

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

**Agreement for the Supply of Certain Aircraft and Equipment  
to Norway (with Annex). Signed at Oslo, on 27 September 1946**

Came into force on 27 September 1946, by signature.

*English official text communicated by the Permanent United Kingdom Representative to the United Nations. The registration took place on 7 August 1947.*

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

**Accord relatif à la fourniture d'avions et de matériel à la Norvège (avec annexe). Signé à Oslo, le 27 septembre 1946**

Entré en vigueur le 27 septembre 1946, par signature.

*Texte officiel anglais communiqué par le représentant permanent du Royaume-Uni auprès de l'Organisation des Nations Unies. L'enregistrement a eu lieu le 7 août 1947.*

NO 79. AGREEMENT BETWEEN THE GOVERNMENT OF THE UNITED KINGDOM AND THE ROYAL NORWEGIAN GOVERNMENT FOR THE SUPPLY OF CERTAIN AIRCRAFT AND EQUIPMENT TO NORWAY. SIGNED AT OSLO, ON 27 SEPTEMBER 1946

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

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

Have agreed as follows:—

*Article 1*

1. The Government of the United Kingdom agree to sell, and the Royal Norwegian Government agree to purchase the aircraft and equipment specified in the Appendix to this Agreement.

2. Some of the aircraft and equipment specified in the Appendix has already been delivered to the Royal Norwegian Government and the remainder shall be delivered as soon as possible. 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 at the date of delivery be serviceable by Royal Air Force standards, and the Royal Norwegian Government may appoint representatives in the United Kingdom to whom the Government of the United Kingdom shall, on request, afford reasonable facilities for inspection and right of rejection of any aircraft or item of equipment, prior to delivery.

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

5. Subject to paragraph 4 above, aircraft and equipment still to be supplied shall, if coming from the United Kingdom or from a source outside continental Europe, be delivered by the Government of the United Kingdom free

alongside ship at the port of embarkation. The cost of shipment including any handling or dock charges and the risks of transport from the port of embarkation to Norway shall fall upon the Royal Norwegian Government. Aircraft and equipment still to be supplied and coming from Royal Air Force depots or units in continental Europe shall be delivered by the Government of the United Kingdom at those depots or units and the Royal Norwegian Government shall assume all costs and risks of transport to Norway. If any aircraft or equipment specified in the Appendix is to be supplied from a source outside the United Kingdom or continental Europe, the Royal Norwegian Government shall be notified in advance of such intention and may refuse to take delivery of such aircraft or equipment.

### *Article 2*

1. Subject to the provisions of Article 1 (2), (3) and (5) and paragraphs 2 and 3 of this Article, the Royal Norwegian Government shall pay for the aircraft and equipment specified in the Appendix the sum of £720,000 to the Government of the United Kingdom.

2. Payment of the above-mentioned sum shall be made in sterling as follows:—

£500,000 on 30th September, 1946, and the balance of £220,000 on 31st March, 1947, provided that by the latter date deliveries of aircraft and equipment specified in the Appendix shall have been made to the extent of 90 per cent., as estimated by the Air authorities of the United Kingdom, of their total value, assessed on the basis of original costings. If, however, the deliveries to the extent of 90 per cent. of their total value have not been completed by 31st March, 1947, payment of the said balance of £220,000 shall be made as soon thereafter as the deliveries, as so estimated, shall have been completed to that extent.

3. In the event of the Royal Norwegian Government on or before 30th September, 1946, notifying the Government of the United Kingdom of their desire to cancel or reduce in quantity any of the items specified in the Appendix, a credit in respect of the items so notified shall be held at the disposal of the Royal Norwegian Government for the purchase of other aeronautical equipment in the United Kingdom. Such credit shall be calculated by the Air authorities of the United Kingdom on the basis of one-sixth of the original costing in the case of surplus aircraft or equipment, and of the full original costing in the case of other aircraft or equipment.

*Article 3*

Since the aircraft and equipment specified in the Appendix include items which have been obtained by the Government of the United Kingdom from the Government of the United States on lend-lease, in respect of which transfer is subject to the prior consent of the Government of the United States, delivery is subject to such prior consent. An amount representing the value assigned to such items in the above-mentioned sum of £720,000 by the Air authorities of the United Kingdom shall be held at the disposal of the Royal Norwegian Government as a credit for the purchase of other aeronautical equipment in the United Kingdom. The price and form of payment for such items shall be subject to separate negotiations between the Governments concerned.

*Article 4*

The present Agreement shall come into force on 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 at Oslo in duplicate this 27th day of September, 1946.

(L.S.) Laurence COLLIER

(L.S.) Halvard M. LANGE

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APPENDIX TO AGREEMENT WITH THE ROYAL NORWEGIAN GOVERNMENT FOR AIRCRAFT AND EQUIPMENT TO BE SUPPLIED TO THE NORWEGIAN AIR FORCE

*Station Headquarters, Gardermoen*

- (a) Station ground equipment and one year's maintenance spares.
- (b) Station M.T. and one year's maintenance spares and wastage vehicles.

*I.—Day Fighter Squadron*

- (a) 26 Spitfire L.F. IXE.
- (b) Unit equipment and one year's maintenance spares.
- (c) Spare engines (4).
- (d) One year's airframe and engine spares.

## II.—*Mosquito Squadron*

- (a) 18 Mosquito VI F.B.
- (b) Unit equipment and one year's maintenance spares.
- (c) Spare engines (6).
- (d) One year's airframe and engine spares.

## III.—*Flying Training School*

- (a) 20 Oxfords I.  
10 Ansons I.  
5 Mosquitos III.
- (b) Ground equipment for the Flying Training School. (Includes 5 Link Trainers.)
- (c) Unit equipment, spare engines (7 for Oxfords, 4 for Ansons, 2 for Mosquitos), one year's maintenance spares and one year's airframe and engine spares.

## IV.—*Photographic Flight*

- (a) 3 Spitfire XI P.R.
- (b) Unit equipment and one year's maintenance spares. (Includes 2 "J" type photo, trailers and equipment.)
- (c) Spare engines (1).
- (d) One year's airframe and engine spares.

## 2. *Station Headquarters, Vaernes*

- (a) Station ground equipment and one year's maintenance spares.
- (b) Station M. T. and one year's maintenance spares, and wastage vehicles.

## I.—*Day Fighter Squadron*

- (a) 21 Spitfire L. F. IXE unit equipment and one year's maintenance spares.
- (b) Spare engines (4).
- (c) One year's airframe and engine spares.

## II.—*Mobile Airfield Headquarters for One Mosquito and One Spitfire Squadron*

- (a) Equipment and one year's maintenance spares.
- (b) Station M. T. and one year's maintenance spares and wastage vehicles.

## 3. *Station Headquarters, Sola*

- (a) Station ground equipment and one year's maintenance spares.
- (b) Station M. T. and one year's maintenance spares and wastage vehicles, including marine craft for F. B. squadrons.

I.—*One Mosquito VI Squadron*

- (a) 18 Mosquito VIs F.B.
- (b) Unit equipment and one year's maintenance spares.
- (c) Spare engines (6).
- (d) One year's airframe and engine spares.

II.—*Flying Boat Squadron (Catalinas)*

Unit equipment and one year's maintenance spares.

(NOTE.—This is British equipment only and includes 9 V.H.F. T.R. 1143 sets complete.)

4. *Station Headquarters, Bardufoss*

- (a) Station ground equipment and one year's maintenance spares.
- (b) Station M.T. and one year's maintenance spares and wastage vehicles

I.—*One Day Fighter Squadron*

- (a) 21 Spitfire L.F. IXE
- (b) Unit equipment and one year's maintenance spares
- (c) Spare engines (4).
- (d) One year's airframe and engine spares.

II.—*A.R.D./E.R.D.*

- (a) Station ground equipment and one year's maintenance spares.
- (b) Station M.T. and one year's maintenance spares.

5. *Technical Training School, Kjevik*

- (a) Station ground equipment and one year's maintenance spares.
- (b) Station M.T. and one year's maintenance spares and wastage vehicles.

6. *A.R.D./E.R.D., Kjeller*

- (a) Station ground equipment and one year's maintenance spares.
- (b) Station M.T. and one year's maintenance spares and wastage vehicles.
- (c) W.B. technical supplies and one year's maintenance spares.

*U.E.D., Kjeller*

- (a) Station M.T. and one year's maintenance spares and wastage vehicles.
- (b) Station ground equipment and one year's maintenance spares.

(NOTE.—Includes A.S.P.M.T. Establishment.)

7. *Bombs, Ammunition, Pyrotechnics*

Includes twelve months' peace-time requirements and two months' war-time reserve.

8. Signals equipment for the whole of the target (excluding training equipment), including one year's maintenance spares.

9. Drop tanks for Mosquito and Spitfire aircraft.

10. 15 S.B.A. sets for Harvard aircraft and 1 S.B.A. ground installation.

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

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