

F 10 1940-2002

F10 or the Scania wing (Skånska flygflottiljen) was one the Swedish Air Force wings from 1940 to 2002.

The Swedish parliament decided, on February 28 1940, that the 10th wing should be created and the main task should be to defend the air space over Scania.

A detachment for F 10 was established in the summer 1940 at F 8 in Stockholm. On October 1st 1940 the activity was moved to Bulltofta airport outside Malmö, a city in the south part of Scania. Three hangars were built at the aerodrome and an existing hangar was rented as workshop.

During the first years a number of aircraft, which had served their time, were moved from other wings in Sweden to F10 at Bulltofta. From F9 in Gothenburg twenty-seven aircraft, type J8 Gloster Gladiator, were transferred. These aircraft had to spend a long time in the workshop before they were on duty.

Originally, in February 1940, an order of one hundred and forty-four aircraft of type Vultee 48C Vanguard was sent to USA, but not a single aircraft was delivered due to their export regulations.

The next aircraft at F 10 was J 20 Reggiane 2000, which was bought from Italy. Sixty aircraft were delivered from March 1942 to February 1943. These aircraft were located on different flying-fields in Scania for long periods of time.

The Second World War were hectic times for the wing F 10. During these years over 28 000 take offs were performed and hundreds of foreign aircraft were turned away or conducted down to Swedish flying-fields. Seventeen men from F 10 perished during the war period.

In October 1945 the wing F 10 was moved to new buildings at the air base Barkåkra near the city of Ängelholm.

From 1945 to 1950 an aircraft manufactured in Sweden, a fighter denoted J 22, was on duty at F 10. In total eighty J 22 were on duty, at three squadrons, at F 10 during that period of time. J 22 is now on display at the flight museum in Ängelholm.

The first jet-fighter at F 10 was J 21R, a jet-fighter manufactured by SAAB, and this aircraft was on duty from 1949 to 1951. J 21R was replaced by the English de Havilland Vampire, denoted J 28, and this aircraft was on duty at F 10 until 1953.

The next jet-fighter at F 10 was J 29 Tunnan, an aircraft with arrow shaped wings. The performance was comparable with F-86 Sabre from USA and MIG-15 from the Sovjet Union. J 29 was on duty from 1953 to 1966 at F 10 and is now on display at the flight museum in Ängelholm.

In 1966 was the education of pilots for the Swedish Air Force and the air display group Team 60 moved to F 10.

J 35 Draken was the next fighter on duty at F 10. This aircraft was on duty for a long period of time, from 1964 to 1998. The design was at that time advanced and internationally not tested in practice. No other wing in the Swedish Air Force used this aircraft for such a long period as F 10. J 35 is on display at the flight museum in Ängelholm.

AJS 37 Viggen replaced J 35 Dragon as next the aircraft at F 10. AJS stands for: Strike, Intercept and Reconnaissance. The aircraft was a Mach 2 aircraft which could operate on very short airstrips. AJS 37 Viggen is now on display at the flight museum in Ängelholm.

From the year 2000 JAS 39 Gripen was on duty at F 10 until the wing F 10 was closed down 2002. The decision to close down F 10 was taken by the Swedish parliament.