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## **Aviation Museum Society Finland acquires Sud Aviation SE 210 Caravelle III (SE-DAF)**

**Swedish National Maritime and Transport Museums (SMTM) and Aviation Museum Society Finland (AMSF) have signed an agreement that the Sud Aviation SE 210 Caravelle III (SE-DAF) passenger aircraft is transferred to the possession of Aviation Museum Society Finland. Aviation Museum Society intends to bring the aircraft to Finland, to restore it into the appearance of 1963 and to place it on public display at a suitable location which acknowledges its value.**

The SE-DAF, called Sven Viking, is a passenger aircraft which was manufactured for SAS (fuselage number 113) in 1962. It flew in the SAS fleet until 1974, when it was donated to museum purposes. Around the same time SAS donated to museum use in Denmark the OY-KRD Caravelle III (fuselage number 47) called Ulf Viking and in Norway the LN-KLH Caravelle III (fuselage number 3) called Finn Viking. Today these aircraft are on display at the technical museums of Denmark and Norway. The SE-DAF has been stored outdoors at Arlanda airport since 1974.

Aero Oy, which changed its name to Finnair in 1968, operated with Caravelle fleet during 1960-1983. Finnair's first three aircraft were of type Caravelle IA, but they were later modified into type Caravelle III. The fourth Caravelle was already a Caravelle III when it left the factory. The Caravelle IIIs were sold back to the factory in 1964 when Finnair was purchasing Super Caravelle 10B3 aircraft. In all the airline owned or rented 14 Caravelles and the SE-DAF matches the type of the first four of them.

Only one original Caravelle III that belonged to Finnair has been preserved. The Caravelle III (fuselage number 116), which had the registration OH-LED, joined the Finnair fleet in 1962 and was sold back to the factory in 1964. It ended its flying career as a reconnaissance aircraft in the French air force and today it is on display at the Musée Européen de l'Aviation de Chasse, Montélimar museum.

The Caravelle-project of the Aviation Museum Society Finland has three phases and offers its co-operating partners public visibility in various phases. In the first phase the aircraft is dismantled in Sweden for transportation and transported to Finland. In the second phase the aircraft is restored into the visual appearance of 1963. In the third phase the aircraft is placed on display in Finland, to a visible location which acknowledges its value.

The hint about the aircraft being available was received from Jan Forsgren (Arlanda Flygsamlingar) in May 2020. Negotiations about transferring the aircraft into the possession of Aviation Museum Society Finland continued through the Covid-19 pandemic summer, autumn and winter. The actual contract negotiations took place in January 2021 and the aim is – depending on the Covid-19 restrictions – to bring the aircraft to Finland in the summer 2021 or 2022. The negotiations proceeded well, the agreement has been signed and the project can be published. The preparations for bringing the aircraft to Finland can also be started.

Why does Aviation Museum Society Finland bring this aircraft to Finland? For a long time there have been wishes about getting a former Finnair passenger jet to Finland, a valuable item from the Finnish passenger air traffic history point of view. The Caravelle III is a logical addition to the DC-3 and Convair 440 Metropolitan aircraft in the Finnish museums. However, so far these projects have always, for some reason or another, come to an end. At this point the possibilities of getting a 1960s passenger jet, which has belonged to the Finnair fleet, are scarce. Now there is an opportunity to bring to Finland an aircraft which represents a type which was used by Finnair – and the aircraft is located as close as in Sweden. This

opportunity is quite unique and will not happen again. On the other hand, this way the SE-DAF can be saved from being scrapped – most likely this would have been its fate.

*From the very beginning it has been clear to Aviation Museum Society that the aircraft must be saved from scrapping. This is also a unique opportunity to get a passenger jet to the Finnish museum environment, because in earlier cases the owners of the aircraft have asked for large sums of money for their aircraft. Now the main cost items are the cost of transporting the aircraft to Finland, the restoration and the placing on display costs, and these can be divided for several years, says the chairman of the Aviation Museum Society and Caravelle-project leader Janne Salonen.*

Director Sophie Nyman from the Swedish National Maritime and Transport Museums' Design and Content department: *We are glad that the negotiations with Aviation Museum Society Finland have led to a positive result. For us it is important that the aircraft remains whole also in the future and that it gets an owner who is committed to restoring the aircraft and placing it on display.*

The Caravelle-project can be followed on the website [www.caravelle-projekti.fi](http://www.caravelle-projekti.fi). The project is looking for supporters and volunteers. Especially persons who have knowledge or skills on working with Caravelle aircraft are encouraged to join the team of volunteers.

On the website there is information e.g. on volunteer activities, sponsoring opportunities, condition of the aircraft (including pictures of it in Arlanda), aircraft type history and the history of this individual. Later there will be information about the dismantling of the aircraft, transportation to Finland, restoration and placing it on display, as well as about its maintenance on the display site.

The artistic co-operating partner of the Caravelle-project is aviation artist Kari Vertanen. He has prepared a Caravelle III painting which will be used as visual material in the project.

During the project material and information will be collected about the Caravelles, and their impact on the development of the Finnish society, business life, holiday travel and cargo traffic. Support to the project and society is welcomed from enterprises and communities, whose rise and development was facilitated by the Caravelle-aircraft in the 1960s.

### **More information about the project**

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