dronningen*, where it moored. Immediately small boats gather around the aircraft.
- 24 July** After the presentation for the press (see 17 July) A/S Nordisk Luftkraft published in the main newspapers of the country advertisements where they invited people to buy shares in the A/S Norsk Flyveskole. The stock capital will have a minimum of 150,000 Norwegian Kroner, divided over shares each worth 250 Norwegian Kroner. By 24 July 1919 72,500 Norwegian Kroner had already been signed. Between 18 and 23 August 1919 it was possible to sign in for the shares at the office of NLK at Munkedamsveien 3b or at the Den Norske Handelsbank or at Christie Høiberg & Co.

- 26 July** The Royal Navy's Felixstowe F.5, N4044 made pleasure flights over Christiania. On one occasion Queen Maud and Crown Prince Olav joined. On one of the flights the flying boat carried nine passengers! Other celebrities from Norway were Head of the Foreign Ministry Conradi, director Ziener, director Wilhelm Keilhau (of Det Norske Luftfartsrederi A/S), Kaptein Sem-Jacobsen and some journalists from *Aftenposten*.
- 29 July** The Royal Navy's Felixstowe F.5, N4044 departed at 1100 from Christiania and headed for Copenhagen. It did not arrive there! During the flight above the Christiania Fjord, above Jeløen one of the struts of the flying boat broke off and Major Golpin decided to make a forced landing near the Norwegian naval base Horten. The next day (30 July) they continued to Copenhagen. The flight was continued as follows: Stockholm, Gothenburg (5 August), Esbjerg (6 August) and back to Felixstowe (7 August).
- August** The **first aircraft was officially registered in Norway**: N.2. It was a Lübeck-Travemünde F.4L (ex German Navy 503/19 and D73). N.1 was a Nielsen & Winther Fa (c/n 21). This particular aircraft was damaged before it could be registered and was never officially registered.
The N-Air Register was in use from 1919 until 1931, when the LN-Air Register started. The highest number in the N-Air Register was N-50 that was reserved for a De Havilland D.H.60M Moth (ex G-AAYF, c/n 1535). Sold in December 1932. N-48 was the last aircraft officially registered in the N-Air Register. It was a Hansa Brandenburg W.33 (c/n 35/1 nr. 55, ex F.52 of the Norwegian Navy and used for air mail flights (see the year 1931).
- 14 August** A/S Nordisk Luftkraft (NLK) is interested in buying the Curtiss MF Seagull, N-4 from Carl T Batts and John M Larsen. NLK's pilot *premierløytnant* Einar Haganæs made that day a number of test flights and found the flying boat perfect.
- 15 August** The Curtiss MF Seagull, N-4 of Carl T Batts and John M Larsen is auctioned at the lawyer Røeds office in Christiania. A consortium of three men, headed by John M Larsen, owned the flying boat and subsequently this consortium was dissolved. The Curtiss MF Seagull, N-4 was sold for 18,100 Norwegian Kroner to A/S Nordisk Luftkraft. Six other people were interested and participated in the auction.
- 16 August** The Handley Page O/400, G-EAKE (ex J2252) departed from Cricklewood (near London, UK). On board were the English officer J Steward, the Norwegian-born RAF-pilot Tryggve Gran, the Norwegian Captain Wilhelm Meisterlin (general agent for Handley Page Ltd), the parachute jumper Fouldner, Mrs Tryggve Gran and the mechanics Donovan and Milne. They flew to Soesterberg (Netherlands) and Copenhagen (Denmark), where they arrived on 18 August. After demonstration flights in Copenhagen, they continued on 23 August to Århus (Denmark) and Norway, where they arrived on 24 August. The first flight from England to Norway by a commercial airplane was made. The landing took place at Gardermoen and later the aircraft was transferred to the military airfield Kjeller near Lillestrøm, just north of Christiania (1).
- 16 August** Two English aviators arrived unannounced in Bergen. Since they had no official papers they had to land with their aircraft on the Lake Nordaasvandet. They returned to the United Kingdom on 17 August. Mysterious flight!
- 16 August** Einar J Juell took delivery of the Nielsen & Winther Type F.a (c/n 21) and took off from Copenhagen for the delivery flight to Norway. He flew together with the Danish pilot Henry Erlind. They followed the coast and wanted to fly to Bergen via the east coast of Jutland, cross the Skagerrak to Kristiansand and further to Bergen via Stavanger. Near Sæby (just outside Frederikshavn) the flying boat had to make a forced landing due to engine troubles.
- 19 August** The Nielsen & Winther Type F.a (c/n 21) of Einar J Juell flew from Sæby in the direction of Frederikshavn and had to make a new forced landing due to engine troubles. They landed at Frydenstrand Sanatorium, where the flying boat was pulled ashore. A new 90hp Le Rhone engine was ordered in Copenhagen.
- 23 August** The A/S Norsk Flyveskole is officially founded as a subsidiary of A/S Nordisk Luftkraft. It took over Caudron G.3 training aircraft.
- 23 August** The new engine for the Nielsen & Winther Type F.a (c/n 21) arrived from Copenhagen. Bad weather stopped any further flying.
- 28 August** The International Air Traffic Association – IATA is formed in the Dutch city of Den Haag (The Hague). Representatives from Denmark (Det Danske Luftfartsselskab A/S), Germany (Deutsche Luft Reederei GmbH), **Norway (Det Norske Luftfartsrederi A/S)**, Sweden (Svensk Lufttrafikaktiebolaget) and the United Kingdom (Air Transport & Travel Ltd) participated. In April 1946 the International Air Transport Association – IATA, replaced this IATA. Dr Wilhelm Kielhau and Captain Gynt Dehli represented Det Norske Luftfartsrederi A/S.
- 30 August** The Handley Page O/400, G-EAKE (ex J2252) made pleasure flights above Kjeller and a flight across the city of Christiania (1). Also Mr Fouldner made a parachute jump from the aircraft. The crowd cheered them. That weekend some 112 passengers made a pleasure flight.

- 30/31 August** Trial flights were made with the Nielsen & Winther Type F.a (c/n 21) of Einar J Juell. The flying boat was ready to continue towards Norway.
- September** A/S Norsk Luftkraft obtained the Curtiss MF Seagull (N-4) through an auction. It was to be used by its subsidiary A/S Norsk Flyveskole. In July 1920 it passed to A Johannesen in Sarpsborg.
- 1 September** Einar J Juell took off alone in his flying boat Nielsen & Winther Type F.a (c/n 21). He wanted to fly to Kristiansand (NO). Again a forced landing, now on the sea, had to be made. The reason for the forced landing was lack of fuel. He had come off course due to strong northwest winds.
- 2 September** Einar J Juell drifted around on the Kattegat in his flying boat Nielsen & Winther Type F.a (c/n 21). He drifted towards Sweden and ended up at Hunnebostrand just north of Lysekil (SE). His flying boat was towed in by a fishing boat. He took the train back to Christiania and had his flying boat transferred to A/S Norsk Aeroplanfabrikk in Tønsberg for repairs.
- 6 September** On a scheduled flight from Kjeller to Stockholm (Malmslätt), the Handley Page O/400, G-EAKE (ex J2252) had to make a forced landing near Lillestrøm due to a problem with the port engine. The aircraft was badly damaged, but was taken apart and transported back to Kjeller for repairs. These repairs lasted throughout the winter.
- 24 November** A brand new LVG P I was purchased by the Norwegian director Haagensen. The pilot Welck took off from Berlin and made a landing at Mecklenburg (Vorpommern). He flew on to Copenhagen and along the Swedish coast to Christiania (Oslo). Lieutenant Haagensen (brother of the director) came along as a passenger. No information has been found about the aircraft's arrival in Norway or its use.

1920

• Captain Wilhelm Meisterlin became a personal member of the International Air Traffic Association – IATA, representing Norway. He had no voting right. During the coming years he tried to get European IATA-members interested to open an air service to Norway. He succeeded with this in 1927, when Deutsche Luft Hansa AG opened an air service between Norway and Germany • Foundation of the *Norsk Aeromodell Klubb* (Norwegian Aero Model Club) • Leif Lier formed in Christiania the airline company Norsk Lufttrafik A/S. • During the summer Einar J Juell operated his Nielsen & Winther Type F.a (c/n 21) in and around Bergen. He was stationed at Flatøyen (naval air base of Bergen). The flying boat was never registered!

January	Tancred Ibsen decided to form the airline company A/S Aero with a stock capital of 100,000 Norwegian Crowns. His uncle the businessman Einar Bjørson and two ship owners Erling Lund and G M Byrde supplied the money. The aim of the company was taxi and charter flights as well as pleasure flights. He allied himself with the director of the A/S Norsk Aeroplanfabrikk, Christian Hellesen.
January	(or Dec 1919?) In Copenhagen (DK) a ' <i>Nordisk Flyvekonferanse</i> ' (Nordic Air Conference) was held. It was decided not to enter the CINA/ICAN (The International Commission for Air Navigation) as the committee felt that it was not in the interest of Nordic aviation. They wanted to form their own aviation convention.
24 January	The airline company Thor Thangvald Flyveselskap A/S was formed by the energetic <i>løytnant</i> Thor Thangvald and his friend Fredrik Kierulf.
19 February	The Forsvarsdepartement (Ministry of Defence) issued Tancred Ibsen the permit to import five aircraft and engines for his airline company A/S Aero.
March	Det Norske Luftfartrederi A/S started negotiations with the Norwegian Post Office to reach an agreement on mail surcharges and subsidy. It was decided to run a trial route between Bergen, Haugesund and Stavanger.
5 March	The Forsvarsdepartement issued the first temporary regulations with regard to aviation (by Royal Decree of 5 March 1920). The regulations were published in the ' <i>Lovtidenden Nr 10</i> '
9 March	<i>The Financial Department goes new ways: In order to stimulate the buying of state bonds the department hired an aircraft and had special pamphlets thrown out over Christiania.</i>
16 March	The airline company Det Norske Luftfartrederi A/S was formally registered in the Christiania Trade Register.
April	Two Friedrichshafen FF 49C were imported to Norway by Tancred Ibsen (of A/S Aero) and modified into a civil version at the A/S Norsk Aeroplanfabrikk factory in Ørsnes. They were registered N.6 and N.8.
15 April	The German pilot Willy Nolting crashed on a delivery flight from Germany to Norway. He was to deliver a Friedrichshafen FF 49C for A/S Aero. He was badly injured and the aircraft was destroyed beyond repair.
20 May	Det Norske Luftfartrederi A/S was granted a Mail Contract. It received a subsidy of 75,000 kroner for two months and 100,000 kroner for three months of exploitation. Beside the normal charge an airmail charge of 40 øre had to be paid. But for newspapers and magazines a surcharge of 9x the regular fare had to be paid.
June	The Norwegian military pilot lieutenant Brynulf Gottenborg made some test flights with the Handley Page O/400, G-EAKE (ex J2252) from Kjeller airfield. He was to become the pilot on a planned flight to Stockholm.
June	Thor Thangvald Flyveselskap A/S chartered the Norman Thompson NT.2B of Captain Wilhelm Meisterlin for a trial flight. Thor Thangvald wanted to buy the flying boat for his airline company, but decided not to do so. They made one demonstration flight with a parachute jump and after that nothing was heard from the airline company anymore.
3 June	The first Supermarine Channel I (N.10) was delivered to Det Norske Luftfartrederi A/S in Southampton.
4 June	Tancred Ibsen of Aero A/S made a trial flight between Christiania and Kristiansand in preparation of the planned flights during Annual General Meeting of the Farmer's Association (19-21 June 1920). He flew with Friedrichshafen FF 49C, N.6.
5 June	The first of three Norman Thompson N.T.2B flying boats was delivered to Norway and transferred to Tønsberg for assembling at A/S Norsk Aeroplanfabrikk. The aircraft were bought by Captain Wilhelm Meisterlin and were to be used on the planned air service to Copenhagen (Denmark). It was registered on 22 June as N-12. A second aircraft was registered as N-13 the same day. The third aircraft was to become N-14, but it was never delivered.
9 June	The first of three Supermarine Channel flying boats was delivered to Det Norske Luftfartrederi A/S and registered as N-9.

- 9 June** Major Tryggve Gran registered an Armstrong Whitworth F.K.8 as G-EATP in England. The aircraft was to be used for a flight to Sweden by Captain Larry Carter, but they changed plans and decided to make a flight to Norway instead.
- 19-21 June** A/S Aero of Tancred Ibsen operated on behalf of the newspaper 'Nationen' an air service between Christiania and Kristiansand during the annual meeting of the Farmer's Association. Oscar Omdal was the pilot in the Friedrichshafen FF 49C, N.6. Beside the newspaper, mail for the delegates was carried as well.
- 20 June** Major Tryggve Gran and Captain Larry Carter departed with the Armstrong Whitworth F.K.8, G-EATP from Dover for a flight to Norway. Bad weather forced them off course and they made a forced landing near Rendsburg (Germany). Due to bad petrol supplied by a local farmer they had to make several forced landings, but eventually reached Århus (Denmark) on 23 June. On 24 June they continued to Christiania (1). The aircraft and its crew arrived at Kjeller airfield a few minutes after midnight (25 June).
- 28 June** Just before midnight Major Tryggve Gran and Captain Larry Carter departed with the Armstrong Whitworth F.K.8, G-EATP from Kjeller airfield near Christiania (1) and made without any problems the first flight by a Norwegian from Christiania (1) to Stockholm.
- 30 June** The Handley Page O/400, G-EAKE (ex J2252) departed from Kjeller air field near Christiania (1) for a flight to Stockholm. The pilot was to be the Handley Page-pilot sergeant W Rogers, but a few days before departure he hurt his foot during a motorcycle accident near Lillestrøm and had to take a few days of rest. But he could later fly the Handley Page. As observer Lieutenant Brynulf Gottenborg was appointed. On board were also the mechanic Donovan, Captain Wilhelm Meisterlin, Dr Nicolaysen, Mrs Astrid Meisterlin and the Norwegian journalist Haakon Qviller. Late departure caused the arrival of the aircraft to be during dark. They lost their way, but managed to land safely in a cornfield near the Östanå Herregaard (estate).
- 30 June** The Norwegian pilot Ole Hallvard Næss flew the Norman Thompson N.T.2B, N-12 from Christiania via Horten directly to Stockholm (Sweden). In Stockholm he made several pleasure flights. According to Swedish newspapers he landed at Lindarängen sea airport near Stockholm. This was the base of the Swedish airline company Svensk Lufttrafikaktiebolaget – SLA. On board was the Swedish ship owner Bernard Meyer. He returned to Christiania later that month.
- 30 June** Major Tryggve Gran and Captain Larry Carter started with the Armstrong Whitworth F.K.8, G-EATP from Stockholm for the return flight to Christiania (1). Above Örebro the engine took fire and they were forced down. They managed to stop the fire and took off again. But the take-off went wrong and the aircraft turned over, destroying it beyond repair. The aircraft was sold for one Swedish Crown to a local scrap yard dealer and Gran and Carter took the train back to Christiania (1).
- June/July** The first Supermarine Channel I flying boat of Det Norske Luftfartrederi A/S operated fourteen trial flights between Bergen, Haugesund and Stavanger.
- July** The secretary of the Norsk Luftseiladsforening, J Schjøtz, investigated the possibility to purchase 2-3 aircraft of the type Junkers Type F (later known as Junkers F13) for Det Norske Luftfartrederi A/S.
- 1 July** The Handley Page O/400, G-EAKE (ex J2252) was destroyed beyond repair during the take-off from the cornfield near Östanå Herregaard (estate), north of Stockholm (Sweden), where it had made a forced landing the day before. The mechanic Donovan was badly injured, while Sergeant Rogers' old injury (from the motor cycle accident) worsened. The others were not injured at all, except some small cuts. The journalist Haakon Qviller had broken his arm, but it was unclear if this was self-inflicted or due to the accident.
- 10 July** The second Supermarine Channel I (N.11) was delivered to Det Norske Luftfartrederi A/S in Southampton.
- 12 July** *Marinen* (the Royal Naval Air Corps) inaugurated with military Supermarine Channel I flying boats the **Norway's first airmail service**: Horten – Christiania – Horten and Horten – Arendal – Kristiansand. The (trial) service was operated three times weekly in each direction.
- 12 July** On the first flight on the postal service from Christiania to Horten the Supermarine Channel I, F38 was piloted by naval *løytnant* Sven Brun. He took along as passengers the Postmaster of Horten Mr Hiorth and the journalist Leif Sinding (from the newspaper 'Morgenbladet'). Just after take-off the plane made a sharp turn was caught by a gust of wind, and plunged back into the sea. The flying boat sank, but its passengers were saved. A new plane came from Horten to make the flight that day.
- 13 July** Using Supermarine Channel I, F.40, *Marinen* (the Royal Naval Air Corps) opened the airmail service Kristiansand – Arendal (Merdø) – Horten – Christiania – Horten. The flight above Stavern was delayed due to thunder.
- 13 July** The military *Søndenfjeldske Flyveavdeling* inaugurated the second airmail service of Norway, running from

Kjeller (just north of Christiania) to Hamar.

- 19 July** (or 20) The military *Søndenfeldske Flyveavdeling* inaugurated a third air service in Norway, running from Kjeller (just north of Christiania) to Frederikshald/Berg (near the city of Halden and close to the Norwegian-Swedish border). Mail was not carried due to the bad mail transportation between Christiania and Kjeller.
- 30 July** The third Supermarine Channel I (N-12) was delivered to Det Norske Luftfartrederi A/S in Southampton. It did not arrive in Norway until 24 August.
- August** The airmail service Horten – Christiania – Horten – Arendal – Kristiansand had been operated by Supermarine Channel I flying boats (F38, F40, F42 and F44), but their 160hp Bredmore engine was regarded as too weak and the flying boats were replaced with two Lübeck-Travemünde three-seater seaplanes (F46 and F48).
- 16 August** **Norway's first civil air service was inaugurated** by Det Norske Luftfartrederi A/S. The company operated the line Bergen–Haugesund–Stavanger with two Supermarine Channel Is and two Friedrichshafen FF 49Cs (latter two leased from A/S Aero).
- 23 August** The air services Kjeller–Hamar and Kjeller–Frederikshald/Berg operated by the *Søndenfeldske Flyveavdeling* were discontinued.
- 28 August** The Friedrichshafen FF 49C, N.8 hired from A/S Aero by Det Norske Luftfartrederi A/S slipped near Haugesund and was taken out of service.
- September** Newspapers announced the formation of an Anglo-Norwegian airline company with a stock capital of 300,000 Norwegian kroner, divided between 1/3 Norwegians and 2/3 British investors. British Captain Forbisher was to be the managing director. Felixstowe F.3 flying boats were to be used on direct flights between Christiania and London.
- 10 September** The Friedrichshafen FF 49C, N.6 hired from A/S Aero by Det Norske Luftfartrederi A/S damaged its floats during take-off. Pilot was Oscar Omdal.
- 11 September** The naval air service Christiania – Horten – Arendal – Kristiansand was discontinued. 67 passengers were transported on 54 flying days and with 99.1 % regularity. The amount of mail carried was 90kg.
- September** As replacement of the damaged Friedrichshafen FF 49C, N.6 (see 10 September) A/S Aero sent the Friedrichshafen FF 49C, N.7. Unfortunately, this seaplane was also damaged on its way to Stavanger and stranded on the beach of Jæren.
- 17 September** Det Norske Luftfartrederi A/S started to use a hired Friedrichshafen FF 49C (N.3) of the A/S Phoenix Packing Co. Ltd., Bergen on its air service Bergen – Haugesund – Stavanger.
- 19 September** Three Danish military Friedrichshafen FF 49C (...) arrived at the Karljohansvern, Horten after a non-stop flight from Copenhagen to Horten. They flew along the Swedish coast. The crews: Lieutenant Thiele, 1st Lieutenant Sørensen, 1st Lieutenant Victor, lieutenant Lichtenberg, lieutenant Just Rasmussen. Latter two were mechanics. They brought a number of mail pigeons with them and released them from Horten, to let them fly back to Denmark.
- 20 September** Three Danish military Friedrichshafen FF 49C (...) flew from Horten to Christiania and moored at Frognerkilen Sound. In the evening they had dinner with, Mr. Kruse, the Danish ambassador in Norway.
- 21 September** The Danish crews of the Friedrichshafen FF 49C (...) had departed at 08.00 hrs from Oslo to Horten with on board the Danish military attaché and as guide the Norwegian naval lieutenant Brun. At 12.15 hrs they took off from Horten for Aalborg, which they reached after 4 hours flying. In the morning Lieutenant Sørensen made a flight with Captain Thommessen in a Sopwith Baby. The Danish lieutenant Sørensen was killed in a crash at Svendborg (DK) on 21 July 1922.
- 23 September** The Supermarine Channel I, N.11, of Det Norske Luftfartrederi A/S was lost in service. While flying near Tungenes the structure holding the engine collapsed. The flying boat managed to land, but had to be taken out of service.
- Autumn** The struggling aircraft factory A/S Norsk Aeroplanfabrikk signed an agreement with the Hærens Flyvevåpen (the



Norwegian Army Air Forces) for the delivery of two Maake I aircraft (licence-built Hansa Brandenburg W29). This was followed by another contract for another six Hansa Brandenburg W29s all equipped with 220 hp (instead of 185 hp) engines.

- 4 October** The Board of Directors of the Det Norske Luftfartrederi A/S took the decision to close down the air service Bergen – Haugesund – Stavanger as per 15 October 1920.
- 8 October** Leif Lier departed in a Phönix Brandenburg C I from Vienna (Austria) to Norway (1,500 km). As passenger he took along Haakon Quiller (Aftenposten journalist). They flew Vienna – Seeham (Salzburg) – Egir (CZ) – Bitterfeld – Dessau – Copenhagen – Jönköping – Oslo/Kjeller.
- 14 October** The Hansa Brandenburg W 29, N.5 crashed with *løytnant* Brynulf Gottenborg. The aircraft was lifted out of the water and repaired.
- 14 October** Leif Lier arrived at Oslo/Kjeller in his Phönix Brandenburg C I from Vienna (see 8 October).
- 15 October** Det Norske Luftfartrederi A/S closed down the service Bergen – Haugesund – Stavanger. A total of 68kg of airmail was transported.
- November** The J L Tiedemanns Tobaksfabrik from Christiania (1) purchased from the assets of Aero A/S the Friedrichshafen FF 49, N.3. The tobacco company used the seaplane for advertisement flights. In the spring of 1922 it crashed and was replaced by the Hansa Brandenburg W.33, N.21 (see 1922).
- 11 November** The secretary of the Norsk Luftseiladsforening and editor of the Norwegian aviation magazine 'Aeroplane' visited the Junkers Werke AG in Berlin and was shown around in the factory of Junkers Flugzeugwerk AG in Dessau. The visit came ahead of a possible order for 2-3 Junkers Type Fs (later known as Junkers F13). See July 1920.
- 13 November** The shareholders of Det Norske Luftfartrederi A/S decided to liquidate the company (2,205 votes in favour against 117 votes).
- 26 November** It was decided that the *Forsvarsdepartement* would be responsible for all matters regarding air traffic with the exception of the airmail transportation. The 'Luftfartsråd' (the Air Council) was formed on 2 June 1921.
- 20 December** Leif Lier flew with his Phönix Brandenburg C I, registered N-19, with Oscar Omdal as second pilot and an Aftenposten journalist from Christiania towards Trondheim. First stop was at Hamar, followed by a forced landing at Tynset. They arrived in Trondheim on 28 December.
- 21 December** Leif Lier flies with one of his aircraft an advertisement flight from Christiania to Hamar and scattered leaflets and cigarette packets for the tobacco firm Tiedemanns. He continued to Gjøvik, Hamar and Trondheim.
- 28 December** The newspaper 'Dagsposten' from Trondheim announced that Leif Lier would carry out an airmail flight from Trondheim to Christiania over the New Year holiday.
- 28 December** The Phönix Brandenburg C I, N-19 of Leif Lier was damaged during the landing on the ice of Lake Jonsvann near Trondheim. The undercarriage was severely damaged and the scheduled flight for the Trondheim newspaper 'Dagsposten' was postponed.

1921

- January** Leif Lier made numerous pleasure flights over Trondheim on behalf of the local newspaper 'Dagsposten'. He flew his repaired Phönix Brandenburg CI, N-19 (see 28 December 1920).
- 24 January** The Phönix Brandenburg C I, N-19 crashed over Trondheim while flying for the Trondheim newspaper 'Dagsposten'. During the flight the engine failed and it crashed in the garden of a villa, destroying the aircraft completely. The crew was unhurt.
- 4-6 March** The Norsk Luftseiladsforening organised an air show in Christiania. The show was not too successful: of the 13 Swedish and Norwegian pilots departing on the handicap race Kjeller – Fagernes – Kjeller just five finished. Of a 9 hours trial flight only three Swedish pilots finished. The winner was Swedish pilot Von Segebaden. On the third and last day of the meeting the plane crashed and the pilot Von Segebaden was killed in front of a crowd of 20,000 spectators. It would take some time before air shows were organised again.
- 1 March** Leif Lier flew the Phönix Brandenburg C I, N-16 from Hamar to Oslo/Kjeller.
- 2 March** Leif Lier flew the Phönix Brandenburg C I, N-16 during the winter air show at Hengsengen at Bygdøy, Christiania.
- 5 March** The Swedish parachute jumper Thörnquist made a jump from the T-1, a military trainer. The jump was above the island of Bygdøy, Christiania.
- 6 March** The Phönix Brandenburg C I, N-16 of Leif Lier was severely damaged during a flight near Kjeller airport, just four days after its registration was applied. It was not rebuilt.
- 7 April** Leif Lier founded Norsk Flyvebyraa A/S. It took over the aircraft he had purchased in Austria in the autumn of 1920 and transferred to Norway through the air. The company made just two taxi flights and was soon after dissolved due to lack of work. Co-founders: Rolf Berg, Charles Paaske and John Schiøtz. It took over two Phönix Brandenburg C Is (N-17 and N-18).
- 30 April** Norsk Flyvebyraa A/S' Phönix Brandenburg C Is made flights above Christiania.
- 16 May** Above Christiania Haakon Qviller made a parachute jump out of Norsk Flyvebyraa A/S' Phönix Brandenburg C I flown by Leif Lier. A crowd of 5-6,000 spectators saw him jump.
- 22 May** Above the city of Gjøvik Haakon Qviller made a parachute jump out of Norsk Flyvebyraa A/S' Phönix Brandenburg C I flown by Leif Lier.
- 2 June** The Forsvarsdepartement formed the 'Luftfartsråd' (Air Council) to deal with all civil matters. The council consisted out of one representative from the Army's and Navy's Air Corps and one civil representative. In 1930 a fourth member was added dealing with postal matters.
- 21 June** Auction of material of A/S Nordisk Luftkraft. Six aircraft were offered for sale, among them some Caudron G-3.
- 25 June** A/S Norsk Aeroplanfabrikk was declared bankrupt and the Hærens Flyvevåpen (eager to get its ordered aircraft finished) took over the factory. All aircraft were completed and delivered. In 1922 the factory was finally closed down.
- 6 July** Norsk Flyvebyraa A/S' Phönix Brandenburg C I made a charter flight from Sarpsborg to Christiania and back with two businessmen: High Court Judge Borch and Wholesaler Andersen. The aircraft landed in Christiania on Lille Ekeberg.
- 12 July** Parachute jump by Haakon Qviller above the Hovland horse track near Larvik. He jumped out of the Phönix Brandenburg C I of Norsk Flyvebyraa A/S, flown by Leif Lier. The event was organised by the newspaper *Østlandposten*.
- 15 July** **Norway's first air treaty** was signed with Great Britain.
- 19 July** Parachute jump by Haakon Qviller above Fredrikstad. He jumped out of the Phönix Brandenburg C I of Norsk Flyvebyraa A/S, flown by Leif Lier.
- 24 July** The Phönix Brandenburg C I (N.17) of Norsk Flyvebyraa A/S, flown by Leif Lier crashed at Lierelven near Kjeller and was damaged beyond repair.
- 27 July** Norway signed an air treaty with Denmark.

3 August

Leif Lier in the seaplane Friedrichshafen FF 49C, N.3 was on his way from Høisand Bad to Christiania, when he had to make a forced landing near Sonsbukta due to damage to the propeller. While floating on the sea, one of the floats started to leak. He had to be towed by a motor boat to Son.

1922

- Through the Washington Agreement Norway was given the call signs series LA-LM and received later also LN • Hjalmar Riiser-Larsen and Lützow-Holm both made a 2,200 km long flight from Horten along the Norwegian coast to Kirkenes and back in their Hansa-Brandenburg seaplanes.

March	The Marinens Flyvevåpen F.22 was used for bringing supplies to the ships that were stuck in the ice in the Kristiania Fjord. The ships were: <i>D/S Dino</i> , <i>Løven I</i> , <i>Kong Olaf</i> and <i>Cino I</i> .
8 May	Det Norske Luftfartrederi A/S was officially liquidated. 75 % of the stock capital was returned to the shareholders.
10 April	Roald Amundsen and Oskar Omdal flew with a Junkers Larsen JL-6 from New York towards Cleveland. Near Clarion (Pennsylvania) Roald Amundsen believed that the engine was overheated and decided to make a forced landing. This turned out to be a mistake and upon impact the wing of the aircraft broke off and the aircraft had to be abandoned. Roald Amundsen and Oskar Omdal returned to New York by train to pick up a new aircraft.
June	Hjalmar Riiser Larsen flew a doctor from Alta to visit a patient thus making the first medical flight in Norway .
22 July	Norway's first fatal accident involving a Norwegian registered and -owned aircraft occurred. It was the Hansa Brandenburg W.33, N-21 'Tiger' (W.Nr. 7) owned by the Norwegian tobacco company J L Tiedemanns Tobaksfabrik. It crashed near Rørvik in the Valley Namsdalen.
31 October	A report about a new seaport for flying boats and seaplanes was presented. The commission consisted of G Gruner, O Rustad, Jak von der Lippe, O Steensgaard, Chr H Knutsen and Hjalmar Riiser-Larsen. It concluded that an airport on land could be postponed and that Kjeller could be used until further. Furthermore, a seaport should be built on the island of Gressholmen as soon as possible. Also the Norwegian Parliament agreed with the report. The City of Christiania had granted 130,000 NOK for the construction of Gressholmen, on the condition that the State would match this amount. Parliament could not agree on the amount and granted until further...nothing.

1923

- In Oslo, the *Norsk Flyverforbund* (Norwegian Aviation Pilot Union) and the *Norsk Aeromodell Klubb* (Norwegian Modelling Club) merge with the *Norsk Luftseiladsforening*.

12 March	The German aircraft factory Junkers Werke AG applied for a concession with the Norwegian government. It wanted to operate an air service from Christiania (1) to Gothenburg (Gothenburg, Sweden) with Junkers Typ Fw (later called F 13W). The concession was denied, as a Norwegian airline company did not participate.
11 May	On their way from Wainwright to Cape Barrow (Alaska, USA) Roald Amundsen and Oscar Omdal had damaged the Junkers-Larsen JL-6 'Elisabeth' (see also 19 June).
26 May	Norway signed an air treaty with Sweden.
12 June	The Norwegian steamer 'Merkur' arrived in Bergen with on board the Junkers Type Fw, D260 <i>Eisvogel</i> (WNR 650) and was lifted ashore. It was subsequently used for some pleasure flights above Bergen. On 17 June it was lifted on board the Norwegian steamer 'Eidshorn' for transportation to Tromsø.
19 June	Roald Amundsen's planned flight from Alaska to Spitsbergen is finally abandoned after final collapse of the self-made wooden undercarriage.
21 June	Arrival of the steamer 'Eidshorn' in Tromsø with on board the Junkers Typ Fw, D260 <i>Eisvogel</i> (WNR 650). More pleasure flights were made above Tromsø.
22 June	The Curtiss Oriole named 'Kristine' (owned by Roald Amundsen) and operating near Wainwright, Alaska (USA) had a forced landing. It could be repaired.
1 July	Departure from Tromsø of the Dutch steamer 'Ameland' bound for Spitsbergen. On board was the Junkers Typ Fw, D260 <i>Eisvogel</i> (WNR 650). They arrived on 3 July in Green Harbour on Spitsbergen. The next day they moved to the Radio and Whale Station.
5 July	The Junkers Typ Fw, D260 <i>Eisvogel</i> (WNR 650) made a trial flight above Advent Bay.
6 July	The Junkers Typ Fw, D260 <i>Eisvogel</i> (WNR 650) made a 300 km long film and photography flight to Eisfjord-Dickson Bay.
7 July	The Junkers Typ Fw, D260 <i>Eisvogel</i> (WNR 650) made a 400 km long film and photography flight to the Ekmann Bay, Tre Kronor Vorlandsund.
8 July	The Junkers Type Fw, D260 <i>Eisvogel</i> (WNR 650) made a 1000 km flight to the edge of the pack ice.
16 July	The Junkers Typ Fw, D260 <i>Eisvogel</i> (WNR 650) departed Spitsbergen by the Dutch coal steamer 'Ameland' and returned to Rotterdam (the Netherlands), where it arrived on 23 July. The Spitsbergen Expedition ended.
16 July	The Curtiss Oriole named 'Kristine' (owned by Roald Amundsen) made a fatal crash at 75°N. The aircraft was destroyed beyond repair.
7 December	The first <i>Lov om Luftfart</i> (Aviation Act) was passed in the <i>Stortinget</i> (Parliament).

1924

- Captain Wilhelm Meisterlin becomes a member of the International Commission & Commerce.

1 January The Norwegian Aviation Act of 7 December 1923 came into effect.

March Brynjulf Gottenborg tried to form an airline company in co-operation with Junkers Flugzeugwerk AG under the name of Norsk Lufttrafik A/S. The stock capital had to be at least 200,000 Norwegian kroner and they wanted to start up in April with an air service between Christiania, Gothenburg and Copenhagen.

21 March By Royal Decree of 21 March 1924 the Regulations for Aviation were approved.

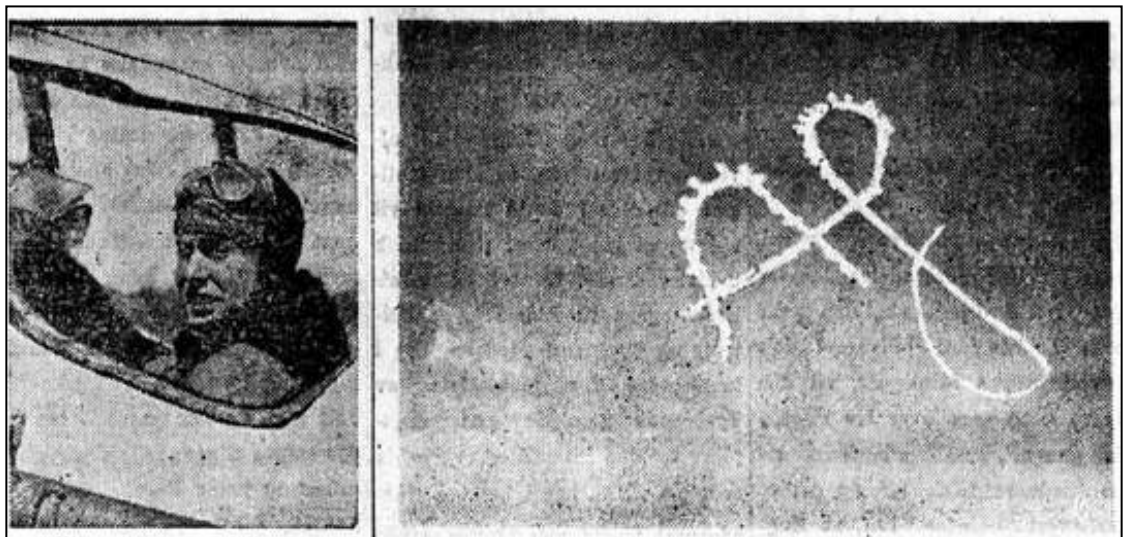
24 March The Forsvarsdepartement issued the Regulations for Aviation (as approved by Royal Decree of 21 March 1924).

10 July The Oxford University Polar Exhibition had arrived by SS *Polarbjørn* at Green Harbour Bay, Spitsbergen to start a photographic expedition around the island group. On this day the AVRO 504Q, G-EBDJ (c/n 5103) was to fly for the first time, but it turned out that the not-properly tested seaplane was underpowered. After three attempts it managed to take off. The crew consisted of Gibb Ellis (pilot), Joe CC Taylor (engineer) and Captain Tymms (leader of the party and navigator).

(14) 15 July After an engine failure, the AVRO 504Q, G-EBJD (c/n 5103) of the Oxford University Polar Exhibition made a forced landing at Kvadehuken (Spitsbergen). The crew (Gibb Ellis, Joe CC Taylor and Captain Tymms) started to paddle towards land, but had to give up. They were spotted by two Norwegian students and rowed ashore. The plane was repaired.

16 August The AVRO 504Q, G-EBJD (c/n 5103) of the Oxford University Polar Exhibition pancaked after a difficult take-off onto the ground at Treuerenberg (Spitsbergen). The crew consisted of Gibb Ellis (pilot), Joe CC Taylor (engineer) and Captain Tymms (navigator). The expedition was suspended. The engine was taken home and the seaplane abandoned.

24 August The British aviator Bramson arrived in Christiania in his RAF SE5a, G-EBDU "The Sweep". The aircraft was operated by Savage Skywriting Co. of Major C. J. Savage. Mr. Bramson was a pilot with them and is known to have flown this aircraft at the Gothenburg Aero Exhibition in August 1923. The aircraft was hired in to do the first skywriting in Norway.



27 August The skywriting with Mr. Bramson in his RAF SE5a, G-EBDU "The Sweep" started. He wrote the word "Aftenposten" (The Evening Mail – a Norwegian newspaper).

29 August The skywriting with Mr. Bramson in his RAF SE5a, G-EBDU "The Sweep" continued. Today he wrote the words "Rok Teddy – Kef", meaning "Røk" (smoke) Teddy and Kef. Of course he could not make the letter ö or ø in the air. Hence the word "Rok" was written. Teddy and Kef were brand names of cigarettes. After his skywriting in Christiania he continued to Stockholm, Sweden.

Autumn German (Junkers Flugzeugwerk AG) and Swedish (AB Aerotransport) interests tried to form an airline company

in Norway in order to be able to get a concession and subsidy from the Norwegian government. The attempt fails.

10 November

It was announced that the airline company A/S Aerotransport was to be founded. Behind it were Swedish airline company AB Aerotransport and German aircraft manufacturer Junkers Flugzeugwerk AG. The air service Christiania–Gothenburg was to be opened spring 1925. Its name was later changed in A/S Norsk Aerotransport. The change was necessary in order to avoid misunderstanding with the AB Aerotransport in Sweden.

1925

- The Norwegian Thor Solberg took flying lessons at Roosevelt Field, Long Island (USA).

January	Junkers Flugzeugwerk AG wanted to start an airline company under the name of A/S Norsk Lufttransport.
1 January	<i>After having used the name Kristiania for 300 years, the capital of Norway is renamed Oslo.</i>
8 January	Norway signed an air treaty with the Netherlands.
26-31 January	The 'Skandinavische Union' was formed in Stockholm. Participants were AB Aerotransport (Sweden), Det Danske Luftfartsselskab A/S (Denmark, Aero O/y (Finland) and A/S Norsk Aerotransport (under foundation). Main objective of the union was to operate air services together and use the same aircraft on these services.
3 April	AB Aerotransport, the national airline company of Sweden, was granted permission from the Norwegian Government to use Oslo/Gressholmen as seaport for its scheduled air services. It never made use of the permission.
25 April	The aeronaut Francesco Alexandro Cetti died at the age of 65. He was a well-known balloonist and made 350 to 400 flights with his balloon.
21 May	The Ellsworth-Amundsen flight from Kings Bay (Spitsbergen) started with the Dornier Wal, N-24 and N-25. Roald Amundsen wanted to investigate the ice of the North Pole. This was the main reason for the expedition. It was not planned to try to reach the North Pole. They landed the aircraft on the ice at 87° 43' N.
15 June	The two crews of the Ellsworth-Amundsen stranded on the ice of the North Pole packed together in the Dornier Wal N-25 and they managed to take off from a provisional air strip and fly back to Spitsbergen. The Dornier Wal, N-25 was stored and later used for a trial flight between Horten, Amsterdam (NL) and Harwich (UK).
24 May	The 'International Association for Exploring the Arctic by means of Airships' (generally known as 'Aeroarctic') was formed. Its first president was Norwegian explorer Fridtjof Nansen. The Central office was in Berlin.
31 July	Leif Lier, Anton Karlsson and Victor Schou-Nilsen founded the A/S Norsk Lufttrafik with a capital of 9,000 Norwegian kroner. It purchased one LFG V 13 'Strela' and registered it in Norway as N-26 (c/n 90).
24 September	The Swedish society 'Sällskapet för Lufttrafikk' (Society for Air Traffic) organized a flight from Gothenburg (Sweden) to Oslo. On 24 September an Italian registered Dornier Wal arrived in Oslo.

1926

- Work on the construction of Oslo's seaport Gressholmen commenced under the supervision of Major Martin Hanoa and Captain Bloch-Hansen. During the construction one visitor was killed by a stone from a blast.

- 9 – 30 January** Court Groos and *løytnant* (lieutenant) Erling W Eliassen took off with the Norman Thompson NT.2B, N-27, from Horten for a special flight to Green Harbour on Spitsbergen. There occurred numerous delays and after seven days they had just come to Brønnøysund. They decided to give up the flight and return to Horten. On their way back they were forced to return to Tynset due to problems with the water pump. The flying boat was disassembled and returned to Moss by train.
- 18 January** In Brønnøysund Court Gross commenced joy-ride flights with the Norman Thompson NT.2B, N-27. He charged those interested, but handed over all the money to the local department of the Norske Kvinners Sanitetsforening (Norwegian Women Nursing Society).
- 23 January** The pilot Thor Tangvald flies with a seaplane over Oslo and throws out 200,000 advertisement sheets of the 'Oslo Club for Journalist'.
- 6 March** Christian Doxrud, the ship owner H Holmsen and the lawyer Oluf Aall founded A/S Norsk Aerotransport. Head office was at Karl Johans Gate 13 in Oslo.
- 29 March** In Roma (IT) the Italian-built semi-rigid airship N.1 was handed over to the Ellsworth-Amundsen expedition. A mixed Norwegian and Italian crew was to operate the airship. In Norway the registration N-28 was reserved, but finally it was given the registration N-1 and baptised 'Norge' (Norway).
- 14 April** The LVG V 13 Strela, N-26 (W Nr 90) of Norsk Lufttrafik A/S—Leif Lier crashed after take-off from Oslo/Kjeller. The pilot Leif Lier, a mechanic and a journalist from the Oslo newspaper *Aftenposten* planned to fly towards Roald Amundsen's airship 'Norge' (Norway) that was flying to Oslo. They borrowed a military aircraft for the flight and were in time to see the airship moor at Oslo/Ekeberg.
- May** The Fokker F.VII No.1 'Josephine Ford' damaged twice its undercarriage during take-off from Ny-Ålesund (Spitsbergen). It could be repaired.
- 8 May** The Fokker F.VII No.1 'Josephine Ford' was damaged during take-off for a test flight from Ny-Ålesund (Spitsbergen).
- 9 May** The Fokker F.VII No.1 'Josephine Ford' took off from Ny-Ålesund (Spitsbergen) for a scheduled flight to the North Pole. Richard E Byrd (the pilot) and Floyd Bennett never reached the North Pole, although Byrd claimed he did. The fact that he did not reach the North Pole has at the end of the 20th Century been confirmed and acknowledged.
- 12 May** At 01.25 am the Norwegian airship 'Norge' was **the first to reach the North Pole by flight**. It had departed Ny-Ålesund (Spitsbergen) the day before and ended its flight in Teller (Alaska, USA). The crew was led by Roald Amundsen (Norway), Lincoln Ellsworth (USA) and Umberto Nobile (Italy).
- July** A/S Norsk Aerotransport invited people to buy shares in the new company. Its director was to become Captain Christian Doxrud and he together with the ship owner H Holmsen and the lawyer Oluf Aall signed the first shares. Shares could be bought between 15 August and 15 October 1926.
- 3 – 4 July** With the Swedish registered Savoia S.16, S-AEAA (c/n 2507), Leif Lier made a flight from Oslo via Trondheim (overnight) to Sandnessjøen and Bodø. The occasion was the exhibition at Bodø. On board he had 200 kg (440 lb) of a special edition of the newspaper 'Aftenposten' and 20 kg (44 lb) of airmail.
- 9 July** The Junkers F 13W, S-ATAA (W Nr 689) of AB Aerotransport with the pilot Albin Ahrenberg flies in three hours from Stockholm (Lindarängen) to Oslo. The flight was ordered and paid for by a Norwegian private person, who had to get to Oslo as soon as possible as his daughter had suddenly fallen seriously ill and was to die. The next day Albin Ahrenberg returned to Stockholm. The flight cost 1,000 Kroner.
- 12 July** With the Swedish registered Savoia S.16, S-AEAA (c/n 2507), Leif Lier made a forced landing in the Nordfjord. He was on his way from the island of Hitra to Bergen, when a gust of wind broke the propeller. He had to land the flying boat and get a tow to the harbour of Måløy. Here the damage to the aircraft was so severe that it had to be written off.
- 20 August** The Junkers F 13W, S-AAAB of AB Aerotransport arrived in Oslo for pleasure flights on behalf of A/S Norsk Aerotransport (under foundation). At the price of 20 Kroner per person some 200 flights were made, carrying 1,000 passengers. It returned to Stockholm on 13 September.

1927

- 29 January** Leif Lier and his airline Norsk Lufttrafik A/S had taken delivery of the LFG V 13 Strela, N-28 (WNR 104) powered with a 300 hp engine and able to carry 4 passengers. It was stationed at Oslo/Kjeller air field during the winter and at Oslo/Gressholmen during the summer.
- 2 March** The first trial flight between Horten and Harwich was carried out. The first crew on the Dornier Wal, N-25 (WNR 37) consisted of first pilot Finn Lützow-Holm, Edwin Manshaus (second pilot and navigator) and Oscar Omdal and Svein Myhre (mechanic). The flights were made on behalf of the *Norsk Luftseiladsforening* and the Oslo City Council had given a subsidy. The airmail included a letter from Haakon VII to King George V. They flew from Horten along the southeast coast of Norway, across the Skagerak and along the Danish west coast to Norderney (DE), where a landing was made. Some mail was delivered and the flying boat continued to Amsterdam (NL) for overnight.
- 3 March** The departure of the Dornier Wal, N-25 (WNR 37) from Amsterdam (NL) to Harwich (UK) had to be postponed due to problems with the water pump pipe. (See 2 March 1927)
- 5 March** The Dornier Wal, N-25 (WNR 37) finally departed from Amsterdam (NL) for Harwich (UK), reaching Harwich at 11.50am. (See 2 March 1927)
- 7 March** The Dornier Wal, N-25 (WNR 37) with the crew Finn Lützow-Holm (first pilot), Edwin Manshaus (second pilot and navigator), Oscar Omdal and Svein Myhre (mechanic) departed from Harwich (UK) and made a non-stop flight to Horten, using 8 hours and 19 minutes flying time.
- 9 March** The Dornier Wal, N-25 (WNR 37) with the crew Finn Lützow-Holm (first pilot), Edwin Manshaus (second pilot and navigator), Oscar Omdal and Einar Hansen (mechanic) left for a second flight from Horten to Harwich. Landing at Blaavandshuk (near Esbjerg) and Norderney and directly to Harwich.
- 10 March** The Dornier Wal, N-25 (WNR 37) with the crew Finn Lützow-Holm (first pilot), Edwin Manshaus (second pilot and navigator), Oscar Omdal and Einar Hansen (mechanic) left for the return flight from Harwich to Horten. Problems with the ignition forced the flying boat to land off the Dutch coast and after repairs the crew continued via Texel, Norderney, Blaavandshuk and Hanstholm to, Horten. Here they landed at 4.30pm.
- 14 March** The last trial flights with the Dornier Wal, N-25 (WNR 37) went from Horten directly to Amsterdam (NL). On board was beside the crew the former foreign minister of Norway, Dr Arnold Ræstad.
- 17 March** The Dornier Wal, N-25 (WNR 37) made the last return flight to Horten. The flying boat was pulled ashore.
- 19 March** The Norwegian pilot Oskar Omdal flew the Dornier Wal, N-25 (WNR 37) from Horten directly to Kiel for delivery to Dornier Werke AG.
- March** A/S Norsk Lufttrafik (of Leif Lier) bought a LFG V 13 Strela (N-28, WNR 104).
- 4 May** In Oslo Det Norske Luftfartsselskap A/S – DNL was formed with a stock capital of 6,500 Kroner, divided between Dr jur Arnold Ræstad (2,000 Kroner), dr. phil. Rolf Thomessen (2,000 Kroner), director Johannes Sejerstad Bødtker (2,000 Kroner) and Den Norske Luftseiladsforening (the Norwegian Aero Club, with 500 Kroner). The company was to become the general and handling agent for Deutsche Luft Hansa AG, but this contract went to Norske Luftruter AS. DNL operated during the summer the passenger's vessel between Oslo/Gressholmen and Oslo Østbanen (Oslo East Station). On 28 August 1934 DNL was dissolved and replaced by a new airline company with the name Det Norske Luftfartsselskap AS, Fred. Olsen.
- 9 – 12 June** *Le Comte* (Count) Henri de la Vaulx (president of the *Fédération Aéronautique Internationale – FAI*) visited Oslo by seaplane and arrived at the Honnørbygge quay where he was met by Norwegian aviation nobilities, such as *Orlogskapiten* Von der Lippe, Naval commander, Mr Skjoldborg, Dr Ræstad, Commander Sem Jacobsen, Mr Thomessen, president of the Norsk Luftseiladsforening (later: Norwegian Aero Club) and Commander Klingenberg.
- 16 June** The Norwegian government awarded Deutsche Luft Hansa AG the concession for the air service Oslo – Gothenburg (SE) – Copenhagen (DK) – Stettin (DE). The concession was valid for the period 18 July – 14 September, by Royal Decree of 16 June 1926, ref. 84.
- 29 Jun – 1 Jul** The American aviator Commander R F Byrd flew across the Atlantic in the Fokker F.VII 'America'. The Norwegian Bernt Balchen was employed as pilot. The flight ended with a crash landing on the beach near Ver-sur-Mer in Normandy.
- 8 July** In Oslo Norske Luftruter AS was founded with a stock capital of 40,000 Kroner. Shareholders were Captain

Wilhelm Meisterlin (50 %), Mrs Astrid Meisterlin (6.25 %), *Statsråd* Haakon Hanau (12.5 %), Søndenfjeldske Norske Dampskibsselskap–SND (25 %), Christian Berg-Hansen (5 %) and attorney Birger Stuevold-Hansen (1.25 %). The company was to become the general and handling agent for Deutsche Luft Hansa AG, who was to open an air service on Oslo (see 18 July 1927). Norske Lufruter AS was registered on 21 July 1927.

- 16 July** The Deutsche Luft Hansa AG's Dornier Wal, D861 'Hai' (WNR 41) flown by Fritz Kießner arrived in Oslo at 6.05 pm.
- 17 July** The Dornier Wal, D861 'Hai' (WNR 41) of Deutsche Luft Hansa AG made demonstration flights with a total of twenty-one journalists. They took off from Oslo/Gressholmen.
- 18 July** Deutsche Luft Hansa AG inaugurated the air service Oslo–Gothenburg–Copenhagen–Stettin with the Dornier Wal, D861 'Hai' (WNR 41). Pilot on the first flight was Fritz Kießner.
The first flying boat from Stettin that day was the Dornier Wal, D863 'Thunfisch' (WNR 43). The day after: **the first female passenger, Ms Mathiesen, on the air service was recorded.**
- 12 August** The British Air Minister Sir Samuel Hoare took off in the Blackburn R.B.1A *Iris II*, (N185) accompanied by three other flying boats:
Short *Singapore I*, N179 (c/n S.677)
Supermarine *Southampton*, N218 (no c/n)
Saunders A3 *Valkyrie*, N186 (c/n A3/1)
The four flying boats made a flight around the North Sea and Baltic Sea between 12 August and 11 September 1927. They flew from Felixstowe to Esbjerg (DK), Oslo (NO), Copenhagen (DK), Gdynia (PL), Danzig (Free City of Danzig, now Gdansk in Poland), Helsinki (FIN), Stockholm (SE), Copenhagen, Den Helder (NL) and back to Felixstowe.
- 12 August** The Saunders A3 *Valkyrie*, N186 (c/n A3/1) made an extra-ordinary landing near Kragerø for refuelling. It was on its way from Felixstowe to Esbjerg and Oslo. (See 12 August 1927).
- 26 August** The Norwegian government extended by Royal Decree of 26 August 1927, ref. 119, the concession for Deutsche Luft Hansa AG for the air service Oslo–Gothenburg–Copenhagen–Stettin until 20 October. Service operated until 30 September.
- 31 August** The Norwegian government authorised Lars Christensen and his captains to occupy on behalf of Norway all discovered territory not previously under the dominion of other powers. Christensen was originally intent on claiming from 60 East to 20 West. Hjalmar Riiser-Larsen set off with a silken flag from the King and Queen of Norway to rise above their discoveries. (Text directly from: 'Moments of Terror' by David Burke about the story of Antarctic Aviation).
- 2 September** A/S Norsk Lufttrafik LFG V 13 'Strela' N-28 (WNR.104) crashed at Åsgårdstrand due to overload and too much power during take-off. The company was soon afterwards dissolved.
- 3 September** A flight of French two naval seaplanes and one naval flying boat arrived from Stockholm/Lindarängen. They moored at Frognerkilen. The crew was met by the French ambassador Laporte and his wife, as well as First Lieutenant N. Bruun (Norway). Leader of the flight is Captain Aubert, second aircraft under command of Lieutenant Legendre, while also the well-known pilot, Bernard was one of the crew members.
- 5 September** The officers of the French naval aircraft moored at Frognerkilen (see 3 September 1927) visited Kjeller Airfield. Here they met Lieutenant-Colonel Klingenberg and were offered lunch. In the evening they met the naval staff and had a visit to a theatre and supper.
- 6 September** The French flight under command of Captain Aubert (see 3 September 1927) left for the Horten naval air base and continued to Gothenburg, Malmö and the Netherlands. From there they would fly back to France.
- 6 September** The largest aircraft to have landed at Oslo/Gressholmen up to that date arrived in Oslo. It was the Junkers G24a-See, D954 'Donau' (WNR.922). It arrived on a regular flight on the air service Stettin–Copenhagen–Gothenburg–Oslo.
- 8 September** The British pilot Captain McMullin announced his intention to visit Oslo. Captain McMullin was a so-called sky writer. The smoke, from which the letters are made, is development in a high velocity – 8,000 cum per second. The largest letter measure 1.5 km and the smaller ones 1 km. The writing is done at an altitude of 4,000 meters. McMullin does not only write with white smoke, but also in colour. Some Swedish town will be visited first before he comes to Oslo. Unfortunately he had to cancel his trip to Oslo.
- 13 September** The French aviator Alfred Fronval and his co-pilot Melin made demonstration flight at Oslo/Kjeller Airfield. They

flew the Morane-Saulnier MoS 137, F-AIJP (c/n 29).

30 September The air service Oslo–Gothenburg–Copenhagen–Stettin was closed down for the season.

23 December Oskar Omdal died in a plane accident. He died in a flying accident along with female aviator Frances Wilson Grayson (leader of the flight and niece of US President Wilson), Brice Goldsborough (navigator) and Frank Koehler (radio engineer). Their amphibian Sikorsky S-36, NR1282 *The Dawn* crashed in a severe storm on its way from Curtis Field in New York to Harbour Grace, Newfoundland as they were flying to Nova Scotia to prepare to cross the Atlantic Ocean to set the record for the first woman to cross. Their remains were never found.

1928

13 January The Norwegian Government by Royal Decree No. 12 of 13 January 1928 granted Norske Luftruter AS and Deutsche Luft Hansa AG a concession for the air service Oslo–Gothenburg–Copenhagen–Lübeck–Travemünde for the period 15 April until 15 October 1928.

February The airline company Vestlandske Flyveselskap was to be formed. The name was later changed into A/S Norsk Flyveselskap (see 26 March 1928).

26 March In Bergen the A/S Norsk Flyveselskap was formed. It wanted to purchase a LFG V 130 *Strela* and reserved the registration N-29. It changed its mind and took over the Fairey III (c/n F.127) from director Frantzen in Oslo (see 12 June 1928).

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14 April Per Timme founded the A/S Turistflyvning with a capital of 50,000 Norwegian kroner. It wanted to operate the air service Oslo–Hamar–Lillehammer–Bygdin in connection with the Deutsche Luft Hansa AG air service to Oslo. No concession was awarded and subsequently the service was not inaugurated.

3 May In Oslo, the *Norsk Luftseiladsforening* changed its name into *Norsk Aero Club* (Norwegian Aero Club). The first president of the club was no less than Roald Amundsen.

21 May First flight of a Rohrbach Ro V Rocco, D-1261 (WNR.26) on the Deutsche Luft Hansa AG air service Lübeck/Travemünde – Copenhagen – Gothenburg – Oslo. The aircraft had a mixed civil-military crew. Last flight from Oslo to Lübeck/Travemünde was on 16 June 1928. The aircraft was owned by Severa GmbH and used by Deutsche Luft Hansa AG for crews to build up experience with the aircraft on long-distance flights. The first pilot was Fritz Kießner. (See photograph to the right)



Summer The LFG V 130 *Strela* of Norske Luftruter AS made a flight from Oslo to Trondheim, Steinkjer, Namsos and Svolvær and return from Svolvær to Namsos, Folla, Trondheim and Oslo.

Summer The Junkers F13, D207 'Falke' (WNR. 592) was chartered from Deutsche Luft Hansa AG by a German shipping company for pleasure flights above Norway. The aircraft was on board the passenger steamer 'M/S Berlin'. Pilot of the Junkers F 13 was Arthur Neumann and mechanic Hermann Gruschwitz.

12 June The Fairey III (c/n F.107) of A/S Norsk Flyveselskap crashed at Vorma during a test flight. The aircraft was destroyed beyond repair.

18 June The Latham 47 of the French Navy Air Force disappeared on its way from Tromsø to Spitsbergen on a rescue mission searching for survivors from the crashed airship "Italia". On board were Captain René Guilbaud and Albert de Cuverville (2nd pilot). The engineers were *maitre* Gilbert Georges Paul Brazy and 2nd *maitre* Emile Valette. In Tromsø Roald Amundsen and Leif Ragnar Dietrichson joined. They were never heard of again. Later only a float and a petrol tank were found.

13 July The Norwegian Government by Royal Decree No. 99 of 13 July 1928 granted Norske Luftruter AS a concession for the air service Oslo–Flekkefjord and Oslo–Lillehammer for the period 13 July–31 December 1928.

20 July The first arrival at Oslo/Gressholmen of a [Dornier R. Nas Superwal, D-1447 'Graf Zeppelin'](#) (WNR 146). It was the largest flying boat to have visited Oslo at that time. Four engines powered the aircraft. Pilot on the first trip was Horst Merz.



4-6 August The LFG V130 *Strela*, N-32 of Norske Luftruter AS - NLR with as pilot Christian Helleesen and as passengers Captain Wilhelm Meisterlin (director of NLR) and a photographer made a flight from Oslo to Lillehammer and flew toward the Jotunheim Mountains above the Lake Espedalsvatn and back to Lillehammer and Oslo.

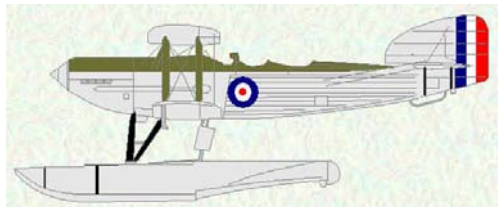
- 8 August** First arrival of a twin-engine [Dornier R.Ris Superwal, D-1255 'Narwal'](#) (WNR.147) at Oslo/Gressholmen. Link to a nice short film about the take off of a [Dornier Superwal](#)
- 3 September** The pilot Christian Hellesen departed on the Norske Luftruter AS LFG V 130 Strela, N-31, for a flight from Oslo to Arendal, Kristiansand, Flekkefjord and Stavanger. On board was Captain Wilhelm Meisterlin. Aim of the flight was to get support from the local authorities for an air service along the southern coast. They arrived in Stavanger on 5 September.
- 14 September** The German pilots Martens and Weber in an aircraft marked "I.L.A" were on a 10,000 kilometers long tour through Europe. On their way from Copenhagen to Gothenburg (and Oslo) they had to make a forced landing north of Halmstad (SE). The reason for their forced landing was major engine problems. One of the cylinders had cracked and it was unsure how long the repairs would take.
- 13 October** The pilot Christian Hellesen departed from Oslo/Gressholmen for a flight to Berlin, where he participated in the *ILA – Internationale Luftfahrt Ausstellung*. He used the LFG V 130 Strela, N-31 of Norske Luftruter AS. At Warnemünde the aircraft was converted into a V 13 Strela with wheel undercarriage.
- 20 October** The pilot Christian Hellesen with the LFG V 130 Strela, N-31 of Norske Luftruter AS continued from Warnemünde to Berlin, but had to make a forced landing near Oranienburg, 30 km short of Berlin. The aircraft ended on its nose and the propeller was damaged.
- 21 October** The pilot Christian Hellesen with the LFG V 130 Strela, N-31 of Norske Luftruter AS flew to Berlin, where he remained until 2 November. That day he flew back to Warnemünde for a major overhaul.
- 7 November** The pilot Christian Hellesen with the LFG V 130 Strela, N-31 of Norske Luftruter AS started on his return to Oslo (Kjeller). He flew along the Swedish west coast to Oslo, where he arrived on 8 November. The aircraft was stored for the winter.

1929

• *Leif Lier & Steen A/S* became general sales agent for Klemm-Flugzeugbau GmbH from Böblingen (DE). • Harstad Lufttrafikk A/S is formed in Harstad.

- 23 January** Norway signed an air treaty with Germany.
- February** A Nordic Congress on Air Mail was arranged at Copenhagen. It was decided to operate 22 night mail flights between Stockholm and Amsterdam. The Norwegians would operate a connecting flight to Malmö. For that purpose the Norwegian Postal Administration put out the service for tender and invited airline companies to make a bid for the service. Norske Luftruter A/S and Halle & Peterson were the last two. In the end Halle & Peterson could sign a contract.
- May-June** The new LFG V 130 Strela, N-32 (W.Nr. 88) of Norske Luftruter AS-NLR made numerous flights in the south of Norway, visiting places like Åsgårdstrand, Tønsberg, Sandefjord, Larvik, Brevik, Porsgrund, Skien, Kragerø, Farsund, Flekkefjord, Egersund and Stavanger.
- 3 May** The Norwegian Government by Royal Decree No. 82 of 3 May 1929 granted Norske Luftruter AS and Deutsche Luft Hansa AG a concession for the air service [Oslo-Gothenburg-Copenhagen-Lübeck-Travemünde](#) for the period 15 May until 1 October 1929.
- 15 May 1929** The Junkers W.33c3eL, SE-ABX 'Sverige' (Sweden), owned by banking firm CG Cervin in Stockholm, Sweden was registered in Sweden. The transatlantic flight was scheduled to go from Stockholm (Sweden) via Bergen (Norway), Faroe Islands, Iceland, Greenland and Labrador (Canada) to New York.
- 21 May** Deutsche Luft Hansa AG with the Dornier Wal D-1397 'Lübeck' (W.Nr. 105) inaugurated the [Lübeck/Travemünde - Copenhagen - Gothenburg - Oslo](#) air service. The next day the first southbound flight was operated with the same aircraft.
- 30 May** Captain Finn Lützow-Holm left for the USA to purchase a Lockheed Model 5 Vega (c/n 34) for the third Antarctic Expedition of Consul Lars Christensen of the Whale Company Bryde & Dahl. The blue painted Lockheed Model 5 Vega, registered NR33E, and was flown by him from Los Angeles to New York for shipping.
- 31 May-1 June** During the night of 31 May-1 June the De Havilland D.H.60M Moth, N-30 (c/n 1345) of airline company Halle & Peterson made **Norway's first regular international night air mail flight** when it started to operate the airmail service Oslo (Kjeller)-Gothenburg-Malmö. The service was operated on behalf of the Norwegian Postal Authority.
- 8 – 17 June** Oddvar Steen made for Norske Luftruter A/S a flight from Oslo/Gressholmen to Kviteseid, Dalen, Notodden and back to Oslo along the coast.
- 14 June** The Norwegian Government by Royal Decree No. 115 of 14 June 1929 granted Norske Luftruter AS a concession for charter and trade flights for the period 14 June until 31 December 1929.
- 28 June** Season's last airmail flight Oslo (Kjeller)-Gothenburg-Malmö operated. Service closed down for the year.
- 29 June 1929** The flight departed Bergen, Norway via the Faroe Islands. Following this, severe engine vibrations occurred, together with fuel and cooling system problems. It reached Reykjavik on five cylinders with a loose propeller, cracked radiator and exhaust system. The engine-driven fuel pump had failed and only one of the hand-operated petrol pumps was operational. A replacement Junker L5 engine was fitted at Reykjavik, and the aircraft continued its journey west across the Atlantic to Greenland. En route to Greenland the aircraft ran into a powerful storm and thunder, so it landed at Ivigtut in southwestern Greenland to wait for better weather. Whilst on the ground, the aircraft was damaged by a storm that broke one float and damaged an aileron and the rudder. When this damage was repaired, Ahrenberg and telegraph operator Ljunglund continued the flight from Ivigtut, heading to Labrador. However, during this flight, the aircraft suffered a lightning strike which damaged the radio and started a small fire. With only two hours of flying time remaining to Labrador, they were forced to return to Greenland. In Greenland, the decision was made to abandon the trip, and the aircraft was disassembled and returned to Sweden by boat. (see: http://www.aviationwa.org.au/Articles/PreservedAC/D-1925_history.html)
- 6 July** The Lockheed Model 5 Vega (ex NR33E, c/n 34) left New York for Oslo on board the Norwegian steamer 'MS Stavangerfjord'. On 16 July it arrived was assembled and on 17 July flown to Horten. It was registered N-41 and named 'Qarrtsiluni', which means 'soul of the whale' in the Inuit language.

- 13-19 July** The Norske Luftruter AS LFG V 130 Strela makes pleasure flights in Kongsvinger. It took off and landed on the Lake Vingersjøen.
- 27 July–1 August** The LFG V 130 *Strela* of Norske Luftruter AS – NLR made trial flights to the county of Valdres. NLR scheduled to open an air service for tourists from Oslo to Fagernes, Eidsbugarden, Tyin and Bygdin. Problems with the thin air led to longer take-off thus limiting the payload that could be flown in and out of Bygdin. The return flight went from Bygdin via Lillehammer to Oslo/Gressholmen. The plan was subsequently abandoned
- 10-12 August** The LFG V 130 Strela, N-31 of Norske Luftruter AS – NLR flown by Halvor Bjørneby made pleasure flights during the fair 'Fedrelandsstevnet' at Holmenstrand. He flew 190 minutes and carried 34 passengers.
- 12 August** Engineer Christian Hellesen and his LFG V 13 Strela, N-39 (WNR 95) arrived in Ålesund for joyrides. It arrived from Bergen and had used just two hours for the flight. Up to then he had taken 1,000 pleasers up in the air. A flight cost Kr 10 per person. See also 13 October.
- 20 August** At 15.45 hrs, the Rohrbach Ro X *Romar* flying boat flew over Oslo. It had started its flight at 03.00 hrs in Travemünde and flew directly to Hull in England. Without a landing it continued to Norway and Oslo after which it continued towards Copenhagen and landed finally near Lübeck. The flight had taken 20 hours.
- 21-24 August** The two LFG V 130 Strela (N-31 with Halvor Bjørneby at the controls and N-32 with Oddvar Steen at the controls) of Norske Luftruter AS left Oslo for Kristiansand and made pleasure flights with local VIPs. Captain Wilhelm Meisterlin held a speech about the importance of an air service between Kristiansand and Frederikshavn (Denmark). N-32 with Oddvar Steen continued westbound and had to make a forced landing on the Byglandsfjord, where the aircraft had minor damages. It was transported overland to Oslo. On 24 August N-31 returned to Oslo
- 24 August** The Whale ship 'Thorshammer' sailed from Sandefjord with on board the Lockheed Model 5 Vega, registered N-41 (c/n 34) and the naval Hansa Brandenburg W.33, registered F.18. They were later transferred to another vessel called 'Norvegia'.
- Autumn** Oddvar Steen made for Norske Luftruter A/S a flight from Oslo/Gressholmen to Notodden, Brevik, Langesund, Frederiksværn, Larvik, Sandefjord, Tønsberg and back to Oslo.
- October 1929 (or 1930)** Christian Hellesen (ex managing director of A/S Norsk Aeroplanfabrikk) and Consul J H Holm form the Nordenfjeldske Luftruter AS and purchase a Junkers F 13W, N-44 for pleasure flights during the centennial celebrations of Trondheim. They planned to operate an air service Trondheim–Tromsø. Christian Hellesen and John Strandrud make a return trial flight. The service was never opened and the company dissolved in November 1930.
- 7 October** Two British aircraft of the Royal Air Force, a Fairey IID Mark II, serial S1031 and a Supermarine Southampton III, serial S1059, flew from Felixstowe directly to Stavanger in 5 hours and 15 minutes. One of the pilots was Captain Brom(m)et and Lieutenant Scott. Beside them two other officers and six airmen. The flight was made to test the possibility of setting up a non-stop air service between England and Norway. The crossing started with nice weather in Felixstowe, but ended in heavy rain. Nevertheless the crew in the Supermarine Southampton III managed to make bacon and eggs on their way over. Image of Fairey IID, Mark II: <http://www.rafweb.org/SqnMark202.htm>
- 9 October** (Not confirmed) Two British aircraft of the Royal Air Force, a Fairey IID Mark II, serial S1031 and a Supermarine Southampton III, serial S1059, flew from Stavanger to Bergen.
- 13 October** During a storm in Kristiansund, the LFG V 13Strela, N.39 (WNR 95) of Christian Hellesen was damaged. The seaplane hung on a crane when the storm started. One of the floats and a wing were smashed against the pier. It was lifted onto a barge and taken away for repairs. It was later sent to Germany and scrapped.
- 15 October** British Lady Bailey came to Oslo (by train). She was know from a flight across the African continent and was to tell about her exploits in front of members of the Norsk Aero Klubb at the *Logen* (the lodge) in Oslo. She was to fly her De Havilland D.H.60G Gipsy Moth (G-AAEE, c/n 981) up to Oslo/Kjeller, but left her aircraft in Gothenburg and took the train. The reason being the bad weather. She made a presentation of her flight and was given the Golden Medal from the Norsk Aero Klubb.
- 16 October** Lieutenant W Omsted flew his Klemm L 20b-1, N.29 (WNR 72) to Sandefjord. He flew for *Banan-Mathisen* – a banana company in Norway – and was to throw out 7-8,000 pamphlets over the city of Sandefjord, weather permitting. He landed and took-off from a field called Lasken. He had already been in Oslo, Drammen, Holmestrand and Tønsberg before he came to Sandefjord.



- 9 November** Two of Marinens Flyvevåpen's Hansa Brandenburg W 33 (F.20 and F.28) were used in the search of herring on behalf of the Ålesund based *Storsildlaget* (Herring Guild). They operated from Ålesund and Kristiansund. It was not until 23 December that whales hunting for herring were spotted for the first time. The operations ended on 31 December 1929 and both aircraft returned to Horten on 7 January 1930.
- Nov/Dec** The naval Hansa Brandenburg W.33, F.18 has been used extensively in the Antarctic area for reconnaissance flights. The aircraft had its base on the ship 'Norvegia'.

1930

- Captain Wilhelm Meisterlin became member of the International Commission on Illumination (Transport & Aviation Committee). •

January	Christian Hellesen signed a contract with the organisation committee of the Trondheim Exhibition for carrying out of pleasure flights.
February	The Hansa Brandenburg W33, F.18 has been used extensively in the Antarctic area for reconnaissance flights. The aircraft had its base on the ship 'Norvegia'.
22 February	The Hansa Brandenburg W.33, F.18 has been damaged during a storm near the ship 'Norvegia' that was in the Antarctic area.
2 March	The two aircraft (Lockheed Model 5 Vega, N-41 (c/n 34) and Hansa Brandenburg W.33, F.18) used on the third Antarctic Expedition of Consul Lars Christensen returned to Norway, where they arrived in Sandefjord on 16 May.
29 April	The Norwegian Government by Royal Decree No. 64 of 29 April 1930 granted Deutsche Luft Hansa AG a concession for the air service Oslo-Gothenburg-Copenhagen-Lübeck-Travemünde-Berlin for the period 15 May until 13 September 1930.
7 April	In Trondheim, the Nordenfjeldske Luftruter A/S was formed with a capital of NOK 43,000. The aim of the company was to operate pleasure flights and a regular service between Trondheim and Tromsø. The purchase of a Junkers F 13W (D260, WNr 650) was expected.
May	Christian Hellesen flew 'his' Junkers F13W, D260 to Horten for an overhaul at the Navy's Aircraft Factory. It was registered as D260 and later re-registered as N-44 and LN-ABH. On the fuselage an advertisement of HØYANG was painted on as well. Drawing on the right from " Lima November Decals "
May-June	The first 'Aeroarctic' expedition was scheduled to take place. Technical problems and lack of funding forced the 'Aeroarctic' Society to postpone it until 1931.
13 May	Fridtjof Nansen, the Norwegian explorer, Nobel's Peace Prize winner and president of the Aeroarctic (see 24 May 1925) died in Oslo. In 'Aeroarctic' the German Dr Hugo Eckener succeeded him.
15 May	Halle & Peterson re-opened on behalf of the Norwegian Postal Authority the night airmail service Oslo (Gressholmen) – Gothenburg – Malmö. This time a seaplane version of the De Havilland D.H.60M Moth (N-20, c/n 1534) flew between Oslo and Gothenburg, while a landplane version of the De Havilland D.H.60M (N-30, c/n 1345) flew between Gothenburg and Malmö. It was operated six times weekly.
6 June	The Norwegian Government by Royal Decree No. 101 of 6 June 1929 granted Norske Luftruter AS a concession for charter and trade flights for the period 6 June until 31 December 1930.
10 June	Nordenfjeldske Luftruter A/S made a trial run on the service Trondheim – Tromsø air service with the Junkers F13W, D260 (WNr 650) and lieutenant Christian Hellesen as pilot.
15 June	The Dornier Superwal, D-1447 "Graf Zeppelin" (WNr 146) made three pleasure flights from Oslo/Gressholmen and above the city of Oslo. Some 50-60 passengers made such a flight. All the passengers were from the national government, members of parliament, city council and journalists.
16 June	Nordenfjeldske Luftruter A/S operated another trial flight (see 10 June) between Trondheim and Tromsø, using the Junkers F 13, D260 (WNr 650). Due to weather conditions the aircraft did not arrive at Harstad and Tromsø until 18 June.
22 June	The De Havilland D.H.60M Moth, N-35 (c/n 1373) of Harstad Lufttrafikk A/S crashed right after takeoff from Stamsund. Aircraft was destroyed beyond repair.
27 June	The Danish Prince Axel flew with the Dornier Superwal, D-1447 "Graf Zeppelin" (WNr 146) from Oslo via Gothenburg to Copenhagen. The flight was delayed with 30 minutes due to leak of a water pipe.
4 July	The <i>Lufttrafikkkomisjon</i> (The Commission for Air Traffic) was formed. Members: Chairman Admiral Jak von der Lippe, Oberstløytnant Trygve Klingenberg (chairman of the Air Council), Ship owner Svend Foyn Bruun, MP Harald Halvorsen, J T Sommerschild (Norwegian Railways), the engineer Olav Holtmon (of NSB – the



Norwegian State Railway) and Captain Wilhelm Meisterlin (Norske Luftruter AS). On 23 August 1930 Kaptein Hjalmar Riiser-Larsen was employed as the Secretary. He left the commission on 10 December 1930 and was replaced by Sten Haug (of the Norwegian Postal Authority). The commission was dissolved on 22 December 1931.

- 7 July** The Handley Page W.10, G-EBMM "City of Melbourne" (c/n W.10/1) landed on Kjeller Air Field. The names of the crew are unknown. The aircraft was chartered from Imperial Airways Ltd. and had flown from London to Paris, Rotterdam, Amsterdam, Malmö and Göteborg to Oslo/Kjeller. The passengers were Engineer Robert Mash Jr. from New York, the barrister Houston from Santiago, senior Fernando Santacruz from Chile, and director Lester Crant from Colorado. They were met by Major Rustad of the *Norsk Sprengstoffindustri A/S*. The gentlemen were to travel to Trondheim (probably not by air, but uncertain) to meet Norwegian engineer Cappelen Smith, who stayed at his goods Fjellheim in Trøndelag. The aircraft will return from Kjeller on Thursday, 10 July.
- 9 July** During an extra-ordinary general meeting in Harstad the airline Harstad Lufttrafikk A/S was dissolved.
- 9 July** The American Curtiss Wright Hawk arrived at Kjeller airfield. Major Doolittle flew the aircraft from Rotterdam via Copenhagen to Oslo in seven hours.
- 19 – 21 July** Norske Luftruter AS operated a trial air service for tourists between Oslo and Vasser. The LFG V 130 Strela, N-32 carried 4 passengers on the four flights.
- 15 August** One of Norske Luftruter A/S' LFG V 130 Strela's made a flight from Oslo to the Setesdal Fjeldstue (a mountain lodge) and to Notodden.
- 30 August** [The last flight](#) of a Dornier Superwal from Oslo to Stettin was recorded. It was the same aircraft that had opened the air service that closed it as well: Dornier R Nas Superwal, D-1447 'Graf Zeppelin' (WNR. 146).
- 2 September** The Norwegian newspaper "Aftenposten" chartered the Junkers F 13, SE-ACK for a flight from Tromsø to Trondheim and Oslo. The first leg was flown in 6 hours, the last leg in just three hours. The pilot was the Norwegian lieutenant Aagenæs. It carried the plate of the photographs found near the finding place of Swedish scientist G. A. Andrée, who was killed during an attempt to cross the North Pole by balloon.
- 9 September** The Master of Sempill (Chairman of the Royal Aeronautical Society) announced his arrival to Norway. He had flown:
 4 September – He flew non-stop from Welsh Harp (Hendon, north of London) to Stockholm (1,040 miles in 12 hrs) to participate in the Stockholm Aero Show.
 10 September: Stockholm to Tallinn
 11 September: Tallinn to Helsinki
 17 September: Gothenburg – Oslo/Gressholmen.
 The aircraft used was a De Havilland D.H.80A Push Moth, G-AAVB (c/n 2003). It had been delivered in June 1930 to the De Havilland Aircraft Company and the Master of Sempill borrowed it. The aircraft had been converted into a seaplane with Short floats.
- 10 September** The Italian De Havilland D.H... Moth, I-SIDE (c/n) of Mr Locatelli arrived at Oslo/Kjeller coming from Copenhagen and Gothenburg.
- 11 September** The LFG V 130 Strela, N-32 of Norske Luftruter A/S with *løytnant* (lieutenant) Erik Storm as pilot visited Drammen and made 26 pleasure flights with 69 paying passengers. On 13 September it hit a holm under the water and damaged one of its floats.
- 11 September** The Italian De Havilland D.H... Moth, I-SIDE (c/n) of Mr Locatelli left Oslo/Kjeller for Gothenburg and Copenhagen.
- 15 September** The airmail night service Oslo (Gressholmen)–Gothenburg–Malmö operated by Halle & Peterson was closed down (see also 15 May).
- 17 September** The seaplane De Havilland D.H.80A Puss Moth, G-AAVB (c/n 2003) with as pilot The Master of Sempill arrived at Oslo/Gressholmen. He was met by the British naval attaché Wingfield, the Norwegian commander of the Army's Air Corps, Commander Bruusgaard, Lieutenant-Colonel Tryggve Klingenberg (commander of the Naval Aircraft Factory), Captain Johan Høver, Captain Hjalmar Riiser-Larsen and the ship



owner Halle (general agent of The De Havilland Aircraft Factory Co.).

21 September The seaplane de Havilland D.H.80A Push Moth, G-AAVB (c/n 2003) with as pilot The Master of Sempill and on board the Norwegian captain Johan Høver (director of the Naval Flying Boat Factory) flew from Oslo to Horten.

21 September The seaplane de Havilland D.H.80A Push Moth, G-AAVB (c/n 2003) with as pilot The Master of Sempill flew to Stavanger and Lake Hillevågsvatnet.

22 September At 10.30 hrs the seaplane de Havilland D.H.80A Push Moth, G-AAVB (c/n 2003) with as pilot The Master of Sempill departed from Lake Hillevågsvatnet near Stavanger and after 3 hours and 40 minutes he landed at Cruden Bay (where Tryggve Gran took off for his flight to Stavanger, back in 1914). After a flight of 15 minutes he arrived in Aberdeen.



23 September The Norsk Aeroklubb (Norwegian Aero Club) forwarded a telegram to The Master of Sempill for his bold flight across the North Sea from Stavanger to Aberdeen. The Master of Sempill flew a De Havilland D.H.80A Push Moth, G-AAVB (c/n 2003).

27 September *Løitnant* Erik Storm flew the LFG V 130 Strela, N-32 of Norske Luftruter A/S – NLR from Oslo to Notodden, where he only arrived on 30 September because of engine problems. Pleasure flights could not be made on the most interesting dates and the service became a fiasco.

28 September A flight of four Supermarine Southampton II flying boats (serials S1228, S1229, S1234 and S1058) arrived at Oslo from Gothenburg. They moored at special buoys marked with English flags. They moored at Frognerkilen, just in between the Restaurant “Kongen” and *Framnesbryggen* (a pier). The crew consisted out of 10 officers, 3 NCO's and 7 airmen. The flight was on its way on a Baltic and Scandinavian tour and had visited many cities in the region. See: *Flight Global* article about the preparation of the flights.



30 September The British officers of the No.201 (Flying Boat) Sqn and the Minister Wingfield were received in audience by King Haakon VII, king of Norway.

30 September The British officers and their crews were invited for lunch at the Restaurant Frogneseter in Oslo by the Norwegian Commanding Admiral.

October The Norwegian Technical Museum in Oslo decided to set up an aviation section in het exhibition. The first two aircraft to be preserved there were the Tryggve Grans Blériot XI “*Nordsjøen*” and the Taube “*Start*”. At that time the museum was housed in the basement of the Vikingship Museum on the peninsula of Bygdøy.

1 October The flight of four Supermarine Southampton II flying boats (serials S1228, S1229, S1234 and S1058) departed Oslo for Copenhagen and Esbjerg.

5 October Erik Storm flew again (see 27 September) the LFG V 130 *Strela*, N-32 of Norske Luftruter A/S – NLR from Oslo to Notodden. But again engine problems made it impossible to make the scheduled pleasure flights.

1931

- 1 May** The Norwegian Government by Royal Decree No. 61 of 1 May 1931 granted Deutsche Luft Hansa AG a concession for the air service Oslo–Gothenburg–Copenhagen–Lübeck–Travemünde–Berlin for the period 16 May until 12 September 1931.
- 1 June** Norske Luftruter A/S sold its first LFG V 13 Strela (N-31) to a consortium represented by O Christian Vinness of Drammen. The consortium represented the Grannholmen Flyveselskap A/S from Sandefjord.
- 1 June** The Norwegian Postal Authority started to operate the airmail night service Oslo–Gothenburg–Copenhagen using one De Havilland D.H.60M Moth (N-45, c/n 1435) and two Hansa Brandenburg W33s (N-47 and N-48). They aircraft were all ex military aircraft, flying temporarily with civil registrations. The first flight ended at a field near Uddevalla (SE). The pilot Lieutenant Waage could not find Torslanda and had to put down it aircraft.
- 2 June** At 05.00 hrs the Norwegian air mail pilot Lieutenant Waage took off from a field near Uddevalla and continued to Gothenburg/Torslanda air field to deliver the mail. He returned to Oslo/Kjeller with the northbound airmail.
- 2 June** The LFG V 13 Strela, N-31 of Grannholmen Flyveselskap A/S collided with a sailing boat and had to be repaired.
- 23 Jun–4 Sep** The LFG V 13 Strela, N-32 of Norske Luftruter A/S with Christian Hellesen as pilot made pleasure flights along the west coast of Norway. He flew to the Hardanger Fjord, Sogne Fjord and the Nord Fjord and visited some 32 places. Due to repairs the aircraft did not return to Oslo until December 1931.
- 1 July** Norway entered the International Air Convention of 13 October 1919. By entering the convention the previous signed air treaty with Great Britain (1921), Denmark (1921), Sweden (1923) and the Netherlands (1925) were subsequently cancelled.
- 10 July** The Zeppelin LZ127 'Graf Zeppelin' made a return flight from Germany to Svalbard (Spitsbergen) with Swiss tourists. On its way to Svalbard the crew on board threw down two airmail bags over Hammerfest.
- 10 July** By Royal Decree the Grannholmen Flyveselskap A/S, Sandefjord had been given a concession for commercial and pleasure flights. The company wanted to purchase the LFG V 13 *Strela*, N-31 (WNR 85) of Norske Luftruter A/S.
- 16 July** The Zeppelin LZ127 'Graf Zeppelin' made on the second flight from Germany to Svalbard (Spitsbergen) a call at Bergen. The crew on board threw down two airmail bags over Bergen.
- 17 July** By Royal Decree the Norske Luftruter A/S had been given a concession for commercial and pleasure flights.
- 2 August** The De Havilland D.H.60M, N-45 (c/n 1435) operated by the Norwegian Postal Authority and flown by Alf Gunnestad crashed at Oslo/Kjeller upon return from Gothenburg. The collision with a bird forced the aircraft down. A military Heinkel (no civil registration!) replaced it for a short while.
- 9 August** In the USA the Norwegian-born pilot Parker Dresser Cramer (nicknamed 'Shorty') and his Canadian navigator Oliver Paquette took off in their Bellanca 38-30, NR687E (c/n Q-7006) from the Shetland Islands to try to complete the "Great Circle" air route, this time over the Arctic Circle, trying to reach Copenhagen from Detroit, flying through Canada, Baffin Island, Greenland, Iceland, and the Shetland Islands. He took off from the islands and flew in the direction of Norway. A final message was received ('I can see the coast of Norway') after which nothing was ever heard of the two. They perished while flying above the North Sea (see also 16 September 1931).
- 18 August** The Hansa Brandenburg W 33, N-48 (ex F-52) had to make a forced landing near the Oscarborg Fortress due to engine problems. A new aircraft was ordered from Horten Naval Base to replace the aircraft.
- 1 September** The airmail night service Oslo – Gothenburg – Copenhagen operated by the Norwegian Postal Authority was closed down. Due to lack of funds it was not reopened in 1932.
- 4 September** Thor Solberg met Bernt Balchen for the first time in his life. He flew him in his Bellanca CH-200 Pacemaker (with a 225hp Wright J-5-engine) back from Floyd Bennett Field (New York) to Teterboro Airport (New Jersey).
- 16 September** Some of the remains of the Bellanca 38-30, NR687E (c/n Q-7006) of the Trans America Airline Survey (USA) were found. The aircraft had crashed on its way from the Shetland Islands to Norway killing both Parker Dresser Cramer and Oliver Paquette. Five months after the crash a Dutch fishing boat found Parker Cramer's briefcase containing letters, his maps, and licenses 25 miles southwest of Stavanger, Norway, in the North Sea.

14 October

Deutsche Luft Hansa director Martin Wronsky visited Oslo and held a presentation at the “*Norsk-tysk-østerrisk Forening*” (Norwegian-German-Austrian Association).



1932

• The female aviator Gidsken Jakobsen from Narvik formed Nord-Norges Aero A/S. She purchased a Junkers F 13W, N-44 from Nordenfjeldske Luftruter AS and transferred it from Trondheim to Narvik. She hired John Strandrud as well and started with pleasure flights in Hammerfest, Honningsvåg and Lakselv. • Norway has a conflict with Denmark about Greenland. A scientific Norwegian expedition to the east of Greenland is scheduled. The area was christened Eirik Raudes Land (named after the Viking King Eirik Raude) and Helge Instand was installed governor. • an expedition to Greenland was set up and the Lockheed Model 5 Vega (LN-ABD, c/n 34) and a recently purchased Simmonds Spartan I (LN-ABG, c/n 35) were to be taken along. The expedition consisted of pilot Erik Storm and Sigurd Aagenæs, mechanic Bjarne Larsen, the experienced German aerial photographer Max Bundermann and *Aftenposten* journalist Odd Arnesen.

45

- 14 January** Norske Luftruter A/S's LFG V 13 Strela, N-32 was inspected and found not-airworthy. Christian Hellesen tried to overhaul the aircraft, but later that year the aircraft was cancelled from the register. Consequently NLR had no aircraft of its own anymore.
- 29 April** The Norwegian Government by Royal Decree No. 54 of 29 April 1932 granted Deutsche Luft Hansa AG a concession for the air service Oslo – Gothenburg – Copenhagen – Lübeck/Travemünde – Berlin for the period 1 June until 31 August 1932.
- 20 May** The **first registration of the new Norwegian LN-Register was assigned** to the Lockheed Model 5 Vega, ex N-41 (c/n 34). The first registration allotted was LN-ABD. The aircraft was painted red.
- June** The polar vessel 'Polarbjørnen' sailed from Oslo to Frederikstad to pick up the Lockheed Model 5 Vega (LN-ABD, c/n 34) and the Simmonds Spartan I (LN-ABG, c/n 35). They were to be used during the Greenland Expedition.
- 2 June** The Italian university lecturer Vittorio Beonio Brocchieri flew in his private aircraft from Italy to Oslo/Kjeller airfield. He would continue his flight through Norway, but no additional information found.
- 4 June** The Norwegian naval officer 1st Lieutenant Edwin Manshaus flew the naval aircraft M.F.11 (registration ...) nonstop from Bergen (Flatøyen) to naval air force base in Horten. He took off at 09.15 hrs and after a flight of 1 hour and 50 minutes he arrived in Horten.
- 24 July** The Lockheed Model 5 Vega (LN-ABD, c/n 34) and the Simmonds Spartan I (LN-ABG, c/n 35) arrived at East-Greenland and were put ashore. On this day the first flight of an aircraft in this area of Greenland was made with the Simmonds Spartan I, LN-ABG (c/n 35) and with Sigurd Aagenæs as pilot. A small airfield (3x2.5km) was prepared near the Mackenzie Sound. During the summer months twelve longer flights were made and with the Lockheed Model 5 Vega, LN-ABD, 30,000 km² was photographed.
- 20 August** The expedition to East Greenland ended and the aircraft stationed there (the Lockheed Model 5 Vega, LN-ABD, c/n 34 and the Simmonds Spartan I, LN-ABD, c/n 35) were taken onboard the vessel 'Polarbjørnen' for the return voyage to Norway.
- 23 August** Thor Solberg and Carl O Petersen departed in their Bellanca K 'Enna Jellick' for a flight from New York via Newfoundland to Ireland and across Scotland to Oslo. The aircraft was named after the main beneficiary, the 'Enna Jellick Shoe Company'. Due to storm they had to abandon their attempt at Harbour Grace (Newfoundland) and returned safely to New York.
- 23 August** Another Norwegian (see 23 and 25 August 1932), named Clyde Lee and American John Bockhorn took off from Floyd Bennett Field (New York) in their Stinson SM-1B Special, NC7576 and named 'Great Mountains', for a direct flight to Oslo. They flew through a storm and reached Harbour Grace (Newfoundland).
- 25 August** Clyde Lee and American John Bockhorn took off from Harbour Grace (Newfoundland) in their Stinson SM-1B Special, NC7576 and named 'Great Mountains', for a direct flight to Oslo. They had fuel for 37 hours, but after their departure nothing was heard from them.
- 9 September** The Oslo Havnevesen (Oslo Harbour Authority) approved the request put forward by Norske Luftruter AS to offer a buoy in the harbour of Oslo where the Dornier Do X (the world's largest flying boat) could moor. After the accident of the Dornier Do X at Passau (Germany, on 9 May 1933) the damage was so severe that the flight had to be delayed until 1934. In the end the aircraft never came to Oslo.
- 9 November** Flight-Lieutenants Omdahl-Jesen and Smith landed at Haukåsmyren near Bergen with their advertising aircraft called "Speed". On 10 November they made some advertisement flights above Bergen for the Glotts Tobacco Factory.
- 18 December** A/S Norsk Lufttransport has by Royal Decree had its concession extended for operating a private flying school and

organise pleasure- and commercial flying.

26 December The Avro 594 Avian IV, N-38 (c/n R3/CN/323) arrived at Jaren with the pilots lieutenant Lund and Lieutenant Wold. The aircraft was used for pleasure flights for Kr.10 per person.

27 December The Avro 594 Avian IV, N-38 (c/n R3/CN/323) continued to Odnes and Lillehammer. At the end of the year they returned to Jaren.

1933

19 April The pilots Halvor Bjørneby and Viggo (?) Widerøe flew to the top of the Hardangerjøkul Glacier in their Spartan biplane equipped with skis.

22 April It was announced in the press that the mighty Dornier Do X would come to Oslo in June 1933. In the end the visit was not to take place.

28 April The Norwegian Government by Royal Decree No. 63 of 28 April 1932 granted Deutsche Luft Hansa AG a concession for the air service [Oslo – Gothenburg – Copenhagen – Lübeck-Travemünde - Berlin](#) for the period 1 May until 31 August 1932 and for the air service Oslo – Gothenburg – Copenhagen – Hamburg – Berlin for the period 1 until 30 September 1933.

47

9 May At 05.15 hrs the female Norwegian pilot Gidsken Jacobsen and pilot Halvor Bjørneby departed from Narvik for a flight to Bergen. A landing at Nord-Statland and at Trondheim was made for refuelling. They arrived in Bergen on 11 May at 19.30 hrs. The aircraft used was the Junkers F 13, LN-ABH 'Norge' (WNR 650).

20 May The LFG V 59 (WNR 120) was registered in Norway as LN-ABR in the name of Christian Hellesen.

25 May The LFG V 59, LN-ABR (WNR 120, PI D-981) was assembled at Oslo/Gressholmen and during a short ceremony baptised 'Nippetipp'. The aircraft was assembled for Christian Hellesen, who wanted to use the all-metal seaplane for pleasure flights.

26 May First passenger flight of the LFG V 59, LN-ABR 'Nippetipp' (WNR 120) from Oslo/Gressholmen with Christian Hellesen as pilot.

3 June The American pilot James 'Jim' Mattern departed with his blue-white-red Lockheed Vega 5B, NC869-E 'Century of Progress' (c/n 69) from Floyd Bennet Field at New York for a non-stop solo flight for Europe. During his flight he had problems with icing, but managed to continue to fly. His aircraft weighed 3,600kg of which 2,800litre was fuel. At the end of his powers he arrived on 4 June near Jomfruland, Norway. He made some flights around the lighthouse before landing. He had flown 6,400 km and made the **first non-stop flight between the USA and Norway**. He took a nap in the aircraft and the next day he continued on his world flight that ended with misfortune.

<http://www.dmairfield.com/airplanes/NC869E/index.html>



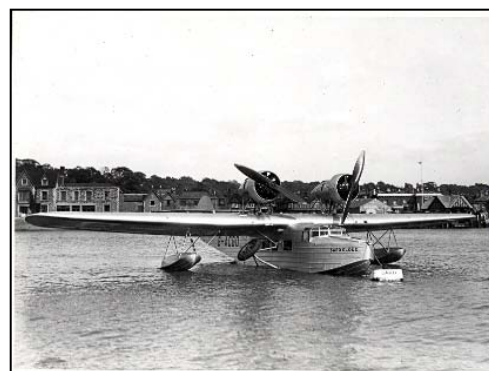
15 June Second Lord Major of Oslo, Fridthjof Heiberg and ten passengers made a pleasure flight with the Deutsche Luft Hansa Dornier Do J Bas, D-1626 'Flensburg' (c/n 108). They took off from Oslo/Gressholmen and made a flight above Oslo and surroundings. Later that day also the *Stortingspresident* (Presidents of the Norwegian House of Parliament) Hornsrud and *Lagtingspresident* Nygaardsvold, as well as *Odelstingspresident* (Presidency of the Larger division of the Norwegian parliament) Eiesland and Skurdal, together with 15 passengers made a similar trip.

26 June Christian Hellesen founded the A/S Fly with a capital of 28,500 Norwegian kroner. The company was to operate the tourist air service Oslo – Tjøme in co-operation with Norske Luftruter A/S. Two aircraft were purchased, but the route was never opened.

9 July At 13.55 hrs the Couzinet 33, F-ALMV (c/n 01) *Biarritz* arrived at Oslo/Kjeller airport. It arrived from Copenhagen and Malmö. The pilot on board was Captain Charles Verneigh, Colonel Guichard and the mechanic Lebas. It had arrived in Copenhagen on 7 July.

11 July The Couzinet 33, F-ALMV (c/n 01) *Biarritz* departed from Oslo/Kjeller airport for Stockholm. Departure time was at 10.00 hrs.

20 July The Saro A.19 Cloud, G-ACGO (c/n A.19/5) arrived at Oslo/Gressholmen from Gothenburg piloted by Captain Steward D. Scott and A Wallace Barr. Other crew members were John Lord and J de C Ballardie, both from the Saro Co.



- 21 July** The Saro Cloud, G-ACGO (c/n A.19/5) flew from Oslo/Gressholmen to the naval base at Horten. On board were beside the English crew the Norwegian *Oberstløytnant* Klingenberg (chief for the Army's Air Corps) and Captain Feiring. They returned to Oslo/Gressholmen in the afternoon.
- 22 July** The Saro Cloud, G-ACGO (c/n A.19/5) departed from Oslo/ Gressholmen for Stockholm.
- 2 October** The famous American pilot Charles Lindbergh visited Norway. He travelled to Oslo/Kjeller Airport for a demonstration of ski equipment for aircraft and the system the military used to start engines under winter conditions.
- 16 October** Formation of Det Norske Luftfartselskap, Fred.Olsen A/S. The shareholders were Rudolf Olsen (50,000 NOK), Consul Johan L Müller (50,000 NOK), ship owner Thomas Olsen (50,000 NOK), Ganger Rolf Ltd (400,000 NOK) and Bonheur Ltd (200,000 NOK).
- 25 October** Det Norske Luftfartselskap, Fred.Olsen A/S applied for concession and subsidy for ten years. The trunk air route would be Kristiansand – Amsterdam (in cooperation with Dutch KLM) with connection to Oslo and via Stavanger to Bergen, Ålesund and Kristiansund.
- November** Rudolf Olsen (Det Norske Luftfartselskap, Fred Olsen A/S) had a meeting with Hans Schiller of Deutsche Luft Hansa AG to discuss a co-operation between both companies. He had also talks with Albert Plesman of KLM–Royal Dutch Airlines.

1934

- Thor Solberg registered the Loening C2C Air Yacht, NR20839 (c/n 308-2151). It was to be used for a Trans Atlantic flight (see 1935).

- 2 January** Viggo Widerøe arrived with the Waco Cabin (LN-ABE) at Oslo/Kjeller airport. He had picked up his aircraft in the USA and flown it from Ohio to New York. The German steamer 'Europa' shipped it to Bremerhaven. Here he assembled the aircraft and flew it via Hamburg and Gothenburg to Oslo. The Waco Company's standard colour of the Waco was green and subsequently this colour became the house colours of Widerøe's Flyveselskap A/S.
- 5 January** Norske Luftruter A/S handed over to the Forsvarsdepartement (Ministry of Defence) its application for a concession and subsidy. It wanted to operate air services from Copenhagen to Gothenburg, Oslo, Kristiansand, Stavanger, Bergen, Ålesund, Kristiansund and Trondheim, as well as an air service from Oslo via Hamar/Lillehammer to Trondheim and further north to Kirkenes.
- 19 February** Foundation of Widerøe's Flyveselskap A/S with a capital of 25,000 Norwegian kroner. The Board of Directors consisted out of Viggo Widerøe (Chairman), Ing Einar Isdahl and Arild Widerøe. During 1934 Helge Skappel joined Widerøe's Flyveselskap A/S and the company was reorganised. Helge Skappel would run the aerial photography division and the flying school, Arild Widerøe would manage the technical division and the general manager became Viggo Widerøe.
- 25 March-2 April** The ski-equipped Waco Cabin, LN-ABE of Widerøe's Flyveselskap A/S was station at Ustaoset for pleasure flights. In addition a flight to Sølmsjøen in the Rendal Valley was made.
- 1 May** Deutsche Luft Hansa AG opened the air service Oslo–Gothenburg–Copenhagen with the three-engine seaplane of the type Junkers Ju 52/3m-See, registered D-ABIS *Kurt Wolf* (WNR.4043). Pilot on the first flight was Josef Kasper. It was the first flight of the aircraft on this line. It was later joined by the Junkers Ju 52/3m-See, D-3127 *Otto Parschau* (WNR.4040) and D-2725 *Paul Bäumer* (WNR.4030).
- 5 May** The Norwegian Government by Royal Decree No. 81 of 5 May 1934 granted Deutsche Luft Hansa AG a concession for the air service [Oslo–Gothenburg–Copenhagen–Berlin](#) for the period 1 May until 30 September 1934.
- 8 May** The Avro 626 (on floats), G-ACFZ (c/n 643) of A.V. Roe & Co visited the naval air force base at Horten.
- 20 May** At a ceremony at Floyd Bennet Field, New York (New York) Mrs Solberg christened the Loening C2C Air Yacht, NR20839 (c/n 308-2151) of Thor Solberg by the name of 'Leiv Eiriksson'.
- 22 May** Deutsche Lufthansa AG (renamed on 1 June 1934) cancelled the contract with Norske Luftruter A/S. Det Norske Luftfartselskap, Fred. Olsen A/S became new general agent.
- 6 June** Norske Luftruter A/S lost the general agency for Deutsche Lufthansa AG in favour of Det Norske Luftfartselskap, Fred. Olsen A/S.
- 6 June** Representatives from A.I.R. gathered for the first time at Oslo to discuss the technical development of the aircraft and the problems with regard to the air registers. These participated (at least):
Norway: Major Einar Sem-Jacobsen, representing the company *Den Norske Veritas*;
France: Mr A. Volmerange, representing the company *Veritas*;
Italy: Signore Magaldi, representing the *Registro Italiano*, and Mr Tripoli.
Germany: Baurat Kaye, representing *Germanischer Lloyd* and Dipl.-Ing. Robert Thelen, representing *DVL e.V.*
 The meeting was held at the *Handelsstanden* in Oslo.
- 15 June** Widerøe's Flyveselskap A/S was given the concession for the first regular, domestic, civil air service of Norway since 1920: Oslo – Kristiansand – Stavanger – Haugesund for a period of 2,5 months. The air service had a length of 530 km and was to be operated by two Waco Cabin seaplanes. A subsidy of 5,000 Norwegian kroner was granted by the State.
- 15 June** For the first time a Deutsche Lufthansa Junkers Ju 52/3m landed at Gardermoen Airport on the scheduled flight from Berlin to Copenhagen and Gothenburg. Landplanes were used for a while to replace the seaplane that had engine problems and was moored in Gothenburg for repairs.
- 18 June** Widerøe's Flyveselskap A/S opened with the Waco UIC4 Cabin, LN-ABE (c/n 3831) the first regular, domestic, civil air service of Norway since 1920: Oslo (Ingerstrand)–Kristiansand (Kongsgårdsletta)–Stavanger–Haugesund. Oslo/Ingerstrand was the summer seaplane base of Widerøe's Flyveselskap A/S in Oslo.
- 21 June** Funny message in the local newspaper "Flekkefjord-Posten": The first aircraft over Gyland. This was the first time an aircraft crossed Gyland. Especially the elderly were very pleased to have seen an aircraft. This was probably the

Waco UIC4 Cabin, LN-ABE (3831) of Widerøe's Flyveselskap A/S.

- 24 June** One large and two smaller military aircraft (probably German) flew at 2,000 metres height above Kristiansand and Stavanger.
- 27 June** The Junkers F 13W, LN-ABH of Nord-Norges Aero A/S crashed leading to the destruction of the aircraft. It was replaced by a Junkers K 16bi, LN-ABH (ex D-654 *Kreuznach*).
- 9 August** At 12.00 hrs. the Beechcraft B17L, NC12584 arrived at Kjeller. The pilot was Henry White and passenger W. L. Faust of Vacuum Oil Company (USA).
- 10 August** Today the Beechcraft B17L, NC12584 made demonstration flights at Kjeller and among the spectators were Captain Gulliksen and Captain Høver, Captain Riiser-Larsen, Major Tryggve Gran and a number of officer from the Army's and Navy's Air Corps. From the "Norsk Vacuum Oil Co" its managing director Sættem, ing. Hartmann and ing. Moer were present.
- 11 August** The Beechcraft B17L, NC12584 left Oslo/Kjeller for Sweden.
- 17 August** J L Tiedemanns Tobaksfabrik purchased the first autogiro (a Cierva C 30A) in Norway. It was registered as LN-BAD (c/n 735) and used for advertisement flights throughout Norway. It was in February 1935 given to the Hærens Flyvåpen and registered there as '99'. Halvor Bjørnebye flew the autogiro from London via Amsterdam/Schiphol to Oslo/Kjeller with a forced landing near Oldenburg. J L Tiedemanns Tobaksfabrik used it for demonstration flights in Oslo (landing on the horse race track Bjerkebanen, the Stavanger Stadion in Stavanger, Haugesund, Sandnes and Storsjøen (near Rendalen). At latter village the autogiro was damaged and sent to England for repairs (see May 1935).
- 29 August** The Norwegian pilots Alf Gunnestad and Romnæs formed the A/S Fornebu Flyselskap, which was to operate taxi, charter and pleasure flights with two Lockheed Model 2 Vegas and one AVRO Avian. The company lost its aircraft in various crashes and was subsequently dissolved in the spring of 1935.
- 30 August** [Widerøe's Flyveselskap A/S](#) applied for a concession and subsidy for the following four air services: Oslo – Kristiansand – Stavanger – Haugesund – Bergen; Bergen – Florø – Ålesund – Molde – Kristiansund – Trondheim; Trondheim along the coast to Tromsø; and the air mail night service Oslo – Gothenburg.
- September** Bergens Aero A/S delivered an application for a concession and subsidy for the air service Bergen–Newcastle (United Kingdom).
- 1 September** [Widerøe's Flyveselskap A/S](#) discontinued its domestic air service Oslo–Kristiansand–Stavanger–Haugesund. It turned out that the demand was much higher than the available seats. In total 413 passengers were transport, but even worse was that over 200 passengers had to be rejected. The numbers of mail and newspapers transported reached 14,212 kg. A huge success.
- 13 September** Gidsken Jakobsen registered her airline Bergens Aero A/S in the trade register of Bergen. The stock capital was 45,000 kroner. She had planned to purchase three modern aircraft. The company took over the remains of her other company Nord-Norges Aero A/S that was registered in 1932. The company's manager was Lars Thorsen and the board included Gidsken Jakobsen and Mr Slettebøe.
- 22 September** Widerøe's Flyveselskap's Waco UIC4 Cabin, LN-ABE (3831) made a charter flight from Oslo/Ingerstrand to the lake Tyinsjøen with two Spanish tourists. They had arrived by car from Spain, and they wanted to see Norway as fast as possible. They were flown across the Jotunheimen Mountains to Tyin, landed on the lake, had freshly caught fish, before they returned to Oslo via Sogn and the fjords. The trip lasted for three hours.
- 29 September** Last departure of an aircraft on the air service Oslo – Gothenburg – Copenhagen. On 1 October the aircraft (the Junkers Ju 52/3m-See, D-ABIS *Kurt Wolf*, WNr 4043) returned empty to Lübeck/Travemünde for overhaul.
- 9 November** Arendalske Dampskibsselskap and Stavangerske Dampskibsselskap lodged an application for a concession for an air service from Oslo to Bergen.
- 20 November** The Airspeed A.S.6 Envoy Mark I, G-ACVH arrived at Oslo/Kjeller on a demonstration flight. The crew consisted out of flight lieutenant Coleman and Mr. J. C. Graham. They had flown from London to Amsterdam (17



November) and continued to Copenhagen (19 November) and from there via Malmö and Göteborg to Oslo. They hoped the aircraft could be purchased by a Norwegian airline for its services.

20 November A dynamite blast (see photograph) marked the start of the construction of the Fornebu-airport. The construction would last for another four and a half years. The airport could be taken in service on 1 June 1939.

21 November The A/S Norske Kystflyveruter is officially founded by the shipping companies Arendalske Dampskibsselskap, Stavangerske Dampskibsselskap, Nordenfjeldske Dampskibsselskap and Vesterålske Dampskibsselskap.

5 December The Norwegian government instituted the 'Post- og Telegrafkomité' (Postal and Telegraph Committee) to investigate the question about sea- or landplanes. Was Norway to use seaplanes or landplanes on its future network?

19 December The Norwegian Government had earlier expressed the wish that all applicants for concessions would merge into one national airline company. On this day the big steam companies decided to merge and form Det Norske Luftfartselskap, Fred Olsen A/S. [Widerøe's Flyveselskap A/S](#) could not agree and did not join.

1935

- Norsk Lufttrafikk Erling Jensen A/S was founded by Floor and Erling Jensen from Oslo/Skøyen. They used three aircraft for taxi flights.

- 15 January** The 'Post- og Telegrafkomité' (Postal and Telegraph Committee, see 15 December 1934) was ready with its work. Conclusion: All scheduled construction of airfields on land would become more expensive than thought and all projects were to be halted. Only Fornebu near Oslo was to be built and equipped for sea- and landplanes.
- 25 January** As a result of talks between the different applicants for a concession and subsidy (see 1933 and 1934) a new national airline company was formed: Det Norske Luftfartselskap, Fred. Olsen & Bergenske A/S. The stock capital was 1.6 million Norwegian Crowns. The [Widerøe's Flyveselskap A/S](#), Bergen Aero A/S and the two shipping firms withdrew their application in favour of DNL. Only Norske Luftruter A/S upheld its application.
- 17 March** At Lake Øyeren near Kjeller the Hærens Flyvevåpen held a large Air Show. Some 35,000 spectators including H R H Crown Prince Olav saw numerous aircraft from the military and from Widerøe's Flyveselskap A/S participate.
- 29 March** Scottish Airways' owner Mr. Gandar Dower announced in the Norwegian press that his company wanted to open an air service between Scotland Norway operating it with the Airspeed A.S.6 Envoy. As airfield he wanted to use a field near Jæren earlier used by the three Fokker C.Vs, who made the commemoration flight in 1934 (20 years ago Trygve Gran crossed the North Sea – see 30 July 1914)
- 4 April** The Norwegian Government granted Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S the concession for all national and international air service.
- 8 April** The 'Stortinget' accepted the recommendations of the 'Post- og Telegrafkomité' (Postal and Telegraph Committee) of 15 January 1935.
- 17 May** The autogiro Cierva C 30A, LN-BAD (c/n 735) of J L Tiedemanns Tobaksfabrik had been in the UK for repairs and Halvor Bjørnebye was to fly the autogiro back to Norway. He flew from Manchester/Woodford Aerodrome to Hamburg/Fühlsbüttel and Oslo/Kjeller. The flight was made in a record time. However, the aircraft had by then already been donated to Hærens Flyvåpen and was upon arrival transferred to Trondheim/Værnes.
- 27 May** Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S took delivery of its first of two Junkers W 34his, ordered at Junkers Flugzeugwerk AG and built at AB Flygindustri at Limhamn, Sweden. It was registered in Norway as LN-DAB (WNR 2832) and christened 'Ternen'.
- 31 May** Take-over in Limhamn (SE) of the [Junkers W 34hi, LN-DAB 'Ternen'](#) (WNR 2832) by Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S. The name "Ternen" comes from the logo of its parent company Fred. Olsen that shows a flying seagull.
- 5 June** The Italian university lecturer Vittorio Beonio Brocchieri and his wife arrived in a Savoia Marchetti S.56A at Oslo. Due to bad weather he could not land his amphibian at Kjeller Airfield and returned south to Horten (naval air base).
- 7 June** Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S took delivery of its first Junkers Ju 52/3mge, ex D-ANOP 'Fritz Simon' (WNR 4077) and it was re-registered as LN-DAE 'Havørn'.
- 8-10 June** The Junkers Ju 52/3mge, LN-DAE 'Havørn' made a trial flight over the air service Oslo – Moss – Arendal – Kristiansand – Stavanger – Haugesund – Bergen and back. The crew consisted out of Hjalmar Riiser-Larsen, Bernt Balchen, Finn Lambrechts (all from DNL) and Hans Schiller (from Deutsche Lufthansa AG).
- 11 June** On this Tuesday in June the **first national air service since 1920 (see 16 August 1920)** was inaugurated by the Junkers Ju 52/3mge, LN-DAE 'Havørn' of Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S. The routing: Oslo – Moss – Arendal – Kristiansand – Stavanger – Haugesund – Bergen.
- 17 June** The [Junkers W 34hi, LN-DAB 'Ternen'](#) (WNR 2832) of Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S started the trial service from Bergen to Tromsø, and what was later to be known as the 'Midnattsolrute' (Route to the Midnight Sun). The pilot was Halvor Bjørnebye.
- 7 July** Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S inaugurated the 'Midnattssolrute' (Route to the Midnight Sun) leaving Bergen in the morning and calling at Ålesund, Molde, Kristiansund, Trondheim, Sandnessjøen, Bodø, Svolvær, Narvik, Harstad and Tromsø. Total length 1,260 km and operated with the [Junkers W 34hi, LN-DAB 'Ternen'](#) (WNR 2832). The aircraft made three flights in each direction. Only mail was carried.
- 18 July** Thor Solberg (pilot) and Paul Oscanyon (radio operator) started from New York on their Trans-Atlantic flight.

They flew with their Loening C2C Air Yacht, NR20839 (c/n 308-2151) in 57 flying hours the following route: New York (USA) – Montreal (Canada) – Seven Islands (Canada) – Harbour, St Pierre (Canada) – Cartwright (Canada) – Julianehaab (Greenland) – Angmagssalik (Greenland) – Reykjavik (Iceland) – Hornafjörður (Iceland) – Tórshavn (Faeroe Islands) – Bergen (Norway).

- 4 August** Discontinuation of the air services Bergen – Ålesund – Molde – Kristiansund – Trondheim – Sandnessjøen – Bodø – Svolvær – Narvik – Harstad – Tromsø.
- 16 August** Thor Solberg (pilot) and Paul Oscanyon (radio operator) arrived in their Loening C2C Air Yacht, NR20839 (c/n 308-2151) in Bergen. They had left New York on 18 July. They received a hero's welcome.
- 17 August** Thor Solberg flew his Loening C2C Air Yacht, NR20839 (c/n 308-2151) from Bergen to Florø to visit his parents. The flight took just 45 minutes. He returned to Bergen in the evening.
- 18 August** Thor Solberg and Paul Oscanyon departed in their Loening C2C Air Yacht, NR20839 (c/n 308-2151) from Bergen, along the south coast to Oslo. Thor's brother Lars Solberg joined them. The flight took four hours and they moored the flying boat at Ingerstrand (summer base of Widerøe's Flyveselskap A/S). In the evening they participated in a dinner of the Norsk Aero Klubb-NAK (Norwegian Aero Club).
- September** Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S and Deutsche Lufthansa AG signed an agreement about the sale of the Junkers Ju 52/3mge, LN-DAE 'Havørn'.
- 10 September** The air service Oslo – Moss – Arendal – Kristiansand – Stavanger – Haugesund – Bergen operated by Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S was closed down for the season.
- 16 September** The German pilot Emil Kropf was at Oslo/Kjeller airfield and demonstrated a Focke Wulf Fw 56 Stösser (D-IVOA) in front of 4-500 spectators. Among them was the chairman of the NAK (Norwegian Aero Club) and the German ambassador, Mr Rohland. Also Norwegian military pilots had a change to fly the aircraft. In the evening Emil Kropf showed movies of other demonstration flights in the USA and Germany. The next day he left.

1936

- Norsk Lufttrafikk A/S was to be started by Brynjulf Gottenborg. It wanted to operate air services with four Junkers Ju 52/3ms. • Peter Wessel returned from the USA with a Fairchild 24-C8E (c/n 2815, later registered as LN-EAF). •

January	Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S started negotiations with American airline company Pan American Airways about the opening of an air service between Norway and the USA.
February	Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S ordered a Sikorsky S.43 for the scheduled air service between Norway, Iceland, Greenland and the USA. This service was to be operated in co-operation with Pan American Airways. It was never opened.
3 March	Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S took control of 51 % of the shares of the Widerøe's Flyveselskap A/S. Its aircraft were to be used on the airmail service from Oslo to Gothenburg and the airmail service from Tromsø to Hammerfest and Honningsvåg.
1 April	Trysil Flyveselskap was founded. Aim was to find a solution for an 'air route to Trysil'. The capital came from a lottery and saving 5 kroner of each member of the local aviation club. It existed until 1973, when it was decided that the saved money (4,000 NOK) would be transferred to the Trysil Flyklubb. The plans for an airline company were shelved.
29 April	The Junkers Ju 52/3mge, LN-DAF 'Najaden' (WNR 5429) was delivered to Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S. The seaplane was hired and later bought by the Norwegian company.
1 May	Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S inaugurated the airmail service Oslo–Gothenburg using the Waco RNF, LN-BAG (c/n 3985) of Widerøe's Flyveselskap A/S.
June	At Kristiansand work on the building of a combined sea and land airport at Kongsgårdsletta commenced. Work started with the levelling with explosives of the hill Hestaheia. Some 100 persons were employed. Meanwhile a private consortium suggested to abandon this site in favour of an area called Kjevik. Both Norwegian and foreign specialists proposed this site due to it better approach and departure flight paths. Also it would be cheaper to build here. All necessary approvals from the local farmers had already been gathered.
7 June	(or 12 July) Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S inaugurated the airmail service Tromsø – Hammerfest – Honningsvåg using the Bellanca Senior Pacemaker 31-42, LN-ABO (c/n 253) of Widerøe's Flyveselskap A/S.
7 June	Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S inaugurated the air service Harstad – Narvik – Svolvær – Gravdal – Stokmarknes – Risøyhamn – Harstad. The service was operated with the Junkers W 34hi, LN-DAB 'Ternen' (WNR 2832).
16 June	The Junkers Ju 52/3mge-See, LN-DAE 'Havørn' (WNR.4077) of Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S flew straight into the mountain Lihesten near the Sogne Fjord. The aircraft was totally destroyed and the four-crew members and three passengers killed instantly. It was the worst aviation accident to have occurred in Norway and made a deep impact.
1 July	The Junkers Ju 52/3mge, D-AQUI (WNR.5489) owned by Deutsche Lufthansa AG was leased by Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S and registered in Norway as LN-DAH 'Falken'. It replaced the lost LN-DAE 'Havørn' (WNR.4077, see 16 June).
6 July	Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S inaugurated the air service Bergen – Vadheim – Slindre – Balestrand to the heart of the Sogne Fjord. The service was operated with the <u>Junkers W 34hi, LN-DAB 'Ternen'</u> (WNR 2832). Some 2,000kg airmail was carried in two months time.
13 July	Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S inaugurated the airmail service Honningsvåg – Hammerfest – Tromsø using the Bellanca Senior Pacemaker 31-42, LN-ABO (c/n 253) of Widerøe's Flyveselskap A/S. (or WACO?)
15 July	The Norwegian Parliament <i>Stortinget</i> approved the construction of Kjevik Airport near Kristiansand as new sea and land airport for Kristiansand instead of Kongsgårdsletta. The Norwegian State would cover 70 % of the costs and the rest would be covered by the City of Kristiansand. The city would also cover the costs for the purchasing of the 225 acres of land and approx. 90 acres of woodland. The construction company Høyer Ellefsen was given the contract for the construction of the airport.

- 29 July** Delivery by ship to Oslo of the Sikorsky S.43, LN-DAG 'Valkyrien' (c/n 4312) to Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S. It was not registered until August 1936.
- 5 August** The City Council of Kristiansand agreed by 52 votes to 2 to examine the proposal to move the future airport from Kongsgårdsletta to Kjevik.
- September** The final decision to move the Kristiansand airport from Kongsgårdsletta to Kjevik was taken by the City Council of Kristiansand by 34 to 26 votes.
- 5 September** The airmail service Tromsø–Hammerfest–Honningsvåg was closed down for the season.

1937

- During the summer of 1938 the German Dr Ernst Herman operated a Fieseler Fi 156V4 'Storch', D-IFMR for his scientific work on Svalbard (Spitsbergen). His work was also used for military intelligence •

- 18 March** In Oslo the three brothers Svend, Ernst Heinrich and Petter Wessel formed the A/S Wessels Flyveselskap with a capital of 3,000 NOK. It was registered 12 May 1937. The aim of the company was to trade aircraft and all that is connected to it. They would also operate a small fleet of aircraft for pleasures, taxi and charter flights.
- May** Niels Juel from Bergen founded the Vest-Norges Flyveselskap A/S. It purchased a number of smaller aircraft for taxi, pleasure and charter work.
- 1 May** Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S, AB Aerotransport and Deutsche Lufthansa AG inaugurated the air service Oslo–Gothenburg–Copenhagen. AB Aerotransport used the Junkers Ju 52/3m, SE-ADR 'Södermanland' and Deutsche Lufthansa AG the Junkers Ju 52/3m-See, D-APOR 'Olaf Biederstein'. DNL flew only between 7 June and 31 July.
- 23 May** Captain Eric Starling flew the De Havilland D.H.89 Dragon Rapide, G-ADDE (c/n 6282) with as passenger Eric Leslie Gandar Dower from Stavanger/Sola Airport to Oslo/Kjeller.
- 29-31 May** Opening ceremony of Stavanger/Sola Airfield by H.R.H. King Haakon VII. 45 aircraft participated in the event, among them three of DNL's aircraft ([Sikorsky S.43](#) and two Junkers Ju 52/3ms), Fokker C.5Ds, Armstrong Whitworth A.W.35 Scimitars, Taylor J-2 Cubs, M.F.11s, Breda Ba.28T2s, several De Havillands, like the D.H.60, D.H.85 and D.H.89A, Cierva C.30A, several Focke-Wulfs, among them Dr. Kurt Tanks private Fw 58 Weihe (D-ALEX), Klemms, a Bücker Jungmann, a Junkers Ju 86 and G 38di and many others. The event was overshadowed by the death of Lieutenant Kaare Winterthun, who on the last day of the event crashed in his Armstrong Whitworth A.W.35 Scimitar straight into the ground.
- 5 June** In order to save the losses from the Air show in Stavanger, the Norsk Aero Club organizes an air show at Tønsberg/Jarlsberg Air Field. Numerous German aircraft that had visited Stavanger the week before flew over to Tønsberg.
- 6 June** In order to save the losses from the Air show in Stavanger, the Norsk Aero Club organizes an air show at Frederikstad/Sarpsborg Air Field. Numerous German aircraft that had visited Stavanger the week before flew over.
- 7 June** Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S inaugurated the air service Oslo – Gothenburg – Copenhagen with connection in Oslo with Bergen using its seaplane Junkers Ju 52/3m.
- 8 June** In order to save the losses from the Air show in Stavanger, the Norsk Aero Club organizes an air show at Oslo/Kjeller Air Field. Numerous German aircraft that had visited Stavanger the week before flew over to Oslo.
- 21 June** Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S inaugurated with the [Sikorsky S.43, LN-DAG 'Valkyrien'](#) (c/n 4312) the air service Oslo–Stockholm. In Stockholm AB Aerotransport provided connection to Helsinki (see also 12 July 1937).
- 3 July** Widerøe's Flyveselskap A/S inaugurated on behalf of Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S the air service Trondheim–Brønnøysund–Sandnessjøen–Bodø.
- 5 July** Widerøe's Flyveselskap A/S inaugurated on behalf of Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S the air service Bodø–Sandnessjøen–Brønnøysund–Trondheim.
- 12 July** Allied Airways (Gander Dower) Ltd. inaugurated with the De Havilland D.H.86B Express, G-EATM (c/n 2353) the air service Newcastle–Stavanger. The crew on all flights in 1937 and 1938 was made up of Captain Eric Starling, radio operator Alec Milnes and engineer Cecil Goodall. The service was known under the name *North Sea Airmail Express Newcastle–Stavanger*. In Stavanger there was connection by DNL to Oslo, Stockholm and Copenhagen.
- 31 July** The [Sikorsky S.43, LN-DAG 'Valkyrien'](#) (c/n 4312) of Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S made the last flight between Stockholm and Oslo. Due to disappointing results the service was closed down.
- August** Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S took delivery of its fourth Junkers Ju 52/3mge, the LN-DAI 'Hauken' (WNR 5751).

- 10 August** The Messerschmitt Bf 108B-1 *Taifun*, D-ICNN arrived at Oslo/Kjeller Airport. On board were the pilot Otto Brindinger (from Augsburg), Mrs. Inge Schölting, Mr. Von Salomon and mechanic Mr. Baumann. They arrived from Helsinki, refuelled and continued after just 29 minutes to Hamburg. The aircraft and the crew were making a record flight along European cities.
- 2 October** The air service Oslo – Gothenburg – Copenhagen is closed down for the season.
- 3 October** Norsk Aero Klubb (Norwegian Aero Club) organizes the National Scale Model Championships at Kjeller airfield.
- November** Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S investigated the possibility to purchase the four-engine Focke Wulf Fw 200 ‘*Condor*’, Douglas DC 3 or Junkers Ju 86. It was to be used on the planned Oslo – Kristiansand – Esbjerg – Amsterdam service.
- November** A/S Wessels Flyselskap started training of pilots for the Oslo Flyveklubb (Oslo Aviation Club). The first course counted six pupils.
- 7-14 November** The Sarpsborg Flyveklubb (Sarpsborg Aero Club) organized a week of aviation propaganda, where information about aviation was given. Several Norwegian airlines were present. Also lectures were given among those was Bernt Balchen, Captain Ole Reistad and Nils Romnæs.
- 24 November** The construction of the new sea and land airport of Kristiansand (Kjevik) started.

1938

- 27 March** The air service Copenhagen–Gothenburg–Oslo was reopened for the season by AB Aerotransport, Deutsche Lufthansa AG and Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S.
- 4 April** Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S reopened the coastal service between Oslo and Bergen.
- 19 April** On behalf of Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S the pilot John Strandrud reopened the night airmail service Oslo – Gothenburg with Junkers W 34hi, LN-DAB ‘Ternen’ (WNR 2832).
- May** Pilots Hans G Lund and Kjeld Lassen Urdal started with the Waco UKS7, LN-EAI (c/n 4603) for a flight along the Norwegian coast, starting in Halden and ending in Kirkenes. They made calls at 150 villages and cities.
- 28 May** The Arado Ar 95 V3 (A-1), D-ODGY, c/n 948 with the pilot Max Schnirring on board visited Oslo/Gressholmen and Horten on its way from Stockholm to Copenhagen (departure 1 June) and Germany. The aircraft was demonstrated for the Norwegian Naval Flying Service. The aircraft demonstrated the launching of a torpedo.
- 29 May** Without doubt one of Norway’s eldest flying pupils starts his training at the Ingierstrand air base of Widerøe’s Flyveselskap A/S. Mr Victor L Mohn is 68 years old. He just wanted to learn to fly, but not take the final exams or apply for a flying license.
- 31 May** British American Air Service’s De Havilland D.H.89A Dragon Rapide, G-ADFX (c/n 6290) arrived at Kjeller airfield. Pilot H. Wood and radio telegraphic Mr. Elmslie. It was chartered for 14 days by the sister Harrison, who wanted to visit Norway. That day they arrived from Copenhagen. They wanted to continue to Stavanger and Trondheim and from there by DNL-service to Tromsø.
- June** Three French aircraft announce their arrival to Oslo/Kjeller through the Norsk Aero Klubb. They were all from the Aéro-Club de France. Eight people on board: Mr. and Mrs. Harlé in a Hornet-Moth; Mr. and Mrs. De France in a Hornet-Moth; and Mr. Max and Mr. G. Garrie, Mr. and Mrs. Garrie in a De Havilland (D.H.89?) Dragon Rapide.
- June** The American aviator Alexandra Ulman visited Oslo and Stavanger in a Beechcraft. It was a demonstrator.
- 1 June** The AB Aerotransport and Deutsche Lufthansa AG–DLH inaugurated a through service from Oslo via Gothenburg, Copenhagen, Hamburg and Amsterdam to London. For the first time a air service between Oslo and London was operated. The service was closed down on 10 October 1938. In 1939 the aircraft would take-off from Oslo/Fornebu. AB Aerotransport inaugurated the afternoon service (departure 13.40 hrs) Oslo – Gothenburg – Copenhagen with the seaplane Junkers Ju 52/3mci, SE-ADR *Södermanland* (c/n 4077). From there was a connection by Deutsche Lufthansa to Hamburg, Amsterdam and London.
- 1 June** British American Air Service’s De Havilland D.H.89A Dragon Rapide, G-ADFX (c/n 6290) arrived at Stavanger/Sola from Oslo/Kjeller. Pilot H. Wood and radio telegraphic Mr. Elmslie. It was chartered for 14 days by the sister Harrison, who wanted to visit Norway. They continued to Trondheim/Værnes and from there by DNL-service to Tromsø.
- 2 June** Danish Airline, Det Danske Luftfartselskab A/S, announced that it was interested in opening a service Copenhagen – Aalborg – Stavanger – Faeroe Islands – Iceland.
- 6 June** Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S reopened the Bergen–Trondheim–Tromsø air service. In addition an afternoon service from Oslo to Copenhagen was inaugurated.
- 6 June** Widerøe’s Flyveselskap A/S reopened with Bellanca Senior Pacemaker 31-42, LN-ABO (c/n 253) on behalf of Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S the air service Trondheim–Tromsø.
- Summer** During the summer of 1938 the German Dr Ernst Herman operated a Fieseler Fi 156B-0 ‘Storch’, D-IFMR (WNR. 616) for his scientific work on Svalbard (Spitsbergen). His work was also used for military intelligence. The aircraft had in May 1938 been registered to the ‘Aero-Club von Deutschland’ (German Aero Club), Berlin.
- 1 July** Widerøe’s Flyveselskap A/S reopened with the Bellanca Senior Pacemaker 31-42, LN-ABO (c/n 253) on behalf of Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S the air service Tromsø–Kirkenes.
- 4 July** Widerøe’s Flyveselskap A/S inaugurated on behalf of Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S the air service Tromsø–Hammerfest–Vadsø–Kirkenes.



- 5 July** Widerøe's Flyveselskap A/S inaugurated on behalf of Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S the air service Kirkenes–Vadsø–Hammerfest–Tromsø.
- 6 July** The Norwegian Crown Prince Olav travelled on a Deutsche Lufthansa AG landplane from Oslo/Kjeller to Gothenburg.
- 19 July** Famous Norwegian ice skater Sonja Henie arrives on a Deutsche Lufthansa AG Junkers Ju 52/3m landplane. A huge crowd awaits her at the Oslo/Kjeller airport, north of Oslo.
- 9 August** Norsk Aero Klubb (Norwegian Aero Club) organizes a flying display at Kjeller airfield. Foreign guest was Gerd Achilles in his Bücker Student, a light aircraft with a 60 hk Walter engine. The engine was leaking oil that came straight into the face of Gerd Achilles, who nevertheless continued flying his breathtaking display.
- 13 August** The Junkers G 38fi, D-APIS (WNR.3302, ex D-2500) named '*Generalfeldmarschall von Hindenburg*' landed for the first time at a Norwegian airport: Oslo/Kjeller. It was on a regular flight from Berlin to Copenhagen, Gothenburg and Oslo. It stayed at Kjeller for one hour and returned to Berlin.
- 14 September** The French former athlete Geo André, his wife and 19-year old son Jacques-Louis arrived in their aircraft from France, via Copenhagen and Gothenburg. They had problems finding the airport of Oslo (Kjeller), but finally found it. They were met by Kaptein Ole Reistad, who met him during the Olympic Games in Amsterdam in 1928. His son was to compete in an international running event.



- 24 August** DNL's director, Bernt Balchen, made a trial flight with the AGO Ao 192V2 "Der Kurier", D-OCTB, from Berlin/Tempelhof. The aircraft would later be ordered as air mail plane for DNL.
- 30 August** The air service Tromsø–Kirkenes was closed down for the season.
- September** DNL ordered a AGO Ao 192B-2 "Der Kurier" for its airmail night service from Oslo to Gothenburg and Copenhagen. Scheduled delivery: April 1939.
- 14 September** Gerd Achilles (chief designer AGO Flugzeugwerke AG) arrived at Oslo/Kjeller with his AGO Ao 192, D-OAGO. He arrived from Turku and continued the next day to Copenhagen and Berlin. The reason of the visit was to demonstrate the aircraft for the management of DNL, which had ordered one aircraft for its airmail night service Oslo – Gothenburg – Copenhagen.
- 18 September** At 18.10 hrs The German Captain Loitz landed the Junkers Ju 52/3m, D-ATON "*Erwin Böhme*" (WNR.4054) as the first civil airliner on Oslo/Fornebu airfield. The aircraft had flown with its passengers, cargo and mail to Kjeller, took off again and flew to Oslo/Fornebu.
- 1 October** The air service Tromsø–Trondheim was closed down for the season.
- 1 October** The night airmail service Oslo–Gothenburg was closed down for the season.
- 10 October** The air service Oslo–Gothenburg–Copenhagen–Hamburg–Amsterdam–London, operated by Deutsche Lufthansa AG and Det Danske Luftfartsselskab A/S was closed down for the season.
- December** Thor Solberg formed the Thor Solbergs Norsk Flyveselskap A/S. Between December 1938 and September 1939 (outbreak of the Second World War) the airline company flew 3,191 passengers and made nineteen ambulance flights.

1939

- In the autumn of 1939 the Air France's Dewoitine D.338, F-AQBL *Ville d'Orléans*, (n/c 12) visited Stavanger's airport Sola. The purpose of the visit is unknown.

- January** DNL was informed that the ordered AGO Ao 192B-2 could not be delivered, as the German factory needed the production capacity for the building of Luftwaffe aircraft.
- 9 May** The radio beacons at Fornebu, the new airport of Oslo, were tested. Air traffic controllers from the State were trained in bringing in aircraft. A Junkers W 34hi (LN-DAB *Ternen*), a Junkers Ju 52/3m (LN-DAH, *Falken*), military Caproni Ca.310 and a naval M.F.11 flew to Oslo/Fornebu and were directed in by air traffic control. Only the Caproni Ca.310 could actually land as the other three were seaplanes.
- 13 May** The seaplane for the night airmail service Oslo – Gothenburg – Copenhagen moved from Oslo/Gressholmen to Oslo/Fornebu (Rolfstangen, the seaport). The first flight was made by DNL's Junkers W 34hi, LN-DAB *Ternen*.
- 30 May** Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S took delivery of the leased Caproni Ca.310, LN-DAK 'Brevduen' (c/n 363) for the night airmail service from Oslo to Gothenburg.
- 31 May** Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S' Caproni Ca.310, LN-DAK 'Brevduen' (c/n 363) started as the first aircraft on a regular service (albeit an airmail night service) from Oslo/Fornebu air field. The new air field was taken in use the day afterwards. The aircraft returned early in the morning the day after.
- 31 May** The Focke Wulf Fw 200A-0 (S2) *Condor*, OY-DAM *Dania* (c/n 2894) arrived for the first time at Oslo/Fornebu. On board were ten German journalists, and ten passengers, among them the managing director of Det Dansk Luftfartselskab A/S, Knud Lybye. The next day, this particular aircraft would start the DLH/DDL pool air service from Oslo to Gothenburg, Copenhagen, Hamburg and London in competition with the KLM/DNL service Oslo – Kristiansand – Amsterdam – London.
- 31 May** The KLM Douglas DC-2-115E, PH-AKI *Kieviet* arrived at Oslo/Fornebu. Pilot was Steinbeck, many years pilot on the Holland – Netherlands East Indies air service. He was to start the KLM/DNL pool service Oslo – Kristiansand – Amsterdam on 1 June.
- 1 June** The new sea and land airport of Kristiansand, Kjevik, was officially opened. The first aircraft to land here on a regular flight was Royal Dutch Airlines - KLM's Douglas DC-2-115E, PH-AKI *Kieviet* (c/n 1355). It came from Oslo/Fornebu and continued to Amsterdam/Schiphol (Netherlands). The next aircraft to arrive was Fokker F.XIIM, OY-DAJ *Kronprinsesse Ingrid* (c/n 87) that arrived from Copenhagen (Copenhagen, Denmark) and Aalborg (Denmark).
The airport consisted of a concrete runway and apron. There was a simple arrival and departure building and in a restaurant was installed in an expropriated private house. At the edge of the airport the landing pier for the seaplanes could be found. The DNL's Junkers Ju 52/3mge, LN-DAI *Hauken* (c/n 5751) had the honour of being to the first to moor here.
- 1 June** The new sea and land airport of Oslo, Fornebu, was taken in service. The first aircraft to land here was on a regular flight was the [Caproni Ca.310, LN-DAK "Brevduen"](#) (c/n 363). This was a mail plane. The airport had three runways made of asphalt (each 700-800 meters long) and was still under construction.
- 1 June** The Focke Wulf Fw 200A-0 (S2) *Condor*, OY-DAM *Dania* (c/n 2894) departed as the first passenger airliner from the new airport Oslo/Fornebu. This particular aircraft started the DLH/DDL pool air service from Oslo to Gothenburg, Copenhagen, Hamburg and London. Every other day a Danish and German Focke Wulf Fw 200 Condor would arrive and depart from Oslo for London.
- 1 June** The new direct air service Oslo–Bergen was inaugurated by Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S. From Bergen the aircraft continued to Haugesund, Stavanger and Kristiansand, where there was connection on the KLM/DNL pool service Oslo – Kristiansand – Amsterdam.



1 June	KLM and DNL opened the international pool service Oslo – Kristiansand – Amsterdam with the KLM Douglas DC-2-115E, PH-AKI <i>Kieviet</i> .
1 June	KLM and DNL opened the international pool service Amsterdam – Kristiansand – Oslo with the KLM Douglas DC-2-115E, PH-AKH <i>Haan</i> .
1 June	The seaport Oslo/Gressholmen was officially closed for regular traffic. All seaplanes could now moor at Oslo/Fornebu.
1 June	Also at the opening of the Fornebu Airport is the German light aircraft Fieseler Fi 156C-1, D-IUGR (WNR.695).
12 June	Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S' Caproni Ca.310, LN-DAK 'Brevduen' (c/n 363) was returned to the Hærens Flyvevåpen (the Army's Air Force) as numerous problems led to irregularities on the airmail service between Oslo and Gothenburg.
15 June	Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S chartered from AB Aerotransport (Sweden), the Junkers Ju 86Z-7, SE-BAE <i>Svalan</i> (c/n 860959) for operating the airmail night service Oslo – Gothenburg – Copenhagen.
July	Vest-Norges Flyveselskap A/S was declared bankrupt. Its aircraft had already been sold in the spring of that year.
9 July	Last flight of the chartered Junkers Ju 86Z-7, SE-BAE <i>Svalan</i> (c/n 860959) on the service Oslo – Gothenburg – Copenhagen. The aircraft is returned to AB Aerotransport.
10 July	Caproni Ca.310, LN-DAK 'Brevduen' (c/n 363) returned to Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S for use on the night airmail service between Oslo and Gothenburg.
25 August	The Norwegian government granted British Airways Ltd a concession for the Norwegian portion of the air service London (Heston) – Stavanger – Stockholm – Helsinki. The next flight took place on 4 September 1939. After the start of the Second World War Perth became the terminus in England.
28 August	Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S' Caproni Ca.310, LN-DAK 'Brevduen' (c/n 363) was returned to the Hærens Flyvevåpen (the Army's Air Force). The reason was the threat of war. All flights on the airmail service Oslo – Gothenburg – Copenhagen were discontinued.
28 August	British Airways Ltd inaugurated with the Lockheed L14 Super Electra, G-AFYU (c/n 1444) the air service London – Stavanger – Stockholm – Helsinki.
1 September	Due to the start of the Second World War all civil aviation was prohibited in Norway.
18 October	Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S reopened the air service Oslo–Gothenburg–Copenhagen.
22 November	AB Aerotransport and Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S made a trial flight from Stockholm (SE) to Oslo and Stavanger. The next day the service was prolonged to Perth (UK). Aircraft used was a Douglas DC-3 of AB Aerotransport.
23 November	British Airways Ltd made the first flight on the Stockholm (SE) – Oslo – Stavanger – Perth(UK) route. The company used the Junkers Ju 52/3m (G-AERU, G-AERX and G-AERY) and the Lockheed L14 Super Electra.
28 November?	British Airways Ltd made the first flight on the Stockholm (SE) – Oslo – Stavanger – Perth(UK) route. The company used the Junkers Ju 52/3m (G-AERU, G-AERX and G-AERY) and the Lockheed L14 Super Electra???
30 November	British Airways Ltd discontinued the leg Stockholm – Helsinki due to the start of the Russian attack on Finland. Only Perth (UK) – Stavanger – Oslo – Stockholm was now operated.

1940

- During the winter of 1940-41 the Norwegian aviator Tryggve Gran helped Vidkun Quisling (the Norwegian Nazi leader) with the organisation of some flying activities. They took in use the many gliders stowed away at the outbreak of the war.

4 February	The Junkers Ju 52/3mge-See, LN-DAI ' <i>Hauken</i> ' is leased to the Norwegian Army's Air Force and registered F.400. It is stationed at Oslo/Gressholmen.
1 April	The KLM-Royal Dutch Airlines and Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S reopened the air service Amsterdam – (Kristiansand) – Oslo. The landing in Kristiansand is skipped due to heavy snow. During the first nine days of April the service was operated with Douglas DC-3s.
2 April	The KLM-Royal Dutch Airlines and Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S reopened the air service Oslo – (Kristiansand) – Amsterdam.
<i>9 April</i>	<i>The German attack on Norway and Denmark commenced.</i>
9 April	All civil air services were discontinued due to the German attack on Norway. The British Airways Ltd Junkers Ju 52/3m, G-AFAP 'Jason' (WNR) was confiscated by the German forces at Oslo/Fornebu Airport. A KLM Douglas DC-3-194E, PH-ASK <i>Kemphaan</i> (c/n 2036) was released after a few days as the Netherlands was still a neutral country (see 14 April).
14 April	The KLM Douglas DC-3-194E, PH-ASK "Kemphaan" (c/n 2036) was released by the Germans and returned to Amsterdam by a crew led by first pilot Evert van Dijk. <i>Ironically, after 29 July it returned as D-AOFS in service with Deutsche Lufthansa AG!</i>
12 May	The Waco Cabin YKS-7, LN-EAO (c/n 4603) made a one off flight for the Norwegian Red Cross from Oslo to Trondheim and Bodø carrying medicines and mail. The aircraft was stopped by the Norwegian government in Bodø and the mail confiscated and subsequently censored.
29 July	Deutsche Lufthansa AG reopened the air service Oslo – Copenhagen (DK) with connection to Berlin (DE). Latter service had already been re-opened on 24 June. The first flight was operated with the Douglas DC-3G2-194B, D-ARPF (c/n 1343) ex-KLM, PH-ALV, confiscated by the Germans May 1940.
12 August	The first arrival of Deutsche Lufthansa AG Junkers Ju 90, registered D-ADLH <i>Sachsen</i> , at Oslo/Fornebu is registered. It made a scheduled flight between Berlin, Copenhagen and Oslo.
28 September	Under German control, Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S was allowed to reopen the air service Trondheim–Tromsø with still Norwegian registered aircraft and mixed Norwegian-German crews.
30 September	Deutsche Lufthansa AG inaugurated the air service from Trondheim and Tromsø and Tromsø and Kirkenes, using Junkers Ju 52/3ms with mixed Norwegian-German crews.
30 November	(or 9 Nov) The air service Trondheim – Tromsø – Kirkenes was closed down for the season.

1941

- 3 March** Deutsche Lufthansa AG inaugurated the air service Oslo – Stockholm, using Douglas DC-3 and Junkers Ju 52/3m. The German pilot Otto Puhmann made the first return flight with the Douglas DC-3G2-194B, D-ARPF (c/n 1943).
- 25 March** Personnel from Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S were denied access to Oslo/Fornebu after DNL-pilots John Strandrud and Finn Lambrechts had fled to Sweden.
- 31 March** The general agent agreement Det Norske Luftfartselskap, Fred Olsen & Bergenske A/S and Deutsche Lufthansa AG was cancelled by latter company. The was due to the fact that DNL pilots had fled to Sweden earlier that month.
- 12 May** Deutsche Lufthansa AG re-opened the air service Trondheim – Tromsø – Kirkenes using seaplanes of the type Junkers Ju 52/3m.
- 2 June** [Extension of Deutsche Lufthansa Trondheim – Tromsø service to Hammerfest and Kirkenes.](#)
- 17 June** The air service between Tromsø and Kirkenes is closed down for the season.
- 23 June – 1 July** On the Oslo – Copenhagen – Berlin air service no flights were operated. The reason for the termination was the start of the German attack on the Soviet Union. All aircraft were needed for the transportation of goods and ammunition.
- 2 July** The service Berlin – Copenhagen – Oslo is re-opened.
- 6 August** Deutsche Lufthansa AG inaugurated the air service Oslo – Stockholm – Pori/Rovaniemi, using Douglas DC-3 and Junkers Ju 52/3m. The German pilot Loitz made the first return flight with the Douglas DC-3-194B, D-ATJG (c/n 2143).
- 15 August** The 'Hirdens Flyveavdeling' (Hirdens Aviation Department) was formed at Alfaset, Oslo. The organisation was led by Reider Aagaard. The organisation was to use the many pre-war gliders that had been stowed away throughout the country.
- 18 August** The Norwegian government in exile inaugurated the airmail service Leuchars (UK) to Stockholm operating with Lockheed 18 Lodestar.
- 21 August** The Douglas DC-3-194B, D-ATJG had a forced landing at Oslo/Fornebu while in service with Deutsche Lufthansa AG and was subsequently transported by train via neutral Sweden to Denmark, Germany and Switzerland. It was repaired at the workshop of Swissair and returned to the German airline company in 1942.
- 4 September** Hans Steinbeck flew the Junkers Ju 52/3mte, D-ARDS (WNR 5919) from Pori (SF) to Oslo. It had flown the day before from Oslo to Stockholm and Rovaniemi. Until 26 October the flights went either to Rovaniemi or to Pori.
- 28 Oct–30 Dec** Deutsche Lufthansa AG prolonged the air service Oslo–Stockholm to Pori in Finland.
- 31 December** The air service between Trondheim and Tromsø is closed down for the year.

1942

- during 1942 the Hirdens Flyveavdeling was re-organised into the Hirdens Flykorps.

2 January	Deutsche Lufthansa AG operated the air service Oslo – Stockholm with connection to Pori. Aircraft used were Junkers Ju 52/3ms. The Junkers Ju 52/3mte, D-ARDS (WNR 5919) and flown by the pilot Otto Platz, made the first flight.
7 January	Re-opening of the air service Trondheim – Tromsø by Deutsche Lufthansa AG using the Junkers Ju 52/3m-See.
24 February	Otto Puhmann operated with the Junkers Ju 52/3m, D-ARDS (WNR 5919) the last flight from Pori (SF) to Stockholm (SE) and Oslo. He returned without passengers.
1 March	The Junkers Ju 52/3m-See, D-AQUB 'Hans Berr' sank during the landing near the Hommelvik airport at Trondheim.
2 March	Deutsche Lufthansa AG inaugurated the local air service Tromsø – Hammerfest with the Junkers Ju 52/3m-See.
1 March	The 'Hirdens Flykorps' (Hird Air Section) was formed in Oslo. The object of the organisation was to train young potential pilots with gliders. It was from March 1942 until October 1942 led by Reidar Aagaard. A total of 416 members were registered during its existence.
26 March	For the second time a Junkers Ju 90 (the D-AFHG <i>Oldenburg</i>) landed on the runway of Oslo/Fornebu. It was its first visit.
2-6 April	The 'Hirdens Flykorps' organised its first training camp with twenty-one pupils. The gliders used were all confiscated from their pre-war owners. They flew with their pre-war registrations and only the 'solkorset' (the insignie of the Norwegian Nazi party Nasjonal Samling) was painted on the rudder. In 1943 this was replaced by the Norwegian colours.
14 October	Reidar Aagaard of the 'Hirdens Flykorps' takes with twelve men control of the offices of the <i>Statens Luftfartsstyre</i> . The Germans authorities and the National Socialistic Party reacted strongly on this coupe-d'état, but it would take until 10 July 1943 before Reidar Aagaard had to resign from his post and was excluded from the <i>Nasjonal Samling</i> (the Norwegian Nazi Party).
30 October	The air service Tromsø – Trondheim is closed down for the season.
12 December	The air service Trondheim – Tromsø was closed down for the year.

1943

- In London the Norwegian Government in exile formed the 'Norges Luftfartsstyre' (the Royal Norwegian Air Transport Board), which had to prepare the re-entry of Norway into international aviation. The post-war recommendations led to the formation on 21 January 1946 of the national airline company Det Norske Luftfartselskap A/S – later to become part of Scandinavian Airlines System–SAS, founded 1 August 1946.

8 January	In occupied Norway the Deutsche Lufthansa AG re-opened the air service between Trondheim and Tromsø with the Junkers Ju 52/3m-See.
22 February	Forced landing of the Deutsche Lufthansa AG Douglas DC-3-194G, D-ATJG (c/n 2142) near a farm on the island of Notterøy. Russian prisoners of war were forced to make a provisional runway and after repair of the engine the aircraft could take off. On 8 March it was back in service.
25 June	The Douglas DC-3-194G, D-ARPF is shot at by German Flak positioned on the island of Vesterøy. No casualties.
2 August	Deutsche Lufthansa AG inaugurated the air service Tromsø – Hammerfest using seaplanes of the type Junkers Ju 52/3m-See.
25 August	The so-called “Ergänzungsstrecke” (extra service) E7: Berlin – Copenhagen – Oslo is opened. The landing at Copenhagen was only for technical service.
20 September	The air service Tromsø – Hammerfest is closed down for the season.
30 October	The „Ergänzungsstrecke” (extra service) E7: Berlin – Copenhagen – Oslo is closed down.
15 December	Deutsche Lufthansa AG closed down the air service between Trondheim and Tromsø for the season.

1944

- January** Members of the Hirden Flykorps managed to purchase seven new gliders for their organisation. They consisted out of five SG.38s, one Grunau Baby IIb and one DFS Meise (Olympia).
- 7 January** Deutsche Lufthansa AG reopened the line between Trondheim – Bodø – Harstad – Tromsø.
- 21 April** The Douglas DC-3-220B, D-AAIG (c/n 2095) crashed near Fredrikstad. Flairs had been fired by accident in the cockpit and fire broke out leading to the crash of the aircraft. Three crew and six passengers killed, eleven survivors.
- 16 May** The annual air service north of Tromsø was this year operated on behalf of the “*Feldluftgaukommando Norwegen*”. It ran from Tromsø to Alt and Hammerfest to Billefjord.
- 6 June** The Air Service Nr.2: Oslo – Pori (Finland) - Rovaniemi (Finland) is opened. It is operated by a brand new Junkers Ju 52/3m. Between 18 July and 8 August a landing at Kemi (Finland) is added.
- August** The DFS Meise (Olympia), WNr 527, ex LZ+ET) was delivered to the Hirdens Flykorps and registered as LN-SCA. This was the only registration issued in Norway during the German occupation.
- 29 August** The Lockheed 18 Lodestar, G-AGIH of the Norwegian Exile Government and operating for BOAC (UK) crashed near Kinnekulle (Sweden) on its way from Stockholm to Sactoland. Eleven fatalities, four survivors.
- 1 September** The Air Service Oslo – Aalborg is opened by Deutsche Lufthansa on behalf of the Luftflotte 5.
- 7 September** The Air Service Nr.2: Oslo – Pori – Rovaniemi is closed down as all German troops have to leave Finland.
- 18 September** The frequency of Air Service Nr.7: Oslo – Copenhagen – Berlin is reduced to three times weekly.
- 26 September** The service Tromsø – Alta – Hammerfest – Billefjord was closed down. A service north of Tromsø was not operated by Deutsche Lufthansa AG anymore.
- 16 October** The Junkers Ju 52/3m, D-ADQV ‘*Hermann Stache*’ (WNr.640608) crashed in Mount Hestnutan near Seljord. Fifteen passengers and crew were killed. The wreckage can still be seen at the crash site.
- 30 December** End of the season for the air service between Trondheim and Tromsø.

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- 2 January** The Deutsche Lufthansa AG re-opened the air service between Trondheim and Tromsø using seaplanes of the type Junkers Ju 52/3m-See.
- 12 January** The USAAF (United States Army Air Force) No 1425 Base Unit inaugurated the military airmail route Luleå – Kirkenes – Banak – Bardufoss. Douglas C-47 operated the service.
- March** The Norwegian Alf Berggren established a Norwegian record in non-stop flying by keeping the advanced glider DFS Meise Olympia 18 hours and 52 minutes in the air.
- 1 May** Deutsche Lufthansa AG closed down the service between Trondheim and Tromsø.
- 4 May** The last Deutsche Lufthansa AG flight departed from Oslo/Fornebu bound for Germany.
- 8 May** *Hostilities in Norway come to an end and the German occupation of Norway ended.*
- 3 August** *The Luftfartsdirektorat (Department of Aviation) was established in Oslo.*

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Thank you for help:

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