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PERMANENT HISTORICAL RECORD

ROYAL AIR FORCE

OPERATIONS

RECORD

BOOK

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APPENDICES

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HEADQUARTERS

Air Historical Branch
AIR MINISTRY

A
2

From:- Officer Commanding, 331 Norwegian Squadron, Skeabrae, Orkney Islands.
To:- Headquarters, No. 14 Group
Date:- 14th November, 1941.
Ref:- 331S/S. 1/2/Air.

TRIALS WITH SPITFIRE AGAINST GLIDER - 3rd December, 1941.

The trials were performed on the 3rd instant. The glider was towed to an altitude of 3-5000' and was altogether attacked by 20 aeroplanes.

The following conclusions were arrived at by the Squadron:

I. The towing aircraft should be attacked first. This is very simple as the maneuverability of this aircraft, while towing is very poor, and once the tractor is down before arriving at its destination the probability of the glider getting there is very small.

II. It is comparatively easy to get in a good burst on a glider provided the attack is started from a long distance and the glider is attacked from underneath. On account of no maneuverability the glider is further very vulnerable immediately before landing.

When no glider is available, a "Miles Magister" or similar type of aircraft may be used as a substitute with great advantage. It is the intention of this squadron to have each pilot make one exercise with cine-gun camera against a "Miles Magister".

Signed Odd Bull
Odd Bull, major,
Officer Commanding,
331 Norwegian Squadron,
Skeabrae,
ORKNEY ISLANDS.

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AM:

ROYAL NORWEGIAN AIR FORCES.

GENERAL EDUCATION SCHEME

SQUADRON MONTHLY RETURN.

A return giving details as indicated below is to be rendered from each Unit through the usual official channels to reach the Air Ministry by the 10th of each month, covering the activities of the previous month:-

Name of Unit: 331 (N) Squadron.

Name of Education Officer: Flying Officer P.R.W. Tidmarsh.

Report for month of March 1942.

1. Strength of Squadron:

Officers	Airmen	Total
22	193	215

2. Library facilities:

The Station library provides adequate English fiction, the Squadron library a growing supply of technical ^{and} Norwegian literature. Both are well patronised.-

3. Classes held with the Unit:

a) Subject	Instructor	Number	Remarks.
1. English	Education Officer	48	Language instruction in many differ. standards.-
2. Electricity	Sgt. Hvam	9	
3. Armament	" Stadheim	11	Preliminary training for trade courses.
4. Wireless	Cpl. Hjerkin	3	
5. Instruments	Sgt. Tønnessen	1	
6. Flight Mech.	2/Lt. Unhammer	7	
7. Photography	" Karlsen	2	

b) Attending classes under Station Scheme.

Subject	Instructor	Number	Remarks.
Maths. (advanced)	Cpl. Young	3	
French	F/O Tidmarsh	1	
German		2	

c) The following lecture was given to the Squadron during March, 1942 "Norwegian Shipping in the present war" by Mr. A. Sunde, Minister of Shipping.

4. Courses taken at external Institutions or Correspondence Courses.

Name of institution	Description of courses	Numbers.
Fighter Command	Technical and Commercial English	9
War Office	Practice & Law of Banking	1

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Copy No. F.C.

Fortnightly Strength Return of Airmen (except Airman Pilots) as at 1800 hours on Sunday

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(Date) 31st March 1942 of 331(N) Squadron, Stabrus. (Unit)

TRADE	POSTED STRENGTH*								Temporary Civilians	W.A.A.F. Personnel	REMARKS
	(Particulars of attached personnel to be shown on reverse)										
1	2	3	4	5	6	7	8	9	10	11	12
	W.O.	F./Sgts.	Sergeants	Corporals	L.A.C.	A.C.1	A.C.2	Total			
Arm. G.			2	1	3	13		19			
Arm.G. act.Pitt.Arm.			1					1			
Act.Electr.II R.T.O.					2			2			
Pitt.Arm.			1		1	1		3			
P.M.E.					6	11	4	21			
Electr.II					1	3		4			
Electr.I			1	1		1		3			
Pitt.II act.Pitt.I			3	1	1			5			
P.M.A.					8	15		23			
Instr.Resp. I			1	1				2			
Instr.Resp.II					2	2		4			
Parach.Pack.					2			2			
Equipm.Ass.				1		1		2			
R.T.O.							3	3			
Fitter IIIa			2	3	1	4		10			
Fitter II B			2	2	1	4	3	12			
D.M.T.				1	1			2			
W/Mech.			1		2	1		4			
W/O/M						1		1			
Clerk G.D.			1	2	1	2		6			
Tailors			1			1		2			
ACH/GD			1				3	4			
ACH u/t Batman							11	11			
ACH Telephonists							2	2			
ACH u/t Electr.							2	2			
ACH u/t P.M.A.							3	3			
ACH u/t Arm.G.							12	12			
ACH u/t Instr.Resp.							2	2			
ACH u/t R.T.O.							2	2			
ACH u/t W/Mech.							1	1			
ACH u/t Coppermith							1	1			
ACH u/t Photographer							2	2			
ACH G.D. Ast.T.O. u/t					1	1		2			
Medical Orderlies				1	2			3			
Photographers					2			2			
TOTALS			17	14	37	61	53	182			

British

Reference:-

AIR 27/1727

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*Temporary or Acting Paid appointments are to be shown under the rank of the appointment. Acting Unpaid appointments will be shown under the substantive rank of the holder.
Two or more sheets may be used if necessary.

Step Machre, capt
Signature of Commanding Officer.

1 copy N.A.F.C.

ROYAL AIR FORCE.

5

Monthly Return of Officers and Airman Pilots in accordance with Establishment.

To be rendered in accordance with instructions in paras. 334 & 506c of the King's Regulations and Air Council Instructions.

Unit **351 (H) Sqn.** Station **Stoke Newington** Group **144** Month Ended **31st March 1942**

AUTHORISED ESTABLISHMENT.		RANK AND NAME OF OFFICER OR AIRMAN PILOT FILLING VACANCY.	BRANCH OF SERVICE.	DATE POSTED.	IDENTITY DISC NO.	REMARKS.
0..... Dated 2/7/42	With amendments to No.....					
Rank.	Duties.	Name.				
Cpt.	C.O. Flying	Hunter, H.	R.N.A.F.	30/8/41	1152	British
Capt.	Adjutant	Lyons, E.	"	4/2/42	1053	
1/Lt.	Engineer	Shannon, E.	"	21/7/41	1066	
1/O	Intelligence	Dixon, R.N.	A.A.S.D.	18/8/41	6329	
1/O	Inspector	VACANT	"	"	"	
1/Lt.	Medical	Lewis, S.	R.N.A.F.	18/9/41	1116	
1/Lt.	Ops. Room	VACANT	"	"	"	
1/Lt.	Flying	Hunter, J.	R.N.A.F.	26/7/41	1155	
"	"	Hickford, E.	"	27/7/41	1154	
"	"	Jackson, E.	"	16/1/42	A. 27	
"	"	Stiles, E.	"	26/11/41	1115	
1/Lt.	"	Lidforth, H.	"	30/1/41	1056	
"	"	Hobson, P.	"	1/2/42	1074	
"	"	Lee, M.	"	5/8/41	1062	
"	"	Lee, S.	"	28/7/41	1068	
"	"	Lee, R.A.	"	25/8/41	5514	
"	"	Leitch, L.	"	28/7/41	1072	
"	"	Holmes, A.	"	15/10/41	1064	
"	"	Miller, J.	"	28/7/41	1107	
"	"	Hughes, A.	"	28/7/41	1067	
"	"	Watson, P.	"	26/11/41	118	
"	"	Quinn, T.	"	27/9/41	800	
"	"	Quinn, H.	"	"	115	
"	"	Quinn, G.	"	"	219	
"	"	"	"	"	195	
"	"	Hughes, S.	"	"	126	
"	"	Hawley, J.	"	"	223	
"	"	Shaw, J.K.	"	26/11/41	224	
"	"	Spence, H.	"	"	106	
"	"	Spence, K.	"	"	114	
"	"	Hudson, L.H.	"	26/1/42	220	
1/Lt.	Fitter I	French, E.	"	"	177	
"	" I	Wilson, F.	"	4/8/41	5520	
"	"	Urwin, C.	"	21/7/41	1075	
0	Education	Edwards, P.R.W.	Civilian	28/10/41	-	British

Lyons
 E. LYONS, Lieutenant & Adjutant,
 Star Officer Commanding, 351 (H) Sqn.,
 Stoke Newington, Ontario.

Accountant Officer
 351 (H) Squadron,
 Stoke Newington, Ontario.

Remarks

FORM F.
INDIVIDUAL COMBAT REPORT.

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Name of pilot: Sgt. Fearnley, F. 331(N) Squadron.

Date.....	A. 31/5/42
Squadron.....	B. 331(N) Squadron.
Type of aircraft.....	C. Spitfire V.B.
Time of Combat.....	D. 16.10 hrs.
Place of Combat.....	E. Outside Flushing
Weather.....	F. 8/10, 1500 - 4000 feet. Showery.
Casualty to our aircraft.....	G. NIL
Casualty to our personnel.....	H. NIL
Enemy Casualties.....	J. One Me.109 F destroyed shared with Lt. Sem.

General Report: I was flying as Red 4 and as I was weaving, I saw 2 Me.109f's coming up at 6 o'clock and reported at once. Red 3 and I turned over doing a steep turn to the left and soon after I was with my leader in an astern attack on it. I fired with cannons and machine guns and could see black spots on the fuselage as the bullets went into it, until it suddenly exploded, flew to pieces and went into the sea. During the attack I closed in to between 100 - 150 yds. The dog fight took place at a height of about 50-100 feet. This is the same aircraft that Lt. Sem fired at and was seen by Red 1 and Blue 1 to hit the sea.

Fearnley sign.

Form F.
INDIVIDUAL COMBAT REPORT.

NAME OF PILOT : 2/ltn. Gran. 331(N) Squadron.

Date	A. 31/5/42
Squadron	B. 331(N) Squadron.
Type of aircraft	C. Spitfire VB.
Time of combat	D. 16.15 hrs.
Place of combat	E.
Weather	F.
Casualty to our aircraft	G. Nil
Casualty to our personnel	H. Nil
Enemy Casualties	J. One Me.109F damaged, shared with Lt.Berg.
Damage to ground targets.	K. Nil

GENERAL REPORT: I was flying as Red 2 going home after attacking a trawler when 2 Me.109F's attacked from behind. We turned into them. One passed underneath me and the other one turned and climbed. I followed by climbing after. Then I fired about three short bursts from underneath astern from about 300-200 yds. I saw bullets strike on his fuselage just behind the cockpit, it dived down with black smoke coming from his engine. I then broke away. I did not see it hit the water.

Form F.

INDIVIDUAL COMBAT REPORT.

Name of pilot: 2/ltn. Muller, J. 331(N) Squadron.

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Date	A. 31/5/42
Squadron	B. 331(N)
Type of aircraft	C. Spitfire VB
Time of combat	D. 16.15 hrs.
Place of Combat	E.
Weather	F.
Casualty to our aircraft	G. NIL
Casualty to our personnel	H. NIL
Enemy Casualties	J. Nothing claimed.
Damage to ground targets.	K.

GENERAL REPORT: I was flying as Blue 3 when 331(N) Squadron attacked a mine sweeper. I fired a 4-5 seconds burst with cannons and machine guns, and saw hits on the mine sweeper. This took place at 16.00 hrs. some eight miles North East of North point of Walcheren Island.

While returning I fired a short burst with machine guns only at a Me.109F which came in from 8 o'clock on the tail of two Spitfires. As they turned towards me, I got in the burst at ca. 300 yds. range head on. I could not see any results of the fire. This is the same plane that Lt. Berg and 2/ltn. Gran shot at. This took place at 16.15 hrs.

Jens Muller (sign.)

FORM F.
INDIVIDUAL COMBAT REPORT.

9

Name of pilot: Lt. Berg, 331(N) Squadron.
Date 31/5/42
Squadron 331(N)
Type Of Aircraft Spitfire VB.
Time of combat 16.25 hrs.
Place of combat.
Weather
Casualty to our aircraft Nil
Casualty to our personnel Nil
Enemy Casualties One Me.109F'sx damaged, shared with
Damage to ground targets. Nil 2/Lt.Gran. /

GENERAL REPORT. I was flying as Yellow 1 when 331 Squadron attacked an armed trawler or mine sweeper about 5 miles South of West Schouwen. I made one attack using cannons only for 4 or 5 seconds. This took place at approximately 16.00 hrs. When returning the squadron was attacked by two Me.109F's. The whole squadron turned into the attack, and the two Me.'s broke away, one downwards and the other one pulled up to the port. I followed the latter one up, having also another Spitfire in front of me, probably Red 2 who was well within range. I could clearly see Red 2 fire, when the Me. apparently pushed the stick forward and went down in a dive. Red 2 broke away to the right and I followed the Me. down to sea level, firing two short bursts from dead astern at about 500 yds. No results were observed and I was unable to catch up with him as he flew off towards the Belgian Coast.

Rolf Arne Berg, (sign.)

INDIVIDUAL COMBAT REPORT.

Name of pilot: Lt. Sem. 331(N) Squadron.

Date	A	31/5/42
Squadron	B	331(N)
Type of aircraft	C	Spitfire VB
Time of combat	D	16.10 hrs.
Place of combat	E	Outside Flushing
Weather	F	7/10 1500 feet.
Casualty to our aircraft	G	NIL
Casualty to our personnel	H	NIL
Enemy Casualties	J	One Me.109F destroyed shared with
Damage to ground targets.	K.	Nil. Sgt. Fearnley.

GENERAL REPORT. I was flying as Red 3 when on the way home E/A were reported at 6 o'clock. I made a sharp turn to port with Red 4 following and saw 2 Me.109F's. I then gave full throttle and pitch turned in side and gave him a short burst from ca.300 yds. from astern. I then closed in to about 75-120 yds. still astern in steep turn and opened fire. I saw some of my tracers go into his tail, increased deflection and saw the Me.109 explode behind the cockpit and fall into sea from about 50-100 feet. Red 1 and Blue 1 saw this aircraft break in two and hit the sea.

Stein Sem (sign.)

331 Norwegian Squadron, 29/11/42.

The Sqdn. flew at sea level on a shipping Recon from Bradwell to Nieuport, along the coast to Knocke. Two F.W. 190's were observed over Walcheren Island, the sqdn. turning out to sea about 2 miles south of Walcheren Island and carrying on about 4 miles out to sea, trying to draw the e/a out to a favorable position and out of flak range. As the e/a were closing from behind about 4 miles out from Walcheren Island Blue section was ordered to attack, Red and Yellow section turning port in an attempt to get between the coast and the e/a, of which there were 4 F.W. 190's. Blue section turned lightly port attacking 2 F.W. 190's head on, Blue 2 being able to get a one second burst in at very close range, but observed no results. These two e/a broke port towards the coast.

Yellow section turning sharply port and crossing under Red section, first met the e/a head on, which were in a port turn towards the coast. Yellow 1 by skidding to starboard got in an attack from astern 250 - 200 yds. range. As his starboard cannon stopped, firing was difficult, but he fired about 3 seconds bursts and saw m/g strikes on the rear of the e/a's fuselage and tailplane. Yellow 3 and 4 both attacked this same e/a from 3-400 yds. range, both seeing strikes on it. They saw the e/a take violent evasive action and last saw it going flat out towards the coast.

Red section, on completing its turn to port, turned onto and astern of the two e/a breaking away from Blue section. The range being 500 yds. to begin with, slowly closing by slight height advantage to 400 yds. when it was not possible to close more. Red 1 firing on the starboard e/a and Red 2 who was in close line abreast to port with Red 1, firing on the port e/a. Red 1 observed cannon strikes on both the e/a's wings, however with no apparent result. Red 1 fired approximately two 3-4 seconds bursts. The e/a were last seen flying at sea level towards the coast, the no. 2 lagging slightly behind.

Red 1, who was the closest to the coast with Red 2 in close formation at this point (about $\frac{1}{2}$ mile off shore) ordered the sqdn. to break engagements and to break starboard. This was done to avoid flak which up to now had not been encountered. Not till after the turn had been ~~made~~ completed was flak observed.

The sqdn. reformed immediately after the turn returning to base with Red 2 & 4 missing. Red 4 was observed by Red 3 to crash in the sea in the following manner. Red 3 was flying approximately 200 yds. behind and to starboard of Red 1 and 2. Suddenly a great red ball of fire appeared on Red 4's wing (stbd) at the cannon, the wing breaking off and the a/c disintegrating in the air and crashing. At this moment the sqdn. was ordered to break engagement, Red 1 & 2 turning to starboard. It is considered possible that Red 2 may have been hit by Red 4's cannon or collided with pieces from the a/c. A second splash was seen by several pilots close to Red 4.

When off Knocke two Spits. were seen coming out from Rumburg and off Walcheren two were seen going in across the coast. The sqdn. was warned by Red 1 not to fire at anything without being certain in identification.

Form F.

Individual Combat Report

Name of pilot... 2/Ltn. O. Malm..... Squadron: 331 (H)
 Operation ... Circus 242

Date..... A 12/12/42.
 Squadron..... B 331 (H)
 Type of Aircraft..... C Spitfire Vb IX
 Time of combat..... D
 Place of combat..... E
 Weather..... F
 Casualty to our aircraft..... G
 Casualty to our personnel..... H
 Enemy casualties..... J
 Damage to ground targets..... K

GENERAL REPORT (R.)

I was flying as Blue 2 when the wing took off after refueling at Ford 12.40 hrs. The squadron was top cover at 30,000 feet. The French coast was crossed near Dieppe, but then we were only 5 left of the squadron as the rest went home owing to R/T failure and engine trouble. The 5 who were left consisted of 3 in Yellow section and 2 in Blue section and cross weaving was adopted on top of 332. After turning port at St. Salles I noticed that something was wrong with my No. 1 Capt. Sem, but I did not hear what he was saying on his R/T (it was told later that it was his supercharger that did not work). As he then kept weaving over and under and in between 332 I took over. My oxygen was getting low so I decided to leave 332 and Capt. Sem went with me. We headed for the coast and kept height as long as I dared to do with the oxygen I had left (28,000 feet), and then we started to dive out towards the Somme. The ground station had warned the wing that the Huns were up in force in that area but had not heard that on the R/T, my radio was working very badly the whole time. We were diving in line abreast 200 yds. apart, the sun right behind, 380 miles on the clock. Just before we got to the coast at 17,000 feet I saw a P.W.190 on Capt. Sem's tail, warned him on the R/T and turned right towards him. It was too late, Sem was already smoking and said something to me that I did not get, probably a warning because suddenly I was hit by explosives in the engine and the cockpit as well as the rudders. The last I saw of Capt. Sem was that he broke sharply up to the left smoking pretty badly. I broke up to the right and went into a spin and went on spinning down half dazed unable to get my aircraft out of it. I tried to jettison my hood and was ready to bale out but the hood had jammed. My engine had stopped and I had a final try to get the a/c out of the spin and succeeded at 4,000 feet. I then thought of a forced landing but then the engine had picked up again and I dived down to water level and made

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AIR 2711727

for home with everything I had. My temperature rose but after a long ~~time~~ time I saw the English coast. As glycol then started coming out I climbed sharply and at 2000 feet the engine out, I had a hell of a time with the hood but finally it jerked open and the shutting mechanism hit me over my right eye. I was blinded by smoke and blood, released my harness, took off my helmet and as I was not ~~sure~~ sure in what position my a/c was I shook the stick violently and was flung out ~~of~~ clear of the a/c. It took some time to find the parachute release, but when I did the parachute opened at 300 feet and I floated down in the drink, got free of the chute and got my dinghy out and inflated. I had noticed a small fishing boat nearby and started paddling for it, occasionally waving my flag. After a long 30 minutes the boat got beside me, a gun pointed at me and the following conversation took place: The fisherman: "Are you a Jerry!" I: "No, for Christ sake, I am an R.A.F. pilot". The fisherman: "That's good, otherwise you would have got it right now". (And I don't think he was fooling either.)

The boat took me to Rye harbour and the ambulance was waiting and took me to Rye Memorial Hospital where four stitches were made over my right eye. I then phoned Hawkinge, gave them a report, and they arrived at 9 o'clock and took me to that station.

2/lt. O. Balm. (sign.)

Date.....
Squadron...
Type of Aircraft
Time of occurrence
Place of occurrence
Weather....
Casualty to
Casualty to
Enemy casualties
Damage to

GENERAL REE

minutes after

thousand feet

eyes on the

then and later

of Ostend and

line abreast

diving down

I ended in

contrary to

Westhoofd.

and made an

was still in

3-4 seconds

with black

which I had

with 75 M.P.

rolled over

other a/c at

same time I

sea just off

wrong course

My transceiver

and landed

Would what

My

Came gun no

Form F.

Individual Combat Report

Name of pilot. 2/1tn. Spang..... Squadron: 331 (N)
 Operation ..Circus.....

Date.....A 22/1/43.
 Squadron.....B 331 (N)
 Type of Aircraft.....C Spitfire III
 Time of combat.....D About 1540 hrs.
 Place of combat.....E Just off Westhoofd.
 Weather.....F Thin layer of cloud 25,000 feet.
 Casualty to our aircraft.....G NIL.
 Casualty to our personnel.....H NIL.
 Enemy casualties.....J 2 No. 109's destroyed.
 Damage to ground targets.....K NIL.

GENERAL REPORT (R.) I was flying Yellow 4 with 2/1tn. Jorstad and a few minutes after we crossed the French coast I saw two Huns flying North several thousand feet underneath us. I reported them twice, all the time keeping my eyes on them, but got no answer. After much hesitation I decided to turn after them and kept well in under a layer of cloud. The Huns crossed the coast south of Ostend and continued on a Northeasterly course along the coast flying almost line abreast. When they were just off Knocke I decided to go down and started diving down. The Huns were flying at sea level without weaving and eventually I ended in a stern chase, which I had intended. I opened up everything, but contrary to what I had thought I did not overtake them until we were just off Westhoofd. When I was about 500 yds. behind them I pulled up to about 500 feet and made an attack from above and behind on the Hun on the starboard side which was still flying line abreast, but a few yds. behind the other. I gave him a 3-4 secs. burst with cannons and H.G. and noticed him pulling up to the right with black smoke pouring out. The other Hun broke to the left in a steep turn which I had no difficulty at all to follow and gave him all the ammunition with 75 M.P.H. deflection. The Hun had an explosion in the cockpit and he rolled over on his back and straight into the sea. I looked around for the other a/c and saw it spin into the sea about 2,000 yds. away. Almost at the same time I saw a parachute open at very low altitude and the Hun landed in the sea just off the coast. Well satisfied, I set course for home but steered a bit wrong course and had still not seen the English coast when I had 6 gallons left. My transmitter was U/S so I could not call for mai-day. I saw land at Felixstove and landed with my fuel gauge at zero at Bradwell Bay, where I informed North Field what had happened and filled up my aeroplane and flew back to base.

My range when shooting at the Huns was never more than 200 yds.
 Mine gun not used.

H. Grundt-Spang.

AIR 27/1727

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FORM "F"
INDIVIDUAL COMBAT REPORT.
Sgt. Berg-Olsen.

- A. 2.2.1943
- B. 331 Sqn.
- C. Spitfire IX
- D. 1005
- E. St. Omer.

GENERAL REPORT. I was flying Yellow 2. After we had crossed the coast, Yellow 1 broke away after a Me 109F. I followed him at about 150 - 200 yds. When Yellow 1 was at 150 yds. range he opened fire at 10 degs astern, and I observed hits throughout his burst, and smoke pouring out from the E/A, which went into a left diving turn, apparently without control.

Yellow 1 broke away, and I followed the E/A in the turn and gave him a short cannon burst, observing hits, and still more smoke coming out. As I broke away I climbed up, I saw the E/A again being hit, this time by Yellow 3.

The E/A went vertically down in flames in cloud I followed Yellow 1 back and landed at base.

Rounds fired: 30 rounds 20mm.

.....
Sgt. Berg-Olsen.

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INDIVIDUAL COMBAT REPORT.
2 Lt. Grundt-Spang.

15

- A. 2.2.1943.
- B. 331(N) Sqdn.
- C. Spitfire IX.
- D. 1005
- E. St. Omer.

- J. 1 109F destroyed.(shared)

GENERAL REPORT. I was flying Yellow 3, and a while after we had crossed the French coast, Yellow 1 broke away after a Me 109F. Yellow 2 and I followed after and soon overtook it.

Yellow 1 fired a burst and I saw an explosion and a lot of black smoke pouring out of it. It went into an uncontrolled dive. I closed to 150 yds. range and gave it a long burst with cannon and machine guns from 15 degs. astern, and saw 2 explosions in the cockpit and one in the left wing, and it continued down in flames.

Two big pieces fell off the 190, and I thought one of them was the pilot.

I would not waste any more ammunition on it, so I broke away and landed at base.

Rounds fired: 130 rounds 20 mm.
300 * 303 Cannon.

.....
2 Lt. Grundt-Spang.

Individual Combat report.

Name of Pilot: Svein Heglund, Lieut. 331(N) Sqdn.
Operation: Circus 257.

Date:-..... A. 2nd. February, 1943.
Squadron..... B. 331(N)/Squadron.
Type of aircraft..... C. Spitfire IX
Time of combat..... D. 1005 hrs.
Place of combat..... E. St. Omer above clouds.
Weather..... F. Cloud 10,000 to 22,000 - 10/10
Casualty to our a/c..... G. NIL
Casualty to our personnel H. NIL
Enemy casualties J. 1 F.W.190F destroyed (shared)
Damage to ground targets K. NIL

GENERAL REPORT (R) I was flying Yellow 1 when the squadron after having climbed through clouds was flying level at 25,000 feet on a southerly course. About 10 minutes after having crossed the French coast at Dunkerque we met a single a/c flying opposite course 2000 feet below. I reported the a/c on the R/t, half rolled and dived down behind it. Yellow 2 and 3 followed and we caught quickly up with it. At about 100 yds. still unobserved by the a/c I recognized it as a ME 109F. I opened fire with about 10 degrees deflection and after a short burst I saw an explosion in the cockpit and heavy black smoke and fire coming out. The ME 109 turned over to the left and into a dive. I believe the pilot was killed before he knew what happened, and when I pulled up I saw Yellow 3 fire and 2 explosions in the ME 109 with pieces falling off.

The squadron reformed afterwards and returned to base.

Rounds fired:- 48 20 m/m
30 .303 m/g

Svein Heglund.

2/LTN. Bjørnstad.
CIRCUS 259.

- A. 3/2/43.
- B. 331(N) Squadron.
- C. Spitfire IX.
- D. 1610 Hrs.
- E. East of Dieppe.
- F. 4/10ths cumulus cloud 5/6000 ft.
- G. NIL
- H. NIL
- J. 1 F.W. 190 damaged.
- K. NIL.

GENERAL REPORT:-

I was flying Yellow 2.

Yellow 1 broke off to attack 2 F.W. 190's who were flying in line astern about 2000 ft. below, before getting within range the e/a started to dive steeply, while slowly overtaking them 2 more e/a dived straight in front of me so I followed these finally succeeding in getting in a 2 seconds burst at one of them when at 5000 ft. I observed strikes on the e/a port wing and on the fuselage, whilst using cannon I then had to break away as another G.W. 190 was on my tail.

Ammunition: Cannon 12 (cannon stopped firing)
M/G. 34c

/

.....
2/Ltn. Bjørn Bjørnstad.

Lt. Gran, M.

CIRCUS 259.

A..... 3/24/43.
B. 331(N) Squadron.
C. Spitfire IX.
D. 1610 hrs.
E. East of Dieppe.
F. 4/10 cumulus cloud 5/6000 ft.
G. NIL.
H. NIL.
J. 1 F.W. 190 probably destroyed.
K. NIL.

GENERAL REPORT:-

I was flying as Blue 3.

When at 22000 ft. east of Dieppe I saw 4 F.W. 190's below and broke away to attack. Two of the e/a dived away before I got within range, the other two continued to turn and I, turning inside them attacked the rearmost one with cannon and m/g from 300 yds. range from 30 degs. starboard.

As a result of my fire I saw the cockpit of the e/a explode and the e/a do several quick rolls and go straight down through cloud.

Amn unition: Cannon- 72 rounds.
M/g. 80 "

.....
Lt. Martin Gran.

LTN. Heglund.
CIRCUS 259.

A. 3/2/43.
 B. 331(N) Squadron.
 C. Spitfire IX.
 D. 1610 hrs.
 E. East of Dieppe.
 F. 4/10ths cumulus cloud 5/6000 feet.
 G. NIL.
 H. NIL.
 J. 1 F.W. 190 probably destroyed.
 K. NIL.

GENERAL REPORT:-

I was flying Yellow 3.

When at 22000 ft. east of Dieppe and after having reported e/a at 7 o'clock I followed my section leader down to attack.

Yellow 1 and 2 went after 2 e/a which dived away. I went after 2 e/a which tried to climb inland I overtook them after about 2 minutes flying but the leading one succeeded in taking evasive action and I attacked the second from about 200 yds. 20 degs. starboard astern getting several short bursts of cannon and m/g. I saw strikes along the engine cowling and in the cockpit, the e/a rolled ~~xxxx~~ straight onto its back and went straight down with large clouds of black smoke pouring from it.

Having to take evasive action I did not see what happened to the e/a,

Ammunition.	Cannon	151	Rounds.
	M/G	300	"

.....
 Ltn. Svein Heglund.

2/Ltn. Jørstad.

RODEO 162.

A. 4/2/43.
 B. 331(N) Squadron.
 C. Spitfire IX.
 D. 1225 - 1235.
 E. Ypres area.
 F. 5/10th cloud 4/5000 ft.
 G. NIL
 H. NIL
 J. 1 F.W. 190 probably destroyed.
 K. NIL.

GENERAL REPORT:-

I was flying as Yellow 2 on a Rodeo when the squadron was attacked from behind by 4 F.W. 190's coming out of the sun. I followed my no. 1 who broke away into the attack and with him chased the 4 Jerrys who had turned away to starboard and were diving inland. I was at 29000 or 30000 ft., when the attack set in. I closed in on the near starboard e/a and gave him a 7 - 8 seconds burst from dead astern range from 300 closing to 200 yds. After about 3 seconds part of that the port wing of the e/a went off, a moment later the e/a was doing a ca. 45 deg. dive flicked very fast into a vertical position and went down with black smoke pouring from it. I broke off attack at about 5000 ft. and climbed away steeply to the port crossing the French coast between Ostend and Dunkerque at 22000 ft., turning port I climbed to 30000 ft. over Gravelines. Sighted 3 F.W. 190's over Dunkerque 10000ft. below and dived on them. They went diving inland and I broke off crossed the Channel at 22000 ft. and reformed with my no. 1 over Dover. Landed at base 1320 hrs.

Ammunition: 258 20 mm.
 280 .303.

.....
 2/Lt. Nils K. Jørstad.

SECRET.

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FORM 'F'
INDIVIDUAL COMBAT REPORT.
Capt. Berg, Norwegian.
RODEO 162.

- A. 4.2.43.
- B. 331(N) Sqdn.
- C. IX.
- D. 1225-1235.
- E. Over Ypres area.
- F. 5/10ths cloud 4/5000 ft.
- G. Nil.
- H. Nil.
- J. 1 FW destroyed.
- K. Nil.

GENERAL. I was flying as Yellow One with 331(N) Sqdn, on a Rodeo, when the Squadron was attacked by four FW190's coming out of the sun behind us. After having warned the Squadron, I broke away with my No. 2 into the attack and followed them as they turned away to starboard, and started a dive inland.

I was at 29000 ft. at the time, I closed in on the rear port E/A of the formation and gave him a 4-5 seconds burst from dead astern, the range being ca. 200 yds. I saw hits on the fuselage and wings on either side, and flames and black smoke coming out of the wingroot and the fuselage on the starboard side.

I broke off the attack and climbed away to starboard into the sun. As I climbed, I could see the E/A diving almost vertically, leaving a column of black smoke in the air. I climbed to 30000ft. and crossed the French coast over Calais, where I was chased by 6 E/A for a while.

I reformed with Yellow 2 over Dover and landed at base at 13.20 hrs.

Ammunition: 210, 20 mm.
40, .303

.....

Capt. Berg.

FORM 'P'
 INDIVIDUAL COMBAT REPORT.
 Capt. Berg, Norwegian.
RODEO 162.

- A. 4.2.43.
- B. 331(N) Sqdn.
- C. IX.
- D. 1225-1235.
- E. Over Ypres area.
- F. 5/10ths cloud 4/5000 ft.
- G. Nil.
- H. Nil.
- J. 1 FW destroyed.
- K. Nil.

GENERAL. I was flying as Yellow One with 331(N) Sqdn, on a Rodeo, when the Squadron was attacked by four FW190's coming out of the sun behind us. After having warned the Squadron, I broke away with my No. 2 into the attack and followed them as they turned away to starboard, and started a dive inland.

I was at 29000 ft. at the time, I closed in on the rear port E/A of the formation and gave him a 4-5 seconds burst from dead astern, the range being ca. 200 yds. I saw hits on the fuselage and wings on either side, and flames and black smoke coming out of the wingroot and the fuselage on the starboard side.

I broke off the attack and climbed away to starboard into the sun. As I climbed, I could see the E/A diving almost vertically, leaving a column of black smoke in the air. I climbed to 30000ft. and crossed the French coast over Calais, where I was chased by 6 E/A for a while.

I reformed with Yellow 2 over Dover and landed at base at 13.20 hrs.

Ammunition: 210, 20 mm.
 40, .303

.....
 Capt. Berg.

SECRET.

22

FORM 'F'.
INDIVIDUAL COMBAT REPORT.
CAPT. Lundsten.
CIRCUS 267.

- A. 15.2. 43
- B. 331(N) Sqdn.
- C. Spit. IX.
- D. 1550
- E. Mid-Channel.
- F. Clear.
- G. Nil.
- H. Nil.
- J. 1 FW 190 destroyed.
- K. Nil.

GENERAL. I was flying as Blue 1. and when about 20 miles South-East of North Foreland escorting the bombers back home, I saw five FW 190's diving back towards France, and at about 12000 - 15000 ft, I made a sharp turn to the left and started to fire. I gave one short burst at long range, then I saw my Nos. 3 and 4 passing above and to the left. I was on the point of breaking off, being unable to get nearer when a FW 190 pulled up 100 yards in front of me trying to attack my No. 3. I gave the E/A a few seconds burst and it went over on its back, diving steeply. I followed him down and saw him go straight into the sea. As I pulled up I saw another splash about 1000 yards in front, which I think must be the one claimed by No. 3.

Ammunition:
Cannon.

.....
Capt. Lundsten.

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23

FORM 'F'.
INDIVIDUAL COMBAT REPORT.

2Lt. Sognes.
CIRCUS 267.

- A. 15.2.43.
- B. 331(N) Sqdn.
- C. Spit IX.
- D. 1550.
- E. Mid-Channel.
- F. Clear.
- G. Nil.
- H. Nil.
- J. 1 FW. 190 damaged.
- K. Nil.

GENERAL. I was flying as Yellow 3 and after endeavouring to attack one of several FW 190's when about Mid-Channel I pulled up and found myself alone. A single Spitfire was seen to be flying below and in front of me, which was being attacked by 4 FW 190's. I started to dive on them and at the same time I was attacked by two FW190's which came from the Sun. A dogfight developed and I saw cannon strikes on one E/A as I fired at him head on from 200 yards to point blank range.

My cannons jammed and I fired at three other E/A with machine guns only but saw no results.

Ammunition:

Cannon.

.....
2Lt. Sognes.

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FORM 'F'
INDIVIDUAL COMBAT REPORT.
2Lt. Grundt-Spang.
CIRCUS 267.

24

A. 15.2.43.
B. 331(N) Sqdn.
C. Spit IX.
D. 1550.
E. Mid-Channel.
F. Clear.
G. Nil.
H. Nil.
J. 1 FW. 190 Destroyed.
K. Nil.

GENERAL. I was flying No 3. in Blue Section and escorting the Bombers back home, when about Mid-Channel the E/A were reported coming towards us and below. I went down with my Section to attack five FW 190's. I got a little in front of No. 1 and No. 2 and a little to the left. I got one E/A in my sight but although I had 500 m.p.h. on the clock, I closed in very slowly to 300 yards firing short burts. It was very difficulty to get in a good deflection shot, as he was using his rudder very hard, and skidding from one side to the other, until I saw a vivid flash in his cockpit. The E/A then dived steeply down and I then realised that I was on the point of diving vertically into the sea and managed to pull out with nothing to spare. The E/A made no attempt to pull out and went straight in.

I saw the E/A, damaged by F/Sergant Baché, smoking badly. Having used all my ammunition I returned to Base.

Ammunition:
Cannon.

.....
2Lt. Grundt-Spang.

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25

FORM 'F'.
INDIVIDUAL COMBAT REPORT.

F/Sgt. Bache.
CIRCUS 267.

- A. 15.2.43.
- B. 331(N) Squadron.
- C. Spit IX.
- D. 1550
- E. Mid-Channel.
- F. Clear.
- G. Nil.
- H. Nil.
- J. 1 FW. 190 damaged.
- K. Nil.

General. I was flying No. 4 in Blue Section and went down with the Section to attack five FW. 190's which were below us and at about 15000 ft. I attacked the one on the extreme left of the enemy formation which was being chased by Blue 1, but he was unable to close. I eventually got to within 450 yards of this E/A with 500 m.p.h. indicated and fired two short bursts when dead astern. My starboard cannon jammed and I had the greatest difficulty in keeping my sights on the E/A as the a/c swung every time I fired. I broke away and went down to 4500 ft., having seen no damage. Blue 3, however, saw the E/A smoking badly when I broke away; the smoke was not boost, being too black and too heavy.

Ammunition:

Cannon.

.....
F/Sgt. Bache.

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FORM "F".

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INDIVIDUAL COMBAT REPORT.

2Lt. H. Sognes.

Circus 274

- A. 26.2.1943.
- B. 331(N) Sqdn.
- C. Spitfire IX.
- D. 1550
- E. St. Omer area.
- F. 5/10ths
- G. Nil
- H. Nil
- J. 1 FW 190 prob. dest. and 1 FW 190 damaged.
- K. Nil

GENERAL.

I was flying as Yellow 1, as the Wing was flying East towards St. Omer, when about 20/30 FW 190's past underneath us on an opposite course, and 8000 ft. below. The Squadron Leader gave the order to go down. I went down, but in the first attack the speed was too high and I could not give enough deflection. As I broke away in a climbing turn to the left, I saw two FW 190's flying line astern just in front of me.

I closed in very close and from 100 to 50 yds. dead astern I gave the one behind a two second burst. Pieces fell off the fuselage, and I saw explosions from cannon strikes all around the cockpit. Black smoke streamed out of the plane, which made a very slow roll and went down obviously out of control.

I am convinced that this a/c was destroyed but was not able to see it all the way down, as I then attacked his leader, who was still flying straight and level, - with a one second burst. I saw strikes on the port wing and fuselage. He then flicked over and dived away.

I had by this time about 10 FW's around me, but I did not like to dive down as I should have had them on my tail. Surprisingly they all rolled over and went down, so that I was able to climb up and rejoin the Squadron.

Ammunition used: 60/20 mm.
120/.303.

.....
2Lt. H. Sognes.

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FORM "F".
INDIVIDUAL COMBAT REPORT.

27

Capt. Lundsten.
CIRCUS 274.

- A. 26.2.43
- B. 331(N) Sqdn.
- C. Spit. IX.
- D. 1550
- E. St. Omer area.
- F. 5/10 ths.
- G. Nil.
- H. Nil.
- J. 1 FW 190 prob. destroyed.
- K. Nil.

GENERAL. I was flying as Re# 1, leading 331(N) Sqdn.

We were vectored onto the Huns, and climbed to 32000 ft. Over St. Omer I first sighted two FW's and called up the bottom Sqdn, but they did not see them.

A few seconds later I saw about 20/30 FW's approximately 8000 ft. below us. I called up the Winco. and told him I was going down with all 331 Sqdn,

I got head on to one FW. which was flying straight and level. I opened up and at about 700 yds. - and closed in to about 100 yds. - firing all the time. I saw a big piece fly off the cockpit. This piece hit my No. 2 in the left wing, and damaged it slightly.

I had by then quite a high speed, and pulled up again. The last I saw of the E/A was that he was diving down very steeply on his back, and appeared to be out of control.

Ammunition used:- 56/20 mm.
60/.303.

.....
Capt. Lundsten.

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FORM "F".

28

INDIVIDUAL COMBAT REPORT.

2Lt. B. Bjørnstad.

CIRCUS 274.

- A. 26.2.43.
- B. 331(N) Sqdn.
- C. Spit. IX.
- D. 1550
- E. St. Omer area.
- F. 5/10ths.
- G. Nil.
- H. Nil.
- J. 1 FW 190 destroyed.
- K. Nil.

GENERAL. Flying between Boulogne - St. Omer, at 31000 ft. as Red 3, I saw about 25-30 FW 190's 25000 ft. practically straight under us.

Whole Red Section broke ~~emmidiaely~~ down on them.

My No 2 and I made for one lot, but they broke hard, leaving us no chance to fire. I then saw a single FW 190, same hight, flying straight and level. I easely got onto his tail, giving him a 3 seconds burst from dead astern at about 200 yds.

I saw hits all over him and finally there was a big explotion, - big pieces fell off and I saw flames coming out. At this time I got another FW 190 on my tail. He gave me a burst, I broke and went down in a vertical roll.

Pulling out on the deck, I made for the coast. Coming over a railway station just near Boulogne, I shot a short burst. I got some flak up when I crossed the Coast.

Came back without further incidents.

Ammunition used: 28/20 mm
300/.303.

.....
2Lt. B. Bjørnstad.

SECRET.

Form 'F'
INDIVIDUAL COMBAT REPORT.
Sgt. Bache.

29

- A. 7.3.43. Interception.
- B. 331(N) Sqdn.
- C. Spitfire IX.
- D. 1343.
- E. 10 Miles off French coast.
- F. Slight broken low cloud.
- G. NIL.
- H. NIL.
- J. One Me. 109F Destroyed.
- K. N/A.

GENERAL: I was flying as Blue 2, scrambled to 27000 ft. east of Clacton at 1320 hrs. Blue 1 reported a/c at 12 O'clock above. I turned and gave chase to a Me 109 going on a course 150 degs. E/a dived to about 5000 ft. I followed but could not close. After awhile he dived to sea level. I was still unable to close. Finally he throttled back and I closed to about 250 yds. and gave him 2 short bursts when he started smoking from the engine. E/a could not have seen me as he took no evasive action at all. I then gave a long continuous burst, dead astern all the time; a large piece broke off his tail unit and he went straight into the sea. I pulled up in a sharp turn and got a glimpse of the French coast. On my way back I saw one a/c going vertically into the sea about mid-channel, with a Spitfire above it. I lost this Spit. in the sun and returned to base alone.

.....
K. Bache, F/Sgt.

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Form 'F'

30

INDIVIDUAL COMBAT REPORT.
Maj. Birksted.

- A. 7.3.43. Interception.
- B. 331(N) Sqdn.
- C. Spitfire IX.
- D. 1343.
- E. 8 miles N.E. of N. Foreland.
- F. Slight broken low cloud. Clear above.
- G. NIL.
- H. NIL.
- J. 1 ME 109F Destroyed.
- K. N/A.

GENERAL: I was on readiness as Red 1 in 331 for a wing Sweep when 331 Red flight was scrambled at 1320. I took off with the flight and we were first told to go to 20 miles east of Clacton, 30000ft. We were changed to Channel C. and vectored onto 2 ME 109F's approximately over the Naze, "Steward" controlling us. When the e/a were sighted -1343- they were approx. 1000 ft. above us at 11 o'clock. We were then at 28000 ft. on 090 degs. I turned starboard up sun climbing flat out. When on the same level and turning into the e/a they suddenly saw us, turned onto their backs and dived for home, Red section following one, Blue section the other. I lost my No. 2 as the dive was very steep to begin with. My hun dived to approx. 25000 ft. and then pulled up again to about 27000 ft. ~~By this time I was approx. 1000 yds. behind. I got about 500 ft. below and directly behind him, and with everything forward stalked him. He was losing height slowly and veaving very gently. when at 23600 ft. I was approx. 250 yds. directly behind and 300 ft. below. I was closing slowly and pulled up to about 50 ft. below him, giving a short burst at approx. 200 yds. he appeared to explode as I saw a great cloud of oily smoke that enveloped me completely, leaving my window screen thick with oil.~~

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7/3/43'

Individual Combat Report.
Maj. Birksted, continued.

31

- 2 -

Pulling a bit up I found him again going a bit steeper down than before, but under full control, the smoke from him discontinuing but his engine on fire. After giving him several more (I think 5 - 1 seconds bursts in all) short bursts from several angles, and into about 25 yds, the last one taking half his port wing off, he dived straight in from about 5000 ft. 8 miles north-east of N. Fireland. I did not see him bale out but beside the splash of his a/c there was an opened parachute and a person floating in the sea. After the position being fixed, I returned to base landing 1420 hrs. The enemy a/c jettisoned an article that came from the bottom of his a/c and resembled a jettison tank of a spit. IX in size, when diving for home from the Nazee. The enemy a/c was painted light blue underneath, yellow spinners and markings on the tail as British a/c.

Cine-gun carried and used but became obscured by oil from the e/a.

.....
K. Birksted, Maj.

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Secret.

FORM F.
INDIVIDUAL COMBAT REPORT.
2/lt. Sognnes, H.

32

- A. 8.3.43. Scramble
- B. 331(N) Squadron.
- C. 1745 hrs.
- D. Off Gris Nez.
- E. Clear above slight sea haze.
- F. NIL
- G. NIL
- H. 1 Me.109F. Damaged.
- J.

GENERAL: I was flying as red 1, on interception. At 29,000 feet, just South of Canterbury two Me.109's were sighted in same height, 11 o'clock. As I went in to attack both started diving towards France. I followed and near Cap Gris Nez at about 1,000 feet above sea level I had closed in to about 600 yds. and gave him two sec. burst from line astern. It immediately started smoking black smoke, and was still smoking as it ^{more} crossed the coast when I broke away. The smoke was dense and lasted longer than boost smoke does.

Cine Gun not exposed.

.....
H. Sognnes, 2/lt.

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Form 'F'
INDIVIDUAL COMBAT REPORT.
RODEO 177.
F/Sgt. Olsen, R.H.

33

- A. 9/3/43.
- B. 331(N) Squadron.
- C. Spitfire IX.
- D. 1630.
- E. St. Omer area.
- F. 3/10ths cloud at 15000 ft. Excellent visibility.
- G. NIL.
- H. NIL.
- J. 1 Me 109F damaged.
- K. N/A.

GENERAL: I was flying as Red 2 to Major Birksted, we were at 30000 ft. approximately between Carniers and St. Omer. We met 4 Me 109F's flying on a parallel reciprocal course about 800 yds. to starboard. Red 1 turned to starboard, to attack and I turned inside him and did a shallow dive onto the rear two e/a, the first two climbed to starboard into sun. The rearmost e/a went over onto its back and dived straight down. The other made a shallow dive towards St. Omer and I went down after him. After diving about 12000 ft. he pulled out and started to climb without weaving. I had everything forward and was catching up with him. At about 200 yds., 30 degs. reflection I opened up with cannon and M/G, I saw smoke trails from the bullets pass about one and one half ft. above his cockpit, so I lowered my sight and saw strikes on his tail. After a short burst my cannon and one m/g packed up. I was now at about 25/30 yds. behind but my guns did not work and I could do nothing about it. I then had to go into aileron turns to avoid 3 Me 109 F's which were diving down after me. I made some cloud cover at 4000 ft and got away. I crossed the coast at 0 ft. near Calais and landed at base at 1705.
Ammunition : Cannon 107 M/G 125

.....
F/Sgt. Olsen, R.H.

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Form 'F'
INDIVIDUAL COMBAT REPORT.
2/Ltn. Bjornstad.
Rodeo 179.

34

- A. 10.3.43.
- B. 331(N) Sqdn.
- C. Spitfire IX.
- D. 1615.
- E. Knocke - Ostend.
- F. Thin layer of cloud at 30000 ft.
- G. NIL.
- H. NIL.
- J. 1 FW. 190 Damaged.
- K. NIL.

GENERAL: I was flying Blue at 28000 ft. coming out over the coast between Knocke and Ostend. I saw a lot of 25 - 30 e/a climbing steeply towards us from 2 o'clock below. I watched them for awhile; I then saw 4 e/a underneath me and I dived down on them with my section. They saw us unfortunately and gave us no chance to fire. As I then pulled up very hard, I saw some e/a flying singly just above us. I came up onto the tail of one of them, approx. 400 yds. My no. 2 got onto another. My e/a started diving after I had given it a burst. I then saw a lot of black smoke coming out of it, but I finished off all my ammunition without seeing anything further. When I broke away it was in a steep inverted dive, smoking heavily. (My No. 2 saw it smoking too).

Ammunition: Cannon 288
M/G 600

.....
B. Bjornstad, 2/Ltn.

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Form 'F'
INDIVIDUAL COMBAT REPORT.
2/Ltn. Bjornstad.
Defnsive Patrol.

35

- A. 12.3.43.
- B. 331(N) Sqdn.
- C. Spitfire IX.
- D. 0750
- E. Off Bradwell.
- F. Hazy.
- G. NIL.
- H. NIL.
- J. 1 FW.190 Destroyed.
1 FW.190 Damaged (shared with F/Sgt. Olsen).
- K. NIL.

GENERAL: I was White 1 and was detailed off to engage the enemy rear support. I got in behind one e/a and gave a short burst from about 450 yds. whereupon much black smoke appeared. My No. 2 overshot me and fired at the same a/c. I was then about 600 yds. behind several other e/a, when I saw some more crossing in front of me. I turned behind them and fired a short burst from astern about 200 yds. at the rearmost e/a. I then used all my ammunition in a deflection shot after he had broken a right and saw many hits on the port wingroot and saw several explosions. The starboard wingtip broke off and a shower of pieces came off the fuselage. The tail unit broke off and the e/a went into the sea.

Ammunition: 160 Cannon.
325 M/G.

.....
2/Ltn. Bjornstad

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Form 'F'
INDIVIDUAL COMBAT REPORT.
Sgt. Eitzen.
Defensive Patrol.

36

- A. 12.3.43.
- B. 331(N) Sqdn.
- C. Spifire IX.
- D. 0750.
- E. Midchannel.
- F. Hazy.
- G. NIL.
- H. NIL.
- J. 1 FW.190 Destroyed.
- K. NIL.

GENERAL: I was Blue 2 and followed Blue 1 against the "Hornchurch 190's", going flat out at zero ft. I overtook a straggler and attacked from astearn and slightly above. My first burst hit the water behind it so I fired again and hit the e/a in the cockpit. It pulled up with clouds of black smoke pouring from it, made a few slight turns and went straight into the sea.

Ammunition: 182 Cannon.
405 M/G.

.....
F. Eitzen, Sgt.

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Form 'F'
INDIVIDUAL COMBAT REPORT.
2/Ltn. Engelsen.

37

- A. 12.3.43.
- B. 331(N) Squad.
- C. Spitfire IX.
- D. 0750.
- E. Off Bradwell.
- F. Hazy.
- G. NIL.
- H. NIL.
- J. 1 FW.190 Destroyed. (Shared with 2/Ltn. Fossum).
- K. NIL.

GENERAL: I was Green 2 and attacked a FW.190 after my No. 1 had broken off. I fired one short deflection shot and then getting in astern I fired several long bursts, closing from 300 to 150 yds. seeing many hits in the fuselage. The e/a was climbing steeply and I had to break away when at about 2 - 2000 ft. to avoid a large object that came from the e/a. This proved to be the pilot as his parachute opened, and at the same time the e/a went into the sea. I gave several Maydays and then continued for awhile with my No. 1 toward the Belgian coast but seeing no more e/a returned to base.

Ammunition: 164 Cannon.
265 M/G.

.....
R. Engelsen, 2/Ltn.

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38

Form 'F'
INDIVIDUAL COMBAT REPORT.
2/Ltn. Fossum.
Defensive Patrol.

- A. 12.3.43.
- B. 331(N) Sqdn.
- C. Spitfire IX.
- D. 0750.
- E. Off Bradwell.
- F. Hazy.
- G. NIL.
- H. NIL.
- J. 1 FW. 190 Destroyed. (Shared with 2/Ltn. Engelsen.)
- K. NIL.

GENERAL: I was Green 1 and when the "Chelmsford 190's" broke up I attacked a stragler and fired short bursts at very close range seeing pieces fall off and brown smoke pour from the engine. I broke off and my No. 2 attacked. The e/a pulled up sharply and I saw a big object drop out. After a few moments I saw a parachute open and the a/a hit the sea.

Ammunition: 28 Cannon.
150 M/G.

.....
E. Fossum, 2/Ltn.

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Form 'F'
INDIVIDUAL COMBAT REPORT.
Capt. Lundsten.
Defensive Patrol.

39

- A. 12.3.43.
- B. 331(N) Sqdn.
- C. Spitfire IX.
- D. 0750.
- E. North Foreland to Calais.
- F. Hazy.
- G. NIL.
- H. NIL.
- J. 1 FW.190 Destroyed.
1 FW.190 Probable.
- K. NIL.

GENERAL: I was leading Blue Section and was detailed off to attack the "Hornchurch 190's". I chased these e/a, flying out to within a few miles of the French coast and was about 6-700 yds. behind a formation of about 10. They seemed to throttle back because I closed in very quickly and fired at one of them from about 100 yds. and after a few seconds burst it exploded and went into the sea. I then fired at another FW190 which had been flying line abreast with the first. I gave him a short burst and saw strikes on the fuselage followed by clouds of black smoke. He pulled up sharply and I had to break away because the remaining e/a were preparing to make attacks on me. I consider the second e/a would have been destroyed but I was unable to see its finish.

Ammunition: 72 Cannon.
195 M/G.

.....
S. Lundsten, Capt.

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40

Form 'F'
INDIVIDUAL COMBAT REPORT
F/Sgt. Olsen.
Defensive Patrol.

- A. 12.3.43.
- B. 331(N) Sqdn.
- C. Spifire IX.
- D. 0750
- E. Off Bradwell.
- F. Hazy.
- G. NIL.
- H. NIL.
- J. 1 FW.190 Damaged.
1 FW.190 Damaged (shared with 2/Ltn. Bjornstad).
- K. NIL.

GENERAL: I was White 2 and followed my No. 1 in an attack against a FW.190 and in my attack saw the volume of black smoke issuing from it and increase. Then, chasing several FW.190's out to sea I closed to about 350 yds. behind one and saw hits on the starboard side of the fuselage near the cockpit. The burst almost knocked the FW.190 into the sea but the pilot jerked the a/c out just in time. Having no more cannon ammunition and the FW.190 pulling away from me, I returned to base.

⁴mmunition: 288 Cannon.
70 M/G.

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Form 'F'
INDIVIDUAL COMBAT REPORT.
Lt. Sognes.
Defensive Patrol.

41

- A. 12.3.43.
- B. 331(N) Sqdn.
- C. Spitfire IX.
- D. 0750.
- E. Off Bradwell.
- F. Hazy.
- G. NIL.
- H. NIL.
- J. 1 FW.190 Destroyed,
2 FW.190's Damaged.
- K. NIL.

GENERAL: I was flying Yellow one and chasing the "Chelmsford 190's". On instructions from the Squadron commander I fired a short burst from 500 yds range at the rearmost e/a. The e/a started to turn and I closed in to 400 yds. and fired five or six short bursts. The e/a was down at sea level and it was easy to direct my fire. I saw cannon strikes and pieces fall off and this e/a was later seen by Maj. Birksted to crash into the sea. During this combat three other 190's came in from 8 o'clock. They turned port and I came in astern and fired at the first with a little deflection. I saw cannon strikes on the tail, Then fired at another one from dead astern, range 150 yds. and I saw explosions all over it. I then had to avoid one e/a just beneath me but as I got in on his tail I had to break away as I was fired at from behind.

Ammunition: 102 Cannon.
250 M/G.

.....
H. Sognes, Lt.

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S E C R E T .

Form 'P'
INDIVIDUAL COMBAT REPORT
Sgt. Larssen.

42

- A. 13.3.43.
- B. 331(N) Sqdn.
- C. Spitfire IX.
- D. 1520.
- E. Somme Estuary.
- F. Scattered Cloud.
- G. NIL.
- H. NIL.
- J.. 1 ME.109 Damaged.
- K.

GENERAL:

I was flying Yellow 2 on Ramrod 43, at 23000ft. after we had left the bombers and were coming out over the Somme Estuary about 4 ME 109's were sighted above and were flying past us towards the bombers. I followed my No. 1 as he broke port up towards the e/a. One of the e/a rolled over on his back and it appeared as he was going to dive straight down. However, he leveled out almost immediately a little ahead and below me. I banked over very steeply and at about 300 yds range gave him a 1½ secs burst with cannon and m.g., observing a few strikes on his port main plane. He then half rolled and went straight down. I did not follow him but climbed up in hopes of finding my leader. Failing to do so I hung on to another Sqdn., breaking away at Dover and landing to refuel at Manston.

Ammunition: Cannon 28
M/G. 100
Camera not on.

.....
F. Larssen, Sgt.

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43

Form 'F'
INDIVIDUAL COMBAT REPORT.

Ltn. Sognes.
Ramrod 43.

- A. 13.3.43.
- B. 331(N) Sqdn.
- C. Spitfire IX.
- D. 1520.
- E. Midchannel to Berck.
- F. Cloud 8/10 in various layers, mostly at 18000. Some medium.
- G. NIL.
- H. NIL.
- J. 1 FW.190 Damaged.
- K. NIL.

GENERAL: I was flying as Yellow 1 on Ramrod 43. We left the bombers and crossing the French coast we were attacked by 20 ME 109's and split up. As I was coming home, just outside the English coast 2 FW.190's came diving out of clouds, in front and to the left of me. I turned after them and followed them out below. They did not see me, and I pulled up, and from 400 - 300 yds. dead line astern I gave a long burst at the one flying to port. Pieces fell off port wing, and cannon strikes were seen. The one to the right turned up against me and I had to avoid a dog-fight as I was short of petrol.

Ammunition: 58 Cannon.
303 M/G.

.....
Ltn. Sognes.

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FORM "PF"
INDIVIDUAL COMBAT REPORT.

44

F/Sgt. Olsen, R.H.
RAMROD 51.

- A. 4-4-43.
- B. 334(N) Sqdn.
- C. Spit. IX.
- D. 1440 hrs.
- E. Rousen/Channel.
- F. Clear. Goodvisibility.
- G. Nil.
- H. Nil.
- J. 1 FW. prob. destroyed. 1 FW. 190 damaged.
- K. Nil.

GENERAL. I was flying as Yellow 4 on a sweep when at abt. 28000 ft. I saw a FW. 190 just below me at abt. 3000 ft. I immediately attacked and fired a short burst line astern at abt. 300 yds, I saw hits on his starboard wing. He rolled on his back and down to take evasive action, and as I got speed, I followed him down. I fired another burst at abt. 250 yds. and abt. 15 degs. deflection, seeing hits on the back part of the fuselage. I fired a third burst with the FW.190 going straight in a dive of abt 20 degs. and at abt 350 yds range. I saw hits all over the A/C with black smoke coming from the engine. A large piece from the port wing fell off, which I believe was the aileron as he flicked over and down. I could not see any fire or the A/C hit the ground as I had to break away as I was attacked by 3 FW. 190, and I was forced down to 0 ft. I broke around and did a head on attack on one, but did not see any hits. I got a glancing machine-gun bullet on my engine cover. At another attack I broke around in a climbing steep turn and blacked out but ~~was pulling tighter,~~ although I could not see and the A/C snapped in a spin at abt. 1500 ft. I immediately regained my sight, and took it out but before I regained my speed, I was attacked again and broke around but snapped into a spin again and got it out just above the trees. My attacking Hun overshot and landed right in front of me after I had taken my A/C out of the spin, but my frontglass was covered with mist from diving so I could not shoot. I had everything forward and headed for the Channel and I thought I had lost them, but just off the French Coast I saw splashes in front of my port wing and saw a FW. 190 up sun doing an attack on me. I broke around and he also broke around towards France. I managed to get into 400 yds. and fired a burst. I hit him just in back of the cockpit with cannon shell as it gave forth a red flash. He got out of range, and I again set course for England without any difficulty.

.....
Reidar Hove Olsen, F/Sgt.

FORM "F",
INDIVIDUAL COMBAT REPORT.

45

2/Lt. Bjornstad.RAMROD. 51.

- A. 4-4-43.
- B. 331(N) Sqdn.
- C. Spit. IX.
- D. 1440 hrs.
- E. Rouen/Channel.
- F. Clear. Good visibility.
- G. Nil.
- H. Nil.
- J. 1 FW. 190 destroyed.
- K. Nil.

GENERAL. I was flying as Yellow 1, weaving on top of the bombers coming out from Rouen, when 4 - 5 FW. 190 came in towards the bombers underneath me. I immediately broke down on them with my section. I got on the tail of one, range abt. 200 - 300 yds., and gave it several short bursts (slight port beam attack). I saw hits and many pieces fell off it, finally the rudder fell off, then the whole tail unit loosened and fell off. As I broke away, I saw it flicking down out of control.

Ammunition: Cannon: 178.
M/G 400.

.....
B. Bjornstad, 2/Lt.

INDIVIDUAL COMBAT REPORT.Sgt. Koren.

RAMROD, St.

- A. 4-4-43.
- B. 331(N) Sqdn.
- C. Spit. IX.
- D. 1440 hrs.
- E. Rouen/Channel.
- F. Clear. Good visibility.
- G. Nil.
- H. Nil.
- J. 1 FW. 190 damaged.
- K. Nil.

GENERAL. I was flying as Red 2, when I saw my Red No. 1 turn sharply to port and start to dive. I followed him. On the way down I saw one FW. 190 coming in on my port side, and about 2000 ft. below me. At the same time I saw another FW. slightly to port and well below me. I dived on him and overtook him rapidly. I opened fire at abt. 400 yds. from astern and kept firing, whilst closing in to abt. 250 yds. The aim was rather unsteady as I tried to overcome the shuddering of the A/C. I saw flashes on both wings, and pieces fell from them. I did not see what happened to the E/A, because I was attacked by another FW. 190 from behind, and so had to break away.

Ammunition: Cannon: 208
M/G 150

.....
G.K. Koren, Sgt.—

SECRET.

FORM "F".
INDIVIDUAL COMBAT REPORT.

47

Lt. Sognes.

CIRCUS 282.

- A. 13-4-43.
- B. 331(N) Sqdn.
- C. Spit. IX.
- D. 1640 hrs.
- E. Caen area.
- F. Mainly clear.
- G. Nil.
- H. Nil.
- J. 1 FW. 190 destroyed.
- K. Nil.

GENERAL: I was flying as Yellow 3. As we turned over the target, 8 FW 190 dived underneath us towards the close escort. I attacked them together with my No. 2. I shot at one with deflection, and it started to dive. I followed and gave it a number of short bursts from 300 yds. closing in. At 5000 ft. it started to give off white smoke and lost speed. As I fired at it from abt. 50 yds. above and behind, the whole plane exploded and covered my plane with oil. I could not see anything through my hood, so I went home on the deck.

Ammunition: 116/20 m.m.
250/303.

.....
Helge Sognes, Lt.

~~SECRET~~

FORM "F"
INDIVIDUAL COMBAT REPORT
Sgt. F. Eitzen

48

Circus 283.

(Norwegian Pilot)

- A. 16.4.43.
- B. 331 (N) Sqdn.
- C. Spitfire IX.
- D. 1430 hrs.
- E. Flushing area.
- F. Mainly clear over whole area. Visibility good.
- G. Nil.
- H. Nil.
- J. 1 P.W.190 Destroyed.

GENERAL: I was flying as Blue 2 at 24,000 ft. over Walcheren Island when Red 3 reported some E/A below us. I followed Blue 1 down, closing in on the E/A to the right. I started firing at 200 yards range. The E/A turned on its back. I saw a big sheet of flame coming up from underneath the cockpit. He went straight down into the sea. I saw three big splashes in the water altogether.

Ammunition: Cannon: 46.
M/G: 80.

.....
F. Eitzen, Sgt.

SECRET

FORM "F"
INDIVIDUAL COMBAT REPORT
2/Lt. Grundt-Spang, H.
CIRCUS 263.

49

(Norwegian Pilot)

- A. 16.4.43.
- B. 331 (N) Sqdn.
- C. Spitfire IX.
- D. 1430 hrs.
- E. Flushing area.
- F. Mainly clear over whole area. Visibility good.
- G. Wil.
- H. Wil.
- J. 1 F.W.190 Destroyed.

GENERAL: I was flying Blue 3 at 24,000 ft. over Walcheren, when Red 3 reported some E/A underneath us at about 12,000 ft. on a South/Westerly course. Blue 1 went down with his No. 2, and I followed with my No. 2. There were 3 huns flying almost line-abreast. I made for the port one, and had plenty of speed to overtake him. At a range of about 300 yards, I gave him a second burst and saw cannon-strikes on his starboard wing. He started to dive, but I half rolled and followed him quite easily though we had a colossal speed. After another 2 seconds burst, 30 degrees deflection being allowed, there was a terrific explosion in the F.W.190, a big orange flame came out of the cockpit, and big pieces flew in all directions. The rest of the E/A dived vertically into the sea. I went down to sea level, had to turn left to avoid a convoy just off Walcheren, went home and landed at base at 15.15 hrs.

Ammunition: Cannon: 192.
M/G: 260.

.....

H. Grundt-Spang, 2/Lt.

SECRET.

FORM "F".

50

INDIVIDUAL COMBAT REPORT.

CAPT. L. LUNDSTEN.

Circus 283.

- A. 16/4/43
- B. 331(N) Sqdn.
- C. Spit. IX
- D. 1625 hrs. approx.
- E. Abt. 5 miles W. of Flushing.
- F. Clear.
- G. Nil.
- H. Nil.
- J. One FW. 190 destroyed.
- K. Nil.

GENERAL. I was flying as Blue 1 when over Walcheren Island, Red 3 reported some huns at 3 o'clock below us. I saw them, and the whole of Blue section went down to attack them. We saw 3 FW 190's flying in line abreast, the port one a little ~~above~~ below. This was at 12000 ft. I attacked the middle one I started firing at abt. 800 yds. closing in to abt. 400 yds., when the FW 190 had an explosion and started burning. He went straight down. I saw afterwards three big splashes in the sea just off walcheren ~~Islands~~ Blue 2 & 3 also saw these splashes.

Ammo. used: 126/20 mm
170/303.

Capt Lundsten

SECRET.

FORM 'F'
INDIVIDUAL COMBAT REPORT.
Lt. Jorstad, N.
12 Group Ramrod 15.

51

- A. 2/5/43.
- B. 331(N) Squadron.
- C. Spitfire IX.
- D. 19.30 to 19.35 hrs.
- E. Over Walcheren Island.
- F. 8/10 cloud at 24,500 ft.
- G. Nil.
- H. Nil.
- J. 2 F.W. 190 Destroyed.
1 F.W. 190 Damaged.

GENERAL: I was flying as Yellow 3 on a Rodeo in the Walcheren area, having got as far as Tholen we turned port to return. After we had crossed the coast just north of Domburg, I saw 2 F.W. 190's beneath me and starboard. The main formation of the wing was then about 5 miles ahead of me. I dived on these two e/a, firing a 2 sec. burst at the one nearest to me. He flicked over and dived straight down going straight into the sea. His No. 2 broke to the left but I followed him, firing about a 3 sec burst and left him in a vertical dive at 12000 ft. in flames and leaving a column of black smoke behind him. About one-third of his starboard wing had broken off. I claim these two aircraft as destroyed.

I had to break off this engagement because 6 F.W. 190's attacked me from above and behind and in the general dog-fight which followed, the e/a appeared to take turns at attacking me. On one of them I saw hits on the port wing as I fired. Just as I was wondering what was going to happen, a Spitfire dived on to one of the e/a and shot it down.

I set course for home followed by the other Spitfire. Two of the e/a followed us for about 4 minutes and endeavoured to make attacks. After this I lost both the Spitfire and the e/a and returned alone landing at Bradwell.

AMMUNITION: Cannon: 280
M/G: 280

(Signed) N. Jorstad, Lt.

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FORM "F"
INDIVIDUAL COMBAT REPORT
Lt. Sognnes H.
12 Group Ramrod 15 (Norwegian Pilot)

52

- A. 2.5.43.
- B. 331 (N) Sqdn.
- C. Spitfire LX
- D. 1930-35
- E. Over Walcheren
- F. 8/10 cloud at 24,500 ft.
- G. Nil
- H. Nil
- J. 1 F.W.190 Destroyed

General: I was flying as Yellow 1 and fired at one F.W.190 using large deflection, but I did not see any result. A F.W.190 which attacked Blue section dived down in front of me and as he pulled up I attacked. He saw me and started diving again so I followed. From about 400 to 300 yards range, starting on the quarter and going in to dead astern, I fired several bursts. I saw cannon strikes on the fuselage and the aircraft started to smoke. I pulled out at 5,000 feet, when the E/A was diving vertically out of control. A few seconds afterwards, I saw a splash in the sea below me where the E/A would have gone in. This combat was at the northern tip of Walcheren.

I claim this E/A as destroyed.

Ammunition: Cannon: 86
M/G: 180

(Signed) H: Sognnes Lt.

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FORM 'F'
INDIVIDUAL COMBAT REPORT.
2/Ltn. H. Grundt-Spang.

53

CIRCUS 294.

- A. 4/5/43.
- B. 331(N) Squadron.
- C. Spitfire IX.
- D. 19.50 to 19.55 hrs.
- E. Mouth of Somme.
- F. 10/10ths cloud 24000 ft. starting at French coast extending inland.
- G. Nil.
- H. Nil.
- J. 1 Me. 109 Destroyed.

GENERAL: I was Blue 3 and seeing two groups of Me. 109's below told the squadron and they followed in the attack and chose the port side group of e/a. I closed in to 100 yds. and fired two short bursts using about 10 degs. deflection. At the second burst the e/a exploded and went into the sea in flames. About 2 seconds afterwards I saw another e/a go into the sea about 1000 yds. from where my e/a went in.

AMMUNITION: Cannon: 26.
M/G 50.

Cine-gun carried and exposed. Ref: 331/4/5/0.

(Signed) H. Grundt-Spang, 2/Ltn.

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FORM 'F'
INDIVIDUAL COMBAT REPORT.
Sgt. T. Larssen.
CIRCUS 294.

54

- A. 4/5/43.
- B. 331(N) Squadron.
- C. Spitfire IX.
- D. 19.50 to 19.55 hrs.
- E. Mouth of Somme.
- F. 10/10ths cloud 24,000 ft. starting at French coast and extending inland.
- G. Nil.
- H. Nil.
- J. 1 Me. 109 Destroyed.

GENERAL: I was flying as Yellow 4 and followed Yellow 3 down to attack the Me.109's. Yellow 3 overshot the port section of E/A and as one of them broke to starboard I fired a long burst using about one ring deflection, followed by two short bursts. Throughout the firing I saw many strikes on the wing and fuselage and then, trying to keep deflection with 450 m.p.h. on the clock I blacked out. When I next saw the E/A it was going down almost vertically pouring white smoke. This combat took place at the same time as Blue 3 who saw two E/A go into the sea. I therefore claim this E/A as destroyed.

Ammunition: Cannon: 64.
M/G 120.

Cine gun not carried.

(SIGNED) T. Larssen. Sgt.

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INDIVIDUAL COMBAT REPORTS.

Captain L. Lundsten.

CIRCUS 294.

- A. 4/5/43.
- B. 331(N) Squadron.
- C. Spitfire IX.
- D. 19.50 to 19.58.
- E. Mouth of Somme.
- F. 10/10ths. cloud 24000 ft. starting at French coast and extending inland.

GENERAL: I was Blue 1. Blue 3 dived on the first lot of e/a and I tried to take the second lot. When I was about 1000 yds. behind the last one, the Me. 109's must have seen me as they started to dive. I followed and closed to about 4 - 500 yds. and fired a short burst seeing strikes on the port wing and a piece fall off. I then had to break away.

I claim the e/a was damaged.

AMMUNITION: Cannon: 18.
M/G: 50

Cine-camera gun carried and exposed. Ref: 331/4/5/X.

(signed) L. Lundsten, Capt.

SECRET

FORM "F"
INDIVIDUAL COMBAT REPORT
E/Sgt. R.H. Olsen.

56

Circus 294

(Norwegian Pilot)

- A. 4.5.43.
- B. 331(N- Sqdn.
- C. Spitfire IX
- D. 1950-5
- E. Mouth of Somme.
- F. 10/10ths. cloud 24,000 ft. starting at French coast and extending inland.
- G. Nil
- H. Nil
- J. 1 Me.109 Destroyed.

GENERAL: I was Yellow 3 and diving on the port section of E/A, I overshot. When I pulled up I was above at about 23,000 ft. I then saw a Spitfire and flew to join up when a Me. 109 attacked me from port astern. I turned towards the attack and after about one-and-a-half turns I was in behind the E/A which started to go down in a 45 degs. dive skidding from side to side. I followed and fired three short bursts. On the third burst there was a large burst of flame from the cockpit, lots of pieces thrown out and clouds of black smoke. It then went down vertically leaving a column of black smoke. I followed and pulled out at 15,000 ft. my perspex then misted over. I wiped the perspex and looked again. The drifting smoke went down to the sea where there was a white foamy patch.

I claim the E/A was destroyed.

Ammunition: Cannon: 115
M/G: 120

Cine gun not carried.

(Signed) R.H. Olsen. E/SGT.

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FORM "F"
INDIVIDUAL COMBAT REPORT
Lt. H. SOGNES.

57

Circus 294. (Norwegian Pilot)

- A. 4.5.43.
- B. 331 (N) Sqdn.
- C. Spitfire IX
- D. 1950-5
- E. Mouth of Somme
- F. 10/10ths. cloud 24,000 ft. starting at French coast and extending inland.
- G. Nil
- H. Nil
- J. † Me 109 damaged

GENERAL: I was Yellow 1 and took the section down with the rest of the Sqdn. to attack the Me.109's. I fired at one at 200yards range and it started to dive. I followed firing several short bursts from dead astern and saw cannon strikes all over the fusilage. I pulled out at 12000ft. because my speed was very high. The E/A was then diving vertically.

As I looked for the rest of the Sqdn. I saw a dogfight between a Spitfire and a Me.109, then seeing a large explosion in the cockpit of the E/A which was diving steeply.

Ammunition: Cannon: 61
M/G: 110

Cine gun carried and exposed. Ref: 331/14/S/D.

(Signed) H. Sognes. Lt.

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FORM 'F'
INDIVIDUAL COMBAT REPORT.
Ltn. N. Jorstad.

58

CIRCUS 294.

- A. 4/5/43.
- B. 331(N) Squadron.
- C. Spitfire IX
- D. 19.50 to 19.55 Hrs.
- E. Mouth of Somme.
- F. 10/10ths cloud 24000 ft. starting at French coast and extending inland.
- G. Nil.
- H. Nil.
- J. 1 Me. 109 damaged.

GENERAL: I was Red 5 and when the Red section dived on the Me. 109's I fired a 2 sec. burst with deflection, at the rearmost e/a from slightly above in a port turn. I saw several strikes on the port wing but I had to break away as I almost collided with a Spitfire beneath me. I then saw the e/a flick over and spiral down.

AMMUNITION: Cannon: 18.
M/G: 50.

Cine-gun not carried.

(Signed) N. Jorstad, Ltn.

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FORM 'F'
INDIVIDUAL COMBAT REPORT.
Ltn. N. Jorstad.

58

CIRCUS 294.

- A. 4/5/43.
- B. 331(N) Squadron.
- C. Spitfire IX
- D. 19.50 to 19.55 Hrs.
- E. Mouth of Somme.
- F. 10/10ths cloud 24000 ft. starting at French coast and extending inland.
- G. Nil.
- H. Nil.
- J. 1 Me. 109 damaged.

GENERAL: I was Red 3 and when the Red section dived on the Me. 109's I fired a 2 sec. burst with deflection, at the rearmost e/a from slightly above in a port turn. I saw several strikes on the port wing but I had to break away as I almost collided with a Spitfire beneath me. I then saw the e/a flick over and spiral down.

AMMUNITION: Cannon: 18.
M/G: 50.

Cine-gun not carried.

(Signed) N. Jorstad, Ltn.

SECRET

FORM "F"
INDIVIDUAL COMBAT REPORT
Lt. H. Sognnes
Circus 296

59

- A. 13.5. 43.
- B. 331 (N) Sqdn.
- C. Spitfire IX:
- D: Approx. 1220 hrs.
- E. St. Omer - Cassel area.
- F. Mainly clear over whole area - visibility good.
- G. Nil.
- H. Nil.
- J. 1 F.W.190 Destroyed.

GENERAL: I was flying as Yellow 3 and after Appledore had reported bandits near Dunkirk I sighted about 15 aircraft at 11 o'clock below and reported them to the Wing leader. They turned left and passed underneath. I went down with 331 Squadron and fired at one F.W.190 from 350 yards range, seeing cannon strikes in starboard wing root. It went over on its back, started to burn underneath the fuselage and then went down vertically with the flame spreading. I then had to break away as a F.W.190 was attacking me from behind. On the way down I saw a Spitfire flying straight and level with white smoke issuing from it. Suddenly the whole plane was a ball of fire and it went spinning down. I was about 500 yards away and did not see the pilot bale out.

I claim 1 F.W.190 Destroyed.

Ammunition: Cannon: 20. M/G: 60.

Cine film exposed.

(Signed) H. Sognnes, Lt.

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FORM "F"
INDIVIDUAL COMBAT REPORT

60

Sgt. G. Gram
CIRCUS 296.

(Norwegian Pilot)

- A. 13.5.43.
- B. 331(N) Sqdn.
- C. Spitfire IX.
- D. Approx. 1220 hrs.
- E. St. Omer - Cassel area.
- F. Mainly clear over whole area - visibility good.
- G. Nil.
- H. Nil.
- J. 1 F.W.190 Destroyed.

GENERAL: I was flying as Blue 2 on Circus 296. After being vectored by Appledore we sighted the enemy and 331 squadron dived on them. I got on the tail of a F.W.190 and fired a short burst from about 20 degs. above and astern. I saw his undercarriage come down. I gave him a second burst and the E/A caught fire. I saw the pilot bale out but his parachute did not open. At about the same time a parachute was seen by Blue 3 at 17,000 feet, still unopened, position approximately 15-20 miles south of Dunkirk.

I claim 1 F.W.190 Destroyed.

Ammunition: Cannon: 86. M/G: 150

Camera switched on but patch ~~XXXX~~ left over aperture and film not exposed.

(Signed) G. Gram, Sgt.

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FORM "F"
INDIVIDUAL COMBAT REPORT
Lt. H. Sognnes
RAMROD 71.

61

- A. 13.5.43.
- B. 331(N) Sqdn.
- C. Spitfire IX.
- D. 1620-1640 hrs.
- E. Between Berck and Albert.
- F. Clear and whole area - visibility good.
- G. Nil.
- H. Nil.
- J. 1 F.W.190 Probably Destroyed.
1 F.W.190 Damaged.

GENERAL: I was flying as Yellow 3 and on the way in to the two F.W.190's came in to attack the bombers head on. I fired a one second burst from 300 yards head on at one and saw a cannon shell explode close to the cockpit. A large piece of the F.A. probably the hood, fell away and the F/A then rolled over and went down as if out of control. Just as we were nearing the French coast on the way out I saw several F.W:190's attacking four Spitfires below and I went down and fired at one from about 300 yards eastern seeing cannon strikes on its port wing.

Ammunition: Cannon: 54. M/G:100
Cine film exposed.

Signed:
H. Sognnes, Lt.

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SECRET.FROM "F"
INDIVIDUAL COMBAT REPORT.

62

Capt. T. Weisteen.CIRCUS 297.

Norwegian Pilot.

- A. 15.5.43.
- B. 331 (N) Sqn.
- C. Spitfire IX.
- D. Approx. 1710 hrs.
- E. Just north of Amiens.
- F. Clear, visibility good.
- G. Nil.
- H. Nil.
- J. 1 FW. 190 Damaged.

GENERAL. I was flying as Yellow 1 in 331 Sqn. We were approaching Poix at 24,000 ft. when we got vectors from Appledore and turned N.E. E/A were reported at same height and we continued to climb. E/A were reported to be coming towards us travelling S.W. about 3 miles north of us. Soon after we had turned N.W. Yellow 1 of 332 called up and said he was diving down to port. 331 also went down and L closed in on port side of formation of 8 FW.190's travelling SE. at 21,000 ft. I was unable to close before the E/A saw us and the 4 on the left turned to port while the other four went to starboard. The leading E/A turned right round and came head on at me. I opened up at about 400 yds. with all guns giving 1½ sec. burst before having to break away to port. I saw no results but my No.2 Sgt. Thuleen, saw hits on port wing. I then turned starboard and climbed into sun and reformed with rest of wing.

I claim 1 FW. 190 Damaged.

Arms. Cannon: 32. M/G: 60. No cine camera fitted.

T. Weisteen, Capt.

Secret.

FORM "F"
INDIVIDUAL COMBAT REPORT
MAJOR H. MEHRE.
CIRCUS 297

331/3

63

Norwegian Pilot.

- A. 15.5.43.
- B. 331 (N) Sqdn.
- C. Spitfire IX.
- D. Approx. 1710 hrs.
- E. Just north of Amiens.
- F. Clear, excellent visibility.
- G. Nil.
- H. Nil.
- J. 1 FW. 190 Destroyed.

GENERAL. I was leading Wing and when E/A were sighted passing just behind and 6/7,000 ft. below, I ordered 331 to dive down and 332 to follow. Red Sec. 331 being a little ahead dived on the starboard side of the first box of 8 E/A. E/A apparently saw us when we were about 800/1000 yds. away. 4 E/A to port broke left while of the 4 to starboard two dived straight down after rolling over. I attacked No.2 on starboard side which tried to take evasive action by using ailerons only. I opened fire at 400 yds. range from 5/10 degrees astern. E/A started pouring white smoke and later black smoke and I saw a small flame from underneath fuselage. I then had to break owing to other E/A coming in from behind. Yellow 1 (Capt. Ryg) of 332 Sqn. saw an E/A explode in mid-air at the time of my attack and the pilot was not seen to bale out.

I claim 1 FW. 190 Destroyed.

Ammu. Cannon: 100. M/G: 200. - No cine film fitted.

H. Mehre, Major. D.F.C.

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FORM 'F'.
INDIVIDUAL COMBAT REPORT.
Ltn. Gran, M.
CIRCUS 29

64

- A. 17/5/43.
- B. 331(N) Squadron.
- C. Spitfire IX.
- D. 1300 Hrs.
- E. 10 Miles N. of Guernsey.
- F. Clear. Vis. very good.
- G. Nil.
- H. Nil.
- J. 1 F.W. 190 destroyed.
1 F.W. 190 damaged.
- K. Nil.

GENERAL: I was flying Blue 3. We joined up with last box of bombers flying at 22000 ft. and we were 5000 ft. above them. About 20 miles north of Guernsey I saw 1 F.W. 190 at 20,000 ft. diving south towards French coast. I called up and said Blue 3 and 4 are going down and I dived after e/a and as we closed in I saw another one about 100 yds. in front and slightly to starboard of first e/a. I opened fire at the first one at 500 yds. seeing no results. I then saw two more F.W. 190's in line abreast at 12000 ft. coming in from starboard and in front. I opened fire on the one to starboard from 300 yds. and saw strikes on engine and cockpit. E/a completed a flick roll and spun down and I saw it go straight into the sea. The other one started violent evasive action in front of me flick rolling over on its back and diving. I managed to get in a short burst at it from 300 yds. and saw strikes on starboard wing. He disappeared before my nose and I lost sight of him. I pulled away and flew back independently landing at Bolt Head. My No. 2 saw the splash of the e/a that went into the sea and was also seen by Blue 1 and 2. Just after I had attacked the second e/a and was pulling away I saw another splash which was the e/a destroyed by Blue 4 (2/Ltn Bache)

I claim 1 F.W. 190 Destroyed.
1 F.W. 190 Damaged.

AMMUNITION: Cannon: 120
M/G: 310
No Cine-camera fitted.

(Signed) M. Gran, Ltn.

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FORM 'F'
INDIVIDUAL COMBAT REPORT.
2/Ltn. Bache, K.
CIRCUS 29.

65

- A. 17 $\frac{1}{2}$ 5. 43.
- B. 331(N) Squadron.
- C. Spitfire IX.
- D. 1300 Hrs.
- E. 10 miles N. of Guernsey.
- F. Clear - Vis. Very good.
- G. Nil.
- H. Nil.
- J. 1 F.W. 190 Destroyed.
- K. Nil.

GENERAL : I was flying Blue 4 in 10 Group Circus 29 and when Blue 3 said he was going down after e/a I followed. I placed myself to starboard of Blue 3 and slightly below. By the time we got within range of about 400 yards of 2 e/a, I had overtaken Blue 3 so when he went for the 2a/c which came in from starboard I continued chasing the nearest of the first two. I thought my chances of overtaking it was rather small so when I got within 400 yards I fired a short burst from dead astern followed by another 2 second burst. I saw no hits but believe I must have hit him as he slowed down enabling me to close in. He took no evasive action however. I then started firing 2 second bursts and had plenty of time to correct my shooting as he was still flying straight. My last burst of about $\frac{3}{4}$ sec. hit him right in the middle of fuselage and I saw a big flash just as my cannon ammunition was exhausted. Flames enveloped cockpit and it turned slowly on his back. As there were other e/a round I broke away in a shallow dive towards the sea looking over my right shoulder and finally saw him go into the sea. The splash was also seen by Blue 3 as well as Blue 1 and 2. I then flew back independently landing at Harrowbeer at 13.45 hrs. My right wing was splashed with oil from the e/a.

I claim 1 F.W. 190 destroyed.

AMMUNITION: Cannon: 288
M/G : 325
Cine-film exposed: 5 ft.

(Signed) K. Bache, 2/Ltn.

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SECRET

FORM "F"

331/10.

66

INDIVIDUAL COMBAT REPORT.

F/Sgt. R.N. Olsen.
Circus 311.

- A. 17.6.43.
- B. 331 (N) Squadron.
- C. Spitfire IX.
- D. 0945.
- E. Flushing Area.
- F. 5/10ths. cumulus with tops about 14,000 ft. Ground haze up to 4,000 ft. Visibility above cloud good.
- G. NIL.
- H. NIL.
- J. 1 F.W. 190 destroyed.

GENERAL: I was flying as Yellow 3 and we were flying S.W. and right over Flushing area at 31,000 ft. The W/Cmdr. ordered 332 Sqdn. down on a bunch of F.W. 190's who were flying right over some cumulus clouds and were very plain to see. Another bunch of F.W. 190's came back in of the first bunch, and Yellow 1 started to dive and I followed. I picked out 2 F.W. 190's and fired closing to a hundred yards, but missed. I then followed them in a turn and saw Yellow 1 on the tail of one F.W. 190 and saw him hit him on the wings and then in the fuselage, black smoke came pouring out and a perfectly square plate fell off. I then made an inside turn and came out on the tail of the other, I fired at about 400 to 300 yds. on him and saw ~~two~~ two cannon hits on the fuselage and a small amount of black smoke came out. I then was right next to the F.W. 190 that Yellow 1 fired on and I throttled back and fired a burst at about 50 to 100 yds. about 20 degrees deflection and got a hit on his port wing. I didn't follow him as I had no more ammunition. This aircraft was flying very slowly and shot up so terrifically that even though the pilot was allright it is doubtfull if he would get very far in this aircraft. I then looked at the first one I fired on and he rolled on his back jettisoned his hood and bailed out, he bailed out over the Island of Walcheren and was drifting east.

.....
R. H. Olsen, F/Sergeant.

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FORM "F"
INDIVIDUAL COMBAT REPORT

331/11

67

Sgt. P. Thulin.
Circus 311.

(Norwegian Pilot)

- A. 17.6.43.
- B. 331 (N) Squadron.
- C. Spitfire IX.
- D. Approx. 0945.
- E. Flushing Area.
- F. 5/10 cumulus with tops about 14,000 ft. Ground haze up to 4,000 ft. Vis. above cloud good.
- G. Nil.
- H. Nil.
- J. 1 F.W. 190 Damaged.

GENERAL: I was flying Yellow 2 when in the Flushing area enemy A/c were reported 3 o'clock below. 332 Sqdn. went down and we went down after as top cover. My No 1 (Capt. Heglund) came on the tail of some F.W. 190's that were following 332. He shot at one and I saw it hit. The enemy A/C did a complete roll, I saw a piece of cowling fall off and heavy black smoke was pouring from it. The E/Aircraft then went in a steep dive. Then I saw an F.W. 190 on my port and went after it. I closed in to about 400 yds. and fired. I saw hits on port wing and then my cannons stopped firing. The enemy A/C turned on its back and went into cloud. I then circled around trying to find the Sqdn. again but I didn't find them. I then flew in the clouds until I had crossed the coastline. I dived to sea level and finding Yellow 3 (E/Sgt. Olsen) we returned to base together.

I claim 1 F.W 190 Damaged.

.....
P. Thulin, Sgt.

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FORM "T"
INDIVIDUAL COMBAT REPORT

331/11

67

Sgt. P. Thulin.

Circus 311.

(Norwegian Pilot)

- A. 17.6.43.
- B. 331 (N) Squadron.
- C. Spitfire IX.
- D. Approx. 0945.
- E. Flushing Area.
- F. 5/10 cumulus with tops about 14,000 ft. Ground haze up to 4,000 ft.
Vis. above cloud good.
- G. Nil.
- H. Nil.
- J. 1 F.W. 190 Damaged.

GENERAL: I was flying Yellow 2 when in the Flushing area enemy A/c were reported 3 o'clock below. 332 Sqdn. went down and we went down after as top cover. My No 1 (Capt. Heglund) came on the tail of some F.W. 190's that were following 332. He shot at one and I saw it hit. The enemy A/C did a complete roll, I saw a piece of cowling fall off and heavy black smoke was pouring from it. The E/Aircraft then went in a steep dive. Then I saw an F.W. 190 on my port and went after it. I closed in to about 400 yds. and fired. I saw hits on port wing and then my cannons stopped firing. The enemy A/C turned on its back and went into cloud. I then circled around trying to find the Sqdn. again but I didn't find them. I then flew in the clouds until I had crossed the coastline. I dived to sea level and finding Yellow 3 (P/Sgt. Olsen) we returned to base together.

I claim 1 F.W 190 Damaged.

.....
P. Thulin, Sgt.

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SECRET

FORM "F"
INDIVIDUAL COMBAT REPORT
Captain S. Heglund.
Circus 311.

331/42

(Norwegian Pilot)

68

- A. 17.6.43.
- B. 331 (N) Squadron.
- C. Spitfire IX.
- D. Approx. 0945 hrs.
- E. Flushing Area.
- F. 5/10 cumulus with tops about 14,000 ft. Ground haze up to 4,000 ft. Vis. above cloud good.
- G. Nil.
- H. Nil
- J. 1 F.W. 490 Probably Destroyed.

GENERAL: I was flying as Yellow 1 at 31,000 ft. above Flushing 332 reported E/A at 3 o'clock below and dived for them. 331 stayed as top cover. Behind the bunch of F.W.190's which 332 attacked I saw another bunch of about 8 and as I thought they would probably come in behind 332 I dived down with Yellow section to break them up. When reaching 20,000 ft. and changing over to low super charged speed my engine started searching a lot and sometimes stopped all together. When ending up behind two F.W.190's at approx. 18,000 ft. my A/C was very difficult to handle and I had to break off the attack. My engine then improved a bit and I turned in behind another pair of 190's. I fired two short bursts from 400 yds. at one of these but missed owing to evasive action. Then at about 300 yds. from eastern and a little below I got in a good burst ~~from~~ of about 4 secs. There was a big explosion in the fuselage and a large piece fell off. The A/C let out heavy black smoke and I thought he was finished and attacked the other one with a short burst but I missed because of very violent evasive action. I saw Yellow 2 and 3 go after him at the same time as I saw the first A/C I fired at dive steeply down with a long trail of black smoke in the same direction. Being alone I thought it wise to go home as there were several 190's around so I dived down over coast through patches of cloud, followed by 4 Huns as far as the middle of channel.

I claim 1 F.W. Probably Destroyed.

.....
S. Heglund, Capt.

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FORM "T"
INDIVIDUAL COMBAT REPORT.
Lt. N.K. Jørstad.
Ramrod 103.

331/13.

69

(Norwegian Pilot)

- A. 24.6.43.
- B. 331 (N) Squadron.
- C. Spitfire.IX.
- D. 1205-1210.
- E. St. Omer Area.
- F. 3/10 cloud layer at 5,000 ft. Clear above. Vis. good.
- G. Nil
- H. Nil
- I. 1 P.W. 109 Destroyed.

General: I was flying as Rooster Yellow 3 on Ramrod 103. At 29,000 ft. approx. over St. Omer and whilst the Squadron was flying N. to N.N.E., Yellow 1 made a diving quarter attack to port on some P.W.190's about 10,000 ft. below us. I singled out one of the rear ones of that bunch and gave him a very short burst from dead astern, range 200 yards. I believe I hit his port wing with M/G but I make no claim on this E/A. I then pulled sharply up climbing in a westerly direction. At 17,000 ft. I made a half turn to port - 180°. I saw several small formations of E/A at various heights below me, mostly bunches of 4. I continued to turn port and then sighted a section of 2 P.W.190'S flying in open line astern towards Le Touquet, 7,000 ft. below me. I dived from behind on these. It was my intention to fire on the rear E/A but as my speed was rather great I made a couple of S. turns. I next found myself in position astern and about 15° to the port of E/A No. 1 with E/A no. 2 300 to 400 yards to the left and slightly in front of me. I opened fire on E/A no. 1 closing from 350 yards to 50 yards. I saw strikes on both wings, on the rear part of fuselage and in front of the cockpit. That E/A went spinning down with large flames licking the whole fuselage and smoke pouring from it. E/A No. 2 then started to fire at me. I pulled up in a steep climbing turn to port; E/A followed me for a short while, then dived down again. I continued to climb and rejoined the Squadron over Calais at about 24,000 ft.

.....
N. K. Jørstad, Lt.

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AIR 2/1/1/2/

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SECRET

Form "F"

331/14

70

2/14. F. Fearnley.

PERIOD 103

1. 24.6.43
2. 331 (N) Squadron.
3. Spitfire IX
4. 1205 - 1210.
5. St Omer Area.
6. 3/10 cloud layer at 5,000 ft. Clear above. Vis. good.
7. Nil
8. Nil
9. 1 F.W. 190 Damaged.

GENERAL I was flying as Blue 2 in 331 squadron in period 103 and took off at 11,25 hrs. At about 12,05 hrs. we engaged several times and Blue Leader went down and broke away attacking the last one of a line astern formation of three F.W. 190's. I got him into range about 250 yds. closing into about 150 yds. giving him from three to one ring deflection as my angle of attack was about 70 deg.. I shot two very short bursts and could not see any results of any of any of them as he was underneath the cowling. In my steep turn to get deflection I started to black out and broke away, seeing him one inverted dive with his starboard elevator plane shot away, he disappeared in that position in cloud, height about 5-6,000 ft. I returned to Minston and landed there at 12,45 hrs.

(Signed) F. Fearnley

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AIR 27/1727

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INDIVIDUAL COMBAT REPORTLt. M. GranRamrod 103

- A. 24.643
- B. 331 (N) Squadron
- C. Spitfire IX
- D. 1205 - 1210
- E. St Omer Area
- F. 3/10 cloud layer at 5,000 ft. Clear above. Vis good.
- G. Nil
- H. Nil
- J. 1 F.W. 190 Probably Destroyed.

General I was flying as Blue 1 when I saw 4 F.W.190's on my starboard side below orbiting starboard I dived and attacked one, using cannons only from 200 yds and saw strikes on the port wing tip which broke off, I fired another burst and saw strikes round the cockpit and saw some glittering stuff come off as if his hood/parapet was hit. The E/A turned slowly over on his back and went into a dive, disappearing under cloud at 5,000 ft. still in the same dive.

(Signed) M. Gran. Lt.

Secret

Form "P"

331/16 72

INDIVIDUAL COMBAT REPORT

Lt. E. Rverrod

Number 103

(Norwegian Pilot)

- A. 24.6.43
- B. 331 + (N) Sqdn.
- C. Spitfire IX.
- D. 1205-1210
- E. St Omer Area.
- F. 3/10 cloud layer at 5,000 ft. clear above. Vis. good.
- G. Nil
- H. Nil
- J. 1 F.W. 190 Damaged

GENERAL. I was flying as Blue 5. At about 1200 hrs at 28,000 ft. a big formation of E/A was reported to starboard approx. 10,000 ft. below, flying west. The bottom squadron broke down to starboard and we followed. After the E/A broke round to port. I dived on three of them and attacked the rearmost and opened fire from 10 deg. astern starboard at about 400 yds. I saw strikes on his port wing. He broke hard to starboard and I gave him two long bursts with good deflection at about 200 yds. The nose of the E/A was the only thing I could see. Owing to the deflection and short range. Then he suddenly pulled up steeply and rolled to port and dived down. I did not see him again as I was attacked from behind.

(Signed) E. Rverrod.

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FORM "F"

INDIVIDUAL COMBAT REPORT

Major Mehre - Wing Commander Flying, North Weald.
Norwegian

73

- A. 27.6.43.
- B. North Weald Wing.
- C. Spitfire IX.
- D. 0945.
- E. Flushing Area.
- F. 8/10 - 2/12,000 ft. Visibility good.
- G. Spinner damaged by pieces of perspex.
- F. Nil
- J. 1 F.W. 190 Destroyed. 1 F.W. 190 Damaged.
- K. Nil.

GENERAL. I was leading the wing, flying with 332 (N) Sqdn. at 22,000 feet with 331 Sqdn. 2,000 ft. above. When over Haamstede at approximately 0932 hrs. Ground Control reported six plus bandits in the Flushing area, no heights. The wing continued eastwards for about three minutes when twenty plus bandits at 25,000 ft. in the Flushing area were reported by Control. Assuming the latter were probably friendly as we were in the area I turned on to 190° towards Goes. Immediately afterwards Control reported nine plus bandits climbing towards Flushing, about 15 miles south of the wing. The wing continued to climb into sun and a few minutes later, approx over Goes, huns were seen to starboard far below at about 14,000 ft. 332(N) Sqdn. which was then at 29,000 ft. went down to attack, 331 Sqdn. following on top. The front lot of huns were flying five or six inline abreast and echeloned to starboard with another three almost line abreast a little behind to the left. As we approached the huns (all F.W. 190's) they turned to port and I opened fire on one at approx. 300 yds. closing to 150, seeing cannon strikes all over the cockpit, engine and tail. Large pieces from the cockpit were soon falling off and then the entire hood and a round thing about the size of a mans hand came away. A piece of the tail also broke off. The A/C slowly went over on its back with smoke and flames and spun down. As I broke away I saw another F.W. 190 to the starboard and opened fire at approx. 350 yards with 30° deflection. A large piece broke off the tail. He turned away to port and as my speed was still very high I could not follow round so pulled up. A little later I ordered the wing to reform and went westwards. A few miles of the Dutch coast I led 332 (N) Sqdn. down to sea level and flew home in a wide line abreast, searching for the bomber crew previously reported in the sea. No sign of it was seen. The F.W. 190's I saw had ~~XXX~~ a light grey/blue camouflage with the usual black/white crosses.

H. Mehre, Major.

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FORM "F"
INDIVIDUAL COMBAT REPORT

331/17

74

Sgt R. Dogger.
RAMROD 117.

(Norwegian Pilot)

- A. 1. 7. 43.
- B. 331 (N) Squadron.
- C. Spitfire IX
- D. 1530 hrs
- E. Ypres area
- F. 5/10 cumulus up to 15,000 ft.
- G. Nil
- H. MTL
- J. 1 F.W.190 Damaged.

GENERAL: I was flying as red 2. Our squadron being at about 26,000 ft. jumped approximately 12 F.W.190's which were flying at about 15,000 ft. over 10/10ths of cloud. The Wing Commander attacked the leader, and I attacked it's No. 2. They started to turn to the right and I opened up at approximately 300 yds. Our speed being very high I gave him a long burst and then a short one. I saw hits on his left wing before overshooting. I pulled up in a sharp turn to the left, but not being able to find the wing I climbed up to 32,000 ft. and went home alone. Yellow 2, 2/Lt. Larsen reported when landing that he had seen hits on the left wing and left side of the fuselage before it dived into the clouds.

(Signed) R. Dogger, Sgt.

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FORM "F"

11/18

75

INDIVIDUAL COMBAT REPORT

2nd Lt. R.H. Olsen

RAMROD 117

(Norwegian Pilot)

- A. 1. 7. 43.
- B. 334 (N) Squadron.
- C. Spitfire IX
- D. 1530 hrs
- E. Ypres area
- F. 5/10 cumulus up to 15,000 ft.
- G. Nil
- H. Nil
- J. 1 F.W.190 Destroyed.

GENERAL: I was flying as red 4 and the W/Cdr. who was red 1 ordered our squadron down on approximately 12 F.W.190's who were flying just above 10/10 cloud at about 15,000 ft. Red section dived down on the port Huns and I saw two F.W.190's take a climbing turn to starboard into the sun. I had a lot of speed from the dive down on them so I throttled right back and pulled around after the two F.W.190's. I lost my sight in the sun and when I gave of on the control column I could see the two F.W.190's right in front of me. I fired a short burst but missed; I fired a second burst at about 30 deg. and one-and-a-half ring and saw cannon hits in the starboard wing roots, hits in the fuselage in front of the tail and hits on his left wing. I fired a third burst but missed as the aircraft started to skid and dive to starboard in about a 60 deg. dive I still had a little more speed than the F.W.190 and I closed right in to 100 yds. and he stoped skiding and just dived with the sun behind him. I was at an angle of 10 or 15 deg and I gave him half a ring deflecti- on and saw the cannon shells blowing practically the whole of the right off his cockpit, and going into the cockpit from above and blowing the cockpit cover off. Flames started to come out of the cockpit and the aircraft went right into the cloud vertically after having done a quarter roll. The other F.W.190 was flying about 50 yds. in front and to port of the F.W.190 I was firing at and was now going to fast for me. I pulled up and started to climb into the sun to see my squadron but could not see them so I kept climbing to 30,000 ft. and went home.

(Signed) R.H. Olsen. 2/Lt.

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FORM "P"
INDIVIDUAL COMBAT REPORT
Capt. S. Heglund.
RAMROD 117

331/19 76

(Norwegian Pilot)

- A. 1.7.43
- B. 331 (N) Squadron
- C. Spit. IX
- D. 1530 hrs.
- E. Ypres area
- F. 5/10 cumulus up to 15,000 ft.
- G. Nil
- H. Nil
- J. 1 F.W. ~~190~~ Probably Destroyed.

GENERAL E/A were seen and reported in the Ypres area flying at 15,000 ft. Red and blue sections dived on them in a right hand turn. I was leading Yellow section and followed cutting the corner. The E/A broke right when attacked and I picked out a F.W.190 but had a hard time to follow him as my speed was too high. The light in my reflector sight went out when I started firing and I had to continue using free judgment and hoped for the best. I closed to 300-400 yards as the E/A dived steeply to starboard heading for the clouds. I made a 10-20 deg. attack from above and to starboard. My first burst missed, but during the later burst I saw strikes behind the cockpit and a small explosion. Bits broke away from the fuselage and the E/A dived even more steeply into cloud at 4,000-5,000ft. trailing smoke. I broke steeply to starboard when I saw two F.W.190's on my tail and flew home in clouds at 2000ft.

(Signed) S. Heglund. Capt.

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FORM "F"
INDIVIDUAL COMBAT REPORT
Major R.A. Berg. D.F.C.
Ramrod 144

331/20

77-

(Norwegian Pilot)

- A. 16. 7. 43.
- BE 331 (N) Squadron.
- C. Spitfire. IX
- D. 2010 hrs
- E. Abbeville Area.
- F. Good visibility.
- G. Nil
- H. Nil
- J. 1st F.W.190 Probably destroyed.
- K. Nil

GENERAL: I was flying as RED 1. After having crossed the French coast at Point D'Ailly at 22,000 ft. we were immediately ordered to the target area, Abbeville, where we patrolled for some time. Doing a starboard orbit over the area 7-10 F.W.190's dived on 332 (N) Sqdn. red and yellow section, and after giving a warning I turned and attacked the leading F.W.190, Giving one second burst from starboard 30 deg., the range being approximately 300 yds. I saw no results of this burst as the target was underneath the nose of my A/C., but it was smoking when I saw it again. I then gave a similar burst from astern, seeing strikes on the starboard side of the fuselage. The F.W.190 had either throttled right back or had its engine hit, as I overshot it. I then saw a second Spitfire attack the same ~~190~~, and when last seen it was going down in a spin, smoking heavily. Red 2 thinks he saw an A/C crash on the ground just afterwards.

(Signed) R.A. Berg. Major.

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FORM "F"
Individual Combat Report.
Lt. N. Jorstad
Ramrod 144

331/22

78

- A. 16. 7. 43.
- B. 331 (N) Squadron.
- C. Spitfire IX
- D. 2010 hrs
- E. Abbeville area
- F. Good visibility
- G. Nil
- H. Nil
- J. 1 F.W.190 Damaged.
- K. Nil

GENERAL: I was flying as Yellow 3. We were flying S.W. between Abbeville and Cayeaux. Some 6-10 F.W.190's jumped 332 squadron, that was just in front of us. I gave chase to the last E/A of that bunch, firing from astern giving a $1\frac{1}{2}$ second burst at 400 yds range. No result was observed. The E/A flicked over on its back and dived down. One F.W.190 then turned against me and started firing. I observed traocors well below. Making a steep climb to starboard I found myself on the port side of a F.W.190, 90 deg. angle off. I fired a $\frac{1}{2}$ second burst in front of E/A at 250 to 200 yds., height 26,000 ft. I continued to climb. At 32,000 ft. I sighted an E/A well below me to the right. I ~~had a~~ complete diving turn to port, then opened fire on E/A, giving $1\frac{1}{2}$ second burst from 250 to 150 yds., 45 to 20 deg. angle off. Hits were seen on left wing and fuselage, aft of the cockpit. Whilst I was manouvering for position I saw a F.W. 190 behind me climbing very steeply. He was not chasing anything nor being chased. All of a sudden he started to smoke profusly, Wobled over on his back and went diving down, still smoking.

(Signed) N. Jorstad, Lt.

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INDIVIDUAL COMBAT REPORT
Capt. Heglund.

Form 'F'
Norwegian Pilot.

Ramrod I9I

79

- A: 9.8.43.
- B: 33I (N) Squadron.
- C: Spitfire IX
- D: I930 hrs.
- E: Dunkirk Area
- F: Good
- G: Nil
- H: Nil
- J: I FW I90 Destroyed.
- K: Nil.

GENERAL I was flying as Yellow I, when about 5 miles inland from the French Coast on the way out, I reported E/A diving on 33I Sqdn. from behind. I broke to the right and saw some E/A firing at some of ours. I picked out some FW's. that were making a gentle climb after an attack and came in a port turn above and behind them. I tried to get close in behind the right hand one but he made a barrel roll and I thought he was going to dive away, so I went after the other one. However he dived away and I closed on the first one. He made a sharp turn to port and I opened fire from astern about 300 yds. range giving a couple of seconds burst but missed him owing to too little deflection. I closed in further to 100 yds, fired, giving more deflection and saw a large explosion in the cockpit. He went slowly into a dive with a great deal of flames coming from front fuselage. I believe it was the petrol tank burning. Several of the pilots saw it going down in flames, including Lt. Bache (Blue I), who first saw it hit in the wing roots and cockpit, and finally burning on the beach.

(Signed) S: Heglund. Capt.

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FORM "F"
INDIVIDUAL COMBAT REPORT
Capt. S. Heglund.
Ramrod 202.

COPY

80

- A. 15.8.43
- B. 331 (N) Squadron.
- C. Spitfire IX
- D. 1935 hrs.
- E. 10 miles N. of Vitry.
- F. 2/10ths. 8,000 ft. Vis. excelent.
- G. Nil
- H. Nil
- J. 1 F.W. 190. Destroyed.
- K. Nil
- L. Cine film exposed.

GENERAL I was flying as Yellow 1, when in the Bethune area on way out I saw several formations of E/A below and to starboard of 332 Squadron and behind bombers at approx. 26,000 ft. I dived down with Yellow section on a formation of E/A flying in very loos formation 3 of E/A took evasive action by diving east. The fourth E/A continued straight and level on a N. Easterly course. I came in from dead astern slightly above and opened up with M.G.s and cannons from 3000 yds. closing to 200 yds. Numerous cannon strikes observed on engine, cockpit and fuselage. Thick grey smoke started pouring from E/A and it spun down slowly, finally crashing in Forest W. of Merville. This was seen by Yellow two Sgt. Thulin and Yellow four Sgt. Dogger, As I pulled up followed by Yellow 2, I saw 6 E/A flying in close formation below heading for bombers. I dived down on this formation followed by Yellow 2. I fired at one of E/A but saw no result. E/A broke away and I reformed with the rest of the Squadron.

(Signed) S. Heglund. Capt.

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FORM "F".
INDIVIDUAL COMBAT REPORT.

81

CAPT. S. HEGLUND.
6416666056

(NORWEGIAN PILOT)

RAMROD 203.

- A. 16.8.43.
- B. 331(N) sqdn.
- C. Spitfire IX.
- D. 09.20 hrs.
- E. Abbeville area.
- F. Clear, Vis. very good.
- G. Part of E/A hit spinner (Cat A)
- H. Nil.
- I. 1 F.W. 190 Destroyed.
- J. Nil.
- K. Cine film exposed.

General:- I was leading Yellow Section on above operation.

When over 2nd target (Abbeville) I saw approx. 10 E/A (F.W.) attacking bombers from behind at same height. 331 dived to break off attack and most E/A flicked over and dived down. 2 however turned sharply port and when right below Yellow Section on opposite course, I rolled over and got into position dead astern on last of E/A. Opening up at 300 yds. with M.G. and cannons I closed to 200 yds. Cannon strikes observed all over cockpit and fuselage and a big explosion followed; large pieces falling off - one of which (part of E/A hood) hit my spinner. The F.W. 190 then turned on back as if to dive away and I also turned. From this position I gave E/A another burst resulting in large explosion on wing probably ammunition. As other F.W. 190's in vicinity, I pulled up. My No. 4 2/Ltn. Larsen saw the E/A I attacked dive down vertically and finally crash on the ground in flames. Rest of Yellow section also witnessed combat. E/A attacked by me had Italian markings on wings.

(Signed)

S. Heglund, Capt.

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FORM "F"
INDIVIDUAL COMBAT REPORT
Capt. M. Gran.
Ramrod 206.

- A. 17.8.43.
- B. 331 (N) Squadron.
- C. Spitfire IX
- D. 1650
- E. Bolcele area
- F. Good
- G. Nil
- H. Nil
- J. 1 Me. 110 destroyed together with Sgt. Gran.
- K. Nil
- D. Cine film exposed.

GENERAL I was flying as Blue 1 when two Me. 110's came in from starboard and crossed our course, one in front and below 331 Squadron and one above and behind, both dived for the Fortresses. I attacked one of them from about 100 yds. as I did not seem to be able to close before E/A could fire at the bombers. I did not see any strikes on the A/C. As I had a look around me I saw another Me. 110 underneath me I dived down on him from port and astern letting him fly through my sights, as I fired I saw strikes on the port engine and the fuselage near the tailplane. As I pulled up again I saw black smoke coming from his port engine and a parachute open up nearby. This E/A was also fired at by Red 2. and I claim it as destroyed, as Sgt. Gran, with whom I shared it, saw flames from the port engine.

(Signed) Martin Gran. Capt

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FORM "P"
INDIVIDUAL COMBAT REPORT

COPY

83

Sgt. C. Gran.
Ramrod 206.

(Norwegian Pilot)

- A. 17/8/43
- B. 331 (N) Squadron.
- C. Spitfire IX.
- D. 1650 hrs.
- E. Bolcele area.
- F. Good
- G. One shot through the starboard wing (minor damage).
- H. Nil
- J. 1 Me.110 destroyed shared with Capt. Gran.
- K. Nil
- L. Cine film exposed.

General. I was flying as Red 2 when two Me. 110's came in on us from starboard quarter crossing underneath. I followed one of the enemy A/C which was diving to attack the bombers. Blue 1. dived on the same A/C, closing in to very short range and firing. The enemy A/C turned starboard and Blue 1, turned to the left. Flames came from the Me. 110's port engine. I followed him closing to about 150-100 yds. giving him a three seconds burst with cannon and machine gun. I noticed hits in left wing and in the tail. As I broke away to the right I saw one man bale out. The enemy disappeared from my sight diving down steeply, smoking. I claim that this A/C was destroyed by Capt. Gran and myself.

(Signed) C. Gran. Sgt.

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FORM "F"
INDIVIDUAL COMBAT REPORT
Major K. Birksted, D.F.C.
RAMROD 206

COPY

84

(Danish Pilot)

- A. 17/8/43
- B. North Weald Wing
- C. Spitfire IX
- D. 1650
- E. Eekloo
- F. Good
- G. Engine cowling and spinner slightly damaged.
- H. Nil
- J. 1 Me. 110
- K. N/A. L. No camera gun fitted.

GENERAL I was leading 351 bottom Squadron when a Me. 110 was sighted attacking a Fortress near St. Nicholas at about 25,000 ft. I dived on to its tail firing approximately a three seconds burst, seeing hits on the tail. It pulled sharply up to right, and I closed to about 100-50 yds, and fired a three seconds burst with one ring deflection at this range. Hits were seen all over his cockpit, port engine stopped and starboard engine on fire and smoking heavily. I broke away watching him. He wobbled at the same level for about 15-20 seconds, then fell into a vertical dive last seen in this position burning and smoking. No one seen to bale out. This was witnessed by Sgt. Stousland, Capt. Gran, Sgt, Tvedt and 2/lt. Balke.

No camera gun carried.

Engine cowling and spinner slightly damaged by parts that blew off the Me.110.

(Signed) K. Birksted, Major.

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FORM "F".
INDIVIDUAL COMBAT REPORT
SGT. R. DOGGER.
RAMROD 210.

85

- A. 19.8.43.
- B. 331(N) Squadron.
- C. Spitfire IX.
- D. 18.00 hrs.
- E. 6 miles S.S.E. of Flushing.
- F. Clear, some haze.
- G. Nil.
- H. Nil.
- I. 1 Me. 109 Destroyed.
- J. Nil.
- K. Cine Camera exposed.

GENERAL: I was flying as Red 2 on Capt. Gran, who was leading the Squadron. He reported 2 A/C just below us, and we went down in a slow turn to the starboard. We closed in rapidly, and Red 1 being a bit ahead of me opened up first, and the Me.109 exploded immediately. Pulling away I saw him give the second E/A a short burst, hitting it on the port wing near fuselage. I followed this E/A, and closing in to very short range, about 150 yards, I fired from dead astern. I saw strikes in the left wingroot and left side of the fuselage, around the cockpit. A big piece blew off, and thick black smoke poured out. The E/A flicked over, and as I pulled away to avoid collision I saw it spinning down, with black smoke pouring out, and out of control. I pulled up into the sun, and joined up with bombers and 332 Squadron.

(Signed) R. Dogger, Sgt.

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FORM "F"
INDIVIDUAL COMBAT REPORT.

86

2/Ltn. K. Bache. (Norwegian Pilot)
Ramrod 210.

- A. 19.8.43.
- B. 331 (N) Squadron.
- C. Spitfire IX
- D. 17.55 hrs.
- E. N.E. of Eckloo- Maldagen to Knocke.
- F. Good.
- G. Nil.
- H. Nil.
- J. 1 Me. 109 Destroyed.
- K. Nil.
- L. Cine Camera exposed.

GENERAL:- I was flying as Blue 1 on the above Ramrod, When red 1 reported aircraft flying below and to port of us. I followed Red 1 down in a port diving turn, jettisoning my tank at the same time. I saw 10 - 12 Me.109's flying towards the coast. Our height when we sighted the E/A's was 27,000 ft., the E/A flying at approximately 22,000 ft. I picked one Mw.109 that was straggling about 1,000 yds. behind the main formation, throttled right back and went down in "S" turns while he was diving gently. I came into position dead astern of him at about 200 yds. range and fired a 2 second burst, observing a cannon hit followed by a small explosion on port side of cockpit. He still carried on straight ahead and diving gently without taking any evasive action at all, I consider it likely that I either damaged the controls of the E/A or wounded the pilot. I fired long bursts but did not observe more than two more cannon hits, one in port wing root, and one on starboard side of fuselage. I had difficulty keeping my A/C steady due to his slipstream when I closed in. Just when my cannon ammunition was exhausted, I saw the hood of the E/A being jettisoned, and pulling up in a very steep turn to port, seeing the E/A roll onto its back with white smoke issuing from it, and the pilot bailing out. This was a few miles east of Knocke over the coast at 16,000 ft. I climbed up to blow height again and joined up with RED 1 landing at base at 18.40 hrs. The combat was witnessed by Blue 2 and 3, and Red 3 - 2/Ltn. Olsen who saw the E/A turning onto its back, and diving inverted down with white smoke pouring out.

(Signed) K. Bache, 2/Ltn.

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FORM "F".
INDIVIDUAL COMBAT REPORT.

88

LTN. N. JORSTAD.

(Norwegian Pilot)

Ramrod 210.

- A. 19.8.43.
- B. 331 (N) Squadron.
- C. Spitfire IX.
- D. 18.00 hrs.
- E. 6 miles S.S.E. of Flushing.
- F. Clear, some haze.
- G. Nil.
- H. Nil
- J. 1 Me. 109 Destroyed.
- K. Nil
- L. Cine Camera exposed.

GENERAL: I was flying as Yellow 1. Red 1 reported E/A below flying in same direction as us and went down instarboard diving turn. I followed him, ending up on his starboard side, 500 yards away. As we were diving down I saw 3 F.W.190's flying west 1000 ft. underneath me. They were apperently at ease. I saw Red 1 open fire on the port E/A and saw many strikes and a Great explosion. I picked one of the starboard E/A and opned fire from approximately 200 yards, about 15° angle port. I gave one small burst and hit E/A in port wingroot and port side of cockpit. A large explosion followed, E/A flicked left onto its back and went onto its back and went into a sort of spin; flame and black smoke pouring from it. This is confirmed by my No. 2, who was flying straight behind me. I then pulled very sharply to port and into sun, climbing to 33,000 ft. I joined up with one of the Polish Squadrons that was flying to the right of the bombers. In midchannel I joined up with 332 Squadron, returning to base with them.

(Signed) N. Jorstad, Ltn.

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INDIVIDUAL COMBAT REPORT.
 Captain S. Heglund.
 RAMROD 233

89

- A. 19/9/43
- B. 331(N) Squadron.
- C. Spitfire IX
- D. 17.45 hrs.
- E. Bethune area.
- F. 6/10ths. cumulus 18,000 ft.
- G. NIL
- H. NIL
- J. 1. F.W. 190 Damaged.

GENERAL: I was flying as Yellow 1 in the above Ramrod.

THERE WERE BETWEEN 10-15 FW 190's flying line abreast and they started turning over on their backs and diving down. We were still high above and I believe they must have been warned over the R/T of our presence. I pushed everything forward and followed one down for approx. 7000 ft. closing in to 500 yds. The speed must now have been well over 500 M.P.H. and I opened fire, but probably underestimated the deflection owing to the high speed. Yellow 2 still followed me and I pulled right up trying to reform the sqdn. again. At about 14,000 ft. we met 5 FW 190's flying line abreast coming head on and above. I attacked the one to the starboard and had to give so much deflection that I lost sight of him under my nose. As he passed over my head I noticed cannon hits underneath in the wingroot and fuselage. He started a sideslip and went into a spin. I watched him spinning some thousand feet but had to climb owing to presence of more Huns.

signed Svein Heglund, Captain.

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FORM 'F'
INDIVIDUAL COMBAT REPORT.
RAMROD 278
Captain M. Gran.

90

- A. 21/9/43.
- B. 331(N) Squadron.
- C. Spitfire IX.
- D. 09.31 hrs.
- E. Lens area.
- F. 10/10ths at 15,000 ft.
- G. NIL
- H. NIL.
- J. 1 FW 190 Destroyed.

GENERAL: I was flying as Blue 1.

I went down at once in a shallow dive coming dead astern of an FW 190. When at about 400 yds, range the e/a turned slightly port and then starboard, and I opened fire because I thought he had seen me. I closed to about 300 yds. firing short bursts from 10 degs. slightly above and saw cannon hits in the fuselage and around the cockpit. White smoke came out from the fuselage first, then black smoke, and the e/a started going down in a starboard dive. I then pulled up and turned port to look behind me as there were more a/c about. A little later this a/c was seen by Blue 2 and 4 (331) and by Major From and 2/Ltn. Bakke (332) to start burning with flashes and explosions coming from it, and to spin down out of control. As I was orbiting I saw a big explosion on the ground underneath where the engagement took place.

Martin Gran, Captain.

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FORM 'F'
INDIVIDUAL COMBAT REPORT.
Svein Heglund, Capt.
RAMROD 235.

91

- A. 21/9/43.
- B. 331(N) Squadron.
- C. Spitfire IX.
- D. 09.31 hrs.
- E. Lens area.
- F. 10/10ths at 15,000 ft.
- G. NIL
- H. NIL
- J. 1 FW 190 prob destroyed.

GENERAL: I was flying as Yellow 1.

I cut the corner and dived after Blue on its starboard side. There were approx. 15 FW 190's and they climbed with very high speed. As we closed in with throttle fully open they broke starboard and I picked out one and followed it in a fast dive going N. I saw e/a burning on my port side, and then started firing in short bursts from 300 yds. dead astern until my ammunition was almost finished. My port cannon jammed and it was difficult to shoot owing to the swinging of the a/c. I saw many hits from m.g. and cannon in the wing roots and the e/a stopped taking any evasive actions. Suddenly the e/a started pouring black smoke and I pulled up from 19,000 ft. My No. 3 2/Ltn. Woxen, saw the hits and the smoke and thought the e/a definitely destroyed. No. 4 Sgt. Coucheron saw it pouring smoke, go over on its back, and dive vertically down in sort of a spin.

Svein Heglund, Captain.

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SECRET.

INDIVIDUAL COMBAT REPORT.
MAJOR BERG, D.F.C.

92

RAMROD 240.

- A. 23/9/43.
- B. 331(N) Squadron.
- C. Spitfire IX
- D. 15.40 - 15.45 hrs.
- E. Cambrai/Peronne Area.
- F. Generally clear. Some ground haze and thin ~~haze~~ haze layer at 30.000 ft. Very good visibility.
- G. NIL
- H. NIL
- J. 1 Me.109 F/G damaged.

GENERAL. I was flying as Red 1 in the above Ramrod. We caught up with 20-25 Me.109's between 24.000 and 28.000 ft. and Red Section attacked a section of 3 E/A. to the extreme starboard. I made two attacks on the Me.109 to the starboard in this section, first from port approximately 30 degs. then from dead astern. Both bursts were of approximately 2 secs. and I observed cannon strikes on the starboard wing. The E/A then went down in a very steep dive so Red Section broke off attack.

Sign. Rolf Arne Berg, Major.

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SECRET.

INDIVIDUAL COMBAT REPORT.
Lieut. Björnstad, B.
RAMROD 242.

93

A. 24/9/43.
B. 331(N) Squadron.
C. Spitfire IX
D. 11.20 hrs.
E. Somme Estuary.
F. Thin white cloud, slight haze,
Good visibility.
G. NIL
H. NIL
J. 1 F.W.190 damaged.

GENERAL. I was flying as Red 1 in the above Ramrod. When over the Somme Estuary at 27,000 feet 3 F.W.190's came flying head on. They flew between Red and Yellow Sections and I broke round to starboard as soon as I identified them. I ended up on the tail of two of them, while the third one was behind me to port. The 3rd. aircraft was engaged by my No. 2. The E/A I chased immediately started to dive inland, and I was unable to close to more than 600 yds. I gave one of them some good squirts from dead astern and 30 - 40 degs. above. While shooting, the nose of my aircraft covered the target and I could not observe any hits. I followed them down to 5,000 feet where they pulled away from me. I then broke around and made for base. Capt. Gran who also followed me down in the dive reports to have seen my cannon shells explode in the wingroots of the E/A.

Sign. B. Björnstad. Lieut.

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94

INDIVIDUAL COMBAT REPORT.

Capt. S. Heglund.

Ramrod 250.

- A. 27/9/43
- B. 331(N) Squadron.
- C. Spitfire IX
- D. 10.48 hrs.
- E. Beauvais Area.
- F. 5/10ths. cumulus at 8,000 feet.
Visibility -very Good.
- G. NIL
- H. NIL
- J. 1 Me.109 destroyed.

GENERAL:→ I was flying as Yellow 1 in the above Ramrod. When the Wing Commander pulled up from about 16,000 feet I saw 2 Me.109G's crossing right under 331 Red section. I went down in a steep diving turn, but E/A saw Yellow section and immediately dived towards cloud. Closing in rapidly I followed E/A through cloud. When at approximately 7,000 my windscreen iced up badly making it impossible to use my reflector sight. I opened up on the rearmost of the two Me.109G's just as it pulled up, and I hit him with a good burst in the cockpit and engine from 200 yds. with approximately 10 degs. (starboard) deflection. The E/A burst into flames and went spinning down out of control - finally crashing in a small forest. This combat was witnessed by Yellow 2, Sgt. Dogger, who confirms that the E/A crashed on the ground. Yellow section reformed at 18,000 feet and returned to base independently, having chased a few other E/A in vain before crossing the French Coast.

Signed Svein Heglund, Capt.

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Form 'F'.
INDIVIDUAL COMBAT REPORT.
Lieut. F. Fearnley. Blue 3.

95

- Ramrod 259
- A. 3/10/43.
 - B. 33(N) Squadron.
 - C. Spitfire IX.
 - D. Rouen area.
 - F. Clear, no cloud, visibility good. Slight ground haze.
 - G. Cat. B.
 - H. NIL.
 - J. 1 FW 190 Destroyed.

GENERAL:

I came on an FW 190 which probably was straggling, right out of sun, and this aircraft was climbing flat out. I came in from astern throttling right back and gave him one burst from about 150 yds. giving him about 2 rings deflection. He then saw me and pulled up. I did the same, and fired another two bursts, 2-3 rings deflection, overshooting him, and nearly blacking out. Just as I passed him I heard a crash in my aircraft, lifting my tail up. At first I thought someone was attacking me, but when I broke round to see, I saw the FW 190 had exploded and broken up, leaving a big puff of black smoke. There were many big pieces falling down, and some of them burning, and my aircraft must have struck one of them. I watched, and there was no parachute. I therefore claim this FW 190 as destroyed.

(Signed) F. Fearnley, Lieut.

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FORM 'F'
INDIVIDUAL COMBAT REPORT.
Capt. S. Heglund. Yellow 1.
Ramrod 259.

96

- A. 3/10/43.
- B. 331(N) Squadron.
- C. Spitfire IX.
- D. ~~RAMROD 259~~. 17.20 - 17.25.
- E. Rouen area.
- F. Clear, no cloud, visibility good. Slight ground haze.
- G. NIL
- H. NIL.
- J. 1 ME 109G destroyed.

General:

I saw approximately half the enemy force diving straight ahead and the rest go in a starboard climbing turn. As I warned the squadron, I pulled up as I did not want to be a target for a head on attack by the starboard bunch, and thereafter went in a tight starboard turn diving down behind a MW 109G. I closed in rapidly and opened up approx. 300 yds. My starboard cannon stopped immediately and it was difficult to fire owing to the swing of the a/c. I closed in to about 100-200 yds. and fired all my ammo. from an angle of 10 degs. starboard. I only saw one cannon hit in starboard wing root, and e/a flicked round several times and then went spinning down. At first the e/a trailed white smoke, but soon afterwards heavy black smoke came out. As long as I could see the e/a it went spinning down pouring black smoke, and my number 2 Sgt. Coucheron reports having seen flames coming out and having seen an explosion on the ground where the e/a spun down. Major Austeen reports having seen an e/a being shot down in flames at the same place and height, and saw it first flick, then spin down. Two spitfires followed this e/a, and it must have been the same one.

I therefore claim this ME 109G as destroyed.

(Signed) S. Heglund, Capt.

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FORM 'F'.
INDIVIDUAL COMBATEREPORT.
Capt. S. Heglund.
Ramrod 259

97

- A. 3/10/43.
- B. 331(N) Squadron.
- C. Spitfire IX.
- D. 17.20 - 17.25
- E. Rouen area.
- F. Clear, no cloud, visibility good. Slight ground haze.
- G. ~~XXXXXXXXXXXXXXXXXXXX~~ NIL.
- H. NIL.
- J. 1 ME 109G Destroyed.

GENERAL:

I closed in on one ME 109G firing a 2 sec. burst from 350 yds. 45 degs. starboard. The e/a then went over on its back and went down in a tight aileron turn to port. I went down after him, firing short bursts whenever possible. At 15,000-16,000 ft. I hit him on the starboard side of the fuselage and starboard wing. The outer part of the iwing and aileron came off and the e/a flicked over in a spin to the other side. A few moments later I saw a parachute in this area, which was also seen by several others in the wing. I claim this ME 109G as destroyed.

Signed Rolf Arne Berg, Major.

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FORM 'F'.
INDIVIDUAL COMBAT REPORT.
2/Ltn. Larssen, T.
Ramrod 259.

98

- A. 3/10/43.
- B. 331(N) Squadron.
- C. Spitfire IX.
- D. 17.20 - 17.25.
- E. Rouen area.
- F. Clear, no cloud, visibility good. Slight ground haze.
- G. NIL
- H. NIL
- J. 1 FW 190 Damaged.

GENERAL:

I followed my No. 1 Major Berg, down to 20,000 ft. and then lost him in melée of e/a and Spitfires, and, as I had several Huns round and behind me I then, with my excess speed, pulled straight up to 25,000 ft. I then saw a number of aircraft between me and the coast about 1000 ft. above. I climbed flat out at 120 M.p.h. inland, away from them. When they first saw me I was about a mile away from hem and same level. I could then see that the aircraft were FW 190's, six, in number. They then started to climb up after me but when I had reached 32,000 ft. they were a good 1500 ft. below me. I then turned starboard up into sun with the intention of making an attack on one of them. I then saw that the aircraft furthest out towards the coast was about 1000 yds. away from the main formation, a bit higher. The other five must have seen me coming towards them for very surprisingly they all turned over on their backs and dived straight down. The sixth was a bit slow in doing so, so I closed in on him very rapidly and at 150-200 yds. range, at about 60 degs. deflection, and gave him a short burst, seeing strikes on his starboard wing. Not wishing to follow him down too far, I broke off my attack and came home at 32,000 ft.

I therefore claim 1 FW 190 as damaged.

(Signed) T. Larssen, 2/Lieut.

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FORM 'F'.
INDIVIDUAL COMBAT REPORT.
Sgt. Solvang, O. Blue 2.
Ramrod 259.

99

- A. 3/10/43.
- B. 331(N) Squadron.
- C. Spitfire IX.
- D. 17.20 - 17.25.
- E. Rouen area.
- F. Clear, no cloud, visibility good. Slight ground haze.
- G. NIL
- H. NIL
- J. 1 MEB109 Damaged.

GENERAL:

I took a look behind and saw two ME 109's firing at me from different angles. I then broke hard to starboard, and I then lost my No. 1. After a turn of about 150 degs. I saw a 109 diving right in front of me. I got on its tail and gave one short burst range about 400 yds. My height was then about 20,000 ft. I did not observe any hits, so I followed it down to 15,000 ft. and gave it another burst, at about the same range. I saw hits on the port wing, and I then pulled up, and climbed up sun to get my blower bank and I could not see the squadron, and I headed for home.

I claim this ME 109G as damaged.

(Signed) O. Solvang, Sgt.

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FORM 'F'
INDIVIDUAL COMBAT REPORT.
Major Austeen,
Ramrod 277

100

- A. 20/10/43.
- B. 331(N) Squadron.
- C. Spitfire IX.
- D. 14.12 - 14.20
- E. St. Quentin area.
- F. Clear, scattered patches 1/10ths.
- G. NIL
- H. NIL.
- J. 1 FW 190 destroyed.

GENERAL:

I was leading 331 squadron, flying eastwards at 32,000 ft. over St. Quentin, when Blue 1 reported smoke trails coming in from the south. Blue section went down first, and a few seconds later I led the rest of the squadron down. There were two bunches of e/a, most of which broke to starboard when they saw us, but I followed the smaller bunch that were turning slightly to port. I closed in to about 700 yds. when this bunch broke in two, 7 e/a breaking to starboard, and the remaining e/a turning slightly to port in line astern. I followed the last one in this bunch and opened fire at 500 yds. giving $\frac{1}{2}$ sec. burst, but saw no results. I closed in further and gave a 3 sec. burst from 400 yds. and saw strikes on the wingroots and round the cockpit. Sgt. Nilssen (Red 2) reports seeing strikes on the engine cowling. Several large pieces came off the aircraft and it flicked over and spun down. A few seconds afterwards Lt. Fearnley (Red 3) saw a parachute open behind and about 10,000 ft. below us, and as no one else had been firing at this time, I claim this FW 190 as destroyed.

(Signed) Arne Austeen, Major.

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FORM 'F'
INDIVIDUAL COMBAT REPORT.
Lieut. F. Fearnley. Red 3.
Ramrod 277.

101

- A. 20/10/43.
- B. 331(N) Squadron.
- C. Spitfire IX.
- D. 14.12 - 14.20
- E. St. Quentin area.
- F. Clear, scattered patches 1/10ths.
- G. NIL
- H. NIL.
- J. 2 FW 190's destroyed.

GENERAL:

I was flying as Red 3 when just N.E. of St. Quentin a large formation of e/a approached from the south, flying north. I followed Rec leader down and saw him attack an FW 190, seeing strikes on the wingroots, and a little later I saw a parachute open about 10,000 ft. below where the attack was. I gave a short burst on an FW 190, but at too great a range, and saw no results. I and my No. 1. (Sgt. Treider Red 4) went flat out for a formation of e/a 4, that were in a slight port turn. We closed in from out of the sun without being seen, at about 28,000 ft. I closed in on an FW 190 giving a 2 sec. burst at 300 yds. 10 degs. portastern. I saw strikes on the wingroot and cockpit, and a big puff of smoke and pieces coming off the aircraft, which then dived down with flames coming from it. Sgt. Treider (Red 4) who was behind me also saw this e/a go down in flames. I then closed in on another FW 190 giving a first burst of 1 sec. from 60 degs. above and a second burst of about 3 seconds from 10 degs. portastern. at 250/200 yds. range. The e/a poured white smoke flicked over and the pilot baled out. I claim this FW 190 Destroyed. I now found myself between two boxes of Fortresses and joined them until just S. of Knocke, when I turned for base, landing there at 14.50 hrs.

(Signed) F. Fearnley, Lieut.

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FORM 'F'
INDIVIDUAL COMBAT REPORT.
Sgt. O. Ulstein.
Ramrod 277.

102

- A. 20/10/43.
- B. 331(N) Squadron.
- C. Spitfire IX.
- D. 14.12 - 14.20.
- E. St. Quentin area.
- F. Clear, scattered cloud. Slight ground haze.
- G. NIL.
- H. NIL.
- J. 1 FW 190 Damaged.

GENERAL:

I went down on a formation of FW 190's with the rest of my squadron. Separated from my section at approximately 20,000 ft. I went for 2 Huns crossing from port to starboard. I was closing in on these as the wing was going up, so I continued the chase as the huns went in to a steep turn to port, at this time, levelling out at 12,000 ft. I started to fire at approximately 350 yds. overtaking slightly from his port side. Angle of approximately 40 degs. At this time I could see many huns flying all round me and above. Held fire until about 100 yds away, angle off 15-20 degs, but obviously not enough deflection as I could not concentrate because of constant look out. I saw 2 strikes just in front of tail fin, and e/a at this time went into a stall turn diving away.

(Signed) Sgt. O. Ulstein.

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FORM 'F'
INDIVIDUAL COMBAT REPORT.
Major Arne Austeen.
Ramrod 280.

103

- A. 22/10/43.
- B. 331(N) Squadron.
- C. Spitfire IX.
- D. 10.00 hrs.
- E. Albert area.
- F. Clear over target.
- G. NIL
- H. NIL
- J. 2 FW 190's destroyed.

GENERAL:

I was leading Blue section 331(N) Squadron at 26,000 ft. when we sighted about 25 e/a going westwards about 1500 yds. to our south and slightly below us. I took my section down in a quarter attack to starboard on our nearest e/a, when I saw Red section doing the same. I therefore pulled up a bit and crossed over these first e/a and attacked in the middle of the whole box. I closed in on a FW 190 giving it a three seconds burst from 20 degs. starboard above, at a range of 400-300 yds. I saw cannon strikes all round the cockpit and engine and the aircraft started smoking. I closed in further to 200 yds. and gave him a two seconds burst from about 10 degs. above, finishing at about 100 yds. when I saw an explosion in the cockpit and big pieces ~~falling~~ falling off, and the undercarriage come down. I broke violently to starboard and saw the e/a go down in flames behind me. I claim this e/a as destroyed.

After breaking away I saw about 8 FW 190's in front of me diving N.E. I followed them in a dive and they broke right and left. I closed in very slowly on one and gave it a two seconds burst from 20 degs. above at 700 yds. and saw cannon strikes behind the cockpit. I opened fire again at about 500 yds. giving a long burst of 4 seconds and seeing strikes round the engine which burst into flames. This e/a was also seen, diving down in flames, by Red 2 (Sgt. Tilset).

I claim this e/a as destroyed.

(Signed) Arne Austeen, Major.

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FORM 'F'.
INDIVIDUAL COMBAT REPORT.
Lieut. B. Bjornstad.
Ramrod 280.

104

- A. 22/10/43.
- B. 331(N) Squadron,
- C. Spitfire IX.
- D. 10.00 hrs.
- E. Albert area.
- F. Clear over target.
- G. NIL.
- H. Cat. 'B'.
- J. 1 ME 109 destroyed.

GENERAL:

I was flying as Yellow 3. As we approached the bunch of e/a I picked out a couple on the portside. The first a/c turned towards me and then away from me, which made it possible to close in rapidly. I got a couple of bursts about two seconds from about 400 yds. and with slight deflection. Very heavy black smoke poured out and the aircraft turned over on its back and the pilot baled out. I then made for another FW 190 who immediately started diving steeply getting up to a very high speed. I gave him a couple of squirts but without results. Owing to my speed my aircraft flicked and made an inverted loop, from which I recovered at 4000 ft. I then made for home.

I claim 1 ME 109 destroyed.

(Signed) B. Bjornstad, Lieut.

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FORM 'F'
INDIVIDUAL COMBAT REPORT.
Sgt. P. Coucheron.
Ramrod 280.

105

- A. 22/10/43.
- B. 331(N) Squadron,
- C. Spitfire IX.
- D. 10.00 hrs.
- E. Albert area.
- F. Clear over target.
- G. NIL
- H. NIL
- J. 1 FW 190 probably destroyed.

GENERAL:

I was flying as Yellow 2, and went for a straggler who was about 300 yds. behind the rest of the enemy formation. I closed in in a turn to starboard and opened fire at 200 yds. 10 degs. starboard, above astern, giving a 3 seconds burst. I saw strikes on the starboard wing, and tail unit. His starboard cannon exploded with a big flash, and the aircraft flicked over to the left. I saw a starboard wing break off by the cannon. I pulled up to starboard and joined up with the Wing Commander coming home with him.
I claim 1 FW 190 as probably destroyed.

(Signed) P. Coucheron, Sgt.

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FORM 'F'.
INDIVIDUAL COMBAT REPORT.
Major Arne Austeen. Red 1.
Ramrod 283.

106

- A. 24/10/43.
- B. 331(N) Squadron.
- C. Spitfire IX.
- D. 12.10 hrs.
- E. 10 miles East of Abbeville.
- F. Layer of thick haze 24.000 ft. mid-channel to French coast.
Cloud layers at 10/10ths 24.000-35.000 ft. inland over France.
Visibility good below.
- G. NIL.
- H. NIL.
- J. 1 ME 109G destroyed, 1 ME 109G and 1 FW 190 damaged.

GENERAL:

I followed 332 sqdn. on the inside of the turn and came on 4 ME 109(s) crossing 90 degs. to my course. I broke steeply back in a starboard turn and the e/a went into a shallow dive. I gave chase and closed in on two of them. I opened fire at about 600 - 500 yds. with cannons only but saw no results. Being unable to catch up with them I broke back left above blower height to join up with the rest of the wing. I saw a big dog-fight going on and as I approached I met two ME 109's almost head on and I broke hard round to starboard. I closed in on one and fired several bursts from above and starboard quarter at 400 yds. closing to 100 yds. when I had to break away to avoid collision. At close range I saw strikes underneath the cockpit and the e/a went into a vertical dive in flames and with smoke coming from it. Sgt. Nilssen (Red 2) who was with me witnessed this e/a going down in flames, and I claim this ME 109 as destroyed.

After this I tried to join up with the main formation going further inland, but got mixed up with a lot more e/a coming down in pairs and fours. I attacked a FW 190 from about 3/400 yds. above and to starboard and saw strikes on the fuselage. I made a similar attack on an ME 109 with similar results.

I claim these two e/a as damaged.

(Signed) Arne Austeen, Major.

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FORM 'F'
INDIVIDUAL COMBAT REPORT.
Sgt. R. Dogger. Yellow 3.
Ramrod 283.

107

- A. 24/10/43.
- B. 331(N) Squadron.
- C. Spitfire IX.
- D. 12.10 hrs.
- E. 10 miles east of Abbeville.
- F. Layer of thick haze 24,000 ft. midchannel to French coast.
Cloud layers at 10/10ths 24/35,000 ft. inland over France.
Visibility good below.
- G. NIL.
- H. NIL.
- J. 1 ME 109G destroyed.

GENERAL:

Between Abbeville and Amiens huns were reported and Yellow 1 Capt. Heglund went for 2 ME 109's one of which he hit and I saw an explosion and it flicked over and went down smoking heavily. As it went down in big spirals another ME 109 tried to escort it down. I jumped this ME 109 from out of the sun and fired a long burst from 10 dehs port astern and above at 250/200 yds. when at about 1500 ft, I did not see any results but either the pilot had throttled all back or the engine had been damaged because from then on it glided down taking evasive action. It was very difficult to get into position, but I fired again at 10,000 ft. and hit the port wing and engine, the wing eventually exploding and brwaking off at the wing root, and the aircraft burst into flames and spun down from 6,000 ft. It crashed in a field about 10.miles N.W. of Amiens. As I pulled up I saw the plane that Yellow 1 (Capt. Heglund) had attacked crash in a field nearby. I climbed up to 30,000 ft and came home.

(Signed) R. Dogger, Sgt.

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FORM 'F'
INDIVIDUAL COMBAT REPORT.
Capt. S. Heglund,
Ramrod 283.

108

- A. 24/10/43.
- B. 331(N) Squadron.
- C. Spitfire IX.
- D. 12.10 hrs.
- E. 10 miles east of Abbeville.
- F. Layer of thick haze 24,000 ft. midchannel to French coast.
Cloud layers at 10/10ths 24/-35,000 ft. inland over France.
Visibility good below.
- G. NIL.
- H. NIL.
- J. 1 ME 109G destroyed and 1 ME 109G damaged.

GENERAL:

I was flying as Yellow 1. After e/a were reported and 332 squadron tried to engage them I followed four of them with Yellow section on a northerly course. Two broke starboard and started to climb, and I followed these two e/a. The other two turned in behind us but they were quite far behind so we took no notice. I pushed everything forward but did not close much before I came through blower height. The e/a were ME 109G's and I opened fire from 400 yds. closing to 200 yds. The first bursts were misses but at close range I noticed first machine gun hits and later several cannon hits underneath the wing root and the fuselage. This was followed by a large explosion and the e/a was hidden from sight by black and white smoke. The e/a flicked round and went down pouring smoke. This was seen by the rest of Yellow section, and Yellow 3 (Sgt. Dogger) saw this e/a crash in a field. After attacking this one I followed the other e/a and opening fire from 500 yds. I noticed several strikes before I ran out of ammunition.

(Signed) S. Heglund, Capt.

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FORM 'F'.
INDIVIDUAL COMBAT REPORT.
Sgt. A. Schjodt, Red 4.
Ramrod 283.

110

- . 24/10/43.
- . 331(N) Squadron.
- . Spitfire IX.
- . 12.10 hrs.
- . 10 miles east of Abbeville.
- . Layer of thick haze 24,000 ft. midchannel to French coast.
- . Cloud layers at 10/10ths 24/35,000 ft. inland over France.
- . Visibility good below.
- . NIL
- . NIL.
- . 1 FW 190 destroyed.

GENERAL:

East of Abbeville I saw two e/a at 2 o'clock flying at a same level 1000 yds away. They were seperated from, and south of the main bunch of e/a. I followed them and closing in to 500 yds. I attacked from port quarter to astern. My first burst missed but giving another burst from 250 yds. I saw strikes from cannon in the port wing root. A big yellowish explosion occurred in the wing root and the aircraft flied over and went down vertically pouring grey smoke. I followed him as he went down but had to pull up as there were other e/a around. The aircraft, a FW 190, which I had attacked was seen by Red 4, 332(Sgt. Hetland), and Blue 2, 332, (2/Ltn. Herfjord), who were both on my port side, to dive straight down about 10,000 ft. then pull up a little and crash on the ground.

(Signed) A. Schjodt, Sgt.

Reference:-

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SECRET.

INDIVIDUAL COMBAT REPORT

111

Sgt. Stousland, C.J.
RAMROD 335.

- A. 26/11/43.
- B. 331(N) Squadron
- C. Spitfire IX
- D. 11.07 hrs.
- E. S.E. of Bresles (Near Beauvais)
- F. Clear - 1/10th cl oud 8,000 ft.
- G. Nil
- H. Nil
- I. 1 ME. 109F destroyed.
- L. Exposed.

GENERAL: " I was flying as Blue 4. Shortly after we had picked up the bombers on their way out, N. of Beauvais, A/C were reported 6 o'clock to the Beehive, then flying N.N.W. wing therupon turned starboard to investigate. I saw 3 Me.109's about 1000ft below in a slight dive towards the bombers. Blue section went down and the e/a must have seen us because they turned inland. I over-shot Blue 3 and came abreast of Blue 1 and 2 on their port side. One e/a broke port and the other two starboard. I went after the port one and closed in to about 500yds., and started firing from 10 degrees astern- 10 degrees starboard. I continued to close in gradually, firing bursts all the time until I broke off at about 100 yds. During the last burst which was about 3-4 secs: I saw cannon strikes and explosions on both wing roots. The A/C made a violent flick over to starboard, then went down in a vertical dive, crashing in a forest just S.E. of Bresles. I had come down to 3,000 ft. by this time. I pulled up to 30,000 ft. following the beehive out some way behind, passing the Wing near Abbeville. I landed at Dotling as I was short of petrol."

Signed C.J. Stousland, Sgt.

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INDIVIDUAL COMBAT REPORT.

112

RAMROD 472.

2/Lieut. Dogger, R. (Norwegian)

- A. 23/1/1944.
- B. 331(N) Squadron.
- C. 12 Spitfire IX.
- D. 15.45
- E. Breteuil
- F. 2/10ths. 10,000 ft. Vis. good
- G. Nil
- H. Nil
- J. 1 F. W. 190 Destroyed.
- K. Nil.
- L. Carried and used by all.

GENERAL: My Yellow 1 went down on a F.W. 190 and I saw a hun below and to the strbrd. He was in a slight dive, and I closed in to app. 5 - 6000yds. I fired two short bursts above from 10 Dgrs. port and saw a few small smokepuffs.

I then had to break away seeing some tracers passing me. I pulled up in sun and as I looked down to see what had happened to him thinking that I had only damaged the a/o. I saw far below a parachute opening and the plane spinning down towards a big white cloud. Climbing up I noticed that the position was a few miles west of Breteuil. (Coming back my number 2 Sgt. Coucheron confirmed this)

Signed:- R. Dogger, 2/Lieut.

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INDIVIDUAL COMBAT REPORT.

113

RAMROD 543.

2nd/Lieut. Garben, J. (Norwegian)

- A. 11/2/44
- B. 331(N) Squadron
- C. Spitfire IX L.F.
- D. 14.00 hrs.
- E. 10 miles N.W. Dieppe.
- F. 5/10 ths. 6000, Vis. good.
- G. Nil
- H. Nil
- J. 1 F.W. 190 Damaged.
- K. Nil
- L. Carried and used.

GENERAL:- I was flying as Red 2 to the Wing Commander escorting a Fortress out from the French coast off Dieppe when I saw a single F.W. 190 going in to attack the Fortress. I immediately went down to attack him. He attacked the Fortress from headon and turning around for a new attack-I came straight down on his tail. I fired about 2 bursts from 5 - 15 degrees off from 350/250 yards, seeing strikes on the port wing and under the fuselage. The e/a omitted gray black smoke rolled slowly onto it's back and went down in a vertical dive towards the sea. I then had to pull up and set course for home. I claim this e/a as damaged.

Signed:- J. Garben, 2/Ltn.

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INDIVIDUAL COMBAT REPORT.

RAMROD 543.

114

Lieut. Fearnley, F.

(Norwegian)

- A. 11/2/44.
- B. 331(N) Squadron.
- C. Spitfire IX L.F.
- D. 13.50 hrs.
- E. 40 miles S.W. Lille.
- F. 5/10 ths. 6000, Vis. good.
- G. Nil
- H. Nil
- J. 1 F.W. 190 Destroyed.
- K. Nil
- L. Carried and used by all.

GENERAL: I was flying as Blue 1. Flying ~~west~~ south about 40 miles S.W. of Lille the wing leader reported huns behind and ordered everyone to break. I broke left and saw two F.W. 190's about a thousand feet below. They went into a slight dive and I went flat out after them. I closed in as we dove from 26,000 ft. to 6,000 ft. and gave the nearest F.W. 190 numerous short bursts from 400/350 yards. I saw strikes on the starboard wing and on the underside of the fuselage. Small explosions with flames and black smoke came from the a/c and it's starboard wing broke off from the cannon. It then went into a uncontrolled vertical spin into cloud leaving a puff of black smoke on the top of the cloud at about 4,000 ft. This combat was seen by Sgt. Eidsvik Blue 2, and Lieut. Isachsen 332Sqn. Red 4. I then went for the other F.W. 190 but had great difficulty in catching him, but gave him several long bursts at about 500 yards as he dove into cloud. I saw no results.

Signed:- F. Fearnley, Lieut.

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INDIVIDUAL COMBAT REPORT.

115

RAMROD 591.

Sgt. Gundersen, E.

(Norwegian)

- A. 25/2/44.
- B. 331(N) Squadron.
- C. Spitfire IX L. F.
- D. 11.00 hrs.
- E. 5 miles west of St. Trond Airfield.
- F. 1/10ths. at 5000 ft.
- G. 1 Spitfire IX L.F. Cat, E.
- H. 1 Pilot missing, Lt. Fearnley, F.
- J. 1 H.E. 177 Destroyed: Lt. Fearnley, Sgt. Gundersen, F/Sgt. Thulin, Sgt. Tjensvoll.
- K. Nil.
- L. Carried and used.

GENERAL: I was flying as Yellow 4 when Yellow 1 reported e/a at 3 o'clock. We were then at 18000 ft. some 5 miles W. of St. Trond on the way back. Soon after Yellow 1 broke starboard and dived down. As Yellow 3 went down I followed and then sighted a big twin engined e/a flying on a S. E. course at Zero feet. In the dive I overshot my No 1 F/Sgt. thulin, and when at 1500 yards, I saw Lt. Fearnley, Yellow 1. opening fire on e/a. When at 600 yards at port quarter (20 degr.) and 15 degrees above e/a. I gave a 6 sec. burst with M.G. and cannons, closing in to 400 yards. No results observed. I then closed to 300 yards and gave a long burst observing hits on port engine and wing root. I broke off attack at 250 yards as e/a opened fire from dorsal turret. As i brake smoke was observed from engine. I claim this e/a destroyed, shared with Lt. Fearnley, F/Sgt. Thulin, and Sgt. Tjensvoll. Passing St. Trond a/d. at Zero feet, I saw huge fires in Dispersal area to S.E. of aerodrome. I then returned to base alon.

Signed:- E. Gundersen, Sgt.

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INDIVIDUAL COMBAT REPORT.

116

RAMROD 591.

F/Sgt. Thulin, P.

(Norwegian)

- A. 25/2/44.
- B. 331(N) Squadron.
- C. Spitfire IX L.F.
- D. 11.00 hrs.
- E. 5 miles W. of St. Trond Airfield.
- F. 1/10ths. at 5000 ft.
- G. 1 Spitfire IX L.F. Cat, E.
- H. 1 Pilot missing, Lt. Fearnley, F.
- J. 1 H.E. 177 Destroyed: Lt. Fearnley, Sgt. Gundersen, F/Sgt. Thulin, Sgt. Tjensvoll.
- K. Nil.
- L. Carried and used.

GENERAL: I was flying as Yellow 3 on this Ramrod. When 5 miles west of St. Trond flying at 17,000 ft., Yellow 1 suddenly broke starboard and dived down calling up over R/T, reporting e/a. at 3 o'clock below. I positioned myself slightly above e/a and attacked from starboard quarter - having seen Sgt. Gundersen firing on e/a. shortly before resulting in smoke pouring out from port engine. Opening at 300 yards closed to 250 yards observing hits on starboard engine, wing and root and in front part fuselage. The starboard engine started to smoke white, and pieces fell off e/a. which took no evasive action. I now broke off attack and made 180 degrees climbing turn starboard. Then I saw e/a crash on the ground, one wing breaking off. One of the crew was seen to leave e/a. Climbing to 14,000 ft. I reformed with squadron as it crossed out over Belgian coast. I claim this e/a destroyed, shared with the rest of Yellow section.

Signed:- P. Thulin, F/Sgt.

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INDIVIDUAL COMBAT REPORT.

117

RAMROD 591.

Sgt. Tjensvoll, E.

(Norwegian)

- A. 25/2/44.
- B. 331(N) Squadron.
- C. Spitfire IX L.F.
- D. 11.00 hrs.
- E. 5 miles W. of St. Trond Airfield.
- F. 1/10ths. at 5000ft.
- G. 1 Spitfire IX L.F. Cat, E.
- H. 1 pilot missing, Lt. Fearnley, F.
- J. 1 H.E. 177 Destroyed: Lt. Fearnley, Sgt. Gundersen, F/Sgt. Thulin, Sgt. Tjensvoll.
- K. Nil.
- L. Carried and used.

GENERAL: I was flying as Yellow 2 on the above operation, when on the way home, flying at 17,000 ft. approximately 5 miles west of St. Trond, my No 1, Lt. Fearnley suddenly dived down to starboard and I followed. When at 12,000 ft. ~~he~~ I sighted a large twin engine e/a. Lt. Fearnley opened fire from 400 yards closing to approx. 250 yards I was slightly behind and to starboard of Lt. Fearnley and opened fire almost simultaneously and closing in to 250 yards. I observed cannon hits on port engine and wing and smoke was seen. My no.1 now broke port and made climbing turns to about 1000 ft., when he continued climbing straight to 3000 ft. I was now line abreast with Lt. Fearnley when he suddenly broke port and passed me in a shallow dive. His hood was open and Lt. Fearnley was seen to be leaning forwards on his stick. When at approx. 1000 ft., Lt. Fearnley went into a steep turn and that was the last I saw of him. When looking back no trace could be seen of Lt. Fearnley or his a/c, and I set course for Belgian Coast.

Signed:- E. Tjensvoll, Sgt.

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PERSONAL COMBAT REPORT.

2/Ltn. G. Solvang.

- A. - 15/6/1944.
 B. - 331 Squadron.
 C. - Spitfire IX B.
 D. - UP: 05.35 DOWN: 07.25
 E. - 06.45 Hrs.
 F. - 300/1000 ft.
 G. - 10,000 ft.
 H. - NIL.
 I. - 1 FW. 190 Destroyed.

PERSONAL NARRATIVE:-

I was flying as BLUE 4. When BLUE 3 reported enemy aircraft, we dived in to attack from 10,000 ft. Out of a formation of 15/20 FW. 190's I picked out one, who, on sighting us, broke to starboard. I followed him down to deck level and fired a long burst with cannon and H/Opening up at 250 yards closing to approx. 50 yards. Hits were seen in starboard wing root, and starboard side of the cockpit blew off. H/A then pulled up to about 300 ft., went on its back and exploded when hitting ground. This combat was seen and is confirmed by YELLOW 2, Sgt. Steen. The combat took place couple of miles South of HVEREK airbase.

Ammunition expended: 288 rounds 20 m/m.
 1360 rounds 303

Film footage exposed: 9 feet.

G. Steen 2/Lt.

Intelligence Officer.

Odd Flood Solvang
 Odd Flood Solvang, 2/Ltn.

Personal Combat Report.

Sgt. A. Stein.

119

A. 15.6.44
B. 331 Squadron (Norwegian)
C. Spitfire IX B
D. Up 0535 Down 0745
E. 0650
F. 200 Feet
G. 1500 Feet
H. NIL
I. 1 FW. 190 Damaged

PERSONAL NARRATIVE.

I was flying as Yellow 2. I was separated from my No. 1 during the combat and followed another Spitfire diving down after 2 FW. 190's. This Spitfire was piloted by 2/Lieut. Kolling of 332 Sqdn. and I saw the FW. 190, which he attacked, go down and crash in flames. We then followed the other FW 190 on deck level and when 2/Lieut. Kolling broke away I continued the pursuit alone. I opened up with short bursts from 300 yards with cannons and m/g. and closed in to approx. 200 yards giving short bursts all the time. I saw black smoke coming from all around his cowl and my windscreen was covered with oil from the a/a. I then broke away up into sun and headed for the beachhead. This combat took place N.E. of Breux aerodrome. I can confirm that 1 FW 190 attacked by 2/Lt. Solving crashed on the ground. No film exposed.

A. Stein
.....
Avid Stein, Sgt.

C. Steir 2/H.
.....
Intelligence Officer

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H. . 84 Group, Main

PERSONAL COMBAT REPORT

Lieut. R. Dogger.

- A. - 15/6/1944.
- B. - 331 Squadron.
- C. - Spitfire IX B.
- D. - UP: 05.55 DOWN: 07.25
- E. - 06.45
- F. - Zero feet.
- G. + 5,000 ft.
- H. - NIL.
- I. - 1 FW. 190 Destroyed.

PERSONAL NARRATIVE:

I was flying as Yellow 3. Huns were sighted over Evreux, and after milling round awhile, I went down on a single Hun flying right on the deck, with my No. 2. Opened up at 5-600 yds., but in the excitement only used M/G. As I had not got rid of my reserve tank, I had difficulties in closing in, but after a long chase right on the deck, I gave him a few bursts with cannons, hitting him in the left wing and wing root. A large explosion was seen in the wing root, the aircraft pulled up a bit and flew straight into the deck. My No. 2, Sgt. Tjensvoll, was close behind me all the time, and confirmed this.

C. Collins 2/25

Intelligence Officer.

Ragnar Dogger
Ragnar Dogger, Lieut.

~~PERSONAL COMBAT REPORT~~
2/Lt. F. Gouchevren

121
Pilot's copy

- A. 20.6.44.
- B. 331 Squadron
- C. Spitfire II
- D. Up 0400 Down 0730
- E. 6605 East of Bourres
- F. 13000 ft.
- G. 7000 ft.
- H. NIL
- I. 1/3 ME 109's Destroyed

PERSONAL NARRATIVE.

I was leading 3rd. section of 331 Sqdn. patrolling Eastern area of Beach Head at 7000 ft. When flying East over Bourres at 0605 hrs. No. 3 reported an a/c. ahead and above and we started climbing towards it. The a/c. went into a dive southwards, and as it passed in front of us I identified it as an ME 109 G with cylindrical underslung drop tank. I went down on it as it crossed underneath and fired a couple of bursts with w/g and cannon, missing five 700 to 75 yds. in an attack from above to astern. I saw hits by cannon and w/g. on wings and cockpit, as did my no. 2, P/Sgt. Gouchevren. The a/c. issued growth smoke, and crashed in a field at U 1676 where I later saw it burn fiercely.

Claim - 1 ME 109 destroyed, jointly by Capt. Mervin, Lt. Koppernd and myself.

Paul Gouchevren
.....
F. Gouchevren, 2/Lt.

G. Lewis 2/Lt
.....
Intelligence Officer

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PERSONAL COMBAT REPORT

Capt. Eric K. Strated

122

Pilot's copy.

- A. XXXX 20.6.44:
- B. 331 Squadron
- C. Spitfire IX
- D. Up 0400 from 0710
- E. 0600 - East of Bourras
- F. 15000 feet
- G. 5000 feet
- H. NIL
- I. 1/3 ME 109 G. Destroyed

PERSONAL NARRATIVE

I was flying as Red 1, 331 Sqdn. patrolling Eastern area of Beach head at 5000 feet. Whilst flying East over Bourras at app. 0600 hours Red Three reported 1 e/a at 11 o'clock above. When I sighted the e/a it was at 10 o'clock turning port and beginning a gentle dive westwards on a course reciprocal to ours. I started climbing up towards it in a port turn but it then turned further 90 degs. port starting a fair dive due South. I reversed my turn and next observed the e/a. then identified as an ME 109 G with cylindrical underslung droptank; at 10 o'clock beneath me being fired at in succession by two Spitfires that both scored hits. I dived down and fired a 3 second burst, common and n.g. from 10' port/lane astern, range app. 300-500 yds. My No. 2 saw hits in both wingroots and centre fuselage. e/a. then disappeared through thin layer of cloud at 2000 ft. and I ordered Squadron to pull up. Mine No. 2, 2/Lt. Gram, saw the e/a. crash in a field North of Cham.- Laboung Main Road at U 1670, as did my No. 22, 2/Sgt. Jensen. Five minutes later returning to that area from the East I observed a bright fire on ground; Squadron circled fire at 2000 feet and observed the e/a. its wings torn from fuselage burning vividly. Claim - One ME. 109 G. destroyed jointly by Lt. Kopperal 2/Lt. Coucheron and myself.

Eric K. Strated

 Eric K. Strated, Capt.

Stuart 7/45

 Intelligence Officer

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PERSONAL OBSERVATION REPORT
 Lt. K.M. Koppelman

123

Pilot's copy
 32

- A. 20.6.44
- B. 23rd Squadron
- C. Spitfire IX
- D. Up 0405 Down 0720
- E. 0605 East of Bourree
- F. 15000 ft.
- G. 3000 ft.
- H. NIL
- I. 1/3 ME 109 G. Destroyed

PERSONAL NARRATIVE

I was flying as Red 3, 23rd Sqdn. patrolling eastern area of beach head at 3000 ft. whilst flying East over Bourree at approx. 0605 hrs. I saw one a/c. straight ahead at about 15000 ft. and quite far away. I reported it and it was then going on a course approx. South-West and was coming down in a shallow dive. It then turned North, still coming down and then after crossing the coast it turned South again. We had all the time been climbing and as this a/c. was in front of us crossing in over the coast still in a slight dive, I immediately identified it as a ME 109 G with cylindrical underslung drop-tank. When it was straight ahead of me and a little below, I broke away from the formation and went down to attack. I came down at an angle approx. 30° started line astern. Range approx. 300 Yds. Red one Capt. J.K. Jorstad saw hits on the fuselage. When getting lower down, I broke over to port, because I was getting a bit close to some barrage balloons. When turning to starboard, again the other two sections were attacking so I had to stay away. Mine 2, 2/Lt. Green saw the a/c. crash in a field, North of Ouan-Abourg Main road at U 1676. When returning to that area from the East five minutes later, we observed a bright fire on the ground. Sqdn. circled the fire at 3000 ft. and observed the a/c. burning vividly. Claim:- One ME 109 destroyed jointly by Capt. Jorstad, 2/Lt. Concheron and myself.

G. Lewis
 Intelligence Officer

K.M. Koppelman
 K.M. Koppelman, Lt

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PERSONAL COMBAT REPORT.

J. Garben, 2/Ltn.

24. 6. 44.
 331 Squadron.
 Spitfire IX.
 07.10 - 09.15.
 08.35.
 5 miles NW. Caen.
 Deck level.
 2000 ft.
 NIL.
 2 Me 109's G. Destroyed.

PERSONAL NARRATIVE.

I was flying as Red 2. Just N. of Caen approx. 12 Me. 109 G's were sighted, coming from Caen area. We immediately went in to attack e/a. I managed to get behind one of them and gave it $\frac{1}{2}$ sec. burst from 30 - 40 degs. and from above, strikes being seen in left wing. When I turned left I saw the aircraft went over on its back and it was seen by Blue 1, 2/Ltn. Tvedt to go straight into ground. It is also confirmed by F/Sgt. Ditlev-Simonsen flying Blue 4. A few seconds later I was chasing another ME 109, who on sighting me, started violent evasive action. I closed in to 150 yds. and gave it a $\frac{1}{2}$ - $\frac{1}{4}$ sec. burst angle 5-10 degs. Hits were seen in the radiators, right wing-root and in the engine. It bursted into flames and the pilot baled out. This a/c was seen to crash into ground by Lt. Col. Berg and 2/Ltn. Tvedt.

G. Quinn 2/Ltn.

 Intelligence Officer.

J. Garben 2/Ltn.

 J. Garben, 2/Ltn.

PERSONAL COMBAT REPORT.
J. E. Ditlev-Simonsen, Sgt.

125

Pilot's copy.

24. 6. 44.
331 Squadron.
Spitfire IX
07.20 - 09.30
Approx. 09.25.
Over Casen.
Ground level
Approx. 1500 ft.
NIL.
1 ME 109 G. Damaged.

PERSONAL NARRATIVE.

Reforming after dog-fight with enemy planes during which I saw Red 2, 2/Ltn. Carben shoot down 1 Me 109 G., I sighted a plane on the neck going South. Was not sure of identity of plane but broke formation and followed him down approx. 6 - 700 yds. behind. Gradually I overtook him but he pulled up above cloud and a fight took place in and above cloud. Eventually I got my sight on him and gave him 2 bursts from approx. 700 yds. Black smoke came from his engine. I last saw him going into cloud with black smoke after him. Could not contact him any more. The fight took place over Casen.

C. Hein 445.

.....
Intelligence Officer.

signed

.....
J. E. Ditlev-Simonsen, Sgt.

PERSONAL COMBAT REPORT
2/Ltn. Solvang, O.F.

Pilot's copy 126

24. 6. 44.
331 Squadron.
Spitfire IX.
07.20 - 09.30
08.35.
North West Caen.
Ground Level.
Approx. 2000 ft.
NIL.
1 Me. 109 G. Destroyed.

PERSONAL NARRATIVE.

I was flying Yellow 4 when some e/a crossed our course below us. They broke up through cloud and the Squadron followed. I saw 1 Me

109 G. line abreast with me climbing and I followed him through cloud and opened up a short burst, range about 250 - 300 yds. I saw hits on the cockpit, and e/a went on its back and down through cloud. I followed and saw the a/c hit the ground and explode. No parachute seen. Wing Commander Berg saw the explosion.

G. Stein 2/5.
.....
Intelligence Officer.

Solvang
.....
O.F. Solvang, 2/Ltn.

X

PERSONAL COMBAT REPORT.

Major M. Gran.

127

- A. 6.7.44.
- B. 334 Squadron.
- C. Spitfire IX.
- D. 1210 - 1410.
- E. 1320.
- F. 20 miles N.W. of Chartres.
- G. Deck level.
- H. 15,000 ft.
- I. Nil.
- J. 1 ME.109 destroyed. (shared with Lt. L'Abbe-Lund, K.).

PERSONAL NARRATIVE.

I was flying as Yellow 1 when a dog fight was reported to the right of us. I told the section to drop their extra tanks and proceeded to the scene of the dog-fight. Half way I saw one ME. 109 diving down and I dived after it. After some chasing near ground level the 109 was shot down in flames by my No. 2 Lt. L'Abbe-Lund and myself. The pilot baled out. I used the camera apart from when I was firing. I also took pictures of the wreck and the pilot on the ground. Lt. L'Abbe-Lund and I claim this E/A as destroyed. Gyro sight used.

M. GRAN Major.
(sign).

H. H. ECHOLDT
(sign).
Intelligence Officer.

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PERSONAL COMBAT REPORT.
2/Lt. Gundersen, N.

128

- A. 6.7.44.
- B. 334 (N) Squadron.
- C. Spitfire IX.
- D. 1210 - 1410.
- E. 1500.
- F. 20 miles N.W. of Chartres.
- G. Deck Level.
- H. 15,000 ft.
- I. Nil.
- J. 1 ME 109 Destroyed.

PERSONAL NARRATIVE.

I was flying as Red 2 when I saw one Spitfire IX chased by two ME. 109's. I went down with the Winco in a steep starboard dive. The two ME. 109's dived down on the deck and we followed, closing in to about 600 yds. when I opened fire with M/G and cannon. I observed black smoke coming from the E/A. I then closed in to about 400 yds. and fired a long burst with cannon and M/G, the E/A lost control and crashed in the forest. I claim this ME. 109 destroyed.

Wing Commander Berg and 2/Lt. Isachsen both saw the E/A crash. During the operation I observed several hit on the ME. 109 G. which the Winco was engaging. Cyro Sight used.

N. GUNDERSEN, 2/Lieut.
(sign).

G. SWINDE, 2/Lieut.
Intelligence Officer.

Reference:-

AIR 27/1727

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PERSONAL COMBAT REPORT
Lt. L'Abbe-Lund, RCAF

129

- A. 6.7.44.
- B. 331 (N) Squadron.
- C. Spitfire IX
- D. 1210 - 1410.
- E. 1320.
- F. 20 miles NW Chartres.
- G. Deck Level.
- H. 15,000 ft.
- I. Nil.
- J. Nil. (No claim).

PERSONAL NARRATIVE.

I was flying as Yellow 2 on Major Gran and followed him down when he attacked an E/A. During the chasing I was able to get in some bursts on extreme range. I saw no results. I used the Camera apart from when I fired (Gyro Sight). I saw Major Gran shoot the Messerschmidt down and it crashed. The pilot baled out. I make no claim.

K. L'ABBE-LUND. Lieut.
(sign).

G. STONE. 2/Lieut.
(sign).
Intelligence Officer.

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FURNAL CORBAT REPORT
H.K. Jarstad, Captain.

130

- A. G.F.44.
- B. 331 (N) Squadron.
- C. Spitfire II.
- D. 1270 - 1410.
- E. 1200.
- F. 20 miles NW of Chartres.
- G. Deck Level.
- H. 15,000 ft.
- I. Nil.
- J. 2 FW. 190's destroyed.

FURNAL NARRATIVE.

I was flying as Plus 1, 331 (N) Squadron, escorting 30 Mitchells to Chartres. When approx. over La Ferté Vidame 25 miles NW of target the Wing Commander Flying. (Red I) started a port turn to get behind 66 Squadron that was being attacked. I followed the Wing Commander $\frac{1}{2}$ of the turn, then slipped under him and went down on one FW. 190 that was flying on the deck east. I gave this E/A a short burst from behind and 20° above and then broke starboard. for flank, as I did not observe results, but my No.2 Sgt. Tilsot, saw black smoke pouring from it, and 2/Lt. Schjott and Sgt. Tidmann-Johansen, Red J and K who had already gone down on this E/A, but were unable to get within range saw it crash on the ground. I claim this FW. 190 as destroyed.

After breaking for flank I climbed in a steep starboard. turn to about 14000' and there started a starboard. turn. Half way through I saw one FW. 190 on the deck at 90° clock being chased by several Spits. I broke down port, closed to 400 yds. and opened fire from about 10° starboard. to 350 yds. dead astern. Strikes observed on wing roots and fuselage. Hits and pieces broke from the E/A which emitted black smoke. Unable to close further I broke off and climbed into the sun. At 5000 ft. this E/A was seen to strike the ground just south of La Loupe. I claim this FW. 190 as destroyed. Climbed to 14000' joined the Bombers Leaches and followed them out, then went home from Labourge. Gyro Sight used.

I confirm this statement to be correct:-

G. TILSOT. Sgt.
(sign).

HILS K. JARSTAD, CAPT.
(sign)

A. SCHJOTT. 2/Lt.
(sign).

TIDMANN-JOHANSEN Sgt.
(sign).

G. SENDE 2/Lt.
(sign).
Intelligence Officer.

PERSONAL COMBAT REPORT

2ND. LIEUT. E. GUNDERSEN.

131

- A. 6th August 1944
- B. 331(N) Squadron.
- C. Spitfire IX LF.
- D. 11.20 -13.10 hours
- E. 12.25 hours
- F. BEAUMONT-SUR-OISE area.
- G. 17000 ft.
- H. 16000 ft.
- I. NIL
- J. 1 Me 109 Destroyed shared with 2/ltn. Tjensvold.
Gyro used.

NARRATIVE (PERSONAL) I was flying as yellow 3. When e/a were sighted at 10 o'clock above diving down at the bombers, I went in with my No. 2 to intercept. I attacked 1 FW 190 opening up a short burst from port 5 degs. off from 750 yds. No result was seen. Closing in all the time I opened up from 400 yds. with cannons and M/G. Hits were seen in both wings-roots and in the fuselage and e/a was almost hidden in black smoke which poured from it. The combat took place from 16000 ft. and down to deck level. I got into position again, 300 yds. distance but due to cannon stoppages, only 5 M/G fired. When I had no more left I called up my No 2, who was on my tail all during the combat and saw the e/a eventually crash on the ground. Climbing up to 16000 ft. we rejoined the bombers.

I confirm that 1 Me 109 attacked by Capt. Ringdal exploded in the mid-air.

(Signed) G. Steine
Int. Officer.

(Sign.- E. Gundersen, 2nd. lieutenant.

PERSONAL -COMBAT REPORT

Nils Ringdal, Captain.

- A. 6th August, 1944
- B. 331(N) Squadron.
- C. Spitfire IX LF.
- D. 11.20-13.10 hours.
- E. 12.25 hours.
- F. BEAUMONT-SUR-OISE area.
- G. 17.000 ft.
- H. 16.000 ft.
- I. NIL
- J. 1 Me 109 destroyed. 1 Me 109 damaged
(Gyro used)

PERSONAL NARRATIVE.

I was leading 331(N) Squadron on Ramrod 1170. As we approached target at 16000 ft. I saw two lots of e/a, one apparently acting as cover for the other. The lower and farther lot, on observing our aircraft, declined to make combat and dived down. The other lot obviously unawares of the Spitfires, went in to attack the bombers. At this moment our position was slightly behind and below e/a. As we had overtaking speed, we managed to pull up behind them. I selected one of the leading Me 109's and attacked him from 400 yds. 10 degs. off below and starboard with a 4 sec. burst cannon and 5 M/G closing in to 250 yds. astern. No hits observed until e/a exploded and went down in flames. As this e/a was going down, another Me 109 came diving down from port side 90 degs. on my course and in front. I turned starboard and followed him down opening first approx. 500 yds. with cannons and 5 M/G closing in to 300 yds. with one 4 sec. burst. Pieces of e/a flew from portside of fuselage near the cockpit. As there was a lot of e/a around the target area, I broke off the engagement and returned to the bombers which were spread over a considerable area. We followed the bombers out in Midchannel without further incident.

(Signed) G. Steins, 2nd lieut.
Int. Officer.

(Signed) N. Ringdal, Captain.

SECRET

133

PERSONAL COMBAT REPORT:
2/Lt. Tjensvold, E.

- A. 6th August, 1944.
- B. 331 (N) Squadron.
- C. Spitfire IX L.F.
- D. 1120 - 1300 hours.
- E. 1225 hours.
- F. BEAUMONT-SUR-OISE area.
- G. 17,000 ft.
- H. 16,000 ft.
- I. NIL:
- J. 1 destroyed FW 190 shared with 2/Lt. Gundersen.
Gyro used.

PERSONAL NARRATIVE.

I was flying as Yellow 4 with 2/Lt. Gundersen as my No. 1, who, on sighting E/A, went in to attack. After his combat with E/A he ordered me over the R/T to carry on the chase. E/A turned on the back and dived and my combat with E/A was made at deck level. High speed and violent action by the FW caused my attacks to be made at great angles. When I opened fire the E/A went into a steep turn and unable to get in line astern, I gave him a 3 sec. burst from 350 yds. angle 60 degs. turning to head on. I broke off to port to avoid collision, and lost sight of him. According to my No. 1 who was watching the combat, the E/A crashed in a nearby field.

(signed) G. Steine, 2/Lt. (signed) E. Tjensvold, 2/Lt.
Intelligence officer.

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SECRET

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PERSONAL COMBAT REPORT.
Lieutenant L'Abée-Lund, K.

- A. 6th August, 1944.
- B. 331 (N) Squadron.
- C. Spitfire IX L.F.
- D. 1120 - 1310 hours.
- E. 1225 hours.
- F. BEAUMONT-SUR-OISE area.
- G. 17,000 ft.
- H. 16,000 ft.
- I. NIL.
- J. 1 ME 109 G. destroyed.
Gyro used.

PERSONAL NARRATIVE.

I was flying Yellow 1 with 2/Lt. Marthinsen as my No. 2, as E/A was sighted. I picked out one which dived to attack an Halifax, and opened fire at approximately 500 yds. when he opened up on the bomber. I saw some hits in starboard wing root. E/A broke up and right, and I gave him another burst, whereafter he went into an inverted dive, pieces and hood blowing off. At 4,000 ft. the pilot jumped. I broke up, then saw the parachute floating down and the E/A burning on the ground. We returned to the bombers, and joined the squadron.

(signed) T. Marthinsen, 2/Lt. (signed) L'Abée-Lund, K.

(signed) G. Steine, 2/Lt.

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Officer Commanding, 135
351 (N) Squadron,
152 (N) Wing H.Q.
ROYAL AIR FORCE,
British Liberation Army.

8th September, 1944.

Ref.: 351/1507/P.1.

CIRCUMSTANTIAL REPORT.

2028 2nd lieut. F. Sørensen.

Sir,

I have the honour to refer to my Casualty Signal A.588, dated 29.8.1944 regarding the loss of 2nd lieutenant Sørensen, F.

2nd lieutenant G. Filset who flew as 2nd lieutenant Sørensen's No. 2, renders the following report:-

"351 (N) Squadron was attacking ground targets South of AMIENS. 2nd lieutenant Sørensen was leading Yellow Section with me as his No. 2. After an attack I noticed white smoke from his right radiator. I at once called him over the R/T, but found my radio u/s. When reaching 6,000 ft. I was flying line abreast with him and saw him open the hood. A moment later flames came out of the starboard exhaust pipe. 2nd lieutenant Sørensen then turned over and baled out. I circled around him when he went down and he landed O.K. As far as I could make out he landed safely in a small wood just South of AMIENS."

I have the honour to be,
Sir,
Your obedient servant.

Harry Daving Lieutenant
for Officer Commanding,
351 (N) Squadron.

Distribution:-

H.Q. 2nd T.A.F. Rear,
H.Q. 84 Group Main,
H.Q. 84 Group Rear,
A.N.A.F. Ops. 7.
B.P.S.O. (A.N.A.F).
H.A. R.N.A.F., Kingston House, London.
File.

Officer Commanding,
331 (N) Squadron.
132 (N) Wing H. Q.
ROYAL AIR FORCE.
B.L.A.

136

20th October, 1944.

Ref.:- 331S/1507/P.1.

CIRCUMSTANTIAL REPORT

No. 5856 Captain K.M. Kopperud.

Sir,

I have the honour to refer to casualty signal T. 453 of 18.10.1944 regarding the loss of Captain K.M. Kopperud.

2nd Lieutenant C. Tilset who flew as Captain Kopperud's No. 2, renders the following report:-

"On the 18.10.1944, 331 (N) Squadron went out on a bombing and strafing mission. The target was a railway-line over a lake a couple of miles east of KALDENKIRCHEN. Captain Kopperud was flying as Red 1 with me as his No. 2. I followed him down in the bombing attack. We were both firing. Shortly after pulling out of the dive, we were then between 2 - 3,000 feet over KALDENKIRCHEN, we were met with very heavy and accurate flak. I believe Captain Kopperud must have been hit, as he went into a cloud in a rather uncontrolled manner, I followed him, but as I turned left. I lost sight of him. When I broke cloud again, I was unable to see him. I called him up several times on the R/T, but did not get any answer. I therefore joined up with the rest of the squadron"

Nothing more has since been heard of Captain K.M. Kopperud.

I have the honour to be,

Sir,

Your obedient servant.

Paul King Lieutenant,
for Officer Commanding,
331 (N) Squadron.

Distribution:-

- 2nd T.A.F. Rear.
- 3d Group Main,
- 3d Group Rear,

25/10/44
540

Officer Commanding
331 (N) Squadron.
R.A.F. Tangmere.

137

HQ/507/71.

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5655 Lt. Pilot. Hartman, P.

I have the honour to refer to my signal A.565 dated 30.6.44., and to submit the following circumstantial report.

331 (N) Squadron took off from base at 1830 hrs to patrol the assault area, and provide air cover for shipping off the beaches. The patrol commenced at 1900 hrs, and was uneventful until 1935 hrs when Lt. Hartman's aircraft was hit by flak and the jet patrol tank exploded. He was seen to lose height and was apparently trying to belly land on a field, but overshoot and crashed into a row of trees with great speed.

2/Lt. Selwang, O.P. who was flying as Red 4, submits the following report:-

I was flying as Red 4, when I saw an explosion under Red 2's a/c. This made the jet patrol tank fall off and explode in mid-air. White smoke came pouring out of the aircraft. Red 2 pulled up as if to try to gain height, but then went steeply down. Vince asked him to try to crashland, but there was no reply. The a/c seemed to be levelling out in attempt to land. He, passed however, over a couple of fields with great speed and crashed in a row trees near an advance field North East of Tilly. In my opinion it is not likely that he survived the crash.

I have the honour to be,
Sir,
Your obedient servant,

Luise Selwang, O.P.
for Officer Commanding
331 (N) Squadron.

Distribution :

Q. 2 T.A.F. Base.
Q. 81 Group. Min.
Q. 81 Group. Base.
S.A.F. Ops. 71
P.S.O. (A.E.A.F.)
N.A.F. Kingston. House. London.

H.Q., A.E.A.F. (Ops. 7)

Date of Receipt _____
File No. _____
Action to _____
Entered _____

29th November, 1944.

Ref.:- 334/1507/P.1.

CIRCUMSTANCES REPORT.

No. 2307 Sergeant K.H. Jeterwald.

Sir,

I have the honour to refer to Casualty Signal 2-519 of 26.11.1944 regarding the loss of Sergeant K.H. Jeterwald.

The squadron took off at 1155 hours on the 26.11.1944 to carry out a dike bombing attack on a German headquarter North East of HELDORN. Sergeant Jeterwald was flying as No. 2. Very little flak was encountered. He was seen to notice that Sergeant Jeterwald was missing until back at base. Shortly afterwards C.O.C. reported that his body had been found by the Canadians at pinpoint B. 699505.

In order to enquire closer into the matter I flew up to HELDORN. Eyewitnesses state that Sergeant Jeterwald's aircraft came in very low with black smoke pouring out of the engine. He was apparently hit by flak. It seemed as if the aircraft was going to crashland. Suddenly, however, the pilot was seen to bail out, but as the a/c was too low, the parachute did not open properly and Sergeant Jeterwald was killed instantly.

He is now buried at the Canadian Military Cemetery,

HELDORN.

I have the honour to be,
Sir,
Your obedient servant,

H. G. King

Officer Commanding,
334 (N) Squadron.

Distribution:-

Headquarters 2nd T.A.F., Base,
Headquarters 2d Group, Main,
Headquarters 2d Group, Base,
R.N.A.F. (N) (AIR DIV.), Attention Ops. 7 Records,
R.P.M.C.,
Headquarters R.N.A.F., Kingston House, London.
Officer Commanding, 132 Wing.
File.

Officer Commanding,
331 (N) Squadron, 139
132 Wing.

4th January, 1945.

Ref.:- 3318/1507/P.1.

CIRCUMSTANTIAL REPORT.

No. 5497 2nd Lieutenant Ole Tilsted.

Sir,

I have the honour to refer to Casualty Signal T. 563 of 29.12.1943 regarding the loss of 2nd Lieutenant Ole Tilsted.

4 aircraft of 331 (N) Squadron were on their way back to base from a sweep in the OSNABRUCK area, when RED 1 attacked a FW. 190. During the following combat RED 2 followed by RED 3, 2nd Lieutenant Tilsted, were seen to dive as if to attack. Since then nothing more has been heard about them.

I have the honour to be,

Sir,

Your obedient servant.

Major Major,
Officer Commanding,
331 (N) Squadron.

Distribution:-

Headquarters 2nd T.A.F.,
Headquarters 84 Group, Main,
Headquarters 84 Group, Rear,
S.H.A.E.F., (N) (Air Division), Attention Ops 7 Records, ✓
Headquarters R.N.A.F., Kingston House, London S.W. 7,
File.
Officer Commanding 132 Wing.
B.P.S.O.

Officer Commanding, 140
334 (N) Squadron,
132 Wing.

4th January, 1945.

Ref:- 334/1507/P.1.

CIRCUMSTANTIAL REPORT.

No. 1462 2nd Lieutenant Carl Jacob Steusland,

Sir,

I have the honour to refer to Casualty Signal T. 562 of 29.12.1944 regarding the loss of 2nd Lieutenant Carl Jacob Steusland.

4 aircraft of 334 (N) Squadron were on their way back to base from a sweep in the OENABROOK area, when RED 1 attacked a P/W 190. During the following combat RE 2, 2nd Lieutenant Steusland, followed by RED 3, were seen to dive as if to attack. Since that nothing more has been heard about them.

I have the honour to be,

Sir,

Your obedient servant.

Arthur Conn Major,
Officer Commanding,
334 (N) Squadron.

Distribution:-

Headquarters 2nd T.A.F.,
Headquarters Sd Group, Main,
Headquarters Sd Group, Rear,
S.H.A.E.F. (N) (Air Division), Attention Ops. 7 Records, ✓
Headquarters R.N.A.F., Kingston House, London S.W. 7
Officer Commanding, 132 Wing,
File,
B.P.S.O.

PERSONNEL COMBAT REPORT.
2/Lt. Watvott.

Date :-	29th December, 1944
Squadron :-	331 (NORWEGIAN)
Type and mark of A/C :-	Spitfire IX B.
Time up and down :-	14.20 - 15.30
Time of attack :-	14.50
Place of attack :-	Beschede area.
Height of enemy on first sighting :-	15,000 feet.
Own height on first sighting :-	12,000 feet.
Our casualties :-	NIL
Enemy casualties :-	1 Me. destroyed (109)
Code used	
C.O.C. Reported.	

PERSONNEL NARRATIVE:

I was flying Yellow 4 when aircraft were reported in front of us. They crossed 3000 ft. above on portside and turned in behind us, and came in position as top cover. Red 1 then ordered the whole squadron to orbit port and climb, and to change tank. During this turn Yellow 3 was attacked by a Me-109 from above. I was struggling a bit at that moment, as I had to slow down to get rid of the drop tank. The Me pilot apparently thought he was attacking the last one in the formation, and got in between Yellow 3 and myself. Turning sharply to port I closed in to less than 100 yards, when I opened up with cannon fire. I saw numerous strikes in the cockpit and on the left wing root. Dense black smoke started pouring from his engine, and the enemy aircraft turned over on its back and dived underneath my nose. Yellow 3 confirms that the left wing of the enemy aircraft broke off and spun down.

Per Thulin (Sign)
2/Lt.

Watvott (Sign)
2/Lt.

G. Steine Lieut. (Sign)

Intelligence Officer.

SECRET.

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PERSONAL COMBAT REPORT.
Major M. Gran.

Date:-	29th December, 1944.
Squadron:-	331 (N).
Type and mark of a/c:-	Spitfire IX B.
Time UP and DOWN:-	1007 - 1135.
Time of attack:-	1100.
Place of attack:-	Few miles North RHEINE.
Height of enemy on first sighting:-	8,000 ft.
Own height on first sighting:-	8,000 ft.
Own casualties:-	NIL.
Enemy casualties:-	1 FW. 190 destroyed.
Gyro used.	
G.C.G. Exposed.	

PERSONAL NARRATIVE:

I was leading the Squadron on an Arme and Fighter Sweep in the ENSCHEDE/RHEINE/OSNABRUCK area. The Controller reported bandits North RHEINE, but as we did not see any at first I attacked 2 locomotives - both punctured -. When pulling up after the attack enemy fighters were reported on the deck underneath the Squadron by YELLOW 1. We were at 3,000 ft. In the combat that followed I saw four aircraft hitting the ground and bursting into flames. I learned later that it was three FW. 190's and one Spitfire.

BLUE section was not engaged as they were behind. On the way home YELLOW 3 called up and said he was baling out.

Approaching ENSCHEDE from the East a single FW. 190 crossed our course in front of us. I attacked it and shot it down. Enemy aircraft did violent evasive action but I managed to hit it in the fuselage and wings and the pilot baled out. The aircraft was seen crashing on the ground by F:/Sgt. Haanes. During this engagement we lost the two other planes in the section. They have not been heard of since.

Witnessed:- K. HAANES F/Sgt.
(signed).

MARTIN GRAN, Major.
(signed).

G: STEINE Lieutenant.
(signed)
Intelligence Officer.

SECRET.PERSONAL COMBAT REPORT.
2nd Lieutenant J.P. Ditlev-Simonsen.

Date:- 29th December, 1944.
 Squadron:- 331 (N) Squadron.
 Type and mark of A/C:- Spitfire IX B.
 Time up and down:- 1420 - 1530.
 Time of attack:- 1455.
 Place of attack:- ENSCHEDE area.
 Height of enemy on first sighting:- Ca. 15,000 ft.
 Own height on first sighting:- Ca. 12,000 ft.
 Own casualties:- Nil.
 Enemy casualties:- 1 ME. 109 destroyed.
 Gyro used.
 C.C.G. exposed.

PERSONAL NARRATIVE.

Flying as No. 4 in BLUE section, I re-
 several planes at 8 o'clock above. The squadron immediately started
 to climb to the left after the Huns who were going into the sun.
 Within a short period we made contact with the Huns who were approx-
 imately 25 plus strong. A dog-fight developed, during which I saw
 BLUE 3, Lieutenant Dogger shoot down 2 ME. 109's. I got one burst
 on the second one but it was then already destroyed as it exploded
 and a wing fell off when I started to shoot. Lieutenant Dogger then
 had a go on a third ME. 109; we were then in a slack left turn.
 This German came slightly underneath me when doing a sharp turn to
 the right. I immediately changed course and opened up at him at a
 close range. He made one roll but then I saw strikes on the centre
 section and something blew off the ME. 109. Black smoke came pouring
 from the engine and the ME. 109 went down spinning in smoke. I claim
 this ME. 109 as destroyed. Lieutenant Dogger saw the plane spinning
 down.

Witnessed:- RAGNAR DOGGER Lt.
(signed)

JOHN PEDER DITLEV-SIMONSEN 2/Lt.
(signed)

G: STEINE Lt.
(signed)
Intelligence Officer.

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PERSONNEL COMBAT REPORT.

2/Lt. O. Aanjesen.

Date:- 26th December, 1944.
 Squadron:- 331 (NORWEGIAN)
 Type and mark of A/C:- Spitfire IX B.
 Time up and Down:- 14.20 - 15.30
 Place of Attack:- South of ENSCHDEDE.
 Height of enemy on first sighting:- 15,000 feet.
 Own height on first sighting:- 12,000 feet.
 Our casualties:- NIL.
 Enemy casualties:- 1 Me 109.
 (Type) used.
 O.C.G. Exped.

PERSONNEL NARRATIVE:

I was flying as Blue 2. On the way out 25 plus enemy aircraft were sighted and reported at 8 o'clock above, turning and coming in behind our Squadron. We did a climbing port turn onto the enemy which were identified as Me. 109's. They tried in turn to get behind us, and a dogfight developed. I picked the leader of the aircraft, and after some turning got behind him, almost line astern approximately 200 yards. I fired three long bursts closing to 150 yards during which half of starboard wing fell off and the e/s burst into flames, spinning down, and exploding when hitting ground. Nothing was seen to come out of it. This was also witnessed by 2/Lt. Lauvand, Yellow 2.

Witnessed:- P. Lauvand (Sign.)
 2/Lieut.

O. Aanjesen, 2/Lieut. (Sign.)

G. Steine, Lieut. (Sign.)
 Intelligence Officer.

Reference:-

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SECRET.PERSONAL COMBAT REPORT.
2nd Lieutenant B. Tidemand-Johannessen.

Date:- 22.12.1944.
 Squadron:- 331 (N).
 Type and mark of A/C:- Spitfire IX B.
 Time UP and DOWN:- 1420 - 1530.
 Time of attack:- 1455.
 Place of attack:- ENSCHUDE area
 Height of enemy on first sighting:- 14,000 ft.
 Own height on first sighting:- 12,000 ft.
 Own casualties:- NIL.
 Enemy casualties:- 1 ME 109 destroyed,
 1 ME 109 damaged.
 Gyro used.
 C.G.C. exposed.

PERSONAL NARRATIVE:-

I was flying RED 2 on a fighter sweep when a large formation of aircraft were sighted above at 8 o'clock, which we thought were friendly aircraft returning, when they however, started turning into attack from sun, they were reported, and we started a climbing turn to port, having made sure that they were ME. 109's. After 360 degs. turn we were at their tails, and I observed black smoke from exhaust tubes of the two last aircraft as they opened up. I was flying as No. 2 on the Squadron Leader, and I went for the aircraft flying in front of the one he attacked. The En started a port turn, presenting a good target. Allowing 30 degs. deflection I fired a short burst and observed strikes on his port wing. At the same time an enemy aircraft appeared under my port wing, approximately 10 feet below me, with slight overtaking speed. Banking steeply to starboard and bak again to port, I got in position for attack, the enemy now banking steeply to port. Firing a short burst from 100 yards, the enemy aircraft started smoking, and a few seconds afterwards I observed it spinning down, and finally crash on the ground in flames. This was also observed by 2nd Lieutenant Lausund, flying YELLOW 2.

sd: P: LAUSUND 2/Lt.
(signed)

Tidemand-Johannessen 2/Lt.
(signed)

G. Steine Lieutenant.
(signed).

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Reference:-
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SECRET.PERSONAL COMBAT REPORT.
Lieutenant Trygve Woxen.

Date:-
Squadron:-
Type and mark of A/C:-
Time UP & DOWN:-
Place of attack:-
Time of attack:-
Height of enemy on first sighting:-
Own height on first sighting:-
Own casualties:-
Gyro not used.
C.C.C. Exposed.

29th December, 1944.
331 (N).
Spitfire IX B.
1420 - 1530.
BESCHUDE area.
1455.
14,000 ft.
18,000 ft.
ND..

PERSONAL NARRATIVE:-

I was flying YELLOW 1 on a fightersweep. The Squadron was diving gently East towards BESCHUDE, when the controller reported enemy formation coming in behind us. The Squadron Leader ordered turn to port. I turned with my section in the ordinary way, opened up and dropped my tank in the turn. I saw the two formations a couple of thousand feet above us and I thought they were Spitfires until RED 1 told over the R/T they were Bms. The enemy formation did not take evasive action yet, and I saw RED 1 open up on the ~~first~~ last aircraft. I was a bit below RED section at this time, and I saw the pilots in RED and BLUE sections picking their victims. It took me therefore a couple of seconds to decide which one to go for. I then saw 2 ME. 109's turning left and diving. I turned sharply left, overshot and lost the one under my nose and went for the left one. He was turning fairly sharply, I closed in and turned inside him, my ~~aiming~~ aircraft just on the stalling point, I could not use my Gyro. (at least I did not) gave him a long burst at about 150 - 100 yards seeing numerous strikes along the fuselage and round the cockpit. He flicked over out of control, but owing to the great number of enemy aircraft, I did not give myself time to follow him down. The aircraft was, however, seen to crash and explode on the ground by my Number 2, 2nd Lieutenant Lausund. The pilot was not seen to bale out.

I did not see any enemy aircraft after this combat. I returned to the ARNHEM area and formed up with RED 1.

Witnessed:- P. LAUSUND 2/Lt.
(signed)

TRYGVE WOXEN Lt.
(signed)

G. STEINE Lt.
(signed)
Intelligence Officers

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PERSONNEL COMBAT REPORT.

E/Sgt. Hannes.

Date:- 29th December, 1944.
 Squadron :- 334 (NORWEGIAN).
 Type and mark of A/C.:- Spitfire II. B.
 Time up and down:- 10.07 - 11.35
 Time of attack:- 11.00
 Place of attack:- Area S.W. of HANNOCK.
 Height of enemy on first sighting:- On deck.
 Own height on first sighting:- 6,000 ft.
 Own casualties:- NIL
 Enemy casualties:- 2 P.W.190 Destroyed.
 Gyro used.
 C.C.C. not used.

PERSONNEL NARRATIVE:

I was flying as Red 4. as we were pulling up from attacking a locomotive. Hans were reported by Yellow 1. They were flying on deck level going north. 5 of them were seen airtage her. Red 3, 2/Lt. Stousland broke down on them immediately and I followed. On the way down I passed Red 3 and got on the tail of the P.W.190 at the rear. He broke to port about 200 yards ahead of me. As he broke I fired a short burst and hit him in the port wing. Pieces came off and he crashed on the ground and exploded. I followed 2/Lt. Stousland who was chasing a P.W.190. I saw him hit the Han in the head and the 190 crashed a few seconds later. I followed up the chase and got about 300 yards behind another P.W.190. He broke to port and I followed round. After about 270 degrees turn he climbed to about 600 feet. I got in a long burst and hit him in the wing root and around the cockpit. He turned his aircraft on its back and baled out. The aircraft crashed and exploded on the ground. A few seconds later one of our aircraft came diving down and overbore the P.W.190. One of the Hans fired a short burst and hit the Spitfire in the tail which came off. He spun into the ground immediately. The pilot was probably Captain Rader.

The two remaining Hans had by then got far away from us and we pulled up to red 1. Major Gran, and we set course for base. A few minutes later Red 4 reported a Han straight ahead at the same level. He opened up and chased him for a few seconds and hits were observed in the cockpit and engine. The P.W.190 went straight down and exploded.

Major Gran saw all 3 P.W.190's explode on the ground.
 I claim 2 P.W.190's destroyed for myself and 1 P.W.190 destroyed for 2/Lt. Stousland who is now missing.

E. Hannes (Sign.)
 E/Sgt.

SECRET.

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PERSONAL COMBAT REPORT.
CAPTAIN GRUNDT-SPANG, R.

Date:- 28th December, 1944.
 Squadron:- 531 (N)
 Type and mark of A/C:- Spitfire IX B.
 Time UP & DOWN:- 1420 - 1530.
 Time of attack:- 1430.
 Place of attack:- BRESCHEN area.
 Height of enemy on first sightings:- 15,000 ft.
 Own height on first sightings:- 12,000 ft.
 Own Casualties:- NIL.
 Enemy casualties:- 3 ME. 109's destroyed.
 Cyro used.
 C.G.C. exposed.

PERSONAL NARRATIVE:-

I was flying Blue 1 on the Fighter Sweep led by Major Gran. Having reached a height of about 15,000 ft. over ARNHEM the Squadron started a shallow dive towards the BRESCHEN area in order to sweep at the highest possible cruising speed. Soon after we had left the ARNHEM area the Ops. Controller of LONGBOW 6 gave us information of two Hm formations, one North of BRESCHEN flying South and one North of BRESCHEN flying in a southerly direction. In his first report the Controller gave no height of the enemy aircraft but a minute later he told us that they were approximately 20 plus of the Hms flying at 15,000 ft. and coming towards us. Immediately after the Hm formation was reported by Blue 4 at 3'o'clock above. I gave orders to Blue section to jettison tanks and followed the Squadron in a climbing turn to port. The enemy aircraft which by this time had been identified as ME. 109's turned in behind us and manoeuvred into sun about 2000 yards away. We feel much indebted to the Controller for being extremely accurate in reporting that the Hm a/c were now ~~manoeuvring~~ forming on us on our starboard side. Both the Hm and our formation now started to manoeuvre for a favourable tactical position. The Hms were in a left orbit, and were twice in the sun for us, and we were climbing hard, also in a left hand circuit with everything forward. At about 15,000 ft. the Hm formation totalling 30 aircraft stretched over more than half a circle, with two aircraft straggling a bit. Major Gran picked one of these two, I the other and both went down in flames. I opened fire at about 250-300 yards range, using the Cyro HOLY nearly fully open. The enemy aircraft took evasive action, kicking the rudders then reversed bank. In doing so he was hit in the engine, white smoke poured out and a second after he started to burn. I did not see him bale out. I was in return attacked from starboard by two 109's and turned into the attack. I was turning with these two aircraft for about 3 minutes, the fighting taking now place a bit south of BRESCHEN. The Hms always kept 500 ft. above me trying to attack me in turn. I managed fairly well turning into each attack squirting one without hitting, until 6 more 109's arrived and joined in the attack. With full boost and throttle throught the gate I called for assistance and went into a climbing corkscrew turn with nose so high that A/S went down to 90 M.P.H. and keeping left rudder on all the time. After a minute of this I was not yet hit when 2 109's attacked head on from above and from opposite directions. They came in very close to each other both firing and I gave them a 1-2 second burst shooting of a big piece of the starboard wing of one of the ME.'s and possibly hitting the other in the engine. They collided just in front of me and in order to avoid collision myself I had to ~~yank~~ yank the stick hard back causing my aircraft to go into an inverted spin which immediately corrected itself to a normal spin. I let the aircraft spin a few thousand feet and noticed that 4 or 5 109's followed me. I also saw the two 109's I had fired at, one going down in flames and one spinning down with about half his right wing off. At 10,000 ft. I took the aircraft out of the spin but allowed it to continue downwards in big aileron turns gathering speed to about 450 M.P.H. I straightened out at 6,000 ft. and in a shallow dive set course for ARNHEM. 4 or 5 109's followed me but could not close to more than about 1,000 yards and turned back just before reaching ARNHEM. After having warned the Squadron of these aircraft I flew back to base and landed at 1530 hrs.

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PERSONNEL COMBAT REPORT.
Major M. Gran.

Date:- 29th December 1945

Squadron:- 334 (NORWEGIAN)

Type and mark of A/C:- Spitfire IX B.

Time up and down:- 14.30 - 15.30

Place of attack:- SW. ENSCHEDE, Time of attack: 14.30

Height of enemy on first sighting:- 14,000 feet.

Own height on first sighting:- 12,000 feet.

Our casualties:- Nil

Enemy casualties:- 2 Me 109 Destroyed
1 Me 109 Damaged

Ops used

C.O.G. Exposed.

PERSONNEL NARRATIVE:

I was leading the squadron on an armed recon and fighter sweep in the ENSCHEDE-RHEINE area when the controller reported bandit formation north east of RHEINE, 20 plus and one bandit formation over ENSCHEDE at 15,000 ft. When approaching ENSCHEDE from west at 12,000 feet a formation of a/c was reported at 8 o'clock above by Hms 4. I thought they were friendly at first, but when the formation turned in behind us, I ordered the squadron to a port climbing turn and to drop their drop-tanks. After $1\frac{1}{2}$ circles we attacked the formation, which turned out to be Me.109's, from underneath.

I attacked one of the aircraft in the rear of the formation from port 20 degrees 400 yards to 200 yards and saw strikes in the engine. The a/c burst into flames and was seen by other members of the squadron to go down in flames. I then attacked another Me 109 which was turning sharply to port, at less than 200 yards. When my bullets started to hit the a/c the pilot bailed out. I overrode the a/c and for a few moments I flew line abreast with it and saw the empty cockpit. The a/c straightened out and was last seen flying away with black smoke and white smoke pouring out. I do not know in which direction.

By now there were Me.109's and Spitfires all around in an amazing dog-fight. I saw several Me.109's going down with Spitfires on their tails. I now attacked another Me.109, but as my Spitfire was on the stalling point, it took me some time before I could get into position to fire, and when I did, it rolled over and dived down. I could not follow as I had one Me.109 maneuvering for attack on me. I quickly got on his tail, but when I started to hit him, he disappeared into the sea. I claim this Me.109 as damaged.

After the dog-fight we were all scattered about and I ordered a rendezvous over ARNHEM, but as we did not get quickly together, and there were no more news about the Hms, I ordered the a/c's to return to base.

MARTIN GRAN (Sign)
Major.

G. Steine (Sign) .
Intelligence Officer.

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PERIODIC COMBAT REPORT
1st Lt. J. D. Danner.

Date:- 29th December, 1944.
 Squadron:- 331 (NORWEGIAN)
 Type and mark of a/c:- Spitfire IX.B.
 Time up and down:- 14.20 - 15.30
 Time of attack:- 14.55
 Place of attack:- South of HUNDEBERG.
 Height of enemy on first sighting:- 15,000 feet
 Own height on first sighting:- 12,000 feet.
 Own casualties:- NIL
 Enemy casualties:- 2 He-109 Destroyed.
 Type used.
 O.S.C. Reported.

PERIODIC NARRATIVE:

I was flying as Blue 3. Blue 4 were reported by the controller and 10 miles South and West of HUNDEBERG Blue 4 reported a large number of aircraft at 8 o'clock above. They turned in behind us sitting up-ann. The squadron went into a climbing left turn, tanks were dropped, and after one turn was in an ideal position for attack. Major Green opened fire on the last man, which exploded.

I attacked one of the last ones, which just, as I opened fire dropped its tanks I fired from 15 degs. port 2-4 second burst, seeing strikes all over engine and cockpit, a large explosion was seen, and the left wing broke off and aircraft spun down in flames. My number 2, 2/14, Dittler-Simonsen confirms this claim as he was close behind me during the combat. As I climbed away to the left I came to the tail of another He-109, attacking it from 10-5 degs. port and stern. Hits were observed all over engine and cockpit, large bits coming off hood, a large bit of casing and a piece of the left wing came off. Fire was opened at approx. 250-300 yards and closing to 100 yards. I fired 2 bursts of approx. 2-3 seconds. The a/c went into a steep dive, burning away furiously, and was seen hitting the ground and explode. This is again confirmed by my No. 2, 2/14, D-Simonsen.

Later in a steep turn I fired a short burst after a third hit, but as I stalled, had to break away observing no results. This aircraft was attacked by my No. 2, and was seen spinning down.

Returned to base with my No. 2.

I claim 2 He 109's Destroyed.

Witness:- J. Dittler-Simonsen (S/M)
2/14ert.

Danner Danner (S/M)
14ert.

G. Steine (S/M)
Intelligence Officer.

Reference:-

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