

= Norsk Forurensningskontroll =

Norsk Forurensningskontroll AS (literally " Norwegian Pollution Control ") or NFK was a specialized Norwegian aviation company and aircraft operator , with a fleet of four de Havilland Canada DHC @-@ 6 Twin Otter aircraft . The company was founded in 1983 and initially intended to operate the aircraft to apply dispersants on oil spills at sea , as a part of the national oil spill defense system . However , due to oil companies , departmental and government politics the company failed to establish such a service and instead operated the aircraft for charter , before deciding to liquidate the company in the autumn of 1986 . The airline had its main base at Bodø Airport , and was planning to establish oil @-@ spill protection bases at Hammerfest Airport and Kristiansund Airport , Kvernberget . During its existence the company co @-@ operated closely with Widerøe , which was approved by the authorities as the operators maintenance organization .

= = History = =

The airline was established in 1983 with a share capital of NOK 50 @,@ 000 , and with Harald Olsen as managing director . In November 1983 , they announced to the authorities and the general public plans to establish a fleet of four DHC @-@ 6 / 300 Twin Otters , for the application of dispersant on oil spills at sea as part of the national oil spill protection system , as well as providing an airborne radar surveillance and positioning system . The government was initially favorable to the concept , particularly as an element in improving oil spill protection and response at sea , in conjunction with permitting the oil industry to commence exploration north of the 62nd parallel north , but unfortunately government and departmental politics and the oil companies ' unwillingness to contribute to the system , led to the company 's demise .

The company aimed to have two aircraft operative in June 1984 , and be fully operational with 35 to 40 employees and four aircraft by 1985 , when all @-@ year oil drilling would start in the Norwegian Sea . Use of aircraft for oil spill reduction was at the time established in the United Kingdom , and Norsk Forurensningskontroll aimed to create a similar preparedness for Norway in cooperation with the Norwegian Pollution Control Authority . The cost of the four aircraft was stipulated to approximately NOK 35 million . Operation started in May 1984 with an aircraft on dry lease from Widerøe (LN @-@ BNS) , which was also used as system development platform . The airline stated that they hoped to have 30 to 50 operations per year .

In September , one of the aircraft was displayed at Farnborough Airshow , and Norsk Forurensningskontroll stated that they hoped to sell the technology abroad . The idea of having an oil spill services of this type was eventually abandoned by the authorities and by the oil industry , and instead NFK started using their aircraft for various charter purposes , such as bird counting for universities and parachuting . In 1986 , the company gained a contract with the French government for supplying a French ? Canadian semi @-@ military female expedition , aiming to traverse the polar basin from the northernmost tip of Svalbard to the North Pole on skis . The aircraft was based in Svalbard , and a number of other scientific and exploration expeditions were supported , including electronic mapping of the headrock underneath glaciers , under a contract for the Scott Polar Research Institute at Cambridge University , financed by British Petroleum .

The company filed for bankruptcy in October 1986 . At the time it had NOK 29 million in debt , while its assets were three Twin Otters with an estimated value of NOK 21 million . At the time , one plane was on lease to the national airline of Portugal (TAP) , flying scheduled operations on the archipelago of Madeira . The largest creditors were Sparebanken Nord , who was owed 13 million and had collateral in two aircraft , Sparebanken Nordland , who were owed NOK 11 million and had collateral in one aircraft , and Kredittkassen / Fiskernes Bank , who were owed NOK 1 @.@ 9 million . The banks estimated they had lost NOK 8 million on the venture .

= = Organization and aircraft = =

The company had its head office in Bodø and main base at Bodø Airport . It cooperated with

Widerøe , also based in Bodø , for crews and maintenance services . The aircraft was planned to be stationed on 24 @-@ hour watch , with a reaction time of 30 minutes during daytime and 60 minutes during night . Tests showed that aircraft could be used for spills up to 5 @,@ 000 tonnes (4 @,@ 900 long tons ; 5 @,@ 500 short tons) , depending on the type of oil . The dispersant should ideally be applied two hours after discharge . The dispersant application system developed for the De Havilland of Canada DHC @-@ 6 / 300 Twin Otter aircraft consisted of two 1 @,@ 550 @-@ liter (340 imp gal ; 410 U.S. gal) aluminumfive- chamber tanks for dispersant . The uniqueness of the system on board the aircraft , as it was developed by the operator NFK and Widerøe 's engineering department , was primarily that it was self @-@ contained and propelled by bleed air tapped from one of the two Pratt & Whitney gas turbines on the aircraft , pressurizing the tanks . The arrangement of the tanks gave no change in Center of Gravity during discharge of the dispersant .