

FLY BRUKT AV DET NORSKE LUFTFORSVARET

HEFTE NR. 10



Fieseler Fi 156 Storch

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Innledning

Dette hefte er laget med tanke på modellbyggere og andre med historisk interesse om temaet. Hovedvekten av innholdet er farger og merking av flyet. I tillegg er relevant historisk informasjon forsøkt samlet. Heftet er ikke laget for videresalg men for gratis nedlastning via internett. På denne måten kan ny informasjon raskt legges inn og en oppdatering kan være klar for brukerne på en enkel måte.

Innholdet er ikke nødvendigvis 100% riktig, men inneholder det vi vet i dag. Det oppfordres derfor til å komme med innspill, kommentarer, kritikk, nye bilder m.m. slik at historien blir mest mulig korrekt

Et slikt hefte er som oftest et samarbeid mellom entusiaster, som på hver sin side har samlet bilder og informasjon om temaet. Jeg vil derfor takke følgende personer for deres bidrag til at dette hefte var mulig å lage:

Bjørn Hafsten
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Historie og bilder
Bilder

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Fieseler Storch i Norge



Fi 156 Storch, serienr KF-2 (bygget på Kjeller), N-AC med skiunderstell Bardufoss 1950
Flyet var først underlagt LKN, senere LKT

Ved krigens slutt i mai 1945 sto der 55 stk Fiesler Storch rundt omkring på flyplasser i Norge. Planen til den allierte overkommando var at flyene som var operative skulle samles på enkelte plasser og senere overføres til Hamburg-Fuhlsbüttel flyplass. Her skulle flyenes videre skjebne bestemmes. Dette ble ikke helt gjennomført og Luftforsvaret fikk disponere 17 av flyene til egne transportformål. I tillegg ble noen få av disse flyene ble disponert av britiske styrker i Norge. Når de allierte trakk seg ut av Norge sent i 1945 sto der flere enn de avtalte 17 flyene igjen. Relativt få Fiesler Storch fly ble overført til Hamburg. Flyene ble i hovedsak disponert av lokale flyplass kommunikasjons avdelinger rundt omkring i landet. 332 og 333 skvadron beholdt hver en Storch i avdelingen til eget bruk i 1945. Dårlig standard og "uvettig" bruk av disse flyene førte til at alle fikk flyforbud sommeren 1946. Det ble bestemt at de fly som var brukbare skulle overføres til Kjeller Flyfabrikk hvor nye skulle lages på grunnlag av materialet som var kommet inn. 9 august kunne Kjeller rapportere at flesteparten av Storchene var ankommet og at man kunne lage

8 – 10 nye brukbare ambulans fly av disse. To fly skulle kunne ha to båre om bord. De resterende skulle kunne ha 1 båre. Fem fly skulle leveres til Luftkommando Nord Norge (LKN) og tre til Luftkommando Trøndelag (LKT). Fire fly var ferdiglaget våren og sommeren 1947 og 4 til ble laget i løpet av de neste tre årene. Pga den store innrykket av andre fly fra England i denne perioden, tok ferdigstillingen av Storch flyene noe tid. Det ble bestemt å bygge 10 fly men bare 8 ble bygget. De to siste ble kansellert. Lite informasjon finnes om brukene av disse norskproduserte Storch flyene. En artikkel i herrebladet Aktuell 30 april 1949 beskriver bruk av to Storch fly under en ulvejakt i i Nord Norge i mars samme år. Åtte ulver ble skutt under denne jakten. Seks av disse ble skutt av jegere bevæpnet med maskinpistoler og hagle i fra Storch flyene. Siden disse kunne fly lavt og sakte, fungerte de utmerket som våpenplattform under denne jakten. I 1954 bestemt man å utfase de to siste Storch flyene på Bardufoss. De ble gitt vederlagsfritt til den lokale flyklubben.



Farger - Merker - Koder

Farger

Flyene som var i bruk i perioden 1945 – 1946 var hovedsakelig i originale tyske farger. Britene malte noen av dem hvite.

Flyene som var produsert på Kjeller ble malt i skolefly farger. Blå flykropp med gule vinger

Nasjonalitetsmerker

Flyene brukte RAF rondeller frem til desember 1945. De som ble operert av Luftforsvaret hadde som oftest norsk flaggstripe på haleroret. Etter britene trakk seg ut i desember 1945 ble RAF rondellene overmalt med nye norske. Flaggstripene forsvant også.

De nyproduserte flyene fikk rondeller etter 1946 standard. 600 mm rondell på flykroppen og 900 mm rondell på vingene. Siden fargen på flykroppen var mørk fikk rondellen her en ekstra hvit ring, slik at den ble mer synlig

Koder

Flyene brukte ingen koder i begynnelsen. De flyene som ble underlagt LKN fikk i 1946 tildelt kodeserien

fra N-31 til N-49. Så vidt vi vet, fikk få fly disse på-malt.

De nyproduserte flyene fikk koder etter 1946 standarden. Storch flyene fikk tildelt bokstaven N og flyene fikk individuell bokstaver AB til AL. De to siste (AK og AL) ble ikke brukt, da flyene ikke ble ferdigstilt. Kodene skulle være 450 mm høye og 300 mm brede

Serienummer

Flyene med RAF rondeller hadde normalt serienumre på flykroppen etter britisk standard. Men bilder viser noe varierende standard. Noen med store numre og noen med små. Pussig nok ble det tydeligvis ikke påmalt serienumre på de nyproduserte flyene, selv om retningslinjene tydelig sa noe om størrelse og plassering.

Avdelingsmerker

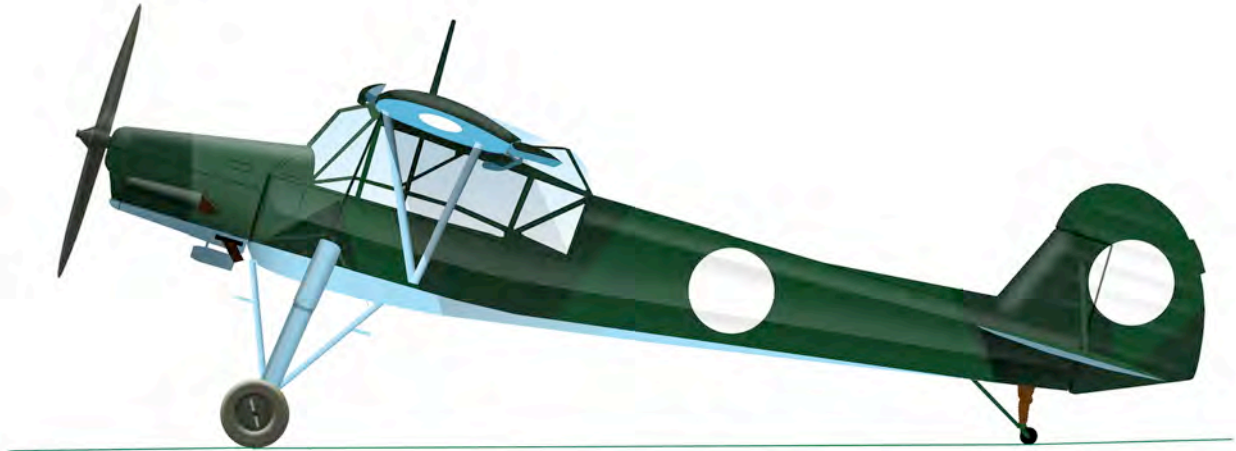
Ingen bruk av avdelingsmerker er kjent



Fi 156 C3, werk.nr 1516 ble brukt av 332 skvadron, senere av LKN og fikk koden N-31. Her avbildet med britisk merking. Det er noe uklart om det er et norsk flagg merke eller britisk Fin-flash på halen



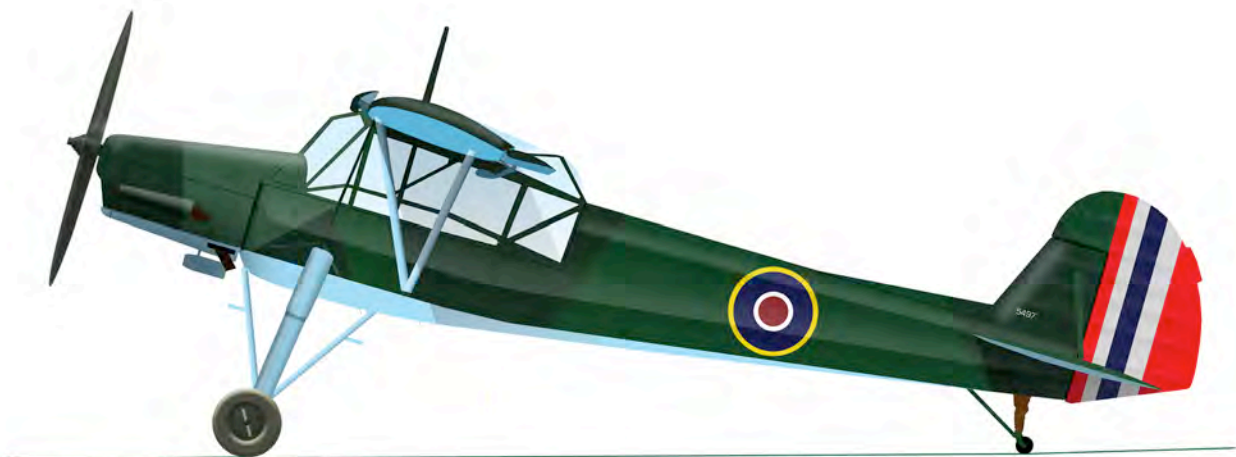
Profiler



Fi 156 på Herdla 1945. De tyske kjennetegn er malt over med en hvit sirkel. Originale tyske farger



Fi 156 C3, werk.nr 1516, som ble malt hvit av britene. Det er noe uklart om det er et norsk flaggstripe eller britisk Fin-flash på halen



Fi 156 C3, werk.nr 5497. Overtatt av Luftforsvaret 12 juli 1945. Senere brukt av 333 skvadron på Sola



Fi 156 med standard utseende etter desember 1945. Tyske farger med norsk merking



Ukjent Fi 156 med norske kjennetegn. Fargen er enten hvit eller gul med mørk anti-glare over motor



Fi 156 N-AI slik flyene så ut etter nyproduksjon på Kjeller Flyfabrikk



Fi 156 Werk.nr 1007 og 4445 på Værnes sommeren 1946





Liste over fly

utarbeidet vha Bjørn Hafsten

Version	Werk. no	Mark-ings	Date	Unit	Remarks
Fi 156C-1	672		10.05.45	O.Qu. Reserve	Reported at Elvenes airfield. To Værnes airfield 10.06.45 and taken over by RAF 12.06.45. Reported at Rygge airfield 05.11.45 ready for transfer to EASSU Hamburg-Fuhlsbuttel.
Fi 156C-3/tr.	1006		10.05.45	1./N.A.G.32	Reported at Bodø airfield, Norway. To Værnes airfield 10.06.45 and taken over by RAF 12.06.45. Still at Værnes 05.11.45. Reported at Gardermoen airfield 25.02.46. Reported at Kjeller Aircraft Factory 29.11.46.
Fi 156C-3/tr.	1007		10.05.45	O.Qu. Reserve	Reported at Elvenes airfield. Transferred to Værnes airfield 10.06.45. Still reported at Værnes 30.10.45. Reported in service by RNoAF Air Command North at Bardufoss in February 1946. Later in 1946 to Værnes. Reported at Kjeller Aircraft Factory 29.11.46.
Fi 156C-3/tr.	1008		24.08.42 27.09.43 10.05.45	Kurier-kette AOK Lappland III./J.G.5 O.Qu, Reserve	50% damaged during take-off from Taivalkoski Finland. No casualties, 20% damaged at Petsamo airfield by strafing enemy aircraft. No casualties. Reported at Ørlandet airfield, Transferred to Værnes airfield 22.06.45. Transferred to Rygge airfield 14.11.45 for delivery to Germany but held back. Reported at Kjeller Aircraft Factory 29.11.46.
Fi 156C-3/tr.	1015		11.05.43 10.05.45	Fl.Kp./Ln.Rgt. 5 O.Qu. Reserve	30% damaged during landing at Svartnes airfield due to pilot error. No casualties. Reported at Elvenes airfield. To Værnes airfield 10.06.45 and taken over by RAF 12.06.45. No further trace of this aircraft. Possibly transferred to Germany.
Fi 156C-3/tr.	1040	DI+GS	10.05.45	O.Qu.Reserve	Reported at Elvenes airfield. To Værnes 10.06.45 and taken over by RAF 12.06.45. To Gardermoen airfield 20.10.45. Reported at Rygge airfield 05.11.45. Arrived at EASSU Hamburg-Fuhlsbuttel 12.12.45.
Fi 156C-3/tr.	1150	TI+VX	10.05.45	Verbindungsstaliel Norwegen	Reported at Bardufoss. Used by Luftwaffe Flugbereitschaft at Bardufoss. Crashed with 40% damage at Mo i Rana 26.05.45. Wntten off.
Fi 156C-3/tr.	1151	TI+VY	10.05.45	O.Qu.Reserve	Reported at Elvenes airfield. To Værnes 10.06.45 and taken over by RAF 12.06.45. To Gardermoen 20.10.45. Reported at Rygge airfield 05.11.45. Arrived EASSU Hamburg-Fuhlsbuttel 12.12.45.
Fi 156C-3/tr.	1203	GN+HY 9Q+HY	05.10.43 10.05.45	6./Fl.Gr.z.b.V. 7 Flugber.z.b.V./ Fl. Verb. Geschwader 2	10% damage near Bergen due to engine problems, No casualties. Reported at Fornebu airfield. Reported at Fornebu 27.08.45 without engine and with 75% damage. Written off and broken up at Fornebu.



Fieseler Fi 156 Storch

Fi 156C-3/tr.	1211		10.05.45	14./J.G.5	Reported at Sola-Forus airfield. Used by Luftwaffe Flugbereitschaft at Sola to mid July 1945, when it was taken over by RAF. To Gardermoen 12.07.45. Last reported at Kjevik airfield without propeller. No further trace of mis aircraft.
Fi 156C-3/tr.	1213		10.05.45	Fl.H.Kdtr. E (v) 207/III Bodo	Reported at Bodo airfield. To Værnes 10.06.45. Taken over by RAF 12.06.45. To Gardermoen 20.10.45. Reported at Rygge airfield 05.11.45. Arrived at EASSU Hamburg-Fuhlsbuttel 12.12.45.
Fi 156C-3/tr.	1417	VI+TW	10.05.45	Flugber.z.b.V./Fl.Verb. Gerschwader 2	Reported at Fornebu airfield. Taken over by RAF at Fornebu 01.07.45 and transferred to Gardemoen for use by No. 128 Wing H.Q. Flight on 05.07.45. Later takeover by RNoAF. Wrecked during landing on the ice of lake Selbusjoen 16.12.45. The wheels went through the ice, causing the aircraft to turn over, No casualties. The pilot, fenrik Haabet, was unhurt. In the accident report the aircraft marking was reported as W K. This aircraft is also reported as a Fi 156F-1
Fi 156C-3/tr,	1516	DP+TR	17.05.44 10.05.45	Fl.Uberfuhrungs geschw. 1 O.Qu.Reserve	10% damaged at Aalborg-West airfield, Denmark. Reported at Gardermoen airfield. Handed over to RAF at Gardermoen 10.07.45. Taken over by 332 Sq. RNoAF and transferred with this squadron to Værnes airfield 17.07.45. Operated by the squadron's No. 6332 Servicing Echelon and marked 6332 on the fuselage sides. Handed over to Værnes Station Flight 21.11.45. To Bardufoss Station Flight 12.01.46. Here the Storch received local sérial N-31. Left Bardufoss for transfer to Kjeller 03.08.46 and arrived at Værnes the same day. The trip continued the following day, but due to low cloud the course to Gardermoen was set way west. A forced landing had to be made at Ålhus in Jølster. During take off the next day, the aircraft struck some trees, but the pilot managed to reach Sola. The repairs took some time, but the trip to Kjeller commenced in mid-August 1946. When stopping at Lista on the way, a mechanic should test the brakes. The speed was too high, resulting in the aircraft getting airborne. It reached about 150 meters before turning 180 degrees with a steep course back to the runway. The landing was too hard and caused the left undercarriage leg to break. The "pilot", Reidar Grindheim, was unhurt. The plane finally reached Kjeller, but this time not by air.
Fi 156C-3/tr.	1518	DP+TT	10.05.45	O.Qu. Reserve	Reported at Gardermoen airfield. Handed over to RAF. Transferred from Gardermoen to Kjeller Aircraft Factory before 29.11.46.
Fi 156C-3/tr.	1521	DP+TW	10.05.45	O.Qu. Reserve	Reported at Gardermoen airfield. To RAF at Gardermoen 07.06.45. To Kjeller Aircraft Factory before November 1946.
Fi 156C-3/tr.	1539		10.05.45	O.Qu. Reserve	Reported at Gardermoen. Taken over by No. 128 Wing H.Q. To Kjeller Aircraft Factory from Gardermoen 29.11.46. W. Nr. 1539 has also been reported as a Fi 156C-7 version,



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Fi 156C-1	4248	WL-IJZS IR+SH	09.05.39 ?? ?? 42 10.05.45	Fieseler, Kassel Kurierkette AOK 20 O.Qu. Reserve	Delivered as new aircraft. Reported by this unit in 1942. Reported at Bardufoss airfield. Taken over by Luftwaffe Flugbereitschaft at Bardufoss 29.05.45 as replacement for W.Nr. 1150. Transferred to Værnes airfield 10.06.45. Transferred to Rygge airfield late October 1945. Damaged before transfer to Germany. Transferred to Kjeller and repaired here 25.02.46. Accident at Gardermoen 28.02.46 on a flight from Kjeller. One ski got caught in the deep snow causing the aircraft to turn over. The pilot, ferrrik-Thomas Christian Sneum (Danish) was unhurt. Delivered to Kjeller for use as spares.
Fi 156C-1	4307	BD+PY	04.05.40 10.05.45	Unit not known O.Qu. Reserve	Ended up in Sweden when flying from the Narvik area. The pilot, Stabsing. A. Wemer, experienced engine problems and made a forced landing at Katterjaure near Riksrensen Station. He actually landed in Norway, but taxied over the border into Sweden and was interned by Swedish troops. The aircraft was returned to Germany on 02.09.40 registered SE-AKU for the ferry flight. Apparently, the aircraft was later returned to its unit in Norway. Reported at Elvenes airfield. Transferred to Værnes 10.06.45 and taken over by RAF 12.06.45. Still reported at Værnes 05.11.45. Transferred to Kjeller Aircraft Factory in November 1946 and used as basis for Storch KF-4, N-AE in 1947.
Fi 156C-2	4341		10.05.45	Kdo.Flughafen Ber. 22/111 (Stavanger)	Reported at Sola-Forus airfield. Transferred from Foras to Lista airfield 04.07.45. On 28.09.45 the aircraft was reported recovered from Ilerdla airfield with 60% damage. Reported by Kjeller Aircraft Factory on 29.11.46 as received from Herdla.
Fi 156C-2	4410	NA+KE	10.05.45	Kdo. Flughafen- ber. 24/111 (Drontheim)	Reported at Oysand airfield. Used by Luftwaffe Flugbereitschaft at Oysand from May to July 1945. Last reported at Lade airfield (Trondheim) 23.09.45 still under German control. No further trace found.
Fi 156C-2	4445	CQ+QL	18.08.40 10.05.45	Fieseler, Kassel Verbindungsstaffel Nor- wegen	Delivered as new aircraft. Reported at Lade airfield, Trondheim. Transferred to Værnes airfield 22.06.45 and taken over by RAF. Still at Værnes 30.10.45. Reported by RNoAF Northern Air Command at Bardufoss in February 1946. Laler in 1946 to Værnes Station Flight. Reported by Kjeller Aircraft Factory 29.11.46 as received from Værnes.



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Fi156C-2 (V-17)	4458	CQ+QY	?? 10.40 16.07.42 10.05.45	17706 Aalborg- See, Denmark Fl.Fuhr. Lofoten O.Qu. Reserve	Used by this unit for anti-submarine pa- trols in the Danish approaches. Last noted on 01.11.41. Possibly moved with this unit to Norway. Reported by Fliegerführer Lofoten. Reported at Lade airfield, Trondheim. Trans- ferred to Værnes and taken over by RAF 22.06.45, Stored at Kjeller 25.02.46. Flown from Kjeller to Bardufoss 14. - 19.03.46 and oper- ated by the Bardufoss Station Flight. Reported by Kjeller Aircraft Factory 29.11.46 as re- ceived from Bardufoss.
Fi 156C-2	4487	V7+1N	23.06.41 10.05.45	L(H)/AufkT.Gr. 32 O.Qu. Reserve	35% damaged at Taivalkoskella, Finland. No casual- ties. Reported at Bardufoss air- field. To Værnes 10.06.45 and taken over by RAF 12.06.45, Still reported at Værnes 05.11.45. No fur- ther trace of this aircraft.
Fi156C-2	5016	9Q+AK	17.10.40 10.05.45	Fiesler, Kassel O.Qu. Reserve	Delivered as new aircraft. Ex. 6/Fl.G.z.b. V.7. Reported at Fornebu. Hand- ed over to RAF at Fornebu 01.07.45 and transferred to Gardermoen 05.07.45. Report- ed by No. 128 Wing H.Q. at Gardermoen 02.10.45. Reported stored at Garder- moen 25.02.46. To Kjeller Aircraft Factory late 1946. Airframe used in the rebuilt KF- 6, N-AG. W.Nr. 5016 was also reported as a Fi 156F-1.
Fi 156C-2	5026	VK+GQ	11.11.40 10.05.45	Fieseler, Kassel l./N.A.Gr.32	Delivered as new aircraft. Reported at Bodo air- field. To Værnes 10.06.45 and tak- en over by RAF 12.06.45. Reported at Værnes 05.11.45. No fur- ther trace of this aircraft.
l'i 156C-3/tr.	5141	KH+YA	05.03.41 27.08.41 14.04.43 10.05.45	Fieseler, Kassel Verbindungsstaffel 52 Verbindungsstaffel 4 O.Qu. Reserve	Delivered as new aircraft. 25% damaged at Kotolino, Russia. Transferred from this unit to Leithorstbereich Banak. Reported at Elvenes airfield. Trans- ferred to Værnes 10.07.45 and taken over by RAF 12.07.45, Still at Værnes 21.10.45. Report- ed in use by No. 129 Wing H.Q. at Gardermoen 05.11.45. Received by Kjeller Air- craft Factory by 29.11.46.
Fi 156C-3/tr.	5159	KH+YS	29.03.41 10.05.45	Fieseler, Kassel O.Qu. Reserve	Delivered as new aircraft. Reported at Elvenes airfield. Transferred to Bardu- foss for the Luftwaffe Flugbere- itschaft there 10.07.45. Reported at Bodo with Ko- flug 25/111 01.09.45. Handed over to RNoAF at Bodo 13.09.45. De- stroyed following a taxiing accident at Bod0 airfield 07.04.46. Caught by strong wind and thrown 10-12 meters off the tarmac. No casualties.



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Fi 156D-0	5232	GA+TL	25.07.41 12.09.43 10.05.45	Fieseler, Kassel Sanitatsflugbereitschaft 8 I./N.A.Gr.32	Delivered as new aircraft. 50% damaged during take-off from Petsamo airfield, Finland. No casualties. Reported at Bardufoss airfield. Used by Luftwaffe Flugbereitschaft at Bardufoss. Handed over to RNoAF at Bardufoss 11.07.45. Reported at Værnes airfield 30.10.45. Crashed during landing at Kvalvasr island (near Fraya) 29.01.46 during an ambulance sortie. No casualties. The pilot was Lt. Hans Wichmann Rohde of 332 Squadron RNoAF.
Fi 156D-1/tr.	5388	GG+MX	06.10.41 31.05.42 10.05.45	Fieseler, Kassel Sanitatsflugbereitschaft 8 O.Qu.Reserve	Delivered as new aircraft. 25% damaged during take-off at Nurmekse, Finland. Reported at Bodo airfield. To Værnes airfield 10.06.45 and taken over by RAF 12.06.45. Reported at Rygge 05.11.45 ready for transfer to Germany. Arrived EASSU Plamburg-Fuhlsbuttel and given RAF Ser. No. VN267. Used by RAF No. 2 Group Communication Squadron.
Fi 156C-3/tr.	5400	DO+AB	10.05.45	O.Qu.Reserve	Reported at Fornebu airfield. Transferred to Gardermoen airfield 22.06.45 and handed over to RAF. In use by No. 129 Wing H.Q. at Gardermoen. Reported stored at Gardermoen 25.02.46. At Kjeller Aircraft Factory by 29.11.46 as received from Bardufoss.
Fi 156C-3/tr.	5460	PP+QU	24.11.41 10.05.45	Fieseler, Kassel StabIII/J.G.5	Delivered as new aircraft. Reported at Gossen airfield. Handed over to RAF at Gossen and transferred to Værnes airfield approx. 17.06.45. Reported crashed at Iake SelbusJ0cn 21.10.45. No casualties reported.
Fi 156C-3/tr.	5497	KR+QR	03.01.42 10.05.45	Fieseler, Kassel Kdo. Flughafenber. 20/111 (Oslo)	Delivered as new aircraft. Reported at Fornebu airfield. Taken over by RNoAF at Fornebu 12.07.45. Used by the Station Flight at Fornebu for communications duties. Flown from Fornebu to Sola and taken over by 333 Sqn. RNoAF 28.02.46. Given code letter B. Flown to Kjeller 20.06.46 and taken over by Kjeller Aircraft Factory.
Fi 156C-3/tr.	5540	DJ+UU	24.01.42 10.05.45	Fieseler, Kassel Kdo. Flughafenber. 25/111 (Narvik)	Delivered as new aircraft. Reported at Bardufoss airfield. Used by the Luftwaffe Flugbereitschaft at Bardufoss. Handed over to RNoAF at Bardufoss 10.07.45. Received from Bardufoss by Kjeller Aircraft Factory by 29.11.46.
Fi 156C-3/tr.	5541	DJ+UV	10.05.45	Höh.Kdo. 71	Reported at Elvenes airfield. Transferred to Bardufoss 26.06.45 and used by the Luftwaffe Flugbereitschaft there. To RNoAF at Bardufoss 11.07.45. Shipped to Svalbard (Spitzbergen) in November 1945 as the first post-war aircraft on the island. Returned with S.S. "Stamsund" in October 1946 and delivered to Kjeller Aircraft Factory.



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Fi 156C-3/tr.	5570	SB+UN	10.05.45	Stab IV./J.G.5	Reported at Sola-Foras. Still at Sola-Forus 10.07.45. Reported at Rygge airfield 05.11.45 ready for transfer to EASSU Hamburg-Fuhlsbuttel.
Fi 156C-3/tr.	5573	SB+UQ	10,05.45	O.Qu.Reserve	Reported at Bardufoss airfield. Transferred to Værnes airfield 10.07.45 and handed over to RAF 12.06.45. Still reported at Værnes 30.10.45. Transferred to Bardufoss Station Flight 12.01.46. No further trace of this aircraft.
Fi 156C-3/tr.	5687	GB+XG N9+ITA	16.05.42 14.04.43 10.05.45	Fieseler, Kassel Verbindungsstaffel 4 O.Qu. Reserve	Delivered as new aircraft. Transferred from this unit to Flugber. Lg.Kdo. Norwegen. Reported at Fornebu airfield. Transferred to Gardermoen airfield 04.07.45. Taken over by RNoAF from No. 163 Staging Post RAF on 06,03.46. At Kjeller Aircraft Factory 29.11.46.

Fi 156C-3/tr.	5727		02.06.42 10.05.45	Fieseler, Kassel Stab Fliegerfuhrer 4	Delivered as new aircraft. Reported at Kjeller airfield. To Gardermoen airfield 22.06.45 and handed over to RAF 10.07.45. Reported by No. 128 Wing H.Q. at Gardermoen 02.10.45. Reported at Rygge airfield ready for transfer to Germany 19.10.45.
Fi 156C-3/tr.	5728		10.05.45	O.Qu. Reserve	Reported at Elvenes airfield. To Værnes airfield 10.06.45 and taken over by RAF 12.06.45. Reported at Rygge 05.11.45 ready for transfer to EASSU Hamburg-Fuhlsbuttel.
Fi 156C-3/tr.	5731	N9+EA	08.06.42 10.05.45	Fieseler, Kassel Verbindungsstaffel Norwegen	Delivered as new aircraft. Reported at Kjeller airfield. Used by Luftwaffe Flugbereitschaft at Kjeller. Handed over to RAF at Fornebu 01.07.45. To Gardermoen 05.07.45. Reported by No. 128 Wing FI.Q. at Gardermoen 23.09.45. Reported stored at Gardermoen 25.02.46. On 23.03.46 the aircraft was at Herdla airfield when making a technical test. Suddenly the Storch was thrown into the air by strong winds and crashed into the sea near the airstrip from low altitude. It was a total loss. The two on board, Flight Sergeant Finn Conrad Christiansen and Private Eystein Johansen, were both unhurt. The wreck was shipped to Kjeller for use as spares.
Fi 156C-3/tr.	5742	9Q+NL	10,05.45	Fl.Verb.Geschwader 2	Previously operated by 6./Fl.G.z.b.V.7. Reported at Fornebu airfield. Transferred to Gardermoen airfield and handed over to RAF 05.07.45. Reported by No. 129 Wing H.Q. at Gardermoen 10.07.45. Reported stored at Gardermoen 02.10.45 (with incorrect W.Nr. 5142). To Kjeller Aircraft Factory late 1946. Used as basis for KF-5, N- AF.



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Fi 156C-3/tr.	5757		27.06.42 10.05.45	Fieseler, Kassel Stab JafU Norwe- gen (J.G.5)	Delivered as new aircraft. Reported at Sola-Forus. Still at Sola- Forus 10.07.45. Reported at Rygge airfield 05.11.45 ready for transfer to EASSU Hamburg- Fuhlsbittel. Probably flown to Germany,
Fi 156C-3/tr.	5759		29.06.42 10.05.45	Fieseler, Kassel I.(F)/Aufkl.Gr. 124	Delivered as new aircraft. Reported at Bodo air- field. To Værnes 10.06.45 and tak- en over by RAF 12.06.45. Still reported at Værnes 05.11.45. Trans- ferred to Rygge airfield and EASSU Ham- burg-Fuhlsbittel. Arrived Hamburg 12.12.45.
Fi 156C-3/tr.	5763		01.07.42 10.05.45	Fieseler, Kassel StabII./J.G.5	Delivered as new aircraft. Reported at Herdla airfield. To Sola air- field 24.09.45. Reported at Rygge 05.11.45 ready for transfer to EASSU Hamburg-Fuhlsbut- tel. Probably flown to Germany.
Fi 156C-3/tr.	5780		15.07.42 10.05.45	Fieseler, Kassel O.Qu. Reserve	Delivered as new aircraft. Reported at Gardermoen airfield. Hand- ed over to RAF at Gardermoen 10.07.45. Reported by No. 128 Wing H.Q. at Garder- moen. Reported stored at Gardermoen 25.02.46. Received at Kjeller Aircraft Facto- ry from Gardermoen by 29.11.46.
Fi 156C-3/tr.	5987		20.12.42 10.05.45	Fieseler, Kassel I./N.A.Gi\32	Delivered as new aircraft. Reported at Bodo air- field. To Værnes 10.06.45 and hand- ed over to RAF 12.06.45. Reported at Rygge airfield 05.11.45. To EASSU IT- amburg-Fuhlsbittel and given RAF Ser.No. VN266. Used by the BAFO Communi- cation Squadron. Later handed over for use by Dutch Prince Bernhard and giv- en provisional Dutch registration PH- PBD. Reg. changed to PH-NDF for the Roy- al Dutch Aeronautical Association (KNVvL). Then to PH-NEL 01.10.49 for An- ker Emaillfabnek. Cancelled 05.03.56. Sold to Germany and reg. D- EGON in February 1956. Cancelled 1977. Reg. D-EGON again in December 1978 and can- celled 1980. Restored as D-EGON in July 1983.
Fi 156C-3/tr.	5988		19.12.42 10.05.45	Fieseler, Kassel Verbindungsstaffel Nor- wegen	Delivered as new aircraft. Reported at Fornebu airfield. Used by Luft- waffe Flugbereitschaft at Eggemoen air- field prior to 12.06.45, when this aircraft was tak- en over by RAF. Reported at Rygge airfield 05.11.45 ready for transfer to EASSU Ham- burg-Fuhlsbittel. Probably flown to Germany.
Fi 156C-3/tr.	110184		??06.43 10.05.45	Fieseler, Kassel O.Qu. Reserve	Delivered as new aircraft. Reported at Bomoen airfield. To Sola air- field 24.09.45. Reported at Rygge airfield 05.11.45. Arrived EASSU-Hamburg Fuhlsbut- tel 12.12.45.



Fieseler Fi 156 Storch

Fi 156C-3/tr.	110380	TK+WI	24.02.45 10.05.45	Fl.Kp./Ln.Rgt. K�hten O.Qu. Reserve	20% damaged when flipping over during landing. Location not stated, No casualties. Reported at Fornebu airfield. Handed over to RNoAF at Fornebu 12.07.45. Transferred from Fornebu to Rygge 08.02.46 but crashed during landing. Reported by Kjeller Aircraft Factory 29.11.46 as received from Rygge airfield carrying temporary civil reg. LN-HAF.
Fi 156C-3/tr.	110402		02.10.43 10.05.45	Fieseler, Kassel O.Qu.Reserve	Delivered as new aircraft. Reported at Fornebu airfield. Handed over to RNoAF at Fornebu 20.06.45. Reported at Herdla airfield 04.07.45, Reported at Fornebu airfield 10.07.45. Reported at Rygge airfield 05.11.45 ready for transfer to EASSU Hamburg-Fuhlsbittel. Probably flown to Germany.

Fi 156C-3/tr.	110413		10.05.45	Stab Jafli Norwegen (J.G.5)	Reported at Lade airfield, Trondheim. To V�rnes 22.06.45. Still reported at V�rnes 10.07.45. No further trace of this aircraft.
Fi 156C-3/tr.	110418		10.05.45	O.Qu.Reserve	Reported at Bodo airfield. To V�rnes 10.06.45 and taken over by RAF 12.06.45. Reported at Rygge airfield 05.11.45 ready for transfer to Hamburg-Fuhlsbittel. Probably flown to Germany.
Fi 156C-3/IX.	110419		10.05.45	Verbindungsstaffel Norwegen	Reported at Lade airfield. To V�rnes 08.06.45. Taken over by Group Capt. Bowling RAF (The local Zone Commander) for his personal use. Reported at V�rnes 05.11.45. Later to EASSU Hamburg-Fuhlsbittel.
Fi 156C-3/tr.	110420		10.05.45	O.Qu.Reserve	Reported at Gardermoen airfield. Handed over to RAF 10.07.45. Reported stored at Gardermoen 25.02.46 with mistaken identity W. Nr. 110428. Reported by Kjeller Aircraft Factory 29.11.46 as received from Gardermoen.
Fi 156D-2	275808		10.05.45	Verbindungsstaffel Norwegen	Reported at Bardufoss with 40% damage. Probably broken up at Bardufoss.
FH56D-2	275810		10.05.45	O.Qu. Reserve	Reported at Rygge airfield. Ex. Sanitatsflugbereitschaft 8. Used by the temporary Sanitatsflugbereitschaft at Eggemoen airfield to end of August 1945. At Rygge airfield 05.11.45 ready for transfer to EASSU Hamburg-Fuhlsbittel. Probably flown to Germany.



Fly som ble bygget på Kjeller Flyfabrikk i perioden 1947 - 1951

C/n	Markings	Date	Remarks
KF- 1	N-AB	25.04.47	Delivered from Kjeller Aircraft Factory to RNoAF Northern Air Command (LKN) Comm. Flight at Bardufoss.
		22.02.48	Blown over by gales while parked at Banak airfield.
		08.02.50	Damaged at Banak airfield during taxiing, After landing the pilot had to make a tight turn in order to avoid some wreckage left on the ground. The pilot lost control and the aircraft crashed into a hangar door. Temporary repairs were carried out at Banak and the aircraft then flown to Kjeller for final repairs.
		77.03.51	On loan from RNoAF to the Norwegian Aero Club for glider tug duties.
		24.03.51	Crashed at Longvikvatn near Rauland in Telemark. The pilot was Major Bulukin with Sergeant Jorgen Kristoffer Mo as mechanic. They had left Fornebu 21.03.51 for Langvikvatn. On the 24th Bulukin was to fly to Steinsfjorden to pick up a glider. His passengers were two of the Aero Clubs gliding instructors, James Haydn and Håkon Martinsen. During the second attempt to take off from tire frozen lake, the aircraft finally took to the air after some 250 meters, and at 15 meters altitude Bulukin began a left turn. The speed was low and engine power insufficient. N-AB bit some trees and was totally destroyed. There were no casualties. Total airframe hours since major overhaul was 192:45.
		20.08.51	Struck off charge and used for spares.
KF- 2	N-AC	02.05.47	Delivered from Kjeller Aircraft Factory to LKN Comm.Flight at Bardufoss.
		30.04.51	To Kjeller Aircraft Factory for major overhaul.
		06.07.52	Delivered from Kjeller Aircraft Factory to Trandelag Air Command (LKT) Comm. Flight at Værnes.
		28.11.53	Struck off charge. Total airframe hours 774:00.
KF- 3	N-AD	27.05.47	Delivered from Kjeller Aircraft Factory to LKN Comm.Flight at Bardufoss.
		08.03.49	Forced landing at Overgård in Balsjord en route from Banak to Bardufoss. The aircraft was not damaged. The cause was loss of power due to a cracked cylinder. Pilot was Captant Oskar Harby.
		09.01.50	Damaged in accident at Bardufoss. During slart for taxiing to the main runway, it was established that the ski undercarriage had frozen to the ground. The pilot then gave full power to get the aircraft moving. The Storch started, but turned off the taxiway and continued about 100 m through the terrain. Finally it struck a log that tore off the undercarriage, leaving the aircraft on its belly. N-AD was dismantled and shipped to Kjeller Aircraft Factory. However, the damage exceeded the hmit of profitable repair. Total airframe hours 290:11.
		14.08.50	Struck off charge l'or use as spares.
KF- 4 ex. W.Nr. 4307	N-AE	19.07.47	Delivered from Kjeller Aircraft Factory to LKT Comm.Flight at Værnes.
		08.03.50	Due to heavy snowfall, the pilot of N-AE, 2n Lt, Steinar Akeray, had to make a forced landing on a field near Aune farm at Monstad in Åfjord. After 30 minutes the weather improved and he tried to take off. He managed to get off the ground, but after 25 m the Storch lost height and the undercarriage hit water. N-AE sank to about 80 cm depth. No injuries reported. The aircraft was dismantled and shipped to Kjeller Aircraft Factory 20.03.50 for repairs.
	LN-BDS	11.06.52	Delivered from Kjeller Aircraft Factory to LKN Comm.Flight at Bardufoss.
		01.11.54	Struck off charge. Total airframe hours in RNoAF service was 335:15.
		31.01.55	Ownership transferred from RNoAF to Bardufoss Flying Club.
		19.02.55	Reg. to Bardufoss Flyklubb. C of A No. 364 issued 18.02.55.
		?? ?? 55	Possible accident at Andsvann airstrip. During transport on a lorry back to Bardufoss, the aircraft was damaged when passing under a low bridge. The airframe escaped serious damage and was later used to rebuild LN-BDE.
		20.01.56	Deleted from the civil register. (See also KF-8.)



KF- 5 ex. W.Nr. 5742	N-AF	19.10.48 28.02.50 30.10.50 16.03.51 13.08.51 26.06.52	Delivered from Kjeller Aircraft Factory to 334 Sqn. Gardermoen. Transferred from 334 to 336 Sqn. at Gardermoen. Transferred from 336 Sqn. to LKN Comm.Flight at Bardufoss. Damaged. During take-off from Elvebakken airfield at Alta, the aircraft hit a snow drift causing the right undercarriage leg to give in. N-AF received damage to the wing, propellar and other parts. The pilot, Lieutenant Iialvard Il- augen, was not injured. N-AF was returned to Kjeller Aircraft Factory for repairs. Delivered from Kjeller Aircraft Factory to LKT Comm.Flight at Værnes. Struck off charge. Total airframe hours 428:44.
KF- 6 ex. W.Nr. 5016	N-AG	10.10.49 12.11.49 77.01.50 77 ?? 50 27.03.50 14.08.50	Assembly at Kjeller completed. Allocated to LKN Bardufoss by RNoAF H.Q. on 26.10.49. Damaged at Gardermoen. The pilot landed with high speed and due to hard breaking, die plane flipped over. The pilot, Lieutenant Roy André Watvedt, escaped without injury. The task was to collect Captain Svem Heglund who had flown Oxford V-AP from Kjeller to the Aircraft Storage Unit at Gardermoen, and was due to return to Kjeller. Total airframe hours for N-AG was 3:25. Delivered to LKN Comm.Flight at Bardufoss. To 332 Sqn. at Bardufoss. Crashed during an emergency landing near Langkjosnes by lake Takvann in Troms. During a flight from Banak to Bardufoss, the aircraft met heavy snow showers causing the pilot, 2nd Lt. Skaale, to make a forced landing. During landing the plane was caught by side winds and one wing hit a tree near the shore. The Storch was thrown around and sustained severe damage. The pilot and his two passengers escaped injuries. N-AG was dismantled and shipped to Kjeller. Struck off charge for use as spares. Total airframe hours 44:40.
KF- 7	N-AH	22.02.50 05.06.50 14.08.50	Delivered from Kjeller Aircraft Factory to LKT Comm.flight at Værnes. Damaged during landing on a field at Boray in Bessaker. Due to rough ground, the aircraft nosed over. The aircraft was on an ambulance flight from Værnes and was piloted by Sergeant Jostein Hoset. Total airframe hours 33:50. Aircraft dismantled and shipped to Kjeller Aircraft Factory. Struck off charge for use as spares.
KF- 8	N-AI LN-BDE	10.08.51 77.09.54 01.11.54 31.01.55 18.02.56 27.02.56 ?? ?? 57 12.09.58 27.09.59 14.10.59 14.06.62	Delivered from Kjeller Aircraft Factory to LKN Comm.Flight at Bardufoss. WFU and stored. Total airframe hours in RNoAF service was 266:25, Struck off charge. Ownership transferred from RNoAF to Bardufoss Flying Club. Reg.to Bardufoss Flying Club. C of A No. 382 issued 18.02.56. Damaged by gales while moored at the Kautokeino river. In the spring of 1957, the aircraft was severely damaged during removal from the hangar at Bardufoss airfield. The fuselage was exchanged with that of KF-4, and this aircraft consequently received the c/n KF-4 from then on. In the Easter of 1958 the aircraft was used as glider tug from the frozen lake Steinsfjorden and flown by Hans G. Lund. C of A expired. Ownership transferred to A.S. Fjellfly, Skien. To be used in newspaper express service. A crack in the main wing spar resulted in the aircraft being grounded. Ownership transferred to Hans G. Lund. LN-BDE remained stored at Geiteiyggen airfield at Skien. In the autumn of 1961 the aircraft was still intact. Deleted from the civil register. In June 1963, only parts remained.
KF- 9	N-AK	14.08.50	Work stopped when 1050 work hours remained.
KF-10	N-AL	14.08.50	Work stopped when 1050 work hours remained.



Bilder



Ukjent Fi 156 med norske kjennetegn. Fargen er enten hvit eller gul med mørk anti-glare over motor



Fi 156 fra Kjellerproduksjonen i vinterterreng



Mest sannsynlig Fi 156 C3, werk.nr 1007 på Værnes i 1946



Fi 156 på Herdla 1945. De tyske kjennetegn er malt over med en hvit sirkel. Mulig dette flyet sto på Paddemyren på Landås ved krigsslutt. Senere flydd ut til Herdla



Fi 156 C3, werk.nr 5497. Overtatt av Luftforsvaret 12 juli 1945. Senere brukt av 333 skvadron på Sola med kjen-
netegn B



Fi 156 , werk.nr 1516 etter haveri på Lista 19 august 1946



Fi 156 , N-AI, som ble brukt til Ulvejakt på Finnmarksvidda. Dagens fangst under flyet



Fi 156, N-AG etter en noe uheldig landing



Kilder

- Bjørn Hafsten et.al Fra Spitfire til F-16 Oslo 1994
- Bjørn Hafsten Warbirds of Norway Vol 21 No 1