

## **Starfighter with the Royal Danish Flyvevåbnet (Royal Danish Air Force)**

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© Thomas Westhoff Düppmann RT-655 CF-104D Esk 723, Gütersloh (14.07.1982) With full afterburner this Danish Starfighter departs on RWY 09. The visit took place in the early 80s. The Esk 723 flew the F-104 from September 1965 to December 1983 and then upgraded to the F-16. On 08.01.2001 this Eskadrille was disbanded and is now part of the Danish military aviation history.

### **Use in Eskadrille 726**

After the Dutch, Belgian and Italian Air Force had decided also to procure the F-104G Starfighter after the purchase by the German Air Force and Navy, the Danske Flyvevåbnet decided to introduce this aircraft. Primary task should be the Air Defense and as a secondary task was a Fighterbomber task.

Equipped with a General Electric J-79 engine this fighter of the "One Hundred Class" could fly more than twice the speed of sound, had incredible acceleration and climb characteristics and carried a 20 mm M-61 gun and AIM-9B Sidewinder missiles.

The Royal Danish Air Force procured in 1964 25 by Canadair manufactured single-seat F-104G Starfighter and four two-seat trainer-type TF-104G from Lockheed built via the Mutual Aid Program (MAP) from the United States for its two fighter squadrons Eskadrille 723 and 726 at Aalborg. They should replace the outdated North American F-86D "Sabre" in the Air Defense role. The first 10 aircraft were delivered to the Eskadrille 726 on December 19, 1964, there were eight more F-104G and two TF-104G delivered. Another five F-104G followed. These Starfighter for Eskadrille 726 carried the Danish serial number R-342, R-343, R-345, R-646, R-647, R-698, R-700, R-701, R-702, R-703, R-707, R-752 and R-754 as well as the trainer RT-683 and RT-684. The training at the Eskadrille 726 began on December 22, 1964 with the official commissioning of the squadron at Aalborg.

Since the Royal Norwegian Air Force operated the Starfighter as early as 1963, it was only logical that the Danes had to train the first group of its selected F-104 pilots on the North Norwegian AB of Bodö. The Combat Ready status received Eskadrille 726 finally on August 31, 1965, both Flight (A and B) of the squadron were thus fully operational. The last flight of a "Sabre" was on June 30, 1964.



© Erich Westersötebier R-346 F-104G Esk 723, Gütersloh (September 1968) The plane crashed a year later! The R-346 was the first Danish Starfighter loss on October 7, 1969 on short final at Tirstrup AB. The F-104 is shown here in the original grey camouflage with silver tail and white (!) wings. Usually the Starfighter carries the catamaran under the fuselage, common for the Danes and taxis here towards RWY 09.

The Danish Starfighter received a light grey camouflage paint, and large roundels, the Silver natural metal finish with the white wing tops remained exclusively for the four TF-104G. It was not until 1968-70 that all Starfighter gradually received the typical olive camouflage scheme. Initially the radome was still painted in white and later also painted in a radar radiolucent green. Only Starfighter R-345 flew initially only on the top in olive green, the underside was initially still grey for test purposes. This olive green paint were also used for the F-100D/F Super Sabre of Eskadrille 727 and 730 in Skrydstrup and from 1970 as well for the Saab Draken squadrons 725 and 729 in Karup and was subsequently a unique trademark of the Flyvevåbnet.

### **Introduction in the Esk 723**

The Eskadrille 723 got their first three aircraft on January 8, 1965, the fourteenth anniversary of the Squadron. The first Starfighter of Esk 723 had the serial numbers R-341, R-346 and R-755, the squadron commander of the unit was with Major HV Hansen, a very experienced pilot. Hansen went later to sister squadron and replaced from October 1966 Major Abildskov, the first Starfighter commander of the Esk 726. The last flight with the F-86D performed Eskadrille 723 on May 6, 1965. The remaining aircraft were passed on to the Eskadrille 728. This unit was at Skrydstrup and was planned also to convert from the F-86D to the Lockheed Starfighter, but fell short to savings. The unit disbanded on March 31, 1966 and placed the F-86D out of service in Denmark. The squadron strength of Eskadrille 723 was actually only sparsely on strength with 12 single-seater and two seater, but the unit still had the Sabre, almost doubling the number of aircraft.



© Jeff Bell R-340 F-104G Esk 723, Gütersloh (February 1980) together with a CF-104D two seater (RT-667) is visiting from Aalborg in sunny winter light on the large apron. The "newer" paint was not quite as prone to corrosion as early olive green. On September 15, 1966 Esk 723 received the first F-104G, causing the F-86D Sabre to be withdrawn from use. After 4,200 flight hours R-340 was flown on April 24, 1986 for the last time in Denmark and was later shipped to Taiwan.

The following F-104 were assigned to the Esk 723: R-340, 341, 346, 347, 348, 349, 645, 699, 753, 755, 756, 759 and the two-seater RT-681 and 682. Combat Ready was the unit with its two flights A and B on September 15, 1965, because the training from a relatively simple subsonic fighter to a highly complex and double supersonic jet still took his time.

The future Starfighter pilots should then first go through the normal training at the Danish Air Force, then spend at least a few years on the Hunter F.51 and T.53 at the Eskadrille 724 in Karup, and then recruited for the F-104 units. Even Super Sabre pilot later switched to the Mach-2 fighter. By this procedure it was assured that only experienced pilots were trained on the Starfighter.

An exceptional flying achievement accomplished Kaptejn Christensen of Eskadrille 723, when he landed his Starfighter after total engine failure safely on the basis Aalborg at the end of 1965. Particularly in the absence of thrust, the F-104 had only very inadequate gliding characteristics due to the short wings. In recognition of this emergency landing Christensen got a medal of Flyvevåbnet for exceptional achievement awarded.



© Wieland Stolze R-699 F-104G Esk 723, Gütersloh (September 1975) One of the four Danish F-104G for the squadron exchange with the 92 Sqn was the R-699, seen here on the final for RWY 09. As in this case, the engine was always kept at a high speed (RPM) in order not to lose the air flow blowing over the wings (BLC). The catamaran carrier under the fuselage were typical of the Danes and German Navy Starfighter.

### **Equipment of the Danish F-104**

The main task of the Danish Starfighter was Air Defense, the aircraft were in addition to the built-in 20 mm M61 Vulcan cannon fitted with two AIM-9B Sidewinder on centerline catamaran, the two wing tip stations remained reserved for the wing tanks. This was remarkable, as in contrary to the fighter squadrons of German or Belgian Air Force where the Sidewinder were almost exclusively carried on the wing tips and the external tanks were on the pylons under the wings.

The two Danish Starfighter squadrons usually flew two missions (slots) during the day, one morning and one afternoon mission. These missions were reserved for the training and continuing training. Regular night missions were of course also flown. Of great importance was the start of the alert status on September 15, 1965, the day of the official NATO assignment of Eskadrille 726.

### **O-2 readiness**

From that day until the withdrawal of the F-104 in Denmark there were at least two Starfighter on alert in Aalborg for 24 hours a day, seven days a week, 365 days a year in the so-called O-2 readiness. For this purpose, the M61 cannon was hot loaded and two live AIM-9B were carried under the fuselage. These Starfighter were without weather protection on the flight line in the first years, as common in other NATO countries. Only in later years the Flyvevåbnet built a two-part shelter, which was open at both sides, and a crew room in the middle. Pilots and ground staff worked in 24-hour shifts and were changed daily.

If necessary, the aircraft had to be in the air in less than two (!) minutes, therefore the NASARR Radar had to be in operational condition, because the start-up phase of the system would have exceeded this limit. The ground crew checked the engines of the Starfighter also on a regular inspection. Especially with the east wind it could happen that during an alarm start after flying over the houses that one or another window would scatter on the east side of the base. In addition, the pilots often had permission to go as fast as possible with "Alpha-Scrambles" at supersonic speed!

## **F-104 RDAF history**

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By the end of 1966 the long-awaited flight simulator arrived at Aalborg, so that new pilots and also the "old hats" could train IFR procedures and emergency procedures on a regular basis. The North American Search and Ranging Radar (NASARR) of the Starfighter was equal suited for the terrain following flight and the height and distance measurement. Together with the F15A 41B on board computer the system provided, for that time, exact details for the aerial combat and the intercepts always showed the best angle of attack for the M61 cannon and AIM-9B Sidewinder.

From Aalborg the Danes should protect together with the Norwegians the northern flank of NATO against intruders from the Warsaw Pact. But in contrary to the Norwegian F-104s they barely got contact with Soviet bombers.

### **First NATO squadron exchanges**

In April 1967 five Starfighter the Eskadrille 723 made a squadron exchange for the first time with another NATO country, they visited the Dutch 322 Sqn in Leeuwarden. Three years later, the visit was repeated again. Also in 1967 the Danes flew to France to Escadre de Chasse 2 in Dijon, Longvic flying the Mirage IIIE at the time.

A much larger event was the coronation of the Danish Queen Margarethe I in 1967, there were the Starfighter pilots could demonstrate their ability of formation flying on the event. In July 1968, the chief test pilot for Lockheed, Glenn "Snake" Reaves flew to Denmark to get an impression of the two squadrons. Reaves visited them to talk about the first experiences, opinions and suggestions on the Starfighter. A particularly intense visit he made in Eskadrille 726 with some flights.

During the daily missions the Starfighter were exclusively loaded with live cannons, even if they were not on O-2 readiness. The Sidewinder under the fuselage were replaced by two dummies to simulate the same flight characteristics. The TF-104G did not carry Sidewinder under the fuselage due to the changed nose wheel which retracted backwards,. Therefore, the Flyvevåbnet equipped them with two launcher under the wings for the AIM-9B. The Danish Starfighter two-seater were after this Danish modification the only ones who could carry air-to-air missiles under the wings.

Eskadrille 723 received in 1968 the official motto "Valet Vigilat". 17. till 27, September 1968 they visited with four F-104G the EC 1/13 Squadron in Colmar / Meyenheim. Only four days after the end of the visit in France there was a further exchange with the F-4E Phantom of 50.TFW in Hahn. Especially in the sixties such visits were an excellent opportunity to become acquainted with the methods, tactics, and experiences of other air defense squadrons. More exchanges followed in March 1969 with the F-104G of the JG 74 "Mölders" in Neuburg / Donau and then with Mirage IIIE of EC 4 in Luxeuil.

During the period from September 1968 to May 1970 the Danish F-104G and TF-104G received the typical olive paint, which was however very susceptible to corrosion in the salty sea air. Remedy brought a new shiny olive green in the seventies.

A much larger maneuver then took place the next year. During the exercise "Black Eagle" RAF Vulcan and Buccaneer, German Starfighter, Norwegian F-5 as well as Dutch and Belgian Starfighter simulated an attack of Denmark airspace and Flyvevåbnet Starfighter should defend the attacks. Later 726 Eskadrille received the "McMillan Trophy" awarded by NATO due to its success in this exercise, best single-pilot of the squadron was Major Baek.

In November 1971 the ESK 723 went with four aircraft to a squadron exchange to Leuchars in Scotland, stationed there was the 11 Squadron with the Lightning F.6 used in air defense role as well. During Tac Eval in 1972 the Eskadrille 723 got grade "good", a sign of the high level of performance of the two air defense squadrons. In the same year a squadron exchange was again with the EC 13 in Colmar. Royal visit had been announced for October 23, as a Prince Hendrik, husband of the Danish queen for a flight in the two seater. He did take the chance to experience a "Mach-2-ride"!

The Starfighter of the Danish Air Force usually wore only the two tip tanks, underwing pylon tanks were never observed in the single seaters. Often the F-104 were also seen completely without external tanks, and only with the two Sidewinder launch rails. Also during various guest visits in Germany and England this was observed every now and then. The two-seat trainer flew mostly on longer training, checking or ferry flights with all four external tanks.



© Marcus Herbote R-754 F-104G Esk 726, Gütersloh (August 1985) With a landing speed beyond 280 km / h this Danish Starfighter along with the R-702 visited the base in the summer of 1985. It was not the only time that the Danes were visiting in "clean configuration". The Starfighter was able to fly the route Aalborg - Gütersloh actually nonstop. This was possible due to the economic way of flying under Military power.

The Starfighter had, with its internal fuel capacity of 3,391 liters, with the economical use of the J79 engine a relatively good flight time in low altitude flying. In addition, during the regular NATO air defense exercises maneuverability in air combat was important. That is why the Starfighter operated frequently without tip tanks and only with two AIM-9B under the fuselage during CAP missions (Combat Air Patrol). The term "Manned Missile" was thus common particularly in Denmark!

The squadron strength of a Danish fighter squadron was in the beginning about 18-20 combat aircraft, so it was not surprising that 29 Starfighter were not sufficient for two squadrons. Basically, the Danes were able to equip only 1 ½ Eskadrille, which was totally inadequate for the effective use of two front squadrons of course.

### **No Danish Starfighter crisis**

The Danish Air Force realized very quickly that did not receive effective standby for two seasons with 29 machines, so they started searching for a solution. The original F-104 had been funded under the MAP of the United States and were their property. Other equipment could or would the United States not provide.

It was never a real Flyvevåbnet Starfighter crisis, because after five years of service the first Danish F-104G crashed in 1969; at a time already a high loss rate was recorded in Germany. Nevertheless, there was a failure rate even with the Danes. On October 7, 1969 the R-346 was recorded as a total loss, the R-752 on February 22, 1971 had an engine failure after a compressor stall. On June 1, 1971 there was a collision between two Starfighters at Vesterhavet, but both F-104 (including the R-647) landed safely.

Other squadron exchanges with the Eskadrille 726 were in July 1971 with the F-104G of the Italian 9th Stormo and later with the Belgian F-104G of 1.Wing in Beauvechain.

### Canadian Starfighter for Denmark

After they had withdrawn some of their Starfighter in Europe from the service, the Canadian Forces offered the Danish and Norwegian Air Force surplus machines for their squadrons. Thus the Flyvevåbnet decided in September 1971 to buy for 44 million Danish crowns 15 additional Starfighter CF-104 single seater and seven CF-104D two seater.



© Jeff Bell RT-667 CF-104D Esk 723, Gütersloh (February 1980) At Hangar 4 parks one of the seven CF-104D which were delivered in the years 1971 to 1973 to the Royal Danish Flyvevåbnet. The RT-667 was delivered on June 5, 1972 and taken on January 3, 1983 already out of the Danish service. Today, the two-seater is in Svedino Flygmuseum in Ugglarp, Sweden It can be seen here that the two-seat Starfighter in Denmark also flew with AIM-9 Sidewinder, the launcher are in contrary to the CF-104 under the wings!

With this huge increase the two Danish squadrons were able to ensure an effective operation. 46 Starfighter were now available for the two squadrons at Aalborg. With an appropriate reserve every squadron had now 18-20 F-104 in use and could defend the Danish NATO airspace more effectively. From December 1976 to December 1981 all Danish Starfighters were painted with a corrosion resistant glossy olive green. Some aircraft were given until about March 1983 the new paint scheme. Others however, such as the R-754, flew to the end in the original green.

The 22 former Canadian Starfighters were brought to the standard of Danish F/TF-104G in the Hovedværksted in Aalborg. The aircraft got the J79-11A engine and also received the Martin-Baker GQ-7 ejection seat and equal electronics. Exactly speaking, the Canadian versions differed only in the two typical radar receivers on the tail and the typical device on the radar nose of the original CF-104. These Starfighter got the typical olive green paint with green radome at the beginning of their service in Aalborg.

With the additional seven trainer more flight hours could now be flown on the Starfighter without further use of the Lockheed T-33A of the training Eskadrille or Aalborg Station Flight. The first prototype of the upcoming CF-104 conversion was R-814, the first aircraft delivered were four CF-104D, of which the RT-657 of 723 Eskadrille was the first. In the years 1972-1975 the Eskadrille 723 received R-814, R-832 and R-896 and the two-seater RT-655 and RT-662. Her sister squadron received R-757, R-758, R-771, R-825, R-846, R-887 and the CF-104D RT-654 and RT-660. Of course there were also maintenance-related shifts and changes in the squadron inventory.

### **Relationship with the Scandinavian neighbors**

The first visit between a Swedish and a Danish operational squadron took place in May 1972 with a visit of the Eskadrille 726 at the F3 wing in Linköping. This unit was operating at that time with the Saab Draken. The exchange of experiences between a NATO country and a neutral nation at that time was of outstanding value.

The flying in the far north with Norwegian Starfighters of 331 and 334. Skvadron helped the Danes in training in 1965; good connections with regular visits to Bodo and Aalborg were held between Danes and Norwegians; both nations were responsible with their F-104 for the air defense of the NATO northern flank.

In the years 1973 to 1976, the Flyvevåbnet lost each one Starfighter, in 1978 a further two in 1980 and one in 1982, the aircraft R-759 crashed on June 8, 1973 in Thisted, the pilot was tragically killed. The only two-seater of the Flyvevåbnet was lost when the engine of the RT-681 failed and the two pilots had to leave the aircraft over the sea at Fynshoved on June 13, 1975.

### **Low losses in 22 years**

From a total of 51 Danish Starfighter only 12 planes were lost in 22 years. In comparison with the other NATO air forces, the crash rate was not higher or lower. In addition, only a two-seater was lost and only two CF-104, certainly a huge achievement for the technician, both of RDAF as well as the Canadian Armed Forces as the original user. A total of six pilots lost their lives, except one all of 726 Esk.

At a special event for 726 Esk was the trip in June 1975 four F-104G. To demonstrate the accessibility of the island, but surely also to show the Danish flag, the Starfighter took-off from the RAF Coningsby, made a fuel stop at RAF Lossiemouth and then flew to the Faroe Islands and finally landed again at Lossiemouth. Regular supply flights with Danish C-47 or C-54 Skymaster Dakota was daily business, but it was the first time that Danish fighter planes flew over the island and even in a four-ship formation. All aircraft were only equipped with two 1,287 liter tip tanks and stayed during a squadron exchange at the 29 Sqn at RAF Coningsby.

After the delivery of the 22 Canadian CF-104 and CF-104D the training finally could be more effective. Therefore in 1975 the Operational Conversion Unit (OCU) was established within Eskadrille 726 for the training of new pilots and retraining pilots from other combat aircraft types. The first course was held in the same year. Eskadrille 726 had a squadron strength of about 22 F-104 from the mid-seventies, flown and maintained by 20 pilots and 75 technicians. The sister squadron had about 18 Starfighter on strength, the 726 Esk needed a higher number of two-seaters for their training task. The experience of the Danish Air Force with the Starfighter had multiplied in the past, now proving already over ten years of experience with the aircraft. ESK 723 and 726 each flew 3500 hours per year, which was about 300 hours per month and an average of 15 hours or flights a day. So in 1976 the squadron commander of the Eskadrille 726 had Starfighter 2.000 hours in his logbook, ten other pilots had over 1.000 hours in their logbooks. A Danish F-104 squadron had about 20 pilots, divided into two Flight and led by a Major.

### **Search for a follow-on aircraft**

As part of the search with the NATO-countries Belgium, Norway, Netherlands and Denmark looked from the late 70s for a successor model for the Starfighter. Was the F-104 a pure interceptor, the next plane should combine high electronics standards with exceptional maneuverability. This was found by the four nations in the General Dynamics F-16 Fighting Falcon. Denmark bought an initial batch of 46 F-16A and 12 F-16B as a replacement for the F-100 Super Sabre and F-104 Starfighter.

More total losses were not only in Germany or Belgium, a Danish CF-104 crashed on August 18, 1982 due to a loss of orientation of the pilots after total failure of the electrical system when flying through a cloud bank. The Starfighter with the number R-887 touched the ground at Fjerritslev 40 km east of Aalborg, the pilot ejected safely. In 1982 ESK 723 was the first unit in Denmark to transition on the new F-16 Fighting Falcon, the Eskadrille was decommissioned from the F-104 officially on 01.01.1983. That was a clear sign for the beginning swan song of the Danish Starfighter fleet.





*Archives C. Hölscher R-754 F-104G Esk 726, Gütersloh (February 1984)*

*Besides the afterburner perhaps rolling onto the runway was always the best moment to hear the inimitable "whine" of the J79 sound.*

Together with the Norwegian F-104 in Bodo the Danish F-104 in Aalborg formed NATO's northern flank. In "Alpha Scrambles" and the possible interception of Soviet bombers over the Baltic Sea, the Danes sometimes in urgent cases got the release: "clearance for Supersonic flight at all levels!" So it happened that in the east of the base Aalborg some windows were broken when the Starfighter broke the sound barrier a few seconds after the start at low altitude!

Shortly before the final days two Starfighter were lost. On January 17, 1985, R-700 crashed in the Kattegat near Aebeltost into the sea, the pilot was unable to eject in time and was killed. Only two months later on March 21, 1985 R-341 crashed into the sea 20 km north of Hirsthals in Jutland. Fortunately, the pilot was able to eject safely. This Starfighter had flown over 3,800 hours.

### **End of the Starfighter operations**

The Eskadrille 726 remained operational another three years until April 1986 with a squadron strength of 14 F-104. On April 11, 1986 the pilots of 726 Esk flew a final "Nine Ship" formation with R-340, R-348, R-645, R-646, R-647, R-702, R-703 and TF-104G RT-684 and CF-104D RT-654. The formation started at 10.30 clock from Aalborg and flew along with the spare aircraft R-754 over the airfields Karup, Billund, Vandel, Skrydstrup, Avnø, and Kastrup, the headquarters in Vedbek and the airfield in Tirstrup.

On April 30, 1986 the Eskadrille 726 bit farewell with a "Flying Day" to the Danish population under blue skies and the sky over the green land between the seas.

Four two-seater version of the CF-104D were later converted to ECM aircraft for the target simulation duties, but flew only a short time.

The Danish Starfighter with the highest number of flight hours was finally the RT-684, with impressive 4,476 flight hours in nearly 21 years of operation, even this Starfighter flew afterwards to Taiwan. With 4,441 flight hours R-342 reached in over 21 years not the record of the two-seater, and this Starfighter flew on in Taiwan as well.

Many Danish CF-104/D found their way into the Turkish Air Force and served there into the nineties.

## **F-104 RDAF history**

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A few Danish Starfighter found their way into museums, so the R-756 to British Midland Air Museum, the R-888 to Danmarks Flymuseum Skjern / Stauning (previously Museum of Technology Aalborg), four Starfighter into the Helsingör Museum (R-846, R -896, RT-657 and RT-667), R-814 in Egeskov as well as Gate Guards R-771 in Aalborg and RT-654 in Vaerloose.

Contrary to the former Norwegian Starfighters, of which 3 fly in the United States for flight demonstration and a two-seater, which is currently ready to fly in Bodo, the Danish Starfighter will never reach the azure Danish skys.

For the Royal Danish Flyvevåbnet the following Starfighter were delivered with the corresponding serial numbers:

F-104G:

R-340, R-341, R-342, R-343, R-345, R-346, R-347, R-348, R-349 R-645, R-646, R-647 R-698, R-699, R-700, R-701, R-702, R-703, R-707, R-752, R-753, R-754, R-755, R-756, R-759

TF-104G:

RT-681, RT-682, RT-683, RT-684

The following 22 Starfighter from Canadian inventory in added to the Royal Danish Flyvevåbnet in the years 1972-74:

CF-104:

R-704 R-757, R-758, R-771 R-812, R-814, R-819, R-825, R-832, R-846, R-851, R-855 R -887, R-888, R-896

CF-104D:

RT-654, RT-655, RT-657, RT-660, RT-662, RT-664, RT-667

**Accidents with Danish F-104**

<u>date</u>	<u>serial</u>	<u>type / constr. nr</u>	<u>sqn</u>	<u>reason/remarks</u>
<u>07.10.1969</u>	R-346	F-104G / 6045	Esk 723	crashed during the GCA formation approach on short final at Tirstrup AB, pilot was killed.
<u>22.02.1971</u>	R-752	F-104G / 6097	Esk 723	crashed into Kattegat 5 NM south of Sæby, Denmark due to engine failure after a compressor stall, pilot ejected safely.
<u>08.06.1973</u>	R-759	F-104G / 6104	Esk 726	crashed June 8, 1973 at Thisted after several Compressor Stalls, after a test flight with a Mach 2 run loss of thrust occurred due to a Compressor Stall at Mach 1.8; pilot ejected safely.
<u>03.12.1974</u>	R-698	F-104G / 6050	Esk 726	crashed during ship patrol into the sea at Skagen, pilot lost control after several tight maneuvers at 1.500 feet altitude, pilot was killed.
<u>13.06.1975</u>	RT-681	TF-104G / 5525	Esk 723	crashed northeast of Fynshoved after compressor stall, pilots ejected safely.
<u>08.04.1976</u>	R-701	F-104G / 6053	Esk 726	crashed after losing control of the aircraft during final turn for landing at Aalborg AB (possible pitch-up), pilot was killed.
<u>05.09.1978</u>	R-819	CF-104 / 1119	Esk 723	crashed near Vilsund, Denmark due to a horizontal stabilizer break-up in a jet-wash during ACM between two F-104 and a German RF-4E; pilot ejected safely.
<u>08.08.1980</u>	R-343	F-104G / 6042	Esk 726	crashed into the sea near Bovbjerg Fry, near Thyboron during DACT with Danish F-100, possible "Blackout" during steep dive, pilot was killed.
<u>14.10.1980</u>	R-753	F-104G / 6098	Esk 723	crashed during approach to Aalborg in the Limfjorden, the aircraft pitched-up at low altitude, pilot ejected safely.
<u>18.08.1982</u>	R-887	CF-104 / 1187	Esk 723	crashed after loss of orientation into the Kattegat near Fjerritslev due to total electrical (instrument) failure in clouds, pilot ejected safely.
<u>17.01.1985</u>	R-700	F-104G / 6052	Esk 726	crashed into the Kattegat at Hjelm, reason not known, pilot was killed.
<u>21.03.1985</u>	R-341	F-104G / 6040	Esk 726	crashed into the sea 20 miles north-northwest Hirtshals, unknown reason, pilot was killed.
<u>01.06.1971</u>	R-759 R-647	F-104G / 6104 F-104G / 6096	Esk 726	collision with each other during a hot AIM-9B (Sidewinder) missile launch in the Sylt A/A Range, both aircraft made an emergency landing at Skrydstrup AB, R-759 (as chase) with a damaged tip tank and stabilizer.