Danish SILVERWING

CREATED DURING WORLD WAR TWO BUT STOPPED BY NAZI OCCUPATION, THE LITTLE KZ-IIT WOULD HELP RECREATE THE DANISH AIR FORCE

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Located some twelve-miles west of Denmark's capital city of Copenhagen, Roskilde is well-known in Europe for the annual four-day Roskilde RockFestival that is attended by over 100,000 music lovers. However, apart from that music festival held every June, the skies above Roskilde are criss-crossed with a variety of general aviation aircraft. These Pipers and Cessnas are flown by student pilots from the various flying schools based on the nearby *Kobenhavn Lufthavne Roskilde*. One of these general aviation schools, offering training from the private pilot license on up is the Phoenix Flight Academy that is owned by Henrik Kragg. Training Danish and international students, his company operates three Piper PA-28s and a Robinson R-22 helicopter — all flown by experienced instructors. However, the Academy's large hangar also houses one of Denmark's most stunning "all Danish" vintage aircraft — the 1946 Kramme & Zeuthern KZ II Trainer, registered OY-FAW.

Denmark's light aviation industry started in the mid-1930s when Viggo Kramme and Karl-Gustav Zeuthen met each other at Copenhagen Airport, where Kramme built its own Mignet *Pou-de-Ciel* (Flying Flea) and Zeuthen took flying lessons. A lengthy discussion resulted in a partnership to design and ultimately build their own single-seat aircraft — properly named the KZ-1. Much needed financial input was given by a local cement-processing company (F.J. Smidth & Co.) enabling the creation of the *Skandinavisk Aero Industri* (SAI), enabling both men to design and build new models of their KZ creations.

During 1937, a line of three KZ-II multi-purpose aircraft designs were instigated. The KZ-II *Kupe* was a two-seat cabin aircraft also used to create the KZ-II Sport, an open-cockpit more powerful craft. Finally, the KZ-II Trainer was a tandem two-seater with open cockpits, having been initially planned to received a DHC-1 Chipmunk-style canopy. The increase in work load and needed infrastructure forced SAI to leave its existing building on Copenhagen's Kastrup Airport and move to Aalborg in northern Denmark.

After the 1940 Nazi invasion, all private flying came to an immediate stop as the German forces took control of the airports. However, Viggo Kramme was allowed to move ahead with the design of his KZ-III Lark multi-purpose aircraft and the KZ-IV twin-engine ambulance aircraft. Permission was even granted by the Germans to allow test flying of the two machines.

When the Germans finally left and after once more relocating — this time to Copenhagen, commercial production of the KZ-III was begun in a former *Luftwaffe* hangar. At the same time, an upgraded version of the KZ-III was designed and built as the KZ-VII. In the immediate post-war years, SAI delivered KZ-II trainers, KZ-VIIs and KZ-X to the Royal Danish Armed Forces. The final KZ-VIIs were withdrawn from the Royal Danish Air Force in 1977 and some of these aircraft passed to the Danish vintage flying community.

Similar to other European countries, aviation design and construction experienced a downtrend in Denmark due to the influx of cheap surplus American aircraft such as Piper L-4/J-3 Cub (also built under license in Denmark). This factor combined with rising

The Silverwing in its element. In a comparison, the aircraft would probably be closest to the Fairchild PT-19. The KZ-II was built in three versions and the example in our story is the KZ-IIT — the military trainer variant.