

No. 130

**UNITED KINGDOM OF GREAT BRITAIN AND
NORTHERN IRELAND
and
DENMARK**

**Agreement concerning the supply of certain aircraft and
equipment to Denmark (with appendix). Signed at
Copenhagen, on 16 August 1946**

English official text communicated by the Permanent United Kingdom Representative to the United Nations. The registration took place on 31 October 1947.

**ROYAUME-UNI DE GRANDE-BRETAGNE ET
D'IRLANDE DU NORD
et
DANEMARK**

Accord relatif à la fourniture d'avions et de matériel au Danemark (avec annexe). Signé à Copenhague, le 16 août 1946

Texte officiel anglais communiqué par le représentant permanent du Royaume-Uni auprès de l'Organisation des Nations Unies. L'enregistrement a eu lieu le 31 octobre 1947.

No. 130. AGREEMENT¹ BETWEEN THE GOVERNMENT OF THE UNITED KINGDOM AND THE ROYAL DANISH GOVERNMENT CONCERNING THE SUPPLY OF CERTAIN AIRCRAFT AND EQUIPMENT TO DENMARK. SIGNED AT COPENHAGEN, ON 16 AUGUST 1946

The Government of the United Kingdom of Great Britain and Northern Ireland and the Royal Danish Government;

Desiring to make arrangements for the supply by the Government of the United Kingdom to the Royal Danish Government of certain aircraft and equipment;

Have agreed as follows:—

Article 1

1. Subject to the provisions of paragraph 2 of this Article, the Government of the United Kingdom agree to sell, and the Royal Danish Government agree to purchase the aircraft and equipment specified in the Appendix to this Agreement.

2. The Government of the United Kingdom will endeavour to complete the deliveries of the aircraft and equipment specified in the Appendix within six months from the date of signature of this Agreement. In the event of unforeseen shortage of equipment arising, every effort will be made by the Government of the United Kingdom to find acceptable substitutes.

3. The aircraft and equipment specified in the Appendix shall be in accordance with Royal Air Force standards of serviceability, and the Royal Danish Government shall be entitled to appoint a receiving commission in the United Kingdom to whom the Government of the United Kingdom shall, on request, afford reasonable opportunity to inspect any aircraft, mechanical transport vehicle, or other major item of equipment, prior to delivery.

4. If any of the aircraft or equipment specified in the Appendix are delivered by air, such delivery shall be at the expense and risk of the Royal Danish Government.

¹Came into force on 16 August 1946, as from the date of signature, in accordance with Article 3.

5. Subject to paragraph 4 of this Article, the aircraft and equipment to be supplied shall, if coming from the United Kingdom or from a source outside Europe, be delivered by the Government of the United Kingdom free on board at the port of embarkation. The cost of shipment and the risks of transport from the port of embarkation to Denmark shall fall upon the Royal Danish Government. Aircraft and equipment coming from Royal Air Force depots or units in Europe shall be delivered by the Government of the United Kingdom at those depots or units and the Royal Danish Government will assume the cost and risks of transport by road or rail to Denmark.

6. It is the intention of the two contracting Governments that all the aircraft should be delivered by air from the United Kingdom, and that as far as possible all the equipment should be supplied from sources in the United Kingdom or in Europe and should be delivered to ports of embarkation to be agreed upon as between the Government of the United Kingdom and the receiving commission referred to in paragraph 3 of this Article.

Article 2

1. The Royal Danish Government will pay for the aircraft and equipment specified in the Appendix the sum of £450,000 to the Government of the United Kingdom.

2. Payment of the above-mentioned sum of £450,000 shall be made in sterling as follows: £250,000 on 30th September, 1946, and the balance of £200,000 not later than 31st March, 1947.

Article 3

The present Agreement shall come into force as from this day's date.

IN WITNESS WHEREOF, the undersigned, duly authorised by their respective Governments, have signed the present Agreement and have affixed thereto their Seals.

DONE in Copenhagen, in duplicate, this 16th day of August, 1946.

[L.S.] A. W. G. RANDALL

[L.S.] Gustav RASMUSSEN

A P P E N D I X

DANISH AIR FORCE

AIRCRAFT AND EQUIPMENT TO BE SUPPLIED UNDER THE TERMS OF THE AGREEMENT

- (a) *Station Headquarters (Avno)*—
- (i) Station ground equipment, including signals equipment and one year's maintenance spares.
 - (ii) Station M.T. and one year's maintenance spares, including wastage vehicles.
 - (iii) W.B. technical supplies and one year's maintenance spares.
- (b) *Elementary Flying Training School*—
- (i) 10 spare engines (Gypsy Major).
 - (ii) Station ground equipment (synthetic trainers) and one year's maintenance spares.
- (c) *Station Headquarters (Vaerlose)*—
- (i) Station ground equipment and one year's maintenance spares.
 - (ii) Station M.T. and one year's maintenance spares, including wastage vehicles.
 - (iii) W.B. technical supplies and one year's maintenance spares.
- (d) *Technical Training School*—
- (i) Station ground equipment (ground training equipment) and one year's maintenance spares.
 - (ii) Unit M.T. and one year's maintenance spares, including wastage vehicles.
- (e) *Service Repair Depot* (R.S.U. supporting all squadrons and flights)—
- (i) Unit equipment and one year's maintenance spares.
 - (ii) Unit M.T. and one year's maintenance spares, including wastage vehicles.
 - (iii) W.B. technical supplies and one year's maintenance spares.
- (f) *Station Headquarters (Grove)*—
- (i) Station ground equipment, including signals equipment and one year's maintenance spares.
 - (ii) Station M.T. and one year's maintenance spares, including wastage vehicles.
 - (iii) W.B. technical supplies and one year's maintenance spares.
- (g) *Training Squadron*—
- (i) 26 Spitfire H.F. IX Aircraft.
 - (ii) Unit equipment and one year's maintenance spares.

- (iii) 4 spare engines.
 - (iv) Station ground equipment (synthetic trainers) and one year's maintenance spares.
 - (v) Unit M.T. and one year's maintenance spares, including wastage vehicles.
 - (vi) One year's airframe and engine spares for 1st, 2nd, 3rd, 4th line repair.
- (h) *Station Headquarters (Copenhagen)*—
- (i) Station ground equipment, including signals equipment and one year's maintenance spares.
 - (ii) Station M.T. and one year's maintenance spares, including wastage vehicles and marine craft for the Flying Boat Flight.
 - (iii) W.B. technical supplies and one year's maintenance spares.
- (i) *Coastal Comm. Flight*—
- (i) 5 Sea Otter Aircraft.
 - (ii) Unit equipment and one year's maintenance spares.
 - (iii) 1 spare engine.
 - (iv) One year's airframe and engine spares for 1st, 2nd, 3rd and 4th line repairs.
- (j) *Station Headquarters (Aalborg)*—
- (i) Station ground equipment, including synthetic trainers and signals equipment, and one year's maintenance spares.
 - (ii) Station M.T. and one year's maintenance spares, including wastage vehicles.
 - (iii) W.B. Technical supplies and one year's maintenance spares.
- (k) *S.F.T.S. and F.I.S.*—
- (i) 44 Oxford 1 Aircraft.
 - (ii) Unit equipment and one year's maintenance spares.
 - (iii) 11 spare engines.
 - (iv) One year's airframe and engine spares for 1st, 2nd, 3rd and 4th line repairs.
- (l) *Ammunition and Pyrotechnics*
- (m) *Small Arms and Ammunitions*

NOTE.—The Air Authorities in the United Kingdom will assess the amount of equipment to be supplied for maintenance and wastage, and airframe and engine spares, on the basis of previous experience of the types of aircraft and equipment concerned.