

# Timeline of Civil Aviation in Norway



A Blériot XI of Baron Carl Cederström made on 14 October 1912 the first flight of a heavier-than-air craft in Norway. He took off from Etterstad, Kristiania (now Oslo).  
© Rob Mulder - Blériot XI of Michael Carlsson at Rygge Air Show, 2009

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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.

**1870**

**25 November**

The two French balloon aviators Paul Valery 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 Kristiania (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 ascends by a balloon.

**1890**

?

A citizen from Bergen, the *aeronaut* Francesco Alexandro Cetti (pseudonym for Frants Forsberg, a well-known actor, mind reader, journalist, painter and musicians) made a solo flight from Bergen in a homemade balloon. He departed from the mountain Ulriken. He also worked as a balloon instructor.

**28 August**

Francesco Alexandro Cetti made several flights from Kristiania (since 1925 called Oslo).

**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 Kristiania 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 *Aftenposten* 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 *Aftenposten* (see 2 May 1909) the Association '*Norsk Luftseiladsforening*' was formed and started to publish the magazine '*Luftseilads*'. Chairman became Professor H Mohn.

**Autumn** The Norwegian officer *Kaptein* (Captain) Einar Sem-Jacobsen was in Berlin the first Norwegian passenger of Orville Wright in his Wright Military Flyer.

**November** Wilhelm Henie bought in France one Voisin biplane with a 50 hp 8 cc Antoinette engine.

**15 November** (unconfirmed and very 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). Rosto was also not a Norwegian citizen anymore, as he possessed the American citizenship. One can only claim that he was of Norwegian origin.

**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 made him **the first Norwegian 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 Kristiania. The Danish pilot Thomsen was to take-off from the ice of the Frognerkilen (part of the Kristiania 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 Kristiania (1) the engineer Einar Lillo-Gran exhibited the **first Norwegian constructed and built aircraft**. His aircraft was built at the *Akers Mekaniske Verksted* in Kristiania. Wing span 10 metres, empty weight 180 kg and powered by a 30 hp 2 cc water-cooled Darracq engine. The construction was too weak and an attempt to fly (at Ringerike, near Kristiania, 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 *Calle* Cederström organised an air meeting in Kristiania/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 Kristiania Fjord (now called Oslo Fjord).

### 13 October

The balloon ‘*Norge*’ made involuntarily a flight during the air meeting at Kristiania/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 sent to Augsburg for repairs.

### 14 October

At 2.40 pm and before a crowd of 30,000 spectators the Swedish baron Carl *Calle* 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 *Calle* Cederström made with his Blériot XI (wingspan 7.20 metres (23.61feet) and 56hp engine) a second flight from Kristiania/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 *Calle* Cederström made with his Blériot XI (wingspan 7.20 metres (23.61feet) and 56hp engine) made several flights from Kristiania/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 Kristiania/Etterstad (1) the Swedish baron Carl *Calle* Cederström wanted to make with 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 ‘*Norge*’. On board as observer was the Danish Grev (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 Kristiania/Etterstad (1). One of the spectators was Tancred Ibsen, who later founded one of the first airline company in Norway: Aero A/S (see 1920).

<b>January</b>	(End of the month) <i>Kaptein</i> Olaf Siverson and Robert Stephanson made a flight with the balloon 'Norge'. On board was also the new balloon student Theodor Valentin Aas (he was ready with his training in the beginning of 1912).
<b>March</b>	The balloon 'Norge' makes its longest flight ever. It started at 11 pm at Kristiania/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.
<b>April</b>	Robert Stephanson was the first Norwegian to receive a balloon licence according to the new and stricter rules of the Fédération Aéronautique Internationale – FAI.
<b>April</b>	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.
<b>7 May</b>	The <b>first female passengers in a balloon in Norway</b> was Ms Milly Strøm, who took a balloon trip from Kristiania/Bislet (1) to Jømna near Elverum. Robert Stephanson was in charge of the flight.
<b>20 May</b>	The French aviator Gournay arrived in Kristiania with two monoplanes (type Hanriot). He informed the press that he would take off when the wind blew not more than 9 m/sec.
<b>23 May</b>	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.
<b>25 May</b>	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.
<b>26 May</b>	<i>Monsieur</i> Gournay withdrew himself from the demonstration flights at Etterstad and left Norway with his two Hanriot monoplanes.
<b>3 June</b>	Robert Stephanson departed at 09.25 am with the balloon 'Norge' for a flight that would take him to Golsfjellet Mountains. He drifted from Kristiania/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.
<b>10 September</b>	The Swedish Baron Carl <i>Calle</i> Cederström took off with his Blériot monoplane for a flight from Gjøvik to Hamar, the <b>first flight across the Lake Mjøsa</b> , 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.
<b>11 September</b>	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.
<b>September</b>	The Swedish Baron Carl <i>Calle</i> Cederström started with demonstration flights in his Blériot monoplane, named "Nordstjärnen" in Kristiania/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.
<b>September</b>	The Baroness Cederström (the wife of Baron Carl Cederström) made as passenger a trip with the balloon 'Norge' with <i>Kaptein</i> Einar Sem-Jacobsen. Rolf Thommessen and Director Schlytter joined them.
<b>October</b>	The Swedish Baron Carl <i>Calle</i> Cederström concluded its demonstration flights in Norway at the city of Trondhjem. More important was that he flew <b>the first 'airmail' over Norway</b> , 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 Kristiania/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 Kristiania) he made some twenties flights of around 100 metres each. The glider flew at a height of 8-10 metres. It was demolished in 1910. ● 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 travelled Christian Lie 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 Kristiania (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.
- 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.
- 14 May** The company A/S Norsk Flyveselskap was founded in Kristiania (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.
- 16 May** The Swedish aviator Lieutenant Olle Dahlbeck in the Sommer F (registered S-13) made some demonstration flight from a field at Oslo/Etterstad. He continued later also to other cities in Norway.
- 19 May** The Swedish registered Sommer F (S-13) tipped over during a demonstration flight at Oslo/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.
- 28 May** *Løytnant* (Lieutenant) H F Dons returned from Germany with the Rumpler Taube monoplane.
- 1 June** *Løytnant* H F Dons made **the first flight of a Norwegian owned aircraft**. He flew from a field near Horten across the Kristiania 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** Norwegian living in Paris (France) had gathered money for the purchasing of an aircraft for the Norwegian national defence. The aircraft was to be named after Gange Rolf, the first recorded Norwegian in France.
- 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 Kristiania (1) and used the winter of 1912-13 to assemble the aircraft at the workshop of his employer, *Sporveier A/S* (Kristiania Public Transport Co) at Kristiania/Majorstua.
- September** *Kaptein* Einar Sem-Jacobsen, *Rittmester* Henrik Thaulow and *løytnant* Sejerstad found during a bicycle tour a site for the new military aerodrome of Kristiania: 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 as workshop and a building for the officers was 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 *løytnant* Sejerstad.
- 1 September** The 57-year-old general Morgenstjerne was the first passengers 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 Kristiania.
- 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 Kristiania, 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 him to show 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 Trondhjem. 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 conquest 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 Förening, the Svenska Aeronautiska Sällskapet and the Norsk Luftseiladsforening met in København (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 conquest was set at 22 June 1913 and the route to be flown: Warnemünde (Germany), København (Denmark), Malmö, Göteborg (both in Sweden), Frederikstad and Kristiania (1, both Norway). First prize was 100.000 French francs, second price 40,000 francs and third place 20,000 francs. The first fifteen on each leg over land would get an additional 1,000 francs, while over sea would get 1,500 francs.

1913

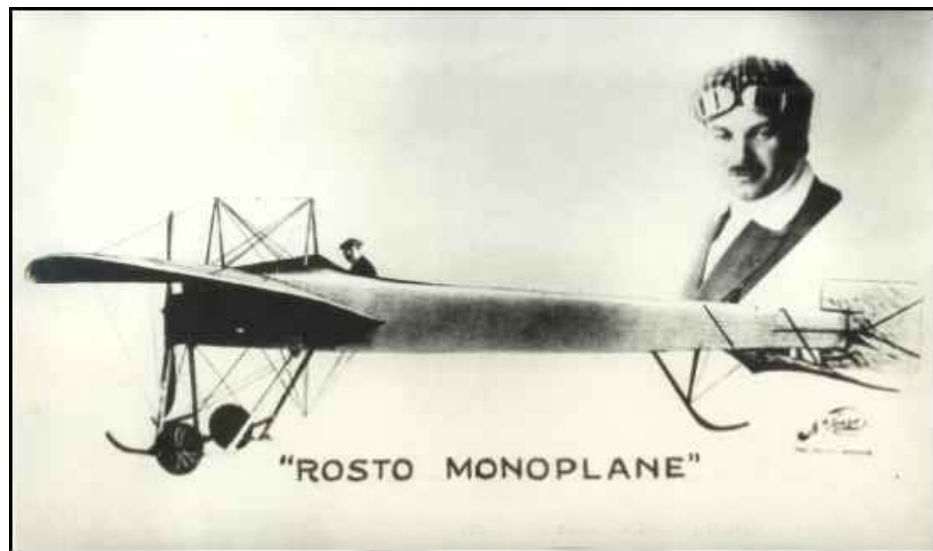
- Oliver Rosto (a Norwegian who emigrated to the United States of America) took off with his homebuilt Rosto Monoplane from the ice of a lake near Duluth and made numerous flights. He has designed and built his aircraft by himself (see 21 January 1913).

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 Anzoni 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 cylinder 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](http://www.oliverrosto.com)



February

Kaptein Einar Sem-Jacobsen participated with the Farman 3 Longhorn named 'Ganger Rolf' on a winter field day near Asker (outside Kristiania, 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 conquest 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 conquest should end in Stockholm (Sweden) rather than in Kristiania (1, Norway).

The whole conquest 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 Kristiania (at Majorstua). 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 taken in.
- 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 ready for use again. He made a flight from Kristiania (1) 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 Kristiania 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 Chevallier was to arrive in Kristiania (1), but could not come to Norway. His flight was postponed until the next day.
- 5 October** Maurice Chevallier arrived in the afternoon from Karlstad (Sweden) in his Farman aircraft. This Sunday around 1 pm Maurice Chevallier arrived at Etterstad (Kristiania, 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 that much money that their financial problems were solved.

## 1914

### 8 February

New negotiations finalized in København (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 seplane 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 Göteborg (Sweden) was added. The original plan was: From Warnemünde (Germany) to København (Denmark), Aarhus, Ålborg, Skagen, Arendal and Kristiania (1). 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 Conquest for Naval Aviation to the North).

### April

The final route for the seaplane contest (see 8 February 1914) was decided upon: Schwerin and Warnemünde (in Germany), København (in Denmark), Helsingborg (in Sweden), Århus and Ålborg (in Denmark) Göteborg (in Sweden) and further to Tønsberg and Kristiania (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 from 15,000 until 7,000 francs. There were also some special prizes, like the *Coupe d'Honneur* for the fastest aviator supplied by King Haakon VII of Norway and the Norsk Luftseiladsforening offered a cup for number two and three to arrive in Kristiania.

### (April?)

The French aviator Pierre Chanteloup was on behalf of S A Caudron Avions in København, 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 Kristiania (1). He departed with the Maurice Farman 3 Longhorn that day and made a two hours 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 near La Blazoteri 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 at 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.

### 28 June

*In Sarajevo the Austrian-Hungarian Crown Prince Ferdinand was assassinated by the student Gavrilo 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 to the seaplane contest (see 8 February and April 1914) closed. Eighteen participants had entered the conquest: Seven from Germany, six from France (including the in Scandinavia so popular Maurice Chevilliard), two from Austria-Hungary, two from Italy and one from Sweden. Other reports mention also participants Norway (3?), but this has not been able to confirm.

### 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**

**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** Preparing meeting in Kristiania between representatives of the Nordic countries upfront 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 had not yet an aeronautical society some private persons met. The Norwegians send *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, juridical department). Main item was the question about cooperating on air service and three routes were agreed upon: 1) København – Göteborg – Kristiania; 2) København – Stockholm – Helsinki; and 3) Kristiania – 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 Kristiania (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, Tryggve Wettre, director S Kloumann and Christian Hellesen himself. The objective was to build seaplanes for civil and military use.
- 5 July** The Thulin B (c/n B2, a licence-build Morane Saulnier with a Thulin-engine, both chartered from Thulin in Sweden) arrived in Kristiania 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 Kristiania and Trondhjem was set up. Rolf Thommessen, editor of the newspaper 'Tidens Tegn', requested A/S Nordisk Luftkraft to transport an edition of his newspaper to Trondhjem. The pilot Hjalmar Riiser-Larsen flew with a chartered Thulin B (c/n B2, a licence-build 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 Trondhjem. The aircraft returned to Sweden.
- 29 July** The Thulin B (c/n B2, a licence-build Morane Saulnier with a Thulin-engine, both chartered from Thulin in Sweden) left Kristiania and returned to Thulin in Sweden.
- 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 joy ride and

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 København. From Norway the Norsk Luftseiladsforening met up. From Denmark 'Det Danske Aeronautiske Selskab', from Sweden the 'Svenska Aeronautiska Sällskapet' and since Finland had not yet an aeronautical society some private persons met.

## 1919

- It was reported that the Austrian pilot Ebner made during the summer of 1919 numerous passenger flights between Kristiania and Göteborg and back. This is unconfirmed and unlikely.

- February** Dr Wilhelm Kielhau 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.
- 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, Kristiania (1), back to Horten and Göteborg. 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 (Göteborg). He had installed a genius 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 science Dr König was invited to Kristiania. He flew with the Austrian pilot Ebner from Austria to København (Amager). Spend one week in København and continued to Göteborg. Since the pilot had not received a landing permit he remained in Göteborg. After two days waiting permission was given and they finally departed. But right after take-off the aircraft crashed and was damaged. Ebner and König were unhurt. They managed to repair the aircraft and Ebner made during the summer of 1919 numerous passenger flights between Kristiania and Göteborg and back.
- 2 May** The Forsvarsdepartement appointed by Royal Degree of 2 May 1919 the 'Lufttrafikkommissionen av 1919' (the Air Traffic Commission of 1919) was formed, including seven members.
- 13 May** The Danish-French aviator Krause-Jensen planned to fly with a Breguet 14 from Stockholm (Sweden) to Kristiania (1, 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, København 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 Kristiania (1) and Hamar, where it landed on Lake Mjøsa. It returned to Kristiania (1). Subsequently used on a sales tour along the Nordic and Baltic countries. A new flight followed from Kristiania 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 Göteborg (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.
- June** New 'Nordisk Flyvekonferanse' (Nordic Air Conference), now in Kristiania. 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 skandinavism) was for the first used.



- 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), Kristiania (1, Norway), København (Denmark), along the shores of southern Sweden to Stockholm (Sweden), overland back to Göteborg (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 Kristiania (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 (registration of one known: N4044) departed from Felixstowe for a flight to Dundee, Kristiansand (Norway), Kristiania (1, Norway), København (Denmark), along the shores of southern Sweden to Stockholm (Sweden), overland back to Göteborg (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 Kristiania, 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 as airfield. 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 Kristiania with their Curtiss MF Seagull, N-4 from their trip to the Baltic States and Denmark. The flight from København to Kristiania was made non-stop.
- 22 July** Carl Truman Batts made during a demonstration flight at 1,000 metres above Kristiania 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 Kristiania (1) making the first crossing of the North Sea since Tryggve 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 Kristiania. 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 numerous joy flights over Kristiania (1). 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 Kielhau (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 Kristiania and headed for København. It did not arrive there! During the flight above the Kristiania 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, Göteborg (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 F.a (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). A complete list (extract given by permission of and compelled by Kay Hagby) can be found at the end of the timeline.

- 14 August** A/S Nordisk Luftkraft (NLK) is interested to buy 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 Kristiania. 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 Trygve Gran, the Norwegian Captain Wilhelm Meisterlin (general agent for Handley Page Ltd), the parachute jumper Fouldner, Mrs Trygve 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 Kristiania (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!
- 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.
- 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 joy ride flights above Kjeller and a flight across the city of Kristiania (1). Also Mr Fouldner made a parachute jump from the aircraft. The crowd cheered them. That weekend some 112 passengers made a joy ride flight.
- 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.
- 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.

## 1920

- Captain Wilhelm Meisterlin became 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 on 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 Kristiania the airline company Norsk Lufttrafik A/S.

<b>January</b>	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 joy ride flights. He allied himself with the director of the A/S Norsk Aeroplanfabrikk, Christian Helleesen.
<b>January(or Dec 1919?)</b>	In København (DK) a 'Nordisk Flyvekonferanse' (Nordic Air Conference) was held. It was decided not to enter the CINA as the committee felt that it was not in the interest of Nordic aviation. They wanted to form their own aviation convention.
<b>24 January</b>	The airline company Thor Thangvald Flyveselskap A/S was formed by the energetic <i>løytnant</i> Thor Thangvald and his friend Fredrik Kierulf.
<b>19 February</b>	The Forsvarsdepartement (Ministry of Defence) issued Tancred Ibsen the permit to import five aircraft and engines for his airline company A/S Aero.
<b>5 March</b>	The Forsvarsdepartement issued the first temporary regulations with regard to aviation (by Royal Degree of 5 March 1920). The regulations were published in the 'Lovtidenden Nr 10'
<b>16 March</b>	The airline company Det Norske Luftfartrederi A/S was formally registered in the Kristiania Trade Register.
<b>March</b>	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.
<b>April</b>	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.
<b>15 April</b>	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.
<b>20 May</b>	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.
<b>June</b>	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.
<b>June</b>	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.
<b>3 June</b>	The first Supermarine Channel I (N-10) was delivered to Det Norske Luftfartrederi A/S in Southampton.
<b>4 June</b>	Tancred Ibsen of Aero A/S made a trial flight between Kristiania 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 not delivered nor taken over.
- 9 June** The first of three Supermarine Channel flying boats was delivered to Det Norske Luftfartsrederi 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 in stead.
- 19-21 June** A/S Aero of Tancred Ibsen operated on behalf of the newspaper 'Nationen' an air service between Kristiania 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 Kristiania (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 Kristiania (1) and made without any problems the first flight by a Norwegian from Kristiania (1) to Stockholm.
- 30 June** The Handley Page O/400, G-EAKE (ex J2252) departed from Kjeller air field near Kristiania (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 Kristiania (1) via Horten directly to Stockholm (Sweden). In Stockholm he made several joy ride 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 Kristiania (1) 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 Kristiania (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-up 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 to the train back to Kristiania (1).
- June/July** The first Supermarine Channel I flying boats of Det Norske Luftfartsrederi A/S operated fourteen trial flights between Bergen, Haugesund and Stavanger.
- July** The secretary of the Norsk Luftseiladsforening, J Schiøtz, investigated the possibilities to purchase 2-3 Junkers Type F (later known as Junkers F13) for Det Norske Luftfartsrederi 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 Luftfartsrederi A/S in Southampton.

- 12 July** *Marinen* (the Royal Norwegian Navy) inaugurated with Supermarine Channel I flying boats the **Norway's first airmail service**: Horten – Kristiania – Horten and Horten – Arendal – Kristiansand. The service was operated three times weekly in each direction.
- 12 July** On the first flight on the postal service from Kristiania 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** *Marinen* (the Royal Norwegian Navy) inaugurated with the Supermarine Channel I, F40 the airmail service Kristiansand – Arendal (Merdö) – Horten – Kristiania – Horten. The flight was due to thunder above Stavern delayed.
- 13 July** The military *Søndenfjeldske Flyveavdeling* inaugurated the second airmail service of Norway, running from Kjeller (just north of Kristiania) to Hamar.
- 19 July** (or 20 July) The military *Søndenfjeldske Flyveavdeling* inaugurated a third air service in Norway, running from Kjeller (just north of Kristiania) 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 Kristiania 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 – Kristiania – Horten – Arendal – Kristiansand had been operated by Supermarine Channel I flying boats (F38, F40, F42 and F44), but their 160hp Breadmore 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 *Søndenfjeldske 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 Kristiania 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 Kristiania – 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 send the Friedrichshafen FF 49C, N-7. Unfortunately, this seaplane was on its way to Stavanger also damaged 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 it air service Bergen – Haugesund – Stavanger.
- 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 (in stead 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.
- 14 October** The Hansa Brandenburg W 29, N-5 crashed with *løitnant* Brynulf Gottenborg. The aircraft was lifted out of the water and repaired.
- 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 Kristiania (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. The visit came ahead of a possible order for 2-3 Junkers Type F (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 Forsvarsdepartment would be responsible of all matters regarding air traffic with the exception of the airmail transportation. The 'Luftfartsråd' (the Air Council) was formed.
- December** Leif Lier flies with one of his aircraft an advertisement flight from Kristiania to Hamar and scattered leaflets and cigarette packets for the tobacco firm Tidemanns.
- 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 Kristiania towards Trondhjem. First stop was at Hamar, followed by a forced landing at Tynset. They arrived in Trondhjem on 28 December.
- 28 December** The newspaper 'Dagsposten' from Trondhjem announced that Leif Lier would carry out an airmail flight from Trondhjem to Kristiania 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 Trondhjem. The undercarriage was severely damaged and the scheduled flight for the Trondhjem newspaper 'Dagsposten' was postponed.

## 1921

- January** Leif Lier made on behalf of the Trondheim newspaper 'Dagsposten' numerous joy ride flights over Trondhjem. He used his repaired Phönix Brandenburg CI, N-19 (see 28 December 1920).
- 24 January** The Phönix Brandenburg C I, N-19 crashed over Trondhjem while flying for the Trondhjem 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 Kristiania. 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 latter crashed and was killed in front of a crowd of 20,000 spectators. It would take some time before air shows were organised again.
- 6 March** The Phönix Brandenburg C I, N-16 of Leif Lier was considerably 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 in the autumn of 1920 had purchased in Austria and transferred to Norway through the air. The company made just two taxi flights and was due to lack of work soon dissolved.
- 2 June** The Forsvarsdepartement inaugurated 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 Force and one civil representative. In 1930 a fourth member was added dealing with postal matters.
- 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.
- 15 July** **Norway's first air treaty** was signed with Great Britain.
- 27 July** Norway signed an air treaty with Denmark.

## 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 made in each their Hansa-Brandenburg seaplanes a 2,200km-long flight from Horten along the Norwegian coast to Kirkenes and back.

- March** The Marinens Flyvevåpen F.22 was used to supply ships that were frozen in the Kristiania Fjord. The ships were: D/S Dino, Løven I, Kong Olaf and Cino I.
- 8 May** Det Norske Luftfartrederi A/S was officially liquidated. Most 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 wrong 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 transferred a doctor from Alta to ... 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. A commission consisted of G Grüner, 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, that 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 Kristiania had granted 130,000 NOK for the construction of Gressholmen, under 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 Kristiania (1) to Göteborg (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 'Mercur' arrived in Bergen with on board the Junkers Type Fw, D260 *Eisvogel* (WNR 650) and was lifted ashore. It was subsequently used for some joy ride flights above Bergen. On 17 June it was lifted on board the Norwegian steamer 'Eidshorn' for transportation to Tromsø.
- 19 June** Roald Amundsen scheduled flight from Alaska to Spitzbergen 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 *Eisvogel* (WNR 650). Joy ride flights above Tromsø were performed again.
- 22 June** The 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 Spitzbergen. On board was the Junkers Typ Fw, D260 *Eisvogel* (WNR 650). They arrived on 3 July in Green Harbour on Spitzbergen. The next day they moved to the Radio and Whale Station.
- 5 July** The Junkers Typ Fw, D260 *Eisvogel* (WNR 650) made a trial flight above Advent Bay.
- 6 July** The Junkers Typ Fw, D260 *Eisvogel* (WNR 650) made a 300 km long film and photography flight to Eisfjord-Dickson Bay.
- 7 July** The Junkers Typ Fw, D260 *Eisvogel* (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 *Eisvogel* (WNR 650) made a 1000 km flight to the edge of the pack ice.
- 16 July** The Junkers Typ Fw, D260 *Eisvogel* (WNR 650) departed Spitzbergen by the Dutch steamer 'Ameland' and returned to Rotterdam (the Netherlands), where it arrived on 23 July. The Spitzbergen Expedition ended.
- 16 July** The Oriole named 'Kristine' (owned by Roald Amundsen) made a fatal crash at 75°N. The aircraft was destroyed beyond repair.
- 7 December** **The first *Lov om Luftfart* (Air Law)** was passed in the *Stortinget* (Parliament).

## 1924

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

<b>1 January</b>	The Norwegian air law of 7 December 1923 came into effect.
<b>March</b>	Brynjulf Gottenborg tried to form an airlines 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 Kristiania, Göteborg and København.
<b>21 March</b>	By Royal Degree of 21 March 1924 the Regulation for Aviation were approved.
<b>24 March</b>	The Forsvarsdepartment issued the Regulations for Aviation (as approved by Royal Degree of 21 March 1924).
<b>10 July</b>	The Oxford University Polar Exhibition had arrived by SS <i>Polarbjørn</i> at Green Harbour Bay, Spitzbergen 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 he managed to take off. The crew consisted of Gibb Ellis (pilot), Joe CC Taylor (engineer) and Captain Tymms (leader of the party and navigator).
<b>(14) 15 July</b>	The AVRO 504Q, G-EBJD (c/n 5103) of the Oxford University Polar Exhibition made after an engine failure a forced landing at Kvadehuken (Spitzbergen). 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.
<b>16 August</b>	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 (Spitzbergen). 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.
<b>Autumn</b>	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.
<b>10 November</b>	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 Kristiania–Göteborg 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).

<b>January</b>	Junkers Flugzeugwerk AG wanted to start an airline company under the name of A/S Norsk Lufttransport.
<b>1 January</b>	<i>After 300 years have been called Kristiania, the capital of Norway is renamed Oslo.</i>
<b>8 January</b>	Norway signed an air treaty with the Netherlands.
<b>26-31 January</b>	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.
<b>3 April</b>	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.
<b>21 May</b>	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.
<b>15 June</b>	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).
<b>24 May</b>	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.
<b>31 July</b>	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 'Strehla' and registered it in Norway as N-26 (c/n 90).
<b>24 September</b>	The Swedish society 'Sällskapet för Lufttrafik' (Society for Air Traffic) organized a flight from Göteborg (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 *løitnant* (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 semi-rigid Italian-built airship N.1 was handed over to the Ellsworth-Amundsen expedition. A mixed Norwegian and Italian crew was to operate the semi-rigid. In Norway the registration N-28 was reserved, but finally the semi-rigid received the registration N-1 and was 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 air ship 'Norge' (Norway) that was sailing to Oslo. They borrowed a military aircraft for the flight and were in time to see the air ship moor at Oslo/Ekeberg.
- May** The Fokker F.VII No.1 'Josephine Ford' damaged twice its undercarriage during take-off from Ny-Ålesund (Spitzbergen). 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 (Spitzbergen).
- 9 May** The Fokker F.VII No.1 'Josephine Ford' took off from Ny-Ålesund (Spitzbergen) for a scheduled flight to the North Pole. Richard E Byrd (the pilot) and Floyd Bennett did not reach the North Pole, although he claimed he did. The fact that he did not reach the North Pole has at the end of the 20<sup>th</sup> 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 (Spitzbergen) the day before and ended the sailing 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** Leif Lier made with the Swedish registered Savoia S.16, S-AEAA (c/n 2507), a flight from Oslo via Trondhjem (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**

Leif Lier made with the Swedish registered Savoia S.16, S-AEAA (c/n 2507) a forced landing in the Nordfjord. He was on his way from the island of Hitra to Bergen, when a wind cast 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 joy ride 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

- 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 Counsel 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 from 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 from there.
- 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 Strehla (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 Lufttruter 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 where he was met by Norwegian aviation nobilities, such as Orlogskapiten Von der Lippe, Naval commander, Mr Skjoldborg, Dr Ræstad, Commander Sem Jacobsen, Mr Thommessen, 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 – Göteborg (SE) – København (DK) – Stettin (DE). The concession was valid for the period 18 July – 14 September. Royal Degree of 16 June 1926, ref. 84.

- 29 June – 1 July** The American aviator Commander R F Byrd flew in the Fokker F.VII 'America' across the Atlantic. The Norwegian Bernt Balchen was employed as pilot. The flight ended on the shores of a French beach.
- 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 Luftruter 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–Göteborg–København–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.**
- 26 August** The Norwegian government extended by Royal Degree of 26 August 1927, ref. 119, the concession for Deutsche Luft Hansa AG for the air service Oslo–Göteborg–København–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 'Strehla' N-28 (WNR 104) crashed at Åsgårdstrand due to overload and too much power during take-off. The company was soon afterwards dissolved.
- 6 September** The until then largest aircraft to have landed at Oslo/Gressholmen arrived in Oslo. It was the Junkers G24a-See, D954 'Donau' (WNR 922). It arrived on a regular flight on the air service Stettin–København–Göteborg–Oslo.
- 30 September** The air service Oslo–Göteborg–København–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 Degree No. 12 of 13 January 1928 granted Norske Luftruter AS and Deutsche Luft Hansa AG a concession for the air service Oslo–Göteborg–København–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 Strehla 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).
- 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–København–Göteborg–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 host experience with the aircraft on long-distance flights. The first pilot was Fritz Kießner.
- Summer** The LFG V 130 Strehla of Norske Luftruter AS made a flight from Oslo to Trondhjem, Steinkjer, Namsos and Svolvær and return from Svolvær to Namsos, Folla, Trondhjem and Oslo.
- Summer** The Junkers F13, D207 'Falke' (WNR. 592) was chartered from Deutsche Luft Hansa AG by a German shipping company for joy ride 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 Spitzbergen. On board was the French crew Captain René Guilbaud and Albert de Cuverville as 2<sup>nd</sup> pilot led the crew. The engineers were maître Gilbert Georges Paul Brazy and 2<sup>nd</sup> maître Emile Valette. In Tromsø Roald Amundsen and Leif Ragnar Dietrichson joined as well. They were never heard of again. Later a float and a petrol tank were found, but of the crew nothing was found anymore.
- 13 July** The Norwegian Government by Royal Degree 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** Arrival at Oslo/Gressholmen of the first 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 Strehla, N-32 of Norske Luftruter AS - NLR with as pilot Christian Hellesen 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 Espedalvatn and back to Lillehammer and Oslo.
- 3 September** The pilot Christian Hellesen departed on the Norske Luftruter AS LFG V 130 Strehla, 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.



- October 1929 eller 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 joy ride flights during the centennial celebrations of Trondhjem. They planned to operate an air service Trondhjem–Tromsø. Christian Hellesen and John Strandrud make a return trial flight. The service was never opened and the company dissolved in November 1930.
- 13 October** The pilot Christian Hellesen departed from Oslo/Grøsholmen for a flight to Berlin, where he participated on the *ILA – Internationale Luftfahrt Ausstellung*. He used the LFG V 130 Strehla, N-31 of Norske Luftruter AS. At Warnemünde the aircraft was converted into a V 13 Strehla with wheel undercarriage.
- 20 October** The pilot Christian Hellesen with the LFG V 130 Strehla, 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 Strehla, 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 Strehla, 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.

<b>23 January</b>	Norway signed an air treaty with Germany.
<b>February</b>	A Nordic Congress on Air Mail was arranged at København. 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.
<b>May-June</b>	The new LFG V 130 Strehla, N-32 (WNR. 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.
<b>3 May</b>	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-Göteborg-København-Lübeck-Travemünde for the period 15 May until 1 October 1929.
<b>21 May</b>	Deutsche Luft Hansa AG with the Dornier Wal D-1397 'Lübeck' (WNR. 105) inaugurated the Lübeck-Travemünde-København-Göteborg-Oslo air service. The next day the first southbound flight was operated with the same aircraft.
<b>30 May</b>	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.
<b>31 May-1 June</b>	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 <b>Norway's first regular international night air mail flight</b> when it started to operate the airmail service Oslo (Kjeller)-Göteborg-Malmö. The service was operated on behalf of the Norwegian Postal Authority.
<b>8 – 17 June</b>	Oddvar Steen made for Norske Luftruter A/S a flight from Oslo/Gressholmen to Kviteseid, Dalen, Notodden and back to Oslo along the coast.
<b>14 June</b>	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.
<b>28 June</b>	Season's last airmail flight Oslo (Kjeller)-Göteborg-Malmö operated. Service closed down for the year.
<b>6 July</b>	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 'Qarrrsiluni', which means 'soul of the whale' in the Inuit language.
<b>13-19 July</b>	The Norske Luftruter AS LFG V 130 Strehla makes joy ride flights in Kongsvinger. It took off and landed on the Lake Vingersjøen.
<b>27 July – 1 August</b>	The LFG V 130 Strehla 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
<b>10-12 August</b>	The LFG V 130 Strehla, N-31 of Norske Luftruter AS – NLR flown by Halvor Bjørneby made joy ride flights during the fair 'Fedrelandsstevnet' at Holmenstrand. He flew 190 minutes and carried 34 passengers.
<b>21-24 August</b>	The two LFG V 130 Strehla (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 joy ride flights with nobilities. 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 via Arendal.

**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, Frederiksvern, Larvik, Sandefjord, Tønsberg and back to Oslo.

**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.

**November/December**

The naval Hansa Brandenburg W.33, F.18 has been used extensively in the Antarctic area for recognisance 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). •

- February** The Hansa Brandenburg W.33, F.18 has been used extensively in the Antarctic area for recognisant 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 Degree No. 64 of 29 April 1930 granted Deutsche Luft Hansa AG a concession for the air service Oslo–Göteborg–København–Lübeck-Travemünde–Berlin for the period 15 May until 13 September 1930.
- May** Christian Hellesen flew his Junkers F13W, D260 to Horten for an overhaul at the Navy's Aircraft Factory. It was in June registered as N-44 and later re-registered as LN-ABH.
- 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)–Göteborg–Malmö. This time a seaplane version of the De Havilland D.H.60M Moth (N-20, c/n 1534) flew between Oslo and Göteborg, while a landplane version of the De Havilland D.H.60M (N-30, c/n 1345). It was operated six times weekly.
- 6 June** The Norwegian Government by Royal Degree 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.
- 18 June** Nordenfjeldske Luftruter A/S operated a trial flight between Nidaros (for a short while the city of Trondheim was renamed Nidaros) and Tromsø, using the Junkers F 13, N-44 (WNR 650).
- 22 June** The De Havilland D.H.60M Moth, N-35 (c/n 1373) of Harstad Lufttrafikk A/S crashed right after take off from Stamsund. Aircraft was destroyed beyond repair.
- 4 July** The Lufttrafikkommisjon (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 Foyen 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 replaced by Sten Haug (of the Norwegian Postal Authority). The commission was dissolved on 22 December 1931.
- 19 – 21 July** Norske Luftruter AS operated a trial air service for tourists between Oslo and Vasser. The LFG V 130 Strehla, N-32 carried 4 passengers on the four flights.
- 15 August** One of Norske Luftruter A/S' LFG V 130 Strehla'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).
- 11 September** The LFG V 130 Strehla, N-32 of Norske Luftruter A/S with *løytnant* (lieutenant) Erik Storm as pilot visited Drammen and made 26 joyflights with 69 paying passengers. On 13 September it hit a holm under the water and damaged one of its floats.

- 15 September** The airmail night service Oslo (Gressholmen)–Göteborg–Malmö operated by Halle & Peterson was closed down (see also 15 May).
- 27 September** *Løitnant* Erik Storm flew the LFG V 130 Strehla, N-32 of Norske Luftruter A/S – NLR from Oslo to Notodden, where he because of engine problems did not arrive until 30 September. Joyflights could not be made on the most interesting dates and the service became a fiasco.
- 5 October** *Løitnant* Erik Storm flew again (see 27 September) the LFG V 130 Strehla, N-32 of Norske Luftruter A/S – NLR from Oslo to Notodden. But again engine problems made it impossible to make the scheduled joyflights.

## 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–Göteborg–København–Lübeck-Travemünde–Berlin for the period 16 May until 12 September 1931.
- 1 June** Norske Luftruter A/S sold its first LFG V 13 Strehla (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–Göteborg–København 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, temporary flying with civil registrations.
- 2 June** The LFG V 13 Strehla, N-31 of Grannholmen Flyveselskap A/S collided with a sailing boat and had to be repaired.
- 23 June – 4 September** The LFG V 13 Strehla, N-32 of Norske Luftruter A/S with Christian Hellesen as pilot made joy ride 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 (Spitzbergen) with Swiss tourists. On its way to Svalbard the crew on board threw down two airmail bags over Hammerfest.
- 16 July** The Zeppelin LZ127 'Graf Zeppelin' made on the second flight from Germany to Svalbard (Spitzbergen) a call at Bergen. The crew on board threw down two airmail bags over Bergen.
- 2 August** The De Havilland D.H.60M, N-45 (c/n 1435) operated by the Norwegian Postal Authority crashed at Oslo/Kjeller upon return from Göteborg. 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 Island 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 departure 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).
- 1 September** The airmail night service Oslo–Göteborg–København 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 to Titerboro Airport.
- 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.

- The female aviator Gidsken Jakobsen from Narvik formed Nord-Norges Aero A/S. She purchased a Junkers F 13W, N-44 from Nordenfeldske Luftruter AS and transferred it from Trondhjem to Narvik. She hired the John Strandrud as well and started with joy-ride 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.

- 14 January** Norske Luftruter A/S's LFG V 13 Strehla, N-32 was inspected and found non-flyable. Christian Hellesten 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–Göteborg–København–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.
- 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 km<sup>2</sup> 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 safe 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 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.
- 25 August** Clyde Lee and American John Bockhorn took off from Harbour Grace 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 worlds largest flying boat) could moor. After the accident of the Dornier Do X at Passau, Germany (9 May 1933) the damage was so big that the flight had to be delayed until 1934. In the end the aircraft never came to Oslo.

## 1933

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 – Göteborg – København – Lübeck-Travemünde - Berlin for the period 1 May until 31 August 1932 and for the air service Oslo – Göteborg – København – Hamburg – Berlin for the period 1 until 30 September 1933.

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 joy ride 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.

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 Luftfartsselskap, 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 Luftfartsselskap, 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 Luftfartsselskap, 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 Göteborg 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) his application for a concession and subsidy. It wanted to operate air services from København to Göteborg, Oslo, Kristiansand, Stavanger, Bergen, Ålesund, Kristiansund and Trondhjem, as well as an air service from Oslo via Hamar/Lillehammer to Trondhjem 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 joy ride flights. In addition a flight to Sølmsjøen in the Rendal Valley was made.
- 1 May** Deutsche Luft Hansa AG opened the air service Oslo-Göteborg-København with the three-engine seaplane of the type Junkers Ju 52/3m-See, registered D-ABIS *Kurt Wolf* (W Nr 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* (W Nr 4040) and D-2725 *Paul Bäumer* (W Nr 4030).
- 5 May** The Norwegian Government by Royal Degree No. 81 of 5 May 1934 granted Deutsche Luft Hansa AG a concession for the air service Oslo-Göteborg-København-Berlin for the period 1 May until 30 September 1934.
- 20 May** At a ceremony at Flloy Bennet Field, New York (USA) 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 (since 1 June 1934 the new name) cancelled the contract with Norske Luftruter A/S. New general agent became
- 6 June** Norske Luftruter A/S lost the general agency for Deutsche Lufthansa AG in favour of Det Norske Luftfartsselskap, Fred. Olsen A/S.
- 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.
- 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.
- 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*).
- 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 Flyveselskap, which was to operate taxi, charter and joy ride 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–Trondhjem; Trondhjem along the coast to Tromsø; and the air mail night service Oslo–Göteborg.
- September** Bergen 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 transported, 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.
- 29 September** Last departure of an aircraft on the air service Oslo–Göteborg–København. 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 handed over an application for a concession for an air service from Oslo to Bergen.
- 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 Luftfartsselskap, 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 Luftfartsselskap, 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.
- 4 April** The Norwegian Government granted Det Norske Luftfartsselskap, 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/Fühlshüttel 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 Trondhjem/Værnes.
- 27 May** Det Norske Luftfartsselskap, Fred Olsen & Bergenske A/S took delivery of its first of two Junkers W 34hi, ordered at Junkers Flugzeugwerk AG and built at AB Flygindustri. It was registered in Norway as LN-DAB (WNR 2832) and christened 'Ternen'.
- 31 May** Take-over in Oslo of the Junkers W 34hi, LN-DAB 'Ternen' (WNR 2832) by Det Norske Luftfartsselskap, Fred Olsen & Bergenske A/S.
- 7 June** Det Norske Luftfartsselskap, 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 Luftfartsselskap, 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 Luftfartsselskap, 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 Luftfartsselskap, Fred Olsen & Bergenske A/S inaugurated the 'Midnattsolrute' (Route to the Midnight Sun) leaving Bergen in the morning and calling at Ålesund, Molde, Kristiansund, Trondhjem, Sandnessjøen, Bodø, Svolvær, Narvik, Harstad and Tromsø. Total length 1,260 km and operated with the Junkers W 34hi, LN-DAB 'Ternen' (WNR 2832). Three 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 –

Harbour, St Pierre – Cartwright – Julianehaab (Greenland) – Angmagssalik – Reykjavik – Hornafjörður – Tórshavn (Faeroe Islands) – Bergen (Norway).

- 4 August** Discontinuation of the air services Bergen – Ålesund – Molde – Kristiansund – Trondhjem – 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 Luftfartsselskap, 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 Luftfartsselskap, Fred Olsen & Bergenske A/S was closed down for the season.

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).
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- January** Det Norske Luftfartsselskap, 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 Luftfartsselskap, 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 Luftfartsselskap, 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 Göteborg 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 Luftfartsselskap, Fred Olsen & Bergenske A/S. The seaplane was hired and later bought by the Norwegian company.
- 1 May** Det Norske Luftfartsselskap, Fred Olsen & Bergenske A/S inaugurated the airmail service Oslo–Göteborg 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 Luftfartsselskap, 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 Luftfartsselskap, 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 Luftfartsselskap, 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 Luftfartsselskap, 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 Luftfartsselskap, 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 Junkers W 34hi, LN-DAB 'Ternen' (WNR 2832). Some 2,000kg airmail was carried in two months time.
- 13 July** Det Norske Luftfartsselskap, 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 *Stortinget* 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 900 dekar of land and approx. 350 dekar of wood. 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 Luftfartsselskap, Fred Olsen & Bergenske A/S. It was not registered until August 1936 and was transferred to Malmö for storage. The amphibian did not return to Norway until in the spring of 1937.
- 5 August** The City Council of Kristiansand approved by 52 to 2 votes to investigate to proposal to move the new to be build 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 joy rides, 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, joy ride and charter work.
- 1 May** Det Norske Luftfartsselskap, Fred Olsen & Bergenske A/S, AB Aerotransport and Deutsche Lufthansa AG inaugurated the air service Oslo–Göteborg–København. 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.
- 7 June** Det Norske Luftfartsselskap, Fred Olsen & Bergenske A/S inaugurated the air service Oslo–Göteborg–København with connection in Oslo with Bergen using its seaplane Junkers Ju 52/3m.
- 21 June** Det Norske Luftfartsselskap, 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).
- 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.
- 3 July** Widerøe's Flyveselskap A/S inaugurated on behalf of Det Norske Luftfartsselskap, 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 Luftfartsselskap, 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 existed out 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 København.
- 31 July** The Sikorsky S.43, LN-DAG 'Valkyrien' (c/n 4312) of Det Norske Luftfartsselskap, 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 Luftfartsselskap, 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-1S *Taifun*, D-IBFW (c/n ?) arrived at Kjeller Airport. On board were the pilot Otto Brindlinger (from Augsburg), Mrs Inge Stölting, Mr Von Salomon and mechanic Mr Baumann. They arrived from Helsinki and continued after just 29 minutes to Hamburg. The aircraft and the crew were making a record flight along European cities.



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- 2 October** The air service Oslo–Göteborg–København is closed down for the season.
- November** Det Norske Luftfartsselskap, Fred Olsen & Bergenske A/S investigated the possibility to purchase the four-engine Focke Wulf Fw 200 'Condor', Douglas DC-4 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.
- 24 November** The construction of the new sea and land airport of Kristiansand (Kjevik) started.



## 1938

- 27 March** The air service København–Göteborg–Oslo was reopened for the season by AB Aerotransport, Deutsche Lufthansa AG and Det Norske Luftfartsselskap, Fred Olsen & Bergenske A/S.
- 4 April** Det Norske Luftfartsselskap, Fred Olsen & Bergenske A/S reopened the coastal service between Oslo and Bergen.
- 19 April** On behalf of Det Norske Luftfartsselskap, Fred Olsen & Bergenske A/S the pilot John Strandrud reopened the night airmail service Oslo–Göteborg 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. The made calls at 150 villages and cities.
- 1 June** The Deutsche Lufthansa AG–DLH inaugurated a through service from Oslo via Göteborg, København, Hamburg and Amsterdam to London. For the first time an 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/Fornebo.
- 6 June** Det Norske Luftfartsselskap, Fred Olsen & Bergenske A/S reopened the Bergen–Trondhjem–Tromsø air service. In addition an afternoon service from Oslo to København 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 Luftfartsselskap, Fred Olsen & Bergenske A/S the air service Trondhjem–Tromsø.
- 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 Luftfartsselskap, Fred Olsen & Bergenske A/S the air service Tromsø–Kirkenes.
- 4 July** Widerøe’s Flyveselskap A/S inaugurated on behalf of Det Norske Luftfartsselskap, 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 Luftfartsselskap, Fred Olsen & Bergenske A/S the air service Kirkenes–Vardø–Hammerfest–Tromsø.
- 6 July** The Norwegian Crown Prince Olav travelled on a Deutsche Lufthansa AG landplane from Oslo/Kjeller to Göteborg.
- 19 July** Famous Norwegian ice skater Sonja Henie arrives on a Deutsche Lufthansa AG Junkers Ju 52/3m landplane. A huge crowd awaits here at the Oslo/Kjeller airport, north of Oslo.
- 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 København, Göteborg and Oslo. It stayed at Kjeller for one hour and returned to Berlin.



- 30 August** The air service Tromsø–Kirkenes was closed down for the season.
- 1 October** The air service Tromsø–Trondhjem was closed down for the season.
- 1 October** The night airmail service Oslo–Göteborg was closed down for the season.
- 10 October** The air service Oslo–Göteborg–København–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.

<b>April</b>	Det Norske Luftfartsselskap, 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 Göteborg.
<b>1 April</b>	The new direct air service Oslo–Bergen was inaugurated by Det Norske Luftfartsselskap, Fred Olsen & Bergenske A/S. There was in Bergen a connection to Stavanger and Kristiansand and Amsterdam (see 1 June 1939).
<b>June</b>	Det Norske Luftfartsselskap, 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 Göteborg.
<b>1 June</b>	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 <i>Kieviet</i> (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 <i>Kronprinsesse Ingrid</i> (c/n 87) that arrived from København (Copenhagen, Denmark) and Aalborg (Denmark). The airport consisted of a concrete runway (length ... metres) and a concrete apron. There was a simple arrival and departure building and in a confiscated private house a small restaurant was opened. At the edge of the airport the landing pier for the seaplanes could be found. The DNL's Junkers Ju 52/3mge, LN-DAI <i>Hauken</i> (c/n 5751) had the honour of being to the first to moor here.
<b>1 June</b>	The new sea and land airport of Oslo, Fornebo, was officially opened. The first aircraft to land here was on a regular flight was ...
<b>1 June</b>	The seaport Oslo/Gressholmen was officially closed for regular traffic. All seaplanes could now moor at Oslo/Fornebo.
<b>July</b>	Vest-Norges Flyveselskap A/S was declared bankrupt. Its aircraft had already been sold in the spring of that year.
<b>10 July</b>	Caproni Ca.310, LN-DAK 'Brevduen' (c/n 363) was returned to Det Norske Luftfartsselskap, Fred Olsen & Bergenske A/S for use on the night airmail service between Oslo and Göteborg.
<b>25 August</b>	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.
<b>28 August</b>	British Airways Ltd inaugurated with the Lockheed L14 Super Electra, G-AFYU (c/n 1444) the air service London – Stavanger – Stockholm – Helsinki.
<b>1 September</b>	Due to the start of the Second World War all civil aviation is prohibited in Norway.
<b>18 October</b>	Det Norske Luftfartsselskap, Fred Olsen & Bergenske A/S reopened the air service Oslo–Göteborg–København.
<b>22 November</b>	AB Aerotransport and Det Norske Luftfartsselskap, 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.
<b>23 November</b>	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.
<b>28 November</b>	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???
<b>30 November</b>	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 leading 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.

<b>4 February</b>	The Junkers Ju 52/3mge-See, LN-DAI 'Hauken' is leased to the Norwegian Army's Air Force and registered F-400. It is stationed at Oslo/Gressholmen.
<b>1 April</b>	The Royal Dutch Airlines-KLM and Det Norske Luftfartsselskap, Fred Olsen & Bergenske A/S reopened the air service Amsterdam – Kristiansand – Oslo.
<b>2 April</b>	The Royal Dutch Airlines-KLM and Det Norske Luftfartsselskap, 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>
<b>9 April</b>	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 forced on 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.
<b>12 May</b>	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.
<b>29 July</b>	Deutsche Lufthansa AG reopened the air service Oslo – København (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).
<b>12 August</b>	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, København and Oslo.
<b>28 September</b>	Under German control, Det Norske Luftfartsselskap, Fred Olsen & Bergenske A/S was allowed to reopen the air service Trondhjem–Tromsø with still Norwegian registered aircraft and mixed Norwegian-German crews.
<b>30 September</b>	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.
<b>(09) 30 November</b>	The air service Trondhjem – Tromsø – Kirkenes was closed down for the season.

## 1941

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- 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 1343).
- 25 March** Personnel from Det Norske Luftfartsselskap, 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 Luftfartsselskap, Fred Olsen & Bergenske A/S and Deutsche Lufthansa AG was cancelled by latter company. The reason was the fledging to Sweden of DNL-pilots earlier that month.
- 28 May** Deutsche Lufthansa AG re-opened the air service Trondheim – Tromsø – Kirkenes using seaplanes of the type Junkers Ju 52/3m.
- 17 June** The air service between Tromsø and Kirkenes is closed down for the season.
- 23 June – 1 July** On the Oslo – København – Berlin air service no flight 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 – København – Oslo is re-opened.
- 6 August** Deutsche Lufthansa AG inaugurated the air service Oslo – Stockholm, 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 October–30 December** 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.

<b>2 January</b>	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.
<b>7 January</b>	Re-opening of the air service Trondheim – Tromsø by Deutsche Lufthansa AG using the Junkers Ju 52/3m-See.
<b>24 February</b>	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.
<b>1 March</b>	The Junkers Ju 52/3m-See, D-AQUB ‘Hans Berr’ sank during the landing near the Hommelvik airport at Trondheim.
<b>2 March</b>	Deutsche Lufthansa AG inaugurated the local air service Tromsø – Hammerfest with the Junkers Ju 52/3m-See.
<b>1 March</b>	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.
<b>26 March</b>	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.
<b>2-6 April</b>	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.
<b>14 October</b>	Reidar Aagaard of the ‘Hirdens Flykorps’ takes with twelve men control of the offices of the Statens Luftfartstyre. The German authorities and the National Socialist Party reacted strongly on this coupe-de-etat, but it would take until 10 July 1943 before Reidar Aagaard had to resign from his post and was excluded from the Nasjonal Samling (the Norwegian Nazi Party).
<b>30 October</b>	The air service Tromsø – Trondheim is closed down for the season.
<b>12 December</b>	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 – now part of Scandinavian Airlines System–SAS.

<b>8 January</b>	In occupied Norway the Deutsche Lufthansa AG re-opened the air service between Trondheim and Tromsø with the Junkers Ju 52/3m-See.
<b>22 February</b>	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.
<b>2 August</b>	Deutsche Lufthansa AG inaugurated the air service Tromsø – Hammerfest using seaplanes of the type Junkers Ju 52/3m-See.
<b>20 September</b>	The air service Tromsø – Hammerfest is closed down for the season.
<b>15 December</b>	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 re-inaugurated the line between Trondheim and Tromsø.
- 16 May** The annual air service north of Tromsø was this year operated between Tromsø and Billefjord.
- June ?** The Douglas DC-3, D-AAA.. crashed near Fredrikstad. Flairs had been fired by accident in the cockpit and fire broke out leading to the crash of the aircraft.
- 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 on its way from Stockholm to Kinnekulle.
- 26 September** The service Tromsø – 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’ crashed against 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.



## 1945

- 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 of America 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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**Notes:**

1 From 1624 until 1924 the city of Oslo was called Kristiania/Christiania. But on January 1, 1925 the name was finally changed into Oslo, which was the original name of the city since its foundation well 1,000 years ago.

**Thank you for help:**

Lennart Andersson

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