

Hi CAPA-ACCA Readers,

I just finished reading Nils Mathisrud's *Norske Vinger 1 - Noorduyn Norseman Mk.IV & Mk.VI* that I bought from *European Airlines*. The book is in Norwegian and English and provides a good, brief history of the Norseman in Norwegian Civil and Military service, as well as Norsemen in other Scandinavian countries (Denmark doesn't spring to mind as a user, until you remember they also represent Greenland).

What I found most useful, and why I decided to write this, is the accurate line drawings and kit reviews of the Mk. IV and Mk. VI aircraft. I, for one, did not know how different they were.

In short, the Mk.IV is the standard pre-war bushplane that in Norway were acquired from the RCAF in the 1950s, and the Mk.VI is the wartime USAAF UC-64A which had a deeper and wider fuselage, new but surplus aircraft the RNor.AF purchased in 1945. This and other differences (undercarriage stubs, floats, cowlings, doors, etc.) are well illustrated in a set of accurate 1/72 drawings of each version. The only quibble on these would be that the one head-on view of each is set across 2 pages so cannot be easily copied for a modellers use, but the upper and lower plans are on a single page, so it's very minor.

Once you have been made aware of the difference it's easy to see, but as is pointed out in the text over time the remaining flying Norsemen became amalgams of IV and VI aircraft, and only the fuselage depth and width will tell you which started out as one, or the other.

The kits reviewed are the Formaplane vacuform, Matchbox 1/72 and Modelcraft 1/48 ones, although the latter is only 1 paragraph which points out that it is basically an upscaled Matchbox kit with the same errors and options.

The Formaplane is the closest to the UC-64A if that is what you want (if you can find one, but I have one at least), and the Matchbox is a mix of Mk.IV and MK.IV. The comments are brief and direct on how to use the Matchbox to make either, and if you can find it, some short-cuts using the Formaplane kit.

Finally there is a brief history of each individual aircraft in Norwegian and Scandinavian service, and many nice colour profiles, but I was surprised, given some I have seen in use in Canada, how much less colourful these were, especially in the Northern regions. Photos are usually in black and white with bilingual captions and somewhat bland, but a lot of their military work was in the North where the Soviets were active and that would have limited what could be imaged at the time. There is a reference to dropping agents in remote areas at one time, and an hours long flight over the open sea to intercept and photograph a Soviet warship, so there must be a lot of stories left untold.

All in all a good book, especially for bush-plane and Norseman enthusiasts, and for those of us tracking ex-RCAF aircraft, but the accurate line drawings and kit suggestions make it stand-out from other, similar works.

Those are my thoughts on the book based on my read, which I thought I'd pass on. I hope *Norske Vinger* does a similar work on the DHC-3 Otter someday.

All the Best,  
Paul Squires  
CAPA-ACCA Contact  
Wetaskiwin, Alberta, Canada