



Heinkel He 111K bomber. Six were ordered by the Canton Government. They were issued to the 19th Squadron, CAF, in 1936. (Wings of China)

Published information that a second order for 12 was fulfilled by sending ex-Luftwaffe He 50Bs (SAM 322B), which arrived in China in January 1936, is pure fiction. No trace has been found of these aircraft in German or any other archives. If they were really ordered (by Canton?) they were certainly not delivered.

The Canton Government ordered six examples of the **He 111K**, the export version of the He 111A (750 hp BMW VI) twin-engined bomber, from F Feld & Co in September 1935. They arrived in the summer of 1936 with seven German pilots led by Heinkel test pilot Gerhard Nitschke, and two mechanics, but delivery was delayed by the Nanking take-over of the Canton Air Force. Four machines were received by the CAF in October and two in November. They were assigned to the 19th Squadron of the 8th Air Group. The last remaining He 111 was taken out of storage at Chengtu in December 1943 and flown to Kunming, where it was modified into a transport for 10 passengers and fitted with Wright R-1820 Cyclone engines for use by CATC (fleet no Chung-2).

The **He 116A-0** (270 hp Hirth HM 508D) was a four-engine passenger transport. Two were sold to Japan and were registered J-BAKD (He 116 V5) and J-EAKF, the latter to the Kwantung Government Office in Japanese-occupied Manchukuo. Both were transferred to MKKK in May 1938 and flew from Tokyo to Hsinking on 11 May.

In August 1937 a Chinese contract for 50 **He 118** dive-bombers was discussed, but in the event no order was placed.

Henschel

On 18 October 1937 Hitler decided to stop further deliveries of arms to China, but this was changed again two days later, provided that the deliveries could be kept a secret to

Japan! On 3 November the same year 12 **Henschel Hs 123A-1** (630-730 hp BMW 132A) single-seat dive-bomber biplanes originally scheduled for delivery to Portugal were ordered through the HAPRO firm for the CAF. They were to have been delivered immediately, but there was a delay until January before the aircraft could be sent from Bremen and via Italy, due to the prevailing political conditions.

By March 1938 eight had arrived in Hong Kong and had been sent to Canton and the other four followed in April. A Henschel pilot, von Winterfeld, and two mechanics arrived on 11 February to assemble and test-fly the aircraft at Hankow. The Hs 123s were handed over in April and May and were assigned to the 15th Squadron, but they remained in service for a short period only.

Ilyushin

The Soviet Union supplied 24 **Ilyushin DB-3** (900-950 hp M-87A) twin-engined bombers to China in 1939. The first 12 were delivered in June and the second group of 12 followed in July. They were initially assigned to the 10th and 14th Squadrons of the 8th Group. The formal order for these aircraft was dated 20 June 1939.

Junkers

Many Junkers aircraft of different types saw service in China. Two examples of the **Junkers F 13** (185 hp BMW IIIa, 220 hp Junkers L2, 310 hp Junkers L 5) six-seat transport monoplane was sent by the Soviet Union to Canton. One was former R-RDAO (c/n 648), which had participated in the Moscow-Peking flight of summer 1925. The other machine was probably c/n 677, an ex-military aircraft that was converted into a floatplane in April 1926 before



Junkers F 13 s/n 1 serving with the Shantung Air Force at Tsinan.

delivery. C/n 648 was later returned to the USSR and it was finally registered CCCP-128. The other machine remained with the new Canton Air Force in 1927.

Until the autumn of 1924 Junkers was represented by Bunsen & Company (Chinesische Handels-AG) and then by Siemens & Company. One F 13 was ordered for Shansi on 14 April 1925 and c/n 678 (ex D703) was shipped from Germany. It was seized by Shantung in February 1926, however, and was paid for by that province in June 1926. A new machine, c/n 774 (ex D812), which had previously been used as a demonstrator in Siam, was shipped from Bangkok on S/S "Bertram Rickmers". On 23 January 1927 it arrived in Tsingtao and was immediately taken by Shantung as well and it was later paid for by them. A third F 13 arrived in March 1928. It was delivered to Taiyüan in April and entered service with the Shansi Air Force.

The Nanking Government ordered two F 13s fitted with both floats and wheels on 17 November 1928 and F 13ge c/ns 2038 and 2039 were delivered in April 1929 by Junkers pilot Fritz Horn. F 13ge D-2151 (c/n 2042, ex C-PAAC) was purchased for a good-will flight from Berlin to Nanking, but crashed on 24 September 1931 near the Indian coast, shortly after leaving Karachi. Eurasia put two F 13s in service in March 1931. These were c/ns 746 and 747 (ex D-346 and D-600), which became EU IV and EU III, respectively. In November 1931 the Sinkiang Government was negotiating the purchase of two F 13s, but no order was placed.



Junkers W 33. This armed example was delivered to the Honan Air Force.

The **A 20** (220 hp Junkers L2) and **A 35/K 53** (310 hp Junkers L5) were essentially similar, a two-seat reconnaissance and light bombing monoplane. Shansi ordered one on 14 April 1925 and c/n 872 (ex D721) was shipped. This machine was seized by Shantung along with the F 13 in February 1926 and was finally purchased on 13 June 1926. The steamer "Etha Rickmers" arrived with a new A 20 sent by AB Flygindustri in Sweden and intended for Shansi on 5 January 1927, but was forced to land the aircraft at

Tsingtao. It was captured (and paid for) by Shantung as well and was converted to take armament by a Junkers engineer.

Shantung signed a contract for another six machines of the military K 53 version. C/ns 1071-1075 and 1077 were shipped from AB Flygindustri on 20 June 1927 and arrived about 1 September. Four more, c/ns 1079-1081 and 1085, were later ordered and left the factory on 7 May 1928. By the time these aircraft reached China on board SS "Bestik" in July 1928 the Shantung Air Force had already been absorbed by the Manchurian Air Force and they were delivered directly to Mukden.

Canton had been negotiating the purchase of a number of Junkers aircraft since June 1928 and a purchasing mission had been sent to Germany in July. Junkers offered three K 53s, of which two were to be supplied in the form of kits for local assembly in Canton. The equipment for an aircraft factory with a capacity of three to six K 53s per month was to be supplied as well. An order for a single example was finally placed and confirmed on 11 December 1928. This K 53 was c/n 1091, which was shipped from AB Flygindustri in Sweden on 3 July 1929.

On 5 October 1928 three K 53s, plus five spare L5 engines and a repair workshop were ordered by a Nanking Government commission in Berlin and on 17 November Siemens & Company received an order for another six K 53s with both wheel and float undercarriages. Fritz Horn was sent out as delivery pilot with two mechanics. On 8 February 1929 c/ns 1066 (ex S-71, temporary Swedish registration),