

# ORB 132 Wing

Form 540, AIR 26/193

01 November 1943 – 31 October 1945

PERMANENT HISTORICAL RECORD

ROYAL AIR FORCE  
OPERATIONS  
RECORD  
BOOK

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132 WING

FORM 540

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HEADQUARTERS

1943-45 /

AIR HISTORICAL BRANCH  
AIR MINISTRY.



## OPERATIONS RECORD BOOK

of 3053.

Page No. ONE.

of (Unit or Formation) No. 132(Norwegian) Airfield Headquarters.

No. of pages used for day.....

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Weald	1-11-43		No. 132(Norwegian) Airfield Headquarters was officially formed today under War Establishment WAR/SR/13A dated 1st July, 1943( For Composite Group in the Field). 1152 Lieut. Colonel H. Mehre D.S.O., D.F.C., (Commanding Officer), 1048 Captain W. Mohr D.F.C. (Squadron Leader Administrative), 1025 Captain S. Barkald(Chief Technical Officer) arrived from the Norwegian Headquarters for duties with this Airfield Headquarters. 102249 P/O. T.A. Styles and 85438 F/Lt. J.C. Archibald (Equipment Officers) were posted to the Airfield Headquarters on 31-7-43 and 4-8-43 respectively. These Officers have been demanding and preparing all the equipment for the Airfield with the result that we were able to make a quick start today. Not being formally posted, 1030 Lieut. T. Mund-Henriksen (Administrative Adjutant) and 953777 Sergeant Clerk G/D Griffiths W.J. were borrowed from No. 332(Norwegian) Squadron to form up the Administrative Offices for the Airfield Headquarters. The Airfield will remain under the control of Headquarters No. 11 Group until such time as it is handed over to Headquarters No. 84 Group.		
North Weald	2-11-43		Lieut. Colonel H. Mehre D.S.O., D.F.C. visited Headquarters No. 84 Group.		
North Weald	3-11-43		Lieut. Colonel H. Mehre D.S.O., D.F.C. visited Headquarters No. 11 Group. 1025 Captain S. Barkald, 1030 Lieut. T. Mund-Henriksen and 953777 Sergeant Clerk G/D Griffiths W.J. visited No. 127 (Canadian) Airfield in order to study the lay-out system.		
North Weald	4-11-43 to 7-11-43		There is nothing to report in detail for these days. Most of the time was used for preparing the posting instructions and taking over the new establishment posts. New accommodation and offices were also arranged.		
North Weald	8-11-43		1075 Captain O. Unhammer (Engineer in Daily Servicing Squadron) was attached to R.A.F. Station, Gravesend today until 11-11-43 to study his duties on the Airfield. 1231 2/Lt. Klykken N. arrived today from the Norwegian Headquarters for duties as Admin (C) in Servicing Wing.		
North Weald	9-11-43 to 11-11-43		Routine work of formation and administration is still going forward.		
North Weald	12-11-43		5500 Captain H.B. Knudsen (Engineer in Repair and Inspection Squadron) was attached to R.A.F. Station, Gravesend today until 15-11-43 to study his duties on the Airfield. A letter was received today promoting Lieuts. H.B. Knudsen, O. Unhammer and T. Mund-Henriksen to the rank of Captain in accordance with the vacancies being filled on the new establishment.		
North Weald	13-11-43		132110 P/O. Ross C.S. arrived today from R.A.F. Station, Castle Camps to take over duties as M.T. Officer(F/Lt. Post).		
North Weald	14. to 15-11-43		Nothing of special interest to report.		
North Weald	16-11-43		No. 6115 L.W.S. consisting of two vehicles, 4 Corporals and 7 ACs arrived today for duties with the Airfield. 5435 2/Lt. Jonsberg R. (Admin (C) on Daily Servicing Squadron) was attached to R.A.F. Station, Gravesend today until 18-11-43 to study his airfield duties.		
North Weald	17-11-43		The Airfield was honoured by a visit from Air Vice Marshall H.W.L. Saunders C.B., C.B.E., M.C., D.F.C., M.M. Air Officer Commanding, Headquarters No. 11 Group who came to present decorations to some of the Norwegian pilots. Lieut. Colonel H. Mehre D.S.O., D.F.C. received the D.S.O.,		







## OPERATIONS RECORD BOOK

See instructions for use of this form in K.R. and A.C.I. para. 2349, and War Manual, Pt. II, Chapter XX, and notes in R.A.F. Pocket Book.

of (Unit or Formation) No. 132(Norwegian) Airfield Headquarters.

No. of pages used for day.....

Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices
North Weald.	1-12-43		Posting instructions for Lieut. T. Mund-Henriksen were received today to fill the post of Airfield Adjutant(F/Lt.). Instructions have also been received from the Royal Norwegian Headquarters for his promotion to Captain.		
North Weald	2-12-43		F/O. F. Amann (Technical Arm.) was posted from R.A.F. Station North Weald to the Airfield.		
North Weald.	3-12-43		Lieut. A. Sunde was posted to the Airfield for Intelligence Duties(F/Lt. post). Authority for his promotion to Captain has been received from Royal Norwegian Headquarters.		
North Weald.	4-12-43		Lieut. Colonel. H. Mehre D.S.O., D.F.C. and Major S. Barkald proceeded to No. 6 Combined Operations Short Course.		
North Weald	5-12-43		2/Lt. N.L. Svendsen was posted to the Airfield today for Anti-Gas and Wire Duties.		
North Weald	6-12-43		Capt. K. Hannaas was posted to the Airfield from No. 332(Norwegian) Squadron for duties as the Airfield Medical Officer(S/Ldr. post). Authority has been received from Royal Norwegian Headquarters for his promotion to Major.		
North Weald	7-12-43		F/O. C.S. Ross proceeded to No. 7 M.W. to collect M.T. Vehicles for the Airfield.		
North Weald.	8-12-43		Nothing of interest to report.		
North Weald	9-12-43		W/Cdr. M.A. Toomey proceeded to Senior Officers Course at the School of Artillery.		
North Weald	10/11-12-43		The tents were distributed to the different sections of the Airfield for erecting, checking and marking.		
North Weald	12-12-43		F/O. C.S. Ross and 2/Lt. F. Hoyer(M.T. Officers) proceeded to Headquarters No. 84 Group for an M.T. Conference.		
North Weald.	13/14-12-43		Nothing of interest to report.		
North Weald.	15-12-43		2/Lt. N.L. Svendsen proceeded to the R.A.F. Anti-Gas School for an Officers Refresher Course.		
North Weald	16-12-43		A signal O. 828 dated 16/12/43 was received today from A.D.C.R. transferring this Airfield from No. 11 Group to No. 84 Group 2nd T.A.F.		
North Weald.	17-12-43		No. 50850. Mobile Signals Unit arrived today for duties with the Airfield.		
North Weald.	18/19-12-43		Nothing of interest to report.		
North Weald.	20-12-43		The North Weald Wing (331 and 332(Norwegian) Squadrons) led by Lieut. Colonel. K. Birksted D.S.O., D.F.C., took part in Ramrod 375 and destroyed three F.W. 190's without loss. The three e/a were destroyed by Lieut. Colonel. K. Birksted D.S.O., D.F.C. (Wing Leader), Lieut. Pearnley (331 Sqn.) and Sgt. Tidemand(332 Sqn.)		
North Weald.	21/22/23-12-43		Nothing of interest to report.		



Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Weald	24-12-43		The Norwegian personnel of the Airfield held a Christmas Party to which all the British personnel of the Airfield were invited. The party started with the singing of Norwegian Carols and a short service given by the Norwegian Padre. Lieut. Colonel. Oan (Chief of the Norwegian Army Air Force) made a short address. Presents were received from the Essex County Council and the Norway Relief Depot which were distributed to all personnel. Food was provided from a running buffet and a very jolly party was enjoyed by all.		
North Weald	25-12-43		The Norwegians joined with the British personnel for Christmas Dinner which was served by the Officers and Senior N.C.O's. A dance was held on the Station during the afternoon and a film show in the evening.		
North Weald	26-12-43		Special games were arranged for this afternoon with the Officers playing the Senior N.C.O's at football and the WAAPS at hockey. The football resulted in a win 3-2 for the Officers but the WAAPS won 3-2. The games were very enjoyable and good fun.		
North Weald	27-12-43 28-12-43 29-12-43 30-12-43	) ) ) )	Nothing of interest to report.		
North Weald	31-12-43		A signal (M.379 dated 31-12-43) was received from Rear Headquarters No.84 Group detailing part of the Airfield to move as follows. "331,332 Squadrons are to move by air/rail under unit arrangements North Weald to APC Llanbedr to arrive 5th January 1944. Signal this M.O. details Officers Senior N.C.O.s, Airmen, Vehicles. Road and Rail servicing parties to arrive Llanbedr P.M. 4th January.		
			GENERAL REMARKS. The formation of this Airfield is progressing favourably but we have been held up by one or two factors. We have been waiting for our M.T. Vehicles and these have been advised during the past few days and will be collected as soon as possible. There are still serious shortages of essential personnel which are causing delay in the Equipment, Headquarters and Accounts Sections. We are short of 6 AC Clerks G.D. in the Headquarters, 1 Sgt. 1 Cpl. and 7 ACs Equipment Assistants and 1 AC Clerk Pay Accounting. These sections are having to work very long hours to keep the work up to date. The Imprest Account has been taken over by F/O.F. Mann but he urgently needs his one AC Clerk Pay Accounting to handle the accounts of the British Personnel. Driving instruction has been carried out throughout the month and this has increased our strength of reserve drivers.		
			<i>Thelma M. King</i> Lieut. Colonel, Commanding, No.132(Norwegian) Airfield.		



## OPERATIONS RECORD BOOK

See instructions for use of this form in K.R. and A.C.I. para. 2349, and War Manual, Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

of (Unit or Formation) No. 132 (Norwegian) Airfield

No. of pages used for day .....

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Weald	1-1-44		F/O.W. Carvis arrived today for Intelligence Duties on posting from No. 133 Airfield.		
North Weald	2-1-44		Capt. T. Mund-Henniksen (Airfield Adjutant) proceeded to No. 2 Junior Officers Course at the School of Army Co-op. (14 Days). Capt. A. Smith (supy. Adjutant) took over the duties as Adjutant. Final preparations were made for part of the Airfield to move off early in the morning.		
North Weald	3-1-44		The first Airfield Movement Order was issued and the Road Party set off at 0800 hours. The Rail Party remained at work during the day and proceeded after tea. Major K. Hannas (Airfield Medical Officer) proceeded to R.A.F. Hospital, Ely for a refresher course. (3 days).		Appendix 1.
North Weald	4-1-44		2/Lt. W. I. Svendsen reported for duty as Anti-Gas and Fire Officer after completing Gas-Fire Officers course.		
North Weald	5-1-44		Lieut. C. Volkensz (Dutch Naval Air Service) reported supy. for flying duties. The Air Party, led by Lieut. Colonel K. Birksted D.S.O., D.F.C. moved off for R.A.F. Llanbedr.		
North Weald	6/7/8-1-44		Nothing of interest to report.		
North Weald	9-1-44		F/O.W. Carvis proceeded to Highgate for No. 32 "A" Intelligence Course. (14 days).		
North Weald	10-1-44		Nothing of interest to report.		
North Weald	11-1-44		F/O.W. J. Woolgar reported for duties as Signals Officer.		
North Weald	12/13-1-44		Nothing of interest to report.		
North Weald	14-1-44		15 men from the personnel detached to R.A.F. Llanbedr proceeded to R.A.F. Pwllheli for Driving Course of "B" Class Vehicles. (14 days).		
North Weald	15-1-44		Capt. J. K. Lottberg reported for duty as Flying Control Officer.		
North Weald	16-1-44		Nothing of interest to report.		
North Weald	17-1-44		Nothing of interest to report.		
North Weald	18-1-44		The Main Party returned by Road and Rail from R.A.F. Llanbedr in accordance with Rear Headquarters No. 84 Group Cypher Message CI.448 dated 17-1-44.		
North Weald	19-1-44		F/O. Cooper (Signals) ceased to be attached to this Airfield from R.A.F. Smalwell and proceeded on posting to R.A.F. Defford. One Corporal and 5 AGs (AGI/AG) reported for duty as Camouflage and Decoy.		
North Weald	20-1-44		F/O. P. J. Griffiths arrived today on attachment from Rear Headquarters No. 84 Group for Electrical Engineer duties.		



Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Weald	21-1-44		The Air Party returned today from R.A.F. Llanbedr. P/O.F. Anam (Airfield Amament Officer) proceeded to Group Headquarters for an Amament Conference. A Signal Q.199 dated 18-1-44 was received from Headquarters 2nd T.A.F. stating that 332(Norwegian) Squadron is to change aircraft with No.347 Squadron and 334(Norwegian) Squadron is to rearm with Spitfire II L.F. aircraft.		
North Weald	22-1-44		15 men proceeded to R.A.F. Pwllheli for Drivers Course of "B" Class Vehicles (14 days). The Rear Party arrived by Road from R.A.F. Llanbedr.		
North Weald	23-1-44		Lieut. J.E.S. Grainer reported for duty as a Flaring Control Officer. 2/Lt.H.L. Svendsen proceeded to R.A.F. Biggen Hill for Crash Tender Course (7 Days). 334 and 332(Norwegian) Squadrons, led by Lieut. Col. K. Birksted D.S.O., D.F.C., took part in a Fighter Sweep in connection with Ramrod 472. Three F.W.190s were destroyed and one probably destroyed without loss to the Squadrons. The enemy aircraft were destroyed by the W/O.; 2/Lt. Dogger (331 Sqn), Major Christie and Sgt. Riung (one shared both of 332 Sqn) and Major Christie probably destroyed one F.W.190.		
North Weald	24/25-1-44		Nothing of interest to report.		
North Weald	26-1-44		One airman proceeded to R.A.F. Farnborough for a three weeks Photographic Refresher Course.		
North Weald	27-1-44		332(Norwegian) Squadron and 317 Squadron changed over their aircraft today by one flight from each Squadron flying their respective aircraft.		
North Weald	28-1-44		Nothing of interest to report. The Squadrons were non-operational for yesterday and today.		
North Weald	29-1-44		P/O.F. A. Warton and 4 airmen proceeded to R.A.F. Biggen Hill for a Crash Tender Course (7 days).		
North Weald	30-1-44		Lieut. G. Volkensz left this Airfield on being posted to a new Unit.		
North Weald	31-1-44		3 Men proceeded to R.A.F. Weeton for a three days Water Driving Course. Group Captain Beaumont and three Staff Officers (C.T.O., S.M.O. and S.Acct. O.) visited the Airfield today from Headquarters 84 Group.		
			<u>GENERAL REMARKS.</u> The formation of this Airfield progresses favourably with one or two exceptions. The majority of our Motor Transport has been received but we still need one or two specialist vehicles e.g. Toolers Office. The manning position is still acute in the Equipment Section and Airfield Headquarters. Equipment is short of 1 Cpl. and 7 AC Equipment Assistants and the Airfield Headquarters is short of 6 AC Clerks G/D. These shortages are making it very hard for the posted personnel as they have to work long hours to maintain the work up to a high standard. Driving instruction has been carried out at the Unit and 47 airmen have been sent to R.A.F. Pwllheli for Driving Instruction on "B" Class Vehicles. This has greatly increased our strength of reserve drivers in the event of the Airfield being ordered to move.		

*Major Wilkes*  
Lieut. Colonel, Commanding,  
No. 132(Norwegian) Airfield.



SECRET.

COPY NO. 36.....

No. 132(Norwegian) Airfield - Movement Order No.1

Ref:- 132AF/S.205/Org.

Date:-2nd January, 1944.

List of Appendices.

Appendix "A"	Composition of Air Party.
" " "B"	" " Rail Party.
" " "C"	" " Road Party.

INFORMATION.

1. Daily Servicing Squadron of No.132(Norwegian) Airfield, No.331(N) Squadron and No.332(N) Squadron will move from R.A.F. Station, North Weald to R.A.F. Station Ilanbedr (Map Ref. TC/48) by Rail, Road and Air.

INFORMATION.

2. To move "A" and "B" Flights of Daily Servicing Squadron of No.132 (Norwegian) Airfield to R.A.F. Station, Ilanbedr to arrive p.m. on 4th January, 1944 and to move 331 and 332(Norwegian) Squadrons to R.A.F. Station, Ilanbedr on 5th January, 1943.

EXECUTION.

3. The move will take place in three parties as follows:-

(a) AIR PARTY is to leave on the 5th January, 1944 and to arrive at Ilanbedr on the same day. If the weather is unsuitable on 5th January, 1944, the Air Party will leave on the first suitable day. For full details of Air Party see Appendix "A".

Officer in Charge of Air Party is Lieut. Col. K. Birksted D.S.O., D.F.C.

(b) RAIL PARTY is to move off from R.A.F. Station, North Weald on 3rd January, 1944 at 1945 hours as detailed in Appendix "B".  
Officer in Charge of Rail Party is Lieut. K. F. Feld.

(c) ROAD PARTY is to assemble on the road from the rear of the Firing Range up to No.2 Maintenance Hangar, and be ready to move off at 0800 hours on 3rd January, 1944.

Officer in Charge of Road Party is Captain O. Unhammer.  
Convoy Leader:- 2/Lt. F. Hoyer.

ADMINISTRATIVE ARRANGEMENTS.

4. The M.T. Officer will detail transport as allocated in Appendix "C" to report to the Officers in Charge for loading on 2nd January, 1944.

5. Transport facilities from R.A.F. Station, North Weald to railhead from where the Rail Party is moving off will be provided by the M.T. Officer on arrangement between him and the Officer i/c Rail Party.

6. Officer in Charge of Daily Servicing Squadron will be responsible for the loading of all necessary equipment. An accurate list of the load of each vehicle must be prepared.

7. For Convoy Instructions see Appendix "C", and also the allocation of vehicles from S. and T. Column.

8. Officers and N.C.O.'s, including pilots, are to pack their kit and equipment in accordance with instructions given previously.

9. Personnel proceeding by road will take their luggage on the lorries.

10. Personnel of Airfield Headquarters going by rail will take their luggage on the train.

11. Personnel of Nos. 331 and 332 Squadrons, including the Air Party, will have their luggage transported on a 3 ton lorry, specially allotted to the two Squadrons. Nos 331 and 332 Squadron Commanders will be responsible for the loading of this luggage and equipment etc.,.



12. The Catering Officer will arrange with the Officers in charge of Rail and Road Parties for the provision of rations on the journey. He will also arrange with R.A.F. Station, North Weald to have early meals served as required by the personnel on the Movement Order.

13. Fire Extinguishers will be loaded and easily accessible to ensure adequate precautions against fire.

14. Medical. Captain Larsen will be the Medical Officer in Charge.

15. Anti-Aircraft. 5349 F/Sgt. Mikkelsen S. is to provide Anti-Aircraft protection on two vehicles, one at the front and one at the rear of the convoy.

16. DRESS:-  
Pilots - Flying suit or Service Uniform.  
Officers) Rail Party - Best Blue.  
N.C.O's } Road Party - Working Dress.  
Airmen }

17. AIR PARTY. Will maintain R/T silence except for emergencies. 11 Group Guard 1 will be used. Ordinary Call Signs will be used, and a listening out watch will be kept by all sectors en route.

18. The use of Call Signs on the new Station will be decided later.

19. Receipt must be acknowledged of this order on the slip at the bottom of this page.

*W.C. Wilson*  
Lieut. Colonel, Commanding,  
No. 132 (Norwegian) Airfield.

#### DISTRIBUTION LIST.

	<u>Copy No.</u>		<u>Copy No.</u>
H.Q. A.D.G.B.	1	Armament Officer.	22
H.Q. Tactical Air Force.	2 & 3	Signals Officer.	23.
H.Q. 84 Group (Rear).	4 & 5	Catering Officer.	24.
H.Q. 84 Group (Main)	6 & 7	H.Q. Officer.	25.
H.Q. 11 Group.	8	Gas and Fire Officer.	26.
H.Q. 19 Wing.	9	Medical Officer.	27.
R.A.F. Station, Habbema.	10 & 11.	Lieut. Field t/c Rail Party.	28.
R.A.F. Station, North Weald.	12.	Capt. Unthamer i/c Road Party.	29.
Airfield Commanding Officer.	13.	Intelligence Officer.	30.
Squadron Leader Admin.	14.	Officers' Mess.	31.
Airfield Adjutant.	15.	F/Sgt. Discip.	32.
O.C. No. 534 (H) Squadron.	16.	File 132AF/S. 205/Org.	33.
O.C. No. 532 (H) Squadron.	17.	H.Q. R.W.A.F.	34.
Wing Commander Flying.	18.	Form 540.	35, 36, 37.
Major Barfield.	19 & 20.	Spere.	38, 39, 40.
Equipment Officer.	21.		

RECEIVED IS ACKNOWLEDGED OF NO. 132 (NORWEGIAN) AIRFIELD MOVEMENT ORDER NO. 1  
DATED 2nd JANUARY, 1944.

DATE.....

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S E C R E T

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Appendix A to No. 132 (N) Airfield - Movement Order No. 1.

AIR PARTY.

Ref: 132AF/S.205/Org.

to: 2. January, 1944.

1) Officer i/c Air Party: Lieut. Colonel K. Birksted, D.S.O., D.F.C.  
2) Time of Departure.

The two Squadrons will proceed on 5th. January, 1943 at a time as indicated by Wing Commander FLYING.

3) Pilots detailed to fly:

The following pilots will fly:

331 Squadron:

Major Austoer  
Capt. Bjørnstad  
Capt. Jørstad  
Lieut. Fearnley  
Pork. Stenstad  
" Larsen  
" Sandvig  
" Tvedt  
" Gram  
" Garben  
" Woxen  
Sgt. Stouland  
" Tullin  
" Roald

332 Squadron:

Capt. Christvig  
Capt. Raoder  
Capt. Rye  
Lieut. Ravn  
2/Lt. Bolstad  
" Herfjord  
" Hauge  
" Amjesen  
" Gabrielsen  
V/Sgt. Koim  
Sgt. Tidemand  
" Helland  
" Jørgensen  
" Isachsen

4) Pilots not flying, see Appendix B.



# SECRET

Copy No.....

## Appendix B to No. 132 (N) Airfield - Movement Order No. 1. Rail Party.

Ref: - 132 AF/S.205/ORG.  
Date: - 2. January, 1944.

- 1) Officer i/o Rail Party: Lieut. K. Fjeld.
- 2) Composition of Party:
  - a) All pilots not detailed to fly  
(see para. 3 below)
  - b) Personnel of Airfield H. Q., not detailed for Road Party  
(see para. 4 below)

- 3) Details of para. 2 a) above:

331 Squadron	
Lieut. Nørøyd	
Sgt. Cucheron	
" Gundersen	
" Nilson	
" Ullstein	
" Sørensen	
" Gran	
" Freider	
" Solvang	
" Schjødt	
" Eldsvig	
" Angelsen	
" Tionsvold	
332 Squadron	
Lieut. Isachsen	
Wentk. Balde	
" Aarflot	
F/Sgt. Røslund	
" Kolling	
" Høiland	
Sgt. Sundt	
" Gjøstland	
" Bjørnstad	
" Rinde	
" Rindø	

- 4) Details of para. 2 b) above:

	A - Flight	
	Senior N.C.O.'s	
255 F/Sgt. Fitter II Vollan O.		534.9 F/Sgt. Pitt/Arm. Mikkelsen S.
865 " Pitt/Arm. Larsen H.		862 Sgt. Pitt. II. E. Knarvik E.
268 Sgt. Pitt. II. E. Corneliusson B.		239 " Pitt. II. A. Johannessen T.
160 " Pitt. II. A. Bentzen R.		224 " Pitt. II. E. Møy R.

### Section 1.

258 Cpl. Pitt. II. E. Johannessen O.	226 Cpl. Pitt. II. E. Daugeard S
236 AC1 Flect. II Uberg G.	1666 LAC F.M.E. Ume A.
5022 LAC Inst. Rep. II. Gundersen M.	5856 AC2 F.M.E. Røvelsrud K.
5562 AC1 F.M.E. Elden K.	5103 LAC F.M.A. Myhre E.
5651 LAC B.M.E. Kvitting P.	763 LAC F.M.A. Olson B.
5123 AC1 F.W.A. Strand D.	5886 AC2 Arm/G. Thorsby E.
5902 AC2 Photo. II Høyer H. J.	14.95 AC2 Flect. II Barth E.
5160 AC1 R.F.O. Moe L.	Inst. Rep. II Gjøstland L.
5356 AC1 Arm/G. Rugeas T	

### Section 2.

5192 Cpl. Pitt. II. E. Andersen J.	344. Cpl. Pitt. II. A. Randtøve G.
5378 LAC F.H.D. Davidson J.	681 LAC Inst. Rep. II Sundt G.
154.3 AC2 F.M.E. Johansen M.	5044 AC2 F.M.E. Grindheim H.
225 LAC D.H.A. Bolgaun K.	1762 AC1 F.H.E. Paulsen T.
1497 AC2 F.H.A. Høngstad S.	5169 LAC F.M.A. Flø K.
338 AC1 Arm/G. Rokdal O.	1552 AC1 F.H.A. Moe J.
5355 AC1 Inst. Rep. II Steeno O.	5318 AC1 Arm/G. Bjørnsvik A.
5154. AC1 Arm/G. Elnesson S.	5885 AC1 ACH/GD Lund R.
5301 LAC Photo II. Solberg E.	



"A" Flight.Section 3.

312 Cpl. Fitter 2 E. Haldorsen, P.  
 5383 AC2 F.M.E. Lysand, L.  
 5756 AC1 F.M.E. Neset, K.  
 2034 LAC F.M.A. Hilland, G.  
 5832 AC2 F.M.A. Frilseth, P.  
 5028 AC1 Electr. I. Sorstrom, K.  
 5341 AC1 Arm. G. Brask, M.  
 1620 LAC Arm. G. Undrum, H.  
 Olsen

"B" Flight.

358 Cpl. Fitter 2E, Carlson, O.  
 1406 LAC F.M.E. Huseby, L.  
 1573 AC2 F.M.E. Vikebø, E.  
 1562 AC1 F.M.A. Heunromningen, P.  
 5409 LAC F.M.A. Lingø, I.  
 5543 AC1 Arm. G. Lovold, A.  
 5812 AC2 ACH/GD Sundane, F.  
 2004 AC1 Photo2 Somme, L.

Section 4.

135 Cpl. Fitter 2A. Gron, P.  
 5194 AC1 F.M.E. Haldorsen, M.  
 5551 LAC F.M.E. Slimning, J.  
 1930 AC1 F.M.A. Holberg-Olsen, F.  
 689 LAC F.M.A. Omland, L.  
 5182 LAC Arm. G. Grutle, T.  
 5190 AC1 Arm. G. Midtvedt, A.  
 1540582 LAC Electr. 2. Langhorn, T. A.  
 5020 " Inst. rep. 1 Nygaard, H.

248 Cpl. Fitter 2A. Brynie, F.  
 1419 LAC Inst. r. 2 Stenbro-Olsen, O.  
 1509 " F.M.E. Farstad, H.  
 1447 AC1 F.M.E. Saetrenyr, A.  
 5149 LAC F.M.A. Wilhelmssen, J.  
 2063 AC1 F.M.A. Haane, A.  
 5189 AC1 Arm. G. Wittheit, O.  
 5612 LAC Arm. G. Flaethaug, L.

Section 5.

5638 LAC Fitter 2A. Kirkeberg, E.  
 5112 AC1 F.M.E. Østensen, P.  
 1713 AC1 F.M.E. Arvesen, L.  
 1571 AC1 F.M.A. Almenning, S.  
 5898 AC2 F.M.A. Nikkelsen, W.  
 712 AC1 Arm. G. Faye-Schjell, H.  
 1894 LAC Arm. G. Ørgensen, A.  
 5140 LAC Arm. G. Preberg, T.  
 5102 AC1 Inst. rep. 2. Iyegard, W.

5668 Cpl. Fitter 2A. Feugli, K.  
 1683 AC1 F.M.E. Østhus, K.  
 1446 AC1 F.M.E. Storemærk, R.  
 2022 AC2 F.M.A. Kristiansen, J.  
 398 AC2 F.M.A. Johannessen, B.  
 5316 AC' Arm. G. Korsvold, R.  
 5104 AC2 Arm. G. Corneliusen, A.  
 5833 AC' ACH/GD. Blækstad, A.

Section 6.

5168 Cpl. Fitter 2A. Eiken, H.  
 5763 LAC F.M.E. Strom, A.  
 5911 AC1 F.M.E. Johnsen, I.  
 1892 AC2 F.M.A. Schultz, K.  
 5185 LAC F.M.A. Rossand, A.  
 5815 AC2 F.M.A. Reinan, E.  
 2117 AC1 ACH/GD. Larsson, P.  
 5895 LAC " Madland, Ø.

453 Cpl. Fitter 2A. Ernsland, G.  
 1718 AC1 F.M.E. Gjester, E.  
 1407 AC1 F.M.E. Aasen, M.  
 5544 AC2 F.M.E. Myhre, O.  
 5381 AC2 F.M.A. Aker, T.  
 1501 LAC Arm. G. Solberg, S.  
 230 LAC Electr. 2. Bangsund, I.  
 5590 AC1 Arm. G. Lunde, G.

Section 7.

5122 Cpl. Electr. 1. Bjerkø, K.  
 5900 AC1 F.M.E. Røyvik, W.  
 723 LAC F.M.E. Jacobsen, K.  
 231 LAC F.M.A. Hegen, K.  
 5839 AC2 F.M.A. Skinstad, T.  
 5880 AC2 ACH/GD. Hansen, H.  
 5022 LAC Inst. rep. 2. Gundersen, M.  
 1874778 AC2 Armt. Asst. Millard, A. R.

1514 Cpl. Arm. G. Hveen, S.  
 5772 AC1 F.M.E. Mostue, S.  
 5791 AC2 F.M.E. Eriksen, J.  
 5860 AC2 F.M.A. Dahl, W.  
 5572 AC2 F.M.A. Olfussen, A.  
 1824800 AC2 Armt. Asst. Rutherford, S.  
 1824810 AC2 " " Parkin, W.  
 1519405 LAC Electr. 2. Milbourn, L. H.



SECRET.

Appendix "B" RAIL PARTY. Page 3.

"A" FLIGHT.

621 Cpl. Arm.G. Hynes, A.  
 1499 AC1 Arm.G. Erstad, E.  
 1446 AC1 Arm.G. Lund, K.  
 1693 Cpl. Photo2 Hansen, W.  
 5850 AC1 ACH/GD. Nilsen, J.  
 1526 AC1 " Giske, K.  
 5095 Cpl. Electr. 1 Stblien, W.  
 5019 " Inst.rep. 1 Haug, I.

Section 8.

"B" FLIGHT.

5059 Cpl. Arm.G. Seljevoll, K.  
 5101 AC1 F.M.E. Rodstange, H.  
 5332 AC2 F.M.A. Skoglund, H.  
 5302 AC1 F.M.A. Bakke, T.  
 5891 LAC ACH/GD. Leinslie, A.  
 1717709 AC2 Arm.asst. Donavon, K.  
 5190 AC1 Arm.G. Telle, H.

Section 9.

1561 Cpl. Inst.rep. 1	Gerar, H.	566 Cpl. W/Mech.	Simonsen, J.
5097 " W/Mech.	Brynildsen, O.	1414 " "	Albrechtsen, A.
1380862 " Photo 2 =	Wood, H.G.	5067 LAC R.T.O.	Andersen, K.
133 LAC F.M.E.	Albrechtsen, A.	5379 AC2 R.T.O.	Knudsen, R.
5298 AC2 F.M.A.	Steinsland, E.	5887 LAC R.T.O.	Larsen, S.
5143 AC1 F.M.A.	Dalen E.	1678 AC2 R.T.O.	Elholm, T.
5339 AC1 Arm.G.	Andresen K.	403 AC1 Arm.G.	Tangedal, O.
		5542 AC1 ACH/GD.	Ellefson, N.

Section 10.

5426 AC2 Arm.G. Kleath, T.  
 381 Cpl. Arm.G. Gabrielsen, R.  
 5329 AC1 F.M.A. Johansen, G.  
 5129 AC1 F.M.A. Myhre, O.

1766 Sgt. Cook Olsen, C.  
 1622 LAC " Johansen, A.  
 1475 " " Evensen, L.  
 1196714 " " Hardwick, G.  
 1405859 AC1 " " English, W.P.

Section 11.

PROGRAMME FOR RAIL PARTY ON 3rd JANUARY, 1944.

- (a) Routine work during the day.
- (b) Transport will leave the Site Guardrooms at 1830 hours with kit and luggage.
- (c) Parade (Officer i/c Lt.K.Fjeld) outside 331 Squadron H.Q. at 1945 hours.
- (d) Convey to Epping Station.
- (e) Route and timing.  
 Depart Epping at 2040 hours on 3rd January, 1944 and arrive Liverpool Street Station at 2132 hours.  
 Depart Paddington at 0001 hours on 4th January, 1944 (Four Special Coaches) and arrive at Raubon at 0634 hours.  
 Depart Raubon at 0943 hours and arrive Kelwarbeck Halt at 1252 hours.
- (f) London Movement Control will supply transport for men and kit between Liverpool Street and Paddington Stations.
- (g) Hot breakfast will be supplied during the stay at Raubon Station.



S E C R E T.

COPY NO.....

Appendix "C" to No. 132 (N) Airfield - Movement Order No. 1  
Ref:- 132/F/S. 205/ORG.  
Date:- 2nd January, 1944.

ROAD PARTY.

1. Officers travelling by road:-

Officer i/c Road Party.	Captain O. Unhammer.
Convoy Leader.	2/Lt. Hoyer F.
Medical Officer.	Captain S. Larsen.
Catering Officer.	F/Lt. G. Beavis.
Engineering Officer.	2/Lt. R. Jonsberg.

2. Composition of party and order of march:-

<u>Convoy No.</u>	<u>Vehicle No.</u>	<u>Personnel.</u>
1.	79384	2/Lt. Hoyer - F/Sgt. Lunder - F/Sgt. Wagner-Larsen - Cpl. Blüwey.
2.	102252	Capt. Unhammer - 2/Lt. Jonsberg - Capt. Larsen.
3.	39023	F/Lt. Beavis - Cpl. Parris (312)
4.	104603	Cpl. Barthelsen - LAC Spire (312).
5.	03905	LAC Harner (312)
6.	104536	LAC Acton (312)
7.	104632	AC Gallagher (312)
8.	74710	LAC Gore (132)
9.	91267	LAC Neal (132)
10.	74708	LAC Stanway (132)
11.	91673	AC1 Vaughan (132)
12.	91659	LAC Edwards (132)
13.	104582	LAC Gruzier (312)
14.	104558	AC Jarvis (312)
15.	104570	LAC Hayes (312)
16.	104535	AC Jones (312)
17.	104546	LAC Jubb (312)
18.	30377	AC Swaffield (312)
19.	78051	LAC Nicholls (312)
20.	78029	LAC Dodge (312)
21.	50782	LAC Ball (312)
22.	30410	LAC Dent (312)
23.	91464	AC2 Johansen - AC Doy. (132).

Programme for 3rd January, 1944.

- (a) Reveille at 0530 hours.
- (b) Transport will leave the Site Guardrooms at 0615 hours.
- (c) Breakfast at 0630 hours.
- (d) Transport will leave the Messes for the Parade Ground at 0715 hours.
- (e) Parade on the road leading from No. 2 Maintenance Hangar to the rear of the Short Firing Range at 0730 hours.
- (f) Convoy moves off at 0800 hours.



S E C R E T.

Appendix "C" ROAD PARTY, page 2.

CONVOY ORDERS.

4. Convoy Discipline.

Standard R.A.F. Convoy Procedure and Signals will be adopted throughout the whole of move and strict discipline will be maintained.

M.I.H.	30 M.I. 2 H.
HALTS	10 minutes to even hour.
V.T.M.	30 V.T.M. even spacing.
Lights.	Head - side, tail and axel lights.

Order of March.

Order of march as laid down in para. 2 Appendix "C" will be strictly adhered to except in case of breakdown.

Breakdown.

In the event of a vehicle breaking down or falling out of Convoy, driver will remain with his vehicle and D.R. will notify officer i/c convoy.

Halts.

Short routine halts will be made at laid down times according to suitability of road.

Drivers will take advantage of such halts to clean windcreens, check loads, and mechanical condition of vehicles. D.R. will instruct drivers when to dismount.

SPACING.

Intervals of 50 yards will normally be maintained. When proceeding through towns vehicles may close up to 12 yards. Spacing will be maintained at halts unless orders are issued to the contrary.

Dispersal of Vehicles at Destination.

Drivers will remain with their vehicles on arrival at destination, and will be guided to selected sites by D.R.'s.

5. ROUTE.

1st Day.

North Weald - Hertford - Hatfield - St. Alban -  
Dunstable - Penny Stratford - Towcester - Daventry -  
Coventry - by pass Birmingham. 120 miles.

2nd Day.

Birmingham - Shrewsbury - Oswestry - Llangollen -  
Corwen - Bala - Festiniog - Harlech - Llanbedr. 115 miles

Total Mileage 235.



Exercise "ROUNDBOUT VI" No. 132 A.F.H.Q. (Norwegian) 3 February 1944.

132 (Norwegian) A.F.H.Q., with 331 & 332 (W) Squadrons, without aircraft, M.S.U. 50650 and 101st D.U. were ordered to move from North Weald to a site at Great Leighs. N.1837 on 3rd Feb, on a mobility exercise, with a recon shift to move under Unit arrangements to precede the Main shift, to locate sites for the dispersal of the sections, prepare cooking facilities, erect latrines, etc.

The main shift of 135 vehicles (including 38 3-ton load carriers from the 8&T Column) was ordered to assemble on the perimeter track of R.A.F. North Weald at 08-30 hrs, and to move off to pass the start point at L.9624 at 09-30hrs.

The following Officers from Rear H.Q. 84 Group attended the exercise:-  
S/L. Adam. Movements. S/L. Lukaszewicz. P.L.O. F/O James. M.T. Eng.2.

As a result of the exercise, the following observations are made:  
The convoy assembled well and to time and passed the start point as ordered.

The make-up of the convoy was not good as Petrol Bowers, Beacons and other heavy slow vehicles were not placed at the head of the convoy, and due to the slowness of such vehicles, part of the convoy tended to drop behind on hills, thus necessitating high speeds to catch up with the convoy ahead. In future, the slowest vehicle must be placed at the head of any convoy.

Three vehicles, a very low percentage met with minor mechanical trouble but were promptly attended to by the breakdown personnel, but when the breakdown vehicle stopped to render assistance, the green flag was not transferred to the next vehicle in front, and thus the convoy proceeded without the sign denoting the ~~next vehicle~~ end of the convoy. This must be remembered in future, both by day with the flag, and at night with the green light.

Convoy discipline was fair, although correct spacing was not always well kept, due to the reason already given, and to lack of experience of some drivers. There was too much closing up and ~~then~~ when stops were made, vehicles closed right up. The spacing must be held at all times unless orders are specifically given otherwise by O.C. Convoy. (As a rough guide, the distance between two telegraph poles is 45 Yards) At halts, drivers did not observe the drill. Second men seated beside the driver are to station themselves on the opposite side of the road to the vehicles, and are to assist in the direction of other traffic, and all other personnel are to remain on the same side of the road as the vehicles.

Apart from the points already mentioned, the march of the convoy was excellent, and the Unit D.R.'s and Traffic Police did an excellent job.

The site chosen proved to small to permit efficient section sitting and dispersal thereto of all vehicles, but the Officer i/c Dispersal did the best possible under the circumstances.

A hot meal was served to all personnel after dispersal at the site. Facilities for serving more at one time would have speed-up the serving.

No sign was seen of prepared latrines or refuse pits previously prepared, although these were ordered in the Group Movement Order.

Camouflage nets were promptly spread by all drivers on arrival, but many omitted to spread the nets away from the vehicles to break up the even shadows. The Mobile Signals Unit carried out camouflage very well.

Route cards for general issue to all drivers should not have six-figure map references. The general issue of maps will be of  $\frac{1}{4}$  inch to 1 mile, or a near equivalent for overseas, and the issue of maps suitable for giving six-figure references will be limited.

As this was the 4th Units first move, the Officer Commanding and all personnel are to be congratulated, and if due consideration is given to the points mentioned, future moves should prove quite satisfactory.

Rear H.Q. 84 Group. (ext. 311)  
4th February 1944.  
84G/S.811/3/MOV/REAR.

(Signed) L.M. Adam. S/L.  
for Air Officer i/c Administration.  
84 Group. ROYAL AIR FORCE.



RECEIPT IS ACKNOWLEDGED OF NO. 132(NORWEGIAN) AIRFIELD MOVEMENT ORDER NO. 1  
DATED. 2nd. JANUARY, 1944.

COPY NO. 36.....

DATE.....

SIGNATURE.....

RANK.....



## OPERATIONS RECORD BOOK

See instructions for use of this form in K.R. and A.C.I., para. 2349 and War Manual, Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

of (Unit or Formation) No. 132 (Norwegian) Airfield Headquarters.

No. of pages used for day.....

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Weald.	1/2-2-44		Preparations were started for this Unit to take part in Exercise "Roundabout". There is nothing else of interest to report.		
North Weald.	3-2-44		Exercise "Roundabout" was carried out today in good weather. See appendices for complete details of the move and the results.		
North Weald	4-2-44		All sections of the Airfield completed unloading vehicles, and the S.&T. Column vehicles returned to their Unit.		
North Weald.	5-2-44		12 airmen proceeded to No. 3 M.T. School for "B" Class Drivers Course.		
North Weald.	6-2-44		Nothing of interest to report.		
North Weald	7-2-44		1060 Lieut. H.K. Hansen and 5977 2/Lt. H.H. Echoldt were posted to this Unit supy. for Intelligence duties.		
North Weald.	8-2-44		81440 P/O P.J. Griffiths (Elect. Eng) ceased to be attached to this Unit from Rear H.Q. No. 84 Group. 102249 F/Lt. T.A. Styles (Equipment) was posted from this Unit to No. 146 Airfield and F/O W.M. McPherson W.M. (Equipment) was posted from No. 146 Airfield to this Unit.		
North Weald.	9-2-44		1026 Lieut. O.G. Raaen was posted to this Unit from Headquarters R.N.A.F. supy Engineer duties.		
North Weald.	10-2-44		5509 Major K. Hannaas (Medical Officer) proceeded to R.A.F. Station, Halton to attend a course of Path. and Tropical Medicine. 5606 Capt. A. Smith (Double Banking Adjutant) proceeded to R.A.F. School of Admin for No. 90 Senior Admin. Course. 3 Airmen proceeded to No. 8 S. of T.T. for a Waterproofing Course on M.T. vehicles.		
North Weald	11-2-44		The Wing took part in Ramrod 543 and Lieut. Fearnley of 331(N) Squadron destroyed 1 F.W. 190. 2/Lt. Garben of 331(N) Squadron damaged 1 F.W. 190. No losses were sustained to the Wing.		
North Weald.	12-2-44		7 airmen proceeded to No. 3 M.T. School for "B" Class drivers course.		
North Weald.	13-2-44		Nothing of interest to report.		
North Weald.	14-2-44		Lieut. Greiner (AFHQ), 2/Lt. Garben (331(N) Sqdn) and 2/Lt. Aarflat (332(N) Sqdn) attend an Air Sea Rescue lecture in the Conference Room at No. 11 Group Headquarters.		
North Weald.	15-2-44		Nothing of interest to report.		
North Weald.	16/17/18-2-44		Several British have arrived at this Unit on posting to fill Establishment vacancies.		
North Weald.	19-2-44		6 airmen proceeded to No. 3 M.T. School for "B" Class Drivers course.		
North Weald	20-2-44		Nothing of interest to report.		
North Weald	21-2-44		3 airmen proceeded to No. 8 S. of T.T. for Water Proofing Course of M.T. Vehicles.		



Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Weald.	21-2-44	(Cont'd)	No. 50850 M.S.U. moved under Unit arrangements to take part in Exercise "Boiler".		
North Weald.	22-2-44		Lieut. Colonel H. Mehre D.S.O., D.F.C. (Commanding Officer), Major W. Mohr D.F.C. (S/Ldr. Admin.), Major S. Barkald (C.T.O.), F/O. W. T. Woolgar (Signals Officer) and F/Lt. J. C. Archibald (Equip. Officer) proceeded to take part in Exercise "Boiler".		
North Weald.	23-2-44		2/Lt. F. B. E. Hoyer (Double Banking M.T. Officer) proceeded to No. 8 S. of T. T. to attend Phases C. & D. of M.T. Course.		
North Weald.	24-2-44		Nothing of interest to report.		
North Weald.	25-2-44		The Wing took part in Ramrod 591 and Lieut. Fearnley of 331(N) Squadron failed to return from this operation. Yellow Section, led by Lieut. Fearnley destroyed a He. 177. A practice night convoy was undertaken by 16 vehicles driven by Class "B" Drivers.		
North Weald	26-2-44		7 airmen proceeded to No. 3 S. of T. T. for "B" Class Drivers course.		
North Weald.	27-2-44		The Officers stated on the 22nd returned from the Exercise "Boiler".		
North Weald.	28/29-2-44		Nothing of interest to report.		
			GENERAL REMARKS. The manning position has been greatly improved during the past two weeks following posting of personnel to this Airfield. Office Tenders appear to be the only vehicles which are outstanding against our M.T. Establishment.		
			Further drivers have been trained during the <sup>month</sup> and in the event of a move, this Unit will be able to move all our own vehicles without additional help from the S. & T. Columns' drivers.		
			Night flying practice has been carried out as far as the weather permitted.		
			The Exercise "Boiler" was attended by the officers mentioned with great interest, and considerable experience was gained.		
			<i>Signature</i> Lieut. Colonel, Commanding, No. 132 (Norge) Airfield.		



SECRET.

COPY NO. 34.....

No. 132 (Norwegian) Airfield - Movement Order No. 2.

Ref:- 132AF/S.205/Org.

Date:- 1st February, 1944.

INFORMATION.

1. No. 132 (Norwegian) Airfield will move from R.A.F. Station, North Weald on 3rd February, 1944, to Map Ref. M.1837 by road and return to North Weald on the same day.  
The move is an exercise in Road movement and the Squadron aircraft will not be flown to the destination point.

INTENTION.

2. To move No. 132 (Norwegian) Airfield, with the exception of the aircraft and Air Party from 331 and 332 (Norwegian) Squadrons, to Map Ref. M.1837.

EXECUTION.

3. The move will take place in three parties:-
  - (a) ADVANCE PARTY. Officer i/c - Major S. Berkeld. See Appendix "A".  
Convoy Leader - 2/Lt. F. Hoyer.
  - (b) MAIN PARTY. Officer i/c - Major W. Mohr D.F.C. See Appendix "B".  
Convoy Leader- E/Lt. C. S. Ross.
  - (c) REAR PARTY. See Appendix "C".

Full details for points of assembly and time of departure is set out in appendix "D" Mechanical Transport.

The Main and Rear Parties will travel together in one convoy.

ADMINISTRATIVE ARRANGEMENTS.

4. The Motor Transport Officer will detail transport for leading in accordance with Appendices "A", "B" and "C" to the Officers i/c Sections, who will notify him of the time that the vehicles are required.  
Each section is to prepare an accurate list of the items and loads on each vehicle. This list will be given to the Convoy leader before the convoy moves off.

5. RATIONS.

The personnel will have their breakfast at the R.A.F. Station, North Weald. The Catering Officer will draw the rations for lunch for the 3rd February, 1944, and arrange that this is ready for serving by 1300 hours at destination point.

Supper will be served after return at R.A.F. Station, North Weald.

6. MEDICAL SECTION.

Major K. Hannans will be in charge of all medical arrangements on the move and will proceed in the Advance Party.



Page 2.

7. 331 and 332 (Norwegian) Squadrons.

Personnel detailed by the Squadron Commanders for Road Party will proceed with the convoy. All Squadron equipment, pilots' luggage etc., will be loaded and moved. The pilots detailed for Air Party will not take part in the exercise except for the packing and loading of their kit.

8. No. 5085C. Mobile Signals Unit.

This Unit will proceed in the Rear Party.

9. No. 6115 Light Warning Set.

This Unit will not take part in the move.

10. Fire Precautions.

Fire precautions will be under the supervision of 2/Lt. H. L. Svendsen. Sections are to load fire extinguishers so as to be easily accessible and to ensure adequate precautions against fire.

11. Anti-Aircraft.

F/O. E. Amann will provide anti-aircraft protection in three vehicles of each party. The anti-aircraft weapons (Bren-guns) will be evenly spaced to give the convoys maximum protection.

12. DRESS.

Officers - Battledress or Service Uniform.  
Airmen - Working dress.

13. CONVOY DISCIPLINE.

For special convoy orders see Appendix "D", Mechanical Transport. On arrival at the destination point the vehicles are to be properly camouflaged with netting etc.,

14. 461 Air Liaison Group.

No. 461 Air Liaison Group will proceed with the Advance Party.

15. ACKNOWLEDGE.

*Hege Mehre*

Hege Mehre,  
Lieut. Colonel, Commanding,  
No. 132 (Norwegian) Airfield.

DISTRIBUTION LIST.

	Copy No.	Copy No.
H. Q. Tactical Air Force.	1&2	19
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H. Q. 84 Group Main.	5&6	21
H. Q. 11 Group.	7	22
H. Q. 19 Wing.	8	23, 24 and 25
R. A. F. Station, North Weald.	9	26
Airfield Commanding Officer	10	27
Squadron Leader Admin.	11	28
Airfield Adjutant.	12	29
O. C. 331 (Norwegian) Squadron.	13	30&31
O. C. 332 (Norwegian) Squadron.	14	32
Wing Commander Flying.	15	33
Major Barkald.	16&17	34, 35&36.
Equipment Officer.	18	37, 38, 39, 40 & 41.

RECEIPT IS ACKNOWLEDGED OF NO. 132 (NORWEGIAN) AIRFIELD MOVEMENT ORDER NO. 2  
DATED 1st FEBRUARY, 1944.

DATE.....

COPY NO. *34*.....

SIGNATURE.....RANK.....



SECRET

COPY NO. 34

Appendix "A" To Movement Order No. 2 - No. 132 (N) Airfield. ROAD PARTY

Ref:- 132AF/S.205/OrG.  
Date: 2nd February, 1944.

ADVANCED PARTY.

1. Officer i/c Party: Major Barteld.

2. Programme for 3rd February.

- |     |             |  |
|-----|-------------|--|
| (a) | 0600 hours  | Reveille   |
| (b) | 0625 "      | Transport will leave Site Guardroom.   |
| (c) | 0700 "      | Transport leaving Communal Site.   |
| (d) | 0715 "      | Parade on Perimeter Track outside the Short Firing Range.                      |
| (e) | 0730 - 0750 | Packing of personal kits etc. on Vehicles.<br>Warming up of engines, checking. |
| (f) | 0800 hours  | Move off.  |

All vehicles are to be in position at assemblypoint before 0715 hours.

3. Composition of Party and Order of March:-

The list given below shows the Vehicle No's detailed for sections (part of sections) in Advanced Party. It is the Section Commanders responsibility that personnel under their command are detailed as passengers to these vehicles.

<u>Convoy No.</u>	<u>Vehicle No.</u>	<u>Section.</u>	<u>Driver.</u>
1.	79381	M.T.	Lt. Hoyer.
2.	107322	A.F.H.Q.	Lt.Col. Mehre
3.	82347	A.F.H.Q.	Cpl. Sjem (HQ)
4.	85222	A.F.H.Q.	Sgt. Griffiths (HQ)
5.	110676	A.F.H.Q.	Sgt. Steine (HQ)
6.	77969	D.S.S.	Uhre (DSS)
7.	140041	D.S.S.	Gustavsen (DSS)
8.	74708	D.S.S.	Lysstad (DSS)
9.	69831	D.S.S.	Olsen (DSS)
10.	104483 (S&T)	D.S.S.	Butcher (S&T)
11.	104569 (S&T)	D.S.S.	Fenson (S&T)
12.	104583 (S&T)	D.S.S.	Coles (S&T)
13.	104669 (S&T)	D.S.S.	Dodge (S&T)
14.	104571 (S&T)	D.S.S.	Crump (S&T)
15.	140045	Catering	5180 Johansen (MT)
16.	104499 (S&T)	"	Groft (S&T)
17.	104539 (S&T)	"	Chesney (S&T)
18.	Army Vehicle	A.L.O.	Army Driver
19.	Army Vehicle	A.L.O.	Army Driver
20.	107401	S.W.H.Q.	Major Barteld (C.L.O.)
21.	104544 (S&T)	Gas-Fire	Ball (S&T)
22.	71098	Gas-Fire	Gardham (Fire)
23.	106766	S.W.H.Q.	Metcalfe (MT)
24.	107400	Medical	Major Hannas (MO)
25.	71183	Medical	Butcher (MT)
26.	100573	Medical	Jaobsen (MT)
27.	100549	Medical	Wilhelmsen (MT)
28.	62724	M.T.	Haugen (MT)

+ Towing 1 Steam Jenny.

Despatch. Rider: 1 Army D.R. (A.L.O.)  
1 Barracraft (M.T.)



S E C R E T.

COPY NO. 34.....

APPENDIX "B" TO MOVEMENT ORDER NO. 2 - No. 132(N) Airfield.

MAIN PARTY.

1. Officer i/c Party - Major W. Mohr D.F.C. +  
Officer i/c Convoy - F/Lt. C.S. Ross.
2. Programme for 3rd February, 1944.  
See para. 2 to Appendix "C" (Rear Party).

3. Composition of Party and Order of March:-

The list given below shows the Vehicle Nos. detailed for sections (part of sections) in Main Party. It is the Section Commanders responsibility that personnel under their command are detailed as passengers to these vehicles.

<u>Convoy No.</u>	<u>Vehicle No.</u>	<u>Section.</u>	<u>Driver.</u>
1.	107318	M.T.	F/Lt. Wittram.
2.	107405	A.F.H.Q.	Major W. Mohr D.F.C.
3.	104645 (S&T)	A.F.H.Q.	Smith (S&T)
4.	69605	Intelligence	Capt. A. Sunde.
5.	79585	M.T.	Jonessen (M.T.)
6.	140044	M.T.	Walloe (M.T.)
7.	82401	M.T.	Smith (S&T)
8.	60678	M.T.	Prall (M.T.)
9.	69960	M.T.	Doy (M.T.)
10.	61204	M.T.	Kulleseld (M.T.)
11.	110783	M.T.	Hjermandrud (M.T.)
12.	68006	M.T.	Herzig (S&T)
13.	66806	M.T.	Atchison (S&T)
14.	106691	S.W.H.Q.	Howells (M.T.)
15.	116703	"	Eeg (M.T.)
16.	106711	"	Skoeg (M.T.)
17.	106714	"	Stroed (M.T.)
18.	106795	"	Fothergill (S&T)
19.	78210	"	Taylor M.T.
20.	78242	"	Hallam (S&T)
21.	78246	"	Harper (S&T)
22.	110707	"	Weller (M.T.)
23.	83892 (S&T)	"	Jefferies (S&T)
24.	140035	R. & I.	Smith (M.T.)
25.	121732	"	Nash M.T.
26.	30410 (S&T)	"	Barnett (S&T)
27.	78051 (S&T)	"	Myhill (S&T)
28.	51757 (S&T)	"	Blanch Flower (S&T)
29.	104582 (S&T)	"	Warren (S&T)
30.	53797 (S&T)	"	Horne (S&T)
31.	91384	"	Pogson (M.T.)
32.	91386	"	Torgersen (M.T.)
33.	91388	"	Grazier (S&T)
34.	91389	"	Phillips (M.T.)
35.	91659	"	Edwards (M.T.)
36.	91673	"	Vaughan (M.T.)
37.	110678	"	Maughan (M.T.)
38.	70533	"	Capt. H. B. Knudsen.
39.	110685	Armoury.	Smith (S&T)
40.	110701	"	Wall (M.T.)
41.	77843 (S&T)	"	Dent (S&T)
42.	47789	"	F/O. F. Annum.
43.	91674	"	F/Sgt. Abrahamsen (Army)
44.	107322	"	Capt. O. Unhammer.
45.	83117	D.S.S.	Dawson (M.T.)
46.	104632 (S&T)	"	Gibbons (S&T)
47.	66326 (S&T)	"	Owens (S&T)
48.	51006 (S&T)	"	Hayes (S&T)



SECRET.

Appendix "B" Cont'd.

<u>Convoy No.</u>	<u>Vehicle No.</u>	<u>Section.</u>	<u>Driver.</u>
49.	46962 (S&T)	D.S.S.	Bristow (S&T)
50.	65934 (S&T)	"	Spires (S&T)
51.	65935 (S&T)	"	Norris (S&T).
52.	83780 (S&T)	"	Jones (S&T)
53.	62490 (S&T)	"	Watkins (S&T)
54.	91387	"	Southworth (S&T)
55.	74710	"	Gore (M.T.)
56.	68050	"	Dahl (M.T.)
57.	91464	"	5864. Johnsen (M.T.)
58.	140042	"	Cpl. Ison (M.T.)
59.	107407	331 Sqn.	Lt. Ejfeld.
60.	61734	"	Redalen (M.T.)
61.	82156	"	Abrahamson (M.T.)
62.	107397	"	Lt. Strand.
63.	82403	332 Sqn.	Challen (S&T)
64.	80813	"	Petersen (M.T.)
65.	107414	"	Cordick (M.T.)
66.	82400	"X" Sqn.	Johnson (H.Q.)
67.	80041	"X"	Reppen. (H.Q.)
68.	85188	Electrical.	P/O. Smith.
69.	85189	"	Nye (M.T.)
70.	85190	"	Byrnon (M.T.)
71.	65929 (S&T)	Photographic.	Patterson (Photo)
72.	109476	"	Sgt. Richards "
73.	130326	"	Hoyer (Photo)
74.	47310	Signals.	Geiske (Sigs).
75.	47322	"	Pitt (S&T)
76.	82402	"	Strommen (Sigs)
77.	76352	"	Letahan (M.T.)
78.	91377	"	Halgren (M.T.)
79.	60677	Equipment.	F/Lt. Archibald.
80.	91382	"	Mckenzie (M.T)
81.	91383	"	Lea (M.T)
82.	91385	"	Jenkins (M.T.)
83.	91390	"	Prentice (S&T)
84.	140043	"	Hewin (M.T.)
85.	104677 (S&T)	Gas & Fire.	Wright (S&T)
86.	70353	"	Garland (S&T)
87.	104649 (S&T)	Flying Control	Green (S&T)
88.	133562	"	Pole (S&T)
89.	133565	"	Goodenough (M.T.)
90.	71490	Medical.	Park (M.T)
91.	100527	"	Raise (M.T)
92.	100571	"	Waik (M.T)
93.	69958	"	McGregor (M.T)
94.	104618 (S&T)	"	Nichols (S&T)

+ Towing a Steam Jenny.  
@ Towing a Flashing Beacon.

Despatch Riders.

Williamson (M.T)	Henstock (M.T)
Currell (M.T)	Hirst (M.T)
Jones (M.T)	Mallem (M.T)
Pridding (M.T)	Erkstad (Arm)
P/Sgt. Svendsen (Sigs)	McClaren (S&T)
Hrostola (S&T)	Booker (S&T)
2/Lt. Jonsberg (D.S.S.)	



S E C R E T.

COPY NO. 34.

Appendix "C" to Movement Order No. 2 - No. 132 (N) Airfield. ROAD PARTY.

Ref:- 132AF/S.205/Org.

Date:- 2nd, February, 1944.

REAR PARTY.

1. Officer i/c Party: Major W. Mohr, D.F.C.

2. Programme for 3rd. February.

- |     |                    |   |
|-----|--------------------|---|
| (a) | 0630 hours         | Reveille  |
| (b) | 0700 "             | Transport will leave Site Guardroom.  |
| (c) | 0750 "             | Transport leaving Communal Site.  |
| (d) | 0800 "             | Normal working Parade at No. 2 Hangar, when further details will be issued as to packing of personal kits etc. on vehicles. |
| (e) | 0830-0915          | Packing of personal kits etc. on vehicles. Warming up of engines, checking.   |
| (f) | 0930<br>1000 hours | Move off.   |

All vehicles are to be in position at assemblypoint before 0915 hours.

3. Composition of Party and Order of March:-

The list given below shows the Vehicle No's detailed for Sections (part of sections) in Rear Party. It is the Section Commanders responsibility that personnel under their command are detailed as passengers to these vehicles.

<u>Convoy No.</u>	<u>Vehicle No.</u>	<u>Section.</u>	<u>Driver.</u>
95.	37749 (S&T)	1. S. S. S.	Ogilvie (S&T)
96.	104602 "	"	Phillips (S&T)
97.	104543 "	"	Bass "
98.	104544 "	"	Blaker "
99.	104579 "	"	Price "
100.	104572 "	"	Routledge "
101.	104579 "	"	Greenwood "
102.	104482 "	"	McConagh "
103.	82601 "	"	Jahnsen (MT)
104.	110705 "	"	Davies (MT)
105.	68966 "	Intelligence	Sedgman (MT)
106.	71493 "	Gas-Fire	Kelleher (MT)
107.	111249 "	Medical	M.S.U. driver
108.	111240 "	5085 C	M.S.U. driver
109.	38541 "	"	M.S.U. driver
110.	49821 "	"	"
111.	100124 "	"	"
112.	49573 "	"	"
113.	50478 "	"	"
114.	132466 "	"	"
115.	89965 "	"	"
116.	130268 "	"	"
117.	91660 "	"	"

Despatch Riders.

1. Clayton (M.T.)
1. Chubb. (M.T.)
2. D.R.'s from No. 5085C, M.S.U.

Cpl. Blacklock



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Appendix D to No. 132(N) Airfield - Movement Order No. 2.

MECHANICAL TRANSPORT.

Ref.: 132AF/S.205/Org.  
Date:- 1st. February, 1944.

1. ORDER OF MARCH. The laid down order as per Appendices "A", "B" and "C" will be strictly adhered to throughout. Officers i/c Sections will ensure that vehicles allocated to their Sections are clearly and boldly marked on outside door panels with the appropriate convoy Number.

2. STARTING POINT (S.P.) AND ASSEMBLY POINT.

Advance Party. On road to rear of the short Firing Range, vehicles to enter from perimeter track below Blister Hangar and line up facing towards No. 2 Hangar.

Main and Rear Parties. On side road running North from M.T. Dispersal past Airfield H.Q. and West by 332 Squadron Dispersal, vehicles to enter at 332 dispersal and line up in correct order facing M.T. Section.

3. TIME PAST S.P. (a) Advance Party 08.00 hrs. (b) Main Party 09.30 hrs.  
(c) Rear Party 09.30 hrs.

4. ROUTE. As per route card. This will be issued to the drivers before starting off.

5. M.T.H. 30 m.i 2 h.  
V.T.M. 30 v.t.m. even spacing.  
LIGHTS Side and undercarriage.  
HALMS 10 mins. to even hour.  
MARCH DISCIPLINE Standard R.A.F. Convoy Procedure.

6. GENERAL INSTRUCTIONS. Each section is responsible for the vehicles allocated to it and Officers i/c sections will ensure that all drivers, including officers detailed to vehicles, carry out a thorough inspection of their vehicles prior to assembly, ensuring that:-

- (a) petrol tank is full.
- (b) engine oil level is correct.
- (c) radiator is full of correct coolant.
- (d) gear box oil level is correct.
- (e) differential oil level is correct.
- (f) tyres are correctly inflated.
- (g) battery electrolyte level is correct.
- (h) all instruments and lights are working correctly.
- (i) the brakes and controls are efficient.
- (j) load is properly secured and vehicle is not overloaded.

Officers i/c sections will additionally ensure that their vehicles report to the Starting Point and take up correct position, as per Order of March, at least 30 minutes before time past S.P.

On arrival at S.P. drivers will report to Officer i/c Convoy for final instructions.

7. ARRIVAL AT DESTINATION. On the arrival of the Main and Rear Party convoy at its destination all vehicles are to stop, and will not move off to their dispersal points until orders are given by the Officer i/c Convoy. The officer i/c Advance Party is to meet the convoy at destination and is to detail guides for leading the various section vehicles to their dispersal.



SECRET. . . . . .

APPENDIX "D" to No. 132(N) Airfield - Movement Order No. 2.

Page...2.

MECHANICAL TRANSPORT.

Ref.: - 132AF/S.205/Org.  
Date:- 1st. February, 1944.

8. ENEMY ATTACK. In the event of the Convoys, while on move, being attacked from the air, the Convoys are to proceed and will not stop unless specifically ordered by Officer i/c Convoy to do so. If an order is given to disperse off the road, action is to be taken by drivers individually.

9. BREAKDOWNS. In the event of a vehicle breaking down or falling out of the Convoy for any reason, the driver must remain with his vehicle, the D.R., informing the Officer i/c Convoy.



## OPERATIONS RECORD BOOK

of (Unit or Formation) No. 132 (Norwegian) Airfield Headquarters.

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Weald	1-3-44		No. 66 Squadron arrived to join 331 and 332 (Norwegian) Squadrons at this Airfield.		
North Weald	3-3-44		2/Lt. C.A. Forsberg was posted to this Unit for duties on the Servicing Wing.		
North Weald	5-3-44		2/Lt. H.J. Brevik was posted from this Headquarters to No. 331 (N) Squadron for Double Banking Adjutants duties. 331 (N) Squadron and one Flight from the Daily Servicing Squadron proceeded to No. 17 A.P.C. Southend for training.		
North Weald	6-3-44		F/O. W. Garvis returned from Millfield Fighter Leader Course.		
North Weald	8-3-44		5153 F/Sgt R. Hoiland of 332 (N) Squadron failed to return from Ramrod Operation No. 640.		
North Weald	9-3-44		A/W/Co. M.A. Toomey returned to this Headquarters from detachment with No. 2872 R.A.F.R. Squadron.		
North Weald	10-3-44		Lieut. G. Raen was attached to Messrs Rolls Royce Limited Derby for an aero engine course.		
			The Wing Commander Flying, Lieut. Colonel K. Birksted D.S.O., D.F.C., left the Unit on posting to Headquarters No. 11 Group. Lieut. Colonel R. Berg D.F.C. took over the leadership of the Wing.		
			Capt. A. Smith (Adjutant) returned from Senior Admin. Course.		
North Weald	14-3-44		Exercise "Lambourne" was started today with a talk to the pilots given by Air Commodore T.M. McEvoy, O.B.E.		
North Weald	15-3-44		Authority was received today for the appointment to Acting Flight Lieutenant of F/O. Amann the Airfield Armament Officer.		
			Capt. S. Eika was posted to this Headquarters for duties as Padre.		
North Weald	17-3-44		Lieut. Colonel M. Mehre (Commanding Officer), W/Co. M.A. Toomey (R.A.F.R.), Squadron Leader "A" - C.T.O., S.F.C.O., Signals Officer., Sector Commander from Tangmere, and representatives from Rear Headquarters No. 84 Group Rear and H.Q. 2nd T.A.F. carried out a recce of the A.L.G. Bognor.		
North Weald	18-3-44		F/O. A. J. Chandler was posted to this Headquarters for Intelligence Duties.		
			A.E.A.F. Commander-in-Chief Air Chief Marshal Sir Trafford L. Leigh-Mallory, K.C.B., D.S.O. accompanied by Air Vice-Marshal L.O. Brown, C.B.E., D.S.C., A.F.C. Air Officer Commanding No. 84 Group visited the Airfield today to present the D.S.O. medal to Lieut. Colonel K. Birksted D.S.O., D.F.C. and D.F.C. medals to Major W. Christie (332 Sqdn), Major A. Austeen and Capt. Torstad of 331 (N) Sqdn.		
North Weald	19-3-44		Capt. T. Mund-Henriksen (Adjutant) was posted to the Norwegian Air Force Headquarters.		
			Capt. A. Smith took over the duties of Airfield Adjutant.		
North Weald	20-3-44		Exercise "Lambourne" finished.		
North Weald	22-3-44	C.O.	W/Co. Toomey (R.A.F.R.) - C.T.O. and F/Lt. Hitch of Rear H.Q. No. 84 Group carried out a further recce of A.L.G. Bognor.		
North Weald	23-3-44		F/O. W.M. McPherson was attached to No. 146 Airfield Headquarters from this Unit for Equipment duties.		
North Weald	24-3-44		2/Lt. Hoyer F.B.E. returned from M.T. Officers Course at Weston. A farewell party was held in the Officers' Mess at R.A.F. North Weald.		



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132 (Norwegian) Airfield - Movement Order No. 4.

Ref:- 132AF/S.205/Ord.  
Date:-27th March, 1944.

INFORMATION.

1. No. 132 (Norwegian) Airfield will move from R.A.F. Station, North Weald, to advanced landing ground, Map Ref:- Q246198. The Airfield will be at the new location by April 1st, subject to instructions from 84 Group.

INTENTION.

2. To move No:- 132 Airfield H.Q. with all attached units plus 331, 332 and 66 Squadrons to A.L.G. Bognor.

EXECUTION.

3. The move will take place in 5 Parties:-
  - (a) AIR PARTY. Officer i/c Lt. Col. R.A. Berg D.F.C. See Appendix A
  - (b) REECE PARTY. " " Major Hannas. See Appendix B  
(The Party to proceed early on Thursday 30th March, 1944.
  - (c) A HOEHLON. Officer i/c Major Barkold. See Appendix C  
Convoy Leader:- F/Lt. Ross.  
(The Party to proceed early on Friday 31st March, 1944.
  - (d) B HOEHLON. Officer i/c Capt. Unhammer. See Appendix D  
Convoy Leader:- Lt. Myer.  
(The Party to proceed early on Saturday 1st April, or as soon as the aircraft leave North Weald.)
  - (e) SLOW CONVOY PARTY. H.C.O. i/c Sgt. Holmes. See Appendix E  
(The Party to proceed by noon, Thursday 30th March.

For details of Point of Assembly and Convoy instructions, see Appendix F, Mechanical Transport.  
A small working Party under Lt. Forsberg, will remain at North Weald, and proceed to A.L.G. at a later time. Order for this party are given separately.

ADMINISTRATIVE ARRANGEMENTS.

4.
  1. The M.T. Officer will detail transport for loading in accordance with Appendices B, C, D & E. Officers i/c Sections will notify the M.T. Officer when transport is required.
5. PARTIES. (a) All Parties will take with them sandwiches to eat during the journey.
  - (b) Reece Party will bring their own rations for own party Thursday 30th March, and also for own party and A. Banelon for Friday the 31st.
  - (c) The rations for all parties for Saturday 1st April to be drawn from R.A.F. Station, Bognor.
  - (d) Officers will make their own arrangements for early breakfast and sandwiches from Officers Mess.



6. MEDICAL ARRANGEMENTS. The Medical Officer i/c on each Convoy will be

Reece Party	Major Hannas, K.	Vehicle No. 1.
A Echelon.	W/Lt. Marsley.	Vehicle No. 2.
B Echelon.	Capt. Larsen, S.	Vehicle No. 4.

7. FIRE PRECAUTIONS. Fire Precautions will be under supervision of W/Lt. Sverisen. Sections are to have extinguishers, as to be easily accessible and to ensure adequate precautions against fire. The tender will move in A Echelon Convoy No. 11.

8. ANTI-AIRCRAFT. F/Lt. Amann will ensure that four vehicles from each Echelon are mounted and prepared for Anti Aircraft Protection. The weapons to be evenly spaced throughout the convoy to give maximum protection.

9. 331, 332 and 66 SQUADRONS. The Squadron Commander will move in A Echelon, and transport plus the main bulk of all pilots luggage will go in this Vehicle. A number, as detailed by the Squadron Commander, of the pilots travelling by road, are to proceed in A Echelon, and will look after the Squadron Equipment at A. L. G.

10. NO:- 50850 MOBILE SIGNAL UNIT. The M.S.U. will keep uninterrupted service and the Section will be split up to achieve this.

11. NO:- 6115 LIGHT WARNING SEC. L.W.S. to move in B Echelon.

12. NO:- 461 AIR TANKER GROUP. The Section will be divided as to work continuously.

13. DRESS. Officers - Battledress on Service Uniform.  
Airmen, - Working Dress.

Webbing Equipment and Steelhelmets will be worn by all personnel while on the move. All kit will be brought. Gas Equipment belonging to personnel will be packed where easily accessible.

14. DISCIPLINE. (a) Security. This move is most secret, no information about our destination must be given to any unauthorised person, neither prior, or during the actual move.

(b) Convoy. For special convoy orders see Appendix 1. At all times on and after the move, all vehicles will at once be carefully controlled at all times on and after the move, will the airmen remain with the Sections until told otherwise by Officer i/c Section.

(c) General. The barracks at North Weald will be left a clean and tidy order.

15. ACKNOWLEDGE.

*Stacy Atkins*

DISTRIBUTION LIST.

External.	Internal.
H.Q. 2nd TAF. 1 & 2.	13. F/Lt. Control Officer
H.Q. 3d Recor. 3 & 4.	14. Gas & Fire Officer.
H.Q. 3d Main. 5 & 6.	15 & 16. Intelligence "
H.Q. 19 Wing. 7 & 8.	17. Medical Officer.
H.Q. 11 Group. 9.	18. I.T. Officer.
H.Q. N. Weald. 10 & 11.	19. Pay Accounts Officer.
H.Q. R.H. 12.	20. Signals Officer.
	21. W/O Disclp.
	22. Form 540.
	23. Spare & Philo.
	24. Spare & Philo.

Catering Officer 2. Equid. 25.  
Receipt is acknowledged of No. 132 (Norve) Airfield Movement Officer No. 1.  
Date.....

Signature.....  
Copy No.....



SECRET.

COPY NO.

Appendix "A" to No. 132 (II) Airfield - Movement Order No. 4.

Ref:- 132AF/S.205/ORG.

Date:- 27th March, 1944.

AIR PARTY.

1. Officer i/c Lt. Colonel R.A. Berg D.F.C.

2. COMPOSITION OF PARTY.

Pilots to go by air as detailed by the Squadron Commander.

3. LUGGAGE.

Collection and transport of pilots luggage to be arranged by the Squadron Adjutants.

4. TIME OF TAKE-OFF.

Time for take-off to be set by Lt. Col. Berg D.F.C. in conjunction with 19 Wing. The Wing must endeavour to leave North Field on Friday 31st March, by 1800hrs.



SECRET.

SECRET.

Appendix "B" to No. 152 (M) Airfield - Movement Order No. 1.

Ref:- 132AF/S. 205/Org.

Date:- 27th March, 1944.

RECOE PARTY.

1. Officer i/c Party:- Major Hannas.

2. PROGRAMME FOR THURSDAY 30TH MARCH, 1944.

H/Lt. Beavis, P/O Clarke and F/Sgt. Gulbransen will contact Major Hannas as to programme for the day, assembling of convoy, march off time, route etc.

3. ORDERS FOR RECOE PARTY. L.C.

- (1) ALL sites shall be properly marked.
- (2) Ablutions and latrines to be put in working order.
- (3) Erect Marquees for Medical Section, Officers, Sergeants and Airman's Messes, and as far as possible establish the Messes.
- (4) Establish Catering Section.
- (5) Establish R/T Communication.
- (6) Establish Airfield Intelligence.
- (7) As found necessary by Major Hannas.

4. COMPOSITION OF PARTY AND ORDER OF MARCH.

Convoy No.	Type.	Reg. No.	Sect.	Driver.
1.	Tordson Utility.	10744.	Medical.	Pettersen.
2.	F.O. Tender.	109524.	/Control.	Edwards.
3.	Ambulance.	71493.	Medic.	King.
4.	Thornycroft.	140045.	Catering.	Hitchell.
5.	"	140041.	"	Page.
6.	"	80813.	"	Waldenhang.
7.	"	140044.	"	Peathersbone.
8.	"	91673.	"	Cpl. Heaviside.
9.	"	82156.	F/Control.	Reppen.
10.	"	79585.	"	Johansen.
11.	Office Tender.	"	Intell.	Taylor.
12.	"	"	"	Collyer.
13.	Water Tender.	100549.	Medical.	hant.
14.	Commer 15 cwt.	82403.	"	Jenkins.
15.	30 cwt.	110676.	AMG Smt.	Johnson.
16.	3 Turner.	"	M.S.U.	Own Drivers.
17.	30 cwt.	"	"	"
18.	15 cwt.	"	"	"
19.	15 c b.	"	"	"
20.	15 cwt.	"	"	"
21.	Magmobile.	"	"	"
22.	3 Turner.	62724.	L.O.	Waldenhang.
	Ariel.	94951.	M.T.	Hirst. (D.R.)
	Ariel.	94945.	M.T.	Iridding.

The two m/c's will return to North Wood directly after the Co. has arrived.



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COPY NO.

Appendix "C" to Ho. 132 (H) Airfield - Movement Order No. 4.

Ref:- 132/E/S.205/Ort.

Date:- 27th March, 1944.

"A" SECTION.1. Officer i/c Party:- Major Barkald.2. Programme for Friday 31st March, 1944.

(a)	05-30	hrs.	Breakfast.
(b)	06-00	hrs.	Breakfast.
(c)	07-30	hrs.	All vehicles to be in position at assembly Point.
(d)	07-50	hrs.	Move off time.

3. TRANSPORT OF PERSONNEL. The transport for picking and bringing personnel to and from the Communal Site is a Section responsibility.4. CONVOY ASSEMBLING. Each Section is to assemble during the evening Thursday 30th March at Unit dispersal points, and only those vehicles needed for transport in the evening may not leave up in the main convoy before Friday.5. SECTION OF PARTY AND ORDER OF MARCH.

The list below shows Vehicles detailed for Sections (Part of Sections) in A Echelon. It is the Section Commanders responsibility, that personnel under their command are detailed as passengers to these Vehicles:-

<u>Convoy No.</u>	<u>Vehicle No.</u>	<u>Type of Vehicle.</u>	<u>Section.</u>	<u>Driver.</u>
1.	107318.	Forson, Utility.	H.T.	F/Sgt. Normshead.
2.	107401.	Forson, Utility.	C.T.O.	Adj. Barkald.
3.	69605.	15 <u>Wgt.</u>	Intel.	Capt. Swide.
4.	106691.	Howser.	66 Sqn.	Howells.
5.	106766.	Howser.	331 Sqn.	Metcalfe.
6.	106711.	Howser.	332 Sqn.	Samuelson.
7.	100527.	Water Tank.	M.T.	Sgt. Griffiths.
8.	100571.	Water Tank.	M.T.	Christensen.
9.	71183.	Ambulance.	S. Qtrs.	McLieber.
10.	S & T.	3 Tonner.	"	S & T.
11.	70359.	3 Tonner.	Wire.	Stanway.
12.	85188.	Wire Tender.	Elect.	Woolard.
13.	85189.	"	"	Ive.
14.	91384.	R & I.	R & I.	Grall-Larsen.
15.	91386.	3 Tonner.	"	Porgerson.
16.	121732.	Artic.	"	Nash.
17.	96159.	3 Tonner.	"	Cpl. Johannessen.
18.	91388.	"	"	Frankling.
19.	91389.	"	"	Phillips.
20.	74170.	"	"	F/S. Johnson.
21.	68050.	"	"	Dehl.
22.	110678.	"	Armt.	Maughan.
23.	70533.	3 OGL.	R & I.	Capt. Faudsen.
24.	91383.	3 Tonner.	"	Ler.
25.	S & T.	"	Equip.	
			D.S.S.	

/Over.



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Appendix "C" to No. 132 (N) Airfield - Movement Order No. 4.

Convoy No.	Vehicle No.	Type of Vehicle.	Section.	Driver.
26.	S & T.	3 Tonner.	D.S.	
27.	"	"	"	
28.	"	"	"	
29.	"	"	"	
30.	"	"	"	
31.	"	"	"	
32.	"	"	"	
33.	"	"	"	
34.	"	"	"	
35.	"	"	"	
36.	"	"	"	
37.	"	"	"	
38.	"	"	"	
39.	"	"	"	
40.	"	"	"	
41.	47789.	"	Army.	Wagen.
42.	91674.	"	"	E/Sgt. Abrahamson.
43.	110685.	30 cvt.	"	Withenosen (5057)
44.	110701.	"	"	Wall.
45.	S & T.	3 Tonner.	SWIC.	S & T.
46.	110707.	30 cvt.	"	Weller.
47.	82401.	15 cvt.	"	Strand.
48.	76352.	3 Tonner.	Slgs.	Cpl. Rise.
49.	82402.	15 cvt.	"	Geicke.
50.	47322.	V/T.	"	Cpl. Selvin.
51.	S & T.	3 Tonner.	AFHQ.	S & T.
52.	"	"	"	"
53.	107400.	Fordson.	331sqdn.	Lej. Lundsteen.
54.	69831.	3 Tonner.	"	Johansen (5180)
55.	107397.	Fordson.	332sqdn.	Lej. Christie.
56.	91464.	3 Tonner.	"	Johansen.
57.	79381.	3 Tonner.	66sqdn.	S/L. Loftis.
58.	S & T.	3 Tonner.	"	S & T.
59.	83117.	"	OSS. AFM.	Cpl. Heegen.
60.	S & T.	15 cvt.	MSU.	MSU.
61.	"	"	"	"
62.	"	30 cvt.	"	"
63.	"	3 Tonner.	"	"
64.	"	"	"	"
65.	140044.	"	M. T.	Walloe.
66.	S & T.	"	"	S & T.
67.	94939.	Artel.	"	Bancroft.
68.	95118.	"	"	Jones.
69.	94953.	"	"	William.
70.	94988.	"	"	Currell.
71.	116670.	"	"	Williamson.
72.	S & T.	"	"	S & T.



SECRET.

COPY NO.

Appendix "D" to No. 132 (N) Airfield - Movement Order No. 4.

Ref:- S.205/ORG.

Date:- 7th March, 1944.

"B" ECHOLON.1. Officer i/c Party:- Capt. Unnamer.2. Programme for Saturday 1st April, 1944.

The "B" Echolon will move off as soon as practical possible after the aircraft have left North Weald. Weather and operations permitting. The aircraft will fly off on Friday the 31st in the evening. In that case the "B" Echolon will adhere to the following programme:-

(a)	05-30	hrs.	Reveille.
(b)	06-00	hrs.	Breakfast.
(c)	07-30	hrs.	All vehicles to be in position at Assembly points.
(d)	07-50	hrs.	Move off time.

3. Convoy Assembly.

Each Section is to assemble their vehicles at their respective dispersal points in good time before Main Convoy is to assemble.

4. Transport for Personnel.

All transport fetching and bringing of personnel to and from Command Site is a Section responsibility.

5. Composition of Party and order of March.

The list below shows Vehicles, Numbers, detailed for Sections (part of Sections) in "B" Echolon. It is the Section Commanders responsibility that personnel under their command are detailed as passengers to these vehicles.

<u>Convoy No.</u>	<u>Vehicle No.</u>	<u>Type of Vehicle.</u>	<u>Section.</u>	<u>Driver.</u>
1.	10733.	Fordson. U.	Admin.	Lt. Moter.
2.	102252.		SS.	Opt. Unnamer.
3.	100573.	Water Tender.	Medical.	Rocknelli.
4.	74490.	Amulance.	"	Park.
5.	61204.	15 cwt.	Armt.	Opt. Elway.
6.	130326.	Photographic.	Photo.	Arthanson.
7.	85190.	Crash Tender.	Wire.	Vaughan.
8.	140035.	Photo Tender.	R & I.	Ditcher.
9.	S & T.	Arctic.	"	Smith.
10.	"	3 Tonnor.	"	S & T.
11.	"	"	"	"
12.	"	"	"	"
13.	"	"	"	"
14.	"	"	"	"
15.	"	"	"	"
16.	116703.	"	IBS.	EEG.
17.	106714.	"	"	Steward.
18.	74708.	"	"	Prall.
19.	91387.	"	"	Neal.
20.	80041.	"	"	Reynon.
	63050.	"	"	Dahl.

/over.



SECRET.

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## Appendix "D" to No. 132 (N) Airfield - Movement Order No. 4.

Convoy No.	Vehicle No.	Type of Vehicle.	Section.	Driver.
22	S & T.	3 Tonner.	DBS.	S & T.
23.	"	"	"	"
24.	"	"	"	"
25.	"	"	"	"
26.	77969.	"	DBS Army.	"
27.	85222.	30 cwt.	"	P/Lt. Anson.
28.	S & T.	3 Tonner.	Gas/Fire.	McKendle.
29.	"	"	"	S & T.
30.	91385.	"	Equip.	"
31.	91390.	"	"	Prett.
32.	140043.	"	"	Hevlin.
33.	91382.	"	"	Dawson.
34.	S & T.	"	"	Core.
35.	"	"	"	S & T.
36.	60677.	"	"	"
37.	133562.	Flood.	"	P/Lt. Archibald.
38.	133565.	"	3/Control.	Kullseid.
39.	82400.	15 Cwt.	"	Col. Haygen.
40.	60678.	"	66 Sqdn.	Sandstein.
41.	69958.	"	331 Sqdn.	Redalen.
42.	110705.	30 Cwt.	2. Sqdn.	McCoolm.
43.	91377.	3 Tonner.	A. & I. Q.	Davies.
44.	47310.	W/T.	Signals.	Hollgren.
45.	132466.	3 Tonner.	"	P/S. Svensen.
46.	130268.	"	M. S. U.	Cpl. Moss.
47.	111240.	30 Cwt.	"	Fenn.
48.	100214.	15 Cwt.	"	Irvine.
49.	100095.	"	"	Cpl. Hunt.
50.	"	3 Tonner.	"	Cox.
51.	78240.	3 Tonner.	L. V. S.	Oven Driver.
52.	78242.	"	"	"
53.	78246.	"	M. T.	Doy.
54.	69960.	15 Cwt.	"	McGregor.
55.	"	"	"	Parkin.
56.	61120.	"	"	Bacon.
57.	64586.	"	"	S & T.
58.	91660.	3 Tonner.	"	"
59.	"	"	"	"
60.	"	"	"	"
61.	"	"	"	"
62.	"	"	"	"
63.	"	"	"	"
64.	"	"	"	"
65.	"	"	"	"
66.	"	"	"	"
67.	"	"	"	"

1174/74.  
130346.Comb.  
"

"

Bowden.  
Hanstook.Hillingsley.  
Jarvis.  
Massey.



SECRET.

COPY NO.

Appendix "E" to No 132 (N) Airfield - Movement Order No. 4.

Ref:- 132AF/S.205/ORG.

Date:- 27th March, 1944.

SLOW CONVOY PARTY.

1. M.C.O. 1/o Party:- Sgt. Holmes.
2. PROC. The slow Convoy party will assemble and move off by Thursday according to detailed instructions from M.T. Officer. The party will bivouack during the night.
3. DATIONS. Sgt. Holmes will contact P/Lt Dennis (Catering Officer) directly, and arrange for actions during the move.

4. COMPOSITION OF PARTY AND ORDER OF MARCH.

<u>CONVOY No.</u>	<u>TYPE.</u>	<u>Ref. No.</u>	<u>Section.</u>	<u>Driver.</u>
1.	D. B. Tractor.	81397.	M.T.	Letcham.
2.	"	66640.	M.T.	Pogson.
3.	"	84384.	M.T.	Holder.
4.	"	71684.	M.T.	Hufson.
5.	Photographic	109476.	Photo.	Sgt. Richards.
6.	Leyland, W.	133106.	M.T.	Blacklock.
7.	Grane Flashing Beacon.	121630.	M.T.	Sgt. Holmes.
	Ariel.	94959.	M.T.	Claydon. (D.R.)
2 D.B. Tractors to Tow Compressors.				



SECRET.

Approved to No. 132 (N) Airfield - Movement of Convoy.

Ref:- L.S. 205/09G.

Date:- 27th March, 1944.

TECHNICAL TRANSPORT.

1. ORDER OF MARCH. The laid down order as per Appendixes B, C & D will be strictly adhered to throughout. Officers i/c Sections will ensure that vehicles allocated to their Sections are clearly marked on offside door panels with the appropriate convoy number.

2. ASSEMBLY POINT.

Recco Party. On road to rear of the short firing Range, vehicles to enter from perimeter track below Blister Hanger and line up facing towards No. 2 Hanger, moving off time:- 07-50 hrs.

A & B Echelons. On side road running North from M.T. Dispersal past Airfield H.Q. and west by 332 Squadron Dispersal, vehicles to enter at 332 dispersal and line up in correct order facing M.T. Section.

3. MOVE OFF TIME.

A. Echelon 07-50 hrs. B. Echelon 07-50 hrs. Recco Party 07-50 hrs.

4. ROUTE. as per route card. This will be issued to the drivers before starting off.

5. M.I.H.

M.T.H. 25 miles in 2 hours.  
Light. 30 vehicles to the mile, even spacing.  
Halts. Side and Undercarriage  
10 minutes to every hour.  
March discipline. Standard R.A.F. Convoy Procedure.

6. GENERAL INSTRUCTIONS.

(a) Each Section is responsible for the vehicle's allocated to it, and Officers i/c Sections will ensure that all drivers, including Officers detached to vehicles, carry out a thorough inspection of their vehicles prior to assembly, ensuring that:-

1. Petrol tank is full.
2. Engine oil level is correct.
3. Radiator is full of correct coolant.
4. Gear box oil level is correct.
5. Differential oil level is correct.
6. Tyres are correctly inflated.
7. Battery electrolyte level is correct.
8. All instruments and lights are working correctly.
9. The brakes and controls are efficient.
10. Load is properly secured and vehicle is not overloaded.

(b) ASSEMBLY. Officers i/c Sections will ensure that their vehicles are assembled in Section Convoy before reporting to the Main Convoy Assembly Point.

Each Section will move up independently with their vehicle up to the marking plates. The Driver of the first vehicle is responsible for having ~~recoiled~~ this position beforehand.

All Section Convoys will enter the Main Convoy line from behind. All vehicles to be in position at the latest 30 minutes before move off time, that is by 07-20 hrs.

(c)

AT DESTINATION POINT. On the arrival of the A & B Echelon at its destination, all vehicles are to stop, and will move off to their dispersal points until Orders are given by the Convoy Leader. The Officer i/c Recco Party is to meet the various section vehicles and is to detail guides for leading the various section vehicles to their dispersal.



SECRET.

Appendix "I" to No. 132 (N) Airfield - Movement Order No. 4.

Ref:- 132AF/S.305/Ord.

Date:- 27th March, 1944.

REGULATIONS.

7. IN ATTACK. In the event of the Convoys, while on the move, being attacked from the air, the Convoys are to proceed and will not stop unless specifically ordered by the Officer i/c Convoy to do so. If an Order is given to disperse off the road, action to be taken by drivers individually.
8. BREKIDOWNS. In the event of a Vehicle breaking down or falling out of the Convoy for any reason, the driver must remain with his vehicle, the D.R. informing the Officer i/c Convoy.



## OPERATIONS RECORD BOOK

Page No. One.of (Unit or Formation) 132(Norve) Wing Headquarters.

No. of pages used for day.....

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
A.L.G. Bognor	1-4-44		F/O Carvis was posted to No.16 P.T.C. supernumerary non-effective sick.		
			F/O McPherson was posted from this Unit to No.146 Wing for equipment duties.		
	2-4-44)		There is nothing of interest to report. Due to bad weather the squadrons have carried out very		
	3-4-44)		little flying.		
	4-4-44.		F/O Wenham was posted to this Unit for equipment duties.		
	5-4-44)		There is nothing of interest to report.		
	6-4-44)				
	7-4-44		F/O Houghton was attached to this Unit for anti-gas and fire duties.		
	8-4-44		Nothing to report.		
	9-4-44		F/O Youd arrived on posting for accounting duties.		
	10-4-44		Nothing to report		
	11-4-44		Lieut. Col. Motzfeldt, Capt. Lynneberg and Capt. Finne from Headquarters Royal Norwegian Air		
			Forces visited this Unit today.		
	12-4-44		Capt. Jyssum, Air Liaison Officer, was today attached to this Unit from Norwegian Army H.Q.		
	13-4-44		Nothing to report.		
	14-4-44		Group Captain A.S.W. Dore, D.S.O., and Squadron Leader M.J.B. Stoker from Air Ministry visited		
			this Unit today.		
			Lieut. G. Raaen and 2/Lt. R. Jønsberg were today posted to 6331 and 6332 Servicing Echelons		
			respectively for engineering duties.		
			2/Lt. T. Hetland of 332(N) Squadron was reported missing from a ranger operation in the afternoon.		
			Reports from pilots indicate that 2/Lt. Hetland lost his life.		
	15-4-44)		There is nothing of interest to report.		
	16-4-44)				
	17-4-44		F/Lt. S.G. Archibald was posted from this Unit to H.Q. No. 19 Sector for equipment duties.		
			F/Lt. T. Rawley arrived at this Unit to take his place.		
	18-4-44)				
	19-4-44)		Nothing to report.		
	20-4-44		Lt. Col. Gan and Capt. Tufte-Johnsen from Headquarters Royal Norwegian Air Forces visited this		
			Unit today.		



Place	Date	Time	Summary of Events	SECRET.	References to Appendices
A.L.G. Bognor.	21-4-44		Capt. C. Jysson, Air Liaison Officer was detached to Old Sarum for course.		
	22-4-44		No. 66 Squadron and a servicing party moved to No. 17 A.P.C., Southend, the pilots by air, the servicing party by road.		
	23-4-44		Nothing of interest to report.		
	24-4-44		No. 66 Squadron and the servicing party returned today from R.A.F. Southend. The armament practice was curtailed as orders came through that all three squadrons were to carry out trials of Franks Flying Suits.		
	25-4-44		His Royal Highness Crown Prince Olav of Norway visited this Unit today to meet Norwegian personnel informally. In his party were Admiral Riiser-Larsen, C. in C. Royal Norwegian Air Forces, Lt. Col. Gatgaard, Lt. Col. Øen and Lt. Col. Motzfeldt. A.O.C. 84 Group, Air Vice Marshall L.O. Brown, C.B.E., D.S.C., A.F.C., was present.		
	26-4-44		His Royal Highness Crown Prince Olav left this morning after having spent the night in the camp. F/O Wharton was detached to No. 130 Wing for temporary anti-gas and fire duties.		
	27-4-44		Nothing of interest to report.		
	28-4-44				
	29-4-44				
	30-4-44		F/O Arscott was today posted to this Unit from No. 2 Radio School for signals duties.		
	1-5-44		Nothing of interest to report.		
	to 3-5-44				
	4-5-44		General Hansteen, C. in C. Norwegian Forces, Colonel Christoffersen, Lt. Col. Hall, Lt. Col. Motzfeldt and Major Slaatten visited this Unit today.		
	5-5-44		Nothing of interest to report.		
	6-5-44				
	7-5-44		On a ranger operation to Moselles aerodrome Lt. K. Bache of 331(N) Squadron was hit by flak while flying at a very low altitude. His aircraft was seen to explode and it is presumed that Lt. K. Bache was killed. During the same operation 2 Me.109 were shot up on the ground. 3 flak towers, 2 gun posts, a hangar and 6 German soldiers were also hit.		



## OPERATIONS RECORD BOOK

Page No. Three.

of (Unit or Formation) 132(Norvege) Wing H.Q.

No. of pages used for day.....

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	8-5-44.		Nothing to report.		
	9-5-44.		No. 66 Squadron and No. 6066 Servicing Echelon proceeded by air to R.A.F. Station Castletown.		
	10-5-44.		Nothing to report.		
	11-5-44.		F/O R.P. Yatman (Intelligence) left this Unit today on posting to H.Q. 85 Group.		
	12-5-44.) 13-5-44.)		Nothing to report.		
	14-5-44.		No. 66 Squadron and No. 6066 Servicing Echelon returned by air from R.A.F. Station Castletown by air.		
	15-5-44.		F/O A.J. Chandler arrived at this Unit today on attachment fr No. 130 Wing for intelligence duties.		
	16-5-44.		F/Sgt. K. Abrahamsen was today promoted to the rank of 2/Lt. to fill vacancy as armament officer.		
	17-5-44.		Lt. Hattrem and 2/Lt. Mathisen were today posted from No. 27 O.T.U. to 331(N) Squadron for flying duties.		
			Norway's National Day of Independence. A short service was held by the padre, Capt. Eika at the morning parade. Work was carried out as usual during the day. General Liardet, C. in C. R.A.F. Regiments, Air Vice Marshal Symonds, General Hansteen, C. in C. Norwegian Forces, Commander Hovdenack and Capt. Heyerdahl-Larsen visited this Unit today.		
	18-5-44.		Nothing to report.		
	19-5-44.		P/O G.H. Thompson was today posted to this Unit from H.Q. 84 Group for intelligence duties.		
	20-5-44. to 24-5-44.		There is nothing of interest to report.		
	25-5-44.		Air Marshal Sir Arthur Conningham, D.S.O., M.C., D.F.C., A.F.C., Air Officer Commanding Second Tactical Air Force, accompanied by Air Vice Marshal L.C. Brown Air Officer Commanding no. 84 Group, visited this Unit today.		
	26-5-44.) 27-5-44.)		Nothing to report.		
	28-5-44.		Air Vice Marshal H.W.L. Saunders, C.B., C.B.E. M.C., D.F.C., M.M., Air Officer Commanding, No. 11 Group, and Group Captain W.J. Chrisham, Tangmere Sector, visited this Unit today.		



WY. 07/05/0200 105M 10/05 C. & L. 01-200



## OPERATIONS RECORD BOOK

of (Unit or Formation) 132(Horse) Wing H.Q.

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
A.L.G. Bognor.	1-6-44.		Air Chief Marshal Sir Trafford Leigh Mallory, K.C.B., D.S.O., C. in C. A.E.A.F., accompanied by Air Commodore McEvoy, S.A.S.O., 84 Group visited this Unit today to meet personnel informally. No. 2816 R.A.F.R. Squadron formed a guard of honour.		
	2-6-44.		There is nothing of interest to report.		
	3-6-44.		There was a conference at R.A.F. Uxbridge for Sector Commanders, Wing H.Q. Commanders and Staff Officers. Today all our aircraft were marked with special operational markings.		
	4-6-44.		Nothing to report.		
	5-6-44.		Group Captain Oliver and Wing Commander Swaile and other Senior Officers from H.Q. 84 Group attended a briefing held by Lieut. Col. H. Mehre, D.S.O., D.F.C. and Lieut. Col. A. Berg, D.F.C. at this Unit. Lt. I. Knudsen and Lt. Widerberg were attached from No. 84 G.S.U. for operations duties.		
	6-6-44.		The three squadrons, 66, 331 and 332, took off at their first patrol at 0720 hours and returned to base at 0950 hours without having encountered the enemy. Three further patrols were carried out during the day also without incidents. The news that "D" day had arrived filled everybody with great excitement as it was the day we had worked for so long. This excitement was strengthened when hundreds of towed gliders were seen to pass over in the evening heading towards the Normandy coast. Group Captain D.G. Morris, D.F.C., from A.E.A.F. visited this Unit today.		
	7-6-44.		Sgt. Clufsen of 332(N) Squadron was reported missing today. His aircraft was seen to crash in the Normandy beachhead.		
	8-6-44.		Capt. Hassel was today posted to this Unit for armament duties from No. 1 A.A.S.		
	9-6-44.		Major L. Lundsteen, Officer Commanding 331(N) Squadron, was today reported missing from operations. Air Commodore Spencer, A.O.A. 84 Group visited this Unit today.		
	10-6-44.		Authority was received for P/O S.L. Smith, Elect. Officer, to be promoted to P/O w.e.f. 18-5-44.		
	11-6-44.		Sgt. Pilot J. Rinde of 332(N) Squadron was today reported missing from operations over the Normandy beachhead.		
	12-6-44.		Sgt. J. Rinde of 332(N) Squadron, reported missing yesterday, returned today to his unit. Lt. Col. Møtzfeldt and Major Slaatten from H.Q.R.N.A.F. visited this Unit today.		



Place	Date	Time	Summary of Events	SECRET.	References to Appendices
A.L.G. Bognor.	13-6-44.		Authority was today received for promotion of Lieut. F. Hoyer to Captain w.e.f. 1-6-44.		
	14-6-44.		Nothing to report.		
	15-6-44.		2/Lt. I. Berger was today posted to this Unit for public relations officers (photographic) duties.		
	16-6-44.		Information was today received that W/Cdr. M.A. Toomey was posted to No. 1313 M.W.H.Q. w.e.f. 1-4-44. Air Vice Marshal L.O. Brown, C.B.E., D.S.C., A.F.C., Air Officer Commanding 84 Group paid an informal visit to this Unit.		
	17-6-44.		Major W. Christie, D.F.C., Officer Commanding 332(N) Squadron was today posted to 84 G.S.U. on completion of his second tour of duty. Major J. Ryg was appointed to command 332(N) Squadron.		
	18-6-44.		F/Lt. G.F. Maiden was attached to this Unit from No. 4 Fil Production Unit for temporary duty. F/O A.J. Chandler left this Unit today on ceasing to be attached from No. 123 Wing. There was an incidental visit by Air Commodore McEvoy.		
	19-6-44.		Col. Holst, Principal Medical Officer R.M.A.F., accompanied by Capt. Reed paid a visit to this Unit. Col. Mallinson of the Essex County Council also paid an informal visit.		
	20-6-44.		Sgt. Veiersted of 332(N) Squadron baled out over the Channel when returning from operations. He was rescued and returned to his unit the same day.		
	21-6-44.		There is nothing of interest to report.		
	22-6-44.		Today this Unit with all three squadrons moved from A.L.G. Bognor to R.M.F. Tangmere. The move was successful and the Wing was operational the whole time. Three sweeps were carried out.		
	23-6-44.		Sgt. Cluften who crash landed in France on 7th June, 1944, died today from his wounds in a hospital ship.		
	24-6-44.		Authority was received from H.Q.R.N.A.F. for promotion of Capt. J.E. Lotsberg to Major w.e.f. 15-5-44. Permanent Under Secretary of State, Sir A. Street, KCB, KBE, CMC, CBE, MC, for Air, Sir A. Street, KCB, KBE, CMC, CBE, MC, and staff visited this Unit today.		
	25-6-44.		Nothing to report.		
	26-6-44.		Authority was today received for the promotion of F/O S.J.R. Evans, Signals Officer, to A/E/Lt. W.S.F. 25-3-44.		
	27-6-44.		There is nothing of interest to report.		
	28-6-44.				
	29-6-44.				
	30-6-44.		Lt. P. Hutton of 334(N) Squadron was reported missing from operations over France today.		



## OPERATIONS RECORD BOOK

Page No. 1

of (Unit or Formation) No. 132 (NORGE) WING.

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Tangmere,	1944. 1 July.		No. 66 Squadron carried out a patrol over the assault area in Normandy between 17.29 and 19.25 hours. The patrol was uneventful. At 18.30 hours 331(N) and 332(N) Squadrons took off for another patrol over the assault area. They landed at 19.59 hours. Also this patrol proved uneventful.		
	2 July.		At 13.45 hours 66 and 331(N) Squadrons with 6 aircraft each took off for "Ramrod" 1053 escort to Lancasters bombing. Z.3031 B. The escort proved uneventful. They landed at 14.30 hours.		
	3 July.		No. 66, 331(N) and 332(N) Squadrons led by Lt. Col. Berg, D.F.C. took off for "Ramrod" 1056 at 20.33 hours. Mitchels were escorted to the Argentan area. The wing landed at 22.30 hours after an uneventful operation.		
	4 July.		At 13.22 hours Nos. 66, 331(N) and 332(N) Squadrons took off for Ramrod 1058 to act as target cover for "Heavies" bombing Biennay, St. Martin and Damleger. Two of our pilots, 2/Lt. Reung of 332(N) Squadron, and P/O. Emery of 66 Squadron did not return from this operation. P/O. Emery, however, was picked up by a Walrus between Dieppe and Le Trequet at 18.20 hours. The three squadrons Nos. 66, 331(N) and 332(N) took off again at 20.30 hours for "Ramrod" 1059 to Evreux-Chartres area. Aircraft (enemy) were encountered and the following claims are made:- 1 Me 109 destroyed, shared by F/Lt. Kolubinsky and P/O. Gasburn. 1 Me 109 damaged by F/Lt. Jackson. 1 Fw 190 damaged by F/Lt. Gibbs. all of 66 Squadron. 2/Lt. J. Hellend of 332(N) Squadron did not return from this operation. 2/Lt. Rosland was badly wounded in the head by flak, but managed to bring his aircraft back to base and landed safely. The wing landed at base at 22.10 hours.		
	5 July.		Nothing of interest to report.		
	6 July.		No. 66, 331(N) and 332(N) Squadrons took off at 20.25 hours for "Ramrod" 1065 to Gournay area. The wing landed at 22.20 hours after an uneventful operation.		
	7 July.		An escort to a convoy was carried out by No. 66 Squadron during the afternoon. In the evening two scrambles were made by the same Squadron. The operations were uneventful. At 21.10 hours No. 66, 331(N) and 332(N) Squadrons took part in "Ramrod" 1069 as escort to "Heavies" bombing Caen. There was moderate-heavy flak in the target area. All our aircraft returned safely to base at 23.10 hours. P/O. E. Cooper ceased to be attached to this H.Q. to-day from No. 4 Film Production Unit.		
	8 July.		Nothing to report.		
	9 July.		Nothing to report.		
	10 July.		No. 66, 331(N) and 332(N) Squadrons took part in "Ramrod" 1072 taking off at 05.35 hours apart from some flak in the target area the operation was uneventful, and our aircraft returned safely to base at 07.15 hours.		



Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Tangmere.	11 July		Nothing to report, except for an uneventful scramble carried out by No. 331(N) Squadron in the afternoon.		
	12 July		The Wing, 66, 331(N) and 332(N) Squadrons took part in "Ramrod" 1082, as escort for Liberators bombing "noball" targets north of Veufehotel. The escort was uneventful. In the afternoon another uneventful escort to bombers, and two uneventful "scrambles" carried out. Lt. Col. R.A. Berg. D.F.C. was to-day posted to this Unit from no. 19 Sector H.Q. for flying ops. duties. W/O. Warton (Gas and Fire) ceased to be detached from this H.Q. to No. 123 Wing on posting to No. 14 P.T.C. w.e.f. to-day.		
	13 July		2/Lt. P. Semmelman arrived at this Wing to-day on posting for Equipment duties from H.Q. RCAF w.e.f. 12.7.44.		
	14 July		Nothing to report.		
	15 July		An uneventful convoy escort was carried out by 332(N) Squadron in the morning between 05.25 hours and 07.15 hours. Section of the same Squadron also undertook shipping patrols off the Normandy assault area between 06.30 hours and 14.30 hours. The Wing (66, 331(N) and 332(N) Squadrons) took off at 15.35 hours for "Ramrod" 1091 to act as escort cover. Due to difficult cloud conditions the bombers were lost 10 miles south of Amiens, but later picked up east of Rouen and escorted out. W/O. Stiffen of No. 66 Squadron was reported missing from this operation. The remainder landed at base at 18.00 hours.		
	16 July		Nothing to report.		
	17 July		At 15.00 hours 331(N) and 332(N) Squadrons took off for "Ramrod" 1098. The operation was uneventful and all our aircraft landed at base at 16.45 hours. Between 20.00 hours and 21.55 hours all three squadrons took part in "Ramrod" 1101 which was uneventful. To-day No. 127 Squadron with its Servicing Echelon No. 6127 was transferred to this Wing, thus bringing the number of squadrons up to four. These units previously belonged to No. 134 wing which has been disbanded. No. 127 Squadron is at present detached to R.A.F. Station Southend.		
	18 July		All the Squadrons (66, 331(N) and 332(N)) took part in "Ramrod" 1103 taking off at 07.50 hours. The operation was uneventful and they landed at 09.50 hours.		
	19 July		Two Sections of two aircraft each of 66 Squadron were "Scrambled", both "Scrambles" were however uneventful. At 20.30 hours No. 66, 331(N) and 332(N) Squadrons took off for "Ramrod" 1108 acting as close escort to 100 Lancasters bombing Thiverny. They landed at 22.45 hours after an uneventful operation.		
	20 July		No. 66, 331(N) and 332(N) Squadrons to-day took part in two operations both were uneventful. The first operation was "Ramrod" 1110, the second an escort to Mosquitoes and Lancasters bombing "noball" targets at Forêt du Boc and Mount Candon.		
	21 July		Nothing to Report.		



## OPERATIONS RECORD BOOK

of (Unit or Formation) No. 132 (NORGE) WING HEADQUARTERS.

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Tangaere.	22 July		Nos. 66, 331(N) and 332(N) Squadrons took off at 15.25 hours to act as escort target with drawal cover to Lancasters and Mosquitoes bombing "noball" targets near ST.OMER ("Ramrod" 1116) some flak was experienced in the target area. All our aircraft returned safely to base at 17.15 hours. No. 66 and 331(N) Squadrons took part in "Ramrod" 1119, target and withdrawal cover to 36 Marauders bombing targets south of Fliers. The Squadrons took off at 20.15 hours and landed at base at 21.45 hours after an uneventful operation.		
	23 July		F/O. J. Ozanne arrived to-day on posting from No. 134 Wing for Intelligence Duties. No. 127 Squadron joined the Wing to-day on returning from detachment to R.A.F. Station Southend.		
	24 July		No. 66 and 332(N) Squadrons took off at 19.05 hours to act as escort to 30 Bostons in "Ramrod" 1125. 4 aircraft of 66 Squadron landed at bases in France. The remainder at base at 20.45 hours after an uneventful operation. Owing to changes in establishments of Wing H.Q. and Squadrons the following postings were authorised w.e.f. 12.7.44:- 2/Lt. G. Steine from Wing H.Q. to 332(N) Squadron. 2/Lt. H. Echolt from " " to 331(N) " " F/O. Tompstone from " " to 66 " "		
	25 July		At 13.30 hours No. 127 and 332(N) Squadrons took off for "Ramrod" 1130 the operation was uneventful. 1 Spitfire of 127 Squadron landed at B.3. The remainder returned to base at 16.05 hours. Four aircraft of No. 127 Squadron took off to escort Mitchells carrying a V.I.P. from Thorney Island to A.9 and return. They landed at A. 9 at 10.50 hours. Taking off from A.9 at 17.25 hours they landed at base at 18.20 hours, after an uneventful escort. 24 Sections (2 aircraft each) of No. 127 and 331(N) Squadrons carried out uneventful convoy patrols from 08.00 hours to 22.25 hours.		
	26 July		No. 66, 127 and 331(N) Squadrons took part in "Ramrod" 1133 which was uneventful.		
	27 July		Three operations took place to-day. Two aircraft of 66 Squadron were "scrambled" at 12.17 hours and landed at 12.45 hours having seen no "bogies". No. 66 and 332(N) Squadrons acted as escort in "Ramrod" 1134 taking off at 18.50 hours they escorted Lancasters bombing "noball" targets near Amale. After an uneventful operation they landed at base at 20.10 hours. Nos. 331(N) and 127 Squadrons swept Brieux-Dreux-Chartres-Vendame areas. They took off at 19.00 hours and landed at 21.30 hours. The operation was uneventful.		
	28 July		The Wing (No. 66, 127, 331(N) and 332(N) Squadrons) took off at 17.40 hours to take part in "Ramrod" 1136 to act as close escort to heavy bombers. All returned safely to base after an uneventful operation at 19.15 hours. F/O. J. Wenham Equipment Officer left this Wing to-day, on posting to No. 14 P.T.C.		
	29 July		The Wing, all four squadrons took part in "Rodie" 381. Taking off at 19.45 hours they swept Alencon-Laval-Lemens areas and landed at base at 21.35 hours after an uneventful operation. Lt. G. Maiden ceased to be attached to this Wing from No. 4 Film Production Unit.		







## OPERATIONS RECORD BOOK

Page No. 1.

of (Unit or Formation) No. 132 (Norge) Wing.

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Tangmere.	1944.				
	1 Aug.		The Wing (66, 127, 331(N) and 332(N) Squadrons) took part in "Ramrod" 1151 as target cover for heavies bombing "noball" targets in the St. Omer area. The Wing took off from Tangmere at 19.45 hours and landed at Menston at 22.00 hours. The operation was uneventful. G/O. D.G. Morris, D.F.C. arrived to-day on posting to Command No. 132 Wing. 2/Lt. E. Stang. was to-day posted to this wing from H. R.N.A.F. for War Artist Duties.		
	2 Aug.		TWO weather reccees and a "Scramble" to identify shipping was carried out. These operations were uneventful. At 16.00 hours No. 66, 127, 331(N) and 332(N) Squadrons took off for "Ramrod" 1152 the mission was carried out without incident. The Wing landed at 18.00 hours. F/O. Hutton was to-day posted to this Wing for Equipment Duties.		
	3 Aug.		The four squadrons of the wing to-day took part in "Ramrod" 1154 and "Ramrod" 1155 both operations were carried out without incident. Authority was to-day received for posting of Capt. J. Wexen to this Wing H.Q. for Ops. G.D. Duties. from H.Q. No. 19 Sector. w.e.f. 12.7.44.		
	4 Aug.		Convoy patrols were carried out by No. 66 Squadron during the whole day. No events.		
	5 Aug.		All four squadrons of the wing took part in "Ramrod" 1163 and "Ramrod" 1167. There is nothing of interest to report from either of these operations.		
	6 Aug.		Taking off at 11.00 hours No. 66 and 127 Squadrons took part in "Ramrod" 1171 acting as escort to Mitchells bombing communication lines and ammunition dumps, in France. They landed at base at 12.25 hours. The operation was uneventful. Nos. 331 and 332(N) Squadrons took off at 11.25 hours to act as escort to 100 Lancasters in "Ramrod" 1170. The bombers escorted by 332 squadron returned to base due to cloud. 332 Squadron landed at base at 12.45 hours without incident. The bombers escorted by 331 Squadron were attacked by approximately 25 enemy aircraft, during the engagement which followed three of these were destroyed <del>XXXX</del> and one damaged. The claims are as follows:- 1 Me 109 destroyed by Capt. Ringdal. - 331 Squadron. 1 Me 109 destroyed by Lt. L'Abbe Lund - 331 Squadron. 1 Fw 190 destroyed shared by 2/Lt. Gundersen and Jensvoll. - 331 Squadron. 1 Me 109 Damaged by Capt. Ringdal - 331 Squadron.		
A.L.G. Funtingdon	7 Aug.		All our aircraft returned safely to base at 13.15 hours. To-day the wing moved from R.A.F. Station Tangmere to A.L.G. Funtingdon. The four squadrons to-day took part in "Ramrod" 1175. No. 66 and 127 Squadrons acting as escort took off at 16.10 hours. No. 331 and 332 squadron carried out a sweep in this operation and took off at 16.30 hours. The operation was uneventful and all our aircraft had returned to base by 18.25 hours.		
	8 Aug.		All four Squadrons took part in "Ramrod" 1177 which was uneventful.		
	9 Aug.		To-day the wing took part in "Ramrod" 1180. Taking off from Menston at 12.10 hours the four squadrons returned to base at 14.45 hours, having nothing of interest to report. Nos. 331 and 127 squadrons took off for a fighter sweep at 19.30 hours. 331 squadron attacked barges 10 miles south of Shint. Strikes and explosions were seen 6 barges were left damaged. 1 M.T.XX was attacked on the Bruges-Courtrai road it was seen to turn over. some flak was experienced but all our aircraft returned safely to base at 21.30 hours.		



Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	10 Aug.		Shipping patrols were carried out by No. 127 Squadron during the whole day. No incidents took place, from 11.15. hours. to 13.25 hours No. 66 and 332 squadron took part in "Ramrod" 1183 which proved uneventful. A cypher message was received to-day from Rear H.Q. 84 Group with orders for No. 66, 127, 331(N) and 332(N) Squadrons to move to R.A.F. Station Ford on the 12th August, 1945.		
	11 Aug.		Nothing of interest to report.		
AIG. Funtington/RAF FORD	12 Aug.		In the morning a number of ground personnel moved by air to R.A.F. Station Ford. At 12.35 hours the four squadrons took off from A.L.G. Funtington to take part in "Ramrod" 1190 acting as target and withdrawal cover to 100 Lancasters and Halifaxes bombing target east of Tours. 10 plus Pw 190 were seen flying east at zero feet in the Argentan area, and four aircraft of 66 Squadron attacked with the following results:- 1 Pw 190 destroyed by S/Ldr. Foster. - 66 Squadron. 1 Pw 190 destroyed by F/Lt. Pattison. - 66 Squadron. The remainder of enemy aircraft flew off in an easterly direction without attempting to engage. The Wing had no losses. 21 of our aircraft landed at B.2 and B.3 owing to fuel shortage. remainder landed at Ford at 15.30 hours.		
	13 Aug.		The four squadrons took off from R.A.F. Station Ford at 09.07 hours for "Ramrod" 1194. No. 332(N) Squadron went down to attack 3 lorries 1 armoured car, and 1 motorcycle 5 miles S.E. of Lisieux. Two of the lorries and the armoured car were left in flames, and the third lorry went off the road. The squadron landed at B.2 and B.3 owing to fuel shortage. All our aircraft were safely back at Ford by 13.45 hours. The Wing (66, 127, 331(N) and 332(N) squadrons) took part in "Ramrod" 1196 taking off from Ford at 18.30 hours. Red Section of 127 Squadron attacked enemy aircraft taking off from aerodromes S.E. of Amiens believed to be Rossieres. No claims were made but fires seen later near the aerodrome. 1 of our aircraft was damaged and all returned to base at 21.10 hours. Major J.K. Lotsberg (Senior Flying Control Officer) was posted from this Wing to R.A.F. Station Tangmere. F/Lt. Raphael (P.C.O.) was posted to A.E.A.F. Reinforcement Pool. P/O. Hyde (P.C.O.) to R.A.F. Station Ford. the following Flying Control Officers came into replace them. F/Lt. C.F.L. Walker, P/O. Rowlands from R.A.F. Station Hartford Bridge, P/O. R.J. Merton from ABAF Reinforcement pool.		
	14 Aug.		At 08.45 hours the four squadrons took off for "Ramrod" 1200 close escort for 36 B.26's the escort was uneventful. Two lorries were attacked by 66 Squadron 10 miles N.E. of Dieppe. Strikes were seen all over the vehicles. Our aircraft were back at Ford at 11.15 hours. At 13.30 hours all four squadrons took off again. Two squadrons were to patrol Argentan-Lisieux area, two squadrons to support 670 Lancasters and Halifaxes in Vire-Argentan areas. Our aircraft attacked several enemy vehicles. Lt. L'Abbe Lund of 331 Squadron and Sgt. Massey of 127 Squadron are missing from this operation. The fate of the former is unknown, the latter however, was seen to be out. The remainder landed at Ford at approx. 15.00 hours. Nos. 127 and 332 Squadrons took part in "Ramrod" 1202 during the evening. They were target and withdrawal cover to 140 Lancasters bombing Breste harbour. The escort was uneventful.		



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of (Unit or Formation) NO. 132 (NORGE) WING HEADQUARTERS.

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
FUNTINGDON / FORD.	15 Aug.		All four squadrons took part in 1203 ("Ramrod") escort to Lancasters bombing Tirlemont aerodrome. The Wing took off from Bradwell Bay at 10.50 hours., and having carried out the escort, which was uneventful, landed at Ford at 13.30 hours. No. 66 and 331 Squadrons took off for "Rodio" 381 at 19.15 hours they swept Cambrai-Mezieres-Reims-Roye. Enemy transport was attacked with good results. Some flak was experienced. All our aircraft returned safely to base at 21.50 hours. Lt. Comm. Syrrist was to-day attached to this Wing from H.Q. R.NAF for Dental duties. A warning order was received to-day. The Wing was to complete preparations to move at 6 hours notice as from 23.59 hours to-day.		
	16 Aug.		Nothing to report.		
	17 Aug.		No. 66, 127 and 332 squadrons took part in "Ramrod" 1210. Area cover to 363 Marauders and Bostons bombing bridges on the river Risle. Take off time was 13.25 hours. The escort was uneventful. One section of 332 Squadron attacked 10 to 15 soldiers on road Q. 8585. Two of our aircraft landed in France. Remainder landed at base at 1550 hours. A and B. party moved to-day from A.L.G. Funtindgon to the Concentration Camp. All vehicles had arrived at Old Sarum by 18.00 hours. During the evening the last preparations were made for the Wing to move off to the embarkation area early the next morning.		
	18 Aug.		No. 66, 331 and 332 Squadrons took off at 13.15 hours to act as top cover to 150 Lancasters and 5 Mosquitoes bombing "noball" targets at Forêt de l'Isle Adam (Z3256). The operation was uneventful. All our aircraft were back at base by 15.15 hours. In the afternoon 127 Squadron carried out a convoy patrol which was uneventful. In the early morning the Wing was on its way to the embarkation area arriving there soon after mid-day.		
	19 Aug.		The Wing embarked during the morning. At night it was on its way to Normandy. The move so far had been successful.		
	20 Aug.		At mid-day the French coast was sighted, the voyage had been very smooth. In the afternoon the wing disembarked and arrived at the new location B.16 at approx. 20.00 hours.		
B. 16. (France)	21 Aug.		Nothing to report.		
	22 Aug.		The weather was poor in the morning but improved during the day. After lunch the four squadrons carried out five missions, all on reces. The claims were as follows:-  Claimed destroyed:- 332 Squadron - 4 Lorries, 1 Motor cycle, 1 trailer 1 semi tractor. 66 Squadron - 1 Semi-tractor, 1 Motor cycle and 2 riders. Claimed damaged:- 331 Squadron - 1 lorry, 1 staff car, 1 horse drawn wagon. 332 - 2 Tiger tanks, 2 armoured cars, 1 gun (3 of crew killed) 1 staff car (2 killed), 1 lorry, 2 motor cycles. 66 Squadron - 4 lorries, 2 staff cars, 1 armoured car, 1 semi-track tractor.  The wing suffered no losses.		

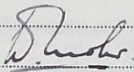


Place	Date	Time	Summary of Events	SECRET.	References to Appendices
B. 16.	23 Aug.		12 aircraft of 331(N) Squadron took off on the first mission of the day, 2 aircraft on an uneventful anti-midget submarine patrol off LeHavre and 10 aircraft on an armed recce East of LeHavre. Targets were scarce. - 1 stationary lorry was damaged. 12 aircraft of 127 Squadron were scrambled to intercept raiders which turned out to be friendly. One heavy lorry was attacked and damaged. 6 aircraft of 331 (N) Squadron carried out an armed recce before lunch. The aircraft went into a steep dive after which 2/Lt. Gundersen was not seen. It is believed that he must have failed to pull out. In the area between the bomblines and the Seine another 6 aircraft of 331(N) Squadron sighted a convoy of 7 vehicles, 5 of them carrying red crosses, one of which was towing a cannon. The convoy opened up with light flak and our pilots attacked, whereupon one of the red cross vehicles blew up with a great bang. Group Captain Morris and Lt. Col Berg carried out an armed recce and destroyed 1 lorry and damaged another. 2 aircraft of 127 Squadron carried out an A.S.R. patrol. 1 empty dinghy was found. The last operation of the day was undertaken by 12 aircraft of 331 (N) Squadron which destroyed and damaged several enemy transport.		
	24 Aug.		Owing to unsuitable weather over the area operations little flying was carried out. 23 sorties were flown, mostly weather recces. 66 Squadron claims 2 lorries destroyed and 1 damaged.		
	25 Aug.		A day of perfect weather and much activity. 11 missions, patrols and armed recces, were carried out. The following claims were made:- No. 66 Squadron. - Destroyed 1 staff car, 1 motor cycle, and sidecar. Damaged 2 lorries, 1 staff car. No. 127 Squadron - Destroyed 1 Fw.190 by S/Ldr. Bradley. 7 lorries. Damaged 2 AFV's, 2 lorries. No. 331(N) Squadron - Destroyed 4 lorries, 1 trailer, 1 staff car, 120 mm Gun Post with crew. Probable 3 armoured cars. Damaged 3 lorries, 3 armoured cars, 1 tractor. F/O. Malone of 127 squadron was hit by flak and did not return.		
	26 Aug.		12 missions all armed recces North of Seine, were carried out by the Wing. The wing claims 27 enemy vehicles destroyed, 9 probably destroyed and 13 damaged. F/Sgt. Woodhouse baled out behind our lines owing to shortage of fuel. He is known to be safe. 1 Aircraft of No. 332 (N) Squadron was damaged by flak.		
	27 Aug.		5 armed recces, 1 weather recce and 1 convoy patrol was carried out during the day. The claims were, 18 vehicles destroyed, 2 probably destroyed and 7 damaged. 1 ammunition dump was blown up by 332 (N) Squadron. 2 of our aircraft were hit by flak but the pilots were unhurt and landed at base.		
	28 Aug.		8 armed recces, one of which was abortive owing to weather, was carried out in areas North of the Seine. 15 MET and 2 tanks were destroyed. 5 MET probably destroyed, and 8 MET 7 tanks damaged. Sgt. Westernmark of 331 (N) Squadron was seen to bale out over a wood just South of Seine. It is believed that his aircraft was hit by flak.		



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Place	Date	Time	Summary of Events	References to Appendices
	29 Aug.		The Wing carried out 1 armed recce, 2 beachhead patrols and 1 weather recce. The 2 operations last mentioned were uneventful. 331 (N) Squadron undertook the armed recce and claims 2 staff cars and 1 tank destroyed, 1 lorry damaged. 2/Lt. F. Sorinsen did not return and it is believed that he was shot down by flak East of Amiens, Sgt. Westermarck who was baled out South of Rouen after being hit by flak yesterday, came back to the Unit to-day after having crossed the enemy lines.	
	30 Aug.		No. 331 (N) Squadron carried out an armed recce and No. 127 Squadron a beachhead patrol. Both operations were uneventful, the squadrons being recalled due to poor weather.	
	31 Aug.		The four squadrons of the wing had a good day. 109 individual sorties were flown on armed recces. 25 MT, 2 trucks, 6 H.D.V., 1 trailer, were destroyed, 2 M.T. probably destroyed, 14 M.T., 9 H.D.V., 3 self propelled guns were damaged. The Wing suffered no casualties.	
			 (W. MOHR), Lieutenant Colonel, Commanding, No. 132 Wing Headquarters, ROYAL AIR FORCE.	



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of (Unit or Formation).....NO. 132 (NORGE) WING HEADQUARTERS.

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
B.16.	1944 1 Sept.		Eight armed recce and 1 A.S.R., the latter being uneventful, were carried out by the Wing to-day. The following claims are made:-  Destroyed:- 1 tank. 11 M.E.T., 57 H.D.V. Probably Destroyed:- 8 M.E.T., 1 H.D.V. Damaged:- 8 M.E.T., 4 H.D.V.  After the day's operation No. 127 Squadron landed at R.A.F. Station, LYMPNE. Unfortunately 2 of their aircraft collided when landing resulting in Sgt. Houston being killed and P/Lt. McNally being injured.		
	2 Sept.		The only operation to-day was an armed recce carried out by No. 127 Squadron. The operation was uneventful and the Squadron landed at B.3 having taken off from Lympe.		
	3 Sept.		Two armed recce were carried out by No. 66 and 332(N) Squadron. Both operations were uneventful. Orders were to-day received for the Wing to move. Recce party started off during the afternoon. P/Lt. G. Peck was to-day attached to this Headquarters from No. 14 P.T.C. for flying control duties.		
	4 Sept.		All four squadrons took part in an armed recce which was uneventful.		
	5 Sept.		"A" Party started off at 07.00 hours for the new A.L.G. - B.33, arriving there at 18.30 hours. ("B") party were busy making the last preparations for completion of the move.)		
	6 Sept.		<del>Nothing to report.</del> "B" Party moved off at 13.00 hours after the 4 squadrons had taken off for B.33 the new location. In the afternoon No. 127 and 332(N) Squadron attacked RADAR Installations outside Boulogne. The target was hit but seemed unsuitable for cannon attack. In the evening 331(N) Squadron carried out an armed recce in the Breskens-Flushing area. 1 passenger ferry carrying troops and vehicles and one barge was attacked with good results.		
B.33.	7 Sept.		No flying owing to airfield being unserviceable. "B" party arrived at B.33 in the forenoon. As the front was moving fast northwards the Wing was shortly to follow and orders were received for a recce party to move off early the next morning.		
	8 Sept.		Airfield still unserviceable no flying. Recce party proceeded to B.39 in the morning.		
	9 Sept.		No flying to-day, the condition of the airfield had improved but was still unserviceable for flying. Recce party assisted Airfield Construction Party in clearingfield for construction of landing strip at B.39. During the day orders were received that the Wing should proceed to Lille-Nord (B.57)		
	10 Sept.		"A" Party moved off at 13.00 hours for new location, at B.57, Lille-Nord. Air Officer Commanding Group visited the Wing at B.33 and stayed to lunch.		
	11 Sept.		The runway of B.33 was at last serviceable. Nos. 66, 127 and 332(N) Squadrons carried out 1 armed recce each over the islands of the Schelde Estuaries. No. 127 Squadron damaged 1 small destroyer and 2 motor vessels. During one of the attacks this Squadron lost W/O. Bell who was probably hit by flak which was intense. 332(N) Squadron found little to attack and only damaged one lorry. In the evening the four squadrons took off for the new location B.57. "A" Party also moved to-day.		



Place	Date	Time	Summary of Events	SECRET.	References to Appendices
B. 57.	12 Sept.		A fine day. Nos. 66, 127 and 331(N) Squadrons carried out an armed recce. 66 Squadron claimed 2 lorries probably destroyed and 331 (N) Squadron hit several barges.		
	13 Sept.		Nos. 127, 331 (N) and 332(N) Squadrons carried out 5 armed recces. 331 (N) Squadron claims 1 barge, 3 railway waggons, 1 lorry damaged and 1 lorry destroyed. 127 Squadron attacked successfully 1 M/G post. Targets in the Dunkerque area were attacked with cannon and M/G but results could not be seen. "B" Party left B.33 and arrived at B.57 in the late afternoon.		
	14 Sept.		The weather was unsuitable in the morning, but improved in mid-day. Nos. 66, 127 and 331(N) Squadrons carried out an armed recce each. 127 Squadron damaged 2 M.E.T. and hit 5 <del>XXXXXX</del> barges, ground defences and a strong point or possible Radar station. 331 (N) Squadron destroyed 1 M.E.T. and damaged, another.		
	15 Sept.		2 bombing operations were carried out by 332(N) and 66 Squadrons. 332(N) Squadron had 4 hits in target area but owing to cloud results were not observed. 66 Squadron was called back owing to bad weather, no bombs were dropped.		
	16 Sept.		108 sorties, all 4 squadrons taking part were flown to-day. The 7 bombing operations carried out during the day were very successful. Much flak was experienced but our aircraft suffered no damage. 2/Lt. Abrahamson (Armement Officer) was to-day promoted to the rank of Lieut.		
	17 Sept.		Again the day had many operations. 8 dive bombing attacks were carried out by the four squadrons. The results were excellent. 2/Lt. Tsacksen of 332 (N) Squadron was hit by flak some 2 miles S.W. of Terneuzen and was seen spinning to the ground. He is believed killed.		
	18 Sept.		Due to unsuitable weather no operational flying was carried out to-day.		
	19 Sept.		Unfavourable weather still prevented operations. 331(N) Squadron took off at mid-day for R.A.F. Station Fairwood Common for a fortnight's bombing and Gunnery Course.		
	20 Sept.		Nos. 66, 127 and 332(N) Squadrons carried out a dive bombing operation each. Gun positions and Forts at Calais and Dunkerque were bombed with moderate results.		
	21 Sept.		Unfavourable weather prevented operational flying. F/Lt. Ozanne (Intelligence Officer) was to-day detached to Civil Affairs Staff Centre for a course.		
	22 Sept.		4 dive bombing attacks were carried out. No. 66 and 127 Squadrons taking part in two of these, 332 (N) Squadron taking part in one. Cloud made results of the operations difficult to observe, but bombs were seen hitting the target area. F/O. Beal of 66 Squadron was shot down by flak. He is missing believed killed.		
	23 Sept.		No. 127 and 332(N) Squadron were detailed for dive bombing operations. The target was gun positions at Antwerp. Owing to weather No. 332 (N) Squadron was recalled. The operation was not carried out. 127 Squadron which took off later in the day completed the mission, but the results were not so good, no direct hits were scored.		
	24 Sept.		Bad weather prevented operational flying.		
	25 Sept.		No. 66 Squadron attacked targets in the Breskens area, with bombs and cannon. No hits were claimed.		



of (Unit or Formation) NO. 132 (NORGE) WING HEADQUARTERS.

No. of pages used for day.....

*See instructions for use of this form in K.R. and A.C.I., para. 2349 and War Manual Pt. II., chapter XX., and notes in R.A.F. Pocket Book.*

(J. W. MOHR),  
LIEUTENANT COLONEL, COMMANDING,  
NO. 132 Wing Headquarters,  
ROYAL AIR FORCE.



## OPERATIONS RECORD BOOK

Page No. 1

of (Unit or Formation) No. 132 (NORGE) WING

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
B. 57.	1944				
	1 OCT		No. 66 Squadron bombed and strafed gun positions at Dunkerque obtaining 3 hits and 3 near misses. No. 127 Squadron carried out an armed recce claiming 1 tug and one loaded barge probably destroyed and 1 barge damaged.		
	2 OCT		7 Operations, bombing & strafing, and armed recces were carried out to-day with good results. F/Lt Whittington of No. 127 Squadron did not return from one of these operations. F/Lt. A. Wiese was to-day posted to the Wing for intelligence duties to take over from Capt. A. Sunde who proceeded to H.Q. R.N.A.F.		
	3 OCT		Bad weather prevented operational flying.		
	4 OCT		Still bad weather. No. operations. The Wing was to move to B.60 Grimbergen. Recce Party left in the morning for the new location.		
	5 OCT		No operations. "A" Party moved to-day to B.60		
	6 OCT		No operations. The Squadrons took off for B.60 and soon after mid-day "B" Party moved off arriving at B.60 in the evening.		
B. 60	7 OCT		A day of much activity for a change. No. 66, 127, 331 & 332 Squadrons carried out bombing and armed recce operations. Many hits were obtained and good results observed.		
	8 OCT		3 A/C of 332(N) Squadron carried out a weather recce. The weather proved unsuitable for operational flying.		
	9 OCT		No operational flying.		
	10 OCT		No operational flying.		
	11 OCT		No. 66, 127, & 332(N) Squadrons carried out low level bombing of Sluis, totalling 142 sorties. The order was to block roads through this village and 66,000 lbs of bombs were dropped. At the same time strafing was carried out at the same target. Towards the end of the day much damage to Sluis was reported. Our Squadrons were met intense flak and 7 of our A/C were damaged. They were brought back by their pilots which were unhurt. No. 331(N) Squadron dive bombed 3 gun positions N.E. of Antwerp.		
	12 OCT		Dive bombing and armed recces were the main operations carried out to-day. All four Squadrons taking part. A total of 127 operational sorties were flown. The results were good, of 122 bombs dropped on various targets at least 72 hit the target area. 10 enemy vehicles, 2 barges were destroyed, and 2 flak posts, 2 tugs and 5 vehicles damaged.		
	13 OCT		Another day of intense operational flying. The four Squadrons flew altogether 107 operational sorties carrying out dive bombing and strafing operations with good results.		
	14 OCT		The weather was not so good as the three previous days and only 3 dive bombing and strafing operations were carried out, one each by No.s 127, 331(N) & 332(N) Squadrons. The results of these operations seemed good.		
	15 OCT		No operational flying to-day		



Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	16 OCT		The weather was unsuitable for flying in the morning, but cleared in the afternoon when 84 sorties were flown by the four Squadrons. H.R.H. Crown Prince Olav of Norway honoured the Wing by a visit, arriving in the afternoon.		
	17 OCT		5 railway interdiction operations were carried out by the Wing to-day. H.R.H. Crown Prince Olav left by plane during the afternoon. 8 of our A/C provided escort.		
	18 OCT		To-day again railway interdiction operations were carried out, each of the four Squadrons being detailed for two each. Poor visibility made the targets difficult to locate, and only moderate results were obtained. Flak was experienced and Capt. Koppereid of 331(N) Squadron and Sgt Lyssa of 332(N) Squadron failed to return. The latter is believed killed.		
	19 OCT		Unfavourable weather prevented operational flying.		
	20 OCT		In spite of 10/10 cloud throughout the day a fair amount of operations were carried out. 66 & 332(N) Squadrons opened up in operation "Suitease" in search of enemy activity in the Eschens area. The rest of the Wing followed soon after. Little enemy activity was observed and no suitable targets presented themselves. The rest of the day's operations were on railway interdiction targets with varying results. The interdiction targets seemed to be well defended and generally intense and accurate flak was experienced. We had no losses in pilots or aircraft.		
	21 OCT		Altogether 8 operations were carried out by the 4 Squadrons to-day. The first operation of the day, an escort job to 36 Mitchells bombing road bridges at Hodel, was undertaken by 66 & 332(N) Squadrons. The escort was uneventful. 127 & 331(N) Squadrons attacked a fort and 4 gun positions in the Breskins area with bombs. The results appeared satisfactory. The remainder of the day's operations were devoted to railway interdiction targets and a total of 71 bombs were dropped during these attacks. Strafing was carried out at the same time with good results.		
	22 OCT		No operations were carried out to-day.		
	23 OCT		No operations.		
	24 OCT		Ground haze interfered with the day's operation and only 25 sorties were flown. The Wing had its first experience of V.C.P. work and 66 Sqn sent out 5 sections during the afternoon. Due to bad visibility the bombing was not very accurate. 331(N) Sqn attacked railway interdiction targets during the afternoon.		
	25 OCT		No operational flying		
	26 OCT		No operational flying		
	27 OCT		No operational flying.		
	28 OCT		The first operation of the day was undertaken by 66, 127 & 331(N) Sqdns and led by Lt Col Berg. The task was to bomb and strafe gun positions at Gravenpolder. 34 bombs were dropped in T/A. The second operation, bombing and strafing enemy H.Q. and infantry, was carried out by 66 Sqn led by Lt Col Berg. The results appeared good. 66, 331(N) & 332(N) Sqdns also led by Lt Col Berg were sent to bomb and strafe enemy positions prior to attack by 1st Can Army. The operation of the day was carried out by 127 Sqn bombing railway interdiction targets.		
	29 OCT		9 operations including bombing, strafing, nickelling & area cover to bombers were carried out. All 4 Sqdns taking part. 3 of our A/C were damaged by flak but the pilots were uninjured.		
	30 OCT		Bad weather severely hampered operations but all 4 Sqdns managed to take part in 1 operation each. 127 Sqn had a very unlucky day. Capt. Fosse (Norwegian) failed to return, and S/Ldr Lisker was wounded, fortunately not very seriously. W/O Eckert force landed but was uninjured.		



## OPERATIONS RECORD BOOK

Page No. 1

of (Unit or Formation) No. 132 (NORGE) WING.

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
B. 60.	1 NOV		Operation "Infatuate" was expected to keep the Wing working at high pressure from dawn to dusk but bad weather came to the assistance of the Hun. Only 2 sqdns were able to take off and fulfill a mission before H hour and the remaining sorties flown during the day were attacks on gun positions near Domburg and infantry mortars and U/Gs on the coast. F/Lt Rosser of 66 Sqdn who was shot down over the enemy lines on 26th September, returned to the Wing to-day.		
	2 NOV		No operations were carried out to-day		
	3 NOV		10/10 cloud and thick haze severely interfered with the days operations and the first 4 jobs of the day devoted to railway interdiction targets did not prove very successful. Later on during the day the weather improved a little and some highly successful missions were carried out, leaflets were dropped, different army targets were bombed and strafed with good results and Polish engineers doing bridge construction work were covered. Much flak was experienced and our casualties were heavy. 2/Lt. E. Sunde of 332(N) Sqdn failed to return and is believed killed. F/O. Lloyd of 127 Sqdn and Sgt. Abrahamson are missing. F/Sgt. Woodhouse was reported missing but returned to base in the evening unhurt. F/Lt de Vere and F/Sgt Sinnott of 66 Sqdn were hit by flak and although wounded they managed to return to base.		
	4 NOV		8 operations, all interdiction targets were carried out by the 4 Sqdns. The Wing scored at least 42 direct hits and a further 30 near misses on railways & roads. Sgt. Holter of 331(N) Sqdn did not return and is believed killed.		
	5 NOV		4 Railway interdiction and 4 Mitchelling operations were carried out to-day. The weather was unfavourable throughout the day.		
	6 NOV		8 railway interdiction and strafing operations were carried out by the 4 Sqdns to-day. The results of these operations appeared good. F/Lt. Shillitee of 127 Sqdn is missing believed killed. Marshal of the Royal Air Force Lord Trenchard visited the Wing during the afternoon.		
	7 NOV		Each of the 4 Sqdns carried out a rail interdiction operation in the area between Arnhem and the Zuider Zee. Several direct hits were observed.		
	8 NOV		After an abortive sortie by 127 Sqdn no further operations were carried out with the exception of two recces in search for improvement of weather which remained unsuitable for flying.		
	9 NOV		Unfavourable weather prevented operational flying.		
	10 NOV		No operations were carried out due to unsuitable weather.		
	11 NOV		The 4 Sqdns took part in 7 railway interdiction operations and 1 escort mission to bombers. The results of these operations appeared good. Little flak was experienced, 1 of our A/C was damaged, the pilot however was unhurt.		
	12 NOV		The weather was unsuitable for operational flying		
	13 NOV		The weather was unsuitable for operational flying		
	14 NOV		The weather was unsuitable for operational flying		
	15 NOV		The weather was unsuitable for operational flying		
	16 NOV		The weather was unsuitable for operational flying		
	17 NOV		The weather was unsuitable for operational flying		
	18 NOV		In the morning 66 & 332 (N) Sqdns took off on rail interdiction operations to the Amersfoort area, but owing to low cloud they had to bring their bombs back. During the afternoon all 4 Sqdns were employed on bomber escort & cover. The operations proved uneventful.		







## OPERATIONS RECORD BOOK

Page No. 1

of (Unit or Formation) NO. 132 (GEOGE) WING HEADQUARTERS.

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
B.55.	1944.				
	1 DEC.		66 and 127 Squadrons were to act as close escort to 48 Mitchells bombing Wesel, but due to heavy haze the bombers were not seen and our aircraft were recalled before the target was reached.		
	2 Dec.		Owing to low cloud, rain and poor visibility no operations were carried out.		
	3 Dec.		The weather was very good in the early part of the day. 66 and 127 squadrons escorted 30 Mitchells to Kolden-Kirchen area. 10 me 262 were seen but disappeared without trying to engage. 331 and 332 Squadrons carried out one rail interdiction each, but claim no cuts. The last operation of the day was carried out by 66 Squadron, going on a fighter sweep to the Aachen area.		
	4 Dec.		No operations were carried out to-day.		
	5 Dec.		5 Operations, including 3 escorts 1 bombing and staffing mission and 1 fighter sweep was carried out. The bombing and staffing mission carried out by 332(N) Squadron gave meagre results, the other operations were uneventful.		
	6 Dec.		331 and 332(N) Squadrons acted as close escort to 48 Mitchells which were to bomb Wesel. Due to heavy cloud no bombing was made. The escort was uneventful.		
	7 Dec.		One weather recon and one armed recon which was abortive due to bad weather were the only operations carried out to-day.		
	8 Dec.		Nos. 66 and 127 Squadrons carried out an armed recon in the Enschede-Munster-Dorsten area. A factory at Neede was bombed by 127 Squadron and 3 direct hits were observed. The squadron was attacked by a single Me-109 which was destroyed and seen to crash in flames. 66 Squadron looking for trains, attacked one, but due to hazy cloud the results could not be observed.		
	9 Dec.		The weather prevented operational flying.		
	10 Dec.		66 Squadron carried out an armed recon to Enschede-Munster-Dorsten area. A train was attacked and the locomotive and 10 goods waggons were damaged.		
	11 Dec.		Three weather recones were carried out. The weather was found unsuitable for flying.		
	12 Dec.		Heavy rain made the runway unserviceable for flying.		
	13 Dec.		4 aircraft were airborne on an armed recon, but were recalled. Bad weather prevented any further operations.		
	14 Dec.		Owing to fog no flying could be carried out.		
	15 Dec.		66 and 127 Squadrons carried out an escort for 48 Mitchells and 332(N) Squadron went on a fighter sweep to Borken-Hengelo-Raaste, area. Both these operations were uneventful.		
	16 Dec.		Apart from 2 aircraft carrying out a weather recon no flying was carried out to-day owing to low cloud and poor visibility.		

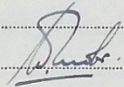


Place	Date	Time	Summary of Events	SECRET.	References to Appendices
B.60.	17 Dec.		Poor weather only permitted one operation to-day. A Fighter Sweep to the Aachen-Munster Sladbach area which was uneventful and undertaken by 66 and 127 Squadron.		
	18 Dec.		A weather recce, a patrol and an armed recce were the operations flown to-day. 66, 127 and 331(N) Squadron took part in the armed recce on which 15 Me 109's were encountered and engaged in the Cologne area. 66 Squadron destroyed one and damaged 7 of the enemy aircraft. Unfortunately F/O. Warhurst of 66 Squadron did not return from this operation.		
	19 Dec.		No operations.		
	20 Dec.		No operations.		
	21 Dec.		No operations.		
	22 Dec.		During the morning the Wing moved to B.79 Woensdrecht in Holland. 66 Squadron carried out an uneventful escort to 36 Mitchells and 27 Bostons bombing targets 10 to 15 miles south of Duren.		
B.79.	23 Dec.		Six shipping patrols, 1 weather recce, 1 fighter sweep and 2 armed recces were the operations carried out to-day. On the 2 armed recces 66 and 331(N) Squadron undertaking one each, a train and enemy road transport were attacked with success. The other operations were uneventful.		
	24 Dec.		Four fighter sweeps were carried out to-day. No enemy aircraft were encountered but enemy transport were attacked with good results.		
	25 Dec.		Three sub. patrols, 1 fighter sweep, 1 armed recce and 1 dive bombing and strafing mission were the operations carried out to-day. 99 sorties were flown. The most interesting target of the day was the dive bombing and strafing attack upon enemy aircraft on the ground in a wood West of Heerenberg, 66 and 127 squadrons were detailed for this mission. Group Captain Morris and Lt. Col. Berg acted as pathfinders. The latter went down to 20 feet and identified the target as 15 to 20 dummy aircraft, but in case real aircraft might be hidden the surrounding woods were well bombed. The armed recce operations consisted mostly of attacks on trains resulting in 2 locos destroyed, 2 probably destroyed, and 2 damaged. W/O. McLeod of 66 Squadron was hit by flak and seen to crash in flames.		
	26 Dec.		Group Captain Morris and Lt. Col. Berg carried out an armed recce and attacked and damaged a locomotive, 2 aircraft of 127 Squadron were sent out on an anti-midget submarine patrol. One midget submarine was seen, but dived before it could be attacked. 66, 127 and 331(N) Squadrons took part in a fighter sweep to Enschede-Bergsteinfurt area 5 aircraft were observed but disappeared in haze before they could be attacked. S/Ldr. Basby of 66 Squadron shot down a "doodlebug" on the way back.		
	27 Dec.		An armed recce carried out by Lt. Col. Berg and Capt. Gren was the only operation today, they destroyed 3 M.E.T. and damaged 1		
	28 Dec.		1 weather recce, 1 fighter sweep and 1 armed recce were the operations carried out to-day. apart from the latter the operations were uneventful. On this road transport was attacked with good results.		



## of (Unit or Formation)....No. 132 (NORGE) WING HEADQUARTERS.

No. of pages used for day.

Place	Date	Time	Summary of Events	References to Appendices
B.79.	29 Dec.		A day crammed with operations. During a fighter sweep in the Enschede area in the morning 331 (N) Squadron encountered 5 Fw.190's S.W. of Ornabruck at deck level and shot down 3 of them whilst a lone Fw.190 was shot down North of the Rhine. After this the Squadron went on to damage 2 locos and destroy a lorry and a H.D.V. Capt. Raeder, 2/Lt. Stausland, 2/Lt. Tilseth and Sgt. Nicolaysen were missing from this operation. In the afternoon 331 (N) Squadron again carried out a fighter sweep to the same area. Flying with only 10 aircraft, a formation of 25+ Me109's was seen above turning to try to attack. 331(N) Squadron however, climbed into them and shot down 12 huns and damaged 2 others. All our aircraft returned from this operation. While this was going on No. 66 and 127 Squadrons carried out 6 armed reces hitting numerous targets on the ground. F/Sgt. Atwall of 127 Squadron was hit by flak and killed.	
	30 Dec.		Bad weather prevented operational flying to-day.	
	31 Dec.		After an uneventful escort to Mitchel and Bostons during the morning 66 and 127 Squadrons carried out an armed recce in the forenoon, but heavy cloud rendered it abortive. In the afternoon 66, 127 and 331(N) Squadrons bombed and strafed the village of Drongelen which had been evacuated by the civilian population. The results seem good. 2 aircraft of 331 (N) Squadron were scrambled to attack barges in Goringhem area, but nothing was seen and the operation was uneventful. 332(N) Squadron returned to-day from England on completion of their Bombing and Gunnery Course at Fairwood Common.	
			 (W. MOHR). Lieutenant Colonel, Commanding, No. 132 Wing Headquarters, ROYAL AIR FORCE.	



# OPERATIONS RECORD BOOK

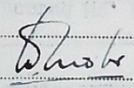
Page No. 1

of (Unit or Formation) NO. 132 (N) WING HEADQUARTERS.

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
B.79.	1945.				
	1 Jan.		No enemy air attack took place against this aerodrome although reports received indicated attacks at other forward bases. V.l's continue overhead on their way to Antwerp. U.K. leave commenced although it will be some days before personnel of this Wing proceed.		
	2 Jan.		Lieutenant E. van Loenwen (Dutch Air Force) attached for Security and liaison duties.		
	3 Jan.		Intelligence Officer from No. 66, 127, 331(N) and 332(N) Squadrons posted to Wing Headquarters on change of establishment.		
	4 Jan.		Nothing to report.		
	5 Jan.		On instructions received from HQ. No. 84 Group(Main) details were issued by the O.C. Wing to enable the Unit to pack up and leave at short notice should this be required. These plans were necessary owing to advances by the German Forces.		
	6 Jan.		Nothing to report.		
	7 Jan.		Nothing to Report.		
	8 Jan.		Nothing to report.		
	9 Jan.		Captain Lutz of the Netherlands Air Force visited this Wing to interview personnel of No. 322 (Dutch) Squadron.		
	10 Jan.		2/Lt. Mathiesen (RMAF) Photographic Branch posted HQ. RMAF on cessation of duties with R.A.F.		
	11 Jan.		Nothing to Report.		
	12 Jan.		Nothing to Report.		
	13 Jan.		F/O. C.H. Thompson (A & S.D. (Int.)) attached to 84 G.S.U. for temporary Intelligence Duties.		
	14 Jan.		Nothing to report.		
	15 Jan.		Lt. Pedersen(RMAF) Tech/Sigs posted to HQ RMAF London on cessation of duties with R.A.F.		
	16 Jan.		2/Lt. P.M. Semmelman (RMAF) Equip. promoted Lieutenant.		
	17 Jan.		Wing Commander Sampson (W/Cdr. Ops.) posted to 145 Wing for operational duties.		
	18 Jan.		Captain F. Hoyer (RMAF) proceed to U.K. for conference with the Minister of Supply.		
	19 Jan.		Nothing to Report.		
	20 Jan.		Nothing to Report.		
	21 Jan.		Nothing to Report.		
	22 Jan.		Nothing to Report.		
	23 Jan.		Nothing to Report.		



Place	Date	Time	Summary of Events	References to Appendices
	24 Jan.		F/O. D.I. Songer posted to Wing Headquarters for Admin Duties.	
	25 Jan.		F/O. C.H. Thompson (A & S.D.(Int)) returned to Unit on cessation of temporary duty at 84 GSU.	
	26 Jan.		Nothing to report.	
	27 Jan.		Nothing to Report.	
	28 Jan.		Nothing to Report.	
	29 Jan.		First U.K. leave party left by rail from Antwerp.	
	30 Jan.		F/Lt. Simister (Education Officer) posted to the Wing.	
	31 Jan.		F/O. A.H.E. Jones. (A & S.D. (F/C)) attached from 123 Wing for temporary Flying Control duties. In spite of heavy snow for the major part of this month operations were maintained even though many man hours were expended on snow clearance.	
			<p style="text-align: center;">             (W. MOHR),            Lieutenant Colonel, Commanding,            No. 132 Wing Headquarters,  <u>ROYAL AIR FORCE.</u> </p>	

(W. MOHR),  
Lieutenant Colonel, Commanding,  
No. 132 Wing Headquarters,  
ROYAL AIR FORCE.



APPENDIX "A" NO 131 WING HEADQUARTERS FOR 540 FOR  
JANUARY, 1945.

OPERATIONS.

1. 11 Aircraft of 317 Squadron. On Operation D.296/C.D.72 to bomb target G.D.72, 41 x 500 lbs and 22 x 250 lbs of bombs were dropped on both ends of the target but no results were seen. Over ~~the~~ the Squadron met a formation of enemy aircraft returning from an attack on B.64, and during the ensuing combat 6 E/A were destroyed, 2 probably destroyed and 3 damaged. During the attack on the airfield, 2 F.W.190's crashed after hitting obstruction. Squadron casualties were one Spitfire and the pilot F/Lt. FOWERZA was killed. The flak encountered over the target was moderate light and heavy.

12 aircraft of 308 Squadron. On Operation D.297/C.D.75 to bomb target G.D.75. 12 x 500 lbs and 24 x 250 lbs of bombs were dropped in the target area, on return from this mission an enemy formation was met over base and in the ensuing combat, 9 F.W. 190's and 1 H.E.109 were destroyed, and 2 F.W. 190's damaged. One pilot who landed at B.67 also claims one F.W. 190 destroyed. From this mission, one Spitfire and the pilot F/Lt. CHOTACKI has not yet returned.

8 aircraft of 302 Squadron. On Operation D.293. Interdiction and Armed Recce on lines AMERSFOORT-WOLLE-AMERSFOORT-APPELDOORN, 4 x 500 lbs and 16 x 250 lbs of bombs were carried, 3 x 500 lbs and 2 x 250 lbs were hung up, 1 x 500 lbs and 6 x 250 lbs were dropped on the rail line at E.4998, no direct hits. During this mission 1 Pilot F/Sgt. CELAK was shot down in the diver area by our own flak, Pilot O.K. Light 250 lbs were jetisoned in the East Schelde by order of G.C.C. and then patrolled against enemy A/C under direct control of G.C.C. but without engagement.

2 A/C of 317 Squadron. On a weather Recce in the GRINGHEM-ENSHUDE area, the conditions were found to be in the TURNHOUT area, 10/10 at 4-5000' with slight mist and poor visibility, further North, the mist was thickening and above cloud tops 7,000' and good visibility with 6/10 medium cloud at 16-18000'. From this Recce, 1 Spitfire and the Pilot W.O. FLESTIK.S. was reported missing but returned to base later.

8 A/C of 317 Squadron. On Operation DD.324 to bomb and strafe Rail-road movement in area W and X, 4 x 250 lbs of bombs were dropped on the rail-line at E.7079, no direct hits, 4 x 250 lbs were dropped on the rail-line at A.1685, 1 direct hit being seen. A further 8 x 250 lbs were dropped on flak positions in square D.97, no results being seen. During this mission no big Ben or Diver activity was seen. Flak from ARHEM was moderate accurate heavy, and from square D.97, moderate light and heavy. Weather conditions N of bomb-line were 3-4/10 in patches, base at 3-500 - 4,000' and tops 6,000' with good visibility.

10 A/C of 308 Squadron and 8 A/C of 317 Squadron. On Operation DD.329, a fighter sweep in area BONT-COBLENZ-TRIER, this mission proved to be uneventful. Pilots noticed that HINGHEM airfield was covered by snow, and saw taxi marks on the perimeter only. E/A were reported by "LOWBOY" when the Squadrons were over TILBURG but no action ensued, a single A/C was also reported in BERGEN-DE-ZOON area but was found to be a Spitfire V. Weather conditions on this mission were 3/10 cloud thin in patches at about 8,000' and visibility was excellent.

4 A/C of 317 Squadron. On Operation DD 342 to bomb, strafe and do armed Recce in area West and around UREKENT, 8 x 250 lbs of bombs were dropped on the rail lines at E.5599, 2 direct hits seen. The Squadron then patrolled AMERSFOORT-ARHEM-UTRECHT and GOUDA area but no activities seen. Pilots observed a big Ben condensation trail from HAGE area but no Diver activity was seen.

4 A/C of 308 Squadron. On Operation DD 342, to bomb, strafe and do armed Recce in area West and around UREKENT, 8 x 250 lbs of bombs were dropped on E.4399 Road and rail crossing, no direct hit observed. E/A were reported but proved to be Mustangs. Three V.2. trails were seen, 2 from HAGE area and one from E. of ENSCHUDE area.



6. 4 A/C of 308 Squadron. The Operation DD.351, as Escort, was abandoned due to the weather. During this mission one condensation trail of Big Ben was seen from RHUR direction, but no Diver activity was observed. Weather conditions being 9/10 cloud in three layers from 2,000' to 7,000', above cloud it was clear.

4 A/C of 317 Squadron. The Operation DD.354, Armed Recce in area "Y", proved uneventful due to weather conditions being 9/10 cloud from 2,000'-7,000' and misty.

14. 3 A/C of 317 Squadron. On Operation DD.379 to Dive bomb, strafe and do Armed Recce any targets in areas Y and Z. The three aircraft were recalled due to the weather.

2 A/C of 308 Squadron. On Operation D.383/CD.100/111/112 to dive bomb target CD.100, CD.111 and CD.112, 8 x 500 and 18 x 250 lbs of bombs were dropped at D.484.67 on five barges, five direct hits being seen. One 500 lbs bomb was hung up. On this mission no Big Ben or Diver activity was seen. Pilots observed 2 stationary barges at D.360.54, 1 stationary barge at D.364.54 and 1 stationary barge at D.367.55.

12 A/C of 317 Squadron. On Operation D.383/CD.100/111/112 to dive bomb targets CD.100, CD.111 and CD.112, 10 x 500 lbs and 24 x 250 lbs of bombs were carried, 9 x 500 and 21 x 150 lbs were dropped on target CD.111, possibly two direct hits, 1 x 500 and 2 x 250 lbs were brought back with the A/C non effective and 1 x 250 lbs was hung up.

17. 11 A/C of 308 Squadron. On Operation D.402. Dive bombing and strafing in area Y, with special attention to Y.1 and V.2. Sites, 6 x 250 lbs of bombs were dropped at Z.4709 on 8 barges, no direct hits seen. At E.4097 a train consisting of about 20 trucks, without loco, was strafed, 2 trucks left on fire. Sixteen 250 lbs of bombs were dropped at E.0992 on 6 trucks, stationary without loco, near misses observed. One bomb hit a farm near the target, the farm being well camouflaged. Black smoke was seen. A Big Ben trail was observed by Pilots N.O.F. FORWARD. During this mission Pilots also saw, at Z.4607 - Z4709 about 13 Big Barges and 5 small barges, stationary facing N.

20. 10 A/C of 302 Squadron. 1 Mech: On Operation DD.414. Armed Recce in Eastern half of area "Y" with special attention to Big Ben and Diver sites, 20 x 250 lbs of bombs were carried. Nine 250 lbs were dropped on what appeared to be ten stationary IWT near bridge at A.0997, no direct hits seen. Target was covered with snow and difficult to identify. One 250 lb bomb was hung up, and 6 250 lbs bombs were brought back. Pilots observed a Big Ben trail in the direction of the HAGRE, but no Diver activity was seen. Weather in area "Y" being 7-8/10 in thin layers from 2,000' and in area "Z" 10/10 cover with base at 0-1,000' also snowstorms. During this mission one Spitfire and the pilot was lost whilst breaking cloud cover in the APPENDORM area and has not yet returned.

11 A/C of 317 Squadron. 4 R/T. On Operation DD.415. Armed Recce in area "Y", 20 x 250 lbs bombs were carried, 16 250lb bombs being brought back, 4 250 lbs bombs were dropped at D.8785 on rail and road crossings, no direct hits observed, but two IWT were destroyed at D.8785. Cannon and M.G.s were used. Pilots saw one V.2. trail from D.6490 heading in Antwerp direction, details forwarded.

21. 4 A/C of 302 Squadron. On Operation DD.428, Armed Recce in area "Y", the 4 A/C were recalled owing to the weather conditions being 10/10 cloud at 500', misty and visibility 1 mile.

22. 2 A/C of 308 Squadron. On a weather recce which proved uneventful, the conditions were found to be in APPENDORM-UTRECHT-ALTINGEN AREAS, clear with visibility from 15 to 20 miles but was deteriorating in SWOITE and the southern part of the ZUTDER-ZEE, cloud was 10/10 at 5,000' also very thin cloud and good visibility but misty.



APPENDIX "A" CONTINUED.

Page 2.

12 A/C of 308 Squadron. On Operation DD.431, Armed Recce in Western half of area "Y", with special attention to V.2. sites, 24 x 250 lbs of bombs were carried, 8 x 250 lbs being brought back, 6 x 250 lbs were dropped on the Railway at Z.7302, no result was seen, 2 x 250 lbs and 2 barges and store buildings were left on fire. A column of IET mixed with troops moving South on road E.7895 were attacked with cannon and M.G., 1 IET flemmer being obtained, there being 2 cannon stoppages. Flak encountered during this mission from Square 80 intense, accurate, heavy, and from E.7895 intense light and small arms. Pilots observed in square E.89, six high masts, probable wireless station, with Railway Terminals Trucks on Railway.

11 A/C of 317 Squadron. On Operation DD.431. Armed Recce in Western half of area "Y" with special attention to V.1 and V.2. sites. Twenty two 250 lbs bombs were carried, 7 x 250 lbs dropped on 3 barges at Z.4607, near misses seen. The alternative target at Z.7208 was attacked with 5 x 250 lbs of bombs no result seen, 7 x 250 lbs were dropped on Barracks at Z.7305, 1 direct hit being seen. At Z.8322 approximately 20 trucks were strafed with cannon and M.G.s. but no result was seen. Three 250 lbs bombs were hung up during this Operation, and pilots saw Big Ben trail in the RAFFE area, but no Diver activity was seen. Flak encountered during this Mission from Z.8122 was moderate light.

12 A/C of 302 Squadron. The Squadron was detailed today for an Armed Recce in the area North and East of APPENDOORN, 12 aircraft took off of which 6 A/C carried 2 x 250 lbs each. The bombs were dropped on a Railway line and a hutted camp was also attacked. Four direct hits were scored during the attack on the Camp.

12 A/C of 308 Squadron. The Squadron continued the morning's operation on DD.431. Twelve aircraft took off on the Mission but four were recalled by the G.C.G. and two more had to abandon the Mission owing to mechanical trouble. The remaining six aircraft dropped their bombs on some barges West of Rotterdam, scoring 1 hit. The barges were strafed after the bombing with cannon and M/G.

6 A/C of 302 Squadron. A small ship, reported by another Squadron to be stationary in the River West of Rotterdam, was the target for the Squadron's second operation of the day. Six aircraft took off, each armed with 2 x 250 lbs of bombs. The target was found and attacked. The first 2 x 250 lbs bombs to be dropped were direct hits on the tug. The result was that the tug blew up and sank within a few minutes. The rest of the aircraft attacked another much larger ship, spotted a few miles further West. Only near misses were scored.

10 A/C of 317 Squadron. Ten A/C of the Squadron carried on the morning detailed Armed Recce, 15 x 250 lbs bombs were dropped on raillines, barges and gun positions spotted during the flight. Only one direct hit was scored on the flak position, which gave some trouble to our A/C attacking another target

Two A/C of 317 Squadron took off on a weather Recce in the area of Appeldoorn and further North. The weather reported was quite good, 4-5/10 at about 789,000'. Visibility 6 - 10 miles.

7 A/C of 317 Squadron. Took off on armed Recce in the area West of Rotterdam. They bombed a ship without result but scored two direct hits on a wreck. A passenger train was attacked next and the loco and 5 trucks were destroyed.

11 A/C of 302 Squadron. Out on Armed Recce N. of APPENDOORN. They carried 14 x 250 lbs of bombs, which were dropped on some barracks, a barge and a tug without scoring direct hits. About 40 trucks were attacked next and two of them left smoldering. 1 IET was also attacked and destroyed.

8 A/C of 308 Squadron. During the Armed Recce flown by 8 A/C of the Sqdn 16 x 250 lbs were dropped on an ammo. dump and a wireless station. One direct hit was scored on the wireless station. Besides that the Squadron bagged 1 IET destroyed and damaged three railway trucks.



2. 10 A/C of 317 Squadron. 10 aircraft took off at 1412 hours on a dive bombing mission in the area West of Rotterdam. Six 500 lbs and 15 x 250 lbs bombs were dropped on a large barge in the target area and two direct hits scored. After the attack the target was strafed with Cannon and W/G.s.

12 A/C of 302 Squadron. At 1445 hours the Squadron took off for the last mission of the day. 16 x 250 lbs bombs were dropped on wireless masts (1 direct hit) and some barracks (3 direct hits). On their return way to base 1 WFF full of troops was attacked and destroyed, and also a column of 30 HDTs was strafed with cannon and W/G.s. out of which two were destroyed.

8 A/C of 308 Squadron. The Squadron flew the last operation of the day. 18 x 250 lbs bombs were dropped on a camp and wireless station. Three direct hits were scored on the buildings of the station. On their return way to base the Squadron encountered a column of about 20 WFF. These were strafed and 7 set on fire. Many others were damaged. Intensive defensive flak from the convoy.

12 A/C of 317 Squadron. One Section of 4 A/C took off in the morning on a weather reconce. The report was favourable and in the afternoon the rest of the Squadron aircraft followed on a dive bombing mission. The target was 1,000 ton ship which had been already attacked by the first section. The target was not found due to weather conditions but some barges and a harbour were attacked instead. Results were satisfactory.

12 A/C of 308 Squadron. Twelve aircraft of the Squadron went out in Sections of 4 A/C on Armed Reconce in the area North of ARNHEM. Failing to find a suitable target they turned towards Rotterdam and in that area attacked with 250 lb bombs some barges. One direct hit was scored.

4 A/C of 308 Squadron. On Operation DD.4.83 and Weather Reconce. Operation uneventful due to weather. Eight 250 lbs bombs brought back. No Big Ben or Diver seen. ARNHEM area misty.

2 A/C of 302 Squadron. Pink Section of 2 A/C was scrambled by W/Cdr Ops against a plot of JU.88 which was received by Ops from G.O.R. Section patrolled uneventfully over ANTWERP and landed at 1659 hours.

#### 308 Squadron

28. Twelve aircraft took off in the afternoon on a close support mission. Two targets were given and consequently each was attacked by six A/C. All bombs (250 lbs) dropped by our A/C were well concentrated in the target areas. Two buildings were set on fire. On the return way one of our aircraft had to land at B.77 due to engine trouble. The pilot is safe.

Due to late hour of take off, only 4 A/C of 302 Squadron were able to take part in operations. When they arrived in the area of VALKENBURG, an intensive flak barrage was encountered and one of our A/C was hit. It was the leader and his rudder was shot out of action. Bombs were consequently jettisoned, nevertheless hitting the troublesome flak positions and our A/C returned to base. All landed safely.

12 A/C of 317 Squadron. Take off for to-day's operation was at 1600 hours. 12 A/C took off on Armed Reconce into the area between ROTTERDAM and ANTWERP. No movement was seen on the ground and bombs (20 x 250) were dropped on raillines.

29. Four A/C of 317 Squadron took part in today's operation DD 517 - Armed Reconce in the area North of ARNHEM. Eight 250 lb bombs were dropped on one car and 3 H.D.T.s. spotted through a break in the almost complete cloud cover. The target was strafed with cannon and MGs. after the bombing. 1 WFF flamer is being claimed.



APPENDIX "A". CONTINUED.

Page 5.

11 A/C of 302 Squadron, sent out on operations to-day. It was an armed force and in the course of 4 to 15 x 250 lbs of bombs were dropped on raillines and rail road crossings. Four direct hits are claimed.

2 A/C of 317 Squadron, took off as the second section from the Squadron on the Armed Force. Weather was very bad. Cloud cover was 10/10 at 5,000' with mist below. Six 250 lb bombs were dropped on a railroad crossing with unobserved results.

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# OPERATIONS RECORD BOOK

Page No. 1

of (Unit or Formation) No. 132 WING HEADQUARTERS.

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
B. 79.	1945. 1 Feb.		Lt. B. Solberg, was to-day posted from No. 84 G.S.U. to 6332 S.E. for Eng. Duties. Lt. R.B. Jonsberg (Tech E.W.G.) posted from 6332 S.E. to 6066 S.E. on engineering duties. Lt. N.S. Klykken (Tech E.W.G.) posted from 6066 S.E. to HQ. RMAF. on cessation of duty with the Royal Air Force.		
	3 Feb.		Lt. Col. R.A. Berg. W/Cdr. Ops. was to-day reported missing from operations. His aircraft was seen to crash near an enemy airfield after being hit. Major F. Ryg. D.F.C. took over as W/Cdr. and was appointed to the acting rank of Lt. Col.		
	6 Feb.		Gen. W. Hanstien Deputy C-in-C and Capt. G. Hordenak Staff Officer Royal Norwegian Navy visited this Wing.		
	8 Feb.		F/Lt. J. Walker, (F/C) left this wing to-day on posting to B.P.C.		
	9 Feb.		A warning had been received that the Wing was shortly to move and all sections were busy preparing for this.		
	12 Feb.		Group Capt. D.G. Morris D.F.C., to-day proceeded on posting (w.e.f. 20.2.45) to HQ. 84 Group for S.A.S.O. Duties.		
	14 Feb.		Orders were received that the wing was to move to B.85 Schiendel.		
	16 Feb.		Recon party left for B. 85.		
	17 Feb.		Wing Commander E. Whitehead arrived from No. 2809 R.A.F.R. on posting to the Wing as W.D.O.		
	18 Feb.		"A" Party left this morning for B. 85. arriving there in the late afternoon.		
	19 Feb.		Group Captain D.G. Morris C.B.E., D.F.C. appointed to the acting rank of Air Commodore.		
	21 Feb.		"B" Party moved to-day to Schiendel. P/O. A.H.E. Jones A&SD(F/Q) on attachment from No. 123 converted to posting in flying control duties.		
B. 85.	22 Feb.		B. 85 was found to be a rather dispersed camp which were to share with No. 145 Wing.		
	23 Feb.		Roads under construction were beginning to make progress and temporary buildings erected for housing and office accommodation.		
	25 Feb.		Lt. Col. H. Mehre D.S.O., D.F.C., was reposted within the Wing to Commanding Officer. P/O. H. Shaw (A&SD(MT)) posted to the Wing for M.T. duties.		
	26 Feb.		F/O. Songer was to-day reposted within the Wing for Adjutant duties (F/Lt. post). Capt. A. Smith was posted to H.Q. RMAF.		
	28 Feb.		Capt. C.K. Grant (RMAF) posted from this Wing HQ. to No. 332(N) Squadron for Flight Commander duties. Squadron Leader Sanker (Jewish Chaplain) visited the wing to hold services and interview Jewish Personnel.		

(W.MORR), Lieutenant Colonel, Commanding, No. 132 Wing Headquarters, R.A.F.



# OPERATIONS RECORD BOOK

Page No. 1

of (Unit or Formation) No. 132 Wing H.Q.

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
B.85	1945	1 MAR	S/Ldr. O'Neill D.F.C. arrived on posting from No. 322(D) Sqdn for Ops G.D. duties appointed acting W/Cdr.		
		2 MAR	<del>The</del> Lt. Abrahamsen was to-day admitted to No 8 R.A.F. Hospital after having had a motor accident. Lt/Cdr P. Hektoen Flying Control reported for Flying Control duties (Supernumary)		
		3 MAR	F/Lt. J.C. Archibald to-day proceeded on posting to Rear H.Q. 84 Group for Equipment duties		
		6 MAR	General Hansteen Second in Command Norwegian Forces visited the Wing to-day. 2/Lt. P.A. Svensen arrived at the Wing from H.Q. R.N.A.F. on posting for Signals Duties.		
		8 MAR	F/L. T. Marthisen (G.D. Pilot) posted to the Wing H.Q. from No 331 (N) Sqdn for Ops G.D. duties <del>Lecture by Air Liaison Officer on:</del> "quote" the war situation "unquote".		
		12 MAR	F/L. T.E.C. Rawley was to-day posted to the Unit for Equipment duties. Capt. Bjorset(R.N.A.F.) Airfield Contruction posted to H.Q. R.N.A.F. on cessation of duty with the R.A.F.		
		13 MAR	Security Lecture by S/Lr. Lewis G.C. 2872 Sqdn R.A.F. Regiment.		
		14 MAR	F/O. J.M. Wood (A & SD Admin G) posted to this H.Q. from No 84 G.C.C. for Admin (G) duties.		
		15 MAR	No. 331 Sqdn & 6331 S.E. proceeded to R.A.F. Station Fairwood Common for Air Firing Practice		
		16 MAR	F/O. A.M. Dix (A & SD)(Int) posted to No. 135 Wing for Intelligence Duties. Lt. Col. H. Mehre proceeded on Temporary Duty to United Kingdom.		
		17 MAR	Mobile Signals Units attached to this Wing H.Q. were amalgamated to form No. 55071 "CB" M.S.U.		
		18 MAR	Lecture by Capt Barnett A.L.O. on the progress of the war entitled "Battle Front" No.s 66 & 127 Sqdns returned from Air Firing Practice from R.A.F. Station Fairwood Common.		
		21 MAR	Lt.Col. H. Mehre rejoined the Wing on cessation of Temporary Duty in the United Kingdom. <del>Comm</del> Lecture given by the Wing Defence Officer.		
		23 MAR	F/O Crawys, Wing Interpreter was to-day posted to Rear H.Q. 84 Group.		
		25 MAR	W/Cdr. A.F. O'Neill, D.F.C. proceeded to-day on attachment to No. 5 Senior Course, School of Air Support, Old Sarum.		
		27 MAR	Full scale demonstration of Convoy Discipline under enemy attack, given by Wing Defence Officer and attended by Section Commanders and all available personnel.		
		28 MAR	Lecture by W.D.O. on lessons to be learnt from last nights demonstration.		
		31 MAR	No. 331 (N) & 6331 S.E. returned to this Wing from Air Firing Practice in the United Kingdom.		

*Shute.*  
(W. MOHR)  
Lieutenant-Colonel, Commanding.  
No. 132 Wing Headquarters.



# OPERATIONS RECORD BOOK

of (Unit or Formation) NO. 132 (NORGE) WING HEADQUARTERS.

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No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
B. 85.	1945.				
	1 Apr.		Lt. R.B. Jonsberg (RNAS) rejoined Unit after attending Junior Engineer Officers Course of Instruction at Rolls Royce, Derby. Major G. Halle (RNAS) visited this Wing for conference on administrative affairs.		
	3 Apr.		Major K. Bolstad O.C. 332(N) Squadron and 2/Lt. B. Sotras were to-day reported missing from operations. They failed to return from an operational sortie, nothing was heard from them and no further details are available.		
	5 Apr.		Considerable progress has been made with the erection of billets and now most personnel are accommodated in the vicinity of the airfield. A large number under canvas.		
	8 Apr.		A Signal was received stating that No. 349 (Belge) Squadron and 485 (RNZAF) Squadron would take over aircraft of No. 331(N) and 332(N) Squadrons which are being transferred to HQ. Fighter Command without aircraft.		
	10 Apr.		A/Commodore D.G. Morris, C.B.E., D.F.C. HQ. No. 84 Group visited the wing.		
	12 Apr.		Capt. S. Eike Wing padre posted to HQ. RNAS. London on cessation of duty with the R.A.F. Capt. Eike has been with this Wing for the past year. He commanded the respect of all ranks and was admired for his social welfare activities.		
	15 Apr.		Information was received that the Wing was to be ready to move at short notice and preparations were accordingly commenced.		
	16 Apr.		F/O. J.H. Dunk posted from 66 Squadron for Ops G.D. Duties (Supy).		
	17 Apr.		Rece party moved to B.106 where it was found that No. 35 Wing would be sharing the airfield.		
	18 Apr.		"A" Shift moved from B.85 to B.106 (Twente) this move took the Wing through German Territory into Holland and it was very pleasant to find that personnel would in the main be accommodated in permanent buildings.		
	19 Apr.		W/Cdr. H.F. O'Niell, D.F.C. posted to 84 G.C.C. for Ops Room G. (Fighter Controller) Duties. W/Cdr. C.E. Bradley D.F.C. posted from 84 G.C.C. to the Wing for ("double bank") British C.O. duties.		
	20 Apr.		"B" Shift completed wing move to B.106. No. 349 (Belge) Squadron and No. 485 (New Zealand) Squadron together with servicing echelons arrived from R.A.F. Station Predannock for duty with the Wing.		
	21 Apr.		Visit to the Secretary of State for Air, The Right Honourable Sir, Archibald Sinclair, Bt., Kt., C.B., M.P.		
	23 Apr.		2/Lt. P. Thorstad (RNAS) PRO posted to HQ. RNAS. London on cessation of duties with R.A.F.		
	24 Apr.		S/Ldr. S. Sanker, Jewish Chaplain, HQ. 2nd T.A.F. attending the Wing to meet Jewish personnel.		
	25 Apr.		No. 331(N) and 6331(N) S.E. together No. 332(N) and 6332(N) S.E. left the wing en route for R.A.F. North Weald, on transfer to H.Q. Fighter Command. It is the hope of the Wing that they will rejoin the Norwegian Squadrons in the near future.		







# OPERATIONS RECORD BOOK

Page No. 1

of (Unit or Formation) NO. 132 WING HEADQUARTERS, ROYAL AIR FORCE.

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
ENSCHDEDE, HOLLAND. (B.106. TWENTE).	1945 MAY. 1.		Nos. 66 and 127 Squadrons disbanded w.e.f. 30th April, 1945. Postings of pilots and Ground Staff commenced.		
		MAY. 2nd to 6th.	Information had already been received that this Wing Headquarters would proceed to the United Kingdom and that the rail party would depart on the 7th May, 1945. Preparations made for the coming move. Posting of personnel of No. 66 and 127 Squadrons completed.		
		MAY 7th	Rail party comprising some 6 Officers and 154 O.R's. left at 14.00 hours for GENNUP Railway Station en route to the United Kingdom.		
		MAY 8th	V.E. DAY. Advance Road Party 17 Officers, 106 O.R's. moved off at 06.00 hours and were expected to arrive U.K. 11th May, 1945.		
IN TRANSIT.		MAY 9th.	Main Party, 16 Officers and 97 O.R's left B.106 (TWENTE) at 06.00 hours in Unit transport via Arnhem - Nijmegen - arrived Antwerp 18.00 hours. Accomodation arranged and vehicles parked.		
		MAY 10th	Proceeded from Antwerp to Blankenburgh, journey uneventful. Rationed and accommodated by Base Personnel Centre.		
		MAY 11th	Moved from Blankenburgh to Ostend and embarked on L.S.T. which sailed same day.		
		MAY 12th	Docked at Tilbury, disembarked at 14.00 hours and proceeded to R.A.F. Station, North Weald. New Wing Establishment No. LWE/FC/2514 w.e.f. 7th May, 1945.		
NORTH WEALD.		MAY 13th to 18th	Unloading of Stores and equipment from vehicles to return to M.U's. Posting of personnel surplus to establishment.		
		MAY 19th	Move of Unit by road and rail to R.A.F. Station, Turnhouse in preparation for transfer of Wing to Norway.		
TURNHOUSE.		MAY 20th	Arrived R.A.F. Station Turnhouse at 09.00 hours. Instructions received regarding preparations to be made for the journey overseas.		
		MAY 21st	Personnel re-kitted to scale where necessary.		
		May 25th	Recce Party consisting of 5 Officers and 3 O.R's left by air for Norway.		
		MAY 28th	Advance Party of 10 Officers and 90 O.R's proceeded to Leith where they were embarked on S.S. "Banfora."		



Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices
TURNHOUSE.	MAY 29th to 31st.		<p>Sorting and Marking of equipment carried out in readiness for shipping.</p> <p>Advance Party arrived KJEVIK Airfield p.m. on 31st May, 1945.</p> <p><i>W. Mohr</i></p> <p>(W. MOHR), Lieutenant Colonel, Commanding, No. 132 Wing H.Q. Royal Air Force, KJEVIK.</p>		

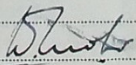


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No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
TURNHOUSE, IAY.	JUNE 1st to 3rd		Instructions have been received that the Main Party would be embarking on the 4th June, 1945 and final preparations were made in readiness for departure.		
	JUNE 4th		Remaining personnel proceeded by road to Leith for embarkation to Norway.		
KJEVIK, NORWAY.	JUNE 7th		Arrival of Main Party together with 6132 Servicing Echelon at Kjevik airfield.		
	JUNE 8th		Billeting of personnel, sorting of equipment and other domestic duties carried out.		
	JUNE 11th		Airmens Canteen established and opened.		
	JUNE 12th to 14th		Unloading of vehicles and equipment from the docks at Kristiansand in preparation for the arrival of 130 Squadron.		
	JUNE 15th		Departure of German Aircraft (9 JU.52 and 1 seaplane).		
	JUNE 16th to 18th		Prestocking of Airfield continued.		
	JUNE 19th		One Sunderland Flying Boat arrived to recce landing facilities. Liberty boat arranged with the Navy for Tuesdays, Thursdays and Sundays of each week. Advice received that the Squadron would probably arrive the following day.		
	JUNE 20th		No. 130 (Punjab) Squadron arrived.		
	JUNE 23rd		For the past few days No. 6132 Servicing Echelon had given a good deal of spare time to the preparation of games and toys for a Unit Party to be held to day and at which civilians were to be invited. The number of civilians who attended the Party was <del>XXX</del> rather larger than expected but there could be no doubt that all present had a most enjoyable evening. See Appendix "A".		
	JUNE 26th		Unit Cinema opened. In view of the shortage of films and equipment it is only possible for a cinema show to be held twice weekly.		
	JUNE 30th		Allies Day. The station cinema and adjacent hall was loaned to civilians for the entertainment of Russians, previously prisoners of war in this area.		
			 (W. MOHR), Lieutenant Colonel, Commanding, No. 132 Wing Headquarters, Royal Air Force, KJEVIK.		



Extract from the local newspaper - "Christiansands Tidende", dated,  
Monday, 25th June, 1945.

### MIDSUMMER FESTIVAL AT KJEVIK.

Date

2.7. The English and Norwegian airmen stationed at Kjevik had made great preparations for the popular entertainment on Midsummer eve. And they really succeeded in creating a splendid festival both for children and grownups, a festival the like of which they have probably never seen.

Especially the children greatly enjoyed all the games they took part in, not least the merry-go-round, which attracted crowds of people. We must also mention the thrilling flying demonstration, and the brilliant fireworks during the night. Indeed, everything contributed to put everybody in holiday mood.

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3.7. Many country people were gathered at Kjevik that night, but the towns people doubtless in majority, There were thousands of them. And we beg to express our heartfelt thanks for the entertainment, especially on behalf of all the children, who will never forget that Midsummer eve. We hope that those who had taken the trouble of arranging it all, also had some pleasure in seeing the many and grateful guests. At any rate, we are sure that the festival has strengthened the feelings of fellowship and sympathy between ourselves and our English friends.

4.7.

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# OPERATIONS RECORD BOOK

of (Unit or Formation) H.Q. 132 Wing, Kievik.

H.Q. No. 28 GROUP

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month. 4.

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Kjevik.	2.7.45.		A fire was discovered on the hillside above Wing H.Q. but was got under control and prevented from spreading. As a result all personnel have been warned against lighting fires and leaving broken glass around.		
	3.7.45.		25 Officers were invited by the Kristiansand Rotary Club to make a tour of local beauty spots. A paper mill at Hunsfoss was visited also an aluminum works. At the latter the Manager and his friends entertained the party with refreshments followed by dancing and games on the lawn.		
			No. 15063 Radar Unit (4 Officers and 34 O.R.s) arrived for duty on Flekkerø Island.		
	4.7.45.		Norwegian Prime Minister ordered 2 minutes silence at 1200 hrs. in memory of the late President Roosevelt.		
			171557 F/O.H.Platt (Flying Control) was killed when struck by a Spitfire LX flown by F/O.Finbow, No.130 (Punjab) Sqn. The engine cut whilst the aircraft was coming in to land and the plane crashed on a small jetty killing F/O.Platt instantly. The pilot was injured facially and was taken to hospital.		
			179034 F/O. J.K.G.French (G.D.) posted from this Unit to No. 58 O.T.U. for flying duties.		
	5.7.45.		Colonel H.Mehre (O.C.No.128 Wing) and Major Barkold paid a visit from Gardemoen arriving by Fieseler Storch. The two officers had formerly been with 132 Wing until May 1945.		
	7.7.45.		The funeral of F/O.H.Platt took place at Tveit Cemetery. (Map Ref.065350).		
			A successful party (which could not be conveniently postponed due to the funeral) was held in the Officers' Mess.		
	8.7.45.		Two German Generals en route under escort from Sola to		



Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Kjevik.	8.7.45.	Contd.	Fornebu by Anson, landed twice due to bad weather in the Oslo area and were eventually detained for the night necessitating an armed guard.		
	9.7.45.		The partial eclipse of the sun was visible. 174238 F/O:J.M. Smart (A.& S.D. F/C.) posted to this Unit from R.A.F. Station Manston for flying control duties.		
	10.7.45.		S/Ldr. W.H. Forbes-Mitchell (S.I.O., 88 Group) arrived by car from Oslo to visit the Station. Inter Section football matches organized.		
	12.7.45.		S/Ldr. W.H. Forbes-Mitchell left by Anson for Sola. A Ju 52 floatplane arrived from Fornebu.		
	13.7.45.		Ju 52 floatplane departed. As a result of the death of F/O. Platt the beach at the bottom of the cliff in line with the runway was prohibited for bathing.		
	14.7.45.		A successful party was held in the Sgts. Mess.		
	15.7.45.		3 Officers and 45 O.R.s went on a Mystery Cruise by M.T.B. down the fjord and between the islands along the coast to Høllen where opportunity was taken for a bathe. 1472509 Lac. Squire A.W.H. drowned at Kjevik whilst paddling on the sand spit in the fjord. He slipped into deep water and sank, being unable to swim. He was brought to the surface by a Norwegian civilian and artificial respiration was tried for 2 hours but without success. An enquiry into the fatality has been held.		
	17.7.45.		A safe area for swimming enclosed by red and white jerricans has been made. All personnel have been warned not to go rowing or sailing unless they are good swimmers.		
	18.7.45.		The funeral of Lac. Squire took place at Tveit Cemetery (Map Ref. 065350). During the afternoon a Halifax en route from Oslo to England, landed with its starboard engine dead.		
			General Rugge (Norwegian C. in C.) arrived by flying boat. The Norwegian personnel paraded at the jetty and after being greeted by the		



# OPERATIONS RECORD BOOK

of (Unit or Formation)..... H.Q. 132 Wing, Kjevik.

Page No. 3.  
Month. 4.  
No. of pages used for day.

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Kjevik.			C.O. the General left for Kristiansand.		
			The Music Circle organized a concert given by Miss Magnhild Styhr, celebrated Norwegian pianist, at the Soldatenheim.		
	19.7.45.		General Jackson (U.S.Army air Corps) arrived by air from Oslo and after being received by the C.O., left by car for Kristiansand.		
			454 Lt.F.Helgesen (RNAF)(T/Sigs.) posted from this Unit to H.Q.RNAF:		
	20.7.45.		The C.O. left by Fieseler Storch for Gardermoen.		
	21.7.45.		The C.O. returned from Gardermoen. A party was held in the Officers' Mess.		
	22.7.45.		A mystery cruise by M.T.B. had to be cancelled due to heavy rain.		
			A sing song was organized in the Airmens Canteen and an hour's extension of the bar closing time was allowed.		
	24.7.45.		A party of airmen left by train for 48 hours pass in Oslo		
	26.7.45.		5702 Lt.Johanssen E.V. (general duties)(RNAF.) posted to this Unit from H.Q.RNAF. for Ops.duties. Appointed by the C.O. as Staging Post Officer.		
	27.7.45.		A party of 20 airmen from Wing H.Q. left by train for Oslo, en route to England for 14 days compassionate leave. 5509 Major K.Hannass (RNAF)(Medical) posted from this Unit to H.Q.RNAF. 5235 Lt.O. Berge (G.D.) posted from this Unit to H.Q.RNAF.		
	28.7.45.		A Regatta was held at the Quay during the afternoon and although the number of competitors was small, the events provided some close finishes. In addition to the swimming races, a competition and exciting race was organized for the best home made boat.		
			Major P.Barnett (A.L.O., 83 Group) and F/Lt.R.F.Archibald (Int., 83 Group) arrived from Oslo on a visit.		
			An airmen's dance was held at the Soldatenheim.		







# OPERATIONS RECORD BOOK

of (Unit or Formation) 132 Wing, H.Q., Royal Air Force.

Page No. 1.

month.

No. of pages used for day 3.

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Kjevik.	1.8.45.		H.R.H. Crown Prince OLAV arrived at the A/F from Kristiansand by road and inspected a parade of Station personnel. The R.A.F. Regiment provided a guard of honour. The Royal Party then left on board two Catalinas for Arendal, escorted by 12 Spitfires of No. 130 Squadron.		
			No. 357 Lt. K. Abrahamsen, R.N.A.F. posted to H.Q. R.N.A.F.		
			No. 139 2/Lt. K. Lundell, R.N.A.F. posted to 132 Wing on commissioning for Technical Adjutant Duties.		
	2.8.45.		Major P. Barnett left for Oslo on the termination of his visit. Captain H. Anderson, Air Liaison Officer, ceased to be attached to the Wing. A Fiesler Storch flown by Major Gran, passenger S/Ldr. Williams, crashed on landing whilst prospecting for mountain hotel accommodation for personnel on leave. The undercarriage collapsed when one wheel struck a boulder. Major Gran escaped without injury, but S/Ldr. Williams sustained damage to one foot when the fuselage fell on it whilst turning the a/c round.		
	3.8.45.		A telegram was sent to H.M. King Haakon of Norway. "Personnel of 132 Wing humbly convey their best wishes to His Majesty the King of Norway on your birthday". A reply was received reading "I thank everyone of 132 Wing for your kind wishes. Haakon R."		
			Visit by Air Marshal Sir Charles Robb (AOC - in - C Fighter Command) and Air Vice Marshal J.A. Borel (AOC, 83 Group). The visitors inspected No. 130 Squadron and afterwards stayed to lunch at the Officers' Mess.		
	4.8.45.		A flock of sheep, some <sup>80</sup> strong, arrived by lorries. The Halifax which landed with one engine dead on 18th July, being duly repaired, took off en route to England. A film unit arrived and shots were taken outside Flying Control.		



Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Kjevik.	4.8.45	(contd.)	Colonel H. Mehre came down from Gardermoen by Me 108 on a visit. No. 37705 W/Cdr. E.C.Wolfe posted to H.Q.No.83 Group for Air Staff Duties.		
			A party was held in the Sergeants' Mess.		
	5.8.45.		Colonel Mehre returned to Gardermoen. Major Gran and S/Ldr. Williams returned with the damaged Storch on a lorry, the latter's right foot bandaged and encased in a rabbitskin shoe. Two horses also arrived for recreational purposes. This place is getting more like a farm than an Airfield.		
	6.8.45.		The C.O. left by Spitfire on a visit to HQ 83 Group.		
	7.8.45.		The C.O. returned from Oslo.		
	8.8.45.		A daily liberty run by motor launch into Kristiansand was instituted.		
	9.8.45.		The C.O. left by Spitfire on a visit to No.123 Wing, Gardermoen.		
	10.8.45.		The C.O. returned from Gardermoen.		
	11.8.45.		A party was held in the Officers' Mess.		
	<del>12-13.8.45.</del>		Nothing to report.		
	14.8.45.		No.10293 2/Lt. E.Andersen, R.N.A.F. attached from HQ, RNAF (pending posting) for equipment duties.		
	15.8.45.		VJ Day. A general invitation was issued to the Sergeants for a lunchtime cocktail party in the Officers' Mess. and there was a very happy gathering. The remainder of the day was observed as a holiday. The C.O. left by air for Oslo.		
	16.8.45.		Official holiday. No.1075 Capt.O. Unhammer, RNAF posted to HQ, RNAF. No.208 2/Lt. L.O.Johnsen RNAF posted to No.123 Wing. No.826 A.T. Wang, RNAF posted from HQ, RNAF for Engineer Duties.		
	17.8.45.		The C.O. returned from Oslo.		
	18.8.45.		A party was held in the Sergeants' Mess.		
	19.8.45.		A thanksgiving for victory service, conducted by the		



# OPERATIONS RECORD BOOK

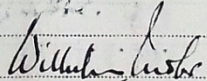
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No. of pages used for day month. 3.

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Kjevik.	19.8.45.	(con)	Rev. S/Ldr. Ellis (Group Chaplain), was held at 09.15 hours.		
	22.8.45.		Visit by S/Ldr. Odde and Lt. Tidemand.		
	23.8.45.		Arrival of two Dakotas with the ground crews of No.276 (Air Sea Rescue) Squadron.		
	25.8.45.		Three officers and five airmen left by air for 14 day's leave in the United Kingdom.		
	26.8.45.		Four Officers and 36 airmen left by train for Oslo en route to the U.K. by sea for 14 day's leave.		
	27.8.45.		Nine Walrus aircraft of 276 (A.S.R) Squadron arrived from England.		
	28.8.45.		No.115 Major M.Gran, posted to U.K. on termination of appointment.		
	29.8.45.		A Wing Sports Meeting was held on the Airfield and some good competition was witnessed between the various teams taking part.		
			Strength as at 31.8.45.		
			<u>British</u>		
			Officers - 14. Senior NCOs. - 24. Other ranks - 149.		
			<u>Norwegian.</u>		
			Officers - 9. Senior NCOs. - 8. Other ranks - 93.		
			Attached:- <u>British</u>		
			Officers - 2.		
			<u>Norwegian.</u>		
			Officers - 3.		



Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices
			Addendum for Operations Record Book for July.		
	9.7.45.		No.6101 2/Lt. I.Floistad, R.N.A.F. posted from HQ, R.NAF for Welfare Duties.		
	13.7.45.		No.140254 F/O. G.A.W.Clark posted from No.1 P.H.U. for Meteorological duties.		
	16.7.45.		No.267 2/Lt. A.J.Aardalsbakke posted to the Wing on commissioning for Electrical Duties.		
			 W. MOHR, Lieut.Colonel, Officer Commanding, R.A.F. STATION, Kjevik.		



# OPERATIONS RECORD BOOK

of (Unit or Formation) 132 Wing, H.Q.

Page No. 1.

No. of pages used for month 2.

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
KJEVIK	1.9.45.		No.106034 A/S/Ldr. J.A.Wright posted to this Unit from Swanton Morley for Administrative duties. (S/Ldr.Post)		
			No.5066 Lt. P.A.Svensen, RAAF, posted to this Unit from No.128 Wing for Signals Duties (Supy)		
			No.10293 2/Lt. E.Andersen, RAAF, posted to this Unit from HQ, RAAF, for Equipment Duties. (Supy)		
	2.9.45.		Visit by Major Aanjessen, C.O. of No.332 Squadron.		
			Official V.J.Day.		
	3.9.45.		The C.O. made a flying visit to Gardemoen and return.		
	5.9.45.		A Cross Country Competition was organized and a total of 79 took the field.		
	6.9.45.		The C.O. left by Storch for Bergen.		
	7.9.45.		No. 6101 2/Lt. I.Floistad, RAAF (Wellfare) posted to HQ, RAAF for discharge.		
			All Norwegian notes of Kr.5 and above were exchanged for new currency.		
	8.9.45.		The first E.N.S.A. Concert since the Wing arrived in Norway was given at the Soldatenheim-entitled "Double Scotch". A dance was afterwards held in the Officers'Mess.		
	9.9.45.		There was a dance in the Sergeants'Mess.		
	10.9.45.		No.10360 2/Lt. T.Mathiesen, RAAF posted to this Unit from HQ, RAAF for Mechanical Duties. (Supy).		
			The C.O. returned from Bergen.		
	11.9.45.		The Disarmament Staff commenced the destruction of German aircraft.		
	12.9.45.		No.113 Capt.N.Ringdal posted to this Unit from HQ, RAAF for Administrative Duties (Supy) A 30 Kilometre Norwegian Walking Race took place in the afternoon. All competitors completed the course and only one failed to qualify in the time limit.		
			"Kjevik Kalling" a Radio Revue was produced at the Soldatenheim by the Station Concert Party.		"A"



Place	Date	Time	Summary of Events	SECRET.	References to Appendices
KJEVIK	13.9.45.		There was a second performance of "Kjevik Kalling". No.34183 S/Ldr. I.S.Williams (A& S:D.Admin) posted to HQ(Unit) Fighter Command. (Supy)		
	14.9.45.		A small party was held at the Soldatenheim for the actors and stage assistants responsible for "Kjevik Kalling".		
	16.9.45.		There was a party in the Sergeants' Mess.		
	18.9.45.		No.267 A.J. Aardalsbakke, RAAF, posted to HQ, RAAF.		
	19.9.45.		The Unit Sports had to be postponed due to rain.		
	20.9.45.		The Band of the 1st Battalion, King's Own Scottish Borderers gave an excellent show in the Soldatenheim.		
	21.9.45.		The Unit Sports was held and some interesting results were seen.		
	22.9.45.		There was a party in the Officers' Mess. The Sergeants arranged a dance at the Soldatenheim.		
	23.9.45.		A Church Parade was arranged at 09.45 hours to commemorate the Battle of Britain. The C.O. went on leave and S/Ldr. Wright assumed command in his absence.		
	24-27.9.45.		Nothing to report except cold and rain.		
	28.9.45.		A Football Match between the Officers and Sergeants resulted in a highly diverting evening and a draw 1 - 1.		
	29.9.45.		The road barrier was withdrawn to the new Guard Room outside Station HQ. There was an Airmen's Dance at the Soldatenheim.		
			Strength as at 30.9.45.		
			British 14 Officers.	25 Senior NCOs.	145 Other Ranks.
			Norwegian 11 Officers.	7 Senior NCOs.	77 Other Ranks.
			Attached Personnel.	British 4 Officers.	Norwegian 2 Officers.
				<i>Smith</i> Lieutenant Colonel, Officer Commanding, No.132 Wing, H.Q.	



KJEVER KALLING.  
A Radio Revue

Appendix "A"

introducing you to  
A Day at Broadcasting House.

Directed by: Sgt. N.Fox. In charge of production: F/O. F. Johnson.

MORNING MUSIC.

Played by the Kjevik Koncert Orchestra.

8.00 a.m. NEWS.

UP IN THE MORNING EARLY.  
A Sketch. One of the few families to take Morning Exercise seriously, with J. Young, D. Hood, E. Chisnall, M. Foster, and R. Short.

MORNING STAR.

R. Short... Baritone. R. Sephton at the piano.

KITCHEN FRONT.

A recipe by R. Mullen. Assisted by J. Young.

ALL KEYED UP.

A. Sewell entertains.

WORKERS' PLAYTIME.

with R. Mullen, S. Croucher, R. Short.

1.00 p.m. NEWS.

IN YOUR GARDEN.

R. Short brings Mr. Middleton to the microphone.

FORCES' SWEETHEART.

Can this be Vera Lynn?

SONG FOR TO-DAY.

S. Croucher... Tenor. R. Sephton at the piano.

MUSIC WHILE YOU WORK.

Played by the Kjevik Kolliery Band.

CHILDREN'S HOUR.

Cuthbert's Fate... A story by Uncle Johnnie.

6.00 p.m. NEWS.

IN TOWN TO-NIGHT.

R. Mullen introduces F/Lt. H. Herrtage... At the Piano.  
R. Short and E. King... "At Cross Purposes."

J. Young... Character study. S. Croucher... Street Singer.

9.00 p.m. NEWS



KJEVIK KALLING. (continued)

IV. MUSIC HALL.

Appointment with Fear... H. Foster.  
Piano Parade..... A. Sewell.  
Exit Sir Jasper.

According to

Melodrama, with D. Hood, E. Chisnall,  
R. Short, J. Young and F. Johnson.  
Carl Rønneberg.

Men of the Norwegian Wing. R. Short and Entire Company.

FINALE.

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# OPERATIONS RECORD BOOK

Page No. 001.

of (Unit or Formation) 132 Wing Headquarters.

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
R.A.F. Station, Kjevik, Norway.	1-10-45		End of Central European Summer Time. Clocks put back one hour w.e.f. 0200 hours.		
	3-10-45.		The C.O. returned from leave. A Soccer match between the Kristiansand Zone Team and the Wing resulted in a win for the Wing 4-1.		
	6-10-45.		A concert "Buenos Aires 658" given by the Stars in Battledress Company in the Station cinema was enjoyed by a large audience.		
	7-10-45.		Informal church service at 1830 hours held in the local church with L.A.C. Alden officiating.		
	8-10-45.		An F.N.S.A. Show entitled "All the winners" played to an enthusiastic audience in the Station cinema.		
	9-10-45.		F/IT. B.C. Kendall Senior Intelligence Officer left the Wing for the United Kingdom where arrangements would be made for him to proceed on leave to Portugal.		
	10-10-45.		Departure of 18 airmen for Oslo and demobilisation in the United Kingdom.		
	11-10-45.		Intelligence Section ceased to be operational w.e.f. today.		
	12-10-45.		F/O. J. Johnson Intelligence Officer left for the U.K. and release. F/O. Whyte (C & C) was appointed Security Officer in his place. Wing Soccer team left for Oslo to play the Oslo Zone team, the following day.		
	13-10-45.		The Senior N.C.O.'s invited the corporals to a party in the Sergeants' Mess. 18 Aircraft of No.130 Squadron left for Gardermoen, one aircraft returned due to engine trouble. Received news that the football team had been defeated in Oslo by 10-2.		
	14-10-45.		Probably the last church service to be held whilst this Wing was in Norway was conducted by the Rev.E.Vallance Cook in Tveit Church.		
	15-10-45.		No.6132 Servicing Echelon left by train for Oslo on their way to R.A.F. Station, Dunsfold in the United Kingdom. It was anticipated that the Wing would be following shortly.		
	17-10-45.		20 airmen proceeded to Oslo on 72 hours pass. A number of new gramophone records had recently been received and the Music Circle was able to offer an interesting programme of classical music. A soccer match between the Wing H.Q. and the Signals Section resulted in a draw 3-3.		
	18-10-45.		No.15063 Radar Unit accommodated pending return to the U.K.		
	20-10-45.		Wing H.Q. v No.2737 R.A.F.R. Squadron football match resulted in a draw 2-2.		
	21-10-45.		The party of 20 airmen returned from Oslo early this morning after a successful 72 hours pass. R.C. personnel on the camp accepted the kind invitation of Father Boers O.F.M. to a farewell tea at Kristiansand. H.Q. No.88 Group R.C. Padre (Fr.Brandon C.E.D.) was present. A farewell service was held in Tveit Church for C.of E. and O.D. personnel. Appreciation was expressed to Padre Dalen for the use of his church, whilst the Wing was stationed in Norway.		



Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices
	22-10-45.		No.15063 Radar Unit left by train for Gardermoen.		
	23-10-45.		Commanding Officer inspected the Station. No.276 A.S.R. Squadron left by air and rail for Gardermoen.		
	24-10-45.		British personnel of No.132 Wing were to leave for the U.K. on 27-10-45. and preparations were accordingly made for the coming move.		
	26-10-45.		Preparations completed for the departure of Wing personnel.		
	27-10-45.		British personnel of No.132 Wing, No.2737 R.A.F.R. Squadron and No.130 Line Section embarked at Kristiansand on L.S.T's Nos 76 and 173. A Farewell address was given by the Commanding Officer Lieutenant Colonel W. Mohr D.F.C. who had been associated with the wing since its formation.		
	28-10-45.		At 0630 hours L.S.T's Nos 76 and 173 sailed for the U.K.		
	30-10-45.		L.S.T'S Nos 76 and 173 docked at Grangemouth at 0930 hours. Personnel disembarked, and conveyed by coach to Prestonfield Transit Camp, Edinburgh. Unit vehicles together with drivers were sent to R.A.F. Station, Turnhouse, who were making convoy arrangements to R.A.F. Station, Dunsfold. Personnel left Prestonfield Transit Camp for Edinburgh railway Station and proceeded at 2359 hours by special train to destination.		
	31-10-45.		The Wing arrived at R.A.F. Station, Dunsfold at 1830 hours.		
			<i>J.R. Wright 3/1</i> for Officer Commanding, No.132 Wing Headquarters.		
			<i>Transferred to Norwegian A.F. 21/11/45</i>		